

Cycling Network Plan: 2023 Cycling Infrastructure Installation - Third Quarter Updates

Date: May 19, 2023

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 2, 3, 4, 9, 13, 14, 17 and 22

SUMMARY

The Cycling Network Plan and the associated Near Term Implementation Plan, adopted by City Council in December 2021 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. Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed. New bikeways are proposed through the Bloor Street West Complete Street Extension, Bartlett-Havelock-Gladstone Cycling Connections, Cabbagetown Cycling Connections, Sheppard Avenue East Complete Street and Superior Avenue projects.

This report seeks Council authority to install 8.6 centreline kilometres (km) of new bikeways on the following streets:

- Bloor Street West: Runnymede Road to Resurrection Road (cycle tracks, Ward 3 and 4)
- Bartlett-Havelock-Gladstone Cycling Connections project (Ward 9) including:
 - Gladstone Avenue: Dundas Street to Peel Avenue (contra-flow bike lane)
 - a new traffic signal at Dufferin Street and Peel Avenue
- Cabbagetown Cycling Connections project (Ward 13) including:
 - Gerrard Street: Parliament Street to Sumach Street (bi-directional cycle track)
 - Sumach Street: Wellesley Avenue to Gerrard Street (contra-flow bike lane)
 - Sackville Street: Wellesley Avenue to Gerrard Street (contra-flow bike lane)
 - Winchester Street: Parliament Street to Ontario Street (contra-flow bike lane)
 - Ontario Street: Carlton Street to Aberdeen Avenue (contra-flow bike lane)
- Sheppard Avenue: Clairtrell Road to Leslie Avenue (cycle tracks, Ward 17)
- Superior Avenue: Lake Shore Boulevard and Stanley Avenue (cycle tracks, Ward 3)

Further, this report seeks Council authority to make by-law amendments associated with improvements to 0.10 centreline km of existing cycling infrastructure on the following sections of Dundas Street East as part of other capital works:

- Hiltz Avenue to Alton Avenue (bike lanes to cycle tracks, Ward 14); and
- Rhodes Avenue to Coxwell Avenue (bike lanes to cycle tracks, Ward 14).

As part of this report, Transportation Services is proposing to improve and streamline the current reporting process for by-law amendment submissions associated with cycling infrastructure projects that have been approved by Council for implementation. Once projects are approved by Council, a streamlined process would involve delegation of authority to submit bills directly to Council for a discreet period of time after project implementation which would enable Transportation Services to be more nimble, and unlock the ability for staff to make minor adjustments to constructed conditions without delay and based on local Councillor and public feedback such as parking adjustments to improve sight-lines, adjustments or addition of accessible loading areas, and similar modifications.

The changes proposed as part of the projects identified above would improve safety and mobility options by providing improved cycling connections to transit, parks, local schools, businesses, and residences. Pedestrian improvements have also been included in the projects, wherever feasible, including curb extensions and new sidewalk installations, and motor vehicle lane adjustments.

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

- Peel Avenue and Gladstone Avenue (traffic and parking by-laws, Ward 9)
- Dundas Street and The Kingsway (traffic and parking by-laws, Ward 2)
- Havelock Street, Bartlett Avenue, Gladstone Avenue and Lindsey Avenue (bicycle and traffic and parking by-laws, Ward 9)
- Huntingwood Drive (traffic and parking by-laws, Ward 22)

A map of the bikeway projects proposed in this report is included as Attachment 1.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Bloor Street from Runnymede Road to Resurrection Road, uni-directional cycle tracks
 - b. Gladstone Avenue from Dundas Street to Peel Avenue, contra-flow bike lane
 - c. Gerrard Street from Parliament Street to Sumach Street, bi-directional cycle track
 - d. Sumach Street from Wellesley Avenue to Gerrard Street, contra-flow bike lane
 - e. Sackville Street from Wellesley Avenue to Gerrard Street, contra-flow bike lane
 - f. Ontario Street from Carlton Street to Aberdeen Avenue, contra-flow bike lane

- g. Sheppard Avenue from Clairtrell Road to Leslie Avenue, uni-directional cycle tracks
- h. Superior Avenue from Lake Shore Boulevard and Stanley Avenue, uni-directional cycle tracks
- i. Dundas Street from Hiltz Avenue to Alton Avenue, uni-directional cycle tracks
- j. Dundas Street from Rhodes Avenue to Coxwell Avenue, uni-directional cycle tracks

2. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until December 31, 2025, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 1, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report (May 19, 2023) from the General Manager, Transportation Services, such the by-laws submitted be made permanent on December 31, 2025.

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

4. City Council authorize the General Manager of Transportation Services to install a new traffic signal at Dufferin Street and Peel Avenue.

5. City Council amend cycling, traffic and parking regulations required in Chapter 886, Chapter 910 and Chapter 950, as generally described in Attachment 3 - Technical Amendments, for previously approved projects by City Council that have been enacted in phases aligned with the timing of implementation of the appropriate segments of the respective projects over 2022 to 2023 and by-law accuracy.

6. City Council authorize the Executive Director of Municipal Licensing and Standards or General Manager of Transportation Services to exempt curb lane café permit areas on Bloor Street West between Runnymede Road and Resurrection Road from the requirements of § 742-10.4. B(6) and B(7) and § 742-10.4 C(1) and C(3) of Toronto Municipal Code Chapter 742, Sidewalk Cafés, Parklets and Marketing Displays, during construction along Bloor Street West for the Complete Street Extension Project from August 7, 2023 to October 15, 2023, inclusive, but require any affected permit holder to do the following during that period:

(a) install a temporary ramp in their permit area which provides for safe access to the permit area from the sidewalk in accordance with the requirements of § 742-10.4 C(2).

FINANCIAL IMPACT

This report seeks approval to implement a number of bikeway projects that were identified in the Council-adopted 2021 Cycling Network Plan Update that are proposed to be installed in the near term (2022-2024), as a fundamental objective of the Council-adopted Vision Zero 2.0 Road Safety Plan.

The estimated cost to implement the bikeways recommended in this report is \$12 million. Funding is available for these capital projects categorized as a service improvement and enhancement in the approved 2023-2032 Capital Budget and Plan for Transportation Services.

The annual funding required to maintain the new cycling infrastructure once constructed is expected to be approximately \$120,000 for sweeping and \$215,000 for winter maintenance. Funding for this maintenance can be accommodated within the approved 2023 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 removal of approximately 92 Pay and Display (P&D) on-street parking spaces proposed in the report would reduce Toronto Parking Authority's (TPA) annual gross revenue by an estimated \$410,000. Transportation Services continues to work with 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 relocation of P&D machines as well as programming of any rate / hour of operation changes are estimated at \$65,000. All implementation costs will be borne by Transportation Services and will be required prior to the start of construction.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

DECISION HISTORY

Cycling Network Plan

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024). 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=2021.IE26.9>

Complete Streets Approach to Road Reconstruction

On July 16, 2019, as part of consideration of IE6.8 Vision Zero 2.0 Road Safety Plan Update, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, 2023 Cycling Infrastructure Installation - Third Quarter Updates

widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

Bartlett-Havelock-Gladstone Cycling Connections

In April 2022, City Council authorized the installation of the Bartlett-Havelock-Gladstone Cycling Connections phase one projects including bikeways north of College Street on Bartlett Avenue, Havelock Street and Gladstone Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE28.7>

Gerrard Street East Complete Street Project

In July 2022, City Council authorized the installation of the Gerrard Street Complete Street project between Sherbourne Street and Blackburn Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE31.12>

Sheppard-Willowdale Road Resurfacing Opportunities

In April 2022, City Council authorized the installation of the Sheppard-Willowdale Road Resurfacing Opportunities project including cycle tracks on Sheppard Avenue between Bonnington Place and Clairtrell Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE28.7>

Huntingwood Drive

In December 2021, City Council authorized making permanent the installation of Huntingwood Drive Active TO project between Victoria Park Avenue and Brimley Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.10>

The Kingsway and Dundas Street Safety Improvements

In April 2021, City Council authorized the installation of The Kingsway and Dundas Street road safety improvements project including cycle tracks on Dundas Street between The Kingsway and Old Oak Drive.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.13>

In June 2022, City Council authorized the installation of a new traffic signal at Dundas Street and Wimbleton Road/Old Oak Drive.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.EY32.11>

COMMENTS

Toronto's Cycling Network Plan

The goals of the Cycling Network Plan are to **Connect, Grow, and Renew Toronto's bikeways, with corresponding objectives and indicators for measuring and evaluating** success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action Strategy, and the Vision Zero Road Safety Plan.

Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed. New bikeways are proposed through the Bloor Street West Complete Street Extension, Bartlett-Havelock-Gladstone Cycling Connections, Cabbagetown Cycling Connections, Sheppard Avenue East Complete Street and Superior Avenue projects.

Bloor Street West Complete Street Extension

Major City-Wide Cycling Route Overview: Bloor Street

Bloor Street West is an east-west arterial connecting vibrant neighbourhoods, local businesses, and unique Toronto destinations. All of these activities are supported by the Line 2 subway. In July 2019, City Council adopted the Major City-Wide Cycling Route network which included the full extents of Bloor Street among significant corridors where bikeways are planned to connect Toronto.

In 2016, Transportation Services installed bicycle lanes as a pilot project on Bloor Street West between Shaw Street and Avenue Road. As one of the most constrained sections of the Bloor Street corridor, the pilot segment provided a strong case study to understand the benefits and impacts of implementing cycle tracks.

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

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

- The City partnered with the Bloor Annex Business Improvement Area (BIA) and the Korea Town BIA on a study that the BIAs had commissioned on the local economic impact of bike lanes on Bloor Street. Through a door-to-door merchant survey and a pedestrian intercept survey, this study found that most merchants reported an increase in the number of customers, most visitors reported spending more and visiting more frequently, and that vacancy rates were stable.
- In order to provide additional insight into the potential effects on local businesses, the City obtained customer spending analysis from Moneris Solutions Corporation, the company with the largest market share of point-of-sale payment processors in Canada. The Moneris data demonstrated that total customer spending in the Bloor Street pilot area increased more than in the area surrounding the pilot and more than in the control area.

In 2017, City Council voted to make the pilot on Bloor Street permanent. In 2019, the segment between Bathurst Street and Spadina Avenue was upgraded to include raised cycle tracks and public realm improvements. In 2020, the bikeways were extended from Shaw Street to Runnymede Road and between Avenue Road and Sherbourne Street. In 2023, the segment between Spadina Avenue and Avenue Road will also be upgraded to include raised cycle tracks, featuring a protected intersection at Bloor Street and St George Street.

Bloor Street West Complete Street Extension Overview

The Bloor Street West Complete Street Extension project is 5.5 km from Runnymede Road to Resurrection Road. The study area includes several neighbourhoods, two Business Improvement Areas (BIAs) and two City Council Wards. The width of the roadway and the demand for street space varies along the corridor. In order to develop context-specific sections, the corridor was divided into 12 segments based on roadway width and character. The segments are displayed in the map below.

