

Cycling Network Plan: 2021 Cycling Infrastructure Installation - Second Quarter Update and Missing Link Sidewalk Program: 2021 Local Road Sidewalk Installation

Date: May 10, 2021

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 2, 3, 5, 6, 9, 10, 13, 14, 15, and 22

SUMMARY

The Cycling Network Plan and the associated Near Term Implementation Program (2019-2021), adopted by Council in July 2019 seeks to build on the existing network of cycling routes to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety.

This report is a second quarter update on cycling infrastructure projects that are proposed to be installed in 2021 and 2022 for which design and consultation have been completed. An updated Cycling Network Near Term Implementation Program and additional cycling infrastructure projects proposed for installation in 2022-2023 will be included in upcoming reports.

This report also recommends the installation of sidewalks on local roads not otherwise delegated to the General Manager, Transportation Services as part of the Missing Link Sidewalk program.

This report seeks Council authority to install 9.47 lane kilometres (km) of new cycling infrastructure on the following streets proposed in the Cycling Network Near-Term Implementation Plan (2019-2021):

- Bayview Avenue (cycle tracks, Ward 13)
- Chesswood Drive (cycle tracks, Ward 6)
- The Esplanade (cycle tracks, Ward 10 and 13)
- George Street South (contra-flow cycle track, Ward 10)
- Martin Grove Road (cycle tracks, Ward 2)
- Mill Street (cycle tracks, Wards 10 and 13)
- Winona Drive (bicycle lanes, Ward 9 and 12)

- Woodfield Road (bicycle lanes, Ward 14)

This report also seeks Council authority to make improvements to 1.48 lane km of existing cycling infrastructure on the following streets:

- Rathburn Road (bicycle lanes to cycle tracks, Ward 2).

By-law amendments required to reduce the speed limit on Yonge Street between Bloor Street and Belsize Drive from 50 km/hour to 40 km/hour to improve safety for the ActiveTO temporary complete street pilot are also included in this report.

A map of the cycling projects proposed in this report is included as Attachment 1. The changes proposed would improve safety and mobility options by providing improved cycling connections to transit, parks, local schools, businesses, and residences. Pedestrian improvements have also been included in the projects, wherever feasible, including curb extensions and new sidewalk installations, and motor vehicle lane adjustments.

While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to have acceptable impacts in order to improve safety and comfort of all road users.

All of the bikeways included in this report are proposed to be installed in 2021 and 2022, as detailed in the report below.

Provision of safe, comfortable and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero 2.0 Road Safety Plan. Through the Missing Links Sidewalk Installation Program, Transportation Services reviews opportunities to install sidewalks on all roadway classifications through bundling with other state-of-good-repair roadway or utility work, as well as stand-alone delivery.

In July 2019, Council requested that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services, or those requested by a Member of Council, be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council. This report recommends the installation of sidewalks on the following local roads:

- Windsor Street between Newcastle Street and 50 m south of Newcastle Street (west side, Ward 3);
- Inverness Avenue between Islington Avenue and Rothsay Avenue (south side, Ward 3);
- Tarragona Boulevard between Gunns Road and Park Entrance (north side, Ward 5);
- Donalds Crescent between existing sidewalk at north end of the park and 70m south (west side, Ward 22); and
- Mildenhall Road between Lawrence Avenue East and Blythwood Road (east side, Ward 15).

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of bicycle lanes, or bicycle lane by-law amendments, on the following sections of roadway, as described in Attachment 2 -

Designated Bicycle Lanes:

- a. Winona Drive (from Dundurn Crescent north intersection to Glenhurst Avenue, and Barrie Avenue to St. Clair Avenue West);
- b. Woodfield Road (from Eastern Avenue to Lake Shore Boulevard East); and
- c. Martin Grove Road (from 40 m north of Donalbert Road to 92 m north of Burhamthorpe Road).

2. City Council authorize the installation of cycle tracks, or adjustments to cycle track by-laws on the following sections of roadway, as described in Attachment 3 -

Designated Cycle Tracks:

- a. Bayview Avenue (from Front Street East to Mill Street);
- b. Chesswood Drive (from Sheppard Avenue West to Champagne Drive);
- c. George Street South (from The Esplanade to Wilton Street);
- d. The Esplanade (from Yonge Street to Berkeley Street);
- e. Martin Grove Road (from Rathburn Road to 40 m north of Donalbert Road);
- f. Mill Street (from Parliament Street to Bayview Avenue); and
- g. Rathburn Road (from Martin Grove Road to 100 m east of The East Mall).

3. City Council request the General Manager, Transportation Services to continue with the planned delivery of sidewalks on:

- a. Windsor Street (west side from Newcastle Street to 50 m south of Newcastle Street);
- b. Inverness Avenue (south side from Islington Avenue to Rothsay Avenue);
- c. Tarragona Boulevard (north side from Gunns Road to Park Entrance);
- d. Donalda Crescent (west side from existing sidewalk at north end of the park to 70m south); and
- e. Mildenhall Road (east side from Lawrence Avenue East to Blythwood Road).

4. City Council authorize the installation or adjustments of contra-flow bicycle lanes, or bicycle lane by-law amendments, on the following sections of roadway, as described in Attachment 4 – Contra-flow Bicycle Lanes:

- a. Winona Drive (from Gloucester Grove to Dundurn Crescent north intersection and Dundurn Crescent south intersection to Barrie Avenue); and
- b. Woodfield Road (from Fairford Avenue to Eastern Avenue).

5. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1, 2, and 4, as described in Attachment 5 - Amendments to Traffic and Parking Regulations.

6. City Council authorize the installation of a traffic control signal at the intersection of Chesswood Drive and Champagne Drive.

7. City Council authorize the installation of a traffic control signal at the intersection of Eastern Avenue and Woodfield Road.
8. Subject to approval of and in conjunction with the installation of traffic control signals at Eastern Avenue and Woodfield Road identified in Recommendation 7, City Council authorize removal of the pedestrian crossover at Eastern Avenue and Connaught Avenue.
9. City Council authorize the installation of a traffic control signal at the intersection of Queen Street and Woodfield Road
10. Subject to approval of and in conjunction with the installation of traffic control signals at Queen Street and Woodfield Road, City Council authorize removal of the pedestrian crossover at Queen Street and Woodfield Road.
11. City Council authorize the installation of a traffic control signal at the intersection of Gerrard Street and Woodfield Road
12. Subject to approval of and in conjunction with the installation of traffic control signals at Gerrard Street and Woodfield Road, City Council authorize removal of the pedestrian crossover at Gerrard Street and Woodfield Road.
13. City Council authorize the reduction of the speed limit from 40 kilometres per hour to 30 kilometres per hour on The Esplanade from Yonge Street to Berkeley Street.

FINANCIAL IMPACT

The estimated cost to implement the cycling infrastructure recommended in this report is \$3,850,000. Funding is available in the approved 2021-2030 Capital Budget and Plan for Transportation Services in account CTP817-05 Cycling Infrastructure.

The removal of approximately 104 Pay and Display (P&D) on-street parking spaces proposed in this report would reduce annual revenues generated by Toronto Parking Authority's (TPA) on behalf of the City of Toronto by approximately \$552,000, based on 2019 revenues. Transportation Services continues to work with the TPA to identify additional paid parking spaces that could be added in the areas impacted including on The Esplanade and Mill Street project which will add 36 new parking spaces in the area, which has anticipated revenue of \$102,000 annually.

Costs to implement on-street paid parking changes, including new on-street signage and the removal of machines and relocation of P&D machines as well as the programming of new rates and hours of operation are estimated at \$32,000. All implementation costs will be borne by Transportation Services.

The funding required to maintain the new cycling infrastructure for the remainder of 2021 is expected to be approximately \$306,000 for sweeping and winter maintenance. Funding for this maintenance can be accommodated within the approved 2021

Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

The estimated cost to construct the sidewalks recommended in this report is \$150,500. Funding is available within the approved 2021-2030 Capital Budget and Plan for Transportation Services in account CTP419-01 RSP Missing Link Sidewalks.

