

Cycling Network Plan: 2024 Cycling Infrastructure Installation - First Quarter Update

Date: December 21, 2023

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 3, 6, 10, 11, 12, 13 and 14

SUMMARY

The Cycling Network Plan and the associated Near Term Implementation Plan, adopted by City Council in December 2021 seeks to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety. Through this report, Transportation Services is seeking authority for bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed.

This report seeks Council authority to install 1.5 centreline kilometres (km) of new bikeways on the following streets:

- Champagne Drive: Chesswood Drive to Finch Avenue West (cycle tracks, Ward 6)
- Alness Street: Finch Avenue West to Finch Hydro Corridor (cycle tracks, Ward 6)
- University Avenue: 150 m from current terminus south of King Street to south of Wellington Street (cycle tracks, Ward 10)
- Richmond Street: Strachan Avenue to Niagara Street (contra-flow bike lanes, Ward 10)

Further, this report seeks Council authority to make by-law amendments associated with improvements to 3.5 centreline km of existing cycling infrastructure on the following streets:

- Dundas Street East: Broadview Avenue to West Avenue (bike lanes to cycle tracks, Ward 14)
- Dundas Street East: Logan Avenue to Pape Avenue (bike lanes to cycle tracks, Ward 14)
- Hoskin Avenue: Queens Park Crescent West to St George Street (bike lanes to cycle tracks, Ward 11)
- Harbord Street: St George Street to Ossington Avenue (bike lanes to cycle tracks, Ward 11)

As part of this report, Transportation Services is continuing to utilize the streamlined reporting process for by-law amendment submissions associated with cycling infrastructure projects approved by Council for implementation. Once projects are approved by Council, the streamlined process involves delegation of authority to submit bills directly to Council for a discreet period of time after project implementation which enables Transportation Services to make minor adjustments to constructed conditions without delay and based on local Councillor and public feedback such as parking adjustments to improve sight-lines, adjustments or addition of accessible loading areas, and similar modifications.

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

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

- Bloor Street West (bicycle and traffic and parking, Ward 3 and 11)
- Bartlett Avenue (traffic and parking, Ward 9)
- Temperance Street (bicycle and traffic, Ward 10)
- Shaw Street (bicycle and traffic and parking, Ward 11)
- The Esplanade (bicycle and traffic and parking, Ward 10 and 13)
- Wilmington Avenue (parking, Ward 6)
- Yonge Street (traffic, Ward 11 and 12)

An additional report is anticipated for 2024 projects in the second quarter of 2024. A map of the bikeway projects proposed in this report is included as Attachment 1.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Champagne Drive from Chesswood Drive to Finch Avenue West, uni-directional cycle tracks
 - b. Alness Street from Finch Avenue West to Finch Hydro Corridor, uni-directional cycle tracks
 - c. University Avenue from 150 m south of King Street to 150 m south of Wellington Street, uni-directional cycle tracks
 - d. Richmond Street from Strachan Avenue to Niagara Street, contra-flow bike lane
 - e. Dundas Street East from Broadview Avenue to West Avenue, uni-directional cycle tracks
 - f. Dundas Street East from Logan Avenue to Pape Avenue, uni-directional cycle tracks

- g. Hoskin Avenue from Queens Park Crescent West to St George Street, uni-directional cycle tracks
- h. Harbord Street from St George Street to Ossington Avenue, uni-directional cycle tracks

2. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until November 1, 2025, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 1, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 2 to the report (December 21, 2023) from the General Manager, Transportation Services, such the by-laws submitted be made permanent on November 1, 2025.

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

4. City Council amend cycling, traffic and parking regulations required in Chapter 886, Chapter 903, Chapter 910 and Chapter 950, as generally described in Attachment 3 - Technical Amendments, for previously approved projects by City Council that have been enacted in phases aligned with the timing of implementation of the appropriate segments of the respective projects over 2022 to 2023 and by-law accuracy.

FINANCIAL IMPACT

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

The estimated cost to implement the bikeways recommended in this report is \$5,260,000. Funding is available for these capital projects categorized as a service improvement and enhancement in the approved 2024-2033 Capital Budget and Plan for Transportation Services.

