

City of Toronto

JANE FINCH INITIATIVE

Mobility Directions

TRANSPORTATION PLANNING

MAY 2022

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1. Introduction

1.1. Background

In anticipation of transit investment and the potential for growth and change in Jane and Finch, several City Divisions are collaborating on a community planning exercise in the area, called the Jane Finch Initiative. The aim of the Jane Finch Initiative is to develop an integrated plan for the Jane Finch area that advances social equity and economic inclusion for current and future residents, encourages the appropriate kinds of growth and development in the area, and guides investment in community improvements.

The Finch Avenue West neighbourhood is anticipated to undergo significant change and development in the coming years. An 11-kilometre, 18-stop light rail transit line (LRT) is under construction, running from the Finch West subway station on Line 1 (Yonge-University) to Humber College, with expected completion in 2023. The LRT will provide convenient and reliable rapid transit to area residents, businesses and institutions, bringing improved connections to the city's higher-order transit network for a part of Toronto that has been underserved.

In December 2015, City Council directed staff to undertake planning studies for focus areas along the Finch Avenue West neighbourhood in advance of the opening of the LRT. The intent was to leverage the public investment in transit infrastructure for the benefit of local communities, many of which are identified as Neighbourhood Improvement Areas by various social and economic measures.

Three nodes were identified for further study and evaluation: 1) Keele and Finch 2) Jane and Finch and 3) Kipling and Finch.

This report summarizes the mobility work completed as part Phase 1 of the Jane Finch Initiative. This report provides information and analysis of mobility in Jane Finch related to the policy framework, existing and planned conditions, opportunities and needs, and emerging policy directions, as a basis for the next phases of the study.

1.2. Project Description

The Jane Finch Initiative involves three integrated streams of work led by the City of Toronto's Social Development, Finance and Administration, Economic Development and Culture, and City Planning divisions.

- Stream 1: Engagement with residents, stakeholder groups and businesses, as well Indigenous communities and African, Caribbean and Black communities, to identify needs, priorities and aspirations;

- Stream 2: A Community Development Plan providing a framework to guide change and growth in the community and advance initiatives to further enhance social cohesion, community safety, inclusive economic opportunities and stronger neighbourhoods; and
- Stream 3: A Land Use Planning Framework Update with Official Plan policies and zoning to shape the development of a transit-supportive complete community, and to identify the community facilities and other infrastructure needed to support anticipated growth and respond to any long-standing issues in the community.

The Community Development Plan and updated Land Use Planning framework are intended to be companion documents that would work in tandem to further advance social equity and economic inclusion for current and future residents, manage future growth and development, and guide investment in infrastructure and services.

Mobility will act as a catalyst in advancing the goals of the community development plan and land use planning framework by focusing on providing safe and accessible mobility options for current and future residents.

The implementation of the Finch West LRT offers the opportunity for the Jane Finch community to leverage public investment in transit infrastructure to improve mobility elements including the following:

- Safety and accessibility of:
 - Pedestrian infrastructure (sidewalks, pathways, trails, bus stops, street crossings)
 - On-road and off-road cycling infrastructure (pathways, trails, street crossings)
 - Local (TTC) and regional transit (GO / Metrolinx)
 - Adjacent goods movement / freight activity
- Additional mobility opportunities:
 - Bike-Share
 - E-Bike / e-Scooter usage
 - Car share / ride share / carpooling and other transportation demand management measures
 - Improved traffic conditions

1.3. Emerging Guiding Principles related to Mobility

Drawing on all consultations to-date, City staff have developed draft Vision Statements and Guiding Principles for the overall Jane Finch Initiative and each of the respective subcomponents, including Mobility. The overall Guiding Principles for the Jane Finch Initiative are as follows:

- Community input and feedback is incorporated into decision-making and outreach strategies.
- Policies and recommendations consider how best to serve the existing communities while building something great for the future.

- Policies and recommendations are informed by a good understanding of the area's history and the experiences of communities. Learning from the past is a first step to policy development.
- As the area changes, there are short-term gains and successes for the existing communities.

The Vision Statement and Guiding Principles related to Mobility are as follows:

Jane and Finch is a place where it's easy for everyone to get around in all seasons.

- Sidewalks are wide, fully accessible and well-maintained.
- There are safe, easy and convenient places to cross roads.
- People using bicycles, scooters, mobility devices, strollers and carts can get around easily in all seasons.
- Trails are safe, well-maintained, and offer connections to the ravine system and other destinations.
- During construction, high quality pedestrian links are made a priority. They are easy to find, well-maintained and are fully accessible.
- Transit is frequent and offers connections to destinations throughout the area and all parts of the city.
- Transit stops have comfortable, safe and welcoming seating areas.
- There are bike rental stations, bike repair shops, and safe bicycle lanes.
- Roads, sidewalks and pathways are repaired quickly before people get injured or need to complain.
- Roadways and other connections are beautiful and well-maintained.

2. Policy Framework

2.1. Province of Ontario

At the Provincial level, the context for transportation planning is set through various planning documents including:

- Provincial Policy Statement (2020)
- Growth Plan for the Greater Golden Horseshoe (2020)
- The Big Move (2008)
- Ministry of Transportation (MTO) Transit-Supportive Guidelines (2012)

The Provincial Policy Statement laid the foundations for the 2020 Growth Plan for the Greater Golden Horseshoe, which sets new intensification targets and policies across the Greater Golden Horseshoe area for the 2051 planning horizon. Major transit station areas (MTSA) on priority transit corridors or subway lines will be planned for a minimum density target as follows:

- 200 residents and jobs combined per hectare for those that are served by subways
- 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit
- 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network

The intensification around the MTSA's should be accompanied by a shift in users from a traditional auto-oriented mode of travel to a transit-oriented mode of travel.

The Big Move is the Greater Toronto and Hamilton Area (GTHA) multi-modal long range regional transportation plan. Developed in 2008, this plan provides strategic direction for planning, designing and building a regional transportation network that enhances quality of life, the environment, and prosperity for all. The goals of the Big Move are informed by 13 goals and 28 objectives. The 13 goals are Transportation Choices, Comfort and Convenience, Active and Healthy Lifestyles, Safe and Secure Mobility, Fairness and Transparency, A Smaller Carbon Footprint and Lower Greenhouse Gas Emissions, Reduced Dependence on Non-Renewable Resources, Foundation of an Attractive and Well-Planned Region, Prosperity and Competitiveness, Multi-Modal Integration, Interconnectedness and Efficiency and Effectiveness.

The Ministry of Transportation's Transit Supportive Guidelines help to establish connections between relatively high-level policy direction contained in the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, and the challenges of articulating built form and accessibility at a local scale, through a multi-disciplinary urban design lens.

Building off of examples from across Ontario and North America, the Transit-Supportive Guidelines offer a distillation of urban design and operational strategies for the efficient

realization of transit-supportive growth and development. In the context of transit-supportive intensification, the Guidelines echo many of the same principles of the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe, and further emphasize the relationship between transit facilities, surrounding land uses, connectivity and a well-designed public realm.

2.2. City of Toronto

2.2.1. Official Plan

The Official Plan is a land use planning tool legislated under the Planning Act that is intended to ensure that the City of Toronto evolves, improves and realizes its full potential in areas such as transit, land use development, and the environment. The Plan integrates transportation and land use planning at both the local and regional scales. Within the city, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the city where little physical change is foreseen. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency. Relevant Official Plan policies that inform the Mobility component of Jane Finch Initiative include the following:

2.4.1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

2.4.3. The City will show leadership within the region in the implementation of TDM [Transportation Demand Management] measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:

- a) Requiring a TDM strategy as part of a Traffic Impact Study for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;
- b) Actively pursuing measures which will:
 - i. Increase the proportion of trips made by walking, cycling, and transit;
 - ii. Increase the average automobile occupancy rate;
 - iii. Reduce the demand for vehicular travel; and
 - iv. Shift travel times from peak to off-peak periods;
- c) Supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;

- d) Supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
- e) Promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting;
- f) Working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and
- g) Recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.

2.4.4. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.

2.4.6. An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.

2.4.7. For sites in areas well serviced by transit, such as locations around rapid transit stations and along major transit routes, consideration will be given to the establishment of:

- a) Minimum density requirements as well as maximum density limits;
- b) Minimum and maximum parking requirements;
- c) Redevelopment of surface commuter parking lots on City owned land;
- d) Limiting surface parking as a non-ancillary use; and
- e) Rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.

2.4.13. Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:

- a) An expanded bikeway network;
- b) Provision of bicycle parking facilities in new developments;
- c) Provision of adequate and secure bicycle parking at rapid transit stations; and
- d) Measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

2.4.14. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by:

- a) Ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- b) Maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;
- c) Prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
- d) Reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
- e) Focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
- f) Developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.

2.4.15. The transportation system will be developed to be inclusive of the needs of people with disabilities and seniors by:

- a) Ensuring that new transit facilities and vehicles are accessible;
- b) Modifying existing transit stations to become accessible over time;
- c) Supplementing the conventional transit system with specialized services;
- d) Requiring a minimum of off-street parking spaces for the disabled; and
- e) Taking accessibility into account from the design stage onwards.

2.4.16. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.

2.4.17. New technologies and practices that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies and practices include, but are not limited to:

- a) Enhanced transportation network data management, collection, analysis and monitoring;
- b) Incident and event response;
- c) Construction coordination;
- d) Traveler information systems; and
- e) Centralized adaptive signals.

The Official Plan also designates appropriate land uses, describes the location and function of major transportation network elements and contains Site and Area Specific Policies (SASPs), and Secondary Plans for location-specific direction required to achieve the overarching vision for the city's future.

Secondary Plans establish local development policies to guide growth and change in a defined area of the City. Secondary Plans guide the creation of new neighbourhoods and employment areas while ensuring adequate public infrastructure and environmental protection. Secondary Plan policies adapt and implement the objectives, policies, land use designations and overall planning approach of the Official Plan to fit local contexts and are adopted as amendments to the Official Plan. There are three secondary plans for areas adjacent to Jane and Finch that help inform planning trends occurring locally: [Keele Finch Plus \(Keele Finch Secondary Plan\)](#), [York University Secondary Plan](#) and the [Emery Village Secondary Plan](#).

2.2.2. Parks and Recreation Facilities Master Plan

In November 2017, City Council adopted the Parks and Recreation Facilities Master Plan 2019 – 2038 (FMP), reinforcing the City's commitment to providing high quality parks and recreation facilities for all residents. The FMP is a 20-year strategic framework to guide planning and investment for new parks and recreation facilities throughout the city. This plan aims to ensure that new community parks and recreational facilities are located along transit lines and that they are accessible by walking and cycling networks.

2.2.3. Toronto Office of Recovery & Rebuild

The City established the Toronto Office of Recovery and Rebuild (TORR) in April 2020, soon after the onset of the COVID-19 pandemic, to engage with Torontonians on a city-wide approach for recovering and rebuilding from COVID-19. The results of TORR's work were published in the COVID-19: Impacts and Opportunities Report, which provides recommendations for the City of Toronto and its agencies and corporations to support the recovery and rebuild of communities, organizations, partners and businesses.

There are clear links between the TORR Report recommendations and the Jane Finch Initiative. In terms of Infrastructure and mobility, the report recognizes that investments in infrastructure will be critical for Toronto's and Canada's recovery. Any stimulus funding for infrastructure should support Toronto's effort to build back better and prioritize investments that support key priorities – all through an equity and resilience lens. Further, maintaining and increasing

investment in addressing the operating and capital needs for public transit are critical to the short- and long-term vitality and livability, and the health of Toronto and the surrounding region.

COVID-19 has further illustrated socioeconomic disparities inherent in the uses of mobility in Toronto. While overall transit and traffic volumes are down due to the pandemic, many bus routes, including the Jane bus, remain in high demand and with some trips exceeding COVID-19 crowding standards. These routes provide service to essential workers who are heavily reliant on public transit and largely serve Neighbourhood Improvement Areas.

The recommendations in the TORR Report were provided with the understanding that the City Manager may undertake further analysis with staff and may seek direction from City Council. The recommendations were organized under six broad categories, one of which is Infrastructure and Mobility. A number of the Infrastructure and Mobility recommendations that inform this work included:

- Resiliency and Equity: Prepare a comprehensive infrastructure proposal with projects that address resilience and equity, especially considering impacts on Indigenous communities and the Black community.
- Climate: Formalize the application of a climate lens, alongside equity analysis, in any decisions around infrastructure stimulus funding to ensure climate risks and opportunities are appropriately factored into decision-making in order to meet Toronto's net zero goals;
- Labour force: Improved access to mobility solutions enhances the ability for people to participate in the labour force, in particular front line workers, and contributes to growth and prosperity.
- Transportation Initiatives: Accelerate or make permanent transit initiatives the City undertook quickly to support crisis response and restart, such as instituting priority bus lanes, improved cycling infrastructure, expansion of bike share and weekend recreational street closures.
- Accelerate Transit Planning: Accelerate efforts and implementation on the City's surface transit network plan to identify transit priority corridors, applying an equity lens as a key siting criterion.
- Cross-Collaboration: Consider initiating a partnership with all governments that recognizes the interconnected and regional nature of transit in the GTHA and investigates a more regionalized model of transit delivery, with enhanced and dedicated revenue tools.

