



# Jane Finch Initiative

# Moving

Mobility and Transit Integration Strategy



February 2024



## City of Toronto

City Planning

Parks, Forestry & Recreation

Transportation Services

Environment & Climate

Economic Development & Culture

Toronto Children's Services

Toronto Water

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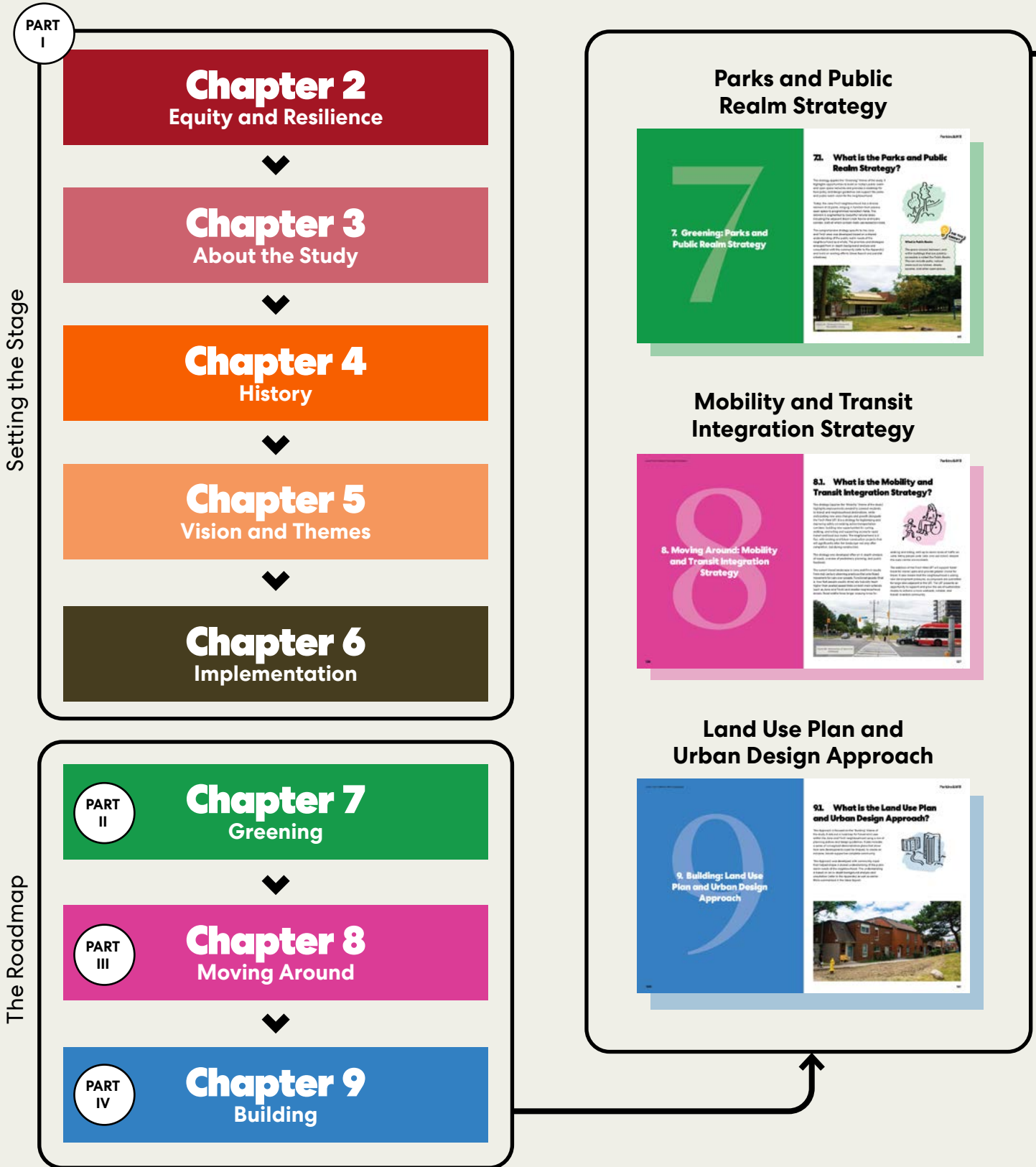
**A thank you to our Youth Ambassadors:** Abinaya Nithyanantharajah, Abishak Jeyaseelan, Lidia Cofles Gualtero, Sawjana Rafique, Sayem Khan, Tishauna Bailey







# How to Read this Report



## WHAT?

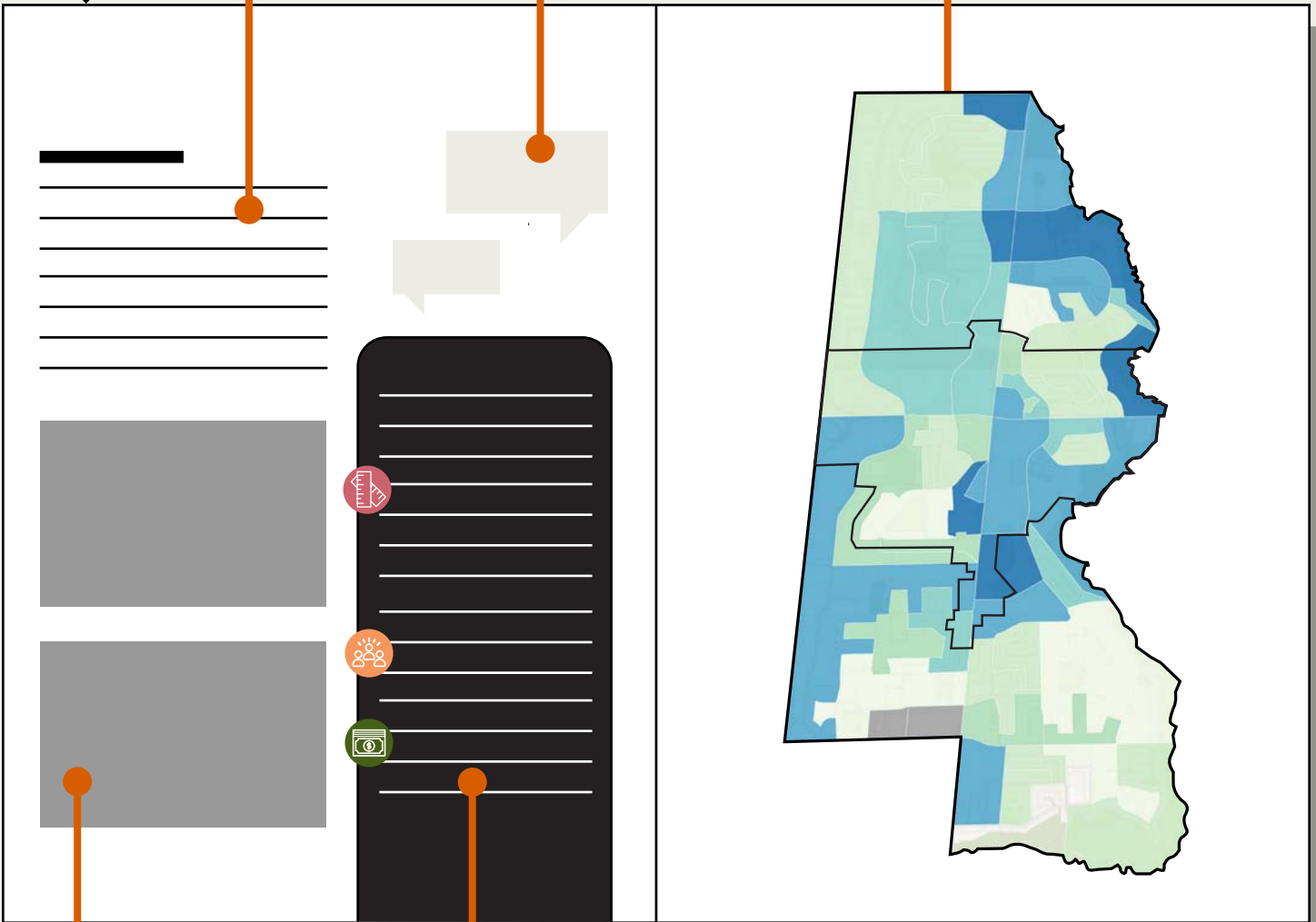
Explanatory text and introduction

## WHY?

Feedback from engagement or findings from analysis

## WHERE?

Map or diagrams demonstrating rationale or where this can be implemented



Photos of the existing condition or precedent photos (examples from other places)

## HOW? WHO?

Recommendations, strategies, and guidelines with 'tags' to demonstrate path of implementation



Planning Policy



Collaborative Effort



Design Guidelines



Capital Project



Community Development Plan



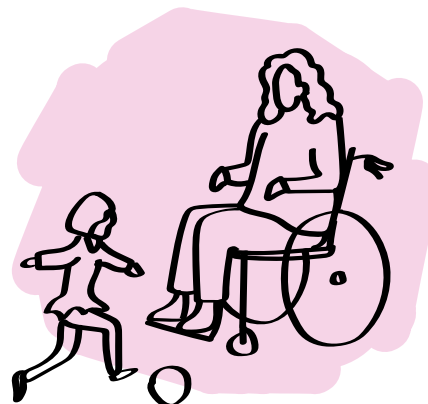
Follow Up Study

A large, stylized number 8 is centered on the page. It is composed of two overlapping, rounded, teardrop-like shapes. The top shape is a lighter shade of pink, and the bottom shape is a darker shade of pink. The two shapes overlap in the middle, creating a central area of the darker shade. The overall appearance is that of a thick, hand-drawn or brush-stroke style number.

# 8. Moving

# 8.1. What is the Mobility and Transit Integration Strategy?

This strategy highlights improvements needed to connect residents to transit and neighbourhood destinations, while anticipating new area changes and growth alongside the Finch West LRT. It is a strategy for legitimizing and improving safety on existing active transportation corridors, building new opportunities for cycling, walking, and rolling and supporting access to rapid transit and local bus routes. The area is in flux, with existing and future construction projects that will significantly alter the landscape not only after completion, but during construction. This strategy was developed after an in-depth analysis of needs, a review of preliminary planning, and public feedback.



The current travel landscape in Jane Finch results from mid-century planning practices that prioritized movement for cars over people. Functional speeds (that is, how fast people usually drive) are typically much higher than posted speed limits on both main arterials (such as Jane Street and Finch Avenue West) and smaller neighbourhood streets. Road widths force longer crossing times for walking and rolling, with up to seven lanes of traffic on Jane (as seen in photo on the right). Many people walk, bike, and use transit, despite this auto-centric environment<sup>i</sup>.

The addition of the Finch West LRT will support faster travel for transit users and provide more reliable choices for travel. It also means that the area is seeing new development pressures, as proposals are submitted for large sites adjacent to the LRT. The LRT presents an opportunity to support and grow the use of sustainable modes to achieve a more walkable, rollable, and transit-oriented community. Sustainable modes will also help achieve the City's climate goals, as per TransformTO.



Figure 106. At Jane, looking north from Finch, there are 7 lanes: 3 northbound lanes (one is bus layby), and 4 lanes southbound (Google Maps)



Figure 105. Bus stop at intersection of Jane and Driftwood (Perkins&Will)

<sup>i</sup> In 2016, of all trips that started in JF, 22% are by transit and 69% by auto (driving or passenger), with 8% by active modes. Students aged 11-18 walk for 36% of their trips, compared with 31% for Toronto overall. (TTS 2016). TAZs 388, 389, 390, 400, 401, 411 and 406 considered as "Jane Finch", noting that two TAZs cross the boundary and include some areas outside the study area.

## 8.2. Outcomes and Topic Areas

The Mobility and Transit Integration Strategy for Jane Finch is a set of specific actions, guidelines, and recommendations to support an improvement in access and connectivity within Jane Finch. It will support policy development for the Secondary Plan, identify gaps in infrastructure, and inform prioritization of investments.

What are we trying to achieve? This strategy includes 4 Big Moves and 4 Topic Areas.



### **BIG MOVE – Recognize and Legitimize Existing Movement Patterns to Enhance Safety**

By looking at how people of all ages and abilities currently cross streets, access their destinations, and get to and from transit, we can improve intersections or create new crossing opportunities, and add pathways, to make current travel behaviour safer and more comfortable.



### **BIG MOVE – Create a Vibrant Jane Finch where Walking, Rolling, and Cycling are Safe and Comfortable**

Wide arterials and collector roads intuitively encourage speeding, creating risks for people walking, rolling, and cycling. Prioritizing Complete Streets and Vision Zero measures in Jane Finch will help improve safety and create a more comfortable environment.



### **BIG MOVE – Make Transit Access Easier and Safer**

By ensuring that bus stops and rapid transit stops have convenient and comfortable access for people walking and rolling, even if they need to cross the street, and ensuring bike parking exists to complement rapid transit, we can improve the “first and last mile” experience and help people get to where they need to go.



### **BIG MOVE – Support Cycling as a Mode of Transportation**

Through adding safe places to ride your bike on the street, introducing more bike sharing, assessing cycling opportunities for the vast trail system, and providing adequate bike parking, we can support people cycling.



- Centre equity in planning for mobility
- Create Complete Streets.
- Create a more walkable Jane Finch.
- Improve conditions for cycling.
- Continue to improve transit.
- Introduce Travel Demand Management approaches to encourage sustainable transportation choices.
- Support efficient and safe goods movement while reducing truck traffic on Finch Avenue West.



**DID YOU KNOW?**

#### **What is Vision Zero?**

The Vision Zero Road Safety Plan is a comprehensive action plan focused on reducing traffic-related fatalities and serious injuries on Toronto’s streets. Using a data-driven and targeted approach, it addresses safety for the most vulnerable users of our transportation system—pedestrians, school children, older adults and cyclists.

The Moving: Mobility and Transit Integration Strategy in the following pages is organized by 4 Topic Areas that speak to delivering these big moves. Accessibility is embedded as a lens throughout the strategy:

1. Safety
2. Connectivity
3. New Streets
4. Complete Streets





Figure 107. Existing bus stop waiting areas at Jane and Driftwood (Google Maps)



Figure 108. Passengers getting on the Finch West bus, in the midst of LRT construction (Perkins&Will)



Figure 109. The existing bridge over Driftwood is well used by pedestrians and cyclists (Perkins&Will)



Figure 110. The in-progress Finch West LRT construction (Perkins&Will)



## 8.3. Safety

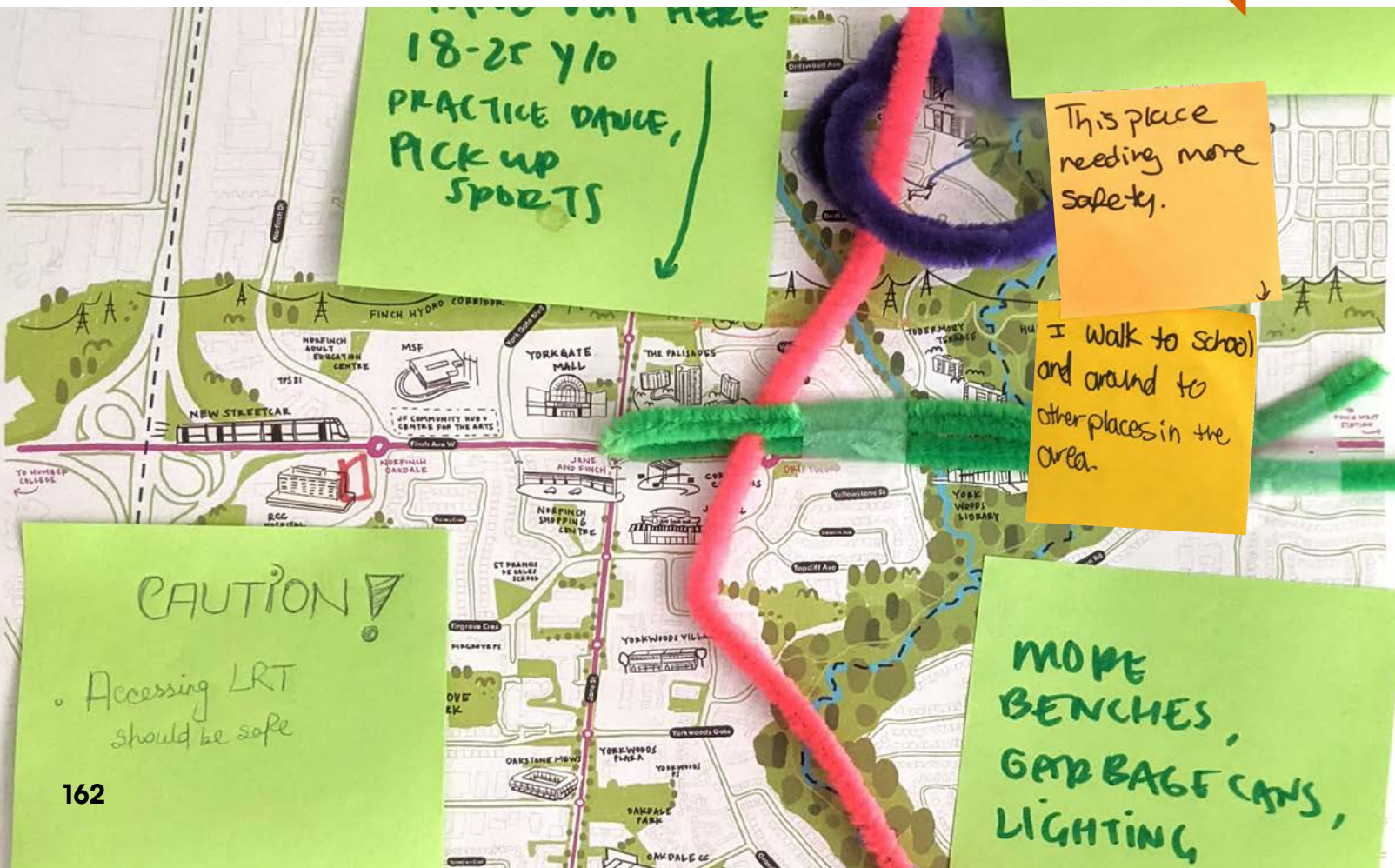
Traveling around Jane Finch should prioritize safety, especially for pedestrians, people cycling, and other vulnerable road users. People are more likely to choose active modes of transportation if they feel safer and more secure moving around their neighbourhood. Through conversations with the community, it is clear that the streets in Jane Finch can be improved to increase safety – safe streets create an environment where people can move freely without fear of collisions or injuries.

Safe streets also promote social inclusion. They can ensure that everyone, including children, older adults, and people with mobility challenges, can move around Jane Finch with ease.

### What We Heard

- Folks feel unsafe walking around, particularly around the Jane and Finch intersection. This is largely due to the current LRT construction, but also exacerbated by frustrations around vehicular traffic, the lack of accessibility or maintenance of sidewalks, and current bus service.
- There was interest in using other modes of transportation, such as cycling around the neighbourhood, if it was made safer and more comfortable.

