

Attachment 6 – Project-specific Council Request Responses

A variety of City Council decisions have included requests related to the cycling network, which were evaluated in the Cycling Network Plan Update (2025-2027).

Sheppard Avenue West at Sunfield Road - IE28.7

Motion: On April 6, 2023, City Council adopted Cycling Network Plan - 2022 Cycling Infrastructure Installation - First Quarter and 2021 ActiveTO Cycling Network Expansion Project Updates, and requested the following:

City Council request the General Manager, Transportation Services to, as part of the next Near-Term Cycling Network Plan Update, review opportunities for a connection along the south side of Sheppard Avenue West from Sunfield Road and up to the east terminus of the future multi-use trail being secured along the public right-of-way as part of the development application at 1629 Sheppard Avenue West.

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

Response: Transportation Services has conducted a preliminary feasibility review of the connection along the south side of Sheppard Avenue West at this location. The review identified that there is sufficient space in the boulevard; however, there may be a conflict with an underground gas main. When the cycle track east of Sunfield Road was built in 2021-2022 as part of the Downsview Cycling Connections project, an existing aged, shallow gas main had to be replaced at a lower depth prior to any surface construction within the boulevard. More detailed subsurface investigation is required to confirm the depth of the gas main west of Sunfield Road and whether it would require replacement prior to construction of a cycle track. Due to the uncertainty of the utility conflict and the short, isolated nature of the project from a design and engagement perspective, this project is not included in the 2025-2027 Near-Term Program; however, it is included in the list of Secondary Priority for Consideration and will also be considered for the next 2028-2030 Near Term Program.

Sentinel Road Safety Improvements - IE28.7

Motion: On April 6, 2023, City Council adopted Cycling Network Plan - 2022 Cycling Infrastructure Installation - First Quarter and 2021 ActiveTO Cycling Network Expansion Project Updates, and requested the following:

City Council request the General Manager, Transportation Services to report to the next meeting of the Infrastructure and Environment Committee on a plan for extending the Sentinel Road Safety Improvements project identified in Part 9 above, north to Finch Avenue, and subsequently to Pond Road as a second phase.

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

Response: A Renew project to upgrade pavement markings was undertaken from Lamberton Boulevard to Derrydown Road in 2023, the only section without upcoming road work and not in conflict with Finch West LRT construction. Further study is planned in the 2025-2027 Near-Term Program to review the feasibility and identify a concept design for upgrading the bike lanes in this segment to cycle tracks. From Lamberton Boulevard to Sheppard Avenue West the bikeway construction will be underway in 2024 bundled with road rehabilitation. For the section north of Derrydown Road, crossing Finch Avenue West to The Pond Road, this Renew work is planned for the 2025-2027 Near-Term Program.

College Street Bikeways Extension – IE2.7

Motion: On March 29, 2023, City Council adopted the College Street Bikeways Extension and requested the following:

City Council request the General Manager, Transportation Services to include a study and near-term implementation cycling and pedestrian project on College Street between Lansdowne Avenue and Manning Avenue in the next Near-Term Cycling Network Plan (2025-2027), and to report back as part of the next Cycling Network Plan update.

(<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE2.7>)

Response: College Street between Lansdowne Avenue and Manning Avenue is included in the 2025-2027 Near-Term Program for a more detailed feasibility and design study, with intent to initiate construction bundled with TTC and track work tentatively scheduled for 2027-2028, pending outcomes of the study, design, public consultation, and City Council approval.

Southwest Agincourt Transportation Connections – IE2.4

Motion: On March 29, 2023, City Council adopted the Southwest Agincourt Transportation Connections Study and requested the following:

City Council request the General Manager, Transportation Services to prioritize the implementation of both the New Complete Street as well as the new multi-use trail to support mobility and access in Southwest Agincourt as part of the Transportation Services 2024 Capital Plan and Budget Submission, starting with advancing detailed design to confirm property requirements and establishing more detailed cost estimates.

