

Attachment 10 - Project-specific Council Request Responses

A variety of City Council decisions have included requests related to the cycling network, which were evaluated in this Update:

- Eglinton Connects Streetscape and Cycle Track Plan Funding
- Lawrence Avenue West
- Brimley Road South Path Project
- Connecting Centennial College Progress Campus and Military Trail Road
- Moving Forward: An Action Plan to Improve Safety and Opportunities for Pedestrians and Cyclists (Current Ward 5, Previously Ward 11)
- Midtown in Focus
- TOcore Downtown Plan & Mobility Strategy
- Accelerating the Ten Year Cycling Network Plan by 2022

Eglinton Connects Streetscape and Cycle Track Plan Funding

City Council requested the General Manager, Transportation Services to undertake a review of the Cycling Network Plan after two years, with a report back including a strategy for funding and implementation of the Eglinton Crosstown bikeway.

As part of the Eglinton Crosstown LRT project and Eglinton Connects planning policies, cycling facilities are planned along Eglinton Avenue between Weston Road and Kennedy Road. The Eglinton Connects Environmental Assessment completed in 2014, estimated that the planned streetscape and cycle track would cost approximately \$150 million. This is a high-level estimate and is being refined through the design process currently underway. Funding for this capital work is currently identified as unfunded in the 2019 to 2028 Capital Budget.

The City currently has \$2.5 million, funded through the Federal Public Transit Infrastructure Fund (50% City funded, 50% Federal funded) to advance design and project cost estimates of the streetscape and cycle tracks along Eglinton Ave between the Crosstown Light Rail Transit (LRT) underground station frontages as well as for an 800m multi-use trail along Eglinton Ave from Jane St to Pearen Park (by Weston Rd).

Additional funding is required for the construction of the streetscape and cycle tracks along Eglinton Ave to commence after the LRT construction is substantially completed (2022). A funding strategy will be identified for Council's consideration as part of a future Capital Budget process. The elements of this funding strategy would include opportunities to bundle these improvements with other scheduled road projects, the reconstruction of some block faces or cash-in-lieu for this streetscape work as part of adjacent development projects, the allocation of Section 37 funds, contributions from Business Improvement Areas, and seeking infrastructure funding from other orders of government.

Lawrence Avenue West

City Council adopted two recommendations related to Lawrence Avenue West:

- To study possibilities for installing new bike lanes on Lawrence Avenue West, from Dufferin Street to Marlee Avenue;
- To review the opportunity for a cycling facility on Lawrence Avenue West as identified in the Lawrence-Allen Secondary Plan.

The Lawrence-Allen Secondary Plan identifies Lawrence Ave W between Dufferin St and Bathurst St as a major on-street bicycle route, including Lawrence Ave W from Dufferin St to Marlee Ave as cited in the Council request. This section of Lawrence Ave was not included in the original Ten Year Cycling Network Plan, except for the 150 metre section between Marlee Ave and Blossomfield Dr. Through the Cycling Network Plan Update, the entire stretch of Lawrence Ave from east to west across Toronto has been added to the overall proposed network and is now identified as a Major City-Wide Cycling Route. Lawrence Ave is one of the highest scoring routes in the updated cycling impact analysis, with various sections in the range of 30 to 44 (out of a total possible 48 points). This particular section of Lawrence Ave W is 41.

Lawrence Ave W currently has a five lane cross-section with centre turn lanes as well as bus bay / right turn lanes at a few intersections. The addition of bike lanes would require modifications to the existing roadway including removal of the centre turn lanes and / or widening of the roadway.

The section of Lawrence Ave W roadway between Dufferin St and Marlee Ave is not scheduled for road maintenance. The pavement quality index, last collected October 2017, is rated in the 90s (out of 100), which is good quality.

Due to the absence of upcoming road work and the space constraints, Lawrence Ave W between Dufferin St and Marlee Ave is not programmed for near-term implementation, but is included in the proposed cycling network for future implementation and will be considered in the annual programming (2022+). The short section between Marlee Ave and Blossomfield Dr is recognized as a priority for connecting the Marlee Ave bicycle lanes to future infrastructure north of Lawrence, and may be considered for implementation ahead of the larger section.