The funding required to maintain the new sidewalks for the remainder of 2021 can be accommodated on a one-time basis within the approved 2021 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs will be considered as part of future operating budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Cycling Network Plan

In July 2019, City Council adopted, in principle, the Cycling Network Plan with the Near Term Implementation Program (2019-2021). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11>

Rathburn Road

In August 2009, City Council approved the installation of bicycle lanes on Rathburn Road from Kipling Avenue to Islington Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW25.20>

In May 2010, City Council approved the installation of bicycle lanes on Rathburn Road from Mimico Creek to Kipling Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2010.PW32.9>

Missing Link Sidewalks

On July 16, 2019 City Council adopted the Vision Zero 2.0 - Road Safety Plan Update and the Missing Sidewalk Installation Policy with amendment, which directs that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services in the Policy shall be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

Mill Street

In April 2021, Transportation Services reported as a response the Toronto and East York's Community Council's direction to review the intersection of Mill Street and Cherry Street to explore potential safety measures for pedestrians.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE24.40>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE20.62>

In October 2016, City Council authorized the installation of bicycle lanes and other associated traffic and parking by-law amendments on Mill Street between Bayview Avenue and Cherry Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW15.11>

Vaughan Road

In July 2019 and later amended in October 2019, City Council authorized the installation of westbound bicycle lanes on Vaughan Road between Oakwood Avenue and Northcliffe Boulevard.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.12>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM11.30>

Winona Drive and Shaw Street

In April 2020, City Council authorized the installation of contra-flow bike lanes and other associated traffic and parking by-law amendments on Shaw Street between Harbord Street and Dupont Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE12.8>

In July 2020, City Council authorized removal of the pedestrian crossover to be replaced by traffic control signals at the intersection of Davenport Road and Shaw Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE16.68>

Woodfield Road and Monarch Park Drive

In April 2021, City Council requested the General Manager, Transportation Services to implement, in consultation with the local Councillor, Quiet Streets on Monarch Park Avenue and Woodfield Road on a temporary basis until such time as cycling infrastructure is installed on those streets.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12>

COMMENTS

Overview

The Cycling Network Plan, adopted by City Council in July 2019 seeks to build on the existing network of cycling routes to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety. As part of the Cycling Network Plan, Council adopted the Near Term Implementation Program (2019-2021). The projects presented in this report are all near term projects or improvements to existing bikeways.

New bikeways are proposed on Chesswood Drive, The Esplanade and Mill Street, Martin Grove Road, Winona Drive, and Woodfield Avenue. This report proposes improvements to existing cycling infrastructure on Rathburn Road.

By-law amendments required to reduce the speed limit on Yonge Street between Bloor Street and Belsize Drive from 50 km/hour to 40 km/hour to improve safety for the ActiveTO temporary complete street pilot are also included in this report.

All the projects proposed in this report represent current best practices in active transportation design and help to achieve the goals of the Vision Zero Road Safety Plan, the Cycling Network Plan, and TransformTO. The TransformTO climate action strategy, which was unanimously approved by City Council in July 2017, included a goal to have 75 percent of trips under 5 km be taken by foot or bicycle by 2050.

Several of the projects included in this report are bundled with state-of-good-repair work to ensure that the best value and better safety outcomes are found in each capital project from a complete streets approach. Bundled projects include Chesswood Drive and Martin Grove Road.

Table 1. Cycling Installation Projects by Ward

Ward	Street Name	Project Type	Bikeway Type	Kilometres (lane line)
New Infrastructure (Connect and Grow)				
6	Chesswood Drive	Grow	Cycle Tracks	2.4
10/13	The Esplanade	Connect	Cycle Tracks	2.4
10/13	Mill Street	Connect/ Renew	Cycle Tracks	1.6
10	George Street South	Connect	Contra-flow Cycle Track	0.04
2	Martin Grove Road	Grow	Cycle Tracks and Bicycle Lanes	2.0
9/12	Winona Drive	Grow	Contra-flow Bicycle Lane and Bicycle Lanes	1.8
14	Woodfield Road	Grow	Contra-flow Bicycle Lane and Bicycle Lanes	1.63
Renew				
13	Bayview Avenue	Renew	Cycle Tracks	0.18
2	Rathburn Road	Renew	Bicycle Lanes to Cycle Tracks	1.3

While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to have acceptable impacts in order to improve safety and comfort of all road users. City services such as fire, emergency medical services, and solid waste pick-up would be maintained as they occur today. Where cycle tracks are present, additional winter maintenance service would occur for this infrastructure.

Community outreach and engagement has been completed and summarized below for each project. In all instances, the local Councillor has been consulted on the proposed projects.

Chesswood Drive

Chesswood Drive between Sheppard Avenue West and Champagne Drive is in poor to fair condition and was programmed for road resurfacing in 2021 as part of the City's state-of-good-repair program. The planned resurfacing provided an opportunity to review Chesswood Drive for safety improvements including new or improved pedestrian crossings, new sidewalks, raised cycle tracks, and improved roadway widths for large vehicles. The DUKE Heights Business Improvement Area (BIA) also identified an opportunity to incorporate streetscape improvements as part of the project.



Figure 1: A map of Chesswood Drive project and the surrounding area.

Chesswood Drive is a minor arterial that carries an average of 15,000 vehicles/day. There is one motor vehicle lane in each direction with a turn lane between Sheppard

Avenue West and Steeprock Drive and one motor vehicle lane in each direction between Steeprock Drive and Champagne Drive. Over the five year period between 2015 and 2019, there were approximately 271 collisions with no serious injuries.

The Toronto Transit Commission (TTC) 117 Alness-Chesswood bus route operates along the length of the corridor with eight existing TTC bus stops. The area is industrial with many employment destinations and falls within the DUKE Heights BIA.

The existing sidewalks are sub-standard and there is a missing sidewalk link on the east side from Vanley Crescent (southern intersection) to 20 metres south of Champagne Drive. There are no existing bikeways along Chesswood Drive.

As part of the road resurfacing project, the following improvements are proposed:

- **State-of-Good Repair:** Roadway asphalt will be removed and replaced with new asphalt. Existing sidewalks will be reconstructed to meet accessibility requirements including the addition of intersection curb depressions and tactile walking surface indicators. The sidewalks are planned to be widened to 2.1m, where not in conflict with large trees or utilities.
- **DUKE Heights BIA Features:** New BIA-branded benches, bike racks, and waste bins will be added, where possible.
- **Intersection safety improvements:** A new traffic signal is proposed at Chesswood Drive and Champagne Drive.
- **New Sidewalk:** A new sidewalk is proposed to be installed on the east side of Chesswood Drive from Vanley Crescent (south intersection) to 20m south of Champagne Drive.
- **Proposed Bikeways:** Raised uni-directional cycle tracks are proposed between Champagne Drive and Sheppard Avenue West. This project has no impact to motor vehicle lanes or parking. The proposed cycle tracks would provide a connection to the Finch Hydro Corridor Trail through future bikeway projects.
- **New Bike Share stations** are proposed to be installed along the corridor.
- **TTC Bus Stop:** TTC staff have proposed that several TTC bus stops be consolidated and upgraded. The bus stops on both the west and east side of Chesswood Drive between Steeprock Drive and Vanley Crescent (south intersection) are proposed to be removed because they are located mid-block with no safe crossing. The four bus stops between Vanley Crescent (south intersection) and Vanley Crescent (north intersection) are proposed to be consolidated and upgraded to two stops with transit shelters and concrete bus pads.



Figure 2: An artistic rendering of Chesswood Drive with new sidewalks, trees, and cycle tracks.

While there are no motor vehicle lane or on-street parking impacts, there are extensive right of way management challenges along the corridor. Businesses along the corridor have long been utilizing public right-of-way property without permits for parking, private fences, and drainage. There are also two permitted in-boulevard parking spaces that are proposed for removal.

To date, Transportation Services has coordinated with the DUKE Heights BIA on the design. The addition of the new sidewalk, new traffic signal at Champagne Drive, BIA streetscape elements, and raised cycle tracks require the modification and/or removal of long standing private property encroachments onto the public right-of-way. Along the industrial corridor, private encroachments include fencing, parking areas, and landscaping.

The project requires the removal of existing trees along the corridor, but the new design will replace more trees than those that are lost.

With support from the DUKE Heights BIA, Transportation Services is requesting authority to install raised cycle tracks and a new traffic signal at Chesswood Drive and Champagne Drive to improve multi-modal traffic and safety on the corridor.

Subject to Council approval, Transportation Services will mail an information flyer regarding the project to address along the corridor, along with targeted letters to stakeholders with public right-of-way encroachments. While not all right-of-way conflicts are resolved, Transportation Services' is committed to continuing to work with the BIA

and private properties through the detailed design process to limit impacts on private property encroachments on the public right-of-way.

This project is proposed to begin construction in 2021 and be completed in 2022. The local Councillor has been consulted on the proposed improvements as part of the Chesswood Drive road resurfacing project.

Improving The Esplanade and Mill Street

The Esplanade and Mill Street is an essential and unique east-west corridor spanning many neighbourhoods and destinations between Yonge Street and Bayview Avenue. The City's Cycling Network Plan included The Esplanade and Mill Street as an important connection in the downtown for local residents and businesses, and to other cycling routes in the network.

Within this corridor, the St Lawrence and Distillery District are vibrant heritage neighbourhoods, growing rapidly, with many thousands of units in construction or planned. Toronto has seen an increase in walking, cycling, and transit mode share. Today, walking, cycling, and transit make up nearly three-quarters of the trips in the St. Lawrence and Distillery District neighbourhoods, and these trends are expected to continue.

