

### Cycling Network Plan Implementation in Thorncliffe Park and Flemington Park

**Date:** March 26, 2018

**To:** Public Works and Infrastructure Committee

**From:** General Manager, Transportation Services

**Wards:** Ward 26

#### SUMMARY

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The Ten Year Cycling Network Plan, adopted by Council in June, 2016 identified the need for cycling facilities in the Thorncliffe Park and Flemington Park neighbourhoods. Both communities are designated as Neighbourhood Improvement Areas under the Toronto Strong Neighbourhoods Strategy 2020.

The purpose of this report is to seek Council authority to install the following cycling infrastructure:

- Thorncliffe Park Drive (bicycle lanes)
- Gateway Boulevard (bicycle lanes and short section of parking-protected cycle track)
- Grenoble Drive (bicycle lanes)
- Deauville Lane (bicycle lanes)

The changes proposed will improve safety and mobility options for residents, including children and youth, by providing cycling connections to the schools, daycares, library, mosques, churches, and businesses in Thorncliffe Park and Flemington Park.

Subject to Council approval, Transportation Services proposes to install the above cycling facilities in 2018, as a project 50% funded by the Federal Public Transit Infrastructure Fund (PTIF) program.

## RECOMMENDATIONS

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The General Manager, Transportation Services, recommends that:

1. City Council authorize the installation of bicycle lanes on the following sections of roadway, as described in Attachment 2 – Amendments to Bicycle Lane Designations:

- Thorncliffe Park Drive (entire length)
- Gateway Boulevard (except for 135m between 73 and 85 Gateway Boulevard)
- Grenoble Drive (entire length)
- Deauville Lane (entire length)

2. City Council authorize the installation of Cycle Tracks on the following section of roadway, as described in Attachment 3 – Amendments to Cycle Track Lane Designations:

- Gateway Boulevard (for 135m between 73 and 85 Gateway Boulevard)

3. City Council enact the traffic and parking regulation amendments associated with Recommendations 1 and 2, as described in Attachment 4 – Amendments to Traffic and Parking Regulations.

## FINANCIAL IMPACT

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The estimated cost to implement the cycling facilities recommended in this report is \$200,000. Funding is available in the 2018 Capital Budget for Transportation Services (Cycling Infrastructure). Public Transit Infrastructure Funds would be used to pay for \$100,000 of the total.

The removal of approximately twenty-one (21) Pay and Display on-street parking spaces on Gateway Boulevard between Gateway Boulevard and Don Mills Boulevard [North Intersection] and Gateway Boulevard and Grenoble Boulevard [North Intersection] would result in an estimated net reduction in Toronto Parking Authority's revenue of less than \$1,000 annually.

Annual winter maintenance and sweeping costs are estimated at \$2,500, to be absorbed within the 2018 Operating Budget for Transportation Services.

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

## DECISION HISTORY

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At its meeting on June 7, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan with implementation of individual projects subject to future City Council approval. The Cycling Network Plan identified cycling facilities in Thorncliffe Park and Flemingdon Park.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>

## COMMENTS

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### Overview

The Ten Year Cycling Network Plan, adopted by Council in June, 2016 identified the need for cycling facilities in the Thorncliffe Park and Flemingdon Park neighbourhoods. Both communities are designated as Neighbourhood Improvement Areas under the Toronto Strong Neighbourhoods Strategy 2020.

The changes proposed will improve safety and mobility options for residents, including children and youth, by providing cycling connections to the schools, daycares, library, mosques, churches, and businesses in Thorncliffe Park and Flemingdon Park.

In addition to the on-street cycling facilities proposed within this report, the project will provide improved access for the community to Leaside Park, E.T. Seton Park and the West Don River Trail, as well as the Lower Don Trail.

### Thorncliffe Park

Thorncliffe Park Drive was identified in the Ten Year Cycling Network Plan as a route that would connect existing trails and parks in Leaside Park and E.T. Seton Park, and a proposed cycling route on Overlea Boulevard.

