

Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update

Date: May 13, 2024

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 2, 4, 6, 8, 9, 10, 11, 12, 13, 14, 16, and 19

SUMMARY

This report seeks City Council authority to install bikeway projects identified in the Cycling Network Plan Near-Term Implementation Program (2022-2024), as well as one missing sidewalk project and an adjustment to Chapter 886.

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

This report seeks Council authority to install 7.23 centreline kilometres (km) of new bikeways associated with eight projects on the following streets:

- Avenue Road: Bloor Street West to Davenport Road (cycle track, Ward 11)
- Beltline Gap Connections
 - Roselawn Avenue/Elm Ridge Drive: Allen Greenway to Marlee Avenue (bi-directional cycle track and multi-use trail, Ward 8)
 - Marlee Avenue: Castlefield Avenue to Roselawn Avenue (cycle track, Ward 8) and Roselawn Avenue to Eglinton Avenue West (bi-directional cycle track, Ward 8)
 - Allen Greenway: Elm Ridge Drive to Wembley Road (multi-use trail, Ward 8)
- Centennial Park Cycling Connections
 - Mill Road: Rathburn Road to Burnhamthorpe Road (bi-directional cycle track, Ward 2)
 - Burnhamthorpe Road: Mill Road to Etobicoke Creek (multi-use trail, Ward 2)
- Leaside Bridge to Danforth Avenue Cycling Connections

- O'Connor Drive: Hopedale Avenue to Broadview Avenue (cycle track, Ward 14)
- Broadview Avenue: O'Connor Drive to Cosburn Road (cycle track, Ward 14)
- Power Street Project
 - Adelaide Street East: Parliament Street to Power Street (cycle track, Ward 13)
 - Richmond Street East: Parliament Street to Power Street (cycle track, Ward 13)
 - Power Street: Adelaide Street East to Richmond Street East (cycle track, Ward 13)
- Sudbury Street: Queen Street West to Abell Street (contra-flow bike lane, Ward 9)
- Steeprock-Bathurst Manor Cycling Connections
 - Steeprock Drive: Chesswood Drive to Dufferin Street (cycle track, Ward 6)
 - Whitehorse Road: Steeprock Drive to Rimrock Road (bike lane, Ward 6)
 - Rimrock Road: Whitehorse Road to W.R. Allen Road (bike lane, Ward 6)
- West Parkdale Cycling Connections
 - Glendale Avenue: The Queensway to Parkdale Road (contra-flow bike lane and bike lane, Ward 4)
 - Parkdale Road: Glendale Avenue (south leg) to Sunnyside Avenue (contra-flow bike lane, bike lane, and shared-condition bikeway Ward 4)
 - Sunnyside Avenue: Galley Avenue to Pearson Avenue (contra-flow bike lane and bike lane, Ward 4)
 - Galley Avenue: Sunnyside Avenue to Macdonell Avenue (contra-flow bike lane, Ward 4)
 - Macdonell Avenue: Rideau Avenue to Seaforth Avenue (shared-condition two-way cycling, Ward 4)
 - Seaforth Avenue: Macdonell Avenue to Brock Avenue (contra-flow bike lane and shared-condition two-way cycling, Ward 4)

This report seeks Council authority to make by-law amendments associated with improvements to 0.75 centreline km of existing bikeways on the following streets:

- Harbour Street: Lower Simcoe Street and 130 metres east of Lower Simcoe Street (multi-use trail to cycle track and sidewalk, Ward 10)
- Lake Shore Boulevard West: 15 metres west of Lower Simcoe Street and Lower Simcoe Street (multi-use trail to cycle track and sidewalk, Ward 10)
- Davenport Road: Wychwood Park and Albany Avenue (traffic and parking, Ward 12)
- Davenport Road: Marchmount Road and Winona Drive (traffic and parking, Ward 12)

Further, as part of this report, Transportation Services is seeking Council authority to install a new traffic control signal 50 metres west of the Jonesville Crescent and Eglinton Avenue East intersection to prepare for a new trail connection south of Eglinton Avenue East.

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 discrete 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 both 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 start signals, and motor vehicle lane adjustments.

In addition, 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 at Thyra Avenue (traffic and parking, Ward 19)
- Davenport Road: Bedford Road to Dupont Street (traffic and parking, Ward 9 and 11)
- University Avenue: College Street to Dundas Street Avenue (traffic and parking, Ward 10 and 11)
- Silverthorn Avenue: Rogers Road to St. Clair Avenue (traffic and parking, Ward 9)

As part of this report, Transportation Services is recommending a one-block extension of missing sidewalk on Westgate Boulevard between Armour Boulevard and the connection to the Earl Bales Park Trail to align with the Basement Flooding Protection Program construction.

A map of the Cycling Network and Missing Sidewalk projects proposed in this report is included as Attachment 1.

Finally, this report recommends the addition of a new offence provision for CaféTO curb lane patios adjacent to cycle tracks. The new offence provision would make clear that people cycling in a cycle track must yield to people actively entering or exiting a CaféTO curb lane patio.

This new offence provision would be similar to that found in Toronto Municipal Code Chapter 886- Sections 14 and 14.1 which address bicycle operation at transit stops and accessible loading areas which prohibits people cycling in a cycle track from, among other things, passing a TTC bus which is stationary for the purpose of taking on or discharging a passenger and that people cycling must yield to people actively utilizing accessible loading areas, respectively.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Avenue Road from Bloor Street West to Davenport Road, uni-directional cycle track;

- b. Elm Ridge Drive from Newgate Road to the western limit of the Elm Ridge Drive Bridge, bi-directional cycle track;
- c. Marlee Avenue from Castlefield Avenue to Roselawn Avenue, cycle track, and Roselawn Avenue to Eglinton Avenue West, bi-directional cycle track;
- d. Mill Road from Rathburn Road to Burnhamthorpe Road, bi-directional cycle track;
- e. Burnhamthorpe Road from Mill Road to the Toronto City Limit, multi-use trail;
- f. O'Connor Drive from Hopedale Avenue to Broadview Avenue, uni-directional cycle track;
- g. Broadview Avenue from O'Connor Drive to Cosburn Avenue, uni-directional cycle track;
- h. Adelaide Street East from Parliament Street to Power Street, uni-directional cycle track;
- i. Richmond Street East from Parliament Street to Power Street, uni-directional cycle track;
- j. Power Street from Adelaide Street East to Richmond Street East, uni-directional cycle track;
- k. Sudbury Street from Queen Street West to Abell Street, contra-flow bike lane;
- l. Steeprock Drive from Chesswood Drive to Dufferin Street, uni-directional cycle track;
- m. Whitehorse Road from Steeprock Drive to Rimrock Road, bike lane;
- n. Rimrock Road from Whitehorse Road to W.R. Allen Road, bike lane;
- o. Whitehorse Road from Steeprock Drive to Rimrock Road, bike lane;
- p. Glendale Avenue from The Queensway to Parkdale Road, contra-flow bike lane and bike lane;
- q. Parkdale Road from Glendale Avenue (south leg) to Sunnyside Avenue, contra-flow bike lane and bike lane;
- r. Sunnyside Avenue from Galley Avenue to Pearson Avenue, contra-flow bike lane and bike lane;
- s. Galley Avenue from Sunnyside Avenue to Macdonell Avenue, contra-flow bike lane;
- t. Macdonell Avenue from Rideau Avenue to Seaforth Avenue, shared two-way cycling condition;
- u. Seaforth Avenue from Macdonell Avenue to Brock Avenue, contra-flow bike lane and shared two-way cycling condition;
- v. Harbour Street from Lower Simcoe Street to 130 metres east of Lower Simcoe Street, bi-directional cycle track;
- w. Lake Shore Boulevard West from 15 metres west of Lower Simcoe Street to Lower Simcoe Street, bi-directional cycle track;
- x. Davenport Road from Wychwood Park to Albany Avenue, uni-directional cycle track; and
- y. Davenport Road from Marchmount Road to Winona Drive, uni-directional cycle track.

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 (May 13, 2024) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on November 1, 2027.

3. City Council authorize the installation of traffic control signal 50 metres west of the intersection of Jonesville Crescent and Eglinton Avenue East

4. City Council authorize the installation of traffic control signal at the intersection of Hopedale Avenue and O'Connor Drive.

5. City Council authorize the installation of traffic control signal at the intersection of Roncesvalles Avenue and Galley Avenue.

6. Subject to approval of Recommendation 5 above, City Council authorize removal of the existing pedestrian crossover on Roncesvalles Avenue, immediately north of Galley Avenue in conjunction with the installation of traffic control signals at Roncesvalles Avenue and Galley Avenue.

7. City Council reduce the speed limit from 50 km/h to 40 km/h on Steeprock Drive, between Chesswood Drive and Dufferin Street.

8. City Council reduce the speed limit from 50 km/h to 40 km/h on Whitehorse Road, between Steeprock Drive and Rimrock Road.

9. City Council authorize an all-way compulsory stop control at the intersection of Sunnyside Drive and Pearson Avenue.

10. City Council authorize an all-way compulsory stop control at the intersection of Pearson Avenue and Fuller Avenue.

11. City Council authorize an all-way compulsory stop control at the intersection of Galley Avenue and Sorauren Avenue.

12. City Council authorize an all-way compulsory stop control at the intersection of Macdonell Avenue and Fern Avenue.

13. 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.

14. City Council direct the General Manager, Transportation Services to continue with the planned delivery of the sidewalk on Westgate Boulevard between Armour Boulevard and Earl Bales trail.

15. City Council amend City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, as follows:

Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update
Page 5 of 45

a. insert a new Section 886-14.2 to read as follows:

"§ 886-14.2 Bicycle operation at a curb lane café where pedestrians access a curb lane café area.

Where a person in charge of a bicycle or a large cargo power-assisted bicycle on a cycle track approaches a curb lane café permit area, where part of the cycle track is marked for pedestrian use in crossing between the sidewalk and the curb lane café permit area and an authorized sign is posted, the person on a bicycle or a large cargo power-assisted bicycle (1) shall stop before the area marked for pedestrian use, (2) shall yield to pedestrians crossing in the area marked for pedestrian use and (3) shall not proceed until all pedestrians have crossed the cycle track."

16. City Council authorize the City Solicitor to introduce the necessary Bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or By-law amendments as may be identified by the City Solicitor, in consultation with the General Manager, Transportation Services in order to give effect to Recommendation 15 above.

FINANCIAL IMPACT

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

The estimated cost to implement the bikeways recommended in this report is \$7,500,000 and to implement the one sidewalk project is \$50,000. Funding is available for these capital projects categorized as a service improvement and enhancement in the 2024-2033 Capital Budget and Plan for Transportation Services.

The annual funding required to maintain the new bikeways once constructed is expected to be approximately \$61,000 for sweeping and \$128,000 for winter maintenance. Funding for current year's maintenance can be accommodated within the 2024 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future years' operating budget submissions for Transportation Services."

The removal of approximately 26 Pay and Display (P&D) on-street parking spaces is proposed in this report as part of the Sudbury Street project would decrease Toronto Parking Authority's (TPA) annual gross revenue by an estimated \$30,200.

The removal of approximately 15 P&D on-street parking spaces is proposed in this report as part of the Avenue Road project and would decrease TPA's annual gross revenue by an estimated \$96,000.

Costs to implement on-street paid parking changes, including the relocation of P&D machines as well as programming of any rate / hour of operation changes are estimated at \$13,500. All implementation costs will be borne by Transportation Services and will be required prior to the start of construction.

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

DECISION HISTORY

Cycling Network Plan

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

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

Complete Streets Approach to Road Reconstruction

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

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

Avenue Road Study

On May 10, 2023, City Council adopted item TE4.66 - Pedestrian Safety on Avenue Road, Bloor Street West to St. Clair Avenue West. This report authorized speed limit reductions on Avenue Road, requested enhanced enforcement of road regulations, and a report back on the findings from Phase 2 of the Avenue Road Study.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.TE4.66>

On February 7, 2023, City Council directed Transportation Services to ensure that the Avenue Road Study takes into consideration the Council-approved configuration of the Midtown Yonge Complete Street corridor.

