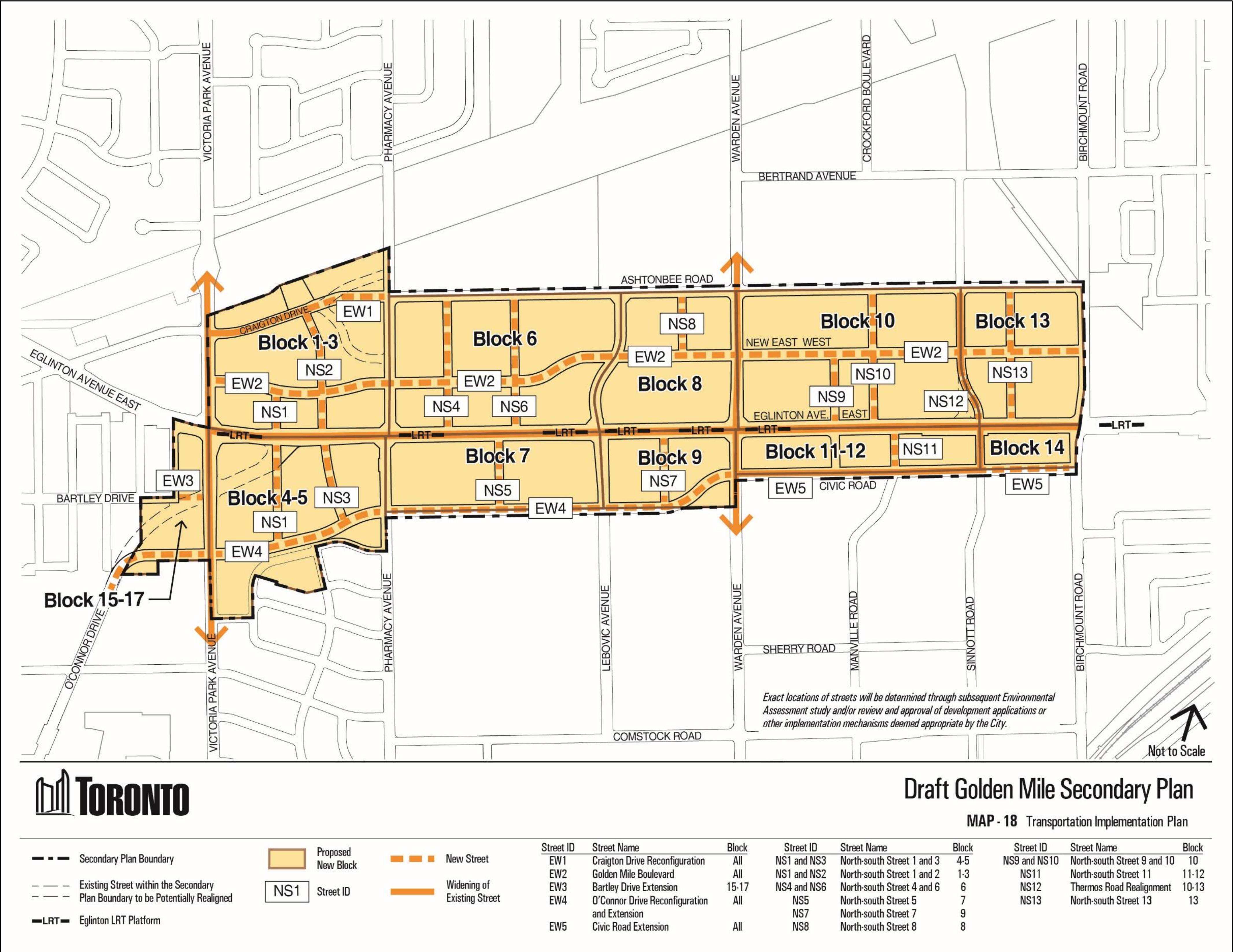


Golden Mile Secondary Plan (Draft)

