

Cycling Network Plan: 2025 Cycling Infrastructure Installation - First Quarter Update

Date: February 12, 2025

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 6, 7, 9, 11, 13, 18, 24, 25

SUMMARY

This report seeks City Council authority to install bikeway projects identified in the Cycling Network Plan Near-Term Implementation Program (2025-2027). The Cycling Network Plan and the associated Near Term Implementation Plan adopted by City Council in June 2024 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 or under construction in the near term (2025-2027), for which design and consultation have been completed. No motor vehicle travel lanes are proposed to be removed within this report.

This report seeks Council authority to install 12.5 centreline kilometres (km) of new bikeways associated with six projects on the following streets:

- Bathurst Complete Street:
 - Bathurst Street: Steeles Avenue West to Bainbridge Avenue and Raoul Wallenberg Road (cycle track and multi-use trail, Wards 6 and 18)
- Bedford Road: Prince Arthur Avenue and Bloor Street West (cycle track, Ward 11)
- Ellesmere Complete Street:
 - Ellesmere Road: Orton Park Road and Kingston Road (cycle track and multi-use trail, Wards 24 and 25)
- Ontario Street: Wellesley Street East and Prospect Street (contra-flow bicycle lane, Ward 13)
- Wallace Emerson Neighbourhood Streets Plan:
 - Wallace Avenue: Lansdowne Avenue and St. Clarens Avenue (contra-flow bicycle lane, Ward 9)

- St. Clarens Avenue: Dupont Street and Wallace Avenue (contra-flow bicycle lane, Ward 9)
- Emerson Avenue: Dupont Street and Bloor Street (contra-flow bicycle lane, Ward 9)
- Millicent Street: Emerson Avenue and Dufferin Street (contra-flow bicycle lane, Ward 9)
- Hallam Street: Dufferin Street and Bartlett Avenue (cycle track, Ward 9)
- York Gate Cycling Connections:
 - York Gate Boulevard: Jane Street to Finch Hydro Corridor (cycle track, Ward 7)

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 defined 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 or approved bikeways and their associated traffic and parking by-laws on the following streets:

- Sheppard Avenue East: Kenneth Avenue to Bayview Avenue (traffic and parking; Ward 18)
- Old Weston Road at Rockwell Avenue (traffic and parking; Ward 9)

This report also seeks to remove the cycling prohibition bylaw on the Glen Road Pedestrian Bridge (Wards 11 and 13). The bridge has been widened to support cycling and pedestrian activity and therefore the prohibition is no longer needed.

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

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the following bikeway projects on:
 - a. Bathurst Street from Steeles Avenue to Bainbridge Avenue and Raoul Wallenberg Road, uni-directional cycle track and multi-use trail;
 - b. Bedford Road: Prince Arthur Avenue and Bloor Street West, uni-directional cycle track;

- c. Ellesmere Road from Orton Park Road to Kingston Road, uni-directional cycle track and multi-use trail;
- d. Ontario Street from Wellesley Street East to Prospect Street, contra-flow bicycle lane;
- e. Wallace Avenue from Lansdowne Avenue and St. Clarens Avenue, contra-flow bicycle lane;
- f. St. Clarens Avenue from Dupont Street to Wallace Avenue, contra-flow bicycle lane;
- g. Emerson Avenue from Dupont Street to Bloor Street West, contra-flow bicycle lane;
- h. Millicent Street from Emerson Avenue to Dufferin Street, contra-flow bicycle lane;
- i. Hallam Street from Dufferin Street to Bartlett Avenue, uni-directional cycle track, and
- j. York Gate Boulevard from Jane Street to the Finch Hydro Corridor, 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 December 31, 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 (February 20, 2025) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on December 31, 2027.

3. City Council authorize the removal of the compulsory stop control at Millicent Street and Dufferin Street and the addition of Millicent Street into the existing traffic control signal at Dufferin Street and Hallam Street.

4. City Council authorize the installation of a traffic control signal at the intersection of Bathurst Street and Cocksfield Avenue.

5. City Council authorize the installation of a traffic control signal at the intersection of Bathurst Street and Reiner Road.

6. City Council authorize compulsory stop control for southbound bicycle traffic on St. Clarens Avenue at Lappin Avenue.

7. City Council authorize compulsory stop control for southbound bicycle traffic on St. Clarens Avenue at Wallace Avenue.

8. City Council authorize compulsory stop control for northbound bicycle traffic on Emerson Avenue at Dupont Street.

9. City Council authorize compulsory stop control for northbound bicycle traffic on Emerson Avenue at Lappin Avenue.

10. City Council authorize compulsory stop control for northbound bicycle traffic on Emerson Avenue at Millicent Street.
11. City Council authorize compulsory stop control for northbound bicycle traffic on Emerson Avenue at Armstrong Avenue.
12. City Council authorize compulsory stop control for westbound bicycle traffic on Millicent Street at Emerson Avenue.
13. City Council amend traffic and parking regulations required in Chapter 950, as generally described in Attachment 3 - Technical Amendments, for previously approved projects by City Council for by-law accuracy.
14. Approve one (1) new temporary position to oversee a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection and associated projects as directed by Council in MM26.12 on February 5, 2025, with the duration of the temporary position to be up to two years in length be added to the 2025 Operating Budgets of Transportation Services as follows: \$98,000 gross, and \$0 net, all funded in the 2025-2034 Capital Budget and Plan for Transportation Services.

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 (2025-2027), 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 \$28,500,000. Funding is available for these capital projects, categorized as a service improvement and enhancement, in the 2025-2034 Capital Budget and Plan for Transportation Services.

The bikeways proposed in the Cycling Network Plan will require ongoing maintenance once constructed. Maintenance services will include winter maintenance and street sweeping based on approved service levels in the 2025 Budget for Transportation Services. The annual funding for these maintenance activities will be included in the appropriate future years' Operating Budget submissions for Transportation Services.

In addition, the report requests approval for one (1) new temporary full-time equivalent position to be added to the 2025 Operating Budget for Transportation Services to oversee a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection and associated projects. This position along with associated 2025 pro-rated costs of \$98,000 gross and \$0 net (with annualized 2026 costs estimated at \$168,000 gross and \$0 net), will be fully funded in the 2025-2034 Capital Budget and Plan for Transportation Services.

The removal of approximately eight (8) Pay and Display (P&D) on-street parking spaces is proposed in this report as part of the Bathurst Complete Street project would decrease Toronto Parking Authority annual gross revenue by an estimated \$2,000. Replacement P&D spaces are being sought nearby on Transwell Avenue and Kenton Drive, which would further offset the decreased revenue.

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 \$1,500.

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 June 27, 2024, City Council endorsed, in principle, the bikeway projects contained in the Near-Term Implementation Program (2025-2027). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.3>

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>

Eglinton Avenue / Allen Road

On February 5, 2025, City Council directed the General Manager, Transportation Services to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection to address the current high level of congestion and neighbourhood traffic impacts, identify necessary resources to complete this work, and brief the local Councillors prior to reporting to the Infrastructure and Environment Committee in the first quarter of 2026 with a progress update and a recommended workplan,

<https://secure.toronto.ca/council/agenda-item.do?item=2025.MM26.12>

Ellesmere Road

On December 16, 2020, City Council prohibited the northbound and southbound right turns at the intersection of Military Trail and Ellesmere Road.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.SC20.7>

On July 18, 2019, City Council approved the reduction in speed limit from 60 km/h to 50 km/h on more than 30 segments of major roads including Ellesmere Road from Morningside Avenue to Victoria Park Avenue. <https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.8>

Glen Road Bridge

On July 17, 1978, City Council (than The Council of the Corporation of the City of Toronto), enacted by-law 522-78 to regulate traffic on highways (the former Uniform Traffic by-law, now covered under Municipal Code Chapter 950). By-law 522-78 included Regulations for Bicycles, Section 17. (2): "Subject to by-law No. 411-75, no person shall ride a bicycle or motor assisted bicycle on the highways set out in Column 1 of Schedule II to this by-law between the limits set out in Column 2 of the said Schedule."

