TORONTO

REPORT FOR ACTION

Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects

Date: May 21, 2020
To: City Council
From: General Manager, Transportation Services
Wards: 4, 6, 9, 10, 11, 12, 13, 14, 15, 19, 20, 21, 22, 23

SUMMARY

This report seeks Council authority to install approximately 25 centre line kilometres (km), of new cycling infrastructure, for a total of approximately 40 km of on-street cycling infrastructure approved for installation in 2020.

In July 2019, City Council approved the Vision Zero Road Safety Plan 2.0 and the Cycling Network Plan Update. Both of these guiding documents have goals to reduce traffic fatalities to zero, while also increasing the number of people walking and cycling.

The Cycling Network Plan and the associated Near Term Implementation Plan (2019-2021), adopted by Council in July 2019 seek to build on the existing network of cycling routes to connect gaps in the network, grow the network into new parts of the city, and renew existing parts of the network to improve safety.

The Cycling Network Plan Update names Bloor Street as a Major City-Wide Cycling Route. In summer 2019, Council directed Transportation Services to initiate planning, design and consultation for an extension of the Bloor Street West cycle tracks from where they currently end at Shaw Street, to continue west to High Park Avenue, with implementation targeted to take place as early as summer 2020.

Over the past year, Transportation Services has completed the proposed design, assessed impacts, and undertaken extensive business and community consultation on the Bloor West Bikeway Extension. The limits of the installation is proposed to be extended further west to Runnymede Road to connect to existing north/south cycling infrastructure.

In response to the COVID-19 health crisis, City Council requested the General Manager, Transportation Services and the Medical Officer of Health to pursue opportunities to provide more space for people to cycle as part of Toronto's Recovery and Rebuild Strategy, and to report back to Council on the possibility of fast-tracking projects within the Cycling Network Plan.

In response to this direction, the ActiveTO program was developed to ensure people have space to get around while respecting physical distancing. ActiveTO initiatives include quiet streets, closing major roads for active transportation, and expanding the cycling network – the latter of which is addressed in this report.

Expanding bikeways will help increase mobility options for people as the City starts to reopen and the need for travel increases. Key parts of the cycling network will be expanded, through accelerated installation of routes in the Cycling Network Plan, to enable people on bikes to move around Toronto safely, with connections to the places they need to go, with particular attention to those that mirror major transit routes.

The cycling network will be expanded rapidly through temporary installations by re-purposing curb lanes along key corridors, deployed as a network, or addressing network gaps as much as possible. Delivery of other Council-approved 2020 Cycling Network implementation projects will continue as scheduled.

Most of the ActiveTO projects aimed at expanding the cycling network contained within this report are proposed as rapid installations with temporary materials and minimal change to the street design. A more transformational Complete Streets approach is proposed for Danforth Avenue, in order to support the main street character and local economy and in keeping with the objectives of the Danforth Avenue Complete Street and Planning Study currently underway.

This report seeks Council authority to install cycle tracks on Bloor Street West, from Shaw Street to Runnymede Road, in addition to the following ActiveTO cycling projects:

- Bloor Street from Avenue Road to Sherbourne St, Cycle Track
- Dundas Street East, from Sackville Street to Broadview Avenue, Cycle Track
- University Avenue / Queens Park, from Adelaide Street to Bloor Street, Cycle Track
- Huntingwood Drive, from Victoria Park Ave to Brimley Road, Bicycle Lane
- Brimley Road, from Kingston Road to Lawrence Avenue, Cycle Track
- Danforth Avenue, from Broadview Avenue to Dawes Road, Cycle Track
- Bayview Avenue, from River Street to Rosedale Valley Road, Multi-Use Trail
- River Street, from Gerrard Street East to Bayview Avenue, Multi-Use Trail
- Wilmington Avenue, from Finch Avenue to Sheppard Avenue, Bicycle Lane
- Faywood Boulevard, from Sheppard Avenue to Wilson Avenue, Bicycle Lane

Subject to Council approval, Transportation Services, with the support of the Medical Officer of Health, proposes to proceed with rapid installation of these projects in summer 2020.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of cycle tracks on Bloor Street West from Shaw Street to Runnymede Road, as described in Attachment 2 - Designated Cycle Tracks.

