



STAFF REPORT ACTION REQUIRED

Bikeway Trails Implementation Plan

Date:	April 27, 2012
To:	Public Works and Infrastructure Committee
From:	Acting General Manager, Transportation Services
Wards:	All Wards
Reference Number:	P:\2012\ClusterB\TRA\TIM\pw12012tim

SUMMARY

City Council, at its meeting of July 12, 13 and 14, 2011, adopted, as amended, the staff report, titled “Bikeway Network – 2011 Update” (PW5.1) and directed Transportation Services to report to the Public Works and Infrastructure Committee on specific links and installation priorities of a multi-year Bikeway Trails Implementation Plan.

Transportation Services staff have consulted with the Toronto and Region Conservation Authority (TRCA), Toronto Parks, Forestry and Recreation (PF&R), Hydro One, Toronto Water and a number of other stakeholders, and organized a public open house to receive input from cycling groups and individual cyclists, to identify opportunities for new bikeway trail connections to expand and enhance Toronto's bikeway network. A feasibility assessment was undertaken by staff that included a review of technical and design considerations, network connectivity, property implications, approval requirements and preliminary estimated costs. As a result of this consultation and feasibility assessment, 77 km of new bikeway trails is recommended to build on the existing network of 286 km of bikeway trails. Twelve new trail construction projects, totalling approximately 30 km, and four trail feasibility studies will be undertaken as short term priorities, to be implemented in 1-5 years.

Staff also evaluated all of the existing major multi-use trails to identify gaps and links that need to be upgraded. The Bikeway Trails Implementation Plan includes an annual program to upgrade the existing trails where required to improve safety and connectivity. In addition, the Plan will include the development of new trail design guidelines and a wayfinding signage program to assist trail users to navigate the system. Transportation staff will also work with PF&R staff to develop consistent maintenance practices for all major multi-use trails that form part of the Bikeway Network to ensure a consistently high quality of service along the system.

The estimated annual cost to construct new and upgrade existing trails is approximately \$6.0 million which is included in the Transportation Services Approved 10-Year Capital Plan for the years 2012-2016. An Inter-Agency Bikeway Trails Planning and Implementation Working Group will coordinate capital budget priorities to ensure coordination across the relevant divisions in setting capital budget priorities, establish timing, obtain approvals, and develop common approaches to maintenance and other trail-related activities.

This report also discusses, as requested by Public Works and Infrastructure Committee, the feasibility of establishing a bikeway trail across the existing Hydro parkettes in Ward 17; the process to build a new trail from Redway Road to Bayview Avenue in Ward 29; and the feasibility and costs associated with the north-westerly extension of the West Toronto Railpath.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council adopt the multi-year Bikeway Trails Implementation Plan and new trail connection priorities as documented in Appendix 2 to this report, titled City of Toronto Bikeway Trails – New Connections;
2. City Council authorize the establishment of an Inter-Agency Bikeway Trails Planning and Implementation Working Group led by Transportation Services to coordinate capital project planning and delivery;
3. City Council authorize the General Manager, Transportation Services, the General Manager, Parks, Forestry and Recreation and, where appropriate, the Toronto and Region Conservation Authority, to undertake and manage any Environmental Assessment Studies required for the new trail connections contained in the Bikeway Trails Implementation Plan and file the Environmental Study Report with the Ministry of the Environment as necessary;
4. City Council authorize the General Manager, Transportation Services, and General Manager Parks, Forestry and Recreation and, where appropriate, the Toronto and Region Conservation Authority (TRCA) to undertake site assessments, design, public consultation, project management and construction for the new trail connections contained in the Bikeway Trails Implementation Plan; and
5. City Council direct the General Managers of Transportation Services and Parks, Forestry and Recreation to report as part of the annual capital and operating budget process on any operational funding pressures resulting from the maintenance costs of newly constructed trails.

Financial Impact

The report identifies a list of short (1-5 years) and medium (6 to 10 years) term priorities. The estimated cost to implement the Bikeway Trails Plan short-term priorities is approximately \$30 million and they include constructing new bikeway trails, upgrading existing bikeways to current standards over time and ongoing evaluation of new trail feasibility and Environmental Assessment requirements. A total of \$45.1 million is planned for cycling infrastructure (on-street bikeways, bikeway trails and bike parking) within the first 5 year period (2012-2016) of the Transportation Services Approved -10-Year Capital Plan.

The estimated cost to implement the Bikeway Trails Plan medium term priorities is also approximately \$30 million for new trail and trail upgrade projects, including feasibility and environmental assessment studies. Funding for the medium-term trail priorities is available within the cycling infrastructure program planned for the second five year period (2017-2021) of the Transportation Services Approved 10-Year Capital Plan.

Adoption of this report will have no impact on the Transportation Services Approved 10-Year Capital Plan since the implementation plan will be reviewed and adjusted annually, subject to available funding. Transportation Services will also investigate potential external funding sources for the design and construction of bikeway trails in order to minimize - capital budget requirements.