The Esplanade and Mill Street project represents a complete street approach, where all existing and planned uses were incorporated into the design and was built on a foundation of Council-approved policies, including the City's Official Plan, the Vision Zero Road Safety Plan, and TransformTO. The projects goals are to improve safety for everyone, make walking, cycling, and taking transit more attractive, and maintain access to local and city-wide destinations.

The proposed safety improvements are guided by the Vision Zero Road Safety Plan. Between 2015 and 2019, there have been over 340 reported collisions along the corridor, 10% have involved someone walking or cycling, and 1% led to serious injury or death, including the 2020 fatality of a 67 year old woman at the Mill Street and Cherry Street intersection.

The Esplanade and Mill Street are busy year-round, particularly with people walking. Near Yonge Street, people move to and from Union Station. The Esplanade carries many visitors to the St. Lawrence Market. The Distillery District is a major attraction and becomes a regional destination during its annual Christmas Market.

In pre-COVID-19 traffic conditions, the TTC 121 Bus is sometimes delayed in traffic. This bus is vital to residents and businesses, especially for local seniors.

Today, some people cycle on The Esplanade and Mill Street alongside traffic, but the number of vehicles travelling on these roads exceeds the City's threshold for people cycling and driving to mix. Instead, many people choose to cycle on the pedestrian promenade along David Crombie Park, which creates uncomfortable conditions for people both walking and cycling.

From May to October 2020, The Esplanade and Mill Street were designated as Quiet Streets as part of the ActiveTO program which created shared space to enable people to maintain physical distance while walking, running, using mobility devices, and cycling.

A survey was conducted in the summer of 2020 to receive feedback from users of the Quiet Street. 554 people provided feedback about The Esplanade - Mill Street Quiet Street. Respondents recognized the need for traffic calming, but many expressed that the program ultimately fell short of its goals. There was also general concerns with speed of traffic and motorists not obeying the red light at the Jarvis Street intersection. The most common concerns expressed in the survey were about non local traffic and reckless driving. The full 2020 Quiet Streets survey results can be found here: <https://www.toronto.ca/home/covid-19/covid-19-protect-yourself-others/covid-19-reduce-virus-spread/covid-19-activeto/covid-19-activeto-quiet-streets/>

This project would improve safety as well as help stitch together a series of parks, improve access to green spaces, and reduce traffic stress, noise and pollution along the community park frontages. It builds on extensive community and stakeholder engagement and the 2020 Quiet Streets program learnings. The following is a list of the proposed changes along the corridors.

The Esplanade (Yonge Street to Berkeley Street)

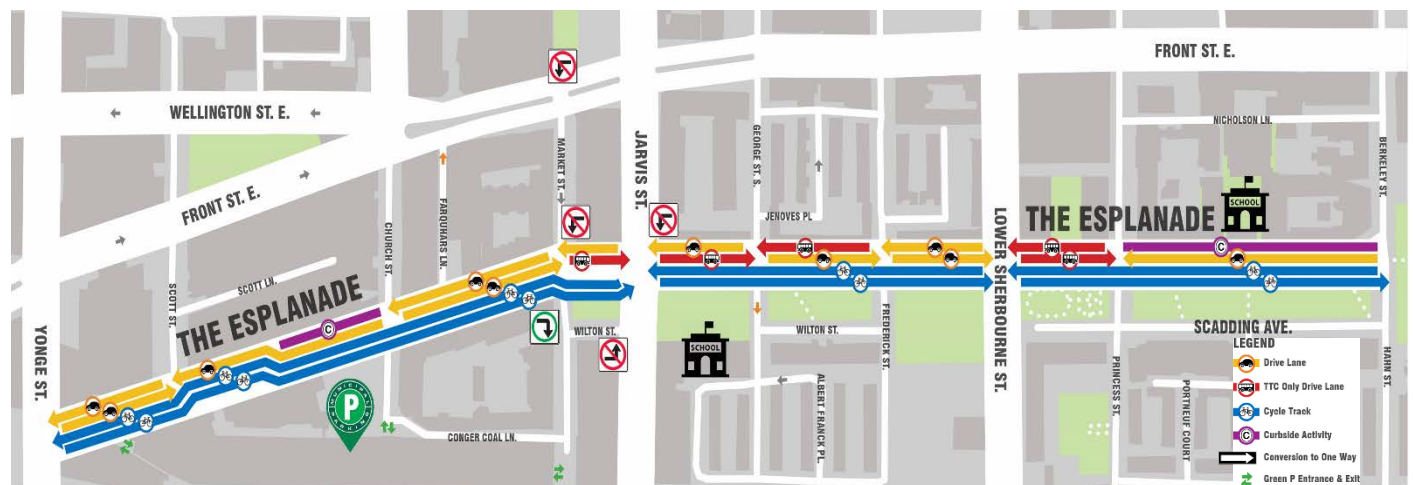


Figure 3: A map of the proposed traffic changes on The Esplanade. A larger version of this map can be found in Attachment 6.

- Bi-directional cycle tracks would be added to the south side of The Esplanade.
- Safety enhancements would be added to all intersections, such as renewed pavement markings, prohibited vehicle turns, and signal timing that separates the movements of vulnerable road users from vehicles.
- The speed limit would be reduced from 40km/h to 30km/h through this report.
- The Esplanade would be converted to one-way westbound from Church Street to Scott Street, from Jarvis Street to Market Street, and from Princess Street to Berkeley Street.
- The Esplanade would be converted to one-way eastbound from George Street to Frederick Street.

- Through traffic in both directions between Sherbourne Street and Princess Street would be prohibited.
- George Street South between The Esplanade and Wilton Street would be made one-way southbound to prevent Wilton Street from becoming a bypass and to better support safety and operations at St. Michael School. A contra-flow cycle track would be added to the east side of the street to maintain access for people on bicycles.
- The north half of Farquhars Lane would be made one way northbound to reduce local traffic infiltration across the busy Front Street sidewalk.



Figure 4: An artistic rendering of the proposed bi-directional cycle track on The Esplanade along David Crombie Park.

Parliament Square Park (Berkeley Street to Parliament Street)

The existing path through Parliament Square Park is too narrow to accommodate the existing number of people walking and cycling. A bikeway is proposed along the south edge of the parking lot just to the north of the Park. This would provide separate space for people walking and cycling, creating a safer and more desirable experience for all users.

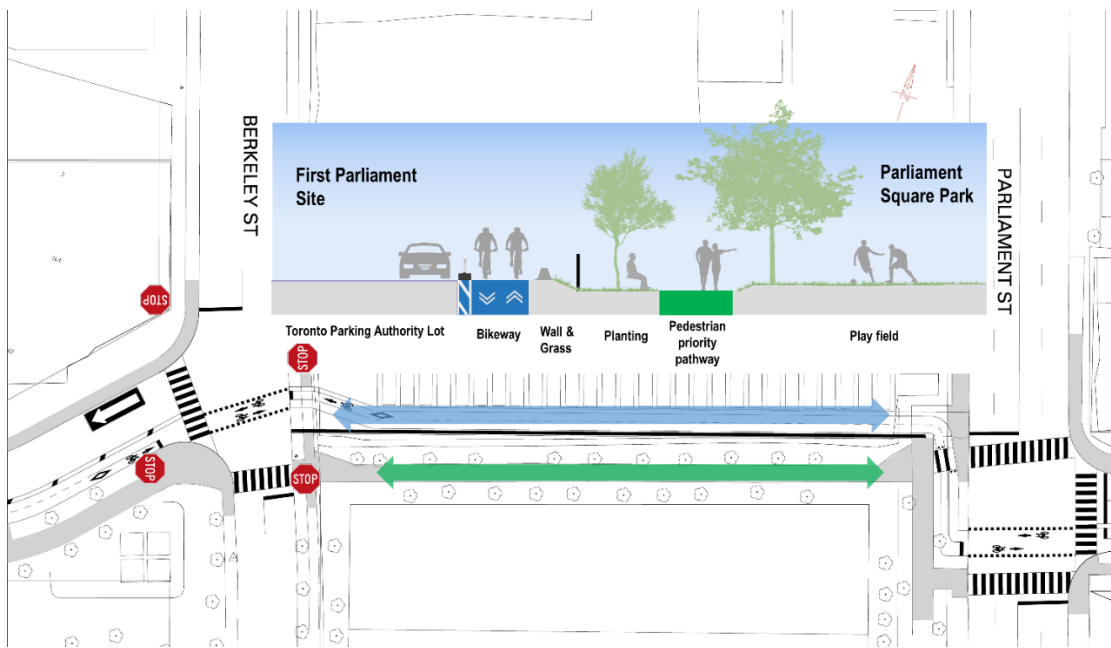


Figure 5: A map and cross-section of the planned reconfiguration of the First Parliament site to include a new bi-directional bikeway separate from the existing narrow path between Berkeley Street and Parliament Street