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

On October 1, 2021, City Council requested Transportation Services to ensure the scope of work for the Avenue Road Study North of Bloor Street West evaluates the Avenue Road Safety Coalition's complete streets concept and explore options to expedite implementation, including a pilot.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.MM36.18>

On October 15, 2020, Toronto and East York Community Council directed Transportation Services to report back on the feasibility of a pedestrian safety improvement pilot project on Avenue Road between Davenport Road and St. Clair

Avenue West, considering measures such as speed limit reduction to 40 km/h; and occupying curb lanes on both sides of Avenue Road and dedicating them for pedestrian use by separating them from live traffic with sturdy barriers and providing ramp access to existing sidewalks.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.TE19.49>

On April 24, 2019, Toronto and East York Community Council adopted item TE5.81 - Follow-up to the Avenue Road Corridor Safety Review and directed Transportation Services to conduct a comprehensive safety review at all intersections and a speed limit review along the Avenue Road corridor between St. Clair Avenue West and Bloor Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE5.81>

On November 7, 2017, City Council adopted item TE27.48 - Corridor Safety Review - Avenue Road. This report included potential strategies for improving pedestrian and motorist safety through measures such as, pavement marking treatments, amended traffic regulations and geometric design modifications on Avenue Road, between St. Clair Avenue West and Davenport Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2017.TE27.48>

Beltline Gap Project

In November 2021, City Council requested Transportation Services to work with all relevant City divisions to address cycling and user-safety improvements to the York Beltline Trail and Kay Gardner Beltline Trail

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE25.22>

Power Street Project

In 2016, City Council approved the installation of traffic control signals at the intersections of Power Street and Richmond Street East and Power Street and Adelaide Street East through the Zoning Amendment Application of 46 to 54 Power Street development.

<https://secure.toronto.ca/council/agenda-item.do?item=2016.TE20.15>

In 2019, Toronto and East York Community Council requested Transportation review and to install temporary safety improvements to Power Street, Adelaide Street East and Richmond Street East prior to the new signal installation.

<https://secure.toronto.ca/council/agenda-item.do?item=2019.TE7.121>

Steepprock-Bathurst Manor Cycling Connections

In 2023 and 2024, there were a series of Council directions on the Bathurst Manor Neighbourhood Mobility Plan authorizing traffic calming and other updates.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.NY9.20>

<https://secure.toronto.ca/council/agenda-item.do?item=2024.NY12.14>

<https://secure.toronto.ca/council/agenda-item.do?item=2024.NY13.14>

Harbour Street and Lower Simcoe Street Bikeway Improvements

In April 2024, City Council endorsed, in principle, the Under Gardiner Public Realm Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE12.5>

In 2017, Toronto and East York Community Council updated the traffic and parking regulations along Harbour Street between Lower Simcoe Street and Yonge Street, as a result of the new reconfiguration of the eastbound off-ramp.

<https://secure.toronto.ca/council/agenda-item.do?item=2017.TE28.57>

In 2010, City Council authorized Transportation Services to issue a Notice of Study Completion and to file the Environmental Study Report for the "Modifications to the York/Bay/Yonge Ramps to the Gardiner Expressway- Class Environmental Assessment Study."

<https://secure.toronto.ca/council/agenda-item.do?item=2010.PW35.12>

Davenport Road

In April 2021, City Council authorized upgrading the Davenport Road bike lanes to uni-directional cycle tracks between Dupont Street and Yonge Street.

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

University Avenue

In December 2021, City Council approved the temporary ActiveTO Cycling Network Expansion projects installed in 2020 as permanent installations, including the University Avenue/Queens Park Crescent cycle tracks from Adelaide Street West to Bloor Street West.

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

Westgate Boulevard Missing Sidewalk

In May 2023, City Council authorized the installation of a new sidewalk on the east side of Westgate Boulevard from Delhi Avenue to Armour Boulevard.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.IE3.8>

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, for which design and consultation have been completed.

Avenue Road

In 2019, the Area Transportation Planning unit in Transportation Services initiated a City Council directed study of the Avenue Road corridor between Bloor Street West and St. Clair Avenue West, focused on improving pedestrian safety. The recommendations in this report are specific to the area between Bloor Street West and Davenport Road, where complete street features including pedestrian buffer space, a cycle track, and motor vehicle lane reallocations are recommended.

An interim update report on the Avenue Road Study will be considered at Toronto and East York Community Council on June 11, 2024, recommending site-specific pedestrian-focused safety improvements between Davenport Road and St. Clair Avenue West. A final report on the broader Avenue Road Study will be presented at a future Infrastructure and Environment Committee meeting.

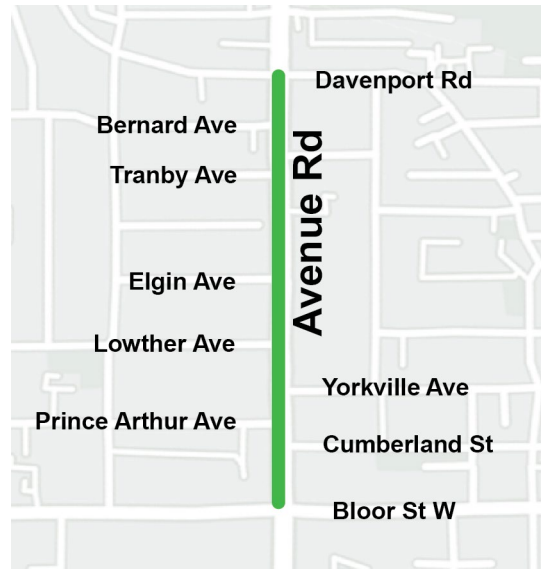


Figure 1: A map of the Avenue Road project area included in this report.

Project Goals

As directed by Council, Transportation Services studied Avenue Road to find opportunities to improve the street with emphasis on safety, mobility choices, enhancing streetscape and better serving all road users. The Avenue Road Study is premised on the understanding that full reconstruction of Avenue Road is not programmed in the Transportation Services' Ten-Year Capital Plan. As such, the study focuses on actions that can be implemented in advance of a full road reconstruction, subject to availability of funding, resources, and Council direction.

There is a history of community advocacy for change on Avenue Road. Narrow sidewalks and lack of bikeways, excessive vehicular speeds, and a history of collisions resulting in fatality or serious injury are highly vocalized concerns. Most recently, on Tuesday, April 30, 2024, a person was fatally injured while cycling on Avenue Road near Elgin Avenue.

Existing Conditions

Avenue Road between Bloor Street West and Davenport Road is a major arterial road providing connections to local destinations in the area and is the northward extension of Queen's Park/University Avenue to the downtown core. There are approximately 30,000 motor vehicles per day, and motor vehicle operating speeds range from 50-57 kilometres per hour. At the time of data collection, the regulatory speed limit was 50 kilometres per hour. City Council approved a speed limit reduction to 40 kilometres per hour in May 2023, the signs were posted in July 2023.

Avenue Road's current road design reflects legacy standards: narrow sidewalk widths, no designated bikeways, and a wide roadway that can encourage speeding. The street

between the two sidewalk curbs is 20 metres wide and has six motor vehicle travel lanes. Curb lanes on Avenue Road accommodate rush-hour restricted motor vehicle parking, loading, and unloading activities, and construction staging for adjacent developments, subject to permit. Sidewalk widths along the corridor vary: pedestrian clearways meet or exceed the standard of 2.1 metres between Bloor Street West and Elgin Street and are narrowest between Elgin Street and Davenport Road. Some segments have pedestrian clearway widths ranging between 0.9 and 1.5 metres; which does not meet minimum provincial requirements specified in the Accessibility for Ontarians with Disabilities Act (AODA) or City guidelines.

Over the past ten years, there have been 977 reported collisions on Avenue Road between Bloor Street West and Davenport Road. Of the collisions, four resulted in serious injuries and three resulted in fatalities. Two of the collisions resulting in serious injuries involved pedestrians, and all three collisions resulting in a fatality involved a person cycling. An additional 22 collisions involved pedestrians, and 23 involved people cycling, but did not result in serious injuries or fatalities.

Traffic Analysis

A feasibility assessment was undertaken to study the operational impacts of reallocating road space to accommodate complete street design elements that improve mobility options and road user safety, such as additional pedestrian space and/or cycle tracks. Network modelling and intersection testing was conducted in the study area to support the feasibility assessment and identify potential mitigation measures. Traffic volumes were collected between 2021 and 2023 and were used as a baseline for traffic modelling.

Transportation modelling, using the EMME and Synchro modelling tools, assessed the potential network impacts of changes to lane allocation on Avenue Road. Modelling work reflects the Avenue Road Study project area: Avenue Road from Bloor Street West to St. Clair Avenue West. The recommendations in this report are specific to the portion of Avenue Road between Bloor Street West and Davenport Road.

The modelling work compared the existing conditions of Avenue Road to an alternative scenario to estimate potential impacts to travel times and vehicle volumes along the corridor. For the purpose of the model, existing conditions were defined as: six motor vehicle lanes and 50 km/h speed limit on Avenue Road, and two motor vehicle lanes, cycle tracks and 50km/h speed limit on Yonge Street. The alternative scenario for Avenue Road was four motor vehicle travel lanes and speed limit of 40 km/h and no changes to Yonge Street.

Network modelling indicated:

- An increased motor vehicle travel time of approximately 1 minute during peak hours on Avenue Road between St. Clair Avenue West and Bloor Street West
- The greatest impact on Avenue Road would occur during the peak hour in the peak direction (southbound in the morning and northbound in the evening)
- An increased motor vehicle travel time less than 1 minute on Yonge Street between St. Clair Avenue West and Bloor Street West

- A 30-40% reduction in the volume of motor vehicles on Avenue Road between St. Clair Avenue West and Bloor Street West
- A 10% increase in motor vehicle volumes on Yonge Street between St. Clair Avenue West and Bloor Street West. The rest of the volume would be distributed throughout various alternate routes.

Intersection testing was completed using the Synchro modelling software. This allowed Transportation Services to understand block-by-block operational needs and constraints along the length of Avenue Road and inform designs that aim to reduce traffic infiltration on local streets. Intersection testing indicated an acceptable level of service for motor vehicle traffic.

Proposed Design

Based on traffic analysis, corridor conditions, and public feedback, Transportation Services is recommending a complete street redesign to improve the comfort and safety for all road users, particularly for pedestrians and people cycling.

Cross-sections and intersection designs balance the proposed complete street features, motor vehicle travel lanes, and curb-lane work zone occupations, and fit within the existing curb to curb space. Complete street elements proposed on Avenue Road between Bloor Street West and Davenport Road are: buffer space between active vehicle travel lanes and sidewalks, intersection improvements, cycle tracks, designated on-street parking and loading space. Design options were developed and evaluated through the study process and presented to the public. These can be found on the project [website](#).

Transportation Services recommends one-way cycle tracks on both sides of Avenue Road between Bloor Street West and Davenport Road, with the provision of full-time parking and loading opportunities where feasible, and the addition of intersection corner radius reductions and public realm upgrades. The proposed one-way cycle tracks and associated pedestrian safety improvements would require a reduction in the number of mid-block motor vehicle travel lanes from six to four. The proposed design includes one additional motor vehicle travel lane to accommodate turning movements at the two major arterial intersections (Bloor Street West and Davenport Road), and 87 Avenue Road, the driveway access to Yorkville Village. Maintaining five motor vehicle lanes, where feasible, would help manage motor vehicle traffic flow, prevent queuing, and discourage the use of cut-through routes.