2. City Council authorize the installation of bicycle lanes on Varna Drive from Ranee Avenue to New Heights Court, as described in Attachment 3 - Designated Bicycle Lanes.

3. City Council authorize the installation of ActiveTO cycling projects on:
   a. Bloor Street from Avenue Road to Sherbourne St, Cycle Track
   b. Dundas Street East, from Sackville Street to Broadview Avenue, Cycle Track
   c. University Avenue / Queens Park, from Adelaide Street to Bloor Street, Cycle Track
   d. Huntingwood Drive, from Victoria Park Ave to Brimley Road, Bicycle Lane
   e. Brimley Road, from Kingston Road to Lawrence Avenue, Cycle Track
   f. Danforth Avenue, from Broadview Avenue to Dawes Road, Cycle Track
   g. Bayview Avenue, from River Street to Rosedale Valley Road, Multi-Use Trail
   h. River Street, from Gerrard Street East to Bayview Avenue, Multi-Use Trail
   i. Wilmington Avenue, from Finch Avenue to Sheppard Avenue, Bicycle Lane
   j. Faywood Boulevard, from Sheppard Avenue to Wilson Avenue, Bicycle Lane

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

5. City Council direct the General Manager, Transportation Services to, as part of the design, installation, and monitoring process, work in consultation with the local Councillors and stakeholders to identify and implement changes to the ActiveTO cycling projects as may be necessary to address operational and safety issues as they may arise, including modification or removal of the ActiveTO cycling projects if deemed necessary.

6. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 31, 2021, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the ActiveTO cycling projects, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 5 to the report (May 21, 2020) from the General Manager, Transportation Services, such regulation changes to be in effect no longer than December 31, 2021.

7. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapter, and any Schedules to the Code, to reinstate the traffic and parking regulations to what they were immediately prior to the by-law amendments made in connection with the report (May 21, 2020) from the General Manager, Transportation Services.

8. City Council request the General Manager, Transportation Services to report back to the Infrastructure and Environment Committee in the fourth quarter of 2021 on the outcome and future recommendations regarding the ActiveTO cycling projects, following up-to a year of monitoring and evaluation.

9. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any and all bills that may be required.

FINANCIAL IMPACT

Bloor West Bikeway Extension

The estimated cost to implement the Bloor West Bikeway Extension recommended in this report is $2,000,000. The Ontario Municipal Commuter Cycling (OMCC) program would fund 80 percent of this amount ($1,600,000.00). Funding for the remaining 20 percent ($400,000.00) is available in the approved 2020 - 2029 Capital Budget and Plan for Transportation Services.

The removal of approximately 194 Pay and Display on-street parking spaces proposed in this report would reduce Toronto Parking Authority's (TPA) annual revenue by approximately $793,000, based on 2019 revenues. If approximately 132 new Pay & Display on-street parking spaces are added on Bloor Street, as proposed in this report, it is estimated that this amount would be offset by approximately $569,000 per annum and the net parking loss would be 62 spaces. In addition, the TPA has identified 104 potential replacement parking spaces in the area to be brought forward to Toronto and East York Community Council at a later date which could result in a net increase in 42 parking spaces in the area and the overall annual revenue loss would be reduced to $2,100. Transportation Services continues to work with the TPA to identify additional paid parking spaces that could be added in the areas impacted.

Funding for $65,000 to implement on-street paid parking changes, including the installation and relocation of Pay & Display machines as well as the programming of new hours of operation can be accommodated on a one-time basis within the approved 2020 - 2029 Capital Budget and Plan for Transportation Services.