Figure 111. Youth engagement included ‘day in the life’ mapping with pipe cleaners, and highlighted constraints like LRT safety, lack of ramps into the ravine (Urban Minds)



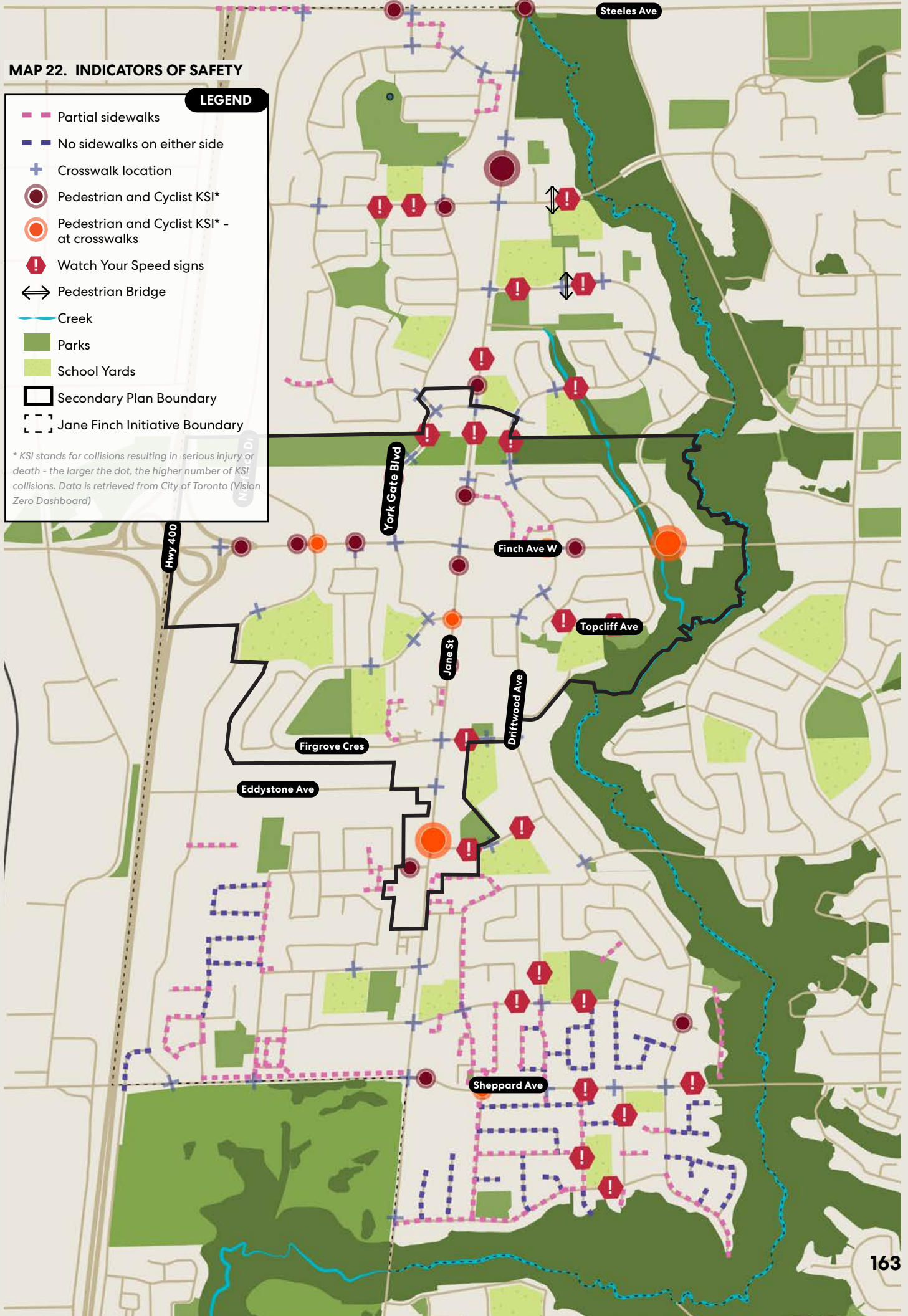


**MAP 22. INDICATORS OF SAFETY**

**LEGEND**

- - - Partial sidewalks
- - - No sidewalks on either side
- + Crosswalk location
- Pedestrian and Cyclist KSI\*
- Pedestrian and Cyclist KSI\* - at crosswalks
- !  Watch Your Speed signs
- ↔ Pedestrian Bridge
- Creek
- Parks
- School Yards
- Secondary Plan Boundary
- Jane Finch Initiative Boundary

\* KSI stands for collisions resulting in serious injury or death - the larger the dot, the higher number of KSI collisions. Data is retrieved from City of Toronto (Vision Zero Dashboard)





### 8.3.1. Enhancing Safety for People Crossing Streets

Pedestrians and people cycling frequently need to cross major arterials like Jane Street and Finch Avenue West, minor arterials like York Gate Boulevard, and collector roads like Driftwood Avenue to get to their destinations or access transit. These streets can be wide and difficult to cross. The presence of Watch your Speed signs in the area may point to safety concerns in the community around speeding.

The road network in Jane Finch, like in many suburban areas in the city, was developed to allow for efficient movement of vehicles on arterials with minimal street treatments for pedestrians and cyclists. Infrastructure design that prioritizes the movement of vehicles has been shown to have negative impacts on the safety and comfort of Vulnerable Road Users (VRUs)<sup>i</sup>. Safety concerns, both real and perceived, affect how people use streets. How safe VRUs feel towards their environment impacts their travel choices, including travel patterns and mode choice.

#### Safe Crossings

Signalized crossings improve safety, but do not guarantee a safe crossing: people have been injured or killed at crosswalks along both Jane and Finch. Drivers make turns quickly and may not adequately check for pedestrians or people cycling before turning. Although existing signalized crosswalks are intended for pedestrian use, people cycling may be seen using the crosswalk.

Crossing distances can be over 30 metres at certain intersections, which can be challenging for some people. Older adults, adults walking with younger

<sup>i</sup> Vulnerable Road Users (VRUs) generally refer to people walking, cycling, using mobility devices or otherwise not in motor vehicles. Drivers can become VRUs when they access their destination after parking their vehicle.



Figure 112. Jane Street at Finch has a crossing distance of over 30m for pedestrians, 2019, before LRT construction (Google Maps)



Figure 113. Many have expressed frustrations around construction management and interim conditions of bus stops (Perkins&Will)

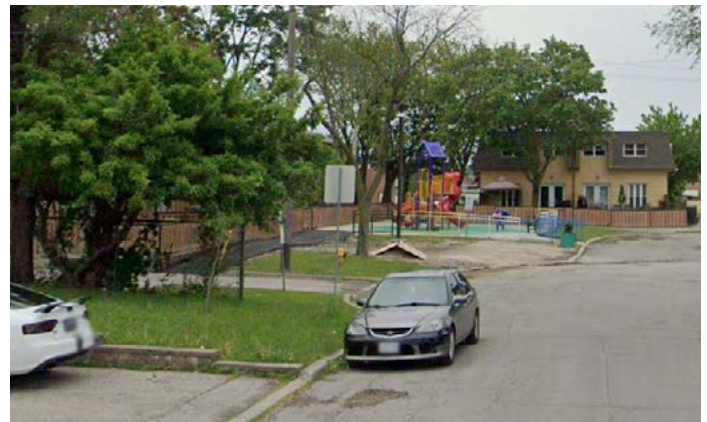


Figure 114. Some areas, such as along Markay Street (pictured), there are no sidewalks on either side of the street (Google Maps)

children, small groups (i.e., 2 or more people walking together, common with areas near high schools), and those with mobility challenges may need more time to cross. Long distances between signalized crossings also may encourage informal crossings, particularly where TTC bus stops may not be adjacent to signalized crossings, or where students cross to get to school.

#### Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study

#### Safer Crossings



95. Where feasible, safe crossings should be facilitated through signalized crossings on arterial roads, and through providing signalized connections to all TTC stops and schools (Intersection Improvements identified on Map 23).



96. Intersections with existing signalized crossings should be improved to slow turning speeds and prioritize people walking and cycling through advanced signaling.



97. Crossings on collector roads near schools should have safety elements added or amplified. Informal crossing points (i.e., not signalized) should also be legitimized where a new crossing would enhance the network.



98. In areas where future street resurfacing could allow for a greater level of infrastructure changes to enhance safety, study feasibility and consider phased implementation of interim measures to mitigate safety concerns in the immediate future while still planning for re-design.



- a. In near-term, review planned asphalt resurface and improvements for residential streets south east of Jane and Sheppard, currently planned for reconstruction in 2024 and 2025. Ensure crosswalks meet current design standards.
- b. Review design for reconstruction of York Gate Boulevard, currently planned for 2025, and identify opportunity for adding separated cycling infrastructure.
- c. Ensure the Loop Trail connection from Finch Avenue West to Finch Hydro Corridor Trail, to be constructed along with the Metrolinx Maintenance and Storage Facility, provides a separated, multi-use path for active modes of transportation with wayfinding to and from Finch Avenue West.



99. Transportation Services should consult with the TTC to study feasibility of installing signalized crossings at all TTC bus stops on Jane Street. Coordinate with the planning process for RapidTO along Jane Street, with consideration for location of future bus stops and/or bus stop removals, aligning with TTC policy.



100. Two current TTC bus stops should receive treatment to facilitate safe walking and rolling (see Map 23):
- a. Jane Street and Courage Avenue: Study feasibility of replacing the damaged pedestrian refuge island with a signalized intersection for pedestrian crossing.
  - b. 2900 Jane Street: Study feasibility of new crossing opportunities to facilitate access to the TTC bus stops. The bus stops are currently 250m from the nearest signalized crossing, adding half a kilometre of walk distance for residents wishing to cross the street to access the bus.





Figure 115. Safety island in New York is an example of a pedestrian and cycling safety measure (NACTO)



Figure 116. Example of a protected intersection and safer crossing experience at Murray Ross Parkway and Columbia Gate (Perkins&Will)



Figure 117. Signalized crossing for pedestrians and cyclists in Scarborough, along the Gattineau Hydro Corridor (Cycle Toronto)



Figure 118. Safety islands limit pedestrian exposure in an intersection and help people feel less vulnerable in the street (NACTO)



Figure 119. Safe crossings for all modes of transport – Jackson Street reconstruction, Saint Paul (Toole)



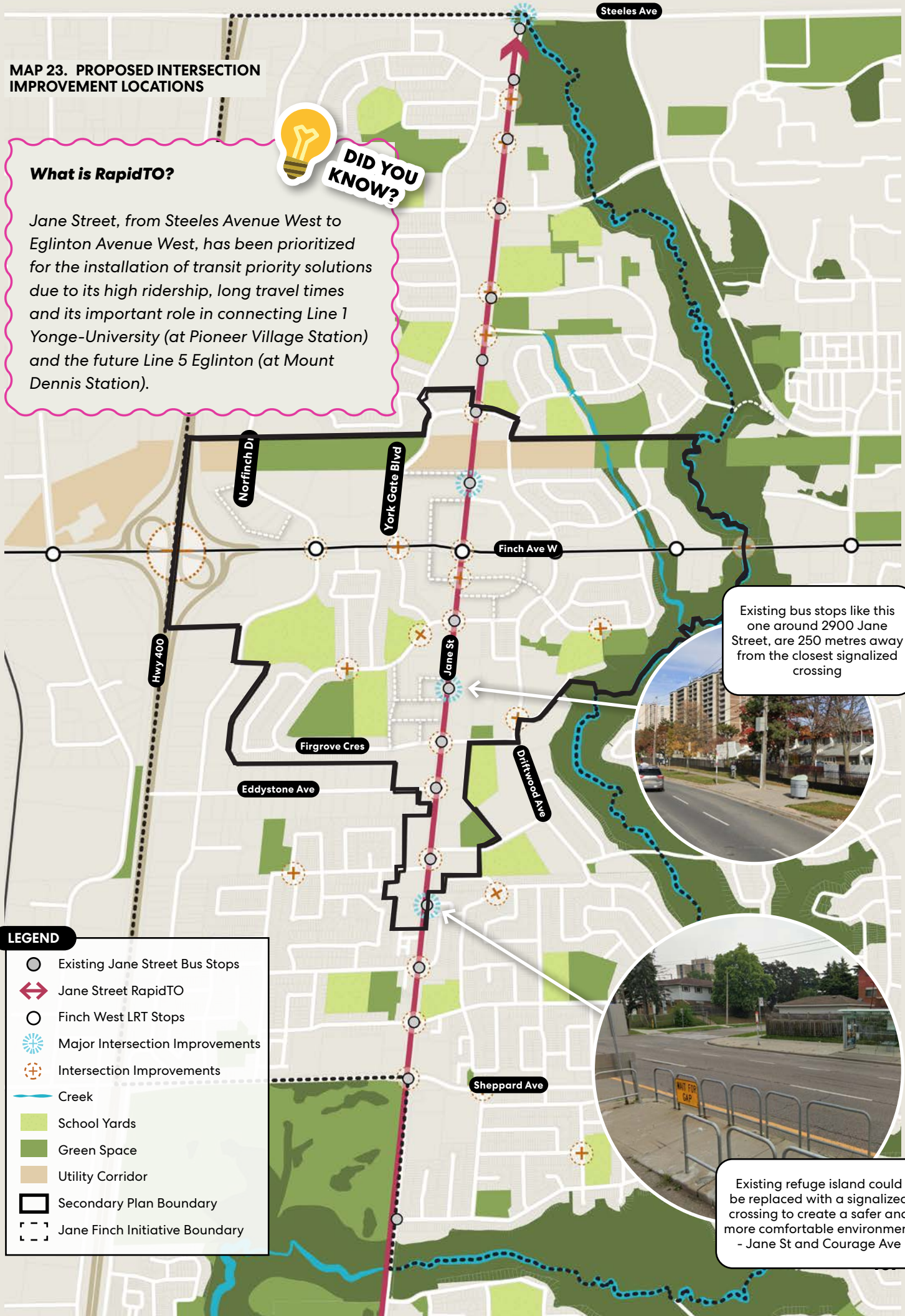
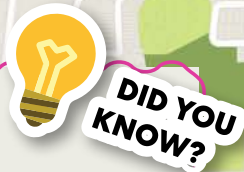
Figure 120. Example of raised crosswalk, unique paving, and signage to force vehicles to slow down – University of Toronto, St. George Street (Google Maps)



**MAP 23. PROPOSED INTERSECTION IMPROVEMENT LOCATIONS**

**What is RapidTO?**

Jane Street, from Steeles Avenue West to Eglinton Avenue West, has been prioritized for the installation of transit priority solutions due to its high ridership, long travel times and its important role in connecting Line 1 Yonge-University (at Pioneer Village Station) and the future Line 5 Eglinton (at Mount Dennis Station).



Existing bus stops like this one around 2900 Jane Street, are 250 metres away from the closest signalized crossing






**LEGEND**


- Existing Jane Street Bus Stops
- ↔ Jane Street RapidTO
- Finch West LRT Stops
- ⊙ Major Intersection Improvements
- ⊕ Intersection Improvements
- Creek
- School Yards
- Green Space
- Utility Corridor
- ▭ Secondary Plan Boundary
- - - Jane Finch Initiative Boundary




Existing refuge island could be replaced with a signalized crossing to create a safer and more comfortable environment - Jane St and Courage Ave

 101. Review signal timing plans and install Leading Pedestrian Intervals at all existing signalized intersections along Jane Street where feasible.

  102. Work with Metrolinx to determine signal timing and future pedestrian signal treatments along Finch Avenue West. Ensure a minimum level of service specification for pedestrians waiting to cross Finch to/from LRT stops; a long waiting time will encourage crossing against the light if the LRT arrives. Signal cycle frequency should be prioritized for pedestrian access to allow passengers to/from the LRT. Consider coordination with any Transit Signal Priority (TSP) technology or measures for the LRT.

 103. Identify a maximum distance between signalized pedestrian crossings and ensure crossings on Jane Street adhere to this. Generally, a distance over 200m between crosswalks should be avoided as this creates compliance and safety issues. Notably, the existing warrant system for a new traffic signal requires a minimum of 120m between signalized intersections, but exceptions can be made due to area context. On major arterials, ensure key destinations, apartment block clusters, and adjoining streets and TTC stops have safe crossings nearby, where feasible.

 104. Consider traffic calming and safety improvements on collector roads near schools, where feasible. Consider traffic calming solutions that align with the 2023 Traffic Calming Policy update.


 105. Work with the TTC to identify traffic calming solutions on collector roads with bus service that are amenable to TTC operation while meeting traffic calming and safety improvement objectives.






Figure 122. Example of safety improvements on an arterial - cycling buffer (concrete buffer and bollards) and senior safety zone signage, Thorncliffe Park, Toronto (Google Maps)



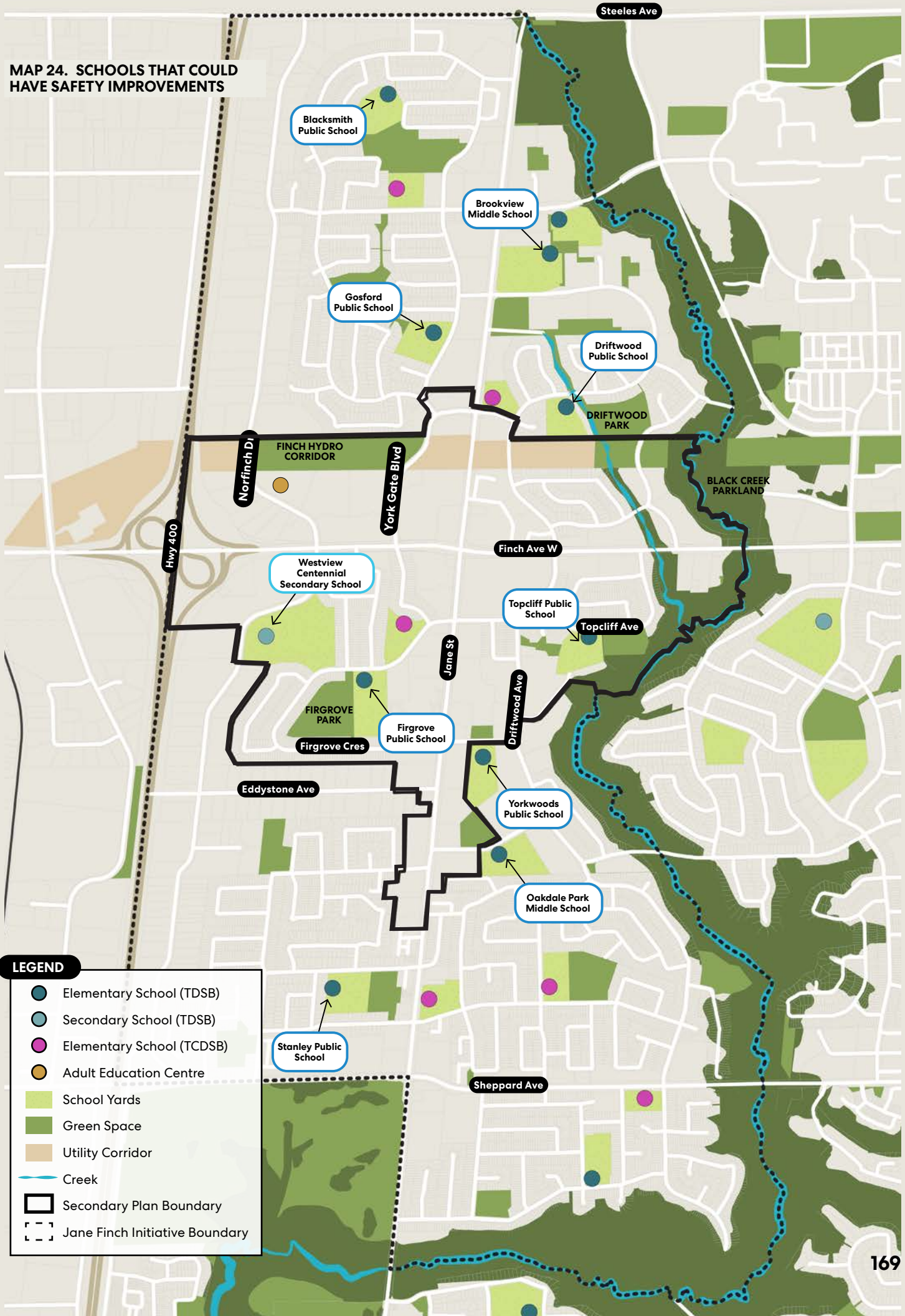
Figure 121. In-road flexible speed signs are installed in the centre of the road, as a visual reminder and a physical device - Oakwood Avenue, Toronto (Google Maps)

### Safety Improvements around Schools

-    106. The following schools have adjacent roads that could benefit from traffic calming to improve motorist behaviour and improve safety for all road users, if they meet requirements of the Traffic Calming Guidelines (see Map 24). Further analysis should be undertaken regularly to determine which schools may require additional improvements.
- a. Stanley Public School
  - b. Firgrove Public School
  - c. Gosford Public School
  - d. Westview Centennial Secondary School
  - e. Blacksmith Public School
  - f. Brookview Middle School
  - g. Driftwood Public School
  - h. Yorkwoods Public School
  - i. Oakdale Park Middle School
  - j. Topcliff Public School



**MAP 24. SCHOOLS THAT COULD HAVE SAFETY IMPROVEMENTS**



**LEGEND**

- Elementary School (TDSB)
- Secondary School (TDSB)
- Elementary School (TCDSB)
- Adult Education Centre
- School Yards
- Green Space
- Utility Corridor
- Creek
- Secondary Plan Boundary
- Jane Finch Initiative Boundary



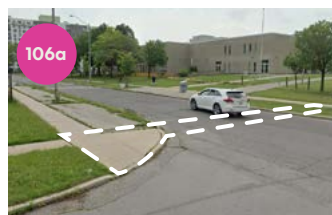
### Stanley Public School



107. Explore improvements around Stanley Public School:

- a. Potential crossing improvements at Ricklan/Stanley intersection, by the school; and
- b. Work with landowner to improve existing desire path through pavement and signage.