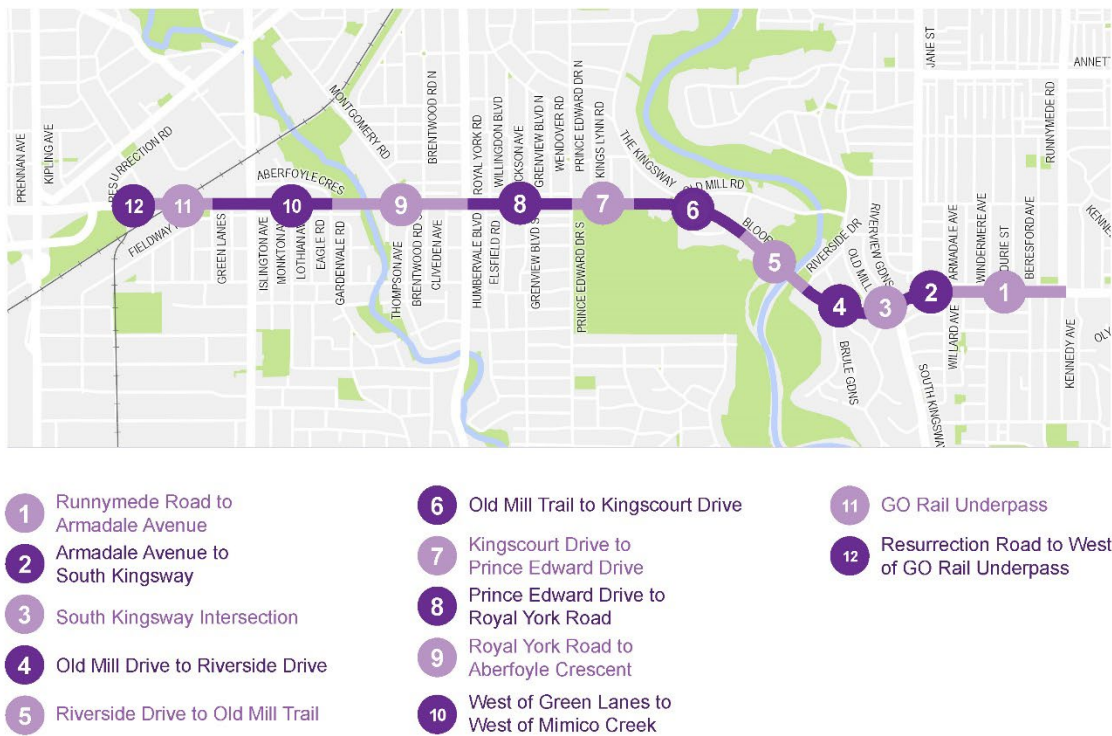


Figure 1: A map of the Bloor Street West Complete Street Extension Project.

Over the past year, Transportation Services has completed the proposed design, assessed impacts, and undertaken extensive business and community consultation for an extension of the Bloor Street West complete street from its current termination at Runnymede Road, to continue west to Resurrection Road where they would connect to existing bikeways built as part of the Six Points Interchange Reconfiguration project in 2020.

The Bloor Street West Complete Street Extension project aims to improve safety for people walking, cycling and driving, enhance the walking and cycling experience, support the qualities that make Bloor Street West a place, and maintain roadway space for transit, emergency services, deliveries, shopping and commuting.

Major state-of-good-repair work along this section of Bloor Street West is not proposed within the near-term, so the scope is defined as permanently extending the Bloor Street West complete street features through the materials that can be installed quickly such as pavement markings and signage, separators including bollards, planters, jersey barriers and curb-stones, along with localized civil improvements. Limited signal timing changes and modifications could be included, but extensive civil changes are not within scope at this time

Existing Conditions

In order to inform the design of the Bloor Street West Complete Street Extension project, an existing conditions assessment was completed focused on multi-modal travel and safety.

Over the past ten years, there have been 48 collisions involving fatalities or serious injuries. Most of these collisions occurred at the major intersections of Runnymede Road, South Kingsway, Royal York Road and Islington Avenue. The collision data also revealed that vulnerable road users were involved in a disproportionate number (55%) of serious and fatal collisions.

The collision analysis was used to inform the designs focused on improving safety of vulnerable road users particularly at major intersections.

An analysis of motor vehicle volumes and mode share revealed that appropriately 19% of all people traveling on the corridor do so at street level, while 81% do so on the Line 2 subway. Today approximately 88% of the street level traffic is motor vehicle trips with 12% pedestrian trips and 0.3% cycling trips. Today, cycling and pedestrian trips are underrepresented and not aligned with TransformTO goal of having 75% of all trips under 5km by walking, cycling or transit by 2030.

It is also important to note that the Bloor Street West corridor is growing. Ten developments are proposed or under review within the project area. This growth and development indicates that enhancing multi-modal options on the corridor is needed to sustain further growth in the area. In order to meet City Council's TransformTO goal, the City must provide residents (existing and future) with safe and comfortable options for transit and active transportation.

Design

The Bloor Street West Complete Street Extension project generally proposes:

- Reducing the speed limit to 40km/hr between Runnymede Road and Kipling Avenue;
- New cycle tracks with physical separation on both sides;
- One motor vehicle lane removed in each direction between Runnymede Road and Aberfoyle Crescent;

- One motor vehicle lane removed in the eastbound direction between Aberfoyle Crescent and Resurrection Road (due to the wider right-of-way and motor vehicle volumes, it is proposed to maintain two westbound motor vehicle lanes in this segment);
- Centre median maintained between Kingscourt Drive and Royal York Road, and a new painted median over the Humber River and the Mimico Creek bridges;
- Centre left-turn lane between Aberfoyle Crescent and Green Lanes;
- Centre lane or median converted to new, centre left-turn lane from Armadale Avenue to South Kingsway; Old Mill Drive to Riverside Drive; Old Mill Trail and Kingscourt Drive; and Royal York Road and Aberfoyle Crescent;
- Existing turn lanes at major intersections maintained between Prince Edward Drive and Aberfoyle Crescent;
- Westbound bus lane and right-turn lane on the north side of Bloor Street West from Armadale Avenue to Jane Street;
- On-street parking retained on both sides of the street from Runnymede Road to Armadale Avenue, and in existing parking lay-bys from Armadale Avenue to Aberfoyle Crescent (in the summer, on-street parking can become cafés beside the sidewalk as part of the CaféTO program); and
- One painted pedestrian lane on the south side between Kingscourt Drive and Prince Edward Drive to address the existing sidewalk gap adjacent to the cemetery before a permanent sidewalk can be built.

Motor Vehicle Impacts

A traffic study is a core component of the Bloor Street West Complete Street project. Traffic studies and results of project monitoring and evaluation will be posted on the project website. Traffic modelling software is used to analyze intersection operations. To inform the traffic analysis, traffic counts were collected on weekdays in May 2022. Count data collected in May 2022 reflects the “new normal” traffic conditions within the City of Toronto (post COVID-19 lockdowns).

Minimizing the impact to motor vehicle traffic is a fundamental objective of the proposed complete streets design. Through the Bloor West Village area, the intersections are anticipated to generally operate well, though some increases to delay to through movements can be expected due to the proposed lane modifications. Increases to delay would be mitigated through signal timing adjustments to provide additional time to eastbound and westbound traffic, while managing the impacts to northbound and southbound movements and pedestrian delay.

In the existing conditions, the intersections of Jane Street & South Kingsway experiences traffic congestion primarily associated with left-turning movements. It is anticipated that there would be further impacts to these movements associated with the proposed lane modifications. To mitigate these impacts, the left-turn lanes are proposed to be extended in length to provide additional queuing capacity, and efforts will be made to better coordinate the operations of the South Kingsway and Jane Street traffic signals.

West of South Kingsway to the project limits of Phase 1 at Aberfoyle Crescent, study area intersections are expected to operate generally well. At major roads with significant

turning traffic like Prince Edward Drive and Royal York Road, the potential for increased traffic congestion is planned to be mitigated through signal timing adjustments to provide additional time to turning movements while minimizing the impacts to through movements and pedestrian delay.

Surface Transit Design

Eighteen (18) TTC bus routes run along or cross Bloor Street West within the study area. Most bus stops serve only a night bus. In the proposed design, most bus stops would be served by temporary raised bus stop platforms, and some with green pavement, a solid white line and the text "BUS BIKE ONLY". Buses would enter the bikeway to load. The long term goal would be to provide permanent raised bus stop platforms at most or all transit stops.

At the Bloor Street and Jane Street intersection, up to 25 buses per hour make a right turn onto Jane Street to access the Jane Subway Station. In order to support this high volume transit turn, a bus lane and right-turn lane is proposed on the north side of Bloor Street West from Armadale Avenue to the approach to the Jane Street intersection. The bus lane is intended to improve service for passengers on the TTC 35 Jane and 55 Warren Park bus routes.

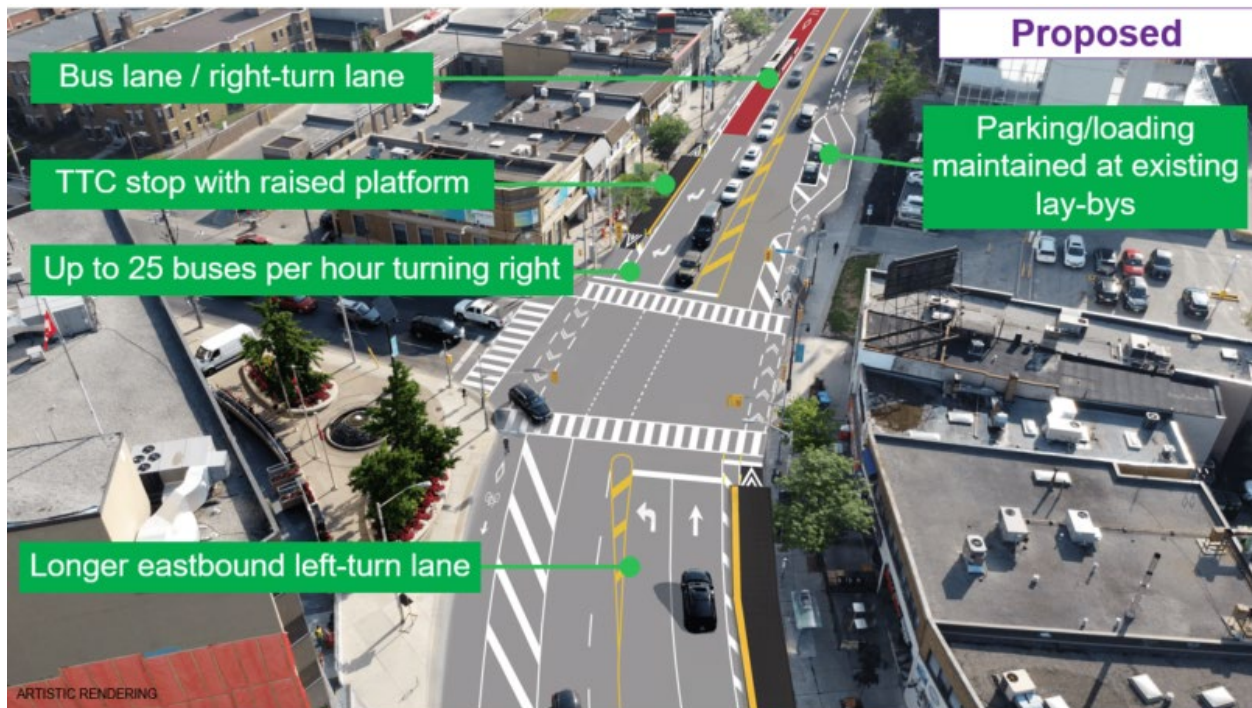


Figure 2: An artist rendering of the intersection of Bloor Street West and Jane Street, where a bus lane is proposed to prioritize transit turns at the intersection.

