



York University and Downsview Neighbourhood Cycling Connections Project

Public Consultation Report

June 2018

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Executive Summary

Public and stakeholder consultation for the York University and Downsview Neighbourhood Cycling Connections Project was conducted between February and May of 2018. This included three public drop-in events, a project survey, a stakeholder workshop, a project website, and targeted emails to the project stakeholder list. Over 40,000 flyers were distributed throughout the Study area in three phases between February and May of 2018. Overall, public feedback showed high levels of support, for the planned cycling facilities.

York University and Downsview Cycling Connections Project

Project Study Area

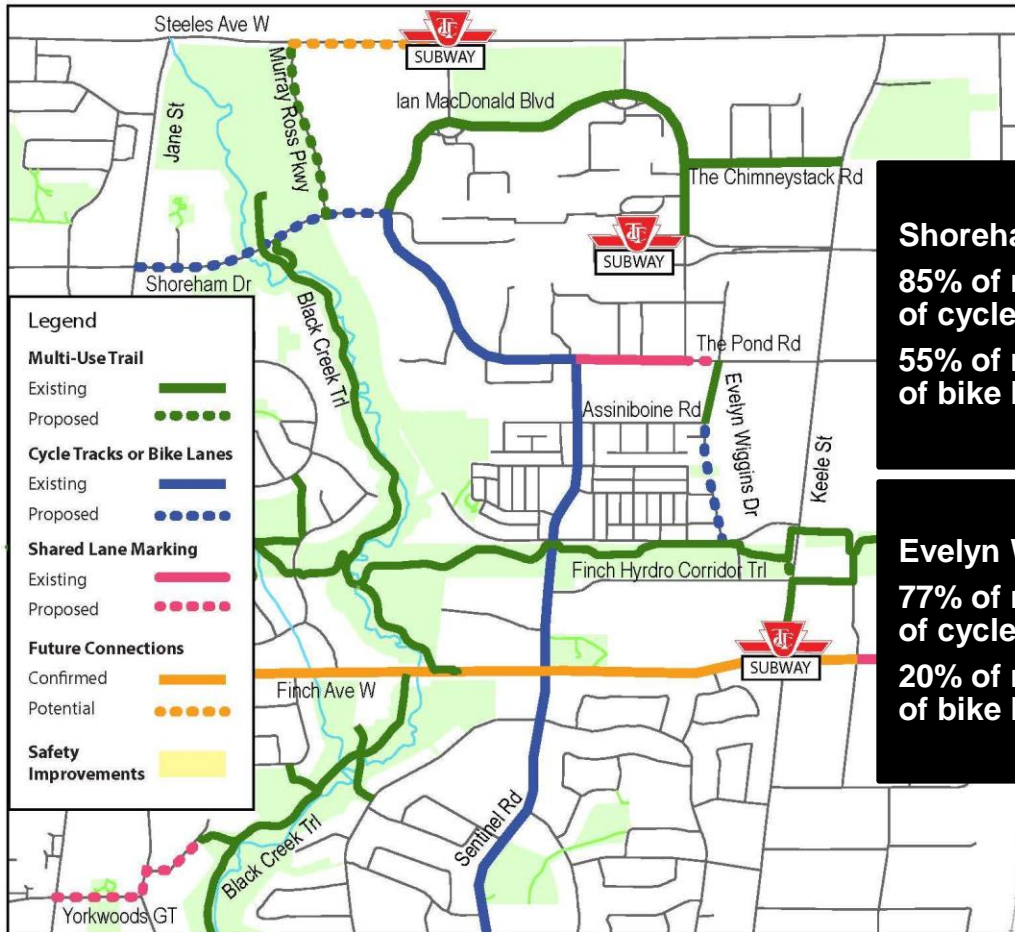


The project study area is bounded by Steeles Avenue to the north, Wilson Avenue to the south, Highway 400 to the west and the CNR rail line to the east.



City of Toronto Cycling Network Plan: Current Project

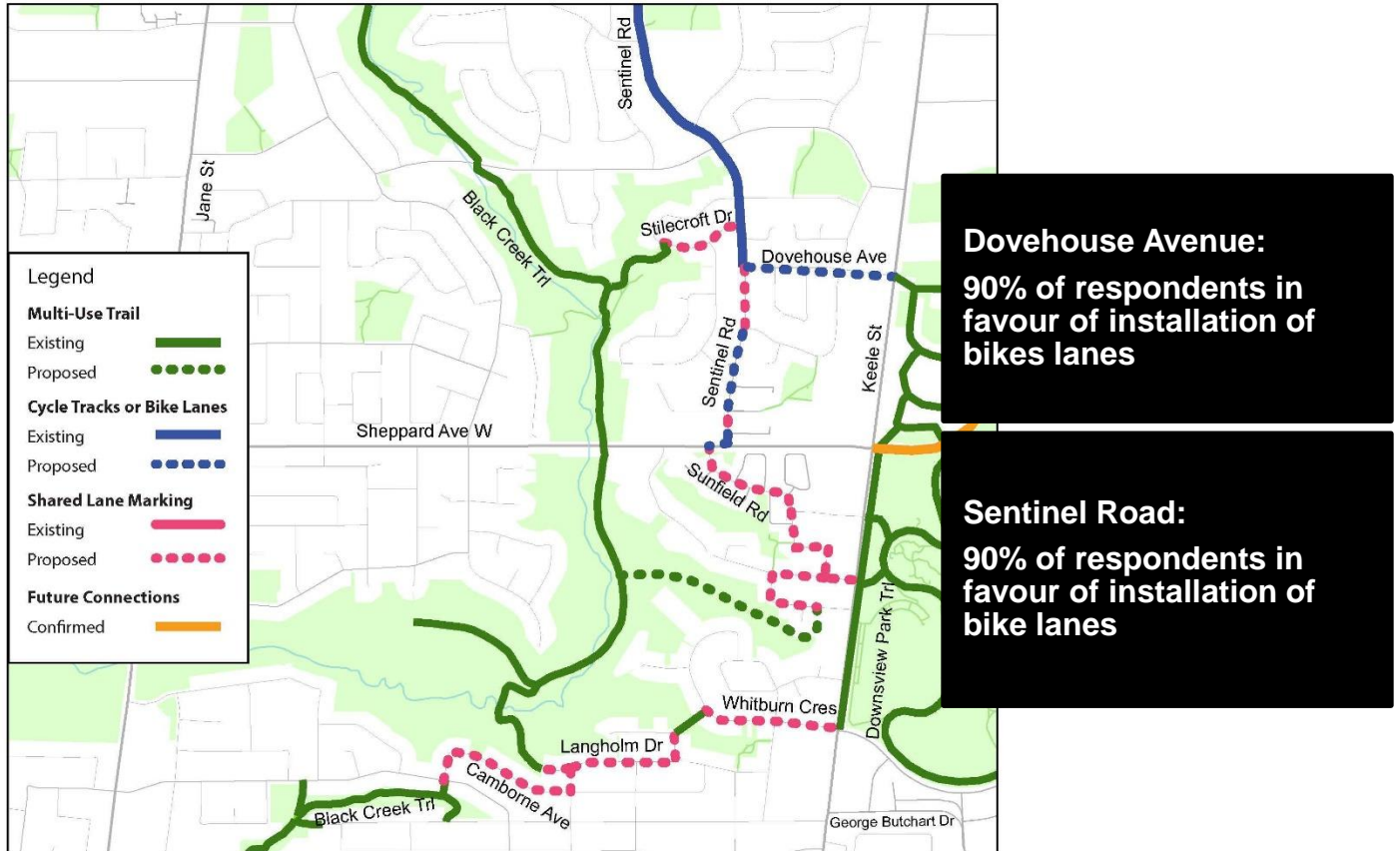
York University Connections



Shoreham Drive Options:
 85% of respondents in favour of cycle tracks
 55% of respondents in favour of bike lanes

Evelyn Wiggins Drive Options
 77% of respondents in favour of cycle tracks
 20% of respondents in favour of bike lanes

City of Toronto Cycling Network Plan Downsview Neighbourhood Connections



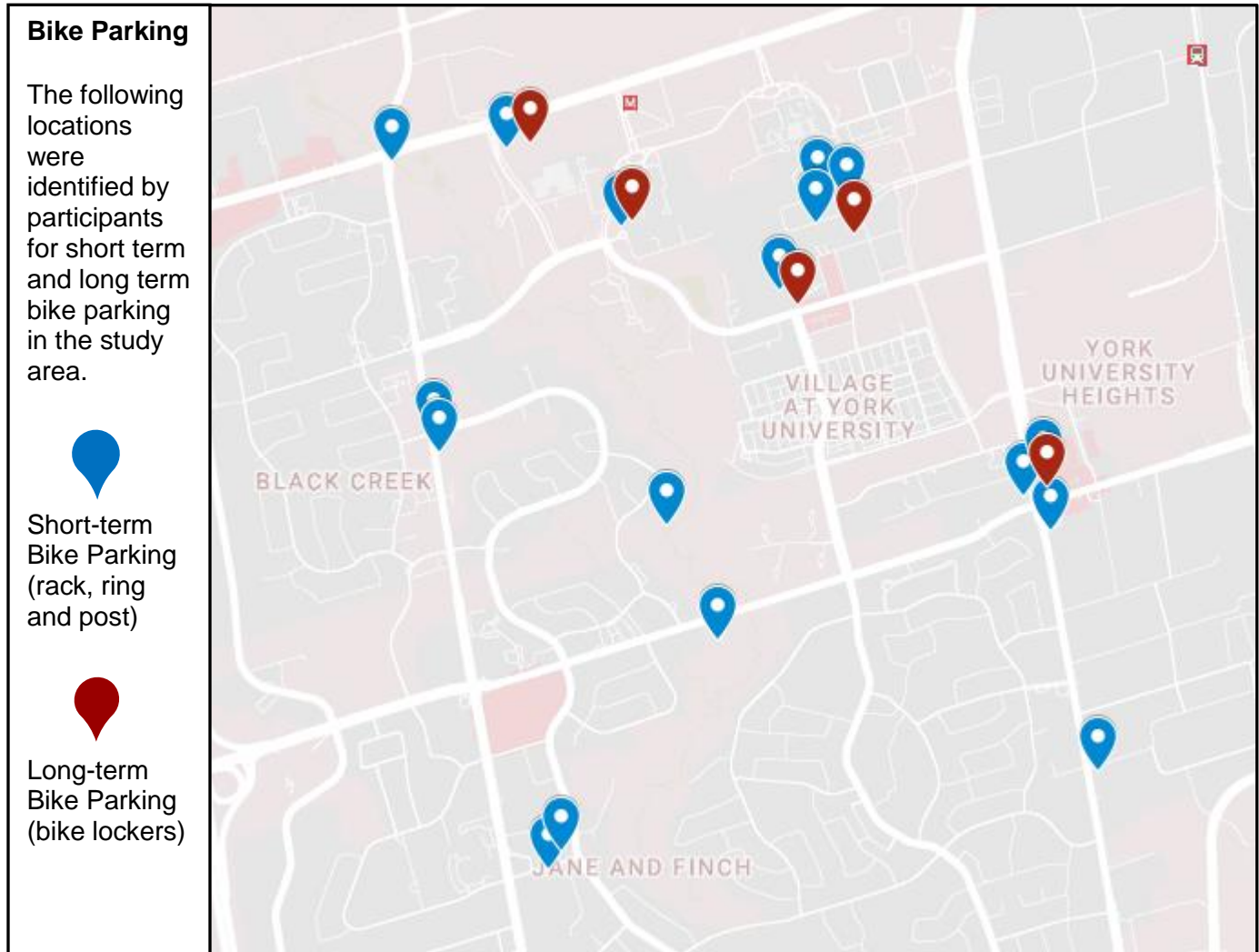
The Project Team collaborated with local community organizations and stakeholders to support outreach and engagement throughout the Study including: Toronto Community Housing Corporation, Smart Commute North Toronto – Vaughan, the Jane/Finch Centre, Downsview Park and York University Transportation Services. Over 50 citywide and local organizations, including community groups and local BIAs, were invited to participate in the events.



Public Drop-In Event at St. Jerome School, March 1, 2018

Bike Parking

Participants suggested 20 unique locations for bike parking to be installed throughout the area, including residential areas (near apartment towers), the York University Keele Campus, community and commercial venues, and subway stops, as identified in the following map:



Through the survey responses, the following areas were also suggested for bike parking in the study area:

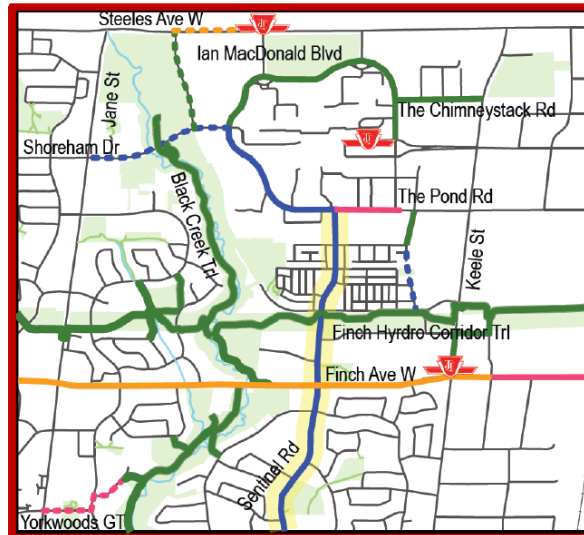
- Near commercial areas, apartment buildings, and the edge of Downsview Park
- York University campus and Finch West Station
- At all subway stations
- Outside malls, plazas and other commercial areas
- Near bus stops and major intersections

1. Introduction

The City of Toronto's [Ten Year Cycling Network Plan](#) outlines investments in cycling infrastructure from 2016 – 2025. As part of the routes outlined in this Plan, the York University and Downsview Cycling Connections project includes the following options that were consulted on:

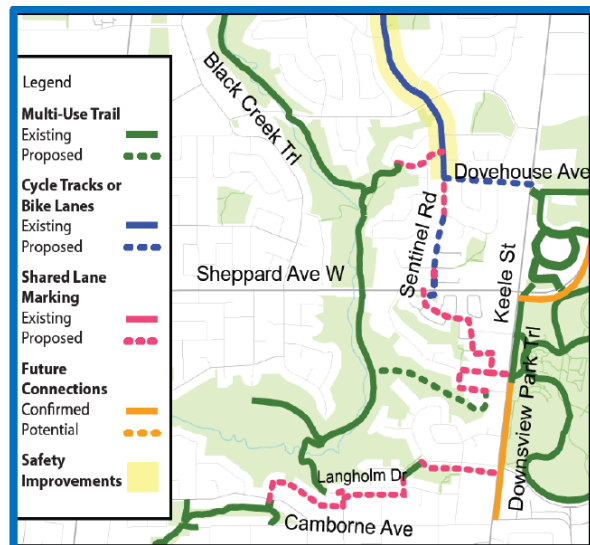
York University Connections

- Cycle tracks or shared lanes on Evelyn Wiggins Drive
- Cycle tracks or bike lanes on Shoreham Drive
- Multi-use trail on Murray Ross Parkway (from Shoreham Drive to Steeles Avenue West)
- Connections to the Black Creek Trail at Shoreham Drive
- Safety improvements to existing bike lanes on Sentinel Road



Downsview Connections

- Shared lanes on Yorkwoods Gate, London Green Court, Camborne Avenue, Sunfield Road, Maryport Avenue, Langholm Drive, and Stilecroft Drive
- Bike lanes on Dovehouse Avenue
- Bike lanes and shared lane on Sentinel Road
- Boulevard connection on Sheppard Avenue West (from Sentinel Road to Sunfield Drive)
- Connections to the Black Creek Trail at Maryport Avenue



The new routes are intended to improve cycling accessibility, safety, and to create new ways for cyclists to travel around the area and connect to Downsview Park, the Black Creek Trail system and TTC stops and stations.

