

Cycling Network Plan: 2021 Cycling Infrastructure Installation - First Quarter Update

Date: March 22, 2021

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 2, 3, 5, 9, 10, 11, 14, 15, 17, and 19

SUMMARY

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

This report is a first quarter update on the initial group of cycling infrastructure projects that are proposed to be installed in 2021 for which design and consultation have been completed. Additional cycling infrastructure projects proposed for installation in 2021 will be included in upcoming reports.

This report seeks Council authority to install 2.39 lane kilometres (km) of new cycling infrastructure on the following streets proposed in the Cycling Network near Term Implementation Plan (2019-2021):

- Cummer Avenue (cycle tracks, Ward 17)
- Davenport Road (cycle tracks, Ward 11)
- Gladstone Avenue (bike lane and contra-flow bike lane, Ward 9)
- The Kingsway (cycle tracks, Ward 2) and Dundas Street West at The Kingsway (intersection improvement with bi-directional cycle tracks, Ward 2)

This report also seeks Council authority to make improvements to 11.4 lane km of existing cycling infrastructure on the following streets:

- Birmingham Street (bicycle lanes to cycle tracks, Ward 3)
- Brant Street (cycle track and contra-flow bike lane, Ward 10) and Richmond Street (by-law amendments associated with Brant Street contra-flow bike lane, Ward 10)
- Crescent Town Road (bicycle lanes to cycle tracks, Ward 19)
- Danforth Avenue at Royal Drive/Don Valley Parkway on-ramp (bicycle lane to cycle tracks, Ward 14)
- Davenport Road (bicycle lanes to cycle tracks, Ward 11)

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

- Bloor Street West (traffic and parking amendments associated with the Bloor Street West bikeways, Ward 9)
- Harbord Street (cycle track by-law, Ward 11)
- Ryding Avenue (existing contra-flow bike lane by-law to be enacted, Ward 5)
- Shaw Street (existing stop sign by-law to be enacted, Ward 11)
- Thorncliffe Park Drive (traffic and parking amendments associated with the existing bike lanes, Ward 15)

A map of the projects proposed in this report is included as Attachment 1. The changes proposed would improve safety and mobility options by providing improved cycling connections to transit, parks, local schools, event venues, businesses and residences. Pedestrian improvements have also been included in the projects, wherever feasible, including curb extensions, shortened crossing distances, new sidewalk installations, and travel lane adjustments.

While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to have acceptable impacts in order to improve safety and comfort of all road users.

All of the bikeways included in this report are proposed to be installed in 2021.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of bicycle lanes, or bicycle lane by-law amendments, on the following sections of roadway, as described in Attachment 2 - Designated Bicycle Lanes:

- a. Gladstone Avenue (from Minowan Miikan Lane to Peel Avenue).

2. City Council authorize the installation or adjustments of cycle tracks, or cycle track by-law on the following sections of roadway, as described in Attachment 3 - Designated Cycle Tracks:

- a. Birmingham Street (from Dwight Avenue to Kipling Avenue);
- b. Brant Street (from Richmond Street West to 15 metres south)
- c. Crescent Town Road (from Dawes Road to Victoria Park Avenue)
- d. Cummer Avenue (from Pineway Boulevard to Leslie Street);
- e. Danforth Avenue (from Broadview Avenue to 150 metres west)
- f. Davenport Road (from Dupont Street to Yonge Street);
- g. Dundas Street West (from The Kingsway (west intersection) to Wimbledon Road)
- h. Harbord Street (from Ossington Avenue to Huron Street)
- i. Richmond Street West (from Augusta Avenue to Brant Street)
- j. The Kingsway (from Canterbury Crescent (south intersection) to Dundas Street West);

- k. Thorncliffe Park Drive (from Overlea Boulevard (west) to Overlea Boulevard (east))
3. City Council direct the General Manager, Transportation Services to continue with the planned delivery of sidewalks on Wimbleton Road between Dundas Street and the Humbertown Park driveway (approximately 50 m north of Wimbleton Road).
4. City Council authorize the installation or adjustments of bicycle lanes, or bicycle lane by-law amendments, on the following sections of roadway, as described in Attachment 4 – Contra-flow Bicycle Lanes:
 - a. Brant Street (from Richmond Street to Adelaide Street);
 - b. Gladstone Avenue (from Peel Avenue to Argyle Street); and
 - c. Ryding Avenue (from 13m east of Cobalt Avenue to Cobalt Avenue).
5. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1, 2, and 4, as described in Attachment 5 - Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated cost to implement the cycling infrastructure recommended in this report is \$2,735,000. Funding is available in the approved 2021-2030 Capital Budget and Plan for Transportation Services in account CTP817-05.

The removal of approximately 29 Pay and Display (P&D) on-street parking spaces proposed in this report would reduce annual revenues generated by Toronto Parking Authority's (TPA) on behalf of the City of Toronto by approximately \$120,000, based on 2019 revenues. Transportation Services continues to work with the TPA to identify additional paid parking spaces that could be added in the areas impacted. Costs to implement on-street paid parking changes, including the removal of machines and relocation of P&D machines as well as the programming of new rates and hours of operation are estimated at \$9,000. All implementation costs will be borne by Transportation Services.

The funding required to maintain the new cycling infrastructure for the remainder of 2021 is expected to be approximately \$330,000 for sweeping and winter maintenance. Funding for this maintenance can be accommodated within the approved 2021 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

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

DECISION HISTORY

Cycling Network Plan

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.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11>

Birmingham Street

In September 2006, City Council approved the installation of bicycle lanes on Birmingham Street between Dwight Avenue and Islington Avenue.

<https://www.toronto.ca/legdocs/2006/agendas/council/cc060925/et7rpt/cl054.pdf>

Bloor Street West Bikeway Extension

In May 2020, City Council approved the installation of cycle tracks and associated traffic and parking by-laws on Bloor Street West between Shaw Street and Runnymede Road.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC21.20>

Brant Street

In July 2018, City Council approved the installation of a contra-flow bike lane on Brant Street between Adelaide Street West and Richmond Street West in coordination with nearby developments.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.110>

Crescent Town Road

In August 2009, City Council approved the installation of bike lanes on Crescent Town Road from Dawes Road to Victoria Park Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW25.20>

Gladstone Avenue

In August 2009, City Council approved the installation of contra-flow bike lanes on Gladstone Avenue between Waterloo Avenue and Argyle Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW25.20>

Harbord Street

In November 2020, City Council requested that Transportation Services upgrade the existing bicycle lanes on Harbord Street between Ossington Avenue and St George Street to cycle tracks, where feasible.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE17.4>

Missing Link Sidewalks

On July 16, 2019 City Council adopted the Vision Zero 2.0 - Road Safety Plan Update and the Missing Sidewalk Installation Policy with amendment, which directs that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services in the Policy shall be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council.

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

Shaw Street

In April 2020, City Council authorized the installation of contra-flow bike lanes and other associated traffic and parking by-law amendments on Shaw Street between Harbord Street and Dupont Street.

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

Thorncliffe Park Drive

In April 2018, City Council authorized the installation of bicycle lanes on the entire length of Thorncliffe Park Drive.

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

COMMENTS

Overview

The Cycling Network Plan, adopted by City Council in July 2019 seeks to build on the existing network of cycling routes to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety. As part of the Cycling Network Plan, Council adopted the Near Term Implementation Plan (2019-2021). The projects presented in this report are all near term projects or improvements to existing bikeways.

New bikeways are proposed on Cummer Avenue, Davenport Road (from Bay Street to Yonge Street), Gladstone Avenue, The Kingsway and Dundas Street West at The Kingsway. This report proposes improvements to existing cycling infrastructure on Birmingham Street, Brant Street, Crescent Town Road, Danforth Avenue and Davenport Road.

By-law amendments required to support safety and operational improvements and public feedback for existing bikeways as well as by-law accuracy on Bloor Street West Bikeway Extension, Harbord Street, Richmond Street West, Ryding Avenue, Shaw Street, and Thorncliffe Park Drive are also included in this report.

All the projects proposed in this report represent current best practices in active transportation design and help to achieve the goals of the Vision Zero Road Safety Plan, the Cycling Network Plan, and TransformTO. The TransformTO climate action strategy, which was unanimously approved by City Council in July 2017, included a goal to have 75 percent of trips under 5 km be taken by foot or bicycle by 2050.

Several of the projects included in this report are bundled with state-of-good-repair work to ensure that the best value and better safety outcomes are found in each capital project from a complete streets approach. Bundled projects include Birmingham Street, Cummer Avenue, Gladstone Avenue, Ryding Avenue, and The Kingsway/Dundas Street.

While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to have acceptable impacts in order to improve safety and comfort of all road users. City services such as fire, emergency medical services, and solid waste pick-up would be maintained as they occur today. Where cycle tracks are present, additional winter maintenance service would occur for this infrastructure.

In all instances, the local Councillor has been consulted on the proposed projects.

Cummer Avenue: Road Reconstruction and Safety Improvements

Cummer Avenue between Bayview Avenue and Leslie Street is in poor condition and is programmed for road reconstruction in 2021 as part of the City's state-of-good-repair program. The upcoming reconstruction has led to recommended safety improvements including improving pedestrian crossings, installing cycle tracks between Pineway Boulevard and Leslie Street, reducing roadway widths, and a reduction to the posted speed limit.