On-Street Parking and Accessible Loading

To support access to destinations, especially in the busy commercial areas on Bloor Street West, 168 on-street parking and loading spaces would be retained or added, in addition to the more than 1,200 off-street parking spaces provided in nearby lots. The removal of approximately 92 Pay and Display on-street parking spaces is proposed in this report. A detailed breakdown of parking impacts is included in the table below.

Subject to Council approval, Transportation Services would monitor parking impacts after installation and consider adjustments including increasing and decreasing parking supply based on feasibility, sight-lines, and local business feedback.

Segment	Existing Parking Spaces	Proposed Parking/ Loading Spaces	Possibility to add additional parking after installation
Aberfoyle Crescent to Royal York Road	North: 20 South: 43 + 2 accessible	North: 18 South: 20	Yes, subject to further design review
Royal York Road to Prince Edward Drive	North: 24 South: 28 + 1 accessible	North: 19 South: 21	Yes, subject to further design review (+2 spaces)
Prince Edward Drive to Kingscourt Drive	North: 4	North: 2	Yes, subject to further design review (+1 space)
Kingscourt Drive to Old Mill Trail	North: 32 South: 12	North: 28 South: 7	Yes, subject to further design review (+1 space)
Old Mill Trail to Riverside Drive	None	None	N/A
Riverside Drive to South Kingsway	None	None	N/A
South Kingsway to Armadale Avenue	North: 8 South: 15	North: 0 (Bus Lane) South: 9 + 1 accessible loading zone	No
Armadale Avenue to Runnymede Road	North: 46 South: 25	North: 25 + 1 accessible loading space South: 16 + 1 accessible loading zone	Yes, subject to further design review (+3 spaces)

Figure 3: Existing and Proposed Parking and Loading Supply along Bloor Street West (Runnymede Road to Aberfoyle Crescent).

Wheel-Trans data and pick-up/drop-off (PUDOs) data was analyzed to understand the local demands resulting in inclusion of three (3) new accessible loading areas.

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

South Kingsway Intersection Design

The complex intersection of Bloor Street West, South Kingsway, Riverview Gardens and Mossom Road experiences competing demands related to traffic congestion and operations and safety. Today, the intersection has long motor vehicle queues especially in the eastbound direction in the AM peak hour and in the westbound left-turn lane in both the AM and PM peak hours. Further, 1964 collisions have happened at this intersection between 2010 and 2021, 21 resulting in injuries including two serious injuries.

This report includes a recommendation for interim improvements at the South Kingsway intersection, and future permanent options will continue to be explored. If approved, the following intersection improvements, would be installed in 2023:

- New cycle tracks and removal of one motor vehicle lane per direction on Bloor Street West;
- Close the eastern entrance of Mossom Road to southbound vehicles in order to improve safety and predictability of motor vehicle movements at the intersection. The majority of pedestrian collisions have occurred with drivers turning across the South Kingsway crosswalk with pedestrians having the right-of-way. Two irregular

driving manoeuvres would no longer be allowed with the proposed closure to the eastern entrance. Mossom Road would be converted to two-way travel for part of its length to provide residential access. A new left-turn lane would be provided at Riverside Drive and the existing left-turn restriction from Bloor Street West would be removed;

- Extend the length of left-turn lanes for drivers turning from Bloor Street West onto South Kingsway and Jane Street; and
- Add more green signal time for the busiest motor vehicle movements.

Interim safety measures and changes are being proposed for this intersection to coincide with the initial installation in summer 2023. Further study will determine future, civil changes to the intersection:

- 1 Introduce new cycle tracks and remove one motor vehicle lane per direction on Bloor Street West
- 2 Close the east leg entrance to Mossom Road. Mossom Road would be converted to two-way to provide residential access. A new left-turn lane will be provided at Riverside Drive
- 3 Extend the turn lane for the westbound-left movement onto South Kingsway (refer to drawings for proposed 2023 intersection design)
- 4 Add more green time for the busiest movements in the traffic signal timing

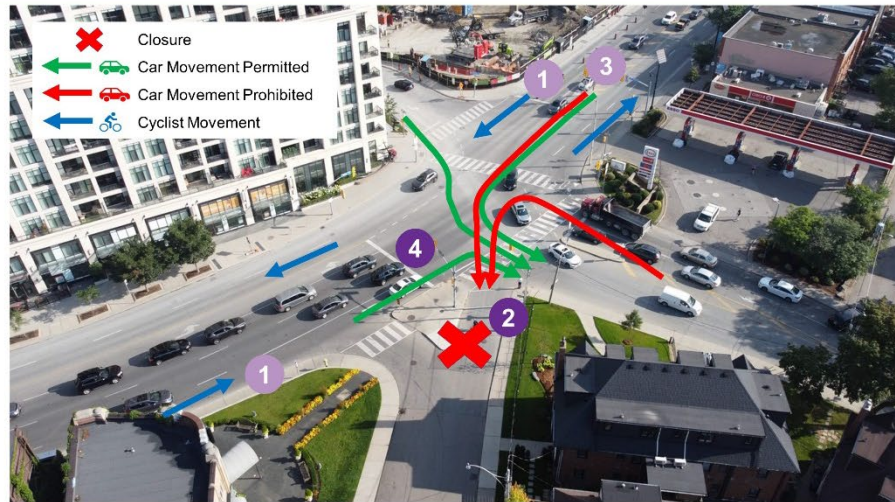


Figure 4: Interim improvements are proposed at The Kingsway intersection, based on public feedback, including closing the east leg entrance to Mossom Road.

Additional changes at the South Kingsway, Mossom Road and Riverview Gardens intersection are planned to be considered after completion of the development at 2442 Bloor Street West, along with feedback from the public and traffic data from the initial implementation.

Missing Sidewalk

Today, Bloor Street West between Kingscourt Drive and Prince Edward Drive does not have a sidewalk on the south side along the cemetery. Construction of a sidewalk at this location has been previously requested by the local Councillor and desire lines are visible in the grass along the fence line on the cemetery property. Given that there are property and tree constraints to constructing a sidewalk at this location, this project proposes the inclusion of a temporary painted sidewalk. Transportation Services is also undertaking a feasibility review for a permanent sidewalk.

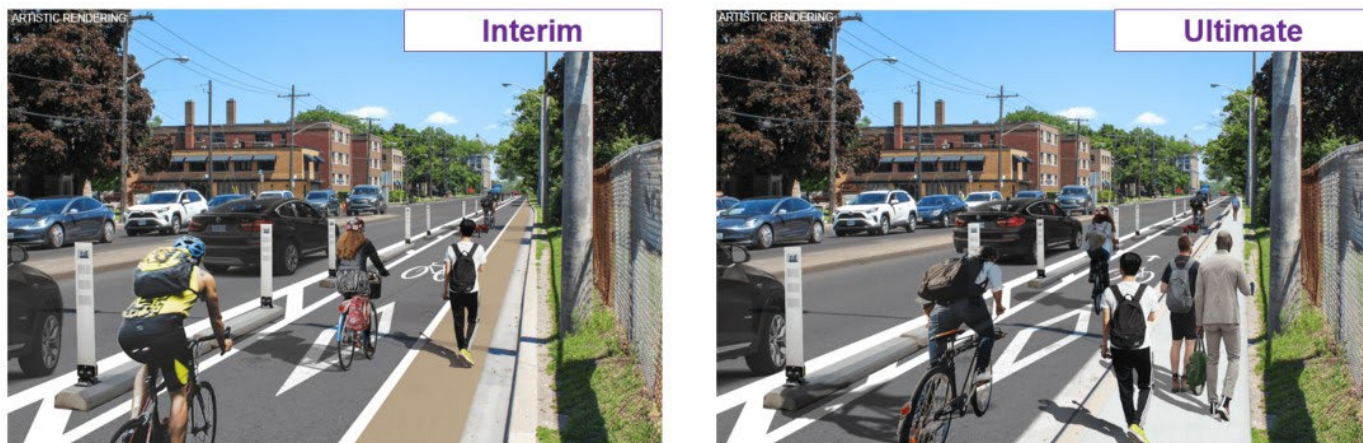


Figure 5: Artistic renderings of the proposed interim and potential ultimate designs of the missing sidewalk on Bloor Street between Kingscourt Drive and Prince Edward Drive.

Public Consultation

The consultation for Bloor Street West Complete Street Extension from Runnymede Road to Resurrection Road began in fall of 2022.

In the lead up to the public consultation period, the City hosted a number of meetings with local stakeholders, including Business Improvement Areas (BIAs), ratepayers and residents associations and individual businesses. These meetings were to introduce the project and to get preliminary feedback on the proposed design. The City met with: Bloor West Village BIA, Kingsway BIA, Kingsway Park Ratepayers Inc, Islington Ratepayers and Residents Association, Bloor West Village Residents Association and Turner and Porter Funeral Home. In addition, the City hosted a broader, virtual stakeholder meeting on April 4, 2023 from 6:00 to 8:00 pm. Over 175 businesses, community groups and relevant city-wide stakeholders were invited; 26 participants attended.

A business delivery and loading survey was created and a letter asking for survey submissions was mailed by Canada Post to 1,193 businesses along Bloor Street West from Runnymede Road to Resurrection Road. The survey was open from January 20 to February 6, 2023. 72 responses to the business delivery and loading survey were collected and analyzed for any design modifications and follow-up with the businesses.

For the broader community, 33,894 notices (17,998 apartments, 14,156 houses, 1 farm, 1880 businesses) were mailed by Canada Post to promote consultation activities, including inviting feedback on the proposal via online feedback form, email, phone, and public drop-in events. Public comments, questions and feedback were collected from 1,866 online feedback form responses, 120 emails and 15 phone calls.

In the online feedback form, respondents were asked to provide the first three digits of their postal code. The most common postal codes shared were M6S, M8X, M9A, M8Z and M8Y. Based on this, most of the online feedback form responses come from areas where the Bloor Street West Complete Street Extension travels through or is adjacent.

When asked ‘overall, do you agree that the proposed changes on Bloor Street West will improve safety and comfort for people travelling on Bloor Street West with acceptable trade-offs in motor vehicle traffic flow and parking convenience?’, 47% of respondents strongly agree, 10% agree, 2% were neutral, 5% disagree, 35% strongly disagree and 1% were not sure.

Two public drop-in events were hosted for the Bloor Street West Complete Street Extension. Both events were the same drop-in format and used the same materials, which included the project panels and roll plans available on the project website. City staff and representatives from Ward 3, Etobicoke-Lakeshore, and Ward 4, Parkdale-High Park offices were available to record comments and answer questions. 134 people attended the public drop-in meeting from 6:00 – 8:00 pm on Wednesday, April 12, 2023 at Swansea Recreation Centre. 168 people attended the public drop-in meeting from 6:00 – 8:00 pm on Thursday, April 13, 2023 at Etobicoke Collegiate Institute. Participants were also encouraged to write down feedback on roll plan maps of the proposed changes along the corridor.