The construction and operation of new bikeway trails will add an operating budget pressure on the City Divisions responsible for maintaining the new trail infrastructure. In the past, small sections of trail were added to the city-wide system without a corresponding adjustment in operating budgets for the ongoing maintenance. With the accelerated pace of trail construction proposed with the Bikeway Trails Implementation Plan it is critical that the operating divisions identify the operating budget pressures and secure the necessary additional funding during the annual budget process.

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

DECISION HISTORY

The Public Works and Infrastructure Committee, at its meeting of April 26, 2011, in considering a communication titled "Downtown Bicycle Lane Network – Request for a Report" (Item PW3.15), among other things, requested the Acting General Manager, Transportation Services, to report to the Public Works and Infrastructure Committee on "the development and implementation of the Mayor's Bike Plan during the current term of Council".

The Transportation Services staff report that was submitted as a result titled "*Bikeway Network – 2011 Update*", dated June 7, 2011 (PW5.1) presented a preliminary plan for

designing and constructing the major bikeway trails over the next several years. City Council, at its meeting on July 12, 13 and 14, 2011, adopted the report, as amended, and directed the Acting General Manager, Transportation Services, to:

- Report back to the Public Works and Infrastructure Committee on specific links and installation priorities of a multi-year Bikeway Trails Implementation Plan; and
- Report back on the feasibility of establishing a bikeway path across the existing Hydro parkettes across Ward 17 as part of the Bikeway Trails Plan.

In addition, the Public Works and Infrastructure Committee requested the Acting General Manager, Transportation Services, to:

- Report back on the required process to build a bicycle trail from Redway Road to Bayview Avenue; and
- Consult with Metrolinx staff about the feasibility and costs associated with the north-westerly extension of the bike trail in the West Toronto rail corridor and to report back the Public Works and Infrastructure Committee on the results of these discussions, including any cost-sharing arrangements between the City and Metrolinx.

ISSUE BACKGROUND

Transportation Services, Parks Forestry and Recreation (PF&R), Toronto and Region Conservation Association (TRCA) and Waterfront Toronto have recently completed about 36 km of new trails, increasing the total length of the City's bikeway trails to 286 km. The new trails are in the Gatineau and Finch Hydro Corridors, along the waterfront and East Don River, and in the CN Leaside and Scarborough Pit Spur rail corridors. The implementation of the Bikeway Trails Plan presented in this report would expand the bikeway trails by 77 km, from 286 to 363 km.

COMMENTS

1. New Bikeway Trail Connections

The Bikeway Trails Implementation Plan presented in this report is the result of extensive review and evaluation by staff starting with a re-evaluation of the bikeway trail network contained in the Toronto Bike Plan approved by Council in 2001 as well as recent feasibility studies for various trail projects. Transportation staff then undertook an audit of the existing major multi-use trail network to identify gaps, potential extensions and community access opportunities. From this base, staff identified and evaluated undeveloped corridors to determine the feasibility of new trails to expand the network. Transportation Services staff consulted with the TRCA, PF&R, Hydro One, Toronto Water and a number of other stakeholders to determine the feasibility of the new bikeway trail connections.

It was not practical to undertake, at this time, detailed design and public consultation for each individual trail project recommended in the Bikeway Trails Implementation Plan. Community consultation will be an integral part of the planning and design process for each individual project prior to implementation. Staff did, however, undertake several consultation activities on the Bikeway Trails Plan, as a whole, to develop the project list and to establish priorities including a Public Open House on February 6, 2012, with cycling groups and individuals. The Open House was designed to solicit input from citizens who use the trail system, to get their feedback on priorities for new trail connections and to identify gaps that may have been overlooked by staff. Approximately 85 people attended the Open House and in total Transportation Services received about 150 submissions (comment forms and email) from the public, commenting on priorities, objectives, etc.

Transportation Services also solicited input on potential trail projects from cyclists through the August 2011 issue of the "Cyclometer" e-newsletter (circulation 5,000). In January 2012 a letter was sent to all affected Ward Councillors describing the draft plan, including a map illustrating all proposed projects and an accompanying list of projects identified by Ward. The feedback was reviewed alongside the assessments undertaken by staff and contributed to the development of the Plan.

Participants at the Open House were invited to rank the recommended trial projects in order of priority. The top ranked projects (listed below) have all been identified as short-term priorities by staff. Some of these short-term priorities still require feasibility studies.

- Completing the central section of Waterfront Trail along Queen's Quay;
- Connecting the Don Trail system to the Gatineau Hydro Corridor Trail via a new East Don Trail;
- Extending the West Toronto Railpath;
- Extending the Finch Hydro Corridor Trail across North York and Scarborough;
- and
- Closing the Mid-Humber Gap.

A summary of this meeting and public input can be found online at www.toronto/cycling.ca

The feasibility assessment undertaken by staff was based on technical and design considerations, network connectivity, property ownership, approval requirements and estimated costs. There are also several trail projects included in the Plan which would provide critical links, however, a more detailed review is required to determine their feasibility. The public comments received to date generally support the directions identified by staff in the Bikeway Trails Implementation Plan described in this report.

