

Attachment 7 – Project-specific Council Request Responses

A variety of City Council decisions have included requests related to the cycling network, which were evaluated in this Update.

Scarborough Cycling Report – IE25.20

Motion: On November 9, 2021, City Council adopted the Scarborough Cycling Report, including the following request:

1. City Council request the General Manager, Transportation Services to report back on the near-term plan for Scarborough's pedestrian and cycle network as part of the report "Cycling Network Plan Near-Term – Plan Update" expected at the December 2, 2021 meeting of the Infrastructure and Environment Committee.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE25.20>)

Response: This item is addressed in Attachments 2 and 3. Many routes proposed in the Scarborough Cycling Report are included in the 2022 – 2024 Near-Term Cycling Implementation Program. Some are associated with road work, such as Scarborough Golf Club Road, and are advancing ahead of other routes based on the opportunity to bundle this work. Others are prioritized based on the results of the cycling service assessment scores and the strengthened focus on equity and safety, such as Kingston Road and Victoria Park Avenue. Eglinton Avenue East is one of the highest scoring routes in the city, and its implementation will be coordinated with the upcoming road work on the most eastern section (tentatively scheduled for 2024-2025, subject to ongoing capital infrastructure conflict coordination). Discussions are ongoing about how best to coordinate with the Scarborough Subway construction affecting the section around Kennedy Road. The remaining routes from the Scarborough Cycling Report that are not included in the 2022-2024 Near-Term Program are part of the Long-Term Vision and will continue to be brought forward for implementation based on the Prioritization Framework outlined in Attachment 4.

Parkside Drive – MM37.1

Motion: On November 9, 2021, City Council adopted the member motion Parkside Drive Safety Measures, including the following request:

3. City Council direct the staff participating in the review in Part 2 above [the High Park Movement Strategy] to use the City's Complete Streets guidelines as the principal guiding document for the review and study of Parkside Drive so that the warrants are not solely based on road classification.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.MM37.1>)

Response: The High Park Movement Strategy project team will review needs and opportunities on Parkside Drive using a Complete Streets approach to recommend any appropriate changes to the street in coordination with changes to the road network inside the park. If the Strategy recommends dedicated cycling facilities on Parkside Drive, the route will be added to the next near-term cycling program.

Galloway Road Bike Lane Upgrades – IE25.19

Motion: On November 9, 2021, City Council adopted the Galloway Road Bike Lane Upgrades, including the following requests:

- a. advance the upgrade of the Galloway Road Bike Lanes from the current signed bikeway to designated bike lanes;
- b. explore the installation of green pedestrian infrastructure on Galloway Road; and

c. next steps for public community consultation with affected area residents of the Guildwood Village community, Scarborough-Guildwood.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE25.19>)

Response: Transportation Services is currently reviewing the feasibility of Complete Street changes on Galloway Road and is planning to develop concepts and consult with the community on sidewalks and bike lanes in 2022.

Cycling Network Plan Metrics and Goals – IE20.13

Motion: On April 7 and 8, 2021, City Council adopted the Cycling Network Plan: 2021 Cycling Infrastructure Installation First Quarter Update Report.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.13>)

At this time, motions were brought forward from Councillors, requesting report back on the following item:

- City Council directed the General Manager, Transportation Services to include metrics and goals as part of the July 2021 update to the Cycling Network Plan that detail the implementation rate of new cycling infrastructure with targets outlined in City policies such as TransformTO, Vision Zero, or the Toronto Office of Recovery and Rebuild's COVID-19: Impacts and opportunities report.

Response: This item is addressed in the body of the report.