[Toronto by-law 1978-0522](#)

On September 2, 1980, City Council (than The Council of the Corporation of the City of Toronto), enacted by-law 698-80 an amendment to by-law 522-78 to regulate traffic on highways (the former Uniform Traffic by-law, now covered under Municipal Code Chapter 950) to include Glen Road between the north side of Bloor Street East and Dale Avenue in Schedule II.

Ontario Street

On June 15, 2023, City Council approved contra-flow cycle tracks on Ontario Street from Carlton Street to Aberdeen Avenue. <https://secure.toronto.ca/council/agenda-item.do?item=2023.IE4.3>

Sheppard-Willowdale Road Resurfacing Project

On April 7, 2022, City Council adopted IE28.7 - Cycling Network Plan - 2022 Cycling Infrastructure Installation - First Quarter, including the approval of the *Sheppard-Willowdale Road Resurfacing Project*.

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

Silverthorn Cycling Connections

On April 17, 2024, City Council adopted IE12.4 - Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Sidewalk Installations, including the approval of the Silverthorn Cycling Connections Project.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE12.4>

Wallace Emerson Neighbourhood Streets Plan

On September 25, 2024, The Toronto and East York Community Council adopted TE16.43 - Wallace Emerson Neighbourhood Streets Plan. This report authorized the installation of traffic calming. TEYCC also supported, in principle, a directional change on Wallace Avenue between Lansdowne Avenue and the south leg of St. Clarens Avenue and the bikeways in this report on Wallace Avenue, St. Clarens Avenue, Emerson Avenue, Millicent Street, and Hallam Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.43>

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.

Bathurst Complete Street

Starting in 2025, road resurfacing is planned in phases on Bathurst Street from Steeles Avenue West and Bainbridge Avenue/Raoul Wallenberg Road as part of the City's state-of-good-repair program due to the condition of the road. The Bathurst Complete Street project is proposed along 4.7 kilometres of Bathurst Street to create a continuous safe cycling and pedestrian experience. This project was included in the Cycling Network Plan's Near-Term Implementation Program (2025-2027).

The planned roadwork provides an opportunity to improve safety for all road users, to implement cycling connections and to beautify the street by installing green street elements. The cycle tracks and multi-use trails are proposed to be in the boulevard and would have no impact on the number of motor vehicle lanes.

The cycle tracks and multi-use trails would connect to several trails in Earl Bales Park and the Finch Hydro Corridor as well as bikeways in and around the Bathurst Manor area. The project also proposes intersection safety and transit improvements in the form of protected intersection elements and queue jump lanes for buses at Finch Avenue West and Sheppard Avenue West.

To make crossing Bathurst Street safer and easier for pedestrians of all ages and abilities, new or improved mid-block crossings are proposed at the Finch Corridor Trail, Mascot Place, Cocksfield Avenue, and Reiner Road.

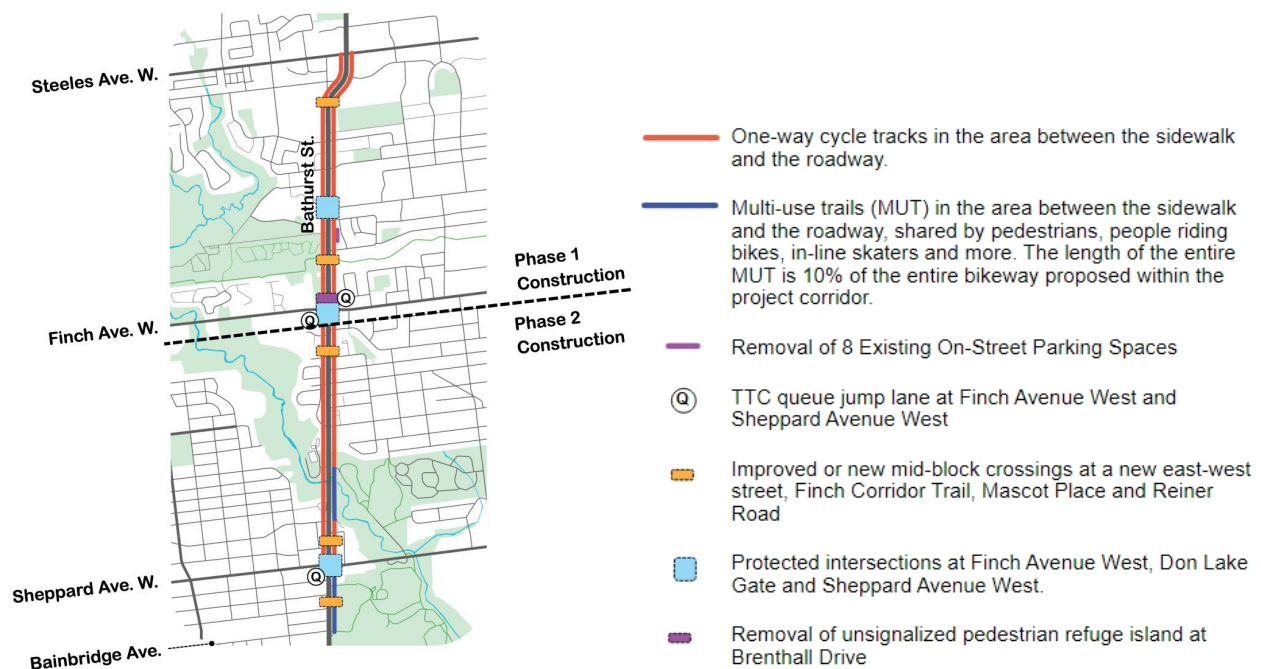


Figure 1: Map of Bathurst Complete Street project area

Existing Conditions

Bathurst Street is an arterial road with approximately 30,000 vehicles per day. It has a mix of commercial, residential and parkland uses, two vehicular lanes in each direction and dedicated left-turn lanes at major intersections. Bathurst Street is served by the Toronto Transit Commission (TTC)'s 7 (Bathurst), 160 (Bathurst North) and 307 (Bathurst Night Bus) buses. It also has continuous sidewalks on both sides of the corridor of varying width and condition, and no bikeways.

Between 2012 and 2022, 107 pedestrians were struck by vehicles along the corridor, including 14 reported incidents resulting in a killed or seriously injured pedestrian. During the same period, 36 collisions involved people cycling. The current posted speed limit is 50 kilometres(km)/hour, however drivers typically travel between 66 and 73 km/hour.

Proposed Changes - Steeles Avenue West to Sheppard Avenue West

For most of Bathurst Street between Steeles Avenue West and Sheppard Avenue West, uni-directional cycle tracks are proposed on both sides of the street in the boulevard between the sidewalk and the roadway.

Where space permits, grass or shrubs would separate the sidewalk with the cycle track. This condition represents 55% of the project corridor. Where space in the boulevard does not permit grass or shrubs between the sidewalk and cycle track, a beveled curb, detectible by people with low or no vision, would separate spaces for pedestrians and people cycling. This condition is proposed for 35% of the corridor.

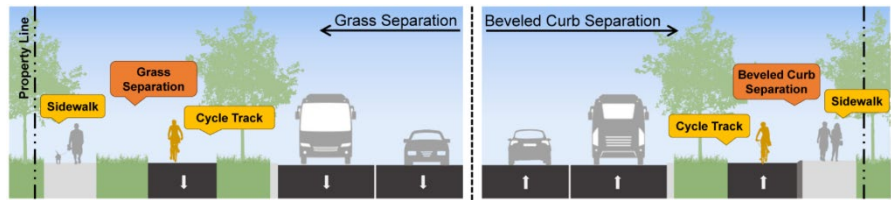


Figure 2: Illustration showing the two conditions for cycle track and sidewalk separation for the proposed changes on Bathurst Street between Steeles Avenue West to Sheppard Avenue West.

For approximately 530 metres on the east side of Bathurst Street between the entrance to The Sherman Campus (Prosserman Jewish Community Centre) and Canyon Avenue, the sidewalk would be replaced with a multi-use trail due to space constraints.