2.2.4. Strategies for Equity-Deserving Groups

Equity-deserving populations are defined by the City of Toronto as Indigenous Peoples, Black People, Racialized groups, Women, Immigrants & Refugees, Persons with Low Income, Youth, Seniors, Lesbian, Gay, Bisexual, Trans, Queer, Two-Spirit Communities (LGBTQ2S), Person with Disabilities and Undocumented Individuals.

The City's People and Equity Division in coordination with other City divisions have or are in the process of developing strategies to combat the systemic barriers that numerous equity-deserving groups face in Toronto.

Toronto Action Plan to Confront Anti-Black Racism

Adopted by City Council in Dec 2017, the Toronto Action Plan to Confront Anti-Black Racism is guided by three principles: Partner with Black Communities, Engage the Diversity of Toronto's Black Communities and Drive Systemic Change.

The Toronto Action Plan to Confront Anti-Black Racism requires the use of an Anti-Black Racism Analysis as it is named in the execution of 11 actions specifically, and to the full implementation of all 22 recommendations and 80 actions.

Anti-Black racism is policies and practices embedded in Canadian institutions that reflect and reinforce beliefs, attitudes, prejudice, stereotyping and/or discrimination that is directed at people of African descent and is rooted in their unique history and experience of enslavement and colonization in Canada.

An Anti-Black Racism Analysis is the application of this understanding of Anti-Black racism to the planning, development, operation, resource allocation and evaluation of policies, services, practices, and spaces, with the intent of achieving transformative change.

Gender Equity Strategy

In July 2018, Toronto City Council adopted a motion directing the City Manager to develop a framework for a Gender Equity Strategy and Gender Equality Office for the City of Toronto and to report back to the Executive Committee on a framework that will include: established targets and strategies for addressing intersectional gender equity in key areas such as housing, shelter, governance, transit planning, recreation, urban planning, youth, violence against women, affordable child care and budgeting.

A Gender Equity Strategy would demonstrate the City of Toronto's commitment to eliminating intersectional gender inequities experienced by Torontonians, allow for the development of new partnerships to shift the landscape, and track progress on reducing and/or eliminating gender inequities in the city, while ensuring public transparency and accountability.

Toronto Newcomer Strategy

Adopted by City Council in May 2021, the Toronto Newcomer Strategy 2022-2026 is a framework and roadmap for achieving a greater impact for newcomer success. It focuses on services, functions and powers within the municipal government's purview, as well as on collaboration and influence necessary to achieve systemic change on issues affecting newcomers. The strategy outlines a new vision, five guiding principles, five strategic priorities, and role of the Toronto Newcomer Office.

The vision of the Toronto Newcomer Strategy 2022-2026 is that: Newcomers living in Toronto have a sense of belonging, well-being, and connectedness. They feel safe, supported, welcome

and engaged. The City is a leader in providing newcomers equitable access to municipal programs and services.

The five guiding principles are:

- **A City-wide Approach:** The renewed strategy to be embraced and implemented by all parts of the City's government including elected officials, members of the public service, employees and volunteers.
- **City Roles:** The City's commitment to improving newcomer outcomes is related to its five roles - as a policy maker, service provider, employer, buyer of goods and services, as well as a convenor, collaborator and advocate.
- **Diversity:** City services must be sensitive to differing circumstances and lived experiences related to a newcomer's immigration status, official language ability, and intersecting identities related to race, gender, age, LGBTQ2, disability, and mental health.
- **Equitable Access:** City programs and facilities, which are instrumental in newcomer integration, should be equitably available across Toronto in response to need.
- **Flexibility:** The City will be flexible in order to be able to address both anticipated and unforeseen changes affecting newcomers.

Toronto Poverty Reduction Strategy

The Toronto Poverty Reduction Strategy is a 20 year plan with a 2019-2022 Term Action Plan that was adopted by City Council in November 2019. Its focus is on housing stability, service access, transit equity, food access, the quality of jobs and incomes, and systemic change.

Recommendations of the Strategy that inform the Mobility component of the Jane Finch Initiative include:

- 6. Make transit more affordable for low income residents.
- 6.2 Ensure that the roll-out of the new Presto Pass technology includes a fare-geared-to-income capacity.
- 6.3 Evaluate a demand model that includes fare-geared-to-income criteria.
- 7.0 Improve transit services in the inner suburbs.
- 7.1 Work with the Province to harmonize service and fares across public transit systems in the Greater Toronto and Hamilton Area.
- 7.2 Restore previous service cuts that disproportionately impact the inner suburbs where demand warrants.
- 7.3 Increase reliability across bus, subway, and LRT modes.
- 7.4 Consider the needs of low-income neighbourhoods and inner suburbs in capital and service planning.

Toronto Youth Equity Strategy

The Toronto Youth Equity Strategy was developed with contributions from Toronto youth and was adopted by City Council in February 2014. The Toronto Youth Equity Strategy identified 28

key issues / service gaps faced by youth most vulnerable to involvement in violence and crime that the City and its partners must address.

Recommendations of the Youth Equity Strategy that inform the Mobility component of the Jane Finch Initiative include:

13. The City of Toronto will improve access to safe spaces for youth.

13.a The City of Toronto will perform an environmental scan of best practices for dedicated youth spaces, including best practices for youth most vulnerable to involvement in serious violence and crime. This should include hours, staffing levels and training, programming, activities, physical infrastructure, transportation supports and healthy snacks.

13.f The City of Toronto will devise criteria for designating public spaces as inclusive and welcoming to youth. The City will create and distribute identifiers (e.g. stickers, posters, etc.) to recognize safe spaces for youth.

22. The City of Toronto will work with other government partners to address systemic issues which contribute to the deep roots of youth violence.

Toronto Seniors Strategy

As part of the continuing demographic shift in the city that sees an increase in Torontonians aged over 60, City Council adopted Version 2.0 of the Toronto Seniors Strategy in May 2018. Version 2.0 of the Toronto Seniors Strategy continues to uphold the principles that were articulated in Version 1.0: equity, respect, inclusion, and quality of life.

Recommendations of the Strategy that inform the Mobility component of the Jane Finch Initiative include:

18. As part Toronto's Vision Zero Road Safety Plan, the City will identify and install additional Seniors Safety Zones to promote the safety of seniors on City streets. Senior Safety Zones feature: new senior safety signs, enhanced pavement markings and extended traffic signal walk times.

19. The City of Toronto will construct new sidewalks on roads where they are missing to improve walkability, mobility and accessibility of city streets.

Toronto Strong Neighbourhood Strategy

The Toronto Strong Neighbourhoods Strategy (TSNS) 2020 is the City of Toronto's action plan for ensuring that each of our 140 neighbourhoods can succeed and thrive. TSNS 2020 supports healthy communities across Toronto by partnering with residents, community agencies and businesses to invest in people, services, programs and facilities in 31 identified Neighbourhood Improvement Areas (NIAs), 2 of which comprise the study area. The strategy will strengthen the social, economic and physical conditions and deliver local impact for city-wide change.

Themes and Actions for Strong Neighbourhoods of the TSNS that inform the Mobility component of the Jane Finch Initiative include:

Create a cleaner, healthier environment

68. Control traffic to improve air quality.

69. Create more walkable communities.

Promote active living

101. Invest in neighbourhood infrastructure for active transportation, such as bike lanes and walking paths.

102. Create more public realm and civic improvement projects.

103. Build more bike storage and safe walkways to promote active transportation.

Make our neighbourhoods safer

218. Improve street and park lighting.

219. Trim trees to improve visibility around traffic signs and outdoor lighting.

223. Promote community use of parks and ravines so these spaces are well-used, safe and not deserted.

Improve transit access in our neighbourhoods

229. Increase transit frequency in the neighbourhood by reducing wait times and eliminating bus bunching and short turn routes.

230. Extend TTC routes throughout NIAs.

231. Ensure that subways and transit routes help the local economy.

232. Apply Neighbourhood Equity Scores when planning transit routes and transit services levels.

233. Add more community buses in seniors' areas.

234. Provide real time informational signage in bus shelters.

235. Build transit communities with affordable housing, services, businesses, social enterprises and child care near transit hubs.

236. Integrate TTC and GO for a GTA-wide system.

237. Create local jobs as part of transit expansion ("Community Benefits" program).

Enhance neighbourhood parks and green spaces

238. Create community gardens in green spaces, including hydro corridors.

239. Design green spaces creatively to make them more attractive and usable.

240. Preserve and create more green space and outdoor gathering places.

241. Revitalize thoroughfares that connect communities, such as laneways and walking trails.

The Jane Finch Initiative is also informed by a series of City Planning and Transportation Services guidelines and plans, including the following.

- Mall Redevelopment Guide (2021)
- Privately-Owned Publicly Accessible Spaces (POPS) Guidelines (2014)
- Streetscape Manual (2007) and the Streetscape Manual User Guide (2019)
- City of Toronto Accessibility Design Guidelines (2004)
- Toronto Urban Design Streetscape Manual (2007)
- Toronto Complete Streets Guidelines (2017)
- Green Streets Technical Manual (2017)

- Road Classification System (2018)
- Toronto Multi-Use Trail Design Guidelines
- Guidelines for the Design and Management of Bicycle Parking Facilities Draft (2008)
- Vision Zero Road Safety Plan
- Cycling Network Plan
- Toronto Walking Strategy
- Toronto 360 Wayfinding

3. Existing Conditions and Planned Improvements

3.1. General Travel Behaviour of the Study Area

Four key questions are central in beginning to understand travel behaviour in the study area. When are people travelling? How are people travelling? Why are people travelling? And where are their destinations?

Queries utilizing data from the 2016 Transportation Tomorrow Survey (TTS), a comprehensive travel survey conducted in the Greater Golden Horseshoe Area every five years, provides some initial analysis of those questions as outlined below. Unless otherwise labelled, all data in the section is from TTS Traffic Zones 389, 390, 400, 401 and 406 which represent similar boundaries to the study area.

3.1.1. When & How are People Travelling?

A distribution of all surveyed trips over a 24 hour period for the study area and the City of Toronto are shown in Figures 3-1 and 3-2, respectively. Daily trip activity in the study area does not vary widely from average behaviour for the entire city, with slight increases in the AM and Midday periods.

Table 3-1 shows modal splits over a 24 hour period in comparison with the City average.

Key findings about how people are travelling in the study area include:

- Above average automobile mode shares in AM & PM Off Peak periods
- Below average walking and cycling mode shares over all periods of the day
- Above average passenger (automobile, school bus) mode shares in AM & PM Peak periods.

Figures 1 & 3-2 - 24 Hour Distribution (All Surveyed Trips)

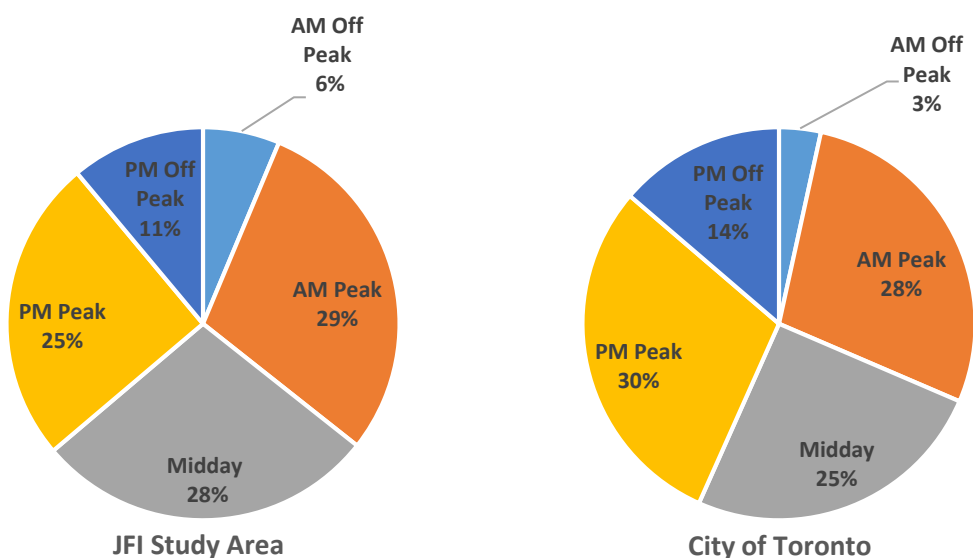


Table 3-1 – 24 Hour Distribution of Modal Split (All Surveyed Trips)

Period of Day	Auto	Transit	Walk & Cycle	Passenger		Other
				Auto / School Bus	Taxi / Paid Rideshare	
AM Off Peak	61% (52%)	25% (28%)	0% (6%)	13% (10%)	0% (4%)	0% (0%)
AM Peak	41% (44%)	31% (31%)	11% (15%)	17% (10%)	0% (0%)	0% (0%)
Midday	46% (49%)	30% (24%)	9% (14%)	13% (12%)	2% (1%)	0% (0%)
PM Peak	45% (46%)	31% (29%)	8% (14%)	15% (10%)	1% (1%)	0% (0%)
PM Off Peak	55% (48%)	21% (22%)	3% (10%)	19% (17%)	2% (3%)	0% (0%)

Notes:

1. **XX% (XX%)** denotes values that are greater than 5% above City averages.
2. **XX% (XX%)** denotes values that are greater than 5% below City averages
3. Values shown as 0% reflect totals less than 1%.

