



ROSEDALE VALLEY ROAD MULTI-USE TRAIL

Transportation Services, Project Design and Management Section

October 19th, 2021



Multi-Use Trails (MUT): An Important Part of Toronto's Cycling Network

Cycling Network Plan



- Rosedale Valley Road MUT has been selected as part of the City's Transportation Capital Program, State of Good Repair (SOGR) to extend the useful life and improve the user experience by repairing, resurfacing, and upgrading the trail.
- This trail is one of a number of trail projects in the City's Cycling Network Plan that will to help make green spaces more accessible.



Rosedale Valley MUT- Facing East

City Policies & Guidelines



Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users.



TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by **2050**



Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe



Office of Recovery and Rebuild COVID-19

Accelerate or make permanent the initiatives taken quickly to support crisis response during COVID-19 create a healthy, less car-dependent and connected city for all uses, ages and abilities



Connect

Connect gaps in the network, and people to places



Grow

Grow the cycling network into new parts of the city



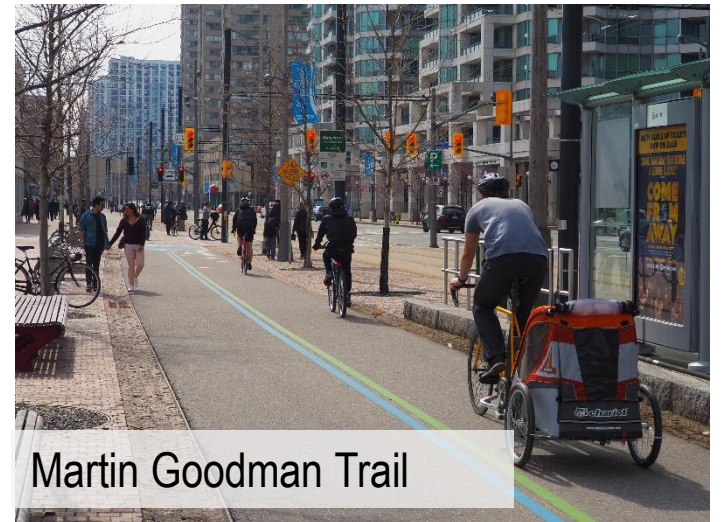
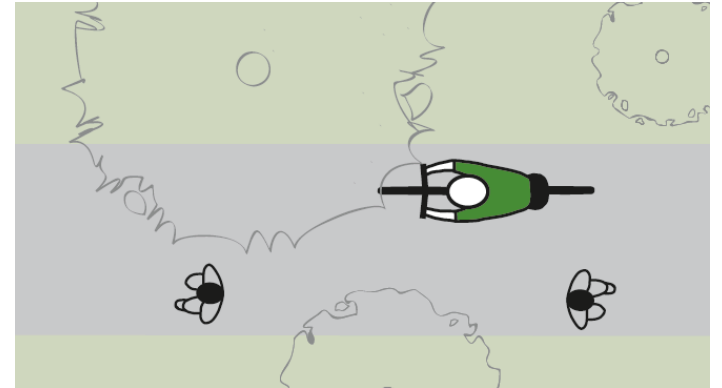
Renew

Renew the existing cycling network routes where there are opportunities to improve quality

Multi-Use Trails (MUTs)



- Trails are physically separated from motor vehicle traffic, are typically located near greenspace and are shared with pedestrians.
- Toronto's trails are categorized by three classes and identified by their role in connecting and expanding the cycling network:
 - Secondary: feeder or local connections
 - Primary: connects traffic from secondary or other primary trails
 - High-capacity: connects traffic from primary or secondary trails; may be a destination or attraction itself
- Rosedale Valley Road was designed as a secondary trail.



Martin Goodman Trail

Multi-Use Trails Design Guidelines



- In 2015 the City of Toronto adopted the Multi-Use Trail Design Guidelines.
- The guide provides specifications and standards to ensure safety, accessibility and consistency across the City.
- Many trails across Toronto, including the Rosedale Valley MUT require upgrades to better align with the newer guidance found in the Guidelines.