To improve pedestrian safety, the unsignalized pedestrian refuge island at Brenthall Avenue would be removed, and a new signalized mid-block crossing at Reiner Road is proposed to be installed as part of the project. Further, the project includes improvements at the Finch Hydro Corridor Trail, Mascot Place and Stafford Drive mid-block crossings.

All intersections are being reviewed for potential safety improvements such as raised pedestrian crossings on side streets and corner radii reductions to shorten pedestrian crossings and slow turning drivers. Additional intersection safety improvements, such as set-back pedestrian crossings and advanced cyclist stop bars with protective concrete islands, are proposed for Finch Avenue West, Don Lake Gate, Sheppard Avenue West and Patricia Avenue.

Throughout the corridor, the project includes TTC bus stop upgrades such as larger platforms, waiting areas and new street furniture at Rockford Drive, Dewlane Drive, Fisherville Road, Greenwin Village Road, Drewry Avenue, Finch Corridor Recreational Trail, Patricia Avenue, Finch Avenue West, Horsham Avenue, Blue Flag Gate, Carscadden Drive, The Sherman Campus (Prosserman Jewish Community Centre entrance) and Raoul Wallenberg Road.

To optimize TTC bus travel time and reliability, the proposed changes include relocated bus stops at Brenthall Drive, Reiner Road, Stafford Road and Ellerslie Avenue. TTC queue jump lanes would be added at Finch Avenue West and Sheppard Avenue West. To achieve the design, the removal of eight Pay and Display parking spaces between Kenton Drive and Transwell Avenue is proposed. On-street parking is available on Kenton Drive and Transwell Avenue to support residential visitor parking.

Proposed Changes - Sheppard Avenue West to Bainbridge Avenue/Raoul Wallenberg Road

On the east side of Bathurst Street between Sheppard Avenue and Raoul Wallenberg Road, a multi-use trail would replace the sidewalk. New trees and shrubs would be added on both sides of Bathurst Street. There would be no changes to motor vehicle travel lanes, including turning lanes. This design accounts for 10% of the corridor.

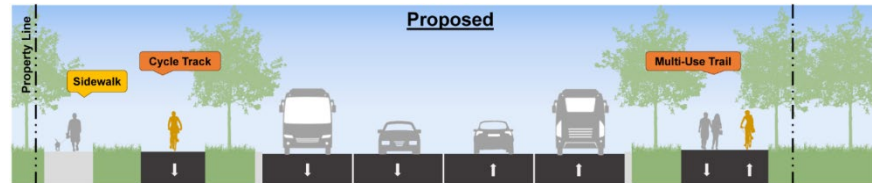


Figure 3: Illustration showing the multi-use trail conditions for the proposed changes on Bathurst Street between Sheppard Avenue West and Raoul Wallenberg Road.

Construction Staging

Due to the length of the project, the construction is planned in two phases:

- Phase one: Between Steeles Avenue and Kingsbridge Court, is proposed to be constructed in 2025 and 2026.
- Phase two: Between Finch Avenue and Bainbridge Avenue would be sequenced to start after phase one -- tentatively programmed for 2027-2028.

Public Consultation

Public and community interest group consultation for Bathurst Complete Street took place from December 10, 2024 to February 7, 2025 including:

- 1 Public Consultation Event
- Online survey
- One-on-one key community interest group meetings with 3 schools
- 2 virtual community interest group meetings
- Comment tracking via a dedicated project email and telephone line

Over 30 people attended the Public Consultation Event, and 168 survey responses were received along with 31 people providing comments by mail, phone and email. Communications to inform the public and community interest groups about the project and opportunities to participate included a project web page, targeted emails to project stakeholders, 19,383 flyers distributed by Canada Post throughout the project area and installation of signage promoting the project at several intersections within the project area. General project information was also shared in February 2024 as part of an information campaign about proposed and planned bikeways in the Bathurst-North York area.

Feedback received shows significant support for the project, with some top priorities for residents including improved safety at intersections, addition of new trees and other greening/streetscaping improvements, separated cycle tracks and improvements to TTC infrastructure. Feedback suggested that design features such as intersection improvements and separated cycle tracks would provide a safer option for vulnerable

road users who commute along Bathurst Street. It also suggested that new trees and streetscape improvements would make the corridor more inviting and encourage community members to walk to community destinations such as the Earl Bales Community Centre, the Sherman Campus, the Hydro Corridor and schools. While there is significant support for cycle tracks, feedback encouraged staff to ensure that where multi-use trails are proposed, which would be shared between cyclists and pedestrians, are designed to be as safe as possible to alleviate conflict between both road users. This includes the proposed multi-use trail on the east side of Bathurst Street at the entrance to the Sherman Campus.

Feedback highlighted concerns over potential construction impacts, with many citing that traffic congestion along Bathurst Street will worsen and that impacts could be felt over three years. There is perception that traffic volumes on local roads such as Patricia Avenue, where two schools are located, and arterial roads such as Finch Avenue West, where one school is located, would increase as vehicles try to avoid Bathurst Street. Residents and community interest groups encouraged staff to consider a comprehensive traffic management plan to mitigate congestion impacts during construction.

Despite no plans to construct cycle tracks in the roadway and no changes to the number of vehicle travel lanes, some feedback received expressed worry about traffic congestion after the project is completed. References were made to intersection improvements such as curb radii reduction, with feedback suggesting that such improvements would make it more difficult for cars to make turns on and off Bathurst Street and cause cars to form long queues in right-turn lanes, including at Sheppard Avenue West, Finch Avenue West and Dewlane Drive, resulting in longer travel times. Feedback received also expressed dissatisfaction with the cost of the project. Though not yet determined, many residents feel the project will be expensive and is not needed at this time given sentiments that the City is experiencing financial constraints. It is felt by some that spending money on this project at this time is unwarranted given the low cycling ridership numbers along Bathurst Street.

The feedback gathered through this consultation will inform staff recommendations to City Council and advance the detailed design of the project. In the future, it is planned to carry out focused public education campaigns on the project in several schools around the project area.

More information about the project can be found at toronto.ca/bathurstcompletestreet.

Bedford Road

In 2025, road resurfacing and watermain replacement is planned on Bedford Road from Bloor Street West to Lowther Avenue. The roadwork provides an opportunity to improve safety for all road users. Further it provides an opportunity to implement new cycle tracks on Bedford Avenue between Bloor Street West and Prince Arthur Avenue, as identified in the Cycling Network Plan's Near-Term Implementation Program (2025-2027).

Existing Conditions

Bedford Road from Bloor Street West to Prince Arthur Avenue is a minor arterial road and carries approximately 8,000 vehicles per day. The street is generally 12.8 metres wide from curb to curb and narrows to 10 metres wide just south of Prince Arthur Avenue. The curbside is designated as "No Standing" or "No Stopping". Nine driveways intersect this 125 metre length block, which is fronted by two coffee shops, two residential buildings, other mixed uses and a TTC subway station entrance.

A TTC bus stop southbound at the St. George Subway station serves replacement buses during subway closures. TTC's 26 (Dupont) buses exit the station on to Bedford Road and continue northbound, without any bus stops on the section of Bedford Road between Bloor Street West and Prince Arthur Avenue.

With the Bloor Street West upgrades in 2023-2024, Bedford Road received buffered bicycle lanes where the roadway was resurfaced within 30 metres of Bloor Street West. An existing northbound uni-directional bicycle lane on Bedford Road continues from just south of Prince Arthur Avenue to Davenport Road.

Proposed Changes

Along with the road resurfacing and watermain replacement, this project proposes to upgrade and extend the existing bicycle lanes in the 10-metre-wide portion of the roadway and add uni-directional cycle tracks between Bloor Street West and

approximately 40 metres south of Prince Arthur Avenue, due to curbside demands. While there is no legal parking, illegal loading and parking has been observed on the corridor due to the commercial businesses and housing density.

