

# **Cycling Network Plan: 2023 Cycling Infrastructure Installation - Second Quarter Updates and Missing Sidewalk Program - 2023 Local Road Sidewalk Installations**

**Date:** April 12, 2023

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** Wards 3, 5, 6, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23 and 24

## **SUMMARY**

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### *Cycling Network Plan Projects*

The Cycling Network Plan and the associated Near Term Implementation Plan, adopted by City Council in December 2021 seeks to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety. This report recommends a number of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed.

This report seeks Council authority to install 4.0 centreline kilometres (km) of new bikeways on Scarborough Golf Club from Ellesmere Road to Kingston Road (cycle tracks, Ward 24), including the installation of two new traffic control signals at the intersections of Scarborough Golf Club Road and The Meadoway trail, and Scarborough Golf Club Road and Densgrove Road / Mossbank Drive.

This report also seeks Council authority to make by-law amendments associated with improvements to 0.70 centreline km of existing cycling infrastructure, and to install 0.50 centreline km of new cycling infrastructure on the following streets:

- Millwood Road: Overlea Boulevard to Pape Avenue and Donlands Avenue (existing bicycle lanes to cycle tracks, Ward 14 and 15);
- Pape Avenue: Hopedale Avenue to Millwood Road (existing bicycle lanes to cycle tracks, Ward 14);
- Donlands Avenue: Chilton Road to Millwood Road (cycle tracks, Ward 14); and
- Overlea Boulevard: Thorncliffe Park Drive West to Millwood Road (cycle tracks, Ward 14) being delivered by Metrolinx as part of the Ontario Line construction.

This report also recommends two new traffic signals as part The Meadoway trail project at Midland Avenue (Ward 21) and Bermondsey Road (Ward 16) to facilitate safe and direct trail crossings.

A minor change to the Palmerston Cycling Connections project is included in this report to better accommodate loading for an accessible bus on Tecumseth Street 67 metres south of King Street West. A minor change to the College Street Upgrades Project is also included in this report to adjust the limits of a no stopping area near Bellevue Avenue.

The changes proposed as part of the projects identified above would improve safety and mobility options by providing improved cycling connections to transit, parks, local schools, businesses, and residences. Pedestrian improvements have also been included in the projects, wherever feasible, including curb extensions and new sidewalk installations, and motor vehicle lane adjustments.

### *Missing Links Sidewalk Projects*

The Missing Sidewalk Installation Program seeks to provide safe, comfortable and accessible sidewalks on all public streets. Transportation Services reviews opportunities to install sidewalks on all roadway classifications through bundling with other state-of-good-repair roadway or utility work, as well as stand-alone delivery, as a fundamental objective of the Vision Zero 2.0 Road Safety Plan.

In July 2019, Council requested that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services, or those requested by a Member of Council, be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council. This report recommends the installation of sidewalks on the following local roads:

- Aneta Circle from Newton Dr (end of park) to Aneta Circle (end of park) (east side, Ward 18);
- Austin Terrace from 7 Austin Terrace [E] to 7 Austin Terrace [W] (south side, Ward 12);
- Avon Avenue from Avon Crescent to [50m W] Avon Crescent (south side, Ward 5);
- Bales Avenue from Avondale Avenue to Glendora Avenue (east and west side, Ward 18);
- Bartonville Avenue West from [End] Bartonville Avenue W to Jane Street (Ward 5);
- Burbank Drive from [50m South] of Elmira Court to Blithfield Avenue (west side, Ward 17);
- Clonmore Drive from Blantyre Avenue to Fallingbrook Road (east side, Ward 20);
- Dunera Avenue from Payzac Avenue to Galloway Road (north side, Ward 24);
- Dunlop Park from 9 Dunlop Avenue to Dunlop Park Trail (south side, Ward 20);
- Falaise Road from Kingston Road to Warnsworth Street (east side, Ward 24);
- Flint Road from Finch Corridor Trail to [200m N] Supertest Road (west side, Ward 6);
- Honiton Street from Kennard Avenue to Cavotti Crescent (west side, Ward 6);
- Marine Parade Drive from Marine Parade Drive to Waterfront Drive (south side, Ward 3);

- Muircrest Drive from Broadlands Boulevard to Broadlands Park Trail (south side, Ward 16);
- Panmure Crescent from Bonnechere Crescent to Bonnechere Crescent (north side, Ward 21);
- Penetang Crescent from Haileybury Drive to Bonnechere Crescent (south/east side, Ward 21);
- Shaftesbury Street from Overbrook Place to [40 m N] Kennard Avenue (east side, Ward 6);
- Toynbee Trail from Livingston Road to [200m E] Livingston Road (north side, Ward 24); and
- Westgate Boulevard from Delhi Avenue to Armour Boulevard (east side, Ward 6).

A map of the bikeway and missing sidewalk projects proposed in this report is included as Attachment 1.

*By-law Amendments to Support Accessible Loading Areas adjacent to Cycle Tracks*

In addition, Transportation Services, in consultation with the Toronto Accessibility Advisory Committee and TTC's Advisory Committee on Accessible Transit, recommends the addition of a new offence provision for accessible loading areas adjacent to cycle tracks. The new offence provision would make clear that people cycling in a cycle track must yield to people actively utilizing accessible loading areas.

This new offence provision would be similar to that found in Section 886-14 Bicycle operation at transit stops which prohibits people cycling in a cycle track from, among other things, passing a TTC bus which is stationary for the purpose of taking on or discharging a passenger.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of Road Safety Improvements Project on Scarborough Golf Club Road and amend City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, as generally described in Attachment 2 - Road Safety Improvements Project on Scarborough Golf Club Road By-Laws.
2. City Council authorize the installation of a traffic control signal at the intersection of The Meadoway trail and Scarborough Golf Club Road.
3. City Council authorize the installation of a traffic control signal at the intersection of Densgrove Road/Mossbank Drive and Scarborough Golf Club Road.
4. City Council authorize the installation of Millwood Road Safety Improvements Project and amend City of Toronto Municipal Code Chapters 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, and 950, Traffic and Parking, as

generally described in Attachment 3 - Millwood Road Safety Improvements Projects By-Laws.

5. City Council authorize the installation of a traffic control signal at the intersection of The Meadowway trail and Midland Avenue.

6. City Council authorize the installation of a traffic control signal at the intersection of The Meadowway trail and Bermondsey Road.

7. City Council amend City of Toronto Municipal Code Chapter 903, Parking for Persons with Disabilities, and 950, Traffic and Parking, as generally described in Attachment 4 - Technical Amendments, for Palmerston Cycling Connections and College Street Upgrades projects for by-law accuracy.