One-way cycle tracks can improve road user safety, especially for vulnerable road users like pedestrians and people cycling. They create a more comfortable pedestrian environment by providing additional separation between motor vehicle lanes and sidewalks. Providing separated and designated infrastructure for pedestrians, people cycling, and motorists can provide safer conditions for all road uses by separating pedestrians and people cycling from active motor vehicle travel lanes. The proposed design would also improve intersection conditions for pedestrians by reducing the corner radii which slows turning vehicles and increases the visibility of pedestrians crossing north and south along Avenue Road. The proposed design supports speed reduction by narrowing motor vehicle travel lanes to minimum widths. Slower motor vehicle speeds improve safety conditions for pedestrians and people cycling, and are an

Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update
Page 12 of 45

integral component of the Vision Zero Road Safety Plan's key focus action to implement a Speed Management Strategy.

Proposed Design - Avenue Road (Bloor Street West to Cumberland Street)

In this segment, the following is proposed:

- On-street cycle tracks, one in each direction, on the east and west sides of the street (painted buffer with physical separation where possible) north of Bloor Street West;
- This requires the reduction of motor vehicle lanes from five (two northbound and three southbound) to four (two in each direction) and the removal of the designated southbound right-turn lane;
- Bike boxes on the southeast, southwest and northeast corners of the Bloor Street West and Avenue Road/Queen's Park intersection (no change to the existing bike box on the northeast corner); and
- Accessible platforms at transit stops, where needed and feasible.

Proposed Design - Avenue Road (Cumberland Street to Bernard Trnby Avenue)

- On-street cycle tracks, one in each direction, on the east and west sides of the street (painted buffer with physical separation where possible);
- This requires the reduction of motor vehicle lanes from six (three in each direction) to four (two in each direction);
- Continuous cycling infrastructure through approved construction staging area at 33-49 Avenue Road/136-148 Yorkville Avenue requiring the removal of on-street parking spaces between Yorkville Avenue and Lowther Avenue and removal of the TTC bus stop on the northwest side of the Yorkville Avenue and Avenue Road intersection;
- New TTC bus stop in front of 87 Avenue Road and removal of the bus stops at 55 and 101 Avenue Road (to be implemented following the clearance of development construction lane occupancies);
- Continuous cycling infrastructure through approved construction staging area at 87 and 89 Avenue Road;
- 10 Pay and Display on-street parking spaces and two loading spaces on the west side of Avenue Road between Elgin Avenue and Lowther Avenue and 9 Pay and Display on-street parking spaces on the west side of Avenue Road between Trnby Avenue and Bernard Avenue;
- Centre turn lane to accommodate southbound left-turns into the Whole Foods Market carpark;
- Maintaining the taxi stand at 103 Avenue Road;
- New TTC bus stop in front of 88 Avenue Road and removal of the bus stop at 96 Avenue Road;
- Loading area at 111 Avenue Road; and
- Accessible platforms at transit stops where needed and feasible.

Proposed Design - Avenue Road (Bernard Avenue to Davenport Road)

- On-street cycle tracks, one in each direction (painted buffer with physical separation where possible);
- This requires the reduction of motor vehicle lanes from six (three in each direction) to five (three northbound and two southbound); and

- A shared northbound left-turn and through lane at the intersection of Avenue Road and Davenport Road.
 - Note that intersection operations and modelling indicate that the removal of this lane would negatively impact queuing and level of service and could potentially result in non-local traffic infiltration to residential streets so removal of the shared left-turn and through lane it is not recommended.

Work Zone Impacts

Avenue Road, between Bloor Street West and Davenport Road, is experiencing growth; there are two active construction sites (89 Avenue Road and 33-49 Avenue Road/136-148 Yorkville Avenue) and several approved or active development applications that could potentially begin construction in the next few years. Some of these development sites could require temporarily occupations of the curb-lane space to accommodate construction staging.

On Avenue Road, vehicle lane capacity has been decreased in the northbound direction (from three to two) to accommodate construction staging areas. The proposed complete street design accounts for the number of existing and upcoming construction sites and maintains two midblock motor vehicle lanes in each direction, and continuous bikeways. Designated and uninterrupted bikeways can provide safer conditions for all road users since motorists and people cycling would not be required to merge. Where feasible, Transportation Services will limit space for future development construction work zones in order to maintain continuous and protected cycle tracks. When construction staging is removed or added, the design would be altered to accommodate the new conditions.

Parking Impacts

There are currently 35 Toronto Parking Authority Pay and Display on-street parking spaces, 3 loading zones, and one taxi stand on Avenue Road between Bloor Street West and Davenport Road. The recommended complete street design would maintain 19 full-time Pay and Display on-street parking spaces (e.g., no peak period restrictions), maintain two loading zones and the existing taxi stand. This would result in a net reduction of 16 Pay and Display on-street parking spaces.

Public Consultation

From spring 2022 to winter 2024, Transportation Services conducted public consultation on the broader Avenue Road Study, to collect feedback from residents and community interest groups. The two objectives of this public consultation were: to enrich the study team's understanding of traffic concerns and opportunities on Avenue Road, and to understand the extent to which the proposed near-term actions and long-term vision were supported by the community.

A variety of methods were used to notify residents and interest groups of the project and opportunities to participate in consultation activities, including a project website, mailed notices to approximately 40,000 neighbourhood addresses via Canada Post, emails to the project subscription list (approximately 261 subscribers), and targeted interest groups including residents' associations, community groups, organizations, local businesses, institutions, elected officials, social media posts and a dedicated Avenue Road Study phone number and email address.

A series of activities informed the development of the near-term actions and long-term vision recommended in the Avenue Road Study:

- May 2022: An online public survey allowed residents to identify their concerns and ideas for improvements for Avenue Road. Over 1300 people participated in the survey; 65% identified that they live in the area and 75% indicated that they travel on Avenue Road. A summary of the Phase One consultation findings is available on the project website.
- September 2023: An in-person workshop with local interest groups (e.g. resident groups, local businesses, community organizations) was hosted at Church of the Redeemer. Participants were presented with the existing conditions review, traffic analysis, proposed road safety improvements, and given the opportunity to review the detailed roll plans for each section of the road. A total of 21 participants, and 4 observers attended, representing 18 organizations.
- October 2023: An in-person drop-in event was hosted at Timothy Eaton Memorial Church. Information boards and roll-plans were shared with attendees to provide detailed materials on the proposed near-term actions and long-term visions for Avenue Road. The event was attended by approximately 125 participants.
- October-November 2023: An online survey allowed members of the public to review project materials and submit feedback on the proposed near-term actions and the long-term vision. 2,375 participants completed the survey. Approximately 60% of respondents identified that they live in neighbourhoods adjacent to or very near Avenue Road.
- Ongoing email and phone calls: a dedicated project email address (AvenueRoadStudy@toronto.ca) and phone number allowed members of the public to provide input and feedback to the project team.

Phase One consultation helped shape the study priorities. The most common concerns identified by participants were the speed of motor vehicle traffic, insufficient sidewalk space, the lack of bikeways and desire for better separation between pedestrians and moving vehicles. Participants also expressed desire for safety improvements for all road users, accessible pedestrian infrastructure, an unobstructed motor vehicle route to the downtown core and minimal impacts to nearby neighbourhood streets.

The concerns and priorities identified in the first phase of consultation were reflected in the proposal that was shared with the public during Phase Two consultation. Phase Two consultation provided an opportunity for the public to review the proposed near-term actions, and long-term vision and provide feedback on the design options.

The response to the proposed near-term actions and cycle track proposal was mixed, from residents and interest groups. Participants who were supportive of the proposal expressed that the changes would improve safety conditions for vulnerable road users (e.g. school children and seniors), support the Council-approved Net Zero Strategy and Vision Zero goals, and would encourage a shift to active transportation modes. Some participants identified a desire for more substantive and significant changes in the near-term, like extending the cycle tracks north of Davenport Road, and widening sidewalks through reconstruction.

Participants who did not support the proposal or any design options were concerned with the impacts of the motor vehicle lane reduction, and changes to traffic patterns and travel behaviours on neighbourhood streets. The most cited concerns were traffic congestion on Avenue Road, increased vehicle volumes, worsened safety conditions in the neighbourhood, and negative environmental impacts caused by vehicle idling. Many also disputed the necessity of the proposed changes given the perceived low levels of pedestrian and cycling activity on Avenue Road.

Overall, public feedback collected through the survey was mixed, and consistent with feedback collected throughout Phase Two consultation:

- 46% of respondents agreed that the proposed near-term actions would improve safety and comfort for all road users with acceptable trade-offs in motor vehicle traffic flow. 48% disagreed, 5% were neutral and 1% was unsure.
- 46% of respondents were supportive of the near-term implementation of cycle tracks between Bloor Street West and Davenport Road. 48% were unsupportive and 6% were neutral.
- 48% of respondents agreed that the long-term vision, which consists of reducing the number of motor vehicle lanes from 6 to 4 and repurposing the space for other uses, would address community concerns and aspirations for Avenue Road. 46% disagreed and 4% were neutral.
- Respondents who opposed the near-term actions also disagreed with the future vision of lane reduction:
 - 90% of respondents who opposed the near-term changes also disagreed with the long-term vision of lane reduction.
 - 2% of respondents who supported the near-term changes, disagreed with the long-term vision of lane reduction.
 - 5% of respondents who supported the long-term vision of lane reduction, disagreed with the near-term changes.

Next Steps

An interim update report on the Avenue Road Study will be considered at Toronto and East York Community Council on June 11, 2024, recommending site-specific pedestrian-focused safety improvements between Davenport Road and St. Clair Avenue West:

- Timed turn prohibitions at Avenue Road and Farnham Avenue;
- Interim Geometric Safety Improvements at Church of the Messiah;
- Safety Improvements between Roxborough Street West and Dupont Street;
- Permanent Automated Speed Enforcement camera;
- Consideration of future signalized crossing at Ramsden Park

Pending City Council approval, additional pedestrian-focused safety improvements would be implemented in 2024.

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

Beltline Gap Connections

The Beltline Gap Connections project is proposed to close the long-standing 475-metre gap between the York Beltline and Kay Gardner Trails and create a continuous safe cycling and pedestrian experience. The project proposes changes on Marlee Avenue between Castlefield Avenue and Eglinton Avenue West, on Roselawn Avenue/Elm Ridge Drive between Marlee Avenue and the Allen Greenway and along the Allen Greenway between Elm Ridge Drive and Wembley Road. This project was included the Cycling Network Plan's Near-Term Implementation Program (2022-2024).

Roselawn Avenue and Elm Ridge Drive between the Allen Greenway and Marlee Avenue is programmed for road reconstruction in 2025 as part of the City's state-of-good-repair program. The planned road reconstruction provides an opportunity to review the area for safety improvements including new or improved pedestrian crossings, sidewalks, bikeways, and motor vehicle lane adjustments.



Figure 2: A map of the Beltline Gap Connections project limits.

Existing Conditions

Marlee Avenue is a minor arterial that carries an average of 13,000 vehicles/day. There is one motor vehicle lane in each direction, with left-turn lanes at Marlee Avenue and Roselawn Avenue and at Marlee Avenue and Eglinton Avenue West. The existing sidewalks are narrow and there are no existing bikeways. The posted speed limit is 40km/h and the 85th percentile speed is 52.8km/h.

Roselawn Avenue and Elm Ridge Drive are collectors that carry an average of 8,000 vehicles/day. There is one motor vehicle lane in each direction with turn lanes at the approach to Marlee Avenue. The motor vehicle lanes are wider than standard,

Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update
Page 17 of 45

particularly over the Allen Road bridge. The existing sidewalks are narrow and the wayfinding shared lane markings are sub-standard.

In the past ten years, there have been 343 total collisions, including one pedestrian fatality at the Marlee Avenue and Eglinton Avenue intersection.