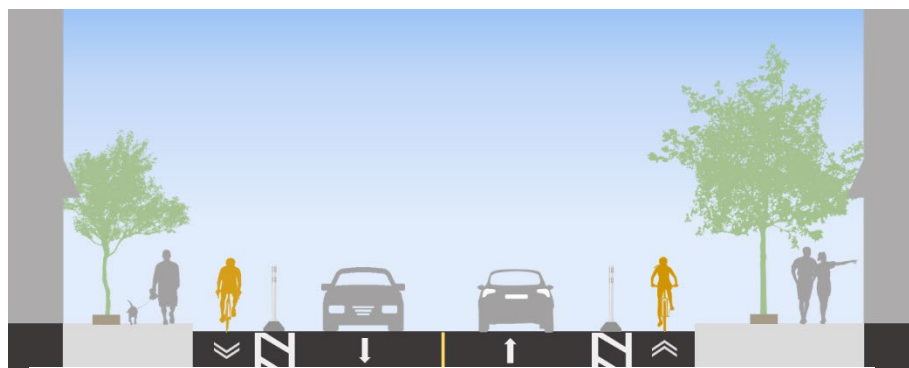


Figure 4: Illustration showing the proposed uni-directional cycle tracks on Bedford Road between Bloor Street West and just south of Prince Arthur Avenue facing north.

Additionally, to improve pedestrian and transit user safety, the following changes are proposed at intersection of Bedford Avenue and Lowther Avenue: road narrowing and realignment, curb extensions and tightened curb radii on all four corners, new planting beds, and an improved northbound bus stop shifted to the south side of Lowther Avenue.

Public Consultation

Transportation Services has consulted with local businesses in January 2025 and have incorporated their feedback into the design. The local Councillor has also been consulted on the proposed project.

Ellesmere Complete Street

The Ellesmere Complete Street project proposes to implement complete street and road safety features along Ellesmere Road from Orton Park Road to Kingston Road, including multi-use trails, sidewalks, cycle tracks, intersection safety improvements, accessibility improvements and green infrastructure features. This project was included in the Cycling Network Plan's Near-Term Implementation Program (2025-2027).

Road resurfacing is planned for Ellesmere Road between Morningside Avenue and Kingston Road as part of the City's state-of-good-repair program, due to the condition of the road. The planned roadwork creates an opportunity to improve the street. The project would not involve the removal of motor vehicle lanes.

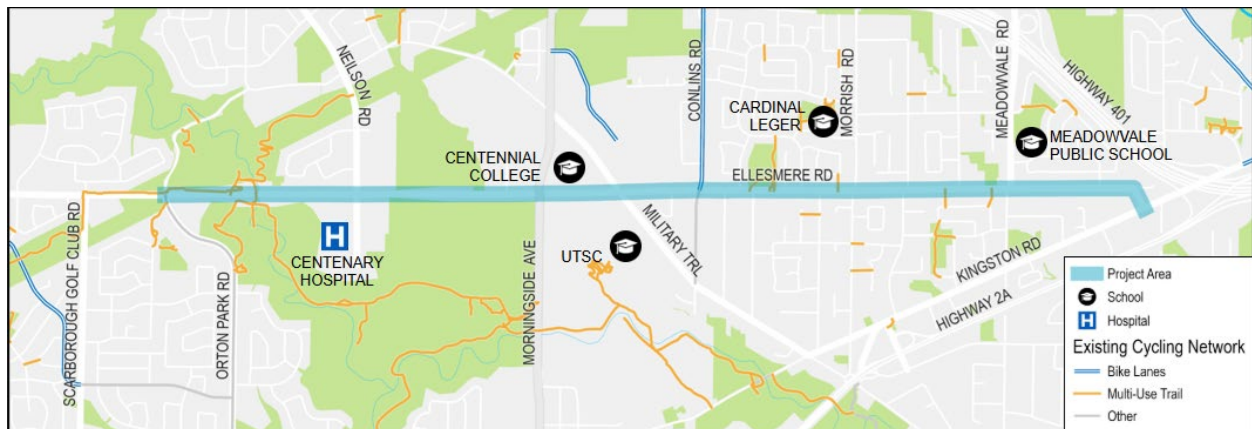


Figure 5: Map showing the project limits of the Ellesmere Complete Street project

Existing Conditions

Ellesmere Road is a major arterial that carries an average of 18,000 vehicles per day west of Military Trail and 9,000 vehicles per day east of Military Trail. The land use in the surrounding area is primarily natural areas and institutional west of Military Trail, including University of Toronto Scarborough Campus and Centennial College. West of Military Trail, the land use is primarily single family residential with community parks, schools and libraries. There is one motor vehicle lane in each direction east of Meadowvale Road and two lanes in each direction west of Meadowvale Road. For safety and accessibility reasons, the existing right-turn channels at the Military Trail intersection were closed, using temporary materials, as approved by City Council in December, 2020.

There are eight bus routes that use Ellesmere Road that carry more than 20,000 passengers per day. The existing sidewalks are narrow or missing and there are no existing bikeways. There is no existing sidewalk between Scarboro Avenue and Meadowvale Road on the north side, so pedestrians and people using transit need to walk on grass or the roadway to access bus stops.

Between 2010 and 2020, there were 6 traffic-related collisions that resulted in people killed or seriously injured on Ellesmere Road within the study area, one involved a person on a bicycle (serious injury), and two involved pedestrians (one serious injury and one fatality). The posted speed limit is 50km/h, and the average operating speed is 58km/h, as measured in three locations in 2023.

Proposed Changes - Orton Park Road to Military Trail

On Ellesmere Road between Orton Park Road and Military Trail, the project proposes to narrow the motor vehicle lanes to current standards and:

- Replace the south-side sidewalk with a multi-use trail;
- Relocate the southside curb;
- Install a new sidewalk, where one is missing on the northside between Morningside Avenue and Military Trail; and,
- Install new plantings, where possible.

To achieve the design for this segment, approximately 10 trees would be removed and replanted or replaced nearby.

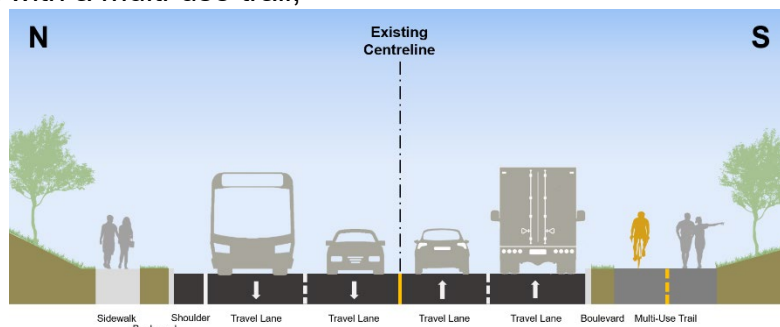


Figure 6: Illustration showing proposed lane, multi-use trail and sidewalk changes on Ellesmere Road between Orton Park Road and Military Trail facing west.

Proposed Changes - Ellesmere Road and Military Trail Intersection

More extensive intersection safety improvements are proposed at the Military Trail intersection, where high volumes of University of Toronto - Scarborough Campus students walk everyday.

The proposal is to widen sidewalks, improve bus stops and waiting areas, and replace the right-turn channels with protected intersection elements, and new plantings.

As part of the intersection reconfiguration, operational adjustments are required. Following the completion of construction, the northbound right-turn from Military Trail to Ellesmere Road movement would be restored for TTC operational improvements, but the southbound right-turn would continue to be prohibited for pedestrian safety as it is today, given the high risk of conflict between turning vehicles and high volumes of crossing pedestrians at a corner with a challenging skew.

Intersection design details may change based on discussions with the University of Toronto to further prioritize high volume pedestrian activity, such as widening sidewalks, crossings and waiting areas.

Proposed Changes - Military Trail to Meadowvale Road on Ellesmere Road

On Ellesmere Road from Military Trail to Meadowvale Road, the proposal is to add raised cycle tracks in the boulevard, between the sidewalk and the roadway. Existing vehicle lane widths would be reduced to current standards, and the curb on the south side would be relocated. New sidewalks would be added to the north side of Ellesmere Road both east of

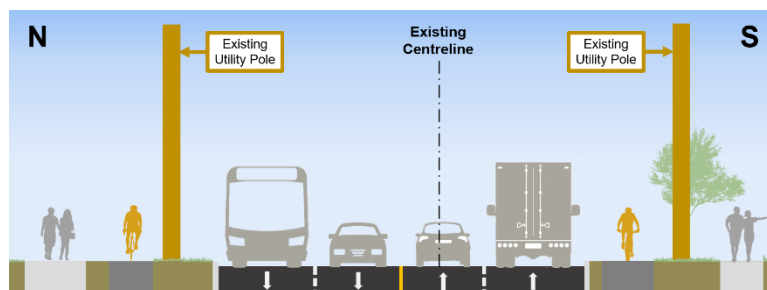


Figure 7: Illustration showing proposed lane, multi-use trail and sidewalk changes on Ellesmere Road between Military Trail and Meadowvale Road, facing west.