Funding for maintenance costs for the Bloor West Bikeway Extension can be accommodated on a one-time basis within the approved 2020 Operating Budget for Transportation Services. Funding required for annual maintenance costs will be included for consideration as part of future Operating Budget submissions for Transportation Services.

ActiveTO Cycling Projects

The estimated cost to implement the ActiveTO cycling projects recommended in this report is $4,500,000, including approximately $4,000,000 associated with the Danforth Avenue project, of which approximately $1,500,000 would be for public realm improvements along Danforth Avenue. Funding is available in the approved 2020 - 2029 Capital Budget and Plan for Transportation Services.

Impacts to on-street parking and any projected revenue loss to the TPA associated with ActiveTO cycling projects can only be determined as the designs for these projects and associated parking impacts are finalized. Transportation Services will work with the TPA to identify and mitigate reductions to paid parking spaces in the areas impacted.

Funding for maintenance costs for ActiveTO cycling projects can be accommodated on a one-time basis within the approved 2020 Operating Budget for Transportation Services. Funding required for annual maintenance costs will be included for consideration 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

Cycle Network Plan Update & Bloor West Bikeway Extension
In July 2019, City Council adopted, in principle, the Cycling Network Plan with the Near Term Implementation Plan (2019-2021). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval. At this meeting, City Council requested the General Manager, Transportation Services to initiate planning, design and consultation for an extension of the Bloor Street West cycle tracks from Shaw Street to High Park Avenue, with implementation targeted to take place as early as summer 2020. At this meeting, City Council also requested that Transportation Services initiate the design of a pilot project for cycle tracks between Broadview Avenue and Dawes Road which takes loading and unloading issues into account, and to assess Complete Street options for University Avenue.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11

Other Amendments to Bicycle Lane, Traffic and Parking Regulations
In November 2011, City Council approved the Lawrence-Allen Transportation Master Plan as part of the Lawrence-Allen Secondary Plan, which identifies Varna Drive to have bicycle lanes. The construction of the development project is currently underway.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.NY11.24

On April 2020, City Council approved upgrades to the Shaw Street contra-flow bike lanes to be installed in 2020. Technical amendments are required to address changes to the traffic and parking regulations designations on Essex Street.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE12.8

In October 2019, City Council voted unanimously to declare a climate emergency and accelerate efforts to mitigate and adapt to climate change. TransformTO is Toronto's ambitious climate action strategy approved by City Council and it lays out a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions and improve the health, grow the economy and improve social equity.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM10.3

In April 2020, City Council requested the General Manager, Transportation Services and the Medical Officer of Health to pursue opportunities to provide, where possible and under the advice of public health and through the City-wide recovery planning process, more space for pedestrians, cyclists and public transit riders to allow for better physical

distancing, and for the General Manager, Transportation Services to report back to City Council on the possibility of fast-tracking projects within the 10 Year Capital Plan for Vision Zero and cycling infrastructure.
http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC20.2

COMMENTS

Overview: Bloor West Bikeway Extension

Bloor Street is an east-west arterial connecting vibrant neighbourhoods, local businesses, and unique Toronto destinations. All of these activities are supported by the Line 2 subway.

In 2016, Transportation Services installed bicycle lanes as a pilot project on Bloor Street West between Shaw Street and Avenue Road. As one of the busiest and most constrained sections of the Bloor Street corridor, the pilot segment provided a strong case study to understand the benefits and impacts of implementing cycle tracks. The key objectives of the pilot were to improve safety and reduce risk for all road users, and to reduce impacts to businesses and to curbside uses (e.g. parking, loading, deliveries and waste collection).

The monitoring methodology employed for the Bloor Street Pilot was one of the most comprehensive performance evaluations undertaken for a cycling project in the City of Toronto and North America. The results of the pilot showed that the number of people cycling on Bloor Street significantly increased and the corridor has become one of the highest-travelled in the city for cycling with a broad level of support for the bikeway from people walking, cycling, driving, and those who live in the area. The associated impacts to motorist traffic flow were reduced through adjustments during the pilot project.

