

Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations

Date: March 13, 2023

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 1, 3, 4, 5, 6, 8, 9, 10, 14, 16, 18, 19, 20, 21, 24, 25

SUMMARY

This report seeks City Council authority to install bikeway projects identified in the Cycling Network Plan as well as Missing Links Sidewalk Projects.

Cycling Network Plan Projects

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 were proposed to be installed in the near term (2022-2024) and for which design and consultation have now been completed.

This report seeks Council authority to install 5.8 centreline kilometres (km) of new bikeways associated with five projects on the following streets:

- Ferrand Drive Area Safety Improvements
 - Ferrand Drive: Rochefort Drive (west) to Rochefort Drive (east) and at Eglinton Avenue East (cycle tracks and contra-flow bike lanes, Ward 16)
 - Rochefort Drive: Don Mills Road to Deauville Lane (cycle tracks, Ward 16)
 - Deauville Lane: Rochefort Drive to St Dennis Drive (cycle tracks, Ward 16)
- Galloway Road Sidewalks and Cycling Connections
 - Galloway Road: Guildwood Parkway to Dearham Wood (bike lanes, Ward 24)
- Portland-Dan Leckie Cycling Connections
 - Dan Leckie Way: Queens Quay West to Queens Wharf Road (cycle tracks, Ward 10)
 - Portland Street: Queen Street West to Front Street West (cycle tracks, Ward 10)

- Silverthorn Cycling Connections
 - Silverthorn Avenue: Rogers Road to Lane North St Clair East Cloverdale (contra-flow bike lanes, Ward 9)
 - Rockwell Avenue: Silverthorn Avenue (west branch) to Silverthorn Avenue (east branch) (cycle tracks, Ward 9)
 - Blackthorn Avenue: Rogers Road to Rockwell Avenue (contra-flow bike lanes, Ward 9)
- Weston Cycling Connections
 - Pine Street: Wright Avenue to Church Street (bike lanes, Ward 5)

Further, this report seeks Council authority to make by-law amendments associated with improvements to 0.5 centreline km of existing bikeways on the following streets:

- Richmond Street: Augusta Avenue to Portland Street (uni-directional cycle tracks to bi-directional cycle tracks, Ward 10)
- Jones Avenue: Queen Street to Dundas Street (bicycle lanes to cycle tracks, Ward 14)

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 sightlines, 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, new sidewalk installations, pedestrian head starts 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:

- Danforth Avenue: Main Street to Victoria Park Avenue (bicycle and traffic and parking, Ward 19)
- Deauville Lane (bicycle and traffic and parking, Ward 16)
- Hibernia Avenue at Laughton Avenue (traffic and parking, Ward 9)

An additional report is anticipated for Cycling Network Plan projects in the third quarter of 2024.

Missing Links Sidewalk Projects

The Missing Sidewalk Installation Program seeks to provide safe, comfortable, and accessible sidewalks on all public streets. Transportation Services reviews opportunities to install sidewalks on all roadway classifications through bundling with other state-of-

good-repair roadway or utility work, as well as stand-alone delivery, as a fundamental objective of the Vision Zero 2.0 Road Safety Plan.

In July 2019, Council requested that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services, or those requested by a Member of Council, be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council. This report recommends the installation of sidewalks on the following local roads:

- Edgebrook Drive from [30m W] Bankfield Drive to Bankfield Drive (south side, Ward 1);
- Fishleigh Drive fronting Scarborough Heights Park (south side, Ward 20);
- Mayfield Avenue from Armadale Avenue to Willard Garden Parkette (south side, Ward 4);
- Rannock Street from Craigton Drive to [15m E] Rannock Street (north side, Ward 21); and
- Sorauren Avenue fronting 239 Sorauren Avenue (east side, Ward 4).

A map of the cycling network and sidewalk projects proposed in this report is included as Attachment 1 and 2, respectively.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Ferrand Drive from Rochefort Drive (west) to Rochefort Drive (east) and at Eglinton Avenue East, uni-directional cycle tracks and contra-flow bicycle lanes at Eglinton Avenue East;
 - b. Rochefort Drive from Don Mills Road to Deauville Lane, uni-directional cycle tracks;
 - c. Deauville Lane from Rochefort Drive to St Dennis Drive, uni-directional cycle tracks;
 - d. Galloway Road from Guildwood Parkway to Dearham Wood, bicycle lanes;
 - e. Dan Leckie from Queens Quay West to Queens Wharf Road, bi-directional cycle tracks;
 - f. Portland Street from Queen Street West to Front Street West, bi-directional cycle tracks;
 - g. Silverthorn Avenue from Rogers Road to Lane North St Clair East Cloverdale, contra-flow bike lanes;
 - h. Rockwell Avenue from Silverthorn Avenue (west branch) to Silverthorn Avenue (east branch), bi-directional cycle tracks;
 - i. Blackthorn Avenue from Rogers Road to Rockwell Avenue, contra-flow bicycle lanes;
 - j. Pine Street from Wright Avenue to Church Street, bicycle lanes;
 - k. Richmond Street from Augusta Avenue to Portland Street, bi-directional cycle tracks; and

- I. Jones Avenue from Queen Street to Dundas Street, 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, 2027, 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, and that such by-laws submitted be made permanent on November 1, 2027.
3. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any and all bills that may be required.
4. City Council authorize an all-way compulsory stop control at the intersection of Rochefort Drive and Ferrand Drive (west leg).
5. City Council authorize an all-way compulsory stop control at the intersection of Ferrand Drive (west leg) and Seaton Park Road.
6. City Council authorize an all-way compulsory stop control at the intersection of Ferrand Drive (west leg) and Windom Road.
7. City Council authorize a compulsory stop control for westbound traffic on Helen Avenue at Blackthorn Avenue
8. City Council reduce the speed limit from 40 km/h to 30 km/hr on Pine Street from Wright Avenue to Church Street.
9. City Council reduce the speed from 40 km/h to 30 km/hr on Ferrand Drive from Rochefort Drive to Deauville Lane.
10. City Council reduce the speed from 40 km/h to 30 km/hr on Rochefort Drive from Don Mills Road to Deauville Lane.
11. City Council reduce the speed from 40 km/h to 30 km/hr on Deauville Lane from Rochefort Drive to Grenoble Drive.
12. 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 2024 to 2025 and by-law accuracy.

13. City Council request the General Manager, Transportation Services to continue with the planned delivery of sidewalks on:

- a. Edgebrook Drive (south side from [30m W] Bankfield Drive to Bankfield Drive);
- b. Fishleigh Drive (south side fronting Scarborough Heights Park);
- c. Mayfield Avenue (south side from Armadale Avenue to Willard Garden Parkette);
- d. Rannock Street (north side from Craigton Drive to [15m E] Rannock Street);
- e. Sorauren Avenue (east side of fronting 239 Sorauren Avenue).

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 and 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 \$2,044,000. 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 \$70,000 for sweeping and \$85,000 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 addition of approximately 22 Pay and Display (P&D) on-street parking spaces proposed in the report as part of the Ferrand Drive Area Road Safety project would increase Toronto Parking Authority's (TPA) annual net revenue by an estimated \$13,883. The removal of approximately 13 to 16 Pay and Display (P&D) on-street parking spaces proposed in the report as part of the Dan Leckie-Portland Cycling Connections project would decrease TPA's annual net revenue by an estimated \$140,830.

All costs associated with the necessary signage changes will be assumed by Transportation Services. All costs associated with the installation of parking machines will be assumed by the Toronto Parking Authority.

The estimated cost to construct the sidewalks recommended in this report is \$3.1 million. Funding is available for these capital projects categorized as health and safety within the approved 2024-2033 Capital Budget and Plan for Transportation Services in account CTP419-01 RSP Missing Link Sidewalks.

The funding required to maintain the new sidewalks for the remainder of 2024 can be accommodated on a one-time basis within the approved 2024 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs will be considered as part of future operating budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial 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>

Missing Link Sidewalks

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

<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

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>

Ferrand Drive Area Road Safety Improvements Project

In April 2018, City Council approved the installation of bicycle lanes and cycling tracks on Thorncliffe Park Drive, Gateway Boulevard, Grenoble Drive and Deauville Lane.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.PW28.13>

Galloway Road Sidewalks and Cycling Connections

In October 2021, City Council requested Transportation Services report back to the Infrastructure and Environment Committee on plans to implement bike lanes and pedestrian improvements on Galloway Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE25.19>

Dan Leckie-Portland Cycling Connections

In January 2019, City Council approved maintaining the cycling tracks on Richmond Street as a permanent installation.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE1.5>

In January 2020, City Council adopted the draft Official Plan Amendment, King-Spadina Secondary Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE12.4>

Danforth and Main

On December 15, 2021, City Council approved the temporary ActiveTO Cycling Network Expansion projects installed in 2020 as permanent installations, including the Danforth Avenue Cycle tracks from Broadview Avenue to Dawes Road.

