

## **Cycling Network Plan: 2025 Cycling Infrastructure & Missing Sidewalk Installation - Second Quarter Update**

**Date:** June 25, 2025

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** 1, 2, 4, 5, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 20, 22, 24, 25

### **SUMMARY**

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This report seeks City Council authority to upgrade 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 removals are required for the projects within this report.

This report seeks Council authority to make by-law amendments associated with improvements to 1.9 centreline km of existing bikeways on the following streets:

- Blue Jays Way and Peter Street: Queen Street West to Front Street West (bike lane and cycle track to parking-protected cycle track, Ward 10)
- Davenport Road: Westmoreland Avenue North to Wychwood Park, and at Bathurst Street (traffic and parking; Ward 9 and 12)

This report also seeks Council authority to rescind the previously approved changes to by-laws on Jones Avenue from Queen Street East to Dundas Street East. On April 17, 2024, City Council approved by-laws to convert the existing bike lanes on this block of Jones Avenue to cycle tracks. After further design analysis, the existing bike lane configuration is recommended to be maintained, along with improvements to safety and accessibility at intersections and transit stops as part of an upcoming road resurfacing project.

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, 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:

- Brunswick Avenue: Brunswick Avenue at Bloor Street West (traffic; Ward 10)
- Esther Shiner Boulevard: Provost Drive to Old Leslie Street (bike lane and parking; Ward 24)
- Huntingwood Drive: between Kennedy Road and Pharmacy Avenue (parking; Ward 22)
- The Esplanade: Yonge Street to Scott Street (parking; Ward 11)
- Winona Drive: Vaughan Road to Eglinton Avenue West (parking; Ward 12)

Further, as part of this report, Transportation Services is seeking Council authority to install a new traffic control signal 180 metres west of the Sandhurst Circle and Finch Avenue East intersection to prepare for a new trail connection on Finch Avenue East for the East Highland Creek Greenway Trail.

### *Missing Links Sidewalk Projects*

The Missing Sidewalk Installation Program seeks to provide safe, comfortable, and accessible sidewalks on all public streets. Transportation Services reviews opportunities to install sidewalks on all roadway classifications through bundling with other state-of-good-repair roadway or utility work, as well as stand-alone delivery, as a fundamental objective of the Vision Zero 2.0 Road Safety Plan.

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

- Ancroft Place from Sherbourne Street North to 80m east of Sherbourne Street North (north side, Ward 11);
- Bankfield Drive from Edgebrook Drive to 15m north of Edgebrook Drive (east side, Ward 1);
- Beechgrove Drive from Copperfield Road to 330 m east of Minuk Acres (east side, Ward 25);

- Bellefontaine Street from 40m south of Kenfin Avenue to 285m south of Bellbrook Road (west side, Ward 22);
- Earl Road from 45m east of Dorset Road to Dorset Road (north and south side, Ward 20);
- Glenridge Road from 10m west of Chine Drive to Chine Drive (east and west side, Ward 20);
- Hanover Road from trail entrance of Robert Leek Park to 20m west of trail entrance of Robert Leek Park (south side, Ward 6);
- Josaly Drive from 15 Josaly Drive to 17 Josaly Drive (west side, Ward 25);
- Leslie Street from Glassworks Drive to Wicksteed Avenue (west side, Ward 15);
- Macdonell Avenue from Wabash Avenue to 261 Macdonell Avenue (north side, Ward 4);
- Manitou Boulevard from Briar Hill Avenue to Ridelle Avenue (east side, Ward 8);
- Parkland Road from Blantyre Avenue to Clonmore Drive (south side, Ward 20);
- Parlette Avenue from Ravine Park Crescent to Ravine Park Crescent [south leg] (west side, Ward 25);
- Ravine Park Crescent from Port Union Road to Parlette Avenue (north side, Ward 25);
- Silverview Drive from Crushendale Drive to Bowerbank Drive (south side, Ward 18);
- Sumach Street from Amelia Street to Winchester Street (east side, Ward 13);
- Wilby Crescent from Weston Road to 75m southwest of Weston Road (west side, Ward 5); and,
- Wyndcliff Crescent from Wyndcliff Crescent to Knighton Drive (north side, Ward 16).

In addition to the above, there are five locations for (5) missing sidewalk projects identified in this report for 2025 that are within the delegated authority of the General Manager, Transportation Services.

A map of the Cycling Network and Missing Sidewalk projects proposed in this report is included as Attachments 1 and 2, respectively.

## RECOMMENDATIONS

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The General Manager, Transportation Services recommends that:

1. City Council authorize the change in bikeway designation on:
  - a. Blue Jays Way from King Street West to Front Street West, to uni-directional cycle track from bike lanes;
  - b. Peter Street from Queen Street West to King Street West, to uni-directional cycle track from bike lanes;
  - c. Davenport Road from Westmoreland Avenue North to Wychwood Park, to uni-directional cycle track from bike lanes; and
  - d. Jones Avenue from Dundas Street East to Queen Street East, to bike lanes from uni-directional cycle tracks.

2. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until June 30, 2028, 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 3 to the report (June 25, 2025) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on June 30, 2028.
3. City Council authorize the installation of traffic control signal on Finch Avenue East and a point approximately 180 metres west of Sandhurst Circle (at East Highland Creek Greenway Trail).
4. City Council amend cycling, traffic and parking regulations required in Chapter 886, Chapter 903, Chapter 910, and Chapter 950, as generally described in Attachment 4 - 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 2025 to 2026 and by-law accuracy.
5. City Council request the General Manager, Transportation Services to continue with the planned delivery of sidewalks on:
  - a. Ancroft Place (north side from Sherbourne Street North to 80m east of Sherbourne Street North);
  - b. Bankfield Drive (east side from Edgebrook Drive to 15m north of Edgebrook Drive);
  - c. Beechgrove Drive (east side from Copperfield Road to 330m east of Minuk Acres);
  - d. Bellefontaine Street (west side from 40m south of Kenfin Avenue to 285m south of Bellbrook Road);
  - e. Earl Road (north and south side from 45m east of Dorset Road to Dorset Road);
  - f. Glenridge Road (east and west side from 10m west of Chine Drive to Chine Drive);
  - g. Hanover Road (south side from trail entrance of Robert Leek Park to 20m west of trail entrance of Robert Leek Park);
  - h. Josaly Drive (west side from 15 Josaly Drive to 17 Josaly Drive);
  - i. Leslie Street (west side from Glassworks Drive to Wicksteed Avenue);
  - j. Macdonell Avenue (north side from Wabash Avenue to 261 Macdonell Avenue);
  - k. Manitou Boulevard (east side from Briar Hill Avenue to Ridelle Avenue);
  - l. Parkland Road (south side from Blantyre Avenue to Clonmore Drive);
  - m. Parlette Avenue (west side from Ravine Park Crescent to Ravine Park Crescent [south leg]);
  - n. Ravine Park Crescent (north side from Port Union Road to Parlette Avenue);
  - o. Silverview Drive (south side from Crushendale Drive to Bowerbank Drive);
  - p. Sumach Street (east side from Amelia Street to Winchester Street);
  - q. Wilby Crescent (west side from Weston Road to 75 m southwest of Weston Road); and

r. Wyndcliff Crescent (north side from Wyndcliff Crescent to Knighton Drive).

6. City Council designate the northerly westbound lane on Davenport Road, between Bathurst Street and a point 35 metres east, for westbound right-turns only.

## FINANCIAL IMPACT

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This report seeks approval to install and upgrade a number of existing bikeways 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 install and upgrade the bikeways recommended in this report is \$500,000. The estimated cost of modifying the previously approved design to add 13 additional parking spaces to Huntingwood Drive is approximately \$218,000. 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 estimated cost to construct the sidewalks recommended in this report is \$2.0 million. Funding is available for these capital projects, categorized as health and safety, within the approved 2025-2034 Capital Budget and Plan for Transportation Services in account CTP419-01 RSP Missing Link Sidewalks.

The funding required to maintain the new sidewalks for the remainder of 2025 can be accommodated on a one-time basis within the approved 2025 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs will be included as part of future Operating Budget submissions for Transportation Services.

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

## DECISION HISTORY

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### *Cycling Network Plan*

On June 26, 2024, City Council adopted item IE14.3 entitled "Cycling Network Plan Update (2025-2027)" and in doing so, supported the plan's mandate to renew existing cycling network routes, grow the cycling network in new parts of the City and in this case connect the gaps in Toronto's existing cycling network.

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

### *Leaside Bridge to Danforth Avenue Cycling Connections*

On June 26, 2024, as part of consideration of IE14.4 Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update, City Council approved the installation of bicycle lanes on O'Connor Avenue and Broadview Avenue.

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<https://www.toronto.ca/legdocs/mmis/2024/ie/bgrd/backgroundfile-245712.pdf>

#### *Blue Jays Way*

On July 16th, 2019, as part of consideration of IE6.12 Cycling Network Plan: 2019 Cycling Infrastructure Installation, City Council approved the installation of bicycle lanes on Blue Jays Way, from Navy Wharf Court to King Street West

<https://secure.toronto.ca/council/agenda-item.do?item=2019.IE6.12>

#### *Peter Street*

On June 10th, 2014, as part of consideration of PW31.7 - Richmond - Adelaide Cycle Track Planning and Design Study - Pilot Project, City Council approved the installation of bicycle lanes on Peter Street on both sides of Peter Street, from King Street West to Queen Street West.

<https://secure.toronto.ca/council/agenda-item.do?item=2014.PW31.7>

On January 30th, 2019, City Council approved IE1.5 which included designating the Peter Street bicycle lanes as cycle tracks and making them permanent.

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

#### *Brunswick Avenue*

On April 30, 2020, City Council adopted IE12.8 - Cycling Network Plan - 2020 Cycling Infrastructure Installation - First Quarter Update which included the installation of contra-flow bike lanes on Brunswick Avenue

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

#### *Jones Avenue*

On April 17, 2024, City Council adopted IE.12.4 - Cycling Network Plan: 2024 Cycling Infrastructure Installation - Second Quarter Update and Missing Sidewalk Program - 2024 Local Road Sidewalk Installations which included the installation of cycle tracks on Jones Avenue from Queen Street to Dundas Street

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

#### *Huntingwood Drive*

On December 15, 2021, City Council adopted IE26.10 - Cycling Network Plan - 2021 Cycling Infrastructure Installation - Fourth Quarter Update and the Future of the 2020 Active TO Cycling Network Projects, which authorized making permanent the installation of Huntingwood Drive Active TO project between Victoria Park Avenue and Brimley Road.

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

#### *The Esplanade and Mill Street Connection Project*

On June 8, 2021, City Council adopted IE22.11 - Cycling Network Plan - 2021 Cycling Infrastructure Installation - Second Quarter Update and Missing Link Sidewalk Program - 2021 Local Road Sidewalk Installation, which included the installation of cycle tracks on The Esplanade, from Yonge Street to Berkeley Street.

