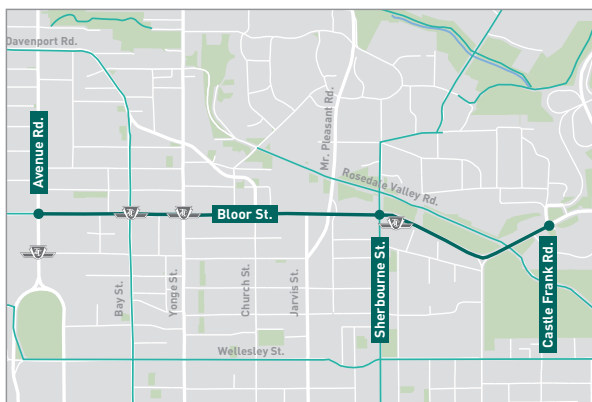


BLOOR STREET

Avenue Road to Castle Frank Road (2.2 km)

Ward 11 - University-Rosedale & Ward 13 - Toronto Centre






Summary

In 2020, temporary cycle tracks were installed on Bloor Street between Avenue Road and Sherbourne Street to fill a key gap in the Bloor/Danforth bikeway and to provide multi-modal capacity along the Line 2 subway. This gap was identified as a priority for a new bikeway as a Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan. Additional improvements were made in 2021 to improve the design adjacent to parking/loading areas.

In 2021, the Bloor Street existing bike lanes between Sherbourne Street and Castle Frank Road were upgraded from bike lanes to temporary cycle tracks.

Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

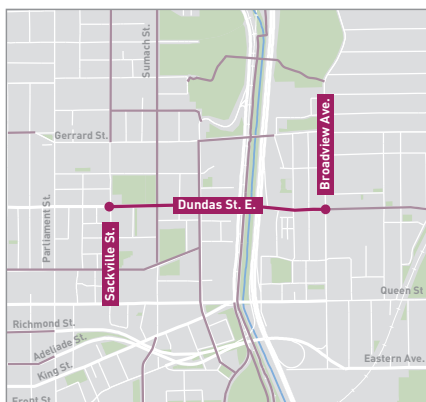
 <p>Total Daily Cyclists (Weekday Average)</p>	<p>Before (adj.)</p> <p>1,870</p>	<p>After (2020)</p> <p>2,810</p>	<p>After (2021) (adj.)</p> <p>2,590</p>	<p>Change (Before vs. After 2021)</p> <p>+720</p>	
 <p>Total Daily Pedestrians (Weekday Average)</p>	<p>Before</p> <p>11,090</p>	<p>After (2020)</p> <p>12,480</p>	<p>After (2021)</p> <p>13,090</p>	<p>Change (Before vs. After 2021)</p> <p>+2,000</p>	
 <p>Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)</p>	<p>Direction</p>	<p>Fall 2019</p>	<p>Fall 2021</p>	<p>Change</p>	
	<p>Bloor St E Avenue Rd - Sherbourne St</p>	<p>Eastbound Westbound</p>	<p>5.3 5.7</p>	<p>6.2 5.2</p>	<p>+0.9 -0.5</p>
	<p>Bloor St E Sherbourne St - Castle Frank Rd</p>	<p>Eastbound Westbound</p>	<p>2.0 2.0</p>	<p>2.0 2.3</p>	<p>0.0 +0.3</p>

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

DUNDAS STREET EAST

Sackville Street to Broadview Avenue (1 km)

Ward 13 - Toronto Centre & Ward 14 - Toronto-Danforth



Summary

In 2020, temporary cycle tracks were installed on Dundas Street East between Sackville Street and Broadview Avenue to connect the existing Dundas Street bike lanes between Broadview Avenue to Kingston Road into the downtown core via River Street and Shuter Street. The new bikeway is the only protected, accessible, and connected cycling route over the Don Valley Parkway south of Bloor Street and north of Lake Ontario. This gap was identified as a priority for a new bikeway as a Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan.