3.1.2. Why are People Travelling?

The TTS classifies trips in four different categories/purposes, home-based work, home-based school, home-based discretionary and non-home-based.

Table 3-2 shows trip purpose shares over a 24 hour period in comparison with the city average.

Key findings regarding why people are travelling in the study area include the following:

- Above average work trips in the off peak and midday periods of the day
- Above average school trips in the peak and midday periods
- Below average discretionary trips in all periods of the day, except the AM Peak

Table 3-2- 24 Hour Distribution of Trip Purpose (All Surveyed Trips)

Purpose	Home-Based Work	Home-Based School	Home-Based Discretionary	Non Home-Based
AM Off Peak	81% (72%)	2% (2%)	14% (22%)	3% (3%)
AM Peak	36% (50%)	28% (17%)	25% (24%)	10% (9%)
Midday	24% (17%)	21% (12%)	44% (49%)	11% (22%)
PM Peak	41% (41%)	17% (9%)	28% (33%)	15% (17%)
PM Off Peak	42% (26%)	8% (5%)	43% (59%)	7% (11%)

Notes:

1. **XX% (XX%)** denotes values that are greater than 5% above City averages.
2. **XX% (XX%)** denotes values that are greater than 5% below City averages
3. Values shown as 0% reflect totals less than 1%.

3.1.3. Where are People Travelling?

In attempting to understand where people are travelling to from the study area, TTS queries looked at total surveyed trips, as well as surveyed transit trips.

Table 3-3 shows the destination municipality of surveyed trips over a 24 hour period in comparison with the city average and Table 3-4 shows the destination municipality of surveyed transit trips over a 24 hour period.

Key findings regarding where people are travelling include the following:

- Below average trips ending within the City of Toronto in the AM off peak
- Above average trips ending in York Region over all periods of the day, but particularly in the AM periods
- More than 90% of transit trips over all periods end within the City Of Toronto, with trips to York Region being second most frequent destination, particularly in the AM periods

Table 3-3 - 24 Hour Distribution of Destination Municipality (All Surveyed Trips)

Region	Toronto	Durham	York	Peel	Halton	Hamilton	Rest of Ontario
AM Off Peak	66% (78%)	2% (1%)	20% (10%)	12% (8%)	0% (1%)	0% (0%)	0% (0%)
AM Peak	84% (87%)	1% (1%)	12% (6%)	3% (4%)	0% (1%)	0% (0%)	1% (1%)
Midday	89% (92%)	1% (1%)	8% (4%)	2% (2%)	0% (0%)	0% (0%)	1% (1%)
PM Peak	96% (97%)	0% (0%)	3% (2%)	1% (1%)	0% (0%)	0% (0%)	0% (0%)
PM Off Peak	94% (96%)	0% (0%)	3% (1%)	3% (1%)	0% (0%)	0% (0%)	0% (0%)

Notes:

1. **XX% (XX%)** denotes values that are greater than 5% above City averages.
2. **XX% (XX%)** denotes values that are greater than 5% below City averages
3. Values shown as 0% reflect totals less than 1%.

Table 3-4 - 24 Hour Distribution of Destination Municipality (Transit Trips)

Region	Toronto	Durham	York	Peel	Halton	Hamilton	Rest of Ontario
AM Off Peak	88%	0%	6%	5%	1%	0%	0%
AM Peak	90%	0%	7%	1%	0%	0%	1%
Midday	96%	0%	2%	1%	0%	1%	0%
PM Peak	98%	0%	2%	0%	0%	0%	0%
PM Off Peak	99%	0%	0%	1%	0%	0%	0%

Notes:

1. **XX% (XX%)** denotes values that are greater than 5% above City averages.
2. **XX% (XX%)** denotes values that are greater than 5% below City averages.
3. Values shown as 0% reflect totals less than 1%.

3.1.4. TTS Survey Methodology & Notes

TTS surveying was conducted from Sunday to Saturday for trips made from Monday to Friday, during the data collection period. Some surveys were completed during the day with daytime staff as they were available to accept inbound calls from respondents who called in with questions or to complete the survey. However, the majority of surveys were completed in the evening hours or on weekdays.

It should be noted that the 2016 edition of the TTS reflects pre-pandemic travel patterns. Also, it does not allow for disaggregated race-based and other social data analysis.

Table 3-5 shows comparative breakdown of dwelling unit types for surveyed households and trips with dwelling unit type data from City of Toronto Neighbourhood Profiles. This was done to determine if the survey favoured answers from one dwelling type over others. The splits from the TTS on a household and surveyed trip level are within comparable ranges of the Neighbourhood Profiles.

Table 3-5 - Dwelling Unit Type Comparison

Dwelling Unit Type	Study Area Surveyed Households	Study Area Surveyed Trips	Black Creek – NIA 24	Glenfield – Jane Heights – NIA 25	City of Toronto Average
Apartment	59%	51%	64%	46%	59%
Townhome / Row Home	16%	20%	16%	14%	6%
House / Duplex	25%	29%	20%	41%	34%

3.2. Socio-Economic Conditions

3.2.1. Equity Considerations for Mobility

The 2019 National Survey of Housing states that transportation is the #2 cost for Canadian households with approximately 19% of total spending. Numerous City policies and strategies, as outlined in chapter 2 of this document, highlight the need for the provision of cost effective mobility solutions, with particular regard to equity-deserving groups.

In Toronto, low-income families and individuals are more likely to live in the inner suburbs, like Jane and Finch, which were originally designed to be served primarily by the automobile. However, low-income people in these areas often rely on transit to get to work. The jobs are often low-paying shift work with irregular schedules that do not always match transit availability and may require travelling to other jurisdictions, including transfers to another transit system. High transit fares in relation to income require people to spend a significant portion of their earnings on getting to and from work. Unreliable and uncoordinated bus services require them to spend more time commuting, or risk losing their jobs. Low-income parents often rely on transit to provide for their children. If they are not able to afford monthly passes on the first day of the month, they use cash or tokens, now discontinued, for necessary errands such as picking up a child from daycare, visiting the doctor, or going to the grocery store.

Often individuals must make choices about how and where they can travel. By applying an equity lens as part of analysis, the consideration of mobility conditions needs to go beyond an understanding of standard transportation / transit infrastructure; it must also consider demographic and economic conditions as they relate to mobility.

3.2.2. Neighbourhood Profiles

Neighbourhood Profiles are prepared by the City's Social Policy Analysis & Research Unit based on data from Statistics Canada Census. These Profiles offer detailed demographic information about each of Toronto's 140 neighbourhoods, with updates to the information occurring every five years. No explicit information from the Neighbourhood Profiles is currently available for Lesbian, Gay, Bisexual, Trans, Queer, Two-Spirit Communities (LGBTQ2S), Persons with Disabilities, or Undocumented Individuals.

The Jane Finch Initiative study area comprises two neighbourhoods: Black Creek and Glenfield-Jane Heights, both of which are identified as Neighbourhood Improvement Areas. Table 3-6 shows demographic indicators for various equity-deserving populations from Neighbourhood Profiles and compares them with City averages.

Key findings from the Neighbourhood Profiles for the study area include the following:

- Significantly greater proportions of children, female lone-parent families, renter households, and visible minority populations in relation to the city average
- A greater proportion of commutes that are 60 minutes or more, in relation to the city average (mode of commute not specified).

Table 3-6: Demographic Indicators for Various Equity-Deserving Populations

Category (% of population – unless specified otherwise)	Black Creek – NIA 24	Glenfield – Jane Heights – NIA 25	City of Toronto Average
Children	21.3%	19.1%	14.6%
Youth	15.0%	15.0%	12.5%
Seniors	12.6%	15.9%	15.6%
Dependency Ratio ¹	74.0%	70.4%	55.1%
Female Lone Parent Families (% of census families)	36%	35%	18%
Immigrants	58.9%	58.9%	51.2%
Recent Immigrants ²	9.5%	6.2%	7.0%
Renter Households	66.6%	48.6%	47.2%
Visible Minority Population	80.9%	76.6%	51.5%
Aboriginal Identity	1.0%	0.5%	0.9%
Public Transit to Work	34%	34%	37%
60+ min commutes	22%	21.5%	16.2%

Notes:

1. Dependency ratio is the ratio of the population age 0 to 19 years and 65 or older as compared to the population age 20 to 64 years. It is meant to reflect the ratio of working age to non-working age people in a community.

2. Recent immigrants is the percentage of people who are immigrants who first obtained their landed immigrant or permanent resident status between January 1, 2011 and May 10, 2016.

3. **XX%** denotes values that are greater than 5% above City averages.

Table 3-7 shows key economic indicators from Neighbourhood Profiles and compares them with city averages. Key findings with regard to the economic profile of the study area include below average median household and family incomes in relation to the city average, above average proportions of residents receiving income from government transfers and a range of metrics that show increased poverty rates across all age groups in relation to the city average.

Table 3-7: Key Economic Indicators

	Black Creek – NIA 24	Glenfield – Jane Heights – NIA 25	City of Toronto Average
Median Household Income ¹	\$46,580	\$51,964	\$65,829
Median Family Income ²	\$52,839	\$57,577	\$82,859
Median Full-Year Full-Time Work Income	\$38,445	\$39,308	\$55,246
% of residents with Income from Gov't Transfers ³	27.4%	26.0%	9.3%
Poverty (MBM) All ⁴	33.5%	27.0%	21.9%
MBM Age 0-5	52%	44%	28%
MBM Age 0 -17	45%	42%	27%
MBM Age 18 – 64	30%	25%	22%
MBM Age 65+	25%	17%	15%
% of households below Low Income Measure After Tax (LIM-AT) ⁵	33.0%	25.7%	20.3%
% of economic families below Low Income Cut Off After Tax (LICO-AT) ⁶	25.2%	21.1%	17.4%

Notes:

1. Median total income for private households in 2015. Private households are defined as a person or group of persons who occupy the same dwelling and do not have a usual place of residence elsewhere in Canada or abroad. Private dwellings are all households which are not collective in nature.
2. Median total income for economic families in 2015. Economic families are defined as a group of two or more persons who live in the same dwelling and are related to each other by blood, marriage, common-law union, adoption or a foster relationship. A couple may be of opposite or same sex.
3. Gov't Transfers includes: Old Age Security pension, Guaranteed Income Supplement, Allowance or Allowance for the Survivor; retirement, disability and survivor benefits from Canada Pension Plan & Québec Pension Plan; benefits from Employment Insurance and Québec parental insurance plan; child benefits from federal and provincial programs; social assistance benefits; workers' compensation benefits; Working income tax benefit; Goods and services tax credit and harmonized sales tax credit; other income from government sources.
4. Canada's Poverty Reduction Strategy designated the Market Basket Measure (MBM) as Canada's official poverty line in September 2018. These figures are estimates based on earlier definitions of the Market Basket Measure and may not correspond directly to official poverty rate figures.
5. The Low Income Measure (After Tax) is a measure that reflects households living with income below half of the Canadian after tax household income median. The LIM threshold varies with the size of the household.
6. The Low Income Cut Off (After Tax) is a different measure that reflects the ability of economic families (or persons not in economic families) to afford necessities of food, shelter and clothing. The LICO threshold varies with the size of the economic family unit, but also with the size of the population centre where the family resides. The same threshold applies to all families within the City of Toronto.
7. **XX%** denotes values that are greater than 5% above City averages.
8. **\$XXXXX** denotes values that are greater than \$5000 below City averages.

3.2.3. Other Socio-Economic Considerations

According to a May 2016 report published by Association of Community Organizations for Reform Now (ACORN) Canada titled "It's Expensive to Be Poor: How Canadian Banks are failing Low Income Communities" approximately 3% of all Canadians are unbanked, meaning they have no relationship at all with a mainstream financial institution such as a bank. In addition, approximately five million Canadians or 15% are underbanked.

Underbanked Canadians may have a bank account, but their engagement with mainstream financial services is limited. Canadians who are unbanked or underbanked are often considered to be excluded from the mainstream financial sector. Exclusion is common due to, or based on, particular grounds including being perceived as too risky to access basic credit products like lines of credit, overdraft protection, credit cards and hold-free chequing accounts.