2. Overview of Consultation Activities

Public consultation on the Study utilized a wide-range of outreach, engagement, and consultation activities to collaborate with and involve local community partners including:

- Councillor briefings and communications through Ward 8 and Ward 9 offices
- A pop-up event at the York University Transportation Fair
- Three public drop-in events in the study area
- An in-person and online survey
- A half-day meeting with local stakeholders including York University, Tennis Canada, Toronto Community Housing Corporation, Black Creek Pioneer Village, the Toronto Transit Commission and the Toronto and Region Conservation Authority
- Information sharing with other key stakeholders, including Downsview Park, Canlan Ice Sports, Shoreham Sports and Wellness Academy, Smart Commute North Toronto-Vaughan and the Jane-Finch Community Centre
- Communications: website, social media, targeted emails and mailout notices

This section describes consultation activities that took place during consultation.

2.1 Notification and Communications

A Study website (www.toronto.ca/yorkudownsview) was developed in October 2017 including sections on the Study Overview, Study Area, Frequently Asked Questions, and consultation activities. As part of the website, a project email list was launched to allow interested groups and individuals to sign-up to receive updates and information about community outreach and public consultation activities.

Communication on the project took place through a variety of written, print, and digital notification activities including:

- Project Website www.toronto.ca/yorkudownsview
- Pop-up booth at the York University Transportation Fair
- Targeted emails to key stakeholders and project email list
- Over 40,000 notices mailed out in three phases to addresses in the study area
- Councillor briefings for Ward 8 and 9 (Councillors Augimeri and Perruzza)

Please see Appendix A for copies of all notices that were sent as part of this project.

2.2 Councillor Briefings

Four Councillor briefings were here held between December 2017 and May 2018 for the Ward 8 and Ward 9 Council offices (Councillors Augimeri and Perruzza). Councillors and their staff were briefed on project design options and key engagement opportunities within the wards, and general feedback received to date via public events and survey responses.

2.3 Meetings and Conference Calls with Key Stakeholders

A number of conference calls were held with key stakeholders during the winter and spring of 2018. These were designed to get early input on the project designs and to ensure that stakeholders in the project area had ample opportunity to ask questions and to provide input. This process culminated with a stakeholder meeting held in April 2018 (please see s.2.6).

2.4 Public Drop-In Events

Three public events took place on February 27, 2018 (from 10am – 2pm in the Vari Hall Rotunda, York University) and March 1, 2018 (from 12pm – 2pm at the Grandravine Community Centre and 6pm – 8pm at St. Jerome Catholic School) in the Downsview neighbourhood. Participants were able to view the design panels, complete surveys and comment forms, and speak with project staff. More than 100 individuals attended the three events.



Public Drop-In Events at York University (left) and Grandravine Community Centre (right)

The following display panels (viewable online on the project website and in Appendix B) were presented at the public drop-in events, and are described below:

1. Welcome
2. Background and the City's Ten Year Cycling Plan
3. Existing and Proposed Cycling Network in the York University Area
4. Existing and Proposed Cycling Network in the Downsview Neighbourhood Area
5. Types of Cycling Infrastructure
6. Why Cycling Routes in the York University and Downsview Neighbourhood areas?
7. Shoreham Drive – Existing Conditions
8. Shoreham Drive – Proposed Options
9. Shoreham Drive – Benefits and Challenges
10. Murray Ross Parkway – Existing Conditions and Proposed Changes
11. Evelyn Wiggins Drive – Existing Conditions
12. Evelyn Wiggins Drive – Proposed Changes: Option A
13. Evelyn Wiggins Drive - Proposed Changes: Option B
14. Dovehouse Avenue – Existing Conditions
15. Dovehouse Avenue – Proposed Changes
16. Sentinel Road – Existing Conditions

17. Sentinel Road – Proposed Changes
18. Sheppard Avenue West – Existing Conditions
19. Sheppard Avenue West – Proposed Changes
20. Planned Trail Connections and Improvements
21. Bike Parking interactive map – Where would you like to see bike parking?
22. Next Steps
23. Have Your Say! – Public Consultation overview and contact information

The following partners participated in the events:

- **Smart Commute, North Toronto - Vaughan**
- **City of Toronto, Keele Plus Study** – Community Planning Study

Please see Appendix B for copies of the display panels.

2.5 Shoreham Drive Stakeholder Workshop

On April 13, 2018, the City hosted a stakeholder meeting on the Shoreham Drive portion of the project. Representatives from Tennis Canada, York University, Toronto Region and Conservation Authority, Black Creek Pioneer Village, Toronto Community Housing Corporation and the Toronto Transit Commission were in attendance, along with internal staff from City Planning, the Cycling Unit and the Public Consultation Unit. Participants discussed the 3 proposed designs for Shoreham Drive and submitted detailed comments for review. The meeting agenda is attached as Appendix C.

2.6 Online Survey

An online survey was available in February and March of 2018. A link to the survey was posted to the project website, sent to the project stakeholder and email lists, and the survey was also promoted through the project mailout notices. Support for the project through the survey was high – please see section 3.4 for a summary of survey responses.

2.7 Phone and Email

Stakeholders were invited to ask questions and submit comments via phone, email, fax, or written letter. A total of 8 communications were received via email and phone.

3. Feedback Summary

3.1 Public Drop-In Events

Three public drop-in events were held in late February and early March, with a total of approximately 100 attendees. The majority of comments and feedback received expressed: support for the new bike facilities to increase the number of active transportation options in the project area and to improve safety for cyclists, drivers and pedestrians. Participants also provided information on where additional bike parking is needed in the project area.

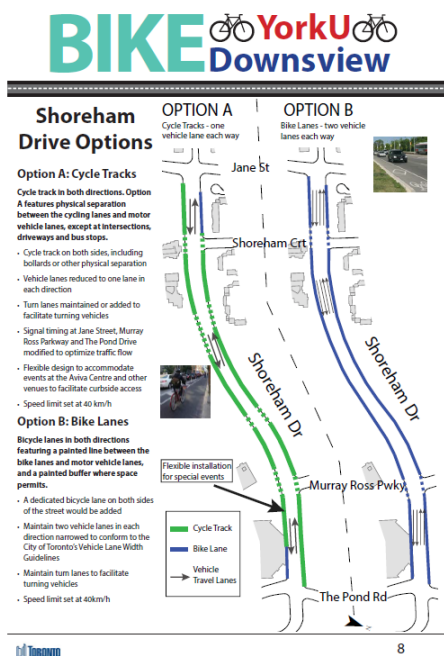
Some comments received expressed concern for loss of parking, safety of cyclists due to traffic volumes in the area, currently low numbers of cyclist in the area, and the cost of the bike facilities.

A sample of comments received at the public events:

- *"I much prefer cycle tracks for safety."*
- *"We need more long term bike parking at subway stations to protect from theft."*
- *"More multi-use trails."*
- *"Need more connections to the south – for instance to the West Toronto Railpath."*
- *"Cyclist safety should be a priority on major thoroughfares."*
- *"There is great need for more cycling routes in the area."*
- *"What type of separation will be used on Shoreham Drive? The more significant, the better."*
- *"Better wayfinding signage is required in the trails."*

3.2 Shoreham Drive Stakeholder Meeting

In April the Project Team hosted a meeting for stakeholders along the Shoreham Drive portion of the project. Representatives from York University, Tennis Canada, the Toronto and Region Conservation Authority, Black Creek Pioneer Village, the Toronto Transit Commission and Toronto Community Housing Corporation were in attendance. Staff presented 2 proposed design options for Shoreham Drive, solicited feedback on those options, and facilitated a discussion on the potential benefits and challenges of each option.



Shoreham Drive Design Panel (left) and Shoreham Drive Stakeholder Meeting (right)

Valuable feedback was received from participants, and was considered in the design process. Below is a sample of comments from the stakeholder meeting:

- *"Buffer provides good separation between motorists and cyclists"*
- *"This is the best option in terms of cycling safety"*
- *"Consider ways to increase the visibility of the mixing zone for drivers through additional signage, green paint"*
- *"Prefer bollards for safer separation - people will park in lanes otherwise"*
- *"Will need actual separation barriers at points due to street design"*
- *"Ensure proper signage for residents"*
- *"Reduced lane widths provides motorists with perception of traffic calming – slower speeds"*

The project team subsequently followed up with each stakeholder group to further discuss the proposed options.

3.3 Phone and Email

A total of eight (8) comments were received via phone or email and expressed:

- concerns regarding the potential loss of parking on Dovehouse Avenue
- concerns regarding the potential loss of parking on Evelyn Wiggins Drive
- support for the planned facilities on Dovehouse Avenue, as a safety and traffic calming measure

3.4 Online Survey

An online survey was available from February 26 to March 14, 2018, with 43 responses received.

Respondent Modal Split (*respondents can select more than one form of transportation*)

- 64% use public transit
- 36% walk
- 54% cycle
- 29% use a motor vehicle

Highlights

Current Cycling Infrastructure:

- 73% feel 'unsafe' or 'very unsafe' while riding a bike in the York University and Downsview area (9% feel 'safe' or 'very safe')
- 64% feel 'uncomfortable' or 'very uncomfortable' driving next to cyclists in the York University and Downsview Area (12% feel 'comfortable' or 'very comfortable')

Proposed Cycling Infrastructure:

Shoreham

- 85% 'somewhat support' or 'strongly support' option A (cycle tracks)
- 10% 'somewhat object' or 'strongly object' to option A
- 55% 'somewhat support' or 'strongly support' option B (bike lanes)
- 15% 'somewhat object' or 'strongly object' to option B

Evelyn Wiggins

- 77% 'somewhat support' or 'strongly support' option A (Cycle Track)
- 14% 'somewhat object' or 'strongly object' to option A
- 9% are 'neutral'
- 20% 'somewhat support' or 'strongly support' option B (Advisory Bike Lanes)
- 45% 'somewhat object' or 'strongly object' to option B
- 35% are 'neutral'

Dovehouse

- 90% 'somewhat support' or 'strongly support' bike lanes on Dovehouse
- 5% 'neutral' and 5% 'I don't know'

Sentinel

- 90% 'somewhat support' or 'strongly support' bike lanes on Sentinel
- 5% 'neutral' and 5% 'somewhat object'

Sheppard West

- 100% 'somewhat support' or 'strongly support' the proposed changes

4.0 Summary

The feedback collected demonstrated a very high level of support for the planned cycling facilities in the York University and Downsview Neighbourhood Cycling Connections Project. Generally, more protected cycling facilities such as cycle tracks were preferred over bike lanes. Respondents indicated that the new bike routes would improve connections to existing bike paths in the area (i.e. Black Creek Trail, Downsview Park) while also improving safety for cyclists and encouraging more people to take up cycling as a form of active transportation.

Bike theft was identified as a problem in the project area. As such, participants identified several areas for additional short term and long term bike parking. With the recent addition of the subway to the area, several participants also noted that timing is good to expand multi-modal transportation options in the area by connecting cycling routes with the new subway stations. Participants also noted improvements that are needed for signage and wayfinding between existing trails and the proposed routes.

Some concerns over traffic impacts and the potential loss of on-street parking were also identified. These participants suggested that any new cycling facilities should not have adverse impacts on traffic in the area, or the availability of on-street parking.

5.0 Next Steps

The Project Team will review all feedback received, together with technical considerations, and stakeholder comments to finalize the recommended designs for the York University and Downsview Neighbourhood Cycling Connections Project. A Staff Report with the recommended design will be presented to the City's Public Works and Infrastructure Committee (PWIC) in June 2018, and considered by City Council thereafter.

Appendix A: Project Notices

YORK UNIVERSITY and DOWNSVIEW CYCLING CONNECTIONS



The City of Toronto is improving cycling infrastructure near the York University Keele Campus and in the Downsview neighbourhood. These improvements will provide cycling connections to Downsview Park, the Black Creek Trail system and TTC stops and stations.

The City has proposed designs for cycle tracks, bike lanes, shared lanes (sharrows) and multi-use trails on a number of streets in the project area. See maps on reverse for locations.

Cycle Track



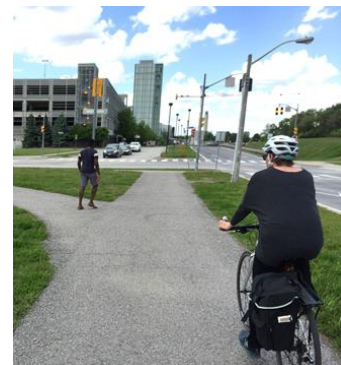
Bike Lane



Shared Lane



Multi-Use Trail



Public Drop-in Events

Join us to view information materials and speak with the project team. The same information will be available at all events.

