

Cycling Network Plan: 2022 Cycling Infrastructure Installation - Second Quarter Project Updates

Date: June 23, 2022

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 2, 5, 7, 8, 9, 10, 11, 12, 13, 15, 16 and 22

SUMMARY

The Cycling Network Plan and the associated Near Term Implementation Plan, adopted by City Council in December 2021 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 recommends a number of bikeway projects that are proposed to be installed in the near term (2022 to 2024) for which design and consultation have been completed.

This report seeks Council authority to install 3.33 centreline kilometres (km) of new bikeways on the following streets:

- Gerrard Street East: Parliament Street to Blackburn Street (bi-directional cycle tracks, Ward 13);
- Don Mills Road: 100 metres (m) north of Gateway Boulevard (south intersection) to 20 m south of Don Mills Road (bi-directional cycle tracks, Ward 15 and 16);
- Overlea Boulevard: Thorncliffe Park Drive (east intersection) to Don Mills Road (cycle tracks, Ward 15 and 16);
- Thorncliffe Park Drive: 100 m north and 125 m south of Overlea Boulevard (east intersection) (cycle tracks, Ward 15).
- Martin Grove Road: 83.5 m north of Eglinton Avenue West to 115 m south of Winterton Drive (cycle tracks, Ward 2); and
- Martin Grove Road: 100 m north of Burnhamthorpe Road and 50 m south of Burnhamthorpe Road (bicycle lanes, Ward 2).

This report also seeks Council authority to make improvements to 1.2 centreline km of existing cycling infrastructure on the following streets:

- Gerrard Street East: Sherbourne Street to Parliament Street (cycle tracks to bi-directional (south side) and uni-directional (north side) cycle tracks, Ward 13);
- Gateway Boulevard (south intersection): from Don Mills Road to a 100 m east of Don Mills Road (bicycle lanes to cycle tracks, Ward 16); and

- Shuter Street and River Street intersection (bicycle lanes to cycle tracks, Ward 13).

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.

In addition, this report provides a status update on the recommended strategy to implement the long-term vision for streetscape and cycle track improvements identified in the Council-approved Eglinton Connects Planning Study and Environmental Assessment. The report includes an update on work delivered by Metrolinx, a summary of findings from a preliminary design study, as well as recent stakeholder and public engagement feedback on a strategy for near-term delivery. Following updated community engagement and refinement of design recommendations, it is anticipated that Transportation Services will report to Infrastructure & Environment Committee and City Council in the first quarter of 2023 to seek authority to implement a complete street design of Eglinton Avenue between Keele Street and Mount Pleasant Road.

Finally, this report seeks to make minor housekeeping amendments to existing bikeways and their associated traffic and parking by-laws on the following streets:

- Davenport Road (traffic and parking, Ward 11);
- The Esplanade, Trinity Street, and Mill Street (traffic and parking, Ward 10 and 13); and
- York University Cycling Connections at Columbia Gate (bike lane, Ward 7).

A map of the bikeway projects proposed in this report is included as Attachment 1.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of Gerrard Street Complete Street project and all required Chapter 886, 910, and 950 by-law amendments on the following sections of roadway, as generally described in Attachment 2 - Gerrard Street Complete Street By-Laws:

- a. Gerrard Street East (Sherbourne Street to Parliament Street); and
- b. Gerrard Street East (Parliament Street to Blackburn Street).

2. City Council authorize the installation of Renewing Overlea Boulevard project and all required Chapter 886 and 950 by-law amendments, on the following sections of roadway, as generally described in Attachment 3 - Renewing Overlea Boulevard By-Laws:

- a. Gateway Boulevard (Don Mills Road (south intersection) to 100 metres to the east);
- b. Don Mills Road (100 metres north of Gateway Boulevard (south intersection) to 20 metres to the south);

- c. Overlea Boulevard (75 metres west of Thorncliffe Park Drive to Don Mills Road); and,
- d. Thorncliffe Park Drive (125 metres south to 100 metres north of Overlea Boulevard (east intersection)).

3. City Council authorize the installation of Martin Grove Cycling Connections project between Eglinton Avenue West and Dundas Street West and all required Chapter 886 and 950 by-law amendments, as generally described in Attachment 4 - Martin Grove Cycling Connections By-Laws:

- a. Martin Grove Road (Eglinton Avenue West to point 115 metres south of Nottingham Gate/Winterton Drive); and
- b. Martin Grove Road (Burnhamthorpe Road intersection to a point 92 metres north).

4. City Council authorize the installation of Shuter Street and River Street intersection project and all required Chapter 886, and 950 by-law amendments, as generally described in Attachment 5 - Shuter Street and River Street Intersection By-Laws:

- a. Shuter Street (Sumach Street to River Street); and
- b. River Street (Wascona Lane to Shuter Street).

5. City Council amend cycling, traffic and parking regulations required in Chapter 886, Chapter 910 and Chapter 950, as generally described in Attachment 6- Technical Amendments.

FINANCIAL IMPACT

The estimated cost to implement the bikeways recommended in this report is \$14,400,000 million. Funding is available in the approved 2022-2031 Capital Budget and Plan for Transportation Services.

The removal of approximately 12 pay and display (P&D) on-street parking spaces on Gerrard Street East and the addition of seven (7) P&D on-street parking spaces on Trinity Street proposed in this report would increase annual revenues generated by the Toronto Parking Authority (TPA) on behalf of the City of Toronto by approximately \$33,200 based on 2019 revenues prior to the COVID-19 pandemic. Transportation Services continues to work with the TPA to identify additional P&D parking spaces that could be added in the areas impacted which in turn will help to support local businesses, Business Improvement Areas (BIA)s and the local community.

Costs to implement on-street P&D 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 \$5,850. All implementation costs will be borne by Transportation Services.

The funding required to maintain the new cycling infrastructure annually is expected to be approximately \$50,000 for sweeping and \$105,750 for winter maintenance. Funding for this maintenance can be accommodated within the approved 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 Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

Cycling Network Plan

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024). 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=2021.IE26.9>

Complete Streets Approach to Road Reconstruction

On July 16 2019, as part of consideration of IE6.8 Vision Zero 2.0 Road Safety Plan Update, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

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

Gerrard Street East

In October 2021, City Council requested that City Planning, Transportation Services and Parks, Forestry and Recreation advance opportunities to advance and fund detailed streetscape designs and implementation of TOcore Great Streets projects including Gerrard Street East.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE24.7>

In October 2016, City Council authorized the installation of cycle tracks on Gerrard Street East between Jarvis and Berkley Street and on the northerly westbound side of Gerrard Street East between Yonge Street and Jarvis Street.

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

Martin Grove Road

In June 2021, City Council authorized the installation of bicycle lanes on Martin Grove Road from Rathburn Road to 92 m north of Burnhamthorpe Road.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE22.11>

Shuter Street

In 2020, City Council authorized the installation cycle tracks on Shuter Street from River Street to Bond Street.

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

The Esplanade and Mill Street

In 2021 and 2022, City Council authorized the installation of cycle tracks and changes to motor vehicle operations on The Esplanade and Mill Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.IE28.7>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.10>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE22.11>

Thornccliffe Park Drive

In 2018 and 2021, City Council authorized the installation of bicycle lanes and modifications to Thornccliffe Park Drive.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW28.13>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.13>

York University Cycling Connections

In 2018, City Council authorized the installation of the York University Cycling Connections project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW30.6>

COMMENTS

Toronto's Cycling Network Plan

The goals of the Cycling Network Plan are to **Connect, Grow, and Renew Toronto's bikeways, with corresponding objectives and indicators for measuring and evaluating** success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action Strategy, and the Vision Zero Road Safety Plan.

Through this report, Transportation Services is seeking authority for this initial group of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed. New and/or improved bikeways are proposed through the following projects: Gerrard Street Complete Street, Martin Grove Road Cycling Connections, and Renewing Overlea Boulevard.

Gerrard Street Complete Street

TOcore's Downtown Parks and Public Realm Strategy is a 25 year vision that sets the direction for the city centre as the cultural, civic, retail and economic heart of Toronto and as a great place to live. The Plan is a response to rapid growth in the core that is placing pressure on physical and social infrastructure. As part of the Plan, twelve Great Streets were identified as opportunities to improve the public space and the public experience.

The College-Carlton-Gerrard Street corridor was identified as a future Great Street and it was included in the Council-adopted Cycling Network Plan's 2022-2024 Near-Term Implementation Program. TOcore calls for the City to recreate the corridor as a significant east-west corridor including investing in streetscape and cycling

improvements. It identified the opportunity to implement a bi-directional bikeway along Regent Park on Gerrard Street East, and create improved connections to Anniversary Park, Allan Gardens, and Riverdale Park.

There are near-term opportunities to bring to life TOcore's Great Street design on Gerrard Street East. In 2023, Sherbourne Street to Parliament Street is scheduled for reconstruction. In the next 5 years and beyond, Gerrard Street East's south side from Parliament Street to River Street will be completely rebuilt through the Regent Park redevelopment.

As such, Transportation Services is proposing cycling, pedestrian and road safety upgrades on Gerrard Street East from Sherbourne Street to Blackburn Street (1.5 km) in two sections:

- Sherbourne Street to Parliament Street; and
- Parliament Street to Blackburn Street.

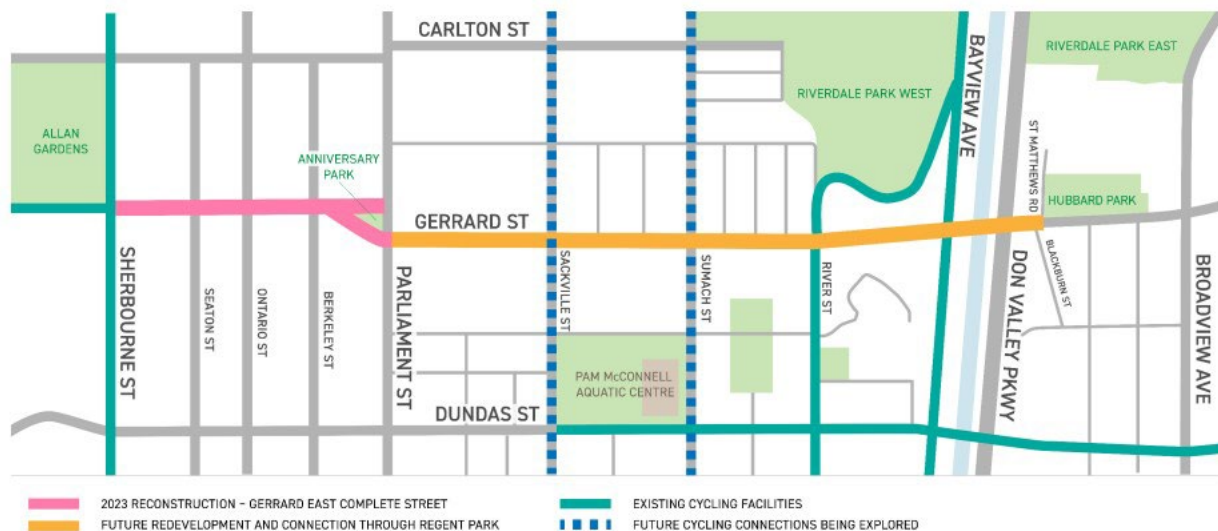


Figure 1: Map of project area of the Gerrard Street Complete Street project including the limits of the road reconstruction and Regent Park redevelopment.

Project Goals and Objectives

In the last ten years (2012-2022) from Sherbourne Street to Blackburn Street, there have been 532 reported collisions in the project area. 33 collisions involved a pedestrian and 46 collisions involved a person cycling.

This complete street project is focused on improving safety for all roadway users, creating a connected bikeway network and an inviting public realm, while maintaining operations for motor vehicle traffic, emergency services and other city services.

Existing Conditions: Sherbourne Street to Parliament Street

Today, Gerrard Street East from Sherbourne Street to Parliament Street has approximately 20 m of public right of way and a roadway width of 13.2 m. There is one motor vehicle lane in each direction with left turn lanes at Sherbourne Street and Ontario Street, painted bicycle lanes, and sections of on-street parking. There is a posted speed limit of 40 km/hr and no regular transit service. Between 2016 and 2018,

there were approximately 14,000 daily motor vehicles trips and 1,000-2,000 daily pedestrian trips and 1,000 daily cycling trips on the corridor.

Proposed Design: Sherbourne Street to Parliament Street



Figure 2: An artist's rendering of a section of Gerrard Street East looking east, illustrating the proposed complete street changes.

In 2023, road reconstruction is planned on Gerrard Street East between Sherbourne Street and Parliament Street.

