



Ferrand Drive Area Safety Improvements

Public Drop-in Event Panels

Wednesday, December 12, 2023, 4 to 8 p.m.

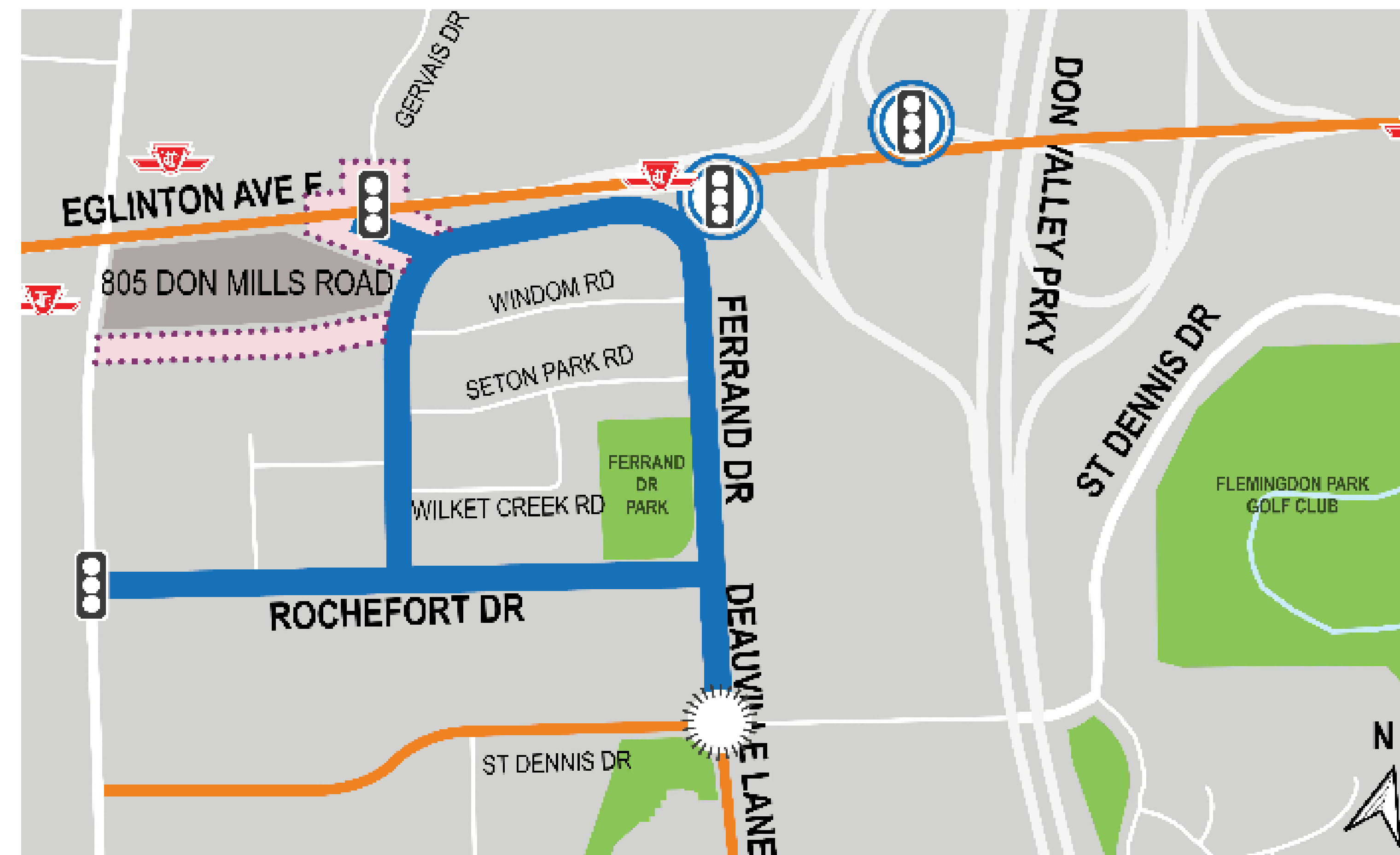
Ontario Science Centre, Gemini East Room, 770 Don Mills Rd.

Project Overview



The City of Toronto is proposing road safety improvements in Flemingdon Park to enhance pedestrian, cycling and public transit connections for existing and future residents in the area.

- Ferrand Drive and Deauville Lane were identified in the Cycling Network Plan (CNP) in the 2022-2024 Near-Term Implementation Program
- The project was expanded to include Rochefort Drive and Eglinton Avenue East at the Don Valley Parkway on-ramps to better fulfill road safety and cycling network objectives



Ferrand Drive Area Road Safety Improvements

- (🚶🚲) Project area
- Existing cycling network

Separate Area Transportation Improvement Projects

- Future roadwork by CreateTO's development partner
- 🚦 New traffic signal
- ☀️ Vision Zero intersection safety improvements
- 🚇 Line 5 Eglinton stations by Metrolinx

Project Goals & Opportunities



1. **Improve safety** for pedestrians, people cycling and driving in and around the neighbourhood
2. **Connect people cycling** to and from homes, local destinations and public transit by improving existing bikeways and connections
3. **Integrate** road safety improvements **with other area changes**, such as new developments and transit expansion
4. **Maintain roadway uses** for City services and local access
5. **Minimize impact to on-street parking** and loading



Example of cycling and pedestrian project on Willowdale Avenue in North York

Gaps in the Area Cycling Network



The **Cycling Network Plan** was approved by Toronto City Council in 2021 and seeks to build on the existing network of cycling routes with the following goals:



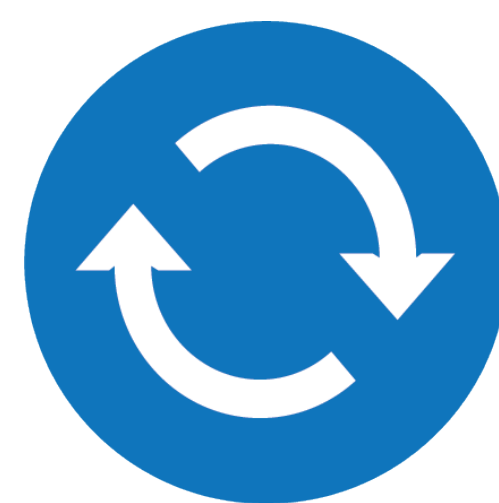
Connect

Connect gaps in the network, and people to places



Grow

Grow the cycling network into new parts of the city



Renew

Renew the existing cycling network with opportunities

Area cycling network:

- East-west desire lines for people cycling are provided by **on-street bike lanes along Eglinton Avenue East**, which are anticipated to increase with the end of LRT construction
- **A north-south bikeway in the Flemingdon Park community** is needed to create a network that includes east-west bikeways on Eglinton Avenue East and Overlea Boulevard



Cycling Network Near Project Corridors

- Existing cycling network
- - - Programmed cycling network

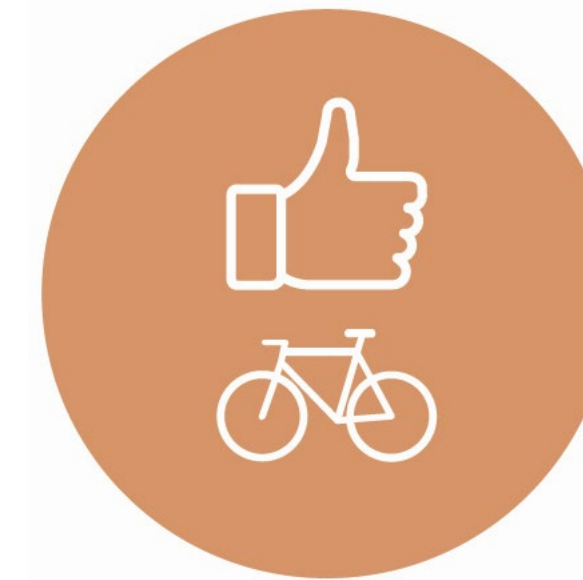
Policy & Rationale



The City has several guiding policy documents and objectives that inform projects.



Official Plan: Bring all Toronto residents within 1 km of a designated cycling route



Encouraging all Ages and Abilities to Cycle: The majority of people rate themselves as “interested but concerned”



Road to Health: Healthy Toronto by Design: Increased physical activity is associated with better health outcomes



Reduce Reliance on Motor Vehicles: Providing alternatives to driving allows for roadways to be used more efficiently



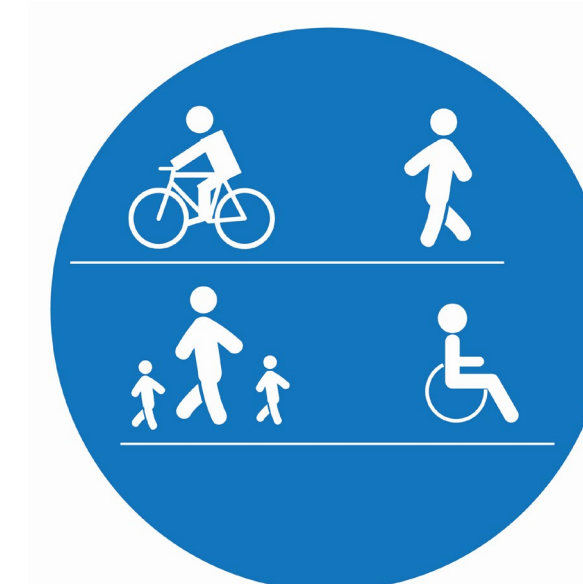
Vision Zero Road Safety Plan: Prioritize the safety of our most vulnerable road users



Complete Streets Guidelines: Streets are for people, placemaking and prosperity



TransformTO: Climate Action Strategy: Targets 75% of trips under 5 km are walked, cycled or transit by 2030