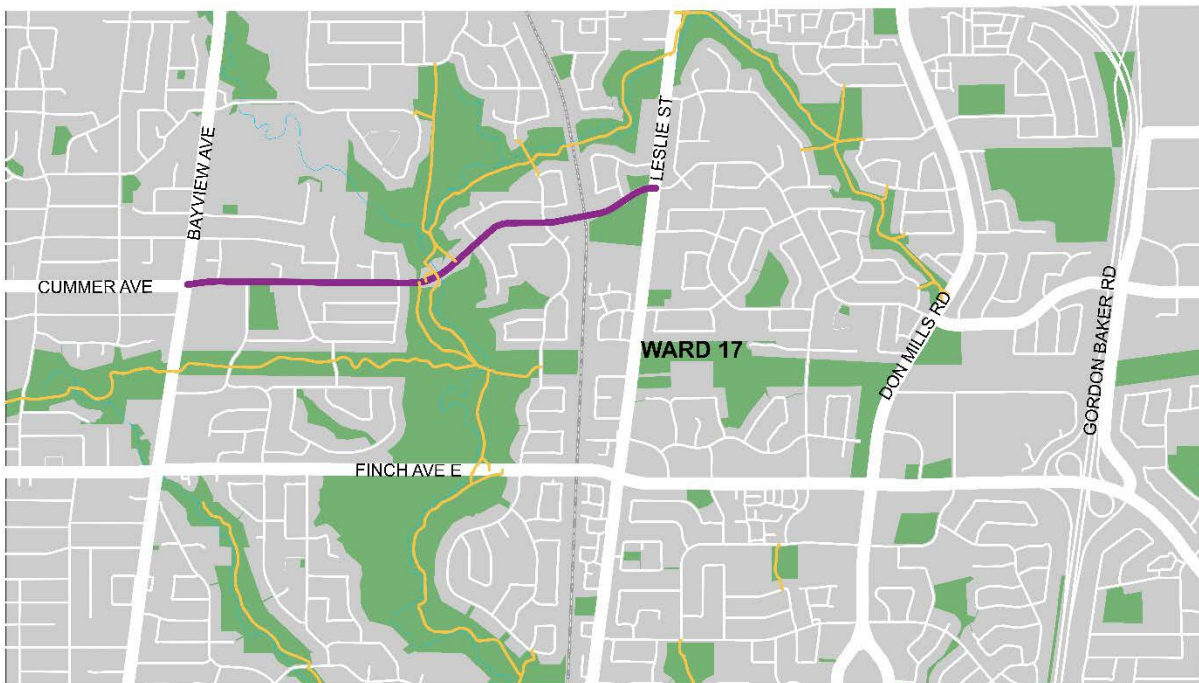


Figure 1: A map of Cummer Avenue project and the surrounding area. The limits of the road safety improvement project are highlighted as a purple line between Bayview Avenue and Leslie Street.

Cummer Avenue is a collector road that carries between 8,500-13,500 vehicles/day. There is one travel lane in each direction between Bayview Avenue and Pineway Boulevard and two travel lanes in each direction between Pineway Boulevard and Leslie Street.

The 42 Cummer TTC bus route operates along the length of the corridor and the Old Cummer GO Station is located at Leslie Street and Cummer Avenue. There are three schools and a long-term care home with 250 metres (m) of the Cummer Avenue corridor.

The existing sidewalks are sub-standard widths (between 1 m – 1.8 m), for example near Bayview Avenue the sidewalk width is currently less than 1 m wide. Curb depressions and tactile walking indicators are missing at some intersections. While there are not currently any dedicated bikeways on Cummer Avenue, but the Finch multi-use trail is parallel to Cummer Avenue between Bayview Avenue and Pineway Boulevard. Parking is allowed (3 hour) along on the south side of Cummer Avenue during off-peak hours between Simeon Court and Pineway Boulevard.

Over the five year period between 2015 and 2019, there were approximately 230 collisions with two serious injuries and one fatality. Through a speed study it was identified that the 85th percentile speed is 50km-58km, while the speed limit along the corridor is 40km/h between Bayview Avenue and Ruddington Drive and 50km/h between Ruddington Drive and Leslie Street. As part of the recommendations of this report, the posted speed limit is proposed to be consistently set at 40 km/h to improve safety outcomes.

As part of the road reconstruction, the following improvements are proposed:

- **Pedestrian Safety Improvements:** Raised crosswalks are programmed at Ruddington Drive, Simeon Court, Snowcrest Avenue, and Mallaby Road due to the proximity to local schools, along with curb extensions at Pineway Boulevard and Mallaby Road. Sidewalks will be reconstructed for state-of-good-repair and to meet accessibility requirements including the addition of intersection curb depressions and tactile walking surface indicators. The sidewalks are planned to be widened to 2.1m, where not in conflict with large trees or utilities.
- **Green Infrastructure:** Various green infrastructure improvements are programmed along Cummer Avenue including bio swales, new tree plantings, and grass in the boulevard.
- **Bikeway Infrastructure:** Raised uni-directional cycle tracks are proposed between Pineway Boulevard and Leslie Street.

To install the cycle tracks between Pineway Boulevard and Leslie Street two travel lanes are proposed to be removed, reducing this section to one travel lane in each direction, which is consistent with the number of travel lanes on Cummer Avenue immediately west of Pineway Boulevard and east of Leslie Street on McNicoll Avenue. The left-turn lane at Leslie Street would be maintained. Traffic analysis was conducted using pre-COVID-19 counts. It found that there would be no increase in delay of off-peak traffic by the removal of one travel lane in each direction between Pineway Boulevard and Leslie Street. During the morning peak period, the average increase in delay for drivers would be approximately 10 seconds at the Leslie Street/McNicoll Avenue intersection, and approximately 16

seconds for the Pineway Blvd intersection. There would be no impact to parking as part of this project.

The proposed cycle tracks would link to the Finch multi-use trail at Pineway Boulevard. While in the longer term, a continuation of the Finch multi-use trail further west has been contemplated, there are many challenges with this extension including a railroad crossing and property ownership agreements required. The new cycle tracks would serve as an alternate route to this extension and connect the local streets to Leslie Street where many community amenities and destinations exist.

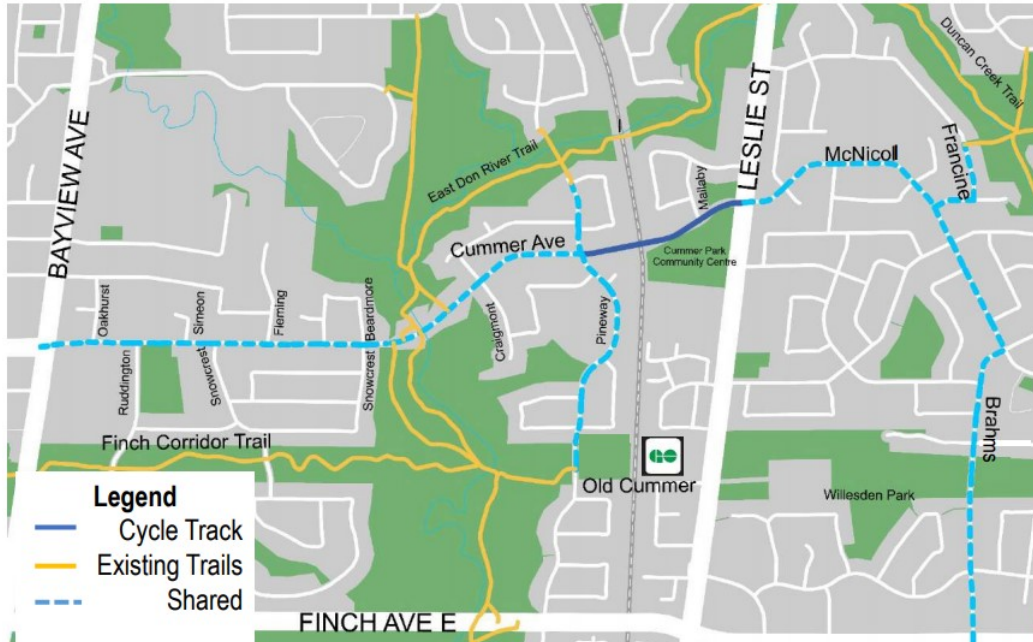


Figure 2: Map of Cumber Avenue and the associated bikeway improvement limits



Figure 3: An artistic rendering of Cumber Avenue and Mallaby Road raised crosswalk and cycle tracks.

Public consultation regarding the road safety improvements proposed on Cummer Avenue took place from November 23 to December 30, 2020. This included flyer distribution, a virtual public meeting, a project web page, an online feedback form, and outreach to key stakeholders along the corridor. Over 6,600 copies of the flyer were distributed to the surrounding area and over 60 people attended the virtual public meeting on December 9. Transportation Services received 93 responses to the online feedback form, 15 emails, and 4 phone calls.

A range of responses was received, though most expressed support of the proposed safety measures. The most prevalent question and comment pertained to extending many road safety measures, including stop signs, raised crosswalks, and protected bike lanes, across the entirety of the corridor (i.e. from Bayview Avenue to Leslie Street).

Some participants raised concerns about traffic infiltration and speeding on surrounding streets, specifically Argonne Crescent. They suggested adding reducing the speed limit introducing traffic calming (speed humps), and enforcement on this street. A small number of the participants were not in favour of the added cycling infrastructure, as they felt there was a low volume of people cycling to justify the project.

Additional information including the public consultation material and report can be found at [Toronto.ca/cummerave](https://toronto.ca/cummerave)

The local Councillor has been consulted on the proposed road safety improvements on Cummer Avenue.

Davenport Road: Safety Improvements to Existing Bike Lanes

Davenport Road has become a key link in the City's bikeway network and a number of changes are proposed to improve safety outcomes for people walking, cycling, and driving on Davenport Road between Dupont Street and Yonge Street.

Davenport Road between Dupont Street and Yonge Street is a major arterial road that carries 18,900-40,000 vehicles/day and about 500-2,500 people cycling/day. TTC's 6 Bay bus travels between Dupont Street and Bay Street.

Between Dupont Street and Bay Street, there are four travel lanes with full time parking on both sides and narrow bike lanes. Between Bay Street and Yonge Street, there are four travel lanes with off-peak parking on both sides and no bike lanes.