In keeping with the Council-directed complete streets approach to road reconstruction, this project proposes to:

- Implement intersection safety measures including corner radii reductions, pedestrian head-start signals, and right-turn-on-red restrictions;
- Maintain the existing one vehicular travel lane per direction, narrowed to City lane width guidelines to encourage improved speed limit compliance in off-peak hours;
- Remove left-turn lanes at Sherbourne Street and Ontario Street. The left-turns at these intersections are lower volume with less than 40 and 10 in the peak hours, respectively.
- Replace the existing uni-directional bicycle lanes with a bi-directional cycle track on the south side, as well as an interim north side (westbound) cycle track which could be converted to parking once the Regent Park redevelopment is complete and the bi-directional cycle track opens east of Parliament Street;
- Remove 12 on-street parking spaces on the north of Gerrard Street East with new Wheel-trans or pick-up and drop-off lay-bys adjacent to the Yonge Street Mission building;
- Retain seven (7) on-street parking spaces on the south of Gerrard Street between Ontario Street and Berkeley Street and install a new Wheel-trans or pick-up and drop-off lay-by adjacent to the Parliament Street library;
- Construction of boulevard improvements, such as wider sidewalks, green infrastructure and new and improved tree planting areas; and
- Construction of raised crossings at unsignalized intersections.

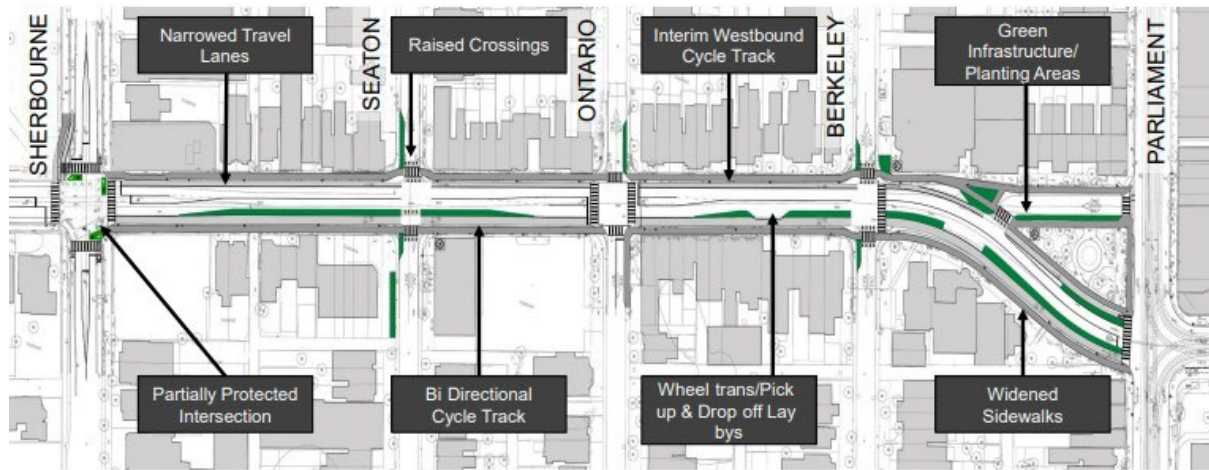


Figure 3: Gerrard Street East Complete Street project between Sherbourne Street and Parliament Street including protected intersection features, raised crossings, wider sidewalks and green infrastructure.

The interim westbound uni-directional cycle track on the north side of Gerrard Street between Sherbourne Street and Parliament Street would ensure that people cycling westbound east of Parliament Street would not need to switch sides of the street twice within 500 m before the bi-directional bikeways can be realized through the Regent Park redevelopment. While the uni-directional cycle track on the north side would be installed as part of the 2023 project implementation, it could be removed in the future when the bi-directional bikeway on Gerrard Street East between Parliament Street and Blackburn Street is installed and replaced with on-street parking.

Various intersection improvement options for Sherbourne Street, Ontario Street, and Parliament Street were considered and presented as part of the public consultation process. After reviewing the public feedback and technical design parameters, City staff are recommending a modified Option 2 at Sherbourne Street, which includes the removal of the left-turn lanes on Gerrard Street and two protected cycling corners on the southwest and southeast sides, Option 2 at Ontario Street, which includes the removal of the left-turn lanes and larger planting areas and Option 1 at Parliament Street, which includes the removal of the two through lanes and the installation of larger planting areas. These options will prioritize safety and ultimately reflect the response from the public consultation overlaid with staff and stakeholder input received to date.

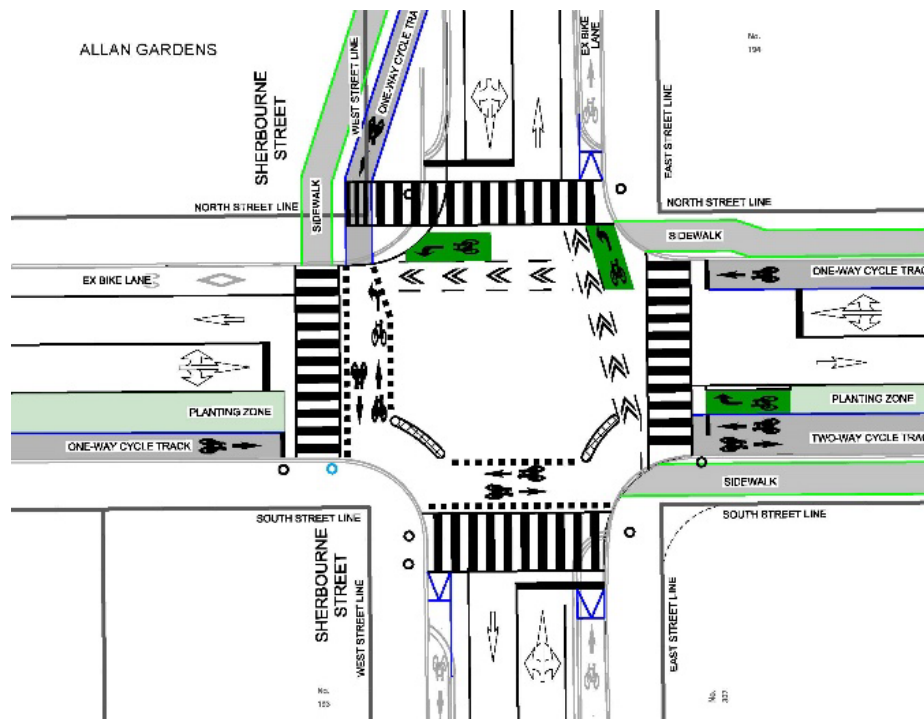


Figure 4: Sherbourne St and Gerrard St East Intersection - Option 2 includes the removal of the left-turn lanes on Gerrard Street and include bi-directional crossings for people cycling on the west and south side. Staff are working on a modified Option 2 to keep the left-turn lanes on Sherbourne St.

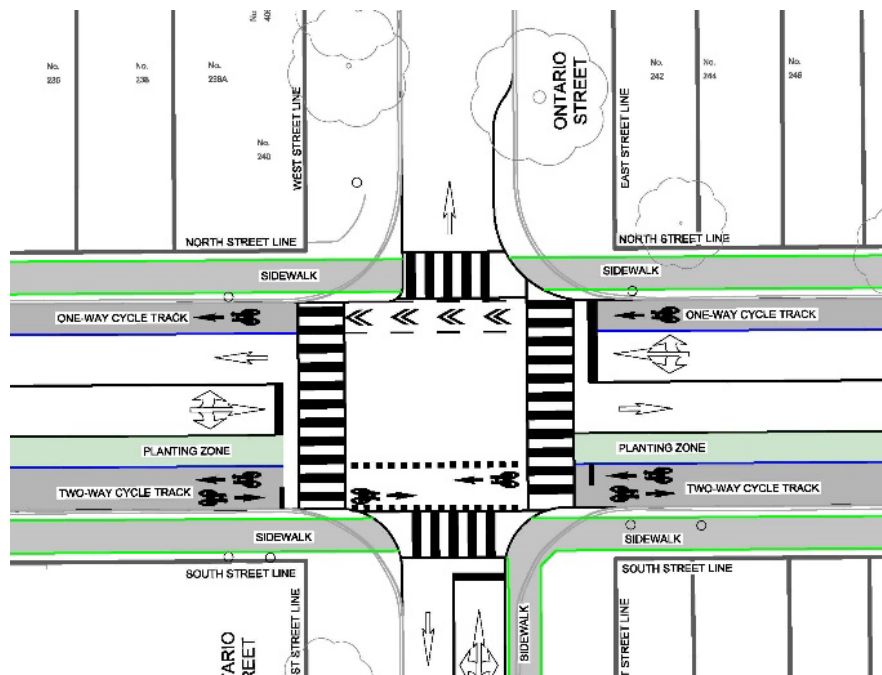


Figure 5: Ontario St and Gerrard St East Intersection - Option 2 includes the removal of the left-turn lane at Ontario St, which unlocks additional parking and loading opportunities.

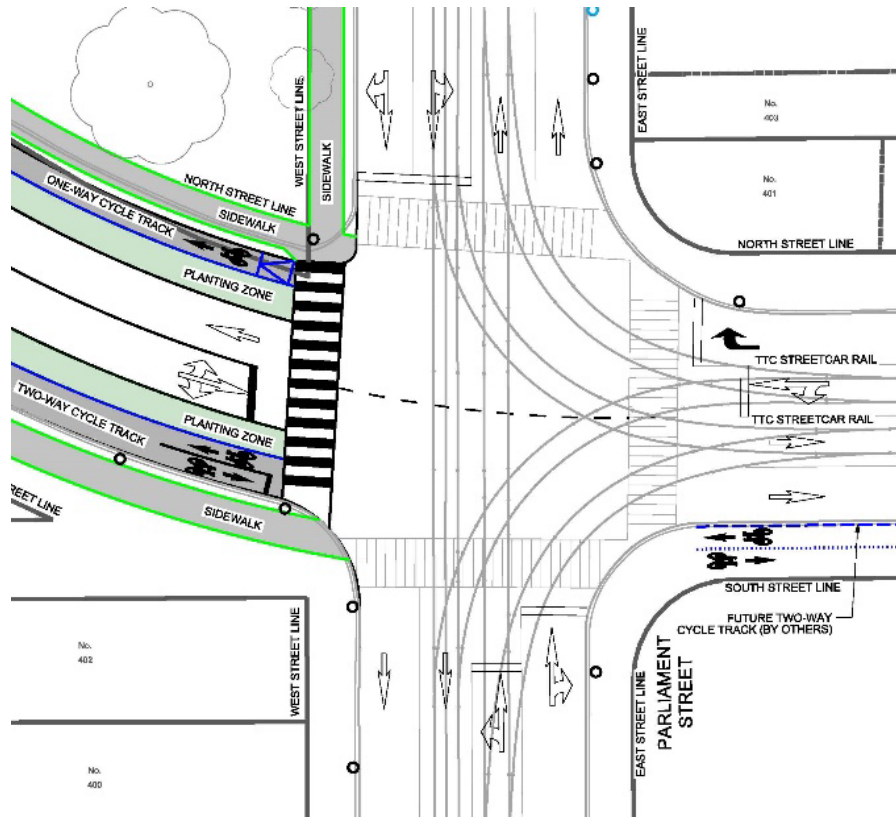


Figure 6: Parliament St and Gerrard St East Intersection - Option 1 includes the removal of two through lanes at Parliament Street which unlocks additional planting and beautification options at Anniversary Park and on the south side at the public library.

In the interim, 12 paid parking spaces on the north side are proposed for removal, but it is intended that these would return to parking spaces after the completion of streetscape improvements as part of the Regent Park redevelopment.

Initially, Transportation Services also explored the removal of seven (7) paid parking spaces on the south side and replacing them with an accessible boarding zone for Wheel-Trans and pick up/drop off. Based on feedback, Transportation Services is proposing to retain the seven (7) paid parking spaces. The parking would be between the roadway and the bi-directional cycle track.