Thorncliffe Park Drive is designated as a collector roadway with one lane in each direction and carries approximately 6800 vehicles per day. It has a posted speed limit of 40 km/h and mostly serves local traffic, with numerous driveways to residential buildings, as well as churches, mosques, schools, some businesses, Jenner Jean-Marie Community Centre and Thorncliffe Library. A dedicated centre left-turn lane runs the length of the roadway. Toronto Transit Commission (TTC) Routes 88 and 81 serve Thorncliffe Park Drive. Parking is prohibited overnight from 2:00 a.m. to 10:00 a.m., Monday to Saturday, and from 2:00 a.m. to 6:00 a.m. on Sunday. Parking is further restricted between Grandstand Place and Overlea Boulevard from 2:00 a.m. to 6:30 p.m., and from 2:00 a.m. to 6:00 p.m. on Sunday.

Bicycle lanes (along with a painted buffer) can be accommodated within the existing curb-to-curb width by reducing the width of the existing travel and turn lanes and without any impact on traffic flows or TTC operations.

However, the bicycle lanes would require the removal of most of the on-street parking along both sides of Thorncliffe Park Drive, except in front of 53 Thorncliffe Park Drive where at least ten (10) on-street parking spaces would remain, near the Thorncliffe Library and Community Recreation Centre. In this location off-street parking is limited, and there is high demand for the on-street parking spaces. Elsewhere, utilisation of on-street parking is generally less than 20% of available spaces being used as there are over thirty private off-street parking lots with direct access from the roadway, providing more than 2200 surface parking spaces.

To retain the 10 on-street parking spaces the left-turn lane would need to be eliminated along this segment. One disabled parking space on the road in front of 35 Thorncliffe

Park Drive, could be relocated as a dedicated space on the property itself if required, and would complement the building's existing dedicated pick-up / drop-off area and disabled parking onsite.

## **Flemingdon Park**

Cycling routes within the Flemingdon Park neighbourhood were identified in the Cycling Network Plan with the purpose of providing cycling infrastructure within the neighbourhood, as well as connecting to transit and the larger cycling network. Following a detailed feasibility analysis, the routes proposed differ slightly from those identified in the Cycling Network Plan, but continue to meet the objectives stated above. Proposed routes on Gateway Boulevard, Grenoble Boulevard, and Deauville Lane would connect to the West Don River Trail, and the existing bicycle lanes on St. Dennis Drive, and provide for future connections to bicycle lanes along Eglinton Avenue and the LRT Stop at Ferrand Drive.

### ***Gateway Boulevard***

Gateway Boulevard has one lane in each direction and carries approximately 4800 vehicles per day serving a mix of housing, businesses, a church, several parks and two schools. TTC Routes 100 and 34 run on Gateway Boulevard. The roadway is designated as a minor arterial and has a posted speed of 40 km/h, except between the north intersections of Don Mills Road and Grenoble Drive, where the speed limit is 50 km/h, and it is designated as a collector roadway.

Pay & Display parking is in effect on the following sections of Gateway Boulevard from 8:00 a.m. to 6:00 p.m., Monday through Saturday:

- Don Mills Road (north intersection) to Grenoble Drive (north intersection): nine spaces,
- In front of the Flemingdon Health Centre to Sunny Glenway: 16 spaces.

Alongside Flemingdon Park, the roadway accommodates three hour on-street parking on both sides. All other on-street parking is prohibited, except for school pick-up and drop-off zones (10 minute parking allowed) in front of Gateway Public School and St. John XXIII Catholic School.

The installation of bicycle lanes (along with a painted buffered, where feasible) is proposed, with the exception of one short section of parking-protected cycle track for 135m between 73 and 85 Gateway Boulevard to serve existing on-street parking demand associated with St. John XXIII Catholic School, and Gateway Public School. The existing school pick-up and drop-off zones would be maintained.

The proposed changes would require the removal of approximately half of the existing 52 on-street parking spaces. On-street parking would be maintained where nearby off-street lots are not present.

Enough parking would be retained to meet the demand, which is currently less than 50% of supply. The nine Pay and Display spaces on the north side between Don Mills Road (north intersection) to Grenoble Drive (north intersection) would be reduced to six,

and the 16 in front of the Flemington Health Centre to Sunny Glenway would be reduced to 14.

There is no anticipated impact to motor vehicle traffic or TTC operations.