The recommended Bikeway network builds on the existing network of bikeway trails. Thirty-six kilometres of new trails were completed recently, increasing the total to 286 km of bikeway trails. This Plan presents 26 new trail projects totalling an additional 77 km of bikeway trails.

The Bikeway Trails Implementation Plan groups new trail projects by short term priorities (1 to 5 years), medium term priorities (6 to 10 years) and long-term projects. Development of the implementation priorities and timing are based on three criteria: technical feasibility and design challenges; network connectivity; and approvals and coordination with other agencies. Implementation priority seeks to balance strategic importance (e.g. does the trail extend or improve connectivity?) and ease of implementation (e.g. how quickly can the necessary approvals be secured?).

A map illustrating the Bikeway Trails Implementation Plan is contained in Appendix 1. The full list of the Bikeway Trails Implementation Plan new trail projects is contained in Appendix 2 which also includes links to a detailed plan of each of the specific projects.

Short Term Priorities: 2012 - 2016

Priorities for the first five years, 2012 to 2016, have been identified in consultation with PF&R, Toronto Water and TRCA and are presented in the following table.

Map Ref. Number	Ward	Trail Name	Kms
DESIGN AND CONSTRUCTION			
3	10, 23	G. Ross Lord to Earl Bales Connection	2.9
7	24	Finch Hydro Corridor - Yonge to Don Trail	4.0
8	24, 33, 39	Finch Hydro Corridor - Don Trail to Birchmount Phase 1	5.5
10	25	CN Leaside North and South Connection	1.9
11	26, 31, 34	East Don Trail Phase 1 (includes EA)	5.9
13	3	Etobicoke Creek North	1.2
14	2, 11	Mid-Humber Gap - Phase 1	0.6
16	43, 44	Scarborough Waterfront - Copperfield to Morningside	1.7
17	1, 2	Claireville Extension	0.9
18	27, 29	Chorley Park Trail	0.2
19	24	Duncan Creek	0.5
24a/b	3,11	Eglinton West Trail Extension	3.5
TOTAL (Design/Construction)			29.9
FEASIBILITY AND ENVIRONMENTAL ASSESSMENT STUDIES			
1a/b	14,18,19	West Toronto Railpath (north & south connections)	5.7
14	2,11	Mid-Humber Gap – Phase 2	0.5
12	38,43	Lower Highland Creek	1.5
20	12	Black Creek	3.3
TOTAL (Feasibility Studies)			11.0

East Don Trail

The largest and most complex project in the Bikeway Trails Implementation Plan is the East Don Trail which would provide a "spine" trail system within the East Don valley lands from Lawrence Avenue East to the "Forks of the Don" at the convergence of the East Don and West Don Rivers. This critical trail link would connect a number of communities within the area and could provide a connection to the Gatineau Hydro Corridor Trail, ultimately extending across Scarborough to the Rouge Park area.

PF&R, TRCA and Transportation Services have been working in partnership on the development of the East Don Trail for several years. The northern portion of the East Don Trail (2.0 km) from Lawrence Avenue East to Wynford Drive was constructed in 2011. An updated trail feasibility study was completed in 2011 for the remaining 5.9 km of the East Don Trail. The consultant-led study assessed alignment options and the technical challenges, and outlined a phased construction approach. The estimated cost to complete the East Don Trail is approximately \$17 million, including the cost of an Environmental Assessment Study. The cost of the trail is relatively high due to the requirement for the many crossings of the Don River and CN right-of-way, bridge canopies, tunnel structures riverbank protection and retaining wall structures, which are all necessary to address the difficult terrain within the East Don valley lands.

An individual EA is required as the next step in the East Don Trail development. It is proposed that, due to the potential impacts of the trail construction within the environmentally sensitive East Don Valley lands, the TRCA lead this EA process and manage the design and construction of the trail, in collaboration with Transportation Services and PF&R staffs. The TRCA has been actively involved in this project to date and have ownership of most of the lands within the subject area. Given the sensitive ecological nature of this area it, TRCA has the best technical experience to lead this work. The estimated cost of the environmental assessment study is \$1.1 million.

West Toronto Railpath Extension

Staff were requested to consult with Metrolinx and report back on the feasibility and cost of a north-westerly extension of the West Toronto Railpath and the possibility of cost-sharing with Metrolinx. The West Toronto Railpath, located on the east side of the Georgetown rail corridor, extends from Cariboo Avenue at the north end to Dundas Street West and Sterling Road at the south end. Metrolinx has advised that there isn't sufficient width in the rail corridor to construct a continuous extension of the West Toronto Railpath north of Cariboo Avenue. Transportation Services will be undertaking a bikeway network feasibility study to evaluate alternate route options for connecting the West Toronto Railpath to existing and planned bikeways to the north and west. This feasibility study is included as one of the short term priorities for 2012-2016.

Transportation Services is also undertaking an environmental assessment study, commencing in 2012, to develop a preferred route alignment to extend the West Toronto Railpath south from Dundas Street West to Strachan Avenue and the Waterfront Trail. The goal is to commence construction of the trail extension in 2015 after Metrolinx has completed construction within their corridor for the Go Transit service expansion,

electrification of rail lines and the Air-Rail Link service from the Union Station to the Pearson International Airport. Metrolinx has not committed to cost-sharing the design and construction of the West Toronto Railpath within their corridor lands.