Proposed Changes - Marlee Avenue

On Marlee Avenue between Eglinton Avenue and Castlefield Avenue, the project proposes to narrow the motor vehicle lanes to standard and:

- Construct a raised bi-directional cycle track and widen the existing sidewalk on the west side to meet accessibility standards between Eglinton Avenue West and Roselawn Avenue;
- Upgrade the existing bike lanes to on-road cycle tracks between Roselawn Avenue and Castlefield Avenue;
- Install new plantings where possible; and
- Construct new curb extensions on the west side to improve safety and visibility of pedestrians, minimize tree impacts and discourage motor vehicle speeding at local intersections including: Livingstone Avenue, Belgravia Avenue, Whitmore Avenue and Hopewell Avenue.

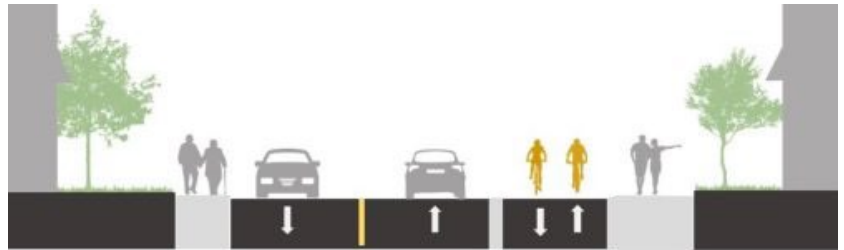


Figure 3: Illustration showing proposed lane and sidewalk changes on Marlee Avenue facing south.

To achieve adding a two-way cycle track and widening the sidewalk, the centre median at Roselawn Avenue and Marlee Avenue intersection must be removed, and removal of one parallel commercial in-boulevard parking space would be required. The design is in initial stages, but there could also be other impacts such as driveway shortening, loss of some trees/plantings on City property and private items encroaching on City property.

Proposed Changes - Roselawn Avenue/Elm Ridge Drive

On Roselawn Avenue between Marlee Avenue and the western limit of the bridge, the proposal is to convert the south side sidewalk to a multi-use trail. This requires the removal of eight on-street permit parking spaces, immediately west of the bridge, where today no permits are issued.



Figure 4: Illustration showing proposed lane and sidewalk changes on Roselawn Avenue and Elm Ridge Drive facing south.

This proposal also requires the removal of the westbound left-turn lane on Roselawn Avenue approaching the Marlee Avenue intersection due to space constraints. Currently there are approximately 43 westbound left-turns in the AM peak hour. A preliminary traffic analysis was conducted, and limited impacts are anticipated. Options to further mitigate the minimal impacts will

be explored during the detail design phase and could include signal optimization and different signal phasing such as an advance green.

On Elm Ridge Drive between the western bridge limit and Newgate Road, an on-road two-way cycle track is proposed on the south side of the bridge.

Proposed Changes - Allen Greenway

Along the existing Allen Greenway, the proposal is to upgrade the existing sidewalk to a widened multi-use trail from Elm Ridge Drive to Wembley Road and to install enhanced signage and pavement markings.

Upgrades to the existing Allen Greenway crossings are being explored to improve safety such as:

- On Roselawn Avenue, the potential for a chicane and raised crossing at the existing pedestrian crossover west of the bridge; and
- On Aldburn Road, the potential for a chicane, raised crossing, pavement markings and signage crossing east of the bridge.

Public Consultation

The Beltline Gap Project utilized a variety of methods to notify people of the project and opportunities to participate including:

- Project web page toronto.ca/BeltlineGap (832 unique visits between March 26 – April 30, 2024)
- Notice delivered through Canada Post (11,702 addresses in the project area)
- Individual Letters delivered to property owners through Registered Mail (16 addresses in the project area)
- Email to residents, interest groups including resident associations, community groups, organizations, institutions and elected officials (91 contacts)

The focus of the engagement has been on notifying property owners of potential right-of-way impacts. The project has minimal motor vehicle parking or lane impacts, so a wider public consultation meeting was not hosted. Following notifications, 120 comments were received from 98 individuals and by request an interest group meeting was hosted on April 16, 2024, with six members of the public.

Overall, public feedback received by email and phone following notification indicated a range of support and concern for the proposed route over the Allen Road Expressway to close the gap between the York Beltline Trail and Kay Gardner Beltline Trail.

The highest level of support was expressed for providing safer cycling facilities and better connections to the Beltline Trails for all road and trail users.

The lowest level of support was expressed for removal of the westbound left-turn lane on Roselawn Avenue at Marlee Avenue, narrowing travel lane widths as well as concern that any changes in the neighbourhood following 10+ year of construction from the Eglinton Crosstown Light Rail Transit will worsen traffic congestion. For the proposed removal of the left-turn lane from Roselawn Avenue to Marlee Avenue, there were requests to consider a left-turn advance signal to help move motor vehicle traffic

through the intersection. As mentioned, Transportation Services is reviewing different signal options and will monitor and adjust based on the level of impact.

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

Centennial Park Cycling Connections

Transportation Services is proposing new bikeway connections to Centennial Park on Burnhamthorpe Road and Mill Road. The Centennial Park Cycling Connections project includes extensions of existing multi-use trails, on-street two-way cycle track and intersection improvements. This project would provide a safer connection to the new multi-use trails on Centennial Park Boulevard and Rathburn Road, anticipated for completion in 2024. This project was also included in the Cycling Network Plan's Near-Term Implementation Program (2022-2024).

Project Goals

The project goals are to fill a gap in the cycling network connecting Toronto with Mississauga, and to improve road safety and the public realm and pedestrian experience, while maintaining roadway uses and minimizing parking and loading impacts.

In the immediate area, Parks, Recreation and Forestry, in partnership with Transportation Services, is constructing new multi-use trails on Centennial Park Boulevard between Eglinton Avenue and Rathburn Road, and on Rathburn Road between Centennial Park Boulevard and the Etobicoke Olympium.

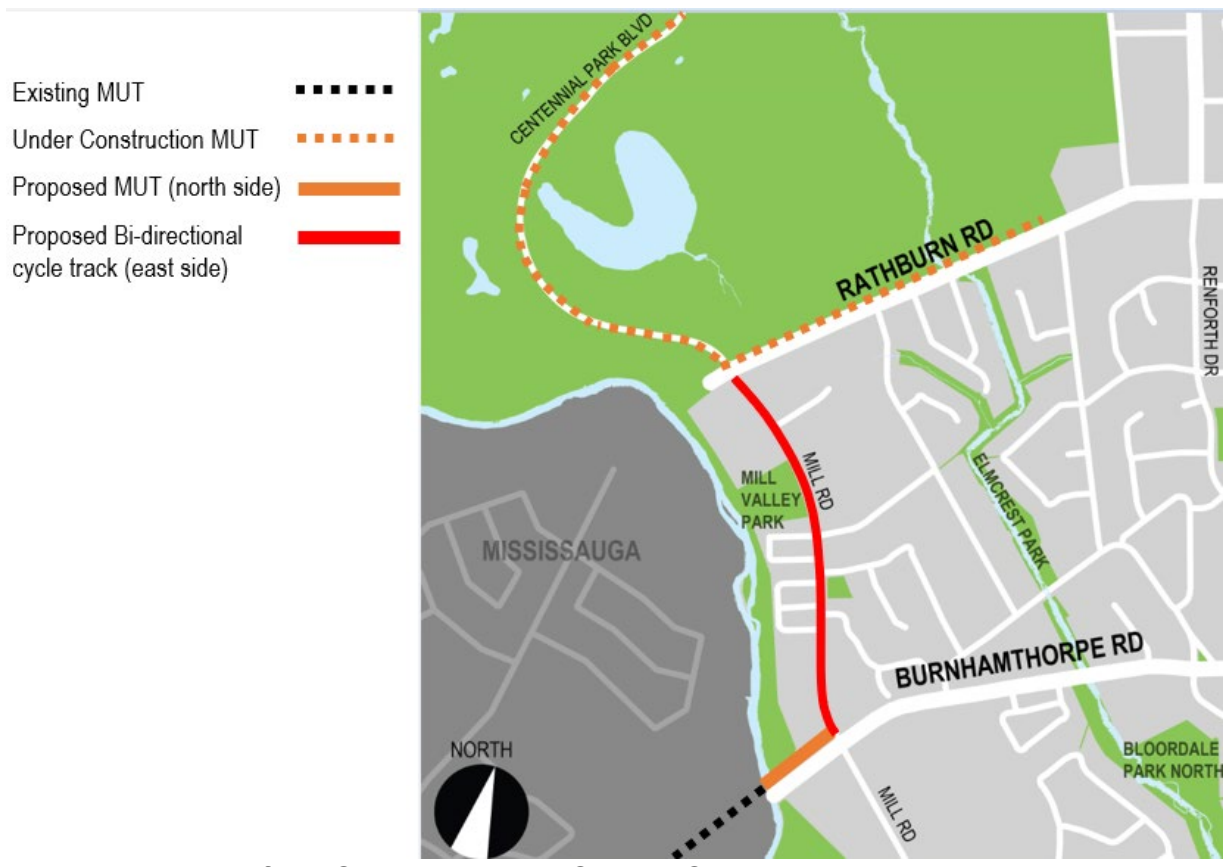


Figure 5: A map of the Centennial Park Cycling Connections project limits.

Proposed Design - Burnhamthorpe Road

Burnhamthorpe Road has a continuous multi-use trail for 12 km between the City of Toronto border and Erin Mills Parkway in Mississauga. The trail terminates at the Burnhamthorpe bridge with no safe transition at the Toronto city limit.

Within Toronto, the north side of Burnhamthorpe Road between Mill Road and the Burnhamthorpe bridge has a 9-metre-wide area next to the sidewalk. There is also an on-going development construction site at 340 Mill Road located at the corner of Mill Road and Burnhamthorpe Road, which has hoarding along part of the boulevard. The development is anticipated to impact the boulevard until 2026-2027.

Transportation Services is proposing that a multi-use trail on the north side be installed in the boulevard area, after the construction of the development at 340 Mill Road. Transportation Services is coordinating with the developer to ensure that an interim multi-use trail and the permanent multi-use trail with separate sidewalk can be installed after the development site construction completion.



Figure 6: An artist rendering of Burnhamthorpe Road looking east toward Mill Road. In the interim, Transportation Service is working with the developer to modify their hoarding to build an interim trail so people cycling, and pedestrians can begin to use the new connection in 2024.

Proposed Design - Mill Road

Mill Road is a 10-metre-wide collector roadway. It has one motor vehicle lane in each direction and has an average of 9,000 daily motor vehicle trips and there are 34 people cycling across all four legs of the Mill Road / Centennial Park Boulevard / Rathburn Road intersection per day. There are no TTC routes or stops on the corridor and no parking.

There is a posted speed of 40 km/h, but commonly people are travelling over 60 km/h (the 85th percentile speed). Between 2013 and 2022, there were 128 reported collisions on Mill Road. Of these, 11 involved pedestrians, one involved a person cycling and two of those resulted in serious injury.

Given the motor vehicle speed and volume on the corridor, the Ontario Traffic Manual advises that a physically separated bikeway is appropriate. Three design options were proposed including one-way cycle tracks on both sides, and two-way cycle track on the west or the east side.

Transportation Services is recommending an east side two-way cycle track on Mill Road between Rathburn Road and Burnhamthorpe Road, as it provides a seamless connection to the east side multi-use trail under construction along Centennial Park Boulevard, minimizes impacts at the Burnhamthorpe Road and Mill Road intersection and has limited impacts to legal parking, loading or other uses along the corridor. Transportation Services is recommending utilizing minimum widths for the bikeway to ensure there is sufficient motor vehicle operating space. Transportation Services is

considering different bikeway protection options to ensure safe and comfortable operations for all road users.



Figure 7: An artist rendering of Mill Road with an east side two-way cycle track looking south.