The public comment period for the Bloor Street West Complete Street Extension from Runnymede Road to Resurrection Road was from March 23 to April 27, 2023. During this consultation process, stakeholders and community members were asked to provide feedback on the complete street elements proposed for Bloor Street West from Runnymede Road to Resurrection Road as well as associated improvements to major intersections, including the South Kingsway intersection.

School engagement efforts were also undertaken. The project team engaged Grade 3 to Grade 7 students at Islington Junior Middle School in May 2023.

Overall, feedback was mixed – some community members are highly supportive of a complete streets approach and the proposed cycling facilities whereas others are very concerned about traffic congestion impacts associated with the proposed changes to the roadway. Those who expressed support for the project noted the potential for reduced car dependency and increased transportation options, safety for vulnerable road users, alignment with climate change mitigation strategies, and connectivity to other cycling facilities and key destinations. Those who expressed concerns about the project noted a potential for a negative impact for businesses due to the loss of parking and an increase in traffic congestion, vehicle infiltration on nearby residential streets, and conflicts between people driving and cycling. Many people also suggested increasing safety measures at intersections as well as installing a bikeway on side streets rather than on a major arterial road such as Bloor Street West.

Implementation

Transportation Services is seeking authority for the full extents of the Bloor Street West Complete Street Extension project, but implementation is proposed to be completed in two phases:

- Phase One is planned for 2023 and would include implementing all elements between Runnymede Road and Aberfoyle Crescent including the interim design changes at the South Kingsway intersection. Subsequent to the initial installation, traffic signal and civil construction upgrades are planned for late 2023 and 2024 to

improve accessibility, safety, mitigate traffic impacts, and restore parking changes. Examples include adding dedicated left-turn traffic signals where they currently do not exist, as well as removing the ends of existing parking bays to create a straighter, more predictable path of travel for people cycling, and more parking spaces.

- Phase Two is planned for 2024 and would include implementing all elements between Aberfoyle Crescent and Resurrection Road.

Further details on the project, including public consultation materials and summaries, can be found at toronto.ca/BloorWest. The local Councillors have been consulted on the proposed project.

There are eleven (11) CaféTO curb lane café applicants on Bloor Street West between Runnymede Road and Resurrection Road for 2023. Nine (9) of those applicants will be able to operate a curb lane café post-construction. It is proposed that all applicants that meet existing road safety criteria be permitted to operate a curb lane café until construction begins. Given that the precise location of these curb lane café permit areas will change once construction is complete, it is proposed that all café operators be exempt from installing a temporary accessible platform in 2023 and instead install a temporary ramp into their café space for the duration of the construction period and season. This will ensure that café operators do not need to install a platform on what will be a temporary location of the permit area.

Bartlett-Havelock-Gladstone Cycling Connections Phase 1 and Phase 2

Creating a safe and comfortable cycling route along the Bartlett-Havelock-Gladstone corridor was included in the Council-adopted Cycling Network Plan's 2022-2024 Near-Term Implementation Program. As such, Transportation Services is proposing cycling, pedestrian, and road safety upgrades on Gladstone Avenue between College Street and Peel Avenue, as well as a new Dufferin Street traffic signal at Peel Avenue. This is the second phase of the project, with the first phase installed in 2022 on sections of Bartlett Street, Havelock Street and Gladstone Avenue, along with a short block of Bloor Street.

This project includes design features focused on lowering motor vehicle travel speed, prioritizing people walking and cycling, and reducing local traffic infiltration. The project would expand the local cycling network and connect to existing bikeways on Davenport Road, Bloor Street, Havelock Street, Lindsey Avenue, Waterloo Avenue, Argyle Street and the West Toronto Railpath.

Project Goals and Objectives

The goals of the Bartlett-Havelock-Gladstone project are to improve safety for people walking, cycling, and driving, encourage cycling by connecting existing bikeways, allow people cycling to travel two-ways along the corridor, and reduce traffic infiltration while also minimizing parking impacts and maintaining local access for people driving. This project has been prioritized within the Cycling Network Plan to create a comfortable and safe alternative parallel to Dufferin Street for people cycling in the area.

Phase 1 Update

Bartlett-Havelock-Gladstone Cycling Connections project Phase 1 consultation was completed in February 2022 and was approved by City Council in April 2022. Based on feedback from the community about the installation, City staff consulted further with local residents in winter and spring of 2023 on proposed modifications to the project in two specific locations.

The modifications include adding approximately nine (9) parking spaces on Gladstone Avenue and Sylvan Avenue, providing more greening opportunities, and updating signage. On Bartlett Avenue, between Southview Avenue and Shanly Street, Transportation Services is proposing changing the temporary parking to temporary loading to create more predictable school pick-up and drop-off activities and thus avoiding conflict with people loading from within the contra-flow bike lane.

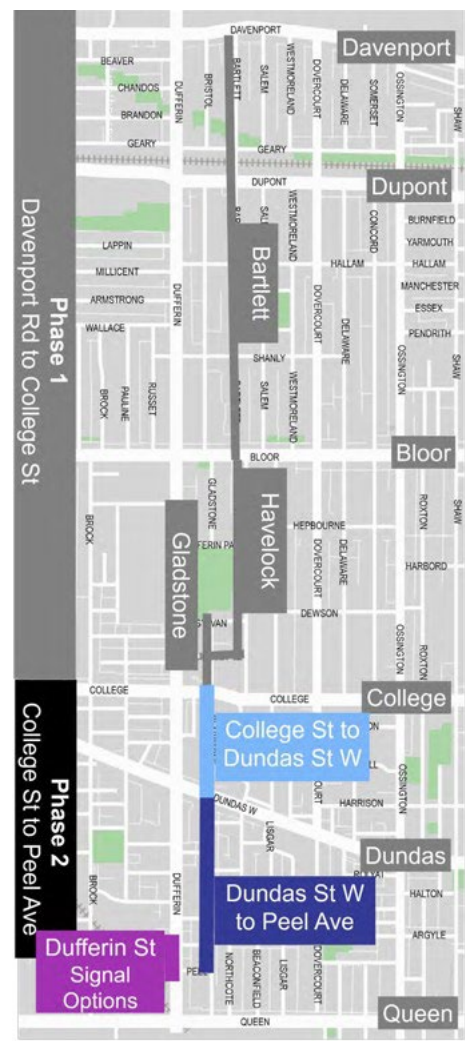


Figure 6: A map of the project limits of Phase 1 and Phase 2 of the Bartlett-Havelock-Gladstone Cycling Connections Project.

Public Consultation

Following the installation of Phase 1, local residents and the St. Anthony Catholic School raised concerns that there were ongoing conflicts between people cycling and parents picking-up/dropping-off their children by car on Bartlett Avenue between Southview Avenue and Shanly Street. Transportation Services proposed to change the parking designation to better facilitate school pick-up/drop-off.

1,946 notices were sent by Canada Post to the area inviting residents to provide feedback on the proposed modifications to the Bartlett-Havelock-Gladstone Cycling Connections project on this portion of Bartlett Avenue between the period of February 13 and March 3, 2023. Public comments, questions and feedback were collected from 22 emails and 3 phone calls. Most of the feedback did not support the proposed changes to parking. Specifically, comments noted that parking is difficult to find in the current condition, it is inconvenient to move cars mid-day, and the proposal would prioritize non-local traffic over the needs of residents. Suggestions received included to increase/enhance enforcement efforts and to find another solution for the school's pick-up/drop-off area.

Transportation Services also heard from local residents about access and parking issues on Havelock Street, Gladstone Avenue and portions of Sylvan Avenue and Lindsey Avenue between Bloor Street West and College Street. As a result, Transportation Services analyzed preliminary monitoring data, proposed modifications to the installation to address some of these concerns, and hosted a public drop-in meeting to present that information and listen and respond to community comments.

5,705 notices were sent by Canada Post to solicit comments during the period of March 20 to April 17, 2023 on the proposed modifications as well as invite residents to a public drop-in meeting. Public comments, questions and feedback were collected from 30 emails. 73 people attended the public drop-in event on Thursday, March 23, 2023 at St. Wenceslaus Church where they were able to view the project panels (which included preliminary monitoring data and information on the proposed modifications), write down their comments directly on the project roll plan maps, and speak to City staff and representatives from the Ward 9 – Davenport office who recorded their feedback and answered questions.

Feedback on the modifications was largely supportive. Most feedback was in support of the parking changes on Sylvan Avenue along with suggestions to clearly mark the ends of the parking spaces to identify areas where drivers could be ticketed. Most expressed support for additional greening efforts in the area though there were concerns raised about trucks damaging trees, and sight-lines with new trees. Most are in support of signage upgrades in the area though many noted concerns about non-compliance and effectiveness of the signs themselves.

Based on feedback collected during Phase 1 of the Bartlett-Havelock-Gladstone Cycling Connections project, Transportation Services recommends:

- Adding approximately three (3) parking spaces on Gladstone Avenue between College Street and Lindsey Avenue, and six (6) parking spaces on Sylvan Avenue between Dufferin Street and Gladstone Avenue;
- Maintaining parking and installing physical separation in the contra-flow bike lane;

- Refreshing wayfinding signage; and,
- Enhance greening by planting two new trees in the boulevard, and continuing to support local community members in maintaining on-street planter boxes.

Phase 2

Existing Conditions

Gladstone Avenue between College Street and Peel Avenue is a local roadway with no transit service.

In the last five years, there have been 168 reported collisions in the project area. Five (5) collisions involved a pedestrian and 14 collisions involved a person cycling.

Gladstone Avenue was selected after reviewing other nearby streets and routes. Gladstone Avenue has significant benefits based on its existing condition as compared to the other corridors including a more gradual slope, more direct access and people cycling are choosing the street four times more than other nearby corridors such as Rusholme Road, based on 2022 counts.

Proposed Design



Figure 6: An artist rendering of the Gladstone Avenue contra-flow bike lane.

A contra-flow bike lane would be added to the east side of Gladstone Avenue between Dundas Street West and Waterloo Avenue, and between Argyle Street and Peel Avenue. Parking would be made permanent on the west side where it alternates. Between College Street and Dundas Street West, people cycling and driving in both 2023 Cycling Infrastructure Installation - Third Quarter Updates

directions would share the existing roadway, as they do today. Additional pavement markings and signage on this block would be added. A southbound through restriction in the afternoon peak period at Gladstone Avenue and Dundas Street West is proposed to reduce non-local traffic. No parking reductions are proposed. Subject to Council approval, Transportation Services would monitor the project and consider implementing further changes at a later date.

A new traffic signal is proposed at Dufferin Street and Peel Avenue to permit safe pedestrian and cycling crossings of Dufferin Street between Queen Street West and Florence Avenue. Two options were considered for a new traffic signal location - Peel Avenue and Alma Avenue. Peel Avenue is recommended because more crossing demand is anticipated at Peel Avenue than at Alma Avenue with the addition of the West Toronto Rail Path, and this option was supported through feedback received through the consultation process. Signal construction is planned for 2025.