Redway Road and Ward 17 Hydro Parkettes

Staff were also requested to report on the feasibility of two proposed trail links: across the existing Hydro Parkettes (Ward 17) from Dupont Street and Shaw Street to Union Street north of St. Clair Avenue West; and connecting Redway Road to Bayview Avenue (Ward 29). Staff have investigated both of these suggestions and are not recommending them as part of the Bikeway Trails Network Implementation Plan. The Redway-Bayview connection would only be feasible if the Don Branch rail corridor, owned by Metrolinx, is abandoned. The lands to the north of the Don Branch corridor are too close to the active CP North Toronto corridor and the lands to the south are geographically very challenging to construct an accessible multi-use trail. Staff will continue to monitor this potential corridor in the event that the rail line is declared surplus in future. The planned improvements to Bayview Avenue, to provide a shoulder bikeway connecting north from Nesbitt Drive to Moore Avenue, will provide an alternate route serving much the same destinations as the suggested Redway-Bayview connection.

The Ward 17 Hydro parkettes are a series of small spaces containing walkways and playgrounds in the narrow hydro corridor that extends diagonally from Dupont Street and Shaw Street to Union Street north of St. Clair Avenue West. The parkettes are licensed by PF&R from Hydro One. The series of parkettes and walkways in this hydro corridor provide an important pedestrian route but are not suitable for a bikeway trail due to the number of mid-block road crossings and close proximity to children's playgrounds. Constructing a bikeway trail through these parkettes would introduce significant conflicts between cyclists and pedestrians and children using these small park spaces. A new bikeway trail within the hydro corridor would require a new license agreement with Hydro One. In discussions with Hydro One with respect to the recently completed trails in the Finch and Gattineau Hydro Corridors, they identified a minimum 15-metre setback from their hydro tower bases as a condition of approval of any new trail construction; this setback could not be achieved in this narrow corridor. Further, the Davenport Road bicycle lanes provide far greater connectivity, in a parallel path, than could be achieved in the hydro corridor. As a result, this hydro corridor is not included in the Bikeway Trails Implementation Plan and should be maintained as parks serving the local community.

2. Bikeway Trails Upgrade Program

The Bikeway Trails Implementation Plan also includes an annual program to upgrade existing trails to improve safety, connectivity and access to adjacent neighbourhoods. Staff have completed an assessment of the City's major multi-use trails to identify gaps and deficiencies in consultation with PF&R, TRCA and other agencies.

The highest priorities for trail upgrades to improve the bikeway network include some of the City's oldest trails, including Lower and Mid-Don trail sections, Kay Gardner Beltline Trail,

Taylor Creek Park Trail, Waterfront Trail, Eglinton West Trail, Black Creek Trail, and the Lower Humber Trail. The types of upgrades that will be included in this program are:

- installation of safe crossings at trail-road intersections;
- local surface repairs;
- widening or realignment of trails where appropriate;
- rehabilitation of bridges and underpasses;
- shoreline and slope stabilization to prevent/repair trail washouts;
- improving access points (ramps/stairways/node treatments); and
- provision of wayfinding signage and trail route mapping.

Transportation Services and PF&R staff are working together to develop a coordinated bikeway trail upgrade and state-of-good-repair program. Based on the assessment of existing trail infrastructure it is estimated that approximately \$1.5 million in funding should be allocated annually to make the necessary improvements to the trail network. Trail conditions will be monitored on an annual basis and a complete re-assessment of existing trails will be undertaken every four years to re-confirm priorities. Bikeway trail upgrade projects currently programmed include the following:

2012 Trail Upgrade Projects:

Waterfront Trail – Marie Curtis Park

Etobicoke Creek Trail – Marie Curtis Park

Etobicoke Creek Trail Underpass – Lakeshore Bridge

Humber Trail Underpass –Scarlett Road Bridge

Don Trail - Don Mills Road Underpass

Don Trail - E.T Seaton Rail Overpass

Bayview Avenue – Rosedale Valley Road to Pottery Road

3. Bikeway Trails Program Elements

In addition to constructing new trails and upgrading the existing trails, the Bikeway Trails Implementation Plan will provide a program that supports future trail building. This program includes:

- new trail design guidelines based on current "best practice" to ensure a consistently high quality of design for bikeway trails;
- data collection program to monitor trail use to assist in trail planning and establishing future priorities for new trails, trail upgrades and maintenance service levels;
- wayfinding and signage program – to continue to improve user navigation and connectivity of the bikeway network; and
- communications strategy to promote the trail system and to support community-led stewardship of the city's trail network.

4. Implementation and Capital Coordination

In developing the Bikeway Trails Implementation Plan, it was not practical to undertake a detailed design and public consultation process for every trail project. Feasibility and detailed design studies are currently underway for some of the trail projects to develop preferred alignments, to secure the necessary approvals from external agencies, and to develop more detailed cost estimates. The timing of some projects depends on other work being completed before detailed design and construction can be undertaken on the trail project. For example, the West Toronto Rail Path extension cannot be constructed until Metrolinx has completed construction of the Air-Rail Link in the Georgetown corridor in 2014. As indicated previously, an individual environmental assessment study must be undertaken for the East Don Trail before detailed design and construction can commence.