Date & Time: Tuesday, February 27, 2018. 10 a.m. to 2 p.m.

Location: York University Keele Campus
Vari Hall Rotunda**



Date & Time: Thursday, March 1, 2018. 12 p.m. to 2 p.m.

**Location: Grandravine Community Centre
23 Grandravine Drive**



Date & Time: Thursday, March 1, 2018. 6 p.m. to 8 p.m.

**Location: St. Jerome Catholic School
111 Sharpecroft Blvd**



All information materials will be posted online at toronto.ca/yorkudownsview prior to the events. An in-person and online survey will also be provided to collect opinions and comments.

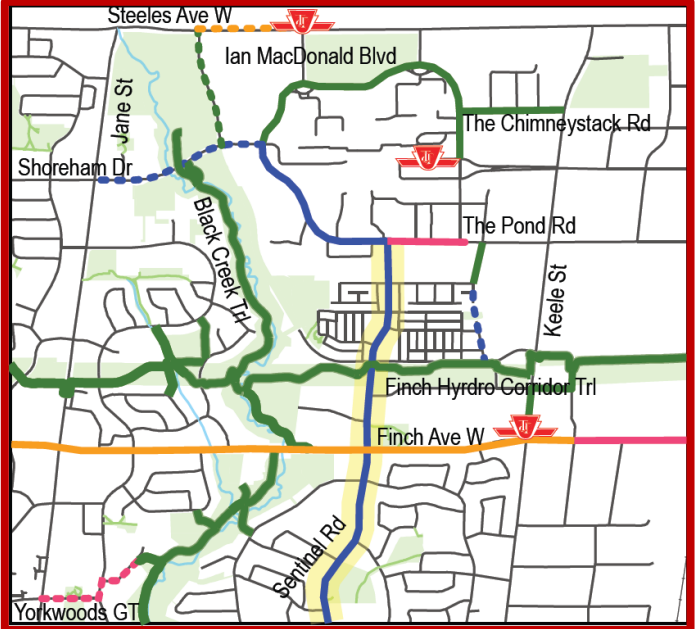
***February 27 event may be impacted by potential labour disruptions at York University. Please check project website regularly for latest updates.*

Project Area and Options

Bike lanes, cycle tracks, multi-use trails, and shared lanes are proposed for different locations.

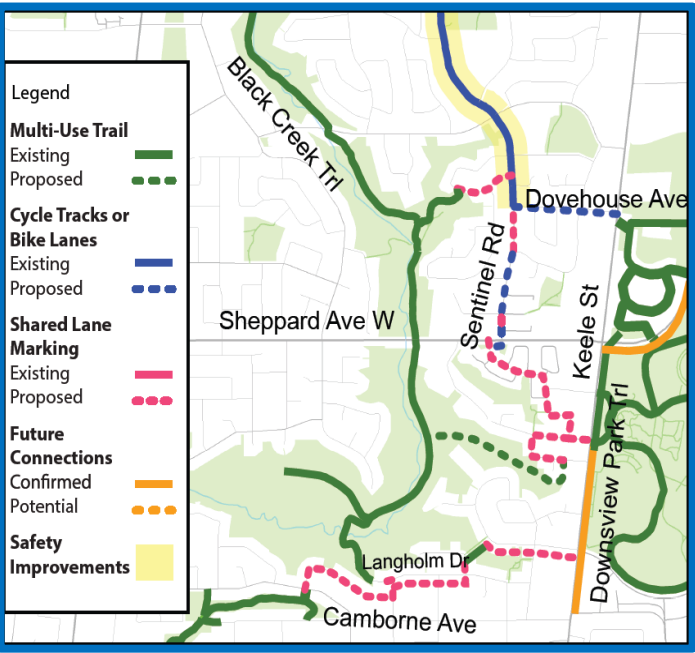
York University Connections

- Cycle tracks or shared lanes on Evelyn Wiggins Drive
- Cycle tracks or bike lanes on Shoreham Drive
- Multi-use trail on Murray Ross Parkway (from Shoreham Drive to Steeles Avenue West)
- Connections to the Black Creek Trail at Shoreham Drive
- Safety improvements to existing bike lanes on Sentinel Road



Downsview Connections

- Shared lanes on Yorkwoods Gate, London Green Court, Camborne Avenue, Sunfield Road, Maryport Avenue, Langholm Drive, and Stilecroft Drive
- Bike lanes on Dovehouse Avenue
- Bike lanes and shared lane on Sentinel Road
- Boulevard connection on Sheppard Avenue West (from Sentinel Road to Sunfield Drive)
- Connections to the Black Creek Trail at Maryport Avenue



What would these cycling options and routes mean for you?

- Improved safety and comfort for cyclists, pedestrians and drivers
- On-street parking will remain available to meet current demand
- No significant changes in motor vehicle travel times anticipated
- TTC bus routes and stops will be maintained
- No changes to Wheel-Trans, emergency services, or curbside waste collection

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Per ricevere assistenza in italiano si prega di telefonare al 311.
Para recibir ayuda en español, llame al 311.
Để được giúp đỡ bằng tiếng Việt, xin gọi 311.

Contact

Andrew Plunkett
Senior Public Consultation Coordinator
City of Toronto
55 John St. Metro Hall, 19th Floor
Toronto M5V 3C6

Tel: 416-397-1968
Fax: 416-392-2974
E-mail: Andrew.Plunkett@toronto.ca



toronto.ca/yorkudownsview

April 30, 2018

RE: Consultation on Evelyn Wiggins Drive cycle tracks – reduction of on-street parking

Dear Property Owner / Manager / Resident

The City of Toronto Transportation Services Division is planning to install a two-way cycle track on Evelyn Wiggins Drive from Murray Ross Parkway to Assiniboine Road (please see designs on reverse). The new cycle tracks are part of the York University and Downsview Cycling Connections Project, and would connect the Finch Hydro Corridor Trail with the York University Keele Campus.

What would this mean for you?

- A two-way cycle track added to the east side of the street
- Physical buffers added where space permits
- One vehicle travel lane would be maintained in each direction
- No change to driveway access, Wheel Trans, emergency services or curbside waste collection
- 20 on-street parking spaces would remain; 12 spaces between Saywell Avenue and Applebaum Terrace, and 8 spaces between Applebaum Terrace and Jack Wiggins Lane
- All other on-street parking on Evelyn Wiggins Drive would not be permitted
- Additional on-street parking is allowed on adjacent streets: Saywell Avenue, Applebaum Terrace and Assiniboine Road
- The speed limit set at 40km/h

The proposed design is intended to balance the need for a dedicated cycling facility that connects existing routes while maintaining the existing street functions. Based on recent parking studies on Evelyn Wiggins Drive, this design would meet existing demand for on-street parking by maintaining 20 on-street parking spaces (with additional on-street parking available on adjacent streets). In addition, this project would narrow the existing vehicle lane widths, which has been shown to reduce speeding and improve safety for all users.

Your opinion is important to us:

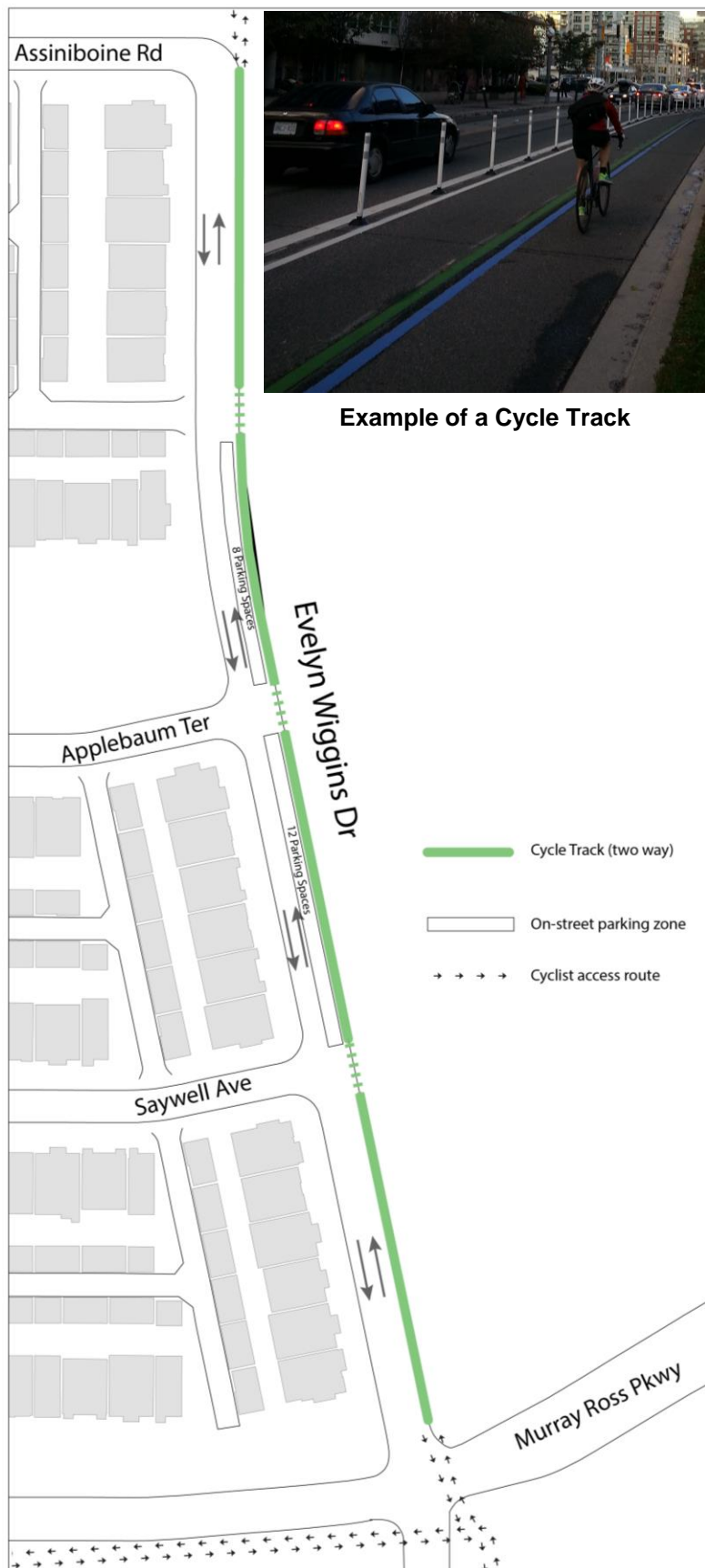
If you would like to discuss this project and provide feedback to us, **please contact us by Tuesday, May 15, 2018.**

Contact: **Andrew Plunkett**
 Sr. Public Consultation Coordinator **Email: Andrew.Plunkett@toronto.ca**
 Metro Hall **Tel: 416-397-1968**
 55 John Street, 19th Floor **Fax: 416-392-2974**
 Toronto, ON M5V 3C6

More information about this project is provided on the reverse...

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Evelyn Wiggins Drive Cycle Tracks:



Background:

The City's Council-approved Cycling Network Ten-Year Plan identifies existing, planned, and proposed cycling facilities across Toronto. The cycling facilities near York University and in the Downsview Neighbourhood are partly supported by federal funding, which requires that they be constructed by 2019.

Next Steps:

- **June 2018:** Report to Public Works and Infrastructure Committee
- **June 2018:** Consideration by City Council
- **2018-2019:** Installation of Cycling Facilities (if approved)

Further information about this project is available on the project web site at:

www.toronto.ca/yorkudownsview

May 4, 2018

RE: Consultation on Dovehouse Avenue bike lanes – reduction of on-street parking

Dear Property Owner / Manager / Resident

The City of Toronto Transportation Services Division is planning to install bicycle facilities on Dovehouse Avenue from Keele Street to Sentinel Road (please see designs on reverse). They are part of the York University and Downsview Cycling Connections Project, and would connect the Sentinel Road bike lanes with the William Baker Multi-Use Trail and Downsview Park.

What would this mean for you?

- A dedicated bicycle lane added to the south side of the street
- Shared lane markings on the north side of the street
- One vehicle travel lane would be maintained in each direction
- No change to driveway access, Wheel Trans, emergency services or curbside waste collection
- At least sixteen (16) on-street parking spaces would remain on the north side between Sentinel Road and Sharpecroft Boulevard
- At least four (4) on-street parking spaces would remain on the north side between Sharpecroft Boulevard and Keele Street, allowed between 8:00 a.m and 12:00 a.m.
- The speed limit set at 40km/h for all of Dovehouse Avenue

The proposed design is intended to balance the need for cycling facilities that connect existing routes, while maintaining the existing street functions. Based on recent parking studies on Dovehouse Avenue, this design would meet existing demand for on-street parking by maintaining at least 20 on-street parking spaces. Additional on-street parking is available on adjacent streets, such as Sharpecroft Boulevard and Orchardcroft Crescent. In addition, this project would narrow the existing vehicle lane widths, which has been shown to reduce speeding and improve safety for all users.