Through public consultation with residents and the local Mill Valley Junior School, a concern was identified about illegal school and day care pick-up and drop-off activities for both the junior school and the co-located daycare facility. The Mill Valley Junior School has an existing parking lot with a motor vehicle turn around area. Transportation Services plans to continue to work with the school and daycare administration to ensure pick-up and drop-up off activity happens within the parking lot area, rather than on Mill Road.

Public Consultation

Public and interest group consultation for the Centennial Park Cycling Connections project took place from March 25 to April 30, 2024. Consultation activities included a public drop-in event, a one-on-one meeting with the principal of Mill Valley Junior Public School, a survey, and comment tracking. Over 40 people attended the in-person drop-in event and 256 survey responses were received to the survey, along with 18 people providing comments by mail, phone and email.

Notification to inform the public and interest groups about the project and opportunities to participate included a project webpage, targeted emails to local interest groups, 3,142
Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update
Page 23 of 45

flyers distributed by Canada Post throughout the project area and social media posts through X, formerly Twitter.

Overall, there were mixed levels support for the project. The main feedback from those supportive of the project described general pedestrian and cyclist safety issues due to excessive speeding within the project area, which could be dealt with by providing more separated infrastructure. Those unsupportive of the project expressed concerns about potential traffic build-up and increased travel time. The major challenge highlighted was the loading operations at the Mill Valley Junior Public School and daycare.

Feedback received also showed mixed levels of support for the proposal to make improvements to the intersection of Burnhamthorpe Road and Mill Road. Supporters of this proposal cite that it would make it feel safer for pedestrians to cross throughout the intersections. Feedback supporting the proposed improvements highlighted that the protected intersection elements would also make it safer for cyclists in the area. Those who disagree with the proposal cited that implementing a no-right-on-red could cause traffic backups on either side of Mill Road and could impact travel throughout the intersection. In addition to that, residents expressed that construction at 340 Mill Road has already started to affect travel along the corridor. It is perceived that these disruptions could be further exacerbated by the addition of cycling facilities.

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

Leaside Bridge to Danforth Cycling Connections

In March 2024, Transportation Services launched the Leaside Bridge to Danforth Cycling Connections project which proposes new bikeways and other road safety improvements on Logan Avenue, Cosburn Avenue, Broadview Avenue, O'Connor Drive and Hopedale Avenue. The project is focused on connecting Thorncliffe Park neighbourhood and the upcoming bikeway improvements on the Leaside Bridge to the Bloor-Danforth corridor. This project was included in the Cycling Network Near-Term Implementation Program (2022-2024) secondary priorities.

O'Connor Drive, Broadview Avenue, and Cosburn Avenue are arterial roadways. Logan Avenue and Hopedale Avenue are local roadways. The 8, 25, and 100 TTC bus routes operate on O'Connor Drive and Broadview Avenue, while the 87 and 322 TTC bus routes operate on both Cosburn Avenue and Broadview Avenue. Cosburn Avenue has existing bike lanes, none of the other corridors have bikeways.

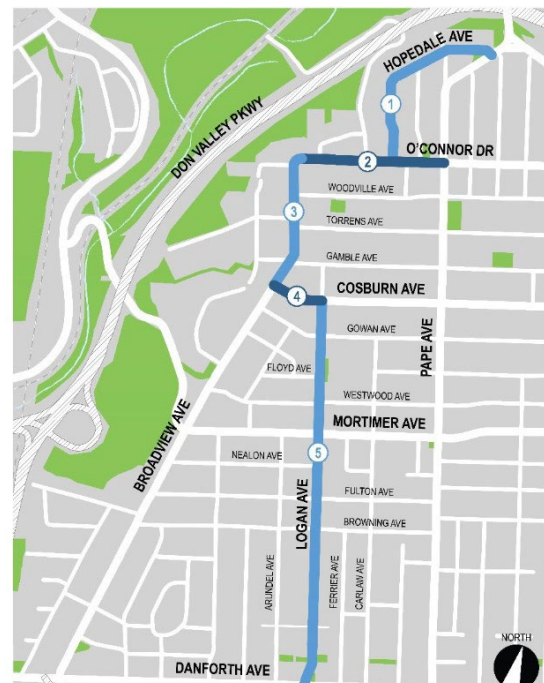


Figure 8: A map of the Leaside Bridge to Danforth Cycling Connections project limits.

In the last ten years, there have been 324 collisions on the streets in the project area. Three of the collisions resulted in serious injuries and 18 of the collisions involved pedestrians or someone cycling.

Proposed Design - Hopedale Avenue

In this segment, the following is proposed:

- On-street shared cycling connections with wayfinding lane markings and signage;
- No changes for motor vehicle lanes or parking; and
- A new traffic control signal at the Hopedale Avenue and O'Connor Drive intersection which will allow people cycling eastbound on O'Connor Drive to connect safely to the shared bikeway on Hopedale Avenue.

Proposed Design - O'Connor Drive (Pape Avenue to Broadview Avenue)

In this segment, the following is proposed:

- On-street cycle tracks, one in each direction (painted buffer with physical separation where possible) west of Hopedale Avenue;
 - This requires the reduction of the motor vehicle lanes from four (two in each direction) to two (one in each direction) west of Hopedale Avenue
- Wider vehicle lanes at O'Connor Drive and Broadview Avenue to allow safe travel of large vehicles at the bend;
- Removal of on-street parking on both sides of O'Connor Drive west of Hopedale Avenue (33 spaces total);
- Removal of on-street parking on the north side of O'Connor Drive between Hopedale Avenue and Pape Avenue (9 spaces);
- Accessible platforms at transit stops, where needed and feasible; and
- Bus stop relocation to new traffic control signal at Hopedale Avenue.

Proposed Design - Broadview Avenue (O'Connor Drive to Cosburn Avenue)

In this segment, the following is proposed:

- On-street cycle tracks, one in each direction (painted buffer with physical separation, where possible);
 - This requires the reduction of the motor vehicle lanes from four (two in each direction) to two (one in each direction)
- Eight on-street parking spaces provided on the east side of Broadview Avenue, 14 on-street parking removed on the west side;
- Bus stop relocations to provide stops near protected crossings;
- Accessible platforms at transit stops, where needed and feasible; and
- A southbound left-turn prohibition in the peak periods to maintain capacity at the Cosburn Avenue intersection (no left-turn lane provided).

The motor vehicle lane reductions were evaluated on both O'Connor Drive and Broadview Avenue, and no major impacts are anticipated. Currently, the weekday traffic volumes are approximately 11,000-12,000, which is below the typical capacity of a two-lane road (approximately 20,000 vehicles/day). The peak volumes are also below the capacity thresholds. A parking study was completed and was observed to be low with one to four motor vehicles parked on O'Connor Drive and three to five motor vehicles

parked on Broadview Avenue in the 75 existing spaces between Pape Avenue and Cosburn Avenue.

Next Steps on Logan Avenue

A number of design options were proposed on Logan Avenue between Cosburn Avenue and Danforth Avenue. Based on public feedback, Transportation Services is proposing to host a second public meeting in the fall to bring forward an adjusted proposal that considers new bikeway options, concerns south of Danforth Avenue, and safety improvements on Carlaw Avenue.

Public Consultation

Public and interest group consultation for the Leaside Bridge to Danforth Cycling Connections project took place from February 8 to March 21, 2024. Consultation activities included a public drop-in event, survey, one meeting with cycling groups, one meeting with business representatives, two pop-ups geared towards children and youth and comment tracking.

Communications to inform the public and interest groups about the project and how to participate included: a project web page targeted emails and 11,345 flyers distributed by Canada Post throughout the project area.

Over 145 people attended the public drop in event, 45 children and youth participated in the pop ups, 959 people replied to the survey and 31 people provided comments over the phone or email. Of the 82 attendees that signed in at the public drop in event, 62 people shared a local postal code (M4K). Of the survey respondents, 44% identified M4k as their postal code, followed by 20% in M4J and 7% in M4.

Overall, there was support for the project, with many expressing that it provided a much-needed cycling route. Several people commented that the changes on O'Connor Drive and Broadview Avenue would make the street safer and would help to reduce speeding. Some felt that the proposed lane reduction would lead to traffic congestion and longer commute times.

A significant amount of the received feedback was focused on the Logan Avenue design proposals. Among the options presented for Logan Avenue, Option A (contra-flow bike lane without any traffic diversion) was the most preferred for people living in the M4K postal code. Concerns were raised about Option B (contra-flow bike lane and traffic diverters) and Option C (contra-flow bike lane with directional flip), particularly because of the use of traffic diverters, which some felt would increase traffic congestion and hinder access for local residents navigating the neighbourhood. Participants also criticized segments of the bikeway, such as Hopedale Avenue and Logan Avenue, for lacking physically protected bike lanes, citing safety concerns and advocating for physically separated options.

Conversely, the majority of children and youth engaged at pop-up events expressed a preference for options with traffic diverters, citing safety and aesthetic reasons.

The top three concerns identified by survey participants were all related to safety: 63% identified "safety for people cycling" as the most important concern, followed by "pedestrian safety," (57%) and "safety for children, youth, and older adults" (46%).

Opposition to the project mainly focused on worries about heightened traffic congestion and perceived safety risks. People cited concerns with a bikeway running along a residential street that passes by a school. Additionally, there were concerns about the accessibility of streets for emergency and service vehicles.

Some participants suggested that the route should be on major streets like Broadview Avenue, Pape Avenue, or Donlands Avenue, as they would be more intuitive and accessible. There were also suggestions for alternative or paired route with Carlaw Avenue.

As a result of the feedback provided regarding Logan Avenue, Transportation Services recommends moving forward with the proposed design changes on Hopedale Avenue, O'Connor Drive and Broadview Avenue in 2024 and to continue to consult on additional design options for Logan Avenue with a goal to bring forward a proposed design for Council approval and implementation in 2025.

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

Power Street Improvements

In 2016, through a zoning amendment for a development along Parliament Street and Power Street, City Council approved the installation of two traffic control signals on Power Street at the Richmond Street East and the Adelaide Street East intersections ([TE20.15](#)). In 2019, Transportation Services was directed to review the area around Power Street for safety improvements after a pedestrian was struck crossing Adelaide Street East at Power Street ([TE7.121](#)).

Transportation Services has identified a number of safety improvements and bikeway connections alongside the approved traffic control signals. The proposed design includes:

- Curb extensions, intersection corner curb radius reductions, and widened sidewalks at the Power Street and Adelaide Street East and Power Street and Richmond Street East intersections;
- New on-road bike lanes along Power Street from Adelaide Street East to Richmond Street East;
- Extension of the protected cycle track on Adelaide Street East from Parliament Street to Power Street and removal of north most vehicle lane; and,
- Extension of the protected cycle track on Richmond Street East from Power Street to Parliament Street and removal of Richmond Street right-turn lane (north most lane).

On Adelaide Street, the two motor vehicle lanes widen to three lanes east of Parliament Street and reduce to two lanes over the Don Valley Parkway ramps. This arrangement

in the area, that cycling and pedestrian volumes will continue to grow with thousands of people cycling and walking per day with hundreds in the peak hours.