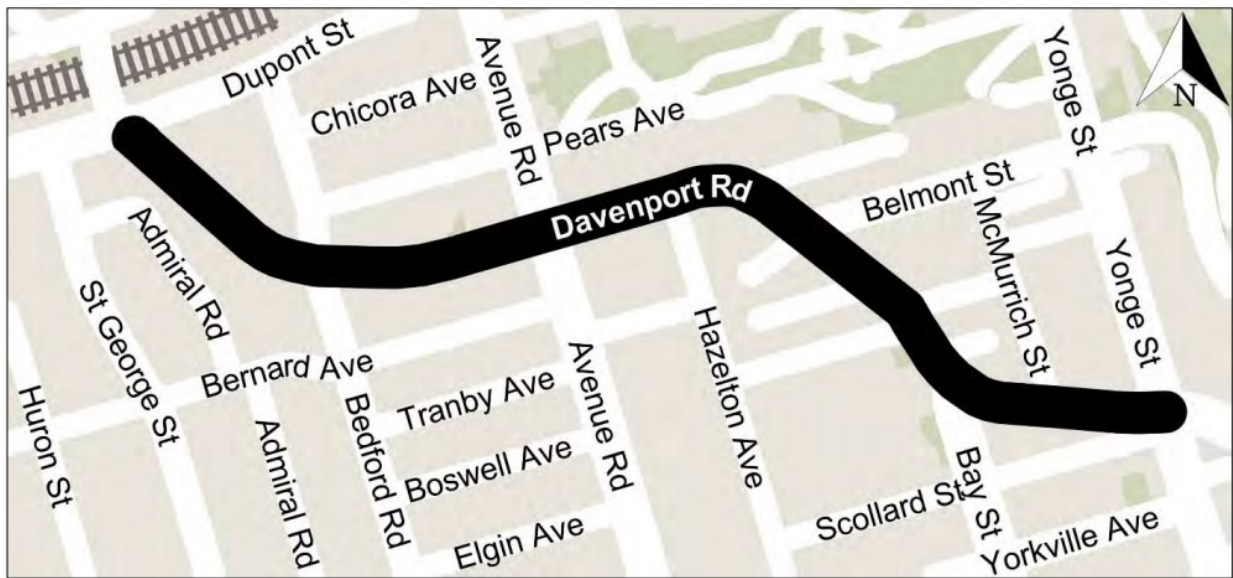


Figure 4: A map of Davenport Road project limits.

Over the five year period between 2016 and 2020, there were a total of 27 collisions that involved people walking or cycling including one fatality involving a person walking and 2 serious injuries (one involving a person walking and one involving a person cycling). The posted speed limits is 40 km/h, but the 85th percentile speed is 53 km/h.

The existing bike lanes do not meet today's bikeway design standards. The motor vehicle volumes and speeds are relatively high for unprotected bike lanes, and the bike lanes are narrow and are placed adjacent to parking and the driver's side door, which carries a risk for crashes and injuries associate with "dooring" and parking manoeuvres.

Transportation Services is proposing to upgrade the existing bike lanes to cycle tracks between Dupont Street and Bay Street and to install new cycle tracks between Bay Street and Yonge Street. This upgrade and bikeway extension would include the addition of physical separation, where possible, between travel lanes and the cycle track. Intersection safety improvements at Bay Street, Avenue Road, and Dupont Street would include signalization changes such as pedestrian head-start signals and dedicated right-turn phasing, as well as bus-bike platforms to improve safety for people walking and cycling.

These changes will help to reduce conflicts between road users, reduce the risk of "dooring", and reduce conflicts with right turning vehicles and TTC buses. Right-turn collisions make up 12% of collisions involving a person cycling being killed or seriously injured city-wide.

To install these safety improvements, 16 on-street parking spaces would need to be removed. Today, there are 112 pay and display parking spaces with 57 and 55 spaces on the north and south side, respectively. Parking utilization observations were undertaken for different times on weekdays and weekends between September and December 2020 and found that on average 48% of parking was utilized along the corridor. It was noted that these observations may represent a reduced level of parking demand as a result of the COVID-19 pandemic and as such, the TPA proposes to work

with Transportation Services to identify additional paid parking opportunities in the area. Parking is proposed to be removed on the south side between Dupont Street and Belmont Street and on the north side between Belmont Street and Yonge Street. Approximately 96 pay and display parking spaces would be maintained.

The proposed changes are anticipated to have minimal impact to traffic operations or capacity. West of Bay Street, the existing number of travel lanes will be maintained. Between Bay Street and Yonge Street, there is currently one receiving eastbound travel lane east of Bay Street and a second travel lane starts 40m east of Bay Street. The second eastbound travel lane is proposed to start 90 metre east of Bay Street to accommodate 24/7 parking on south side. The above transition is not anticipated to impact traffic capacity and travel time for eastbound vehicles between Bay Street and Yonge Street.

During the public consultation process between November 2020 and February 2021, residents, stakeholders along the corridor and the wider community were provided with the opportunity to send questions and feedback to the project team. 25,500 notices were delivered by Canada Post, 4 stakeholder meetings were conducted, 5 phone calls were taken, over 45 emails were received, and over 80 people participated in the virtual public meeting held on February 4, 2021.

A range of responses was received, though most expressed support for the bike lane and road safety upgrades. Consultation participants raised concern about feeling unsafe in the bike lanes in their current state and are interested in seeing safety upgrades in the form of raised bus/bike platforms, prohibition of right-turn-on-red movements, and reduced speeds, and connections to other cycling routes. Some participants expressed concerns over the proposed parking configuration changes and expressed a preference to maintain parking and loading in front of their place of residence or business. While the proposal includes sufficient on-street parking to meet observed demand, parking could not be accommodated directly in front of all locations.

Further details on the proposed project and public consultation materials and summary can be found at [Toronto.ca/DavenportRd](https://toronto.ca/DavenportRd).

The local Councillor has been consulted on the proposed bike lane and road safety improvements on Davenport Road.

Gladstone Avenue and Peel Avenue: Road Reconstruction, Streetscape, and Safety Improvements

A road reconstruction along Peel Avenue and Gladstone Avenue is programmed as part of the City's state-of-good-repair program in 2021, following an Environmental Assessment for these streets completed in 2010. The redesign of the project has been focused on safety, accessibility, and livability.

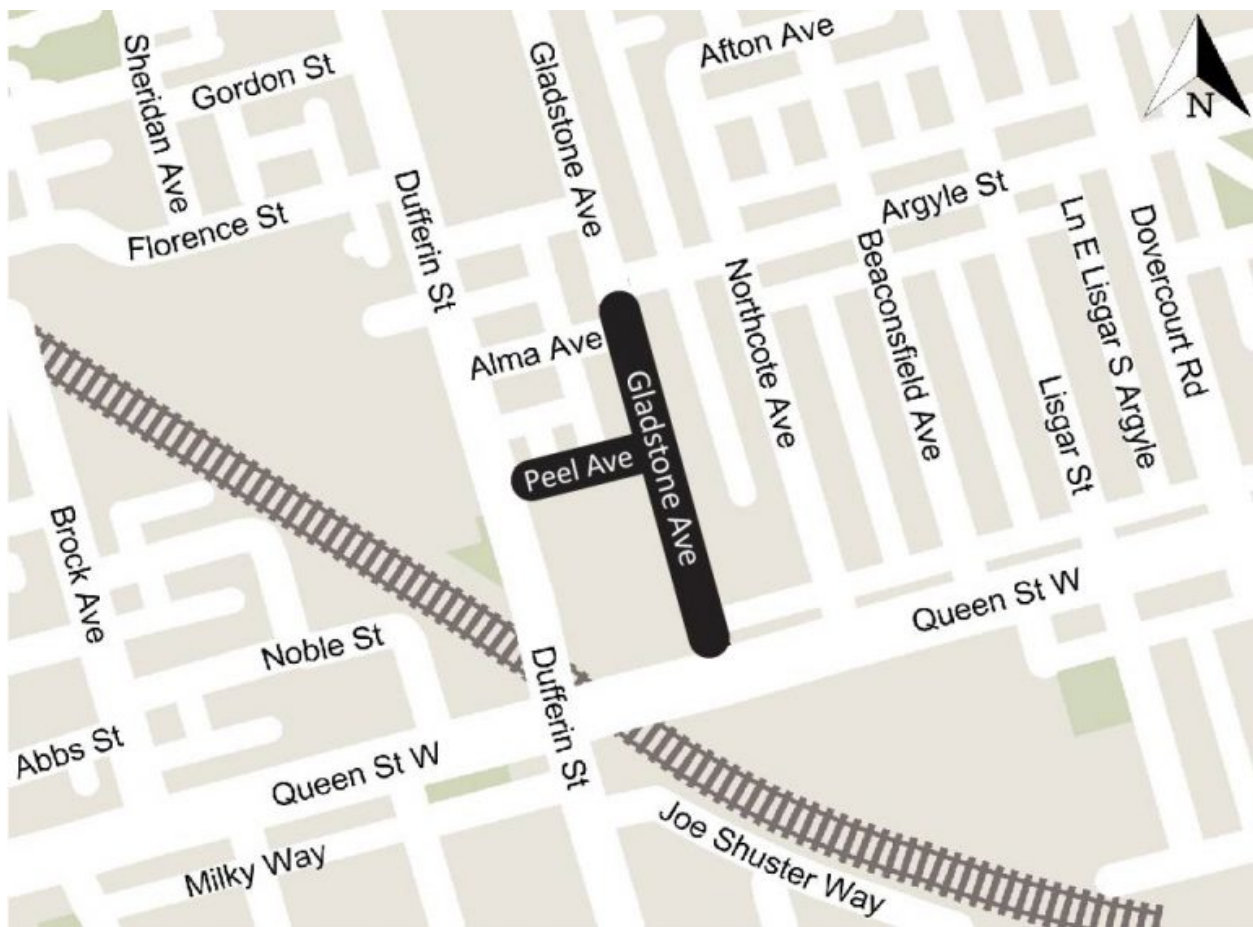


Figure 5: A map of the Gladstone Avenue and Peel Avenue project limits

In 2010, the City completed the Peel-Gladstone Reconstruction Class Environmental Assessment Study. After a detailed technical analysis, data collection and public feedback, the study recommended narrowing Gladstone Avenue between 30 m north of Queen Street and Peel Avenue and Peel Avenue (full extents) from 13.1 m to 8.6m to include a single northbound lane on Gladstone Avenue (one-way operations), a single westbound lane on Peel Avenue (one-way operations), parallel parking, and wider sidewalks.

In 2011, the City eliminated the Dufferin Street "jog" by constructing an underpass on Dufferin Street to connect to Queen Street West. As result, there has been significant reduction in motor vehicle travel on Gladstone Avenue and Peel Avenue.