Mill Street (Parliament Street to Bayview Avenue)

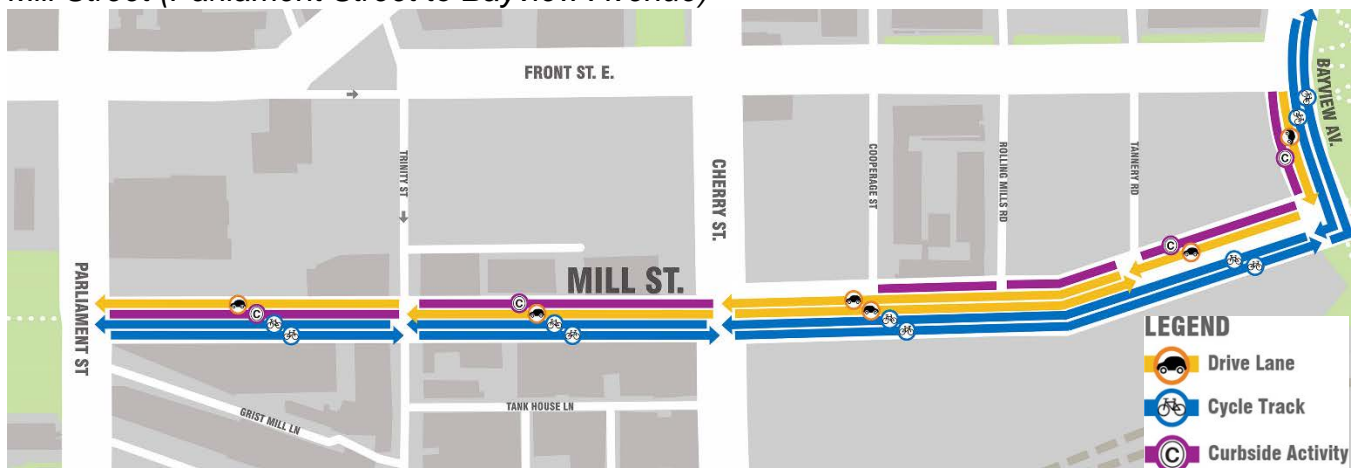


Figure 6: A map of the proposed traffic changes on Mill Street between Parliament Street and Bayview Avenue.

- A new bi-directional cycle track would be added to the south-side of the Mill Street corridor (full-length), and one block on the east side Bayview Avenue, up to Front Street East.
- Mill Street would be converted to one-way westbound between Cherry Street and Parliament Street and between Bayview Avenue and Tannery Road.
- Bayview Avenue would be converted to one-way southbound between Front Street East and Mill Street.
- Parking, commercial and school loading would be accommodated on one side for most blocks.

- The bi-directional cycle track on Bayview Avenue would connect to the ActiveTO Bayview bikeway approved by Council in April 2021, and expected to be installed in May 2021.

Approximately 104 on-street paid parking spaces on The Esplanade, Mill Street, Princess Street, and Bayview Avenue, are proposed to be removed to accommodate space for other uses such as cycle tracks, bicycle parking, Bike Share Stations, dedicated space for buses and other curbside activities. There are more than 5400 privately and publicly operated off-street parking spaces nearby. Through this report, the Toronto Parking Authority is also proposing to add a total 41 new daytime paid parking spaces on Frederick Street between Front Street East and The Esplanade, and Scadding Avenue between Princess Street and Hahn Place. In summary, 63 on-street paid parking spaces will be removed.

Permit parking areas 6H, 6K, and 6N serve this area of the city. With the proposed changes, areas 6H and 6K would remain under capacity. In permit parking area 6H, three spaces would be reduced. In permit parking area 6K, nine spaces would be reduced. Area 6N is currently fully subscribed - while 10 spaces in 6N would be removed from Mill Street, they would be replaced with 10 spaces on Front Street East, and so the total number of permit parking spaces in permit parking area 6N would remain the same.

Public Consultation Summary

During the public consultation process, residents, stakeholders and the wider community were asked to provide feedback on the proposed changes to The Esplanade, Parliament Square Park, and Mill Street corridor. Initial feedback was gathered through a site walk with eight stakeholder groups in fall 2019; through a feedback form that was distributed with information panels as part of the David Crombie Park revitalization consultation efforts; and through individual meetings with 15 stakeholder groups that were conducted in summer, fall, and winter 2020. Initial feedback was used to develop the proposal that was presented to stakeholders and the public in winter 2021. A total of 60 participants attended stakeholder events on January 26th and 28th, 2021.

Over 23,500 flyers were distributed to the project area in February 2021 to inform community members of the changes and to invite them to participate in the Virtual Public Meeting. In addition, two project videos were developed to both summarize and detail the proposed changes to inform community members. The summary project video has received over 1,600 views and the detailed project video has received over 635 views. 150 people attended the Virtual Public Meeting on February 25th, 2021. Three phone calls and 71 emails were received. 451 responses were collected from the online feedback form. Consultation materials and additional information can be found on the project webpage at [Toronto.ca/EsplanadeMill](https://toronto.ca/EsplanadeMill).

Feedback received was largely supportive. From the online feedback form, the majority of respondents (74%) strongly agree or agree that the proposed changes meet the three goals of the project, which are improving safety for everyone; making walking, cycling and transit more attractive; and maintaining access to local and city-wide destinations. Those in support of the proposed changes noted that the project prioritizes

vulnerable road users through enhanced safety features; that they look forward to a connection to existing and future cycling infrastructure; and that the project should be completed sooner rather than later.

Those concerned with the changes brought up issues related to access to their building/key destinations; that the changes may cause more congestion elsewhere; and that the project should incorporate new developments and other changes in the neighbourhood. Transportation Services has worked closely with stakeholder groups and the public on concerns around access and staff have made changes to the initial design recommendations to accommodate concerns and alleviate challenges.

Both those in support of and concerned with the project noted that the proposed changes may be confusing for users. As a result, they raised concerns related to compliance, safety, and enforcement. This project proposes changes on The Esplanade, Mill Street, side streets and nearby intersections. Transportation Services staff are committed to continuing public communications to build awareness about the changes and monitoring the project to ensure the design meets the established goals and to make adjustments as required post-installation.

Implementation Timeline

The new bikeway and associated changes along The Esplanade and Mill Street between Lower Sherbourne Street and Bayview Avenue are proposed to be installed in 2021.

This would provide a physically separated, east-west cycling route for people cycling between the Downtown and Waterfront neighbourhoods. This connection is proposed to be permanent, but is timed, in part, to act as a detour cycling route in lieu of the closures of the Lower Sherbourne Street bikeway underpass starting in 2022 (due to planned Metrolinx work), and the Lower Don Trail closure starting in 2022 (due to planned Waterfront Toronto and Metrolinx work). The Esplanade- Mill Street project will serve as a safer and more comfortable east-west detour, so people can connect to open north-south cycling routes including Cherry Street.

In 2022, the western terminus of the bikeway would extend from Lower Sherbourne Street to Yonge Street. Construction would commence following the removal of the temporary St. Lawrence Market tent south of The Esplanade, in coordination with the Farmers Market activities moving to the new North Market Building.

David Crombie Park is planned for revitalization starting in 2024. In coordination with the planned park changes, the bikeway along the park would be enhanced. These could include constructing the bikeway as a raised cycle track, raised crossings at minor intersections, and a protected intersection at Lower Sherbourne Street, among others.

Further details on the proposed project and public consultation materials and summary can be found at toronto.ca/EsplanadeMill.

The local Councillors have been consulted on The Esplanade-Mill Street project.

Martin Grove Road and Rathburn Road Safety Improvements

Martin Grove Road Safety Improvements

Underneath Martin Grove Road from north of Rathburn Road to Lorraine Gardens are 75+ year old watermains which are in need of replacement. Since the watermains are at the end of their useful life, there have been impacts to the surrounding community, including approximately ten watermain breaks in the past ten years.

In an effort to minimize disruption to the surrounding neighbourhood, road safety improvements have been identified to be bundled with the required Martin Grove Road watermain replacement.

Martin Grove Road is a collector roadway that carries an average of 6,000-7,000 vehicles/day. There is one motor vehicle lane in each direction with turn lanes or centre median between Rathburn Road and Donalbert Road and one motor vehicle lane in each direction between Donalbert Road and Burnhamthorpe Road.

There is a history of road safety issues along this section of Martin Grove Road, particularly at the Rathburn Road and Martin Grove Road intersection. Over the past ten years, there were approximately 85 collisions with one serious injury. In response to these collisions in 2018, temporary road safety measures were installed at the intersection including a painted bulb-out with bollards on the south-west corner and a painted median with concrete islands on Martin Grove Road from Rathburn Road to 40m north of Donalbert Road.

Martin Grove Road was identified as a Major City-Wide Cycling Route in the 2019 City Council adopted Cycling Network Plan. The Major City-Wide Cycling Routes are significant corridors that cross Toronto which have been identified for high order bikeways that form the backbones of the cycling network.