Recover and Rebuild from COVID-19

Long-Term Area Plan | Don Mills Crossing



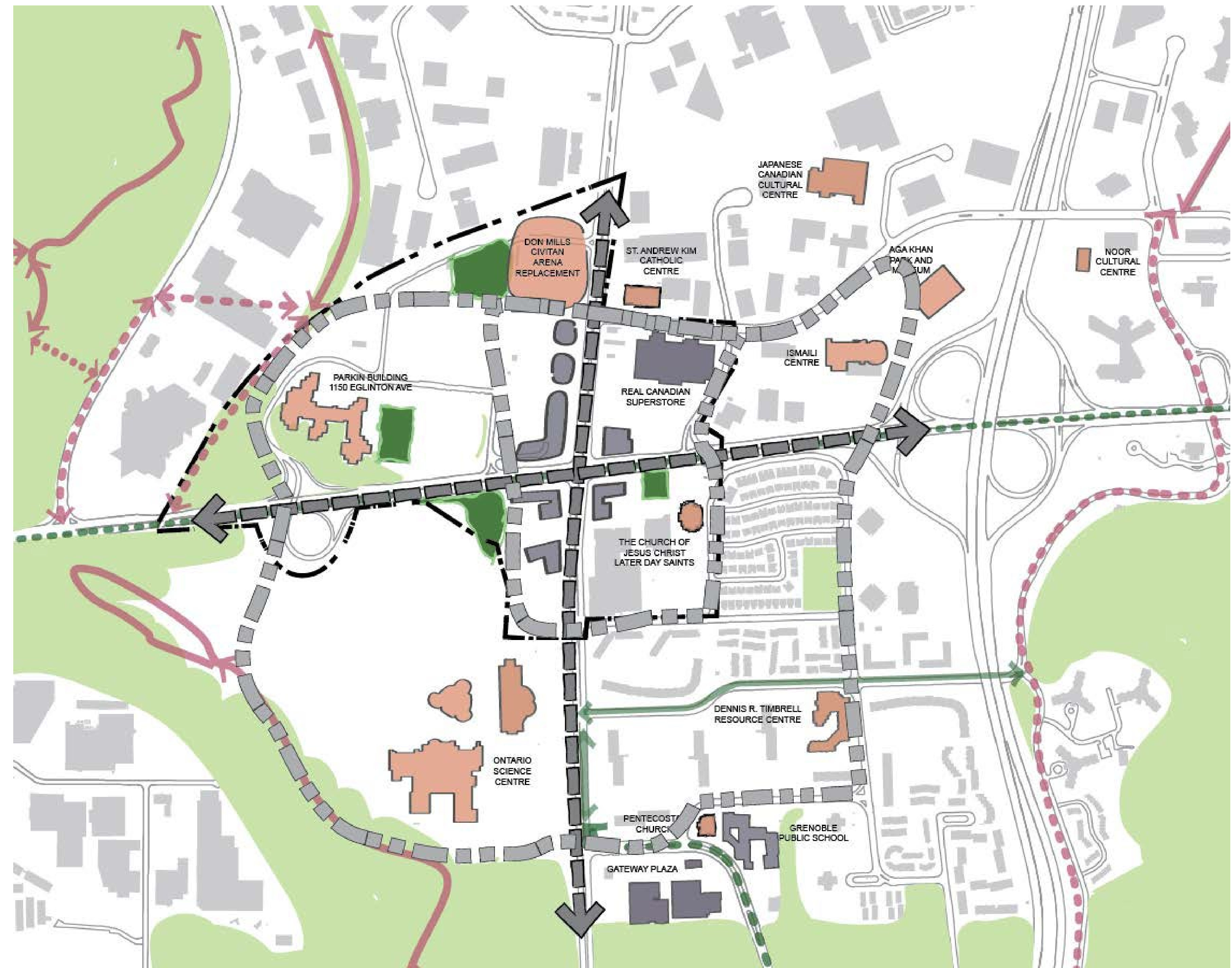
Over the coming years, elements of the Don Mills Crossing Secondary Plan (2019) will be implemented to support new public transit improvements and anticipated growth around Don Mills Road/Eglinton Avenue East.

Don Mills Crossing Public Realm Plan

- Two transportation rings to improve walking and cycling within the wider neighbourhood and connect to community destinations

In Flemingdon Park

- Realignment of Eglinton Avenue East/ Gervais Drive/Ferrand Drive (delivered by CreateTO's 805 Don Mills Rd site)
- On-street bikeways on Ferrand Drive, Rochefort Drive and Deauville Lane



Two transportation rings to connect people, places and opportunities in all four corners of the intersection: Core Connector (inner loop) and District Connector (outer loop)

Existing Conditions | Ferrand Drive Area



The Ferrand Drive community is undergoing changes with new developments and transit lines.

High speed and volume of motor vehicles:

- Current speed limit is 50 km/h, but actual speeds are often 45–65 km/h.
- Vehicle volumes exceed the City's threshold for shared bikeways, where people cycling and driving share the roadway.
- High vehicle speeds and volumes create safety issues and discourage walking and cycling.

Wider than standard motor vehicle lanes:

- Roadways are between 6.7 m–14.0 m wide. Roughly 6.6 m is required to accommodate two-way vehicles.
- Wide roadways encourage speeding, expose pedestrians to long crossings and create safety issues. Wide roads also provide space for potential improvements.

Motor Vehicle Parking

- An average of 78% of on-street parking spaces are typically available.
- Hundreds of off-street parking spaces are available for the commercial office buildings and residential developments.
- The Church of Jesus Christ of Latter-day Saints has its own surface parking lot.



Most of Ferrand Drive is 10.0 metres wide, but the top segment is 6.7 metres. Rochefort Drive and Deauville Lane are 12.0–14.0 metres wide.

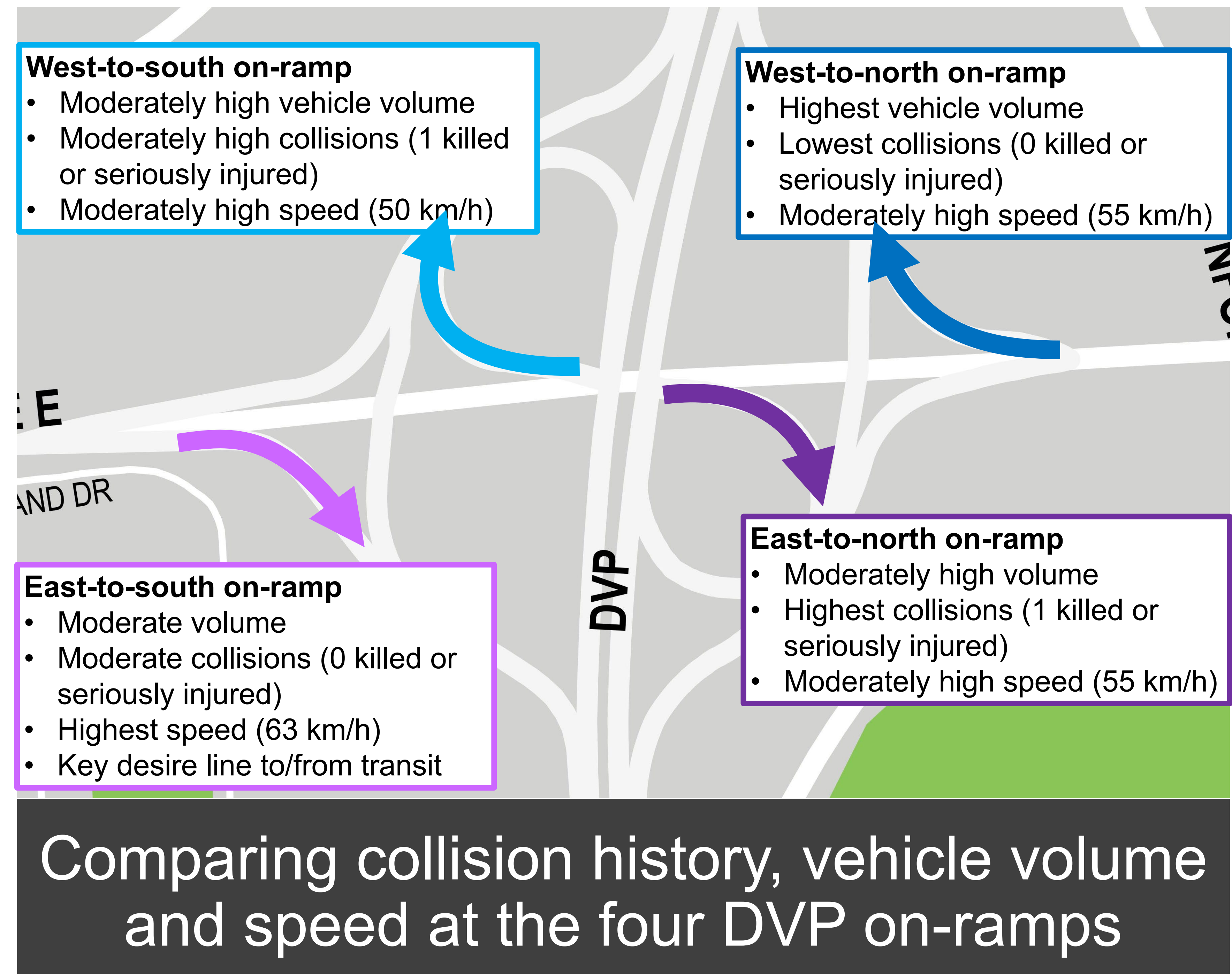
Safety

- In the past 10 years, there have been 122 reported collisions, in which seven (7) have involved pedestrians, and three (3) have involved people cycling.

Existing Conditions | Eglinton Avenue East-to-DVP On-ramps

Safety concerns on the DVP on-ramps include:

- **Sightline issues** due to roadway curves
- **Higher vehicle speeds** when approaching DVP on-ramps result in **greater chance of severe injuries**
- **Missing or deficient signage, pavement markings and physical protection** for pedestrians and people cycling
- **Unsafe crossings for people with mobility or accessibility needs**
- **Pedestrians and people cycling cross the DVP on-ramps** are expected to increase in number with new developments, transit service and bikeways in the Flemingdon Park community and along Eglinton Avenue East



Coordination with Other Projects



St. Dennis Drive/ Deauville Lane Vision Zero Improvements

The redesign of this intersection is accounted for in this proposed design. Consultation about the intersection work took place in June 2019. Construction is planned to begin in 2024.

Artistic rendering of the future St. Dennis Drive and Deauville Lane intersection



805 Don Mills Road

CreateTO has advanced the 805 Don Mills Road project, which includes a new street and a redesign of the Ferrand Drive and Eglinton Avenue East intersection. These designs are being coordinated with the proposed changes.



New traffic signal at Don Mills Road and Rochefort Drive

City Council authorized the construction of a new traffic signal in October 2023. The traffic signal is being designed and would be integrated with the proposed Ferrand Drive Area Safety Improvements.