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

#### *Esther Shiner Boulevard Bike Lanes*

On November 18, 2008, the North York Community Council approved, in principle, no stopping by-laws and bike lanes on Esther Shiner Boulevard between Provost Drive and Old Leslie Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2008.NY20.32>

#### *Winona Drive*

On June 8, 2021, City Council adopted IE22.11 - Cycling Network Plan - 2021 Cycling Infrastructure Installation - Second Quarter Update and Missing Link Sidewalk Program - 2021 Local Road Sidewalk Installation, which includes the installation of contra-flow bike lanes on Winona Drive.

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

#### *Davenport Road and Bathurst Street Safety Improvement*

On June 26, 2024, City Council adopted IE14.4 - Cycling Network Plan - 2024 Cycling Infrastructure and Missing Sidewalk Installation - Third Quarter Update, which included installation of uni-directional cycle tracks on Davenport between Wychwood Park and Albany Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE14.4>

#### *Missing Link Sidewalks*

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

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

#### *Complete Streets Approach to Road Reconstruction*

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

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

## **COMMENTS**

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### **Toronto's Cycling Network Plan**

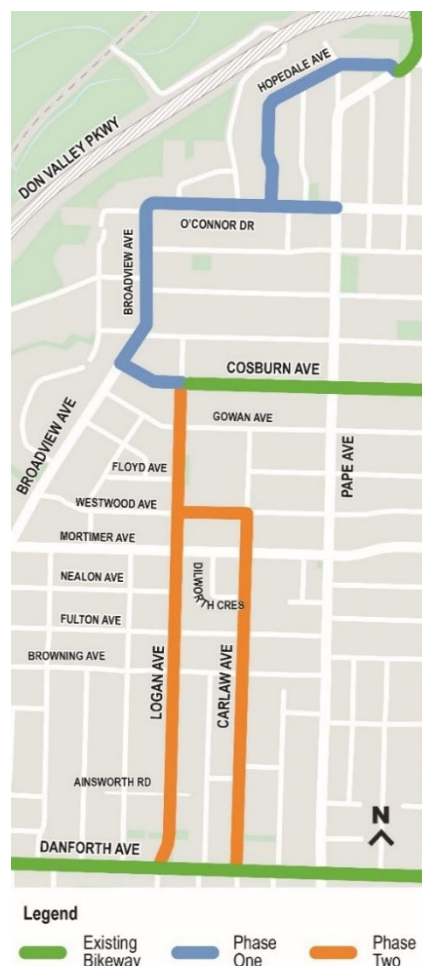
The goals of the Cycling Network Plan are to Connect, Grow, and Renew Toronto's bikeways, with corresponding objectives and indicators for measuring and evaluating success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action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

Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near-term (2025-2027), for which design and consultation have been completed.

## Logan Avenue and Carlaw Avenue

Transportation Services is working to close a gap in the cycling network that would allow people to safely cycle to and from their neighbourhoods from Danforth Avenue to Leaside and Thorncliffe Park.

Phase 1 connected the existing Cosburn Avenue bike lanes to those on the Leaside Bridge along Broadview Avenue, O'Connor Drive, and Hopedale Avenue. This project was approved by City Council in June 2024 and installed in Fall 2024.



As part of Phase 1, there was also an initial proposal for Logan Avenue between Cosburn Avenue and Danforth Avenue. Three options were reviewed. Option A included a Logan Avenue southbound contra-flow bike lane only. To reduce traffic volumes to meet City's standards for safe cycling, two additional options were proposed. Option B included a southbound contra-flow bike lane on Logan Avenue along with traffic diversion on Logan Avenue at Browning Avenue and Fulton Avenue. Option C also included a southbound contra-flow bike lane on Logan Avenue, but with directional changes on Logan Avenue at Browning Avenue and Fulton Avenue. Overall, there was community support for improved cycling connections. However, concerns were expressed about introducing traffic diverters or changes in traffic direction affecting access for local residents.

As part of this report, Phase 2 of the project proposed options to complete the connection between Cosburn Avenue and Danforth Avenue on Logan Avenue and/or Carlaw Avenue.

Figure 1: Overview Map of the Leaside Bridge to Danforth Avenue Cycling Connections Project including Phase 2 highlight of Logan Avenue and Carlaw Avenue

### Existing Conditions

Logan Avenue is a 7.3 metre-wide collector road south of Mortimer Avenue, and transitions to a local road north of Mortimer Avenue. It has one motor vehicle lane in the northbound direction and carries an average of 2,000 vehicles/day and 70 cyclists/day. Parking is on the west side of Logan Avenue north of Fulton Avenue, and alternates sides south of Fulton Avenue. The posted speed limit is 30 km/h and speed humps are



in place to help manage motor vehicle speeds. In the past ten years, there have been 165 total collisions. Of these, five (5) involved pedestrians, five (5) involved a person cycling, and two (2) resulted in serious injuries.

Carlaw Avenue is a 7.3 metre-wide collector south of Mortimer Avenue, and transitions to a local road north of Mortimer Avenue. It has one motor vehicle lane in the southbound direction and carries an average of 1,900 vehicles/day and 64 cyclists/day. Parking is on one side of the street, and alternates sides south of Fulton Avenue. The posted speed limit is 30 km/h and speed humps in place to help manage motor vehicle speeds. In the past ten years, there have been 163 total collisions. Of these, six (6) involved pedestrians, 12 involved a person cycling, and two (2) resulted in serious injuries.

### *Options*

In June 2025, two options were provided for consultation to connect Cosburn Avenue to Danforth Avenue:

#### Logan Avenue Only

- Dedicated space for people cycling to travel south only from Cosburn Avenue to Danforth Avenue;
- People cycling north from Danforth Avenue would need to travel in the same lane as motor vehicles;
- No changes for people driving;
- All parking on Logan Avenue permanently shifted to east side (i.e. no longer requiring residents to move their vehicles based on day and month);
- Three parking spaces added; and
- No change to Carlaw Avenue.