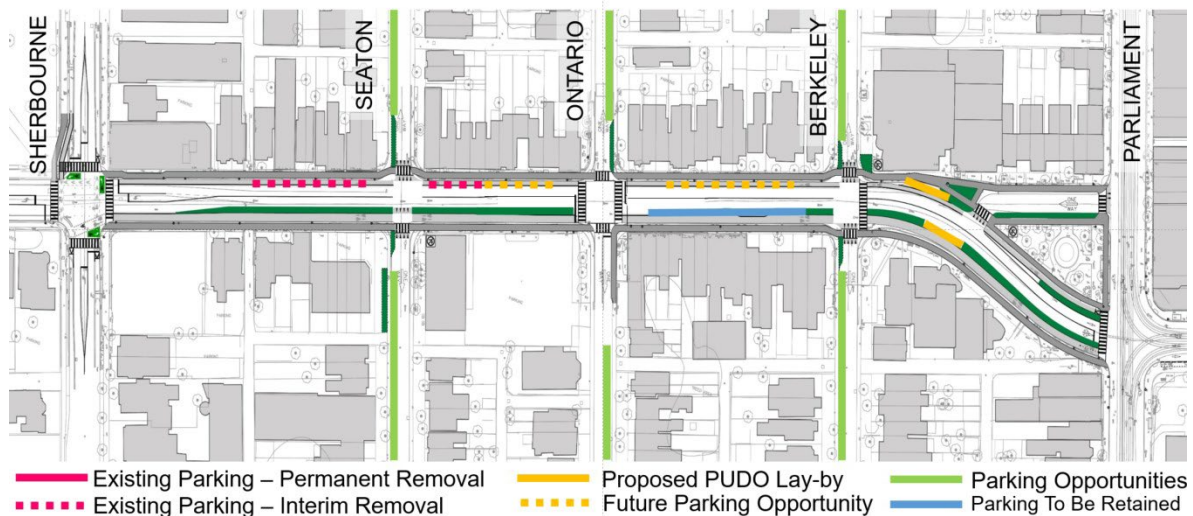


Figure 7: A map of the location of parking and loading impacts and opportunities.

City staff proposed two options for the channelized right-turn lane adjacent to Anniversary Park. Option 1 proposed creating a mixed-use shared street with no curbs and Option 2 proposed larger sidewalks with planted boulevards and concrete paver street. As part of this report, staff are proposed to move forward with Option 1 as it aligns with the needs of the majority of stakeholders and allows more flexibility to respond to the future park development. Subject to Council approval of the recommendations in this report, Transportation Services and Engineering & Construction Services will continue to engage with the local BIA and adjacent property on the detailed design of the channelized right-turn lane including proposed materials and plantings to be included in the road reconstruction project.

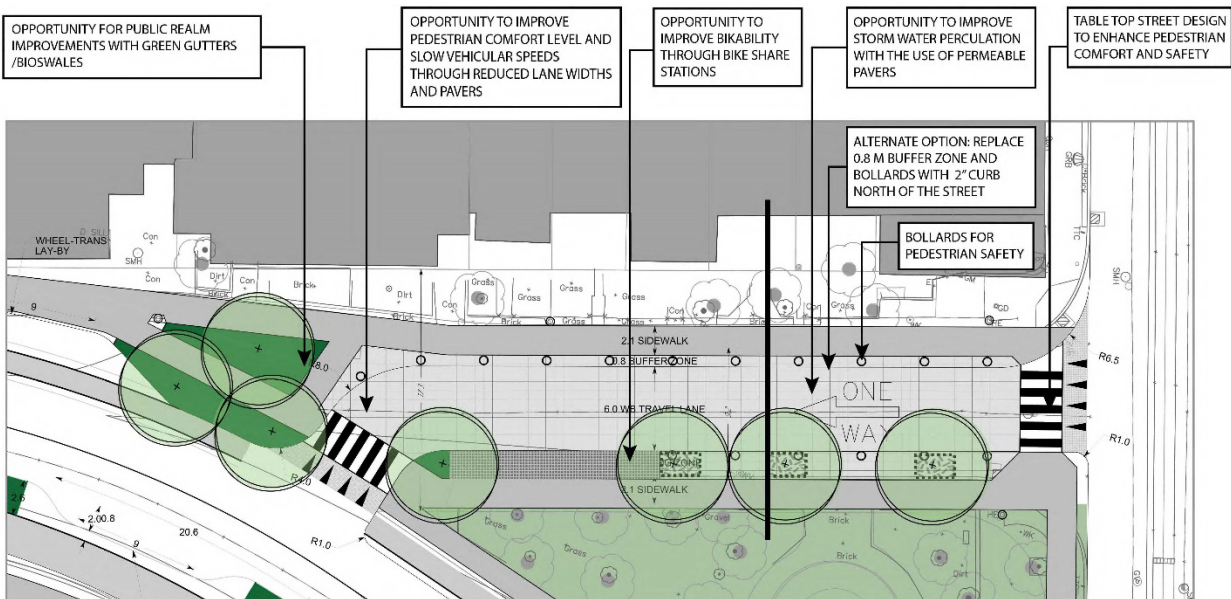


Figure 8: Anniversary Park Slip Lane - Option 1 includes green infrastructure, a raised shared street, pavers and bollards for pedestrian safety.

Existing Conditions: Parliament Street to Blackburn Street

Today, Gerrard Street East from Parliament Street to Blackburn Street has approximately 20 m of public right of way and a roadway width of 12.6-13.2 m. There are two motor vehicle lanes in each direction with streetcar tracks in the centre lanes, and no existing bikeway in this segment. Off-peak parking is allowed in the curb lanes. There is a posted speed limit of 40 km/hr with regular streetcar transit service (506 Carlton). Between 2016 and 2018, there were approximately 14,000 daily motor vehicles trips and 1,700 daily pedestrian trips and 420 daily cycling trips on the corridor.

Proposed Design: Parliament Street to Blackburn Street

Gerrard Street East between Parliament Street and River Street coincides with the location of the Regent Park Revitalization with Development Phases 4, 5 and part of Phase 3 (Block 1). This section is a major gap in the cycling network, but there are challenges to implementing a high quality public realm along with a safe and comfortable bikeway.

In 2018, staff investigated various technical design options for implementing TOcore's vision of a bi-directional bikeway on Gerrard Street East including on the north and south side. While uni-directional cycle tracks are typically preferred, the implementation of them in this section would require either lane reductions and/or shifting the streetcar tracks resulting in potential traffic impacts, or additional right-of-way achieved through the development process.

City staff are recommending proceeding with obtaining Council endorsement in principle of a bi-directional bikeway on the south side of Gerrard Street between Parliament Street and Blackburn Street in order to proceed with incorporating the design and implementation through the different phases of the Regent Park development. City are continuing to study the corridor with a focus on the Parliament Street and River Street intersections in order to design solutions that create an inviting public realm, while also maintaining streetcar operations for streetcars and general traffic. Following further design review, staff would bring forward a report with further details in order to request authority to implement design changes between Parliament Street and Blackburn Street.

Public Consultation

Public and stakeholder consultation for the proposed Gerrard Street Complete Street project was carried out May 1, 2022 – June 15, 2022. Consultation activities included stakeholder meetings, a public meeting, a survey, and follow-up communications via email and telephone.

A variety of methods were used to communicate the project to the public, providing information on expected changes, and offering an opportunity for response and feedback.

- A public meeting notice was delivered to 16,000 households through Canada Post direct mail.
- A virtual stakeholder meeting took place on May 5, 2022, with 14 participants. Forty (40) stakeholder groups were invited to participate.
- A virtual public meeting took place on May 17, 2022, and was attended by 95 people.

- An in-person site visit took place with businesses representatives and residents on the south side of Gerrard Street between Berkeley Street and Ontario Street on June 3, 2022 with over ten (10) attendees.
- An online comment form was available from May 5, 2022 – June 2, 2022, and received 172 responses.

The proposed upgrades received broad support with 79% of survey respondents expressing strong support and 8% of expressing support for the complete street project.

While the project proposal generally received support, there were several concerns about: parking and loading opportunities, uni-directional vs bi-directional cycle tracks, and accelerating of the section east of Parliament.

Parking/loading opportunities: In the initial design proposal, the parking on the south side of Gerrard Street between Ontario Street and Berkeley Street was proposed to be replaced with a loading zone. Businesses and residents on the south side of Gerrard Street East between Ontario Street and Berkeley Street shared that they heavily relied on parking and loading spaces to run their operations and were concerned about the impacts of the proposed conversion. In order to address the concerns, staff are recommending to retain the parking on the south side.

Uni-directional vs Bi-directional Cycle Tracks: There were several questions raised throughout the consultation period about the consistency in travel lanes for people cycling, given that the proposed project aims to connect a bi-directional cycle track to existing uni-directional cycle tracks at Gerrard Street and Sherbourne Street.

TOcore identified bi-directional cycle tracks on Gerrard Street East between Parliament Street and River Street due to the presence of streetcar tracks. Uni-directional cycle tracks cannot be accommodated in this section without impact to streetcar operations. Through the Gerrard Street Complete Street project, Transportation Services reviewed the opportunity to implement uni-directional cycle tracks between Sherbourne Street and Parliament Street, but due to turning streetcar tracks and limited public right-of-way, no safe way to transition people cycling from uni-directional cycle tracks to bi-directional cycle tracks at Parliament Street could be found. At Sherbourne Street there is more public right of way, allowing room to create a partially protected intersection and safer transition for people cycling.

Several members of the public also requested that bicycle lanes be retained, so that parking could remain adjacent to sidewalk between Berkeley Street and Ontario Street. Due to the volume of motor vehicles and the existing collision history, Transportation Services is recommending cycle tracks which have better safety outcomes.

Continuation of cycle track east of Parliament Street: There is a strong desire to see the cycling network further developed by extending the cycle tracks east of Parliament Street as soon as possible.

A detailed summary of the public consultation feedback and more information on the project can be found at www.toronto.ca/gerrardeast. The local Councillor has been consulted on the proposed project.

Renewing Overlea Boulevard

In the coming years (2023-2024), the Overlea Boulevard and Don Mills Road intersection, as well as the Overlea Bridge deck will be reconstructed to update the aging infrastructure and keep them in a state-of-good repair. This level of construction hasn't happened in this area since the 1960s when Don Mills Road was last reconstructed and the Overlea Bridge was first built.

The road and bridge deck reconstruction provide a once in generation opportunity to include complete street and road safety upgrades. As part of the Vision Zero Road Safety Plan, City Council directed that a complete streets approach be applied to road reconstruction projects. In keeping with this direction, Transportation Services is recommending several road safety and streetscape improvements including the addition of new cycle tracks as part of the reconstruction.

The work is proposed to be delivered in two phases. Phase one includes the Don Mills Road and Overlea Boulevard/Gateway Boulevard intersection. Phase two includes Overlea Boulevard to Thorncliffe Park Drive (east), including the Overlea Bridge.



Figure 9: A map of the project limits and proposed phasing for the Renewing Overlea Boulevard Project

This project is built on a foundation of policies including the City's Official Plan, TransformTO, and the Vision Zero Road Safety Plan. As part of the Vision Zero Road Safety Plan, City Council directed staff to include safety improvements and better conditions of walking and cycling as part of road reconstructions.

The goals and principles of several City policies and plans have been used to inform the proposed designs, including the:

- Strong Neighbourhoods, Walking and Public Art Strategies;
- The Cycling Network Plan, with goals to connect, grow and renew the cycling network;
- The Green Streets Guidelines; as well as
- The Congestion Management Plan.

Existing Conditions - How People Move Today

This part of Overlea Boulevard is a key link between the Thorncliffe Park and Flemingdon Park neighbourhoods. The City's Strong Neighbourhood Strategy includes both Thorncliffe and Flemingdon as Neighbourhood Improvement Areas. They have local action plans designed to strengthen the social, economic, and physical conditions.

There are many land uses in the study area, including large retail destinations such as East York Town Centre, places of worship, three schools, and several residential and office towers. Overlea Boulevard crosses over the Don Valley and E.T. Seton Park, with a multi-use trail that connects to the waterfront.

Don Mills Road and Overlea Boulevard have a speed limit of 50km/hr and Thorncliffe Park Drive and Gateway Boulevard have a speed limit is 40km/hr,

Several TTC bus routes including the 25 Don Mills and 100 Flemingdon Park run along Overlea Boulevard and are among the highest ridership in the city. They are frequent buses and have 12 stops in the study area. On an average weekday, about 900 buses cross the Overlea Bridge and carry more than 21,000 people. More than 45% of people in Thorncliffe and Flemingdon commute to work by transit. This is almost double the rate of other neighbourhoods in the surrounding area.

Today, the TTC's 81 Thorncliffe Park Bus route turns left at Overlea Boulevard before returning to Pape Station. In the TTC's proposed 2022 service plan, the 81 Bus would turn right at Overlea Boulevard, cross the bridge, and serve Thorncliffe Park, before returning along the same route.

Metrolinx is currently constructing the Eglinton Crosstown LRT and designing and consulting with the public on the Ontario Line. Both projects, when completed, will increase transit options in the area. *There is no direct overlap of study areas between this project and the Ontario Line.* The City has coordinated and will continue to coordinate with Metrolinx and TTC on planning, design, and construction to ensure that the transit, road and bridge projects can progress on schedule.