In 2019, as part of the design phase for the programmed road reconstruction, Transportation Services and Engineering & Construction Services brought forward a detailed proposal to convert Gladstone Avenue and Peel Avenue from two-way traffic operations to one-way operations, based on the recommendations from the earlier Environmental Assessment. The proposal also included streetscape improvements; wider sidewalks, traffic calming, and contra-flow bike lanes on both Peel Avenue and Gladstone Avenue.

During the public consultation process, feedback was mixed. There were many concerns about traffic circulation patterns throughout the neighbourhood. Public

consultation was undertaken between March 2019 and May 2019. A drop-in meeting event was held on Monday, April 8th 2019 and stakeholder meetings were arranged with the Gladstone Hotel, Freshco, Metro, Cycle Toronto, as well as the condominiums boards at 2, 8, and 20 Gladstone Ave, and 20 Minowan Miikan Lane.

Based on this feedback, the plans were revised and two new options were presented. Another phase of public consultation took place from November 20, 2019 to December 13, 2019. The consultation included notice distribution, a public drop-in event, a project website, and targeted emails to the project stakeholder list. Over 7000 notices were distributed throughout the study area and 12 people signed in at the public drop-in event.

The two options presented were as followed:

- Option A: two-way motor vehicle traffic on Gladstone Avenue and Peel Avenue, wider sidewalks, up to 50 new street trees, on-street lay-by parking, and green streets features. No dedicated bikeways were included, but wayfinding was proposed to direct people to the existing nearby bikeways.
- Option B (the preferred option): two-way motor vehicle traffic on Gladstone Avenue and Peel Avenue, bike lanes on both streets, wider sidewalks, up to 25 new street trees, on-street lay-by parking, and green streets features.

Transportation Services received a wide variety of feedback. Feedback on Option A included support for the street trees and neighbourhood feel, but concern that it did not provide safe cycling accommodations. Feedback on Option B included support for the dedicated bike lanes, but concern that Option B left the street too wide and that bike lanes were adjacent to vehicle doors in the lay-by parking.

Upon receiving the above feedback, a hybrid option was developed and circulated for feedback through stakeholders, the project website, and the Councillor's office. As part of the road reconstruction, the following improvements are proposed:

- Maintain two-way travel operations on both Gladstone Avenue and Peel Avenue;
- Install wider sidewalks and green boulevards on both sides of Peel Avenue and no dedicated bikeways with lay-by parking on the north side;
- Install bike lanes, green boulevards and sidewalk improvements on Gladstone Avenue between Peel Avenue and Minowan Miikan Lane with lay-parking on the west side; and
- Install a contra-flow bike lane on Gladstone Avenue between Peel Avenue and Argyle Avenue, outside the limits of the road reconstruction through pavement markings and signage.

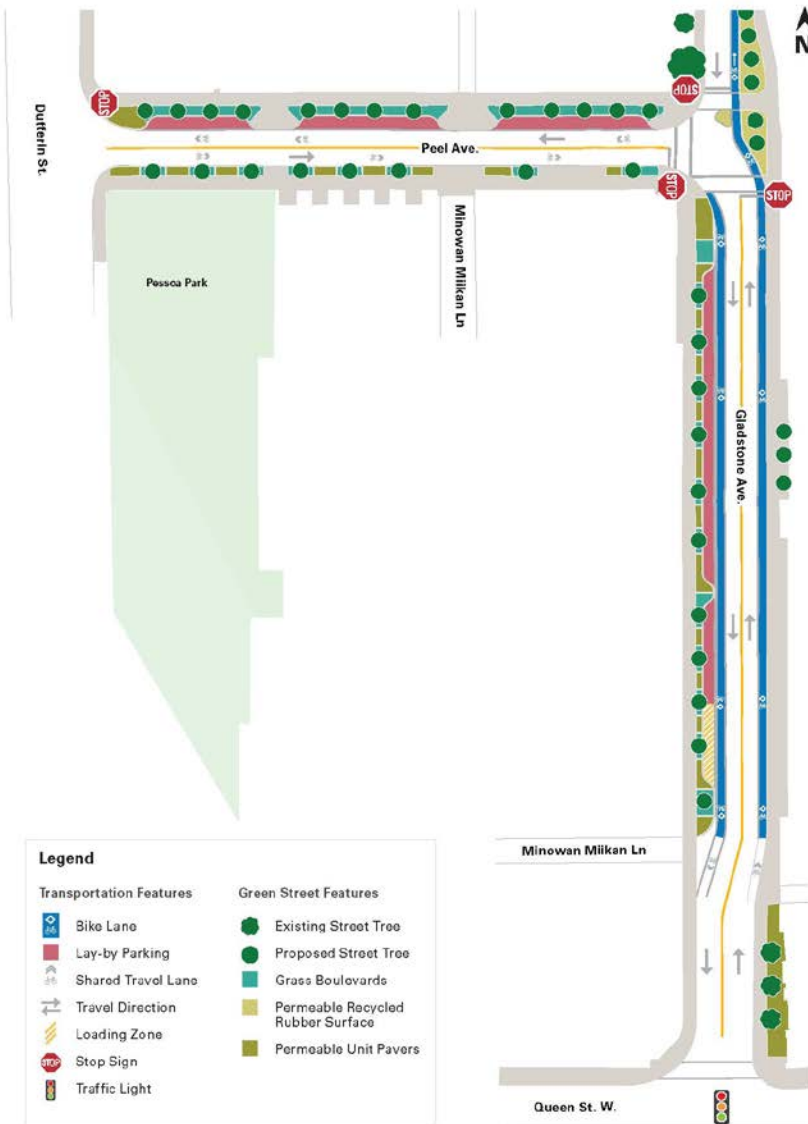


Figure 6: A plan rendering of the proposed improvements on Gladstone Avenue and Peel Avenue.

Further details on the proposed project and public consultation materials and summary can be found at [Toronto.ca/peelgladstone](https://toronto.ca/peelgladstone). The local Councillor has been consulted on the road reconstruction project.

The Kingsway and Dundas Street West: Road Reconstruction and Safety Improvements

A road reconstruction is programmed for 2021 along The Kingsway between Dundas Street West and Lambeth Road as part of the City's state-of-good-repair program.

Intersection safety, sidewalk, and bikeway improvements are proposed as part of the upcoming reconstruction, making this the most cost effective time to install these improvements.

The Kingsway is a collector road with one travel lane in each direction with daily traffic of approximately 4,500 vehicles. The street has no on-street parking, no bikeways and a sidewalk only on the east side. The intersection of The Kingsway with Dundas Street West has channelized lanes for northbound turns onto The Kingsway and westbound turns onto Dundas Street West, separated by a large traffic island.



Figure 7: A map of The Kingsway project limits between Dundas St W and Lambeth Rod.

As part of the road reconstruction, the following improvements are proposed:

- Intersection Safety Improvements: Reconfiguration of the intersection of The Kingsway and Dundas Street to remove the channelized turns, reduce pedestrian crossing distances, provide a raised crosswalk, improve conditions for people with low or no vision who could have challenges judging the speed and distance of approaching vehicles, and improve safety outcomes at this intersection. There are no private property or traffic impacts associated with these changes.

- Transportation Services reviewed collision data at this intersection. 84% of collisions are southbound rear-end collisions, which is unusually high for an unsignalized intersection. The new intersection design accounted for this collision trend and it is anticipated that collisions will be reduced after implementation. It should be noted that the intersection's current turn restrictions will stay in place and will remain right-in, and right-out only.
- Missing Link Sidewalk on The Kingsway: New sidewalks are planned on the west side of The Kingsway between Lambeth Road and Canterbury Road. The Kingsway is classified as a collector road and as directed by Council, collector roads should have sidewalks on both sides. Transportation Services has delegated authority to install a sidewalk on a collector roadway.

This segment of new sidewalk fronts 18 homes on the west side of The Kingsway. A letter was sent to the owners of the 18 properties. Two sidewalk design options were offered; a boulevard option and semi-urban monolithic sidewalk option. Transportation Services recommended the semi-urban monolithic sidewalk option because it had limited impacts on private driveways and landscaping. Five property owners responded to the letter. Three had specific questions or concerns, which were addressed via phone and email, and two expressed support for the project.

- Missing Link Sidewalk on Wimbleton Road: New sidewalks are planned on the east side of Wimbleton Road between Dundas Street and the Humbertown Park driveway (approximately 50 m north of Wimbleton Road). Community stakeholders and the local Councillor requested that this new sidewalk be delivered with the road reconstruction to serve as a connection to the school on the northwest corner of Wimbleton Road and Dundas Street.

Transportation Services staff contacted The Kingsway College School who were supportive of the project and would like to mitigate construction activity during the school year. Parks, Forestry, and Recreation staff have reviewed the sidewalk design plans and are supportive of the changes along the park frontage.

- Bikeways on The Kingsway and Dundas Street West are proposed as part of the reconstruction, making this the most cost effective time to install these improvements. There are no private property or traffic impacts associated with these changes.

The Kingsway between Dundas Street West and Anglesey Boulevard was identified in the Cycling Network Plan, but due to the Humbertown development currently under construction between Lambeth Road and Ashley Road, all roadwork including any bikeway projects are currently on hold for this segment. A short segment of uni-directional cycle tracks between Dundas Street West and Canterbury Crescent is proposed, will serve to connect to the bike lanes on Royal York Road via Lambeth Road.

The short bi-directional bikeway in the boulevard on the north side of Dundas Street West between The Kingsway and Wimbleton Road and a short westbound uni-directional bikeway in the boulevard to 40m east of The Kingway is also programmed. These cycle tracks would intersect using a protected intersection design.

In the long term Cycling Network Plan, Dundas Street West is identified to be considered for new bikeways. Transportation Services has done an initial assessment and found that between Wimbleton Road and Humbercrest Boulevard (east of Scarlett Road) a bi-directional bikeway on the north side would have the least impact. Any future bikeway extension projects would require future traffic analysis, public consultation, and City Council approval.