Mobility Greenway – IE14.17

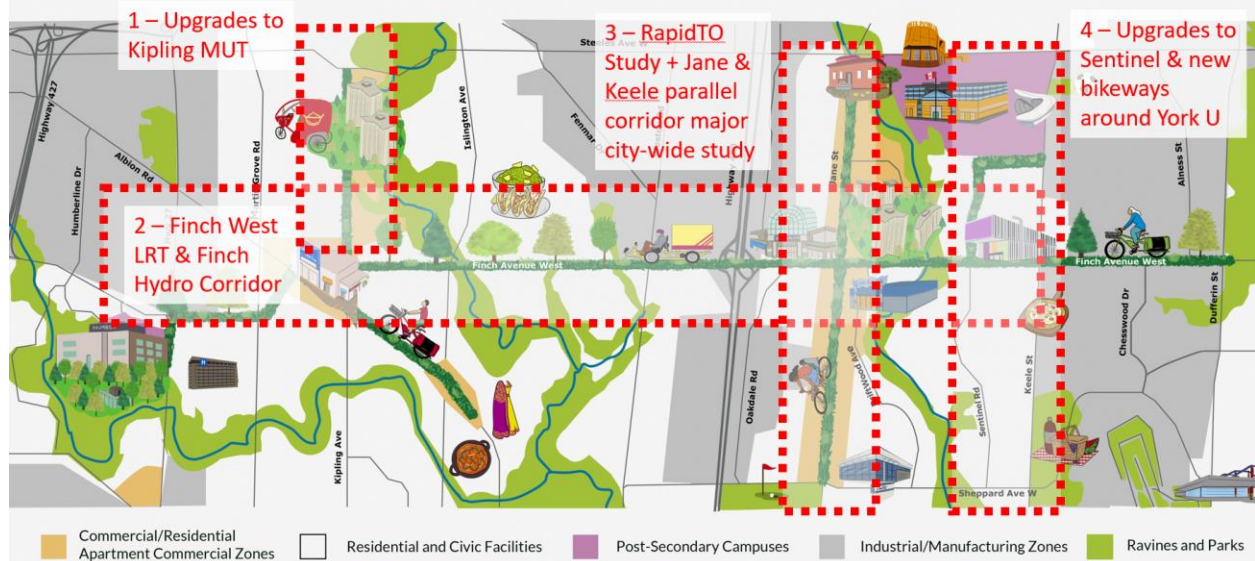
Motion: On July 28 and 29, 2020, City Council adopted a request to review and report back on strategies related to the Mobility Greenway.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE14.17>)

Response: Transportation Services staff and senior management have met with representatives of the Our Greenway community organization on several occasions to discuss their concept. Most recently, in June 2021, staff met with representatives to discuss routes identified as part of the Cycling Network Plan and opportunities to be more inclusive of cargo bike transport within planned facilities.

The upcoming City of Toronto On-Street Bikeway Design Guide speaks to the importance of designing for different kinds and sizes of bicycles, and will help ensure that wherever feasible, newly planned bikeways are appropriately wide and accessible.

Many elements of the Mobility Greenway proposal are currently underway or starting soon, as identified in red on the image below. The background image shows the vision created by Our Greenway.



1. Upgrades to the multi-use boulevard trail on Kipling Avenue are underway for the section north of Mount Olive Drive and are expected to be complete by the end of this year (as shown on the 2019 – 2021 map in Attachment 1). The section south of Mount Olive Drive is waiting on the completion of the Finch West LRT construction, and is planned for 2024.

2. In addition to the existing paved multi-use trail in the Finch Hydro Corridor, a new bikeway is underway as part of the Finch West LRT, extending over 10 km from Keele Street to Highway 27, and along Highway 27 to Humber College Boulevard. Most of the corridor will include raised cycle tracks, with a segment of multi-use trail.

3. The RapidTO Study for Jane Street has launched, and includes scope for assessment of the feasibility of integrating cycling facilities. As the RapidTO Study advances, staff will also prepare for the parallel corridor study that includes Keele Street, and will program phases for implementation accordingly.

4. New bikeways in the York University area are underway and upcoming, including projects on Murray Ross Parkway, Evelyn Wiggins Drive, Shoreham Drive, and Keele Street. Further details at: <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/yorkdownsview/>. There are also upgrades planned for Sentinel Road in the Near-Term Program (Attachment 2).