Project Summary

In Figure 7, the planned and proposed improvements are displayed on the map including the watermain realignment, safety improvements and new proposed bikeways.

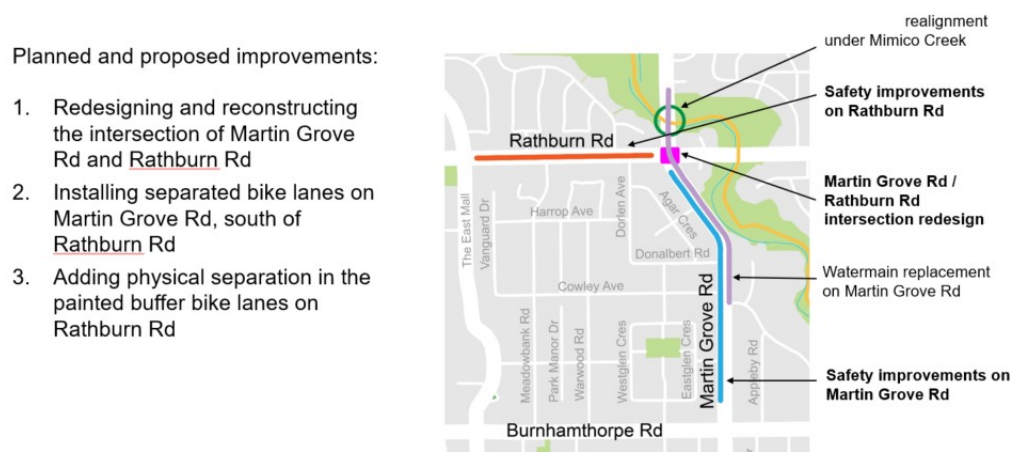


Figure 7: A map of the Martin Grove Road and Rathburn Road Watermain and Road Safety Projects.

To give permanence to the temporary measures mentioned above, the redesign and reconstruction of the intersection of Martin Grove Road and Rathburn Road is planned for 2022, following the watermain replacement.

The key design changes at the intersection include below and in Figure 8:

1. Reducing curb radii at all corners.
2. Building out the curb at the southwest corner to replace the interim paint and bollards.
3. Relocating signal poles to reflect new curbs.
4. Combining the through lane and right-turn lane at the northbound approach.
5. Aligning north-south through lanes and left-turn lanes.

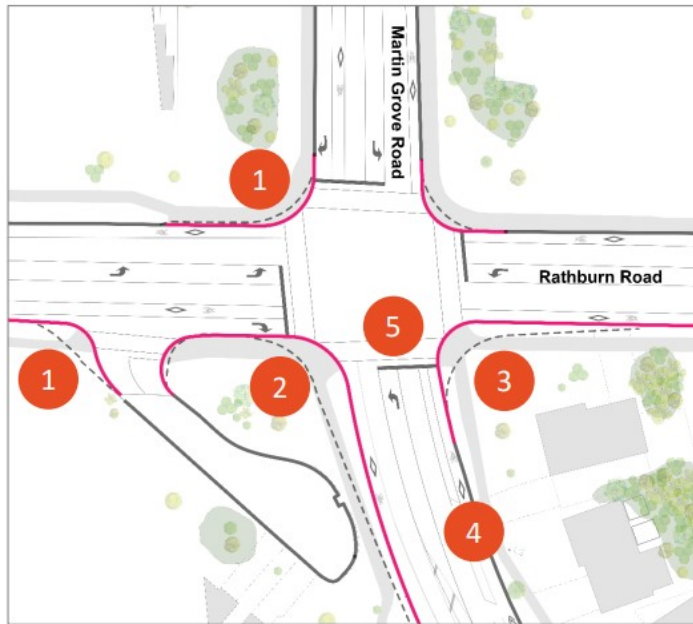


Figure 8: A diagram of the planned safety improvements at the Rathburn Road and Martin Grove Road intersection.

To further improve safety, the installation of separated bike lanes (cycle tracks) on Martin Grove Road from Rathburn Road to 40 m north of Donalbert Road, and buffered bicycles lanes from 40m north of Donalbert Road to 92 m north of Burnhamthorpe Road is proposed to be bundled with the watermain work. The proposed cycle tracks and buffered lane lanes would connect to the existing Martin Grove Road bike lanes between Winteron Drive and Rathburn Road, north of this project limit.

The goal of the proposed cycle tracks and buffered bicycle lanes is to improve safety and provide traffic calming benefits by narrowing motor vehicle lanes. In addition, this project would establish a portion of a proposed future connection between the existing bicycle lanes on Martin Grove Road and the future Kipling Transit Hub at Dundas Street West (which would be subject to further public consultation and Council approval).

Public consultation about the proposed bikeways on Martin Grove Road and physical separation for the existing bike lanes on Rathburn Road took place from November 23 to December 21, 2020. Consultation activities included flyer distribution, a virtual public

meeting, a project web page on the City of Toronto website, and targeted emails to project stakeholders. 3,100 flyers were distributed in the area of the project. Over 100 people attended the virtual public meeting on December 7 by phone or online, and over 275 responses were received through the online survey, by phone, and email.

Two design options for new separated bicycle lanes on Martin Grove Road were presented to the public for consideration:

- Cycle tracks: a painted buffer and pre-cast curbs with flexible posts (bollards) would separate bicycle lanes from motor vehicle lanes
- Buffered Bicycle Lanes: a painted buffer would separate bicycle lanes from motor vehicle lanes

The two design options were considered separately over two segments of Martin Grove Rd; Segment 1- Rathburn Road to Donalbert Road and Segment 2- from Donalbert Road to 92m north of Burnhamthorpe Road because of differences in the width of the road.

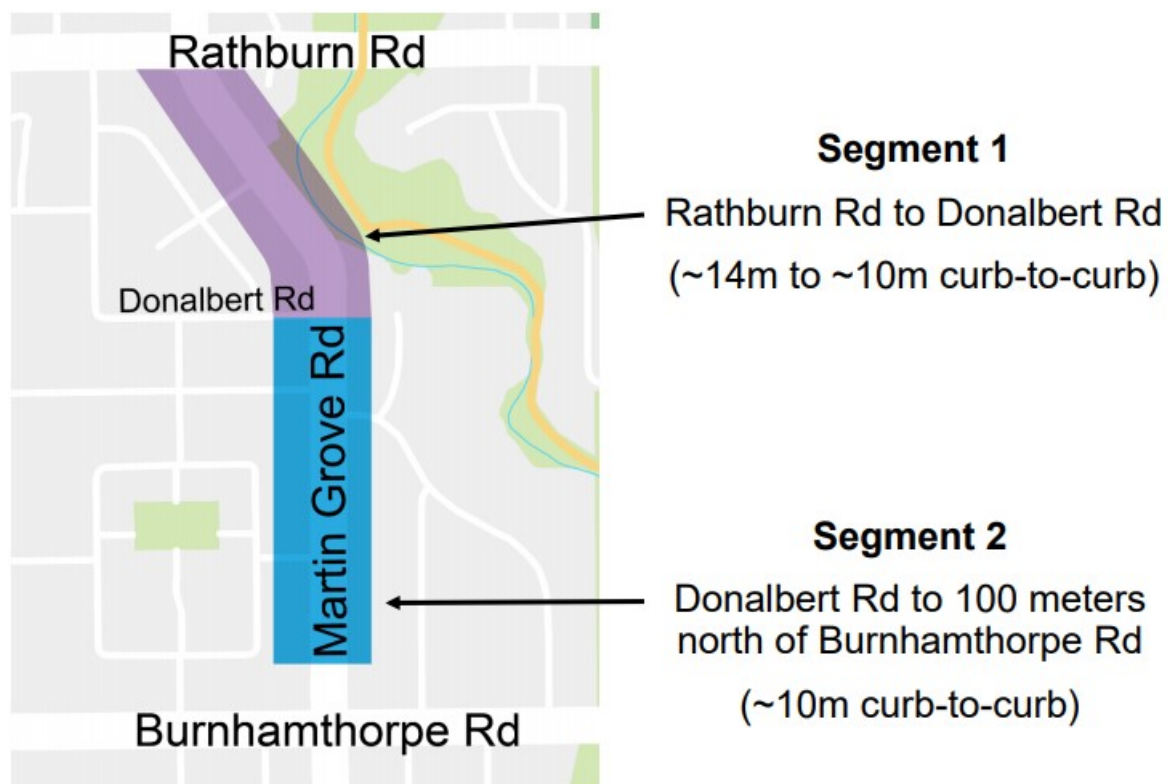


Figure 9: A map of Segment 1 and 2 on Martin Grove Road.