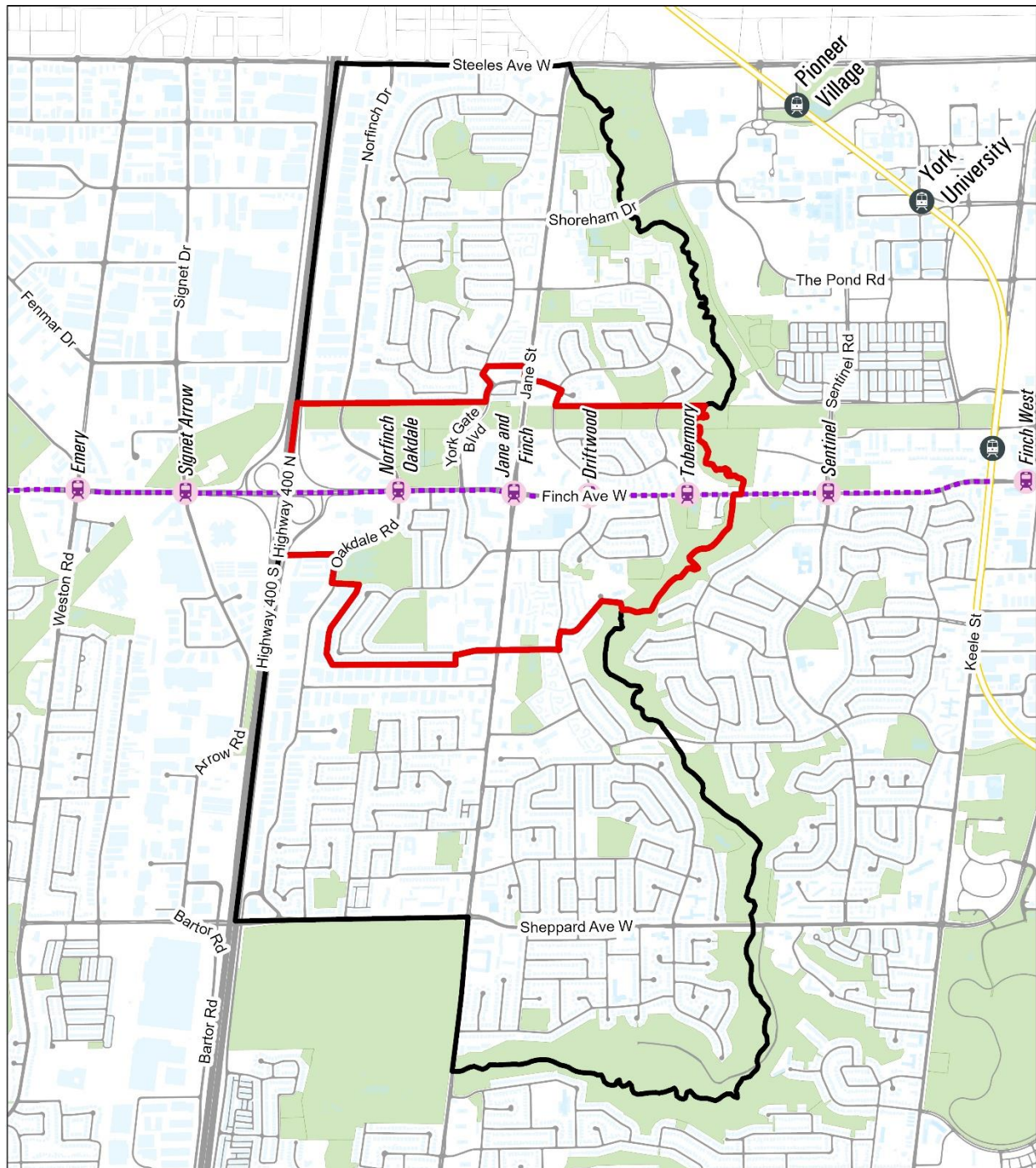
No official statistics have been found on the proportion of underbanked or unbanked people in the Jane Finch study area or in the City of Toronto. The demographic and economic profile of the study area highlights increased instances of equity-deserving populations and indicators that point to above average instances of poverty. The assumption of the existence of individuals who classify as unbanked/underbanked in the study area is one that has merit and cause for further examination in subsequent phases of work.

In the absence of mainstream financial services, financial institutions such as payday lenders, instalment loan operators and rent-to-own franchises have seen an increased presence in lower income communities. From a public health perspective, 2014 research from St. Michael's Hospital notes an increased correlation between premature mortality and the density of cheque cashing facilities in Toronto neighbourhoods. Preliminary desktop analysis notes five bank locations and five cheque cashing business in the study area, with one establishment offering bitcoin services.

3.3. Roadways

The busiest streets in the study area are the major arterial roads: Jane St, Finch Ave, Steeles Ave and Sheppard Ave, all of which, excluding Sheppard, have full or partial connections to the 400 series network of highways. Minor arterial and collector roads in the study area both provide access to retail, employment and residential areas and have a standard 20m right of way (ROW) width.

Figure 3-3 shows the roads in the study area. Table 3-8 highlights key information with regard to study area arterial and collector roads.



Jane Finch Initiative

Figure 3-3: Roadways

- Draft Secondary Plan Area
- Study Area
- Existing Roadways
- Parks & Open Spaces
- Existing Built Form
- Finch West LRT Stations
- Finch West LRT Line
- Subway Stations
- Subway Line

Draft map



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Table 3-8: Arterial and Collectors Roads in the Study Area

Category	Road Name	# of Lanes ¹	Existing ROW Width (m) ¹	Planned ROW Width (m) ²	Approx. AADT 2019 ³	Last Year of Rehabilitation Activity ⁴
Major Arterial	Jane St	4	20	36	27,500	1984 (2024)
	Finch Ave	4	36	36	59,000	Finch West LRT scheduled to open in 2023
	Steeles Ave	4	36	36	46,000	2013 (2025)
	Sheppard Ave	4	36	36	27,000	2014
Minor Arterial	Norfinch Dr	2	20	27	14,000	2014
	Oakdale Rd	4	20	27	18,000	2020
	Shoreham Dr (East of Jane St)	4	20	N/A	9,000	2021
	Yorkgate Blvd (South of Hullmar Dr)	2	20	N/A	7,000	Finch West LRT scheduled to open in 2023
Collector	Driftwood Ave	2	20	N/A	5,000	1998
	Hullmar Dr	2	20	N/A	8,000	1997 (2023)
	Shoreham Dr (West of Jane)	2	20	N/A	5,000	2015 (2030)
	Gosford Blvd	2	20	N/A	4,000	(2023)
	Eddystone Ave	2	20	N/A	8,000	1990
	Yorkwoods Gate	2	20	N/A	4,000	1983 (2025)
	Grandravine Dr	2	20	N/A	10,000	1998 (2025)
	Arleta Ave	3	20	N/A	1,500	1999 (2025)
	Spennyvalley Dr	2	20	N/A	2,600	2016
	Stanley Rd	2	20	N/A	1,300	1990
	Laura Rd	2	20	N/A	2,900	1990

Notes:

1. Source: Transportation Asset Management Portal.

2. Source: Map 3, Right-of-Way Widths Associated with Existing Major Streets. City of Toronto Official Plan (2010)

3. AADT – Average Annual Daily Traffic. Source: Transportation Asset Management Portal. Data reflects 2019 travel patterns and does not account for any changes that have occurred during the pandemic.

4. Source: Transportation Asset Management Portal. Years shown in (XXXX) format denotes scheduled rehabilitation.

3.4. Pedestrian and Cycling Infrastructure

The Ontario Provincial Standard for sidewalks call for a minimum 1.5 m clearway on exterior paths of travel that are outdoor sidewalks or walkways designed and constructed for pedestrian

travel. The current City of Toronto standard calls for a minimum 2.1 m clearway on arterial and collector roads, and a minimum 1.8 m clearway on local roads, where possible.

According to the City's Transportation Asset Management Portal, all arterial and collector roads in the study area have sidewalks on both sides. Most local streets that do not terminate in cul-de-sacs also have sidewalks on both sides.

Active transportation bridges are located at the following locations:

- Over Driftwood Ave (connecting Shoreham Park to 388 – 404 Driftwood Ave)
- Over Shoreham Dr (connecting Shoreham Public Sports and Wellness Academy to 1-25 Shoreham Dr)
- Across Black Creek (Derry Downs Park)

As part of work done for the Keele Finch Secondary Plan, a new pedestrian/cycling bridge is proposed over the Black Creek connecting Murray Ross Parkway to Niska Road.

Toronto's multi-use trails form a dense network throughout the city and are used by residents and visitors throughout the year. Taken together with the City's parks and open spaces, sidewalks and on-road bicycle facilities, this trail network forms part of a greater network of active transportation and recreation choices for Toronto's residents and visitors.

All the parks within the study area have internal trail systems that offer mid-block connections to schools and other community facilities, often providing direct alternatives to the curvilinear suburban road network.

The City's Cycling Network Plan Update (approved in 2019) contains two components: a near-term capital implementation program (2019-2021) and an overall proposed network (2022 and beyond). The plan advances the goals to connect, grow and renew, and seeks to achieve the Official Plan objective of ensuring that all residents are within one kilometer of a designated cycling route.

Toronto's Cycling Network Plan diverges from traditional cycling route plans in North America; it identifies streets that should be considered for cycling, but does not limit cycling to a specific set of streets. The plan evaluates streets using criteria based on cycling impact analysis: current and potential cycling demand, trip generators, transit access, connectivity, coverage, barriers, safety, and equity. The categories used are as follows:

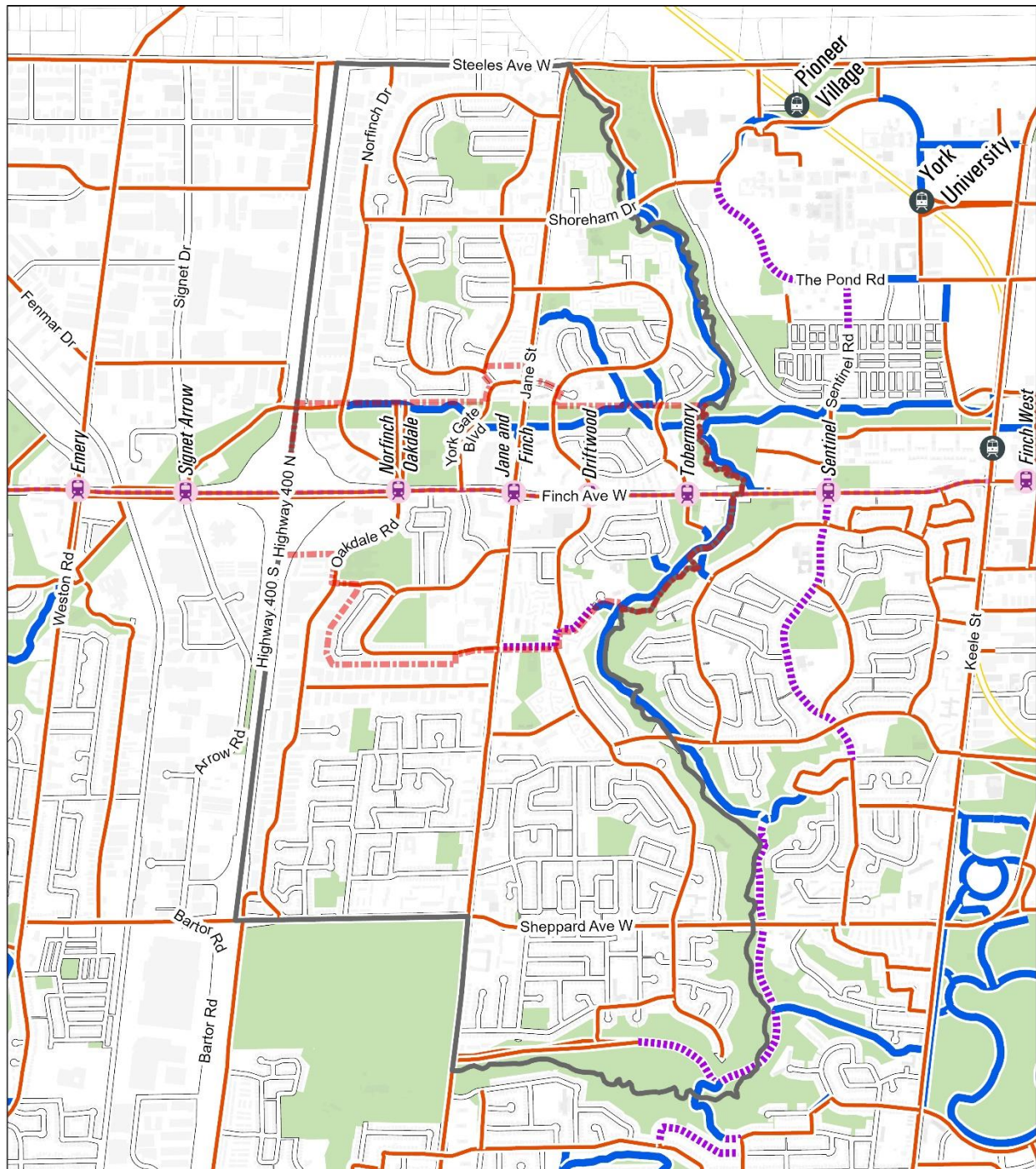
- Top – routes that scored highly across most, if not all, inputs. These are found mostly along arterial streets that connect many destinations and to transit.
- High – routes that scored highly against most inputs.
- Medium – routes that scored highly in some inputs or scored well across many inputs.
- Low – routes that are primarily local neighbourhood connections and typically have parallel route alternatives

Figures 3-4 and 3-5 show the existing cycling network and the long term cycling vision, respectively, for the study area.