Weighing all of these factors, staff have developed a list of short-term priorities – work to be commenced or completed within five years. The five-year implementation plan will be reviewed and adjusted annually, subject to available funding within the Transportation Services Approved 5-Year Capital Plans. The estimated cost to implement the short-term new trail construction priorities is \$22.5 million, including feasibility and environmental assessment studies where required. An additional \$7.5 million will be allocated for upgrading existing trails, for a total of approximately \$30 million in the years 2012 to 2016. The estimated cost to implement the medium term priorities (6 to 10 years) is also approximately \$30 million for new trail and trail upgrade projects, including feasibility and environmental assessment studies. The funds to implement the short and medium-term trail priorities are included in the approved Transportation Services 10-Year Capital Plan.

For the past few years Transportation Services staff have held semi-regular meetings with staff representing PF&R, Toronto Water and the TRCA to coordinate capital programs to achieve efficiencies in scheduling construction activity. For example, Toronto Water is an important partner in the development of trail network because some of their capital projects require construction access roads into valley lands, which can later serve as the base for a new trail. It is recommended that a formal Inter-Agency Trail Planning and Implementation Working Group be established, led by Transportation Services. The working group will meet on a regular basis, to coordinate network planning and capital programs across City divisions and agencies. It is anticipated that the Working Group will meet three to four times per year, or more frequently if deemed necessary. The membership would include, but not be limited to, representatives from the following divisions and agencies:

- Transportation Services
- Parks, Forestry and Recreation
- Toronto Water
- Technical Services
- City Planning
- Toronto and Region Conservation Authority
- Other agencies as required

5. Ongoing Maintenance of the Bikeway Trails Network

The construction of new bikeway trails will create an operating budget pressure on the City Divisions responsible for maintaining the new trail infrastructure. In the past, small sections of trail were added to the city-wide system without a corresponding adjustment in operating budgets for the ongoing maintenance. With the accelerated pace of trail construction planned by the Bikeway Trails Implementation Plan it is critical that the operating divisions identify the operating budget pressures during the annual budget process.

Ongoing maintenance is important to maintain the trails in a safe condition, to protect the City from liability and to extend the life cycle of the trail. Maintenance costs can also vary greatly from trail to trail depending on the environment in which the trail is located and the level of service provided. Maintenance of off-street bikeways generally consists of the following primary tasks:

- regular inspection and repair of pavement surfaces, markings and signs;
- regular sweeping and litter pick-up; and
- grass cutting and removal of overgrown vegetation.

Winter maintenance is not provided on the bikeway trails, except for the Waterfront-Martin Goodman Trail. Currently, there are no plans to extend winter maintenance to other trails in the network.

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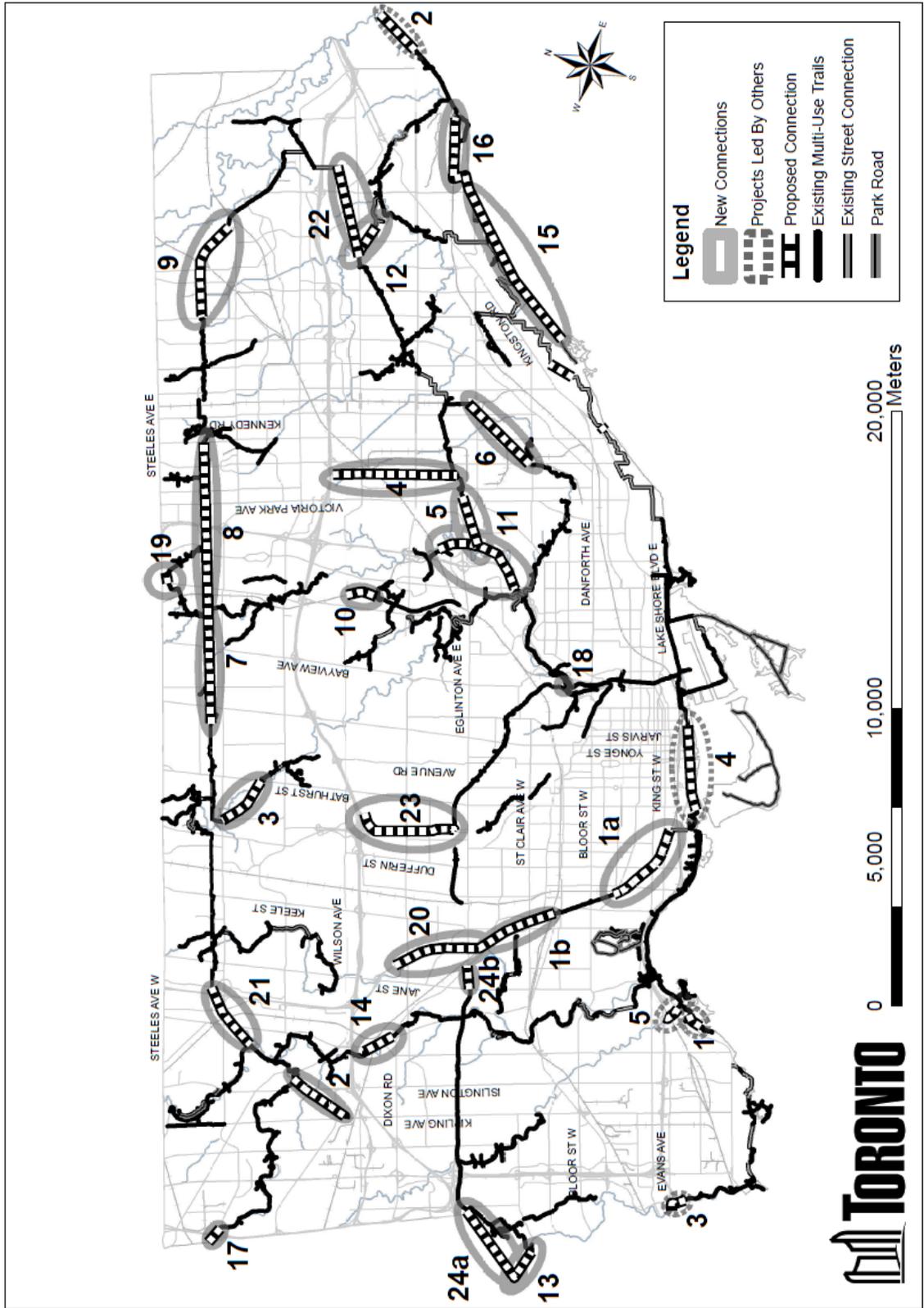
Andrew Koropeski, P.Eng.
Acting General Manager
Transportation Services Division