During the public consultation process, the feedback indicated a strong preference for cycle tracks along both segments of Martin Grove Road. Some residents expressed concerns with physical separation and preferred buffered bike lanes. A minority of people were generally opposed to all new bikeways - buffered or separated.

Sixty-five per cent of the 275 survey respondents indicated a preference for cycle tracks in Segment 1. The primary reason noted by these respondents was safety and protection for people cycling, particularly less confident cyclists and children. A number

of respondents commented that a painted buffer offers no protection for people cycling.

Those who identified as residents of Martin Grove Road (Segment 1) who provided feedback through the survey and by phone and email are divided in their design preference for cycle tracks or buffered bicycle lanes. In addition to safety for people cycling, local residents and residents on Martin Grove Road who expressed support for cycle tracks in Segment 1 identified road safety and traffic calming as primary reasons for their preference. A smaller number of residents did not support any new bicycle lanes.

Table 2: A summary table of Martin Grove Road residents' preferences for bikeways in Segment 1.

Segment 1 preference	Cycle tracks	Buffered bike lanes	No preference	No separated bike lanes
# of residents	13	11	0	6

Over half of the 275 survey respondents (55 per cent) indicated a preference for physically cycle tracks in Segment 2. The reasons for preferring cycle tracks were very similar to with the reasons given for Segment 1.

Those who identified as residents of Martin Grove Road who provided feedback through the survey, and by phone and email, are divided in their design preferences for cycle tracks or buffered bicycle lanes in Segment 2. A smaller number of residents do not support any new bicycle lanes.

Table 3: A summary table of Martin Grove Road residents' preferences for bikeways in Segment 2.

Segment 2 preference	Cycle tracks	Buffered bike lanes	No preference	No separated bike lanes
# of residents	11	12	0	8

More details on the public consultation process and feedback can be found here: <https://www.toronto.ca/wp-content/uploads/2021/03/8cff-Martin-Grove-Rathburn-Consultation-Summary-Report-Feb-2021-FINAL.pdf>

Based on a review of safety concerns, with consideration for feedback received from the public through the consultation process, this report proposes a hybrid of the design options on Martin Grove Road including:

- Installation of cycle tracks on Martin Grove Road from Rathburn Road to 40m north of Donalbert Road (Segment 1); and
- Installation of buffered bicycle lanes on Martin Grove Road from 40m north Donalbert Road to 100 m north of Burnhamthorpe Road (Segment 2).

The above is recommended because the speed and collision history in Segment 1 indicates the need for physical separation for vulnerable road users, as well as having a wider roadway segment that allows for wider buffers. The wider buffer will allow for

sufficient space for snow windrows. Bicycle lanes are recommended in Segment 2 because this segment has a lower incidence of collisions and is narrower than Segment 1.

The recommended design would be maintained to a similar standard as today:

- The City has snow plows with blade widths that can maintain the vehicle lane between the centre medians and cycle track curbs.
- The driveway windrows would be plowed at the same level of service as today. The new cycle track would be plowed separately.
- Mechanical leaf collection would be conducted on Martin Grove Road as today, with no additional equipment needed. With the curbs added, more staff time would be required to clear the leaves, which has been estimated to cost an additional \$2000/year.

Rathburn Road Safety Improvements

In 2020, Rathburn Road was resurfaced between Martin Grove Road and 122 m east of The East Mall. Transportation Services upgraded the pavement markings, motor vehicle lane widths, and sidewalk curb depressions at the time of the resurfacing. Due to the wider-than-standard motor vehicle lane widths, a painted buffer was installed between the existing bike lanes and the motor vehicle lanes as part of the road resurfacing.

Between 2015 and 2019, there were 90 collisions and no serious injuries. Based on counts from June 2019, there were 75 people cycling along Rathburn Road within an 8 hour period.

As part of the consultation process for the Martin Grove Road Safety Improvements, Transportation Services sought feedback from the public and local residents on the proposed installation of physical protection along the newly painted buffered bike lanes on Rathburn Road. During the consultation process, two options were proposed. Option A was to install pre-cast concrete curbs with flexible posts, and Option B was to install pre-cast low profile barriers with reflectors and hazard bollards.



Option A: Pre-cast concrete curbs with flexible posts



Option B: Pre-cast concrete low profile barriers with reflectors and hazard bollards

Figure 10: Pictures of Option A: Precast concrete curbs with flexible posts and Option B: Pre-cast concrete low profile barriers with reflectors and hazard bollards.

Transportation Services received over 227 responses through the consultation process. There was a strong preference for the inclusion of physical separation generally (70% of respondents supported either Option A or B, whereas 23% supported no physical separation). The feedback indicated that there was a slight preference for Option B (52%), however some local residents were opposed to any form of physical separation.

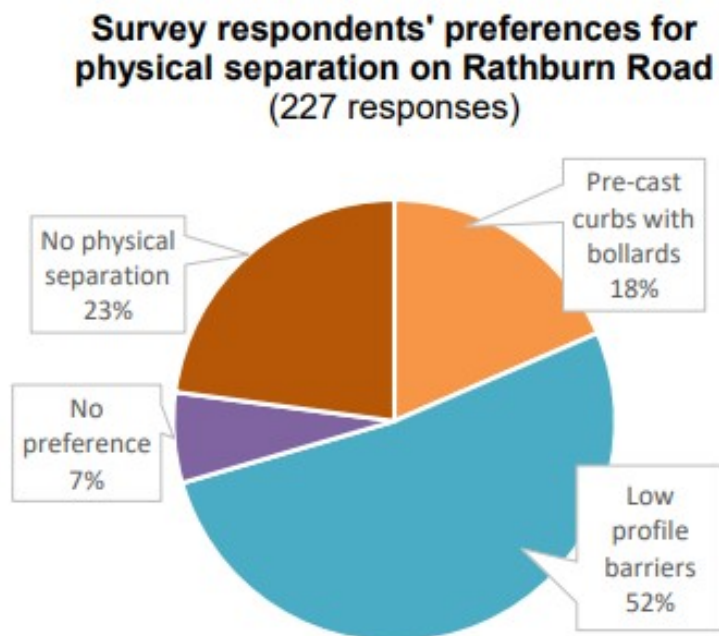


Figure 11: A pie chart of survey respondent's preferences for physical separation on Rathburn Road.

After reviewing the public feedback and hearing the concerns from those who would prefer no physical separation, this report proposes to upgrade the existing buffered bike lanes to cycle tracks through the installation of Option A- pre-cast curbs with flexible posts due to their greater visibility turning in and out of the frequent driveways and width of the buffer.

Further details on the proposed projects and public consultation materials and summary can be found at toronto.ca/MartinGrove.

The local Councillor has been consulted on the proposed projects.

Winona Drive: Oakwood Neighbourhood Cycling Connections

Winona Drive, which is an extension of Shaw Street, is identified as a Major City-wide Cycling Route in the 2019 City Council adopted Cycling Network Plan. The Major City-Wide Cycling Routes are significant corridors that cross Toronto which have been identified for high order bikeways that form the backbones of the cycling network.

In 2019, the Oakwood Neighbourhood Cycling Connections project focused on Vaughan Road, Northcliffe Boulevard, Glenholme Avenue, and Rosemount Avenue. To date, a westbound bicycle lane has been approved and installed on Vaughan Road. As part of the public consultation process for the north-south routes under-consideration

(Northcliffe Boulevard and Glenholme Avenue), staff consistently heard support for a new cycling route on Winona Drive.

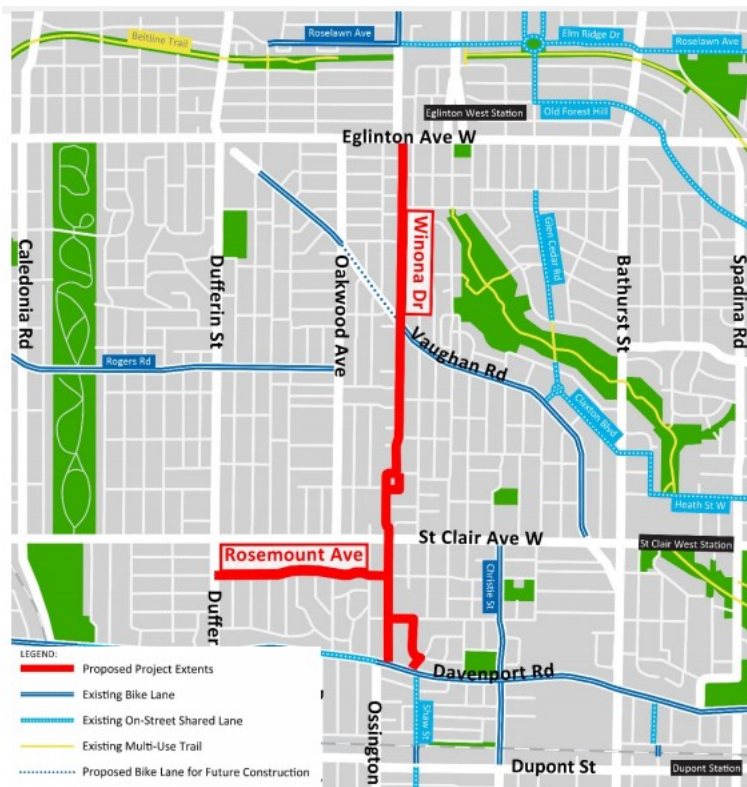


Figure 12: A map of the Winona Drive project limits.