8. City Council request the General Manager, Transportation Services to continue with the planned delivery of sidewalks on:

- a. Aneta Circle (east side from Newton Dr (end of park) to Aneta Circle (end of park));
- b. Austin Terrace (south side from 7 Austin Terrace [E] to 7 Austin Terrace [W]);
- c. Avon Avenue (south side from Avon Crescent to [50m W] Avon Crescent);
- d. Bales Avenue (east and west side from Avondale Avenue to Glendora Avenue);
- e. Bartonville Avenue West (from [End] Bartonville Avenue W to Jane Street);
- f. Burbank Drive (west side from [50m South] of Elmira Court to Blithfield Avenue);
- g. Clonmore Drive (east side from Blantyre Avenue to Fallingbrook Road);
- h. Dunera Avenue (north side from Payzac Avenue to Galloway Road);
- i. Dunlop Park (south side from 9 Dunlop Avenue to Dunlop Park Trail);
- j. Falaise Road (east side from Kingston Road to Warnsworth Street);
- k. Flint Road (west side from Finch Corridor Trail to [200m N] Supertest Road);
- l. Honiton Street (west side from Kennard Avenue to Cavotti Crescent);
- m. Marine Parade Drive (south side from Marine Parade Drive to Waterfront Drive);
- n. Muircrest Drive (south side from Broadlands Boulevard to Broadlands Park Trail);
- o. Panmure Crescent (north side from Bonnechere Crescent to Bonnechere Crescent);
- p. Penetang Crescent (south/east side from Haileybury Drive to Bonnechere Crescent)
- q. Shaftesbury Street (east side from Overbrook Place to [40 m N] Kennard Avenue);
- r. Toynbee Trail (north side from Livingston Road to [200m E] Livingston Road);  
and
- s. Westgate Boulevard (east side from Delhi Avenue to Armour Boulevard).

9. City Council amend City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, by inserting a new section 886-14.1 generally as follows:

"886-14.1 Bicycle operation at designated on-street loading zone for persons with a disability

Where a person in charge of a bicycle or a large cargo power-assisted bicycle on a cycle track approaches a vehicle which is stationary for the purpose of taking on or discharging passengers in a designated on-street loading zone for persons with a disability as listed in Schedule III, Designated On-Street Loading Zones for Permit Holders, of City of Toronto Municipal Code Chapter 903, Parking for Persons with Disabilities, the person on a bicycle or a large cargo power-assisted bicycle shall not pass the vehicle until the passengers have crossed the cycle track."

10. City Council authorize the City Solicitor to make application to the Province of Ontario, Ministry of the Attorney General, and/or Regional Senior Justice to establish any new set fines under the Provincial Offences Act, as necessary, as may be identified by the City Solicitor or the General Manager, Transportation Services, in order to give effect to Recommendation 9 above, and that the City Solicitor, in consultation with the appropriate City staff, determine the amount of the set fine to be requested.

11. City Council authorize the City Solicitor to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to the Recommendations above.

## **FINANCIAL IMPACT**

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This report seeks approval to implement a number of bikeway projects that were identified in the Council-adopted 2021 Cycling Network Plan Update that are proposed to be installed in the near term (2022-2024), as well as the installation of sidewalks on the following local roads, as a fundamental objective of the Council-adopted Vision Zero 2.0 Road Safety Plan.

The estimated cost to implement the bikeways recommended in this report is \$5.5 million. Funding is available for these capital projects categorized as a service improvement and enhancement in the approved 2023-2032 Capital Budget and Plan for Transportation Services.

The annual funding required to maintain the new cycling infrastructure once constructed is expected to be approximately \$50,000 for sweeping and \$100,000 for winter maintenance. Funding for this maintenance can be accommodated within the approved 2023 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

The estimated cost to construct the sidewalks recommended in this report is \$2.9 million. Funding is available for these capital projects categorized as health and safety

within the approved 2023-2032 Capital Budget and Plan for Transportation Services in account CTP419-01 RSP Missing Link Sidewalks.

The funding required to maintain the new sidewalks for the remainder of 2023 can be accommodated on a one-time basis within the approved 2023 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs will be considered as part of future operating budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

## DECISION HISTORY

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### *Cycling Network Plan*

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9>

### *Missing Link Sidewalks*

On July 16, 2019 City Council adopted the Vision Zero 2.0 - Road Safety Plan Update and the Missing Sidewalk Installation Policy with amendment, which directs that sidewalk proposals not otherwise delegated to the General Manager, Transportation Services in the Policy shall be reported on an annual basis to the Infrastructure and Environment Committee for recommendation to City Council.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

### *Complete Streets Approach to Road Reconstruction*

On July 16 2019, as part of consideration of IE6.8 Vision Zero 2.0 Road Safety Plan Update, City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>

## COMMENTS

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### Toronto's Cycling Network Plan

The goals of the Cycling Network Plan are to **Connect, Grow, and Renew Toronto's bikeways, with corresponding objectives and indicators for measuring and evaluating** success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action Strategy, and the Vision Zero Road Safety Plan.

Through this report, Transportation Services is seeking authority for a number of bikeway projects that are proposed to be installed in the near term (2022-2024) for which design and consultation have been completed. New and/or improved bikeways are proposed through the Road Safety Improvements on Scarborough Golf Club Road project and the Millwood Road Safety Improvements project.

## Road Safety Improvements on Scarborough Golf Club Road

In 2024-2025, watermain replacement and road reconstruction is planned on Scarborough Golf Club Road between Ellesmere Road and Lawrence Avenue. In keeping with the Council-directed complete streets approach to road reconstruction, this project proposes to make changes to the design of the road to improve operations and safety.

Proposed changes are focused on improving safety for all road users, forming new cycling connections, and implementing green infrastructure and other pedestrian realm improvements.

As part of this project, Transportation Services is also proposing to implement 'quick-build' cycling infrastructure and other road safety features on Scarborough Golf Club Road between Lawrence Avenue East and Kingston Road, outside of the limits of the road reconstruction.

The project is divided into three unique segments, based on the road's existing conditions and corresponding roadwork types.

- A. Ellesmere Road to Lawrence Avenue East
- B. Lawrence Avenue East to Confederation Drive
- C. Confederation Drive to Kingston Road

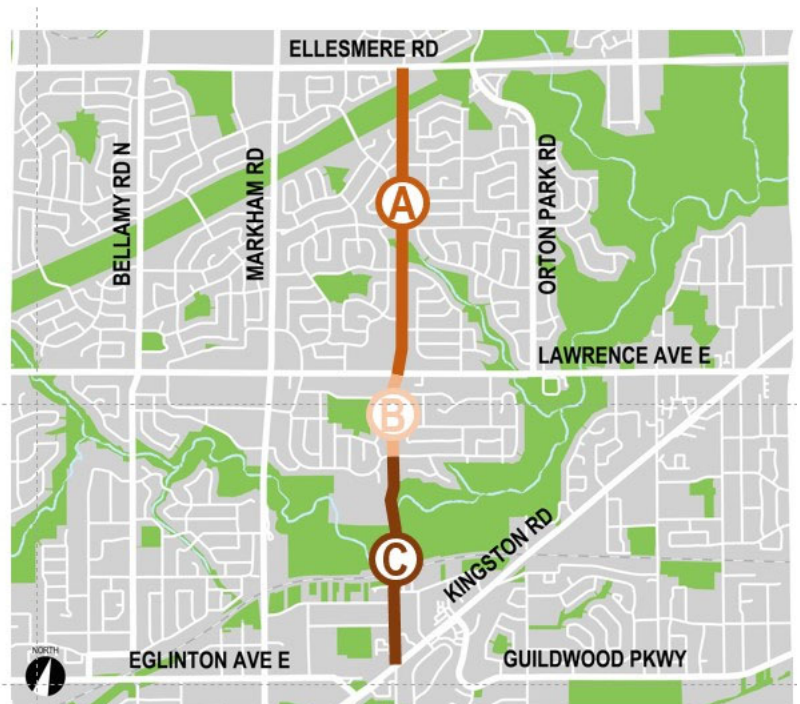


Figure 1: A map of the three segments of the Road Safety Improvements Project on Scarborough Golf Club Road.