Military Trail to Conlins Road, and between Scarboro Avenue and Meadowvale Road. Approximately 100 trees would be removed and replanted or replaced nearby.

Proposed Changes - Meadowvale Road to Kingston Road on Ellesmere Road

On Ellesmere Road from Meadowvale Road to Kingston Road, the proposed changes include on-road cycle tracks protected by raised poured-in place concrete curbs. Existing vehicle lane widths would be reduced and the curb on the south side would be relocated. A new sidewalk would be added on the north side near Kingston Road where it is missing. Approximately three trees would be removed and replanted or replaced nearby.

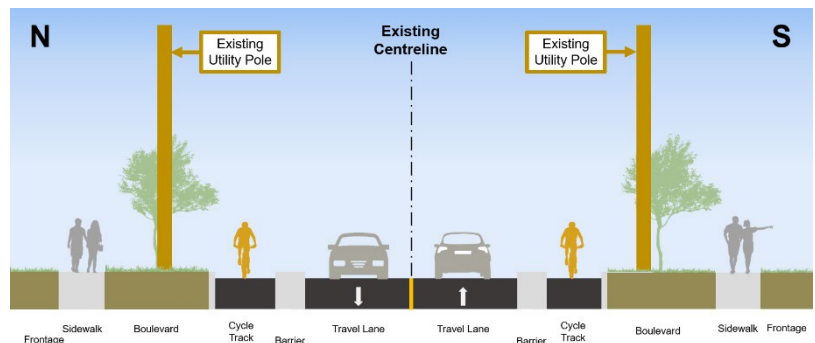


Figure 8: Illustration showing proposed lane, multi-use trail and sidewalk changes on Ellesmere Road between Meadowvale Road and Kingston Road, facing west.

TTC Stop Changes and Additional Future Crossings

In coordination with TTC, mid-block bus stops are planned to be consolidated or relocated to locations with proposed future crossings under review. These changes align with Vision Zero Road Safety Plan objectives to improve pedestrian safety and aim to optimize the spacing of bus stops and improve pedestrian connections to the surrounding area. Bus stops will be upgraded with accessibility improvements, street furniture and new sidewalk connections.

As part of the project, the following TTC bus stops are proposed to be removed:

- Westbound stop at Mornelle Court
- Eastbound stop at Mirrow Court
- Westbound stop at Highland Creek Park
- Westbound stop at Scarboro Avenue
- Eastbound stop at Bobmar Road
- Eastbound stop at Deep Dene Drive

New mid-block crossings are under review to improve access to bus stops and trail crossings such as at Muirbank Boulevard, between Scarboro Avenue and Zaph Avenue, between Calthorpe Avenue and Calverley Trail, and at the Meadoway Trail. Council authority would be required to install new traffic signals at these locations and will be included in a future report once the locations are confirmed following additional analysis. Subject to future approval from Council for the new traffic signals, two bus stops (eastbound stop at Watson Street to Calverley Trail and westbound stop at Zaph Avenue to Devonridge Crescent Walkway) would be considered for relocation to align with the signalized crossings.

Durham Scarborough Bus Rapid Transit (DSBRT)

Metrolinx had proposed the Durham Scarborough Bus Rapid Transit (DSBRT), a corridor with bus lanes, new bus stops, sidewalks, cycle tracks, and trails. Within the Ellesmere Complete Street project area, the DSBRT would have centre-median bus lanes with seven bus stops at signalized intersections. Metrolinx has published the project's Preliminary Design Business Case (PDBC) but the project is currently unfunded with no timeline for construction. Metrolinx informed the City of Toronto and Durham Region in late 2024 that they are not pursuing the project at this time. The delivery of the Ellesmere Complete Street project does not preclude the future delivery of the DSBRT. Should the status of the DSBRT change, the City of Toronto would work with Metrolinx to ensure project coordination.

Public Consultation

The Ellesmere Complete Street project had two phases of public consultation. Phase 1 took place from January 29 to February 26, 2024 and focused on introducing the project and gathering feedback on the level of support for design options for the corridor. Phase 2 took place from November 27, 2024 to January 6, 2025 and presented a recommended design for feedback.

In both phases, consultation activities included a community interest group meeting with local resident associations and organizations, pop-up events at local post-secondary institutions (University of Toronto Scarborough and Centennial College), a public drop-in event at Cardinal Léger Catholic School, a feedback survey, and comment tracking. Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to ~60 community interest groups, 15,060 notices distributed in both phase 1 and phase 2 throughout the project area with translation into Gujarati and Tamil, and flyers distributed at local institutions. Phase 2 also included 10 on-street signs in the project area, and student engagement in partnership with University of Toronto Scarborough.

In phase 1, over 90 people attended the in-person drop-in event, and 365 survey responses were received along with 26 people providing comments by phone and email. Overall, feedback showed support for the project from survey participants and community interest groups in the project area. Segment 1 from Orton Park Road to Military Trail received overall support from survey participants with 74% either supportive or very supportive of the proposed changes. For Segment 2, from Military Trail to Meadowvale Road, there were two options proposed with 62% of participants selecting Option 1 and 22% of participants selecting Option 2 (others indicated no preference or were unsure). Participants liked that Option 1 (raised in-boulevard cycle tracks) improved safety for people cycling as it increased separation from motor vehicles and kept the existing number of motor vehicle lanes. Local residents expressed a high degree of opposition to removal of motor vehicle lanes in Option 2 (on-road cycle tracks). Participants that were supportive of Option 2 appreciated that it limited tree impacts and increased traffic calming. Participants were overall supportive of the proposed changes in Segment 3, Meadowvale Road to Kingston Road, with 64% of survey respondents supportive or very supportive. Staff proceeded with design work and consultation for Option 1 in Segment 2, which received more public support.

For phase 2, over 35 people attended the in-person drop-in event, and 138 survey responses were received along with six people providing comments by phone and email. Overall, there was support for the project from survey participants and community interest groups in the project area. Those in support of the project commented that the changes would improve intersection safety and safety for people walking and cycling in the area. Some participants who indicated they were unsupportive, were concerned about insufficient volumes of people cycling or pedestrians to justify changes, as well as tree impacts. In Segment 1, the most preferred design features included the separated multi-use trail, intersection road safety improvements, and a new sidewalk from Morningside Avenue to Military Trail. In Segment 2, survey participants showed a preference for raised cycle tracks, a new sidewalk from Military Trail to Meadowvale Road, intersection road safety improvements, and streetscaping improvements. In Segment 3, preferred features included on-road cycle tracks, intersection and local side street safety improvements, and the new sidewalk on the north side near Kingston Road. Some local residents expressed concerns about the reduction in vehicle lane widths and changes within the City's right-of-way in Segment 2. In both phases, participants raised questions about coordination with longer-term projects in the area, including the Durham Scarborough Bus Rapid Transit and Eglinton East Light Rail Transit.

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

Ontario Street Contra-Flow Bicycle Lane

Ontario Street from Wellesley Street East to Carlton Street was identified in the Cycling Network Plan's Near-Term Implementation Program (2025-2027). Road resurfacing is planned in 2025 as part of the state-of-good repair program. The project goals are to connect the cycle tracks on Wellesley Street East with the neighbourhood routes on Winchester Street and Ontario Street south of Winchester Square Park.

Existing Conditions

Ontario Street south of Winchester Park between Winchester Street and Carlton Street was included in the Cabbagetown Cycling Connections project. In 2023, a northbound contra-flow cycle track was approved and installed between Aberdeen Avenue and Carlton Street.