Winona Drive is a local road between Eglinton Avenue and St. Clair Ave and a collector road between St. Clair Avenue and Davenport Road. There is no transit service on the corridor and no cycling infrastructure. In the last ten years, there has been one pedestrian fatality and one serious injury involving a pedestrian, two serious injuries involving a person cycling and one serious injury involving someone driving.

From May to October 2020, Winona Drive was designated as a Quiet Street as part of the ActiveTO program which created shared space to enable people to maintain physical distance while walking, running, using mobility devices, and cycling. A survey was conducted in the summer of 2020 to receive feedback from users of the Quiet Street. 475 people provided feedback about the Winona Drive Quiet Street. People were evenly split on whether the program successfully slowed vehicle speeds or reduced non-local traffic. There was also some confusion as to whether the street had become bi-directional for people cycling. The full 2020 Quiet Streets survey results can be found here: <https://www.toronto.ca/home/covid-19/covid-19-protect-yourself-others/covid-19-reduce-virus-spread/covid-19-activeto/covid-19-activeto-quiet-streets/>

The goals of the Winona Drive project are to build on the feedback and experience of the 2020 Quiet Street Program, allow people cycling to travel two-ways along the corridor, and to maintain local access for people driving.

The project recommendations include a contra-flow bike lane in all the one-way sections of the corridor, traffic signal modifications at Vaughan Road, and painted curb extensions at four key intersections. This project would tie in with a new signal at Shaw Street and Davenport, which was approved by City Council in April 2020.

Through the public consultation process, three design options were presented to the community. The options included traffic diversion to lower the amount of through moving traffic on the corridor. The options were developed in discussion with Toronto District School Board (TDSB) staff at the temporary home of Davisville Public and Spectrum Alternative Senior Schools (529 Vaughan Road) and McMurrich Junior and Winona Drive Senior Public School (101 and 115 Winona Drive) with the intention to improve pick up and drop off for school children.

Details of the options are described in the figure below.

<p>Option 1</p> <p>Keep Flow As Is</p>	<p>Today, there are no dedicated bikeways on Winona Drive and there are higher traffic volumes than cycling volumes.</p>	<p>Installing contra-flow bike lanes without traffic diversion can provide opportunities for future improvements.</p>
<p>Option 2</p> <p>Street Flips</p>	<p>There are opportunities along Winona Drive to flip a southbound or northbound one-way street segment to the opposite direction.</p>	<p>Flipping some streets north of Vaughan Road would enable school drop offs to be moved off of Vaughan Road, improving school zone safety.</p>
<p>Option 3</p> <p>Two-way to one-way conversion</p>	<p>There are sections of Winona Drive, where there is two-way motor vehicle travel, which could be converted to one-way travel</p>	<p>Today, the traffic volume thresholds are higher than Transportation Service's neighbourhood greenway thresholds. As part of this project, diversion options could be installed to reduce the volumes closer to the thresholds.</p>

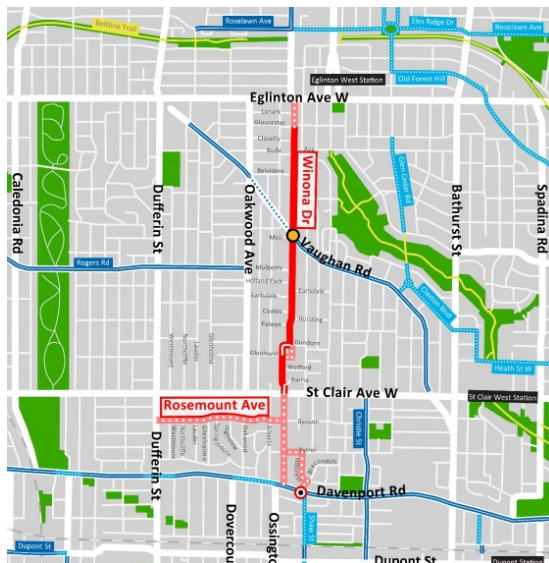
Figure 13: The three options presented for the reconfiguration of Winona Drive project.

Transportation Services hosted stakeholder outreach and public consultation between November 2020 and April 2021. 21,889 notices were delivered by Canada Post, 115 people participated in the virtual public meeting on March 22, 2021. Comments and feedback were collected from 450 completed online feedback forms, 3 phone calls, and over 30 emails. Feedback and responses varied on the options presented. From survey responses, 32% preferred Option 1, 18% preferred just Option 2, 8% preferred just Option 3, and 37% preferred a combination of Option 2 and Option 3.

Design Recommendation

This report recommends the installation of a combination of Option 1 - a contra-flow bike lane along all one-way sections of the street.

While there was support for Option 2 and 3, staff are not currently recommending changes to one-way vehicular street direction due to Eglinton Crosstown restrictions, the temporary nature of the occupant at the 529 Vaughan Road TDSB building, and concerns expressed from residents of the surrounding neighbourhood streets.



- LEGEND:
- ▬ Proposed Contra-Flow Bike Lane
 - - - Proposed On-Street Shared Lane
 - ▬▬ Proposed Bike Lane
 - ▬ Existing Bike Lane
 - - - Existing On-Street Shared Lane
 - ▬ Existing Multi-Use Trail
 - - - Proposed Bike Lane for Future Construction
 - Signal Modification
 - New Traffic Light

Figure 9: A map of the proposed changes on Winona Drive.

If this project is approved as proposed, staff will monitor the project and determine if further work is needed to divert motor vehicle traffic or slow down motor vehicle speeds. A similar approach was taken on Shaw Street, where contra-flow bike lanes were installed in 2013, and later in 2019-2020 further improvements including changes to one-way vehicular street direction and traffic diversion was proposed, approved by Council, and implemented.

Details on the proposed project and public consultation materials and summary can be found at toronto.ca/oakwoodcycling. The local Councillors have been consulted on the proposed project.

Woodfield Road - Monarch Park Avenue: Quiet Streets Next Steps

Woodfield Road and Monarch Park Avenue were identified in the City Council adopted Cycling Network Plan Update in the Near Term Implementation Program (2019-2021). The proposed bikeways would provide a new north/south connection to existing east-west cycling routes such as Danforth Avenue, Dundas Street East, and Lake Shore Boulevard East.

Woodfield Road and Monarch Park Avenue are local streets, with the exception of Woodfield Road between Walpole Avenue and Fairford Avenue which is designated as a collector. Woodfield is one-way for motor vehicle travel between Fairford Avenue and Eastern Avenue, and two-way between the rail corridor and Fairford Avenue, as well as between Eastern Avenue and Lake Shore Boulevard East. Monarch Park Avenue is two-way within the limits of this project. There is no transit service on the corridors and there are no dedicated bikeways. In the last decade, there has been one collision that led to a pedestrian being seriously injured.

From May to October 2020, Woodfield Road-Monarch Park Avenue were designated as Quiet Streets as part of the ActiveTO program which created shared space to enable people to maintain physical distancing while walking, running, using mobility devices, and cycling.

A survey was conducted in the summer of 2020 to receive feedback from users of the Quiet Street. There were over 700 unique responses about the Woodfield Road-Monarch Park Avenue route. Based on the survey results, the route was one of the highest ranked routes for reducing vehicular speeds, improving physical distancing, and making people feel safer sharing the street. Concerns were expressed about the temporary materials and non-local traffic. The full 2020 Quiet Streets Survey findings can be found here: <https://www.toronto.ca/wp-content/uploads/2021/03/8ed4-TSActiveTOQuiet-Streets-Survey-Report.pdf>

In April 2021, City Council requested Transportation Services implement the Woodfield Road and Monarch Park quiet streets route prior to installation of this proposed project. Transportation Services is moving forward with the installation in consultation with the City Councillor.

The goals for this project are to build on the feedback and experience of the 2020 Quiet Streets Program to improve conditions for people walking and cycling, and lower vehicular speed, allow people cycling to travel two-way along the Woodfield Street and Monarch Park Avenue corridor so they can connect to other cycling routes, maintain local access for people driving, and minimize impact to on-street parking.