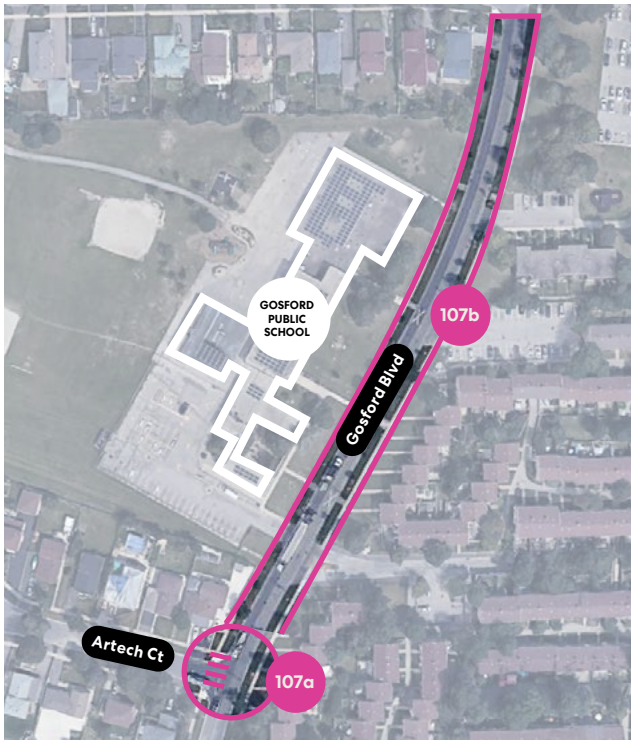
### Firgrove Public School




108. Explore improvements around Firgrove Public School:

- a. Potential crossing improvements at Firgrove/Petiole; and
- b. Potential crossing improvements at Firgrove/Picaro.

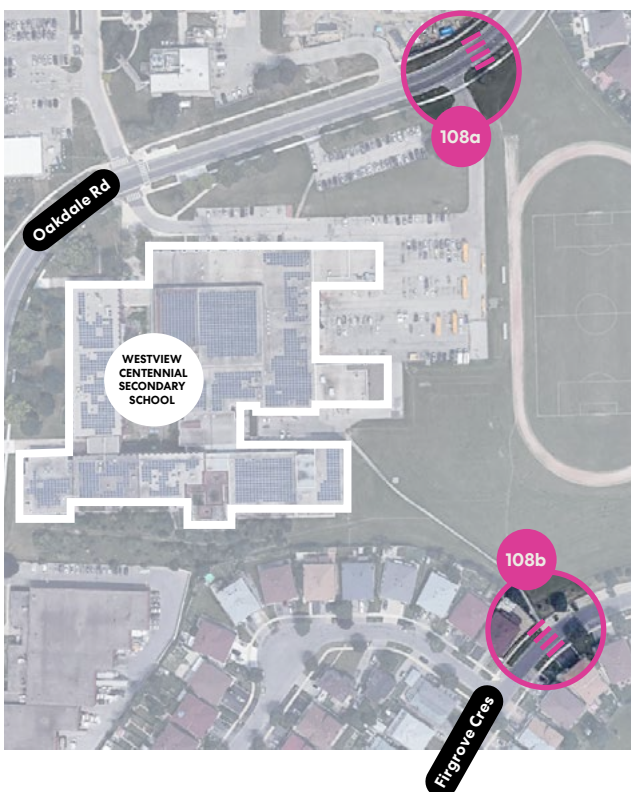
**Gosford Public School**





 109. Explore improvements around Gosford Public School:

- a. Potential crossing improvements at Gosford/Artech to build a safe connection to the school; and
- b. Gosford could benefit from cycling infrastructure and in-road flexible speed signs.

**Westview Centennial Secondary School**



  110. Explore improvements around Westview Centennial Secondary School:

- a. Potential crossing improvements at Oakdale, near the schoolyard (athletic area), and in-road traffic calming posts; and
- b. Potential intersection crossing improvement at Figrove, and work with TDSB on potential stairway improvements.

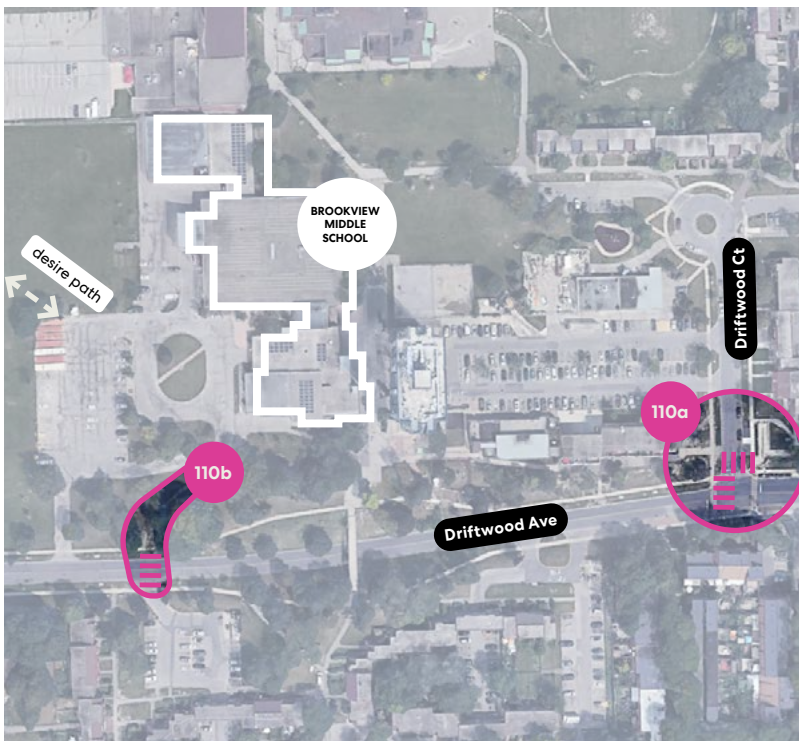


### Blacksmith Public School



111. Explore potential crossing improvements at Blacksmith Crescent St next to the school.

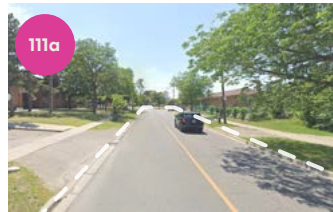
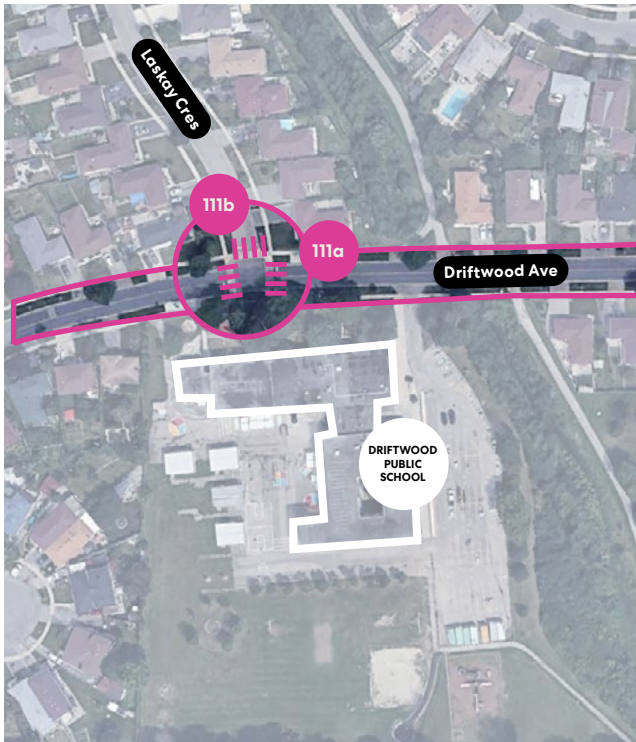
### Brookview Middle School



112. Explore improvements around Brookview Middle School:

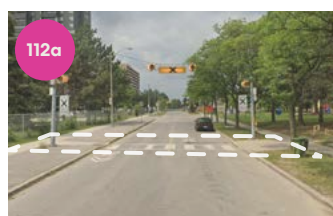
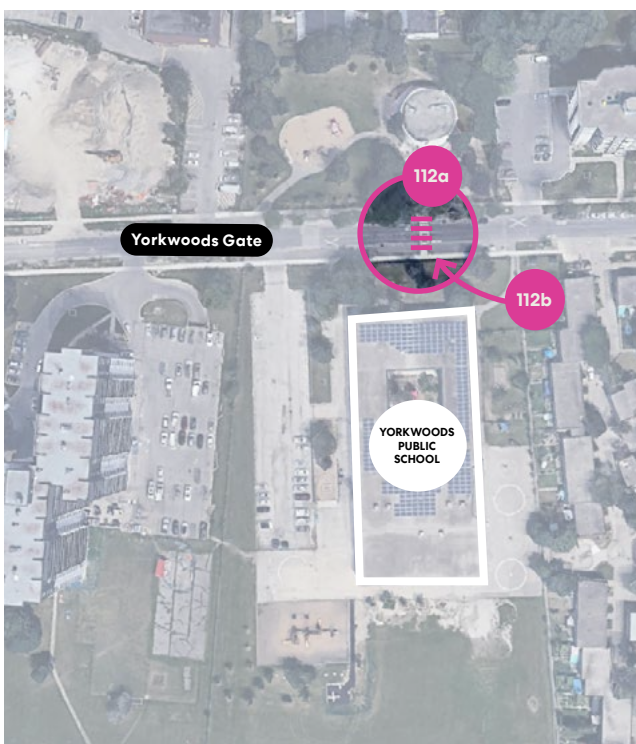
- a. Potential crossing improvements at Driftwood Ave and Driftwood Ct with zebra crossings, lights, in-road traffic calming posts; and
- b. Engage TDSB on solutions to informal path off Driftwood Avenue with potential new crosswalk.

**Driftwood Public School**



113. Explore improvements around Driftwood Public School:
- a. Potential crossing improvements at Driftwood Ave and potential new bike infrastructure; and
  - b. Potential crossing improvements at Laskay Cres in front of the school.

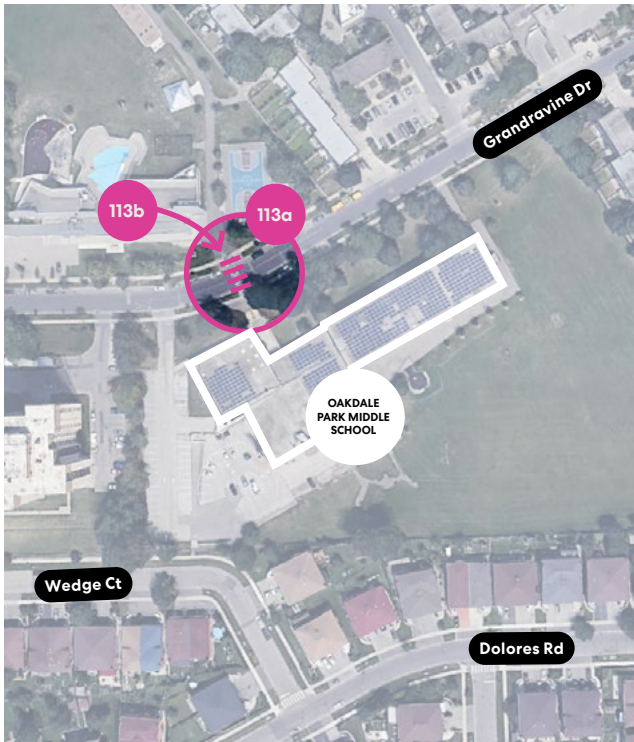
**Yorkwoods Public School**




114. Explore improvements around Yorkwoods Public School:
- a. Potential crossing improvements at Yorkwoods Gate for better visibility, adjacent to the school; and
  - b. Add a “School” sign, as there is only a “Stop for pedestrians” sign there today.



### Oakdale Park Middle School

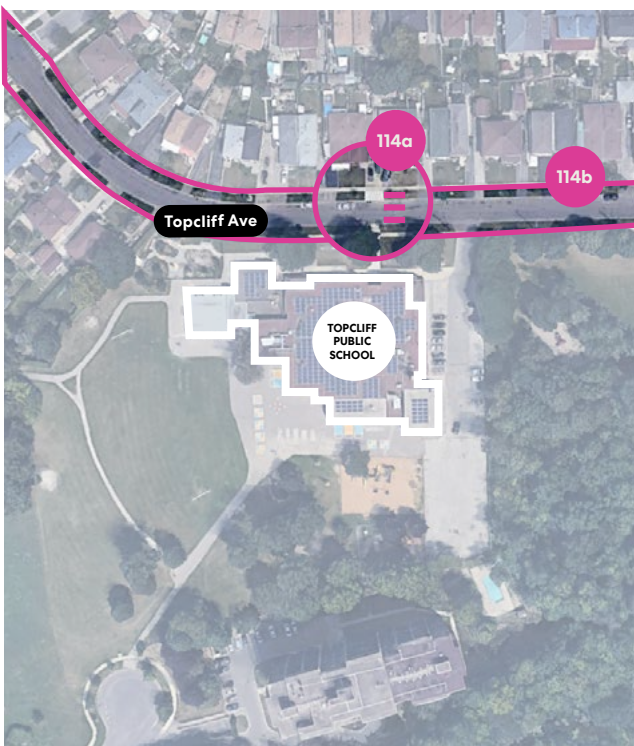





115. Explore improvements around Oakdale Park Middle School:

- a. Improve and repaint crosswalk at Grandravine Dr for better visibility, adjacent to the school and install in-road traffic calming posts; and
- b. Add a “School” sign, as there is only a “Stop for pedestrians” sign there today.

### Topcliff Public School





116. Explore improvements around Topcliff Public School:

- a. Potential raised crossing at Topcliff Ave in front of and near school; and
- b. Install in-road flexible speed sign if feasible.



Figure 130. Example of intersection in the study area (Driftwood Ave and Yorkwood Gt) that has experienced a curb radii reduction and parking markings (left: before, right: after)



Figure 128. Reduced curb radii can help reduce pedestrian and cyclist crossing distances (NACTO)



Figure 129. Dundas / Carroll truck apron to accommodate larger vehicles (City of Toronto, Vision Zero)



117. Identify opportunities to reduce curb radii and/or install truck aprons, using interim measures or bundling with state of good repair/construction work.

- a. Use interim measure of bollards and paint while working with the RapidTO team to determine future infrastructure solutions.
- b. Assess needs for curb radii reductions and truck aprons along Jane Street, Norfinch Drive, Oakdale Road, and Finch Avenue West (in tandem with the Goods Movement Strategy for Finch West).

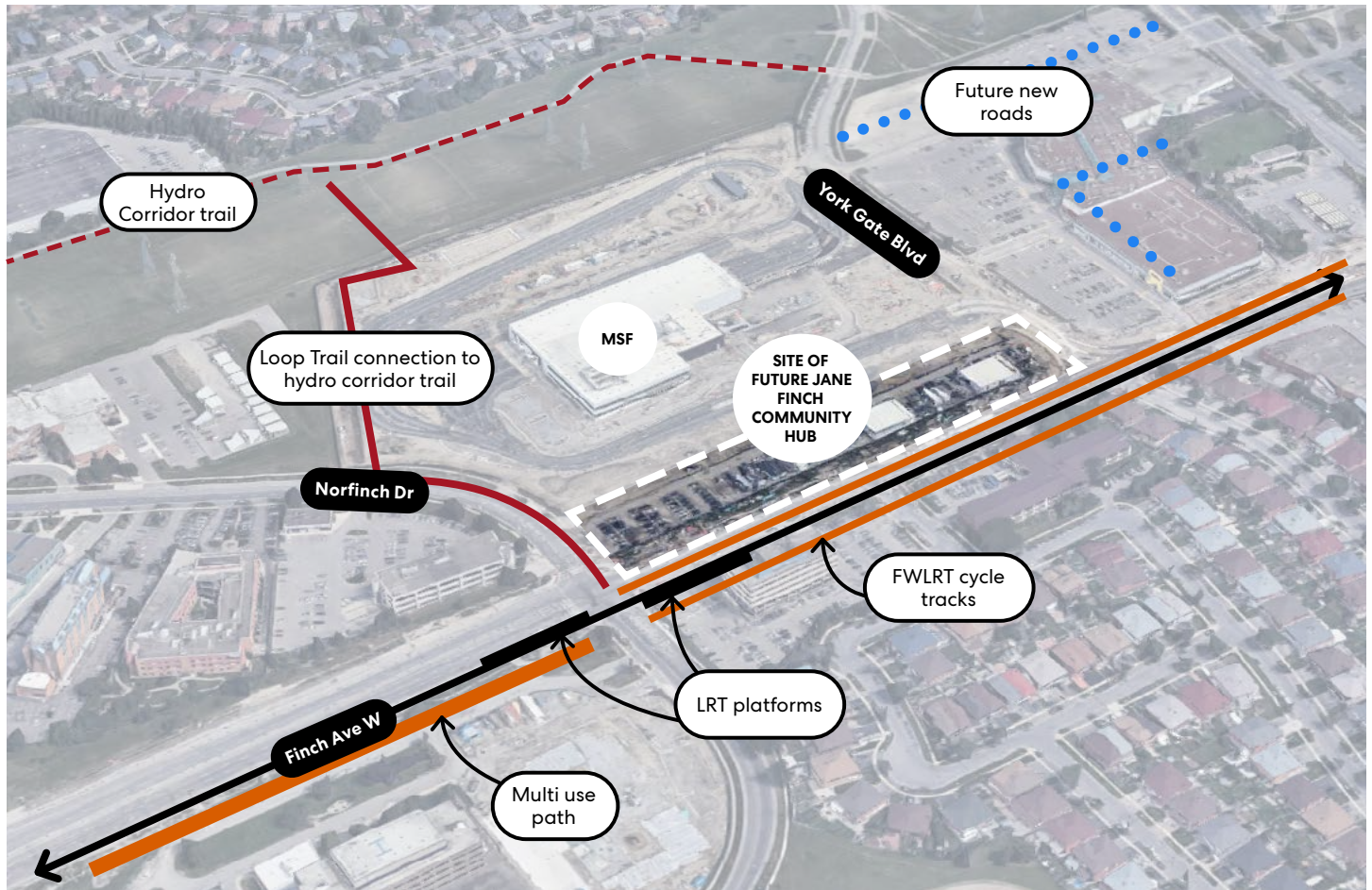


**DID YOU KNOW?**

**What are curb radii reductions and truck aprons?**

These two features reduce the speed at which drivers can make a turn, increasing safety for pedestrians and people cycling. Truck aprons work like curbs, but have lower edges to allow large trucks to make turns.

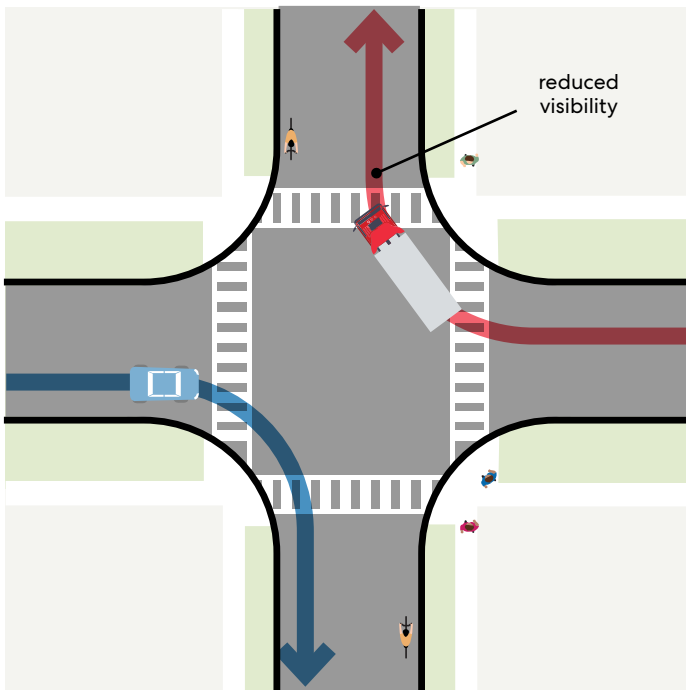




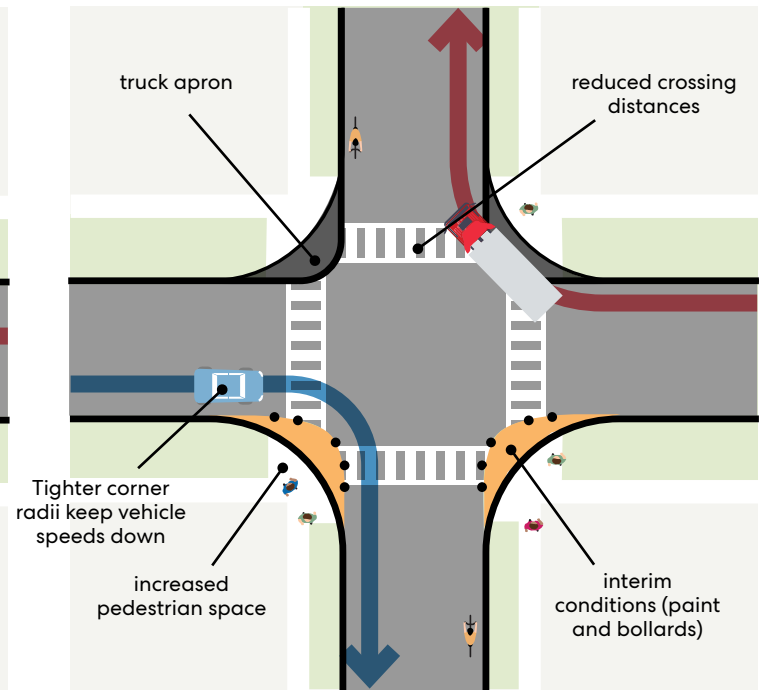
118. Consider access to the future Jane Finch Community Hub and Centre for the Arts for pedestrians and people cycling, given complexities due to the adjacent Finch West LRT Maintenance and Storage Facility (MSF). Specific locations where intersection and public realm improvements could support safer movements include:
- a. Intersection of Norfinch Drive and Finch Avenue West, with attention to how people move to/from:
    - i. The Finch West LRT platforms at the Norfinch/Oakdale stop;
    - ii. The multi-use path on the southeast side of Finch and Oakdale and cycle tracks along Finch;

- iii. The northwest side of Norfinch Drive, especially after potential future development, which could include a new open space at that corner; and
- iv. The southeast corner with the hospital.
- b. The Loop Trail connection to the hydro corridor trail on the west side of the MSF;
- c. Crossings from future development sites (and new network of roads) like at Yorkgate Mall.
- d. Ensure frontage on Finch Avenue West provides parking for bicycles.
- e. Provide wayfinding and direct access points around the MSF.