Allen Road Pedestrian and Cycling Bridge – MM22.23

Motion: On June 29 and 30, 2020, City Council adopted the following member motion:

1. City Council request the General Manager, Transportation Services to consider the feasibility and potential timing of a pedestrian and cycling bridge over the Allen Road to connect the York Beltline Park and Kay Gardner Beltline Park between Elm Ridge Drive and Aldburn Road so as to form a continuous 9 kilometres long park and to report back to the Infrastructure and Environment Committee by the fourth quarter of 2021, as part of a planned report on the implementation progress and next Near-Term Implementation Program of the Cycling Network Plan.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.MM22.23>)

Response: A pedestrian – cycling bridge at this location across Allen Road would require an Environmental Assessment and is not programmed in the Cycling Network Plan 2022 – 2024 Near-Term Implementation Program. There is an Environmental Assessment being initiated for

two active transportation bridges over Allen Road identified within the Lawrence Allen Secondary Plan, which will be included in the future work plan of the Major Projects Unit within Transportation Services.

The Near-Term Implementation Program proposes to upgrade the existing shared cycling route connection along Elm Ridge Drive and Roselawn Avenue to a dedicated bikeway as part of upcoming road work. If the Near-Term Implementation Program is approved, Transportation Services will begin design and consultation on these significant upgrades.

Ward 14: Eastern Avenue – CC21.20

Motion: On May 28, 2020, City Council adopted the Cycling Network Plan Installations: Bloor West Bikeway Extension and ActiveTO Projects.

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

At this time, motions were brought forward from Councillors, requesting report backs on the following item:

- City Council request the General Manager, Transportation Services to report to the September 22, 2020 meeting of the Infrastructure and Environment Committee on the timing of the completion of the Eastern Avenue bike lanes from Coxwell Avenue to Leslie Street and from Logan Avenue to Broadview Avenue.

Response: Transportation Services completed a preliminary review of segments of Eastern Avenue without bike lanes from Coxwell Avenue to Leslie Street and from Logan Avenue to Broadview Avenue.

- From Leslie Street to Minto Street, and from Woodfield Road to Coxwell Avenue: In these segments of the corridor there are four motor vehicle travel lanes with on street parking. Implementing bike lanes would require removal of a travel lane and/or parking.
- From Minto Street to Woodfield Road: In this segment of the corridor, there are two motor vehicle travel lanes. The curb to curb width is not sufficient to install bike lanes without more extensive civil construction.
- From Logan Avenue to Broadview Avenue: In these segments of the corridor there are four motor vehicle travel lanes with on street parking. Implementing bike lanes would require removal of a travel lane and/or parking.

In 2022, Transportation Services will complete a more detailed analysis for repurposing a motor vehicle travel lane on Eastern Avenue in the four lane segment and a review of the boulevard space and constraints such as utility relocation and tree removal to implement a bikeway. The findings of this work will be shared with the Councillor when completed.

Ward 14: Dundas Avenue – CC21.20

Motion: On May 28, 2020, City Council adopted the Cycling Network Plan Installations: Bloor West Bikeway Extension and ActiveTO Projects.

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

At this time, motions were brought forward from Councillors, requesting report backs on the following item:

- City Council request the General Manager, Transportation Services to report to the July 9, 2020 meeting of the Infrastructure and Environment Committee on the status of the following Items relating to the Dundas Bike lane not addressed in the report (May 21, 2020) from the General Manager, Transportation Services:
 - a. 2016.PW13.11, Ten Year Cycling Network Plan, adopted by City Council on June 7, 8 and 9, 2016; and
 - b. 2020.TE14.81, Cycling Safety on Dundas - Implementation, Evaluation and Next Steps, considered by the Toronto and East York Community Council on March 12th, 2020.

In November 2020, Transportation Services brought forward Updates on Improvements to the Bike Lanes on Dundas Street East and Other By-Law Amendments (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE17.4>), adopted by City Council, which authorized Transportation Services to upgrade the bicycle lanes on Dundas Street East to cycle tracks where possible. In 2021, Transportation Services installed concrete curbs and flexible posts in all sections of Dundas Street East between Broadview Avenue and Kingston Road where the bike lane was not adjacent to on-street parking.

In 2022, Transportation Services will design and upgrade all remaining sections of bike lanes to cycle tracks on Dundas Street East from Broadview Avenue and Kingston Road, as directed by City Council. The upgrades will require parking removal. As such, staff will work with the local Councillor to notify people who live along the corridor and receive feedback on the upgrades.