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

On July 19, 2022, City Council authorized the alteration of the Danforth Avenue and Main Street intersection to include an eastbound right-turn lane on Danforth Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.230>

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 number 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 bikeway projects that are proposed to be installed in the near term (2024) for which design and consultation have been completed.

Ferrand Drive Area Safety Improvements

Transportation Services has proposed road safety improvements in the Flemington Park neighbourhood to enhance pedestrian, cycling and public transit connections for existing and future residents. Ferrand Drive and Deauville Lane were identified in the

Cycling Network Near-Term Implementation Plan (2022-2024). The project was expanded to include Rochefort Drive and Eglinton Avenue East at the Don Valley Parkway on-ramps to better fulfill road safety and cycling connectivity objectives.

Project Goals

The goals of the Ferrand Drive Area Safety Improvements project include improving safety for all road users, connecting people cycling to and from public transit and other local destinations, integrating the project with other area changes such as new developments and transit expansion projects, maintaining roadway uses, and minimizing parking and loading impacts.

The area was reviewed for major gaps in the Cycling Network. There has been progress on two major east-west bikeways along Eglinton Avenue East as part of the Eglinton Crosstown LRT construction and on Overlea Boulevard, which will be delivered in the next five years. This project proposes a new north-south cycling connection.

Existing Conditions and Coordination with Other Projects

The Ferrand Drive area is undergoing changes with new developments and transit lines. Today there are number of road safety challenges including:

- High speed and volume of motor vehicles: The current speed limit is 50 km/h, but operating speeds in the area are as high as 65 km/h. The vehicle volumes also exceed the City's threshold for shared lanes, where people cycling and driving can safely share the street.
- Wider than standard motor vehicle lanes: A standard two-way street only requires 6.6m, but the roads in the area are between 6.7m-14.0m wide. Wide roadways encourage speeding and expose pedestrians to longer crossings.
- Parking Allocation: On average 78% of on-street parking spaces are available. There are hundreds of off-street parking spaces available for commercial and residential buildings. The limited use of on-street parking results in the streets feeling even wider.
- Collision History: Between 2013 and 2022, there were 122 reported collisions in the Ferrand Drive Area. Seven of those involved pedestrians and three involved a person cycling. In August 2022, a person cycling was left in life threatening condition after a collision at the southbound ramp from the westbound lanes of Eglinton Avenue.

This project was expanded to review the Eglinton Avenue East intersections with the Don Valley Parkway on-ramps due to public feedback. Safety concerns were expressed Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations



Figure 1: A map of the Ferrand Drive Area Safety Improvements project limits. The project includes changes on Ferrand Drive, Deauville Lane, Rochefort Drive and Eglinton Avenue at the Don Valley Parkway ramps.

including sightline issues, higher vehicle speeds, missing or deficient signage, pavement markings and physical protection for pedestrians and people cycling. People also expressed that the on-ramp crossings are not accessible for people with disabilities.

There are several other projects adjacent to and within the Ferrand Drive area. This project has been coordinated with those future projects and will enhance the outcomes. Some of the other projects include:

- St. Dennis Drive and Deauville Lane intersection redesign: Construction is planned to begin in 2024.
- New traffic signal at Don Mills Road and Rochefort Drive: This new signal was approved October 2023 and will be implemented with this proposed project.
- 805 Don Mills Road development: CreateTO has advanced the 805 Don Mills Road project, which includes a new street and a redesign of the Ferrand Drive and Eglinton Avenue East intersection.
- Rapid Transit Projects: Construction of the Eglinton Crosstown LRT and Ontario Line projects are both underway.

As part of the 805 Don Mills Road development, CreateTO plans to convert the south segment of Eglinton Avenue East at Gervais Drive and Ferrand Drive from one-way to two-way and build a new two-way road between Don Mills Road and Ferrand Drive. With these changes, motor vehicle traffic through the neighbourhood can be expected to increase. Ferrand Drive may become an attractive alternative to bypass traffic on arterial roads such as Don Mills Road and Eglinton Avenue East and the proposed changes are intended to mitigate that.

Proposed Design - Rochefort Drive and Deauville Lane

On Rochefort Drive and Deauville Lane, a two-way cycle track on the south side is proposed, while maintaining two-way motor vehicle traffic along with one-way cycle tracks on Deauville Lane. Parking would be maintained with a slight reduction at intersections to improve sightlines.

Proposed Design - Ferrand Drive

On Ferrand Drive, two options were presented during the consultation period.

- Option 1 included adding cycle tracks to the east and west segments of the street and to convert the north segment to one-way westbound for motor vehicles and to add a contra-flow bike lane. This proposal would require all on-street parking to be removed. Option 1 proposed changes that could help to reduce traffic infiltration by creating a one way street on Ferrand Drive between the east and west intersection

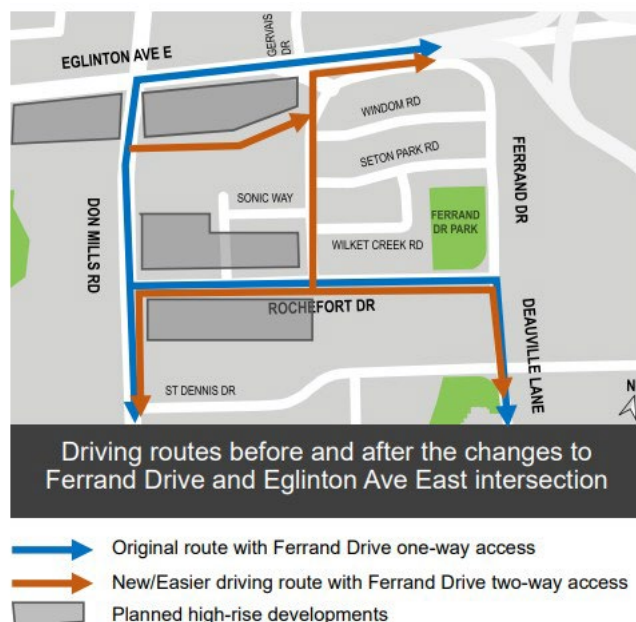


Figure 2: A map of future driving routes and planned high-rise developments.

of Windom. This directional change would reduce the number of direct routes through the neighbourhood, but still maintains local access.

- Option 2 proposed the installation of cycle tracks on the east and west segments of the street, while retaining approximately 20 parking spaces on short sections to meet observed demand. The areas where parking would be located would require people cycling to share the road with drivers. On the northern segment, only shared lane markings were proposed.

Proposed Design - Ferrand Drive Ramp

On the Ferrand Drive ramp to Eglinton Avenue East, a bike lane and a contra-flow cycle track are proposed. This design would maintain the one-way southbound motor vehicle traffic before the CreateTO work is complete. After CreateTO reconstructs the intersection, the street would become two-way for motor vehicles along with the cycle tracks and new bike signals. The design also proposes to narrow the ramp to reduce the potential for people driving illegally in the opposite direction to connect from the neighbourhood to Eglinton Avenue East.

In all sections above, it is proposed to reduce the posted speed from 50 km/h to 30 km/h.

Proposed Design - Ferrand Drive to Eglinton Avenue East Connection

A cycle track and parallel sidewalk are proposed from Ferrand Drive's east leg to Eglinton Avenue East and the Don Valley Parkway's southbound to eastbound traffic signal. This will allow two-way bicycle traffic and improved sidewalks between the Agha Khan ECLRT transit stop, as well as the Eglinton Avenue East bikeway and the Flemingdon Park neighbourhood.

Proposed Option 1 and 2 Designs -- Parking Impacts

The two options proposed on Ferrand Drive and Rochefort Drive have varying parking impacts. Transportation Services completed parking surveys, where staff visited the street five to six times at varying times of day and during weekday and weekends to count the number of motor vehicles parking on the street. Overall, the on-street parking demand is low. In Option 1, 68% of on-street parking would be maintained in the study area. In Option 2, 77% of on-street parking would be maintained.

Proposed Design - Ferrand Drive to Eglinton Avenue East

Today an existing sidewalk on a private lane is used by pedestrians and people cycling to connect between Ferrand Drive and Eglinton Avenue east. With the property's owner support, Transportation Services has been exploring ways to install a two-way pedestrian and cycling connection between Ferrand Drive and Eglinton Avenue East.

Proposed Design - Eglinton Avenue East Don Valley Southbound On-Ramps

As part of the Ferrand Drive Area Road Safety Project, Transportation Services is proposing improvements at the eastbound to southbound ramp and on the westbound to southbound ramp. These two ramps have been prioritized based on collision history and speed studies. The improvements include new traffic signals and new signs and markings. The design is based on the successful design at Danforth Avenue and Royal Road, a similar Don Valley Parkway on-ramp in Ward 14.