Rosedale Valley Road Multi-Use Trail (MUT)

Existing Conditions

Rosedale Valley Road MUT | Existing Conditions



- The existing trail extends from Bayview Avenue to Park Road.
- It is mostly located adjacent to the roadway within Rosedale Ravine lands. It is built alongside of and connects the St. James Cemetery, Wellesley Park, Toronto Necropolis Park, Rekai Family Parkette, and Lawren Harris Park.



Length: 2.0 km
Width: 1.5-2.6 m
Bicycle: 300-1000

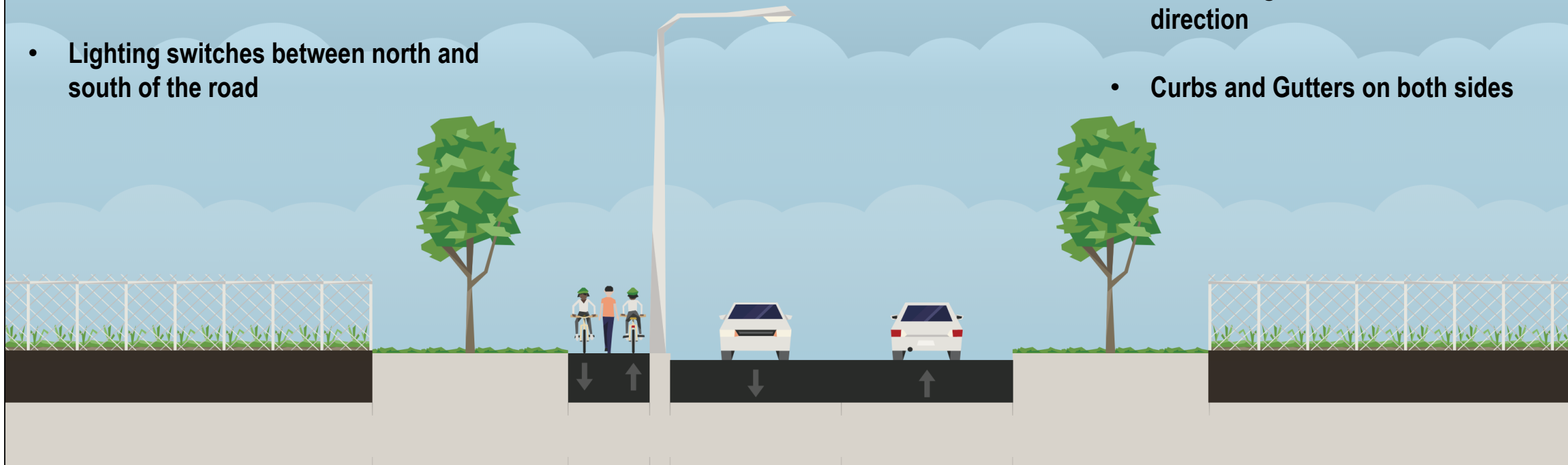
Motor Vehicle: +20,000 per direction
Posted speed limit: 50 km/h
No Transit Route



Rosedale Valley Rd MUT - Facing West

- Multi-use trail on the south side
- Lighting switches between north and south of the road