Two separate studies of the corridor found positive economic impacts associated with the Bloor Street Pilot. Key findings included an increase in average number of customers, an increase in customer spending, and that people who cycled or walked spent more per month than those who drove or took transit along the Bloor Street pilot segment.

In 2017, City Council voted to make the pilot on Bloor Street permanent. In 2019, the segment between Bathurst Street and Spadina Avenue was upgraded to include raised cycle tracks and public realm improvements. In 2021, the segment between Spadina Avenue and Avenue Road will also be upgraded to include raised cycle tracks, featuring a protected intersection at Bloor Street and St George Street.

Bloor Street West Bikeway Extension

Over the past year, Transportation Services has completed the proposed design, assessed impacts, and undertaken extensive business and community consultation for an extension of the Boor Street West cycle tracks from their current termination at Shaw Street, to continue west to Runnymede Road where they would connect to existing north/south cycling infrastructure.

The goals of the Bloor Street West Bikeway Extension are as follows:

- Create a safe, multi-modal and vibrant Bloor Street West;
- Extend the existing bikeway from Shaw Street and Runnymede Road;
- Improve safety and reduce risk for everyone; and
- Mitigate curbside and traffic impacts.

As reconstruction of this section of Bloor Street West is not proposed within the near-term, the scope was defined as permanently extending the Bloor Street bikeway through the use of pavement markings and physical separation along with localized civil improvements. Limited signal timing changes and modifications could be included, but extensive signal changes or new signals are not within scope at this time.

Existing Conditions

The Bloor West Bikeway Extension project is 4.5 km from Shaw Street to Runnymede Road. It includes several neighbourhoods, four Business Improvement Areas (BIAs) and three City Council Wards within the study area. The width of the roadway and the demand for street space varies along the corridor. In order to develop context-specific sections, the corridor was divided into six segments based on roadway width and character. The segments are displayed in the map below.

Figure 1: The map below shows the five different segments along Bloor Street West.

Collision data was analyzed to inform the design. Between 2007 and 2017, there were 47 reported collisions that resulted in serious injuries and one fatality. Of those collisions, 54% involved a pedestrian, 23% involved a person cycling and 13% were due to vehicular turning movements. 68% of the collisions took place at intersections which highlights the need to reduce safety risks at intersections.

Design

This section of Bloor Street West is generally proposed as one motor vehicle traffic lane and a cycle track in each direction, with separation elements (comprised of a painted buffer with low precast curbs with bollards on top, and parked cars) between the bicycle

lane and the traffic lane, and left and/or right turn lanes at specific intersections. Improvements for pedestrians and accessible loading areas and on-street parking/loading areas have been included, wherever feasible. Impacts to motor vehicle traffic operations have been minimised as part of the design, with the overriding objective of improving safety of all road users.

The preferred design of cycle tracks positioned between the sidewalk and the parking lane was decided based on motor vehicular speed and volume, safety factors, dooring risks, and public consultation.

The design includes midblock parking as follows:

- Segment A Bloorcourt: A parking/loading lane on one side
- Segment B Bloordale: A parking/loading lane on one side
- Segment C Symington: No parking
- Segment D High Park/Bloor by the Park: Parking/loading lanes on both sides
- Segment E Bloor West Village: Parking/loading lanes on both sides.

Figure 2: Rendering of Bloor Street West with cycle tracks.

Toronto Transit Commission (TTC) Stops
All TTC bus stops, which are served by only a night bus, will be adjacent to the curb and marking with green pavement, a solid white line and the text "BUS BIKE ONLY". Buses will enter the bikeway to load. The long term goal is to provide raised bus stop platforms at most or all transit stops, but the construction cannot be achieved within the scope of this project. Minimal impact to TTC operations is anticipated.