## Existing intersection conditions



## Potential curb improvements



119. Consider using the Transportation Equity Lens, developed by Transportation Services, to prioritize the approach for State of Good Repair. An equity-based approach could prioritize maintenance of sidewalks, crosswalk paint, lighting, and signage and ensure timely removal of snow and ice for pedestrians and people cycling, particularly where arterial snow clearing accumulates and creates mid-block barriers.



120. Consider a public campaign to encourage citizen reporting of concerns through 311 and potential collaboration with the Community Data Program.



121. Improve crosswalks where they are faded or require repair. Currently, faded crosswalks include:
- At Stanley Public School at Mayberry/Clair Road
  - At Yorkwoods Public School at Yorkwoods Gate Street adjacent to the school
  - At Oakdale Park Middle School at Grandravine Drive in front of the school.



Figure 136. Opportunity to integrate planting and landscaping into adjusted curbs, which create a more pleasant experience for pedestrians and cyclists (CMAP)



Figure 135. Interim measures can also serve as public art (NYC DOT)



### 8.3.2. Enhancing Safety and Comfort when Walking and Cycling Alongside Vehicles

Jane Street and Finch Avenue West are major arterial roads where operational speeds typically exceed the existing speed limits. Fast moving vehicles and sub-standard streetscapes (such as narrow or missing sidewalks, or lack of adequate buffer between pedestrian/cycling infrastructure and traffic) can make moving around Jane Finch uncomfortable and unsafe for many.

Map 25 shows the location of sidewalks along all transportation corridors. The southern Jane Finch area has numerous local roads without sidewalks on either side. Many local roads have sidewalks on only one side, with one collector road, Giltspur Drive, with only one sidewalk. Additionally, sidewalks on major and minor arterials do not meet the current City minimum width of 2.1m. A lot of sidewalks meet legacy standards (of 1.8m), but this does not provide an adequate pedestrian experience. Sidewalks on Jane Street are narrow and uncomfortable for people using mobility devices or shopping trolleys, or groups walking together.



Figure 137. Cyclists on Finch Avenue, prior to installation of cycle tracks, as planned for FWLRT (Perkins&Will)

#### Enhancing Safety and Comfort



122. Sidewalk and cycling infrastructure improvements should consider both safety (with physical barriers and speed reduction methods for vehicles where warranted) and comfort (allowing for social uses of sidewalks, minimizing noise from vehicles, and providing an enjoyable travel experience).



123. Identify future road re-construction timelines to redesign and prioritize space for pedestrians, particularly on streets without sidewalks on both or one sides (refer to Map 25). For example, implementation for new sidewalks on collector roads can occur through planned road construction.



124. Ensure alignment with school safety zone upgrades and confirm timeline for treatments in all school zones. The following schools should have school safety zone treatments:

- a. Oakdale Park Middle School
- b. Topcliff Public School



125. Understanding that the in-construction Finch Avenue West cycling infrastructure reflects legacy standards, plan for longer-term upgrades to meet updated standards with greater buffer between cyclists and vehicular traffic. Where ROW width is planned for expansion in the Secondary Plan, such as on Jane Street and Finch Avenue, ensure expansion is used to create greater buffers between cyclists and vehicular traffic. See *Complete Streets in this report for further details.*

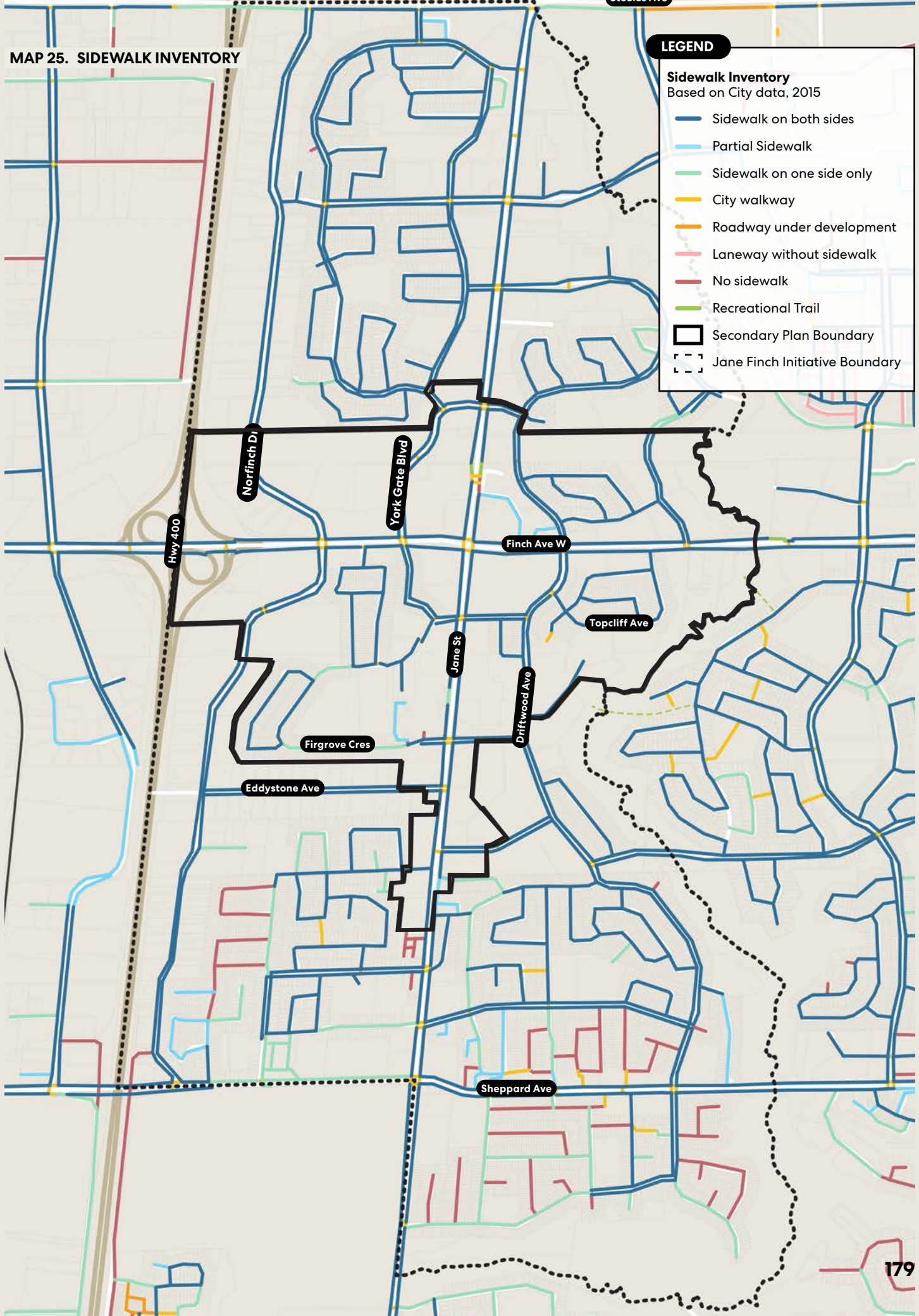


# MAP 25. SIDEWALK INVENTORY

## LEGEND

**Sidewalk Inventory**  
Based on City data, 2015

- Sidewalk on both sides
- Partial Sidewalk
- Sidewalk on one side only
- City walkway
- Roadway under development
- Laneway without sidewalk
- No sidewalk
- Recreational Trail
- Secondary Plan Boundary
- Jane Finch Initiative Boundary



Hwy 400

Norfinch Dr

York Gate Blvd

Finch Ave W

Topcliff Ave

Jane St

Driftwood Ave

Firgrove Cres

Eddystone Ave

Sheppard Ave



Providing a safe and comfortable experience for pedestrians and people cycling in the Jane Finch area will require both bringing streets up to existing standards and exceeding these standards where warranted, such as where there is heavy pedestrian traffic adjacent to fast-moving traffic.

This page includes examples of street designs that enhance safety for people walking and cycling.



Figure 139. Complete street approach along Queens Quay, Toronto (Complete Streets for Canada)



Figure 141. Wide sidewalks and buffer from the street - Vaughan (VivaNext)



Figure 138. Landscaped buffer between cyclists and vehicular traffic, Massachusetts (MMA)



Figure 140. Concrete buffer between cyclists and vehicular traffic may be a quick build solution to create separation, Toronto (City of Toronto)



Figure 142. Street shared by cyclists, pedestrians, and vehicles, Winnipeg (CBC)



## 8.4. Connectivity

### 8.4.1. Accessing Trails as Mobility Opportunities

The Jane Finch area has proximity to the Black Creek Ravine and the Finch Hydro Corridor and the associated network of off-road multi-use trails. Safe opportunities for cycling in the study area are mainly concentrated on these off-street multi-use trails, given the curvilinear residential street structure and high-speed arterial roads that can make it a challenge to safely navigating on foot or by bike. Community feedback indicates that the usefulness of ravines and trails for mobility is limited by safety, maintenance, and wayfinding concerns.

#### Black Creek Ravine Trail

The Black Creek Ravine plays an important role in natural heritage conservation in the area. A careful balance between preserving the natural environment and providing mobility options for local residents and visitors can be achieved. The ravine network provides access to York University and Downsview and intersects with the Finch Hydro Corridor Trail. The Black Creek Ravine offers a north-south trail connection, but users experience a gap at Finch Avenue West, where the trail climbs to meet the road for an at-grade crossing.

Trail users can also access York University but must navigate unclear multi-trail junctions without signage. Complete and clear connections are crucial to ensure pedestrians and people cycling have a safe and efficient travel experience.

#### Finch Hydro Corridor Trail and Loop Trail Connection

There is an existing east-west cycling connection on the Finch Hydro Corridor multi-use trail which connects Finch West Subway Station to Norfinch Drive at the western limit of the study area. Observed desire lines signal that residents are using the corridor for transportation purposes to connect to destinations, and not just for recreation.



Figure 143. The hydro corridor and Black Creek trail are connected and offer access to the broader trail system of Toronto (Perkins&Will)



Figure 144. Cyclist in the hydro corridor trail (Perkins&Will)



Figure 145. Access to the Black Creek Trail south of Finch is via Derrydowns Park. This area is also missing formal sidewalks. Signage does not indicate that this is connected to the Black Creek Trail; signs include "No Winter Maintenance" (Access Planning)





Figure 147. Access to the Black Creek Trail to the north of Finch does not have any indication of how to connect to the southern portion of the trail. Source: Google Maps



Figure 148. A Finch Hydro Corridor trail crossing at Driftwood (above) could consider similar treatment as the crossing at York Gate (below)

### Trail Recommendations



126. Work with Parks, Forestry and Recreation and their established partnerships with the Toronto Region Conservation Authority and Evergreen to coordinate needs for the Jane Finch community with work on the Finch Hydro Corridor Trail and new Loop Trail connections, including improved access to cycling infrastructure, wayfinding, safety considerations like lighting, and bike repair opportunities.



127. Work with Parks, Forestry and Recreation, TRCA and Hydro One Networks Inc. to explore opportunities to deliver context-appropriate lighting for the Finch Hydro Corridor and Black Creek Ravine to create a more safe and welcoming environment while supporting utility and ecological functions.



128. Work with Parks, Forestry and Recreation to formalize observed multi-use path desire lines with access to the Finch Hydro Corridor at Jane Street, York Gate Boulevard, and the north/south connection between The Palisades and Driftwood Avenue, with consideration for hydro infrastructure requirements.



129. Review the operation and year-round maintenance practices for the Black Creek Trail, including connections to street-level, particularly at entrances such as at Giltspur Drive. Consider alternatives to salt use to minimize impacts to the ecosystem. See Map 26 and *Greening* report for details of trail access points and public realm improvements in and around the ravine.



130. Fill gaps in trail system, with attention to providing crossings at:

- Highway 400 crossing of the Finch Hydro Corridor Trail (as part of the Loop Trail connection)
- Finch Hydro Corridor crossing at Driftwood – consider similar treatment to York Gate crossing
- Black Creek Trail crossing at Finch Avenue

**MAP 26. TRAIL CONNECTIVITY**

Black Creek Trail extension - under development

New trail extensions respond to desire lines and improving connectivity to the hydro corridor

Potential crossing at Finch for seamless north-south connectivity

Some trail entrances could be made more visible via wayfinding or lighting

**LEGEND**

- Finch West LRT Stations
- Existing Trails
- Potential future trail extensions
- Loop Trail under development
- Desire paths
- Existing Ravine access
- Potential new Ravine access
- Potential new Trail crossings
- Potential new Trail wayfinding
- Potential Improvement to Existing Ravine access
- Existing Parks
- Existing School Yards
- Hydro Corridor
- Ravine
- Creek
- Secondary Plan Boundary
- Jane Finch Initiative Boundary

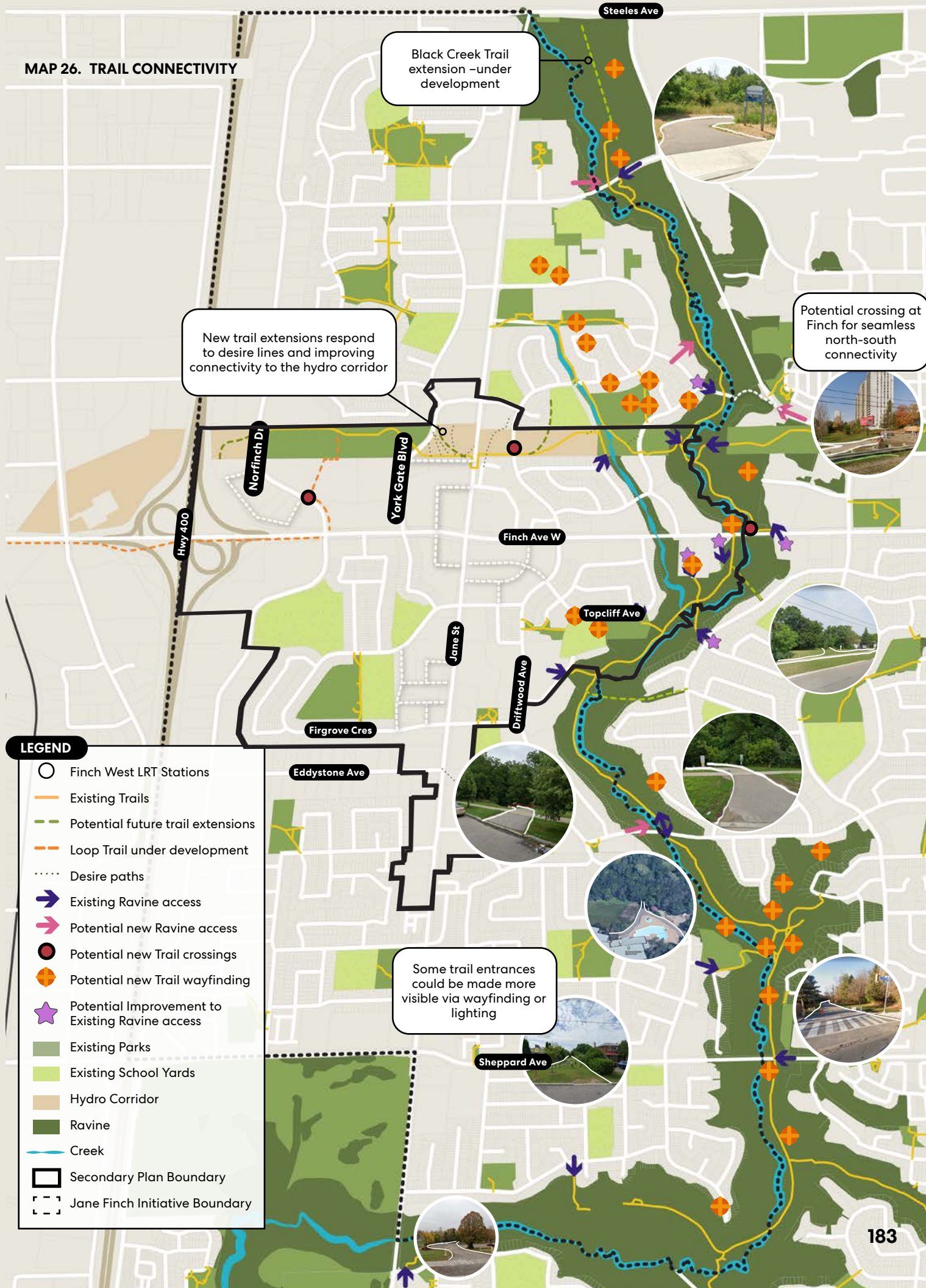






Figure 149. *Desire lines: Many residents make use of the Finch Hydro Corridor to access their destinations, including Jane Street. The east-west paved path does not accommodate these north-south shortcut trips; desire lines can be seen primarily around Jane Street. During inclement weather, these desire lines can get muddy, icy, or snow-covered, forcing longer trips for residents (Access Planning)*



Figure 150. *Signage, public art, and distinguishable landmarks help residents and visitors navigate key entrances to trail systems, Toronto (Steer)*



Figure 151. *Wayfinding can help point to key destinations and accessible paths of travel, Toronto (Steer)*



131. Develop wayfinding (such as through TO360) for pedestrians and cyclists, with particular attention to:

- a. Wayfinding to/from access points from major streets, and maps at access points; and
- b. Directional indicators to major destinations or streets at key trail forks (including York University, access to Finch LRT stops or Jane Street, etc.).



132. Implement new road connection between Niska Road and Murray Ross Parkway across the Black Creek Ravine as per the Keele-Finch Secondary Plan (Map 6).



133. Explore opportunities for potential new ravine access points (see map on previous page), specifically north of Finch. Access points should be enhanced with wayfinding.



134. Improve multi-use pathway (MUP) crossing of Jane Street at Finch Hydro Corridor, coordinating with the development on the Yorkgate Mall site, including potential shift of signalized intersection further north.



Figure 152. Cyclists along Eglinton West, Toronto



Figure 153. UofT Scarborough accessible trail (Landezine)

### 8.4.2. Accessing Community Resources and Jobs

The Jane Finch area contains social services, a library, a childcare centre, and other resources, both as standalone structures and in commercial spaces at the Yorkgate and Jane Finch malls.

Today, many obstacles are in the way for folks to be able to get to their community resources and jobs. One is active construction. The two properties where the malls sit have active redevelopment applications. The community has lived through significant construction impacts during the Finch West LRT construction already, so it is important to ensure that as the area evolves, people are able to access their destinations safely, efficiently, and comfortably.



Figure 154. Narrow sidewalks, infrequent street trees, and multiple curb cuts can make walking along certain streets (like Norfinch Drive), uncomfortable for pedestrians accessing jobs in this area (Google Maps)

In addition to construction, wayfinding is poor and pedestrian access requires traversing through active parking lots or on narrow sidewalks that cannot fit two strollers or shopping trolleys (such as the Finch entrance to Yorkgate Mall). Minimal formal bike parking is offered (and available bike racks are not up to standard for locking a bike frame). This section will focus on strategies to improve the quality of the pedestrian and cyclist experience and making other sustainable mobility options easier to access.

#### Destinations and Mode Share<sup>i</sup>

Overall, origin/destination survey data highlight that Jane Finch residents tend to travel relatively close to the study zone with only 5% of total trips ending downtown. About one-quarter stay in Jane Finch, and 39% go elsewhere in Toronto outside downtown. 15% of trips end in York Region and 8% in Peel Region, with all other trips ending further away. Of all trips that start in Jane Finch, 22% are by transit and 69% by auto (either driving or as a passenger)—this is in line with the average for city residents.

<sup>i</sup> TTS 2016; TAZs 388, 389, 390, 400, 401, 411 and 406 considered as "Jane Finch", noting that two TAZs cross the boundary and include some areas outside the study area.