- One through traffic lane in each direction
- Curbs and Gutters on both sides



Rosedale Valley Road MUT | Existing Conditions



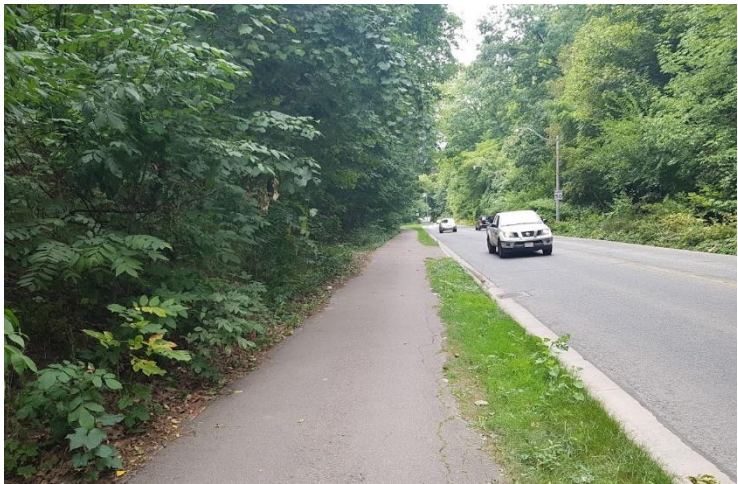
Poor trail pavement condition



Dumping



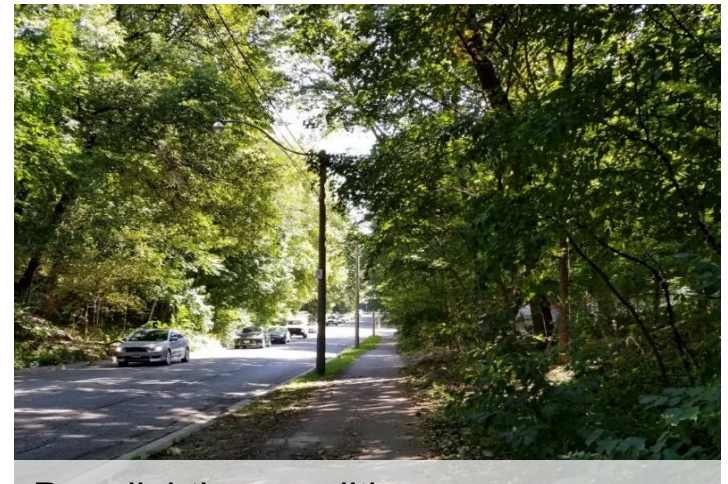
Drainage issues



Overgrown vegetation



Limited and inaccessible access



Poor lighting conditions

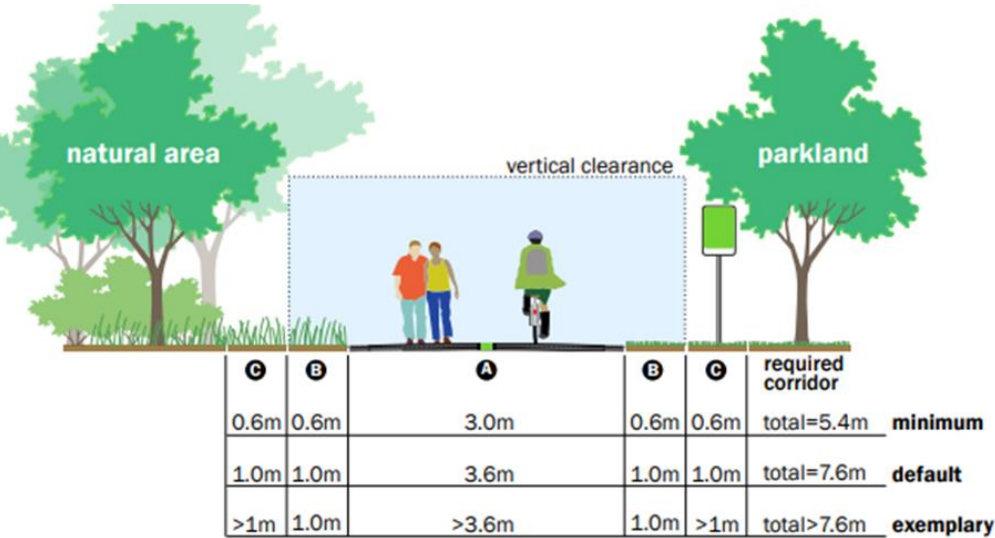


Rosedale Valley Road Multi-Use Trail (MUT) Proposed Improvements

Rosedale Valley MUT | Proposed Improvements



- Widen the trail to meet the minimum/default standard width as per Toronto's Multi-Use Trail Guidelines with the minimum 3m width and 0.6m lateral clearance.



Rosedale Valley MUT | Proposed Improvements



- Modify/smoothen the trail profile by removing any unnecessary vertical curves.
- Maintain at least a 1.5m space from the roadway curb to the edge of trail. In very constrained locations, 0.8m in short segments and physical separation (splash guard barrier or standard sidewalk railing) could be considered.



Vertical curves and obstacles

Rosedale Valley MUT | Proposed Improvements



- Improve both the trail signage and pavement markings.
- Improve the trail crossings at the existing driveway and park roads by providing appropriate signage.