Downsview Loop – IE12.8

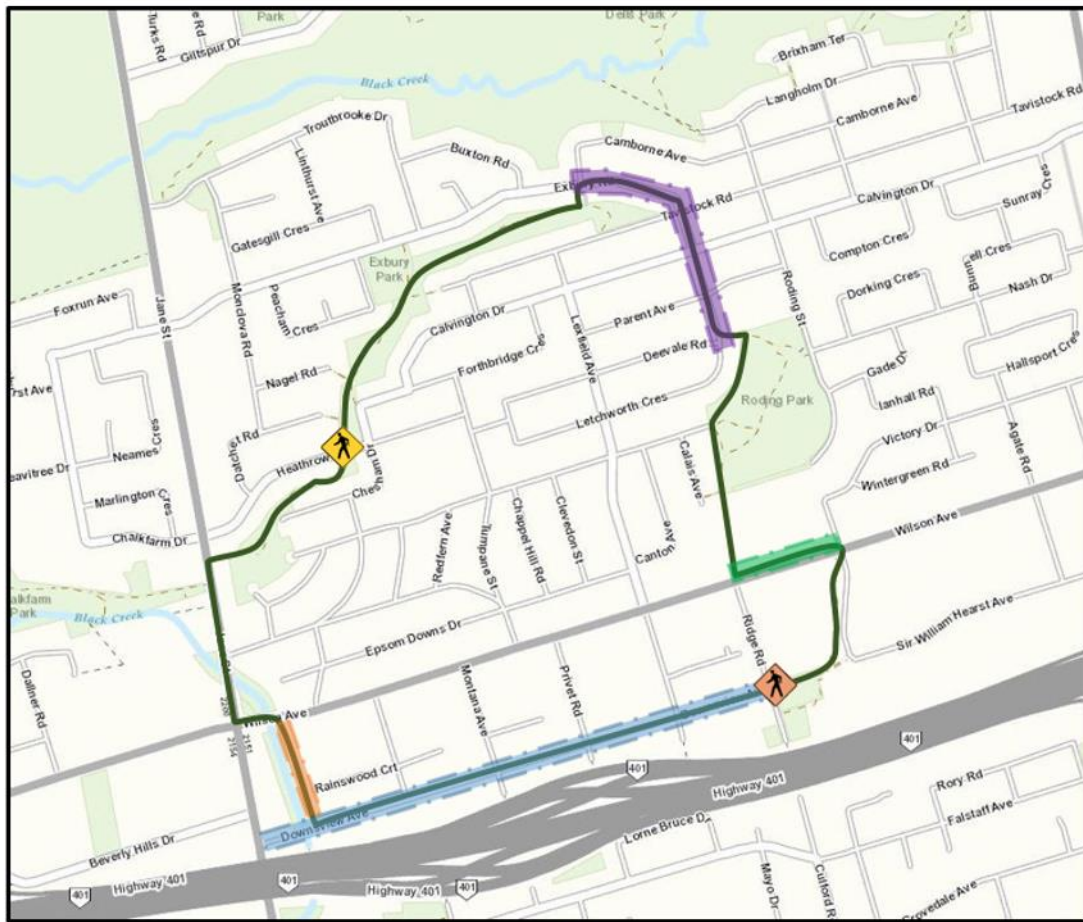
Motion: On April 30, 2020, City Council adopted the Cycling Network Plan: 2020 Cycling Infrastructure Installation First Quarter Update.

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

At this time, motions were brought forward from Councillors, requesting report backs on the following item:

- City Council direct the General Manager, Transportation Services to report to the Infrastructure and Environment Committee on the feasibility and costing of the York Centre bike route, locally known as the Downsview Loop, by the fourth quarter of 2020 and City Council request the General Manager, Transportation Services to consider including the York Centre bike route in the 2021 Cycling Infrastructure Plan.

Response: The Downsview Loop proposal is illustrated below. A preliminary review of the proposal identified the following feasibility constraints and opportunities.