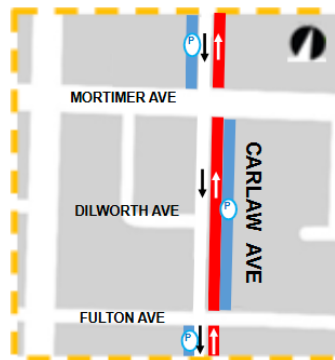
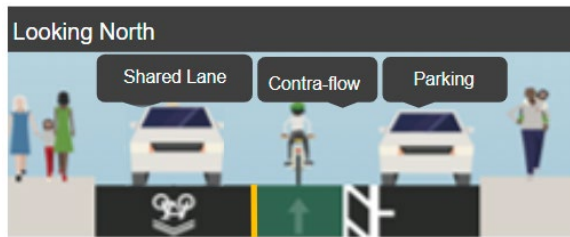
#### Logan Avenue and Carlaw Avenue

- Dedicated space for people cycling to travel both north and south from Cosburn Avenue to Danforth Avenue;
- No changes for people driving;
- All parking permanently shifted to west side on Carlaw Avenue (i.e. no longer requiring residents to move their vehicles based on day and month);
- Options for parking on Carlaw Avenue between Fulton Avenue and Mortimer Avenue with either no or minimal impacts; and
- Designated shared lane pavement markings on Westwood Avenue.

Within the Logan Avenue and Carlaw Avenue option, there are two sub-options for parking on Carlaw Avenue between Mortimer Avenue and Fulton Avenue.

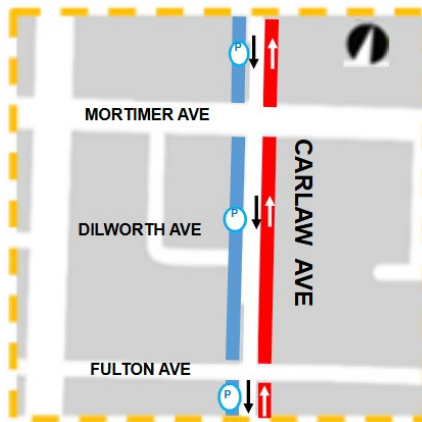
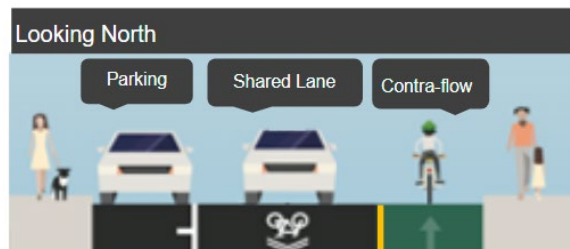
#### Option A: Bike Lane and Parking on east side

- Parking remains on the east side;
- Northbound contra-flow bike lane on the east side with a painted buffer next to parking;
- No reduction in on-street parking spaces; and
- Potential conflict between people cycling and people parking.



#### Option B: Bike Lane on east side and Parking on west side

- Northbound contra-flow bike lane on the east side;
- Parking shifted to the west side;
- Driveways on the west side limit on-street parking opportunities;
- Reduction of 8 spaces but still more spaces than 6 permits issued and overnight (permit) parking demand can be met on nearby streets; and,
- No conflict between people parking and the dedicated bike lane.



In addition, a new all-way stop control is proposed to be added at Mortimer Avenue and Carlaw Avenue. This would replace the existing pedestrian crossover (PXO) providing better protection for pedestrians, people cycling and driving on Carlaw Avenue or Mortimer Avenue. A new all-way stop control is also proposed at Logan Avenue and Floyd Avenue to provide a safe crossing for pedestrians in the area, especially to destinations including Westwood Parkette, Chester Public School, YMCA Child Care Centre and Westwood Middle School.

#### *Consultation*

Public and interest group consultation for the Leaside Bridge to Danforth Cycling Connections project initially took place from February 8 to March 21, 2024.

Consultation activities included a pop-up with children and youth, meetings with representatives of the Business Improvement Areas and cycling interest groups, a public drop-in event and an online survey. Communications used to inform the public about the project included a notice delivered to the project area, emails to interest groups, direct outreach to businesses along the project route and a project webpage.

Over 145 people attended the public event and 959 people responded to the survey and 31 people provided comments by phone or email.

Overall, there was support for the project, with many expressing that it provided a much-needed cycling route. Among the options presented for Logan Avenue, Option A received the highest level of support at 53%, while 30% were supportive of Option B and 21% supportive of Option C. Concerns were raised about Options B and C as many residents felt it would increase traffic congestion and hinder access for local residents navigating the neighbourhood. There was also strong interest expressed in having a contra-flow bike lane on Carlaw Avenue.

Based on public feedback, staff brought forward a revised plan that included a new option of a contra-flow bike lane on both Logan Avenue and Carlaw Avenue to provide cycling connections north and south through the neighbourhood. The previous option for a contra-flow bike lane on Logan Avenue only was also brought forward. In early June 2025, a notice was issued to the local community and emails issued to persons on the email distribution list. A public drop-in event was held on June 16, 2025 that 83 people attended, and 823 people responded to the survey along with 50 emails and phone calls received.

The online survey identified higher levels of support for contra-flow bike lanes on both Logan Avenue and Carlaw Avenue with 77% of overall respondents supportive of this option and only 29% supportive for the Logan Avenue only option. However, residents on both Logan Avenue and Carlaw Avenue were far less supportive of either option and many residents identified existing parking pressures in the area, south of Mortimer Avenue, in particular limited disability parking and increased levels of traffic infiltration on Carlaw Avenue as a result of construction activity on Pape Avenue as key concerns.