The annual funding required to maintain the new cycling infrastructure once constructed is expected to be approximately \$60,000 for sweeping and \$125,000 for winter maintenance. Funding for this maintenance can be accommodated within the approved 2024 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

The removal of approximately 11 Pay and Display (P&D) on-street parking spaces proposed in the report would reduce Toronto Parking Authority's (TPA) annual gross revenue by an estimated \$48,500.00. This includes the removal of three parking spaces

on The Esplanade, four parking spaces on Princess Street and four parking spaces on Bloor Street West near Spadina Avenue. Transportation Services continues to work with TPA to identify additional paid parking spaces that could be added in the areas impacted.

Costs to implement on-street paid parking changes, including the relocation of P&D machines as well as programming of any rate / hour of operation changes are estimated at \$16,500. All implementation costs will be borne by Transportation Services and will be required prior to the start of construction.

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

DECISION HISTORY

Cycling Network Plan

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9>

Complete Streets Approach to Road Reconstruction

On July 16, 2019, as part of consideration of IE6.8 Vision Zero 2.0 Road Safety Plan Update, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

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

Chesswood Drive Resurfacing and Road Safety Improvements Project

On June 8, 2021, City Council authorized the installation of the Chesswood Drive road safety improvements project including new sidewalks and cycle tracks on Chesswood Drive between Sheppard Avenue and Champagne Drive.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE22.11>

Bloor Street West

On June 14, 2023, City Council authorized the installation of the Bloor Street West Complete Street Extension project.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.32020>

On May 3, 2016, City Council authorized the installation of the Bloor Street West pilot project between Shaw Street and Avenue Road and in November, 2017, City Council approved maintaining the pilot project as a permanent installation.

<https://secure.toronto.ca/council/agenda-item.do?item=2016.PW12.1>

<https://secure.toronto.ca/council/agenda-item.do?item=2017.PW24.9>

Bartlett Avenue

On June 14, 2023, City Council authorized the installation of a Passenger Loading Zone in front of St. Anthony's Academy on Bartlett Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.3>

Shaw Street

On April 30, 2020, City Council authorized the Shaw Street project including changing directions between Harbord Street and Bloor Street and between Essex Street and Dupont Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE12.8> ;

In July 2013, City Council authorized the implementation of the Shaw Street Bikeway including the contra-flow bicycle lane between Dupont Street to Dundas Street West.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW24.8>

The Esplanade

On June 8, 2021, City Council authorized the installation of The Esplanade-Mill Street project.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE22.11>

Wilmington Avenue

On April 7, 2021, City Council authorized the permanent installation of the Wilmington Avenue bike lanes.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.12>

Yonge Street

On April 7, 2021, City Council authorized the temporary installation of the ActiveTO Midtown Pilot Project along Yonge Street between Bloor Street and Davisville Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE20.12>

On February 8, 2023, City Council approved maintaining the pilot project as a permanent installation with changes to address key concerns of local residents and businesses.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE1.4>

COMMENTS

Toronto's Cycling Network Plan

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

Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed.

Champagne and Alness Road Safety Improvements Project

Champagne Drive between Chesswood Drive and Finch Avenue, and Alness Street between Finch Avenue and Steeles Avenue are in poor to fair condition and are programmed for road resurfacing in 2024 as part of the City's state-of-good-repair program. The planned road resurfacing provided an opportunity to review Champagne Drive and Alness Street for safety improvements including new or improved pedestrian crossings, new sidewalks, cycle tracks and improved lane widths for large vehicles. In addition, the DUKE Heights Business Improvement Area (BIA) identified an opportunity to incorporate traffic operations and streetscape improvements as part of the project.

This project also provided the opportunity to extend the recently completed road safety improvements on Chesswood Drive, approved in June 2021 and constructed in 2023.

Champagne Drive is a collector road and Alness Street is a minor arterial road, both carry an average of 13,500 motor vehicles/day. There is one motor vehicle in each direction with left-turn lanes at both approaches to Finch Avenue. Alness Street also has a southbound right-turn lane for people driving turning onto Finch Avenue. Over the ten-year period between 2011-2021, there were approximately 72 collisions with one serious injury.