### *Existing Conditions*

Scarborough Golf Club Road was identified as a priority for road safety improvements for pedestrians and people cycling as part of the 2021 Cycling Network Plan. In the past ten years, 12 people have been seriously injured and three (3) people have been killed on the street. The loss of life and serious injury on the corridor are unacceptable and the planned road reconstruction has provided an opportunity to take a Vision Zero approach to the road design.

In Segment A between Ellesmere Road and Lawrence Avenue East, Scarborough Golf Club Road has a posted speed limit of 50 km/hour(h), two motor vehicle lanes per direction along with left-turn lanes at four major intersections (Ellesmere Road, Slan Avenue, Brimorton Drive and Lawrence Avenue). There are approximately 11,000-14,000 motor vehicle trips per day, along with TTC service on the 54B Lawrence Avenue East bus. There are continuous minimum-width sidewalks on both sides of the street and parking is allowed in the curb lanes.



Figure 2: In Section A, there are two motor vehicle lanes per direction with minimum-width sidewalks. An asphalt boulevard in front of a school is in poor condition.

In Segment B, south of Lawrence Avenue East to Confederation Drive, there is a posted speed of 40 km/h, two motor vehicle lanes per direction and left-turn lanes at Lawrence Avenue East and Confederation Drive. There are approximately 9,000-10,000 motor vehicle trips per day and no transit service. There are continuous minimum-width sidewalks on both sides of the street and parking is allowed in the curb lanes.

In Segment C, south of Confederation Drive to Kingston Road, the street narrows to one motor vehicle lane per direction. There are approximately 7,500 motor vehicle trips per day. The posted speed limit is 40 km/h north of the rail tracks and 50 km/h south of the rail tracks. There is sidewalk only on the east side of the street and parking is allowed on a short section just north of Kingston Road.

### *Proposed Design Segment A - Ellesmere Road to Lawrence Avenue*

As part of the road reconstruction, Transportation Services proposes to install protected cycle tracks, raised intersections at local cross-streets, accessible transit platforms at bus stops and to widen sidewalks to current City standard (2.1m) along with the installation of green infrastructure in some of the longer medians. In response to public feedback, this project also proposes to lower the speed limit in the 50 km/h sections to 40 km/h, which would create a consistent speed limit for the full limits of the project.



As part of this proposal Scarborough Golf Club Road would be reduced to one motor vehicle lane in each direction. On-street parking would be retained on one side, with the determination of which side based on parking study observations and public feedback.



Figure 3: To the left is an artistic rendering of Scarborough Golf Club Road with protected cycle tracks, on-street parking on one side and one motor vehicle lane in each direction in the residential section. To the right is an artistic rendering of Scarborough Golf Club Road with "green" protected cycle tracks and one motor vehicle lane in each direction near The Meadowway Trail.

Transportation Services has studied the proposed motor vehicle lane and parking reductions and does not anticipate impacts to motor vehicle travel times or parking availability. Key rationale is noted below:

- The current weekday traffic volumes are approximately 11,000-14,000, which are below the typical capacity threshold for a two lane road (20,000 vehicles/day);
- Peak hour volumes are well below the capacity thresholds;
- The road is currently operating as a two lane roadway with turning lanes at signalized intersections, due to sporadic on-street parking patterns;
- Traffic analysis reveals that the intersections along the corridor are expected to maintain similar levels of service (LOS) as observed under the existing conditions; and
- The existing on-street parking on Scarborough Golf Club Road was studied on weekdays, weekends and during the day and evening times. The utilization of the parking is 2.5% to 4.5% or an average of 13 parked cars in an available 365 spaces.

Generally, one-way cycle tracks are proposed in Segment A. Two-way cycle tracks are also proposed in two locations on the west side, just south of Ellesmere Road to The Meadowway trail and between Lawrence Avenue to the entrance of Golf Road School Junior Public School. These short sections of two-way cycle tracks will enable easier access to The Meadowway trail and to the public school without the need to cross the street multiple times.

As part of the project, two new traffic control signals are proposed to reduce long sections without protected crossings. One traffic control signal is proposed at Scarborough Golf Club Road and The Meadowway trail (south of Ellesmere Road and north of Slan Avenue) and one traffic control signal is proposed at the Densgrove Road / Mossbank Drive intersection.

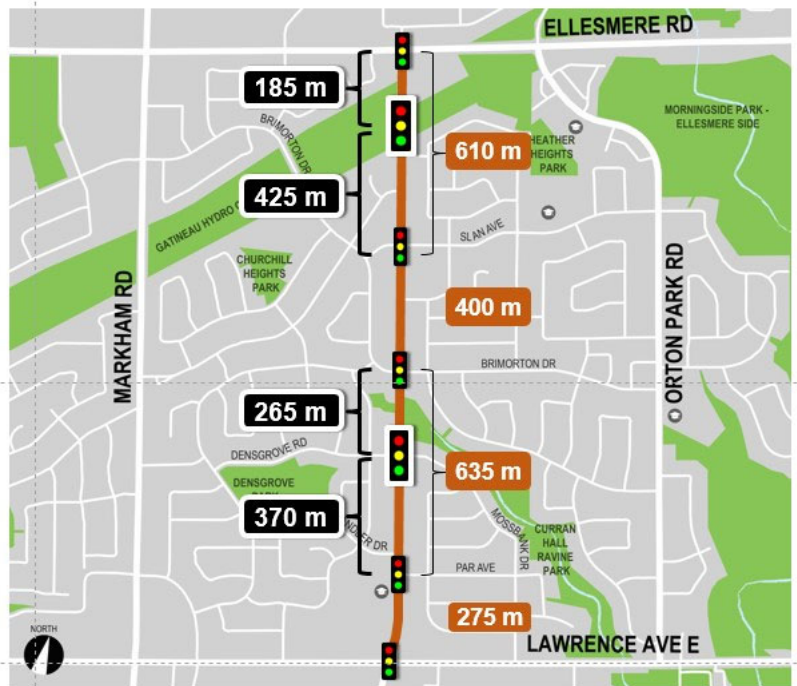


Figure 4: As part of the project, two new traffic control signals are proposed to reduce distance between protected crossings.

*Proposed Design Segment B - Lawrence Avenue to Confederation Drive*

South of Lawrence Avenue, there is no upcoming roadwork programmed, but there is an opportunity to make safety improvements and grow the cycling network utilizing 'quick-build' materials including pavement markings, pre-cast concrete barriers and signage.