North of Winchester Park, Ontario Street is a 7.2 metre wide local road. It serves two-way motor vehicle traffic south of Prospect Street and north of Garner Lane. Ontario Street is one-way northbound for vehicles between these two streets. There is overnight permit parking on the east side between Garner Lane and Winchester Park. Parking is prohibited on the rest of the street at anytime.

Proposed Design - Ontario Street from Wellesley Street East to Winchester Park

North of Winchester Park, Transportation Services is proposing to install a southbound contra-flow bicycle lane from approximately Garner Lane to Prospect Street, as well as shared route pavement markings northbound.

Shared route markings in both directions would also be installed between Wellesley Street East and Garner Lane, and from Prospect Street to Winchester Park. No changes to parking are proposed. A permanent loading zone is proposed to be added on the west side just north of Garner Lane.

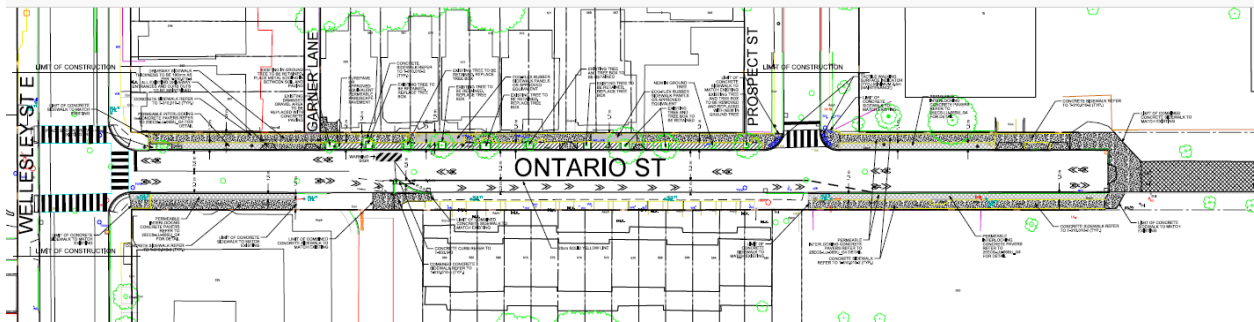


Figure 9: Illustration of the proposed design on Ontario Street between Wellesley Street East to Winchester Park trail.

Proposed Design - Ontario Street from Winchester Park to Carlton Street

South of the park, green infrastructure and safety improvements including a raised pedestrian crossing at Aberdeen Avenue are planned, with no changes proposed to the shared route and contra-flow cycle track. The safety improvements are intended to reduce vehicle speeds and enhance stop compliance.

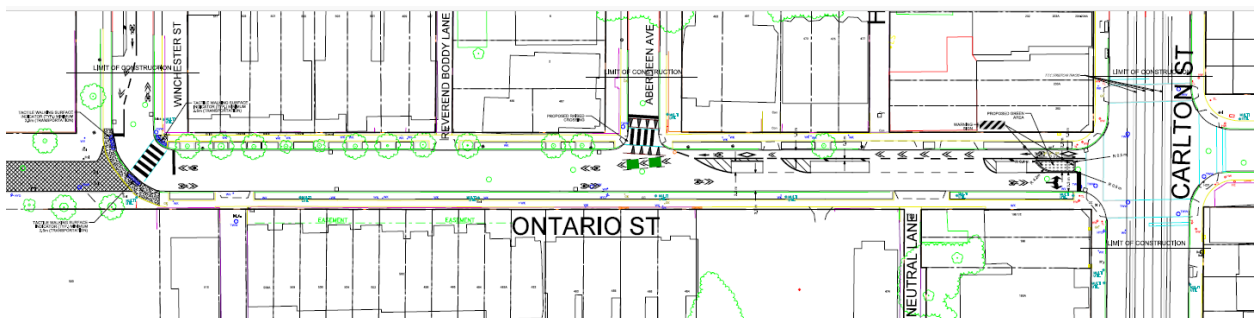


Figure 10: Illustration of the proposed design on Ontario Street between the Winchester Park trail and Carlton Street.

Public Consultation

On May 7, 2024, Transportation Services hosted a meeting with the local Councillor and residents to present the proposed changes. The proposed changes to the cycling network were supported by a majority of residents. Non-compliant parking on the east side near Garner Lane was a community concern. Residents requested the issue to be addressed. While loading is permitted in the existing “No Parking” area, residents expressed a desire for a dedicated loading zone (all time), which has been incorporated into the design.

Residents on Ontario Street south of Winchester Park expressed concerns with sight lines at Aberdeen Avenue as well as access to on-street parking. Transportation Services provided the option to switch parking to the west side of Ontario Street. This

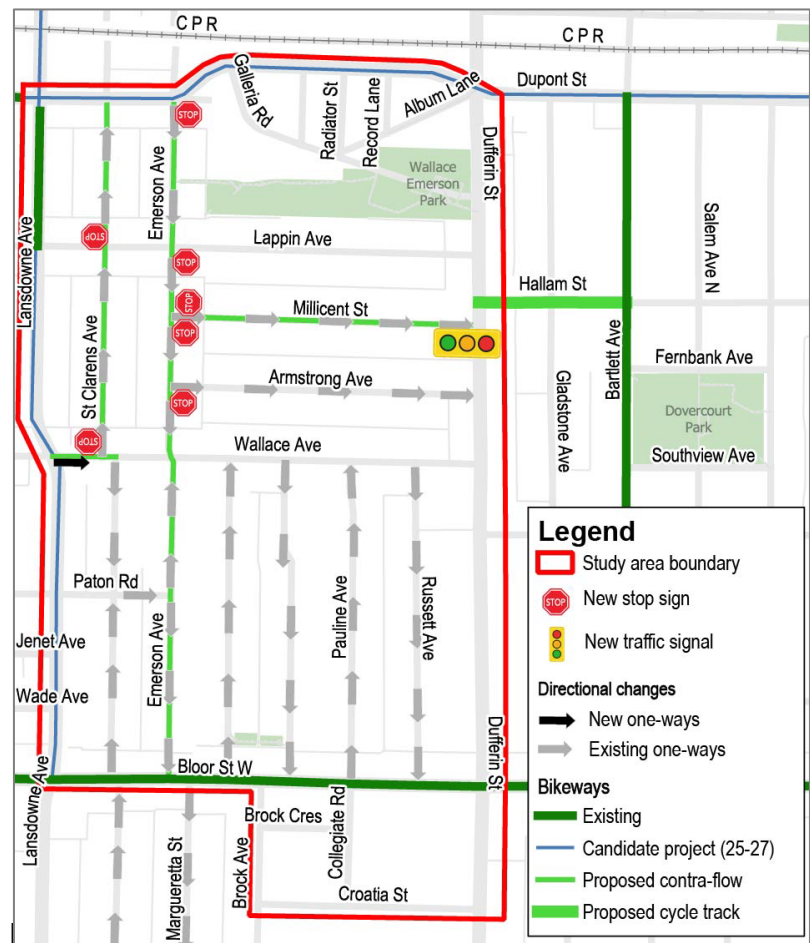
was less desirable to residents than the current configuration. Based on the feedback received, a raised crossing, additional pavement markings, and shrub pruning at the Aberdeen Avenue intersection have been added to the design to address concerns.

Wallace Emerson Neighbourhood Streets Plan

The Wallace Emerson Neighbourhood Streets Plan (NSP) was developed with community input to identify, prioritize and recommend improvements to traffic operations and street design to improve road safety for local streets in the neighbourhood. The plan considers the needs of all road users in the neighbourhood including vulnerable road users such as seniors, school children, pedestrians and people cycling.