The Toronto Transit Commission (TTC) 107A, 107C and 107F bus routes operate along the length of the corridor with 13 existing TTC bus stops. Some of the existing bus stops do not meet accessibility standards or TTC's stop placement standards. The area is industrial with many employment destinations and is represented by the DUKE Heights BIA.

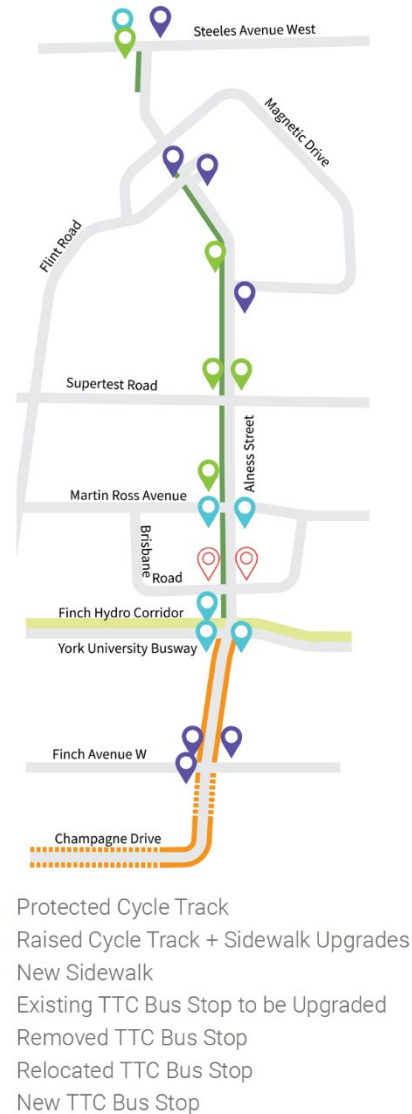


Figure 1: A map of the project limits and design features along Champagne Drive and Alness Street.

The existing sidewalks are sub-standard and there are two missing sidewalk links on Alness Street on the west side between Finch Avenue and Flint Road and between Steeles Avenue and 100 m south of Steeles Avenue.

As part of the road resurfacing project, the following improvements are proposed:

- State-of-Good Repair: Roadway asphalt between Finch Avenue and Steeles Avenue will be removed and replaced with new asphalt. Existing sidewalks will be repaired where needed.
- Streetscape Features: New benches, bike racks, and waste bins will be added, where possible.
- New Sidewalk: A new sidewalk is planned to be installed on the west side of Alness Street between Finch Avenue and Flint Road and between Steeles Avenue and 100m south of Steeles Avenue.
- Proposed Bikeways: One-way cycle tracks are proposed on Champagne Drive between Chesswood Drive and Finch Avenue and on Alness Street between Finch Avenue and the Finch Hydro Corridor. This project has no impact to motor vehicle lanes or parking. The proposed cycle tracks would provide a connection between the Finch Hydro Corridor Trail and the newly built Chesswood Drive cycle tracks.
- New Bike Share stations are proposed to be installed along the corridor.
- TTC Bus Stop Changes: TTC staff have proposed that several TTC bus stops be consolidated and upgraded. Figure 1 above shows the proposed TTC bus stop changes. The bus stops on the west and east side of Alness Street between Martin Ross Avenue and the Finch Hydro Corridor are proposed to be removed because they are located mid-block with no safe crossing. New stops are proposed at the Finch Hydro Corridor and Martin Ross Avenue to compensate for the mid-block stop removal. The upgrades to existing stops will include new concrete landing pads or raised bus/bike platforms when located adjacent to the cycle track.

While there are no motor vehicle lane or on-street parking removals proposed as part of this project, there are extensive right of way management challenges along the corridor. Businesses along the corridor have long been utilizing property within the public right-of-way without permits for parking, private fences, and drainage.

Impacted property owners have been notified through a mailed informational flyer. Most comments received in response to the mailer were positive, however one local business owner expressed concern noting that the recent construction on Chesswood Drive increased traffic congestion in the area and that construction along Champagne Drive and Alness Street would result in similar traffic concerns during construction.