City Council endorse the additional transportation improvements identified as part of the Southwest Agincourt Connections Study, and City Council request the General Manager, Transportation Services to program the design and implementation of the improvements as part of future capital planning processes.

(<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE2.4>)

Response: The new street, multi-use trail and additional transportation improvements identified in the Southwest Agincourt Transportation Connections Study were approved by City Council. The Environmental Study report will be filed in 2024 and there is funding to start detailed design work. These routes are therefore included in the 2025-2027 Near-Term Program as Approved for Future Implementation based on longer timelines for delivery.

Intersection of Queen Street West, Peter Street, Soho Street – IE31.12

Motion: On July 19, 2022, City Council adopted the 2022 Cycling Infrastructure Installation - Second Quarter Project Updates, and include the following:

City Council request the General Manger, Transportation Services to review the intersection of Queen Street West, Peter Street, and Soho Street for cyclist safety and clarity, in particular the northbound travel direction from Peter Street, and include an update in the next regular report on the Cycling Network Plan to the Infrastructure and Environment Committee.

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

Response: The large development at the corner of Peter Street and Queen Street West presents a significant challenge to intersection improvements at this time. It will not be possible to undertake civil construction while that work is underway. Transportation Services has identified the need to resurface Peter Street, but this must also wait for development activity to clear. When the City is able to undertake road and bikeway improvements on Peter Street, Transportation Services will also upgrade the intersection design along with the civil construction opportunity of the road work.

Etobicoke Greenway - IE31.12

City Council direct that the General Manager, Transportation Services and the General Manager, Parks, Forestry and Recreation to engage with Hydro One on the development of the Etobicoke Greenway project on the Hydro Electric Power Corridor Lands, and coordinate City infrastructure improvements with opportunities arising from the project, including a new multi-use trail and open space amenities.

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

Response: The Etobicoke Greenway is being designed and delivered by Hydro One in partnership with City divisions and is included in the 2025-2027 Near-Term Program. The City and Hydro One are in the process of working through the terms of ongoing maintenance and shared responsibilities of the Etobicoke Greenway.

Scarborough West Rail Trail - MM47.60

Motion: On July 19, 2022, City Council adopted the Scarborough West Railtrail Pedestrian and Cycling Connections, and requested the General Manager, Transportation Services to report on implementing recommendations from the Warden Woods Community Secondary Plan for a future Scarborough West Rail Trail as part of its capital plan along the former GN-GECO rail spur line in Scarborough in the next Cycling Network Near-Term Plan Report.

(<https://secure.toronto.ca/council/agenda-item.do?item=2022.MM47.60>)

Response: Transportation Services reviewed the recommendations from the Warden Woods Community Secondary Plan and identified substantial feasibility challenges. Challenges include the steep slopes approaching St. Clair Avenue East from both sides and the reservation of the unused bridge span for TTC expansion, precluding the option envisaged in the Secondary Plan for an elevated crossing over St. Clair Avenue. The corridor extending north of St. Clair Avenue East towards Kennedy Road is narrow, not under City ownership, and, based on the locations of the hydro towers, creek, rail line, and properties, the 15 m setback required by Hydro One between a trail and hydro towers cannot be achieved.

Due to challenges with design, approvals, exemptions, and property acquisition, Transportation Services does not recommend moving forward with this project at this time. A separate, multi-use trail connection is currently being designed which will connect The Meadoway / Gattineau Corridor with the Don Trail. This connection is expected to be complete in 2025.

Wilson Avenue Diamond Lane – IE 26.10

Motion: On December 15, 2021, City Council adopted the Cycling Network Plan Update, including the following request:

City Council request the General Manager, Transportation Services to consider converting the Wilson Avenue diamond lane, between Transit Road and Wilson Heights Boulevard, to include cyclists and high-occupancy vehicles.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.10>)

Response: In July 2022, City Council approved the redesignation of the Wilson Avenue diamond (bus) lanes to allow bicycle use.