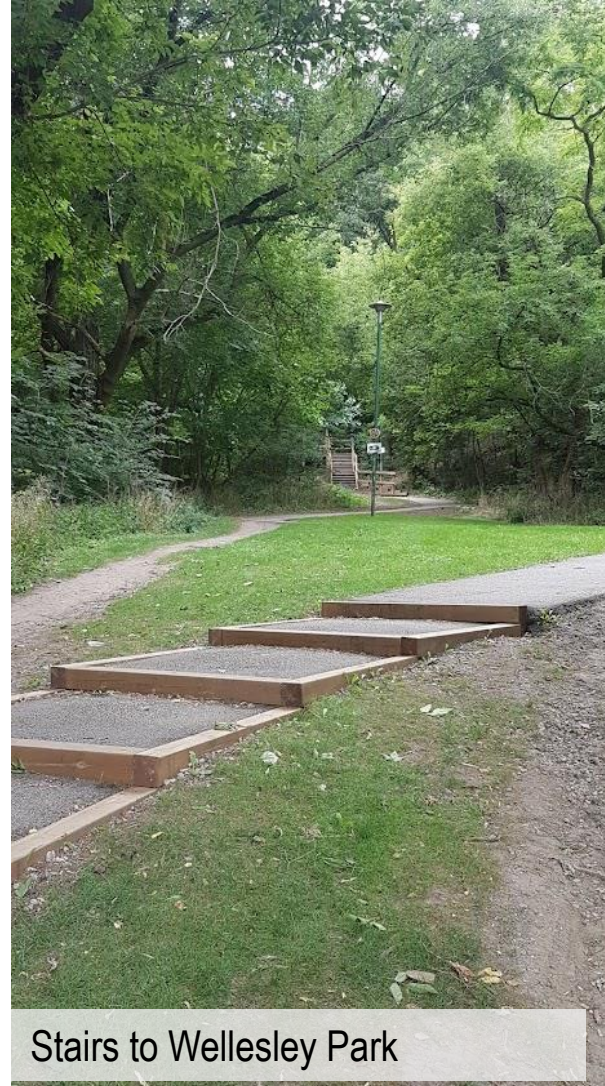


Manulife driveway

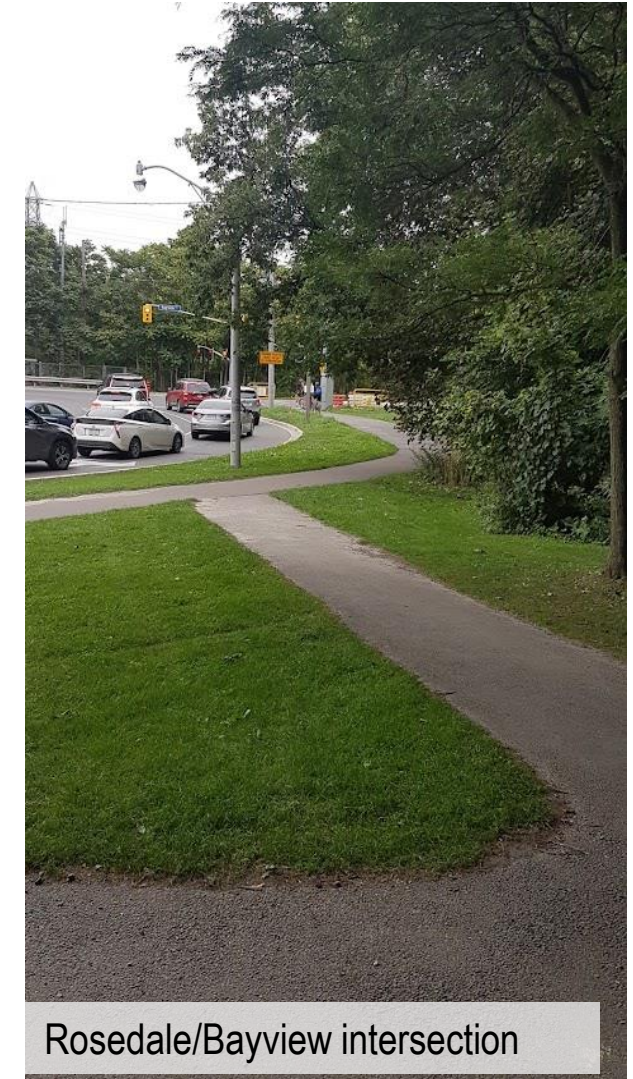
Rosedale Valley Road MUT | Proposed Improvements



- Upgrade and design the existing and new **resting areas** along the trail.
- Design trail heads at trail entrances with additional space for people socializing/meeting/resting, wayfinding signage, supportive facilities such as bicycle parking and/or water bottle fillers.
- Improve lighting.
- Potential to include upgrades at Bayview to create a more seamless connection to the existing trail.