Your opinion is important to us:

If you would like to discuss this project and provide feedback to us, **please contact us by Tuesday, May 22, 2018.**

Contact: **Andrew Plunkett**
 Sr. Public Consultation Coordinator **Email: Andrew.Plunkett@toronto.ca**
 Metro Hall **Tel: 416-397-1968**
 55 John Street, 19th Floor **Fax: 416-392-2974**
 Toronto, ON M5V 3C6

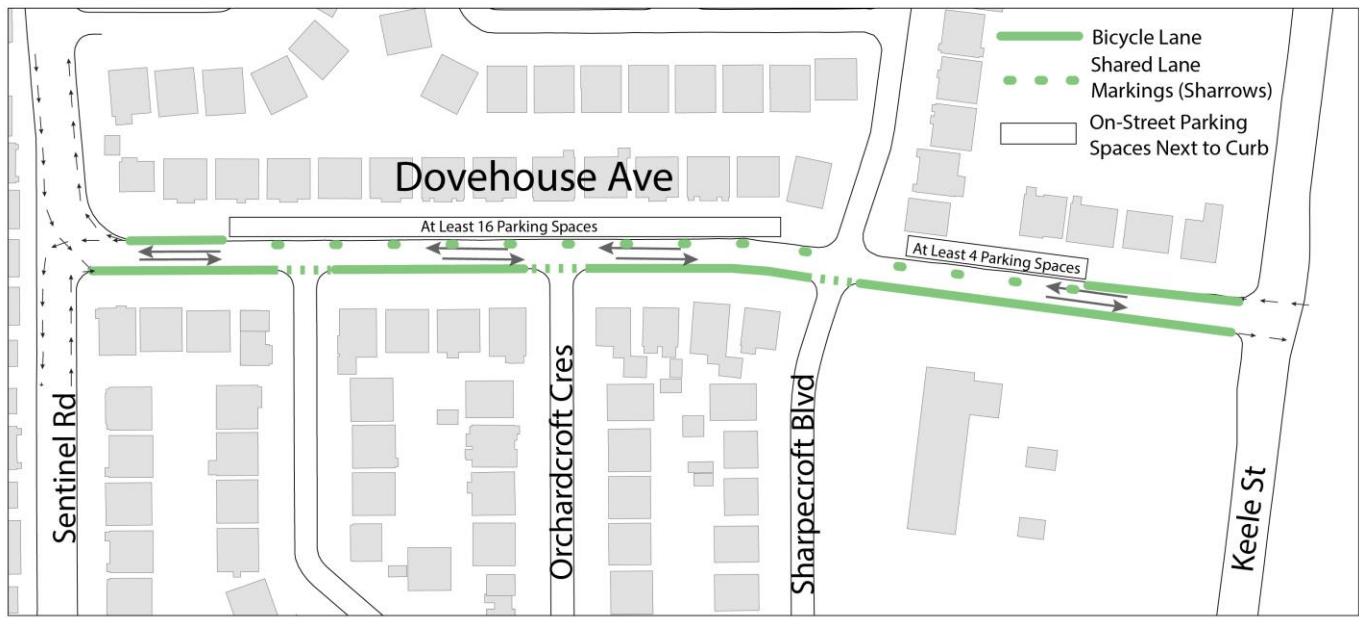
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Để được giúp đỡ bằng tiếng Việt, xin gọi 311.

Background:

The City's Council-approved Ten-Year Cycling Network Plan identifies existing, planned, and proposed cycling facilities across Toronto. The cycling facilities near York University and in the Downsview Neighbourhood would be partially supported by funding from Infrastructure Canada, which requires that they be constructed in 2018 and 2019.

Dovehouse Avenue Cycling Facilities:



Example of a Bike Lane with Curbside Parking

Next Steps:

- **June 2018:** Report to Public Works and Infrastructure Committee
- **June 2018:** Consideration by City Council
- **2018-2019:** Installation of Cycling Facilities (if approved)

Further information about this project is available on our web site:

www.toronto.ca/yorkudownsview

04 maggio 2018

Oggetto: Consulenza sulle piste ciclabili su Dovehouse Avenue - riduzione dei parcheggi su strada

Gentile proprietario / gestore / residente,

la Divisione servizi di trasporto della città di Toronto prevede di installare strutture ciclabili su Dovehouse Avenue, da Keele Street a Sentinel Road (vedere i disegni sul retro). Esse fanno parte del progetto York University e Downsview Cycling Connections e collegherebbero le piste ciclabili di Sentinel Road con il William Baker Multi-Use Trail and Downsview Park.

In cosa si tradurrebbe tutto ciò?

- Un'ulteriore pista ciclabile dedicata al lato sud della strada
- Segnaletica condivisa sul lato nord della strada
- Mantenimento di una corsia di marcia per veicolo in ciascuna direzione
- Nessun cambiamento per quanto riguarda l'accesso al vialetto di casa, il servizio di trasporto Wheel Trans, i servizi di emergenza o la raccolta domiciliare dei rifiuti
- Almeno sedici (16) posti macchina su strada resterebbero sul lato nord tra Sentinel Road e Sharpecroft Boulevard
- Almeno quattro (4) posti auto su strada resterebbero sul lato nord tra Sharpecroft Boulevard e Keele Street, con parcheggio consentino tra le 8:00 e le 12:00
- Il limite di velocità stabilito di 40km/h per tutta Dovehouse Avenue

Il progetto proposto è inteso a bilanciare la necessità di una strutture ciclistiche che colleghino i percorsi esistenti mantenendo le funzioni stradali attuali. Sulla base di recenti studi sui parcheggi a Dovehouse Avenue, questo progetto soddisferebbe l'attuale domanda di parcheggi su strada mantenendo almeno 20 posti auto. Un ulteriore parcheggio su strada è disponibile nelle strade adiacenti, come Sharpecroft Boulevard e Orchardcroft Crescent. Inoltre, questo progetto ridurrebbe la larghezza delle corsie per veicoli esistenti, il che ha dimostrato di ridurre l'eccesso di velocità e di migliorare la sicurezza per tutti gli utenti.

Per noi, la vostra opinione è importante:

Se desiderate discutere su questo progetto e fornirci un feedback, **vi preghiamo di contattarci entro 22.05.18.**

Contatto: **Andrew Plunkett**
Sr. Public Consultation Coordinator E-mail: Andrew.Plunkett@toronto.ca
Metro Hall Tel.: 416-397-1968
55 John Street, 19th Floor Fax: 416-392-2974
Toronto, ON M5V 3C6

Ulteriori informazioni su questo progetto sono fornite sul retro...

Per assistenza nella lettura del presente avviso, si prega di chiamare il numero 311.

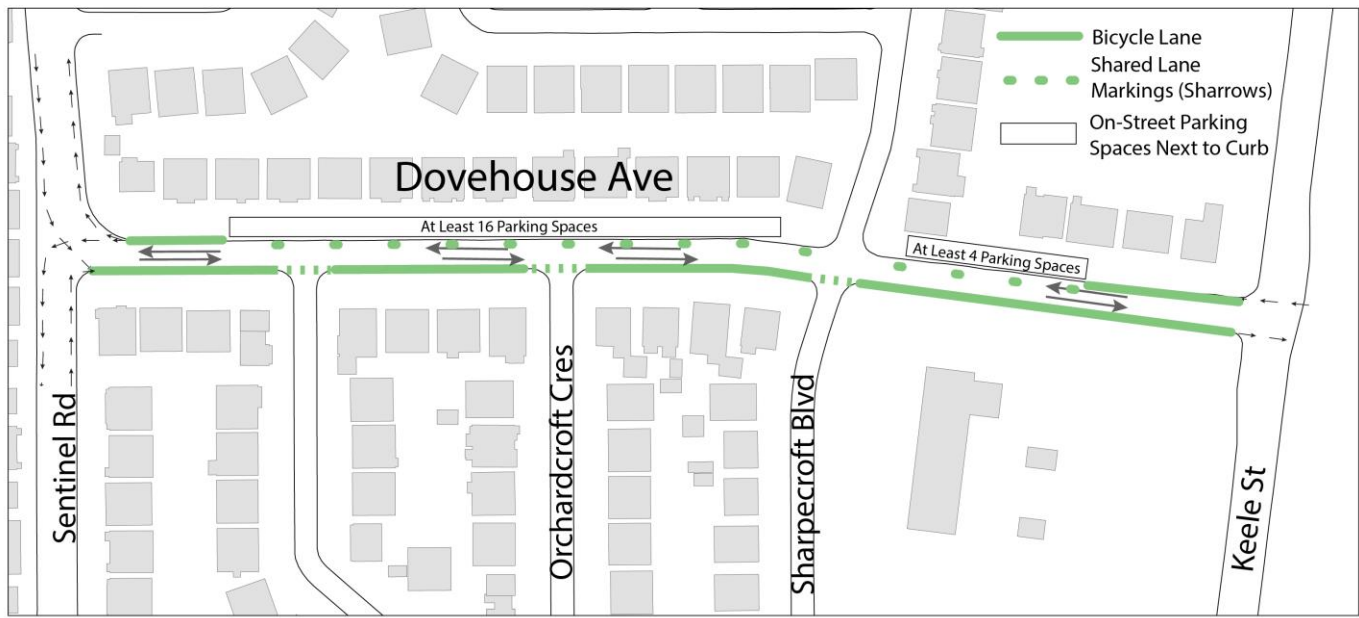
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Để được giúp đỡ bằng tiếng Việt, xin gọi 311.

Contesto:

Il piano decennale della rete ciclistica approvato dalla città di Toronto identifica le strutture ciclistiche esistenti, pianificate e proposte in tutta Toronto. Le strutture ciclistiche vicino alla York University e nel quartiere di Downsview saranno parzialmente finanziate da Infrastructure Canada, che ne prevede la costruzione nel 2018 e nel 2019.

Struttura ciclabile in Dovehouse Avenue:



Esempio di pista ciclabile con parcheggio ai lati della strada

Prossime fasi:

- **Giugno 2018:** Relazione al Comitato per le opere pubbliche e le infrastrutture
- **Giugno 2018:** Esame da parte del Consiglio comunale
- **2018-2019:** Installazione di strutture per la mobilità ciclabile (se approvata)

Ulteriori informazioni su questo progetto sono disponibili sul nostro sito web:

www.toronto.ca/yorkudownsview

Appendix B: Display Panels

Welcome

York University **and Downsview** **Cycling Connections**

**February 27 and
March 1, 2018**

These panels can be viewed online:
www.toronto.ca/yorkudownsview

Background

Ten Year Cycling Network Plan

On June 9, 2016, Toronto City Council approved the Ten Year Cycling Network Plan for connecting, growing, and renewing Toronto's Cycling Network.

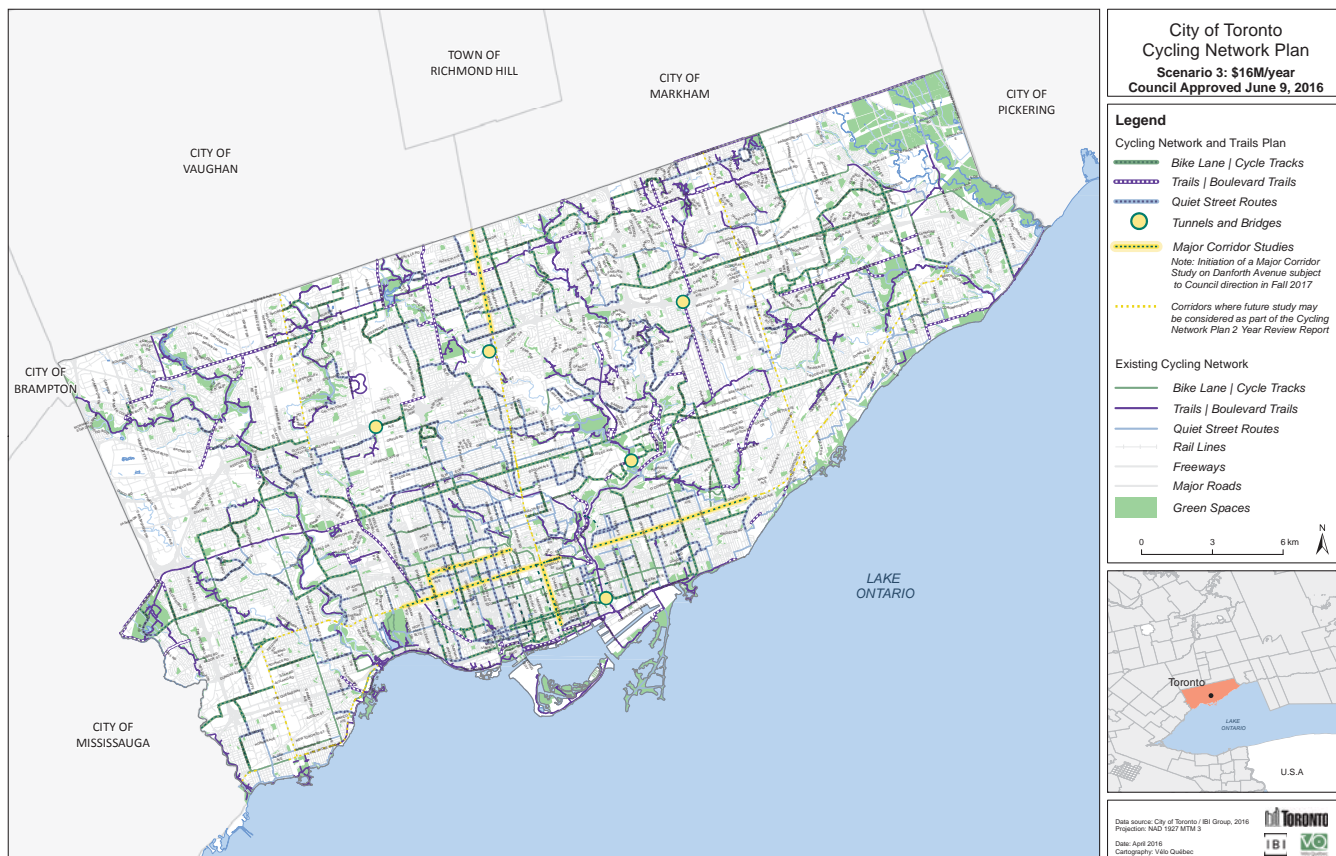
Learn more: toronto.ca/cyclingnetwork

The Cycling Network Plan outlines investments in cycling infrastructure from 2016 to 2025, and builds on the City's existing network of cycling routes to:

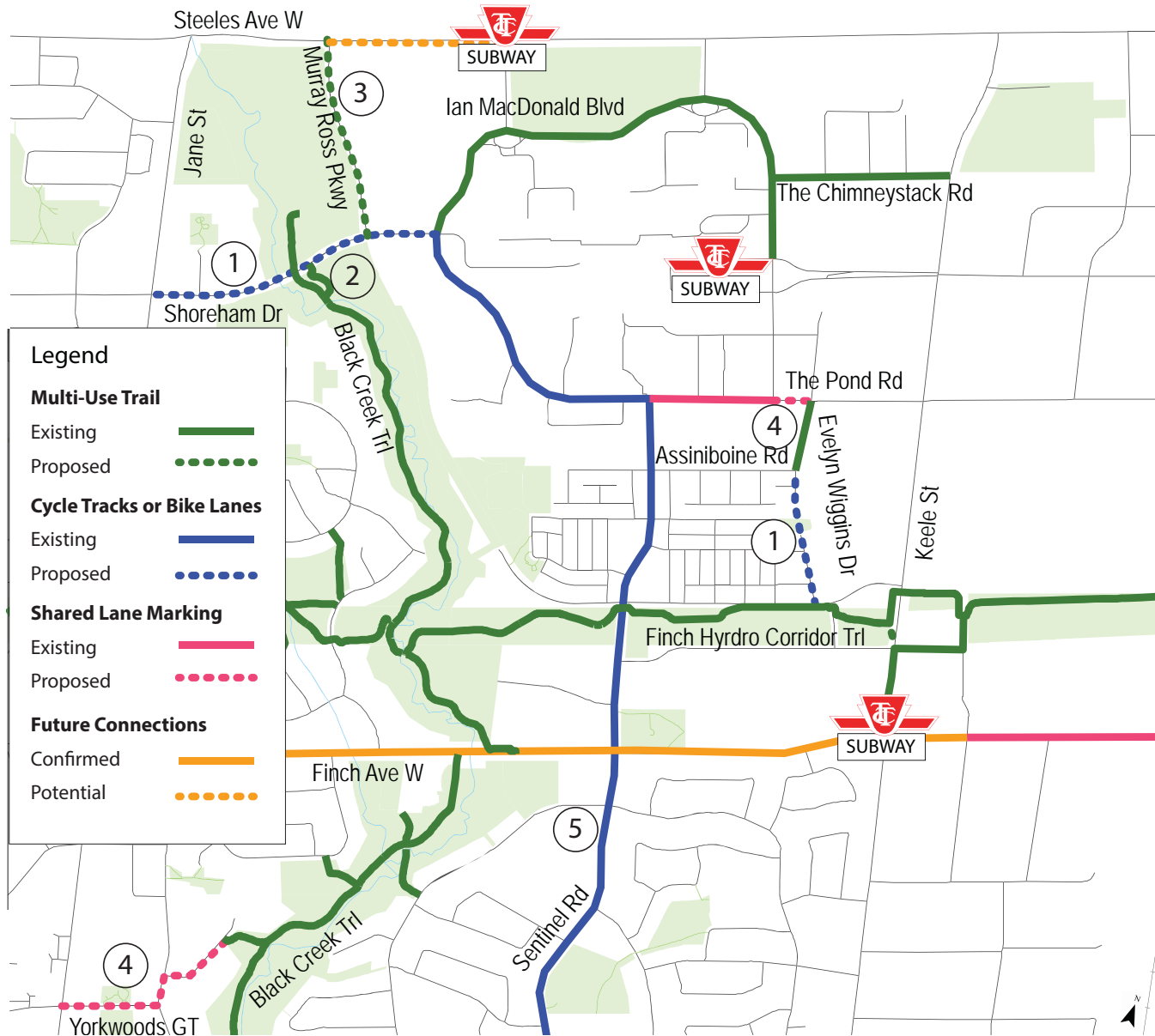
- **Connect** gaps in the cycling network
- **Grow** the cycling network into new parts of the city
- **Improve** the quality of existing cycling network routes

Public consultation identified **safety** and **connectivity** as the highest priorities by stakeholders and the general public.

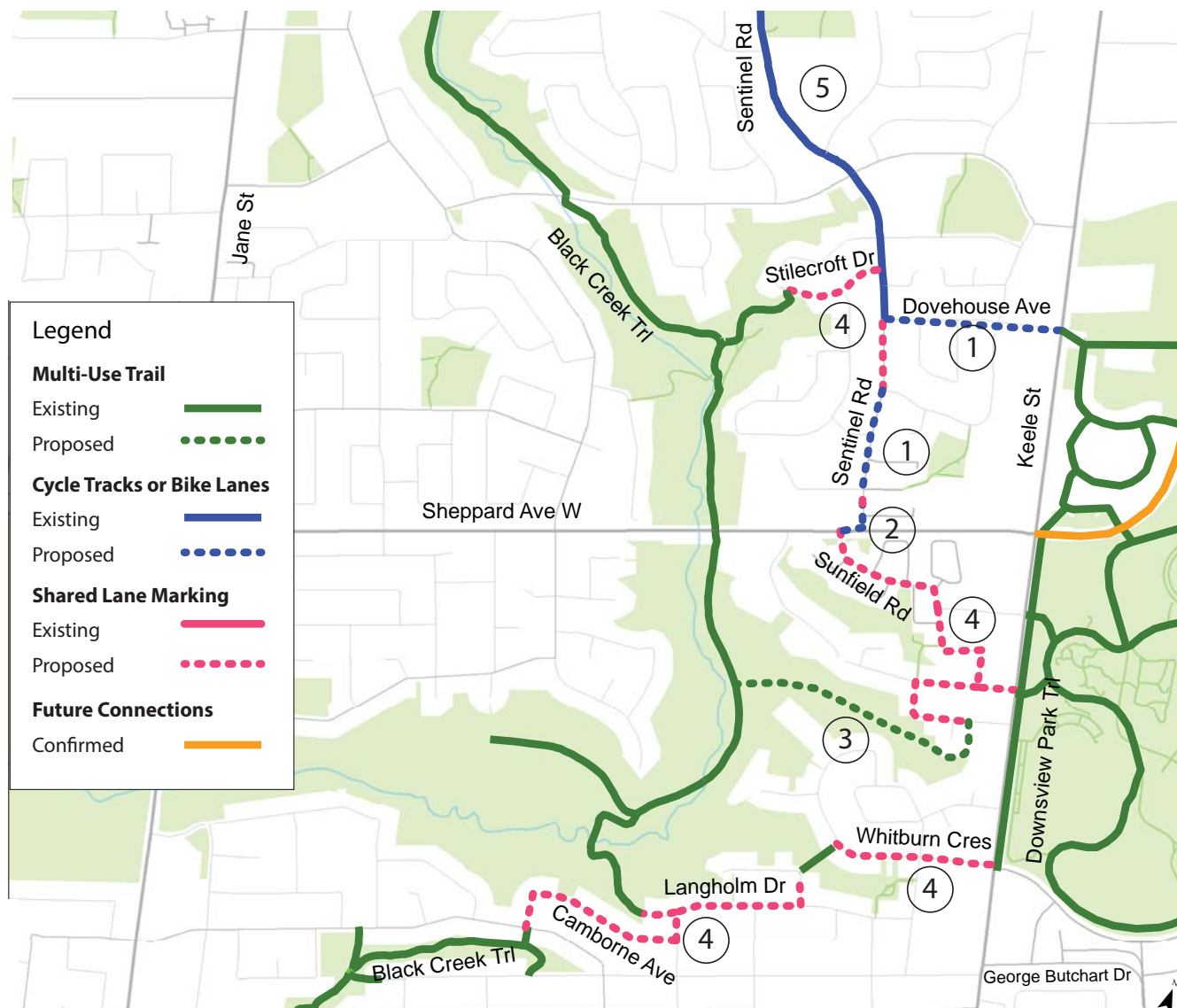
Public feedback in the York University and Downsview neighbourhoods identified a need for new cycling routes on streets and through green spaces to connect to local destinations and to transit.



York University Area Existing and Proposed Cycling Network



Downsview Area Existing and Proposed Cycling Network

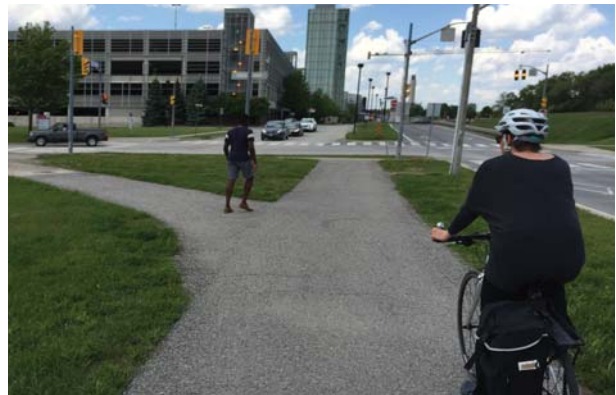


Types of Cycling Infrastructure

Depending on the location, different designs could be installed.



Cycle Track: Dedicated cycling facility that features separation elements, such as parked cars and flexi-posts, between the bike lane and the traffic lane, as well as between the bike lane and parked cars.



Multi-Use Trails: Hard-surfaced, off-road paths designed to connect to other pedestrian and cycling routes. They may run parallel to streets or in parks and ravines.



Bicycle Lanes and Buffered Lanes: Part of the roadway for cyclists' exclusive use. They are located between the motor vehicle lane and either the curb or parking. Buffered Lanes are bike lanes with additional painted space between the motor vehicle lanes and bike lanes.



Sharrows: Shared lane pavement markings are used in shared traffic lanes to indicate ideal cyclist positions in the lane, and to remind drivers to share the road. They are also used for wayfinding to other cycling routes and trails.

Why cycling routes in York University and Downsview?

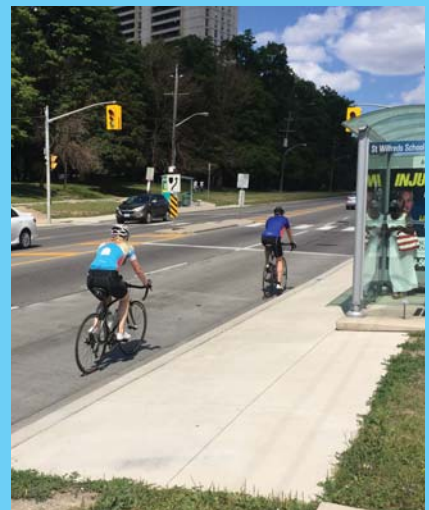
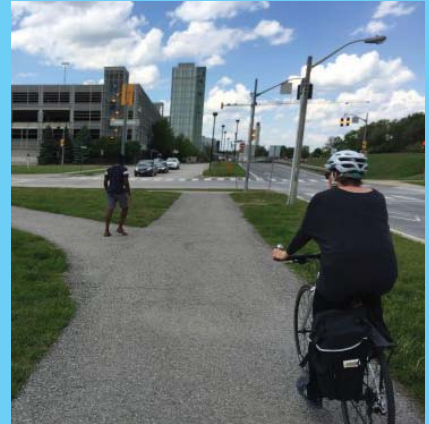
Opportunities

- **Improve Safety:** Dedicated cycling routes have been shown to improve safety for all road users by increasing cyclist visibility and predictability, providing visible cues to all road users on where they should move, and by reducing motor vehicle speeds.
- **Encourage Cycling:** Make cycling a safer and more comfortable experience, and encourage more people to travel by bicycle. Cycling can reduce health issues, traffic congestion over the long term, and transportation-related greenhouse gas emissions.

Challenges

- **Limited Space & Competing Uses:** Streets are limited in space to serve existing and future demand from pedestrian, cycling, transit, motor vehicle, emergency services and commercial activity.
- **Changes to On-Street Parking:** Cycling routes occasionally have some impact on the number of on-street parking spaces. In most locations, parking availability would be maintained to accommodate the current parking demand.

Cycling in York University and Downsview Today



Shoreham Drive

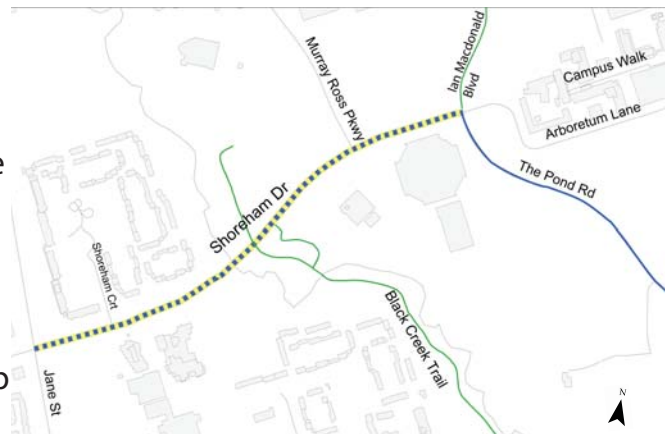
Why a cycling route on Shoreham Drive?

A dedicated cycling route is proposed to connect to existing bicycle lanes on The Pond Road, York University's trail network on Ian MacDonald Boulevard, and the Black Creek Trail.

Existing Conditions



- Road Type: Minor Arterial
- Length: 850m
- Speed Limit: 40 - 50 km/hr
- Traffic Lanes: Two in each direction and some left turn lanes
- Road Width: 15.2m - 17.9m including medians
- On-street Parking: None
- TTC Service: Route 108 buses load at the curb
- Approximately 9000 vehicles per day
- Waste collection: occurs off-street



Shoreham Drive Options

Option A: Cycle Tracks

Cycle track in both directions. Option A features physical separation between the cycling lanes and motor vehicle lanes, except at intersections, driveways and bus stops.

- Cycle track on both sides, including bollards or other physical separation
- Vehicle lanes reduced to one lane in each direction
- Turn lanes maintained or added to facilitate turning vehicles
- Signal timing at Jane Street, Murray Ross Parkway and The Pond Drive modified to optimize traffic flow
- Flexible design to accommodate events at the Aviva Centre and other venues to facilitate curbside access
- Speed limit set at 40 km/h

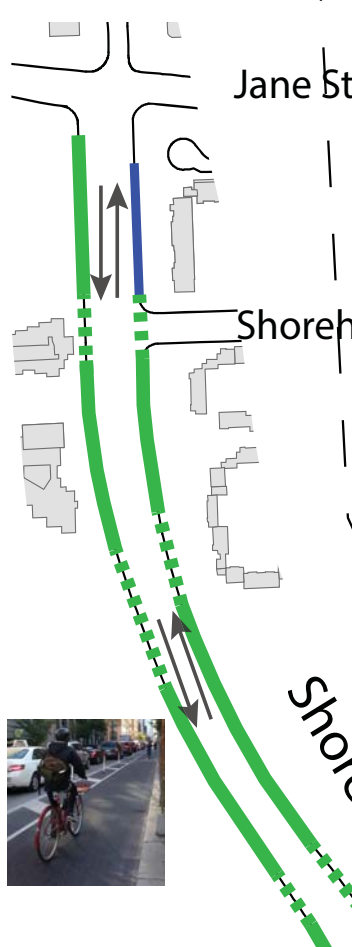
Option B: Bike Lanes

Bicycle lanes in both directions featuring a painted line between the bike lanes and motor vehicle lanes, and a painted buffer where space permits.