ATTACHMENTS

Appendix 1 – City of Toronto Bikeway Trails – New Connections
Appendix 2 – Bikeway Trails Plan – Project List

Appendix 1

City of Toronto Bikeway Trails - New Connections



Appendix 2

City of Toronto Bikeway Trails – New Connections

Ref No.	Trail Name	Length (km)	Wards	Description
RAIL / HYDRO CORRIDOR TRAILS (Total Length = 35.1 km)				
1a	West Toronto Railpath Phase 2 (south section) http://www.toronto.ca/cycling/network/westtorontorailpathsouthsectionphase2.pdf	3.0	14, 18, 19	<ul style="list-style-type: none"> • Extension of West Toronto Railpath south from Dundas St. W. to Strachan Ave. • E.A. study required to determine alignment options, approvals and costing.
1b	West Toronto Railpath Phase 2 (north section) http://www.toronto.ca/cycling/network/westtorontorailpathnorthsectionphase2.pdf	2.7	11, 12, 17	<ul style="list-style-type: none"> • Potential trail extension of West Toronto Railpath north from Cariboo Rd to Black Creek Dr. • Feasibility study required to determine alignment options, approvals and cost requirements.
2	Etobicoke Creek Hydro Corridor (Namco Rd to Humber) http://www.toronto.ca/cycling/network/etobicokecreekhydrocorridor.pdf	2.2	2	<ul style="list-style-type: none"> • Trail alignment mainly within hydro corridor connecting West Humber Trail (Irwin) to Etobicoke North GO Station (Kipling Ave.). • Requires Hydro One approval and license agreement.
3	G Ross Lord connection to Earl Bales Park http://www.toronto.ca/cycling/network/grosslordconnectiontoearlbalespark.pdf	2.9	10, 23	<ul style="list-style-type: none"> • Trail alignment through Jewish Community Centre (JCC) property (Bathurst, north of Finch), along existing hydro corridor easement and on-street signed route, (Maxwell) to provide connection between Finch Hydro Corridor Trail and Earl Bales Park. • Pending development at JCC property and trail easement agreement.
4	Warden Hydro Corridor http://www.toronto.ca/cycling/network/wardenhydrocorridor.pdf	4.1	37, 40	<ul style="list-style-type: none"> • Trail within Warden Hydro Corridor (east of Warden) connecting existing Gatineau Hydro Corridor Trail north to Ellesmere Rd. • Requires Hydro One approval and license agreement.