The cycle tracks are proposed to be raised to sidewalk level along the curve of Champagne Drive, and the remaining sections of cycle tracks are proposed to be at street level, physically protected from motor vehicle traffic with precast concrete curbs.

Throughout the design process, Transportation Services has coordinated with the DUKE Heights BIA. The BIA shared concerns specifically at the Finch Avenue intersection due to long motor vehicle queuing. The design has been updated to

lengthen the left-turn lanes at the approach to the intersection and Transportation Services is continuing to work with the BIA to incorporate additional safety elements at this intersection and along the corridor to reflect the priorities of the BIA.

The project requires the removal of 73 existing trees along the corridor, and the new design will replace approximately 35 of the trees that are removed.

This project is proposed to begin construction in 2024 and is anticipated to be completed by the end of the year. The local Councillor has been consulted on the Champagne-Alness Road Safety Improvements Project.

Wherever possible, lessons learned from the recent Chesswood Drive project will be applied to the Champagne / Alness project to minimize the length of construction and impacts to local traffic operations. In advance of construction, a briefing will be provided to the local Councillor, including a plan for regular updates to key community representatives.



Figure 2: An artistic rendering of Champagne/Alness with new sidewalks, trees, and one-way cycle tracks.

Ward 10 Bikeway Extension Projects

University Avenue Southern Extension

In 2020, Transportation Services implemented the University Avenue-Queen's Park cycle tracks between Bloor Street and Adelaide Street through the ActiveTO program in response to the COVID-19 pandemic. In 2021, the cycle tracks were extended to 50m south of King Street.

There are two motor vehicle lanes in each direction on University Avenue from south of College Street to the existing terminus of the cycle track south of King Street. From the existing terminus of the cycle track to south of Wellington Street, University Avenue has three motor vehicle lanes in each direction for this short stretch. Transportation Services is proposing a 150 m extension from the cycle tracks current terminus to south of Wellington Street in order to normalize the number of motor vehicle lanes along this section of the corridor and to improve cycling safety. As stopping, standing, and parking are prohibited in the curb lanes, no impacts are anticipated.

Richmond Street from Strachan Avenue to Niagara Street

The Richmond Street one-way cycle track was installed in 2016 and extended in 2017 and quickly become one of Toronto's highest volume cycling corridors between Niagara Street and Parliament Street. In 2024, Richmond Street between Strachan Avenue and Niagara Street are programmed for road resurfacing as part of the City's state-of-good-repair program.

As part of the road resurfacing, Transportation Services is proposing to implement a contra-flow bike lane between Strachan Avenue and Stanley Terrace and between Walnut Avenue (east leg) and Niagara Street to allow people cycling to travel both ways. No parking or motor vehicle lanes are impacted by this change.

The local Councillor has been consulted on these short bikeway extensions.

Dundas Street East Upgrades

Implementing improvements to the existing bike lanes along Dundas Street East from Broadview Avenue to Kingston Road was included the Cycling Network Plan's Near Term Implementation program (2022-2024). Transportation Services has identified several opportunities to upgrade the bike lanes to cycle tracks over the past year. This report proposes two additional opportunities to upgrade Dundas Street East from bike lanes to cycle tracks: between Broadview Avenue and West Avenue and between Logan Avenue and Pape Avenue.

Within these segments of Dundas Street East, motor vehicle parking is on one side of the street and is adjacent to the sidewalk with the bike lane between the 'door zone' of the parking lane and the motor vehicle travel lane. In 2023, Transportation Services upgraded two similar segments of Dundas Street East (between Hiltz Avenue and Alton Avenue and between Coxwell Avenue and Rhodes Avenue) where adjustments were made to move the bike lane between the sidewalk and the motor vehicle parking lane.

This report proposes to upgrade the bike lanes to cycle tracks with similar treatment to the 2023 upgrades. Parking between Broadview Avenue and West Avenue and between Logan Avenue and Pape Avenue would be retained, but the location would be reconfigured to between the motor vehicle lane and the curbside cycle track. Approximately eight parking spaces along the 1.0 km segment would need to be removed to accommodate driveway and intersection setbacks.