(<https://secure.toronto.ca/council/agenda-item.do?item=2022.NY33.33>)

Cycling Connection – Balmoral Park to Earl Bales Park - IE 26.10

Motion: On December 15, 2021, City Council adopted the Cycling Network Plan Update, including the following request:

City Council request General Manager, Transportation Services to consider accelerating the planning and consultation work for a cycling route between Balmoral Park and Earl Bales Park recommended in the 10-year bike plan and outlined in the Cycling Network Maps, as shown in Attachment 1 and Attachment 2 to the Motion from Councillor Pasternak, on the following roads:
a. Almore Avenue from Faywood to York Downs Drive; b. York Downs Drive from Almore Avenue to Armour Boulevard; and c. Armour Boulevard from York Downs Drive to Bombay Avenue and to Avenue Road.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.10>)

Response: Transportation Services has undertaken a preliminary review of this cycling route and included the route for further study and design in the 2025-2027 Near-Term Program. There are currently limited opportunities on these roads for dedicated bikeways (bike lanes or cycle tracks) due to narrow roadway widths, but they may be candidates for traffic calming and diversion measures to create an environment with low motor vehicle volumes and speeds through this residential area. Advancement of this route will be best timed with other major corridors under consideration in the area, such as Bathurst Street and Faywood Avenue.

Downsview Loop - IE 26.10

Motion: On December 15, 2021, City Council adopted the Cycling Network Plan Update, including the following request:

City Council request the General Manager, Transportation Services to report back to the Infrastructure and Environment committee by the third quarter of 2022 on alternative routes for the Downsview Loop which eliminates the many obstacles facing the current proposal.

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.10>)

Response: Several components of the Downsview Loop are included in the 2025-2027 Near-Term Program. Transportation Services will install wayfinding markings and improve the trail connections at Exbury Road and Tavistock Road. The boulevard trail on Wilson Avenue at the requested location was found to be infeasible; therefore, Ridge Road was identified as the alternative route, with an improved connection at the local trail. Downsview Boulevard will receive neighbourhood greenway treatments in the future, but it is not possible to program this road in the near-term due to the Trunk Sewer construction in 2026 – 2031 along the same route. Jane Street is included for further study and design work to prepare for a potential, future bikeway when the roadway is resurfaced.

Finch Hydro Corridor Trail – Grade Separated Crossing - IE 26.9

Motion: On December 15, 2021, City Council amended the Cycling Network Plan Update, and adopted the following request:

City Council direct the General Manager, Transportation Services to consider the feasibility of constructing a grade separated crossing of the Richmond Hill rail corridor, in consultation with Metrolinx, to connect the Finch Hydro Corridor Trail from Pineway Boulevard east to the Old Cummer GO station as part of the Finch Hydro Corridor Trail study.

(<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>)

Response: The Finch Hydro Corridor Trail (Pineway Boulevard to Don Mills Road) is planned for implementation as part of the 2025-2027 Near-Term Program. A grade-separated crossing of the Richmond Hill rail corridor, in consultation and with approval from Metrolinx, will be advanced as part of this trail project.

East Liberty Street and Liberty Street - IE 26.9

Motion: On December 15, 2021, City Council amended the Cycling Network Plan Update, and adopted the following request:

City Council request the General Manager, Transportation Services, to consider the inclusion of East Liberty Street and Liberty Street in the next near-term Cycling Network Plan

(<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>)

Response: East Liberty Street and Liberty Street were included in the initial long list of candidate routes reviewed for the 2025-2027 Near-Term Program. In the preliminary prioritization analysis, these streets did not score as top priorities. There is road resurfacing on Liberty Street tentatively scheduled for 2029, so these routes will be reconsidered for the 2028-2030 Near-Term Program with the potential bundling opportunity.