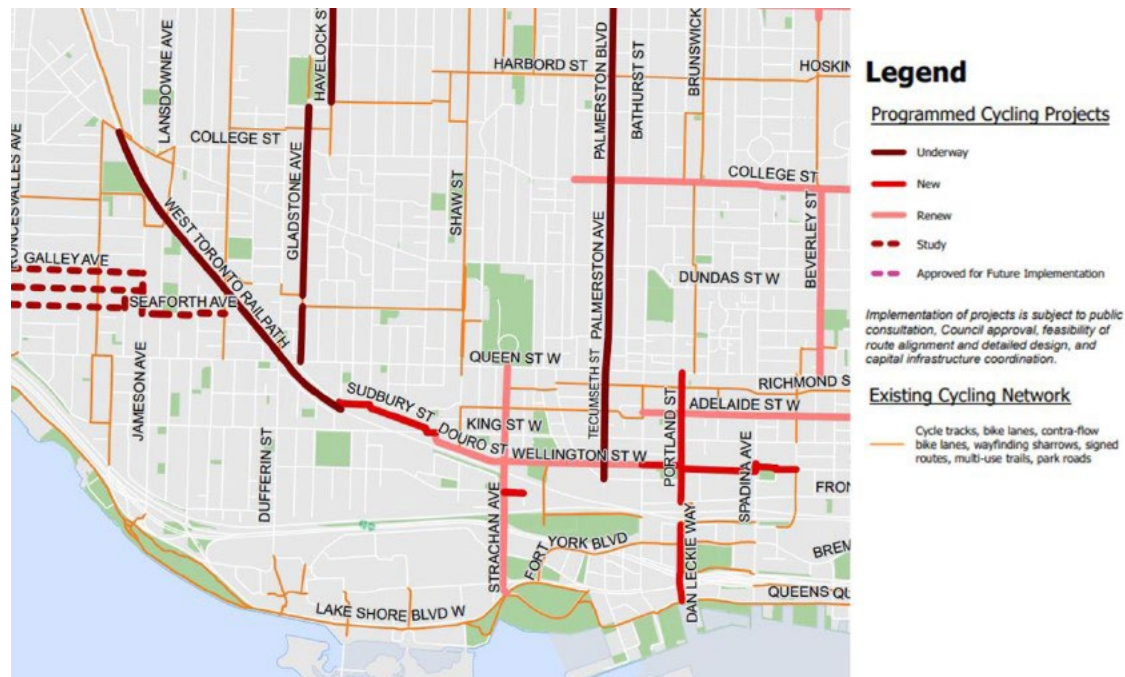


Figure 10: A map of the Cycling Network Plan's Near-Term Implementation Program (2022-2024), showing the number of existing and expected connections to Sudbury Street.

King-Liberty GO Station Coordination

The City of Toronto, in partnership with Metrolinx, is preparing to advance the King-Liberty GO Station. The construction is set to start in 2024. Due to the narrower right-of-way and the complexity of building a new transit station, Transportation Services and Metrolinx have been coordinating on the configuration of Sudbury Street during construction and post-construction in order to meet the objectives in the Cycling Network Plan's Near-Term Implementation Program (2022-2024).

Existing Conditions

Currently, Sudbury Street is a collector street with one motor vehicle travel lane in each direction and on-street parking on the north side. There are approximately 4,000 daily motor vehicle trips on Sudbury Street between Queen Street West and Abell Street. Counts from November 2022 indicate that Sudbury Street has over 300 cycling trips within eight hours daily.

On the south side of Sudbury Street there is the existing rail corridor wall and 3000 m² of open greenspace. The north side of Sudbury Street is lined with mid-rise to high-rise apartment and condominium buildings with some ground-floor retail and services. The Queen Street West and Sudbury Street intersection is signalized, and Abell Street at Sudbury Street is stop-controlled.

Proposed Design - During Construction

During construction, Transportation Services is proposing to convert Sudbury Street between Queen Street West and Abell Street to a one-way shared south/eastbound Cycling Network Plan: 2024 Cycling Infrastructure & Missing Sidewalk Installation - Third Quarter Update
Page 29 of 45

driving and cycling lane with a north/westbound contra-flow bike lane. To accommodate this cross-section along with the required construction hoarding, 26 on-street Pay and Display parking spaces would need to be removed.

The one-way motor vehicle conversion has been deemed necessary to facilitate the construction of the King-Liberty GO Station. While the one-way conversion for people driving would be slightly less direct for residents, other options on the adjacent streets provide access. Without the contra-flow bike lane, there is no direct or safe alternative cycling route. People cycling would be required to travel along King Street or Queen, with an average detour length of 200 metres or could attempt to continue on Sudbury Street illegally in the wrong direction, with active construction taking place.

The permit parking in Area 3K has approximately 90% utilization and the residential parking at 1171 Queen Street, 150 Sudbury Street and 180 Sudbury Street are at or near capacity. Transportation Services continues to explore locations to replace some or all of the permit parking but has not been able to identify new on-street permit parking locations within the immediate area.

This report is seeking authority to implement this design as part of construction of the King-Liberty GO Station, anticipated to be in place by 2025.

Sudbury Construction Staging

Including Contraflow bikeway

In order to ensure a safe and legal cycling connection throughout construction between the high volume Gladstone and Douro-Wellington bikeways north and south of the site, the Cycling and Pedestrian Unit are requesting the accommodation of a contraflow bikeway on the north side of Sudbury Street between Queen Street and Abell Street. This will involve the relocation of existing northside permit parking.

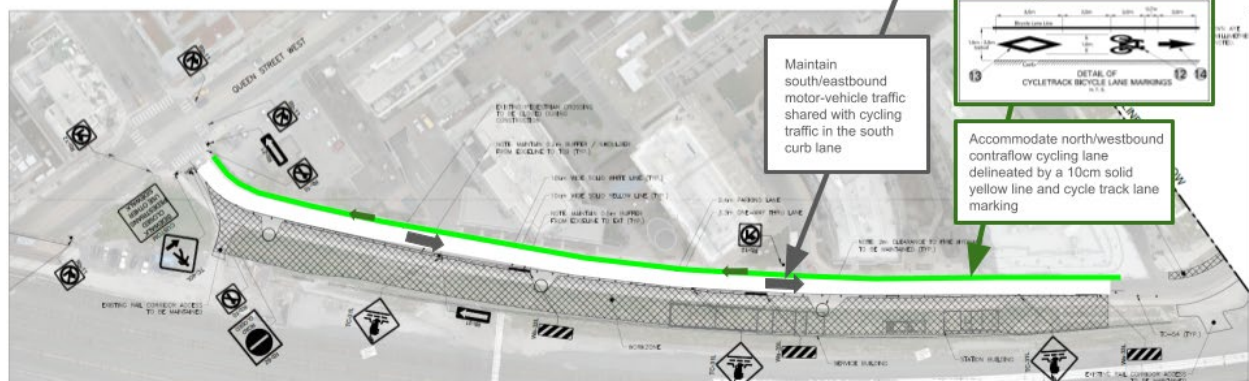
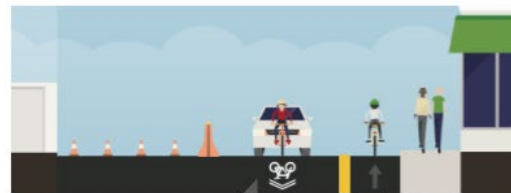


Figure 11: An illustration of the proposed roadway configuration during Phase 3 of the construction staging plan for the King-Liberty GO Station, anticipated in 2025.

Proposed Design - After Construction

After construction, Transportation Services is proposing to maintain the one-way motor vehicle conversion of Sudbury Street from Queen Street to Abell Street with the intention to extend the one-way motor vehicle conversion southeast to King Street and install a two-way cycle track on the south side. This would complete the connection of the Bartlett-Havelock-Gladstone bikeway north of Queen Street and the future terminus

of the West Toronto Railpath to the recently completed Douro-Wellington bikeway, creating safe cycling connections from The Junction neighbourhood and to the Downtown Core. Additional public consultation, design information and a report to Infrastructure and Environment Committee and City Council will be provided closer to the completion of the King-Liberty GO Station construction.

Further details on the project can be found at toronto.ca/westrailpath. The local Councillor has been consulted on the proposed project.

Steeprock-Bathurst Manor Cycling Connections

Transportation Services is proposing to install cycle tracks on Steeprock Drive, bike lanes on Whitehorse Road and Rimrock Road and on-street wayfinding shared lane markings on several streets in the Bathurst Manor area in 2024 and 2025. These changes are part of a plan to improve road safety and build connected cycling routes from Bathurst Street to the Finch Hydro Corridor. These corridors were identified in the Cycling Network Plan's Near-Term Implementation Program (2022-2024).



Figure 12: A map of the Steeprock-Bathurst Manor Cycling Connections project area.

Project Goals

The goals of the Steeprock-Bathurst Manor Cycling Connections project are to provide residents with more transportation options to work, schools, stores, recreational facilities, multi-use trails and local parks, grow and connect the cycling network, improve road safety for people of all ages and abilities, and to provide wayfinding through the Bathurst Manor neighbourhood to existing and future planned cycling projects, while maintaining roadway uses. This project also builds on the newly constructed cycle tracks on Chesswood Drive and the soon to be constructed cycle tracks on Champagne Street and Alness Street.

Proposed Design - Steeprock Drive

Steeprock Drive is within the Duke Heights Business Improvement Area -an employment and industrial area. The street is a minor arterial road with one vehicular lane in each direction and a centre turn lane. The road width is approximately 12 metres. The 107 TTC bus route runs on a portion of Steeprock Drive between Chesswood Drive and Whitehorse Road. Steeprock Drive has sidewalks on both sides but no bikeway.

On Steeprock Drive, the following is proposed:

- One-way cycle tracks on each side of the street protected with pre-cast concrete barriers;
- Removal of the centre turn lane from Dufferin Street to Chesswood Drive and removal of westbound left-turn lane at Chesswood Drive, while the eastbound left-turn lane on Steeprock Drive at Dufferin Street would remain;
- Gaps in the concrete barriers would permit motor vehicles, including large trucks to turn into and out of driveways and side streets; and,
- A speed limit reduction from 50 km/hr to 40 km/hr for Steeprock Drive.

Proposed Design - Whitehorse Road and Rimrock Road

Whitehorse Road and Rimrock Road are within the Duke Heights Business Improvement Area - an employment and industrial area. Whitehorse Road is a collector street and Rimrock Road is a local street, each with one vehicular lane per direction. The road width of these streets is approximately 10 metres. The 107 TTC bus route runs on Whitehorse Road. Both streets have sidewalks on both sides but no bikeways.

These streets are being considered for bikeways to improve connections between the Bathurst Manor neighbourhood and businesses, employment, and parks west of Allen Road via an existing path at Combe Avenue and Allen Road.

On Whitehorse Road and Rimrock Road, the following is proposed:

- One-way bike lanes on each side of the street;
- Removal of eastbound left-turn lane on Rimrock Road at Allen Road;
- Rimrock Road and Whitehorse Road would no longer have on-street parking however, off-street parking is available and parking surveys found very limited utilization of on-street parking;
- One vehicular lane will remain in each direction; and
- A speed limit reduction from 50 km/h to 40 km/h for Whitehorse Road

Proposed Design - Bathurst Manor Neighbourhood

The Bathurst Manor Neighbourhood is a residential area with local and collector streets and destinations such as schools and parks. Most streets in the neighbourhood are approximately eight metres, which is not wide enough for two-way travel and dedicated bike lanes.

The [Bathurst Manor Neighbourhood Mobility Plan](#) (BMNMP) was considered by North York Community Council on November 14, 2023 and subsequently on April 2, 2024 where a portion of recommendations were adopted including five all-way compulsory stop controls and 18 speed humps as well as a speed limit reduction from 40 km/h to 30

km/h on Overbrook Place between Wilmington Avenue and Maxwell Street. The plan identified, prioritized, and recommended short-, medium-, and long-term improvements to traffic operations and road design to support safety for all modes of transportation, including pedestrians and people driving and cycling. More information about this plan can be found on the BMNMP website.

On-street shared lane markings and signage are planned in the Bathurst Manor neighbourhood where people cycling and driving share the roadway. These markings help people cycling with navigation. There are no impacts to motor vehicle lanes or parking.

On-street shared lane markings are planned on:

- Overbrook Place from Dufferin Street to Maxwell Street
- Maxwell Street from Overbrook Place to Codsell Avenue
- Codsell Avenue from Maxwell Street to Bathurst Street
- Combe Avenue from Dufferin Street to Maxwell Street
- Dufferin Street from Combe Avenue to Waterloo Avenue
- Waterloo Avenue from Dufferin Street to Codsell Avenue

Combe Avenue, Dufferin Street and Waterloo Avenue have been included for on-street shared lane markings to provide options for routing within the Bathurst Manor Neighbourhood along streets with lower motor vehicle volumes. These streets will also improve connections to proposed bike lanes on Rimrock Road via the pathway to Allen Road at Combe Avenue.