Public Consultation

Consultation for both phases of the project began in January 2022. Phase 1 of the Bartlett-Havelock-Gladstone Cycling Connections project from Davenport Road to College Street was completed in February 2022. Phase 1 was approved by City Council in April 2022.

The consultation for Phase 2 was completed in April 2023. During this process, stakeholders and community members were asked to provide feedback on the proposed cycling connections, and road safety upgrades on Gladstone Avenue between College Street and Peel Avenue and proposed signalized intersection on Dufferin Street at either Alma Avenue or Peel Avenue.

Several local stakeholders were consulted during this process. City staff met with seven (7) stakeholders one-on-one over the course of the design development period including: Beaconsfield Village Residents Association, Fairview Nursing Home, Fix Coffee and Bikes, Mondelez International, Dundas West BIA, Alexander Muir Public School and St. Anne's Anglican Church. Five (5) stakeholders attended a virtual stakeholder meeting from 5:30 – 7:30 pm on March 27, 2023.

The public feedback period was open from March 20 to April 17, 2023. 5,705 notices were sent by Canada Post to solicit feedback via email, phone and online feedback form and to invite community members to the public drop-in event. Public feedback, comments and questions were collected from 5 phone calls, 42 emails and 362 online feedback form responses. The online feedback form asked respondents to input the first three digits of their postal code. 56% of responses came from within the Trinity Bellwoods M6J postal code area, which is where Phase 2 of the Bartlett-Havelock-Gladstone Cycling Connections project is located.

81 people attended the public drop-in meeting on April 3, 2023 at Alexander Muir Public School. Project panels and roll plan maps were available that detailed the proposed options. Attendees were encouraged to write their feedback on the roll plan maps and to speak to City staff who answered questions and documented comments.

On Gladstone Avenue between College Street and Dundas Street West, most comments received were supportive of the proposed changes since it minimizes disruptions and maintains parking, which is difficult to find in the current condition. Those not in support of the proposal are concerned about adequate safety measures for people cycling, conflicts with trucks from the factory on the block, and vehicle speeds remaining the same. In response to the proposed southbound through restriction for people driving, some concerns were raised about access and non-compliance.

On Gladstone Avenue between Dundas Street West and Peel Avenue, two options were proposed. Option 1, a contra-flow bikeway, was generally favoured over Option 2, a neighbourhood greenway. 52% of online feedback form respondents prefer Option 1, 39% prefer Option 2, 1% had no preference and 8% preferred not to say/chose none of the above.

Those in support of Option 1 felt that the changes would be less disruptive, the street would be wide enough to accommodate all road users and the proposal would maintain existing traffic operations, including parking, which is difficult to find in the current condition. Those not in support of Option 1 were concerned that there are not adequate safety measures for people walking or cycling.

Conversely, those in support of Option 2 noted their interest in greening opportunities and the increase in safety measures for vulnerable road users, including pedestrians, people cycling and school children. Those not in support of Option 2 expressed concerns about access, accessibility, travel times, less direct routes to destinations, additional traffic on nearby side streets and laneways, and parking space reductions in an area where it is difficult to find parking in the current condition. Two petitions were shared with City staff opposed to the proposed changes outlined in Option 2.

Regarding the new Dufferin Street signal at either Alma Avenue (Option 1) or Peel Avenue (Option 2), most feedback was in favour of Peel Avenue. On the online feedback form, 19% of respondents chose Alma Avenue, 61% chose Peel Avenue, 8% had no preference and 12% preferred not to say/chose none of the above. People who preferred Peel Avenue noted that it reduces the need to cycle on Dufferin Street, better connects to the extension of the West Toronto Railpath, and provides a safe crossing for the new development on Dufferin Street.

Based on feedback collected during Phase 2 of the Bartlett-Havelock-Gladstone Cycling Connections project, City staff are recommending to:

- install shared lane markings on Gladstone Avenue between College Street and Dundas Street West;
- install a southbound through restriction in the afternoon peak period at Gladstone Avenue and Dundas Street West to reduce non-local traffic;
- install Option 1, a contra-flow bikeway, on Gladstone Avenue between Dundas Street West and Peel Avenue; and
- install a signalized intersection at Dufferin Street and Peel Avenue.

Further details on the project, including public consultation materials and summaries, can be found at toronto.ca/BartlettHavelockGladstone. The local Councillor has been consulted on the proposed project.

Cabbagetown Cycling Connections

Creating a safe and comfortable cycling route within the Cabbagetown community was included in the Cycling Network Plan's 2022-2024 Near-Term Implementation Program. As such, Transportation Services is proposing cycling, pedestrian, and road safety upgrades on Sumach Street, Sackville Street, Winchester Street and Ontario Street, along with a new short trail connection on River Street within Riverdale Park.

This cycling connection project includes design features focused on addressing neighbourhood concerns around road safety, mobility, and climate impacts. The project goals include improving safety for all road users, reducing traffic infiltration while maintaining local access for residents and City services, minimizing impacts to on-street parking, and improving connectivity for pedestrians and people cycling.



Figure 7: The Cabbagetown Cycling Connections project area and proposed connections.

Existing Conditions

Sumach Street, Sackville Street, Winchester Street and Ontario Street are local roadways with no transit service.

Today, people are cycling both ways on many streets in Cabbagetown. This is generally observed on local streets such as Sumach Street, Sackville Street, Winchester Street and Ontario Street and is typically because it allows people cycling to take the most direct route.

Through site observations and motor vehicle counts, it was found that non-local drivers regularly travel on Sumach Street and Sackville Street to avoid busier times on Parliament Street and Gerrard Street East. Further, the motor vehicle volumes on these streets are above the threshold of 75 motor vehicles/hour for people cycling to comfortably and safely share the street. On some blocks, the motor vehicle volume is as high as 150 motor vehicles/hour.

In the last five years on Sumach Street, Sackville Street, Winchester Street and Ontario Street, there have been 106 reported collisions in the project area. Five (5) collisions involved a pedestrian and ten (10) collisions involved a person cycling.

Proposed Design

The project recommends installing Neighbourhood Greenway features on the streets shown in Figure 8. Neighbourhood Greenways are routes where pedestrians and people cycling are given priority by creating an environment with low motor vehicle volumes and speeds. Priority on Neighbourhood Greenways are typically reinforced by signs, pavement markings, and speed and volume management treatments (traffic diversions). Through the public consultation process, different options were considered for each street.

Sumach Street between Wellesley Street and Gerrard Street East

Three options were considered within this section. Based on design guidance and public consultation, the Option 1A recommended design in this section includes:

- A southbound contra-flow bike lane on the west side, along with a bicycle signal at Gerrard Street East;
- No changes to direction flow for vehicles; and
- No changes to parking.

Sackville Street between Wellesley Street and Gerrard Street East

Two options were considered within this section. Based on design guidance and public consultation, the Option 2A recommended design in this section includes:

- A northbound contra-flow bike lane on the east side, along with a bicycle signal at Gerrard Street East;
- No changes to direction flow for vehicles; and
- No changes to parking.



Figure 9: An artistic rendering of Sackville Street with the contra-flow bike lane.

Winchester Street between Parliament Street and Ontario Street

Two options were considered within this section. Based on design guidance and public consultation, a modified version of the Option 3A design is recommended in this section includes:

- Westbound contra-flow bike lane north side (Parliament Street to Ontario Street);
- Shared lane markings/sharrows (Parliament St to Riverdale Park);
- Westbound bike signal at Parliament Street;
- People on bikes allowed to travel both directions;
- No changes to direction flow for vehicles;
- A stop sign and new crossing at Ontario Street and Winchester Street;
- Parking moved from south side on Winchester Street between Ontario Street and Rose Avenue (6:00pm to 10:00am) to north side between 6:00pm and 7:30am to reduce conflicts with school pick-up and drop-off. No parking reduction; and
- School pick-up and drop-off: No loading reduction on Winchester Street and addition of 4 spaces on Rose Avenue, west side.

Ontario Street between Winchester Street and Carlton Street

Based on design guidance and public consultation, the recommended design in this section includes:

- Northbound contra-flow bike lane on the east side (Carlton Street to Aberdeen Avenue);
- No changes to direction flow for vehicles;
- Parking changes permanently to west side (Aberdeen Avenue to Carlton Street); and
- No parking reduction.

Subject to Council approval, Transportation Services would monitor the project and consider implementing further changes at a later date.

River Street

A multi-use trail is proposed to connect the existing River Street multi-use trail to Riverdale Park on River Street. The concept below contours an existing mature tree to

avoid removal. Transportation Services is working with Urban Forestry, Parks and Recreation and Toronto Regional Conservation Authority to develop the design for future implementation.

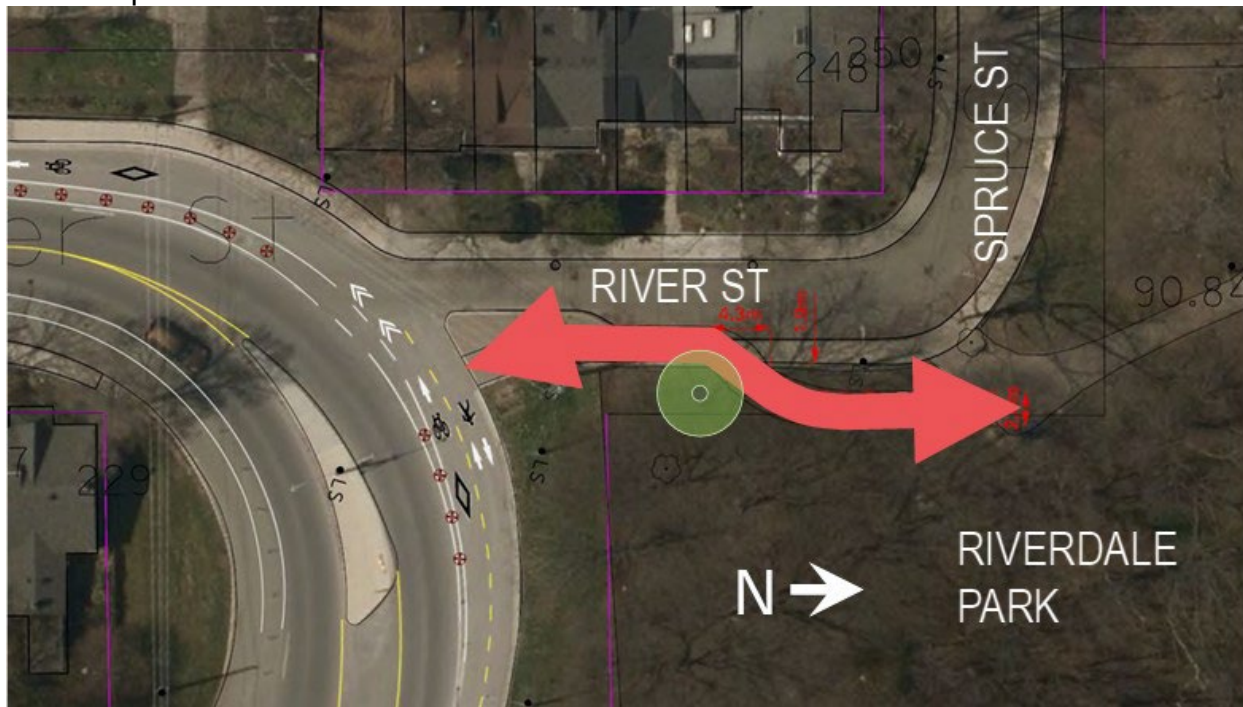


Figure 10: River Street proposed trail alignment and existing tree location.