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| | 1. Downsview Ave. Bike Sharrows (~ 1,230 M) | | 4. Mid-block crosswalk (Heathrow Dr. @ Heathrow Park Trail) |
| | 2. Exbury Rd. Bike Sharrows (~ 600 M) | | 5. Crosswalk (Downsview Ave. @ Ridge Park/Trail) |
| | 3. Cycling boulevard trail (~ 235 M) | | Downsview Green Loop |
| | B. TRCA Black Creek Multi-Use Trail (~ 250 M) | | |

1. Sharrows on Downsview Avenue: Motor vehicle volumes and speeds are above the thresholds for comfortable shared streets; additional traffic calming and reduction interventions would be recommended to install sharrows.
2. Sharrows on Exbury Drive: Motor vehicle volume and speeds are above the thresholds for comfortable shared streets; additional traffic calming and reduction interventions would be recommended to install sharrows.
3. Boulevard trail on Wilson Road: There is insufficient width in the boulevard near Roding Park Trail and the remainder of the corridor would require utility relocation and tree removal to install a boulevard trail.
4. Mid-block crosswalk at Heathrow Drive at Heathrow Park Trail: Transportation Services staff will review this proposed mid-block crossing in 2022 and report to North York Community Council through the typical warrant process.
5. Crosswalk marking at Downsview Avenue at Ridge Park / Trail: Transportation Services will program the installation of crosswalk markings to be installed in 2022 or 2023.
6. Jane Street: The proposed Downsview Green Loop includes a section of Jane Street that does not have a physically separated bikeway, which is required for safe and comfortable cycling due to the high motor vehicle volumes and speeds. The section of the Green Loop on Jane Street is within the limits of the ongoing RapidTO Study, which includes consideration of cycling facilities. Transportation Services will be building upon

the results of the RapidTO Study with a parallel corridor review of Keele Street to determine the most feasible sections of each. This detailed work is part of the Near-Term Implementation Program and will include public consultation as the work advances.

The Downsview Green Loop, as currently proposed, does not meet the City's guidelines for all ages and abilities bikeways, and would require resources not currently available to be redirected. Transportation Services will revisit the suggested streets and prepare alternative designs and interventions for public consultation in keeping with appropriate design guidance. This detailed work would begin when the streets are programmed in a future Near-Term Program based on the Prioritization Framework outlined within this report. Recent focus has been on the Downsview neighbourhood through the [York University & Downsview Cycling Connections](#) project, and the 2022-2024 Near-Term Program will be about advancing larger corridor projects such as Jane Street, Keele Street, and Wilson Avenue, to which future neighbourhood routes will better connect.

Ward 10: King Street Underpass and Liberty Village Cycling Safety Improvements – TE14.80

Motion: On March 12, 2020, the Toronto and East York Community Council requested the General Manager, Transportation Services, to undertake a cycling safety review of existing connections across the Metrolinx rail corridor east of Liberty Village and report back in the third quarter of 2020 with recommendations for short- and long-term safety improvements, including the King Street underpass between Atlantic Avenue and Sudbury Street, and the street network in the area of East Liberty Street and Strachan Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.80>

Response: Transportation Services reviewed the existing conditions of the cycling connections across the Metrolinx rail corridor east of Liberty Village for short and long term improvements. To implement a dedicated bikeway on King Street West, a lane reduction would be required, which is not being pursued by Transportation Services in the near-term. Longer term investment and potential changes to the road-under-rail crossing would require consultation with Metrolinx.

In the near-term, Transportation Services is also proposing the following to improve cycling safety in the area:

- 2022 proposed upgrades and an extension to the Douro Street and Wellington Street cycle tracks;
- 2022 proposed new bikeways on Ordance Street; and,
- 2022 approved upgrades Strachan Avenue bikeway from Queen Street West to Lake Shore Boulevard West.

Cycling Network Plan Report Updates – IE6.11

On July 17, 2019 Toronto City Council approved the Cycling Network Plan Update, which established a new timeframe for cycling network programming and planning to improve road work coordination, accountability, and implementation.

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

At this time, motions were brought forward from Councillors, requesting report backs on the following items.