Public Consultation

Public and interest group consultation for this project took place from January to April 2024. A variety of methods were used to notify residents and businesses of the project and opportunities to participate. Methods included a mailed postcard about upcoming cycling projects in the Bathurst and Finch area (approximately 27,000 recipients), a public notice to the project area (approximately 18,000 recipients), a pop-up event (approximately 30 participants), 11 in-boulevard signs in the community, emails to interest groups and to the BMNMP project mailing list, social media posts, and email/phone comment tracking (43 comments). The project team also met with two representatives of the Duke Heights Business Improvement Area in January 2024.

A common question from local businesses was about construction impacts and duration, often citing the recent construction on Chesswood Drive. City staff were able to provide more information about how this project differs from Chesswood Drive given that it would be completed using pavement markings, signage and 'quick-build' materials, which involves short installation time and minimal disruption to traffic. A common question from local residents was whether proposed changes in Bathurst Manor include bike lanes or cycle tracks and if they would reduce motor vehicle lanes or have parking impacts. Staff were able to clarify that proposed changes in Bathurst Manor are on-street shared markings which do not impact motor vehicle lanes or existing parking.

Several respondents expressed general support for increased east-west connections through the neighbourhood and improved safety for people cycling, including expanding connections to the Finch Hydro Corridor. However, others were concerned about traffic impacts related to motor vehicle lane changes on Steeprock Drive, some noting that relatively low existing cycling volumes may not justify the proposed works. Some residents of Bathurst Manor generally objected to additional cycling infrastructure in the neighbourhood, regardless of the design, over concerns about possible traffic impacts and additional costs to taxpayers.

Several respondents provided suggestions to improve the proposed plans, including potential future cycling connections or requests to upgrade proposed on-street shared lane markings in Bathurst Manor to bike lanes, including some concern that on-street shared lane markings are an insufficient improvement.

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

West Parkdale Cycling Connections

In the Cycling Network Plan's Near-Term Implementation Program (2022-2024), the West Parkdale Cycling Connections project was prioritized to create a safe and convenient east/west cycling connection between High Park, the terminus of the bike lanes on The Queensway and neighbourhoods east of the rail line.

Project Goals

The goals of the West Parkdale Cycling Connections project are to improve safety, reduce non-local traffic infiltration, and to prioritize pedestrians and people cycling, while minimizing on-street parking impacts.

Route Selection and Existing Conditions

There are a number of parallel local street corridors within the West Parkdale neighborhood, which were reviewed for feasibility to implement an east/west cycling connection. The project proposes a bikeway route from The Queensway to Brock Avenue along Glendale Avenue, Merrick Street, Claude Avenue, Parkdale Road, Sunnyside Avenue, Galley Avenue, Macdonell Avenue, and Seaforth Avenue. These streets were selected for a variety of reasons including existing motor vehicle volumes and speeds, traffic collision analysis, existing cycling demand, topography, right-of-way width and existing traffic control signal locations.



Figure 13: A map of the West Parkdale Cycling Connections project area.

In the past ten years, there have been 227 reported collisions along the proposed bikeway route. Eight of these have involved pedestrians, and 12 have involved people cycling. Two of the collisions involving pedestrians resulted in serious injuries. Most streets on the route have higher volumes than the City of Toronto’s threshold for a “shared roadways” bike route. Vehicle speeds are commonly traveling 35-48 km/h in 30 km/h posted speed limit zones.

Today, 22% of the on-street permit parking spaces are available in Area 2. However, on-street parking is in high demand during the day for visits to High Park, St. Joseph’s Health Centre, retail, and residences. This can make it difficult for residents and visitors alike to find parking.

Access to St. Joseph’s Health Centre is vital for public safety. The centre is also the area’s most significant trip generator. It has approximately 400 in-patient beds, 3100 employees, and 935 off-street parking spaces. It receives roughly 300,000 outpatient and day surgery visits each year, and 100,000 emergency room visits, including by ambulances and other vehicles.

Proposed Design Overview

A mix of bikeway types are proposed on Glendale Avenue from The Queensway to Parkdale Road, Parkdale Road from Glendale Avenue (south leg) to Sunnyside Avenue, Sunnyside Avenue from Galley Avenue to Pearson Avenue, Galley Avenue from Sunnyside Avenue to Macdonnell Avenue, Macdonnell Avenue from Rideau Avenue to Seaforth Avenue and Seaforth Avenue from Macdonnell Avenue to Brock Avenue, based on the context and width. The types include cycle tracks, bike lanes, contraflow bike lanes and shared-condition routes. Together, they form a connected route for people cycling.

Of the 389 existing on-street parking and loading spaces along the route and streets with associated changes, 93% are retained. A total of 27 parking spaces are proposed to be removed to create space for people cycling, pedestrians and safety upgrades.

A new traffic control signal is proposed at Roncesvalles Avenue and Galley Avenue to enhance safety for vulnerable road users. The Glendale Avenue and Parkdale Road

intersection and the Seaforth Avenue and O'Hara Avenue intersection would also see changes to calm traffic and enhance the public realm, including new pedestrian crossing markings and curb extensions.

Proposed Design- Motor Vehicle Traffic Circulation

Motor vehicle directions are proposed to be changed to reduce traffic infiltration and promote better shared cycling conditions. Seven street segments are proposed to be converted to one-way streets, and five segments of existing one-way streets are proposed to be reversed in direction. As part this project, the following motor vehicle circulations changes are proposed:

- One-way conversions on portions of Glendale Avenue, Parkdale Road, and Sunnyside Avenue to preserve emergency vehicle access and clockwise circulation around St. Joseph's Health Centre, reduce non-local traffic infiltration, and reduce motor vehicle traffic volumes for a safer and more comfortable bikeway and pedestrian experience.
- One-way street direction changes on portions of Macdonell Avenue, Pearson Avenue, Seaforth Avenue, and Maple Grove Avenue to reduce motor vehicle volumes.

Current circulation:



Proposed circulation:



LEGEND

- | | | | |
|----------------------------|---------------------------|----------------------------|----------------------------|
| ⇨ EXISTING ONE-WAY TRAFFIC | 🚦 PROPOSED TRAFFIC SIGNAL | 🚲 PROPOSED TWO-WAY BIKEWAY | 🚦 ASSOCIATED CHANGES |
| ⇨ PROPOSED ONE-WAY TRAFFIC | 🛑 PROPOSED STOP SIGNS | ⇨ PROPOSED ONE-WAY BIKEWAY | 🚲 EXISTING CYCLING NETWORK |

Figure 14: Maps of the current motor vehicle circulation and the proposed motor vehicle circulation as part of the West Parkdale Cycling Connections project.

An area specific design approach was taken surrounding St. Joseph's Health Centre to reduce non-local traffic infiltration, while maintaining emergency entrance access and clockwise circulation. The map to the right shows in detail the circulation and bikeway proposals including creating a one-way motor vehicle street on a part of Glendale Avenue, Parkdale Road and Sunnyside Avenue, along with contra-flow bike lanes in the same sections.

Additional details about the project design are included on the project website at toronto.ca/WestParkdaleCycling.

Public Consultation

Public and interest group consultation for West Parkdale Cycling Connections took place from October 2023 to March 2024. Consultation activities included 13 meetings with 15 interest groups, a public drop-in event on March 5, 2024, a feedback survey and comment tracking. Over 200 people attended the in-person drop-in event and nearly 1,400 survey responses were received, as well as comments by mail, phone and email from nearly 100 people.

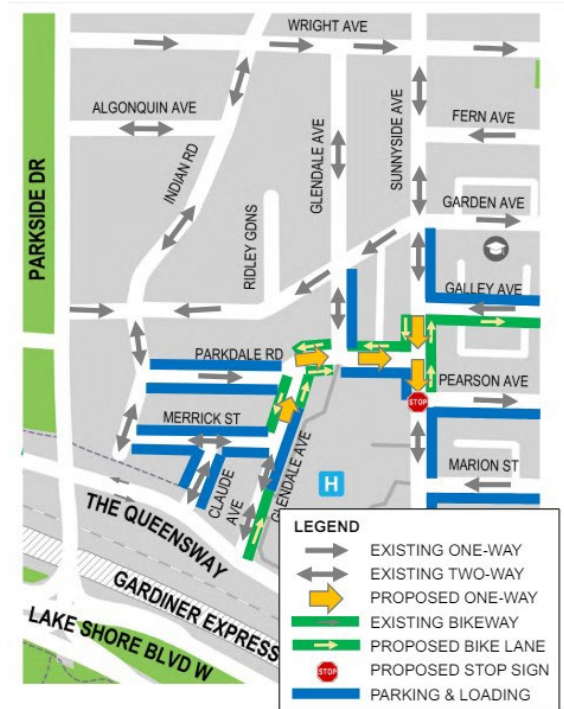


Figure 15: A map of the traffic circulation changes around St. Joseph's Health Centre.

Communications to inform the public about the project and opportunities to participate included a project webpage, targeted emails to interest groups, and over 10,000 flyers distributed by Canada Post throughout the project area.

Overall, residents and interest groups in the project area are divided over their support for the project. Many respondents were positive regarding the benefits of cycling infrastructure, while others expressed concerns about impacts to on-street parking, changes to motor vehicle flow, and potential effects on streets and laneways adjacent to the bikeway. Some respondents also expressed that the proposed design does not address wider community concerns about the need for traffic calming across the neighbourhood, including on streets outside the project area.

In response to feedback gathered through this consultation, the staff recommended design has been revised to further minimize impacts to on-street parking and improve safety on adjacent streets through additional four-way stops and other traffic calming measures.

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

Harbour Street and Lower Simcoe Street Bikeway Improvements

There is a planned residential condo tower with approximately 1000 units planned at 200 Queens Quay West at the southeast corner of Harbour Street and Lower Simcoe Street. This building will replace an existing multi-storey parking garage. The site has frontages on Harbour Street and Lower Simcoe Street, both of which have existing bikeways. As such, the applicant will be implementing streetscape improvements to improve the public realm for pedestrians and cycling infrastructure.

Since 2021, Transportation Services and City Planning have been working collaboratively with the applicant to amend the proposed streetscape design, seeking to provide new or improved separation between pedestrians, people cycling, and motor vehicles along Harbour Street and Lower Simcoe Street, including intersection safety measures.

Existing Conditions

Transportation Services sought this partnership to resolve several existing challenges at this intersection and along the two building street frontages.

Currently, the intersection of Harbour Street and Lower Simcoe Street pose operational challenges for people driving. There are obstructed sight lines between the south side multi-use trail and people exiting the Gardiner Expressway, particularly if they are making an eastbound right-turn onto Lower Simcoe Street. Further, the eastbound curb lane on Harbour Street ends immediately after the Lower Simcoe Street intersection, resulting in frequent lane changes and weaving.



Figure 16: Obstructed sight lines exist between eastbound people cycling and eastbound right-turning drivers increases chance of collisions. The multi-use trail is not within the view of drivers' side-view mirrors.

The Gardiner Expressway off-ramp to Harbour Street and Lower Simcoe Street has three lanes, with the curb lane designated for through and right-turns. Site observations indicate that only a small share of the through traffic uses the curb lane, with the large majority in the other two lanes. Throughput in the adjacent lane is reduced by vehicles merging over from the curb lane, within or just after the intersection. During peak periods, the right-turn volume exceeds the threshold for which the Ontario Traffic Manual recommends fully-protected signal phasing, which requires a dedicated turn lane.