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Figure 3-4: Existing Cycling Network





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Figure 3-5: Long Term Cycling Network



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Many of the bike routes shown in the long-term cycling network vision have not yet undergone a feasibility review. They are included in the network because the cycling analysis demonstrates value, but assessing every route's technical feasibility at this stage is not possible. In some cases, immediately parallel routes score well and are included to capture all possibilities. In these cases, further analysis and consultation will confirm the preferred route(s) as they are brought forward to the near-term implementation program.

Table 3-9 shows the streets in the study area with top, high and medium scores.

Table 3-9: Cycling Network Scoring for Study Area Streets

Score	Streets
Top (41 - 48)	Jane St
High (30 - 40)	Steeles Ave (Jane St to Murray Ross Pkwy) Finch Ave Hullmar Dr (Jane St to Gosford Blvd) Shoreham Dr Norfinch Dr Yorkgate Blvd Tobermory Dr Driftwood Ave Milo Park Gate Grandravine Dr (Driftwood Ave to Jane St) Sheppard Ave (Jane St to Black Creek)
Medium (20 - 29)	Steeles Ave (Highway 400 to Jane St) Oakdale Rd Firgrove Cres Eddystone Ave,
Low (2 – 19)	Hullmar Dr (Gosford Blvd to Gosford Blvd), Trail (Oakdale Rd to Firgrove Cres)

The 22.5km-long Finch West Hydro Corridor Recreation Trail runs through the study area approximately 250m north of Finch Ave, providing connections at Jane St, Norfinch Ave, Yorkgate Blvd, Driftwood Ave and Tobermory Dr, and with the Black Creek. Broader connections along the Finch West Hydro Corridor recreational trail include G. Ross Lord Park, the Don River trail system, the Four Winds Allotment Gardens and the North York Civic Soccer Fields.

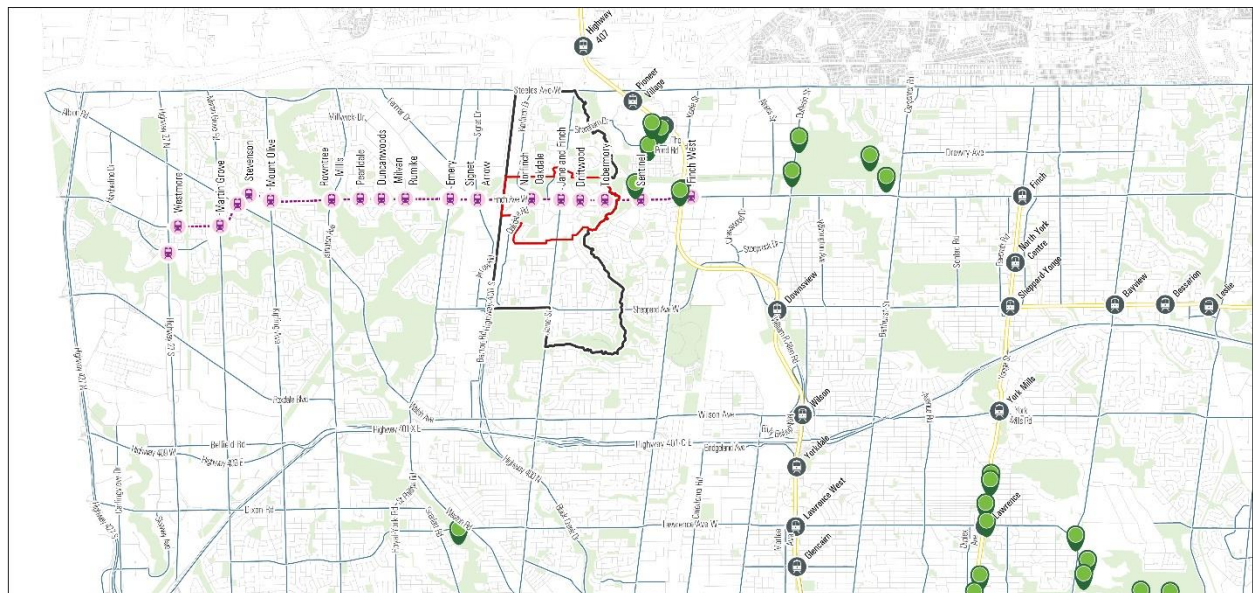
Trail systems in Black Creek, Northwood, Derrydowns and Downsview Dells Parks offer a continuous trail connection along the Black Creek and broader connections to Downsview Park.

As part of the construction of the Finch West LRT, a separated cycling facility will be built along Finch Ave from Keele Street to Highway 27, including 2.1m wide bike lanes that will be elevated

from the road to provide a buffer from adjacent traffic. Along Finch between Weston Road and Norfinch Drive, there will be a 3.5m multi-use path, which, along the south side, will be fully separated from traffic. Trail connections along the Finch West LRT route will also be provided to the East and West Humber River Trail Systems.

In partnership with Evergreen and the TRCA, the City is undertaking development of the Loop Trail, a continuous, 65-kilometre multi-use trail, knitting together five Ravine Priority Investment Areas and 22 Neighbourhood Improvement Areas, including Black Creek and Glenfield – Jane Heights. Detailed analysis and design is on-going with regard to the exact routing of the Loop Trail through the study area.

In 2020, Bike Share Toronto began operating a North York Pilot Zone in Council Wards 6 and 7 at the Finch West and York University subway stations and along the Finch West Hydro Corridor Recreational Trail. While there are currently no Bike Share Toronto stations in the study area, plans are being developed for expansion to all 25 wards of the city. Figure 3-6 shows the locations of Bike Share Toronto stations in Wards 6 and 7 and the surrounding area.



Jane Finch Initiative
Figure 3-6: Bike Share Locations



Bike Share Toronto offers two annual memberships: "Annual 30" (\$99) and "Annual 45" (\$115). The first 30 minutes of each ride are included in the Annual 30 membership; after 30 minutes extra fees apply. The first 45 minutes of each ride are included in the Annual 45 membership; after 45 minutes extra fees apply.

Bike Share Toronto also offers short term passes for 72 hours (\$15), 24 hours (\$7) and single trips (\$3.25). The first 30 minutes of each ride are included in the base price of the pass.

The CultureLink Bike Hub located at 15 Tobermory Drive supports local cycling and offers bike repair workshops on-site and in the neighbourhood. The City of Toronto supports the Bike Hub as one pillar of Solid Waste Management Services Community Reduce and Reuse Programs. CultureLink also runs Bike to School programs and a mentorship program pairing newcomers who are open to cycling with mentors who ride regularly.

3.5. Transit

3.5.1. Toronto Transit Commission (TTC)

The study area is served by seven TTC bus routes with routes offering connections to various stations on Line 1 Yonge-University-Spadina and Line 2 Bloor-Danforth, as detailed in Table 3-10. All buses in use along these routes are equipped with bike racks and accessible low floor entry. All local stops on routes in the study area are serviced unless where otherwise noted. Figure 3-7 shows TTC routes and bus stops in the study area.

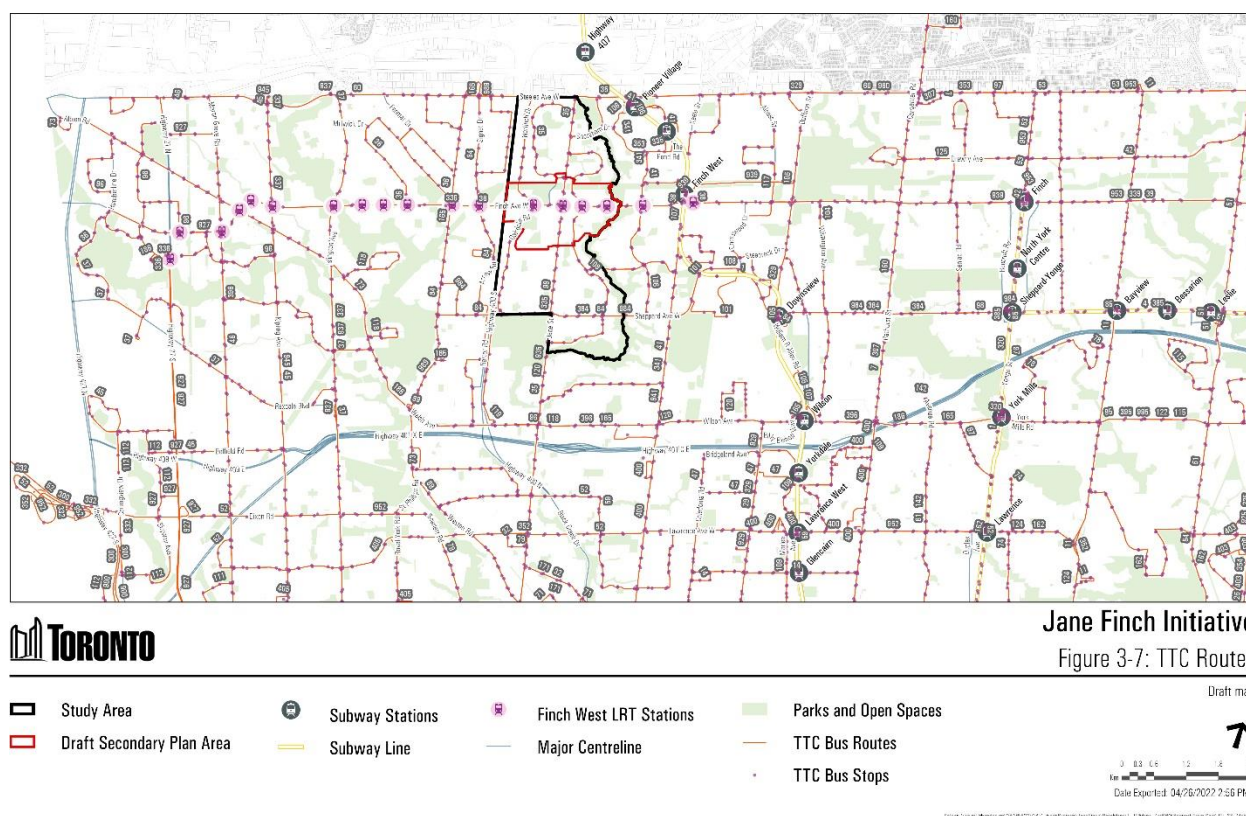


Table 3-10: Local Bus Routes Service & Ridership

Route Name & Number	Branches / Other Stations Served	Level of Service	Approx. All-Day Ridership, Rank of Ridership (X / 189) (Dec 2016)	Notes
35 Jane	35B via Hullmar	35A – 10 Minute Network	32,500, 11th	

Route Name & Number	Branches / Other Stations Served	Level of Service	Approx. All-Day Ridership, Rank of Ridership (X / 189) (Dec 2016)	Notes
		35B – Peak Period		
935 Jane Express	N / A	Express Network Mon-Fri, Until 10pm Sat, Sun & Holiday, Until 7pm	13,040, 41st (as 195 Jane Rocket)	Only stops at Sheppard Avenue West, Frith Road, Grandravine Drive, Finch Avenue West, Shoreham Drive, Steeles Avenue West in study area.
36 Finch West	Finch West	10 Minute Network	44,000, 3rd	Will be replaced by Finch West LRT in 2023.
84 Sheppard West	84A to Weston Rd 84C via Arrow Rd 84D via Oakdale Sheppard West Downsview Park	84A, 84C – 10 Minute Network 84D – Mon-Fri only, Peak Period	19,150, 31st	
99 Arrow Rd	N / A	Mon- Fri, Midday and All Evening Sat, Sun and Holiday – All Times	470, 148th	
108 Driftwood	108A via Grandravine 108B via Arleta Downsview Park	Regular	6,850, 69th (as 108 Downsview)	
120 Calvington	N / A	Regular	1,800, 137th	

The RapidTO: Bus & Streetcar Priority (RapidTO) will bring the 'TTC 5-Year Surface Plan and 10-Year Outlook' and the 'Surface Transit Network Implementation Study' to form a consolidated program for delivering surface transit projects over the next ten years.