### Access to Community Resources

There are many community resources available in the Yorkgate and Jane Finch malls. However, points of entry to malls are not near the public right-of-way; visitors must walk through parking lots to access, predominately without a sidewalk or direct crosswalks. The north-south sidewalk to access Yorkgate mall from Finch West is narrow and hemmed in by bollards, making it difficult to pass someone pushing a stroller or using a mobility device. It is a priority that interim solutions are implemented to maintain safer and more direct pedestrian accesses during major redevelopment projects – see the *Building* section of this report for details on Phasing and Interim Conditions.

### Access to Jobs

Nearby employment hubs at Toronto Pearson Airport, in Vaughan and along Highway 400, can be difficult to reach by active modes due to necessary highway crossings, and by transit as some areas require crossing municipal borders. Workers who use transit to cross municipal boundaries currently must pay two fares and often face misaligned transfers and long waiting periods, or are presented with the choice to pay extra fare to take a faster GO Bus route instead of connecting on local transit.

### Access to Community Resources and Jobs

135. Develop a strategy for working with landowners of mall and plaza sites and other major redevelopments to secure ongoing pedestrian-oriented access to shops and neighbourhood community resources in the mall(s). This can include clear wayfinding and other interim measures, such as paint/crosswalk/bollards, to support safer access (quick build/temporary, prior to closures due to redevelopment).

### Implementation Tools



Planning Policy



Community Development Plan



Capital Project



Design Guidelines



Collaborative Effort



Follow Up Study



136. Development should prioritize pedestrian and cyclist access over vehicular access, with pedestrian entrances to buildings easily accessible from the street and near LRT and bus stops (as opposed to forcing pedestrians to access buildings via off-street parking lots).



137. Place bike parking at main entrances, in view so they are easily accessible.



138. Formalize existing desire paths that reflect common routes for accessing resources and jobs, including:

- a. Westview Centennial Secondary School: Work with TDSB to formalize a north/south connection between Firgrove Crescent and Oakdale Road to support access to Finch West.
- b. Stanley Public School: Work with townhouse complex to the south to legitimize connection for students to/from Stanley Public School. Work with property manager at Lafayette apartments to pave desire path.



139. Enhance pedestrian and cyclist permeability upon redevelopment, supporting formalizing existing or anticipated desire lines through Green Pedestrian Connections. Include priority for direct access to and from adjacent streets, with sensitivity to directness and how desire lines may form (such as the Topcliff Avenue connection to Jane Finch Mall).



140. Urge the Province and Metrolinx to implement fare integration.



Figure 161. Bikes locked informally to a signpost at the Jane Finch mall (Google Maps)



Figure 162. The Finch West bus operates alongside a Finch West LRT vehicle during testing (Urban Toronto via User Forums)



141. Recognize the need for adequate connections to nearby major employment areas that may be outside city boundaries, such as the Pearson Airport area and north of Steeles. Work with MTO, Metrolinx, TTC, MiWay, ZUM, and YRT to collaborate on a coordinated approach to low income fare options to facilitate GO/TTC integration and cross-border travel.



142. Work with the TTC to maintain existing night bus service levels overnight on Finch West to support shift workers.

### 8.4.3. Shared Mobility

There are other new transportation trends and technologies emerging that could transform the way that residents get around. Shared mobility services or electric vehicles are among the technologies that have seen sharp growth in the past few years. The potential of these new mobility options to impact transportation in the area is further explored in this sub-section.

#### Car Share

No private car share providers offer vehicles in the area, and there are no existing EV charging opportunities available to the public.<sup>i</sup> Toronto's private carshare "A to A" operators, or those that require users to return the vehicle to where they picked it up, are Zipcar and Enterprise. Like other areas of Toronto on the edges of Toronto, such as Etobicoke, North York and Scarborough, there are no car share locations in the area. The available "A to B" provider, or a service that allows a user to drop off a car and end their use in a location that differs from the pick-up location, is Communauto. However, Communauto's service area is concentrated closer to downtown Toronto and does not include Jane Finch.

#### Bike Share

There are currently five bike share stations in the study area, installed as an "early implementation" initiative, under the Jane Finch Initiative and collaboration between the city and Bike Share Toronto. Outside of the study area, there are also stations located nearby at Finch West station, on York University Campus and on the hydro corridor at Sentinel Road. The Bike Share Toronto Four-year Growth Plan also specifically emphasizes the importance of connecting the hydro corridor bike path to the bike share network<sup>ii</sup>.

<sup>i</sup> .....  
The Jane Finch area is amongst the areas of the city with the lowest share of personal vehicles that are EVs. The City has ambitious goals to increase EV ownership amongst its resident including reaching 100% of light-duty vehicle being zero emitting by 2050.

<sup>ii</sup> <https://bikesharetoronto.com/news/4-year-growth/>



### EV Charging

Jane Finch is amongst the areas with the lowest share of personal vehicles that are electric (City of Toronto Electric Vehicle Strategy). Residents and visitors currently do not have access to public EV charging<sup>1</sup>. York University to the northeast has 7 chargers available, and to the south, there are three at the Humber River Hospital, both outside the study area. The upfront cost and space requirement of installing charging infrastructure can act as a barrier for residents.

Someone living at Jane Finch who is looking to charge their EV would have to travel three kilometres to York University’s Keele Campus. As a result, people living in the area may be unlikely to own an electric vehicle.

There is currently a lot of momentum in the electric vehicle sector – many plans and policies, such as Transform TO emphasize the importance of encouraging electrification of private vehicles. More specifically, the Toronto Parking Authority has some plans to expand EV charging stations across the city.

<sup>1</sup> <https://chargehub.com/en/Charging-Stations-Map.html>



Figure 165. Example of EV charging, Toronto (Global News)

As the market for EVs continues to grow, EVs will become more attainable through the used vehicle market and through greater choice of lower cost EVs from vehicle manufacturers. A longer-term outlook for providing EV charging across Toronto should not exclude areas with lower incomes; some residents may also choose to purchase EVs to save on fuel costs moving forward.



Figure 166. Expanding car share coverage areas in Toronto will allow more people to have access to a vehicle for short-term trips (Communauto)

### Shared Mobility



143. Encourage developers to provide publicly accessible EV charging in public parking, and to achieve the highest level of the Toronto Green Standard.



144. Work with the TPA to ensure the Jane Finch area is included in their EV charging fleet expansion strategy. This work should also address opportunities to charge e-bikes, which are more attainable and provide mobility improvements for people from a wide array of economic backgrounds.



145. Work with private car share providers to assess barriers to providing service in Jane Finch and support deployment of car share for area residents.

#### 8.4.4. Access to Transit

Creating safe and comfortable access to transit, especially with the arrival of the Finch West LRT, is an important priority and can encourage more people to use transit over driving to get to their destinations. Today, there are multiple desire lines across the Finch Hydro Corridor that reflect its use as a pathway to and from transit. Future Finch West LRT stations are further apart than existing bus stops. Wayfinding should be emphasized to increase access and identification of the closest stops. Transit riders will be dropped off and picked up at the LRT. There are minimal safe opportunities for this. Cars stopping on Finch will impact traffic movement and impact safety.

Conversations with the community have indicated that people desire improvements related to bus stop amenities (benches, lighting). They have also noted a preference to preserve existing bus stops that provide accessibility to amenities along Jane Street.



Figure 167. Existing bus service along Finch Avenue West (Perkins&Will)

#### Bus Access

Bus stops and routes are generally well distributed on collector and arterial roads in the area. There are frequent service routes running on all major arterials (Finch, Jane, Sheppard and Steeles), in addition to an express bus on Jane.

Two blue night network routes run in the sector: the 335 on Jane and the 336 on Finch. The 335 connects Jane Station on the Green line to Pioneer station on the yellow line via Jane Street. The 336 connects Finch Station to the Woodbine Racetrack via Finch Avenue West.

#### Access to Transit



146. Assess locations that can accommodate high-quality, short-term bike parking at/near Finch West LRT stops upon opening. Each Finch West LRT stop should have adjacent and easily accessible bike parking associated with it in the public right-of-way.

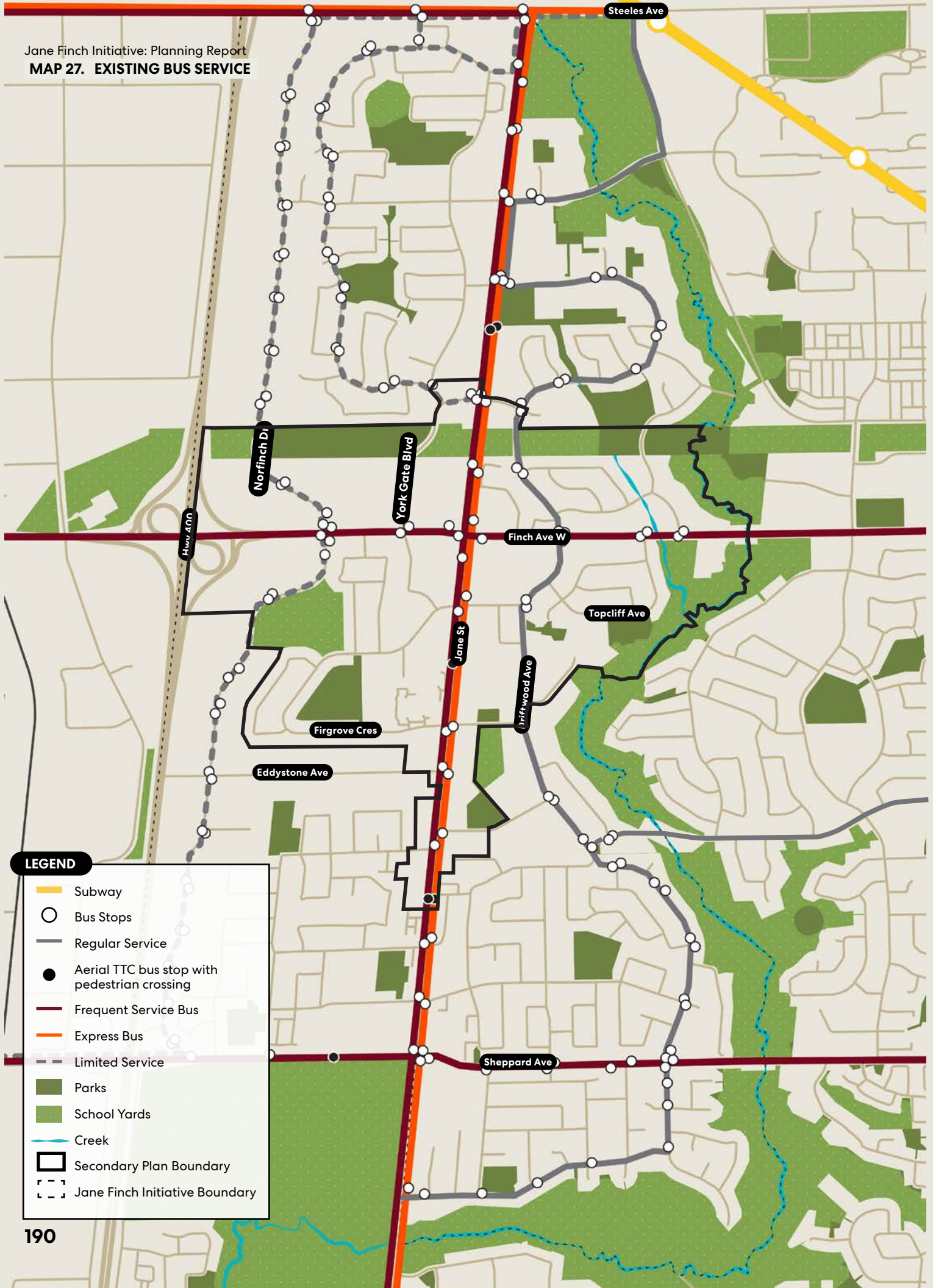


147. Recognize that passengers will be picked up and dropped off by personal vehicles at/near the Finch West LRT and take action to protect against vehicle encroachment into space for pedestrians or cyclists, particularly vehicles stopping in the Finch West LRT bike lane. Consider barriers, signage, and identifying safe pick-up or drop-off areas off-street.



148. Align with the RapidTO program and TTC to advocate for community needs and share feedback collected through public consultation to ensure it is addressed in planning and implementation efforts.





**LEGEND**

- Subway
- Bus Stops
- Regular Service
- Aerial TTC bus stop with pedestrian crossing
- Frequent Service Bus
- Express Bus
- Limited Service
- Parks
- School Yards
- Creek
- Secondary Plan Boundary
- Jane Finch Initiative Boundary

Bus routes west of Jane Street don't provide as much frequency. The 84C, 99, 84D and 35B, are all limited-service routes, with schedules changing seasonally. These routes help connect to major arterials with more frequent service and connections to rapid transit. The local bus routes to the east of Jane Street are regular routes that run until approximately 1 am every day. There are no community bus routes in the area, which are neighbourhood midday services oriented to seniors and other vulnerable riders connecting to key community facilities, shops and services.

Wheel-Trans is TTC's specialized door-to-door transit services for persons with physical disabilities. However, it can only provide service up to 1km into another region. The study area is located close to York Region, north of Steeles, which may limit people that cannot use conventional services' ability to access destinations.

In the future, the TTC's 2024 servicing plan (approved fall 2023) for bus route changes to serve the Finch West LRT indicates that a new express bus is being considered to connect Weston Station to Downsview TTC Subway Station via Sheppard along the southern edge of the neighbourhood. When the Finch West LRT opens, the TTC is expected to maintain parallel bus service to provide connectivity during the hours when the LRT is not operating (maintaining the existing Blue Night Network overnight service of 30-minutes or better).

### **Bus route distribution**

The residential neighbourhoods located west of Jane, especially for residents located near Norfinch Drive, currently do not have fast and easy access to rapid or regular route options. Residents may need to walk 5 to 10 minutes to access a bus route with consistent frequency along Jane, Sheppard, or Steeles, which may discourage certain residents from using transit.

### **Crossing Arterials and Bus Access**

Three bus stops along Jane Street, a high-speed arterial, do not have a nearby safe pedestrian crossing. Travellers making journeys to and from these stops along Jane will need to cross the street either at their origin or destination. With safe crossings a distance away, they are likely to cross without a signalized intersection.

### **Rapid Transit**

The Finch West LRT will replace Finch West TTC buses that currently carry over 40,000 riders per weekday<sup>i</sup>. The LRT, operating on a dedicated right-of-way with signal priority at intersections, will provide a faster and more reliable service with 5–7-minute headways, compared with buses operating in mixed traffic<sup>ii</sup>. Residents will benefit from better access to the Finch West TTC subway, as well as easier connections within the neighbourhood along Finch West (reference map on next page for transit walksheds).

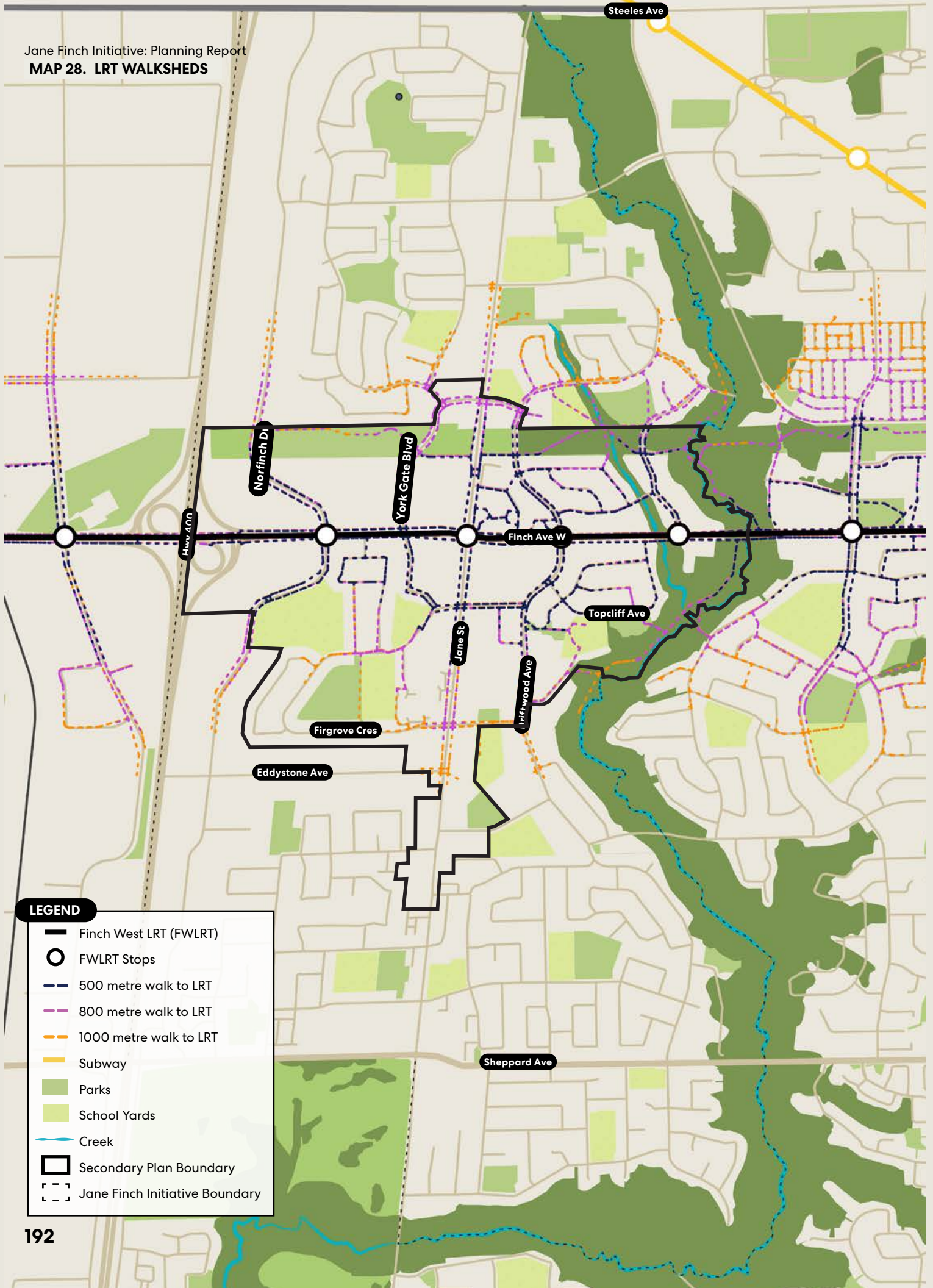
The LRT will also serve major intersections and provide a similar level of access to destinations as the currently operating bus route. Two stops currently served by bus will not be served by the LRT: Topcliffe/Wilmot (145m from the Tobermory LRT stop), and York Gate/Elana (250m from Jane LRT stop).

Residents and visitors will be able to connect to the LRT via walking, biking, or connecting on a TTC bus route. There is potential for informal automotive pick-up/drop-off at LRT stations through nearby parking lots (e.g., the Jane–Finch Mall). The Finch West LRT stations are at-grade in the centre of the right-of-way along Finch. Transit riders will have safe crossings available at the end of the platform, with signalized intersections. LRT stations without barriers between the platform and moving traffic may encourage pedestrian shortcuts to access amenities on Finch.












<sup>i</sup> Source: Metrolinx – Finch West LRT Open House

<sup>ii</sup> <https://www.metrolinx.com/en/greaterregion/projects/docs/finchwest/Finch-West-LRT-FAQs-Revised-June9.pdf>





**LEGEND**

-  Finch West LRT (FWLRT)
-  FWLRT Stops
-  500 metre walk to LRT
-  800 metre walk to LRT
-  1000 metre walk to LRT
-  Subway
-  Parks
-  School Yards
-  Creek
-  Secondary Plan Boundary
-  Jane Finch Initiative Boundary



### 8.4.5. Growing Bike Infrastructure

Cycling infrastructure in the Jane Finch area are growing but currently exist sporadically across different sections. Investment in uninterrupted dedicated bike paths and car separation measures can impact residents' perceived safety and influence their willingness to use bicycles for their daily trips. The following sub-section explores the current state of infrastructure, future improvements, available bike repair services, and bike share stations.

The developing cycling network is currently located mostly in the Black Creek Parkland Area, along the hydro corridor and on certain residential streets north of Finch Avenue West. Infrastructures vary from multi-use trails to shared-use streets with sharrows. Finch Avenue West will also have dedicated lanes. Certain popular cycling routes (as shown through Strava heat map data) are not officially integrated in the cycling network.

#### Off-Street Infrastructure

Safer opportunities for off-street cycling are mainly concentrated on trails - through the ravine and hydro corridor. People cycling often self report using narrow sidewalks. Darkness can also act as a barrier to people cycling, with fewer people cycling after dark when seasonable and time-of-day factors are accounted for.

#### On-Street Infrastructure

The Jane Finch area has limited on-street cycling infrastructure. Sharrows are used for wayfinding access to the Black Creek Trail south of Finch West. Sentinel Road, outside the study area to the east, has a painted bike lane, with an accompanying vehicular speed limit of 40 km/h.