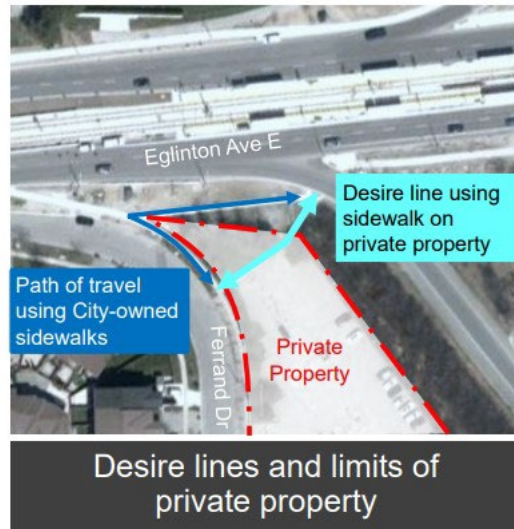


Figure 3: People regularly use private property to connect to Eglinton Avenue East from Ferrand Drive more efficiently. Transportation Services is working in partnership with the private landowner on options for a new two-way pedestrian and cycling connection.



Figure 4: An artist rendering of the westbound to southbound Don Valley Parkway ramp. The proposed design includes a new traffic signal at the ramp with barriers to separate the bike lane and the motor vehicle lane.

Public Consultation

Public and interest group consultation for the Ferrand Drive Area Safety Improvements took place from December 8, 2023 to January 10, 2024.

Consultation activities included early engagement with property owners, a virtual interest group meeting, a public drop-in event, an online survey and comment tracking. Fourteen (14) people attended the public drop-in event, and 39 survey responses were received, along with four (4) people providing comments by phone and email.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page; targeted emails to interest groups; 7,322 notices distributed by Canada Post to the project area and broader Flemingdon Park community (i.e. Eglinton Avenue East to the north, Don Mills Road to the west and the Don Valley Parkway [DVP] to the east and south); multilingual notices posted and/or distributed at 15 multi-unit residential buildings and key community locations (e.g. Dennis R. Timbrell Resource Centre and Flemingdon Health Centre); and 25 multilingual lawn signs installed in Flemingdon Park.

Feedback from survey respondents and interest groups were generally supportive, however, residents living in the project area shared mixed views on the proposed changes, particularly on Ferrand Drive. For the proposed changes to Ferrand Drive, Option 1 – Cycle Tracks with Contra-flow received greater support than Option 2 – Cycle Tracks with On-street Parking Accommodation, through the online survey, with 71% and 27% support respectively. However, survey respondents who live in the project area shared stronger support for Option 2 (54% support) compared to Option 1 (20% support)

Residents who completed the online survey and attended the public drop-in event shared concerns about the removal of on-street parking spaces due to a lack of existing on-street parking and loading options for Sonic Way condo residents. Survey respondents who live or own property in the project area cited that they typically use on-street parking spaces once a week for more than an hour.

Overall, there is support for the proposed changes on all other segments. Over 70% of survey respondents strongly support or support the proposed changes to the Ferrand Drive ramp, Rochefort Drive and Deauville Lane. There was general support for the proposed Ferrand Drive to Eglinton Avenue East connection and traffic signal at Eglinton Avenue East at the DVP southbound on-ramps. Survey respondents and interest group representatives expressed the need for improved safety measures at the DVP on-ramps. Participants would like to see clear signage, physical barriers for protection, and setting back stop lines for motor vehicles to improve visibility and safety for vulnerable users.

Generally, participants who are supportive of the changes felt that bikeways would enhance safety for vulnerable road users and facilitate connections to schools, community and cultural destinations, and prefer the installation of protected bikeways over wayfinding pavement markings. On the other hand, those who do not support the changes felt the project is unnecessary due to low perceived cycling volumes observed in the Ferrand Drive area. Survey respondents also expressed concerns that an increase in the number of people cycling in the neighbourhood could raise the likelihood of collisions.

Final Design Recommendation

Based on the public consultation feedback and the project goals, a hybrid option that combines Options 1 and 2 is recommended. Transportation Services is seeking authority to:

- Install a south side bi-directional cycle track on Rochefort Drive from Don Mills Road to Deauville Lane. 76 of the 86 existing parking spaces would be retained.
- Install cycle tracks on Deauville Lane from St. Dennis Drive to Rochefort Drive, retaining all eight existing parking spaces.
- Install cycle tracks on the east leg of Ferrand Drive with all 42 on-street parking spaces removed.
- Convert the top leg of Ferrand Drive to one way westbound for motor vehicles and install a westbound bike lane and an eastbound contra-flow bike lane to allow cycling in both directions. After CreateTO's development partner installs the new intersection at Ferrand Drive and Eglinton Avenue, Transportation Services

recommends that the one-way westbound direction for motor vehicles be re-evaluated to ensure the directional change is effective at managing traffic infiltration.

- Install a bike lane and a contra-flow bike lane with physical separation on the short connection between Eglinton Avenue and Ferrand Drive. This would allow people cycling to connect to Eglinton Avenue and narrow the motor vehicle lane to encourage greater compliance with the existing eastbound only restriction.
- Install cycle tracks on the west leg, with an exception between Windom Road and Sonic Way on the west side where it is recommended to retain seven parking spaces. People cycling southbound would share the roadway with drivers within those two blocks.
- Install all-way stop controls at the intersections of Ferrand Drive's west leg at Windom Road, Seaton Park Road and Rocherfort Drive to permit safe pedestrian crossings.
- Install improvements at the eastbound to southbound and westbound to southbound Eglinton Avenue and Don Valley Parkway on-ramps.

The combination of the one-way implementation on the top leg of Ferrand Drive (Option 1) and retaining the seven parking spaces on the west leg of Ferrand Drive (Option 2) reflects the priorities shared by people who participated in the public consultation activities.

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

Galloway Road Sidewalk and Future Cycling Connections

In October 2021, City Council requested that Transportation Services explore opportunities for the installation of green pedestrian infrastructure, upgrades to the current signed bikeway to designated bike lanes and to consult with the affected area residents of the Guildwood Village community (IE25.19)

Existing Conditions

Galloway Road between Guildwood Parkway and Kingston Road is a collector road and is approximately 12.8 m wide with one motor vehicle lane in each direction. The area along the street is largely residential. There are missing sections of sidewalks and shared lane markings along the street, however the motor vehicle volumes exceed the shared lane threshold.

Proposed Design

Transportation Services reviewed the feasibility of new sidewalks and bikeways along Galloway Road between Guildwood Parkway and Dearham Wood. Three options were developed. Option 1 proposed bike lanes on both sides and an east side sidewalk. Option 2 proposed bike lanes and sidewalks on both sides of the street. Option 3 proposed an in-road median with bike lanes on both sides and a sidewalk on the west side.

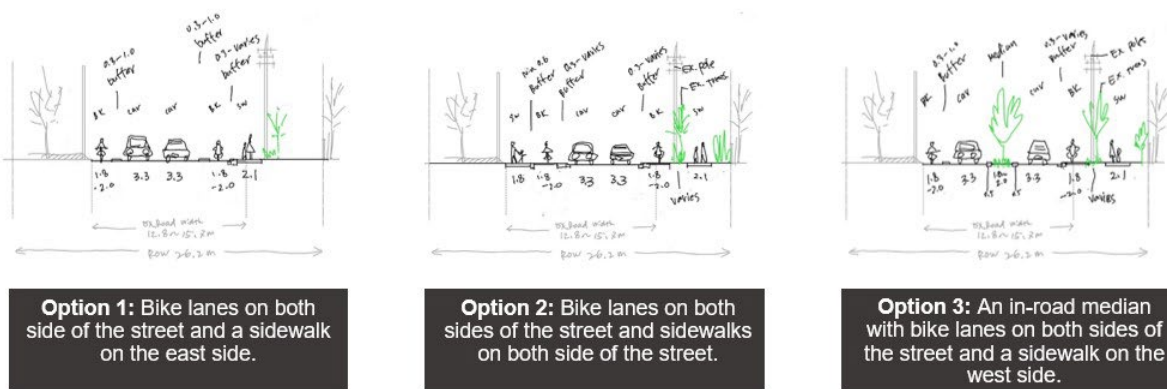


Figure 5: Artist drawings of three options cross-section proposal.

Public Consultation

In January 2024, Transportation Services hand delivered 80 notices on Galloway Road between Guildwood Parkway and Kingston Road. Staff hosted a meeting on January 15, 2024, with four attendees including the Resident Association president.