Figure 43: In 2023, Transportation Services updated Dundas Street East between Greenwood Avenue and Alton Street, including a planted median and poured-in-place concrete separating the cycle track and motor vehicle parking and travel lanes. If approved, Dundas Street East between Broadview Ave and West Ave and between Logan Ave and Pape Ave would have a similar treatment.

The local Councillor has been consulted on these bikeway upgrades.

Harbord-Hoskin Upgrades

In 2024, state-of-good-repair watermain replacement and road resurfacing are planned on Harbord Street and Hoskin Avenue. The planned work provided an opportunity to review Harbord Street and Hoskin Avenue for safety improvements including new or improved pedestrian crossings, cycle tracks, green infrastructure planters and motor vehicle operations adjustments between Ossington Avenue and Queen's Park Crescent West.

The state-of-good-repair work presents an opportunity to update the former standard design of painted bike lanes, which lack physical separation for people cycling. The Ontario Traffic Manual Book 18: Cycling Facilities, updated in 2021, advises that on arterial roadways like Harbord Street and Hoskin Avenue should have physical separation between people cycling and people driving (and parking) motor vehicles.

Together, Harbord Street and Hoskin Avenue comprise 2.5 km of arterial roadway. From 2016 to 2020, there have been 502 vehicle collisions, with two serious collisions.

Key changes proposed for 2024 include:

- Reconfiguring the location of the parking lane to between the motor vehicle lane and the cycle track for improved cyclist safety,

- Relocating the positions of the parking lane and cycle track for improved cycling safety,
- The installation of permanent curbs to separate motor vehicle travel lanes from cycle tracks.
- A total of 11 parking spaces are proposed to be removed to improve visibility at intersections and driveways. Nine of the 11 parking spaces are proposed to be removed between Spadina Avenue and Huron Street along the University of Toronto Athletic Centre as the road is too narrow to accommodate both protecting the bikeway and maintaining the parking. The parking is proposed to be replaced with a green infrastructure planter.
- TTC staff have proposed that several TTC bus stops be shifted including: Crawford Street to Montrose Avenue, Grace Street to Clinton Street and Manning Avenue to Palmerston Boulevard.
- Raised bus/bike platforms at TTC bus stops are proposed for installation.
- Installation of bicycle signals and turn boxes at Ossington Avenue and St. George Street.
- Removal of left-turn lanes at Manning Avenue, Palmerston Boulevard, Grace Street and Tower Road. Left-turns would still be allowed from the through lane, but the motor vehicle turn lane would be repurposed to protect the bikeway. Traffic analysis was completed and there is limited to no impacts from the removals.

These modifications are designed to provide a safer street for all road users, improve accessibility especially at transit stops and intersections, and reduce risks to cyclists such as 'dooring'.

To inform the design process, Transportation Services has received feedback from the Harbord Village Resident Association, Palmerston Area Resident Association and the Harbord Street Business Improvement Association and has attended three meetings with the University of Toronto. In January, a mailed notice will be sent to all properties along the corridor to advise them of the proposed adjustments to the corridor, subject to City Council approval.

This project is proposed to begin construction in 2024 and is anticipated to be completed by the end of the year. The local Councillor has been consulted on the Harbord-Hoskin Upgrades project.

Technical Amendments

Bloor Street West between Runnymede Road and Kipling Avenue

In June 2023, City Council authorized the installation of the Bloor Street West Complete Street Extension Project. This technical amendment is required to implement a consistent speed limit of 40 km/h between the Humber River and Resurrection Road, and a consistent speed limit of 50km/h in the Six Points area, between Resurrection Road and Kipling Avenue.