The City's 2022-24 Near-Term Cycling Network Plan includes a new cycling corridor on Finch West, in tandem with the Finch West LRT. The City is also studying a North-South cycling corridor on Jane street and a few small segments connecting Jane Street to the Black Creek Trail and the Finch Hydro Corridor.



Figure 170. Strava heatmap that shows bike user data - the brighter the colour, the higher the use



Figure 168. Temporary bike storage, in shipping container (Cyclehoop)



Figure 169. Pairing bike share areas around retail, Toronto (Perkins&Will)



The longer-term vision in the City's Cycling Network Plan indicates an intention to provide cycling infrastructure on most collector and arterial roads in the area, but implementation timelines are not confirmed. There is an opportunity to install cycling infrastructure on streets like Norfinch Drive and Oakdale Road to grow the catchment area for the Finch West LRT, especially as these streets are served by limited-service TTC routes. See map on the right for proposed and in-development cycling connections for Jane Finch.

### Bike Parking

There is limited dedicated bike parking in the area. Many cyclists lock their bikes to signposts and other informal anchors. The community hubs at the intersection of Jane and Finch have many residents accessing their location by bike, but there is no City-provided or clearly accessible bike parking. Conversations with local organization Culture Link also highlight this issue. The organization, which offers bike refurbishing, noticed that a lot of their community members used their service after leaving their bikes outside during the colder months. Difficulty to find long-term parking during the colder months may also limit residents' willingness to use cycling as a transit mode.

There is one secure bike parking station at the Finch West subway station, just outside the study area to the east. It has capacity for 68 bicycles. To sign up to use the bike station, cyclists must register with the City through an online form, and either schedule a virtual appointment or visit the office at Union Station or City Hall during limited weekday opening hours<sup>i</sup>. The secure bike parking program does not support casual or one-off use.

<sup>i</sup> <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/bicycle-parking/bicycle-parking-stations/>

### Bike Repair

There are no traditional bike shops offering repairs in the study area. A community bike hub, provided by local settlement and community organization CultureLink, fills some of this need by offering low-cost repair and refurbishment options twice weekly by appointment<sup>ii</sup>. CultureLink staff noted that many residents use their services to restore their bikes after the winter due to the lack of covered bike parking infrastructure.

<sup>ii</sup> <https://www.culturelink.ca/services/health-and-recreation/bike-hub/>

### Growing Bike Infrastructure



149. Determine feasibility of integrating collector roads in the next iteration of the near-term cycling network plan (e.g., Driftwood, Norfinch/Oakdale). Consult the bikeway design guidelines to determine appropriate facility type and design suggestions.













150. Determine feasibility of a cycling route on a loop that comprises of York Gate Boulevard, Driftwood Avenue, Yewtree Boulevard, and Elana Drive with bike infrastructure. This will require a signalized crossing for the Finch West LRT at York Gate Boulevard, and consideration for the LRT maintenance and storage facility entrance.

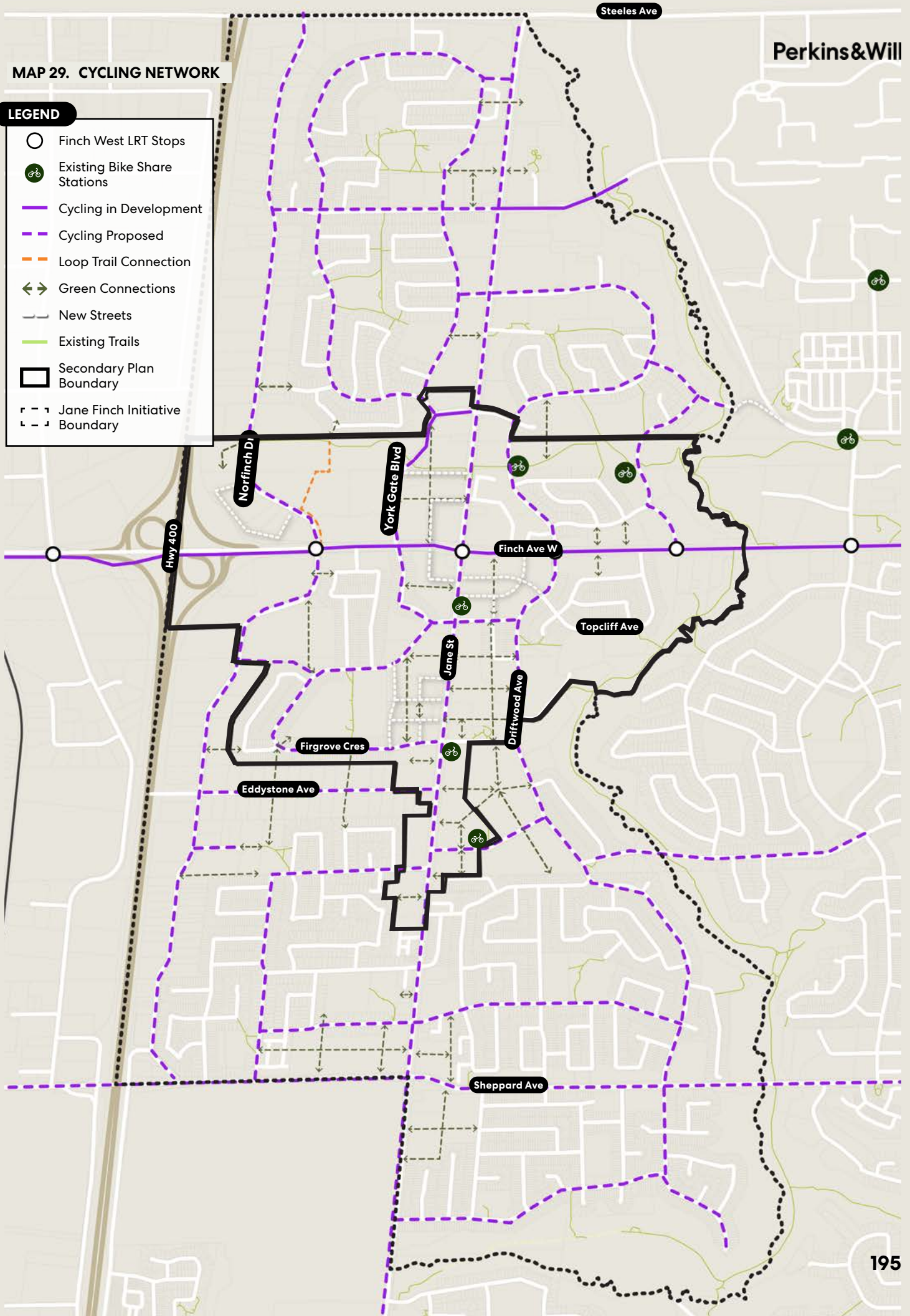


151. The Toronto Parking Authority should continue to implement local communications campaigns as Bike Share Toronto expands in the area and implements its Four-year Growth Plan. Work with Toronto Parking Authority as they implement expansion, validating proposed station locations and identifying potential further expansion areas.

# MAP 29. CYCLING NETWORK

## LEGEND

-  Finch West LRT Stops
-  Existing Bike Share Stations
-  Cycling in Development
-  Cycling Proposed
-  Loop Trail Connection
-  Green Connections
-  New Streets
-  Existing Trails
-  Secondary Plan Boundary
-  Jane Finch Initiative Boundary







152. Consider innovative approaches to building both long-term (secure) and short-term bike parking in the area, including:



a. Incentives for developers to build and operate at-grade long-term/secure bike parking that is open to the public.



b. A review of bike parking minimums and design guidance in developments, to provide secure bike parking that is safe and easily accessible for residents in new buildings. This should include specification of types of parking to include space for cargo bikes, tricycles, children's bikes, and e-bikes with charging space.



c. Implementing modular bike parking, such as bike corrals, placed near front doors of existing major commercial centres, that can be moved in response to construction needs as land parcels are developed.

d. Implementing a robust program of bike parking (ring-and-post or larger racks) in boulevards outside community resources, transit stops, schools, and commercial areas.

e. Update parking by-law to require one bicycle parking space per bedroom.



153. In the absence of a bike repair storefront or business, consider providing funding for Culture Link Bike Hub to provide longer opening hours and provide bike repair workshops at 15 Tobermory.



154. Consider the integration of a mobility hub as part of the upcoming Jane Finch Community Hub and Centre for the Arts. The hub should consider including missing services such as a Bike Share Station, bike repair tools, covered storage or bike maintenance workshops.



Figure 172. Bike racks located in convenient, publicly-accessible areas, Toronto



Figure 171. Bike share station at key destinations, York University (York U)



155. Work with TTC to provide bike repair stations at LRT stops. Ensure state of good repair for bike repair stations. These stations typically include bike pumps, a bike stand, and basic tools such as allen keys, wrenches, and screwdrivers. Ideally, they would be weather protected.

## 8.5. New Streets

### 8.5.1. New Streets and Green Pedestrian Connections

The redevelopment of large sites allows for the introduction of a finer-grained street network that will improve walkability and offer pedestrians more and safer routes to get to their destinations. The three large mall and plaza sites at the corner of Jane Street and Finch Avenue West offer a prime opportunity to introduce a new street network and create smaller blocks. New streets will also connect Jane Street to the secondary road network of Yorkgate Boulevard in the west and Driftwood Avenue in the east. New streets are also important to facilitate access, servicing, parking and loading and to create public frontages for new development and parks, such as on the deep lots between Norfinch Drive and Highway 400.

The new street network will be complemented by green connections which create porosity through blocks for pedestrians and cyclists. Green connections allow pedestrians and cyclists to travel shorter distances to access transit stops, workplaces, shopping, community facilities and other neighbourhood destinations. They will be safe, green “short cuts” through the neighbourhood that provide convenient route options beyond the street network.

#### New Streets

156. As development takes place, require the introduction of a new public streets network generally consistent with Map 30.



Figure 173. All images above show a two sided retail street: Bell Street Park, Seattle (Hewitt)



### 8.5.2. Mixed Use Shared Streets

Some new streets in the Intersection District are “Mixed Use Shared Streets” (see Map 30) as defined in the Complete Streets Guidelines. Mixed Use Shared Streets are intended to support small-scale retail, commercial uses, services and cultural spaces. They will be intimate, two-sided retail streets with narrow rights-of-way that prioritize the pedestrian experience. The malls provide an important retail and community services function to residents today and these sites should continue to provide this function as they redevelop, albeit in a different form. The malls provide both large-scale stores such as grocery and small-scale shops and services and both types of commercial uses will need to be accommodated in redevelopment.

Mixed Use Shared Streets are intended to be the focus for small-scale retail, services and cultural spaces. As shared roadways with tight building enclosures (distance between building faces), this will promote slower vehicle speeds and a more pedestrian-friendly environment. In some cases at grade uses may front directly onto squares or parks, framing these open spaces and providing opportunities for spill out. To create the necessary conditions for Mixed Use Shared Streets non-residential uses will be required at grade, unit size and/or frontage width will be limited and glazing requirements will allow for a visual connection between indoors and outdoors. Coordination will be required with the Community Development Plan to identify programs and incentives for small businesses and local cultural initiatives to ensure that they can locate here. Special attention should be on fostering local, culturally appropriate and community-serving businesses, institutions and services.

#### Mixed Use Shared Streets

157. Require non-residential uses at grade.

158. Require at grade retail/commercial units to have a maximum frontage of 15 metres.



159. Design Mixed Use Shared Streets to be narrow streets that prioritize active modes of transportation, with a right-of-way width of generally 18.5 metres.



160. Protect for a 6-metre wide sidewalk zone from the curb to the building face, including a generous pedestrian clearway.



161. All Mixed Use Shared Streets will be designed to accommodate one lane of traffic in each direction, and a 2.4 metre wide optional parking lane that is shared with a landscape amenity zone (which may include seating, planters, bicycle racks and bike share stations) and a generous 3.85 metre wide pedestrian clearway.



162. A continuous canopy of trees and street furniture must be provided within the landscape amenity zone to provide shade and comfort and to encourage community interaction and gathering.



163. Ample lighting and wayfinding must be prioritized within Mixed Use Shared Streets for improved safety and accessibility at all times.



164. Animate public spaces by framing them with retail and other non-residential uses at grade in adjacent buildings.



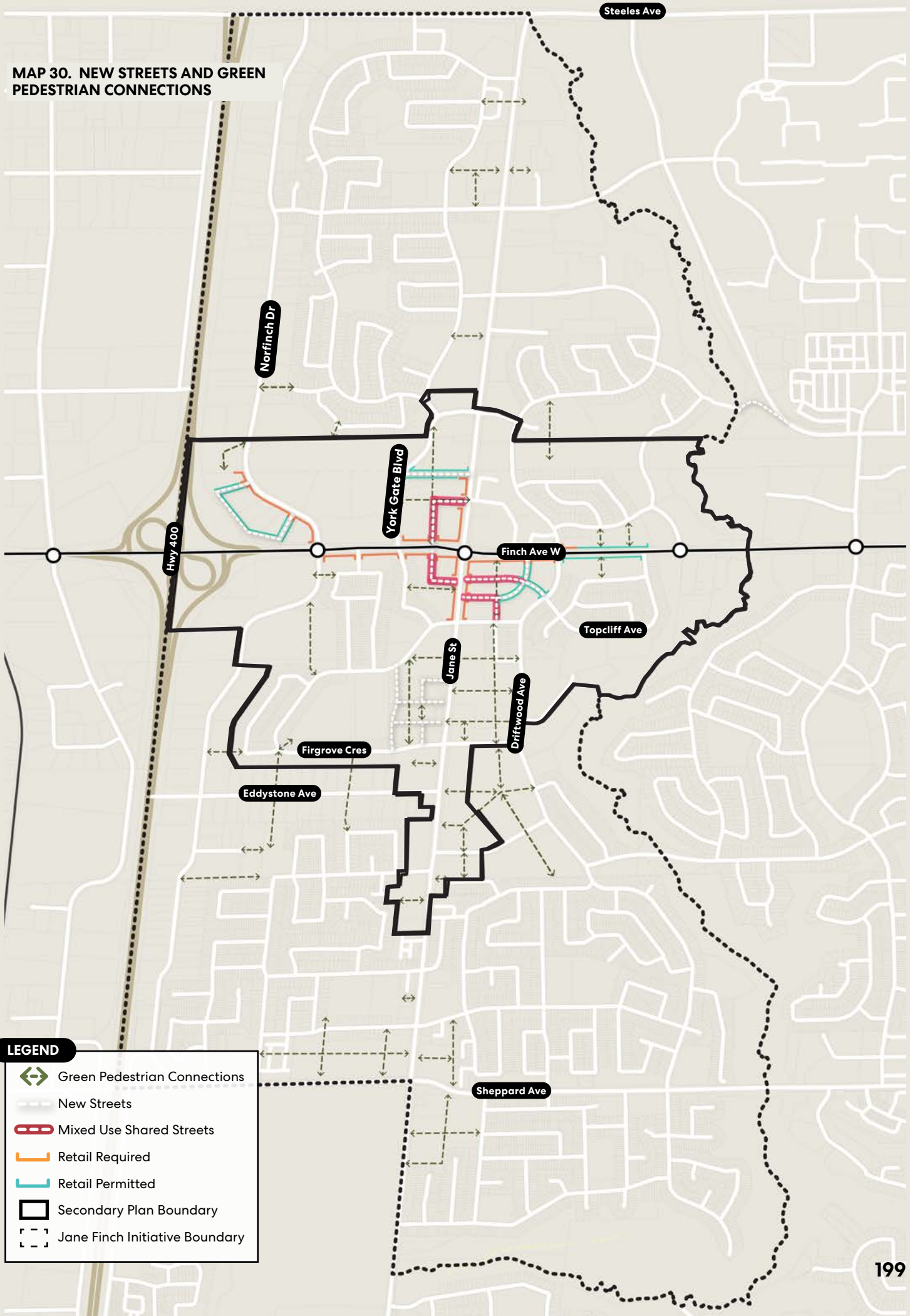
165. Consider sun access on Mixed Use Shared Streets in the massing of adjacent development.










166. Avoid providing loading and servicing functions off of Mixed Use Shared Streets where possible.



**MAP 30. NEW STREETS AND GREEN PEDESTRIAN CONNECTIONS**




**LEGEND**

-  Green Pedestrian Connections
-  New Streets
-  Mixed Use Shared Streets
-  Retail Required
-  Retail Permitted
-  Secondary Plan Boundary
-  Jane Finch Initiative Boundary




### 8.5.3. Retail


The majority of Finch Avenue West, portions of Jane Street and Norfinch Drive and most new streets in the Intersection District are streets where retail is required. In other areas within Jane Finch, retail is permitted but not required. In the Intersection District, Mixed Use Shared Streets are prioritized for retail uses, to reflect the existing concentration of retail uses in the area today. Refer to Map 30 for details. At grade retail frontages will promote activity and vibrancy with human-scaled rhythm and materials and frequent entrances.

 167. Mixed Use Shared Streets will have active frontages and articulated ground floors with canopies, recessed entries, transparent glazing and display windows, that create a fine-grained character and a greater visual connection between indoor and outdoor spaces.

 168. Establish programs and incentives to promote local businesses, business incubators, cultural initiatives and community-serving businesses on Mixed Use Shared Streets.


#### Retail Streets

 169. Large format retail street (3,500 square metres or more) should be permitted in the Intersection District where development has frontage on either Jane Street or Finch Avenue West.


 170. Retail in Jane Finch will be along (as per Map 30):

- a. Mixed Use Shared Streets within the Intersection District are Priority Retail Streets, where ground-floor retail should be provided or protected for to enable the extension of retail main streets over the longer term;

- b. Retail Required streets, where retail is required at-grade to create and activated street edge; and
- c. Retail Permitted streets, where retail is not prioritized, but allowed.

 171. Along Retail Permitted streets where residential uses are provided at grade, encourage “active” residential uses such as townhomes, gyms and amenity rooms to animate the street.

 172. Encourage frequent entrances.

 173. Require a high proportion of transparent glazing at the ground level to create a visual connection between indoors and outdoors.