Recommended Design

Based on public feedback, Transportation Services is seeking authority to implement Option 2 with bike lanes and sidewalks on both sides of the street.

Residents shared that they preferred this option due to the potential for traffic calming from the roadway narrowing, the limited private property impacts, and the overall connectivity benefits.

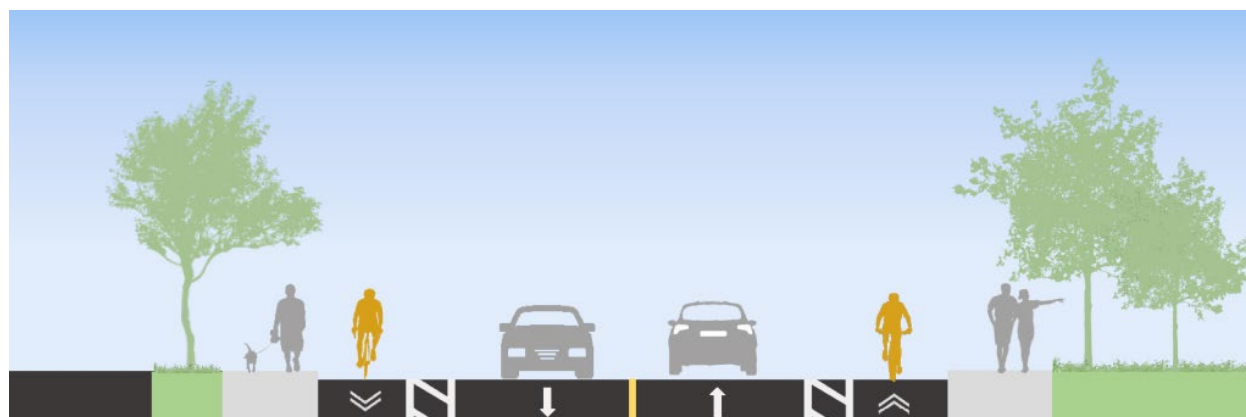


Figure 6: An illustration of the cross section of the Option 2, the recommended option, with bike lanes and sidewalks on each side.

Construction is planned in summer 2025. Transportation Services is also seeking opportunities to extend the sidewalk and bike lanes north of Dearham Wood in a future year.

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

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Portland - Dan Leckie Cycling Connections

In the Cycling Network Plan's Near-Term Implementation Program (2022-2024) Portland Street and Dan Leckie Way were prioritized as an alternative to cycling on Spadina Avenue and Bathurst Avenue. It was also identified as a connector between major east-west cycling routes including Richmond Street, Adelaide Street, Wellington Street, Fort York Boulevard and the Martin Goodman Trail.

Project Goals

The goals of the Portland-Dan Leckie Cycling Connections project are to improve safety, reduce non-local traffic infiltration, make public realm improvements, and improve the pedestrian experience in a densifying neighbourhood.

Existing Conditions

The neighbourhood surrounding Portland Street and Dan Leckie Way are home to nearly 900 houses, 17,000 condominiums or apartments and nearly 1000 businesses.

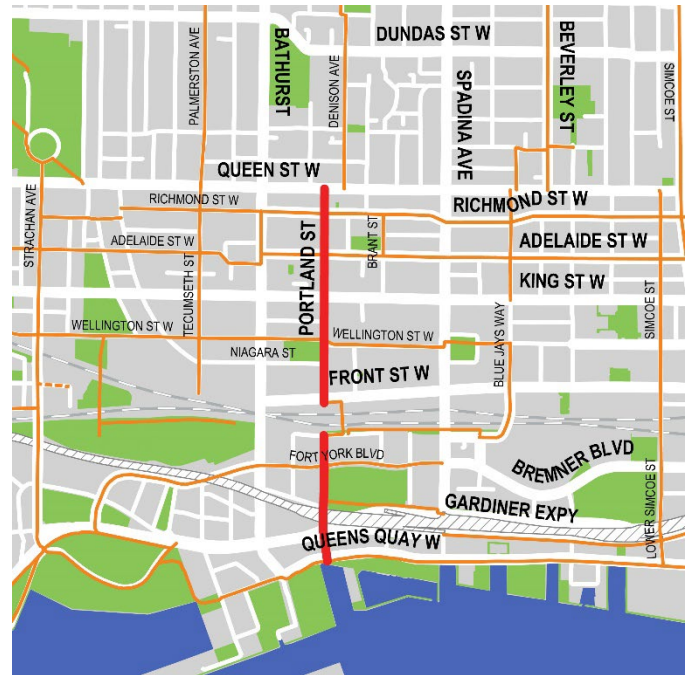


Figure 7: A map of the Portland - Dan Leckie project limits and the existing cycling network

Portland Street between Queen Street West and Front Street West is a two-way street with one motor vehicle lane in each direction connecting residential areas with a lively commercial corridor and a number of popular nightlife destinations. Between Queen Street West and Wellington Street, Portland Street is a collector street and between Wellington Street and Front Street it is a local street. Dan Leckie Way between Queens Wharf Road and Queens Quay West, a collector street, is wider than Portland Street and connects many multi-residential buildings to the waterfront. The two streets are connected by the Puente de Luz pedestrian and cycling bridge.

Average daily motor vehicle traffic volumes are between 3,000-4,000 vehicles per day. Between 2013 and 2023, there have been approximately 1,500 traffic collisions including six collisions that have resulted in a person cycling or walking being killed or seriously injured.

The Portland Street and King Street area has a unique amount of late-night activity for Toronto. Transportation Services collected multi-modal traffic volumes on Saturday night in the Portland Street and King Street West area that showed there are approximately 1,500 pedestrians crossing in each of the north-south and east-west directions per hour. This volume is nearly ten times the number of motor vehicles. There are approximately 200 motor vehicles crossing north-south or east-west per hour. Due

to the high volume of pedestrians, no more than three motor vehicles manage to make a turning movement in a single signal cycle.

There are three existing annual on-street CaféTO patios in the area at Ruby Soho, Chica and Maximes.

Several large new developments in the Portland-Dan Leckie area are anticipated to add over 9,000 new residences as well as increased commercial, hotel and service activities. The transportation studies prepared for these approved developments heavily focused on the proximity to transit and active transportation options as rationale for the increased density and limited off-street parking being delivered.

Proposed Design Overview

Initially, the project proposed to add a bi-directional (two-way) protected cycle track to one side of the street. The cycle track was proposed to be on the west side on Portland Street and on the east side on Dan Leckie Way.

The project proposal was split into seven segments with different options proposed for some segments:

Segment A - Richmond Street from Portland Street to Augusta Avenue:

The existing westbound bike lane on the north side of Richmond Street was proposed to become a bi-directional bike lane to provide access to safe crossing of Queen Street West at the Augusta Avenue traffic signal. Four P&D parking spaces on the south side of Richmond St West, west of Maud Street were proposed to be removed.

Segment B - Portland Street from Queen Street West to Adelaide Street West:

A protected bi-directional bike lane was proposed to be installed on the west side of Portland Street converting it from a two-way street to a one-way street northbound from Adelaide Street West to Queen Street West. No parking reductions were proposed.

Segment C - Portland Street from Adelaide Street West to Front Street West:

A protected bi-directional bike lane was proposed to be installed on the west side of the street. This segment of Portland Street was proposed to be converted from a two-way street into a one-way street southbound from Adelaide Street West to Front Street West. A traffic diverter was proposed at Wellington Street West and Portland Street to minimize neighbourhood traffic infiltration and reduce conflicts at this off-set intersection. The block of Portland Street from Niagara Street to Front Street West was also proposed for conversion to a one-way street southbound. This option would have no impact to on-street parking spaces. Maintaining two-way motor vehicle traffic on this block would impact existing on-street parking.



Figure 8: An artist rendering of Portland Street just south of the Wellington Street West intersection. A bi-directional cycle track is proposed on the west side along with a traffic diverter at the Portland Street and Wellington Street West intersection.

Segment D - Puente De Luz Bridge

The bridge connects the north and south segments of the Portland - Dan Leckie bikeway. There are no proposed changes to the bridge configuration, but pavement markings and additional signage were proposed to ensure that people cycling understand they must yield to pedestrians while crossing the bridge.

Segment E - Dan Leckie Way from Iceboat Terrace to Fort York Boulevard

A bi-directional bike lane was proposed to be installed on the east side of the street. This block was proposed to be converted to a one-way street. Both northbound and southbound directions for this one-way block were included as options for consideration. Parking spaces currently in the east curb lane would need to be moved to the curb of the protected bike lane. No changes to parking and loading were proposed on the west side of street.