Lawrence Ave W from the Allen Expressway to Brucewood Cres (one block west of Bathurst St) is also not scheduled for road maintenance, however, it is tentatively scheduled for watermain work in 2022 by Toronto Water. Transportation staff will begin reviewing the feasibility of this section of Lawrence Ave W this year and coordinating with Toronto Water to assess opportunity for bundling road work. The review will include possible interim connections to the cycling network in the absence of the full build out of Lawrence Ave as a cycling route.

Brimley Road South Path Project

City Council directed the General Manager, Transportation Services to work with Parks, Forestry and Recreation and the Toronto and Region Conservation Authority to assess the timing of the Brimley Road South path project.

The Brimley Road South path project was reviewed as part of the Scarborough Waterfront Report:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX34.5>

The Ministry Review for the Scarborough Waterfront Project Environmental Assessment (EA) was released on February 22, 2019 and is currently undergoing the regulated public review period. After this time, the Ministry Review (and results of the consultation period) will be given to the Minister for his review and decision. The Minister's decision is anticipated late Summer / early Fall 2019. The Scarborough Waterfront Environmental Assessment is being led by the Toronto and Region Conservation Authority (TRCA) in partnership with the City of Toronto.

As per the staff report submitted to the May 14, 2018 Executive Committee Meeting, the TRCA has submitted a request for funding of \$4.895 million over 2 years to complete the detailed design of the West Segment of this project which includes the funding required for the Brimley Road detailed design work and the start of construction on Brimley after the Minister's decision is received.

While this request has been submitted in advance of the Ministry of Environment, Conservation and Parks (MECP) decision, this preliminary design work can proceed in 2019 and is required to refine the cost estimates presented in the EA. Given the necessity to improve pedestrian and cyclist safety along Brimley Road, the Brimley Road South multi-use trail work will be a first priority in the West Segment detailed design process. Early work by the TRCA in consultation with City divisions on the design will facilitate implementation of the Brimley Road South multi-use trail as soon as possible, contingent upon a positive decision from the Minister anticipated later this year.

TRCA has identified this as a high priority Scarborough Waterfront project, and \$4.895 million gross funded by debt has been added to the Council approved 10-Year Capital Plan for TRCA. This funding will enable TRCA to complete the preliminary design work and detailed costing of the entire project over 2 years commencing in 2019, pending EA approval.

Connecting Centennial College Progress Campus and Military Trail Road

City Council directed the General Manager, Transportation Services to continue discussions with Parks, Forestry and Recreation and the Toronto and Region Conservation Authority to evaluate potential connections and bridges between the Centennial College Progress Campus and Military Trail Road.

Transportation Services and Parks, Forestry and Recreation (PFR) will be coordinating with Toronto Water on this potential future project following completion of other Transportation and PFR priorities in this area.

Toronto Water timelines for their work will direct the sequencing of these trail access improvements. Details from Toronto Water are anticipated following completion of their

recently initiated 2019 geomorphic study which is assessing sanitary sewer protection needs in Highland Creek from Milner across the 401 to Military Trail.

Toronto Water provides this update:

The needs assessment will establish priorities for several reaches along this section of creek, including:

- (a) Milner to 401
- (b) 401 to the confluence with the Markham Branch
- (c) from the Markham- Malvern confluence to Military Trail.

Following completion of the needs assessment study for the area, design to implement the geomorphic needs assessment will follow and is tentatively scheduled for 2022-2023, but is dependent on priorities of a large number of exposed sewers across the City. For example, the City wide prioritization process may prioritize (a) Milner to 401, (b) 401 to the confluence with the Markham Branch, first, but then result in a delay of the Markham- Malvern confluence to Military Trail reach for a few years. Coordination with Transportation and PFR will also play a role in the project schedule. Additionally, it may take 1 -2 years for construction of each to occur, especially resulting from the time needed to sequentially obtain potential DFO (Fisheries Oceans Canada) permits.