As part of this proposal the motor vehicle curb lanes would be reallocated to space for protected one-way cycle tracks and Scarborough Golf Club Road would be reduced to one motor vehicle lane in each direction. Parking would be maintained on one side and all left-turn lanes would be retained.

As stated above, Transportation Services studied the proposed motor vehicle lane and parking reductions and does not anticipate impacts to motor vehicle travel times or parking availability.

### *Proposed Design Segment C - Confederation Drive to Kingston Road*

South of Confederation Drive there also is no upcoming roadwork programmed but there is an opportunity to make safety improvements and to grow the cycling network utilizing 'quick-build' materials including pavement markings, pre-cast concrete barriers and signage.

South of Confederation Drive, Scarborough Golf Club Road changes to a narrower corridor with one motor vehicle lane per direction.

Transportation Services reviewed and sought feedback from the public on two possible options - one-way painted bike lanes with no buffer or a two-way cycle track on the west side, where physical separation would be possible.

This report recommends a two-way cycle track on the west side because the current motor vehicle speed and volume would warrant physical separation. If this option is approved, the short section of motor vehicle parking near Kingston Road would be removed. Based on observations, utilization of parking in this area was low.



Figure 5: Scarborough Golf Club Road, south of Confederation Drive, has one motor vehicle lane per direction and minimum-width sidewalks on the east side.

### *Public Consultation*

Public and stakeholder consultation for the proposed road safety improvements was carried out in two stages.

The first stage of public consultation took place from January 20 to February 25, 2022. The second stage of the public and stakeholder consultations for the project took place from January 30, 2023 to February 20, 2023.

Communications to inform the public and stakeholders about the project and opportunities to participate included a project website, targeted emails to project stakeholders and 12,769 flyers distributed by Canada Post throughout the project area. The Councillor's office also included project details in community newsletters.

Due to the large percentage of local area residents that identified Tamil and Gujarati as their home tongue language, the public notices were fully translated in both languages in addition to the English version of the public notice.

During stage 1 of public consultation, members of the public and stakeholders were provided with opportunities to give feedback on their relationship to Scarborough Golf Club Road, including what they liked and what they hoped to change and their vision for the street. During stage 2, design options based on the first stage 1 were presented and the public and stakeholders were provided with an opportunity to give feedback on the design.



For both stage 1 and 2 of public consultation, at least eight organizations participated in the stakeholder meetings over 80 attended the public event, and there were 250 responses to two online surveys. Other avenues available to the public to ask questions and make comments were through email and telephone.

Overall, public and stakeholder feedback identified strong support for protected cycle tracks as part of road reconstruction efforts, continuing south on Scarborough Golf Club Road to Kingston Road. Approximately 60% of respondents to the survey agreed that the proposed changes addressed the feedback received in first phase of consultation. The public also expressed a desire to see the safety of pedestrians prioritized, given that speeding was a common occurrence along the roadway. Among the suggestions were raising crosswalks and widening sidewalks, in addition to revising intersections, which was incorporated into the road reconstruction design. Streetscape and greening was a recurring theme throughout the stakeholders' meeting and public session. Where there are existing trees, those should be maintained and an emphasis should be placed on not only expanding greenspace, but general upkeep to ensure the street has character and charm.

Several traffic calming measures were also suggested, chief among them being reducing the number of motor vehicle travel lanes, in addition to lowering the speed limit from 50 km/h to 40 km/h. There was also a strong interest in a grade separation project previously announced by Metrolinx, with a desire to see both projects coordinated and aligned.

For the section between Ellesmere Road and Lawrence Avenue East, 68% of respondents were supportive of the changes being proposed. Respondents felt that the safety improvements for pedestrians will improve safety while traveling on the corridor. A significant number of respondents that support the changes cited that protected bikeways are preferred to make it safer for cyclists and other vulnerable road users. There was a considerable amount of support for provision of parking in this segment, which is reflected in the proposed design.

There is some concern among residents that the reduction of travel lanes from two in each direction to one in each direction will result in traffic congestion. Minimal motor vehicle delays are forecasted based on the traffic analysis completed which shows existing low volumes of motor vehicle traffic on the corridor. After project completion staff would monitor traffic volumes and make adjustments to the design, if needed.

While feedback from residents was generally positive, many residents living between Confederation Drive and Kingston Road expressed concern due to the winding and steep condition of the road. Of the two options presented, respondents were more supportive of the second option which proposes to install a protected two-way bicycle facility on the west side of the street. The proposed design includes a two-way cycle track which is consistent with the feedback provided by residents.

A detailed summary of the public consultation feedback and more information on the project can be found at [www.toronto.ca/sqcrroadsafety](http://www.toronto.ca/sqcrroadsafety). The local Councillor has been consulted on the proposed project.

For Segment A, watermain replacement and road reconstruction is programmed to take place in 2024 and 2025. If approved, Transportation Services would plan to install Section B and C in coordination with the road reconstruction.

## **Millwood Road Safety Improvements**

Millwood Road provides a vital connection between Thorncliffe Park, Flemingdon Park and Leaside neighbourhoods and Downtown. In 2023, the City of Toronto is planning road resurfacing on Pape Avenue and Donlands Avenue just south of the Leaside Bridge due to the road conditions. Separately, Metrolinx is planning changes to the Millwood Road and Overlea Boulevard intersection for the Ontario Line project. In keeping with the Council-directed complete streets approach to state-of good repair improvements, this project proposes to make changes to the design of the intersections and roadway space on the bridge to improve operations and safety.

The proposed changes are focused on improving intersection operations for motor vehicles and public transit, improving safety and accessibility for everyone, and enhancing greening.

### *Existing Conditions*

Today, Millwood Road between Overlea Boulevard, Donlands Avenue and Pape Avenue carries approximately 34,000 motor vehicle trips/day including 300 TTC buses through the 25 Don Mills, 56 Leaside, 81 Thorncliffe Park, 88 South Leaside, and the 100 Flemingdon Park bus routes. There are approximately 200 to 400 pedestrian trips per day and 300 to 500 cycling trips per day on the Leaside Bridge.

The southbound left-turn from Millwood Road to Overlea Boulevard is in high demand from drivers. People driving often wait for more than one green light to get through the intersection which causes long queues.

In the last ten years, one (1) person was killed and three (3) people were seriously injured traveling on Millwood Road.

Millwood Road on the Leaside Bridge has six motor vehicle lanes, while north and south approaching the bridge there are four motor vehicle lanes, plus turn lanes at intersections. Pape Avenue and Donlands Avenue have posted speed limits of 40 km/h and Overlea Boulevard and Millwood Road have a posted speed limit of 50 km/h. As part of this project, a speed study was completed and it was found that people are regularly travelling at 59.6 km/h in the area (based on 95th percentile speed data).