Gerrard Street Complete Street

In July 2022, City Council authorized the installation of the Gerrard Street Complete Street project from Sherbourne Street to Parliament Street in conjunction with planned road reconstruction and provided Council endorsement in principle of a bi-directional bikeway on the south side of Gerrard Street between Parliament Street and Blackburn Street in coordination with the Regent Park development.

Transportation Services committed to continuing to study the corridor with a focus on the Parliament Street and River Street intersections in order to design solutions that create an inviting public realm, while also maintaining operations for streetcars and general traffic and bringing forward a report with further details in order to request authority to implement design changes between Parliament Street and Blackburn Street. Through the Cabbagetown Cycling Connections project, members of the public expressed concerns around the safety of cycling on Gerrard Street between Parliament Street and River Street today.

Transportation Services has undertaken further analysis to review impacts and has determined that there would be minor motor vehicle impacts between Parliament Street and Sumach Street if the bikeway were to be built utilizing the existing curb lane. The analysis indicated that there would be impacts to transit service if there were to be a lane removal at the River Street intersection.

Benefits to this configuration would be to allow for wider boulevards and a store spill out areas to be implemented on Gerrard Street as part of the Regent Park redevelopment.

As such, Transportation Services is requesting authority to implement a bi-directional cycle track on the south side in the existing curb lane between Parliament Street and Sackville Street to be timed with the installation of the Cabbagetown Cycling Connections project and the Gerrard Street Complete Street project between Sherbourne Street and Parliament Street in 2024-2025.

Transportation Services will continue to work with City Planning through the Regent Park redevelopment on opportunities to extend the bi-directional cycle track from Sumach Street to River Street, while also maintaining or improving the current transit operations at the River Street intersection. This would connect the new recommended contra-flow bike lanes to the larger cycling network along Gerrard Street.

Public Consultation

Public and stakeholder consultation for the proposed Cabbagetown Cycling Connections was carried out February 22, 2023 – May 11, 2023. Consultation activities included stakeholder meetings, a public meeting, a survey and following up communications via email and telephone.

A public consultation notice was delivered to 14,420 households through Canada Post neighbourhood mail. A virtual stakeholder meeting took place on April 26 with one representative of the Cabbagetown Residents' Association and two representatives of the Winchester Park Residents' Association. A drop-in public event took place on April 27, 2023, from 6:00pm – 8:00pm, and was attended by 114 people. 71 emails and phone calls were received. An online feedback form was available from April 13, 2023 to May 11, 2023, and received 362 completed responses, of which 313 recorded living in Cabbagetown.

The options for proposed changes to the streets received varying levels of support. Below are the results from the online feedback forms where "supportive" was a response of "strongly agree" or "agree" and unsupportive was a response of "strongly disagree" or "disagree". Remaining percentages were responses of "neutral" or "not sure".

The options for proposed changes to Sumach Street (between Wellesley Street and Gerrard Street) received varying levels of support:

- Option 1a. Sumach St, Contra-flow: 59% supportive, 24% unsupportive
- Option 1b. Sumach St, Contra-flow and Diverter: 32% supportive, 56% unsupportive
- Option 1c. Sumach St, Contra-flow and Directional Flip: 24% supportive, 62% unsupportive

The options for proposed changes to Sackville Street (between Wellesley Street and Gerrard Street) received varying levels of support:

- Option 2a. Sackville St, Contra-flow: 59% supportive, 25% unsupportive
- Option 2b. Sackville St, Contra-flow and Directional Flip: 28% supportive, 57% unsupportive

The options for proposed changes on Winchester St (west of Parliament Street) and Ontario Street (south of Winchester Street) received varying levels of support:

- Option 3a. Winchester St (Rose Ave to Ontario St), Contra-flow: 30% supportive, 40% unsupportive
- Option 3b. Winchester St (Rose Ave to Ontario St), Two-way Wayfinding Route for People on Bikes: 21% supportive, 43% unsupportive
- Option 3c. Ontario St (between Carlton St and Aberdeen Ave), Contra-flow: 39% supportive, 28% unsupportive

The proposed changes at River St (River St to Spruce St) received 63% supportive, 12% unsupportive.

Overall, residents were supportive of the cycling infrastructure but expressed concerns about impacts of proposed traffic diversions on local residents, loss of any parking spaces, safety and loading conflicts with contra-flow bike lanes, and current illegal travel of vehicles on one-way streets.

Subject to Council approval, Transportation Services would monitor the project following the installation to determine if additional modifications are recommended to improve safety.

Further details on the project, including public consultation materials and summaries, can be found at toronto.ca/CabbagetownCycling. The local Councillor has been consulted on the proposed project.

Sheppard Avenue Complete Street Reconstruction

In 2024-2025, road reconstruction is programmed on Sheppard Avenue East from Bayview Avenue to Leslie Street. The roadwork provides a once in a lifetime opportunity to make changes to Sheppard Avenue East to improve safety for all road users.

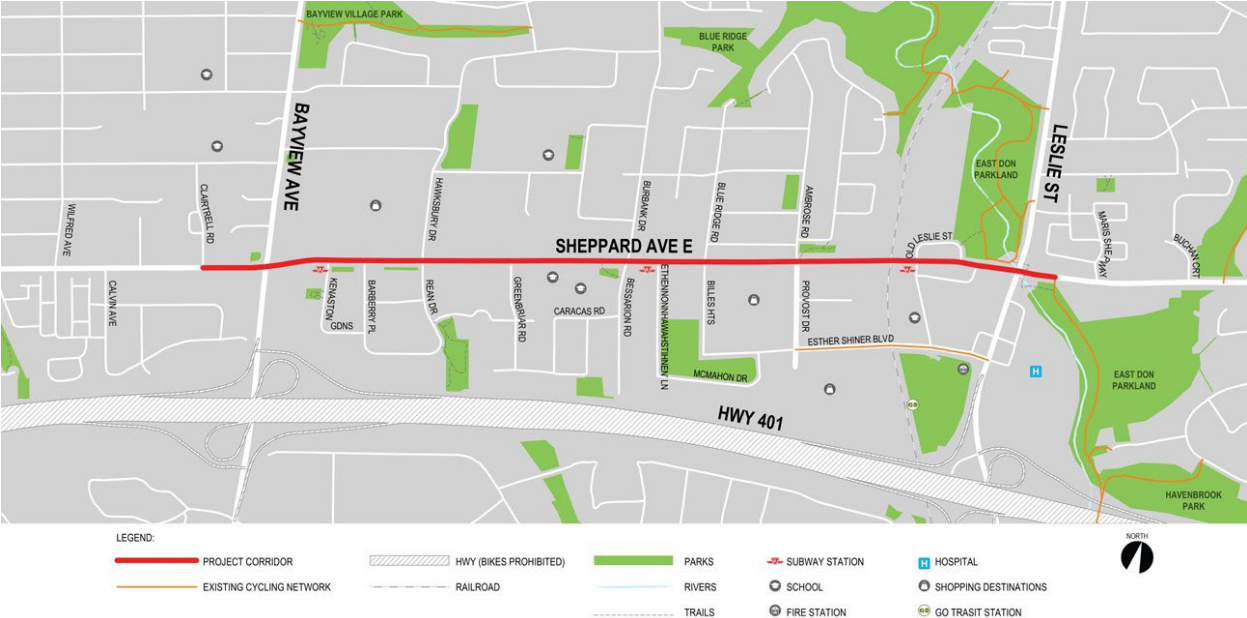


Figure 11: A map of the project limits for the Sheppard Avenue East Road Reconstruction Complete Street Project

Sheppard Avenue is identified in the Council-adopted Cycling Network Plan as a Major City-Wide Cycling Route making it a priority corridor for cycling connectivity. Creating a safe and comfortable cycling route along both Sheppard Avenue East was also included in the Council-adopted Cycling Network Plan's 2022-2024 Near-Term Implementation Program.

The Sheppard Avenue East project includes three main segments:

- A. Sheppard Avenue East: Bonnington Avenue to Bayview Avenue - Road Resurfacing (Approved in 2022, construction planned in 2023)
- B. Sheppard Avenue East: Bayview Avenue to Leslie Street - Road Reconstruction (2023-2024, proposed within this report)
- C. Willowdale Avenue: Empress Avenue to Sheppard Avenue East - Cycle Track Extension (Approved and constructed in 2022, concrete separation planned for 2023)

Existing Conditions

Sheppard Avenue East is a high volume major arterial roadway that carries approximately 40,000 motor vehicles trips per day. Bayview Avenue and Leslie Street are the heaviest volume cross streets and carry similar volumes of motor vehicle trips, making these two intersections key to vehicular mobility in the area. Sheppard Avenue East carries the 85 Sheppard East TTC bus, which operates every 15 to 22 minutes within the study area, as well as the 385 Sheppard East night bus. The Line 4 Sheppard subway runs underneath the corridor, with stations at the intersections with Yonge Street, Bayview Avenue, Bessarion Road, and Leslie Street.

Sheppard Avenue has narrow sidewalks with limited to no buffer from the high speed / high volume roadway, and long intersection crossings, which can make walking conditions uncomfortable. In some areas, the sidewalks are experiencing major cracking and heaving, creating an uneven surface, and there is a need for accessibility improvements.

Collision data demonstrates a need to improve the street with a Vision Zero road safety approach. On Sheppard Avenue East between Bayview Avenue and Leslie Street there have been 749 collisions, including 192 injuries between 2015 and 2020. Most of the serious injuries have taken place at intersections with the highest collision rates at Leslie Street and Bayview Avenue.

The surrounding area is experiencing population growth along the Sheppard Subway Line, with thousands of housing units under construction or proposed. Many key neighbourhood destinations and places of employment are along the broader Sheppard Avenue corridor, such as restaurants, community or personal services, the Bayview Village shopping centre and North York General Hospital. With Sheppard Avenue East already carrying a high volume of motor vehicle trips and at/over capacity at key intersections in peak periods, walking, cycling and transit need to become safe, comfortable and competitive options to sustain further growth in the area. This project aims to create a cohesive streetscape and cycling network in the area, consistent with the vision and policies of the Sheppard Willowdale Secondary Plan.

Project Goals

The Sheppard Avenue East project's goals are to:

- improve safety, especially for children and older adults;
- enhance the walking and cycling experience;
- increase the number of trees and planted areas along the corridor;
- better manage local traffic operations for people who drive and take surface; transit including for deliveries, shopping and commuting; and,
- better manage access to Highway 401 for longer distance trips.

Proposed Design

In 2024, Sheppard Avenue between Bayview Avenue and Leslie Street is programmed for road reconstruction. The proposed design reflects the need to improve safety for people of all ages and abilities no matter how they move around, while maintaining operations for people who drive.