PFR has prepared a very preliminary analysis for alignment and costing of this proposed route from the existing trailhead on Military Trail north to Centennial College, for implementation following the Toronto Water work in this area. This project has been discussed in coordination with Transportation Services, Toronto Water, and PFR. The consensus is that there is a future potential for this project, but several projects already in planning or design require funding and are in higher priority; these priority projects are Phase 2 Upper Highland Trail Extension, Phase 3 Upper Highland Trail Extension and the connection to the Meadoway.

Upper Highland Trail Extension – Phase 2:

This involves connecting the trail segment from Military Trail and Ellesmere intersection south to the Upper Highland Trail path and bridge segments currently designed for construction this year, (Phase 1).

Upper Highland Trail Extension – Phase 3:

This coordinates with Toronto Water on the regrading and improved trail at a higher elevation following Toronto Water stream work to connect the most southerly bridge from the current Phase 1 Upper Highland Trail Extension work into Morningside Park. Potentially Phase 2 and 3 could be combined based on available funding and timing of the Toronto Water stream works.

Connection to the Meadoway:

A connection to the proposed Meadoway trail, just north of the Phase 1 most northerly bridge would connect the Upper Highland trail to the Meadoway and may require another bridge. Connection to the Meadoway project is pending the approval of the in Environmental Assessment currently in process by TRCA.

Moving Forward: An Action Plan to Improve Safety and Opportunities for Pedestrians and Cyclists (Former Ward 11, currently Ward 5)

The Public Works and Infrastructure Committee referred the report Moving Forward: An Action Plan to Improve Safety and Opportunities for Pedestrians and Cyclists in Ward 11 to the General Manager, Transportation Services to consider the recommendations from the Ward 11 Pedestrian Safety and Cycling Committee and report back as appropriate for approval where required.

The section below lists each of the cycling recommendations from the report (March 2018), with information detailing how the recommendations are being addressed by Transportation Services. The references to Ward 11 apply to what is now Ward 5, York South-Weston.

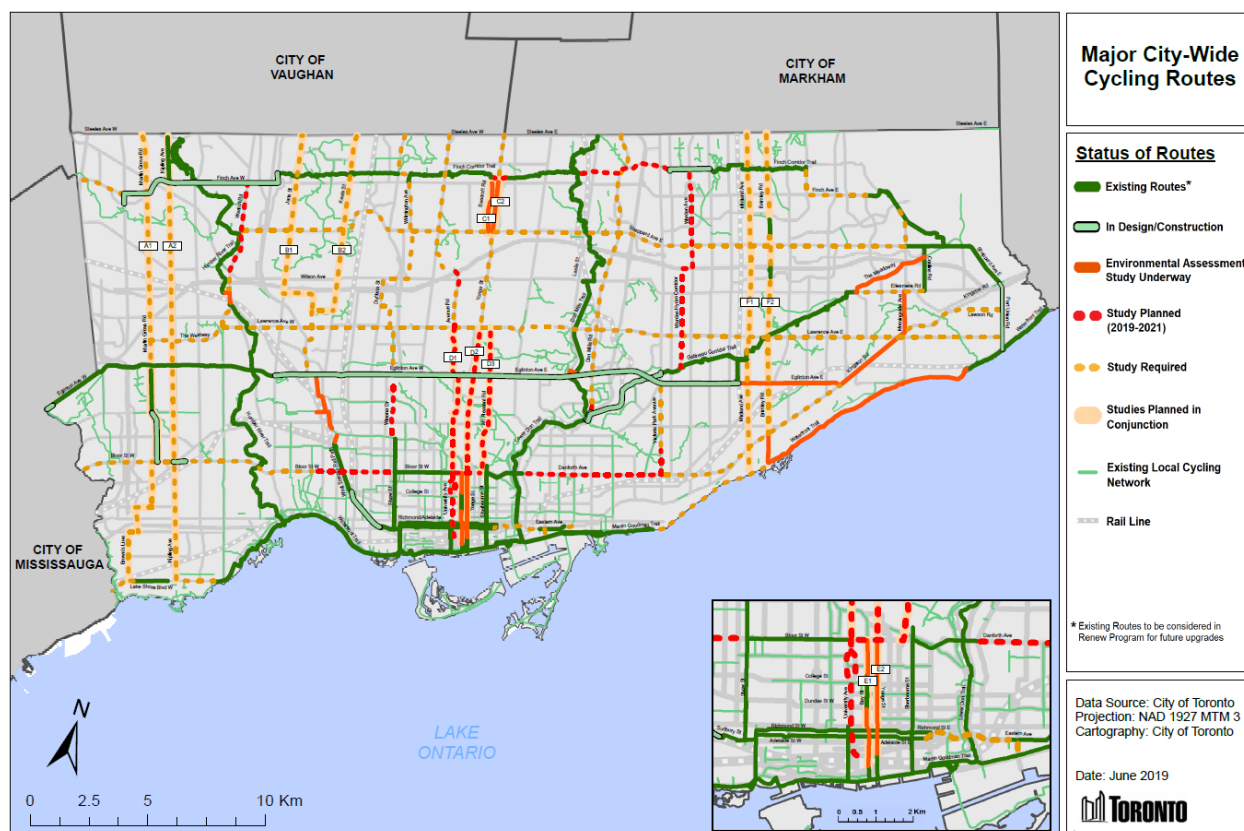
Recommendation: That all new cycling infrastructure in Ward 11 be physically separated from pedestrian infrastructure where feasible.