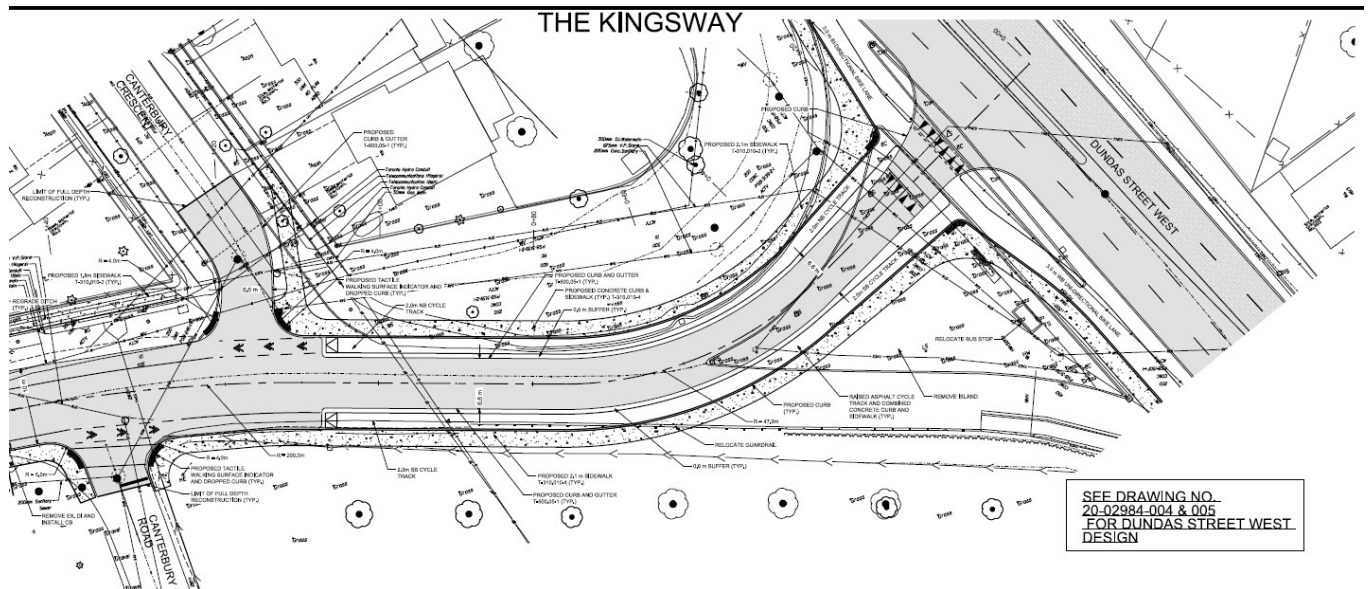


Figure 8: The design drawing for the proposed intersection improvements at The Kingsway and Dundas Street W.

The local Councillor has been consulted on the proposed intersection safety, sidewalk, and bikeway improvements as part of the road reconstruction project.

Birmingham Street: Road Resurfacing and Improvements to Existing Bike Lanes

A road resurfacing is programmed for 2021 along Birmingham Street between Islington Avenue and Dwight Avenue as part of the City's state-of-good-repair program. Transportation Services is proposing to upgrade the existing bike lanes on Birmingham Street between Kipling Avenue and Dwight Avenue to cycle tracks in conjunction with the planned road resurfacing.



Figure 9: A map of the proposed Birmingham Street improvement project.

The proposed scope includes upgrading the pavement markings to add painted buffer area between the existing bike lanes and the travel lanes and installing concrete curbs to provide physical separation.

Based on the motor vehicle volume and speed along the corridor, upgrading the existing Birmingham Street bike lanes to cycle tracks is recommended.

This proposed changes would have very limited impacts to the operations of the street. All of the existing travel lanes would be maintained, but narrowed to encourage greater compliance with the existing posted speed limit. The existing parking along the north side between Islington Avenue and Dwight Avenue would be shifted away from the curb. Approximately five parking spaces would be removed to improve sightlines at driveways.

Transportation Services reached out to local stakeholders and the surrounding community through email and mailing a public notice in February 2021. Over 40 emails were received and 3 phone calls. A majority of people who emailed were in support of the project (33), 5 people were not in support, and 2 people were inquiring for additional information. Those who expressed support felt the project would improve safety and quality of life in the area. Those who expressed concerns shared feedback about the cost of project and the potential to negatively impact motor vehicle operations. Transportation Service also received recommendations to consider installing bikeways on Lake Shore Boulevard, rather than upgrading the Birmingham Street bike lanes.

The local Councillor has been consulted on the proposed safety improvements.

Brant Street: Contra-Flow Bike Lane and Local Cycling Connection Improvements

In July 2016, City Council approved a Zoning Amendment Application for a new hotel at 49-5 Camden Street, which is on the southeast corner of the intersection of Camden Street and Brant Street. It is currently under construction.

Through the development approval process, it was determined that pick-up and drop-off activity would need to be accommodated on the public street due to the small size of the development site. To maximize public realm elements, it was determined that Brant Street would become one-way northbound for motor vehicle traffic to provide space for curbside activity and expanded sidewalk widths. In association with the one-way conversion, a contra-flow bike lane was contemplated to connect the existing one-way cycle tracks on Richmond Street and Adelaide Street.

Transportation Services is proposing to install the contra-flow bike lane on Brant Street between Richmond Street and Adelaide Street, along with the other approved traffic and parking amendments. A short section of northbound cycle track on Brant Street is proposed on the approach to the Richmond Street intersection to physically separate people cycling from motor vehicles at the intersection.

As part of this project, Transportation Services is proposing to convert the one-way cycle track on Richmond Street to a bi-directional cycle track between Brant Street and Augusta Avenue. This reconfiguration will allow for people cycling to easily and safely connect in both directions between the Richmond / Adelaide cycle tracks and the existing neighbourhood north-south cycling routes on Augusta Avenue, Denison Avenue, Bellevue Avenue, Borden Street, and Brunswick Avenue.

The bi-directional bikeway improvement on Richmond Street will require the removal of 13 parking spaces on the south side of Richmond Street, but will not impact the number of existing travel lanes. New bicycle signals will be installed at Richmond Street and Brant Street. Wayfinding signage will also be installed as part of this project.



Figure 10: An artistic rendering of the intersection of Richmond Street and Brant Street. The rendering is looking west from Richmond Street.

The local Councillor has been consulted on the proposed road safety improvements and initiated previous motions for this project.

Crescent Town Road: Safety Improvements to Existing Bike Lanes

Transportation Services has identified the existing bike lanes on Crescent Town Road between Victoria Park Drive and Dawes Road for safety improvements in 2021. The bike lanes would be upgraded to cycle tracks through the installation of painted buffer area with flexible bollards and concrete curbs. There would be no impact to existing pedestrian or vehicular operations. The roadway is currently one travel lane in each direction with no parking. All turn lanes on the corridor would remain.

The local Councillor has been consulted on the proposed safety improvements.

Danforth Avenue at Royal Drive/Don Valley Parkway On-Ramp: Safety Improvements

For several years, the local Councillor and constituents have identified concerns around the safety and operations of the Danforth Avenue and Royal Drive intersection.

In 2018, a pedestrian signal was installed at Danforth Avenue and Royal Drive to signalize the crosswalk across the Don Valley Parkway on-ramp and green markings were extended to Broadview Avenue to better define a mixing zone for people cycling and driving in an effort to improve safety

In 2020, Transportation Services installed a complete street pilot project on Danforth Avenue between Broadview Avenue and Dawes Road, which did not include changes to the intersection of Danforth Avenue and Royal Drive at that time.

In 2021, Transportation Services is proposing to upgrade the intersection to include cycle tracks and a signalized crossing for people cycling. A probation of right-turns-on-red movements for motor vehicles would be required.

On February 5 2021, Transportation Services hosted a briefing with the local Councillor and constituents to receive feedback on this intersection improvement.

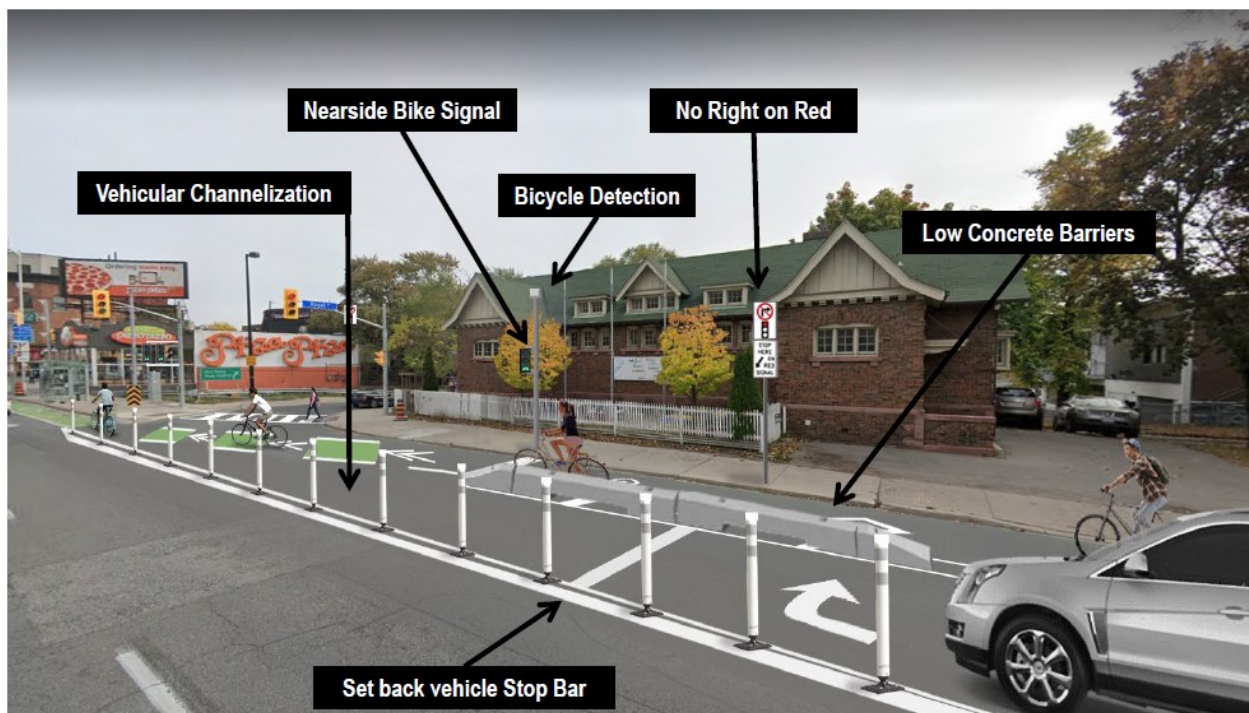


Figure 11: Artist rendering of the proposed changes at the Danforth Avenue and Royal Drive intersection including the new bicycle signal and cycle track.