Photo of Rochefort Drive and Don Mills Road today without the approved traffic signal



Rapid Transit Projects

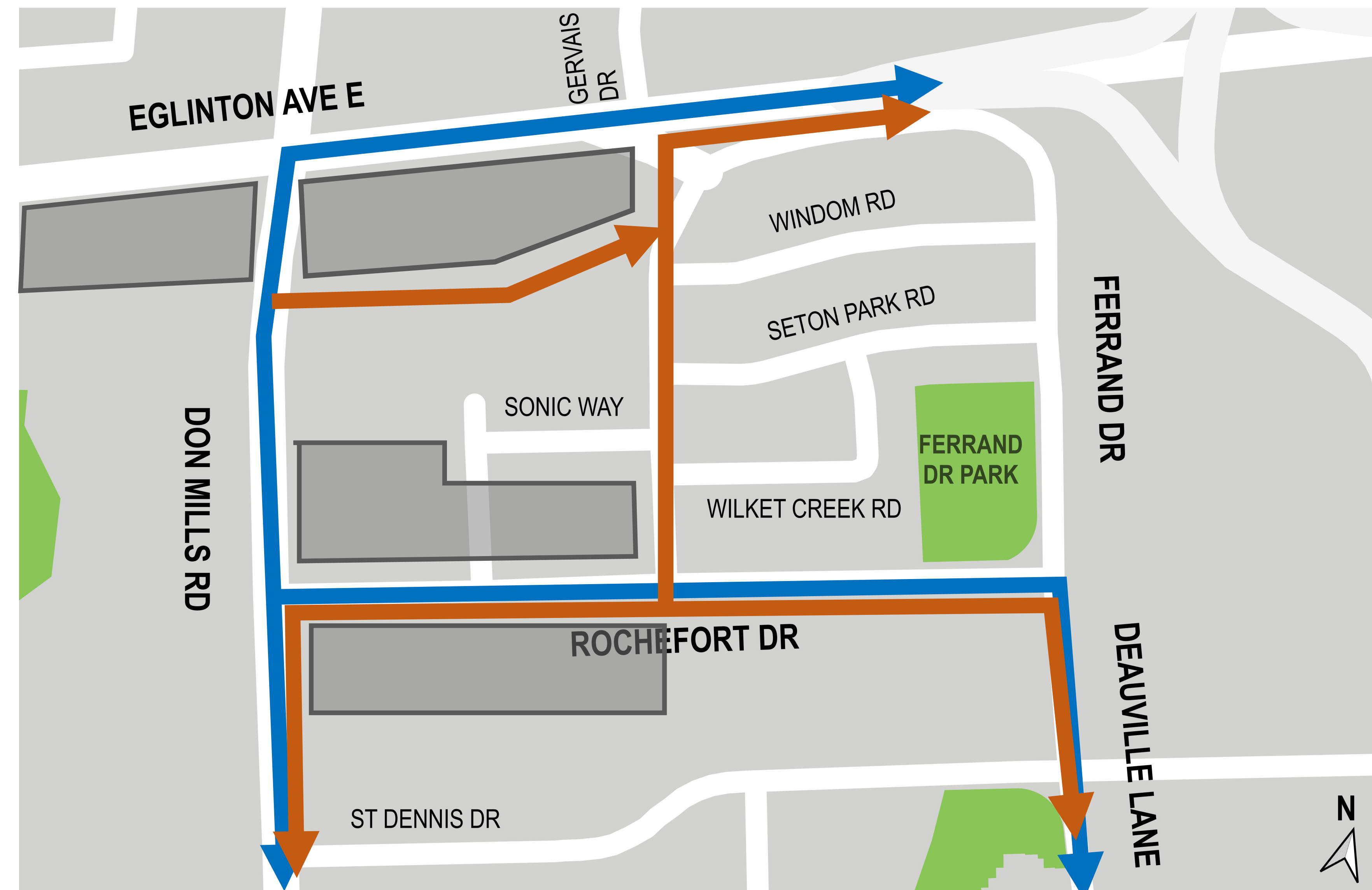
The Eglinton Crosstown Light Rail Transit and Ontario Line projects by Metrolinx are underway. City staff are coordinating design and implementation with them on this and other projects.

Traffic Volume






Traffic volumes today exceed the City's threshold for shared roadways, where people cycling and driving use the same space. Anticipated growth from upcoming developments is expected to increase local and non-local traffic, warranting safety improvements.

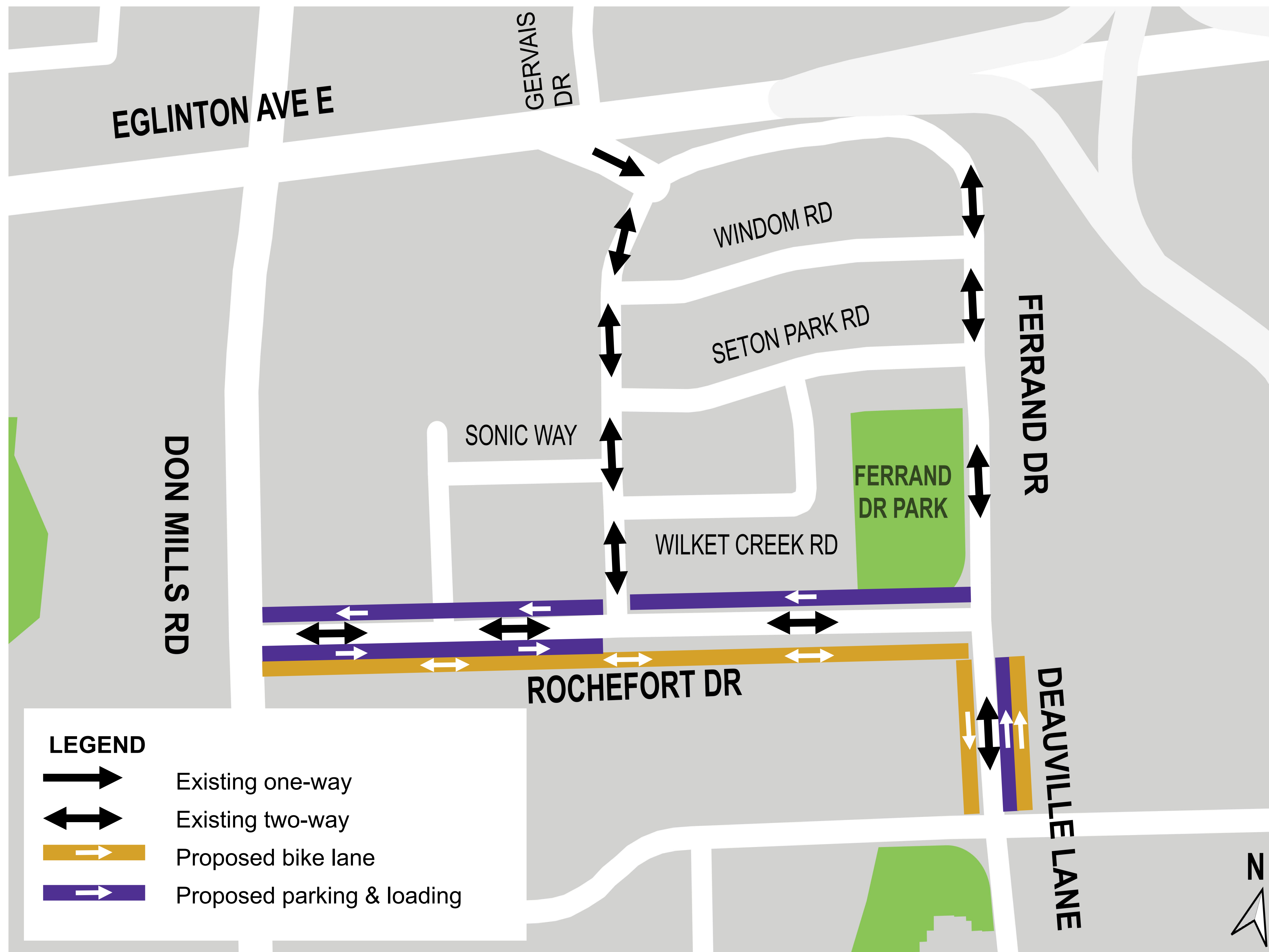
- CreateTO's development partner will convert the south segment of the Eglinton Avenue East at Gervais Drive and Ferrand Drive intersection from one-way to two-way. They will also build a new two-way road between Don Mills Road and Ferrand Drive. With these, traffic through the neighbourhood can be expected to increase.
- Ferrand Drive may be an attractive alternative to bypass traffic on arterial roads such as Don Mills Road and Eglinton Avenue East.
- New residential developments may also increase motor vehicle volumes:
 - 805 Don Mills Road (Housing Now)
 - 793 Don Mills Road & 10 Ferrand Drive (Foresters site)
 - 7-11 Rochefort Drive (existing multi-unit housing)



Driving routes before and after the changes to Ferrand Drive and Eglinton Ave East intersection

-  Original route with Ferrand Drive one-way access
-  New/Easier driving route with Ferrand Drive two-way access
-  Planned high-rise developments