- Transportation Services is prioritizing separation of modes city-wide, especially on new roads and full road reconstructions.
- Transportation Services will be finalizing On-Street Bikeway Design Guidelines (OSBDG) in 2019. The overarching principles of the guidelines are to prioritize safety and accessibility within design and make cycling a comfortable experience for all ages and abilities.
- The OSBDG recommends sufficiently wide and well delineated pedestrian clearways and cycling facilities to mitigate conflicts. Every effort should be made to provide dedicated facilities. It describes a variety of pedestrian and cycling separation techniques, including curbs, street trees/planters and 600mm band of visually contrasting and cane detectable unit pavers. It calls for a context sensitive approach.

Recommendation: That the City evaluate the feasibility of bicycle lanes or cycle tracks, and initiate Major Corridor Studies, if required, along the following corridors in Ward 11:

- a. Weston Road-Keele Street, Junction Road to Hwy 401
- b. Jane Street, St. Clair Avenue West to Hwy 401

- Sections of these corridors are included in the new Major City-wide Cycling Routes map, to be included in the Cycling Network Plan Update reporting to Council in Q2 2019. They are identified for study, but have not been initiated.
- These corridors are not identified for study in the near-term program (2019 to 2021), but are candidates for inclusion in the years that follow.
- The remaining corridors of the major city-wide cycling network proposed for future study will be brought forward into the near-term program on an annual basis, subject to the following criteria:
 - Priority ranking based on results of the cycling analysis;
 - Geographic distribution;
 - Coordination with other planned major capital works; and
 - Complexity of study needs, funding and resource requirements.



Recommendation: That the City construct a multi-use trail along the following sections of Jane Street in Ward 11:

- East side of Jane Street, from Lambton Avenue to Cornell Avenue
- West side of Jane Street, from Eglinton Avenue West to Pinehill Crescent

- This request has not been reviewed in detail yet. The location of trees, utility poles, boulevard slopes and sensitive, natural features of the TRCA land may pose challenges for adding a multi-use trail to the sidewalks on both sides of the street as requested, but this is something staff will explore through a feasibility assessment when Jane Street is brought forward for potential implementation.

Recommendation: That the City accelerate the installation of bicycle lanes on St. Clair Avenue West, from Scarlett Road to Runnymede Road, and consult with the PSCC prior to finalizing a design.