Transportation Improvement Plan

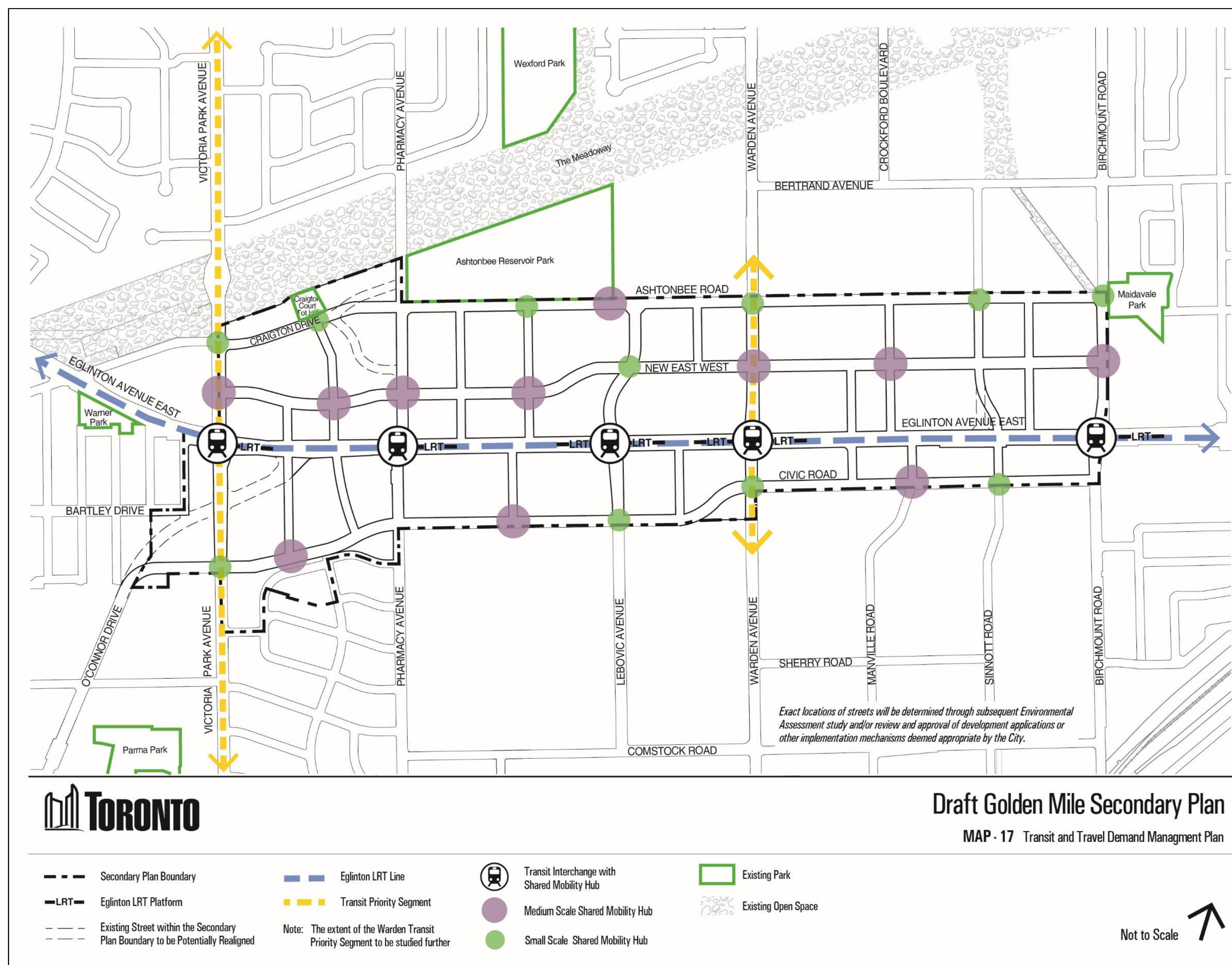


Street ID	Street Name	Next Steps	Development Block Required Contribution
EW1	Craigton Drive Reconfiguration	EA Study and/or implement through Planning Act	All
EW2	Golden Mile Boulevard	EA Study and/or implement through Planning Act	All
EW3	Bartley Drive Extension	EA Study and/or implement through Planning Act	15-17
EW4	O'Connor Drive Reconfiguration and Extension	EA Study and/or implement through Planning Act	All
EW5	Civic Road Extension	EA Study and/or implement through Planning Act	All
NS1, NS3	North-South Street 1 and North-South Street 3	Implement through Planning Act	4-5
NS1, NS2	North-South Street 1 and North-South Street 2	Implement through Planning Act	1-3
NS4, NS6	North-South Street 4 and North-South Street 6	Implement through Planning Act	6
NS5	North-South Street 5	Implement through Planning Act	7
NS7	North-South Street 7	Implement through Planning Act	9
NS8	North-South Street 8	Implement through Planning Act	8
NS9, NS10	North-South Street 9 and North-South Street 10	Implement through Planning Act	10
NS11	North-South Street 11	Implement through Planning Act	11-12
NS12	North-South Street 12	Implement through Planning Act	10-13
NS13	North-South Street 13	Implement through Planning Act	13