Proposed | Rochefort Drive and Deauville Lane

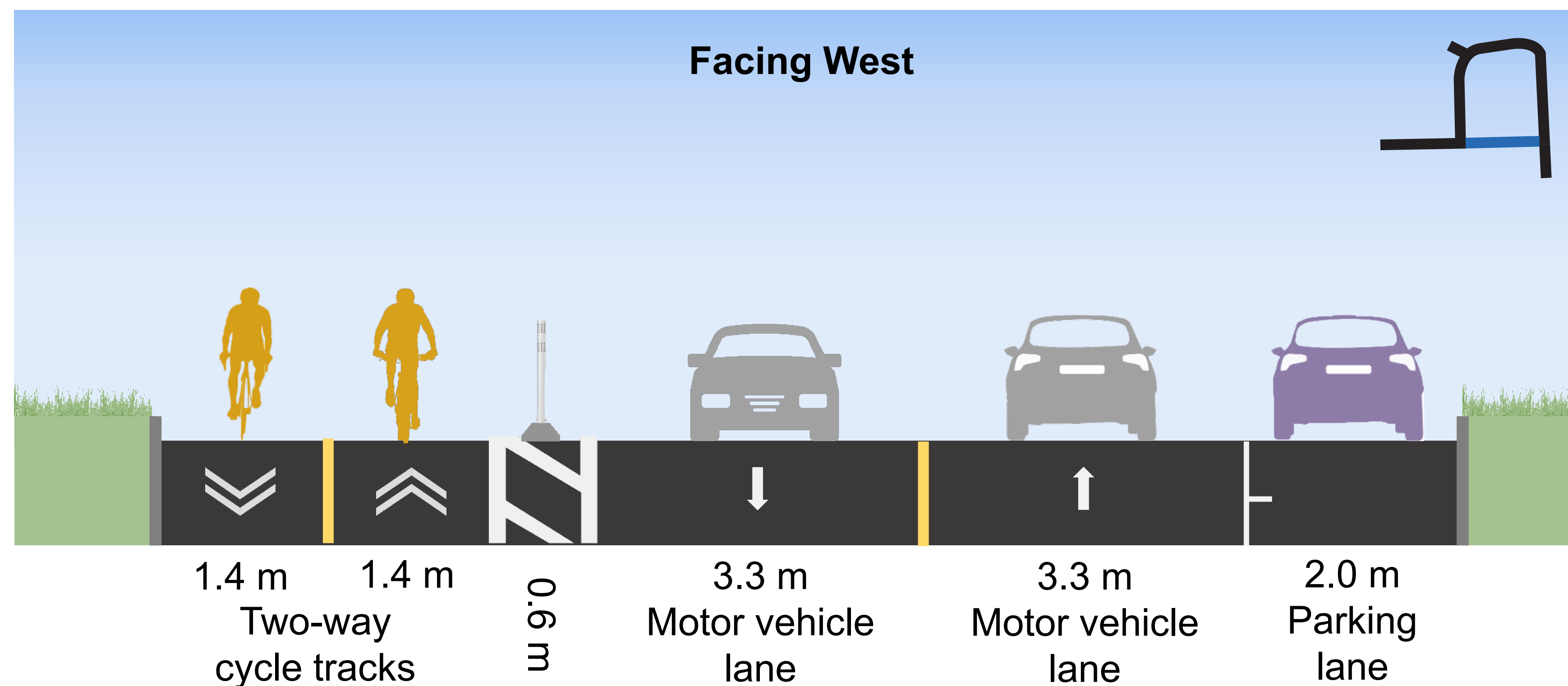
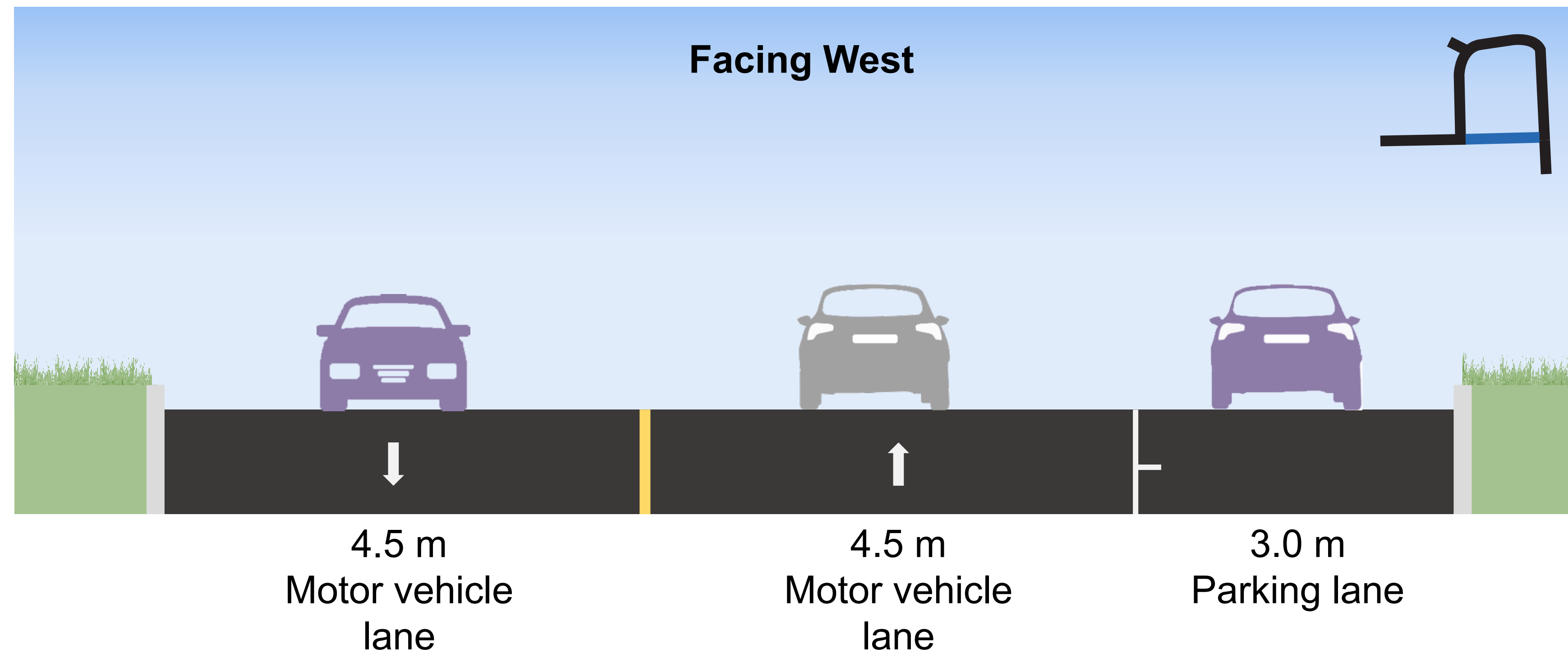


Summary of Proposed Changes

- Maintain two-way motor vehicle traffic
- Add two-way cycle track on the south side of Rochefort Drive
- Add cycle tracks on Deauville Lane
- Reduce the posted speed limit to 30 km/h
- Maintain parking but reduce it slightly at intersections to improve sightlines and safety for vulnerable road users

Street	Existing Parking Spaces	Future Parking Spaces	Observed Demand
Rochefort Drive (Don Mills Road to Ferrand Drive west segment)	62	54	8 (internal counts), 12 (TPA data)
Rochefort Drive (Ferrand Drive west segment to east segment)	24	22	7
Deauville Lane	8	8	4
Total	94	84	19

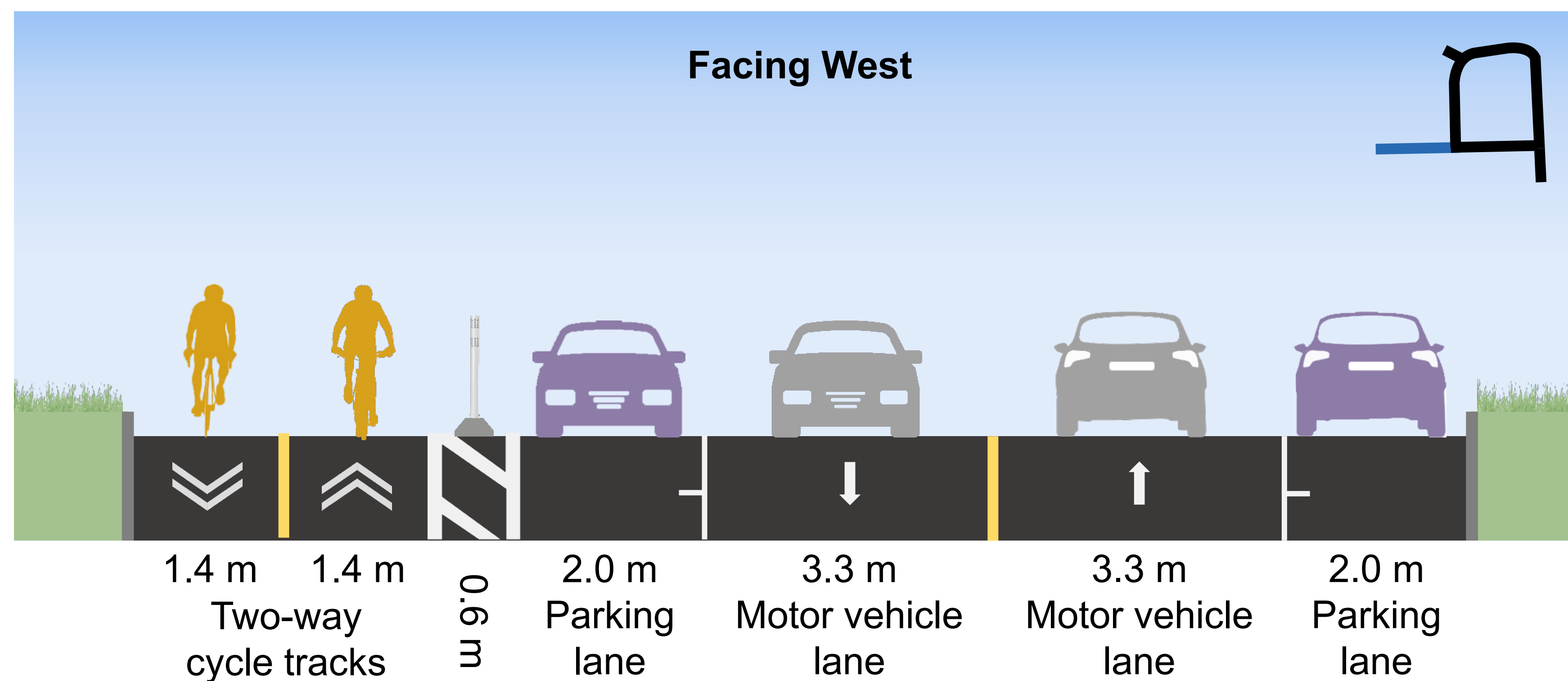
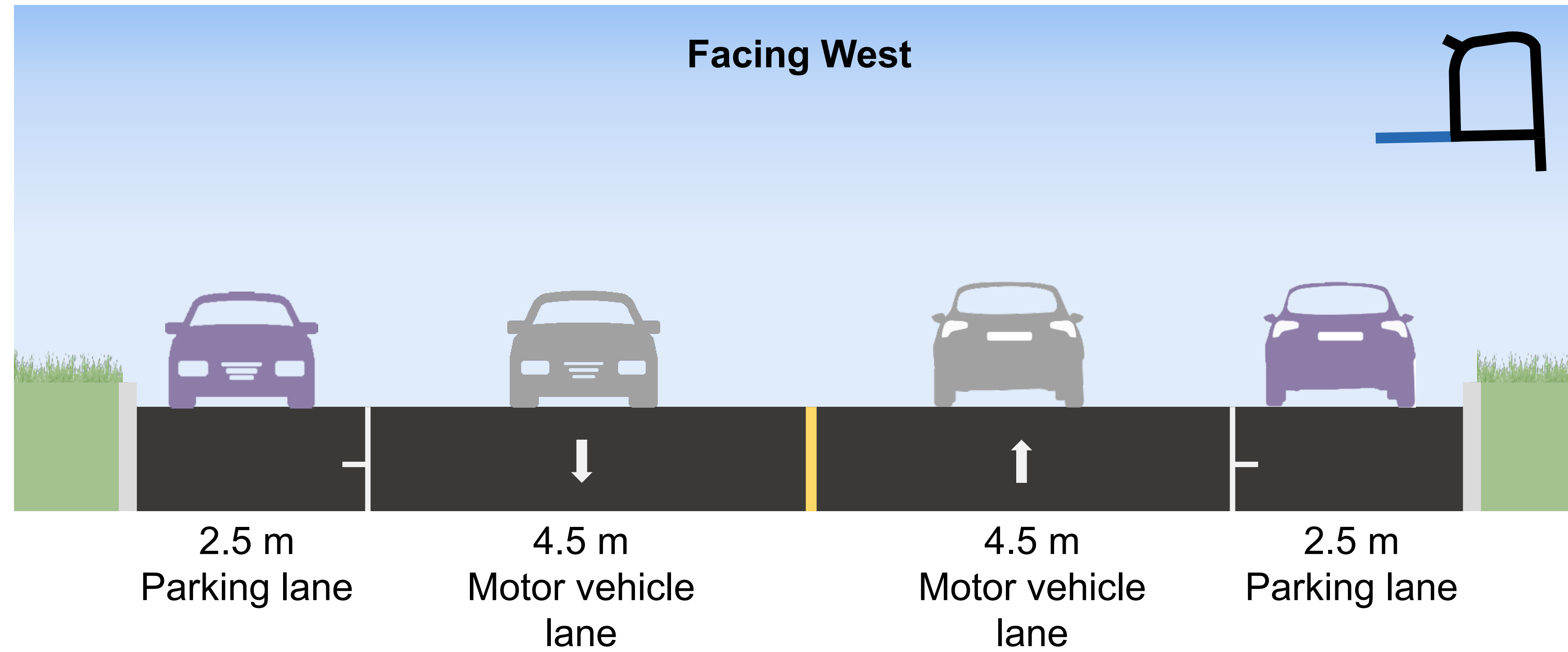
Proposed | Rochefort Drive – Deauville Lane/Ferrand Drive (east segment) to Ferrand Drive (west segment)