Many of the 40,000 daily vehicles on Don Mills Road and 33,000 on Overlea Boulevard are destined for, or have come from, the Don Valley Parkway. Overlea Boulevard is the primary way in and out of Thorncliffe Park by motor vehicle.

During rush hours, traffic at the Don Mills Road and Overlea Boulevard intersection can be heavy. Both of these streets have High Occupancy Vehicle lanes. Overlea Boulevard carries more than 1000 trucks per day. It is an important route to the Don Valley

Parkway for the many industrial and large commercial businesses south of Eglinton Avenue East.

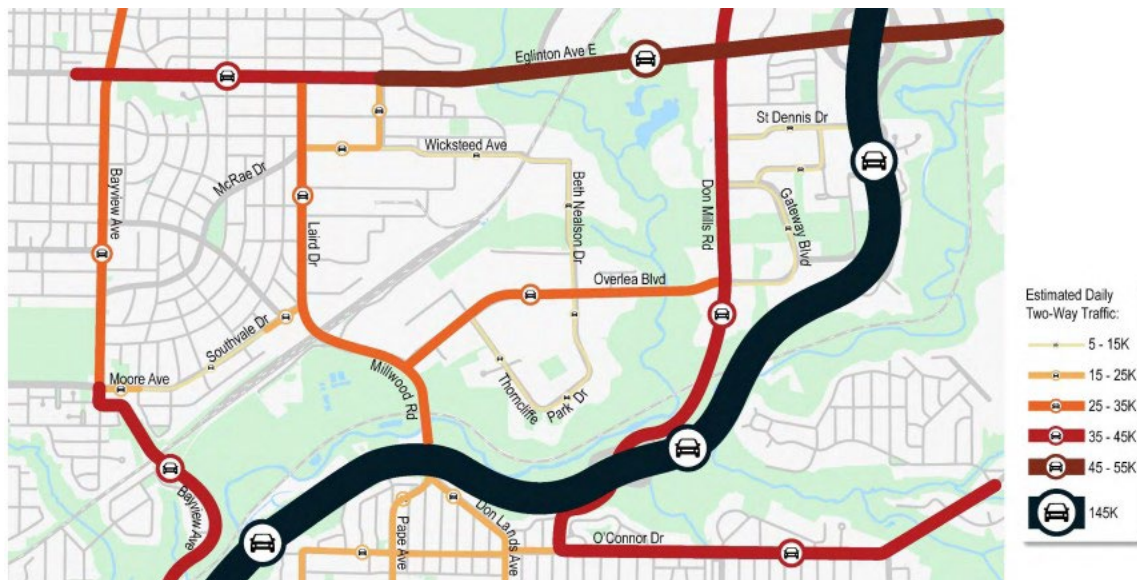


Figure 10: Overlea Boulevard is an essential motor vehicle corridor that connects to several high volume roadways.

Almost 2,600 people walk on Overlea Boulevard each day. Sidewalks are especially busy before and after school. Most people cross at the signals, but some cross east of the bridge.

On Overlea Boulevard today, some people walk their bikes or ride on the sidewalk, and about 200 were counted cycling in the roadway each day based on two September 2018 counts.

Cycling volume counts conducted in the area, including along existing bicycle lanes on Thorncliffe Park Drive and Gateway Boulevard, as well as on the Don Mills Road Access Multi-use trail, are shown below in Table 1 and 2.

Table 1: On-Street Mid-Block Bicycle Counts (24 hour, bi-directional, conducted using video by third-party counting firm, on July 14, 2021, 26°C, no rain)

Location	Number of People Cycling
Thorncliffe Park Dr: (west leg) near Grandstand PI	121
Gateway Blvd: (south leg) between Don Mills Rd - Sunny Glenway	47
Gateway Blvd: (north leg) between Grenoble Dr - Don Mills Rd	73
Grenoble Dr: (north leg) between Gateway Blvd and Deauville Ln	45
Deauville Lane: between Grenoble Dr - St Dennis Dr	46
Grenoble Dr: (south leg) near Leeward Glenway	37

Table 2: Don Mills Access Trail Counts (24 hour, bi-directional, conducted using tube counters on paved trail)

Date	Weather	Number of People Cycling
Friday, May 28, 2021	11°C, 14mm rain	27
Saturday, May 29, 2021	15°C, no rain	216
Sunday, May 30, 2021	19°C, no rain	344
Monday, May 31, 2021	22°C, no rain	167
Tuesday, June 1, 2021	25°C, no rain	138
Wednesday, June 2, 2021	25°C, 4mm rain	170
Thursday, June 3, 2021	21°C, 3mm rain	90
Friday, June 4, 2021	25°C, no rain	199
Saturday, June 5, 2021	32°C, no rain	263
Sunday, June 6, 2021	30°C, no rain	193

There have been over 580 reported collisions in the study area between 2015 and 2019, most at the intersections. From these collisions, 138 resulted in injuries, and one serious injury occurred, including 31 people walking or cycling

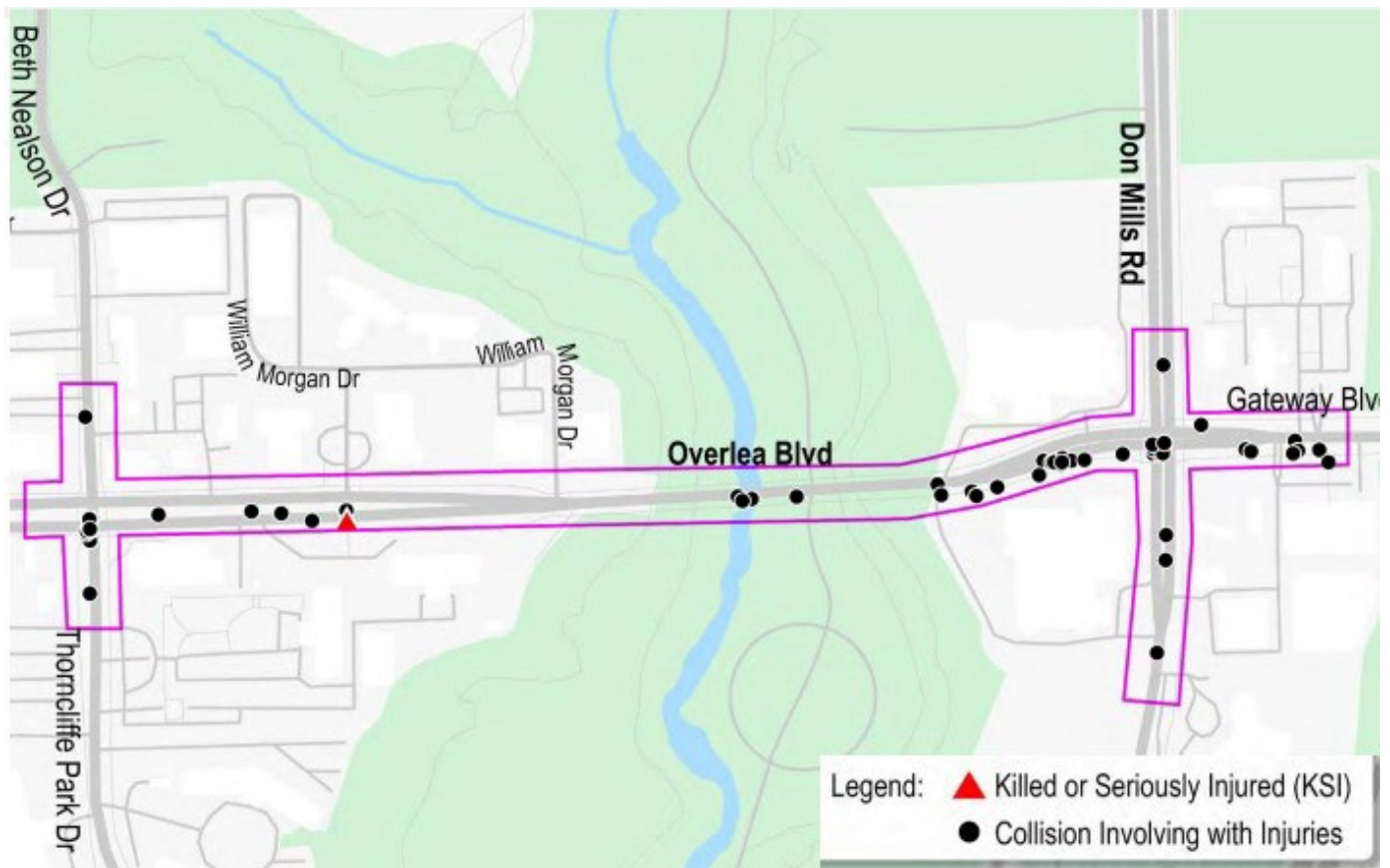


Figure 11: A map of the locations where people traveling on the corridor have been injured due to a traffic collision.

Existing Conditions - Roadway Elements

Today, the Don Mills Road and Overlea Boulevard intersection has 1.5 metre sidewalks with wider corner areas. There are bicycle lanes to the east on Gateway Boulevard and a multi-use trail to the south on Don Mills Road, but both end before the intersection.

There are two through motor vehicle lanes on Don Mills Road, along with a southbound right-turn and left-turn lane and a northbound left-turn lane. On Overlea Boulevard/Gateway Boulevard there is one through motor vehicle lane along with dual westbound left-turn lanes and a right-turn lane and an eastbound right-turn and left-turn lane. Seven of eight vehicle turning movements conflict with vulnerable road users.

At the Thorncliffe Park Drive intersection today, sidewalks are 1.5 m wide. Overlea Boulevard has two through motor vehicle lanes and east and westbound left-turn lanes. Thorncliffe Park Drive has one through motor vehicle lane and north and southbound left-turn lanes. The south leg has bicycle lanes, but they do not connect past the intersection in any direction.

Today, the Overlea Bridge has 1.5 m wide sidewalks next to outside railings that are 1.2 m high, and two vehicle lanes in each direction, for a total width of 19 m.

West of the bridge, Overlea Boulevard has two motor vehicle lanes in each direction and 1.5 m wide sidewalks. There are some trees in the boulevard, and a double row of trees in the centre median.

There are approximately 250 trees in the study area, either on City property or on private property near the street. Most of the trees in the medians are in poor condition, and many of the trees in the boulevard are young. Some of the trees are semi-mature and healthy.

Proposed Design - Don Mills Road, Overlea Boulevard and Gateway Boulevard Intersection

Cycle tracks are proposed on Overlea Boulevard and on Gateway Boulevard near the intersection. There would be dedicated space for people cycling to cross and wait, with physical separation continued to the intersection. A new multi-use trail is proposed southward along Don Mills Road to connect to the existing Lower Don Access Trail. Sidewalks are proposed to be widened to 2.1 m.

As part of the design review process, two feasible options for moving vehicles through the intersection were considered and presented to the public in the consultation. Both options maintain the same number of eastbound, northbound, and westbound lanes as exist today. Option 1 proposed to maintain the southbound left-turn vehicle movement. This turn currently carries about 1% of all vehicle movements at this intersection. Despite its relatively low volume of turns, this movement takes up "green-time" in the signal that could be used on busier movements.

Option 2, proposed that the southbound left-turn from Don Mills Rd to Gateway Blvd be prohibited. Its "green-time" was proposed to be re-allocated to movements with buses or heavy commuter car traffic. Vehicles would access Gateway Boulevard from the north intersection with Don Mills Road. Option 2 was preferred by Transportation Services at the time of public consultation.

As part of the public consultation process, a survey was conducted which specifically sought feedback on these options. 47% of all respondents favoured Option 2, while 30% favoured Option 1. However, a strong proportion of respondents who indicated they live in Flemingdon Park preferred Option 1 (44%).

Given the feedback and concerns from Flemingdon Park residents, who would be the most impacted by Option 2, staff are recommending to pursue a new option which would maintain the southbound left-turn like Option 1, and adjust signal timing to preserve the benefits of Option 2 for drivers, vulnerable road user safety and TTC passengers. Preliminary feasibility of this option has been confirmed, and would be subject to further analysis in the detailed design phase.

People walking and cycling would be protected by prohibiting right-turns-on-red and dedicating green time for turning vehicles on more movements.

Proposed Design - Overlea Bridge

With the planned replacement of the bridge deck, the proposed design would maintain the existing four vehicle lanes, add cycle tracks physically separated from the roadway, and widen the sidewalks by one (1) metre to 2.5 m on each side.

Two options were explored for the cycle track and sidewalk interface on the bridge. Option 1 proposed the cycle track at sidewalk level and Option 2 proposed the cycle track at an intermediate level between the roadway and sidewalk. Option 2 was preferred by Transportation Services because it creates a more defined separation between uses.

