

## Ideas Booklet:

# Mobility - Getting Around -

**This is one of 12 booklets that summarizes the Jane Finch Initiative Ideas Report. Booklet topics:**



- Arts & Culture
- Climate action
- Community service facilities
- Heritage
- Housing
- Inclusive employment opportunities
- Inclusive entrepreneurship opportunities
- Land use, built form, and urban design
- Mobility - getting around
- Parks & public spaces
- Resources, partnerships and governance
- Social development

**The Jane Finch Initiative is a resident-informed project to plan for the future of the area so that residents, local groups and businesses are supported as the area changes over time with the opening of the Finch West Light Rail Transit.**

# Mobility: Getting Around

**Vision for the future: Jane and Finch is a place where it is easy, affordable and safe for everyone to get around in all seasons.**

## 1. Centre equity in planning for mobility in Jane and Finch.

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 cars. People in these areas often rely on transit to get to work or to school and often have to make choices about how and where they can travel. Applying an equity lens in planning for how people get around goes beyond an understanding of transportation and transit infrastructure; it also considers existing demographic data including data related to race, and socio-economic conditions as they relate to mobility.

Ideas

- Support the TTC and Metrolinx in developing fare policies that are equitable and address the needs of all customers, especially equity-deserving groups.
- Improve multi-modal connections and reduce travel times to and from Jane and Finch.
- Improve multi-modal access to key local and regional destinations, including employment, education, retail and services.
- Research and investigate the feasibility of Universal Basic Mobility/transportation subsidy programs in Jane and Finch.
- Encourage the collection and analysis of mobility-related data based on race and other demographic grounds.
- Ensure that the existing transportation infrastructure is in a state of good repair and that there is a four-season maintenance program, including prioritizing sidewalks and bike routes as well as streets.
- Ensure that safety and good access is a high priority during construction of the Finch West LRT and future infrastructure improvements.

## 2. Create Complete Streets.

A complete street is one that safely accommodates all people – whether they are walking, using a mobility device, cycling, using transit or in cars. Making streets safe, beautiful and vibrant places, while also creating efficient links into a multi-modal transportation system, is a primary objective of the complete streets approach.

Ideas

- Use the Toronto Complete Streets Guidelines to consider the needs of all users and uses of the right-of-way and in the development of short-, medium- and long-term improvements to the public realm.

- Transform Finch Avenue West, Jane Street, and other important streets within the study area into complete streets.
- Use the Complete Streets method, together with the Mall Redevelopment Guide, as the basis for planning and design of streets and blocks in the development of large sites.

### 3. Create a more walkable Jane and Finch.

The pedestrian network in Jane and Finch consists of sidewalks, paths, multi-use trails, and pedestrian crossings, as well as informal routes through open spaces and across parking lots. High-quality walking environments should be seamlessly integrated with public transit, cycling and other sustainable modes of travel and should be safe and accessible for everyone of all abilities and at all stages of life.

Toronto's Vision Zero plan aims to eliminate traffic-related fatalities and serious injuries on Toronto's streets. Opportunities exist to set a foundation for a barrier-free and accessible Jane and Finch, optimizing independent access for people with disabilities and also improving access for all.

- Prioritize the pedestrian experience in planning for Jane and Finch to improve walkability and enhance connectivity between destinations such as transit routes and stations, schools, community centres, libraries, child care centres, shopping areas, places of employment and parks and open space networks, including the ravine.
- Enhance comfort, accessibility, convenience and safety in the pedestrian network through wide sidewalks, adequate pedestrian clearways and sufficient setbacks from curb to building face that will provide room for streetscape enhancements and pedestrian amenities such as street trees, street furniture, lighting, green infrastructure, bicycle parking and strategic opportunities for placemaking.
- Create appropriately-scaled development blocks for large sites that encourage walkability with a network of streets, parks, mid-block connections and interior concourses.
- Implement the Vision Zero Road Safety Plan in Jane and Finch using a data-driven and community-informed approach to target locations where improvements are most needed.
- Evaluate informal connections through the Finch West Hydro lands and other green and open spaces, looking for opportunities to improve pedestrian amenities.
- Evaluate the feasibility of Seniors Safety Zones and encourage their inclusion in Jane and Finch.
- Enhance the Finch Hydro Corridor Trail as both a destination and key walking and cycling route.