Both curb lanes (westbound and eastbound) were converted to protected cycle tracks. This was the only ActiveTO corridor along a streetcar route, so as part of the project, adjustments and accessibility upgrades were made to streetcar stop locations. Turn restrictions and signal timing were also reviewed and adjusted in consultation with Toronto Transit Commission to reduce streetcar delay.

Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

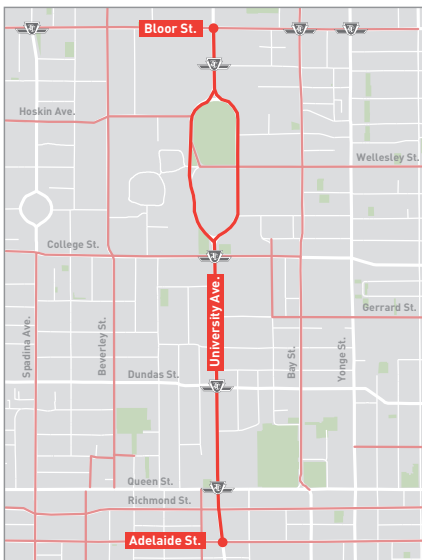
Total Daily Cyclists (Weekday Average)	Before (adj.)	After (2020)	After (2021) (adj.)	Change (Before vs. After 2021)
	860	1,440	1,150	+290
Total Daily Pedestrians (Weekday Average)	Before	After (2020)	After (2021)	Change (Before vs. After 2021)
	2,900	2,860	3,350	+450
Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)	Direction	Fall 2019	Fall 2021	Change
	Eastbound	2.9	3.2	+0.3
	Westbound	2.4	3.3	+0.9

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

UNIVERSITY AVE/QUEENS PARK

Adelaide Street to Bloor Street (2.3 km)

Ward 10 - Spadina-Fort York & Ward 11 - University-Rosedale



Summary

In 2020, temporary cycle tracks were installed on University Avenue/Queens Park between Bloor Street and Adelaide Street to provide multi-modal capacity along the Line 1 subway and as a connection for essential workers to the four hospitals along the corridor. This corridor also connects well used east/west cycling corridors including Bloor Street, Harbord Street, College Street, Richmond Street, and Adelaide Street.

Between Bloor Street and College Street, the northbound and southbound curb lanes were converted to temporary cycle tracks. Between College Street and Adelaide Street, temporary parking protected cycle tracks were installed. Parking was converted to 24/7 access (parking was prohibited during peak hours previously) due to the demand for hospital pick-up and drop-off. Raised platforms were installed for accessible bus and hospital loading and green markings were added at hospital driveways.

In 2021, Transportation Services is recommending reducing the speed limit from 50 km/h to 40 km/h along the length of the corridor.

Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

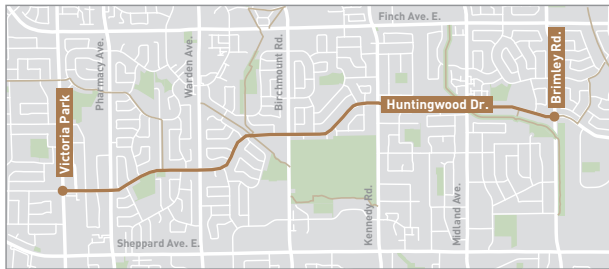
	Total Daily Cyclists (Weekday Average)	Before (adj.) 530	After (2020) 1,230	After (2021) (adj.) 1,080	Change (Before vs. After 2021) +550
		Total Daily Pedestrians (Weekday Average)	Before 8,300	After (2020) 11,260	After (2021) 15,000
	Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.) Davenport Ave - Adelaide St W	Direction	Fall 2019	Fall 2021	Change
	Northbound	7.4	7.3	-0.1	
Southbound	8.4	8.8	+0.4		

*Average travel times are estimated over two distinct date ranges:
 Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

HUNTINGWOOD DRIVE

Victoria Park Avenue to Brimley Road (5 km)

Ward 22 - Scarborough-Agincourt & Ward 23 - Scarborough North






Summary

In 2020, temporary buffered bike lanes were installed on Huntingwood Drive between Victoria Park Avenue and Brimley Road to form an on-street east-west cycling route in north Scarborough and expand the short existing bike lane segment on Huntingwood Drive between Brimley Road and McCowan Road. This route was identified because it connects key neighbourhood destinations including parks, trails, schools, community centres, and places of worship.