The posted speed limit is proposed to be consistently set at 40 km/h. A report to North York Community Council is forthcoming to recommend reducing the speed limit from 50km/h to 40km/h for the 170m segment of Gateway Boulevard between the north intersections of Don Mills Road and Grenoble Drive.

### ***Grenoble Drive***

Grenoble Drive has one lane in each direction, a posted speed limit of 40 km/h and carries approximately 4100 vehicles per day. It is designated as a collector roadway between Gateway Boulevard (north intersection) and Deauville Lane, and between Gateway Boulevard (south intersection) and Spanbridge Road. Otherwise, it is designated as a local road. The TTC Routes 100 and 34 serves Grenoble Drive. On-street parking is permitted for three hours on the east side from Spanbridge Road to Vendome Place, and on the west side from Vendome Place to Dufresne Court. On-street parking is otherwise prohibited.

Grenoble Drive serves various types of housing – all with off-street parking, two schools, several parks, a church, and recreation facilities such as the Angela James Arena and the Flemington Community Centre and Playground Paradise.

Bicycle lanes are proposed (along with a painted buffered, where feasible). There is no anticipated impact to motor vehicle traffic, school bus loading, or TTC operations.

The proposed changes would require the removal of approximately thirty (30) on-street parking spaces from Grenoble Drive. Six on-street parking spaces would be retained to serve the area with highest observed demand, near Vendome Place. There is additional on-street parking capacity on Vendome Place.

### ***Deauville Lane***

Deauville Lane (from Grenoble Drive to St. Dennis Drive), is designated as a collector roadway, with one lane in each direction and carries approximately 5200 vehicles per day. It currently has a posted speed limit of 50 km/h, although a report is forthcoming to North York Community Council to recommend reducing the speed limit to 40 km/h. The TTC Routes 100 and 34 serve Deauville Lane. On-street parking is prohibited on the west side. On the east side, parking is prohibited from 8:00 a.m. to 6:00 p.m., Monday to Friday.

Bicycle lanes (along with a painted buffer) are proposed for Deauville Lane and can be accommodated by reducing existing lane widths. There is no anticipated impact to motor vehicle traffic or TTC operations.

To accommodate the bicycle lanes, approximately 26 on-street parking spaces would need to be removed from Deauville Lane. Existing parking is restricted to three hours,

only on weekends, and overnight on weekdays. Current demand is very low. On-street parking demand is accommodated on St. Dennis Drive, and fronting buildings have dedicated off-street parking available.

### **Improved access to trails**

In addition to the on-street cycling facilities proposed within this report, the project will provide improved access to trails and wayfinding signage at three locations.

A seasonal access road operated by Parks, Forestry, and Recreation in E.T. Seton Park connects Thorncliffe Park Drive with the West Don River Trail. The first twenty (20) metres of the roadway are in poor condition and will be resurfaced, speed humps will be refreshed, and shared roadway markings will be added to improve conditions for cycling.

Parks, Forestry, and Recreation maintains a year-round parks access road from Don Mills Road that connects behind the Ontario Science Centre to the West Don River Trail. Shared roadway markings are planned for this route. The Ontario Science Centre has been consulted on these plans and has no concerns.

A boulevard multi-use trail is planned on the east side of Don Mills Road, between the driveway at 701 Don Mills Road and the Lower Don River Trail.

### **Public consultation**

Public consultation events and a public survey were held throughout the summer and fall of 2017, followed by a public consultation meeting on October 30, 2017. The City partnered with community organizations to support outreach and engagement throughout the Study. The partners employed animators from the local community, who received training to conduct outreach and collect feedback through nearly 750 in-person interactions at seven community events. Overall, feedback from the public showed high levels of support, with 94% of respondents who strongly support or support the planned facilities. Feedback from the public supported separation between the bicycle lanes and vehicle lanes through the use of painted buffer zones or parking-protected cycle track, wherever feasible.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1 – Proposed Cycling Network Installation Location Map  
Attachment 2 – Amendments to Bicycle Lane Designations  
Attachment 3 – Amendments to Cycle Track Designations  
Attachment 4 – Amendments to Traffic and Parking Regulations