The development and delivery of the RapidTO: Bus & Streetcar Priority will involve a three-phased consultation. RapidTO will be a roadmap to guide the planning, implementation, operation, maintenance and monitoring of Toronto's transit priority measures. Consultation in Phases 1 and 2 will focus on the evaluation framework used to identify and prioritize roadways and develop a plan for further consultation. Once City Council approves the prioritized list of roadways, staff will undertake roadway-specific studies to determine the feasibility, benefits and impacts of various transit priority measures, informed by community consultation (Phase 3).

RapidTO aims to move people more efficiently on transit by improving reliability, speed and capacity on some of the busiest bus routes in the city. More reliable bus routes with increased capacity will improve access to employment, healthcare and community services and improve transit equity.

Engineering studies are already underway on Jane Street, particularly a 10.3-kilometre transportation corridor that runs from Steeles Avenue West to Eglinton Avenue West. Public meetings and stakeholder consultations will be arranged in the second quarter of 2022.

Table 3-11 shows current TTC fares. Children 12 years of age and under ride free. Proof of attendance at an eligible list of post-secondary institutions is required for a Post-Secondary Monthly Pass.

Table 3-11: TTC Fare Information for Adults, Seniors (65 +) and Youth (13-19)

	Adult	Seniors / Youth
Cash	\$3.25	\$2.30
PRESTO	\$3.20	\$2.25
PRESTO – One Ride Ticket	\$3.25	---
PRESTO – Two Ride Ticket	\$6.50	---
PRESTO – Day Pass Ticket	\$13.50	---
TTC Monthly Pass	\$156.00	\$128.15
12 Month Pass	\$143.00	\$117.45
Post-Secondary Monthly Pass	\$128.15	

The City of Toronto runs a poverty reduction initiative called the Fair Pass Discount Program to help make public transit more affordable for low-income Toronto residents. Eligible adult residents who are living in the City of Toronto; receiving Ontario Disability Support Program (ODSP), Ontario Works (OW) assistance, Toronto Child Care Fee Subsidy, or Rent-Geared-to-Income Subsidy ; and, have a PRESTO card that is not currently used for the Fair Pass Transit Discount Program can apply for the discount.

The Fair Pass discount is programmed onto a PRESTO card and cardholders must load funds to access the discounted TTC adult fare or TTC monthly pass. The PRESTO card is not transferable and is intended for the approved Fair Pass discount cardholder only.

The TTC is also currently working on a 5-Year Fare Policy and 10-Year Fare Collection Outlook that will guide the development of a modernized fare collection system for the TTC.

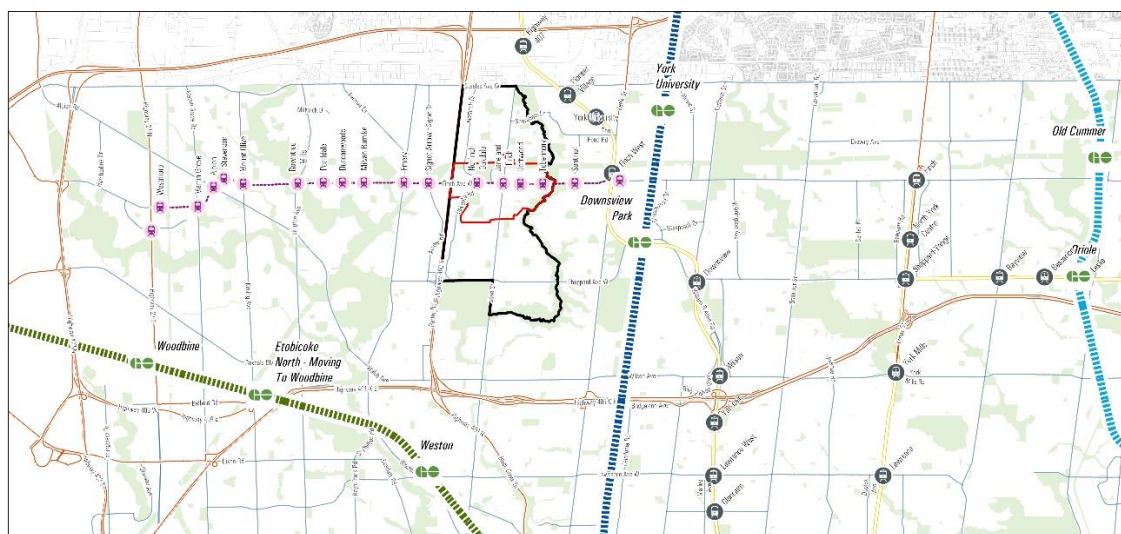
The Fare Policy and Collection Strategy will include reviewing and addressing various fare options as well as ensuring all forms of fare media are readily available and accessible to TTC customers. A key component of the fare policy review is to understand the current barriers and gaps that exist, and help the TTC develop fare policies and a collection model that is equitable and addresses the needs of all customers and equity-deserving groups.

The Policy is centred on seven Goals: Affordability & Equity, Simplicity & Accessibility, Integration, Mode of Choice, Maximizing Benefits, Collaboration & Transparency, and Financial Sustainability.

3.5.2. GO Transit (Regional Rail and Bus) and Other Transit Agencies

GO Transit connections to the study area are located at the Highway 407 Bus Terminal and the Downsview Park GO Station. Both of these facilities are served by TTC subway stations on Line 1, Highway 407 and Downsview Park, respectively. York Region Transit (YRT) and Ontario Northland connections are also available at Highway 407 station. Brampton Transit connections are available at Vaughan Metropolitan Centre station.

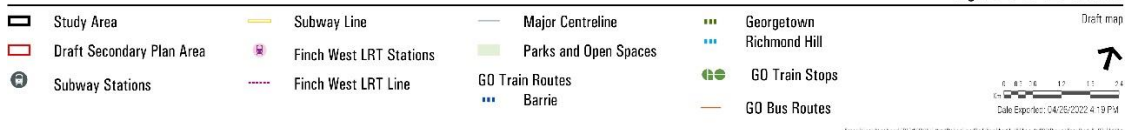
GO Bus connections at Highway 407 Bus Terminal serve GTA communities including Markham, Pickering, Hamilton, Richmond Hill, Oshawa, Oakville, Mississauga, Brampton and Guelph. The GO Train at Downsview Park GO serves Union Station and GTA communities including East Gwillimbury, Newmarket, Aurora, King City and Vaughan. Figure 3-8 shows GO Transit connections in the broader area. The GO system also serves numerous post-secondary institutions in south-western Ontario.



TORONTO

Jane Finch Initiative

Figure 3-8: GO Transit



GO Transit fares are based on whether one is adult, senior or student and a fare zone system that is based on the distance between start and end points of a trip. Children 12 and under can travel on GO Transit for free. Tickets, group passes, and day passes are available at the ticket counters, ticket vending machines, customer service outlets and select Shoppers Drug Mart locations.

In 2019, the Metrolinx Board of Directors enacted changes to their fare structure that included the following.

PRESTO fares for trips up to approximately 10 kilometres were reduced to \$3.70

- GO single-fare (non-PRESTO) paper ticket prices for trips up to approximately 10 kilometres were reduced to \$4.40
- PRESTO fares for trips greater than approximately 10 kilometres will be increased by up to 4%
- GO single fare (non-PRESTO) paper ticket prices for trips greater than approximately 10 kilometres will be increased by up to 10%

Two fare profiles have been developed that show fares on GO Transit and local transit agencies to key locations in the Greater Golden Horseshoe. The profiles relate to school and work trips, respectively. Table 3-12 presents a fare profile that looks at fares to select post-secondary institutions in southwestern Ontario that are accessible by GO Transit. Table 3-13 looks at fares and travel times to various employment nodes across the Greater Toronto Area.

Table 3-12 – Fare Profile - Post-Secondary Institutions – GO Transit

Institution Name	Campus Location	PRESTO fare	Standard fare (Cash / Ticket)
Niagara College	Niagara On the Lake	\$19.14	\$22.75
Brock University	St Catharines	\$17.33	\$20.60
McMaster University	Hamilton	\$11.86	\$14.10
Wilfrid Laurier University	Waterloo	\$16.11	\$19.15
University of Waterloo	Waterloo	\$16.11	\$19.15
University of Guelph	Guelph	\$13.46	\$16.00
Sheridan College	Oakville	\$9.30	\$11.05
Sheridan College ¹	Brampton	\$7.66	\$9.10
Humber College ²	Etobicoke	N/A	N/A
York University ²	North York	N/A	N/A
Centennial College ²	Scarborough	\$6.35	\$7.55
University of Toronto – Scarborough ²	Scarborough	\$6.35	\$7.55
UOIT / Durham College	Oshawa	\$9.89	\$11.75

Institution Name	Campus Location	PRESTO fare	Standard fare (Cash / Ticket)
Trent University	Peterborough	\$17.87	\$21.25

Notes:

Fares are calculated for monthly trips 1 through 35 from the Highway 407 Bus Terminal and do not include TTC fares.

Discounts of 8% to 22.5% are available for adults and post-secondary students.

1. Connections to local transit may be required.

2. Also accessible via TTC.

Table 3-13 – Fare Profile – Regional Employment Areas – Local Transit

	Approximate Location	Other Local Transit Systems Used	Fare (PRESTO / Cash)	Approx. Travel Time (Local Transit)
Brampton East	Airport Rd & Queen St	YRT, ZUM (Brampton Transit)	\$3.88 / \$4.25	1 H 10 Min
Brampton West	Winston Churchill Blvd & Steeles Ave	YRT, ZUM (Brampton Transit)	\$3.88 / \$4.25	1 H 50 Min
Mississauga (East of 410)	Dixie Rd & Courtneypark Dr E	Mi-Way, ZUM (Brampton Transit)	\$3.10 / \$4.00	1 H 30 Min
Mississauga (West of 410)	Hurontario St & Courtneypark Dr E	Mi-Way, ZUM (Brampton Transit)	\$3.10 / \$4.00	1 H 30 Min
Markham	Woodbine Ave & Esna Park Dr	YRT	\$3.88 / \$4.25	1 H 5 Min
Vaughan (Zenway)	Zenway Blvd & New Huntington Rd	YRT	\$3.88 / \$4.25	1 H 5 Min
Vaughan (Langstaff – Rutherford)	Keele St & Langstaff Rd	YRT	\$3.88 / \$4.25	45 Min
Vaughan (Vaughan Business Park)	Jane St & Langstaff Rd	YRT	\$3.88 / \$4.25	35 Min

Notes:

Fares shown are adult fares for the first non TTC route used and do not include TTC fares.

Fare & Transfer arrangements are available between Mi-Way, Brampton Transit and York Region Transit.

4. Issues and Opportunities

This section summarizes the issues that have been identified through Phase 1 community and stakeholder consultations and from analysis of the existing conditions and planned improvements such as the RapidTO program along Jane St and the future westward expansion of Bike Share Toronto into the study area. Opportunities are highlighted in the form of Emerging Activity Nodes, specific areas where growth can be anticipated and further analysis should be conducted. Lastly, lessons learned from projects internal and external to the City of Toronto have been identified.

4.1. What We Heard from the Community

As part of Phase 1 of the Jane Finch Initiative, consultation with local residents and organizations in the Jane and Finch area has taken place since November 2020. Due to physical distancing guidelines in place as a result of the Covid-19 pandemic, all consultations were held virtually via platforms such as WebEx and Zoom.

Based on the draft Phase 1 Engagement Summary Report prepared by Jane Finch Community and Family Centre for the City of Toronto in September 2021, the key themes related to mobility are as follows:

- Cars and the TTC are the most used mode of transportation followed by walking and biking according to the participants of the consultations. In order to make the community more walkable and bikeable, the infrastructure needs to be improved, such as wider designated biking lanes, and services that facilitate biking, such as Bike Share, are needed in the community.
- Take seniors into consideration when redeveloping for the LRT.
- Frequent maintenance of streets and sidewalks should be implemented.
- Implement a walking and biking system that connects people to parks, ravines, service locations and bus stops.
- Make sure progressive safety measures are considered for all walking trails.
- Encourage and fund bike repair entrepreneurs.

The summaries below provide more information about what we heard from the various meetings. Where applicable, discussion points / topics are broadly categorized around themes: key destinations identified by stakeholders; modes of travel identified by stakeholders; and mobility related concerns raised by stakeholders.