Bloor Street West between Avenue Road and Spadina Avenue

In May 2016, City Council authorized the installation of the Bloor Street Bike Lane Pilot and in November 2017 made the project permanent. In 2023, Transportation Services in

partnership with Engineering and Construction Services is reconstructing Bloor Street West between Avenue Road and Spadina Avenue. This technical amendment is required to modify the existing parking bylaws to align with the reconstructed configuration. There is a net loss of four paid parking spaces, and there are adjustments to a number of locations including:

- The removal eight paid parking spaces between Bedford Road and Avenue Road;
- The relocation of the paid parking between St George Street and Bedford Road from the north side to the south side; and
- The relocation of the paid parking between Spadina Avenue and Huron Street from the north side to the south side, increasing the number of spaces from six spaces to ten spaces.

The reconstruction also includes a protected intersection design which requires the removal of the left-turn lanes in all directions. This technical amendment is required for peak hour turn prohibitions and right-turn on red prohibitions associated with traffic operations with the new configuration of this intersection. A traffic analysis was completed for these changes. Based on the existing conditions, all movements operate within capacity. Based on the proposed condition, all study intersections are expected to operate within capacity except for the St. George Street and Avenue Road intersections, but overall, the average queues will be contained within the available storage. After installation, signal optimization may help to reduce some capacity issues and will be monitored by staff to determine if further modifications are needed.

Havelock-Bartlett-Gladstone

In June 2023, City Council authorized the installation of a Passenger Loading Zone in front of St. Anthony's Academy on Bartlett Avenue, as part of the Havelock-Bartlett-Gladstone Cycling Connections project. This technical amendment is required for bylaw accuracy.

Shaw Street

In March 2020, City Council authorized the installation of the Shaw Street Safety Improvements project. Since installation, there have been a number of concerns raised regarding wrong way driving, and parking too close to the intersection on Shaw Street at the intersection of Bloor Street and at Dupont Street. This technical amendment is required to prohibit parking and loading near the intersection by implementing No Stopping and to upgrade a short stretch of the contra-flow bike lane to a contra-flow cycle track. In 2024, Transportation Services will construct a concrete median island to separate the contra-flow bike lane near the Bloor Street intersection to reduce wrong way driving.

Temperance Street

In 2023, construction was completed on Temperance Street between Yonge Street and Bay Street as part of an adjacent property development. Part of the road reconstruction included enabling people cycling to travel both ways on the one-way street, and to implement an uncontrolled pedestrian crossing with raised crosswalk treatment in accordance with Ontario Traffic Manual Book 15: Pedestrian Crossing Treatments. This technical amendment is required to implement the associated cycling and traffic bylaws for the new configuration.

The Esplanade/Mill Street

In June 2021, City Council authorized the installation of The Esplanade-Mill Street project. Since then, through different phases, the project has been installed between Jarvis Street and Bayview Avenue. Several adjustments are needed to prepare the final condition of the street, to be delivered through the David Crombie Park Revitalization project. As part of the project, the following adjustments are needed:

- The removal of three paid and overnight permit parking spaces on The Esplanade between Princess Street and Berkeley Street to widen the sidewalk and install curb extensions;
- The removal of four paid and overnight permit parking spaces on Princess Street between The Esplanade and Scadding Avenue to widen the sidewalk and install curb extensions; and
- The installation of an east side cycle track along Lower Jarvis Street between The Esplanade and Wilton Street along the park within the boulevard area.

Wilmington Avenue

In April 2021, City Council authorized the permanent installation of the Wilmington Avenue bike lanes. In 2023, as part of a road resurfacing, parking laybys were installed for pick up and drop off at two of the schools along the corridor. This technical amendment is required to align the parking bylaws with the needs of the adjacent schools.

Yonge Street

In February 2023, City Council authorized the Midtown Complete Street project as permanent along with changes to address key concerns of local resident and businesses. Left-turn lanes were added to address some of those concerns. This technical amendment is required for bylaw accuracy for the left-turn lane installed at Farnham Avenue.

CONTACT

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

SIGNATURE

Barbara Gray
General Manager, Transportation Services
Cycling Network Plan: 2024 Cycling Infrastructure Installation - First Quarter Update

ATTACHMENTS

Attachment 1: Proposed First Quarter 2024 Cycling Network Installation Location Map

Attachment 2: Streamlined Reporting Process for By-Law Amendments

Attachment 3: Technical Amendments