On-Street Parking and Accessible Loading
The removal of approximately 194 Pay and Display on-street parking spaces proposed in this report and approximately 132 new Pay & Display on-street parking spaces are proposed to be added on Bloor Street, resulting in a net parking loss of 63 spaces. In

addition, the TPA has identified 104 potential replacement parking spaces in the area to be brought forward to Toronto and East York Community Council at a later date which could result in a net increase in 42 parking spaces in the area. Side-streets were also examined for new parking and loading opportunities.

Wheel-Trans data and pick-up/drop-off (PUDOs) data was analyzed to understand the local demands resulting in inclusion of seven accessible loading areas.

In comparing the existing and proposed parking spaces, it should be noted that the existing parking spaces are not available at all times because of parking prohibitions for 2 hours on weekdays during either the morning or afternoon peak period.

Intersection Design
68% of collisions along the corridor happen at intersections. In order to reduce collisions, improve safety for all road users, and optimize motor vehicle traffic flow, modifications to signal timing and turn restrictions are proposed.

Speed Limit
Bloor Street West between Shaw Street and Keele Street / Parkside Drive has a posted speed limit of 40 km, which increases to 50 km west of Keele Street / Parkside Drive. This report recommends reducing the speed limit on Bloor Street West from Keele Street to Runnymede Road to 40 km to have a consistent speed limit throughout the corridor.

Public Consultation
Public and stakeholder consultation for the Bloor West Bikeway Extension project was conducted between October 2019 and February 2020. Close to 60,000 flyers were distributed throughout the project area in advance of the two public drop-in events. Close to 200 business surveys and over 1,500 public feedback forms were completed during the consultation period. Over 100 emails and phone calls were received on the project, separate from the in feedback forms and in person questions.

Overall, public feedback showed high levels of support for the planned cycling facilities. 91 percent of people who submitted feedback forms online and in person expressed strong support and 3% expressed some support. Support is high amongst local residents and non-local residents alike.

Eight BIA drop-in sessions for local businesses were held in the project area (one morning and one evening drop-in in each BIA area). The business specific outreach helped the Project Team gain insight into parking, loading and other business related needs along Bloor Street. Many comments were also received from building and business owners on general project and site-specific issues. The overall feedback from businesses was mixed, with concerns raised on parking and loading/deliveries in some areas.

Involving the community strengthens the design, and ensures that design decisions reflect public needs and interests and consider diverse viewpoints and values. A wide-range of outreach, engagement and consultation activities were used to engage with

community members. The public consultation materials and the Public Consultation Summary report can be found at www.toronto.ca/bloorwestbikeway.

ActiveTO Cycling Projects

Key parts of the cycling network will be expanded, through accelerated installation of routes in the Cycling Network Plan, to enable people on bikes to move around Toronto safely, with connections to the places they need to go, with particular attention to those that mirror major transit routes.

The cycling network will be expanded rapidly through temporary installations by re-purposing curb lanes along key corridors, deployed as a network, or addressing network gaps as much as possible. Delivery of other Council-approved 2020 Cycling Network implementation projects will continue as scheduled.

Most of the ActiveTO projects aimed at expanding the cycling network contained within this report are proposed as rapid installations with temporary materials and minimal change to the street design. A more transformational Complete Streets approach is proposed for Danforth Avenue, in order to support the main street character and local economy and in keeping with the objectives of the Danforth Avenue Complete Street and Planning Study currently underway.

The following projects are listed in the proposed sequence of installation.

Bloor Street: Avenue Rd to Sherbourne St – 1.45 km (Ward 11, 13)
Existing Conditions: Bloor Street East has four lanes and turning lanes at intersections. Between Church St and Sherbourne St there is curbside paid parking. There have been two fatalities (one pedestrian, one motorist) in the past five years.
*Rationale***:** Complete the key gap in the relief bikeway for the Line 2 subway
Impacts: Onelane in either direction would be removed. Due to space constraints, the right turn lane at Avenue Rd (westbound to northbound) may be removed, subject to further analysis. All other turn lanes will be maintained. On-street pay & display parking between Church St and Sherbourne St would be reduced, but the curb lane is wide enough to install parking protected bike lanes in this section. All parking lay-bys will be maintained.
Special Considerations: In the Yorkville BIA section, opportunities for more attractive separation is being considered in keeping with the area's streetscaping palette.