Jane Street – IE6.11

Motion: City Council request the General Manager, Transportation Services to consider including Jane Street, south of Highway 401 to Bloor Street West, as a study planned for a

Major City Cycling Route as part of the next report back on the implementation progress of the Cycling Network Plan.

Response: Jane Street between Eglinton Avenue West and Steeles Avenue West is included in the 2022-2024 Near-Term Cycling Program for study. Aspects of this study are already underway as part of the RapidTO work, which is including consideration of cycling facilities (available right-of-way and possible cross-sections with transit priority). Pending the results of the study, some sections of Jane Street may have bikeway installation begin in the near-term.

Jane Street between Eglinton Avenue West and Bloor Street West has been added to the Major City-Wide Cycling Network for future study (2024+).

Bentworth-Baycrest-Yorkdale Pedestrian-Cycle Bridge – IE6.11

Motion: City Council request the General Manager, Transportation Services to consider the feasibility and timing of a pedestrian and cycling bridge at Bentworth Avenue over the rail line, in order to connect the Baycrest Park/Yorkdale area to North Park, and, as part of the report proposed for late 2021, to update the Infrastructure and Environment Committee on the implementation progress of the Cycling Network Plan.

Response: A new pedestrian-cycling bridge at Bentworth Avenue over the rail line would require an Environmental Assessment and approval by rail owner Metrolinx. This potential crossing would also have impacts on private lands along Bentworth Avenue to the east of the corridor. The Cycling Network Plan indicates Bridgeland Avenue to the north of Bentworth Avenue as the key cycling connection. This connection is not identified as a priority at this time and is not in the Cycling Network Plan 2022 – 2024 Near-Term Program.

Improvements are being planned by Parks, Forestry and Recreation and Transportation Services at Baycrest Park to include better cycling and accessible pedestrian connections to Ranee Avenue, Yorkdale station and area.

Toronto – Barrie Railway (Ancaster Greene) – IE6.11

Motion: City Council direct the General Manager, Transportation Services to propose a design work plan on a pedestrian and cycling overpass of the Toronto-Barrie railway corridor and report back to the Infrastructure and Environment Committee by the second quarter of 2020 with preliminary findings on feasibility and high level costing.

Response: This connection was previously reviewed by Transportation Services in 2016/2017, and at that time staff concluded it was not a near-term transportation priority and was not advanced to functional review or Environmental Assessment.

The Downsview Major Roads Environmental Assessment 2018 identified a rail crossing on proposed Perimeter Rd at roughly 750m north of this site. This crossing would require an Environmental Assessment and approvals by rail corridor owner - Metrolinx. A review of this crossing was not included in scope for the Metrolinx Barrie Corridor Environmental Project Report.

The crossing will have potential property impacts and acquisition needs, including sensitive lands at the adjacent Mt. Sinai Memorial Park Cemetery and a City of Toronto Transportation Works Yard. The potential cost of the structure at \$6M-8M (not including property acquisition) would have significant impact on the City's annual budget for Cycling Infrastructure. Bridges of comparable costs form key missing network connections and serve larger populations and cycling demand.

In weighing the above factors, Transportation Services does not recommend proceeding with further review or programming of the rail crossing at this time.

Staff met with the affected Ward Councillor in November 2020 to review these recommendations and discussed not carrying forward a more detailed design work plan of this crossing at this time.

Ancaster Greene School Board Discussions – IE6.11

Motion: City Council direct the General Manager, Transportation Services to initiate formal discussions with both the Catholic and Public Toronto District School Boards and neighbouring landowners and to coordinate with the Toronto Transit Commission to formalize a strategy to bring forward the important cycling and pedestrian connection referenced in Parts 2 and 3 above, and report back by the end of 2019.

Response: Negotiations between the Catholic and Public Toronto District School Boards are ongoing with City of Toronto staff and the Councillor's office. However, Transportation Services staff note that any potential trail connection should include connections to on street networks at Dubray Avenue and Stanley Greene and the maintenance arrangement for the trail connection reviewed and agreed upon. This connection is not an immediate priority for the cycling network and has not been included in the 2022 – 2024 Near-Term Program.