Based on community feedback, further review of the design options are currently underway.

## **Peter Street and Blue Jays Way**

In fall 2025, road resurfacing is planned on Peter Street and Blue Jays Way. This roadwork provides an opportunity to upgrade the materials of the existing bikeways to improve road safety. Minor changes to parking and loading are also proposed while maintaining existing roadway uses for emergency vehicles, deliveries, events and general traffic operations.

### *Existing Conditions*

Cycle tracks on Peter Street were approved as a pilot in 2014, installed in 2016, and made permanent in 2019. Bike lanes on Blue Jays Way between King Street West and Front Street West were approved in 2019 and while the section between Wellington Street West and Navy Court Wharf was installed in November 2019, the section between Wellington Street West and King Street was approved but not implemented due to construction hoarding for developments. The lane occupations for developments have now been removed.

This corridor includes one motor vehicle lane in each direction, with the addition of left-turn lanes at intersections and curbside bike lanes or cycle tracks. The roadway carries 8,200 vehicles per day. In the past ten years, there have been a total of 726 collisions. Of those collisions, 33 involved a person cycling, 38 involved a person walking and three resulted in serious injuries.

### *Proposed Design Changes*

As part of the road resurfacing work, the addition of poured-in-place concrete curbs is proposed to provide a consistent and durable physical separation between motor vehicle lanes and the bikeway along the corridor, with breaks at intersections and driveways. One vehicle lane in each direction would continue to be provided on Blue Jays Way and Peter Street, with additional turn lanes provided at Front Street West, King Street West, Adelaide Street West, Richmond Street West and Queen Street West.

The bike lane that is currently placed between the through-left-turn lane and right-turn lane at Blue Jays Way and Front Street West would be relocated curbside, which is the preferred practice for the safety of vulnerable road users. To accommodate this change, the through-left-turn lane would be repurposed as a left-turn only lane, and the right-turn only lane would be converted to a through-right-turn lane. The northbound left-turn and northbound vehicle movements at Wellington Street West would continue to be permitted, but the lanes would be realigned to reduce vehicle shifts through the intersection. Roadways space is now available for the approved cycle track, following the removal of the construction hoarding on Blue Jays Way between King Street and Wellington Street.

A net increase of four (4) on-street parking and three (3) loading spaces would be provided. Block-by-block changes to curbside activity are proposed as follows:

- Relocation of two (2) Pay and Display (P&D) on-street parking spaces on the east side of Peter Street, north of King Street West, further north from King Street West, and the addition of one (1) P&D space in the same location, to implement poured-in-place curbs and maintain safe lane alignments at the intersection of King Street West. A portion of this location is also set aside for motorcycle parking in summer months.
- Retention of two (2) P&D spaces on the west side of Peter Street, north of Adelaide Street West, and designated for motorcycle parking in the summer months.
- Addition of five (5) P&D spaces on the west side of Blue Jays Way, north of Wellington Street West, and designated as motorcycle parking in summer months.
- Addition of three (3) passenger loading spaces on the west side of Blue Jays Way, north of Wellington Street West and north of the paid parking spaces in front of the Bisha Hotel.

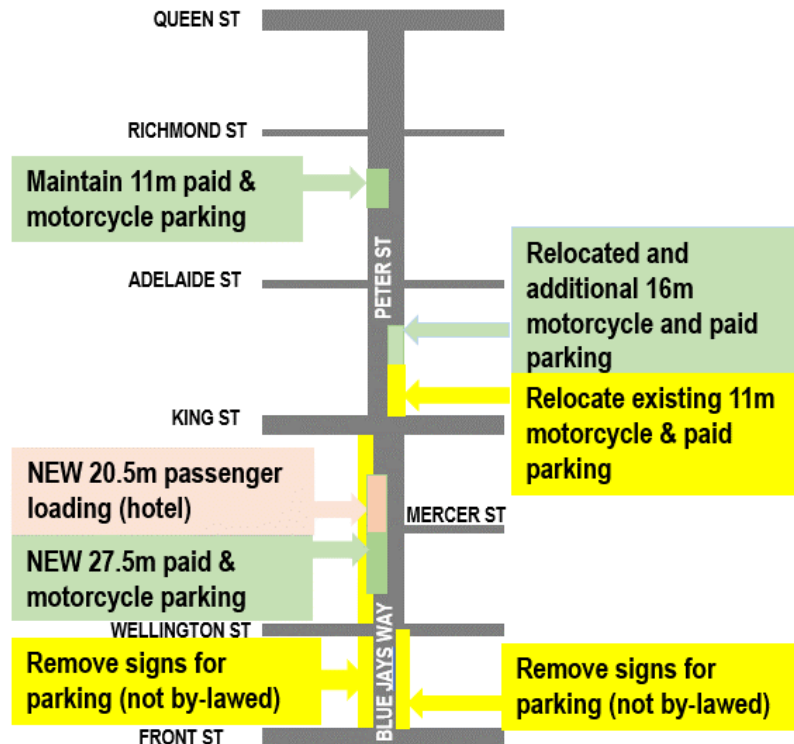


Figure 2: Map of proposed curbside changes on Blue Jays Way and Peter Street

### Consultation

The project website has been updated with a description of the changes and construction schedule. The Councillor has been informed of the proposed changes. A meeting with impacted businesses, such as the Bisha Hotel, is scheduled. An installation notice would be sent before fall 2025 construction commences.