The NSP proposed the following specific actions to improve safety and mobility:

- Improvements at intersections along Dufferin Street and Lappin Avenue to reduce crossing distances and improve safety for vulnerable road users;
- Speed humps & in-road flexible speed signs to address speeding and to visually narrow roads;
- New pavement markings to better define lanes and clarify traffic operations on Wallace Avenue;
- Options for directional changes on St. Clarens Avenue, Wallace Avenue, and Emerson Avenue to reduce through traffic on local streets;
- Contra-flow bicycle lanes on St. Clarens Avenue, Wallace Avenue, and Emerson Avenue to visually narrow roads and improve local access for people cycling;
- A new east-west cycling connection on Millicent Street, across Dufferin Street, to the intersection of Hallam Street and Bartlett Avenue to connect to the existing cycling network.



bikeways proposed as part of the Wallace Emerson Neighbourhood Streets Plan

Toronto and East York Community Council adopted the Plan on September 25, 2024, including support, in principle, for the cycling facilities contained within this report.

Existing Conditions

Wallace Avenue from Lansdowne Avenue and St. Clarens Avenue is a collector road. It carries approximately 4,200 vehicles per day in both directions. It is 7.2 metres wide and has 2 on-street permit parking spaces on the south side. It has sidewalks on both sides and no bikeways.

St. Clarens Avenue from Dupont Street to Wallace Avenue is a local road. It carries approximately 1,300 vehicles per day and is one-way northbound for vehicles. It is 6.4 metres wide and has 23 on-street permit parking spaces on the east side. It has sidewalks on both sides and no bikeways.

Emerson Avenue is a local road from Dupont Street to Lappin Avenue, a collector road from Lappin Avenue to Wallace Avenue, and a local road from Wallace Avenue to Paton Road and from Paton Road to Bloor Street West.

Emerson Avenue from Dupont Street to Lappin Avenue carries approximately 1,200 vehicles per day and is one-way southbound. It is 7.4 metres wide and has 23 on-street permit parking spaces that alternate sides every 15 days between April 1 and November 30. Parking is permanently on the east side between December 1 and March 31. It has sidewalks on both sides and no bikeways.

Emerson Avenue from Lappin Avenue to Wallace Avenue carries approximately 870 vehicles per day and is one-way southbound. It is 7.3 metres wide and has 30 on-street permit parking spaces that alternate sides every 15 days between April 1 and November 30. Parking is permanently on the east side between December 1 and March 31. It has sidewalks on both sides and no bikeways.

Emerson Avenue from Wallace Avenue to Paton Road carries approximately 280 vehicles per day and is one-way northbound. It is 7.3 metres wide and has 14 on-street permit parking spaces that alternate sides every 15 days between April 1 and November 30. Parking is permanently on the east side between December 1 and March 31. It has sidewalks on both sides and no bikeways.

Emerson Avenue from Paton Road to Bloor Street West carries approximately 520 vehicles per day and is one-way southbound. It is 7.3 metres wide and has 20 on-street permit parking spaces that alternate sides every 15 days between April 1 and November 30. Parking is permanently on the west side between December 1 and March 31. It has sidewalks on both sides and no bikeways.

Millicent Street from Emerson Avenue to Dufferin Street is a local road. It carries approximately 460 vehicles per day and is one-way eastbound for vehicles. It is 7.4 metres wide and has 65 on-street permit parking spaces that alternate sides every 15 days between April 1 and November 30. Parking is permanently on the south side of the street between December 1 and March 31. It has sidewalks on both sides and no bikeways.

Hallam Street from Dufferin Street to Bartlett Avenue is a collector road. It carries approximately 3,600 vehicles per day with one lane in each direction. It is 12.8 metres

wide and has 20 on-street permit parking spaces on each side. It has sidewalks on both sides and shared lane markings.

Proposed Designs - Wallace Avenue

Wallace Avenue from Lansdowne Avenue to St. Clarens Avenue would be converted to one-way eastbound travel for vehicles, and receive a contra-flow bicycle lane for westbound travel on the north side, and shared lane markings. There would be no reduction in on-street parking spaces.



Figure 12: Illustration showing the proposed changes on Wallace Avenue between Lansdowne Avenue and St. Clarens Avenue, facing west.

Proposed Designs - St. Clarens Avenue

St. Clarens Avenue from Dupont Street to Wallace Avenue would receive a contra-flow bicycle lane on the west side, and shared lane markings. On-street permit parking would be made permanent on the east side with no reduction in on-street parking spaces.

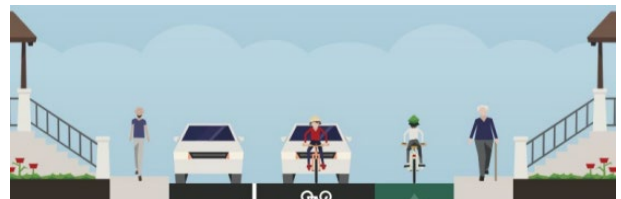


Figure 13: Illustration showing the proposed changes on Wallace Avenue between Lansdowne Avenue and St. Clarens Avenue, facing west.

Proposed Designs - Emerson Avenue

Emerson Avenue from Dupont Street to Wallace Avenue would receive a contra-flow bicycle lane on the east side, and shared lane markings. On-street permit parking would be made permanent on the west side with no reduction in on-street parking spaces.

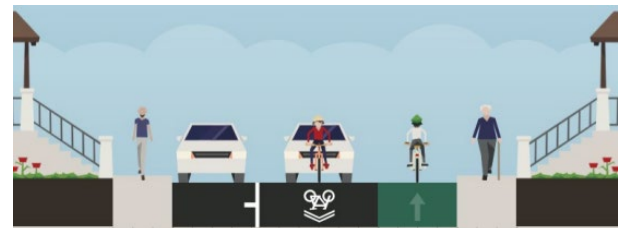


Figure 14: Illustration showing the proposed changes on Wallace Avenue between Lansdowne Avenue and St. Clarens Avenue, facing west.

Emerson Avenue from Wallace Avenue to Paton Road would receive a contra-flow bicycle lane on the west side, and shared lane markings. On-street permit parking would be made permanent on the east side with no reduction in on-street parking spaces.



Figure 15: Illustration showing the proposed changes on Emerson Avenue between Wallace Avenue and Paton Road, facing south.

Emerson Avenue from Paton Road to Bloor Street West would receive a contra-flow bicycle lane on the east side, and shared lane markings. On-street permit parking would be made permanent on the west side with no reduction in on-street parking spaces.

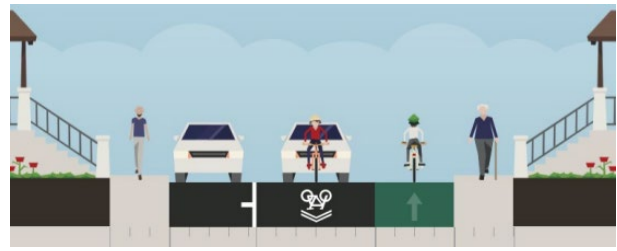


Figure 16: Illustration showing the proposed changes on Emerson Avenue between Wallace Avenue and Paton Road, facing north.

Proposed Designs - Millicent Street

Millicent Street from Emerson Avenue to Dufferin Street would receive a contra-flow bicycle lane on the north side, and shared lane markings. On-street permit parking would be made permanent on the south side with no reduction in on-street parking spaces. A traffic signal would be added to Dufferin Street at Millicent Street and be connected with the existing signals at Hallam Street so that people cycling may connect east-west through Dufferin Street.

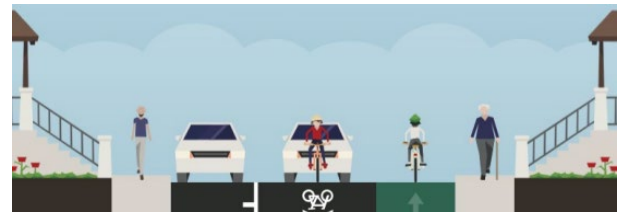


Figure 17: Illustration showing the proposed changes on Millicent Street between Emerson Avenue and Dufferin Street, facing west.

Proposed Designs - Hallam Street

Hallam Street from Dufferin Street to Bartlett Avenue would receive uni-directional cycle tracks on both sides of the street. A total of 20 on-street parking spaces would be removed from the south side of the street and 20 on-street permit parking spaces would be retained on the north side of the street. There are 7 on-street residential parking permits issued to addresses on this segment of Hallam Street.