Segment F - Dan Leckie Way from Fort York Boulevard to Queens Quay West

Two options were proposed for public consultation for the bikeway from Fort York Boulevard to Lake Shore Boulevard West: The bikeway can share the existing multi-use trail along the west edge of Canoe Landing Park. Pavement markings would help manage people cycling and pedestrians traveling at different speeds. The project team also explored the feasibility of maintaining the bi-directional bikeway on the east side of the roadway on Dan Leckie Way. This option would involve a reduction of 4 existing P&D parking spaces. From Lakeshore Blvd West to Queens Quay West, the protected bi-directional bike lane would be on the east side of the road and connect with the

Martin Goodman Trail. The small traffic island at the south end of this block would be narrowed to accommodate the bikeway without any changes to traffic flow.

Public Consultation

The consultation for the Portland-Dan Leckie Cycling Connections project began in October 2023. The project team received community feedback through a public event with 90 attendees, a project survey with over 1300 responses, approximately ten Business Improvement Association (BIA) and key interest groups meetings, and direct communication with residents, developers, and businesses. Project notices were sent by mail to 18,905 addresses including 845 houses, 17,099 apartments and 961 businesses.

Before the public event, the project team conducted a door-to-door business survey to assess business and multi-residential building access needs and hosted a virtual business meeting to get direct input on loading, delivery, service, and resident access needs which were incorporated into the design.

Key external interest groups consulted include Toronto Downtown West BIA, City Place-Fort York BIA, Queen West BIA, Waterfront BIA, Wellington Place Neighbourhood Association, Garment District Residents Association, The Well, and Portland Commons.

Key issues arising from the consultation included concern about traffic circulation and congestion because of the one-way motor vehicle conversions and the proposed traffic diverter as well as concerns about complications to pick-up, drop-off and access for loading, delivery, and servicing. Others expressed support for an all-ages and abilities north-south cycling connection in the area.

A virtual project update meeting with approximately 70 attendees was also hosted on January 23, 2024 to share back project updates and answer community questions.

Final Design Recommendation

The final design recommendations included below incorporate key public feedback, shared back with the community via a [project update](#).

Based on the public consultation feedback and the project goals, Transportation Services recommends proceeding with the updated project plan including:

- Implementing a two-way cycle track on the west side of Portland Street from Queen Street West to Front Street West, and on the east side of Dan Leckie Way from Queen's Warf Road to Queen's Quay, and upgrading the existing one-way cycle track on Richmond Street between Augusta Avenue and Portland Street to a two-way cycle track to facilitate safe crossing for people cycling



Figure 9: A map of the proposed motor vehicle directional changes.

at the signalized Queen Street and Augusta Ave intersection.

- Converting Portland Street from Adelaide Street West to Queen Street West to one-way northbound for motor vehicles.
- Converting Portland Street from Adelaide Street West to Wellington Street West to one-way southbound for motor vehicles; The block of Portland Street from Adelaide Street to King Street was originally proposed to be one-way northbound.
- Removing the westbound through restriction at King Street West and Portland Street.
- Implementing a traffic diverter at the Portland Street and Wellington Street intersection.
- Retaining two-way motor vehicle access on Portland Street from Wellington Street to Front Street; This was originally proposed to be one-way for motor vehicles.
- Retaining two-way motor vehicle access on Dan Leckie Way from Queen's Wharf Road to Queens Quay; Dan Leckie Way between Queen's Wharf Road and Fort York Boulevard was originally proposed to be one-way for motor vehicles.
- A total of 15 P&D parking spaces are proposed for removal.
- Designated CaféTO, loading and pick-up/drop-off locations have also been refined based on public and key interest group feedback.

Transportation Services will also remain in close communication with Ontario Line construction planning teams and other local developments to ensure coordination.

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

Silverthorn Cycling Connections

Creating safe and comfortable cycling routes in the Silverthorn neighbourhood was included in the Cycling Network Plan's Near-Term Implementation Program (2022-2024). Due to the Fairbank Silverthorn Storm Trunk Sewer System works, the Silverthorn Cycling Connections project will be advanced in two phases to avoid implementation conflicts. As such, Transportation Services is proposing cycling, pedestrian and road safety upgrades on Silverthorn Avenue, Blackthorn Avenue, Hounslow Health Road and Laughton Avenue between Davenport Road and Rogers Road in 2024. A north-south cycling connection between Rogers Road and Eglinton Avenue West will be reviewed as part of the second phase after the Fairbank storm sewer work is complete. More details on the storm sewer project can be found at toronto.ca/fairbank.

The focus of this report is on Phase 1 of the Silverthorn Cycling Connections project which is coordinated with road resurfacing planned on Silverthorn Avenue from Rockwell Avenue to St. Clair Avenue West. Road resurfacing is a once in 25-year opportunity to review the street for road safety improvements.

Project Goals

The goals of the Silverthorn Cycling Connections project are to build upon the feedback received from the 2020 Quiet Streets program, a pandemic related program that installed temporary traffic calming features, to provide a comfortable north-south cycling route and connect east-west bikeways on Rogers Road and Davenport Road, and to reduce non-local vehicle traffic while retaining local access for residents, pick-up and drop-off at schools and City services. Another goal is to implement public realm improvements and green infrastructure as part of the upcoming road resurfacing.

Route Selection and Existing Conditions

The route along Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue was identified in the Cycling Network Plan's Near-Term Implementation Program (2022-2024) because many people already choose to bike in the Silverthorn neighbourhood without dedicated bikeways. The 2016 Census identified that up to 10% of people in the area choose to bike to work as their main mode of transportation and up to 60% of people walk, bike, or take transit. Improving conditions for both the existing users and future users is an important initiative to meet the City's TransformTO goals.

As part of the development of the Cycling Network Plan, other routes were evaluated, but the Silverthorn route was selected because it connects to key destinations including local schools, libraries and transit stations and it provides a continuous north-south route and links to major existing east-west cycling routes.

From May to October of 2020, the ActiveTO program created a Quiet Street on Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue. A survey was completed to gather feedback and had approximately 270 respondents. The most common feedback was concern about non-local and cut-through traffic on Silverthorn Avenue and on Laughton Avenue. The route also ranked high among all the Quiet Streets for residents requesting permanent improvements to the street.

Between 2012 and 2022, there were 261 reported collisions along Silverthorn Avenue from Rogers Road to Davenport Road and on Laughton Avenue and Hounslow Heath Road. Of those collisions, 16 involved a pedestrian and eight collisions involved a person cycling. Six collisions resulted in serious injury. The six people that were seriously injured were all pedestrians (5) or people cycling (1).

Currently all the streets along the route are two-way, with the exception of Silverthorn Avenue from Rowntree Avenue to just north of St. Clair Avenue West, which is one-way southbound, and Blackthorn Avenue from Rowntree Avenue to Rockwell Avenue, which is one-way northbound. All streets have permit parking on one side.

S.A.D.R.A. Park crosses Silverthorn Avenue and does not have pedestrian ramps or a crossing. The Rockwell Avenue and Silverthorn Avenue intersection is offset with large

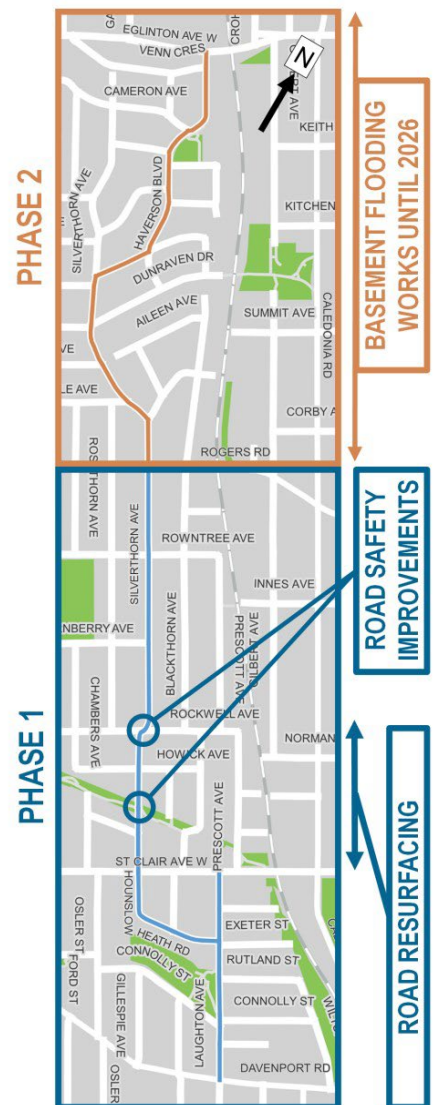


Figure 10: A map of two phases of Silverthorn Cycling Connections. This report is focused on Phase 1 between Davenport Road and Rogers Road.

corner radii. St. Paul VI Catholic school is along the corridor and there is a bus loading zone on Hounslow Heath Road and a pick-off/drop-off zone on Laughton Avenue. All streets have speed humps for traffic calming.