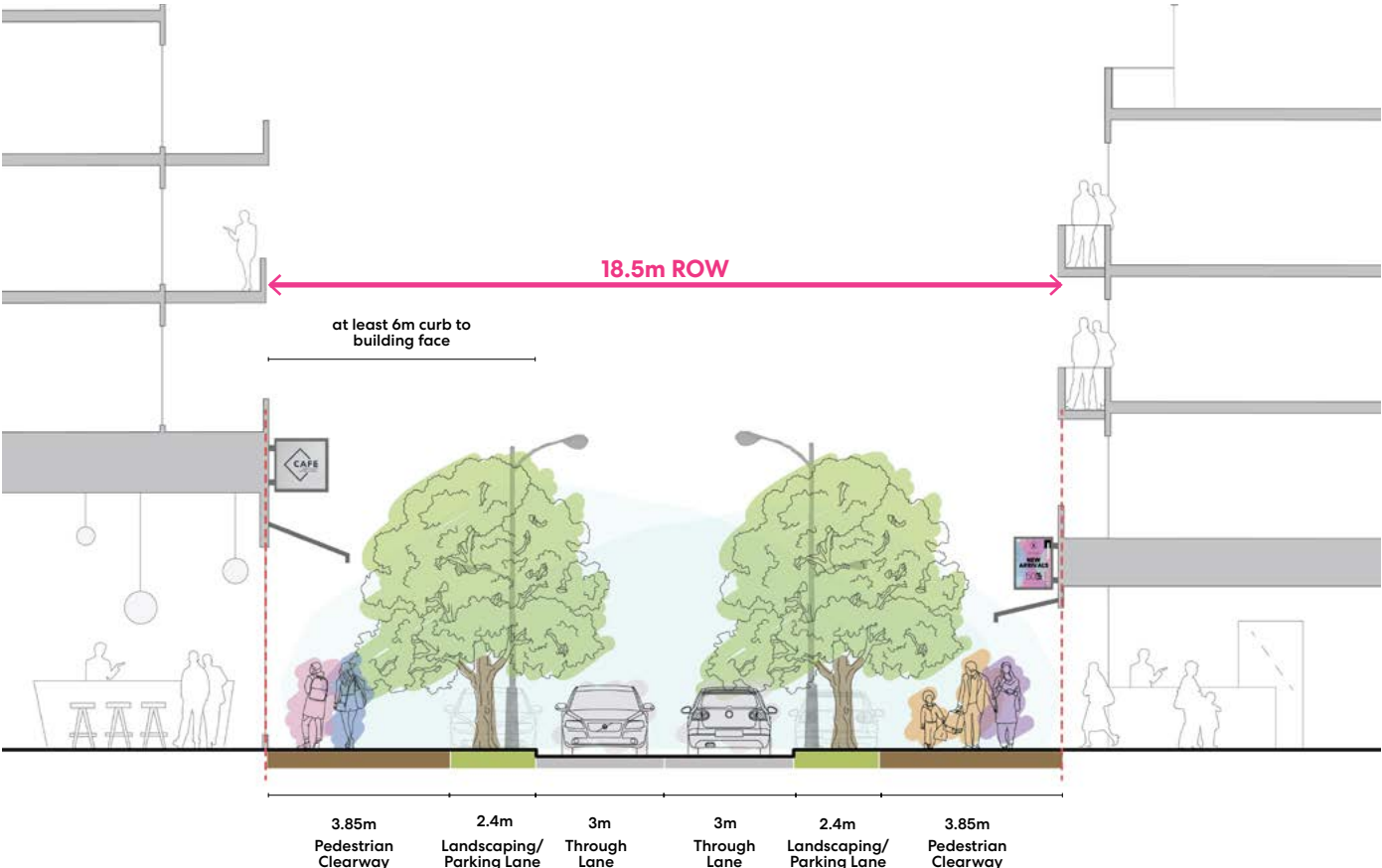


Figure 177. Mixed Use Shared Street - Conceptual Cross Section

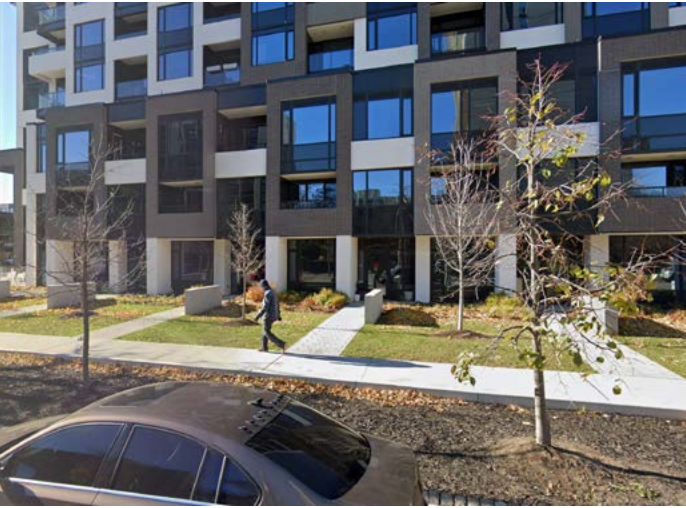


Figure 175. Setback can help transition between grade-level units and the public realm, High Park (Google Maps)



Figure 176. Mixed Use Shared Streetscape, Hudson Square, New York (Archdaily)



# 8.6. Complete Streets

## 8.6.1. Jane Street

As a north-south axis to the study area, the current TTC bus route and pedestrian network along Jane Street is well used by Jane Finch residents. Metrolinx’s 2041 Regional Transportation Plan identifies Jane Street from Bloor Street to Highway 7 as a future higher-order transit corridor, either as a future bus rapid transit (BRT) or light rail transit (LRT) route. As an interim condition, the TTC and the City’s Transportation Services Division are exploring potential transit priority measures for Jane Street through an initiative called RapidTO.

The surrounding built form is characterized by a mix of tall, “tower-in-the-park” style residential apartment buildings and/or 1-2 storey clustered townhouses all set back from the street by generously landscaped areas. A small number of commercial strip malls with surface parking lots and low-rise institutional uses (also with deep landscaped setbacks) can also be found along the route.

### Complete Streets Vision for Jane Street

As Jane Street is identified as a future Transit Corridor (Official Plan Map 4 – Higher Order Transit Corridors) and Transit Priority Segment (Official Plan Map 5 – Surface Transit Priority Network), this street will become a regional transit connector serving the Jane Finch area and beyond.

The Jane Finch Initiative identified a vision for Jane Street that:

- Maintains the existing green character of the street through the provision of generous landscaped setbacks known as the Green Spines;
- Accommodates space for wider sidewalks;
- Integrates a grade-separated cycletrack;
- Is framed by a double row of trees on both sides of the street;
- Identifies the need for space at bus stop locations and comfortable areas to wait for buses; and
- Protects for Higher Order Transit and Transit Priority as per in-force Maps 4 and 5 of the Official Plan.

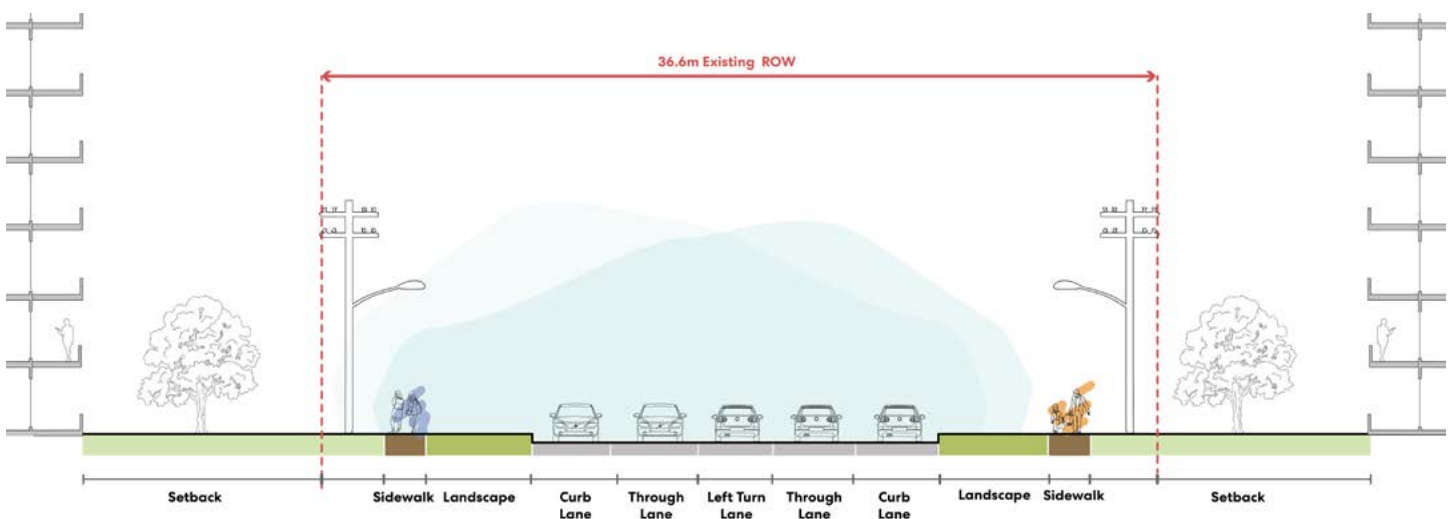


Figure 180. Existing condition along Jane Street

### Jane Street: Potential Short Term Changes

The TTC and the City of Toronto continue to advance the Surface Network Transportation project on Jane Street. Staff have completed technical analysis and preliminary designs for five options on Jane Street. Feedback collected in the first consultation in Spring 2023 will be used to develop a preferred design. A second consultation, preferred design and report to seek Council endorsement is expected in the near term.

Opportunities exist to provide interim improvements to the streetscape through the planting of new trees; however, the exact location of these will need to be coordinated with the detailed design of the long-term streetscape, in order to avoid conflicts.



Figure 181. Jane Street today

## What We Heard

Public engagement during the course of the Jane Finch Study noted that:

- Existing sidewalks along Jane Street are too narrow for two people to pass side-by-side (often a caregiver);
- This condition is particularly constrained at bus stops where there are often people waiting.
- People often ride bicycles on the sidewalks as there is no cycling infrastructure.
- There are few trees along the sidewalks themselves, which makes for an uncomfortable walking environment during the hot summer sun when shade would be welcome.



While complete street cross section with higher-order transit and one vehicular lane in each direction could be implemented within the existing right of way at typical midblock conditions, additional space would be required at intersections and for a scenario with two vehicular lanes.

Limiting property impacts also supports easier implementation of higher-order transit and complete streets, while also protecting development potential on adjacent properties.

Finally, urban design considerations, including a continuous Green Spine and maintaining a compact building-face-to-building-face distance are important objectives.

With these considerations in mind, a 40m right of way would be able to accommodate the midblock and intersection conditions for a one vehicular lane scenario.

### Jane Street



174. Jane Street will have a consistent 40-metre wide public right-of-way.



175. Jane Street will have wide boulevards to accommodate a pedestrian clearway, dedicated cycle track, and a wide landscape/amenity zone.



176. A wide pedestrian clearway of 4 metres must be provided to accommodate high levels of pedestrian traffic all along the corridor.



177. Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided. Bike racks and bike sharing stations are also highly encouraged along cycling routes to promote multi-modal transportation options.



178. A wide landscape/amenity zone of at least 2.8 metres is encouraged on both sides of Jane Street to achieve a mature, healthy and continuous tree canopy.



179. Where possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling.



180. An additional row of trees should be provided within the private setback on both sides of the street, to create a row of trees on either side of the pedestrian clearway for a more comfortable and attractive public realm for pedestrians.

**Jane Street: Long Term**

In the long term, the Secondary Plan must protect for the provision of Higher Order Transit along Jane Street, as outlined in the Official Plan and Metrolinx’s 2041 Regional Transportation Plan. For the purposes of this review, we have assumed the following road cross section at mid-block conditions:

- 8m LRT or BRT guideway
- 3.3m vehicle travel lane (one in each direction)
- 2.8m landscape/tree zone
- 2.1m cycle track
- 0.8m buffer zone
- 4.0m sidewalk

These elements can be accommodated within a 34m width and, together with a 5.0m Green Spine, on either side, within a 44m building face to building face distance, as illustrated below.

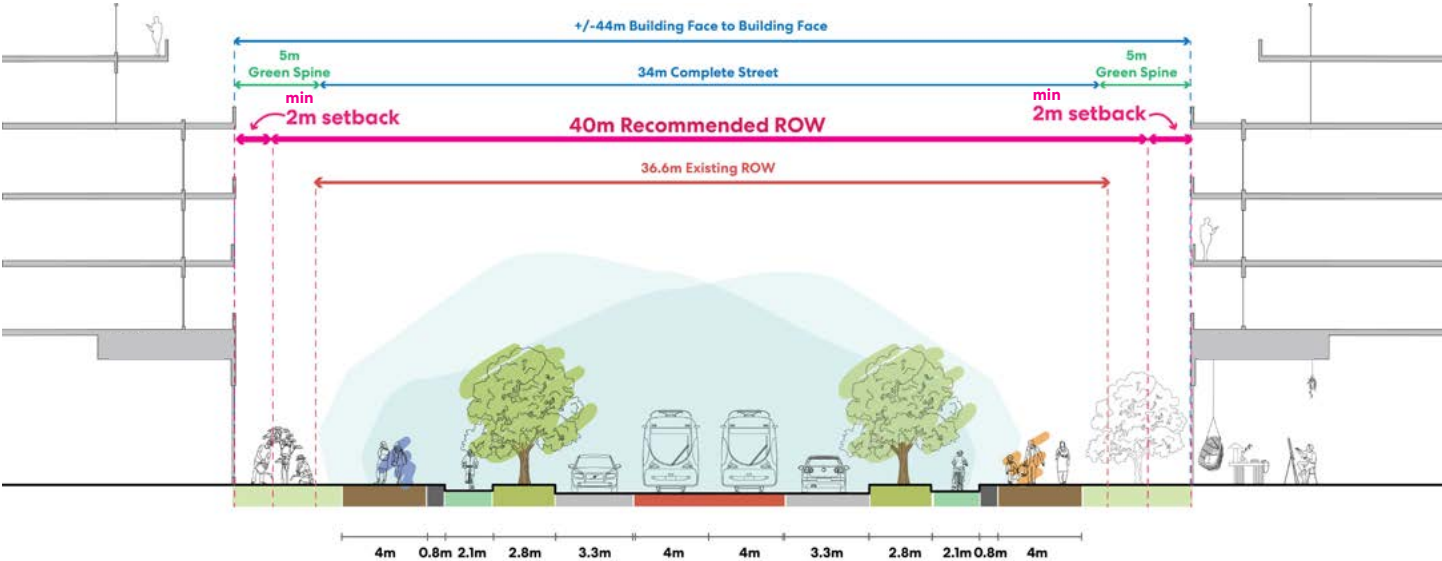


Figure 183. Future Jane Street with Higher Order Transit – Midblock

The following elements were assumed at intersections:

- 8m LRT/BRT guideway
- 3.3m LRT platform
- 3.0m vehicle travel lane (one in each direction)
- 3.0m turn lane
- 2.8m landscape/tree zone
- 2.1m cycle track
- 0.8m buffer zone
- 4.0m sidewalk

Together, these elements can be accommodated within an approximate 40m ROW and 44m building-face to building face distance, as illustrated below.

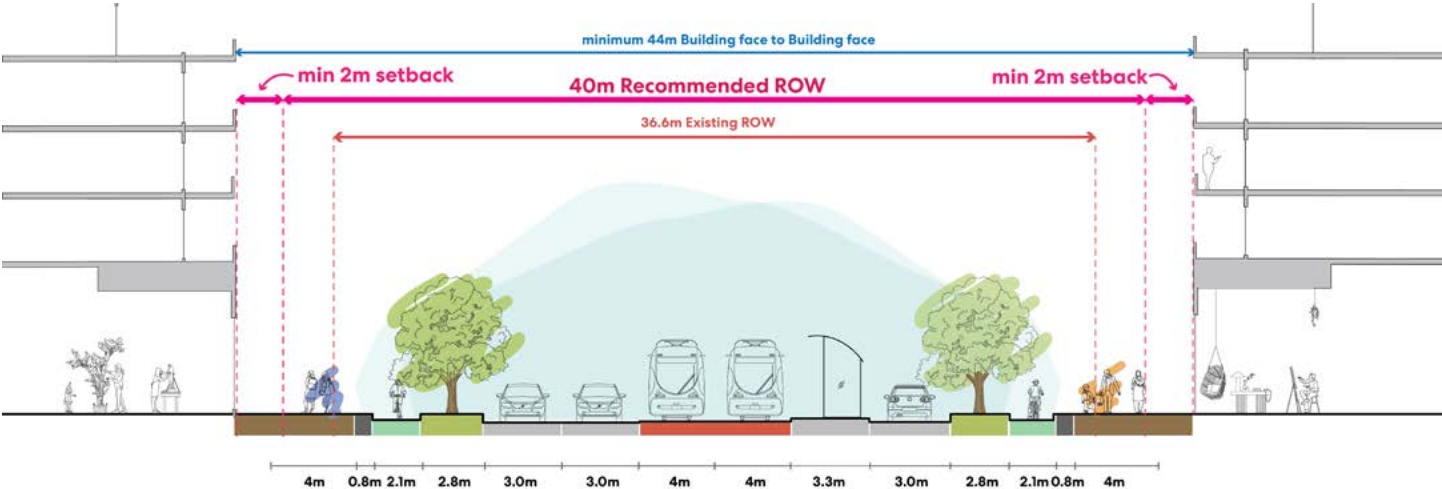


Figure 184. Future Jane Street with Higher Order Transit – intersections along Jane, excluding Jane and Finch



### 8.6.2. Finch Avenue West

Finch Avenue West forms the central axis of Jane Finch. The Finch West Light Rail Transit (LRT) is nearing completion and will provide residents of Jane Finch faster transit options for getting around. While Finch Avenue West will have a transit priority that ensures efficient movement of the LRT, opportunities exist to further improve the streetscape as part of development, by utilizing deeper setbacks to expand sidewalks and tree planting, where possible.

As part of the work on the Finch West LRT project, property takings were secured to accommodate the following elements:

- The ROW has been widened in a context-specific fashion that varies along the corridor and is typically located directly behind the 2.1m sidewalk.
- Additional property takings were secured for retaining walls (typically north side of Finch Avenue West, east of Jane Street), bus shelters, or other elements.
- The resulting ROW varies from approximately 36m to 48m across most of the study area.

The existing ROW west of Norfinch, which is owned by Ministry of Transportation Ontario (MTO), tapers even wider than 48m as Finch Avenue West approaches Highway 400.

The surrounding built form is characterised by a mix of tall, “tower-in-the-park” style residential apartment buildings and/or 1-2 storey clustered townhouses all set back from the street by generously landscaped areas. A small number of mid-rise commercial office/ medical buildings with surface parking lots and low-rise institutional uses (also with deep landscaped setbacks) can also be found along the route. The Maintenance and Storage Facility for the Finch West LRT, with the Finch Avenue West frontage to be dedicated to the future Jane Finch Community Hub and Centre for the Arts, is located along the north side of Finch at York Gate. Three quadrants of the intersection at Jane Street and Finch Avenue West are characterized by larger malls and a shopping plaza with surface parking lots that are anticipated to be redeveloped.

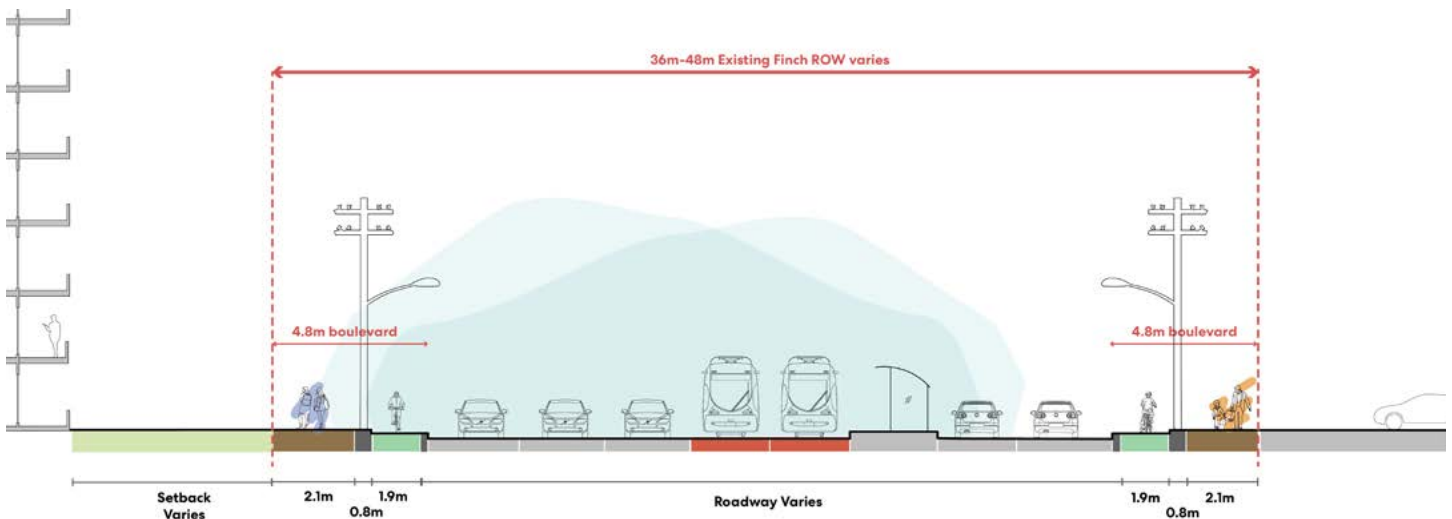


Figure 187. Existing Finch Avenue West (upon completion of the FWLRT construction)

### Complete Streets Vision for Finch Avenue West

Construction on Finch Avenue West (together with the associated boulevard) is close to completion. Given that Finch Avenue West is lined with many potential development sites, the opportunity exists to incrementally upgrade the planned streetscape through the development process in an effort to develop a complete street.

The Jane Finch Initiative identified a vision for Finch Avenue West that:

- Maintains the existing green character of the street through the provision of generous landscaped setbacks known as the Green Spines;
- Integrates a physical buffer between bike and vehicular traffic;
- Identifies the need for space at bus stop locations and comfortable areas to wait for buses;
- Increases the tree canopy; and
- Provides for wider sidewalks, while maintaining the recently constructed LRT and roadway.

Given the recent investments in the Finch West LRT, the options explored are limited to those that maintain the entire roadway from curb/gutter on one side, to the curb/gutter on the other side. The existing boulevard has been reconstructed at minimum standard widths with little to no landscape. This will ensure that the existing catch basins can remain in place. Additionally, it is assumed that the light standards/hydro poles also remain in their existing locations given the recent reconstruction.

## What We Heard

Public engagement during the course of the Jane Finch Initiative noted that:

- Existing sidewalks along Finch are too narrow for two people to pass side-by-side (often a caregiver);
- This is particularly constrained at bus stops where there are often people waiting;
- The planned bike lanes are not consistent with current best practices at the City of Toronto; and
- There are few trees along the sidewalks themselves, which makes for an uncomfortable walking environment particularly during the hot summer.



Figure 188. Cycle tracks under construction along Finch provide a curbed buffer between cycling infrastructure and the roadway (@FinchWestLRT on X.com)



### Finch Avenue West: Long Term

Assuming the existing catch basins and light standards would remain in place and will not be relocated in the long term, the potential future cross section of Finch Avenue could be improved to align with the Complete Streets Vision for this streetscape.