Stairs to Wellesley Park

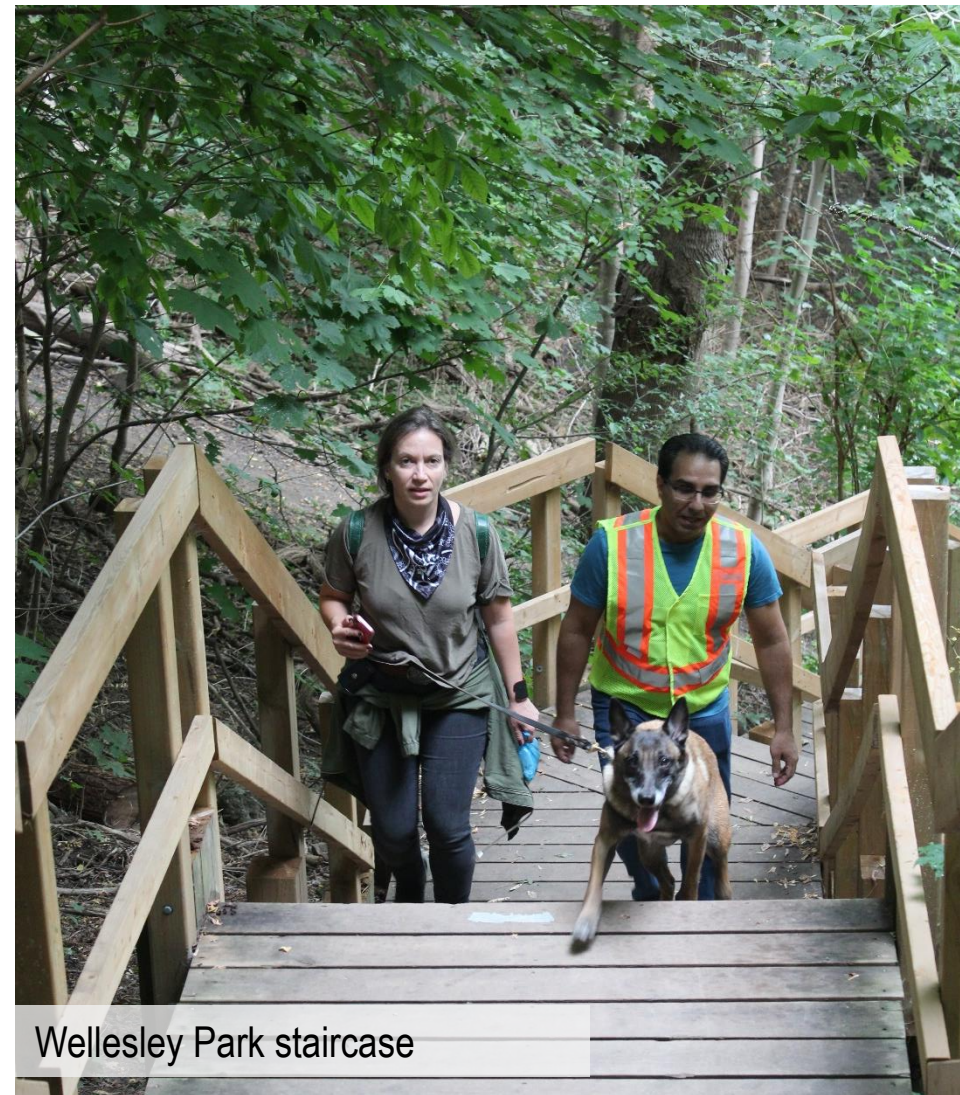


Rosedale/Bayview intersection

Rosedale Valley Road MUT | Connection to Wellesley Park



- Ongoing project led by TRCA, Transportation Services, and Parks Forestry and Recreation.
- The path and staircase connecting Rosedale Valley Road to Wellesley Park will be redesigned and replaced.
- Improved and accessible connection between Wellesley Street East and Rosedale Valley Road and Bayview Avenue, as well as to the upgrades to on-street neighbourhood routes on Sumach/Sackville.
- Feasibility analysis will determine 2-3 potential access improvement options that could include trail and boardwalk components.
- Feasibility/concept design anticipated for late 2021. Implementation of trail expected for 2023-2024.