There are painted bicycle lanes on the Leaside Bridge and sidewalks on both sides. The bicycle lanes do not currently connect to any bikeways north or south of the bridge, nor do they meet today's design standards for bikeways. The west side sidewalk ends near the Overlea Boulevard intersection with no pedestrian crossing. In addition, the traffic control signals do not meet the Provincial requirements for accessibility for people with low to no vision.

### *Proposed Design*

The proposed design changes include a redesign of the Overlea Boulevard intersection, a reconfiguration of the roadway space on the Leaside Bridge, and a redesign of the Pape Avenue and Donlands Avenue intersection. The design proposes changing the currently variable 40-50km/hr posted speed limit to 40 km/h consistently throughout the project limits.

At the Overlea Boulevard intersection the following is proposed:

- Widen and add sidewalks where they are missing and reduced curb radii to improve pedestrian safety;
- Increase length of southbound left-turn lane and westbound left-turn lanes to improve motor vehicle and transit operations;
- Relocate and enhance bus stops to improve accessibility and convenience for transit riders;
- Add cycle tracks and protected intersection elements to improve safety and connectivity for people cycling; and
- Accommodate all turns for large vehicles such as trucks, fire trucks, and buses.

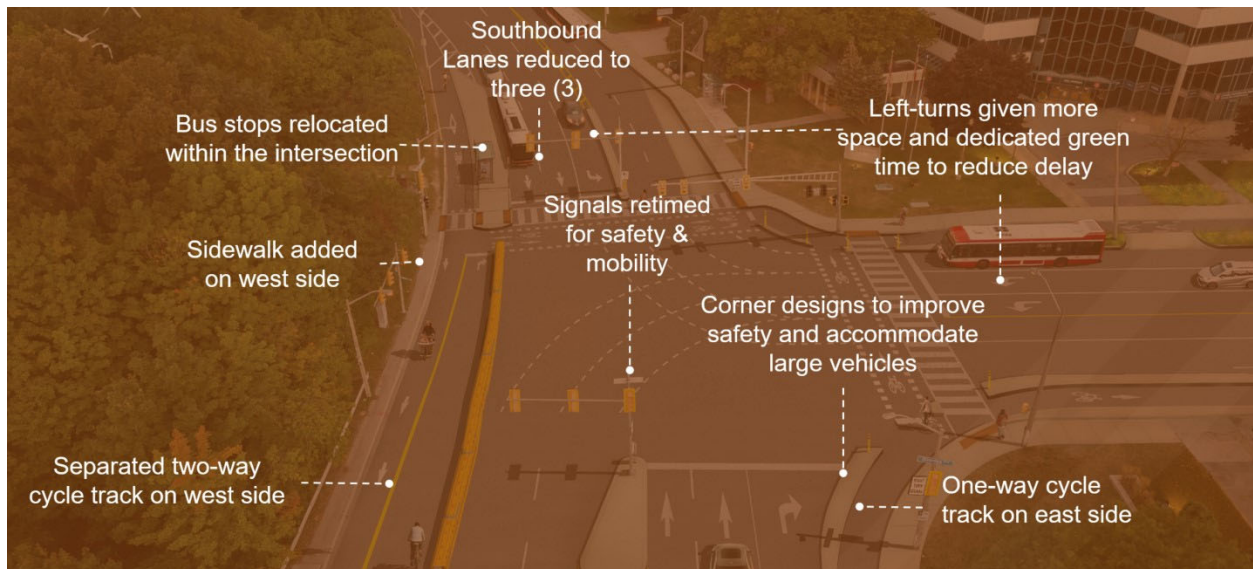


Figure 6: An artist rendering of the Millwood Road and Overlea Boulevard intersections.

The left-turn lane on Millwood Road north of Overlea Boulevard would be lengthened to increase storage and more dedicated green time would be provided, so that left-turning drivers have more time to clear the intersection. All movements are projected to pass through the intersection on the first green light opportunity, which would be an improvement over the existing conditions.

The TTC bus stops on the west side and east side south of Overlea Boulevard would be relocated to the north side of the intersection. The addition of a new pedestrian crosswalk on the south side of the intersection was considered, but not recommended as the signal timing changes that would be required to accommodate a new pedestrian crosswalk on the south side would significantly increase delay to motor vehicles and TTC buses.

On the Leaside Bridge, the following is proposed:

- Reduce vehicle lanes from six (6) to five (5) through the reallocation of one southbound lane that is approximately 80m in length;
- Reduce vehicle lane widths to support lower operating speeds and match the proposed reduction in speed limit to 40km/h; and
- Convert bike lanes to two-way cycle track on the west side and one-way cycle track on the east side.

The number of motor vehicle lanes heading southbound on the Leaside Bridge would be reduced from three (3) lanes to two (2) lanes, with all existing lanes retained at the intersections on either end of the bridge. All three northbound lanes and all lanes on Overlea Boulevard would be retained. Based on traffic analysis completed, the existing and forecasted motor vehicle volumes can be accommodated in the two (2) southbound lanes. As a result of the proposed changes for turning movements at the intersections, the traffic analysis projects an improvement over the existing conditions for motor vehicles making the southbound left-turn onto Overlea Boulevard during peak periods.

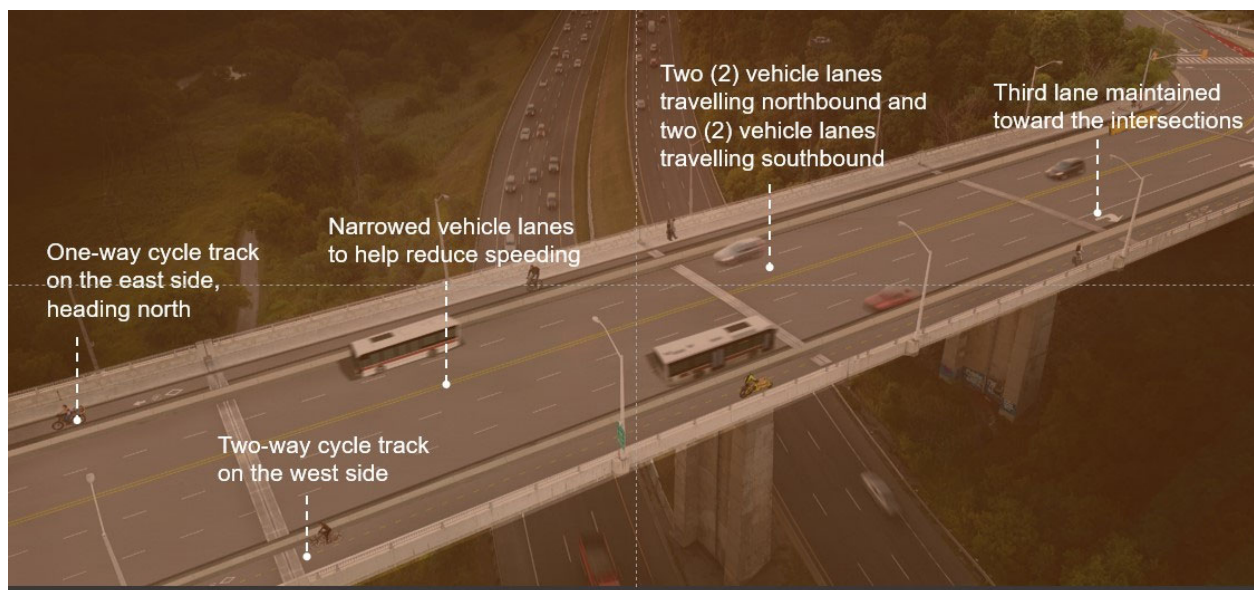


Figure 7: The Leaside Bridge would be reconfigured with three motor vehicle lanes northbound and two motor vehicle lanes southbound. There would be a one-way cycle track on the eastside and a two-way cycle track on the west side.