The existing bike lane (beyond concrete gutter), buffer and sidewalk could be replaced by:

- 3.6m landscaped strip with trees (planted boulevard or raised planters). It is important that this landscaped strip project approximately 0.5m minimum beyond the face of the existing light standards to provide clearance for people in the cycletrack. This landscape strip will act as a buffer protecting people on bicycles from fast moving vehicular traffic and aligns with the bikeway design guidelines for arterial roads.
- 2.1m asphalt cycletrack;
- 0.8m buffer; and
- 3m sidewalk.

The existing catch basins and light standards would remain in place.

The recommended long-term cross section could be accommodated in a space that extends 9.5m from the back of the existing curb/gutter. This is approximately 4.7m beyond the existing ROW (on each side).

Given that the existing ROW varies between 36m and 48m currently, this would result in a ROW of approximately 45.5m to 57.5m, plus any additional space required for retaining walls or other context-specific considerations. With this in mind, updating the right-of-way width designation shown on Map 3 of the Official Plan to “45 metres and over” for the portion of the Finch Avenue West within the Study Area, would protect for the implementation of complete street infrastructure.

Implementation will also require the supply of as-built drawings from Metrolinx that show the final location of the streetscape elements, overlaid onto the latest property surveys.

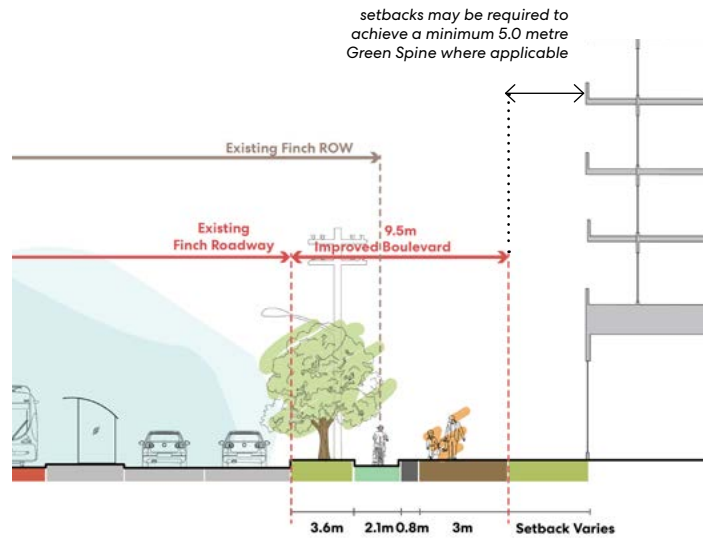


Figure 190. Future Finch Avenue West - expanded boulevard

### Finch Avenue West

181. Protect for at least 9.5m\* between the edge of the roadway and the property line, expanding the ROW in constrained areas if required to fit:
  - a. A 0.8 metre buffer between the cyclist infrastructure and the roadway;
  - b. A 2.1 metre cycle track;
  - c. A 3.6 metre furnishing zone (or as noted in the Finch West LRT streetscape plans); and
  - d. A 3.0 metre pedestrian clearway within the public ROW.

182. Balance right-of-way widenings against any potential negative micro-climate impacts that may result from overly wide boulevards or negative impacts on the development potential of adjacent properties.

### Additional Context-Specific Considerations for Finch:

- The north side of Finch Avenue West between Norfinch Drive and York Gate Boulevard (opposite the Maintenance Storage Facility and planned Community Hub) includes an alternative existing boulevard design. Any potential ROW widening should be reviewed against the specific context.
- The north side of Finch Avenue West, from Jane Street to the eastern boundary of the Study Area, includes raised topography in the landscaped setback. Potential boulevard and ROW widenings will need to be tested against detailed topographic surveys to establish feasibility and any potential need for retaining walls or other structures.
- The westernmost segment of Finch Avenue West within the Study Area borders the natural heritage areas along Black Creek. Any potential boulevard and ROW should be tested against the context-specific constraints.
- The ROW west of Norfinch Drive tapers even wider than 50m as it approaches Highway 400. There are no sidewalks on the north side of Finch Avenue West, as there is no ability to cross Highway 400. Pedestrians and cyclists are instead directed to a new multi-use pathway along the south side of Finch Avenue West. This segment may not require any streetscape updates or further ROW widening.
- The specific design and arrangement of cycletracks, landscaped buffers and bus platforms at typical intersections should be reviewed in further detail to ensure continuity, safe travel and feasibility. A preliminary approach would be to maintain the intersections as-is and transition the upgraded streetscape to this condition between intersections.



183. The setback space from building face to property line can be utilized to;
- a. Improve retail spill out activities and patio space at active retail frontages;
  - b. Create additional pedestrian clearway space to accommodate large pedestrian volumes, especially near transit stops; and
  - c. Increase the street tree canopy by providing an additional row of trees within the private setback area to create a more pleasant public realm for pedestrians.



184. Wherever possible, provide intersection design elements that improve safety and visibility for vulnerable road users like pedestrians and people cycling. These may include geometric safety improvements such as curb radii reductions, truck aprons, and reduced crossing distances for pedestrians.



**CASE STUDY:** Spadina Avenue  
dedicated streetcar, 1997

Spadina Avenue was reconstructed in the 1990s and therefore the standards are slightly dated, and the context is very urban which is different from Jane and Finch which are suburban streets.



The ROW is approximately 36m wide in most locations and it includes the following:

- 6.5m (approx.) Streetcar guideway in the middle of the ROW that are much narrower than modern day LRT guideway requirement of 8m
- 2.5m wide far-side platforms that are much narrower than contemporary LRT requirements of 3m wide platforms
- 2.5m wide medians along the guideway (and the ‘shadow’ of platforms) that house street trees in concrete trenches.
- Two lanes of traffic on either side with an additional left turn lane at intersections
- Painted sharrows in live traffic lanes in both directions that do not satisfy current City of Toronto Road standards that prefer raised cycle track (2.1m clear width) with a minimum 0.8m buffer from the vehicular lane.
- Continuous canopy of trees in the pedestrian boulevard and in the median.
- Layby parking on either side at certain busy retail segments – note that the density of restaurants served by delivery drivers mean that there is a significant amount of illegal stopping in traffic lanes (many hazards).
- Presence of Public Art, especially in Chinatown BIA segment.

While Spadina Avenue manages to accommodate large number of elements within a 36m right of way, the guideway and platform dimensions are sub-standard for contemporary LRT service. It also lacks dedicated cycling infrastructure that would be included in contemporary complete street designs. The integration of public art could be applied to elements of Jane Finch, in particular at the Intersection to reflect the area’s unique cultural heritage.

<b>ROW relative to Jane and/or Finch</b>	Smaller
<b>Land Use compared to Jane and/or Finch</b>	More urban condition, continuous streetwall conditions
<b>Type</b>	Streetcar
<b>Proposed ROW</b>	36m
<b>Sidewalk width</b>	2.5m
<b>Cycle Track</b>	Sharrows
<b>Landscape</b>	Continuous tree canopy along curbside and in the median
<b>Protected Intersections</b>	No
<b>Platforms</b>	2.5m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*

**CASE STUDY:** St. Clair Avenue  
dedicated streetcar, 2007

The St. Clair streetcar operated in mixed traffic until 2007, when the first section of the separated right-of-way opened. It now operates in a fully separated ROW. The land use along St. Clair Avenue is largely commercial, similar to Spadina Avenue, with both constrained urban contexts and more suburban access requirements further to the west.



The ROW is approximately 30m and includes the following::

- A 6.5m (approx.) streetcar guideway in the middle of the ROW and a 2.5m wide far side platforms only at intersections that are much narrower than modern day LRT requirements.
- Custom-designed catenary and integrated public art at platforms.
- One lane of through traffic on either side with an additional left hand turn lane at intersections that accommodate on Street vehicular parking at midblocks.
- On-street vehicular parking
- No cycling infrastructure
- Street trees wherever the ROW allows and has high quality catenary poles in the amenity zone between the vehicular lane and pedestrian clearway.

- 4m wide pedestrian zone that includes setbacks and amenities; space is constrained at many points throughout the ROW.

Like Spadina, St. Clair Avenue relies on sub-standard dimensional standards for guideways and platforms, when compared with contemporary LRT infrastructure and lacks dedicated cycling infrastructure that is planned for Jane Street and exists on Finch Avenue West.

<b>ROW relative to Jane and/or Finch</b>	Smaller
<b>Land Use compared to Jane and/or Finch</b>	More urban condition, continuous streetwall conditions
<b>Type</b>	Streetcar
<b>Proposed ROW</b>	30m
<b>Sidewalk width</b>	2.5m
<b>Cycle Track</b>	No bike lanes
<b>Landscape</b>	Little to no Landscape
<b>Protected Intersections</b>	No
<b>Platforms</b>	2.5m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*



**CASE STUDY:** Eglinton  
Crosstown LRT (ECLRT), 2011

Eglinton Crosstown LRT was designed almost 15 years ago and the streetscape standards since been updated. City of Toronto Complete Streets standards demand a higher quality streetscape standard that Crosstown LRT does not meet. Land use conditions throughout the corridor change from commercial urban (where the ECLRT runs below grade) to more industrial and commercial suburban to the east (where the ECLRT runs at grade).

The current ROW of Eglinton Avenue Crosstown LRT is 36m and accommodates 2 lanes of traffic in either direction with an additional left hand turn lane at intersections with the LRT guideway in the middle with far-side platforms at intersections. Generally, the painted bike lanes do not meet current City of Toronto Cycling Standards that include physical protection and there is no landscape strip along the alignment.

The proposed ROW at intersections is 43m. The proposed ROW will include:

- An LRT guideway in the middle with a platform
- 2 lanes of traffic on either side with a left hand turn lane; and
- A boulevard on either side

The boulevard will include:

- Painted Bike lanes in either direction with no physical buffer which does not meet the current City of Toronto requirement of grade separated cycle track with a minimum 0.8m buffer.
- A 2.5m sidewalk that exceeds the minimum sidewalk width standards of 2.1m.
- A 3m landscape strip along the corridor with street trees.

The Golden Mile Secondary Plan also requires 3 metre building setbacks along Eglinton.

The LRT guideway and platforms, and vehicular lanes are directly comparable to what is being constructed along Finch Avenue West and applicable to planned improvements along Jane Street. The ROW widenings (from an original 36m ROW) are directly applicable to both Jane and Finch, while the detailed boulevard improvements along the Golden Mile align with the anticipated scale and intensity of development at the Intersection.

<b>ROW relative to Jane and/or Finch</b>	Comparable size
<b>Land Use compared to Jane and/or Finch</b>	Similar
<b>Type</b>	LRT
<b>Proposed ROW</b>	36-43m
<b>Sidewalk width</b>	2.1m
<b>Cycle Track</b>	Painted bicycle lane
<b>Landscape</b>	Little to no Landscape
<b>Protected Intersections</b>	No
<b>Platforms</b>	2.5m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*

## CASE STUDY: Highway 7 Rapidway, 2011

Highway 7 Rapidway is much wider than Jane and Finch, with typical ROWs greater than 60 metres, and offers a generous boulevard (with wide sidewalks) for pedestrians. The ROW of Highway 7 at intersections is approximately 68m.



The ROW typically includes:

- A 7m BRT guideway in the middle with an 8m wide LRT platform.
- Three lanes of traffic on either side with an additional left hand turn lane; and
- Boulevard on either side

The boulevard consists of:

- 2m painted bike lanes in either direction with a 0.5m buffer from the vehicular lane which does not meet City of Toronto standards that require a grade separated cycling facility on arterial roads with traffic speeds of Highway 7.
- A wide 5m sidewalk in most segments that exceeds the City of Toronto minimum sidewalk width standards which includes 1-2m setbacks.
- Continuous landscape with large street trees all along the Corridor.

Protected Intersections are not included, and it is currently required by City of Toronto. Highway 7 sees similar truck traffic as Jane and Finch and has wider

turning radii (approx. 12m) at intersections. However, these wider turning radii increase pedestrian crossing distances in an already wide ROW. Buildings along Highway 7 are setback even further from the public ROW when compared to Jane St and Finch Ave W which affects pedestrian comfort.

*Note: The dimensions of streetscape elements in this section are assessed against the standards set by the City of Toronto, as the analysis pertains to streets within the city.*

<b>ROW relative to Jane and/or Finch</b>	Much wider
<b>Land Use compared to Jane and/or Finch</b>	Slightly more suburban
<b>Type</b>	BRT
<b>Proposed ROW</b>	68m
<b>Sidewalk width</b>	5.5m
<b>Cycle Track</b>	Painted bicycle lane
<b>Landscape</b>	Continuous tree canopy
<b>Protected Intersections</b>	No
<b>Platforms</b>	8.5m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*



**CASE STUDY:** Finch West LRT (FWLRT), 2016

The Finch West LRT is currently under construction, and its corridor includes the Jane Finch neighborhood (with stations at Norfinch-Oakdale, Jane and Finch, Driftwood, and Tobermory). Analysis of the drawings show an existing 36m ROW of Finch Avenue West, with the proposed ROW at intersections expanding up to approximately 45m.

The proposed ROW includes:

- A centre-running n LRT guideway with farside platforms at intersections
- Two lanes of through-traffic on either side with an additional left hand turn lane

A minimum of 5.1m wide boulevard. The 5.1m boulevard consists of:

- 1.9m clear cycle tracks in either direction: Cycle tracks are slightly raised with a rolled curb which does not satisfy current standards for bike infrastructure on arterials that prefer raised cycle track with a minimum 0.8m buffer from the vehicular lane.
- A minimum 2.1m sidewalk that meets the minimum sidewalk width standards.
- Little to no landscape strip along the corridor.
- Multi Use Paths are proposed in some locations where the ROW is constrained.

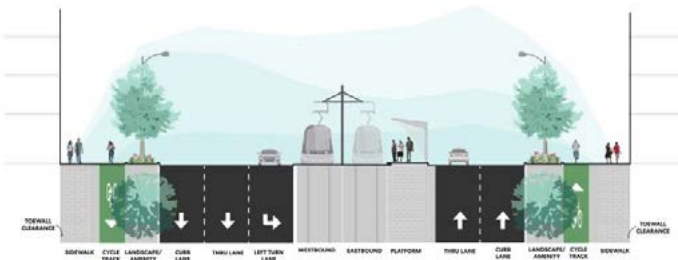
Protected Intersections are not included in existing design, however newer standards indicate these are required by City of Toronto.

<b>ROW relative to Jane and/or Finch</b>	Comparable size
<b>Land Use compared to Jane and/or Finch</b>	Similar
<b>Type</b>	LRT
<b>Proposed ROW</b>	45m
<b>Sidewalk width</b>	2.1m
<b>Cycle Track</b>	Painted bicycle lane
<b>Landscape</b>	Little to no Landscape
<b>Protected Intersections</b>	No
<b>Platforms</b>	3m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*

**CASE STUDY:** Eglinton East LRT  
(EELRT) - 10% design completed 2023

EELRT is the directly comparable to the Jane Street and Finch Avenue West context, since they share similar existing ROW widths and adjacent land use conditions (low rise detached, “tower in the park” neighborhoods and strip malls).



It is also the most recent design and the Design Criteria (described below) developed for the EELRT reflect the most current consensus within the City of Toronto regarding complete streets design for arterials with higher-order transit, like Jane Street and Finch Avenue West.

The proposed design for this transit corridor includes a pedestrian and transit priority streetscape that prioritizes separated active transportation facilities, shorter crossing distances, physical buffers and protected intersections. The existing ROW along the alignment of the Eglinton East LRT is 36m and the proposed ROW is between 42m to 44m, based on adjacent land use and ROW constraints.

At a minimum, the ROW includes:

- A centre-running LRT Guideway with far side platforms at intersections
- Two lanes of through-traffic with an additional left hand turn lane.
- A minimum of 7.4m wide boulevard

The 7.4m boulevard includes:

- A minimum 2.1m clear Raised Cycle Track in either direction with a min 1.0m buffer from the

Vehicular Lane which meets the City of Toronto standards.

- A minimum 2.1m Sidewalk that meets the City of Toronto standards for minimum sidewalk width.
- A minimum 1.9m Landscape Strip along the corridor (including intersections) with a continuous canopy of street trees.
- A minimum 3m wide Multi Use Path replaces the sidewalk and cycle track in constrained locations with residential land use along the edges.
- Protected intersections with 2 stage crossings for people on bicycles at every signalized intersection.

<b>ROW relative to Jane and/or Finch</b>	Comparable size
<b>Land Use compared to Jane and/or Finch</b>	Similar
<b>Type</b>	LRT
<b>Proposed ROW</b>	43m
<b>Sidewalk width</b>	2.1m
<b>Cycle Track</b>	Grade separated cycling facility
<b>Landscape</b>	Continuous tree canopy
<b>Protected Intersections</b>	Yes
<b>Platforms</b>	3m

*Evaluation of how it performs against the design vision for Jane Street and Finch Avenue: Red indicates sub-standard or undesirable; Yellow indicates meeting City standards; Green indicates exceeding minimum standards*



### 8.6.3. Norfinch Drive

Norfinch Drive plays a crucial role in connecting Employment Areas located in the north with the future LRT on Finch Avenue West. Due to its proximity to the Norfinch Oakdale LRT stop, the land fronting onto the west side of Norfinch Drive is envisioned to support the development of a transit-oriented complete community, where residents and workers will have convenient access to higher order transit and to active transportation networks connecting to the Intersection District.

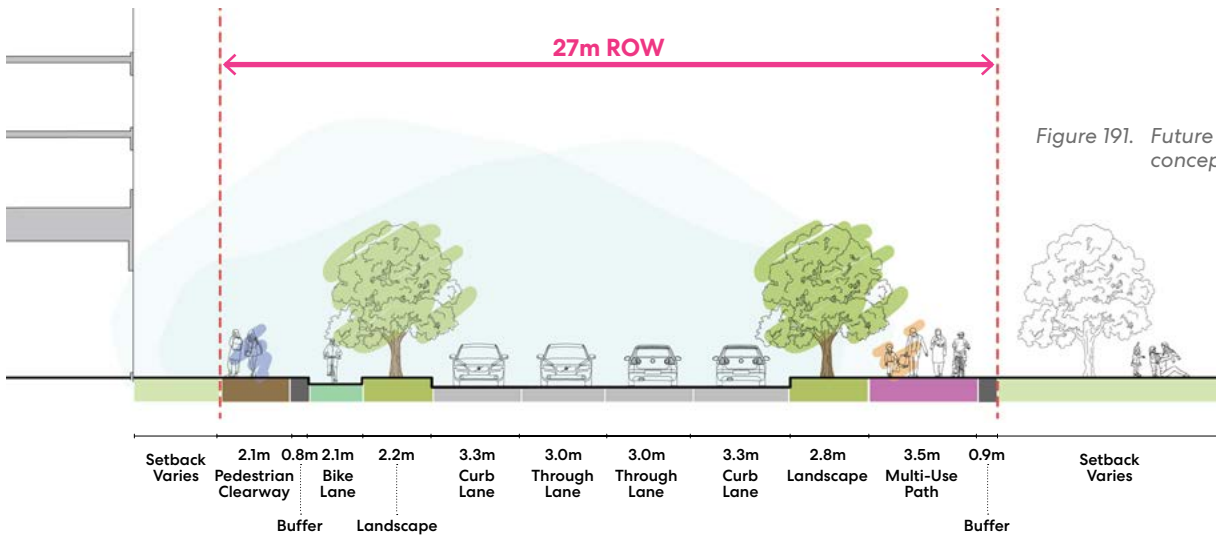


Figure 191. Future Norfinch Drive conceptual cross section

#### Norfinch Drive

185. Norfinch Drive will have a consistent 27-metre wide public right-of-way, as per the Official Plan.

186. Norfinch Drive will have boulevards accommodating a pedestrian clearway, a dedicated cycle track on the west side, and a wide landscape/amenity zone.

187. Norfinch Drive will have a 3.5-metre wide multi-use pathway on the east side, connecting to the Loop Trail (between the Finch West bike lanes and the Finch Hydro Corridor trail) along the western edge of the Finch West LRT Maintenance and Storage Facility site.

188. A wide pedestrian clearway of a minimum 2.1 metres must be provided to accommodate pedestrian traffic.

189. Room for dedicated cycling infrastructure of a minimum 2.1 metres wide will be provided, along with bike share stations closer to the LRT stops and Employment Areas to encourage active transportation.

190. Bike share stations closer to the LRT stops and Employment Areas should be provided to encourage active transportation.

191. A minimum 1-metre wide buffer between the bike infrastructure and the roadway is encouraged to ensure the safety of people cycling.

192. A wide landscape/amenity zone of at least 2.2 metres is encouraged on both sides of Norfinch Drive to achieve a mature, healthy and continuous tree canopy.



33

↑ park

TH 3





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