Wellesley Park staircase

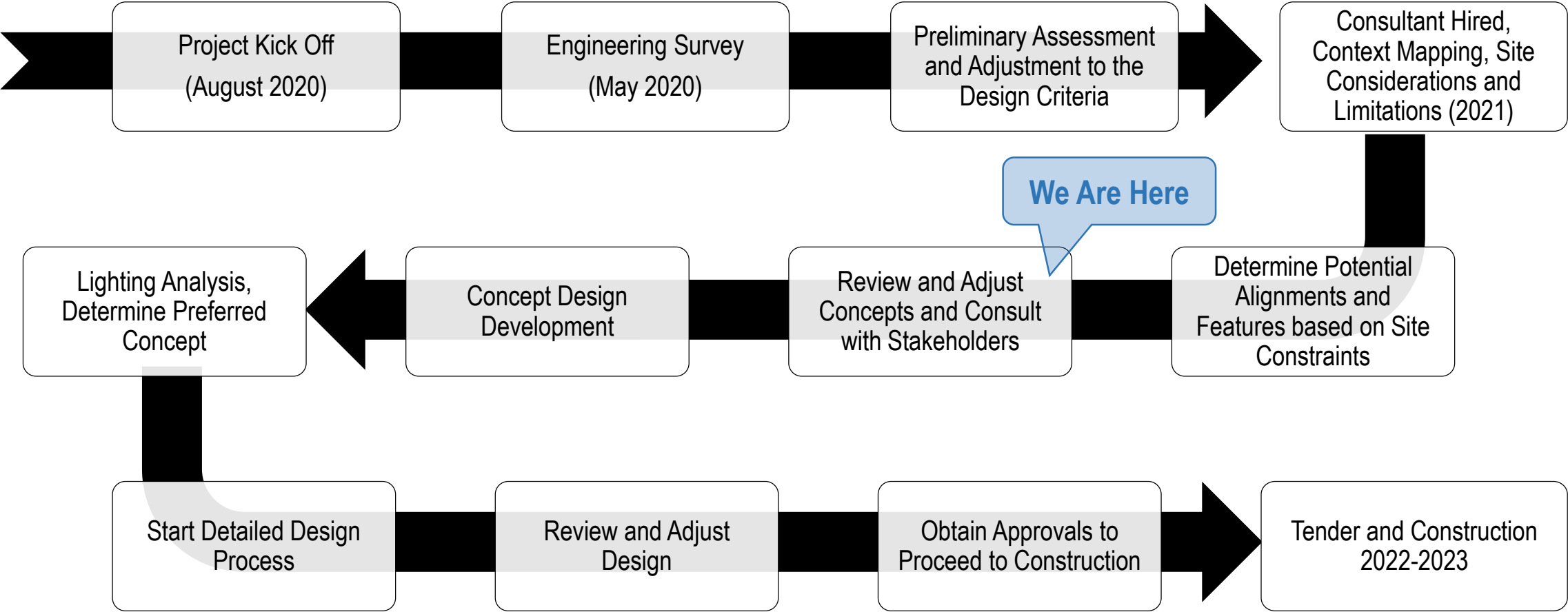


Project Timeline

- **PHASE I:** 2020 to 2022, Background studies conceptual design alternatives, detailed design of preferred alternative, permits and approvals, and a cost estimate for construction.
- **PHASE II:** 2022 and 2023 - Procurement of construction services and trail upgrades implementation.



Next Steps



What Have We Heard So Far



We met with the Bloor East Neighbourhood Association (BENA). Here is what we heard:



Poor, inaccessible and limited access to the Multi-Use Trail



Noise issues from vehicular traffic on Rosedale Valley Rd overnight



Invasive species



Poor wayfinding

Next step is to meet with Cabbagetown Residents Association.



CONTACT US

If you have any questions or concerns feel free to contact:

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