- Through detailed analysis, St. Clair Avenue West has been identified as extremely challenging from a feasibility perspective. Though still maintained as a potential long term option, it will not be possible to accelerate implementation of cycling infrastructure on St. Clair. A retaining wall is being constructed on St. Clair for the Scarlett Rd bridge reconstruction, preventing any potentially usable space in the ROW from being converted in the near term.
- Alternative east-west connections are being explored by staff. At the Scarlett Rd public consultation on April 29, 2019, two preliminary options for a connection between Scarlett and Runnymede were presented. There will be further consultation on these near term options.

Comments regarding St. Clair challenges:

- Typical curb to curb width along this section of St. Clair is 14 m, with four vehicle lanes. If lanes were tightened to 3.3 m curb lanes and 3.0 m through lanes, there would be 1.4 m left over, which is not enough for even one side to have the minimum width bike lane (which is 1.5 m, preferably 1.8 m + buffer space).
- The boulevard space on St. Clair is tight, with no sidewalk on the south side, and mature trees and utility poles against the fence where the City's right-of-way ends, as well as the retaining wall mentioned above.
- St. Clair is a bus and truck route, and is already at capacity, especially in the PM peak period. There are two southbound lanes at Scarlett turning into two eastbound receiving lanes on St. Clair. There is a new condo being constructed at this location, further increasing demand on road capacity.
- St. Clair Ave W will be re-evaluated as the character of the street and neighbourhood changes over time.

Recommendation: That the cycling infrastructure to be installed on Scarlett Road in 2019 be in the form of cycle tracks or otherwise separated from vehicular traffic, and that the PSCC be consulted prior to finalizing a design.

- Scarlett Road is indeed planned as cycle tracks.
- Scarlett Rd from Bernice Crescent to the Humber River Trail is programmed for 2019 installation, with public consultation currently underway:
<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/scarlett-road-bike-lanes/>
- Cycle tracks are also planned as part of the Scarlett Rd bridge reconstruction.

Recommendation: That the City create a bicycle route connecting Runnymede Road to Davenport Road via Ryding Avenue as shown in Figure 6, ensuring safe crossings at Keele Street and at the railway crossing on Old Weston Road, and consult with the PSCC prior to finalizing.

- This connection has been included in the overall proposed cycling network as part of the Cycling Network Plan Update, and scored in the cycling analysis. It is not scheduled in the near-term (2019 to 2021 program), but will be considered among other priorities across the city in the annual programming of the next year.

Recommendation: That the City investigate the feasibility of installing contraflow bicycle lanes on Bala Avenue, to connect cyclists from Emmett Avenue to Weston Road.

- This contra-flow connection has also been included in the overall proposed cycling network as part of the Cycling Network Plan Update, and scored in the cycling analysis. It is not scheduled in the near-term (2019 to 2021 program), but will be considered among other priorities across the city in the annual programming of the next year.

Recommendation: That the City give consideration to installing barriers to prevent vehicular traffic from entering the bicycle lanes on Runnymede Road, as well as improved pavement markings such as painting the bicycle lanes green.

- Staff have reviewed the feasibility of upgrading the Runnymede bike lanes between Dundas and St. Clair, and adding buffers and physical separators where feasible. Work is scheduled this summer, and the intersection of Annette and Runnymede was done last weekend.
- Sections of the bike lane received the green paint treatment at major intersections.

Recommendation: That the City install bicycle lanes on the section of Rockcliffe Boulevard from the Black Creek Trail to Lambton Avenue.

- Rockcliffe Blvd has only one lane in each direction, and the curb to curb width in the range of 8.3 to 8.5 m. It is not possible to stripe bike lanes within this space. As a bus route, 3.3 m lanes are required, which means that edge lines cannot fit either (at least 9 m would be required for this). Staff will review other opportunities for making the street a more comfortable shared space for cycling, in the absence of dedicated cycling space.

Recommendation: That the City improve the way-finding signage for cyclists at Rockcliffe Boulevard and Terry Drive, and add pavement markings to the bicycle trail along Terry Drive.

- This wayfinding signage may be included or may be possible to include within the scope of the Hydro Corridor project; otherwise Transportation staff will review options.