The multi-use trail along Harbour Street carries pedestrians and people cycling in a shared space. In low-volume scenarios, a combined multi-use trail functions well, but as volumes increase, Provincial and City of Toronto bikeway guidance recommend that people cycling and pedestrians are provided their own space. Transportation Services expects that cycling and walking trips are already sufficiently high to warrant separation and, with the increase in density at this site, separation will become more important. Separation from the roadway is provided with the roadway curb and a narrow concrete strip; wider or taller separation is generally preferred when a bikeway is adjacent to high-speed traffic.

Proposed Design

Improvements and operational changes are proposed at the Harbour Street and Lower Simcoe Street intersection, including the eastbound off-ramp from the Gardiner Expressway. The proposed improvements are consistent with the principles and recommendations of the Under Gardiner Public Realm Plan, including improvements to pedestrian safety and active transportation capacity. Key changes proposed include:

- Replacement of the existing multi-use trail on Harbour Street with a separate two-way cycle track and sidewalk along the site's frontage;
- Removal of the short merge lane on Harbour Street east of Lower Simcoe Street, and introduction of a wide planted buffer separating the roadway and cycle track, allowing for a setback crossing at the planned site driveway;
- Designation of the right lane on the off-ramp as right-turn only (currently shared through-right), with introduction of fully-protected signal phasing for the eastbound right-turn to fully separate these turns from pedestrians and people cycling across the south leg of the intersection;
- Right-turn on red prohibitions for northbound (bicycles excepted) and eastbound right-turns; and,
- Addition of physical separation along the northbound Lower Simcoe cycle track.

west of the intersection) and implementing raised integrated accessible bus/bike stops at the existing south side eastbound bus stop and the new north side westbound bus stop.

On Davenport Road between Marchmount Road and Winona Drive, Transportation Services recommends implementing a raised integrated accessible bus/bike stop at the former decommissioned nearside south side eastbound bus stop at Shaw Street and removing the substandard bus stop on the far-side of the intersection 70 metres away.

Meadoway Trail Proposed Signalized Crossing

The Meadoway Trail/Gatineau Trail is a planned 16-kilometre multi-use trail, which will provide an active transportation connection between the East Don River and the Rouge National Urban Park, by following the Gatineau Hydro Corridor across Scarborough. The project also involves the restoration of a natural meadow within the corridor.

With the recent opening of a 2-km section between Military Trail and Neilson Avenue, approximately 10 km of the Meadoway Trail is currently open to the public. The design for the trail between Eglinton Avenue East and Bermondsey Road is underway and the signalized crossing proposed on the west side of the Jonesville Crescent and Eglinton Avenue East intersection will facilitate this connection.

Eglinton Avenue East is a divided two-way, four-lane major arterial road with a posted speed limit of 50 kilometres per hour (km/h). Jonesville Crescent is a two-way, two-lane collector road with a statutory 50 km/h speed limit. It connects to Eglinton Avenue East via right-in right-out accesses located on both the north and south sides of the roadway. Sidewalks and bikeway are located on both sides of Eglinton Avenue East in the vicinity of the crossing.

Existing controlled crossings of Eglinton Avenue East are located approximately 400 m west of the trail, at the signalized intersection of Eglinton Avenue East at Sloane Avenue/Bermondsey Road and 450 m east of the trail, at the signalized intersection of Eglinton Avenue East at Victoria Park Avenue.

An analysis was undertaken as part of The Meadoway Municipal Class Environmental Assessment process, including a Public-Use Assessment. The Meadoway Trail was surveyed at several locations during the summer of 2020 and data was collected on trail use (magnitude and user characteristics). The number of trail users were counted over a 12-hour period (7:00 AM to 7:00 PM) in the eastern, central and western portions of The Meadoway.

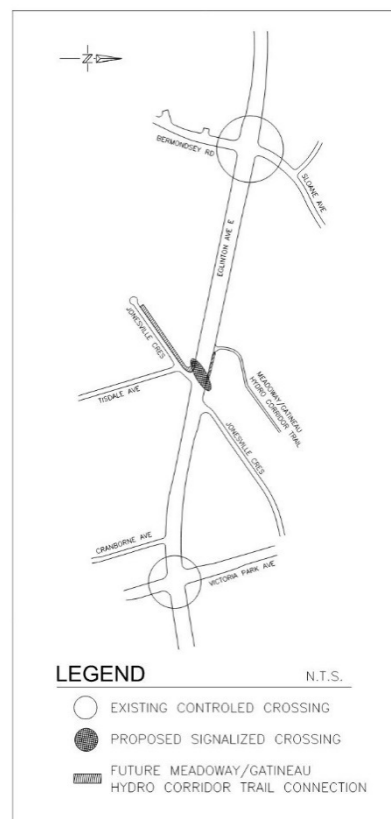


Figure 18: A map of the proposed traffic control signal location across Eglinton Avenue.

Over 12 hours, between 320 and 650 trail user movements were recorded at most locations, with the peak at Highland Creek exceeding 1000. With the future build-out of the entire Meadoway and a connected system from Scarborough to downtown Toronto, it is anticipated that the number of users of this trail system will increase.

The planned signalized crossing is proposed approximately 50 metres west of Jonesville Crescent across Eglinton Avenue East. The traffic control signal will be designed to activate in the north/south direction when trail users (cyclists, pedestrians) are present, minimizing additional delay.

The new Eglinton Crosstown Light Rail Transit line (ECLRT) has a portion located at-grade, within the median along Eglinton Avenue East. TTC Routes 34 and 334 operate east-west along Eglinton Avenue East and will continue to operate after the completion of the ECLRT. Route 91D operates in the eastbound direction. There is an eastbound bus stop on the south side of Eglinton Avenue East, located approximately 60 metres east of Jonesville Crescent. On the north side of Eglinton Avenue East, a westbound bus stop is located approximately 20 metres east of Jonesville Crescent.

In preparation for this new signalized crossing, all underground works (i.e. conduit installation) were undertaken as part of the ECLRT construction. Transportation Services will continue to coordinate with TTC and Metrolinx throughout the signal design and implementation. The traffic control signal installation is planned for delivery as part of the programmed capital delivery trail project to be implemented through the hydro corridor.

Details on the project, including public consultation materials and summaries, can be found at <https://themeadoway.ca/>. The local Councillor has been consulted on the proposed project.

Technical Amendments

Danforth Avenue at Thyra Avenue

In 2022, the Destination Danforth Complete Street project was extended from Dawes Road to Victoria Park Avenue. A group of local business owners requested that an accessible loading zone be converted to a commercial loading zone. Transportation Services consulted with TTC Wheeltrans who were amenable to the change. This report contains technical amendments to implement the commercial loading zone.

Davenport Road

In April 2021, City Council approved upgrading the painted bike lanes to cycle tracks on Davenport Road between Dupont Street and Yonge Street. The upgrades have been delivered in phases. The third phase between Dupont Street and Bedford Road is planned for installation in 2024 as part of planned road resurfacing.

This report contains a technical amendment required for bylaw accuracy since the final civil design impacts have been confirmed including the specific limits of parking, no stopping, no standing and no parking.

Silverthorn Cycling Connections

In April 2024, City Council approved the Silverthorn Cycling Connections project. This report contains a technical amendment required for stop sign bylaw accuracy on Silverthorn Avenue at Rogers Road and St. Clair Avenue West, on Blackthorn Avenue at Rogers Road and Rockwell Avenue, on Rockwell Avenue at Silverthorn Avenue (west intersection) and Blackthorn Avenue (east intersection) and on Hibernia at Laughton Avenue.

University Avenue East Side Cycle Tracks

In December 2021, City Council approved the temporary ActiveTO Cycling Network Expansion projects installed in 2020 as permanent installations, including the University Avenue/Queens Park cycle tracks from Adelaide Street West to Bloor Street West. In 2024, Transportation Services in partnership with Engineering and Construction Services is resurfacing the west side of University Avenue from College Street to Dundas Street West, in conjunction with Toronto Water linear underground construction from College Street to Queen Street West. This technical amendment is required to modify the existing parking bylaws to align with minor reconfigurations to the southbound cycle track to be completed as part of the resurfacing work. There is a net loss of approximately three Pay and Display parking spaces to facilitate the installation of accessible on-street loading zones for passenger pick-up and drop-off for persons with disabilities, including by TTC WheelTrans service, as well as minor modifications to TTC bus stops.

Following completion of the west side of University Avenue, Transportation Services in partnership with Engineering and Construction Services will be resurfacing the east side of University Avenue from College Street to Dundas Street West, in conjunction with Toronto Water linear underground construction on University Avenue & Queen’s Park Crescent East from Charles Street West to Queen Street West. Modifications to existing parking bylaws will be required to facilitate minor reconfigurations to the northbound cycle track including the installation of accessible on-street loading zones for passenger pick-up and drop-off for persons with disabilities, including by TTC WheelTrans service, as well as minor modifications to TTC bus stops.

In addition to the existing parking bylaw changes, a technical amendment is necessary to prohibit right-turns on red at College Street, Gerrard Street West, and Elm Street West.

Westgate Boulevard Missing Sidewalk Extension

In May 2023, City Council approved the implementation of a new sidewalk on Westgate Boulevard between Delhi Avenue and Armour Boulevard. In 2023, Basement Flooding Protection Program work began on Westgate Boulevard including sewer upgrades, watermain replacements, and roadway improvements to reduce surface and basement flooding in the area.

Initially it was anticipated that the remaining block on Westgate Boulevard between Armour Boulevard and the end of the street with a connection to the Earl Bales Park Trail would not move forward until 2025, however the Basement Flooding Protection

Program is proceeding this year and can include an extension of the sidewalk in 2024 to reduce construction disruption.

Transportation Services has mailed notices to the 12 properties along this block of Westgate Boulevard. Of the notices mailed, one resident provided feedback with concerns about the construction. No other residents shared concern. Given the connection to the park trail, the approved new sidewalk on the remaining section of Westgate Boulevard, and the cost efficiencies of bundling with on-going basement flooding work, Transportation Services recommends installing this one block sidewalk extension.

Bike Operation for Curb Lane Cafés Adjacent to Raised Cycle Tracks

To date, CaféTO curb lane cafés (CLC) have only been permitted in through/parking lanes or where a cycle track could be detoured around the café. In recent years, Transportation Services has been investing in raised cycle tracks. Permanent raised cycle tracks pose new challenges for CLC as the cycle track cannot easily be detoured.

As part of the consultation for the College Street West Upgrades project, where raised cycle tracks were approved and implemented, City Council requested staff ([2022.IE28.7](#)) to complete a CLC design that would allow eating establishments adjacent to elevated cycle tracks to continue participating in the program.

As part of the new design developed by the CaféTO traffic engineering consultant, the CLC is placed on the adjacent through or parking lane, and eating establishment patrons and workers will cross from the cycle track at marked designated points with paint markings and tactile mats. In order to create a predictable environment, Transportation Services is recommending painting temporary crosswalks and people cycling be required to yield to pedestrians entering and exiting a CLC.

Chapter 886 within the City of Toronto Municipal Code governs the operations of footpaths, pedestrian ways, bicycle paths, bicycle lanes and cycle tracks. Section 886-14 and 14.1 regulate the operations of a person cycling in a cycle track at a transit stop and accessible loading zone, respectively. Section 14 states that a person cycling shall not pass when passengers of TTC vehicles are actively getting on or off until the passengers have crossed the cycle track.

Transportation Services is proposing to establish a new offence provision in cycle tracks, similar to that found in Section 886-14 and 14.1, requiring people cycling to allow people entering and existing CLC before proceeding. It is anticipated that an application will be made for a set fine similar in amount to the set fine amount for the offence in Section 886-14, which is \$60.

Traffic signage and crosswalk markings providing advanced warning to people cycling will be installed at each curb lane café lane closure adjacent to a raised cycle track, and additional signage will also be affixed to the required café fencing advising pedestrian to look before crossing.

CONTACT

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

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Third Quarter 2024 Project Map
Attachment 2: Streamlined Reporting Process
Attachment 3: Technical Amendments