Table 4-1: Youth Consultation Summary, May 19 and 28, 2021

Mobility Discussion Points	
Destinations	York University
	Public Library
	Driftwood Community Centre

Modes	Transit is a considered a main mode of transportation
	Cars (driver / passenger) is a considered a main mode of transportation
	Walking and biking also included but better maintenance needed of pathways
Concerns	Access to green spaces (maintenance concerns)
	Wider walking trails
	Safety and lighting concerns along trails and pathways
	Strong desire for Bike Share stations at key locations
	Continuous cycling facilities are necessary (Shoreham for example)
	LRT construction presents safety and connectivity issues for walking and cycling

Table 4-2: Inclusive Economic Opportunity Consultation Summary, June 23 and July 14, 2021

	Mobility Discussion Points
Destinations	Desire for another local grocery store in area for employment & food options
	Large employers in area – grocery stores, businesses located at Keele & Steeles, colleges and York University
Modes	Transit
Concerns	Adequate transportation can go "hand in hand with new business & development"
	Adequate transit can alleviate overcrowding that occurs on local routes
	More accessibility for transit pass purchases
	Support is required for residents who are low-income but not on any form of government support
	Location of manufacturing and retail jobs in local and broader area

Table 4-3: Landowners Information Session, June 24 and 28, 2021

	Mobility Discussion Points
Destinations	None identified
Modes	None identified
Concerns	Will there be enhancements to trail system?
	Streetscape plans for Finch (during / post LRT construction)

Table 4-4: Black Creek – Humber Summit Neighbourhood Cluster consultation, July 15, 2021

Mobility Discussion Points	
Destinations	Black Creek Community Farm
	Firgrove Learning and Innovation Centre
	Jamaican Canadian Association
	Community gardens and green spaces (parks, trails, playgrounds)
	Toronto Public Library (York Woods, Jane Sheppard, Yorkgate pop-up)
	Schools, colleges and universities
	Health centres
	Mall spaces
	Gyms, indoor swimming pools and ice rinks
Modes	Transit is critical for clients
	Parking lots offer opportunities for hosting events with social distancing
	More protected bike lanes
Concerns	Desire for <i>piazas</i> , also known as public plazas or squares
	Affordable transit
	Better biking infrastructure

Table 4-5: Jane Finch Community Hub and Centre for the Arts Committee, July 13, 2021

Mobility Discussion Points	
Destinations	Community Hub and Centre for the Arts (Future location)
Modes	Walking
	Bike lanes
Concerns	Prioritization of most vulnerable groups: seniors, residents with disabilities, immigrants, homeless, and single parents.
	Safe and accessible transportation infrastructure is needed such as wider sidewalks and bike lanes of higher quality and safety, not vulnerable to automobile accidents
	Accessibility for seniors is important
	Equally important to add accessible “short-cuts” for residents to use
	Winter maintenance of cycling infrastructure

Table 4-6: Visioning Workshop, May 11, 2021

	Mobility Discussion Points
Destinations	Connection between sections of ravine by adding pedestrian infrastructure
	Bike trail in ravine woods
	Better connection to the York University with direct bus
	Better connection to employment area
Modes	Bike lanes and safety for cyclists
	With LRT, less car traffic, add bike lanes
Concerns	Make the space more walk/bike-friendly. Slow down cars
	Improvement of trail system
	Less oil tanker trucks on Finch. Bring them south through rail line from Steeles
	Reducing Finch to two lanes during weekends/off hours

Table 4-7: CAC Visioning Workshop August 17, 2021

	Mobility Discussion Points
Destinations	Accessibility for trails
	More walkable areas in residential and retail areas & wide sidewalks
	More trails and direct access, filling in the sidewalk gaps
	More cycling facilities connected to parks
Modes	Frequent TTC buses for 35
	More travel lane options from the highway
	Electric vehicle charging stations
Concerns	Reduce mobility barriers. Better ramps access for cyclists, scooters and mobility devices
	More bike repair shops
	More Bike Share / rental stations
	Comfortable and weather-protected seating areas
	Snow clearing on bike lanes
	Adequately spaced signalized crossings
	More lighting, emergency buttons and emergency phones
	Alternate routes for walking at nighttime
	No on-street parking at night
	Working with TTC to show multiple routes where residents can take during busy traffic hours
	Improved sidewalk maintenance
	Sidewalks are inaccessible for people with mobility issues during temporary sidewalk re-routing. Opportunity for safe and accessible paths through construction zones.

4.2. Analysis of Existing Conditions

The study area is situated in close proximity to 400 series highways, two Business Improvement Areas (BIAs) with numerous industrial and employment uses, subway connections at Finch and at Steeles and neighbouring municipalities where numerous employment opportunities and additional transit connections exist. Locally, transit, cycling and walking are vital modes of travel but gaps in infrastructure and programming reduce the viability of these modes for many residents and visitors to the study area.

4.2.1. Roads

Mode shares for automobile usage are consistently the highest across all time periods in the study area. Traffic and parking concerns have been noted from the community and stakeholders.

The ability to deliver strong multi-modal transportation systems relies on efficient distribution of the right-of-way, of which roads are a significant portion. The difference between the existing and planned ROW widths shown in Table 3-8, suggests that there is potential for additional lands to be conveyed to the City if and/or when re-development occurs, particularly along Jane St, Norfinch and Oakdale. These conveyances could allow for improvement towards the public realm and / or active transportation networks. As numerous roads are scheduled to undergo some form of rehabilitation in the coming years, an opportunity is also presented to incorporate active transportation elements as part of the road improvement projects.

Some of the major arterial roads in the study area, particularly Finch and Steeles, are also vital links to the 400 series highways for goods movement, especially given that the study area is in close proximity to two BIAs. The Finch West Goods Movement Transportation Master Plan seeks to improve access for trucks to and from the adjacent BIAs by means of pedestrian and intersection improvements, signal timing and new roads at key locations in the areas adjacent to the study area.

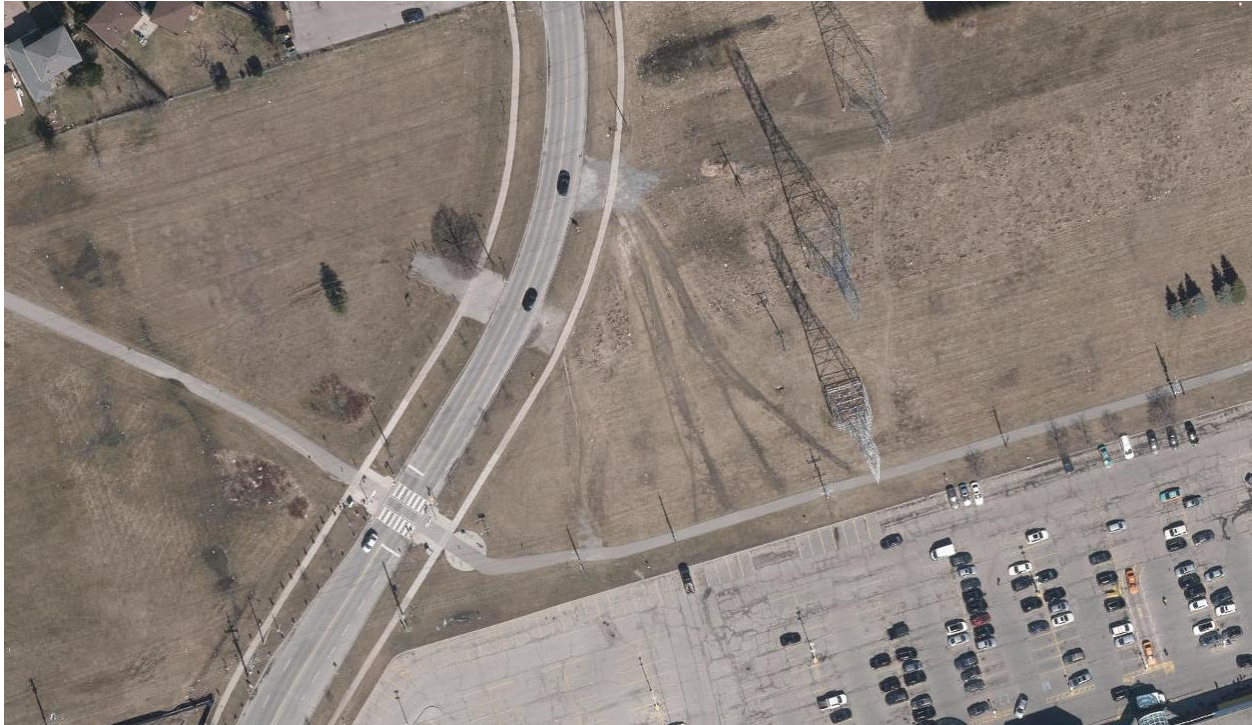
4.2.2. Pedestrian and Cycling

Walking and cycling mode shares for the study area, as previously identified in Table 3-1, are below the city average across all time periods. Multiple concerns have been noted from community and stakeholders in regard to improvements to sidewalks, trails and cycling facilities from safety and connectivity perspectives.

Although sidewalks can be found on the majority of all the streets in the study area, the lack of development activity has reduced the opportunity to widen sidewalks to meet current City standards. As numerous roads are scheduled to undergo some form of rehabilitation in the coming years, opportunities are presented for coordinated improvements and to incorporate active transportation and public realm elements into the project scope of scheduled capital works.

The Finch West Hydro Corridor Recreational Trail is a key multi-modal transportation corridor in the study area. The informal pathways along the corridor and other green spaces in the study area offer opportunities to observe and respond to existing pedestrian travel patterns. Figure 4-1 shows an example via aerial photography of informal pathways from Yorkgate Blvd through the Finch West Hydro Corridor towards Yorkgate Mall.

Figure 4-1 - Informal Pathways in Finch West Hydro Corridor



Improving cycling infrastructure along roads that intersect with the Finch West Hydro Corridor Recreational Trail would be beneficial in forming a strong local active transportation network as study area streets identified as high-scoring would provide connections to transit stops, parks and community facilities, and key retail locations.

Upon completion of the Finch West LRT and western expansion of BikeShare Toronto, the study area would be served by two continuous and dedicated east-west cycling routes that offer numerous broader connections to the city's existing trail system and cycling infrastructure. Conversely, the requirement for having an active credit card on file may limit who in the community can access Bike Share Toronto.

Overall, improvements to the pedestrian and cycling infrastructure would also serve to help organizations such as the CultureLink Bike Hub and promote the feasibility of cycling as a viable, safe and cost effective option for travel in the study area.

4.2.3. Transit

After automobile usage, transit usage is the most used mode across all time periods. Community and stakeholders placed a high priority on transit being frequent, reliable and affordable.

Transit mode shares in the study area are fairly consistent with city averages across all time periods. Ridership totals shown reflect 2016 travel patterns and do not account for any changes that have occurred during the pandemic. However the 35 Jane, 36 Finch and 84 Sheppard routes remain among the heaviest used routes in the city.

In March 2020, at the onset of the Covid-19 pandemic, the TTC identified nine bus routes that were considered "very busy" during AM off peak hours. One of the routes identified was the 35 Jane route, which runs along one of the major arterial roads in the study area. Of the remaining 8 identified routes, 5 of them (119 Torbarrie, 41 Keele, 96 Wilson, 165 Weston Road North and 117 Alness–Chesswood) connect with routes that service the study area, as shown in Table 3-10.

The introduction of the RapidTO program along Jane St is supported by local and express ridership totalling approximately 45 000 riders daily. Furthermore, its identification on Maps 4 (Higher Order Transit Corridor) and 5 (Surface Transit Priority Network) of the City's Official Plan all contribute for the need for further improvement of transit conditions along this street. The 99 Arrow Rd route provides direct connections from the study area to a large employment area but service is not regular. The 35B Jane, 108 Driftwood and 120 Calvington routes offer transit access along collector roads in the study area.

Fare relief is currently only available for those who are on some form of government assistance, approximately 27% of residents who live in the study area. Historically, fare inspection has disproportionately targeted Black & Indigenous peoples, populations which the study area has above average proportions in relation to the city average. The removal of cash fare products and price increases for monthly pass may limit access to TTC services for some residents and households.

The GO Transit system offers lots of coverage of post-secondary institutions across southwestern Ontario allowing for alternatives to relocating residence to attend school. For users who may be travelling to lower paying jobs outside of Toronto, utilizing neighbouring transit agencies presents a more cost-effective option. Minimal fare integration with the TTC makes taking transit outside of Toronto costly, however, neighbouring transit agencies (Mississauga, Brampton and York Region) have fare and transfer arrangements in place.

4.3. Emerging Activity Nodes

The intersection of Jane St and Finch Avenue lies at the centre of the study area, not only geographically but also socio-economically. Extending outwards from the intersection along Jane and Finch there are smaller but equally important centres, or "nodes". Often serviced by the 35 Jane or 36 Finch West / future Finch West LRT and anchored by retail or institutional

4.3.1. Retail and Service Nodes along Jane Street

These nodes are located along Jane St and have land use designations that allow for varying degrees of intensification. Current retail and service uses offer local employment and food options. All locations identified are currently serviced by the 35 Jane bus. Table 4-8 identifies key information about these destinations.