Dundas Street East: Sackville St to Broadview Ave – 1 km (Ward 13, 14)
Existing Conditions: Dundas Street East has four lanes, and the TTC operates the 505-Dundas route in between Dundas West Station and Broadview Station. Dundas St East bike lanes are very popular and have high ridership year round. In 2016, there were more than 2,500 people cycling per day on Dundas. There has been one pedestrian fatality in the past 5 years.
Rationale: Key gap to connect the east/west cycling routes. There is no protected and accessible cycling route over the Don Valley Parkway (DVP) south of Bloor St and north of the waterfront.
Impacts: One lane in either direction would be removed. People driving would need to share the lane with streetcars for this 1 km segment and Transportation Services will

need to monitor streetcar performance when traffic volumes begin to rise.
Approximately 40 paid parking spaces between Sackville St and Broadview Ave would be removed.
Special Considerations: Additional safety features will be added at the DVP on-ramp.

University Avenue / Queens Park: Adelaide St to Bloor St – 2.3 km (Ward 10, 11)
Avenue Road: Bloor St to Davenport Rd - 0.7 km (Ward 12) - Under Consideration
Existing Conditions: University Avenue has eight lanes between Adelaide St and Queens Park Cres and Queens Park / Avenue Rd has five to six lanes between Queens Park Cres and Davenport Rd, with additional turn lanes at some intersections. There has been one pedestrian fatality in the last five years.
Rationale: Connectivity to essential services/hospitals and Line 1 subway capacity relief. Connection between Midtown (St. Clair Ave & Poplar Plains Rd / Russell Hill Rd bike lanes) and Downtown via Davenport bike lanes.
*Impacts***:** One lane in either direction would be removed. Bloor St to College St would have two lanes in each direction remaining for vehicular travel. South of College St, three lanes in each direction would remain for vehicular travel.
Special Considerations: South of College St, parking could be maintained, which would reduce lanes in this section to two in either direction. College/University is one of the highest bike crash intersections, so additional improvements are being considered at that location. The section between Bloor St and Davenport Rd would be considered for installation following the clearance of development construction lane occupancies expected to be complete in September.

Figure 3: Photo and rendering of University Avenue with cycle tracks

Huntingwood Drive: Victoria Park Ave to Brimley Rd – 5 km (Ward 22, 23)
Existing Conditions: Huntingwood Drive has one very wide lane in each direction and accommodates parking on both sides. There was one pedestrian fatality at Huntingwood Drive and Victoria Park Ave in the past five years.
Rationale: Huntingwood Drive was a 2020 project in the Cycling Network Near-Term Implementation Plan, but public consultation was put on hold due to the pandemic. This route would provide a safe east-west connection in Scarborough.
Impacts: One lane in either direction would be removed. Parking would be removed along most of the corridor, but given the wide roadway width available, some parking can remain near neighbourhood destinations.
Special Considerations: Some intersections have right and left turn lanes, analysis of each intersection is underway to understand which turn lanes should be maintained.

Figure 4: Photo and rendering of Huntingwood Drive with buffered bike lanes

Brimley Road: Lawrence Ave to Kingston Rd – 4 km (Ward 20, 21)
Existing Conditions: Brimley Road has four lanes and a centre turn lane along the length of this section. Vision Zero Road Safety Plan's Watch Your Speed cameras have recorded 70% of vehicles are travelling over 10 km/h over the speed limit. There have been two fatalities (one pedestrian, one driver) in the past five years.
Rationale: Brimley Road connects the Gatineau Trail system to Bluffers Park and would provide a safe north-south connection in Scarborough.
Impacts: One lane in either direction would be removed. On-street parking would be removed.
Special Considerations: Some intersections have right and left turn lanes, analysis of each intersection is underway to understand which turn lanes should be maintained.