Further details on the proposed project and can be found at [Toronto.ca/Danforth](https://toronto.ca/danforth).

Amendments to By-Laws on Existing Bikeways

This report seeks Council authority to make technical amendments to the existing traffic and parking regulations and bicycle lane and cycle track designations required to address safety and operational issues and public feedback for existing bikeways as well as by-law accuracy in order for the associated regulations to be enforceable.

Bloor Street West Bikeway Extension

In May 2020, City Council approved the installation of cycle tracks on Bloor Street West between Shaw Street and Runnymede Road and Transportation Services oversaw the installation in August and September 2020. The following by-laws need to be amended to reflect minor adjustments or improvements received through public feedback and observational review:

- Minor adjustments to no stopping regulations at Concorde Avenue;
- Bicycle turn exceptions at Runnymede Road, Indian Road, Lansdowne Avenue, Dufferin Street, Dovercourt Road, and Ossington Avenue;
- Extension of the time period for the westbound left turn prohibition at Indian Road from 7:00a.m to 9:00a.m. to 7:00a.m. to 6:00p.m ; and
- The addition of two loading areas for persons with disabilities, designated on-street loading zones at a point 49 metres east of Dovercourt Road and a point 9 metres further east and a point 85.5 metres east of Glendonwynne Road and a point 11 metres further east.

Harbord Street and Hoskin Street Bikeway Safety Improvements

In November 2020, City Council requested that Transportation Services upgrade the existing bike lanes on Harbord Street between Ossington Avenue and St George Street to cycle tracks, where feasible. Over the winter, barriers were installed. This report includes the by-law amendments required.

Ryding Avenue Intersection Safety Improvement and Contra-flow Bike Lane

In 2020, Transportation Services implemented a pedestrian focused safety intersection improvement project at Ryding Avenue and Cobalt Avenue. The project involved realigning curbs, installing 19 m of new sidewalk, a concrete pad at the intersection, and a short 13 m separated contra-flow bike lane. This report includes the by-law amendments required to reflect the 13 m contra-flow bike lane implemented as part of this roadwork.

Shaw Street Safety Improvements

In April 2020, City Council authorized the installation of improvements to the contra-flow bike lanes and other associated traffic and parking by-law amendments on Shaw Street between Harbord Street and Dupont Street. In June- August, the changes were implemented. It was subsequently identified that stop signs are needed for people cycling southbound and northbound on Shaw Street at Essex Street. This report is seeking authority to implement the additional by-law amendments required for the two stop signs as a result of the contra-flow bike lane changes.

Thornccliffe Park Drive Bike Lane

In April 2018, City Council authorized the installation of bike lanes on entire length of Thornccliffe Park Drive. At the time of approval, keeping the centre-turn lane was prioritized over on-street parking, given that parking utilization studies indicated that generally less than 20% of available spaces were being used. On-street parking was removed along the length of the corridor, except in front of 53 Thornccliffe Park Drive where ten (10) parking spaces were retained.

After installation, a significant amount of community feedback indicated that on-street parking was vital to the community. Concerns were raised that the private off-street parking lots may not have sufficient lighting, may not offer sufficient visitor or overnight parking, and may charge higher prices. Feedback indicated that many in the community utilized the on-street parking and felt that the removal was not aligned with the initial design proposed as part of the project's public consultation process, and did not reflect community needs. Transportation Services has also heard concerns that the bike lanes do not provide physical separation between the people cycling and the 6000-8000 daily cars and buses on Thornccliffe Park Drive.

Transportation Services has explored several different reconfigurations along the corridor including cycle tracks with floating parking, buffered bike lanes with curbside parking, bike lanes with curbside parking, and a combination of each in different segments.

Based on the feedback from the community and local Councillor, Transportation Services is proposing to adjust the bike lanes on Thornccliffe Park Drive to accommodate the most possible parking spaces without compromising safety. The proposal includes

the addition of 34 parking along the west and south legs of Thorncliffe Park Drive. More parking spaces were reviewed but are not feasible due to the number of roadway curves, bus stops, driveways and pedestrian crossovers. This accounts for approximately three-quarters of the street's length. At these locations, the existing bike lanes would be converted to cycle tracks, with physical separation added to the existing buffer. To reduce the close spacing of stops and enhance bus reliability, the TTC is planning to remove four (4) of the current 14 bus stops in coordination with the proposed design and by applying TTC stop spacing guidelines. The length of the centre-left-turn lane has been reduced to approximately half its current length to accommodate additional parking. No significant vehicle delay is anticipated.

Additional project information including the public consultation summary can be found here: <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/bikeflemingdonthorncliffe/>

The local Councillor has been consulted on the proposed adjustments.

CONTACT

Jacquelyn Hayward
Director, Project Design & Management
Transportation Services
Tel: (416) 392-5348
Email: Jacquelyn.Hayward@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Cycling Network Installation Location Map
Attachment 2: Designated Bicycle Lanes
Attachment 3: Designated Cycle Tracks
Attachment 4: Designated Contra-flow Bicycle Lanes
Attachment 5: Amendments to Traffic and Parking Regulations

Attachment 2: Designated Bicycle Lanes

TO BE RESCINDED

Designated Bicycles Lanes

Highway	Between	Lanes	Times or Days
Thornccliffe Park Drive	Overlea Boulevard (west intersection) and a point 482.5 metres south and east of Grandstand Place	Easterly Northbound and Northerly Westbound	Anytime
Thornccliffe Park Drive	A point 482.5 metres south and east of Grandstand Place and a point 17.3 metres further east	Westbound lane adjacent to curb lane used for parking	Anytime
Thornccliffe Park Drive	A point 500 metres south and east of Grandstand Place and Overlea Boulevard (east intersection)	Northerly Westbound and Westerly Southbound	Anytime
Thornccliffe Park Drive	Overlea Boulevard (west intersection) and a point 510 metres south and east of Milepost Place	Westerly Southbound and Southerly Eastbound	Anytime
Thornccliffe Park Drive	A point 510 metres south and east of Milepost Place and a point 22 metres further east	Eastbound lane adjacent to curb lane used for parking	Anytime
Thornccliffe Park Drive	A point 532 metres south and east of Milepost Place and a point 96 metres south of Overlea Boulevard (east intersection)	Southerly Eastbound and Easterly Northbound	Anytime
Harbord Street	Shaw Street and Ossington Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Ossington Avenue and Shaw Street	Southerly Eastbound	Anytime
Harbord Street	Shaw Street and Montrose Avenue	Eastbound lane adjacent to the curb lane used for parking	Anytime

Harbord Street	Montrose Avenue and Shaw Street	Northerly Westbound	Anytime
Harbord Street	Grace Street and Montrose Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Montrose Avenue and Grace Street	Southerly Eastbound	Anytime
Harbord Street	Bathurst Street and Grace Street	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Bathurst Street and Grace Street	Southerly Eastbound	Anytime
Harbord Street	Borden Street and Bathurst Street	Northerly Westbound	Anytime
Harbord Street	Borden Street and Bathurst Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Brunswick Avenue and Borden Street	Northerly Westbound	Anytime
Harbord Street	Brunswick Avenue and Borden Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Major Street and Brunswick Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Brunswick Avenue and Major Street	Southerly Eastbound	Anytime
Harbord Street	Robert Street and Major Street	Northerly Westbound	Anytime
Harbord Street	Major Street and Robert Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Spadina Avenue and Robert Street	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Spadina Avenue and Robert Street	Southerly Eastbound	Anytime
Harbord Street	Huron Street and Spadina Avenue	Northerly Westbound	Anytime
Harbord Street	Spadina Avenue and Huron Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Bloor Street East and Danforth Avenue	Broadview Avenue and a point 150 metres west	Southerly Eastbound	Anytime
Crescent Town Road	Dawes Road and Victoria Park Avenue	Northerly Westbound and Southerly Eastbound	Anytime

Birmingham Street	22nd Street and 19th Street	Southerly Eastbound	Anytime
Birmingham Street	Islington Avenue and 22nd Street	Northerly Westbound	Anytime
Birmingham Street	Kipling Avenue and Islington Avenue	Southerly Eastbound	Anytime
Davenport Road	Bay Street and Dupont Street	Eastbound and Westbound lanes adjacent to the curb lane used for parking	Anytime

TO BE ENACTED

Designated Bicycle Lanes

Highway	Between	Lanes	Times or Days
Thornccliffe Park Drive	A point 188 metres south of Overlea Boulevard (west intersection) and a point 33 metres further south	Southbound lane adjacent to curb lane used for parking	Anytime
Thornccliffe Park Drive	A point 49 metres south of Milepost Place and a point 160 metres further south	Southbound lane adjacent to curb lane used for parking	Anytime
Thornccliffe Park Drive	A point 510 metres south and east of Milepost Place and a point 81 metres further east	Eastbound lane adjacent to curb lane used for parking	Anytime
Thornccliffe Park Drive	A point 482.5 metres south and east of Grandstand Place and a point 60 metres further east	Westbound lane adjacent to curb lane used for parking	Anytime
Gladstone Avenue	Minowan Miikan Lane and Peel Avenue	Southbound lane adjacent to curb lane used for parking	Anytime
Gladstone Avenue	Minowan Miikan Lane and Peel Avenue	Northbound lane adjacent to curb lane	Anytime