Summary of Proposed Changes

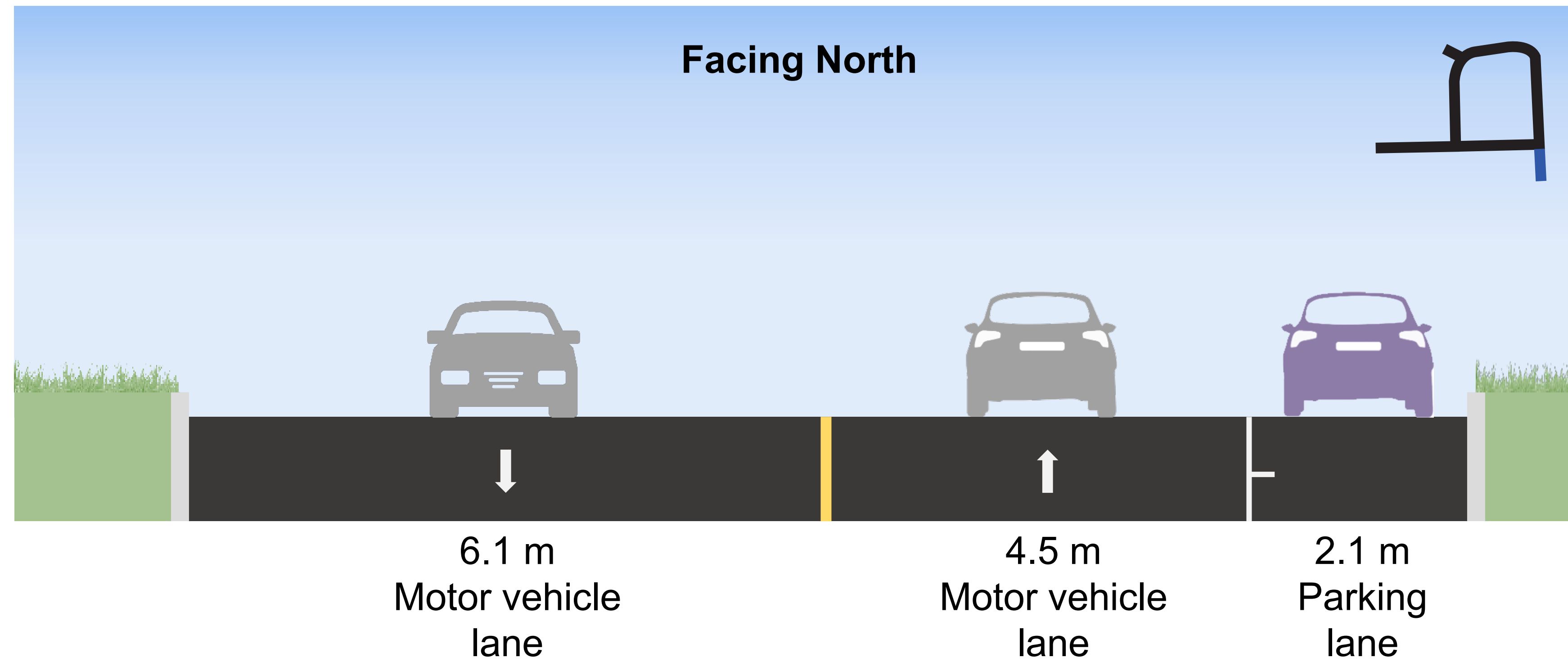
- Maintain two-way motor vehicle traffic
- Add two-way cycle tracks on the south side to minimize impacts to driveways and parking
- Reduce the posted speed limit from 50 km/h to 30 km/h
- Reduction of two (2) parking spaces to enhance safety at the intersection
- Loading access on north side only via parking lane

Proposed | Rochefort Drive – Ferrand Drive (west segment) to Don Mills Road



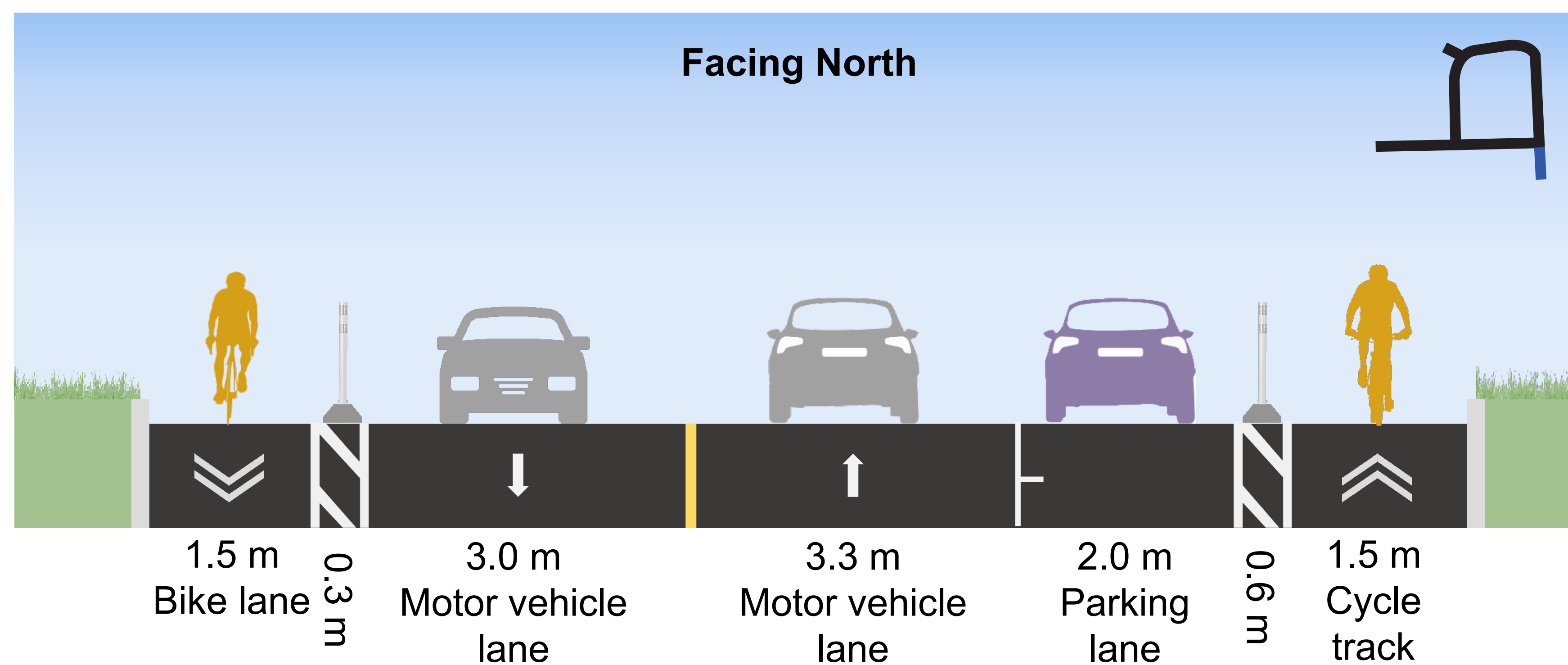
Summary of Proposed Changes

- Maintain two-way motor vehicle traffic
- Add two-way cycle tracks on the south side to facilitate safe cycling and reduce driveway and parking impacts
- Reduce the posted speed limit from 50 km/h to 30 km/h
- Remove eight (8) parking spaces to improve sightlines and safety for vulnerable road users
- Maintain existing loading access

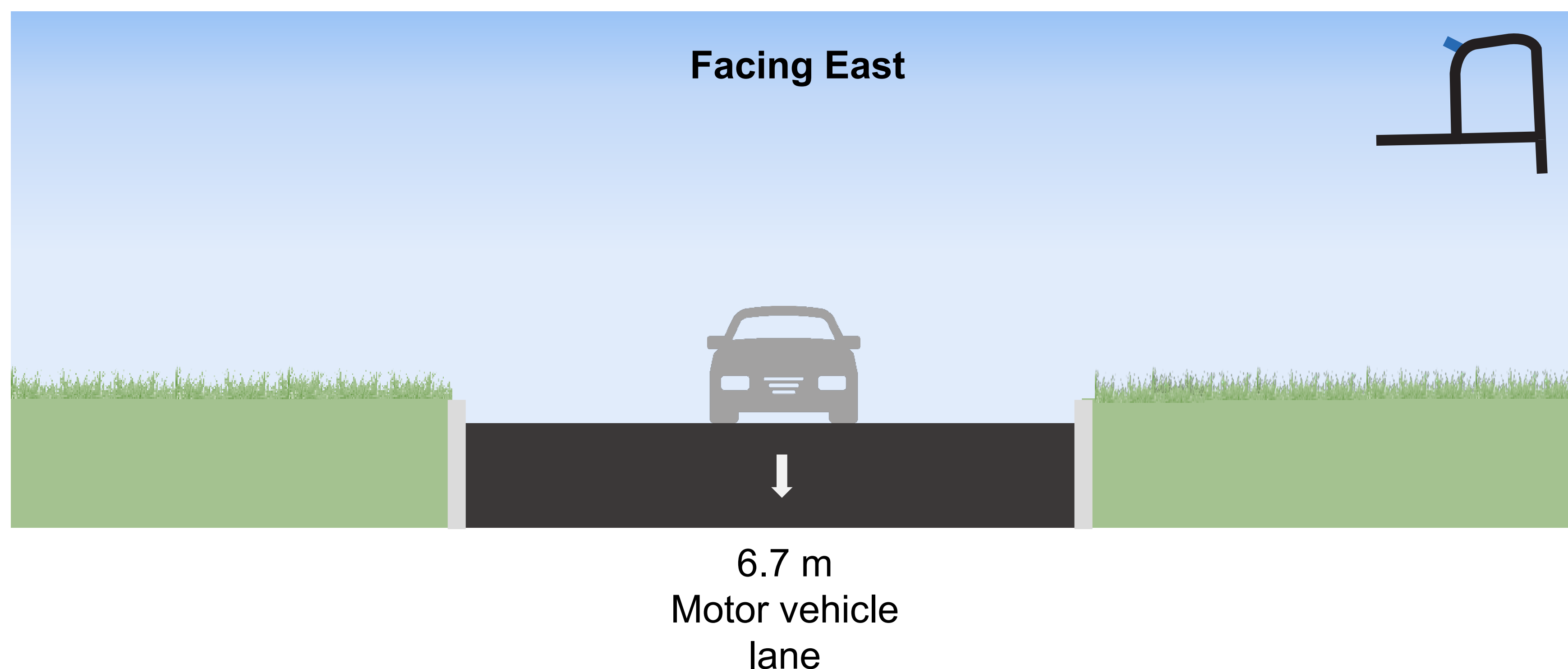


Summary of Proposed Changes

- Maintain two-way motor vehicle traffic
- Add one-way cycle tracks on the east and west sides
- Reduce the posted speed limit from 50 km/h to 30 km/h
- Maintain parking spaces
- Provide loading access on east side only through a parking lane