Danforth Avenue: Broadview Ave to Dawes Rd – 6 km (Ward 14, 19)
Existing Conditions: Danforth Avenue has four lanes, including wide curb/off-peak parking lanes in some segments, with a centre lane and turn lanes at some intersections. Danforth Avenue is known for its vibrant patios and character, and four distinct BIAs.
Rationale Bikeway would provide capacity relief for the Line 2 subway and is part of the main street economic recovery strategy. The Cycling Network Plan Update names Danforth Avenue a Major City-Wide Cycling Route. In summer 2019, Council requested Transportation Services to initiate the design of a pilot project for cycle tracks between Broadview Avenue and Dawes Road which takes loading and unloading issues into account. A broader Danforth Avenue Complete Street and Planning Study is currently underway led by Transportation Services in partnership with City Planning and Economic Development and Culture.
*Impacts***:** One lane in either direction would be removed. Parking/loading would be maintained on both sides, at a reduced amount, but with full-time (24/7) availability. Turn lanes would be added at intersections.
Special Considerations: While most of the ActiveTO projects aimed at expanding the cycling network contained within this report are proposed as rapid installations with temporary materials and minimal change to the street design, a more transformational Complete Streets approach is proposed for Danforth Avenue, in order to support the main street character and local economy. This project would be installed with durable pavement marking materials and would require the removal and modification of the centre-line. Additional public realm elements and opportunities for cafes would be installed to support local businesses and economic recovery.

Figure 5: Rendering of Danforth Avenue as a Complete Street

Bayview Ave: Rosedale Valley Rd to River St
River Street: Gerrard St East to Bayview Ave – 1 km Multi-Use Trail (Ward 13)
Existing Conditions: Bayview Avenue has four lanes and a trail on the road's shoulder between Rosedale Valley Rd and Pottery Rd. There are no sidewalks or cycling infrastructure within these project limits.
Rationale: Extending the existing Bayview Trail further south would improve safety and access to recreational and commuter routes in the Don Valley, given the Lower Don has very few access points.
Impacts: One southbound lane would be removed and two northbound lanes would be maintained. Intersection operations of Gerrard St/River St would need to be monitored as traffic volumes increase.
Special Considerations: This project would be an installation of a multi-use trail, within the same segment as the ActiveTO Major Road Closure on Bayview Ave.

Wilmington Avenue / Faywood Boulevard with potential for a Route Crossing Hwy 401 in the future – 4.7 km (Ward 6)
Existing Conditions: Wilmington Avenue / Faywood Boulevard has two lanes, which are far wider than today's standards.
Rationale: Provide a north-south route in North York, with potential to connect to a route crossing Hwy 401, which requires further review.
Impacts: Wilmington Avenue and Faywood Boulevard would be narrowed and there would be some parking loss.
Special Considerations: The Wilmington Avenue / Faywood Boulevard community has requested traffic calming several times over the past 10 years, and some traffic calming benefits would likely be achieved through this installation.

Additional ActiveTO Cycling Project Subject to Further Consideration

Overlea Boulevard: Millwood Rd to Don Mills Rd – 1.8 km (Ward 15)
Existing Conditions: Overlea Boulevard has high bus ridership and four lanes of travel. The narrow sidewalks along the corridor, especially on the bridge, create a barrier for physical distancing. People are often observed cycling on the sidewalk, which could be reduced with better cycling infrastructure.
Rationale: Key gap in new cycling infrastructure and link for existing popular trails. The Overlea Boulevard bridge has narrow sidewalks and people currently cycle on the sidewalk due to high speed vehicular traffic.
*Impacts***:** One lane in either direction would potentially be removed – subject to further review and consideration. All turn lanes will be maintained, so at the approach of Don Mills Rd, people cycling will need to share the road with right turning vehicles.
Special Considerations: Overlea Boulevard has 40 buses an hour, so Transportation Services will monitor to ensure minimal impact to TTC bus services when traffic volumes begin to rise. Transportation Services is currently designing improvements to the Overlea Boulevard and Don Mills Road intersection in 2021/2022. Bridge rehabilitation is scheduled in the next five years.