Attachment 3: Designated Cycle Tracks

TO BE ENACTED

Dedicated Lanes for Cycle Tracks

Highway	Between	Lanes	Times or Days
Thornccliffe Park Drive	Overlea Boulevard (west intersection) and a point 188 metres south	Westerly Southbound	Anytime
Thornccliffe Park Drive	A point 80 metres north of Milepost Place and a point 49 metres south of Milepost Place	Westerly Southbound	Anytime
Thornccliffe Park Drive	A point 221 metres south of Milepost Place and a point 510 metres south and east of Milepost Place	Westerly Southbound and Southerly Eastbound	Anytime
Thornccliffe Park Drive	A point 591 metres south and east of Milepost Place and a point 96 metres south of Overlea Boulevard (east intersection)	Southerly Eastbound and Easterly Northbound	Anytime
Thornccliffe Park Drive	Overlea Boulevard (west intersection) and a point 482.5 metres south and east of Grandstand Place	Easterly Northbound and Northerly Westbound	Anytime
Thornccliffe Park Drive	A point 542.5 metres south and east of Grandstand Place and Overlea Boulevard (east intersection)	Northerly Westbound and Westerly Southbound	Anytime
Dundas Street West	Wimbleton Road and a point 40 metres east of The Kingsway (west intersection)	Northerly Westbound	Anytime
Dundas Street West	Wimbleton Road and The Kingsway (west intersection)	Northerly Eastbound lane adjacent to northerly westbound cycle track	Anytime
The Kingsway	Dundas Street West and Canterbury Crescent (south intersection)	Easterly Northbound	Anytime

The Kingsway	Dundas Street West and Canterbury Road	Westerly Southbound	Anytime
Harbord Street	Shaw Street and Ossington Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Ossington Avenue and Shaw Street	Southerly Eastbound	Anytime
Harbord Street	Montrose Avenue and Shaw Street	Northerly Westbound	Anytime
Harbord Street	Shaw Street and Montrose Avenue	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Grace Street and Montrose Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Montrose Avenue and Grace Street	Southerly Eastbound	Anytime
Harbord Street	Bathurst Street and Grace Street	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Grace Street and Bathurst Street	Southerly Eastbound	Anytime
Harbord Street	Borden Street and Bathurst Street	Northerly Westbound	Anytime
Harbord Street	Bathurst Street to Borden Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Brunswick Avenue and Borden Street	Northerly Westbound	Anytime
Harbord Street	Borden Street to Brunswick Street	Eastbound lane adjacent to the curb lane used for parking	
Harbord Street	Major Street and Brunswick Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Brunswick Avenue and Major Street	Southerly Eastbound	Anytime
Harbord Street	Robert Street and Major Street	Northerly Westbound	Anytime
Harbord Street	Major Street and Robert Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Spadina Avenue and Robert Street	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Robert Street to Spadina Ave	Southerly Eastbound	Anytime

Harbord Street	Huron Street and Spadina Avenue	Northerly Westbound	Anytime
Harbord Street	Spadina Avenue and Huron Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Bloor Street East and Danforth Avenue	Broadview Avenue and a point 150 metres west	Southerly Eastbound	Anytime
Cummer Avenue	Pineway Boulevard and Leslie Street	Northerly Westbound and Southerly Eastbound	Anytime
Crescent Town Road	Dawes Road and Victoria Park Avenue	Northerly Westbound and Southerly Eastbound	Anytime
Brant Street	Richmond Street West and a point 20 metres south	Easterly Northbound	Anytime
Richmond Street West	Augusta Avenue and Brant Street	Northerly Eastbound lane adjacent to northerly westbound cycle track	Anytime
Birmingham Street	Kipling Avenue and Dwight Avenue	Southerly Eastbound	Anytime
Birmingham Street	A point 25 metres west of Kipling Avenue and Dwight Avenue	Northerly Westbound	Anytime
Davenport Road	Bay Street and Yonge Street	Southerly Eastbound	Anytime
Davenport Road	Bay Street and Yonge Street	Northerly Westbound	Anytime

Attachment 4: Designated Contra-flow Bicycle Lanes

TO BE ENACTED

Designated Bicycle Lanes

Highway	Between	Lanes	Times or Days
Gladstone Avenue	Peel Avenue and Argyle Street	Easterly Northbound	Anytime
Ryding Avenue	Cobalt Avenue and a point 13 metres east	Northerly Westbound	Anytime

Attachment 5: Amendments to Traffic and Parking Regulations

TO BE RESCINDED

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Thornccliffe Park Drive	North and west	A point 500 metres south and east of Grandstand Place and Overlea Boulevard (east intersection)	Anytime
Thornccliffe Park Drive	South and east	A point 532 metres south and east of Milepost Place and a point 96 metres south of Overlea Boulevard (east intersection)	Anytime
Thornccliffe Park Drive	West and south	Overlea Boulevard (west intersection) and a point 510 metres south and east of Milepost Place	Anytime
Bloor Street West	South	A point 22 metres west of Concorde Avenue and Concorde Avenue	Anytime
Davenport Road [Added 2019-06-19 by By-law 972-2019]	Both	Bedford Road and a point 59 metres west	Anytime
Davenport Road [Added 2018-03-27 by By-law 326-2018]	South	A point 88 metres east of Avenue Road and Hazelton Avenue	Anytime
Davenport Road [Added 2019-06-19 by By-law 932-2019]	North	A point 70 metres east of Avenue Road and a point 95.5 metres further east	Anytime
Davenport Road [Added 2019-06-19 by By-law 972-2019]	North	A point 68 metres east of Dupont Street and a point 82 metres further east	Anytime
Davenport Road [Added 2019-06-19]	South	Dupont Street and a point 99 metres east	Anytime

by By-law 972-2019]			
------------------------	--	--	--

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street West	North	Royal York Road and Wimbleton Road	7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Dundas Street West	South	Royal York Road and Montgomery Road	7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
The Kingsway	East	Dundas Street and a point 45.5 metres north of Ashley Road	Anytime
The Kingsway	West	Dundas Street West and Bexhill Court	Anytime
Cummer Avenue	North	Bayview Avenue and Leslie Street	Anytime
Davenport Road	North and east	Blackmore Street and a point 27.4 metres south	Anytime
Davenport Road	North	Yonge Street and a point 45 metres west	Anytime
Davenport Road	South	A point 128.5 metres west of Avenue Road and a point 14.5 metres further west	Anytime

No Standing

Highway	Side	Between	Prohibited Times and/or Days
Brant Street	East	A point 26 metres north of Camden Street and Richmond Street West	Anytime
Davenport Road	South	A point opposite the west curb of McMurrich Street and a point 6.9 metres west	Anytime
Davenport Road	North	A point 45 metres west of Yonge Street and a point 18.9 metres further west	Anytime

One-Way Traffic Lanes

Highway	Between	Lanes	Time and/or Days	Direction
Cummer Avenue	A point 40 metres east of Pineway Boulevard and Pineway Boulevard	Northerly Westbound	Anytime	Westbound right-turning
Birmingham Street	Islington Avenue and a point 30.5 metres east	Northerly	Anytime	Westbound right-turning
Birmingham Street	Seventeenth Street and Kipling Avenue	Northerly	Anytime	Westbound right-turning
Avenue Road and Davenport Road	Avenue Road and a point 30.5 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses excepted)

Two-Way Left-Turn-Only Lanes

Highway	Between
Thornclyffe Park Drive	A point 55 metres south of Overlea Boulevard (west intersection) and a point 435 metres south and east of Milepost Place/Grandstand Place
Thornclyffe Park Drive	A point 598 metres south and east of Milepost Place/Grandstand Place and a point 55 metres south of Overlea Boulevard (east intersection)

Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Bloor Street West and Runnymede Road	Eastbound	Right	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Bloor Street West and Indian Road	Westbound	Left	7:00 a.m. to 9:00 p.m., Mon. to Fri.
Bloor Street West and Lansdowne Avenue	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun.

Bloor Street West and Dufferin Street	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun.
Bloor Street West and Dufferin Street	Westbound	Right	7:00 a.m. to 6:00 p.m., except Sun.
Bloor Street West and Dovercourt Road	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun.
Bloor Street West and Ossington Avenue	Westbound	Right	7:00 a.m. to 6:00 p.m., except Sun.

Passenger Loading Zones

Highway	Side	Between	Prohibited Times and/or Days
Brant Street	East	A point 26 metres north of Camden Street and Richmond Street West	Anytime

Parking For Persons With Disabilities, Designated On-Street Loading Zones

Highway	Side	Between	Time or Days
Bloor Street West	North	A point 49 metres east of Lansdowne Avenue and a point 9 metres further east	Anytime

Compulsory Stops

Intersection	Stop Street or Highway
Shaw Street and Essex Street	Shaw Street (northbound bicycle traffic only)
Shaw Street and Essex Street (north intersection)	Shaw Street (southbound)

Permitted Angle Parking

Highway	Side	Between
Birmingham Street	North	Eighth Street and Fourteenth Street
Birmingham Street	South	A point 30.5 metres east of Islington Avenue and Fourteenth Street.

Parking for Restricted Periods

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
---------	------	---------	------------------	--------------------------

Birmingham Street	North	Sixth Street and a point 31 metres east	Anytime	1 hour
-------------------	-------	---	---------	--------

Parking Machines and Meters

Highway	Side Parking	Between	Hours	Fee/Time Limit	Maximum Parking Period
Richmond Street West	South	A point 54.0 metres west of Brant Street and a point 59.0 metres east of Brant Street	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Richmond Street West	South	Portland a point 71.5 metres west of Brant Street	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Richmond Street West	South	Portland Street and a point 85 metres west of Spadina Avenue	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Birmingham Street	North	2nd Street and Dwight Avenue	9:00 a.m. to 6:00 p.m. Mon. to Sat.	\$2.00 for 1 hour	3 hours
Davenport Road [Added 2019- 06-19 by Bylaw 971-2019]	North	Dupont Street and a point 68 metres east	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road [Added 2019- 06-19 by	North	A point 150 metres east of Dupont Street and a point 59	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to	\$3.00 for 1 hour	3 hours