5	Gatineau Hydro Corridor: Victoria Park to Bermondsey (http://www.toronto.ca/cycling/network/gatineauhydrocorridor.pdf)	2.1	34	<ul style="list-style-type: none"> Trail alignment mainly within hydro corridor between Victoria Park and Bermondsey. Connects with Gatineau Hydro Corridor Trail and proposed East Don Trail (#11). Requires Hydro One approval and license agreement.
6	Scarborough Hydro Corridor Kennedy TTC station to Warden Woods/Lower Don trail connection (http://www.toronto.ca/cycling/network/scarboroughhydrocorridor.pdf)	2.8	35	<ul style="list-style-type: none"> Potential trail within hydro and rail corridor from Kennedy Station to Warden/St. Clair. Feasibility study required to evaluate alignment options, resolve technical and land acquisition issues. Requires Hydro One approval and license agreement.
7	Finch Hydro Corridor Trail (Yonge – Don Trail) (http://www.toronto.ca/cycling/network/finchhydrocorridortrailyongetodon.pdf)	4.0	24	<ul style="list-style-type: none"> Extension of Finch Hydro Corridor Trail east from Hendon Park (just west of Yonge St) to Don Trail System. Need to resolve connection through TTC/GO parking lots – short-term connection may require on-street route along Cummer/Drewry. Requires Hydro One approval and license agreement.
8	Finch Hydro Corridor Trail (Don Trail – Birchmount) (http://www.toronto.ca/cycling/network/finchhydrocorridortraildontobirchmount.pdf)	5.5	24, 33, 39	<ul style="list-style-type: none"> Extension of Finch Hydro Corridor Trail east from Don Trail to Birchmount to connect with existing Scarborough Finch Hydro Corridor Trail. Requires Hydro One approvals and licensed agreement.
9	Finch Hydro Corridor East Connection + Scarborough Rail Trail Connection (http://www.toronto.ca/cycling/network/finchhydrocorridoratoscarboroughrailtrail.pdf)	4.7	41, 42	<ul style="list-style-type: none"> Extension of Finch Hydro Corridor Trail east from Middlefield Rd to Tapscott or Morningside to connect to existing Scarborough Rail Trail. Feasibility study required to evaluate alignment options, including potential on-street options. Rail crossing approval required. Requires Hydro One approval and license agreement.

10a	CN Leaside (north connection) (http://www.toronto.ca/cycling/network/cnleasidenorth.pdf)	1.1	25	<ul style="list-style-type: none"> Trail alignment mainly within rail corridor from Bond Park to York Mills, connects with existing CN Leaside trail to the south.
10b	CN Leaside (south connection) (http://www.toronto.ca/cycling/network/cnleasidesouth.pdf)	0.5	25	<ul style="list-style-type: none"> Connection at south-end of CN Leaside trail to Wilket Creek (Don Trail) Requires further discussion with private property owner and easement to allow trail through property.
RAVINE/WATERFRONT TRAILS (Total Length = 18.9 km)				
11	East Don Trail (http://www.toronto.ca/cycling/network/eastdontrail.pdf)	5.9	26, 31, 34	<ul style="list-style-type: none"> Trail alignment from Lower Don to north of Eglinton Ave. E and includes connection along hydro corridor east to Bermondsey. Feasibility study completed. Individual Class EA requirement – to be led by TRCA. Requires Hydro One approvals and license agreement for Bermondsey section.
12	Lower Highland Creek (Gatineau Hydro Corridor Trail to Highland Creek Trail) (http://www.toronto.ca/cycling/network/lowerhighlandcreek.pdf)	1.5	38, 43	<ul style="list-style-type: none"> Important connection between Gatineau Hydro Corridor Trail, Highland Creek Trail and Waterfront Trail. Trail along Highland Creek not an option due to significant erosion and flooding. Trail considered during Toronto Water EA for Highland Creek but ruled out due to severe flooding and erosion concerns. Feasibility study required to evaluate route alignment options, including on-street and private property access. TRCA approval required.
13	Etobicoke Creek North (Centennial Park to Eglinton Ave and Mississauga Etobicoke Creek Trail network)	1.2	3	<ul style="list-style-type: none"> Trail alignment along existing informal trail following south-western edge of Centennial Park to connect to Mississauga's Etobicoke Creek Trail network. Trail development to be coordinated with

	http://www.toronto.ca/cycling/network/etobicokecreeknorth.pdf			trail improvements in Mississauga.
14	Mid Humber Gap http://www.toronto.ca/cycling/network/midhumbergap.pdf	1.1	2, 11	<ul style="list-style-type: none"> Phase 1 (from Cruickshank Park to Mallaby Park) to begin design 2012 and construction pending transfer of lands from Ministry of Natural Resources to Toronto Region and Conservation Authority. Phase 2 (Mallaby Park to Cardell) – Feasibility study required to determine alignment options, approvals and cost requirements. Private property issues need to be resolved.
15	Scarborough Waterfront (shoreline) (Bluffers Park to Morningside) http://www.toronto.ca/cycling/network/scarboroughwaterfront.pdf	5.9	36, 43	<ul style="list-style-type: none"> TRCA to lead this project. Long term opportunity for multi-use trail at water's edge from Bluffers Pk. to Morningside; dependent on TRCA completion of slope stabilization work. TRCA construction access road exists from Bellamy Ravine to Guild Inn. EA requirement pending.
16	Scarborough Waterfront Trail – East Point Park/Copperfield Road http://www.toronto.ca/cycling/network/eastpointparktocopperfield.pdf	1.7	44	<ul style="list-style-type: none"> Extension of existing Waterfront Trail west from Beechgrove Dr to Manse Rd via East Point Park and Copperfield Rd.
17	Claireville Extension (Humber Trail) http://www.toronto.ca/cycling/network/clairevilleextension.pdf	0.9	1, 2	<ul style="list-style-type: none"> Trail connection from existing Humber Trail under Hwy 427 to Indian Line. Trail design underway and TRCA managing trail design and construction. Requires MTO approval for section under Hwy 427 bridge.
18	Chorley Park Trail http://www.toronto.ca/cycling/network/chorleyparktrail.pdf	0.2	27, 29	<ul style="list-style-type: none"> Switchback trail connecting Chorley Park and Rosedale to Beltline Trail and Brickworks.
19	Duncan Creek Connection http://www.toronto.ca/cycling/network/duncancreek.pdf	0.5	24	<ul style="list-style-type: none"> Potential trail mainly in Leslie Street boulevard connecting East Don Trail to Duncan Creek Trail. To be completed as part of Toronto Water work.