The unprotected bicycle lanes would be converted to a one-way cycle track on the east side and a two-way cycle track on the west side. This arrangement is proposed to reduce the number of required signalized crossings, thus reducing delay and supporting safe and convenient cycling connections.

At the Pape Avenue and Donlands Avenue intersection, the following is proposed:

- Widen sidewalks and add new pedestrian crossings to improve pedestrian safety;
- Relocate and enhance bus stops to improve accessibility and directness/convenience for transit riders;
- Upgrade existing bikeways and add protected intersection elements to improve safety for people cycling;



- Convert the large concrete pedestrian islands to planted areas with new trees and native plantings to provide more shade and greening; and
- Accommodate all turns of large vehicles such as trucks, fire trucks, and buses.

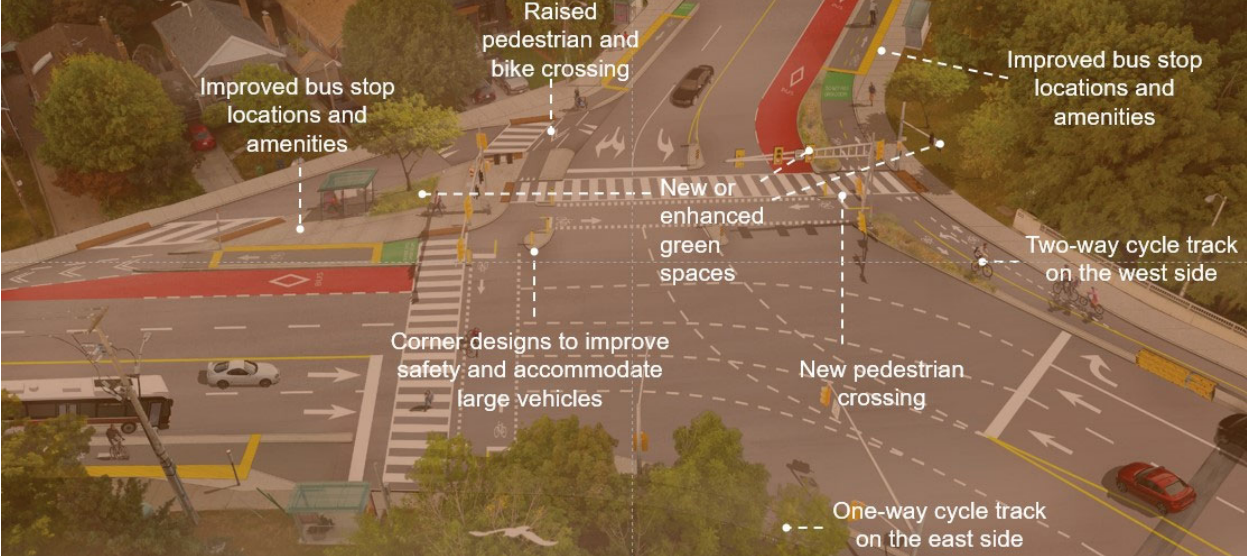


Figure 8: An artist rendering of the Pape Avenue, Donlands Avenue and Millwood Road intersection with improved bus stops, raised pedestrian and cycling crossings and protected intersection features.

The design requires the removal of nine (9) off-peak parking spaces on Donlands Avenue, two (2) permit parking spaces on Minton Place near Pape Avenue, and one (1) permit parking space on Chilton Road:

- On Donlands Avenue, parking is allowed in off-peak hours only on weekdays, and at all times on weekends. On weekdays, the average number of parking spaces used is one (1) for the nine (9) spaces. On weekends, approximately 4-5 parking spaces are used. The remaining spaces along Donlands Avenue can absorb the observed demand.
- Minton Place is part of permit parking area 8G, which has more than 200 available spaces. Minton Place has seven (7) spaces and two (2) permits issued.
- Chilton Road is part of permit parking area 8F, which has more than 300 available spaces. Chilton Road has 13 spaces and four (4) permits issued.

*Public Consultation*

Public and stakeholder consultation for the Millwood Road Safety Improvements project took place from November 2022 to February 2023.

Communications to inform the public and stakeholders about the project and opportunities to provide input included a project web page; targeted emails to key local stakeholders; 26,828 notices, with Greek and Urdu translation, distributed by Canada Post throughout the project area; three (3) roadway signs installed at key intersections in the project area; online and social media ads geo-targeted to the project area, including ads translated into Arabic, Farsi, Greek, Pashto, Serbian and Urdu; and posters and postcards distributed at key community destinations and during community pop-up events.

Consultation activities included a virtual stakeholder meeting, a virtual public meeting, five community pop-up events at public locations in the project area, meetings with 11 property owners, a feedback survey and comment tracking. Over 160 people attended the public meeting and 2,801 survey responses were received, along with 60 people providing comments by phone and email.



Figure 9: As part of the communications plan for the public consultation process, three large roadway signs were installed at key intersections in the project area.

In November 2022, 11 property owners at Pape Avenue and Donlands Avenues were engaged. The majority of adjacent property owners at the Pape Avenue & Donlands Avenue intersection support the proposed design. One resident expressed concerns about the reduction of approximately 80 cm of driveway length within the public right-of-way in order to accommodate an accessible sidewalk at the City's standard width. The new driveway would be able to maintain current parking for two motor vehicles, in a more tightly spaced condition.

Based on the survey responses received:

- 65% of survey respondents support or feel neutral about the proposed design at Overlea Boulevard;
- 62% support or feel neutral about the proposed design for the Leaside Bridge; and
- 68% support or feel neutral about the proposed design at Pape Avenue & Donlands Avenue.

Those who support the proposed changes noted that existing conditions are difficult to navigate and feel unsafe, and many shared concerns about excess vehicle speeds in the project area. Safety features that are important to these respondents include physical separation to protect vulnerable road users from high-speed vehicles, visually

distinct spaces for different road users, and improved crossings for pedestrians and people cycling at intersections.

Among people who were not in support of the project, some participants raised concerns that lowering speed limits and reducing vehicle lanes will increase traffic congestion. Some respondents felt that there are currently no safety or traffic issues in the project area. A number of respondents felt the existing configuration of the Leaside Bridge meets the current mode share demands, and space should not be reallocated for vulnerable road users who do not use the roadway today. Many respondents opposed to the project have concern around possible disruption and delay as a result of construction.