Bylaw 971-2019]		metres west of Bedford Road	9:00 p.m. Sun.		
Davenport Road [Added 2019- 06- 19 by Bylaw 971-2019]	North	Bedford Road and a point 70 metres east of Avenue Road	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road [Added 2018- 03- 27 by Bylaw 334-2018]	North	A point 165.5 metres east of Avenue Road and Bay Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	North	Yonge Street and Bay Street	6:00 p.m. to 12:00 a.m., Sat.; 10:00 a.m. to 12:00 a.m. Sun.	\$3.00 for 1 hour	6 hours
Davenport Road	North	Yonge Street and Bay Street	6:30 p.m. to 12:00 a.m., Mon. to Fri.	\$3.00 for 1 hour	5.5 hours
Davenport Road	North	Yonge Street and Bay Street	9:30 a.m. to 3:30 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$3.00 for 1 hour	3 hours
Davenport Road [Added 2019- 06- 19 by Bylaw 971-2019]	South	A point 99 metres east of Dupont Street and a point 59 metres west of Bedford Road	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road [Added 2019- 06- 19 by Bylaw 971-2019]	South	Bedford Road and a point 88 metres east of Avenue Road	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Davenport Road [Added 2018- 02- 01 by Bylaw 130- 2018]	South	Hazelton Avenue and Bay Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	South/West	Bay Street and a point 6.9 metres west of a point opposite the west curb of McMurrich Street	9:30 a.m. to 3:30 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$3.00 for 1 hour	3 hours
Davenport Road	South/West	Yonge Street and a point opposite the west curb of McMurrich Street	9:30 a.m. to 3:30 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$3.00 for 1 hour	3 hours
Davenport Road	South/West	Bay Street and a point 6.9 metres west of a point opposite the west curb of McMurrich Street	6:30 p.m. to 12:00 a.m., Mon. to Fri.	\$3.00 for 1 hour	5.5 hours
Davenport Road	South/West	Yonge Street and a point opposite the west curb of McMurrich Street	6:30 p.m. to 12:00 a.m., Mon. to Fri.	\$3.00 for 1 hour	5.5 hours
Davenport Road	South/ West	Bay Street and a point 6.9 metres west of a point opposite the west curb of McMurrich Street	6:00 p.m. to 12:00 a.m., Sat.; 10:00 a.m. to 12:00 a.m. Sun.	\$3.00 for 1 hour	6 hours
Davenport Road	South/ West	Yonge Street and a point	6:00 p.m. to 12:00 a.m.,	\$3.00 for 1 hour	6 hours

		opposite the west curb of McMurrich Street	Sat.; 10:00 a.m. to 12:00 a.m. Sun.		
--	--	--	-------------------------------------	--	--

TO BE ENACTED

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Thornccliffe Park Drive	West	Overlea Boulevard (west intersection) and a point 188 metres south	Anytime
Thornccliffe Park Drive	West	A point 80 metres north of Milepost Place and a point 49 metres south of Milepost Place	Anytime
Thornccliffe Park Drive	West and south	A point 221 metres south of Milepost Place and a point 510 metres south and east of Milepost Place	Anytime
Thornccliffe Park Drive	South and east	A point 591 metres south and east of Milepost Place and a point 96 metres south of Overlea Boulevard (east intersection)	Anytime
Thornccliffe Park Drive	North and west	A point 542.5 metres south and east of Grandstand Place and Overlea Boulevard (east intersection)	Anytime
Dundas Street West	North	Wimbleton Road and Royal York Road	Anytime
Dundas Street West	South	Old Oak Drive and Royal York Road	Anytime
The Kingsway	East	Dundas Street West and Canterbury Crescent (south intersection)	Anytime
The Kingsway	West	Dundas Street West and Canterbury Road	Anytime
Bloor Street West	South	A point 26 metres west of Concorde Avenue and Concorde Avenue	Anytime
Danforth Avenue	South	Cambridge Avenue and Broadview Avenue	Anytime
Cummer Avenue	Both	Pineway Boulevard and Leslie Street	Anytime
Brant Street	East	Richmond Street West and a point 20 metres south	Anytime

Richmond Street West	South	A point 54 metres west of Brant Street and a point 17.5 metres further west	Anytime
Davenport Road	North	A point 59 metres west of Bedford Road and a point 54 metres east of Bedford Road	Anytime
Davenport Road	North	A point 12.5 meters west of Hillsboro Avenue and Yonge Street	Anytime
Davenport Road	West	Dupont Street and a point 29 meters south of New Street	Anytime
Davenport Road	West	A point 15 meters north of Bishop Street and a point 6.5 meters south of Bishop Street	Anytime
Davenport Road	West/South	A point 16.5 meters north of Berryman Street and a point 56 meters east of Bay Street	Anytime
Davenport Road	South	Yonge Street and a point 58 meters west	Anytime
Davenport Road	North	Dupont Street and a point 68 metres east of Dupont Street	Anytime
Davenport Road	North	A point 30 metres west of Avenue Road and a point 60 metres east Avenue Road	Anytime

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Dundas Street West	South	Old Oak Drive and Montgomery Road	7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
The Kingsway	East	Canterbury Crescent (south intersection) and a point 45.5 metres north of Ashley Road	Anytime
The Kingsway	West	Canterbury Road and Bexhill Court	Anytime
Cummer Avenue	North	Bayview Avenue and Pineway Boulevard	Anytime
Richmond Street West	South	Maud Street and a point 71.5 metres west of Brant Street	Anytime

Richmond Street West	South	A point 54 metres west of Brant Street and a point 59.0 metres east of Brant Street	Anytime
Birmingham Street	North	Sixth Street and a point 15 metres east	Anytime
Birmingham Street	North	A point 20.5 metres east of Sixth Street and a point 39.5 metres further east	Anytime
Birmingham Street	North	A point 71 metres east of Sixth Street and a point 32 metres further east	Anytime
Birmingham Street	North	A point 20 metres west of Third Street and a point 12.5 metres east of Third Street	Anytime
Birmingham Street	North	Dwight Avenue and a point 100 metres west	Anytime

No Standing

Highway	Side	Between	Prohibited Times and/or Days
Brant Street	East	A point 26 metres north of Camden Street and a point 20 metres south of Richmond Street West	Anytime

Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Dundas Street West and The Kingsway (west intersection)	Eastbound	Left	Anytime (bicycles excepted)
Dundas Street West and The Kingsway (west intersection)	Southbound	Left	Anytime
Bloor Street West and Runnymede Road	Eastbound	Right	7:00 a.m. to 9:00 a.m., Mon. to Fri. (bicycles excepted)
Bloor Street West and Indian Road	Westbound	Left	7:00 a.m. to 6:00 p.m., except Sun.
Bloor Street West and Lansdowne Avenue	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun. (bicycles excepted)
Bloor Street West and Dufferin Street	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun. (bicycles excepted)
Bloor Street West and Dufferin Street	Westbound	Right	7:00 a.m. to 6:00 p.m., except Sun. (bicycles excepted)
Bloor Street West and Dovercourt Road	Eastbound	Right	7:00 a.m. to 6:00 p.m., except Sun. (bicycles excepted)

Bloor Street West and Ossington Avenue	Westbound	Right	7:00 a.m. to 6:00 p.m., except Sun. (bicycles excepted)
Danforth Avenue and Royal Drive	Eastbound	Right	When traffic control signal shows red
Davenport Road and Avenue Road	Westbound	Right	When traffic control signal shows red

Two-Way Left-Turn-Only Lanes

Highway	Between
Thornccliffe Park Drive	A point 55 metres south of Overlea Boulevard (west intersection) and a point 100 metres further south
Thornccliffe Park Drive	A point 370 metres south and east of Milepost Place/Grandstand Place and a point 75 metres further east
Thornccliffe Park Drive	A point 55 metres south of Overlea Boulevard (east intersection) and a point 325 metres further south

Parking For Persons With Disabilities, Designated On-Street Loading Zones

Highway	Side	Between	Time or Days
Bloor Street West	North	A point 49 metres east of Dovercourt Road and a point 9 metres further east	Anytime
Bloor Street West	North	A point 85.5 metres east of Glendonwyne Road and a point 11 metres further east	Anytime

Compulsory Stops

Intersection	Stop Street or Highway
Shaw Street and Essex Street (north intersection)	Shaw Street (northbound bicycle traffic only)
Shaw Street and Essex Street (north intersection)	Shaw Street (southbound bicycle traffic only)
Shaw Street and Essex Street (south intersection)	Shaw Street (southbound bicycle traffic only)
Shaw Street and Essex Street (south intersection)	Shaw Street (northbound bicycle traffic only)

One-Way Traffic Lanes

Highway	Between	Lanes	Time and/or Days	Direction
Danforth Avenue	Cambridge Avenue and Royal Drive	Southerly Eastbound lane adjacent to cycle track	Anytime	Eastbound right-turning
Birmingham Street	Islington Avenue and a point 30.5 metres east	Northerly Westbound lane adjacent to cycle track	Anytime	Westbound right-turning
Birmingham Street	Seventeenth Street and Kipling Avenue	Northerly Westbound lane adjacent to cycle track	Anytime	Westbound right-turning
Avenue Road and Davenport Road	Avenue Road and a point 40 metres east	Northerly Westbound	Anytime	Westbound right-turning (buses excepted)

Parking Machines

Highway	Side Parking	Between	Hours	Fee/Time Limit	Maximum Parking Period
Richmond Street West	South	Portland Street and Maud Street	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Birmingham Street	North	A point 12.5 metres east of Third Street and a point 100 metres west of Dwight Avenue	9:00 a.m. to 6:00 p.m. Mon. to Sat.	\$2.00 for 1 hour	3 hours
Davenport Road	North	A point 68 meters east of Dupont Street and a point 59 metres west of Bedford Road	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	North	A point 54 meters east of Bedford Road and a point 30	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00	\$3.00 for 1 hour	3 hours

		metres west of Avenue Road	p.m. to 9:00 p.m. Sun.		
Davenport Road	North	A point 60 meters east of Avenue Road and a point 160 metres east of Avenue Road	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	North	A point 165.5 meters east of Avenue Road and a point 12.5 metres west of Hillsboro Avenue	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	West	A point 29 meters south of New Street and a point 15 meters north of Bishop Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	West	A point 6.5 meters south of Bishop Street and a point 16.5 meters north of Berryman Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Davenport Road	South	A point 56 meters east of Bay Street and a point 58 meters west of Yonge Street	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Parking for Restricted Periods

Highway	Side	Between	Time and/or Days	Maximum Period Permitted
Birmingham Street	North	A point 15 metres east of Sixth Street and a point 5.5 metres further east	Anytime	1 hour