## Davenport Road - Safety and Accessibility Improvements

### *Existing Conditions - between Westmoreland Avenue North and Wychwood Park*

Davenport Road is a major arterial road and is also a key link in the City's bikeway network. In April 2021, City Council authorized the Davenport Road bike lanes to be upgraded to cycle tracks. The typical lane configuration on Davenport Road includes one motor vehicle lane in each direction, left-turn lanes at intersections and bike lanes adjacent to the curb lane used for parking. Where there are bus stops at intersections, TTC buses are required to pull into the bike lane to complete their operations. This is typical for most bus stops along Davenport Road. Similar bus/bike platforms have been installed on Davenport Road at Bathurst Street and Davenport Road at Shaw Street.

Traffic counts at Davenport Road and Christie Street from 2018 showed a total of 525 cyclists at the intersection per day. An updated traffic count at the intersection conducted in June 2024 showed an increase of 665 people cycling for a total of 1190 per day. The number of people cycling more than doubled in six years at Davenport Road and Christie Street.

*Proposed Design - between Westmoreland Avenue North and Wychwood Park*

In consultation with the TTC, Transportation Services is recommending improvements on Davenport Road between Westmoreland Avenue North and Wychwood Park to improve safety and accessibility for all road users, particularly pedestrians, people cycling and transit users.

The design proposes to relocate the existing TTC eastbound bus stop from the near-side of Oakwood Avenue to the near-side of Dovercourt Road and raises bus stops to integrated accessible bus/bike platforms. The design also proposes to relocate the existing TTC westbound bus stop from the far-side of Christie Street to the near-side of the intersection (from west of the intersection to east of the intersection) and to implement raised integrated accessible bus/bike stops at the existing south side eastbound bus stop and the new north side westbound bus stop.

These proposed changes require the reduction of the following on-street permit parking spaces:

- Davenport Road and Christie Street:
  - Reduction of four (4) permit parking spaces on the north side of Davenport Road east of Christie Street.
  - Reduction of three (3) permit parking spaces on the south side of Davenport Road east of Christie Street.
  - No parking changes on the north or south side of Davenport Road west of Christie Street.
  - Total number of spaces before platforms: 76; total number of spaces after platforms: 69.
- Davenport Road and Dovercourt Road:
  - Reduction of four (4) permit parking spaces on the south side of Davenport Road west of Dovercourt Road.
  - Total number of spaces before platform: 41; total number of spaces after platform: 37.

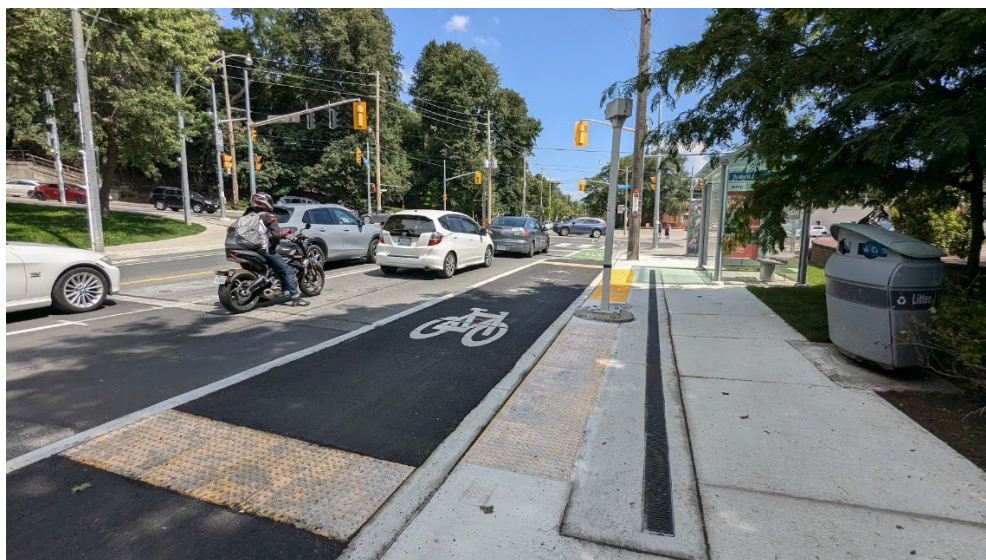


Figure 3: Example photo of a shared bike/bus platform

### *Existing Conditions - Davenport Road at Bathurst Street*

In August 2024 Transportation Services installed raised westbound far-side and eastbound near-side bus-bike accessible platforms at Davenport Road and Bathurst Street. Other improvements included reconfiguring the westbound lanes on Davenport Road east of Bathurst Street from shared through-right and a left-turn lane, to a shared through-left and a right-turn lane.

Since the addition of the platforms, field observations have revealed that westbound motorists approaching this intersection are using the right-turn lane to proceed through the intersection. This is due to longer queue lines in the shared through-left lane. This movement is creating safety issues as eastbound vehicles are not expecting through drivers from the westbound right-turn lane.

### *Proposed Design - Davenport Road at Bathurst Street*

The westbound right-turn lane is currently marked with pavement markings only. Designation of the westbound curb lane for right-turns only with signage will provide better guidance for motorists approaching this intersection. Westbound motorists will be informed of the correct lanes to use prior to approaching the intersection. These modifications should alleviate the occurrences of westbound motorists using the right-turn lane to go through the intersection, resulting in safer operations. Therefore, it is recommended that the northerly westbound lane on Davenport Road at Bathurst Street be designated for right-turning vehicles only, from Bathurst Street to a point 35 metres east thereof.

## **Jones Avenue**

In summer/fall 2025, road resurfacing is planned on Jones Avenue. In April 2024, City Council approved the conversion of bike lanes to cycle tracks on Jones Avenue from Queen Street East to Dundas Street East after public consultation on two design options that were being considered along with the road resurfacing. Option 1 would maintain the existing bike lanes and includes transit and safety improvements at intersections. Option 2 would include cycle tracks next to the sidewalk and in-ground planters at the ends of parking rows. Where it would be maintained, on-street parking would be next to the vehicle lanes in Option 2. Based on preliminary design, Option 2 would require a removal of approximately 30 on-street permit parking spaces, whereas Option 1 would require no parking removal.