RIGHT-OF-WAY / BOULEVARD TRAILS (Total Length = 15.8 km)				
20	Black Creek Dr (http://www.toronto.ca/cycling/network/blackcreekdrive.pdf)	3.3	12	<ul style="list-style-type: none"> Trail alignment in road right-of-way. Feasibility study required to determine trail alignment options and costs.
21	Humber Valley – east arm to Finch Hydro corridor trail (http://www.toronto.ca/cycling/network/humbervalleytofinchhydro.pdf)	2.8	7	<ul style="list-style-type: none"> Critical link connecting Humber Trail to Finch Hydro Corridor Trail across HWY 400 corridor. Feasibility study required to determine alignment options (including on-street), approvals and costs.
22	Gatineau Hydro Corridor Connection – Ellesmere/Military Trail to Conlins Rd (http://www.toronto.ca/cycling/network/gatineauhydrocorridorconnection.pdf)	3.4	38, 43, 44	<ul style="list-style-type: none"> Critical connection in Gatineau Hydro Corridor to close the gap between Scarborough Golf Club Rd and Conlins Rd. Feasibility study required to evaluate route alignment options, including within Ellesmere road right-of-way. Portion of trail potential through 2015 Pan Am Games Aquatic Centre site. Trail development post-2015 due to number of planning related activities in area.
23	Allen Rd Greenway (Hwy 401-Eglinton Ave. West) (http://www.toronto.ca/cycling/network/allengreenway.pdf)	3.4	15, 21	<ul style="list-style-type: none"> Trail development dependent on outcome of Allen Rd EA (completion 2013-2014) as part of Lawrence Allen Neighbourhood Revitalization Project.
24a	Eglinton Avenue West Trail – West Extension (http://www.toronto.ca/cycling/network/eglintonwestrailwestextension.pdf)	2.2	3	<ul style="list-style-type: none"> Potential trail connection from existing Eglinton West Trail to Mississauga's proposed boulevard trail on the north side of Eglinton. Trail development to be coordinated with Mississauga's trail development, which has an estimated completion date in 2014.
24b	Eglinton Avenue West Trail – East Extension (http://www.toronto.ca/cycling/network/eglintonwest)	0.7	11	<ul style="list-style-type: none"> Extend existing Eglinton West path from Jane to east of Eglinton Flats – potential on-street routing to propose Black Creek Trail (#20).

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TRAIL PROJECTS LED BY OTHERS (Total Length = 7.2 km)				
1	Waterfront West (shoreline) – Mimico West Linear Park Phase 2 http://www.toronto.ca/cycling/network/waterfrontwest.pdf	0.8	6	<ul style="list-style-type: none"> • Waterfront Toronto/TRCA project. • Extension of Waterfront Trail west from Humber Bay Shores to Superior Ave. • Trail construction to be completed Fall 2012.
2	Waterfront East (shoreline) – Port Union http://www.toronto.ca/cycling/network/waterfronteast.pdf	2.0	44	<ul style="list-style-type: none"> • Waterfront Toronto/TRCA project. • This segment of trail is from Port Union to Rouge and will connect with existing Martin Goodman/Waterfront Trail. • Trail construction to be completed Summer 2012.
3	Etobicoke Creek South (Thames to Queensway) http://www.toronto.ca/cycling/network/etobicokecreeksouth.pdf	0.8	5, 6	<ul style="list-style-type: none"> • Project led by TRCA. • Trail development pending resolution of alignment through MTO property under QEW.
4	Queen's Quay Revitalization http://www.toronto.ca/cycling/network/queensquay.pdf	3.0	20, 28	<ul style="list-style-type: none"> • Project led by Waterfront Toronto. • Redesign of Queen's Quay will close the gap in the Waterfront/Martin Goodman Trail between Spadina and Parliament. • Multi-year reconstruction project to commence 2012 and be completed by 2014, (section east of Bathurst St. to Bay St.). • Trail development east of Bay St. to Parliament is dependent on funding
5	Mimico Creek Trail http://www.toronto.ca/cycling/network/mimicocreekrail.pdf	0.6	6	<ul style="list-style-type: none"> • Project led by TRCA, this new trail segment from Lakeshore to just south of Gardiner Expressway mainly along Mimico Creek. • Section 37 funding is being used for trail development.
TOTAL LENGTH OF NEW BIKEWAY TRAILS = 77.0 km				