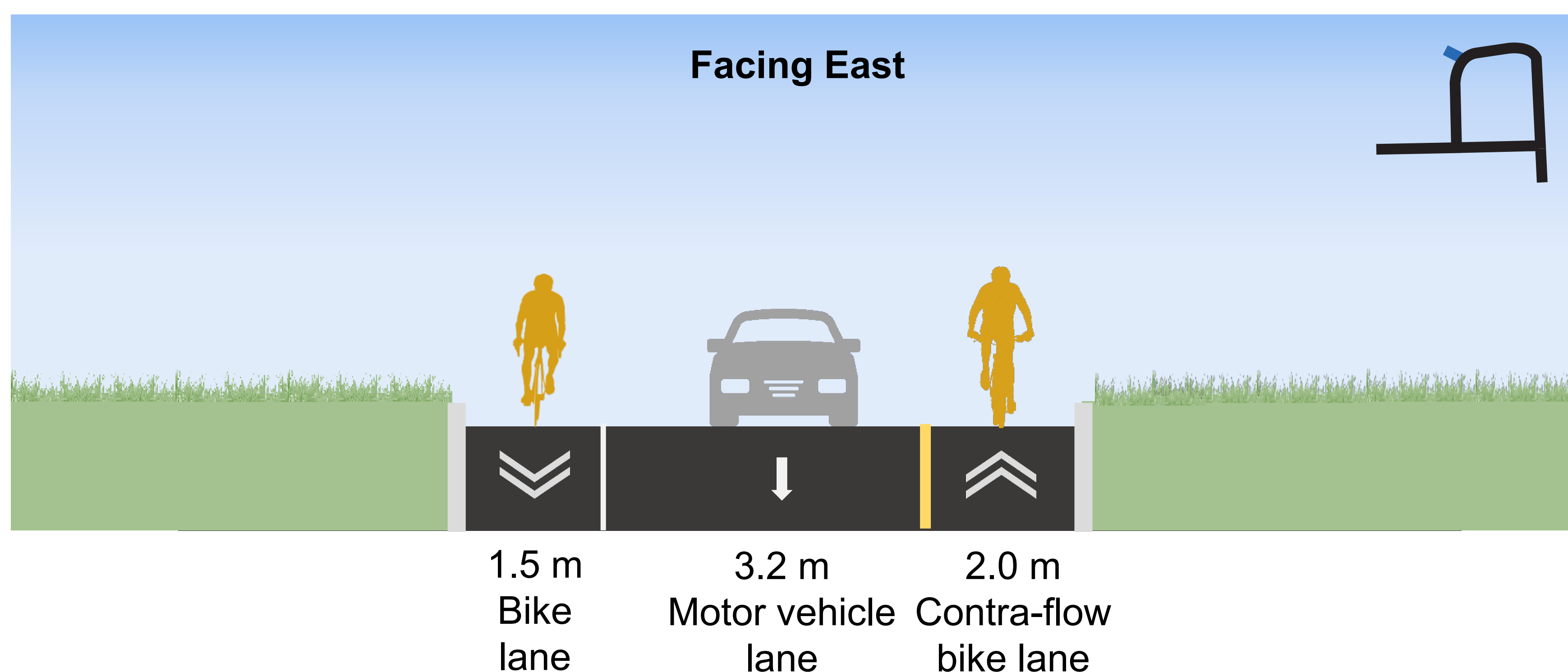


Proposed | Ferrand Drive Ramp – Eglinton Ave East to Ferrand Drive (One-way Entry)



Summary of Proposed Changes

- Maintain one-way eastbound for motor vehicle traffic
- Add painted bike lane on the west side and contra-flow bike lane on the east side
- Reduce posted speed limit from 50 km/h to 30 km/h
- After intersection is reconstructed by CreateTO's development partner, add northbound and southbound bike signals at the Eglinton Avenue East/Gervais Drive/Ferrand Drive intersection to make it easier for people cycling to cross.

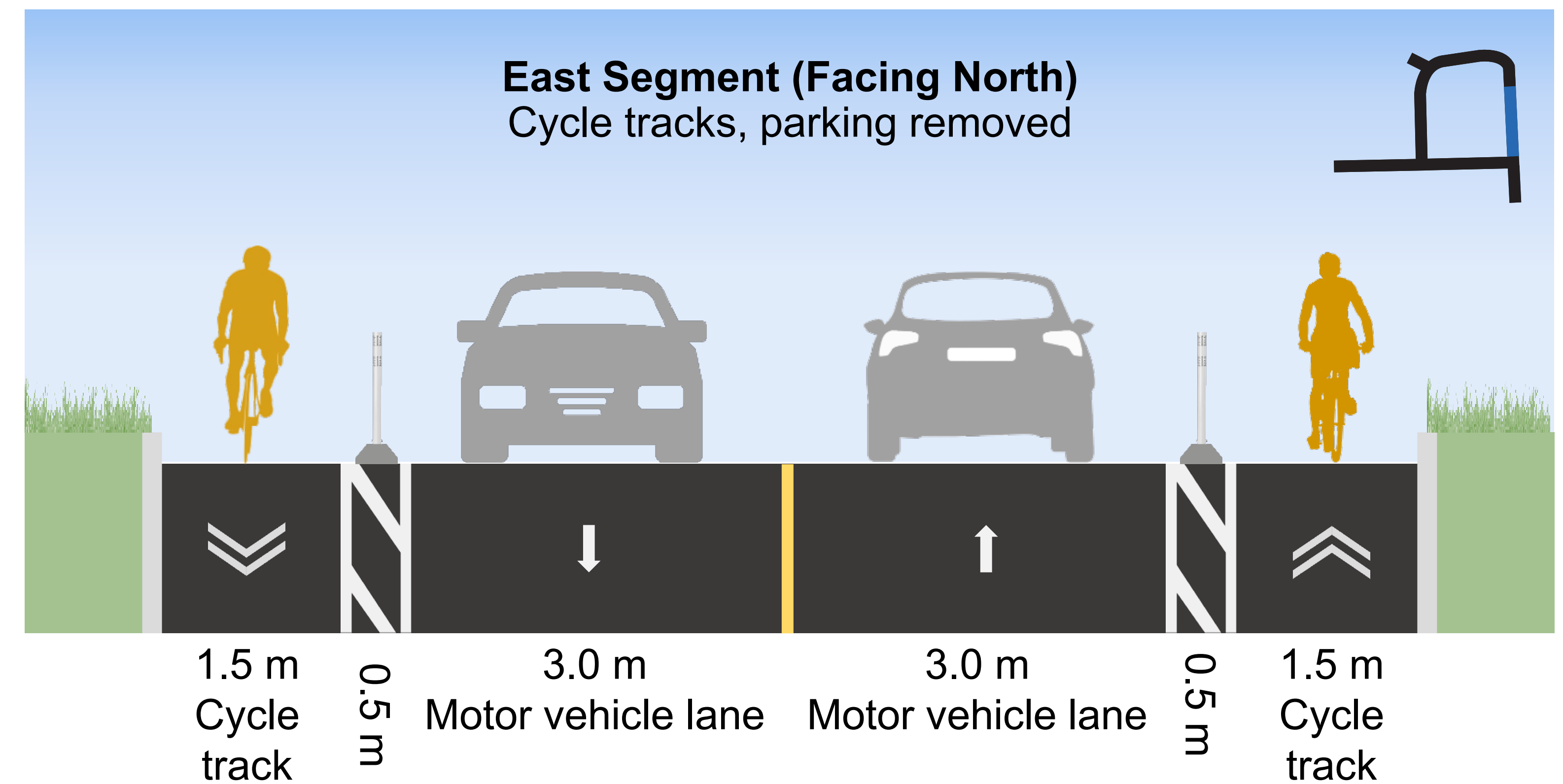
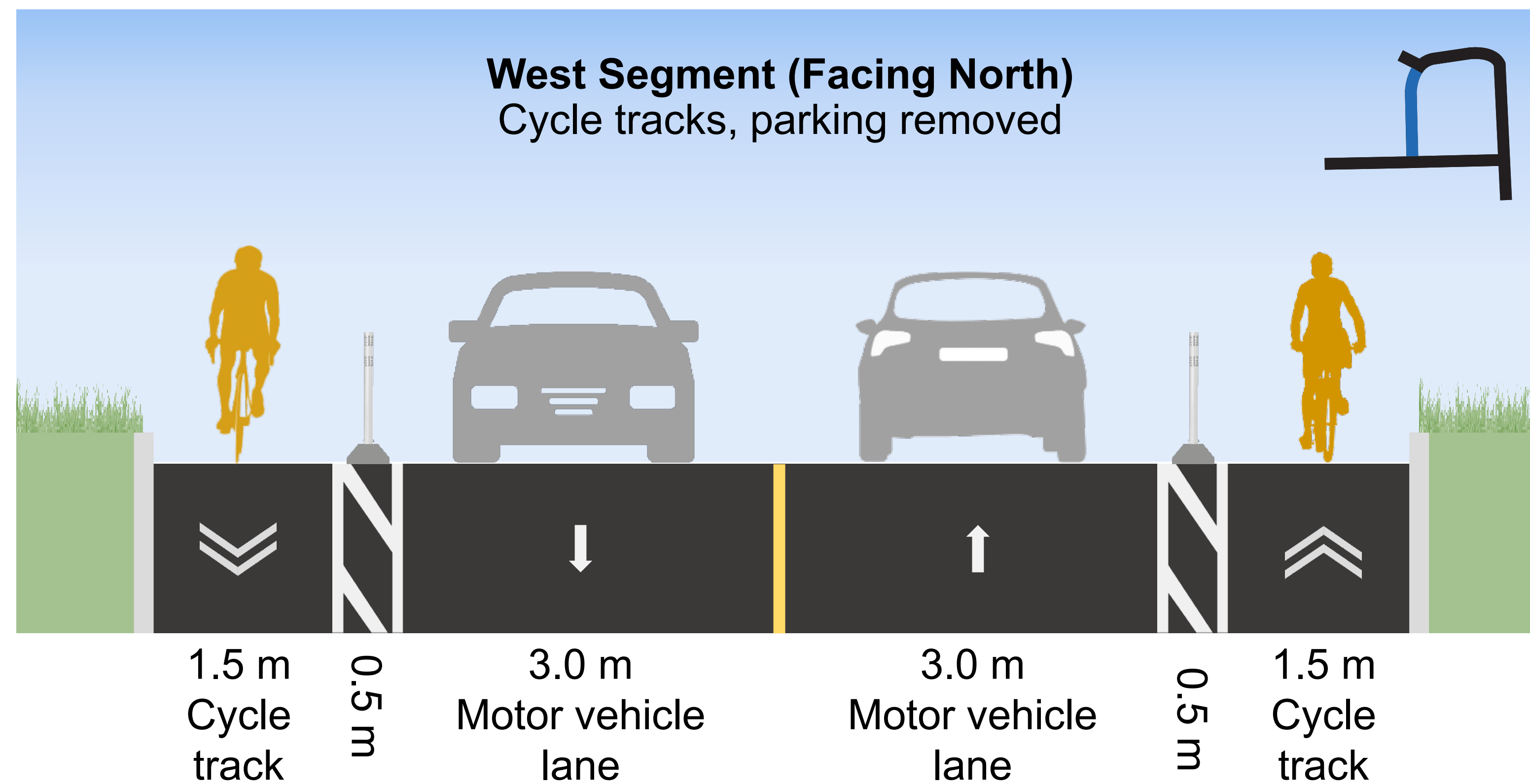
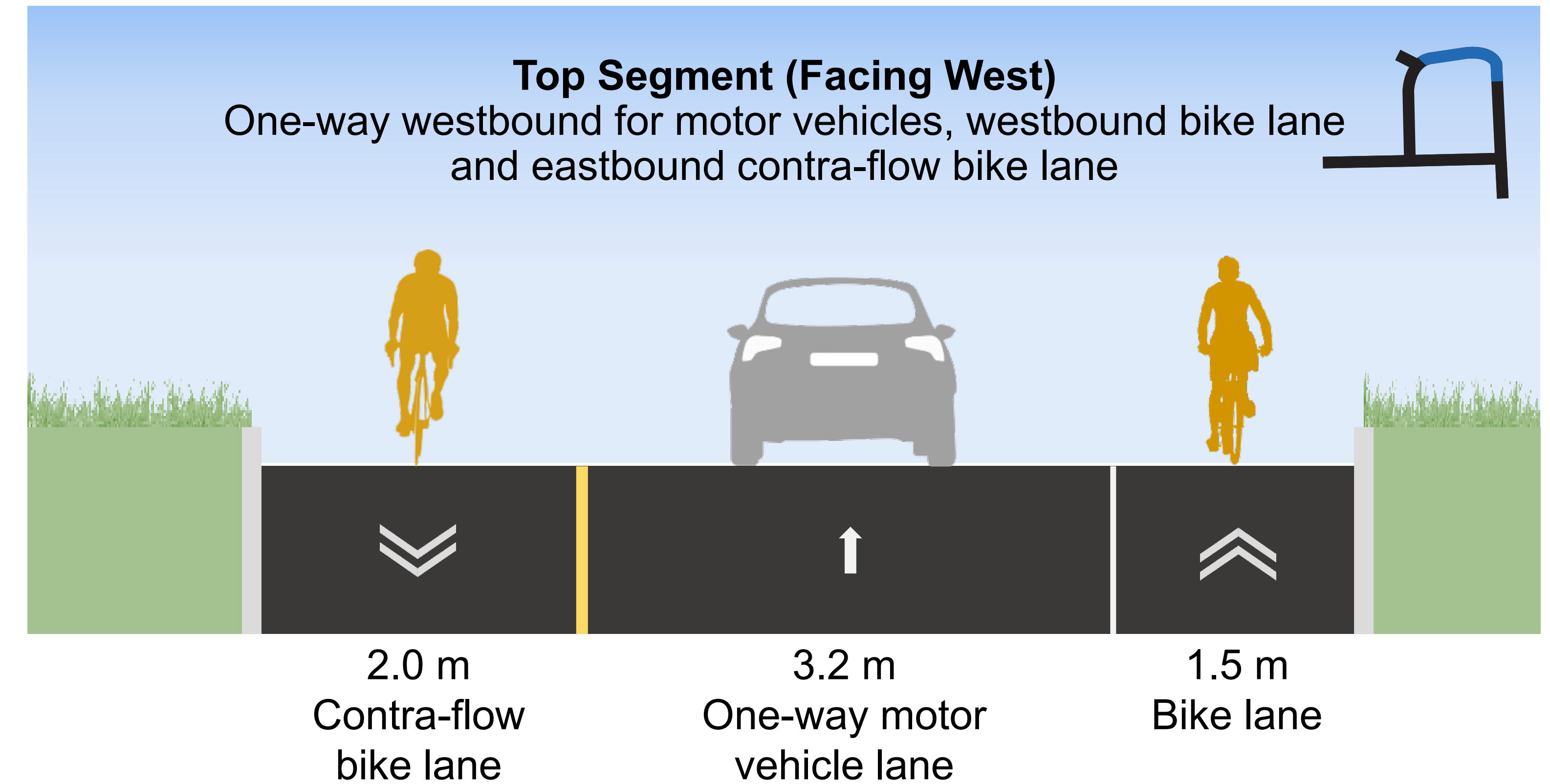