Recommendation: That the City install bicycle signals at the intersection of Weston Road and Humber Boulevard as part of the installation of cycling infrastructure on Humber Boulevard and the safety audit of the intersection from Recommendation 1(d) to facilitate crossings from all directions.

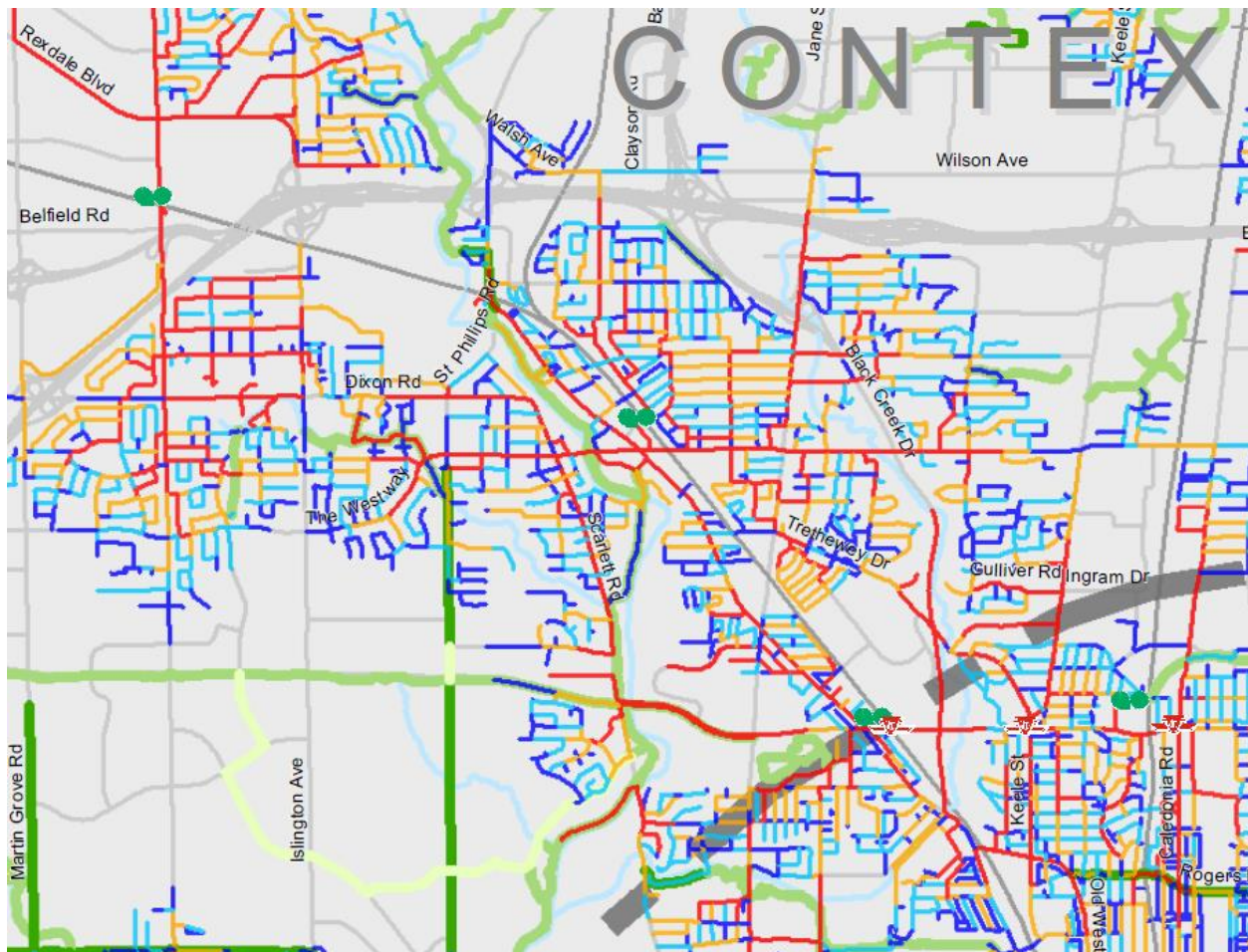
- Bicycle signals will indeed be part of the work at the intersection of Weston Rd and Humber Blvd. However, work here is currently on hold pending the Black Creek channel study. Staff believe there will be future opportunity to upgrade the intersection for cyclists and connect to future infrastructure on Humber Blvd and along Black Creek Dr.