Installation Timing and Consultation for ActiveTO Cycling Projects

Transportation Services has established a plan to rapidly install the aforementioned ActiveTO cycling projects over the next few weeks, with many installations expected to be completed in June and all of the installations expected to be substantially completed by the end of July.

Subject to Council approval, Transportation Services proposes to consult with key stakeholders through phone/web conference, establish a central website for all the projects, and notify the public about what to expect through social media, on-street signage, and issuance of a notice along the project corridors.

Monitoring, Evaluation, and Reporting

After installation of the projects outlined in this report, Transportation Services will conduct new traffic counts, monitor operations, and evaluate the before and after conditions. In consultation with local Councillors, Transportation Services will consider modifications as needed including improvements to intersection safety, changes to parking and loading spaces, changes to parking set-backs to improve sight lines, changes to signal timing, additions or adjustments to turn restrictions or through restrictions, and enhancements to TTC stops.

Temporary installations are intended to test a solution, measure what's working, what's not, and make refinements or changes, as needed. Therefore, it is critical that the initial design and implementation responds to stakeholder feedback and that adjustments can be made promptly after installation to optimize the projects, traffic flow, and respond to ongoing stakeholder feedback.

On this basis, in order to ensure the necessary responsiveness on this project in a time sensitive manner, it is recommended that the General Manager, Transportation Services, be delegated the authority, on a time-limited basis, to modify the ActiveTO cycling projects installation and connecting road network in the vicinity (limited to particular streets and street segments), to address operational and safety issues that may arise over the duration of the installations, including modification or removal of the ActiveTO cycling projects if deemed necessary as a result of impacts on surface transit or general traffic operations, for example.

As such, this report seeks Council authority for the General Manager, Transportation Services, to be delegated the authority to implement changes and process traffic and parking by-law amendments only to the schedules to City of Toronto Code Chapters, as identified in Attachment 5 and only on the streets, and street segments, identified in Attachment 5. The by-laws associated with the delegated authority to the General Manager would be submitted by the General Manager directly to City Council without a report through the appropriate Community Council and/or Committee.

The proposed delegation would be time-limited and would end on December 31, 2021, such that the General Manager of Transportation Services would not have the delegated authority to implement changes and process through to Council bills and bylaws amendments subsequent to December 31, 2021. Any regulation changes

implemented under the delegated authority would cease to have effect after December 31, 2021. Given the limited duration and parameters of the delegation, the proposed delegation of authority to the General Manager can be deemed minor in nature.

Transportation Services plans to report back to the Infrastructure and Environment Committee in the fourth quarter of 2021 on the outcome of the ActiveTO cycling projects, following up-to a year of monitoring and evaluation.

Other Amendments to Bicycle Lane, Traffic and Parking Regulations

Varna Drive
Through the Lawrence Heights redevelopment, a short segment of bicycle lanes will be installed on Varna Drive, as was identified to residents and the wider community through the Secondary Plan process. This report serves to introduce by-law amendments required for the bicycle lanes approved in the redevelopment plans

Essex Street
Technical amendments are required to address the traffic and parking regulations designations related to the already approved reversal of direction of Essex Street between Ossington Avenue and Shaw Street previously adopted by Council as part of item IE12.8. The recommendations in this report include the by-laws for that change.

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SIGNATURE

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General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Cycling Network Plan Installations: Bloor West Bikeway Extension and ActiveTO Map
Attachment 2: Designated Cycle Tracks
Attachment 3: Designated Bike Lanes

Attachment 4: Amendments to Traffic and Parking Regulations
Attachment 5: Delegated Authority List