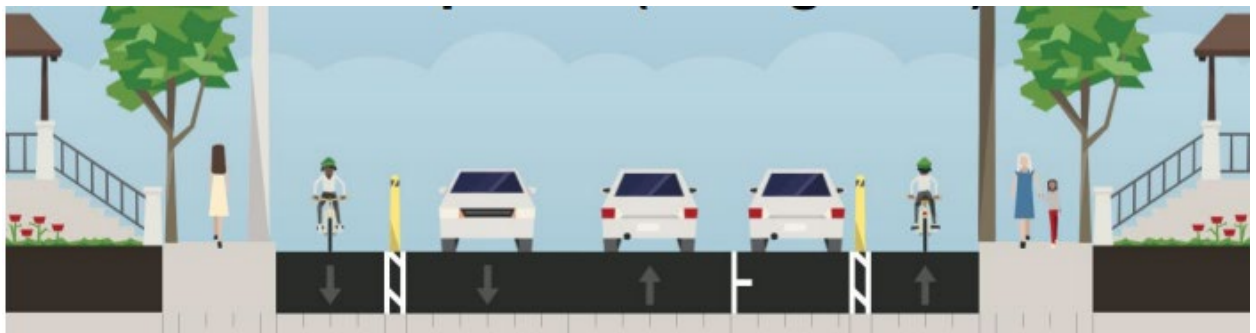


Figure 18: Illustration of the proposed changes on Hallam Street between Dufferin Street and Bartlett Avenue, facing west.

Public Consultation

Transportation Services hosted two rounds of public consultation as part of the Wallace Emerson Neighbourhood Streets Plan.

Phase 1 consultation took place between July 2022 and March 2023, and phase 2 consultation took place between March and April 2024. Activities included postcard distribution and a mail-out of public notices, interest group meetings, in-person public drop-in events, and online surveys.

In phase 1, feedback identified areas of concern on major arterial roads like Dufferin Street, Lansdowne Avenue and Dupont Street that are perceived as being particularly unsafe for vulnerable road users. Neighbourhood streets like Wallace Avenue, Emerson Avenue, and Lappin Street were also identified as candidates for improvements to address through traffic and provide a safer experience for all road users.

In phase 2, public feedback generally indicated a support for the proposed actions presented and many of the comments indicated a desire to see more changes to address road safety, especially on local roads. Participants also expressed strong support for the proposed active transportation changes. Some concerns were raised over the potential impact to parking capacity, especially on Hallam Street.

To read the complete public consultation reports detailing all activities and feedback received visit: toronto.ca/wallaceemersonstreets.

York Gate Cycling Connections

In 2025, road resurfacing is planned on York Gate Boulevard from Jane Street to the Finch Hydro Corridor as part of the state-of-the-good-repair program. The roadwork provides an opportunity to make changes to the street to improve safety for all road users.

York Gate Boulevard was identified in the Cycling Network Plan's Near-Term Implementation Program (2025-2027). This route connects the Finch Hydro Corridor Trails with local destinations such as the Yorkgate Mall, high density residential buildings and local daycare facilities.



Figure 19: Map of York Gate Cycling Connections project area

Existing Conditions

York Gate Boulevard is a collector road between Jane Street and Hullmar Drive and is a minor arterial road between Hullmar Drive and the Finch Hydro Corridor. The street varies in width from 8.5 metres to 12.9 metres, has sidewalks with a treed boulevard on both sides and has approximately 8,000 motor vehicle trips per day. There is one vehicle lane in each direction, dedicated left-turn lanes at intersections and a southbound right turn lane at Hullmar Drive.

Proposed Design

Uni-directional cycle tracks at sidewalk level in the boulevard are proposed on York Gate Boulevard between the Finch Hydro Corridor and Jane Street. Existing sidewalks and curbs would remain. No vehicle lanes would be removed through the project.

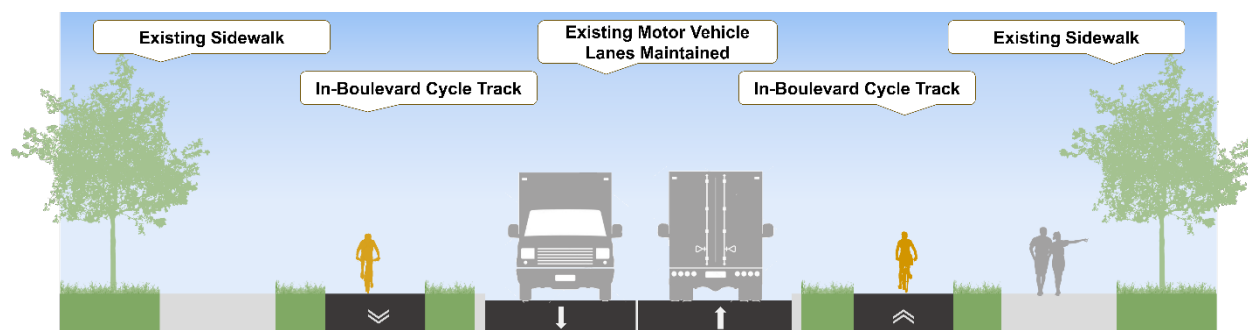


Figure 20: Illustration showing the typical York Gate Boulevard proposed design showing cycle tracks added to the boulevard at sidewalk level and no roadway changes.

An extension of the proposed bikeway to Finch Avenue West was examined. However, a safe bikeway connection would require reconstruction of a newly built intersection. Further extension would be considered at the next roadwork opportunity.

Public Consultation

Public consultation took place on this project from October to November 2024 and included a mailed notice to 12,046 addresses in the project area. Feedback received indicated support for improving safety for vulnerable road users, concerns were raised about the potential environmental impacts and the necessity of the proposed cycling connection.

To read the complete public consultation reports detailing all activities and feedback received visit: www.toronto.ca/YorkGate

Technical Amendments

Glen Road Pedestrian Bridge and Tunnel

In 2022, construction began on the Glen Road Pedestrian Bridge and Tunnel project, following the completion of an Environmental Assessment, and construction is scheduled to be completed in mid-2025. The project includes the replacement of the Glen Road Pedestrian Bridge (also known as the Morley Callaghan Footbridge) across the Rosedale Valley Ravine and the pedestrian tunnel under Bloor Street East, that connects the neighbourhoods of Rosedale and North St. James Town. The bridge and tunnel are intended to support and promote all modes of active transportation, including provisions for pedestrians and people cycling. As such the new bridge was designed to be wider (4.8 meters) than the original bridge (3.7 meters). The bridge is currently designated as pedestrian use only. This technical amendment is required to rescind the existing by-law that prohibits cycling across the Glen Road Bridge.

Eglinton Avenue / Allen Road

On February 5, 2025, City Council directed the General Manager, Transportation Services to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection to address the current high level of congestion and neighbourhood traffic impacts, identify necessary resources to complete this work, and brief the local Councillors prior to reporting to the Infrastructure and Environment Committee in the first quarter of 2026 with a progress update and a recommended workplan. This report seeks Council approval of resources required to undertake this study and associated projects directed by Council.

Sheppard-Willowdale Road Resurfacing Opportunities Project

As part of the approved and installed Sheppard-Willowdale Road Resurfacing Opportunities project (2022.IE28.7) a number of by-law adjustments are needed to reflect changes in detailed design and construction. These adjustments include:

- designate a dedicated westbound right-turn lane at Kenneth Avenue;
- designate a dedicated westbound right-turn lane at Clairtrell Road; and,
- add an entry prohibition at the driveway to the Willowdale Plaza along Sheppard Avenue, and remove the previous entry prohibition to the Willowdale Plaza along Willowdale Avenue.

Silverthorn Cycling Connections

As part of the approved Silverthorn Cycling Connections project (2024.IE12.4) the following by-law adjustment is needed to prepare for installation in Spring 2025:

- Adjusting of the prohibited left-turn southbound at Old Weston Road and Rockwell Avenue from 7:00 AM to 6:00 PM Monday to Friday to include an exception for school buses.

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SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Proposed First Quarter 2025 Cycling Network Installation Location Map
Attachment 2: Streamlined Reporting Process for By-Law Amendments
Attachment 3: Technical Amendments