Recommendation: That the City formally request that Hydro One include the construction of pedestrian and cycling infrastructure along the length of their corridor in Ward 11, from west of Scarlett Road to the Lavender Creek Trail, as part of the Power West Toronto project.

- Hydro One and the City's Parks, Forestry and Recreation Division are working on portions of a hydro corridor trail, between Scarlett Rd and Jane St, and a short section west of Rockcliffe Blvd linking up to Woolner Ave.

Recommendation: That the City review the road network around the area of Weston Station to identify opportunities for a connection to the station by way of cycling from areas both north and south of the station.

- For the Cycling Network Plan Update, staff have undertaken a new analysis around transit stations to model the routes people would take from their homes to the station, within a 2 km catchment area of TTC stations, and a 3 km catchment area of GO stations, which will help inform the proposed cycling infrastructure to best serve these connections.



Transit Access Analysis 1

Recommendation: That funding be allocated in the City's 2019 Budget for the implementation of Weston Neighbourhood Connections, Project ID-83 from the City's Cycling Network Plan Project List.

- The Weston Neighbourhood Connections are still part of the proposed cycling network, but their implementation has been delayed to match the implementation of Trethewey Dr, which is being timed to connect with the upcoming cycling infrastructure as part of Eglinton Connects.

Recommendation: That the City of Toronto proceed with installing a bicycle path along the Black Creek Drive corridor, south from Eglinton Avenue West to Weston Road.

- In the Ten Year Cycling Network Plan, Black Creek Drive was proposed for 2025 implementation. This route is still included in the updated proposed cycling network plan, in the category of beyond 2021, but is heavily dependent on Metrolinx.
- The City has requested that Metrolinx include accommodation for cycling infrastructure as part of their electrification designs.

Recommendation: That the City of Toronto assess the feasibility of installing a bicycle path or multi-use trail along the Black Creek Drive corridor, north from Eglinton Avenue West to Lawrence Avenue West.

- Black Creek Dr from Eglinton Ave W to Lawrence Ave W is included in the overall proposed cycling network and scored in the analysis as part of the Update. It is not in the 2019 to 2021 near-term program, but will be reviewed and considered for potential implementation alongside other proposed cycling connections in the area.

Recommendation: That the City install bicycle lanes on Eglinton Avenue West, between Jane Street and Weston Road, in time for the opening of Mount Dennis Station in 2021.

- Transportation Services is currently working on the design of a multi-use trail along the north side of Eglinton between Jane St and Pearen Park / Glenvalley Dr, planned for construction later this year (2019). A separate sidewalk is included as part of the above project. An interim on-street cycling connection between Glenvalley Dr and Weston Rd will connect the above planned infrastructure with the multi-use trail east of Weston Rd that Metrolinx is constructing as part of ECLRT. Transportation Services will seek to close the gap on Eglinton itself as part of the intersection work at Weston and Eglinton, where a removal of the right turn channel is proposed (earliest 2022).

Midtown in Focus

City Council requested the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Toronto Transit Commission to study multi-modal access between Midtown and Downtown, including identifying north-south corridors for improved surface transit priority routes and for dedicated cycling facilities, and bring forward recommended additions to the Midtown cycling network, including the feasibility, timing and cost of dedicated cycling facilities.

Yonge St, Avenue Rd, and Mount Pleasant Rd, three Major Streets identified in City Planning's [Midtown in Focus](#) Yonge-Eglinton Secondary Plan and Transportation Assessment, are proposed to be examined to assess the feasibility of an optimal corridor(s) for dedicated (physically-separated) cycling infrastructure. Street segments and phases of study would be confirmed when the terms of reference and scope of the study are proposed to be initiated in 2021.