As part of the public consultation process, a survey was conducted which specifically sought feedback on these options. 57% of all survey respondents favoured Option 2, with 21% favoured Option 1, 12% favoured neither option and 10% were not sure which option they favoured.

Based on public feedback and technical review, Transportation Services is recommending moving forward with Option 2 to ensure greater separation between people walking and cycling.

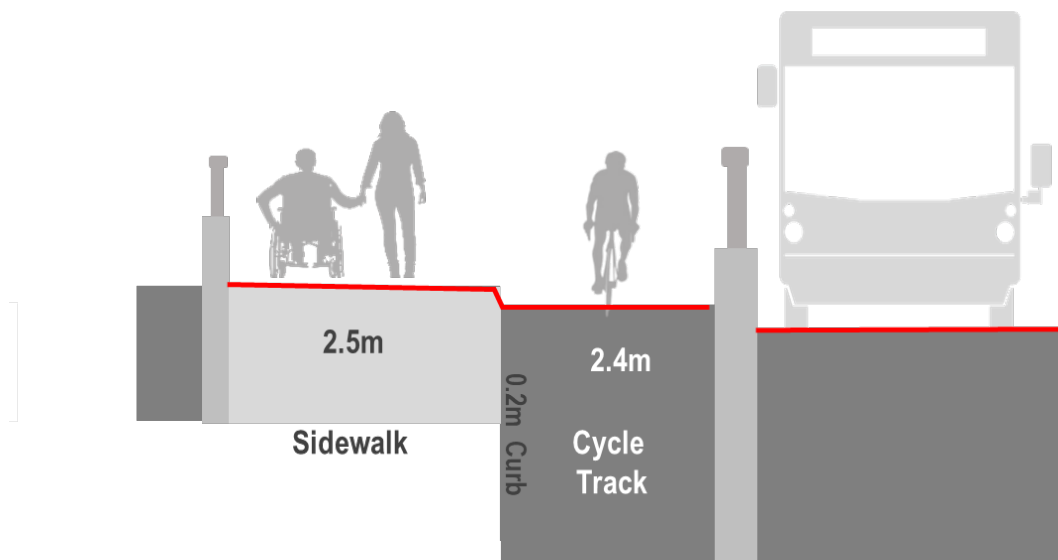


Figure 12: Transportation Services is recommending Option 2 on the Overlea Bridge. This option has an interim height cycle track which is located halfway between the sidewalk and cycle track and the roadway.

Proposed Design - West of the Bridge to Thorncliffe Park Drive East

Two options were proposed on Overlea Boulevard between west of the bridge and Thorncliffe Park Drive (east of the intersection). In both options, it was proposed that all motor vehicle lanes would be maintained, sidewalks would be widened and cycle tracks would be installed.

Option 1 proposed to preserve as much of the centre median as possible to maintain two rows of trees in the centre, focusing most of the changes in the boulevard between the sidewalk and roadway to fit the proposed wider sidewalks and cycle tracks. Only a few trees would be possible in the boulevard between the sidewalk/cycle track and the roadway.

Option 2 proposed to more significantly narrow the centre median, maintaining one row of trees in the centre. The additional space gained would be relocated to the proposed wider sidewalks and cycle tracks. This option also allows for wider boulevard space enabling a row of trees adjacent to the sidewalk and cycle track. Option 2 was preferred by Transportation Services as it allows for larger bus stops, as well as more trees and green space closer to where people can enjoy them. Option 2 also involves lower cost and complexity than Option 1.

As part of the public consultation process, a survey was conducted which specifically sought feedback on these options 69% of all survey respondents favoured Option 2. Responses were similar for residents of Thorncliffe Park and Flemingdon Park as all survey respondents.

Based on public consultation feedback and technical review, Transportation Services is recommending Option 2.

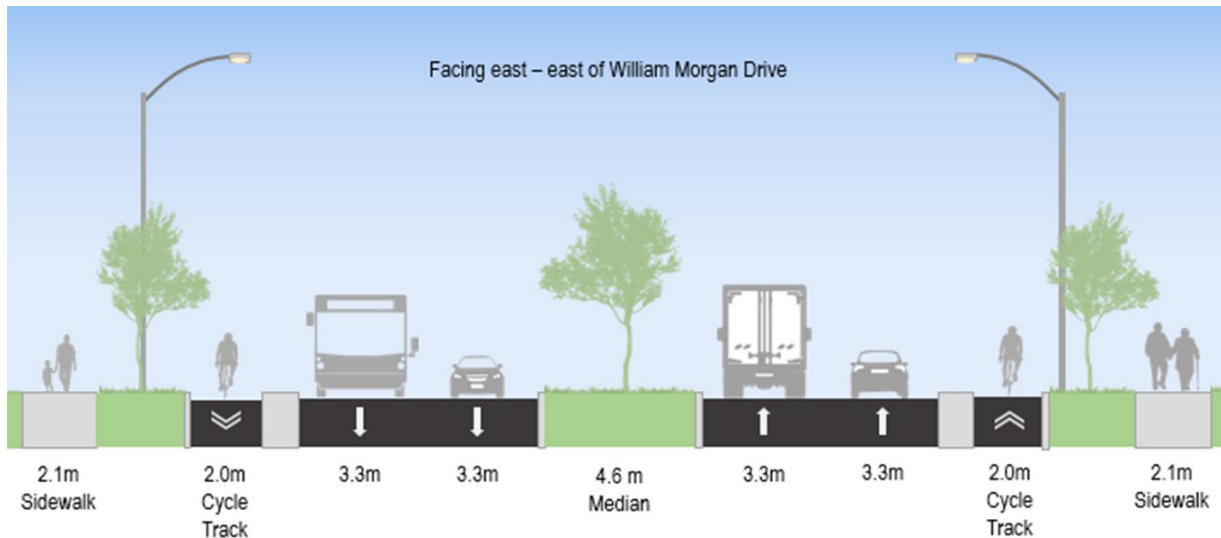


Figure 13: The proposed Option 2 cross section with three rows of trees wider sidewalks and new cycle tracks. All motor vehicle lanes are maintained.

Proposed Design - Thorncliffe Park Drive East and Overlea Boulevard Intersection

Two options were proposed at the Thorncliffe Park Drive (east intersection) and Overlea Boulevard intersection. In both options, all motor vehicle lanes are maintained, sidewalks are proposed to be widened, and cycle tracks installed.

Option 1 proposed that the raised cycle tracks ramp down before the intersection and that bicycle left-turns happen through in-road painted boxes.

Option 2 proposed a protected intersection. This option would enable wider sidewalks and bus stop waiting areas and better TTC operations. Concrete islands would be installed at all corners to guide drivers turning around the intersection corners, while providing queuing and turning space for people cycling. Transportation Services preferred Option 2 at the time of public consultation.

Transportation Services is recommending Option 2 to maintain TTC operations and reduce exposure of pedestrians and people cycling.



Figure 14: An artist's rendering of Option 2 at Thorncliffe Park Drive and Overlea Boulevard intersection

Consideration of a New Traffic Signal on Overlea Boulevard, just west of Don Mills Road

As a result of public feedback, City staff explored the installation of a new traffic signal at the school driveways of Marc Garneau Collegiate Institute and Valley Park Middle School. The traffic signal was considered to offer an additional protected crossing of Overlea Boulevard to reach the school and for people driving to enter and exit the school's driveways.

Transportation Services does not recommend the inclusion of the traffic signal as part of this project as it would not meet technical warrants and would be expected to cause longer wait times for bus passengers and motor vehicle traffic. Transportation Services recommends moving forward with the design and installation of the project without the traffic signal, and is committed to reassessing the possibility of a new signal in the future.

Public Art

Public art is an essential part of this project. Today there are Thorncliffe Park gateway features on Overlea Boulevard in the study area. The gateway features will be preserved.

During this phase of preliminary design, various art and streetscape improvement ideas were circulated and discussed with stakeholders and the public. There are opportunities to introduce art into the medians, integrated with the bridge (e.g. the safety barrier design), within open space along the corridor, through StreetARToronto murals, and/or

in partnership with the schools. All artworks would be commissioned through open competitions with community members invited to be part of the public art process.

Public Consultation

The Thorncliffe Park and Flemingdon Park areas have a high population of newcomers and residents with a home language other than English. Since the project kick-off, Councillors, stakeholders, and staff identified the need to ensure public consultation involved translated materials in order to effectively engage the local communities and receive feedback on the Renewing Overlea Boulevard project.

Overall, the project received strong support for the proposed changes, particularly due to the fact that it would not involve lane reductions i.e. no impact to motor vehicle and transit operations, except during construction. Key stakeholders and the public were supportive of the proposal to widen sidewalks, plant new trees, and connect cycling infrastructure. High rates of support were expressed for these elements in the online survey and through stakeholder and public meetings.

The below summarizes the main findings for the first two rounds of public consultation. If this project receives City Council support, public consultation will continue through the detailed design phase. There was expressed interest from key stakeholders and the public to provide additional feedback on the design of the public realm and public art components of the project, which would be confirmed through the detailed design phase.

Round One

The first round of public and stakeholder consultation for the Renewing Overlea Boulevard project was carried out August 2021-March 2022.

A variety of methods were used to communicate the project to the public, providing information on expected changes and offering an opportunity for response and feedback. The following methods were used to notify people of the project and opportunities to participate:

- Canada Post direct mail – Public Meeting Notice (15,237 addresses);
- Emails to project list (153 contacts);
- Emails to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (124 contacts);
- Sponsored social media posts via Facebook and Twitter (530,940 impressions);
- Social media posts via Twitter on the City's accounts;
- Detailed Project Video - English narration (23 min) posted on YouTube (3,200+ views);
- Detailed Project Video - Urdu narration (26 min) posted on YouTube (100+ views);
- Project posters (50 posters) were hung up on community boards, TTC stops and common areas in 9 residential buildings located along Overlea Boulevard, Gateway Boulevard and Don Mills Road; and
- Project postcards were handed out within the project area on March 25 and March 26, 2022 (750 handed out along Overlea Boulevard).

To encourage participation from the local communities, an emphasis was placed on ensuring that all aspects of the consultation process were accessible to Torontonians whose primary language is not English. The following project materials were translated:

- Public Meeting Notice – Translated into Tagalog, Farsi and Urdu;
- Online survey – Translated into Tagalog, Farsi and Urdu;
- Project Website – Can be translated into 51 languages using the Google™ Translate tool (96 translate button clicks);
- Detailed Project Video English narration – Subtitles translated into Tagalog, Farsi and Urdu, Gujarati and Arabic; and
- Detailed Project Video - Urdu narration was provided.

The public and stakeholders were invited to comment on the project and provide feedback through the following activities:

Activity	Date	Participation
Group Stakeholder Meeting	Tuesday, September 14, 2021 - 6:00 to 8:00 p.m. Monday, January 31, 2022 - 6:00 to 8:00 p.m.	13 attendees (75 invited) 25 attendees (75 invited)
Public Events	Wednesday, March 2, 2022 - 6:30 to 8:30 p.m. Thursday, March 3, 2022 - 12:30 to 2:30 p.m. Tuesday, March 22, 2022 - 6:30 to 8:30 p.m.	76 attendees (128 registered)
Online Survey	February 15 – March 29, 2022	1073 responses (15 non-English survey responses)
Email/Phone	February 15 – March 29, 2022	14 comments received

An online survey was conducted which included 14 questions, most of which were focused on design preferences for the different design options presented in the online materials and at the stakeholder and public meeting.

A few key themes were heard throughout the first round of public consultation including:

Topic	Summary
Bridge	- Requests for a pedestrian/cyclist path should under the bridge - Concern that the safety fence design could feel institutional/unfriendly
Construction	- Requests for ongoing coordination with Metrolinx/Ontario Line to mitigate the construction impacts - Requests that the streets and sidewalks remain open during construction

Topic	Summary
Don Mills Road & Overlea/Gateway Intersection	<ul style="list-style-type: none"> - Concern that the (initially proposed) removal of the southbound left-turn will not be convenient for residents who live near the intersection - Concern that the (initially proposed) removal of the southbound left-turn will increase traffic on Gateway Boulevard - Request that access to the gas station be maintained
Traffic	<ul style="list-style-type: none"> - Concern that Overlea Boulevard is already congested and that changes should not make it worse - Request that additional vehicle lanes be added on Overlea Boulevard - Request that the traffic signals be retimed with the new design changes
Public Realm	<ul style="list-style-type: none"> - Request that benches be added along the street and on the bridge - Request for local expression for public art - Requests that elements of play be included on sidewalks, given the large number of school children who walk in the area - Request that the gateway feature in the median be preserved - Request that the safety fence on the bridge be beautifully designed - Requests that opportunities for viewpoints and benches on the bridge be investigated
Safety	<ul style="list-style-type: none"> - Feedback that cycle tracks would make it safer for residents to ride a bike - Concern that cycling on the sidewalk is unsafe and illegal - Request that speed limits in the area be reviewed - Request for increased enforcement of speeding - Request for additional lighting on the bridge - Request that safety be prioritized given a large number of students in the area

Round Two

The second round of public and stakeholder consultation for the Renewing Overlea Boulevard project was carried out April 2022 - June 2022.