Table 4-8: Mixed Use / Apartment Neighborhoods along Jane St

Location	TTC Connections	Points of Interest
Jane St / Shoreham Dr	35 Jane 935 Jane 108 Driftwood	Black Creek Community Farm Pacific Fresh Food Market Rexall Pharmacy Royal Bank Petro Canada
Yorkgate Mall / Hydro Corridor	35 Jane	Yorkgate Mall Finch Hydro Corridor Trail Travelled paths through hydro corridor
Jane St / Finch Ave	35 Jane 935 Jane 36 Finch West	Jane Finch Mall Yorkgate Mall Plaza at SW Corner
Jane St / Firgrove Cres – Yewtree Blvd	35 Jane 99 Arrow Rd	Jane Finch Mall (FreshCo) Firgrove TCHC Firgrove Learning and Innovation Community Centre
Jane St / Firgrove Cres – Yorkwoods	35 Jane 99 Arrow Rd	Firgrove TCHC Firgrove Learning and Innovation Community Centre Plaza at NE Corner
Jane St / Eddystone Ave	35 Jane	Oakdale Community Centre
Jane St/ Sheppard Ave	35 Jane 935 Jane 84 Sheppard West	Toronto Public Library - Jane Sheppard Jane Sheppard Mall Plazas at NW & SE Corners

4.3.2. LRT Stops along Finch Avenue

These nodes are future Finch West LRT stops that are located in the study area, currently serviced by the 36 Finch West bus route. Community facilities such as York Woods library and the future Jane Finch Community Hub and Centre for the Arts are adjacent to these locations.

Health services including the future long term care centre at Humber Regional Hospital site are also adjacent to these LRT stops. Table 4-9 identifies key information about these destinations.

Table 4-9: LRT Stops along Finch Avenue.

Location	TTC Connections	Points of Interest
Finch Ave / Tobermory Dr	36 Finch West	York Woods library CultureLink Bike Hub Connections to Black Creek trail system
Finch Ave / Driftwood Ave	36 Finch West 108 Driftwood	Jane Finch Mall Sandalwood Centre for Early Learning
Jane St / Finch Ave	36 Finch West 35 Jane 935 Jane	Jane Finch Mall Yorkgate Mall Plaza at SW corner
Finch Ave / Norfinch Dr – Oakdale Rd	36 Finch West 84C Sheppard West	Norfinch Care Community Nursing Home Norfinch Adult Education Centre Future Jane Finch Community Hub and Centre for the Arts Future long term care centre at Humber Regional Hospital site

4.3.3. Parks, Open Space, & Community Facilities

These nodes are primarily located in the interior neighbourhoods of the study area and located in close proximity or adjacent to schools and other community facilities. These destinations often have internal trail systems that offer mid-block connections. Table 4-10 identifies key information about these destinations.

Table 4-10: Parks & Open Space / Community Facilities

Location	Adjacent Facilities / Points of Interest
Elm Park	Blacksmith public school St Augustine Catholic school John Booth Memorial Arena
Hullmar Park	Gosford public school
Shoreham Park	Shoreham public school Brookview middle school
Edgeley Park	Driftwood Centre Recreation Centre
Driftwood Park	Driftwood public school Finch Hydro Corridor Recreation Trail

Location	Adjacent Facilities / Points of Interest
Remberto Navia Sport Fields	Monsignor Fraser College Norfinch Adult Education Centre Yorkgate Mall
Topcliff Park	Topcliff public school Black Creek trail system
Firgrove Park	Firgrove public school
Stanley Park	Stanley public school Domenico DiLuca Community Recreation Centre

4.4. Lessons Learned

Understanding previous and/or ongoing planning studies allows for insight to be offered on possible lenses of analysis, policy directions, and can inform study terms of reference and methodology. Furthermore, as part of equity lens, it is important to reference studies that have similar existing contexts in terms of socio-economic profiles. This section looks at current practices occurring internal and external to the City of Toronto.

4.4.1. City of Toronto Planning Studies

The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the city. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of the Official Plan, specifically those noted in Section 2.2 of this report, reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.

A number of City of Toronto area planning studies were reviewed and inform ongoing work for this study, including Keele Finch Plus, Picture Mount Dennis, Golden Mile Study, EglintonConnects Planning Study, Laird in Focus Planning Study, Finch West Goods Movement Master Plan, and the Freight and Goods Movement Strategy.

Key lessons learned from these studies that inform mobility directions for the Jane Finch Initiative are as follows:

- Ensure that public realm improvements accompany rapid transit investments.
- Require that all streets are complete streets to meet the needs of people travelling by a variety of modes, including walking and cycling
- Make sidewalks and the public realm wide enough to meet the needs of the population density generated by the surrounding land uses
- Ensure that active transportation infrastructure is prioritized and coordinated between adjacent development projects

- Plan for adequate cycling facilities and wide sidewalks to promote access for all users to and from transit stops/stations
- Conduct robust community engagement to allow residents to help shape the planning of their community and to have a people and place focused initiative.
- Plan for active transportation infrastructure that supports reducing people's dependence on the private automobile
- Plan for a fine-grain and robust multi-modal mobility system, including mid-block connections, multi-use trails, and shared laneways
- Support adequate road design standards for goods movement while also ensuring a complete streets approach is taken, including consideration for the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

4.4.2. Other Jurisdictions

A preliminary scan of practices in urban centres across North America that have similar characteristics to the Jane and Finch area were also investigated. Research focused on municipalities that were 1) introducing new transportation infrastructure into historically disadvantaged communities with higher proportion of equity-deserving populations and 2) looking to provide an adequate range of multi-modal mobility options.

Los Angeles, California – South Los Angeles Universal Basic Mobility Pilot Program

The South Los Angeles Universal Basic Mobility Pilot Program expands fare payment subsidies, integrates fare payment across existing and new transportation options, introduces new shared mobility options for residents and workers, and expands electrification to advance Universal Basic Mobility for South LA residents. Scheduled to run from June 2021 to March 2025, the program tests, deploys, and delivers expanded clean transportation options for South LA residents, all guided by a collaborative decision-making structure. While major transportation infrastructure investments have been and will continue to be made to connect residents of South LA to key destinations, this program fills current mobility gaps, expanding access to traditional and new clean mobility options.

The program focuses on a group of neighbourhoods in South Los Angeles, where the majority of residents are people of color – two-thirds Hispanic and one-quarter African American. Aimed at serving the most vulnerable users, including youth, older adults, women, people with disabilities or people experiencing homelessness.

The components of this program that inform mobility directions for the Jane Finch Initiative include the following:

- Mobility wallet and transportation subsidy pilot
- E-bike lending library
- Year-long, on-demand, electric shuttle pilot
- Expansion of an electric carshare program
- New public charging infrastructure
- Car free streets events

- Stakeholder outreach and engagement activities
- Quick-build active transportation demonstration projects
- Bike and pedestrian improvements on a future rail-to-rail active transportation corridor.

Pittsburgh, Pennsylvania – Pittsburgh Mobility Collective / MOVE PGH

Developed in 2019 by Department of Mobility and Infrastructure, the Pittsburgh Mobility Collective (PMC) is a collective of last mile and alternate commute mobility providers that provides last mile connections to transit and sustainable transportation alternatives to private drive-alone auto trips. Led by Skinny Labs and joined by the Transit app, Zipcar, Ford Mobility, Waze and Swiftmile, the PMC pilot, MOVE PGH, will integrate transit and shared mobility in both physical and digital "mobility hubs" making multimodal travel in the city easy and convenient.

This new system of integrated services enables the second program, a "Universal Basic Mobility" pilot, which will provide up to 100 local low-income residents with monthly transit subscriptions and shared mobility services to address mobility insecurity. The collective will provide a suite of mobility services, platforms and infrastructure tailored to the needs of Pittsburgh residents, workers and visitors.

The elements of the PMC mobility "toolbox" that inform mobility directions for the Jane Finch Initiative include the following:

- 150 electric pedal assist bicycles
- Expanded carshare
- New carpool and shared ride services
- Multimodal trip planning built around existing backbone mass transit service
- Up to 50 public curbside micromobility electric charging stations
- Shared e-scooter vehicles (when available)

Oakland, California, - East Oakland Universal Basic Mobility Pilot

The East Oakland Universal Basic Mobility Pilot was developed by the Alameda County Transportation Commission (ACTC), City of Oakland Department of Transportation (OakDOT) in conjunction with researchers from UC Davis. The Pilot offers 500 prepaid cards, loaded with \$300, to individuals who live or work in East Oakland, an area with high proportions of poverty and Black and Latino populations.

The cards allow users to pay for transportation services such as AC Transit buses, BART trains, WETA ferries, BayWheels bike share, electric scooter share (SPIN, LINK, Lime, and VeoRide) and GIG car share. The duration of the pilot is from October to December 2021, and seeks to determine the impacts of Universal Basic Mobility on economically disadvantaged populations.

Elements of this Pilot inform mobility directions for the Jane Finch Initiative as follows:

- Provide prepaid cards for transportation services including transit, bike share, and carshare.

5. Policy Directions

Drawing on the existing conditions, issues and opportunities and aligned initiatives, the following policy directions have been identified and will inform phase 2 of the Jane Finch Initiative. The implementation of these directions will require further analysis, consultation and working with City divisions and agencies including Transportation Services, Social Development, Finance and Administration (SDFA), Metrolinx, TTC, Bike Share Toronto, Toronto and Region Conservation Authority (TRCA), CreateTO, and adjacent transit agencies.

❖ **Centre Equity in planning for mobility in Jane and Finch**

Improve multi-modal connections and reduce travel times to and from Jane Finch.

Improve multi-modal access to key local and regional destinations, including employment, education, retail and services.

Support the TTC and Metrolinx in developing fare policies that are equitable and address the needs of all customers, especially equity-deserving groups.

Research and investigate the feasibility of Universal Basic Mobility Pilots in Jane Finch.

Encourage the collection and analysis of data based on race and other grounds.

❖ **Make walking and cycling infrastructure safer and more accessible**

Ensure that the existing transportation infrastructure is in a state of good repair and that there is a four-season maintenance program, including sidewalks, bike routes and streets.

Enhance the public realm along all major streets and at key locations, including near transit stations and stops, including providing wide and continuous sidewalks.

Provide safe cycling routes and secure places to park bikes, especially near transit stations and stops.

Evaluate informal connections through the Finch West Hydro Corridor and other green and open spaces.

Evaluate the feasibility of Seniors Safety Zones and encourage their inclusion in Jane Finch.

Encourage improvements to goods movement that target safety and accessibility on key pedestrian and cycling routes along Finch Avenue West and in employment areas.

Enhance the Finch Hydro Corridor Trail as both a destination and key walking and cycling route.

Ensure that safety and good access is a high priority during construction of Finch West LRT.

Ensure that the Vision Zero approach is a fundamental lens for planning and design and that it recognises that each neighbourhood has unique transportation safety concerns.

Implement the emerging directions from the Finch West Goods Movement Study to identify alternative truck routes and divert heavy truck traffic off Finch Avenue West.

❖ **Provide more mobility choices and improve multi-modal connectivity**

Provide good pedestrian and cycling connections to transit stops and stations.

Provide good pedestrian, cycling and transit connections to emerging activity nodes and key local and regional destinations, including employment, education, retail and services.

Improve overall pedestrian and cycling infrastructure and facilities, including bike repair, in the study area to create a complete and well-connected network.

Improve walking, cycling and transit connections with trails, green spaces and parks, including the Black Creek Trail system, as well as the broader trail system such as Northwest Cultural Trail and Humber River Trail. This includes supporting the planning and building of the Loop Trail, a priority project of the Ravine Strategy that will be a continuous, 81-kilometre off-road, multi-use ring trail, that connects Ravine Priority Investment Areas, 22 Neighbourhood Improvement Areas, the Humber River and Don River ravine systems, the waterfront and neighbourhoods along the Finch hydro corridor.

Build out the cycling network in Jane Finch to fulfill the long-term vision of the Cycling Network Plan.

Locate Bike Share facilities within the study area, especially near transit stations and stops and key destinations.

Support the TTC and Metrolinx to make improvements to transit service, including providing additional and more frequent service.

Support the TTC in prioritizing implementation of RapidTO for rapid transit improvements along Jane Street.

Allow for an appropriate amount and location of on- and off-street parking.

Encourage establishing Toronto Parking Authority public parking facilities.

❖ **Create Complete Streets**

Use the City's Complete Streets guidelines to consider the needs of all users and uses of the right-of-way.

Use the Complete Streets methodology in the development of short-, medium- and long-term improvements to the public realm at emerging activity nodes and with aligned initiatives.

Transform Finch Avenue West, Jane Street, and other major streets within the study area into complete streets.

❖ **New development in the Jane Finch area should be walk-, bike- and transit-supportive**

The Complete Streets methodology should be used as the basis for planning and design of streets and blocks for new development.

Planning and design of the public realm within new development should focus on providing direct and safe walking and cycling connections to transit stops and stations, emerging activity nodes and key local and regional destinations, including employment, education, retail and services.

Transportation Demand Management (TDM) strategies that reduce reliance on the private automobile should guide the planning and design of new development, including the following:

- Reducing the need for trip-making, especially short trips
- Creating a jobs/housing balance
- Supporting opportunities to work from home
- Reducing parking standards
- Providing Bikeshare stations
- Encouraging ride-sharing and car-sharing