The consultation for this project included a notice to area residents in January 2024 and an online survey. The main concern expressed for Option 2 was permit parking loss. Following feedback received in the public survey, the Option 2 design was approved by City Council in April 2024 to convert the existing bike lanes to cycle tracks.

Since advancing the design, City staff determined that the Option 2 design would not be feasible without impacting significantly more parking than was approved by Council. An additional 18 spaces, for a total of 48 permit parking spaces, would need to be removed to achieve the Option 2 design.

This report seeks Council authority to rescind the previously approved changes to by-laws on Jones Avenue from Queen Street East to Dundas Street East. The road



resurfacing project will include no change to parking. The existing bike lanes will be reinstalled with safety improvements at bus stops and accessibility improvements. Intersection upgrades will include accessible curb ramps with tactile walking indicators. Bus stops will be raised to bus/bike platforms at Jones Avenue north of Queen Street East and Jones Avenue south of Dundas Street East to improve safety for transit riders and people cycling.

## **Traffic Control Signal for East Highland Creek Greenway Trail at Finch Avenue East**

### *Existing Conditions*

The following characteristics describe the area in the vicinity of Finch Avenue East at its intersection with the East Highland Creek Greenway Trail, as shown on the Location Plan below. The trail connects to Iroquois Park, Brimley Woods Park and to the Finch Hydro Corridor Trail in Scarborough.

- Finch Avenue East, west of Sandhurst Circle, is a 15.0 metre-wide, two-way traffic, four-lane, major arterial roadway;
- Finch Avenue East has a posted speed limit of 60 kilometres per hour;
- The closest traffic control signals are located at the intersection of Finch Avenue East and Sandhurst Circle, approximately 180 metres east of the trail;
- Other traffic control signals are located at the intersection of Finch Avenue East and Brimley Road, approximately 375 metres west of the trail;
- Sidewalks are located on both sides of Finch Avenue East in the vicinity of the trail; and
- There is a TTC service provided by the TTC 39 Finch East bus.

The land uses on this section of Finch Avenue East in the vicinity of the trail are primarily single-family residential uses to the south, multi-family residential uses and schools to the north, with a green space corridor that contains the East Highland Creek Greenway Trail on both sides of the roadway. The trail also connects to a significant green space to the north and extends to the Finch Hydro Corridor.





Figure 4: Map of the proposed signaled crossing in context of nearby signals and trails

### *Proposed Design*

The proposed new mid-block signal would connect the East Highland Creek Greenway at Finch Avenue East where the closest signal is 180 m away, at Sandhurst Circle, (requiring a 360 m diversion to cross and continue the trail). The Francis Libermann Catholic High School is just west of the proposed crossing. This signaled crossing would provide a safe reasonable alternative to connect the trails at a desire line, especially for the students and residents who live within the immediate area. The signal would include pedestrian and bike signal heads, curb ramps, tactile walking surface indicators, and pedestrian storage. The design aims to avoid tree impacts, and the signal would only be activated if the button is pressed. The design is complete and ready for tender.

## **Technical Amendments**

### *Brunswick Avenue*

In July 2020, contra-flow bike lanes were installed on Brunswick Avenue both north and south of Bloor Street West. People cycling intending to make turns from Bloor Street West onto Brunswick Avenue can wait between the crosswalk and the vehicle lanes. Where space permits, two-stage left-turn boxes would be installed. Left-turn bike boxes provide a formal waiting space to make a two-stage turn and separate people cycling through an intersection from those turning. Bike boxes require a right-turn on red prohibition to eliminate the conflict between right-turning drivers and people cycling waiting to turn left. This report contains a technical amendment to add the right-turn on red prohibition for drivers on Brunswick Avenue at Bloor Street West.

### *Esther Shiner Boulevard*

In November 2008, City Council approved no-stopping by-laws and bike lanes in both eastbound and westbound directions on Esther Shiner Boulevard between Provost

Drive and Old Leslie Street. This report contains a technical amendment required for by-law accuracy to enforce the existing bike lanes.

#### *Huntingwood Drive*

In 2020, cycle tracks on Huntingwood Drive were approved by City Council. Initially approved on a temporary basis, the cycle tracks were approved to be made permanent in December 2021. As part of roadway resurfacing work in 2023-2024, adjustments to parking were made associated with the installation of medians and green gutters. After the roadwork was complete, feedback was received from local residents and through the local Councillor's office for more on-street parking to be provided where possible.

To accommodate the change, the installed design has been revised to add 13 new on-street parking spaces between Dunmurray Boulevard and Harfleur Road. These changes require the removal and relocation of recently constructed median islands, green gutters, and asphalt resurfacing, as well as new pavement markings. The changes are planned for implementation in 2025. This report contains a technical amendment to allow for the addition of 13 on-street parking spaces.

#### *The Esplanade and Mill Street Connection Project*

In June 2021, City Council authorized the installation of The Esplanade-Mill Street project. Since then, phase 1 and 2a have been installed between Bayview Avenue and Lower Jarvis Street. Starting in April 2024, the City began installation of Phase 2b of The Esplanade and Mill Street Connection Project between Lower Jarvis Street and Yonge Street. The work is being delivered along with watermain replacement and sanitary sewer replacement on The Esplanade from east of Yonge Street to Market Street. This report contains a technical amendment to no stopping by-laws to add a passenger loading zone between Yonge Street and Scott Street that was identified based on feedback from the local community.