- A dedicated bicycle lane on both sides of the street would be added
- Maintain two vehicle lanes in each direction narrowed to conform to the City of Toronto's Vehicle Lane Width Guidelines
- Maintain turn lanes to facilitate turning vehicles
- Speed limit set at 40km/h

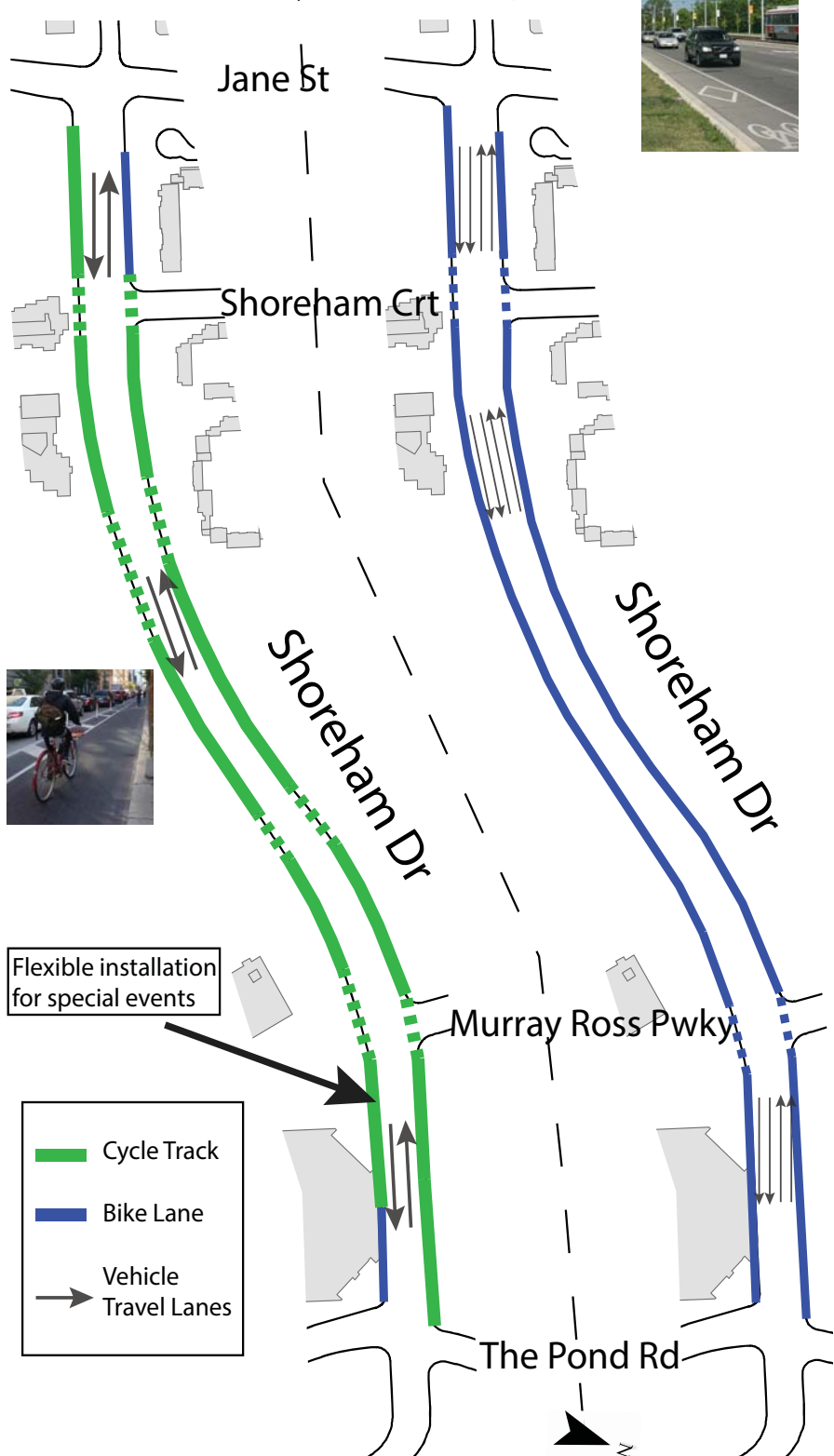
OPTION A

Cycle Tracks - one vehicle lane each way

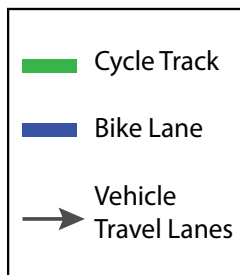


OPTION B

Bike Lanes - two vehicle lanes each way



Flexible installation for special events



Shoreham Drive Benefits and Challenges



Option A: Cycle Tracks

Benefits

- A cycling facility type appropriate for a high speed roadway, featuring protection from motor vehicles
- Encourages cyclists of all ages and abilities

Challenges

- Designing to accommodate access to special events (e.g. Rogers Cup, York University convocation and exams) may limit opportunities to fully separate bicycles
- Vehicle delay would be minimized using traffic signal timing and coordination
- Higher operating costs than Option B to sweep and plow snow



Option B: Bike Lanes

Benefits

- Dedicated cycling facility, primarily serving cyclists who are already comfortable riding next to traffic
- Narrowed motor vehicle lanes to reduce motor vehicle operating speeds
- Curbside access during special events would function like today

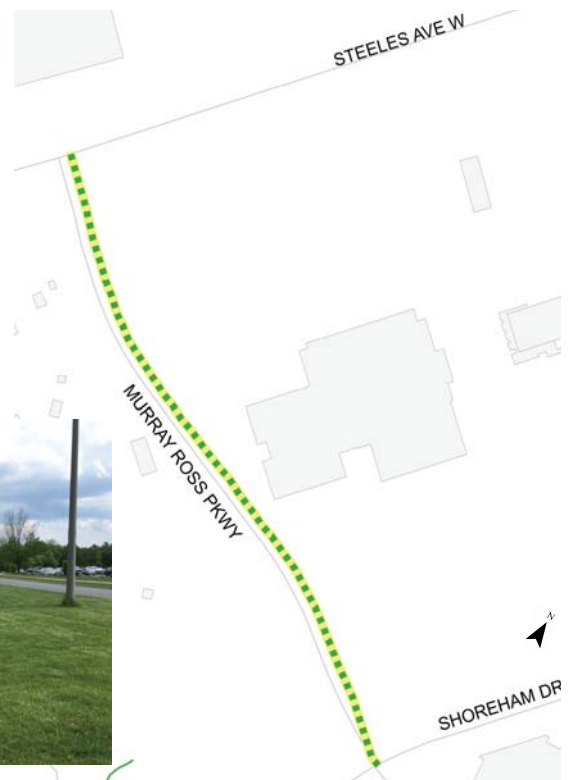
Challenges

- Without physical separation, the roadway may not provide a facility to attract cyclists of all ages, abilities and comfort levels
- Pinch points would result in slightly below recommended widths for the bike lane or vehicle lanes at a few locations along Shoreham Drive

Murray Ross Parkway

Existing Conditions

- Road Type: Collector
- Length: 540m, from Shoreham Drive to Steeles Avenue West
- Speed Limit: 50km/h
- Traffic Lanes: One in each direction
- Road Width: 8m - 15m
- Width between curb and property line on east side: 3.5m - 20m
- On-street Parking: none
- TTC Service: 108 buses load at the curb
- Approximately 8000 vehicles per day



Proposed Changes

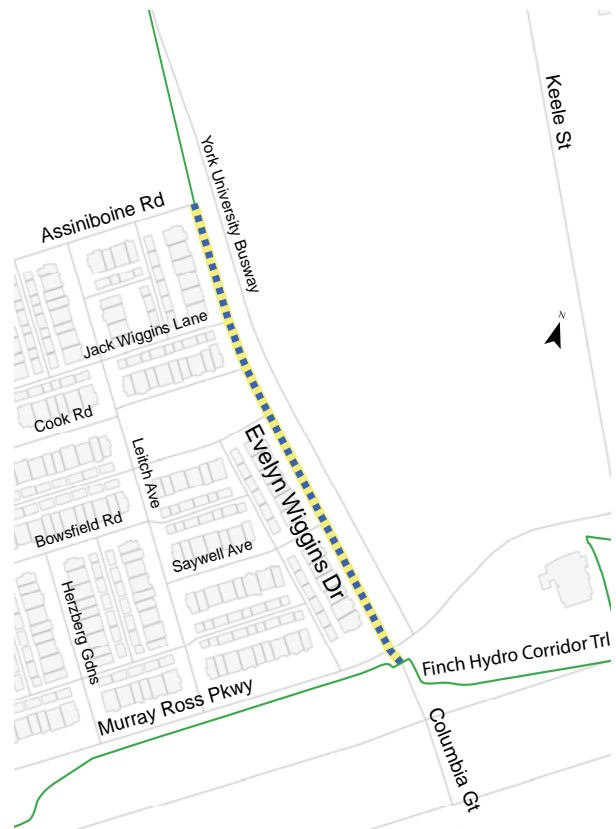
- 3.5m multi-use trail on the east side between the curb and sidewalk between Shoreham Drive and Steeles Avenue West
- Trail connects cyclists to York University, the Black Creek Trail, and other major destinations in the area
- Future possible links include Pioneer Village Subway Station, and developments in Vaughan



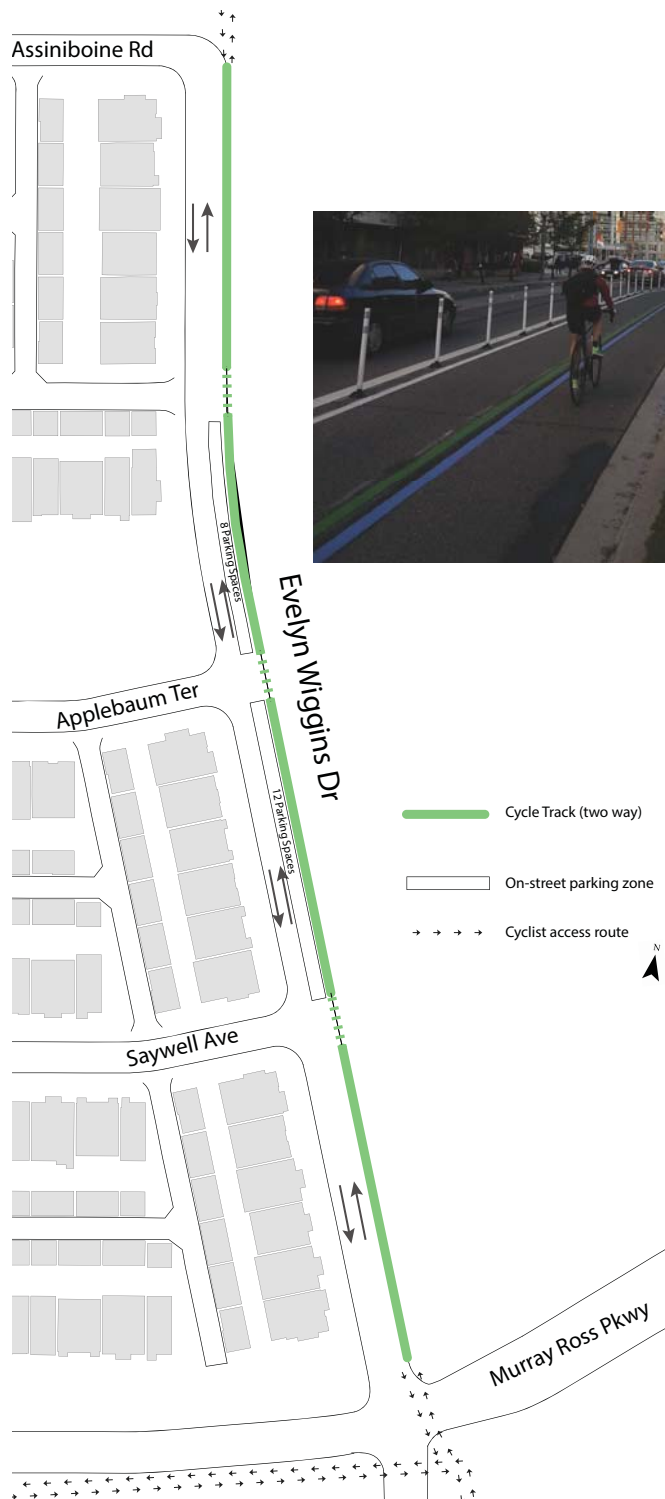
Evelyn Wiggins Drive Existing Conditions



- Road Type: Local Road
- Length: 380m
- Speed Limit: 50km/h
- Traffic lanes: one lane in each direction
- Road Width: 11.3m - 11.5m
- On-street Parking:
 - Approximately 60 spaces available
 - Parking Regulations: East Side, 1hr parking, 8am-8pm, 12hr parking, 8pm-8am
- Waste collection: occurs at the curb on the west side of the street
- Fewer than 1000 vehicles per day



Evelyn Wiggins Drive Option A: Two-Way Cycle Track



Two-way cycle track on Evelyn Wiggins from Assiniboine Road to Murray Ross Parkway.

Design Description

- Two-way cycle track on the east side of Evelyn Wiggins Drive
- One lane in each direction remains
- 20 on-street parking spaces remain; parking regulations unchanged
- Parking surveys indicate that current demand for parking can be accommodated with 20 parking spaces
- Additional on-street parking is available on adjacent streets: Saywell Avenue, Applebaum Terrace and Assiniboine Road
- The speed limit set at 40km/h

Benefits

- On-street facility uses similar design (bi-directional) as the Multi-Use Trail connections
- Easier to navigate for cyclists
- Separation protects cyclists from motor vehicles

Challenges

- At the intersection with Murray Ross Parkway:
 - A two-way cycle track crossing on one side of a two-way street poses design and user challenges
 - A transition between on-street and off-street cycling facilities – with limited available curb space – calls for intersection reconfiguration
- Higher operating costs than Option B to sweep and plow snow

Evelyn Wiggins Drive Option B: Advisory Bike Lanes

Advisory bike lanes have motorists share a two-way vehicle lane with oncoming vehicles. Motorists move into the right-hand cycling lane when passing oncoming vehicles. They yield to cyclists, and travel behind them until it is safe to pass.