In 2021, based on community feedback, the Huntingwood Drive bike lanes were upgraded to parking protected cycle tracks.

Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

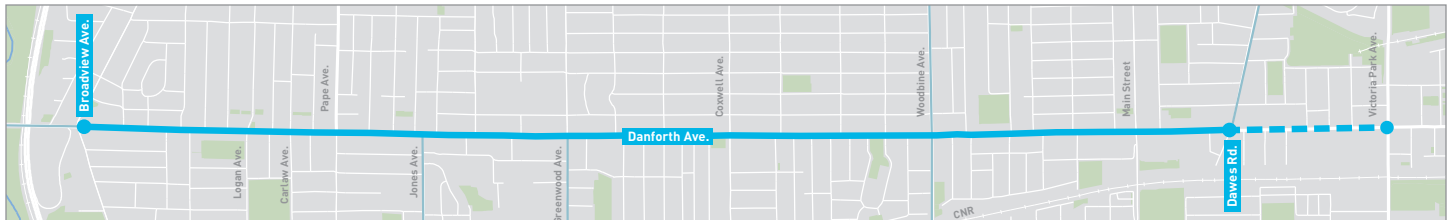
 Total Daily Cyclists (Weekday Average)	Before (adj.)	After (2020)	After (2021) (adj.)	Change (Before vs. After 2021)
	80	100	110	+30
 Total Daily Pedestrians (Weekday Average)	Before	After (2020)	After (2021)	Change (Before vs. After 2021)
	750	600	690	-60
 Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)	Direction	Fall 2019	Fall 2021	Change
	Eastbound	10.0	7.9	-2.1
	Westbound	8.9	7.9	-1.0

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

DANFORTH AVENUE

Broadview Avenue to Dawes Road (5.4 km)

Ward 14 - Toronto-Danforth & Ward 19 - Beaches-East York



Summary

In 2019, The Danforth Study was launched to create a vision and plan the corridor's future. The study is a joint project between Transportation Services, City Planning, and Economic Development & Culture.

In 2020, the Danforth Avenue Complete Street Pilot project was accelerated through the delivery of Destination Danforth. The pilot was implemented to support local businesses, improve safety and comfort for all users, and enable people to use all modes of transportation along the corridor. The Destination Danforth project included:

- A separated Cycle track in both directions
- One westbound and one eastbound traffic through lane, and turn lanes at intersections
- All hours parking/loading lanes on both sides of the street
- Streetscape improvements such as planters and artistic curb extensions
- New and expanded curb lane and sidewalk patios
- Leading Pedestrian Intervals (LPIs) at key crosswalks
- Art installations through traffic box wrappings and murals
- High-capacity bike parking
- New Bike Share stations

In 2021, additional improvements were implemented including optimization of traffic signals, changes to the turn lane configuration and signalization at select intersections, and additional improvements to accessibility. Through City Council direction, Transportation Services is planning to extend the cycle track and streetscape design from its current terminus at Dawes Road to Victoria Park Avenue.

A comprehensive evaluation of Destination Danforth was undertaken. The evaluation focused on the effects on the cycling, pedestrian and motoring environment, safety, curbside demand and parking, and public perception from people using the corridor and local businesses.



DANFORTH AVENUE

Broadview Avenue to Dawes Road (5.4 km)

Ward 14 - Toronto-Danforth & Ward 19 - Beaches-East York



Public Perception




A public survey was undertaken to gain direct user feedback on the elements of the complete street installation, including perceptions of safety, accessibility, frequency of visits, shopping habits, and whether the new street design has changed how they use the street.