Regardless of their level of support for the project, many residents requested that safety barriers be added to the Leaside Bridge. Based on this public feedback, Transportation Services is working with Engineering and Construction Services on a feasibility analysis for the addition of safety barriers on the bridge.

Details on the project, including public consultation materials and summaries, can be found at [toronto.ca/millwood](https://toronto.ca/millwood). The local Councillors have been consulted on the proposed project.

### *Construction Phasing*

The Millwood Road Safety Improvements project would be built in phases based on the City's road reconstruction and Metrolinx Ontario Line construction schedules.

2023:

- If approved, the City would reconfigure the lanes on the Leaside Bridge and reconstruct the Pape Avenue and Donlands Avenue intersection.
- Metrolinx has planned to commence the Overlea Boulevard intersection construction.

2024:

- Metrolinx has planned to complete the first phase of the Overlea Boulevard intersection construction.

Post-2025:

- Metrolinx is planning to undertake Ontario Line construction in this area to complete the final configuration to the Overlea Boulevard intersection, including cycle tracks on Overlea Boulevard from Thorncliffe Park Drive West to Millwood Road, alongside the opening of the Ontario Line station.

## **The Meadoway Safe Trail Crossings**

The Meadoway project is a plan to connect a 16 km multi-use trail network in North York and Scarborough which builds off the success of previous revitalization and trail projects within the Gattineau hydro corridor. The overarching goal of the project is to establish a complete active transportation and recreational route that will link downtown Toronto and Rouge National Urban Park via a safe, accessible, and ecologically diverse multi-use trail network.



In 2019, a Municipal Class Environmental Assessment - Schedule C (MCEA) was undertaken to identify a preferred trail route that would fill in the gaps in the existing network within the hydro corridor. Following approval of the MCEA in 2020, engineering and detailed design were completed in 2021, and implementation began in 2022 at Ellesmere Road and East Highland Creek.

Transportation Services and the Toronto and Region Conservation Authority (TRCA) is preparing for 2023-2024 implementation for two (2) new trail segments of The Meadoway:

- between Arsandco Park and Midland Avenue and
- between Bermondsey Road and Eglinton Avenue East.

The proposed work includes new signalized crossings at Midland Avenue, as well as Bermondsey Road. The two new traffic control signals are needed to provide safe and convenient road crossings.

The traffic control signals will be designed to be activated in the east/west direction when a trail user (people cycling, rolling or a pedestrian) is present.

Midland Avenue at the Meadoway crossing is a four-lane major arterial and has a posted speed limit of 50 km/h. The next closest traffic control signals are at the Midland Avenue and Marcos Boulevard approximately 240 metres south of the crossing and at Midland Avenue and Prudential Drive intersection located approximately 160 metres north of the crossing. Sidewalks are located on both sides of Midland Avenue in the vicinity of the crossing. There is TTC bus service along this portion of Midland Avenue.

Bermondsey Road at the Meadoway crossing is a four-lane minor arterial roadway and has a posted speed limit of 50 km/h. The next closest traffic control signals are located at Bermondsey Avenue and Bartley Avenue, approximately 250 metres south of the crossing and at Bermondsey Road and Eglinton Avenue East intersection, approximately 520 metres north of the crossing. Sidewalks are located on both sides of Bermondsey Road in the vicinity of the crossing. There is TTC bus service along this portion of Bermondsey Road.

As part of The Meadoway MCEA, a Public-Use Assessment was undertaken. The Meadoway Trail was surveyed at several locations during the summer of 2020 and data was collected on trail use. The number of trail users were counted over a 12-hour period (7:00 AM to 7:00 PM) in the eastern, central and western portions of The Meadoway. Over 12 hours, between 320 and 650 trail user movements were recorded at most locations, with the number at Highland Creek exceeding 1000. With the future build-out of the entire Meadoway and a connected system from Scarborough to downtown Toronto, it is anticipated that the number of users of this trail system will continue to grow, making these two traffic control signals an essential safety component of the 16 km trail corridor.

Details on the project, including public consultation materials and summaries, can be found at <https://themeadoway.ca/>. The local Councillors have been consulted on the proposed project.

## **Technical Amendments**

### *Palmerston Cycling Connections*

In December 2021, City Council authorized the installation of pedestrian, cycling and road safety updates on Palmerston Avenue, Palmerston Square and Palmerston Boulevard, as well as on Tecumseth Street. Many of the elements were installed in 2022. This technical amendment, included in Attachment 4, is intended to improve the loading zone for an accessible bus on Tecumseth Street just south of King Street by lengthening the pick-up and drop-off area. The minor adjustment will result in the loss of one parking space during school pick-up and drop-off times.

### *College Street Upgrades Project*

In April 2022, City Council authorized the installation of the College Streets Upgrades Project. This technical amendment, included in Attachment 4, is required to correct the No Stopping area limits near Bellevue Avenue and Lippincott Street to reflect the agreed upon No Stopping area.

## **2023 Missing Sidewalk Program - Local Roads (Non-Delegated)**

Provision of safe, comfortable and accessible sidewalks on all public streets is a fundamental objective of the Vision Zero 2.0 Road Safety Plan. Sidewalks support safety, accessibility, affordable transportation, physical activity, safe routes to school, aging in place and sustainable growth. These themes are reflected in the City's Official Plan (2004), Pedestrian Charter (2002), Walking Strategy (2009), Seniors Strategy (2013), Healthy Streets (2014), Road Safety Plan (2016), and Vision Zero 2.0 Road Safety Plan Update (2019), among others.

Local roads remain the largest gap in the walking network and generate the highest number of requests for new sidewalk installations. Nearly one quarter of all local roads in Toronto, or 800 kilometres, are without a sidewalk. Most local roads have residential land uses, and where sidewalks are missing, pedestrians have no alternative but to walk on the roadway or on unpaved road shoulders. In winter months when roads are icy, pavement width is narrowed by snow, and with daylight hours reduced, the walking conditions are less safe than roadways with sidewalks.

The projects included in this report include new sidewalks on local roads to be constructed as part of state-of-good repair roadway resurfacing projects or watermain construction being delivered by Engineering and Construction Services, parks revitalization projects being delivered by Parks, Forestry and Recreation (PFR), or as stand-alone projects delivered by Transportation Services.