Golden Mile Secondary Plan Policy 11.8: *The exact location, alignment and design of streets and potential mid-block pedestrian connections will be refined through the development application review process, a Municipal Class Environmental Assessment (“EA”), as required, or other implementation mechanisms at the discretion of the City.*

Golden Mile Secondary Plan (Draft)

Transit and Travel Demand Management Plan



Golden Mile Secondary Plan Policy 11.13: Development and public infrastructure projects adjacent to transit priority routes and transit interchanges as identified in Map 17: Transit and Travel Demand Management Plan, will recognize and protect for local and regional transit system infrastructure and future improvements. Victoria Park Avenue and Warden Avenue within the Plan Area will be planned for transit priority measures and as a potential planned higher order transit corridor.

Shared Mobility Hubs are defined as single service points for bike-share, ride-share and car-share facilities at the identified locations. Shared mobility solutions can act as first and last mile solutions to encourage transit use in the GMSP Study Area and to reduce automobile ownership.



Transit Priority Corridor

Sources: <https://www1.nyc.gov/html/brr/html/routes/34th-street.shtml>



Transit Interchange

Source: https://sharedusemobilitycenter.org/wp-content/uploads/2019/08/Mobility-Hubs_SUMC_Web.pdf



Large Scale Shared Mobility Hubs

Source: multi mobility, Sophia von Berg, 2015

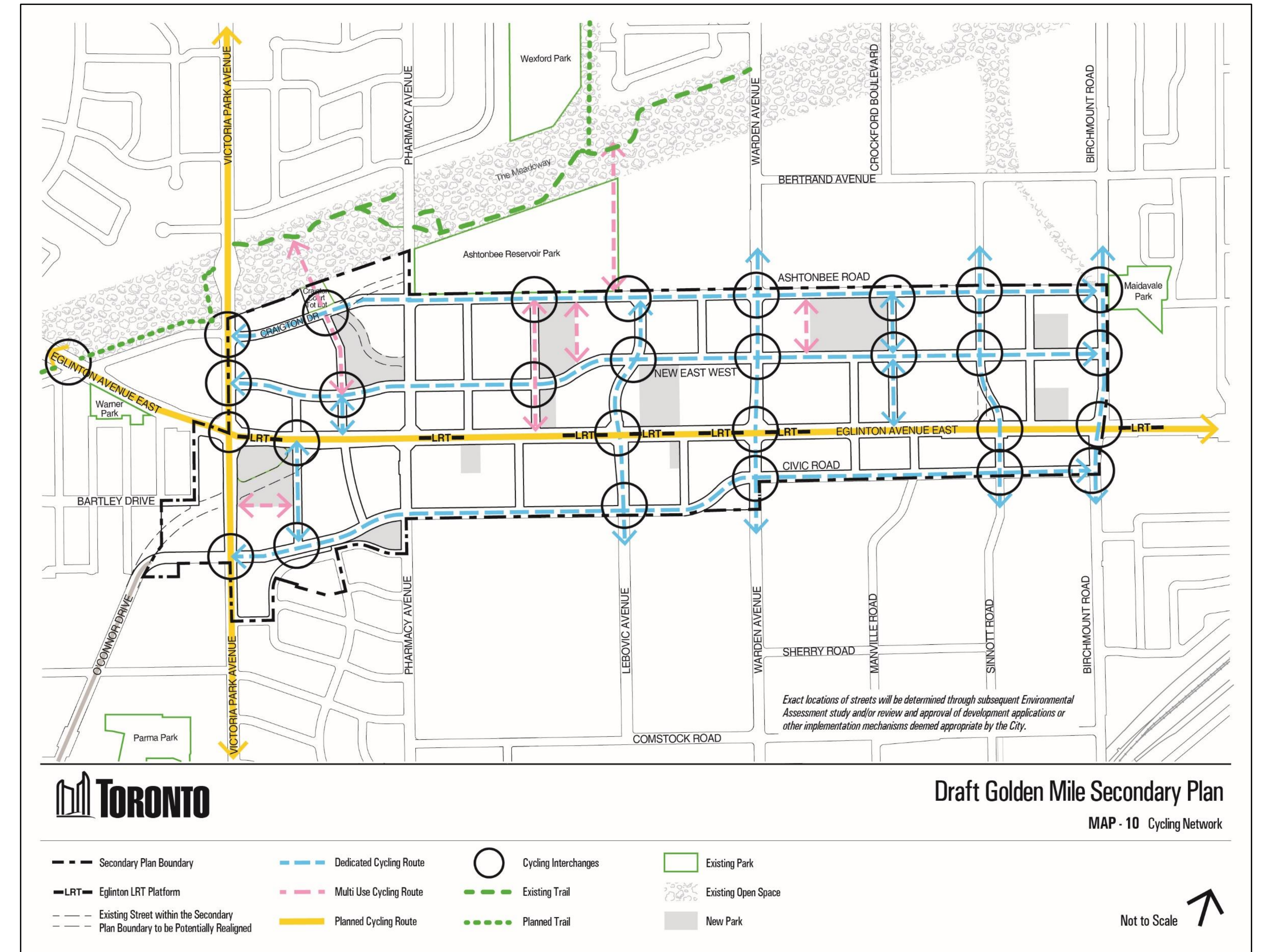
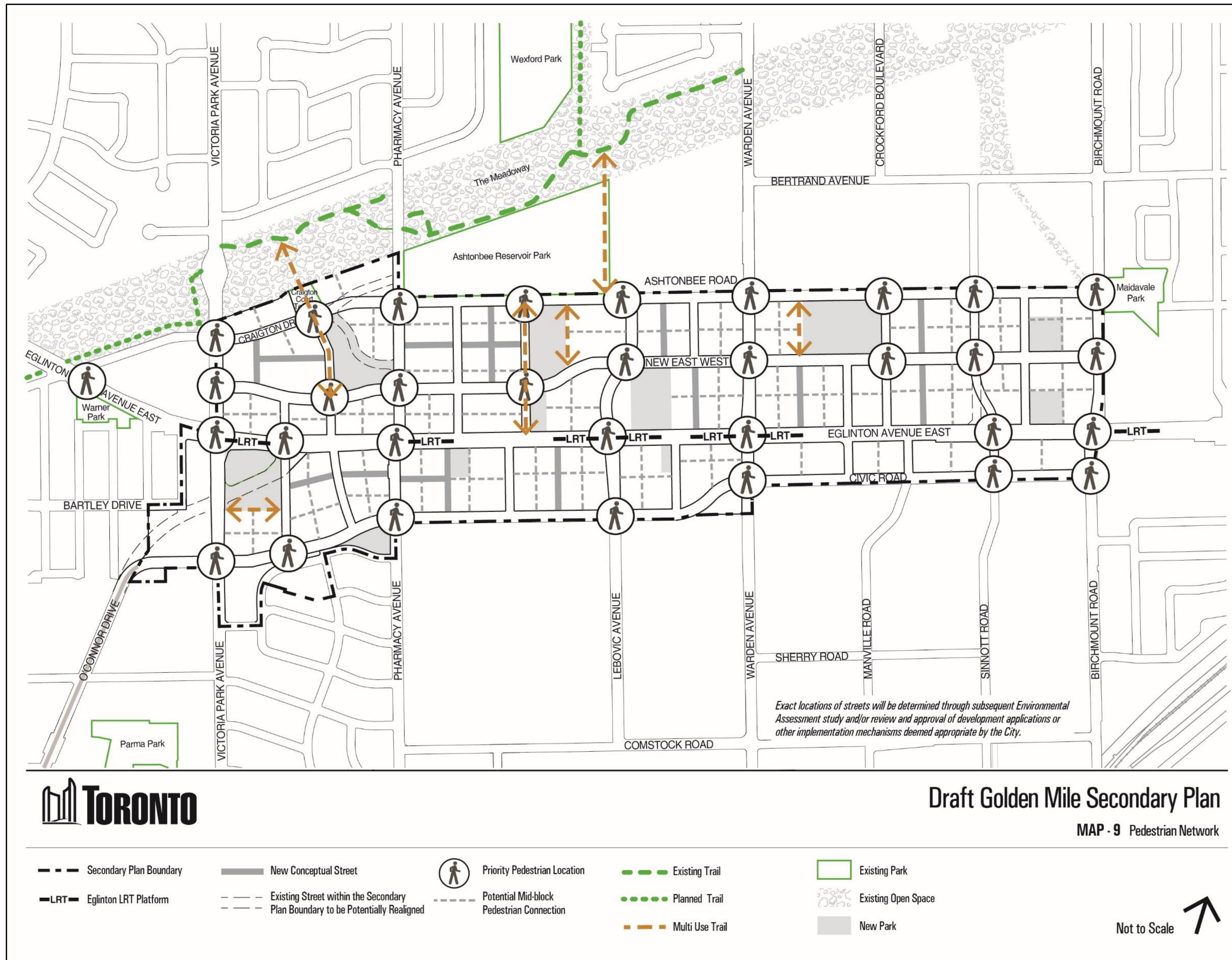