#### *Winona Drive*

Road reconstruction and resurfacing is planned for 2025 on Winona Drive from north of Vaughan Road to south of Eglinton Avenue West. Existing pavement markings, including those for the contra-flow bike lanes, will be reinstated. The road work provides an opportunity to improve road safety for all users. Planned improvements include: intersection upgrades, curb extensions, and raised crossings at Lanark Avenue, Clovelly Avenue, Ava Road, Bude Street, and Belvidere Avenue. A new east-west pedestrian crossing will be added at the intersection of Gloucester Grove and Winona Drive on the south side. Two new mid-block curb extensions will be added on Winona Drive next to Laughlin Park to shorten crossing distances and improve sightlines near park entrances. The curb extensions will result in a reduction of two (2) on-street permit parking spaces. There is sufficient on-street parking capacity on the street. This report contains the technical amendments required for the curbside parking changes.

### **2025 Missing Sidewalk Program - Local Roads (Non-Delegated)**

Provision of safe, comfortable, and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero Road Safety Plan. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place and sustainable growth. These themes are reflected in the City's Official Plan

(2004), Pedestrian Charter (2002), Walking Strategy (2009), Seniors Strategy (2013), Healthy Streets (2014), Road Safety Plan (2016), and Vision Zero 2.0 Road Safety Plan Update (2019), among others.

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

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

Street Name	Project Type	Project Description	Metres (m)	Ward
Ancroft Place	Bundled with watermain replacement and local road resurfacing	North side of Ancroft Place from Sherbourne Street North to 80m east of Sherbourne Street North	80	11
Bankfield Drive	Stand-alone project	East side of Bankfield Drive from Edgebrook Drive to 15m north of Edgebrook Drive	15	1
Beechgrove Drive	Stand-alone project	East side of Beechgrove Drive from Copperfield Road to 330 m east of Minuk Acres	480	25
Bellefontaine Street	Stand-alone project; request from Councillor's office	West side of Bellefontaine Street from 40m south of Kenfin Avenue to 285m south of Bellbrook Road	350	22
Earl Road	Bundled with local road resurfacing	North and south side of Earl Road from 45m east of Dorset Road to Dorset Road	100	20

Street Name	Project Type	Project Description	Metres (m)	Ward
Glenridge Road	Stand-alone project	East and west side of Glenridge Road from 10m west of Chine Drive to Chine Drive	20	20
Hanover Road	Stand-alone project; resident request	South side of Hanover Road from trail entrance of Robert Leek Park to 20m west of trail entrance of Robert Leek Park	20	6
Josaly Drive	Stand-alone project	West side of Josaly Drive from 15 Josaly Drive to 17 Josaly Drive	10	25
Leslie Street	Bundled with local road resurfacing and watermain replacement	West side Leslie Street from Glassworks Drive to Wicksteed Avenue	75	15
Macdonell Avenue	Bundled with local road resurfacing and West Parkdale Cycling Connections Project	North side Macdonell Avenue from Wabash Avenue to 261 Macdonell Avenue	60	4
Manitou Boulevard	Bundled with local road resurfacing	East side of Manitou Boulevard from Briar Hill Avenue to Ridelle Avenue	85	8
Parkland Road	Stand-alone project; resident request	South side Parkland Road from Blantyre Avenue to Clonmore Drive	185	20
Parlette Avenue	Stand-alone project; request from Councillor's office	West side Parlette Avenue from Ravine Park Crescent to Ravine Park Crescent [south leg]	185	25
Ravine Park Crescent	Stand-alone project; request from Councillor's office	North side of Ravine Park Crescent from Port Union Road to Parlette Avenue	85	25

Street Name	Project Type	Project Description	Metres (m)	Ward
Silverview Drive	Bundled with Parks and Recreation revitalization project	South side Silverview Drive from Crushendale Drive to Bowerbank Drive	140	18
Sumach Street	Stand-alone project - permeable surface material; request from Councillor's office	East side Sumach Street from Amelia Street to Winchester Street	160	13
Wilby Crescent	Bundled with local road resurfacing; request from Councillor's office and residents	West side Wilby Crescent from Weston Road to 75 m southwest of Weston Road	75	5
Wyndcliff Crescent	Stand-alone project; request from Councillor's office	North side Wyndcliff Crescent from Wyndcliff Crescent to Knighton Drive	45	16
Total			2170	

In addition to the above, Transportation Services plans to install the following delegated sidewalks in 2025:

- Eglinton Avenue West from Wincott Drive to 145m west of Wincott Drive (north side on major arterial, Ward 2);
- Highland Avenue from 110m east of Roxborough Drive to 143m east of Roxborough Drive (southwest side on local road bundled with road reconstruction, Ward 11);
- Neilson Drive from 82m north of Dundas Street to Rickshaw Avenue (east side on collector road, Ward 2);
- Sheffield Street from Ingram Drive to 175m north of Ingram Drive (east and west side on collector road, Ward 5); and
- Wanless Crescent from Wanless Avenue to Braeside Road (north side on local road bundled with road reconstruction, Ward 15).

All properties along these corridors have received advanced notice of the new sidewalk construction which includes a City staff contact to discuss the sidewalk design and construction impacts. If approved, all properties will also receive a pre-construction notification.

In all instances, the local Councillor has been notified of the proposed sidewalk projects.

## CONTACT

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## SIGNATURE

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Barbara Gray  
General Manager, Transportation Services

## ATTACHMENTS

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Attachment 1: Proposed Second Quarter 2025 Cycling Project Map  
Attachment 2: Proposed Second Quarter 2025 Missing Sidewalk Project Map  
Attachment 3: Streamlined Reporting Process  
Attachment 4: Technical Amendments