A variety of methods were used to communicate the project to the public, providing information on expected changes and offering an opportunity for response and feedback. The following methods were used to notify people of the project and opportunities to participate:

- Canada Post direct mail – Public Meeting Notice (15,222 addresses);
- Emails to project list (180 contacts);
- Emails to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (124 contacts);

- Social media posts via Twitter on the City's accounts; and
- Public Meeting Notices (40 notices) were hung up on community boards and common areas in 17 residential buildings located along Overlea Boulevard, Thorncliffe Park Drive, Gateway Boulevard and Don Mills Road.

To encourage participation from the local communities, an emphasis was placed on ensuring that all aspects of the consultation process were accessible to Torontonians whose primary language is not English. The following project materials were translated:

- Public Meeting Notice – Translated into Tagalog, Farsi and Urdu;
- Online survey – Translated into Tagalog, Farsi and Urdu; and
- Project Website – Can be translated into 51 languages using the Google™ Translate tool (96 translate button clicks).

The public and stakeholders were invited to comment on the project and provide feedback through the following activities:

Activity	Date	Participation
Group Stakeholder Meeting	Wednesday, May 18, 2021 - 6:00 to 8:00 p.m.	16 attendees (75 invited)
Virtual Public Event	Wednesday, May 25, 2022 - 6:30 to 8:30 p.m.	16 attendees (32 registered)
In-person Drop-in Event	Thursday, May 26, 2022 – 3:00 to 8:00 p.m. at R.V. Burgess Park (46 Thorncliffe Park Drive)	75 attendees (approximate number)
Online Survey	May 8 – June 6, 2022	136 responses
Email/Phone	May 25 – June 6, 2022	8 comments received

In May 2022, City staff held two (2) public events that shared identical information. One of the events was a virtual consultation. The other event was an in-person event held in R.V. Burgess Park. The event was a drop-in style/open house format and included food and a supportive environment to bring children.

A few key themes were found throughout the second round of public consultation including:

Topic	Summary
Construction	- Request for continued coordination with Metrolinx/Ontario Line project to mitigate the construction impacts

Topic	Summary
Future Cycling Connections	<ul style="list-style-type: none"> - Request for extension of the cycle tracks along Overlea Boulevard to Millwood Road - Request for additional cycle tracks north and south on Don Mills Road - Request for additional access points down to the Don Valley in the community
Public Realm	<ul style="list-style-type: none"> - Request for additional bike parking is needed for the area - Request that the gateway feature in the median be preserved - Requests that opportunities for viewpoints and benches on the bridge be investigated
Public Art	<ul style="list-style-type: none"> - Request that additional public art locations be identified - Request that the community be involved in the public art process
Vehicle Access	<ul style="list-style-type: none"> - Comments that maintaining truck/large vehicle access is vital for the area - Comment that large vehicles and trucks will need to be able to navigate the corners

A detailed summary of the public consultation feedback and more information on the project can be found at www.toronto.ca/Overlea. The local Councillors have been consulted on the proposed project.

Martin Grove Road Cycling Connections

The Cycling Network Plan identified a number of high priority gaps in the existing bikeways along Martin Grove Road.

In 2021, City Council approved a project to improve and extend the Martin Grove Road bicycle lanes between Rathburn Road and 92 m north of Burnhamthorpe Road. Construction of this project is currently anticipated for 2023-2024 as part of watermain and road rehabilitation work.

In 2022, Transportation Services launched a new project to close the remaining gaps on Martin Grove Road between Eglinton Avenue and the Kipling GO Station. If approved, this new project would be implemented between 2023-2026, depending on the timing of upcoming watermain and road rehabilitation work, as well as construction coordination with Metrolinx near Eglinton Avenue West. Each segments delivery timeline is mentioned in the report below.

Existing Conditions

Martin Grove Road is a minor arterial roadway north of Winterton Drive, a collector roadway south of Rathburn Road, and a local street south of Burnhamthorpe Road. The corridor's land uses and conditions change within the limits of the project area from a higher speed and higher motor vehicle volume roadway to a local residential street.

From 2010- 2020, there were 649 collisions in the project area. The posted speed throughout is 40 km/h, but between Burnhamthorpe Road and Eglinton Avenue the 85th percentile speed ranges from 60- 70 km/h. The high rate of speed poses safety concerns.

There are existing bicycle lanes on Martin Grove Road that begin just south of Winterton Drive and Rathburn Road. New bicycle lanes were approved in 2021 to extend from Rathburn Road to 92 m north of Burnhamthorpe Road and will be implemented with watermain and road rehabilitation work tentatively scheduled in 2023-2024.

Proposed Design - Eglinton Avenue West to Winterton Drive

Transportation Services recommends new uni-directional cycle tracks, along with improved bus stops and accessibility elements. Cycle tracks are proposed due to the high rate of speed on the corridor. The 85th percentile in this section of road was found to be approximately 70 km/h, even though the posted speed is 40 km/h. All existing motor vehicle lanes would be maintained.

At Martin Grove Road and Eglinton Avenue West, a protected intersection is proposed to ensure safe and comfortable connections between the existing Eglinton Avenue West multi-use trail and the new Martin Grove Road cycle tracks and the future Eglinton West Light Rail Transit.



Figure 15: Map of project lists for the 2022 Martin Grove Cycling Connections Project



Figure 16: An artist rendering of the protected intersection at Eglinton Avenue West and Martin Grove Road.

Transportation Services is actively working with Metrolinx to coordinate and incorporate these changes, subject to Council approval, into the Eglinton West LRT construction sometime between 2025 and 2030.

Proposed Design - West Deane Park Connection

There are existing painted bicycle lanes on Martin Grove Road along the bridge over West Deane Park and trail where the motor vehicle lanes are over 6 m wide.

Transportation Services recommends upgrading this segment of bicycle lanes to cycle tracks by narrowing the vehicle lanes and installing pre-cast low wall barriers and a wide buffer along with a mid-block median in order to improve safety and comfort. This would be implemented with the previously approved roadway changes between Rathburn Road and Burnhamthorpe Road.



Figure 17: An artist rendering of Martin Grove Road at West Deane Park including narrower travel lanes to accommodate a median and a protected bicycle lanes on the bridge.

In consultation with the local Councillor, Parks, Forestry and Recreation Division and the public, Transportation Services will further review opportunities for trail connections on the west side of the street into West Deane Park.

Proposed Design - Martin Grove Road and Burnhamthorpe Road Intersection

In 2021, Council approved an extension of the existing bicycle lanes on Martin Grove Road from Rathburn Road to 92 m north of Burnhamthorpe Road. Transportation Services has proceeded with a design to close the 92 m gap to the Burnhamthorpe Road intersection.

The intersection has unique challenges. On the northwest corner there is a short parking lay-by and a commercial plaza driveway with a curb-cut directly at the intersection. There is a TTC bus stop on Burnhamthorpe Road on the north side of the street, west of Martin Grove Road. The combination of the bus stop location and the driveway at the intersection results in conflicts.

Transportation Services has worked with the plaza owner and TTC to explore design options to improve conditions and limit impacts to the local businesses. Transportation Services is recommending the following changes:

- New bicycle lanes from 92 m north of Burnhamthorpe Road to 50 m south Burnhamthorpe Road;
- The removal of the parking lay-by on Martin Grove Road;
- The relocation of the north side TTC bus stop from the west side of the Martin Grove Road intersection to the east side of the intersection, including the removal of the bus-bay, replacing it with green infrastructure; and
- New curb extensions on the northwest corner to provide additional space of pedestrians.

There would be no changes to motor vehicle travel lanes or the driveway access to the plaza.

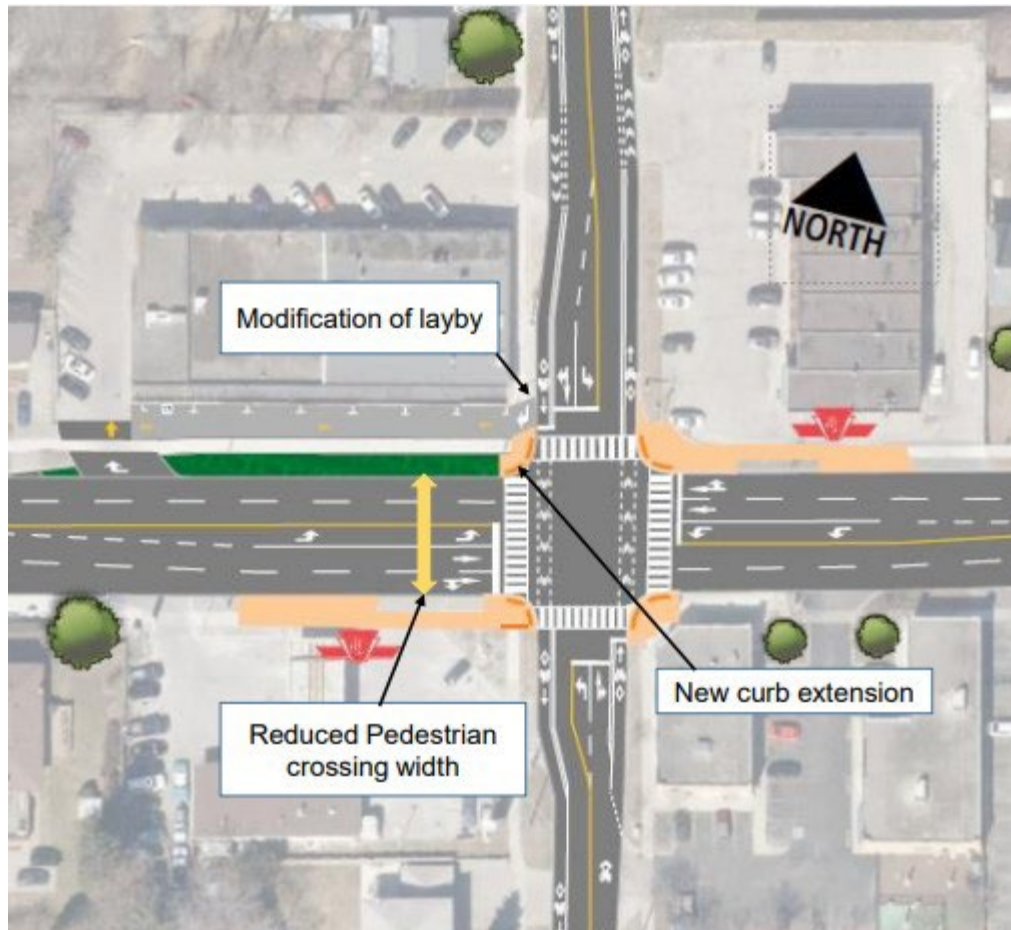


Figure 18: An artist rendering of the intersection of Martin Grove Road and Burnhamthorpe Road

The proposed changes would be implemented alongside or just after the previously approved watermain and road resurfacing project in 2023-2025.

- *Proposed Design - Burnhamthorpe Road to Wedgewood Park*

Martin Grove Road south of Burnhamthorpe Road is a local street with on-street parking on both sides and sidewalks on the west side. In the peak hour, there are approximately 160 motor vehicle trips northbound and 110 motor vehicle trips southbound at the intersection. These volumes are above the Ontario Traffic Manual and City guidelines threshold for cycling routes on streets that are by shared motor vehicle traffic and people cycling. Based on the volume of traffic, Transportation Services explored options to lower motor vehicle volume and speed to create a slow speed and safe street for cycling.

Three options were explored and included in the public consultation process. Option 1 explored traffic diversion through turn restrictions at Swan Avenue, Option 2 explored converting Martin Grove Road to a one-way street for motor vehicle traffic with contra-flow bicycle lanes and Option 3 explored shared lane markings and speed humps for traffic calming.

Martin Grove Road is discontinuous north and south of Wedgewood Park. Today, only a sidewalk connects the north of the park to the south. As part of this project, Transportation Services reviewed opportunities for a new trail connection through the park along with the street changes.