Small Scale Shared Mobility Hubs

Source: NACTO, Bike Share Station Sitting

Golden Mile Secondary Plan (Draft)

Pedestrian and Cycling Networks



Source: NACTO



Source: Google
(David Bell Multi-Use Path)



Source: NACTO



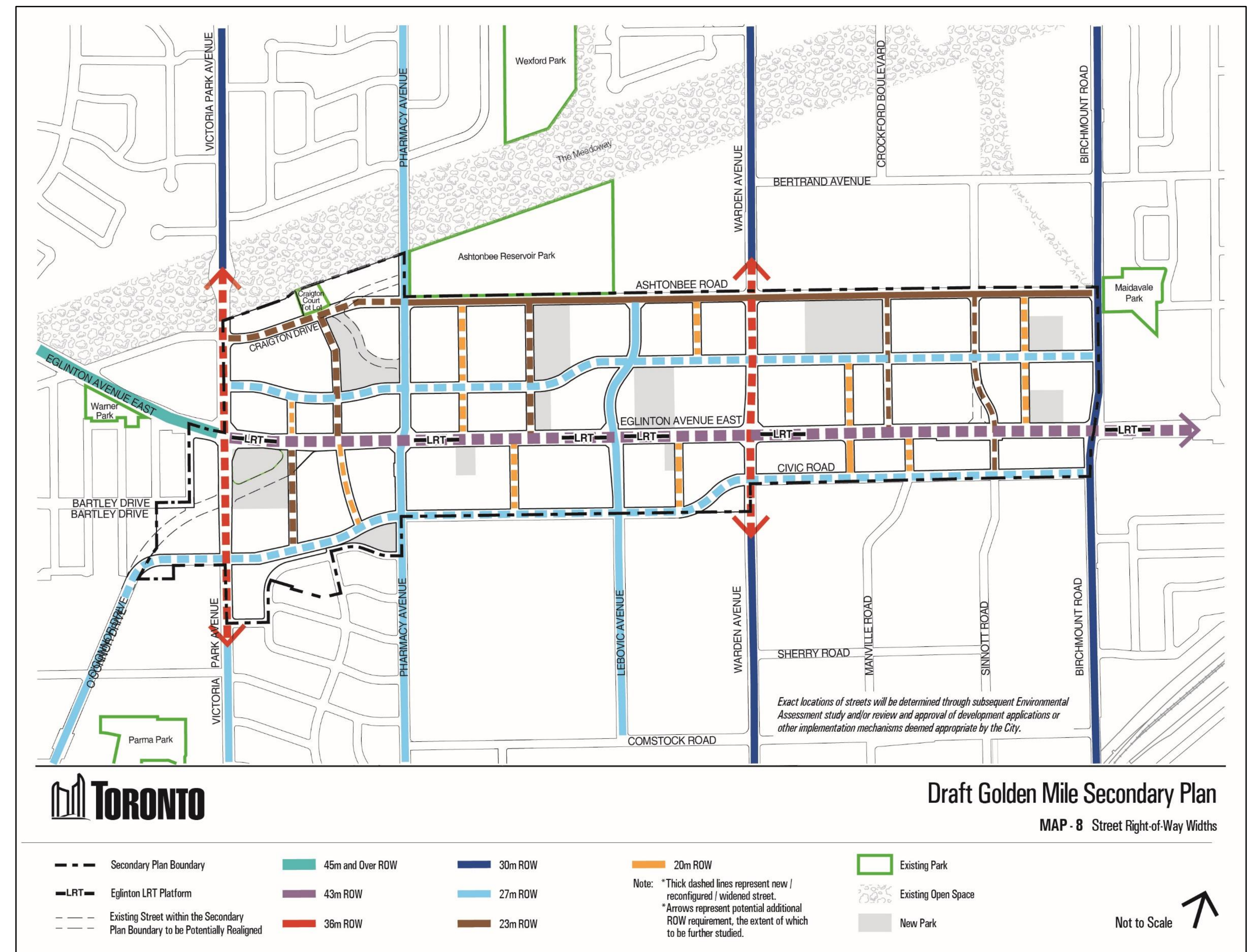
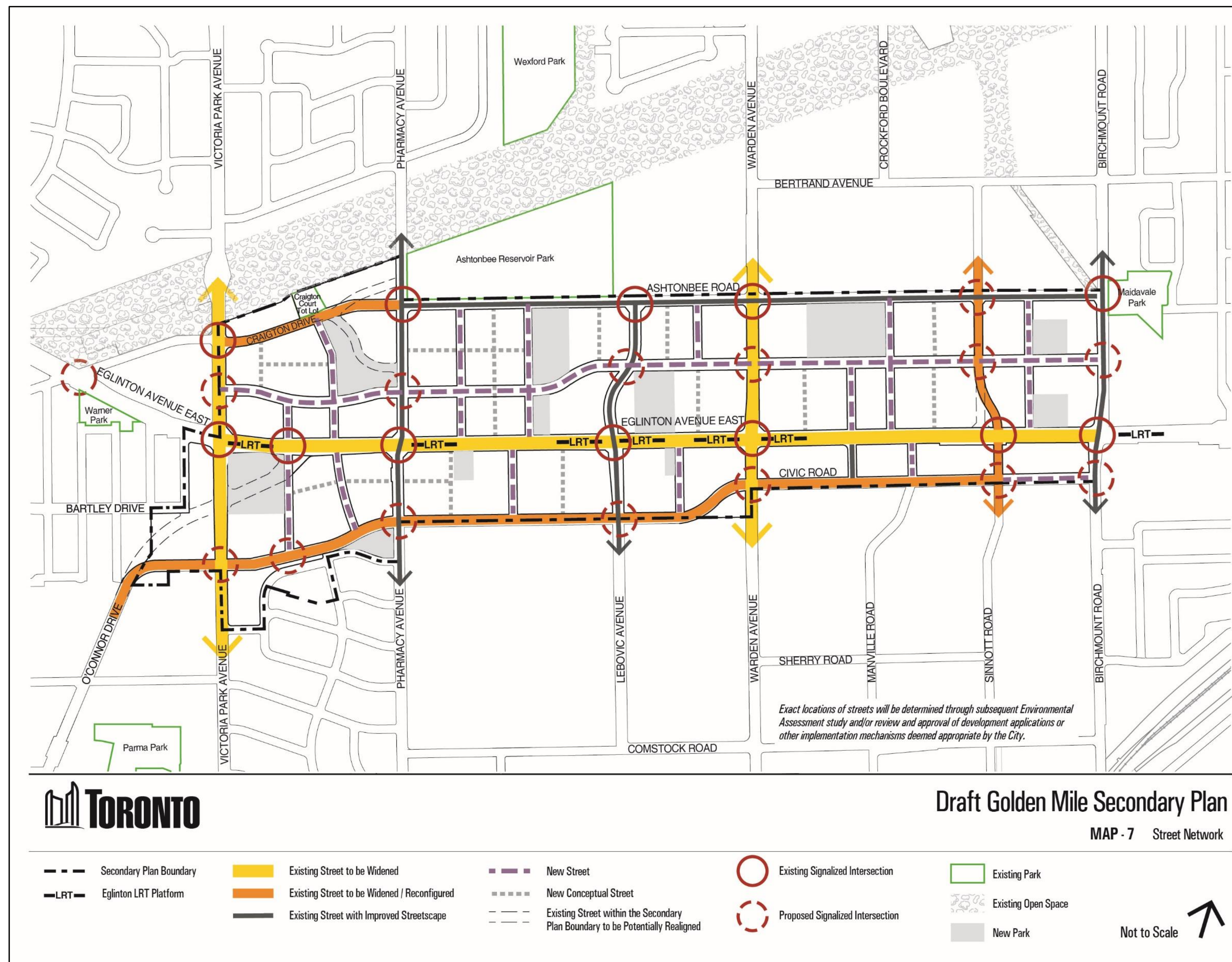
Source: <https://www.theurbanist.org/2017/12/29/work-seventh-avenue-protected-bike-lane-begin-early-2018/>



Source: Google

Golden Mile Secondary Plan (Draft)

Street Network and Right-Of-Way Widths



Golden Mile Secondary Plan Policy 11.4: *The planned street network as shown on Map 7: Street Network, will provide a fine grain of streets and improve connectivity for pedestrians, cyclists and vehicles, and enhancing access within the Plan Area.*

Golden Mile Secondary Plan Policy 11.14: *Right-of-Way widths of 36 metres, as outlined on Map 7: Street Network and Map 8: Street ROW Widths, are required for Victoria Park Avenue and Warden Avenue to support Policy 11.13.*