The study would address the feasibility, timing, and estimated cost of the resulting proposed cycling infrastructure.

TOcore Downtown Secondary Plan & Mobility Strategy

TOcore was an initiative to prepare a new plan for Toronto's Downtown, from Lake Ontario to the south, Bathurst St to the west, the mid-town rail corridor and Rosedale Valley Rd to the north, and the Don River to the east. The Downtown Plan is a 25-year vision that sets the direction for the Downtown city centre as the cultural, civic, retail and economic heart of Toronto and as a great place to live. The Downtown Plan provides a blueprint to manage growth, sustain liveability, achieve complete communities and ensure there is space for the economy to grow.

A series of five supporting infrastructure-related strategies were also developed to implement the plan, including a Mobility Strategy. The Downtown Plan and supporting Mobility Strategy include policies and actions that continue to direct the development of a long-term cycling network in the Downtown. In particular:

- Policy 3.7 of the [Downtown Plan](#) directs that "Downtown will strive to have more space within the street network allocated to sustainable modes of transportation, prioritizing high-quality, accessible and safe networks for pedestrians, cycling and surface transit."
- Policy 8.2 also directs that "Pedestrians, cyclists and public transit will be prioritized relative to private automobiles, informed by the application of design guidelines for Complete Streets as adopted by Council."
- Map 41-12 identifies priority cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable for cyclists.

These routes have either been completed, programmed, or proposed as part of the Cycling Network Plan Update.

Accelerating the Ten Year Cycling Network Plan by 2022

As part of the 2018 Capital and Operating Budget process, City Council directed the General Manager, Transportation Services to report to the Public Works and Infrastructure Committee in 2019 on the resources necessary to accelerate the 10 year cycling plan to be completed by the end of 2022, to align with the end of the current term of Council.

There are a number of ways that implementation could be accelerated through additional resources, but even with these kinds of additions, the capacity within the field of construction contractors and consulting firms, as well as the required consultations and timelines for coordination with other capital work are significant limiting factors.

If these issues were not limiting factors, an increase to the budget of at least \$15.5 million more per year for 2019-2022 would be required (based on the original, preliminary cost estimates of the remaining projects). New staff and resourcing would need to be approved and hired. It is anticipated that at least 10 additional new full-time staff would be needed to manage the planning and design of these projects within

Transportation Services, and the Public Consultation Unit and Engineering & Construction Services (ECS) would require additional staff capacity to deliver this work as well.

Cycling routes require detailed feasibility analyses to confirm what is possible on any given street, and what the impacts or trade-offs would be. Many streets would require significant parking removals or vehicle lane reductions, or the removal of many trees and utility pole relocations in the boulevard. Such impacts do not necessarily prevent the project from moving forward, but they do extend the analysis required, and for permit parking, involve polling residents. To implement all projects by 2022 would require the elimination of public consultation, or at minimum, a new approach such as short, online surveys only. Consulting with local residents and the broader community is an integral part of each cycling project, and could not be done meaningfully or effectively with a shortened timeline.

A number of the new cycling projects would require major construction. Capital coordination processes require a three year window to ensure coordination with other capital works, and ECS would require adequate time to complete geotechnical investigations, surveys, detailed design, tendering and construction. The delivery of major cycling infrastructure construction projects could not be facilitated by ECS in this shortened timeline. It would also mean a lack of coordination with other planned capital works on major roadways, with more disruption to residents.

All new designated cycling infrastructure requires Council approval for by-law regulation for the amendments to traffic and parking regulations. To accelerate the implementation of infrastructure within 2019-2022, all cycling routes as detailed in the Ten Year Plan would need pre-approval from Council with delegated authority to staff to implement required by-law changes without reporting back on each project individually.

While some projects could potentially benefit from accelerated implementation through increases to capital budget and staff resources, the specific goal of completing all routes of the Ten Year Cycling Network Plan by 2022 is unattainable.