Approximately 440 surveys were conducted over four days between September 24 and October 6, 2020.

- Almost half (44%) of respondents were multi-modal (they regularly use multiple modes of transportation);
- 80% of respondents considered the bike lanes 'safe' or 'very safe' and there was an equal gender split on sense of cycling safety;
- The ease of finding parking changed very little since before the pilot installation (in 2017, 75% of respondents found it easy or very easy to find parking vs 71% in 2020);
- There was mixed feedback about accessibility improvements. About 30% of respondents felt the Danforth was slightly less or much less accessible after the pilot was installed, 27% felt the Danforth was slightly more accessible, while 44% cited it had not changed for them.

Visit: toronto.ca/danforth

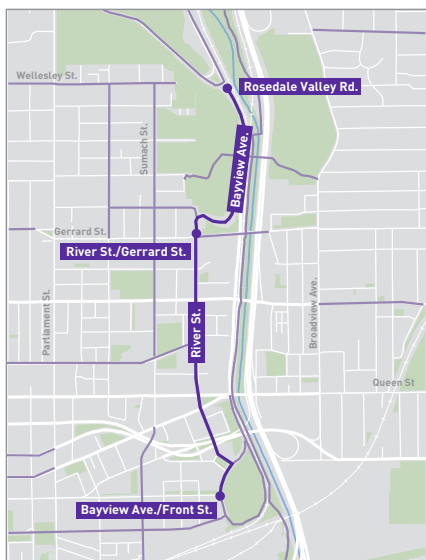
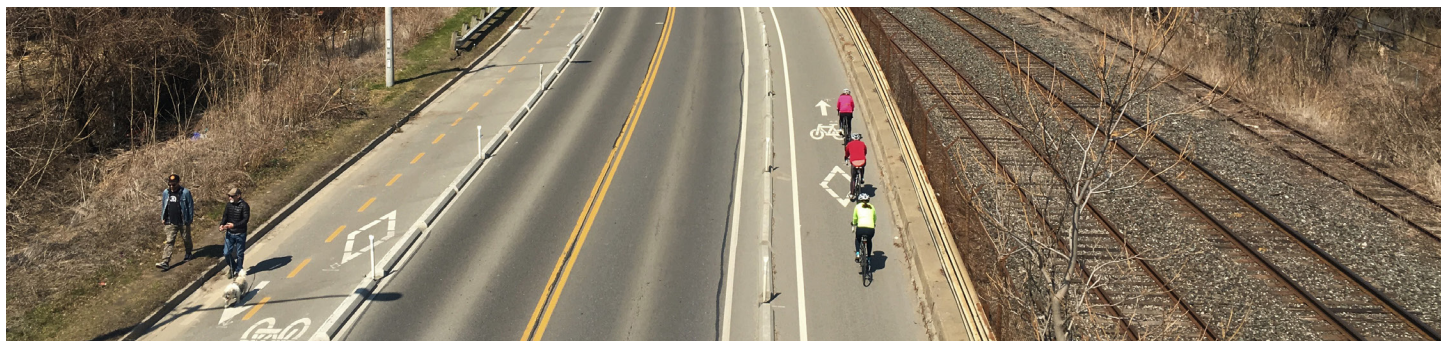
Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

 <p>Total Daily Cyclists (Weekday Average)</p>	<p>Before (adj.)</p> <p>1,650</p>	<p>After (2020)</p> <p>2,820</p>	<p>After (2021) (adj.)</p> <p>2,750</p>	<p>Change (Before vs. After 2021)</p> <p>+1,100</p>
 <p>Total Daily Pedestrians (Weekday Average)</p>	<p>Before</p> <p>3,080</p>	<p>After (2020)</p> <p>3,520</p>	<p>After (2021)</p> <p>2,710</p>	<p>Change (Before vs. After 2021)</p> <p>-370</p>
 <p>Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)</p>	<p>Direction</p> <p>Eastbound</p> <p>Westbound</p>	<p>Fall 2019</p> <p>16.5</p> <p>14.8</p>	<p>Fall 2021</p> <p>17.4</p> <p>15.1</p>	<p>Change</p> <p>+0.9</p> <p>+0.3</p>