- Align improvements to the trails system with broader trails initiatives including the Northwest Cultural Trail, a 28km active transportation and cultural route, portions of which lie within the study area, and the Loop Trail, a priority project of the Ravine Strategy that will be a continuous, 81-kilometre off-road, multi-use ring trail connecting the Humber River and Don River ravine systems, the waterfront and neighbourhoods along the Finch hydro lands.

#### 4. Improve conditions for cycling.

Improvements to cycling facilities should include bike parking, bike sharing and bike repair. In our community consultations, we heard that while there are some well-connected areas to travel by bike, there are also a lot of missing links where cycling feels unsafe. The lack of bike-sharing facilities and associated bike repair businesses in the area was noted as being an obstacle to making cycling feel feasible, safe and welcoming for more people.

- Identify and map additional priority cycling routes that build on the Cycling Network Plan to achieve a connected cycling network for Jane and Finch that is safe, convenient and comfortable for cyclists of all abilities.
- Require future development to be supportive in building safe cycling routes and securing places to park bikes, especially on development sites near transit stops and key destinations.
- Work with Toronto Parking Authority to locate Bike Share facilities within the study area near transit stops, at key community destinations and in other key locations in the community.
- Include cycling infrastructure on new streets, and on streets undergoing construction where opportunities arise.
- Connect Jane and Finch to the broader city-wide cycling network with links, including to York University, Downsview Park and to the Humber River trail system.

#### 5. Continue to improve transit.

With the arrival of the Finch West LRT and its direct connection to the Line 1 Yonge-University subway, Jane and Finch is about to become one of the most transit-connected areas of the city. This is an important investment for an area that has been underserved in the past. Jane Street is among the busiest surface transit routes operated by the TTC. More direct and reliable bus routes with increased capacity will improve access to employment, health care and community services, as well as improve transit equity.

- Provide good pedestrian and cycling connections to transit stops and stations.
- Require new development to be planned and oriented to support transit use.
- Make transit stops welcoming, safe, comfortable for all to use.
- Align the Jane Finch Initiative with the RapidTO program which aims to enhance bus transit along Jane Street by providing transit priority solutions that improve the reliability of service.

## 6. Introduce Travel Demand Management approaches to encourage sustainable transportation choices.

Travel Demand Management (TDM) is about encouraging people to take fewer and shorter trips by car to reduce congestion, energy consumption and pollution. TDM seeks to provide the conditions that make it easier for people to travel without needing a car.

Ideas

- Develop Travel Demand Management (TDM) strategies for Jane and Finch to guide the planning and design of new development and related infrastructure that may include measures such as introducing bicycle and pedestrian programs to decrease the need for short local trips taken by car, creating a jobs/housing balance, supporting opportunities to work from home, reducing parking standards, providing Bike Share stations, encouraging ride-sharing and car-sharing, promoting public transit and potentially introducing priority bus lanes on TTC's Jane Street routes.
- Explore planning and design options for the public realm within new development to provide direct and safe walking and cycling connections to transit stops and stations.

## 7. Support efficient and safe goods movement while reducing truck traffic on Finch Avenue West.

The construction of the LRT is transforming Finch Avenue West into a transit-oriented street. These changes will affect how businesses ship their goods and make freight deliveries. The City is conducting the Finch West Goods Movement Study to address the future shipping and freight delivery needs while considering the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

Ideas

- Encourage improvements to goods movement that target safety and accessibility on key pedestrian, cycling and transit routes in Jane and Finch, including within employment areas adjacent to Highway 400.
- Implement the emerging directions from the Finch West Goods Movement Study to identify alternative truck routes and goods movement measures that can divert heavy truck traffic off of Finch Avenue West as it begins to function as a street oriented to transit, walking and cycling.



For more on this topic, read the full Jane Finch Initiative Ideas Report at [www.toronto.ca/janefinch](http://www.toronto.ca/janefinch)

# Jane Finch Initiative



## Ideas Booklet: Mobility: Getting Around

**We want to hear what you think of these ideas. Are we on the right track? What's missing? What could be better?**



Send us an email us at [janefinch@toronto.ca](mailto:janefinch@toronto.ca).



Find out more about the Jane Finch Initiative at [toronto.ca/janefinch](https://toronto.ca/janefinch), or scan the QR code below.



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