

IE6.11 Attachment 9

Attachment 9 - Routes Removed from Proposed Cycling Network

All routes from the 2016 Ten Year Cycling Network Plan are included in the 2019 Update to the Cycling Network Plan, with four exceptions. These exceptions are explained in the table below, with their alternate routes.

Cycling Project	Reason for Removal from Plan	Alternate Route
<p>Don Trail to Gatineau Trail Connection near St. Clair Ave E and Warden Ave <i>(one of two alternatives originally proposed)</i></p>	<p>Two routes were considered for connection from the Don Trail to Gatineau Trail. Detailed review of this segment revealed feasibility challenges with topography and property issues. Proceeded with the East Don Trail Connection.</p>	<p>East Don Trail (Phase 1) – Lower Don Trail to Gatineau Trail construction is ongoing (2019 to 2020).</p>
<p>Section of proposed Railpath extension (from current terminus by Dupont St to Gunns Rd)</p>	<p>Metrolinx design for electrification of this corridor is still underway and space remaining for a trail is not yet known. Due to physical space, right-of-way width, and property constraints along the rail corridor between the current northern terminus of the Railpath and Gunns Rd, an alternative cycling route has been identified through the St. Clair Transportation Master Plan (TMP) [not yet approved by Council].</p>	<p>Proposed: Neighbourhood connection along Osler St to relocated bi-directional cycle tracks on south side of Davenport Rd between Osler St and Old Weston Rd; multi-use trail (MUT) on south side of Davenport Extension which turns into Union St, and continuing the MUT on the west side of Union St to connect to the MUT on the south side Gunns Rd Extension, connecting to Lavendar Creek trail. Infrastructure on Davenport, Union and Gunns is included in the St. Clair West TMP.</p>
<p>Canartic Dr from Keele St to York U Go station</p>	<p>Metrolinx is planning to discontinue the York U GO station; the station is not highly used, and a nearby subway extension has been built.</p>	<p>1) Murray Ross Parkway, from Steeles Ave to Shoreham Dr, and Steeles Ave from Murray Ross Parkway to Pioneer Village station provide transit access to the west and north parts of campus; 2) Keele St route provides improved connection to Finch West subway station.</p>

<p>Woodbine Ave from Queen St E to Lake Shore Blvd E</p>	<p>For this southern portion of Woodbine, the addition of bike lanes would severely impact traffic flow and existing off-peak parking supply.</p>	<p>Neighbourhood alternate route: Utilize existing Dixon Ave contra-flow bike lane from Woodbine Ave to Lockwood Rd, continuing south along Lockwood Rd / Sarah Ashbridge Ave, and then routing along Boardwalk Dr to Joseph Duggan Rd to cross Lake Shore Blvd E at the existing traffic signal and connect to the Waterfront Trail. To facilitate this neighbourhood route, City Council on July 23, 2018, approved adding a new mid-block traffic signal at Woodbine Ave and Dixon Ave and upgrading an existing pedestrian cross over (PXO) at Queen St E and Lockwood Rd / Sarah Ashbridge Ave. At Lake Shore Blvd E and Joseph Duggan Rd, a separate bike crossing will be added in future.</p>
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