Advisory Bike Lane on Evelyn Wiggins Drive from Assiniboine Road to Murray Ross Parkway.

Design Description

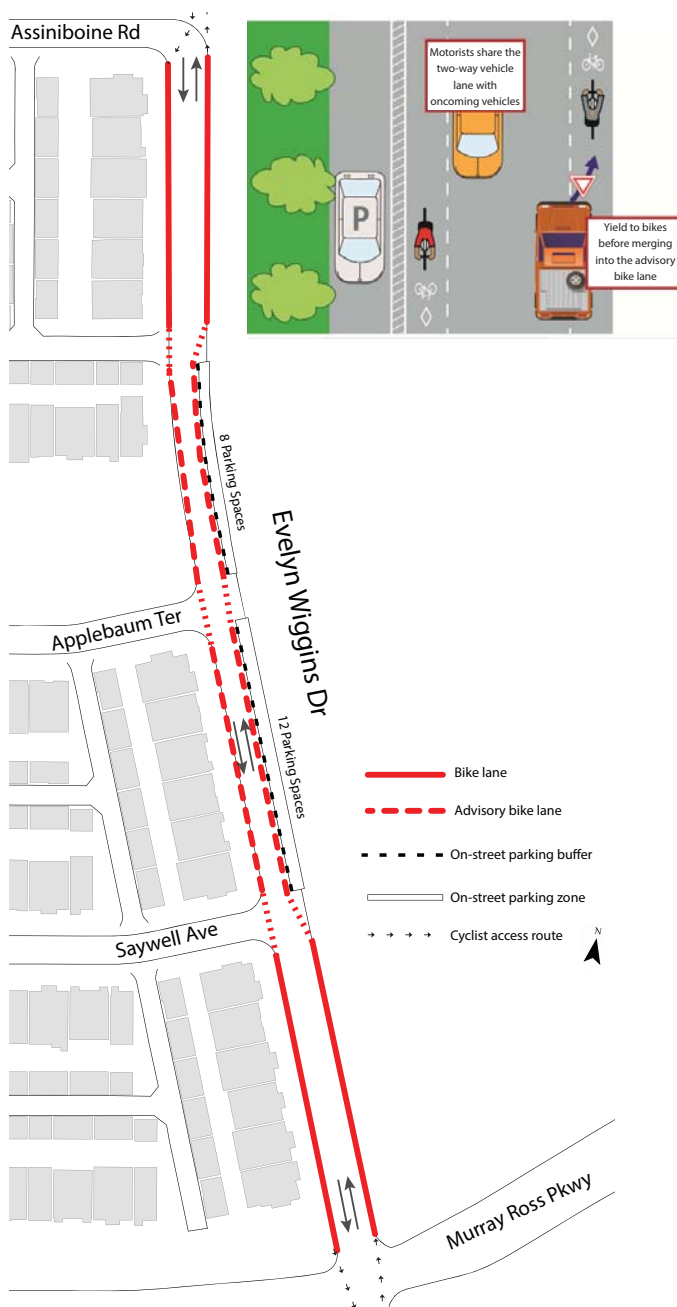
- Bike lanes for two blocks without parking
- Advisory lanes for two blocks with parking
- Motorists share the two-way vehicle lane with on-coming vehicles
- 20 on-street parking spaces remain, parking regulations are unchanged
- Parking surveys indicate that current demand for parking can be accommodated with 20 parking spaces on Evelyn Wiggins Drive
- Additional on-street parking is available on adjacent streets: Saywell Avenue, Applebaum Terrace and Assiniboine Road
- The speed limit set at 40km/h

Benefits

- A simpler intersection design with Murray Ross Parkway; cyclists travel with motor vehicles
- Lower cost to build and maintain, and shorter implementation time than Option A

Challenges

- Less separation between bicycles and vehicles
- Advisory bike lanes are a new way for cyclists and drivers to share the road. Learning curve for drivers and cyclists
- Alternating between two-way and one-way cycling facilities within 400m provides an inconsistent cycling experience



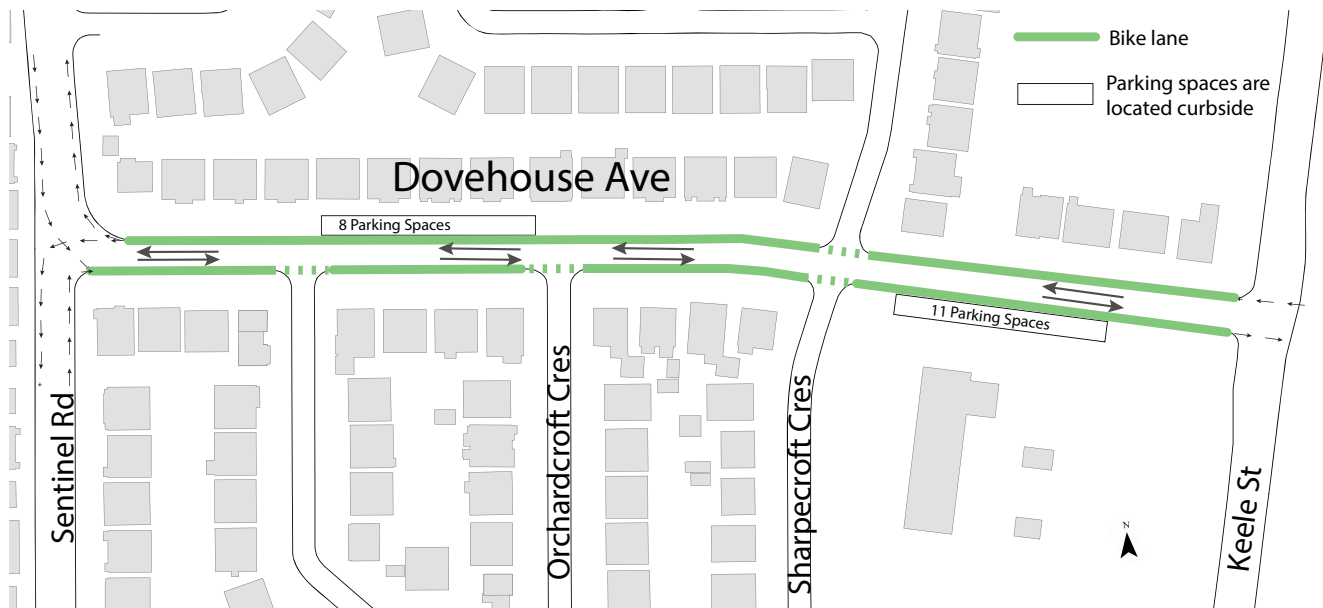
Dovehouse Avenue Existing Conditions



- Road Type: Local Street
- Length: 480m
- Speed Limit: 40 km/hr and 50km/hr
- One vehicle lane in each direction
- Road Width: 11.2m - 11.4m
- On-street Parking: 80 spaces available
- Parking Regulations:
 - No Parking 12am-8am, north side, between Keele Street and Sharpecroft Boulevard
 - No Parking anytime, south side, between Sentinel Road and half-way to Orchardcroft Crescent
- St. Jerome Catholic School pick-up and drop-off occurs on Sharpecroft Boulevard
- Waste collection: occurs at the curb
- Approximately 1000 vehicles per day



Dovehouse Avenue Proposed Changes



Dedicated bicycle facilities are proposed on Dovehouse Avenue in both directions to connect the Sentinel Road bike lanes with the William Baker Multi-Use Trail and to Downsview Park.

Recommended Design

- A dedicated bicycle lane added to both sides of the street
- Painted buffers added where space permits
- One vehicle lane in each direction maintained
- No change to driveway access or curbside waste collection
- On-street parking would remain on the north side between both legs of Orchardcroft Crescent, 8am-12am
- On-street parking allowed on the south side between Sharpecroft Boulevard and Keele Street, 4pm-12am Monday to Friday, and 8am-12am on weekends
- The speed limit set at 40km/h

Intention of the Proposed Design

- Balance the need for a dedicated cycling facility and connect existing routes while maintaining existing street functions
- Meet existing demand for on-street parking by maintaining 19 parking spaces
 - Parking surveys indicate that current on-street parking demand can be accommodated with the proposed spaces on Dovehouse Avenue
 - Additional on-street parking is available on adjacent streets: Sharpecroft Boulevard and Orchardcroft Crescent
- Wide roadway widths encourage speeding; narrowing vehicle lane widths has been shown to improve safety for all users

Sentinel Road Existing Conditions



- Road Type: Collector Street
- Length: 550m, between Dovehouse Avenue and Sheppard Avenue West
- Speed Limit: 50km/hr
- Traffic Lanes: One traffic lane in each direction
- Road Width: 8.7m - 17.2m
- No on-street parking
- TTC Service: 106 buses load at the curb
- Waste collection: occurs at the curb
- Approximately 6700 vehicles per day



Sentinel Road Proposed Changes

A mix of bicycle lanes and shared roadway markings (sharrows) are proposed in both directions between Dovehouse Avenue and Sheppard Avenue West.

These facilities would connect the existing Sentinel Road bike lanes (and proposed Dovehouse Avenue bike lanes), with the proposed Sheppard Avenue West boulevard connection.

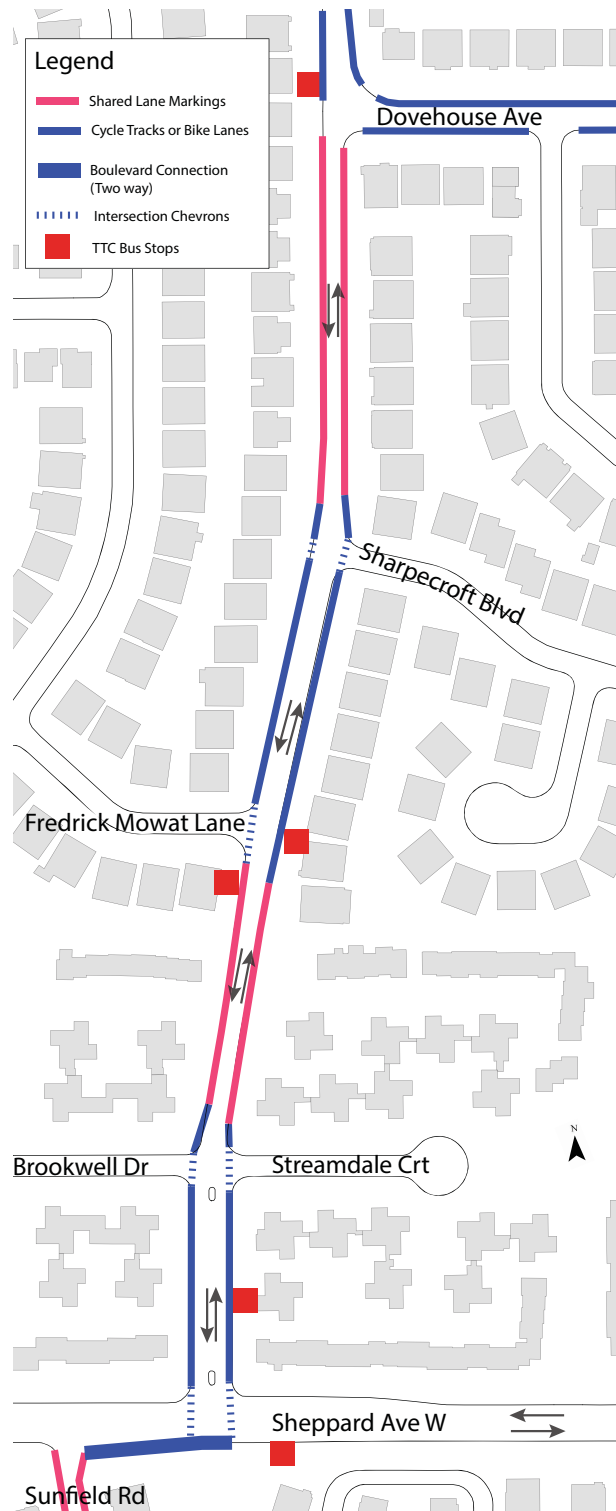
Cyclists could then connect to Downsview Park and the Black Creek Trail through the Sunfield Drive shared street route.