As part of the public consultation process, the school community and other local residents raised concerns about this segment of the project regarding maintaining access to signalized left-turns at Burnhamthorpe Road and Martin Grove Road, impacts to surrounding streets, access to the school and parking lot, and general concerns about trail safety.

At this time, Transportation Services is not requesting changes to this segment of the project in order to continue to consult with the local Councillor, key stakeholders and the public on design options to create a safe and slow speed environment. Recommendations for this segment will be brought forward at a future time.

Proposed Design - Bloor Street and connection to Kipling TTC / GO Station

Martin Grove Road's southern terminus is at Bloor Street West at an off-set intersection with Wilmar Road. Wilmar Road at Bloor Street West is signalized, but the off-set leg of Martin Grove Road is not. Over the last 5 years, there were 12 collisions at this specific intersection.

For people cycling, traveling south is a challenge, as they are required to cross multiple lanes of traffic or dismount to cross as a pedestrian at the off-set signal.

Transportation Services had proposed the removal of the north side bus-bay to be replaced with a bi-directional raised cycle track on Bloor Street between Martin Grove Road and Wilmar Road. The proposed change to the intersection would also include curb extensions to reduce the pedestrian crossing, improved transit stop with a transit shelter and new accessibility features.



Figure 19: An artist rendering of the intersection of Martin Grove Road, Wilmar Road and Bloor Street West.

As part of the public consultation process, new ideas have been brought forward by local residents on Martin Grove Road that were not initially considered including converting the street from two-way to one-way for motor vehicles.

In order to provide additional time to review this request, Transportation Services is not currently requesting authority to install the bi-directional cycle track on Bloor Street West. Recommendations for this segment will be brought forward at a future time.

South of Bloor Street West is a collection of low volume local streets (Wilmar Road, Montesson Street, and Acorn Avenue) that provide a connection to the Kipling TTC/GO Station at Dundas Street West, including a new traffic signal that has been installed at Acorn Avenue and Dundas Street. All volumes on these streets are below the City's guidelines for shared streets and as such, Transportation Services plans to install wayfinding sharrows and signage to direct people cycling to the Kipling TTC/GO Station.



Figure 20: A map of the low volume neighbourhood street route to the GO Station at Dundas Street West.

Public Consultation

Between April 4, 2022 and May 18, 2022, public and stakeholder consultation for the proposed Martin Grove Cycling Connections project was carried out using a variety of methods to communicate the project to the public, provide information on expected changes, and offering an opportunity for response and feedback. Consultation activities included virtual and on-site stakeholder meetings, a public meeting, and follow-up communications via email and telephone.

Residents were contacted through Canada Post direct mail (20,953 addresses) to the area bordered by The Westway on the north, Dundas Street West to the south, The East Mall to the west, and Kipling Avenue to the east. Personalized emails were sent to stakeholders including residents associations, community groups, organizations, and

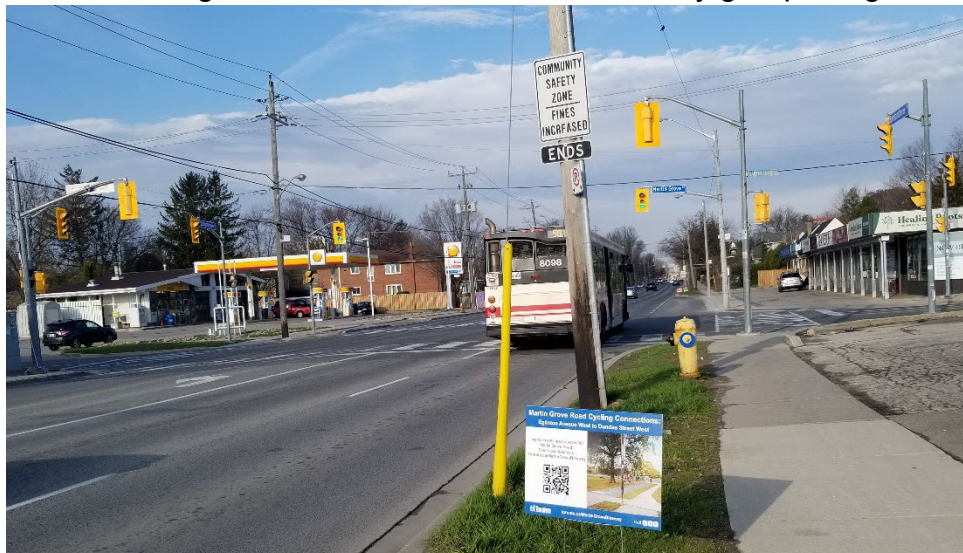


Figure 21: At 21 locations, yard signs were placed along the corridor encouraging people walking by to participate in the public consultation process. This photo is at the Burnhamthorpe Road and Martin Grove Road.

institutions, inviting them to participate in the stakeholder meetings and discuss the project. Community yard signs were placed along the public right of way directing people to the project website (21 signs installed).

Consultation included the following activities:

- Five (5) virtual stakeholder meetings took place in April 2022 (Wedgewood Public School administration and school council, Our Lady of Peace Church, WalkTO, South Eatonville Residents, and plaza owner at Burnhamthorpe Road intersection);
- A virtual public meeting took place on May 4, 2022 - attended by 85 people;
- An online comment form was available from April 24 – May 18, 2022, and received 199 responses; and
- Transportation Services received approximately 40 emails with feedback on the project.

The Martin Grove Road Cycling Connections project included a number of neighbourhoods and feedback varied greatly within each segment:

- In the northern segment of the project, near to Eglinton Avenue West, there was large support for this bikeway extension and upgrades. Most of the feedback expressed supported for including protected bikeways due the higher motor vehicle volumes and operating speeds.
- Regarding the section between Burnhamthorpe Road and Wedgewood Park, a relatively high volume of concerns were raised about ensuring access to the signalized intersection at Burnhamthorpe Road and Martin Grove Road, access to the school and park, impacts to adjacent streets, and trail safety for children through Wedgewood Park.
- The proposal for the Bloor Street and Martin Grove Road intersection also received a higher volume of public feedback. People who participated in the consultation process expressed support for safety improvements, as many noted they felt today the intersection felt dangerous and new ideas from the neighbourhood were provided.

Currently, Transportation Services is recommending proceeding with the northern section of the project between Winterton Drive and Eglinton Avenue West and continuing to review options and undertake further consultation regarding the segment between Burnhamthorpe Road and Bloor Street.

While out of scope, it should be noted that several participants inquired about the potential for a multi-use trail in the nearby Hydro Corridor. Transportation Services has previously explored the potential for a trail in the Hydro Corridor, as it would provide an ideal route to many neighbourhood destinations and parks. The corridor is narrow and installing a multi-use trail would not meet the minimum standard for trail setbacks to hydro towers.

Details on the project, including public consultation materials and summaries, can be found at toronto.ca/martingrovebikeway. The local Councillors have been consulted on the proposed project.

Eglinton Today - Implementing the Vision of Eglinton Connects

Metrolinx construction of the Eglinton Crosstown Light Rail Transit (LRT) is well underway. The 19 km LRT facility follows Eglinton Avenue between Weston Road in the west and the Kennedy subway station in the east. In addition to the LRT construction, Metrolinx is delivering streetscape upgrades, including cycle tracks, at the following locations:

- At the frontages of 9 open cut stations on the 11-km underground portion of the LRT between Black Creek Drive and Brentcliffe Road;
- A multi-use path between Mount Dennis station and Black Creek Drive;
- The section between Avenue Road and Holly Street; and
- The above ground section east of Brentcliffe Road.

Background

The future of Eglinton Avenue along the LRT has been informed by several studies and Council decisions.

In 2014, the Eglinton Connects Planning Study was approved by Council. This study provided a *long-term vision* for the intensification of Eglinton Avenue, developed in consultation with the community. The vision states that Eglinton Avenue will become Toronto's central east-west avenue – a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy.

The ultimate *long-term vision* for Eglinton Avenue recommended building heights, densities, streetscaping and traffic, as well as concepts for new cycling and walking infrastructure on Eglinton Avenue. In 2014, a corresponding Environmental Assessment Traffic Study for Eglinton Connects was completed. As part of the Eglinton Connects Planning Study, key recommendations for "Travelling Eglinton" and "Greening Eglinton" approved by Council included:

- Create a Complete Street
- Provide Wide Sidewalks
- Build Protected Cycling Lanes
- Reallocate Road Space to Meet Projected Needs and Mobility Mix
- Maintain Parking Supply
- Extend Network of Rear Lanes
- Implement Seven Distinct Streetscape Typologies
- Implement Three Primary Greening Typologies
- Create a Network of Green and Open Spaces
- Grow Great Trees
- Relocate Hydro Below-Grade
- Connect Eglinton Avenue to the Trails and Ravine System
- Green Transit Infrastructure / Green Trackway
- Plan a Public Art Program

The Eglinton Connects Plan established a *long-term vision* at a conceptual level of design. The streetscape plan itself was set-out for the future right-of-way identified in the City's Official Plan, not the right-of-way available at the time the plan was developed and approved by Council. It was acknowledged in reports to Council at the time that

implementation would be a very long-term process, and that outside of the segments to be delivered by Metrolinx, the vision was intended to be achieved over-time through both redevelopment and future capital projects.

In 2017, Transportation Services began a preliminary design exercise to further develop the long-term vision for Eglinton Avenue beyond the conceptual stage in order to explore opportunities to accelerate implementation. Through the preliminary design, challenges with accelerating this vision were identified:

- As noted, the Eglinton Connects concept assumed the future right-of-way width of 23 m to 27 m available for the implementation of the streetscape elements including wider sidewalks, new raised cycle tracks, and maintaining most of the motor vehicle capacity. Presently many sections of Eglinton Avenue have approximately 10% narrower right-of-way widths than the future right-of-way identified in the Official Plan.
- Eglinton Connects assumed a width of 1.2 m for raised cycle tracks, which is below the Ontario Traffic Manual and Transportation Association of Canada's minimum standard of 1.5 m.
- There are over 640 private encroachments that could require significant disruption to residents and businesses to reclaim. In some cases, apartment building front door accesses and parking lot access would require reconstruction.

In December 2019, City Council directed Transportation Services to develop a strategy to accelerate design work of streetscape improvements along Eglinton Avenue, including cycle tracks, to align with the opening of the Eglinton Crosstown LRT.

eglintonTODay Complete Street Strategy

Given the significant challenges discovered during the preliminary design process and the 2019 City Council direction to develop an accelerated approach to deliver the Eglinton Connects, Transportation Services completed an equity focused assessment to develop a new strategy for near-term delivery.

An analysis was performed to identify priority neighbourhoods and their respective transportation needs. A combination of eight social equity indicators, data pertaining to population demographics and socioeconomic status, were used to identify socially vulnerable neighbourhoods. This was followed by the use of four transport indicators to understand neighbourhood specific transportation gaps and challenges so that recommended solutions are relevant and targeted.

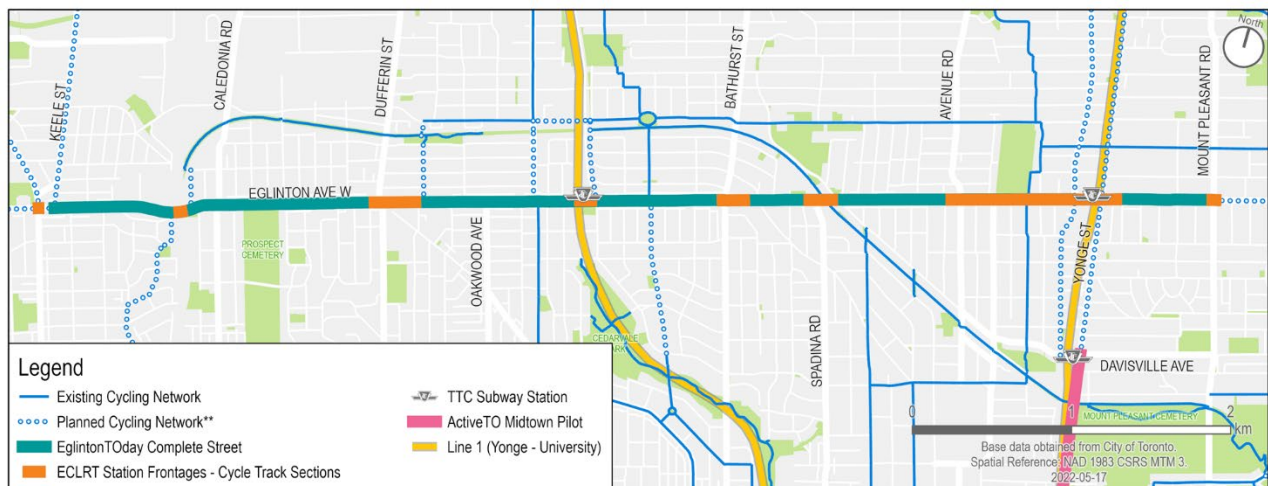
Taking equity as a guiding principle during capital programming not only helps to build resiliency into Toronto neighbourhoods in the face of shocks, stresses, and uncertainties, but also better connects all groups to the resources and opportunities necessary to improve the quality of their lives.