Transportation Services is proposing to deliver the following:

- Install contra-flow bike on one-way segments to allow people cycling to travel two-way along the Woodfield Road - Monarch Park Avenue corridor so they can easily connect between popular cycling routes on Danforth Avenue, Dundas Street East, and Lake Shore Boulevard East;
- Make parking permanent on the west side between Fairford Avenue and Queen Street East;
- Switch parking from the east side of the street to the west side of the street and the removal of four parking spaces between Queen Street and Eastern Avenue
- Improve wayfinding and signage along the entire route and curb extensions in key locations;
- Install bike lanes between Eastern Avenue and the terminus of Woodfield Road and a new trail connection to Lake Shore Boulevard East; and
- Install new signals at Gerrard Street East, Queen Street East, and Eastern Avenue to improve walking and cycling safety and connections.

Between Queen Street East and Eastern Avenue, Transportation Services reviewed three alternative designs with stakeholders and residents. Alternative 1 included a contra-flow bike lane with no changes to motor vehicle parking or travel. The parking would remain on the eastside and people parking would need to cross the contra-flow bike lane. Alternative 2 included a contra-flow bike lane and changing the motor vehicle parking to the west side resulting in a loss of four parking spaces. This alternative would separate the contra-flow bike lane and parking. Alternative 3 included a proposal to switch the motor vehicle direction from southbound to northbound.

Alternative 2 was the preferred option because it eliminated parking and contra-flow conflicts. Alternative 2 was also the preferred option by those who participated in the public consultation process.

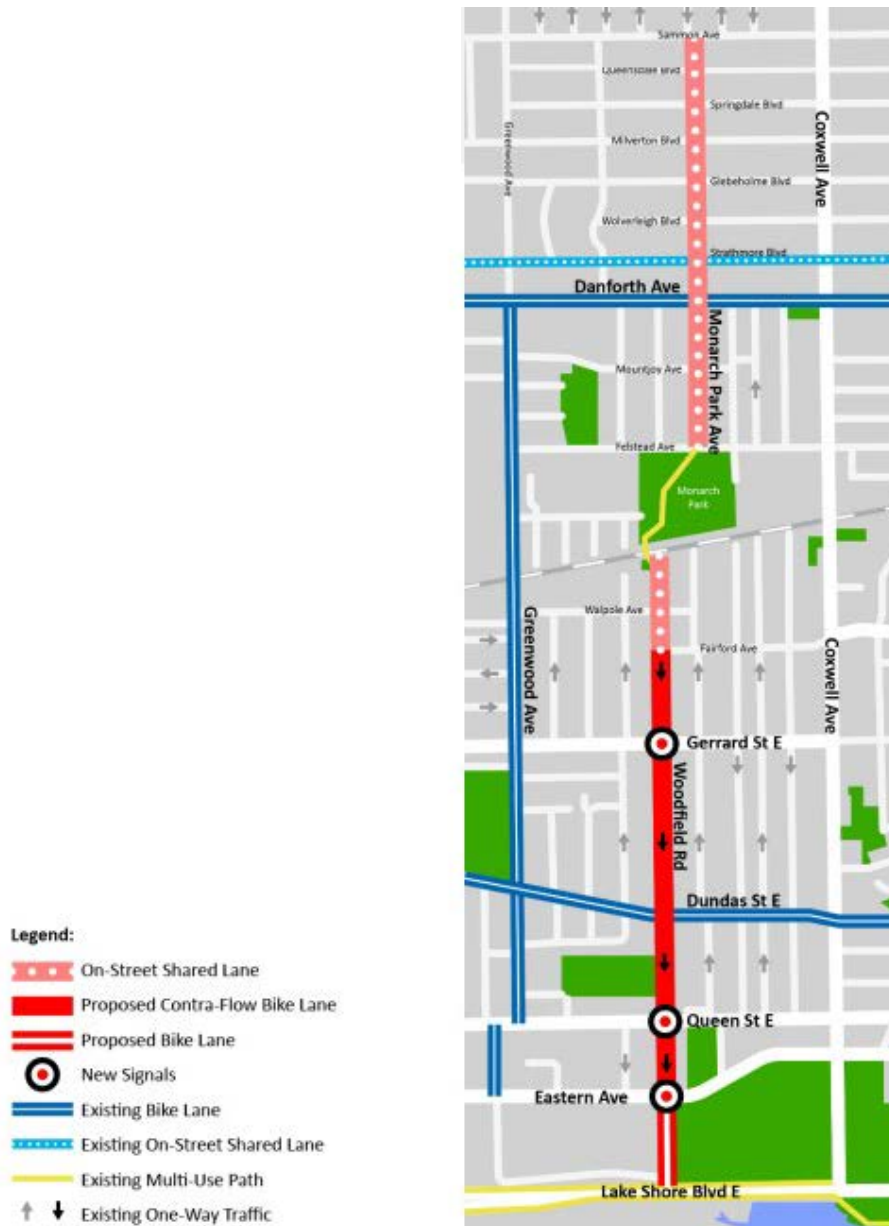


Figure 10: A map of the proposed changes on Woodfield Road and Monarch Park Avenue.

Summary of Public Consultation

Between March 30 and April 29, 2021, local residents were invited to provide feedback on the proposed changes to Woodfield Road - Monarch Park Avenue, including three options for cross-section configurations on Woodfield Road, between Queen Street East and Eastern Avenue.

Project notification was communicated through 9,900 unaddressed flyer notices, 53 addressed letters to residents between Queen Street East and Eastern Avenue, and 26 emails sent to known stakeholder groups. Questions and comments were received from 2021 Cycling Infrastructure Installation - Second Quarter Update & 2021 Missing Link Sidewalks on Local Roads

60 participants over two (2) virtual public meetings on April 14 and 15, 2021; 267 respondents to an online feedback form; 37 individuals by email and 5 people by phone.

From the feedback form, 79% of respondents support or accept the overall project, including a majority of residents who live on the streets. For the options on Woodfield Road, between Queen Street East and Eastern Avenue, Alternative 2 (Switch Parking to West Side) received the most support. The community is generally supportive of the proposed cycling infrastructure and crossing upgrades. Concerns raised include the possibility of an increase in non-local traffic, perceived dangers to pedestrians from people cycling, and possible exacerbation of existing on-street parking and loading challenges.

An online petition in opposition to the project was also received, although the associated names or addresses of signatories had not been provided at the time this report was finalized. The petition raises concerns about Woodfield Road between Queen Street East and Eastern Avenue and the loss of four parking spaces and unregulated loading along the street. The proposal retains as much parking as possible along the street and results in the loss of four parking spaces. Loading in the contra-flow bike lane would not be allowed, but delivery operators would be able to utilize side streets and the remaining parking on Woodfield Road.

Further details on the proposed project and public consultation materials and summary can be found at toronto.ca/WoodfieldMonarch. The local Councillor has been consulted on the proposed project.

Installing Sidewalks on Local Roads

Provision of safe, comfortable and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero 2.0 Road Safety Plan. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place and sustainable growth. These themes are reflected in the City's Official Plan (2004), Pedestrian Charter (2002), Walking Strategy (2009), Seniors Strategy (2013), Healthy Streets (2014), Road Safety Plan (2016), and Vision Zero 2.0 Road Safety Plan Update (2019), among others.

Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. Nearly one quarter of all local roads in Toronto, or 800 km, are without a sidewalk. Most local roads have residential land uses, and where sidewalks are missing, pedestrians have no alternative but to walk on the roadway or on unpaved road shoulders. In winter months when roads are icy, pavement width is narrowed by snow, and with daylight hours reduced, the walking conditions are less safe than roadways with sidewalks.

The projects included in this report include new sidewalks on local roads to be constructed as part of state-of-good repair roadway resurfacing projects being delivered by Engineering and Construction Services, or as stand-alone projects delivered by Transportation Services. These projects are proposed to be installed as part of the 2021 Capital Program.

Street Name	Project Type	Project Description	Metres	Ward
Windsor Street	Stand-alone Project – Councillor request	West side from 50 m south of Newcastle Street to 100 m south of Newcastle Street	50 m	3
Inverness Avenue	Bundled with nearby state-of-good-repair work	South side from Islington Avenue to Rothsay Avenue	1800 m	3
Tarragona Boulevard	Stand-alone Project – Councillor request	North side from Gunns Road to Park Entrance	2100 m	5
Donalda Crescent	Bundled with park revitalization project	West side from existing sidewalk at north end of the park to 70m south	70 m	22
Mildenhall Road	Stand-alone Project – Councillor request, utilizing temporary materials in advance of roadwork in a future year	East side from Lawrence Avenue East to Blythwood Road	950 m	15

All properties along the corridor will receive a pre-construction notification which includes a city staff contact to discuss the sidewalk design and construction impacts. In all instances, the local Councillor has been notified on the proposed sidewalk projects.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Cycling Network and Missing Sidewalk Installation Location Map

Attachment 2: Designated Bicycle Lanes

Attachment 3: Designated Cycle Tracks

Attachment 4: Designated Contra-flow Bicycle Lanes

Attachment 5: Amendments to Traffic and Parking Regulations

Attachment 6: The Esplanade Project Map