Recommended Design

- A dedicated bicycle lane, with painted buffers added to both sides where space permits
- Shared roadway markings are proposed where the curb-to-curb width is too narrow
- One vehicle lane in each direction would be maintained
- No change to curbside waste collection
- No change to transit service; however, the southbound bus stop at Sheppard Avenue West serving 106 bus customers would move 50m, to the south side of Sheppard Ave West

Intention of the Proposed Design

- Connect gaps in the cycling network
- Improve safety for all road users



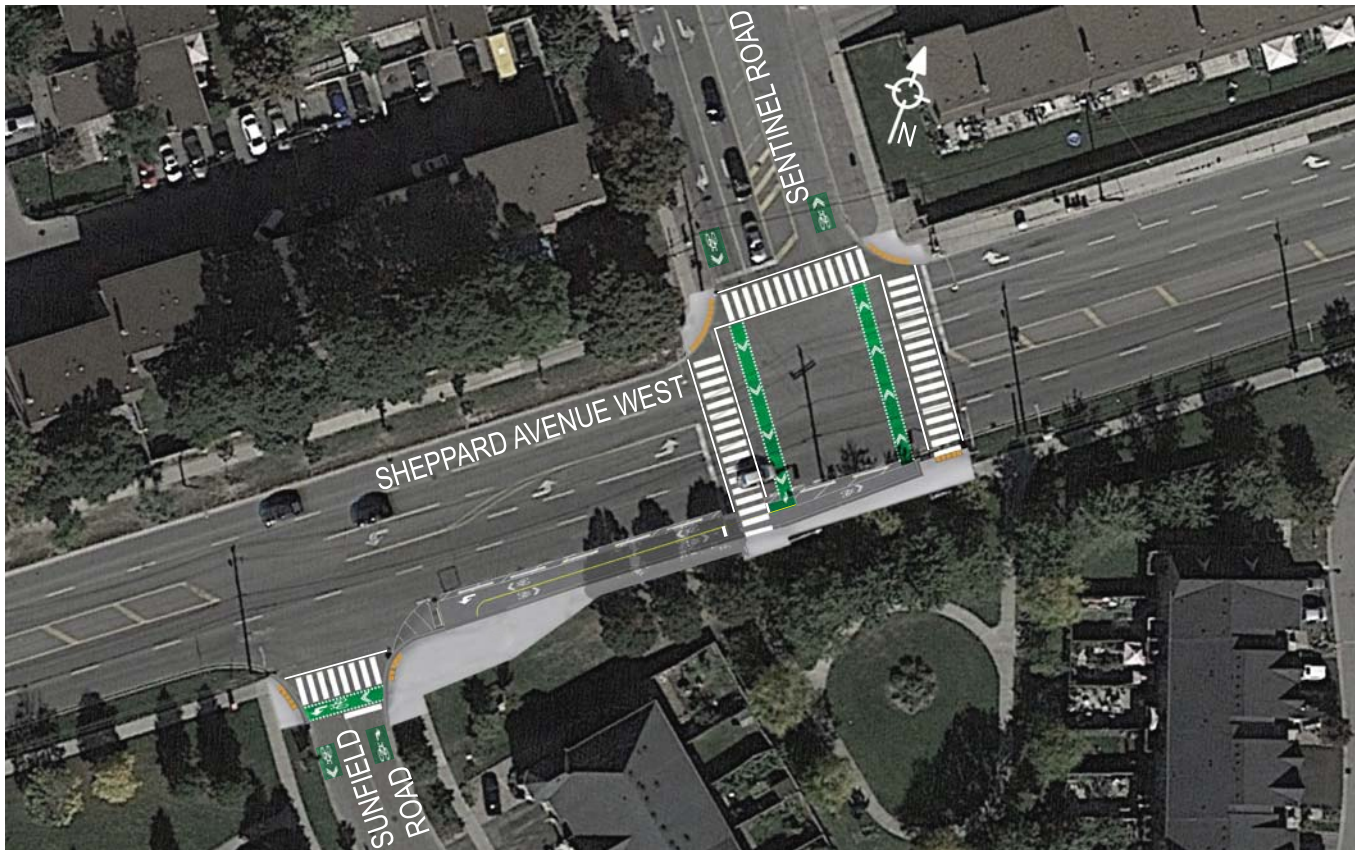
Sheppard Avenue West Existing Conditions



- Road Type: Major Arterial Street
- Length: 60m
- Speed Limit: 60km/hr
- Traffic Lanes: two in each direction and a left-hand turn lane
- No on-street parking
- TTC Service: 106 and 84 buses load at the curb
- Approximately 23,000 vehicles per day



Sheppard Avenue West Proposed Changes



A two-way boulevard connection is proposed for Sheppard Avenue West for 60m, to link the Sentinel Avenue bike lanes with the shared street route on Sunfield Drive.

Recommended Design

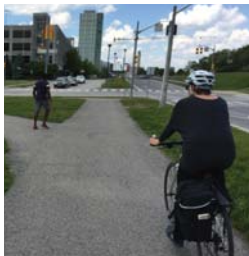
- A short protected cycling connection
- A concrete barrier between motorists and cyclists
- Maintain two vehicle lanes in each direction on Sheppard Avenue West and a left-turn lane onto Sentinel Road
- No change to transit service; however, the bus stop serving the eastbound 108B and 38 buses would move 80m eastward on Sheppard Avenue West

Intention of the Proposed Design

- Fill a gap in the cycling network
- Providing a protected cycling route at an offset intersection on a major route
- Provide space for cyclists to wait at the signal without encroaching on the sidewalk

Planned Trail Connections and Improvements

Trail Connections

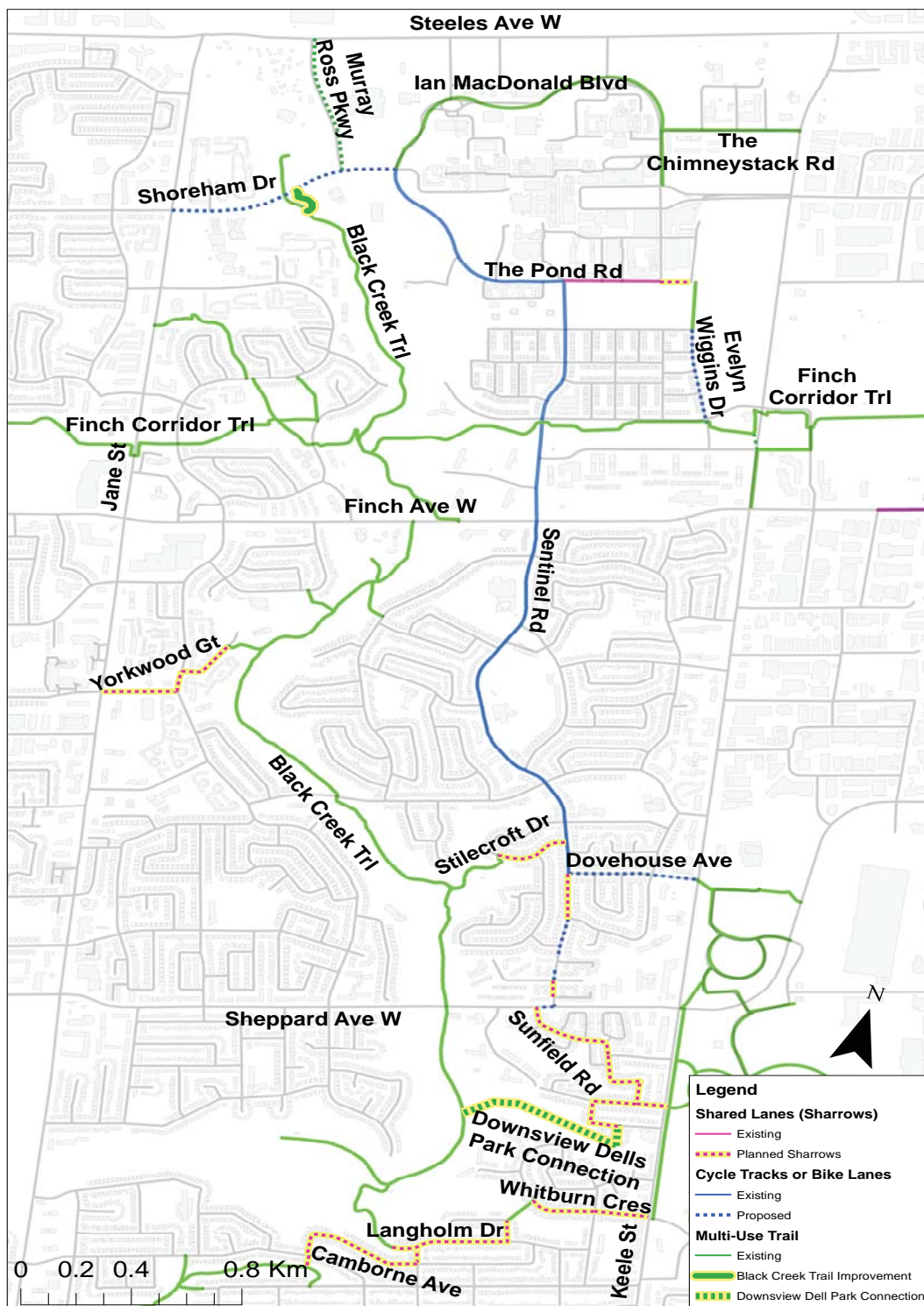


Improved trail connections for easier and safer access from Shoreham Drive to the Black Creek Trail, and from Keele Street to Downsview Dells Park. These would be for cyclists, pedestrians and other permitted multi-use trail users.

Shared Lanes



Shared lanes ("sharrows"), are typically used on quiet routes, such as residential streets. Sharrows help cyclists navigate to other cycling routes and trails and are placed away from parked cars to prevent "dooring". Sharrows have no impact to on-street parking or driveway access.



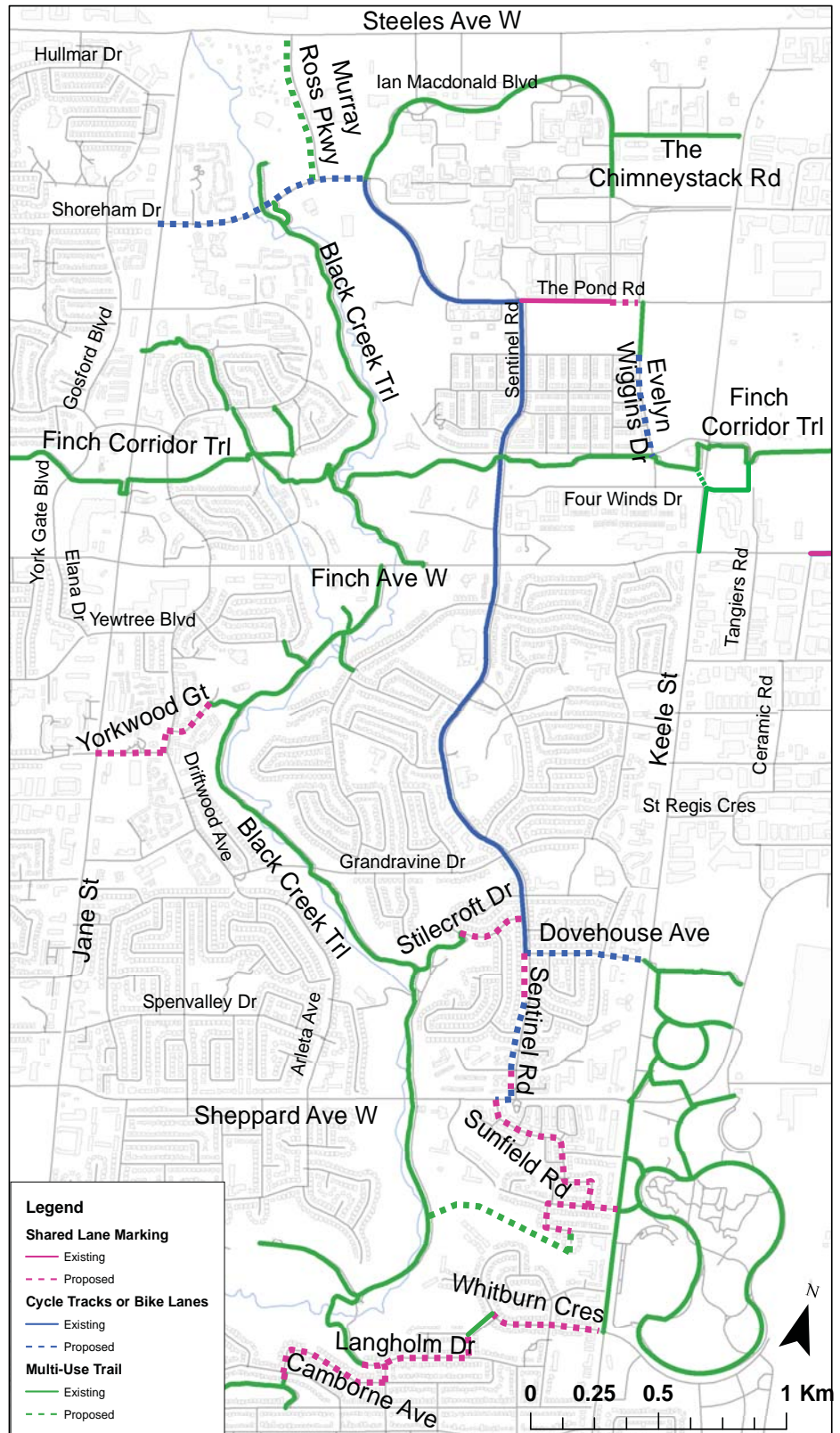
Where do you need bike parking?

Help identify places that need bike parking by placing stickers on this map.

- Bike parking is needed where I visit for 2hr or less.



- Bike parking is needed for longer stays.



Next Steps

Study existing conditions, cycling counts, develop designs

We are here

**February 27-March 1, 2018
Public Events**

**March 13, 2018
Comment Period Closes**

**April 2018
Report back on public feedback received**

**June 2018
Report to Public Works & Infrastructure Committee**

**June 2018
Consideration by Council**

**2018 - 2019
Installation of new Cycling Facilities**

Throughout the Study, the Project Team will be continuously engaging with local residents, stakeholders, and organizations to gather feedback and answer questions.

Have Your Say!

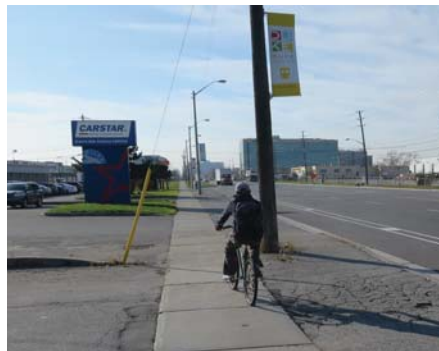
Submit comments,
ask questions,
take the online survey by
March 13, 2018

www.toronto.ca/yorkudownsvie

Contact:

Andrew Plunkett, Senior Public Consultation Coordinator
Andrew.Plunkett@toronto.ca or 416-397-1968

City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON, M5V 3C6



Appendix C: Shoreham Drive Stakeholder Meeting Agenda



Shoreham Drive Stakeholder Meeting

Friday, April 13

9 am to 12 pm

Aviva Centre, 'Ball Crew B' Room

1 Shoreham Drive

Stakeholders:

- York University
- Toronto and Region Conservation Authority
- Toronto Community Housing Corporation
- Shoreham Sports and Wellness Academy
- Tennis Canada
- Black Creek Pioneer Village
- Canlan Ice Sports
- Toronto Transit Commission

Agenda

1. Welcome and Introductions

2. Project background and context

3. Project coordination and timing

4. Design options

Break

5. Issues identification exercise

6. Wrap-up and next steps