Additionally, new traffic modelling analysis was completed based on the City's most recent pre-Eglinton Crosstown LRT traffic volumes for all study area intersections (typically between 2008-2012).

Based on these analyses, Transportation Services is recommending transforming Eglinton Avenue into a complete street aligned with the Eglinton Connects goals through the reassignment of existing road space utilizing pavement markings, signage, planters and other 'quick-build' materials in two phases.

Phase 1 - Keele Street to Mount Pleasant Road

In 2022, Transportation Services began Councillor, stakeholder, and public consultation to re-introduce the Eglinton Connects vision to transform Eglinton Avenue between Keele Street and Mount Pleasant Road. This section was selected as the first phase due to the aforementioned equity analysis, the presence of numerous BIAs, and the connectivity to many existing north/south bikeways, including Winona Drive, the temporary ActiveTO Midtown pilot on Yonge Street, as well as several bikeways that are proposed in the near-term Cycling Network Plan. This section also includes Little Jamaica (west of Allen Road), which is a priority area for investment in streetscape upgrades.



**Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Figure 22: A map of the phase 1 EglintonTOday project.

It is proposed that this project follow a quick-build approach with opportunities for small scale civil-construction improvements in partnership with BIAs and other stakeholders.

Transportation Services has begun consulting on preliminary design options within the Phase 1 section. Options would vary throughout the corridor, depending on existing roadway width, but typical sections would include at least one travel lane per direction, some sections would accommodate two travel lanes in one direction, on-street parking or loading on one or both sides and space for CaféTO applicants (seasonally), turn lanes at key intersections, and protected cycle tracks with various buffer treatments.

The streetscape and bikeway improvements along the Eglinton Crosstown LRT station frontages would be connected through this project to ensure a consistent bikeway and motor vehicle experience.

Consultation Strategy

The consultation strategy includes a series of meetings with stakeholders, including but not limited to BIAs, Residents' and Ratepayer's organizations, and special interest

groups, as part of a broad public consultation process with numerous opportunities for the public to provide input.

The first phase of consultation between April and July 2022, will re-introduce the project to stakeholders and the public. Councillor briefings to provide an update on the project and overview of the consultation strategy were held at the end of April 2022:

- Ward 9 Davenport, Deputy Mayor Bailão - April 27, 2022
- Ward 8 Eglinton Lawrence, Councillor Colle - April 28, 2022
- Ward 12 Toronto- St Paul's, Councillor Matlow - April 28, 2022
- Ward 5 York-South West, Councillor Nunziata - April 28, 2022

The first phase of consultation between May and July 2022, will re-introduce the vision of Eglinton Connects and the next stage of the project to stakeholders and the public.

The first general stakeholder meeting was held on May 18, 2022. During the month of June, a series of community Pop-Ups were held to allow residents, workers, business owners and visitors of Eglinton Avenue to talk to the project team and learn about the eglintonTOday project. A virtual public meeting was hosted on June 22, 2022 with participation from approximately 200 people. Over 70,000 project info cards have been sent to residents and businesses within the study area, and an advertising campaign is in place to ensure that people are aware of the project and the upcoming consultation events. An online survey will be available between June 6 and July 31, 2022.

In parallel, the eglintonTOday project team is working closely with the Little Jamaica initiative given the study area overlap. So far, the Deep Listening Circles hosted by the Little Jamaica Study have provided valuable insights to the community desires and frustrations. These learning will inform and continue informing the eglintonTOday project.

Next Steps

Transportation Services has only just begun the EglintonTOday project aimed at implementing the complete street vision that Council approved as part of Eglinton Connects. Several variables remain including coordination with the completion and opening of the Eglinton Crosstown LRT, coordination with planned road resurfacing and sidewalk repair work, and coordination with other future planned capital works.

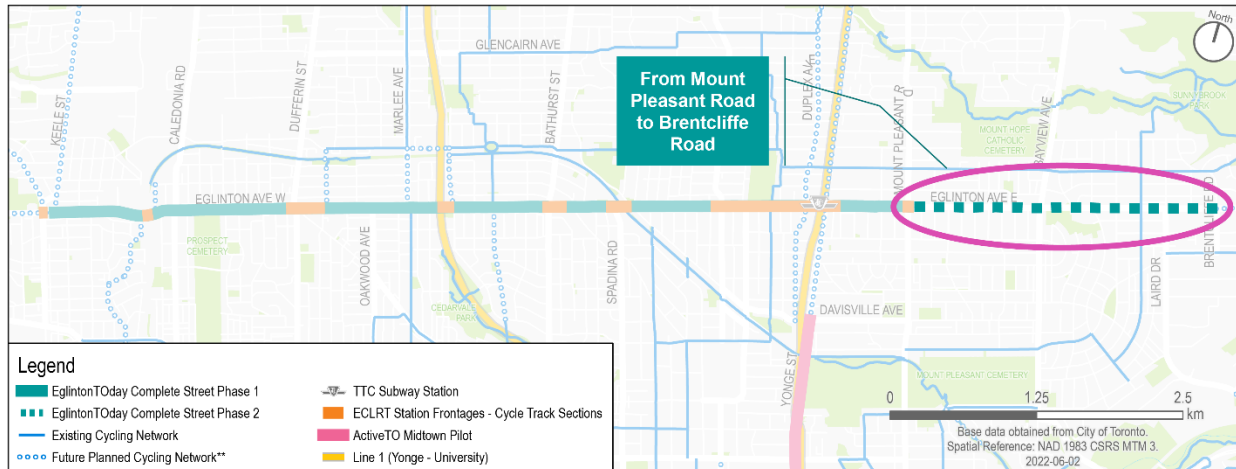
In order to be ready for implementation once the Eglinton Crosstown LRT opens in 2023, Transportation Services will be working on integrating public feedback from the recent public consultation in order to develop design options.

The second phase of consultation is anticipated in the fall/winter of 2022 and will present a proposed design to stakeholders and the public. Transportation Services will be seeking council approval for the eglintonTOday project in early 2023 with intent to implement in the summer of 2023.

Subject to the approval and implementation of Phase 1, Transportation Services proposes to study the missing section between Mount Pleasant Road and Brentcliffe

Road as Phase 2 with possible implementation in 2024, subject to further public consultation and Council approval.

Upon completion of Phase 1 and Phase 2, there would be continuous bikeways between Weston Road to the west and Kennedy Road to the east, bringing Eglinton Avenue closer to the long-term Eglinton Connects vision.



**Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Figure 23: A map of the phase 2 EglintonTOday project from Mount Pleasant Road to Brentcliffe Road.

Shuter Street and River Street Intersection Improvements

In 2020, Council approved the installation of cycle tracks on Shuter Street between River Street and Bond Street. As part of this project, the intersection of Shuter Street and River Street was not scoped for reconstruction and the limit of the project was on the west side of the intersection on River Street.

In 2022-2023, Transportation Services is proposing to implement changes at this intersection to improve protection for people cycling. The proposed changes include:

- Moving the bicycle lane between the right-turn lane and left-turn lane on Shuter Street adjacent to the sidewalk;
- New bicycle traffic signal heads;
- Creating a left-turn pocket on River Street for people turning left to queue and wait for the bicycle traffic signal to be green; and
- Removal of the dedicated left-turn lane for motor vehicles on River Street which is lower volume, serving approximately 50 left-turns in the peak hour.

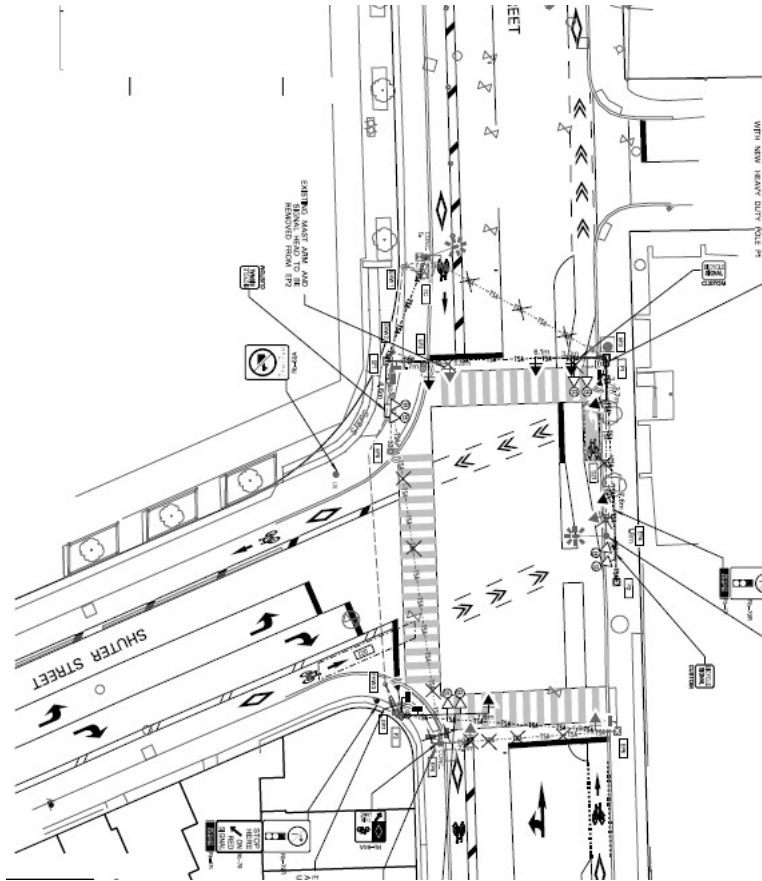


Figure 24: The draft pavement marking plan proposed to be implemented at the River Street and Shuter Street intersection in 2022-2023.

Bridletown Circle

In 2022, road resurfacing is planned on the northeast quadrant of Bridletowne Circle from Finch Avenue to Warden Avenue. Given the motor vehicle lane widths on Bridletowne Circle are well above the standard, an opportunity was identified to install bicycle lanes without impacting the motor vehicle lanes or other elements of the roadway.

As part of the road resurfacing, painted edge lines will be installed in the northeast quadrant. Once installed, subject to monitoring including public feedback, bicycle lanes will be installed in a similar fashion for the full extents of Bridletowne Circle. At the same time, a neighbourhood wayfinding route will be installed between Bridletowne Circle and the Finch Hydro Corridor trail along McNicoll Avenue.

Technical Amendments to By-Laws

Davenport Road

In 2021, City Council authorized the upgrade of the existing Davenport Road bicycle lanes to cycle tracks. Minor by-law adjustments are needed to modify the existing no stopping bylaw along the north side of Davenport Road, between Yonge Street and Bay Street, in order to accommodate a passenger loading zone in front of the senior's residence at 18 McMurrich Street.

The Esplanade and Mill Street

In 2021, City Council authorized the installation of complete street changes along The Esplanade and Mill Street and adjacent neighbourhood streets. Minor by-law adjustments are needed to increase opportunity for commercial loading, thus discouraging illegal loading on sidewalks and in the cycle tracks. By-law adjustments are required to P&D parking, permit parking, and stands for taxicabs locations on Mill Street and Trinity Street. In addition, school buses are proposed to be added as permitted vehicles to the reserved lanes for designated classes of vehicles on The Esplanade between Lower Jarvis Street and Frederick Street.

Thornccliffe Park Drive

In 2018 and 2021, City Council authorized the installation of bicycle lanes and modifications to Thornccliffe Park Drive. Based on feedback from community stakeholders, by-law amendments are required to address the lack of accessible parking on Sundays on the west leg of Thornccliffe Park Drive.

York University

In 2018, City Council authorized the installation of the York University Cycling Connections project including cycle tracks on Evelyn Wiggins Drive/Columbia Gate. By-law adjustments are needed on Columbia Gate to accommodate a short 26 m segment of cycle tracks.

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ATTACHMENTS

Attachment 1: Proposed Second Quarter 2022 Cycling Network Installation Location Map

Attachment 2: Gerrard Street East Complete Street By-Laws

Attachment 3: Renewing Overlea Boulevard By-Laws

Attachment 4: Martin Grove Cycling Connections By-Laws

Attachment 5: Shuter Street and River Street Intersection By-Laws

Attachment 6: Technical Amendments