The road reconstruction will include the replacement of the road base, asphalt surface, and curb and gutters, along with the following proposed changes:

- Reallocation of some vehicular lanes and narrowed lane widths to improve safety;
- Intersection improvements, including protected intersection elements at signalized intersections;
- Widened sidewalks and enhanced crossings to improve the experience of people walking and to ensure compliance with the Accessibility for Ontarians with Disabilities Act (AODA);
- New transit stop features, including accessible bus stops, new transit shelters and seating areas;
- Raised one-way cycle tracks on the north and south sides of the road; and
- New plantings and green infrastructure.

Motor Vehicle Lane Reallocation

Throughout the segment, at least two through lanes are maintained per direction. There are short segments today where there is a third lane on Sheppard Avenue and in some places these lanes are proposed for repurposing for additional turn lanes, planting areas or for the cycle tracks. The table below describes the proposed motor vehicle lane changes.

Location	Proposed Vehicular Lane Changes	Proposed Median/Parking Changes*
Segment 1		
Bayview Intersection	<ul style="list-style-type: none"> • Eastbound - One (1) right-turn lane replaces one (1) through lane to create a dual-right turn • Westbound - One (1) through lane reduction 	<ul style="list-style-type: none"> • Median shifted north
Bayview to Rean/Hawksbury	<ul style="list-style-type: none"> • One (1) through lane reduction in each direction • One (1) right-turn lane reduction at Barberry (eastbound) • One (1) right-turn lane reduction in each direction at Rean (eastbound and westbound) 	<ul style="list-style-type: none"> • Medians are introduced/extended
Segment 2		
Rean/Hawksbury to Burbank/Bessarion	<ul style="list-style-type: none"> • No through lane reductions • One (1) right-turn lane reduction at Greenbriar in each direction (eastbound and westbound) • No turn lane impacts at <u>Bessarion</u> 	<ul style="list-style-type: none"> • Loss of 3 on-street parking spaces at 784 Sheppard Ave E. Alternate parking is available on site.
Segment 3		
Burbank/Bessarion to Ambrose/Provost	<ul style="list-style-type: none"> • No through lane reductions • No turn lane impact at Blue Ridge or at Ambrose/Provost 	
Segment 4		
Ambrose/Provost to Leslie	<ul style="list-style-type: none"> • One (1) through lane reduction in each direction 	
Leslie Intersection	<ul style="list-style-type: none"> • One (1) right-turn lane replaces one (1) through lane to create a dual-right turn (eastbound) 	

*No stopping/standing restrictions may be implemented

Figure 12: Proposed vehicular lane and parking changes on Sheppard Avenue

Intersection Safety

The proposed design includes several features aimed at improving intersection safety in the area. These features include changes in signal phasing to enhance safety and provide conflict-free turning time, as well as the reduction of corner radii to improve sight-lines, comfort, and safety for people walking and cycling.

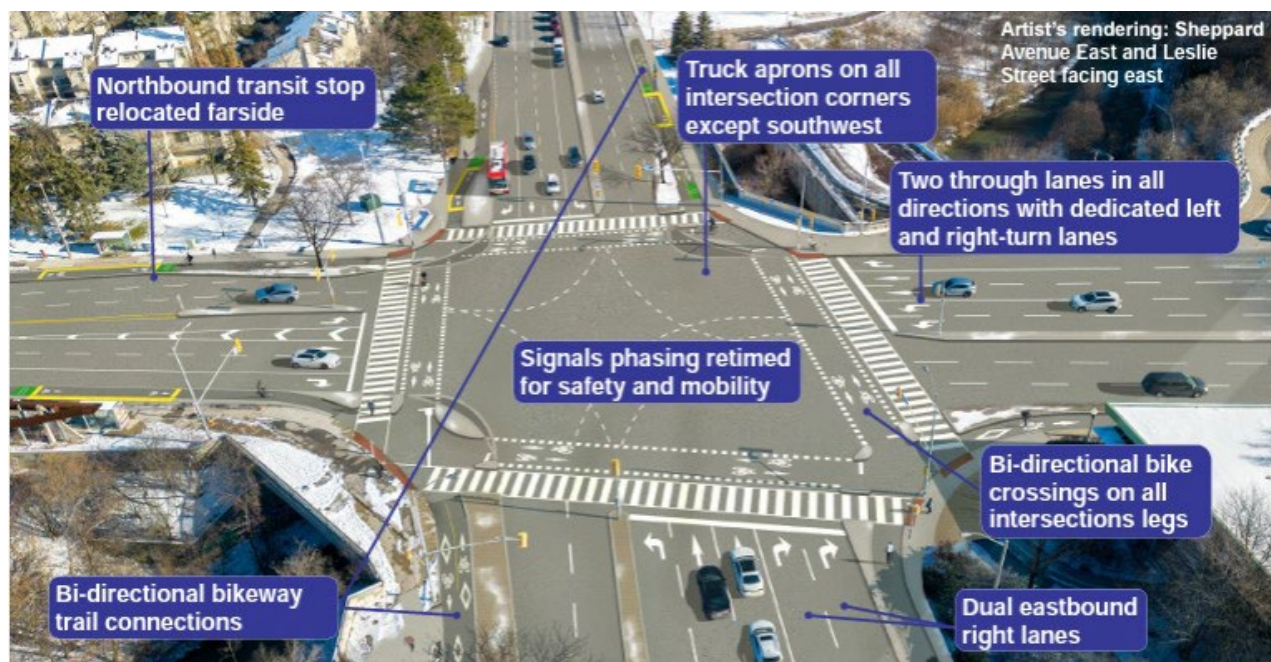


Figure 13: The two above artist renderings of the Bayview Avenue and Leslie Street intersections. A number of safety features are incorporated into the design because these intersections have the largest number of motor vehicle trips and collisions.

Additionally, the design incorporates protected intersection elements including concrete corner islands and protected signal phases to ensure the safety of all road users, including people cycling and walking.

Another key aspect of the design is the inclusion of accessible platforms at transit stops. Raised crossings proposed on side streets aim to improve comfort and safety at local streets.

Public Realm: Cycling, Pedestrian, and Green Infrastructure Design

The proposed design includes several features aimed at improving the cycling and pedestrian experience along the corridor. One-way cycle tracks are proposed to provide a safe option for people on bikes and reduce conflicts with motorists and pedestrians, while some sections of two-way cycle tracks are proposed in areas where there are key destinations to provide necessary and safe connectivity. Two-way cycle track segments are proposed in the following locations along the corridor:

- South side of Sheppard Avenue East between Bessarion Road and Bessarion Subway Station which allows access to the TTC subway station for both westbound and eastbound cyclists;
- South Side of Sheppard Avenue East between Leslie Street and Upper Don Recreation Trail which provides continuous access to the Upper Don Recreation Trail north of the intersection; and
- North Side of Sheppard Avenue East between Leslie Street and Upper Don Recreation Trail which provides continuous access to the Upper Don Recreation Trail south of the intersection.

Locations for Bike Share stations have been identified to improve access to cycling and first-last mile trips to transit along the corridor.

In areas where sidewalks are narrow, the proposed design includes widening sidewalks. The project also proposes increasing buffer space between pedestrians and the road, providing a more pleasant walking experience.

Finally, green infrastructure, such as trees and planted bioswales, will be incorporated in certain locations to enhance the natural environment and provide other benefits.

Public Consultation

Phase 2 consultation for the Sheppard Avenue East Complete Street from Bayview Avenue to Leslie Street began in winter 2023. During the consultation process, stakeholders and community members were asked to provide feedback on the proposed road safety upgrade opportunities associated with road reconstruction. The public feedback period from March 9 to April 11, 2023.

Several local stakeholders were consulted during this process. 22 stakeholders attended a virtual stakeholder meeting on March 7, 2023 with representatives from Quadreal, Rona, Bayview Village Association, Toronto Public Library, Cycle Toronto, BA Group and more.

For the broader community, 18,411 notices were delivered by Canada Post to the following study area: Wilfred Avenue to the west, Empress Avenue/Citation Drive/Clovercrest Road to the north, Shaughnessy Boulevard to the east and Highway 401 to the south. Public comments, questions and feedback were collected from 344 online feedback form submissions, 4 phone calls and 72 emails. When submitting the 2023 Cycling Infrastructure Installation - Third Quarter Updates

online feedback form, respondents entered their postal code - 34% were within M2K, 23% were within M2J and 11 % were within M2N. The Sheppard Avenue East Complete Street is within or next to these postal code areas. 105 people attended the public drop-in meeting on Tuesday, March 28 from 5:30 – 8:00 pm at the Evangelical Presbyterian Church. Roll plans and project panels gave an overview of the project and detailed, block-by-block design elements. At the event, staff were available to record comments and answer questions and participants could also record feedback directly on the roll plans.

Some residents raised concerns that the project would result in increased traffic congestion as a result of reduced vehicle travel lanes and congested left-turn lanes. Concerns were also raised about reduced on-street parking spaces, and adequate snow maintenance on streets and cycle tracks. Other residents expressed support for the project related to increased pedestrian and safety for people on bikes, increased accessibility for all mobility types, and enhanced local greening and landscaping. Suggestions to improve this proposal related to improving safety at all intersections for vulnerable road users. Specifically, some residents suggested installing protected intersections and adjusting signal timing and pedestrian lead times.

Further details on the project, including public consultation materials and summaries, can be found at [Toronto.ca/SheppardAvenueEast](https://toronto.ca/SheppardAvenueEast). The local Councillor has been consulted on the proposed project.

Superior Avenue: Mimico Neighbourhood Mobility Plan

Background

In 2018, the Etobicoke York Community Council requested Transportation Services to undertake a comprehensive study of traffic in the Mimico neighbourhood bounded by Royal York Road to the west, Cavell Avenue to the north, Louisa Street to the east, and Lake Shore Boulevard West to the south.

In 2021, City Council adopted the Cycling Network Plan which recommended new bikeways on Superior Avenue between Stanley Avenue and Lake Shore Boulevard to be bundled with a planned road resurfacing.

In 2022, Transportation Services began work on the Mimico Neighbourhood Mobility Plan to address community concerns. The Neighbourhood Mobility Plan considers all modes of transportation with an emphasis on improving conditions for vulnerable road users.

Since the kick-off of the Neighbourhood Mobility Plan, one virtual public meeting was held in June 2022. Residents expressed concerns regarding traffic fatalities, through traffic on local roads, excessive speeding and non-compliance with current traffic regulations.