Southbound infiltration and higher motor vehicle volumes are present along the route. Silverthorn Avenue, Hounslow Heath Road and Laughton Avenue have peak-hour volumes for local streets which exceed Transportation Services' recommended limit for people driving and cycling to share the roadway.

Proposed Design Overview

The Silverthorn Cycling Connections project is proposed to be a Neighbourhood Greenway, which are routes where people cycling and pedestrians are given priority by creating an environment with low motor vehicle volumes and speeds.

The proposed changes were presented in three segments:

- Segment 1: Silverthorn Avenue from Rogers Road to St. Clair Avenue West and Blackthorn Avenue between Rogers Road and Rockwell Avenue
- Segment 2: Hounslow Heath Road between St. Clair Avenue West and Laughton Avenue
- Segment 3: Laughton Avenue between St. Clair Avenue West and Davenport Road

Proposed Design- Segment 1

Two options were proposed for Segment 1.

- Option 1 proposed fewer impacts including the addition of a contra-flow bike lane and one street direction flip from two-way to one-way northbound between Rogers Road and Rowntree Avenue on Silverthorn Avenue.
- Option 2 proposed more changes including street direction flips on Silverthorn Avenue and Blackthorn Avenue between Rogers Road and Rockwell Avenue.

Option 2 also proposed a cycling and walking only block on Rockwell Avenue between the off-set legs of Silverthorn Avenue. The cycling and walking only block would add several new pedestrian crossings, which is anticipated to reduce non-local motor vehicle traffic and would create space for greenery and trees. Emergency access would be maintained.

Option 2 would require changes on Blackthorn Avenue, unlike Option 1, to align with changes in direction on Silverthorn Avenue and to maintain local vehicle circulation. Option 2 proposed to flip Blackthorn Avenue from northbound between Rowntree Avenue and Rockwell Avenue to southbound and change from two-way to one-way southbound between Rogers Road and Rowntree Avenue, with an added northbound contra-flow bike lane on the east side of the street.

Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations

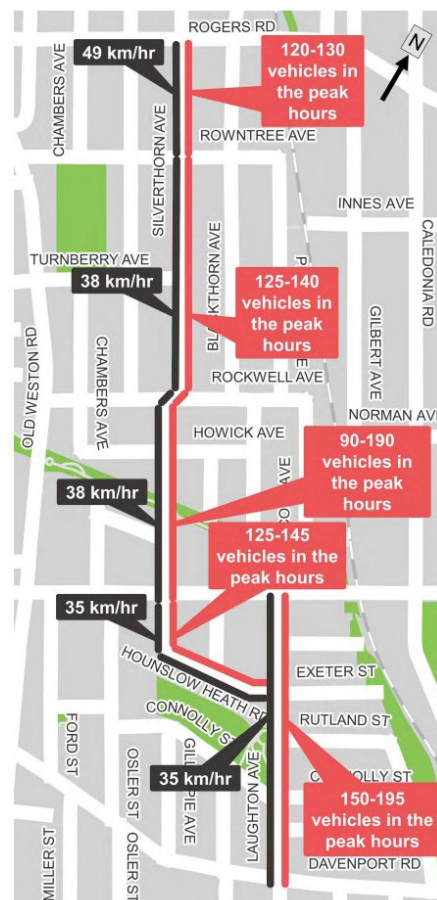


Figure 11: A map of the existing speeds and volumes along the Silverthorn Cycling Connection route. The motor vehicle speed and volumes are above the City's adopted shared road thresholds.

In both options, a crossing improvement at the S.A.D.R.A trail intersection is included and on-street permit parking has a small net increase. Option 1 would increase the number of parking spaces by two and in Option 2, one new parking space would be installed.

Option 2 was recommended as the preferred option because it is expected to more effectively achieve the project's goals to lower motor vehicle volumes.



Figure 12: An artist rendering of the Option 2 design at the intersection of Silverthorn Avenue and Rockwell Avenue. A cycling and walking only block is proposed.

Proposed Design- Segment 2

On Hounslow Heath Road between St. Clair Avenue West and Laughton Avenue, only a wayfinding route was proposed, with people cycling and driving sharing the street. The plan maintains the existing motor vehicle lanes (one in each direction), as well as the parking on the south side. Options in Segment 1 are anticipated to support reduction in non-local vehicle traffic on Hounslow Heath Road.

Proposed Design- Segment 3

Three options were proposed on Laughton Avenue between St. Clair Avenue West and Davenport Road. Option 1 proposed a wayfinding route where people cycling and driving share the roadway. Option 2 proposed to convert Laughton Avenue to a one-way northbound shared lane with a southbound contra-flow bike lane. Option 3 proposed to convert one block of Laughton Avenue between Rutland Street and Connolly Street to a one-way northbound shared lane with a southbound contra-flow bike lane. Transportation Services did not identify a preferred option in this segment.

Public Consultation

The consultation for the Silverthorn Cycling Connections project began in December 2023. The project team received community feedback through a public event with 60 attendees, a project survey with over 390 responses, and received seven phone calls and 22 emails. Project notices were sent by mail to 12,497 addresses.

Key interest groups were consulted in the development of this proposal. Three (3) one-on-one interest group meetings were conducted from December 2023 to February 2024. Interest groups were consulted to identify loading, access and road safety needs for General Mercer Junior Public School and St. Paul VI Catholic School.

The survey findings showed that respondents are in support of road safety measures with pedestrian safety, safety for people cycling and reducing excessive vehicle speeds indicated as the top three priorities. In addition, when asked what features they would like to see in the project, the top three answers included more greening, improved safety for vulnerable road users at intersections, and separated cycle tracks and dedicated bike lanes.

The survey asked for feedback on the proposed changes and options. For Segment 1, 40% of respondents were 'supportive' or 'very supportive' and 32% were 'unsupportive' or 'very unsupportive' of the proposed changes in Option 1.

For Segment 1 Option 2, 51% of respondents were 'supportive' or 'very supportive' of the proposal and 39% were 'unsupportive' or 'very unsupportive'. Concerns about Option 2 included shifting traffic to adjacent streets; and increased travel time for residents who drive. Community members in support of Option 2, and participants in general, frequently noted the need for road safety improvements at intersections, particularly at Silverthorn Avenue and Rockwell Avenue.

For Segment 2, 54% of respondents were 'supportive' or 'very supportive' of the proposed changes and 26% were 'unsupportive' or 'very unsupportive.' Common feedback was that the proposal is non-disruptive to existing street operations, with many noting that not enough road safety measures were proposed for Segment 2.

For Segment 3, Option 1, 31% of respondents were 'supportive' or 'very supportive' and 45% were 'unsupportive' or 'very unsupportive' of the proposed changes; for Option 2, this was 41% and 44%, respectively; and for Option 3, this was 28% and 50%, respectively. A portion of respondents noted the insufficiency of safety improvements proposed in Option 1, others were in favour of maintaining existing street operations. While Option 2 was preferred by some for the continuous bike lane, concerns for Option 2 and 3 included added inconvenience and travel time, or indirect access for drivers living north of St Clair Avenue West for school pick-up and drop-off.

Final Design Recommendation

Based on the public consultation feedback and the project goals, Transportation Services recommends proceeding with Option 2 in Segment 1 and the wayfinding route in Segment 2 and 3.

In Segment 1, public feedback was mixed but there was overall stronger support for Option 2. Option 2 provides more significant benefits than Option 1, particularly at the Rockwell Avenue and Silverthorn Avenue intersection. The safety issues at the intersection identified by staff were also strongly reflected in the public feedback. Option 2 is also more likely to reduce non-local vehicle traffic and achieve the Neighbourhood Greenway thresholds.

In Segment 2 and 3, Transportation Services is recommending the 'lighter touch' options due to concerns regarding driver circulation and because the traffic diversion proposed in Segment 1 is anticipated to contribute to reducing volumes on these streets. Phase 2 of the project will also provide an opportunity to re-visit Segment 2 and 3, after Segment 1 is implemented and monitored.

Based on feedback from the public consultation, some changes have been included to the design including:

- A southbound left-turn exception for school buses will be added to the intersection of Rockwell Avenue and Old Weston Road.
- On Silverthorn Avenue between Rowntree Avenue and Turnberry Avenue, the parking has been changed from adjacent to the southbound contra-flow on the west side to adjacent to the curb on the west side to improve driveway access.

Curb extensions at the intersections of Rockwell Avenue and Prescott Avenue and Rockwell Avenue and Blackthorn Avenue, crosswalks at Exeter Street and Hounslow Heath Road, all-way stop controls with crosswalks at the intersections of Laughton Avenue and Talbot Street and at Hounslow Heath Road and Spring Grove Avenue, and a westbound left turn lane on Rogers Road at Blackthorn Avenue are currently under review for potential future inclusion.