<b>Street Name</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Metres (m)</b>	<b>Ward</b>
Aneta Circle	Bundled with PFR revitalization project	East side of Aneta Circle from Newton Dr (end of park) to Aneta Circle (end of park)	150	18
Austin Terrace	Stand-alone project; funding provided by property developer	South side of Austin Terrace from 7 Austin Terrace [E] to 7 Austin Terrace [W]	20	12
Avon Avenue	Stand-alone project; request from school	South side of Avon Avenue from Avon Crescent to [50m W] Avon Crescent	50	5
Bales Avenue	Stand-alone project; request from Councillor's office	East and west side of Bales Avenue from Avondale Avenue to Glendora Avenue	75	18
Bartonville Avenue West	Stand-alone project; request from Councillor's office and local residents	Bartonville Avenue West from [End] Bartonville Avenue W to Jane Street	35	5
Burbank Drive	Bundled with local road resurfacing; request from Councillor's office and local residents	West side of Burbank Drive from [50m South] of Elmira Court to Blithfield Avenue	500	17
Clonmore Drive	Bundled with PFR revitalization project	East side of Clonmore Drive from Blantyre Avenue to Fallingbrook Road	250	20
Dunera Avenue	Bundled with local road resurfacing; proximity to schools	North side of Dunera Avenue from Payzac Avenue to Galloway Road	215	24
Dunlop Park	Stand-alone project; supports PFR revitalization project	South side of Dunlop Park from 9 Dunlop Avenue to Dunlop Park Trail	95	20

<b>Street Name</b>	<b>Project Type</b>	<b>Project Description</b>	<b>Metres (m)</b>	<b>Ward</b>
Falaise Road	Stand-alone project; request from Councillor's office	East side of Falaise Road from Kingston Road to Warnsworth Street	590	24
Flint Road	Stand-alone project; request from Councillor's office	West side of Flint Road from Finch Corridor Trail to [200m N] Supertest Road	260	6
Honiton Street	Bundled with local road resurfacing and watermain replacement	West side of Honiton Street from Kennard Avenue to Cavotti Crescent	490	6
Marine Parade Drive	Stand-alone project; accessibility request from local residents	South side of Marine Parade Drive from Marine Parade Drive to Waterfront Drive	75	3
Muircrest Drive	Stand-alone project; request from local residents	West side of Muircrest Drive from Broadlands Boulevard to Broadlands Park Trail	70	16
Panmure Crescent	Bundled with local road resurfacing	North side of Panmure Crescent from Bonnechere Crescent to Bonnechere Crescent	400	21
Penetang Crescent	Bundled with local road resurfacing; request from local residents	South and east side of Penetang Crescent from Haileybury Drive to Bonnechere Crescent	240	21
Shaftesbury Street	Bundled with Basement Flooding Protection Program; request from Councillor's office	East side of Shaftesbury Street from Overbrook Place to [40 m N] Kennard Avenue	140	6



Street Name	Project Type	Project Description	Metres (m)	Ward
Toynbee Trail	Stand-alone project; request from Councillor's office	North side of Toynbee Trail from Livingston Road to [200m E] Livingston Road	200	24
Westgate Boulevard	Bundled with Basement Flooding Protection Program and local road resurfacing; request from Councillor's office	East side of Westgate Boulevard from Delhi Avenue to Armour Boulevard	315	6

All properties along the corridors adjacent to the proposed sidewalk have received advanced notice of the new sidewalk construction, which includes a city staff contact to discuss the sidewalk design and construction impacts. Closer to the time of construction, pre-construction notices and construction notices would be sent to all residents on the street.

In all instances, the local Councillor has been notified of the proposed sidewalk projects.

### **2023 Missing Sidewalk Program - Delegated**

In accordance with the Missing Sidewalk Installation Policy, Transportation Services has the delegated authority to install sidewalks on arterial and collector roads. As approved by Council in July 2019, Transportation Services has the delegated authority to install sidewalks on local roads as part of road reconstruction, to accommodate a request for a person with a disability, and in cases where a Community Council has approved a new traffic-calming measure.

In addition to the list of non-delegated sidewalks recommended above, in 2023, Transportation Services in partnership with Engineering and Construction Services plans to deliver the following delegated sidewalks:

- Bayview Avenue from [285 m N] River Street East Bayview Ramp to River Street East Bayview Ramp (west side on major arterial road, Ward 13);
- Carpenter Road from Steeles Avenue West to Bathurst Street (east side on minor arterial road, Ward 6);
- Fallingbrook Road from Clonmore Drive to Briar Dale Boulevard (west side on collector road, Ward 20);
- Fallingbrook Road from Fallingbrook Crescent to Queen Street East (east side on collector road, Ward 20);
- Hubbard Boulevard from Maclean Avenue to Balsam Avenue (north side of local road, Ward 19);

- Middlefield Road from Passmore Avenue to Steeles Avenue (west side on minor arterial road, Ward 23);
- Moore Avenue from #1213 Bayview Avenue to Sandy Bruce Park (north side on minor arterial road, Ward 15);
- North Queen Street from The East Mall to Eastside Drive (both sides on minor arterial road, Ward 3);
- Sloley Road from Gradwell Drive to Dorset Road (north side on collector road, Ward 20);
- The Bridle Path from Bayview Avenue to Timberglade Court (north side on local road, Ward 15); and
- Torlake Crescent from Kipling Avenue to Kipling Avenue (both sides on local road, Ward 3).

All properties along the corridors adjacent to the planned sidewalk have received advanced notice of the new sidewalk construction, which includes a city staff contact to discuss the sidewalk design and construction impacts. Closer to the time of construction, pre-construction notices and construction notices would be sent to all residents on the street.

In all instances, the local Councillor has been notified of the planned sidewalk projects.

### **Chapter 886 Section 14 Amendment - Accessible Loading in Cycle Tracks**

The City of Toronto has been installing parking protected cycle tracks since 2011 with the first installation on Sherbourne Street. Parking protected cycle tracks are arranged such that parking and loading is between the motor vehicle lanes and the cycle track clearway. As such, people parking and loading must cross the cycle track to reach the sidewalk. Through consultation with Toronto's Accessibility Advisory Committee and TTC's Advisory Committee on Accessible Transit, Transportation Services has identified a need to clarify the role of people cycling when approaching accessible loading areas designated for accessible passenger pick-up and drop-off activities.<sup>1</sup>

Chapter 886 is Toronto's Municipal Code that governs the operations of footpaths, pedestrian ways, bicycle paths, bicycle lanes



Figure 10: On University Avenue near a hospital entrance, Transportation Services installed an accessible platform to create barrier free access. This by-law would require people cycling to yield to people with disabilities being picked up/dropped off.

<sup>1</sup> It should be noted that the term 'loading zones' is referred to here because that is the legal language. Both accessibility committees shared that the term 'loading' should be used for goods movement, not accessible passenger pick-up and drop-off activities.

and cycle tracks. Section 886-14 regulates the operations of a person cycling in a cycle track at a transit stop. The section requires that a person cycling shall not pass when passengers of TTC vehicles are actively getting on or off until the passengers have crossed the cycle track.

Transportation Services is proposing to establish a new offence provision in cycle tracks, similar to that found in Section 886-14, prohibiting the passing of vehicles which are stationary for the purpose of taking on or discharging a passenger in a designated on-street loading zone for persons with disabilities (as listed in Schedule III, Designated On-Street Loading Zones for Permit Holders in Chapter 903, Parking for Persons with Disabilities). It is anticipated that an application will be made for a set fine similar in amount to the set fine amount for the offence in Section 886-14, which is \$60.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Proposed Second Quarter 2023 Cycling Network and Missing Sidewalk Installation Map  
Attachment 2: Road Safety Improvements Project on Scarborough Golf Club Road By-Laws  
Attachment 3: Millwood Road Safety Improvements Project By-Laws  
Attachment 4: Technical Amendments