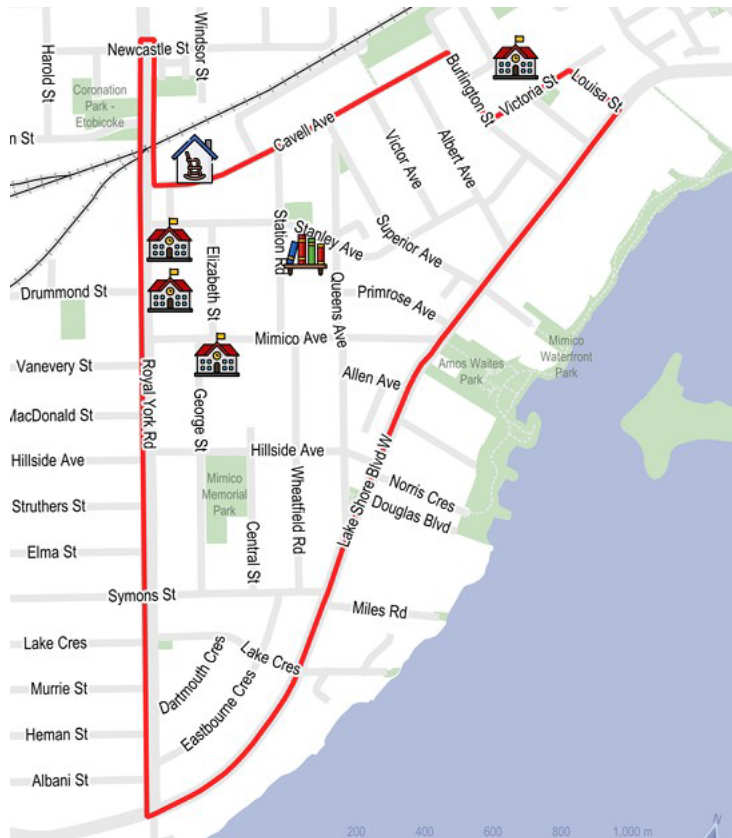


Figure 14: Study area map of the Mimico Neighbourhood Mobility Plan

Existing Conditions

Superior Avenue is a 12.2 metre wide road with one motor vehicle travel lane in each direction, shared lane markings, and free 3-hour on-street parking on both sides (approximately 25 spaces). In the past five (5) years there have been four (4) fatal collisions in the study area including one on Superior Avenue and Lake Shore Boulevard West.

Superior Avenue is a key pedestrian and cycling connection to the Waterfront Trail. One block south of Lake Shore Boulevard West, Superior Avenue has a trail connection to the Waterfront Trail. In 2022, Transportation Services upgraded the pedestrian and cycling connection including extending the sidewalk and installing a curb ramp for people cycling.

Design

Transportation Services is recommending the installation of cycle tracks, along with a new centre median on Superior Avenue between Stanley Avenue and Lake Shore Boulevard West to be implemented in conjunction with a planned road resurfacing project in 2023.

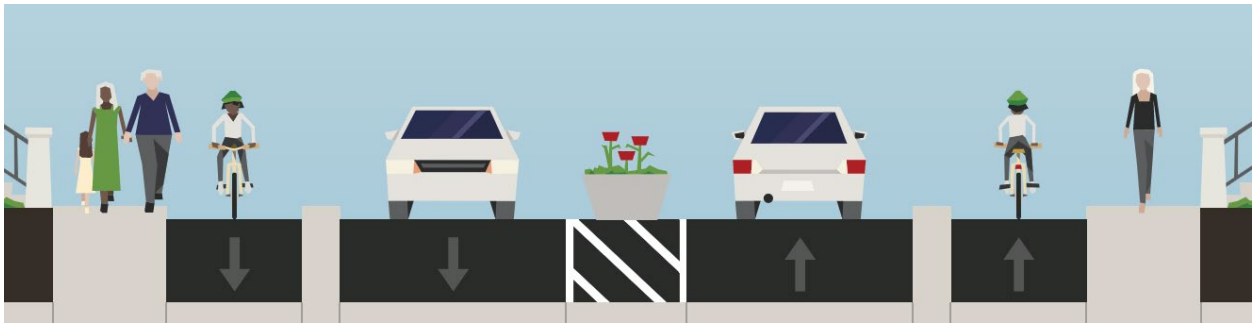


Figure 15: Future cross section Superior Avenue after installation of cycle tracks and new median.

In order to install the cycle tracks and new centre median, a reduction of 25 on-street parking spaces is proposed. A parking inventory was conducted which found a total of approximately 127 on-street spaces and 103 publicly accessible spaces in surface parking lots in the immediate vicinity. This does not include a number of privately accessible spaces in the area such as driveways, front yard parking pads, garages, and resident-only surface parking lots. The on-street spaces included in the observation area is within approximately 250 metres of the intersection of Superior Avenue and Stanley Avenue.

Parking occupancy in this area was observed for 12 hours per day, between 8 am and 8 pm, on Wednesday October 26, Saturday October 29, and Sunday October 30, 2022. Peak parking demand in the area occurred between 3:00 pm and 4:00 pm on Sunday October 30, 2022. At that time there were 23 vehicles parked on Superior Avenue between Stanley Avenue and Lake Shore Boulevard West and 62 spaces (27% of total publicly accessible supply) available in the observation area. On average throughout the observation period there were 139 spaces (60% of total publicly available supply) available in the observation area.

Public Consultation

The proposed design addresses concerns raised through the Mimico Neighbourhood Mobility Plan public consultation in June 2022 including excessive speeding, high volumes of through traffic on local streets, and aggressive driving along this segment of Superior Avenue.

While Transportation Services is recommending this installation to be aligned with the planned road resurfacing, public consultation is on-going for the Mimico Neighbourhood Mobility Plan. Transportation Services has updated stakeholders along the corridor of the proposed design included in this report, and would continue to consult with the public and residents to improve safety and mobility outcomes in the Mimico study area.

Further details on the project, including public consultation materials and summaries, can be found at toronto.ca/MimicoMobilityPlan. The local Councillor has been consulted on the proposed project.

Dundas Street East Upgrades - Hiltz Avenue to Alton Avenue and Coxwell Avenue to Rhodes Avenue

Implementing improvements to the existing bike lanes along Dundas Street East from Broadview Avenue to Kingston Road was included in the Cycling Network Plan's Near-Term Implementation program. Transportation Services has identified several opportunities to upgrade the bike lanes to cycle tracks over the past year. Two additional opportunities to upgrade Dundas Street East from bike lanes to cycle tracks are proposed below:

- between Hiltz Avenue and Alton Avenue and;
- between Coxwell Avenue and Rhodes Avenue.

At Dundas Street East and Hiltz Avenue, based on a Councillor and community request, Transportation Services is planning to install planted curb extensions to improve pedestrian safety. Given the nearby work, it is recommended to upgrade the existing bike lane on the south side to a cycle track. This would allow for a larger curb extension and additional planted area, and consistency with the current condition on the north side where there is already a cycle track with pre-cast curbs protecting the bikeway.

Parking between Hiltz Avenue and Alton Avenue would be retained, but the location would be reconfigured to be between the motor vehicle lane and the curbside cycle track. Approximately five (5) parking spaces would need to be removed - three (3) parking spaces to accommodate driveway setbacks and two (2) parking spaces for the new planted bulb out near the Hiltz Avenue intersection.



Figure 16: A plan view of the proposed cycle track on the south side of Dundas Street between Alton Avenue and Hiltz Avenue.

On Dundas Street between Coxwell Avenue and Rhodes Avenue, the City is reconfiguring the intersection including public realm improvements and stormwater management facilities to create Raindrop Plaza. The removal of the channelized right-turn lane provided an opportunity to upgrade the bike lanes to cycle tracks.

On the north side, no parking exists. New poured-in-place concrete curbs will be installed along the new plaza to protect the cycle track. On the south side, the parking would be retained, but would be reconfigured to be between the motor vehicle lane and the curbside cycle track. Two (2) parking spaces are required to be removed to accommodate intersection and driveway setbacks.

Streamlined Reporting Process

As part of this report, Transportation Services is also proposing to improve and streamline the current reporting process for by-law amendment submissions associated with cycling infrastructure projects that have been approved by Council for implementation.

The demand for new bikeways in Toronto is high. City Council has directed Transportation Services through adopted policies contained in the TransformTO Climate Action Strategy, Vision Zero Road Safety Plan, as well as a number of project specific motions to continue to accelerate the delivery of an unprecedented amount of new bikeways.

The Council adopted 2022 – 2024 Near-Term Implementation Program forecasts the delivery of approximately 100 centreline kilometres (km) of new bikeways, which is an increase over the 65 centreline km delivered in 2019 – 2021. The 2022 – 2024 Near-Term Implementation Program includes an ambitious number of km compared to previous years' delivery rates, and includes a greater proportion of cycle tracks on arterial roadways. In 2022, 18 km of bikeways were completed, with an additional 17 km of construction underway, for total of 35 km in delivery last year.

City Council currently authorizes new bikeways through a staff report to Infrastructure and Environment Committee, followed by approval from City Council, which in turn authorizes the associated by-laws. Any amendments to the approved by-laws that may be needed to make minor changes to new bikeways based on community input or changing conditions during project construction require additional reporting (and may require a re-opening), which can take multiple months and staff capacity to make a minor change, such as reducing one parking space to improve sight-lines. This essential work is required to ensure by-law accuracy and enforceability, and often leads to positive changes that are responsive to the community's feedback, but it takes staff time and resources away from the delivery of new projects.

This report proposes a streamlined process that would, following community consultation and once a particular project is approved by Council for implementation, delegate authority to the General Manager of Transportation Services to submit the necessary bills to enact by-law amendments directly to City Council for a discreet period of time (30 months) after Council approval, as outlined in Attachment 2. This authority would enable Transportation Services to be able to:

- accommodate minor changes to the projects as they may arise through detailed design and implementation with submission of the Bills for the associated By-law changes to reflect the constructed project to follow when appropriate; and
- unlock the ability for staff to make minor adjustments based on local Councillor and community feedback to address issues without delay such as parking adjustments to improve sight-lines, adjustments or addition of accessible loading areas, and similar modifications.

Technical Amendments

Peel Avenue and Gladstone Avenue Road Reconstruction

As a commitment from the Peel-Gladstone Reconstruction Class Environmental Assessment Study completed in 2010, Peel Avenue and sections of Gladstone Avenue will be redesigned to improve safety and accessibility. The project design was refined through a public consultation process that took place from 2019 - 2022. In Spring 2023, construction is scheduled to begin. The construction will include wider sidewalks, bike lanes, newly paved roads, new planters, street trees, a new 3-way stop and layby parking with permeable paving. This technical amendment, included in Attachment 3, will enact the parking and traffic by-laws to reflect the issued for construction design.

Huntingwood Drive

In December 2021, City Council authorized that the installation of the Huntingwood Drive ActiveTO Project be made permanent. Adjustments to parking were made during ActiveTO program and also as part of the detailed design process for the planned 2023-2024 roadway resurfacing between Pharmacy Avenue and Kennedy Road. This technical amendment, included in Attachment 3, is required for the existing and planned parking adjustments on sections between Pharmacy Avenue and Brimley Road.

The Kingsway and Dundas Street Road Safety Improvements Project

In April 2021, City Council authorized the installation of The Kingsway and Dundas Street Road Safety Improvements Project. In June 2022, City Council authorized a new traffic signal at Dundas Street and Old Oak Drive/Wimbleton Road. A No Right on Red restriction is required to reduce conflicts between people driving and cycling on the two-way cycle track.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Cycling Infrastructure Installations - Q3 2023

Attachment 2: Streamlined Reporting Process for By-Law Amendments

Attachment 3: Technical Amendments