Once the project is implemented, Transportation Services is committed to monitoring, evaluating, and completing a community follow-up approximately 12-18 months after installation.

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

Weston Cycling Connections

Creating safe and comfortable cycling routes in the Weston neighbourhood was included in the Cycling Network Plan's Near-Term Implementation Program (2022-2024). Due to a significant amount of Toronto Water construction work in the area, the Weston Cycling Connections project will be advanced in three different phases to avoid implementation conflicts.

As such, Transportation Services is proposing cycling, pedestrian and road safety upgrades on Pine Street, Wright Avenue and Sam Frustaglio Drive as part of the first phase roll out of these community connections. The second and third phases of the project are anticipated to be advanced in 2025 and 2026, respectively.

Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations



Figure 13: Maps of the three proposed phases of the Weston Cycling Connections project. Phase one includes Pine Street, Wright Avenue and Sam Frustaglio Drive.

Project Goals

The goals of the Weston Cycling Connections project are to build upon the existing traffic calming features in the Weston neighbourhood, improve safety for all road users and to create convenient connections to make cycling a viable transportation option for the Weston community.

Existing Conditions

Weston is a diverse and rapidly growing neighbourhood with a mix of busy commercial streets, high traffic arterials roads with minimal or no bikeways, and quieter residential streets. Over time, speed management measures have been implemented to increase safety including speed humps, mid-block curb extensions, and median traffic islands.

There have been over 9000 reported collisions in the Weston neighbourhood between 2019 and 2024, predominantly on Weston Road, Lawrence Avenue and Jane Street. Of these collisions, 33 involved a person cycling and four resulted in serious injury.

Proposed and Recommended Design

On Sam Frustaglio Drive and the short section of Wright Avenue connecting to Pine Street, motor vehicle volumes are low enough to warrant using wayfinding markings to designate a cycling route. This proposal has no impacts on existing motor vehicle travel lanes or to street parking.

On Pine Street from Wright Avenue to Lawrence Avenue West, two design options were proposed.

- Option 1 included a southbound bike lane and a northbound shared lane.
- Option 2 included a northbound bike lane and a southbound shared lane.

Option 1 is proposed to be implemented. Option 1 is preferred to Option 2 to accommodate the existing TTC bus stop on the east side of the street near Lawrence Avenue, while providing separation and visibility to business entrances for people cycling. Both options have no impacts for motor vehicle travel lanes or street parking and will include new in-road flexible speed signage.

On Pine Street from Lawrence Avenue West to Church Street, two design options were proposed.

- Option 1 included bike lanes on both sides of the street.
- Option 2 proposed shared lane markings.

Option 1 is proposed to be implemented. Option 1 is preferred to Option 2 to improve safety for people cycling and predictability for people driving. For the section directly in front of Weston Collegiate Institute, Option 1 proposes to introduce shared lane markings to accommodate the existing school bus loading zone. Option 1 requires the removal of 17 on-street parking spaces between Church Street and Queen's Drive.

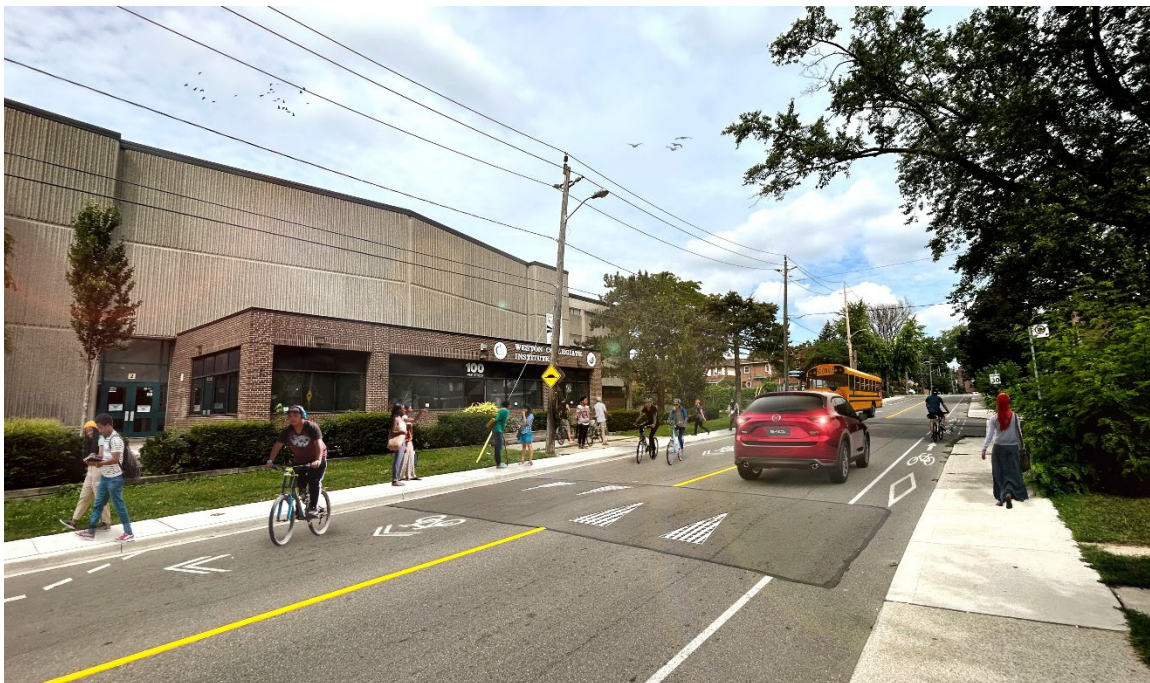


Figure 14: An artist rendering of Pine Street in front of Weston Collegiate Institute.

Public Consultation

Public consultation for Phase 1 of Weston Cycling Connections took place from October to December 2023. Consultation activities included door-to-door engagement with every business property on Pine Street, a loading and delivery survey, in-person and virtual meetings with interest groups, a pop-up event at Weston Winterfest, a public drop-in

event, and an online survey that generated 145 survey responses, in addition to six people providing comments by phone and email.

Communications to inform the public about the project and engage them in opportunities to participate included a project webpage, targeted emails to 33 local organizations and interest groups, the mailed distribution of nearly 14,000 flyers through Canada Post across the project area, posts on the City's Cycling & Pedestrian Public Consultations webpage and content on the City's Cycling and Pedestrian Project unit's social media channels.

Overall, there is support for the introduction of a bikeway from Denison Road East to Church Street along Sam Frustaglio Drive, Wright Avenue, and Pine Street. Feedback from residents, Weston Collegiate Institute, the Weston Village BIA, the Weston Village Residents Association and other interest groups was generally positive. A major reason given for supporting the bikeway is that it formalizes a route that is already in use by people cycling in Weston, thereby making the route safer and more welcoming.

A top priority among survey respondents is for bike lanes or cycle tracks to be installed on both sides of the street along the entirety of the route, rather than shared lane markings. There is a high level of concern among respondents that shared lane markings do not provide enough safety for people cycling, particularly on roadways that are shared with buses and trucks.

Businesses on Pine Street south of Lawrence Avenue West also have concerns about conflicts between delivery vehicles and people cycling in that section of the proposed route. Some survey respondents oppose the project due to concerns about the impact that a bikeway would have on people driving, especially if the bikeway requires the removal of on-street parking spaces. Some participants are concerned that bike lanes will exacerbate the unsafe and illegal behaviour by people driving on Pine Street in front of Weston Collegiate Institute during pick-up and drop-off times.

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

Jones Street Upgrades

In 2024 and 2025, road resurfacing is planned on Jones Avenue between Dundas Street East and Queen Street East. While this section of Jones Avenue was not identified in the Cycling Network Plan's Near-Term Implementation Program (2022-2024), Transportation Services has received requests to upgrade the painted bike lanes.

Existing Condition

Jones Avenue is an arterial roadway with an average of 7,000 of motor vehicle trips and over 250 cycling trips per day.

There is one motor vehicle lane in either direction, painted bike lanes and curbside parking on both sides.

The motor vehicle volumes and speeds are above the City's thresholds for painted bike lanes.

Jones Avenue is approximately 13.5m, which is 1.5m too narrow to accommodate cycle tracks adjacent to the sidewalk and parking on both sides.



Figure 15: A map of the road resurfacing limits on Jones Avenue between Dundas Street East and Queen Street East.

Jones Avenue is within parking permit area 8D, which has 1848 permit parking spaces with 1469 parking permits issued. On Jones Avenue between Queen Street and Dundas Street, there are 78 permit parking spaces and 58 parking permits issued to residents along this block.