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

BAYVIEW AVENUE

River Street/Gerrard Street to Rosedale Valley Road (1 km)
Ward 13 - Toronto Centre






Summary

In 2020, temporary cycle tracks and a multi-use trail were installed on Bayview Avenue/River Street between Gerrard Street East and Rosedale Valley Road to provide more direct access to the Don Trails, Evergreen Brickworks and Rosedale Valley Road Trail. Before installation, there were no sidewalks on the roadway, meaning there was no accessible pedestrian or cycling access for communities between Rosedale Valley Road and Corktown Commons. On the west side of the street, a lane was removed and multi-use trail was installed. On the eastside of the street, a lane was removed and a unidirectional cycle track was added.

In 2021, the multi-use trail was extended south from River Street to Front Street.

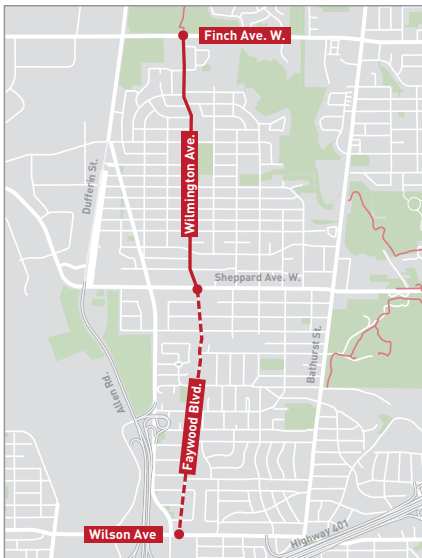
Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

 Total Daily Cyclists (Weekday Average)	Before (adj.)	After (2020)	After (2021) (adj.)	Change (Before vs. After 2021)
	320	550	900	+580
 Total Daily Pedestrians (Weekday Average)	Before	After (2020)	After (2021)	Change (Before vs. After 2021)
	180	90	230	+50
 Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)	Direction	Fall 2019	Fall 2021	Change
	Northbound	1.7	2.0	+0.3
	Southbound	1.9	2.3	+0.4

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)

WILMINGTON AVE/FAYWOOD BLVD

Finch Avenue West to Wilson Avenue (4 km)
Ward 6 - York Centre






Summary

In 2020, temporary bike lanes and shared lane markings were installed on Wilmington Avenue and Faywood Boulevard between Finch Avenue West and Wilson Avenue to provide a north-south cycling route in North York that connects six schools, the Finch Trail, and numerous community connections.

Buffered and conventional bike lanes were installed on Wilmington Avenue between Finch Avenue West and Sheppard Avenue. Shared lane markings were installed on Faywood Boulevard between Sheppard Avenue and Wilson Avenue, due to width constraints.

Cycling Volumes, Pedestrian Volumes & Motor Vehicle Travel Time

 Total Daily Cyclists (Weekday Average)	Before (adj.)	After (2020)	After (2021) (adj.)	Change (Before vs. After 2021)
	170	150	160	-10
 Total Daily Pedestrians (Weekday Average)	Before	After (2020)	After (2021)	Change (Before vs. After 2021)
	1,010	940	1,070	+60
 Average Travel Time (mins)* PM Peak Period (4 p.m. to 7 p.m.)	Direction	Fall 2019	Fall 2021	Change
	Northbound	3.3	4.0	+0.7
	Southbound	3.5	3.7	+0.2

*Average travel times are estimated over two distinct date ranges:
Fall 2019 (September 16, 2019 to December 6, 2019), and Fall 2021 (September 6, 2021 to October 24, 2021)