Proposed Design

As part of the road resurfacing, the following will be included:

- New asphalt and line markings
- Intersection accessibility upgrades, such as curb ramps and tactile walking indicators
- Raised bus/bike platform stops at Jones Avenue north of Queen Street East and Jones Avenue south of Dundas Street East to improve safety for bus operators, transit riders and people cycling. Bus/bike platforms are used where on-street bikeways interact with bus stops to prevent buses from entering the bikeway. The cycle tracks are ramped up to sidewalk level and a platform is built for pedestrians to cross the bikeway and board the bus.

Two options were proposed on Jones Avenue.

Option 1:

- Keep existing bike lane and curbside parking configuration. Today, there are approximately 30 parking spaces on the west side of the street and 48 on the east side of the street.
- Install bulb-outs at side street intersections.

Option 2:

- Upgrade the existing bike lanes to cycle tracks to provide a physical buffer between people cycling and people driving or parking, making for a safer and more comfortable cycling environment.

- If cycle tracks were to be installed, the removal of approximately 30 parking spaces on the west side of the street would be required, due to constraints with the width of the street. The parking on the east side would remain but would be moved to between the motor vehicle lane and the new cycle track.
- Cycle tracks would create the opportunity to install new planting areas at the ends of the remaining parking areas.

Public Consultation

In January 2024, Transportation Services mailed a notice to the Jones Avenue area residents with a link to a public survey. Within the month of January, over 740 people responded to the survey.

130 respondents shared that they lived on Jones Avenue with 605 respondents stating they travel through on Jones Avenue. 101 respondents shared that they lived on nearby streets.

63% of respondents do not feel safe cycling on Jones Avenue today. Speeding and lack of protection from people parking or driving were the most commonly cited concerns. In addition, 43% of respondents shared that they did not feel comfortable driving next to people cycling. Cycling speeds, the potential for dooring and people cycling's compliance with laws were cited why some people driving did not feel comfortable.

Many respondents who live in the M4M postal code area shared that improved pedestrian safety, more street trees and separated cycle tracks were features they would like to see on Jones Avenue.

51% of M4M postal code respondents were very supportive or supportive of Option 1 and 35% were very unsupportive or unsupportive. Respondents felt this option retained parking, but others felt that the painted bike lanes did not provide sufficient protection.

46% of M4M postal code respondents were very supportive or supportive of Option 2 and 51% were very unsupportive or unsupportive. The largest concerns expressed were surrounding the loss of parking.

Recommended Design

Transportation Services recommends proceeding with Option 2 including upgrading the bike lanes to cycle tracks in alignment with Transportation Services' bikeway design guidelines.

The main concern expressed for Option 2 was permit parking loss. As such, and in consultation with the local Councillor, Transportation Services will work to maintain as many parking spaces as possible and will install individually marked parking spaces to ensure that people park in a manner that maintains the maximum number of parking spaces.

Green infrastructure, transit stops, curb extension improvements will also be included. Further details on the project, can be found at the [project website](#). The local Councillor has been consulted on these upgrades.

Technical Amendments

Danforth Street and Main Street

In December 2021, City Council approved the temporary ActiveTO Cycling Network Expansion projects installed in 2020 as permanent installations, including the Danforth Avenue Cycle tracks from Broadview Avenue to Dawes Road.

In July 2022, City Council authorized the alteration of the Danforth Avenue and Main Street intersection to include an eastbound right-turn lane on Danforth Avenue. Safety concerns were expressed by TTC and Transportation Services regarding the July 2022 intersection design, due to significant lane shifts which could lead to increased risk of collisions. As such, Transportation Services worked with the Councillor's office on design revisions to mitigate safety risks. The proposed design revisions include rescinding the cycle tracks on Danforth Avenue at the Main Street intersection approaches, widening the right-turn lanes and including sharrows, which will decrease the intersection lane shift. Rescinding the cycle track for sharrows is not the preferred solution by Transportation Services, however, until reconstruction, this alignment is being recommended because it works within the constraints of the area.

This technical amendment is required for bylaw accuracy to rescind the bike lanes as they approach Main Street. In addition, the July 2022 report included by-law changes to remove on-street P&D parking, the reduced revenue has been accounted for in this report.

Deauville Intersections

In June 2014, City Council authorized the installation of bike lanes on St. Dennis Drive, and in April 2018, the installation of bike lanes on Deauville Lane. This technical amendment is required to convert approximately 60m of the bike lanes to cycle tracks and prohibit right-turns on red at St. Dennis Drive and Deauville Lane. This is part of the implementation of the Deauville Intersections project, which includes a protected intersection design.

Hibernia Avenue and Laughton Avenue

There is an existing compulsory stop installed for westbound traffic on Hibernia Avenue approaching Laughton Avenue. This technical amendment is requested for bylaw accuracy.

2024 Missing Sidewalk Program - Local Roads (Non-Delegated)

Provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero Road Safety Plan. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place and sustainable growth. These themes are reflected in the City's Official Plan (2004), Pedestrian Charter (2002), Walking Strategy (2009), Seniors Strategy (2013), Healthy Streets (2014), Road Safety Plan (2016), and Vision Zero 2.0 Road Safety Plan Update (2019), among others.

Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. Nearly one quarter of all local roads in Toronto, or 800 kilometres, are without a sidewalk. Most local roads have residential land uses and, where sidewalks are missing, pedestrians have no alternative but to walk on the roadway or on unpaved road shoulders. In winter months when roads are icy, pavement width is narrowed by snow, and with daylight hours reduced, the walking conditions are less safe than roadways with sidewalks.

The projects included in this report include new sidewalks on local roads to be constructed as part of state-of-good repair roadway resurfacing projects or watermain construction being delivered by Engineering and Construction Services or as stand-alone projects delivered by Transportation Services.

Street Name	Project Type	Project Description	Metres (m)	Ward
Edgebrook Drive	Bundled with watermain replacement	South side of Edgebrook Drive from [30m W] Bankfield Drive to Bankfield Drive	30	1
Fishleigh Drive	Stand-alone project; request from previous Councillor's office and residents	South side of Fishleigh Drive fronting Scarborough Heights Park.	400	20
Mayfield Avenue	Stand-alone project; request from Councillor's office and residents	South side of Mayfield Avenue from Armadale Avenue to Willard Garden Parkette	100	4
Rannock Street	Stand-alone project; accessibility upgrades	North side of Rannock Street from Craigton Drive to [15m E] Rannock Street	15	21
Sorauren Avenue	Stand-alone project; request from residents	East side of Sorauren Avenue fronting 239 Sorauren Avenue.	55	4

All properties along these corridors have received advanced notice of the new sidewalk construction and they will also receive a pre-construction notification which includes a City staff contact to discuss the sidewalk design and construction impacts. In all instances, the local Councillor has been notified of the proposed sidewalk projects.

In addition to the above, in the near term (2024-2026), Transportation Services plans to install the following delegated sidewalks:

Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations

- Alness Street from Steeles Avenue West to Finch Avenue West (west side on minor arterial, Ward 6);
- Amiens Road from Tefft Road to Fairwood Crescent (west side on local road bundled with road reconstruction, Ward 25);
- Bloor Street West from Prince Edward Drive to Kingscourt Drive (south side on major arterial, Ward 3);
- Chaplin Crescent from St Clements Avenue to Briar Hill Avenue (west side on collector road, Ward 8);
- Chemical Court from Coronation Drive to [End] Coronation Drive (west side on local road bundled with road reconstruction, Ward 25);
- Galloway Road from Guildwood Parkway to Dearham Wood (east and west side on collector road, Ward 24);
- Hopewell Avenue from 550 Hopewell Avenue to Walter Saunders Memorial Park Trail (north side on local road bundled with road reconstruction, Ward 8);
- Kenneth Avenue from McKee Avenue to Church Avenue (east side on collector road, Ward 18);
- Minuk Acres from Beechgrove Avenue to [End] Beechgrove Avenue (east side on local road bundled with road reconstruction, Ward 25);
- Orchard Park Drive from Kingston Road to West Hill Drive (north side on local road bundled with road reconstruction, Ward 25);
- Taber Road from Kipling Avenue to Brydon Drive (north side on collector road, Ward 1);
- West Hill Drive from Lawrence Avenue East to Old Kingston Road (east side on local road bundled with road reconstruction, Ward 25); and
- Zaph Avenue from Ellesmere Road to [End] Zaph Avenue (east side on local road bundled with road reconstruction, Ward 25).

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Second Quarter 2024 Cycling Installation Location Map

Attachment 2: Proposed Second Quarter 2024 Missing Sidewalk Installation Location Map

Attachment 3: Streamlined Reporting Process for By-Law Amendments

Attachment 4: Technical Amendments