Proposed Changes | Ferrand Drive | Option 1 – Cycle Tracks with Contra-flow



Summary of Proposed Changes

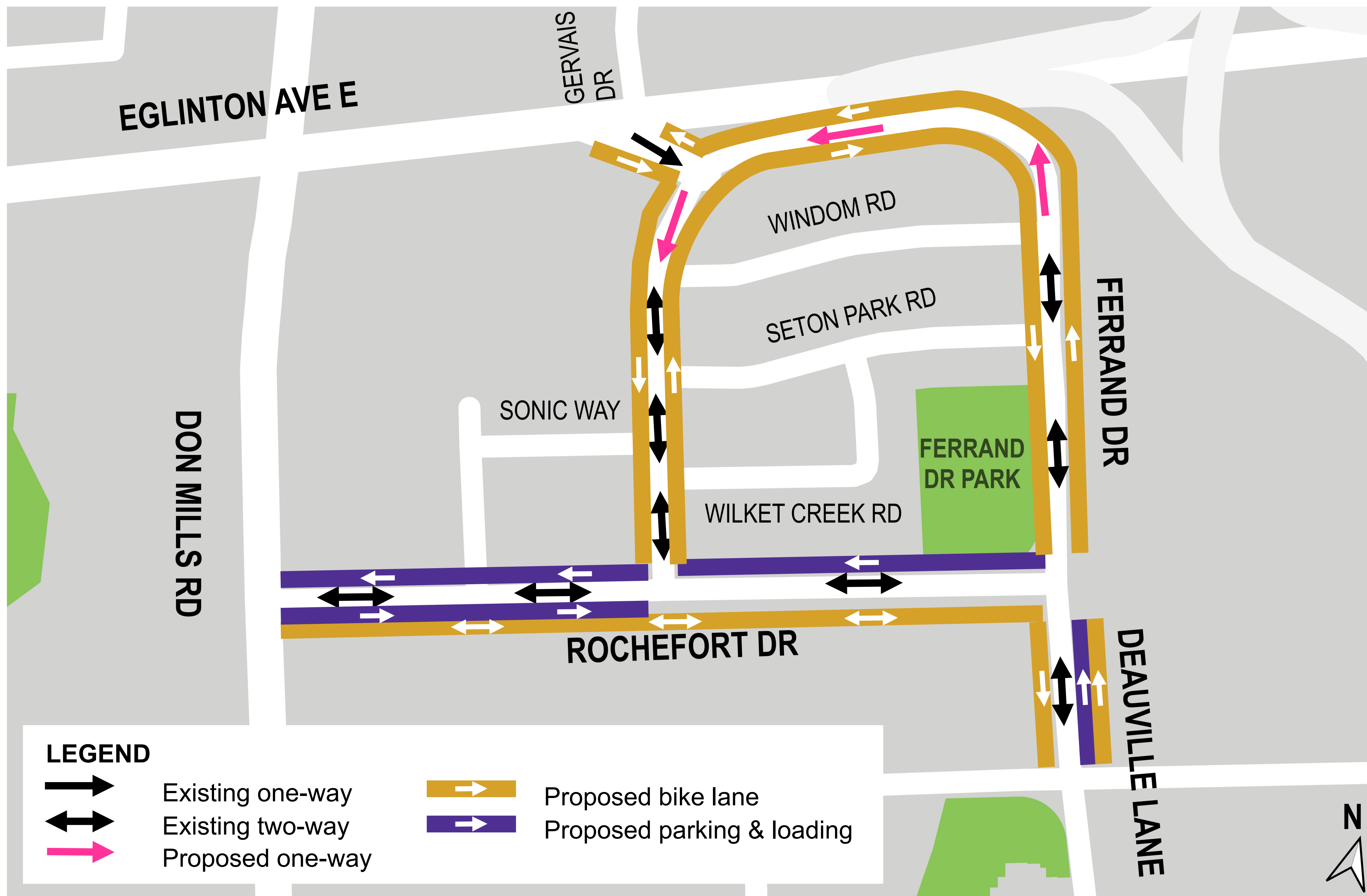
- Reduce posted speed limit from 50 km/h to 30 km/h
- Add cycle tracks to the east and west segments
- Convert north segment to one-way westbound for vehicles and add a contra-flow bike lane and bike lane
- On-street parking removed
- Current on-street parking demand (19 vehicles) and curbside loading would be accommodated in off-street parking lots and on other streets including Deauville Lane and Rochefort Drive



Proposed Changes | Ferrand Drive | Option 1 – Cycle Tracks with Contra-flow



When Option 1 is combined with the other proposed changes on all other segments, the overall traffic movement and on-street parking impacts are summarized below:

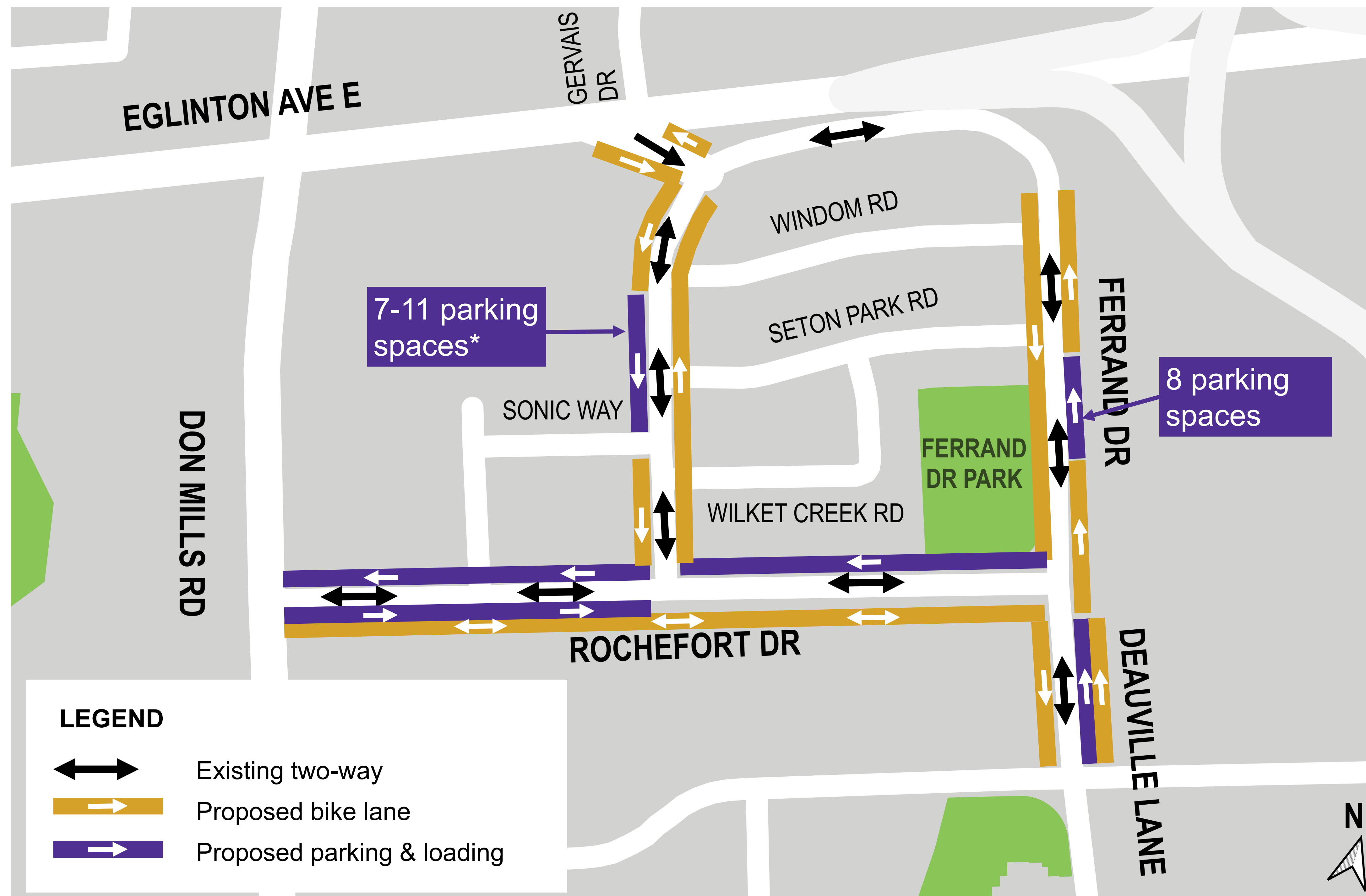


Street	Existing Parking Spaces	Future Parking Spaces	Observed Demand
Ferrand Drive (east segment)	42	0	7
Ferrand Drive (west segment)	30	0	12
Total	72	0	19

Proposed Changes | Ferrand Drive | Option 2 – Cycle Tracks with On-street Parking Accommodation



When Option 2 is combined with the other proposed changes on all segments, the overall traffic movement and on-street parking impacts are summarized below:



Street	Existing Parking Spaces	Future Parking Spaces	Observed Demand
Ferrand Drive (east segment)	42	8	7
Ferrand Drive (west segment)	30	7-11*	12
Total	72	19	19

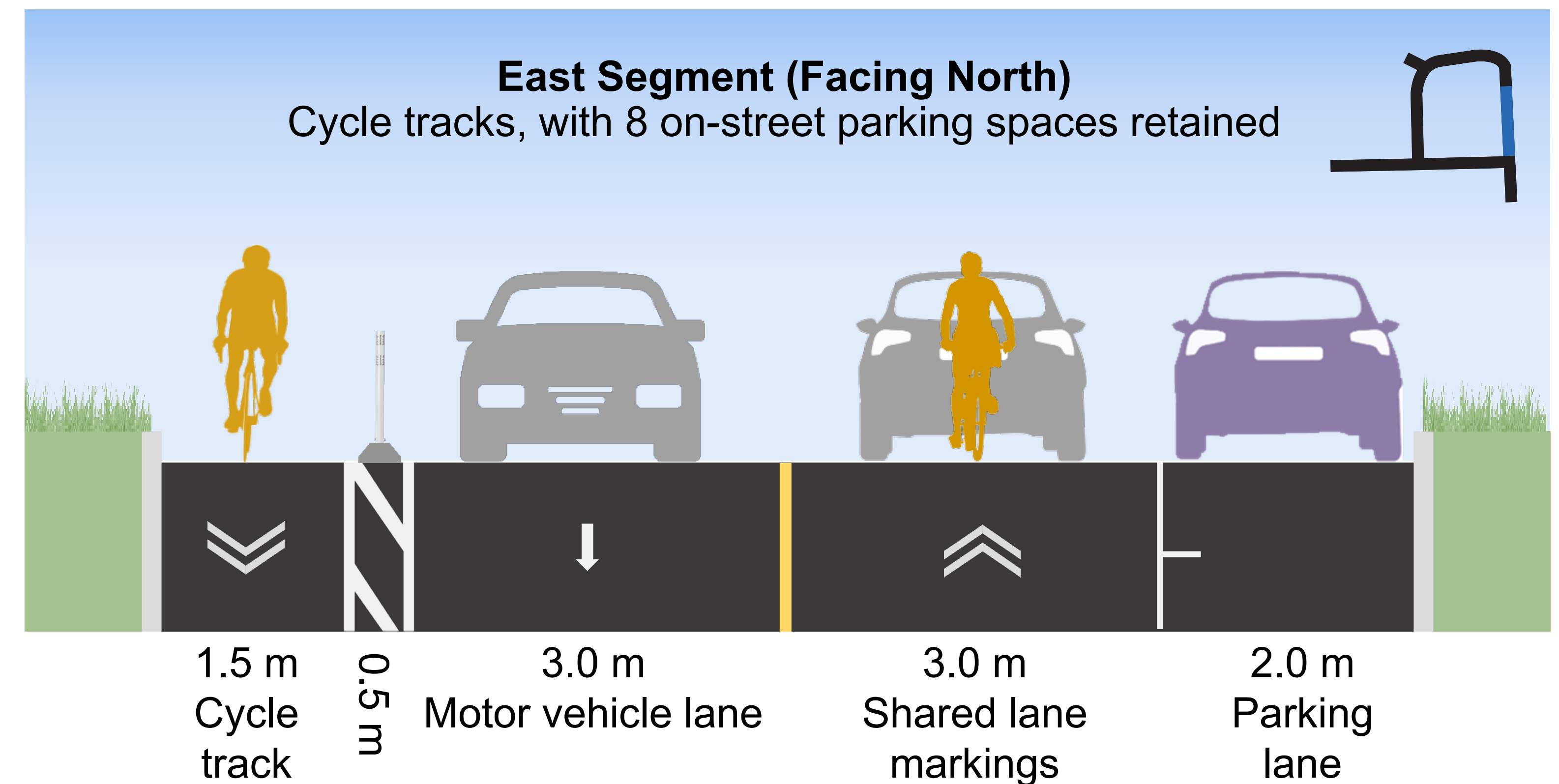
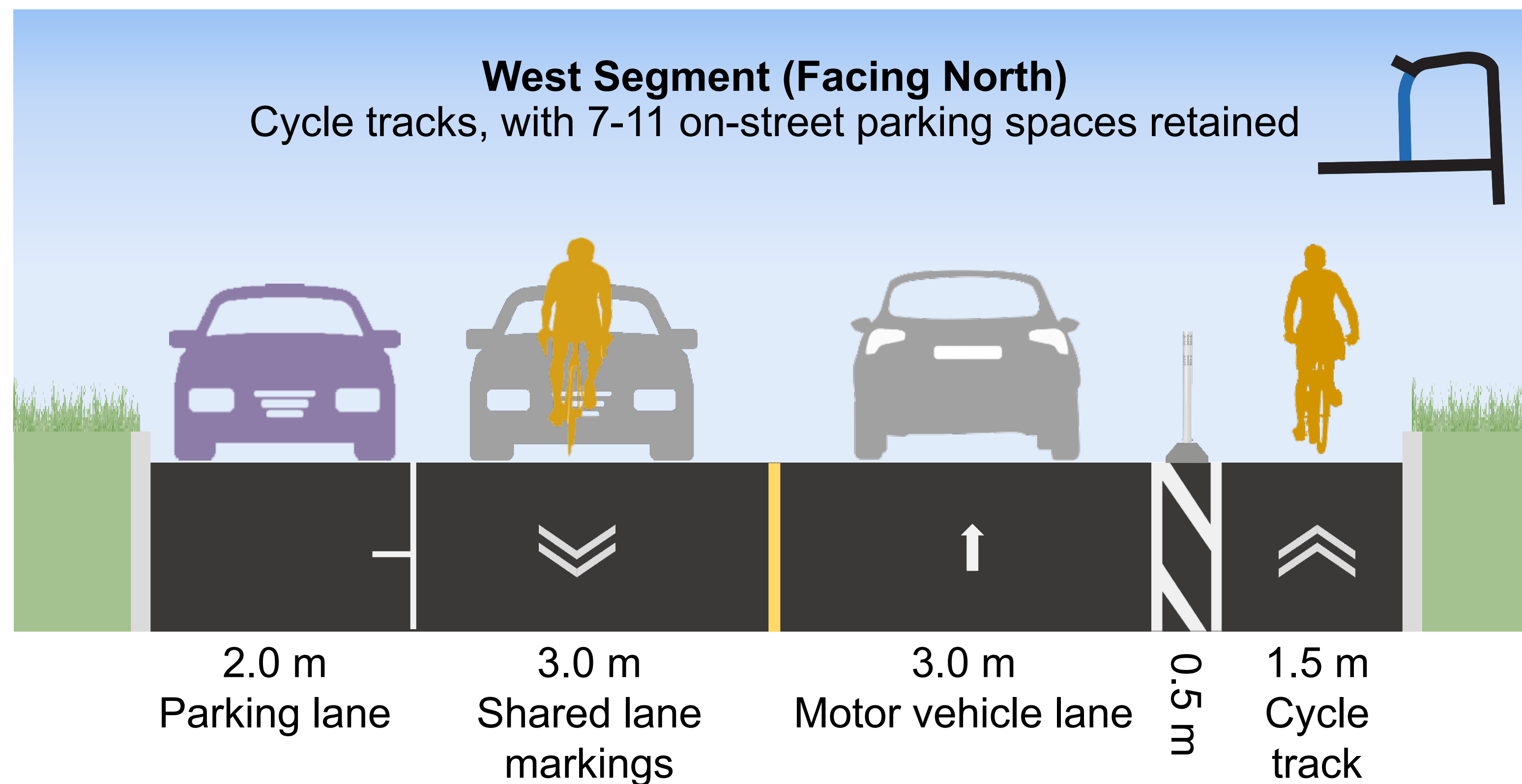
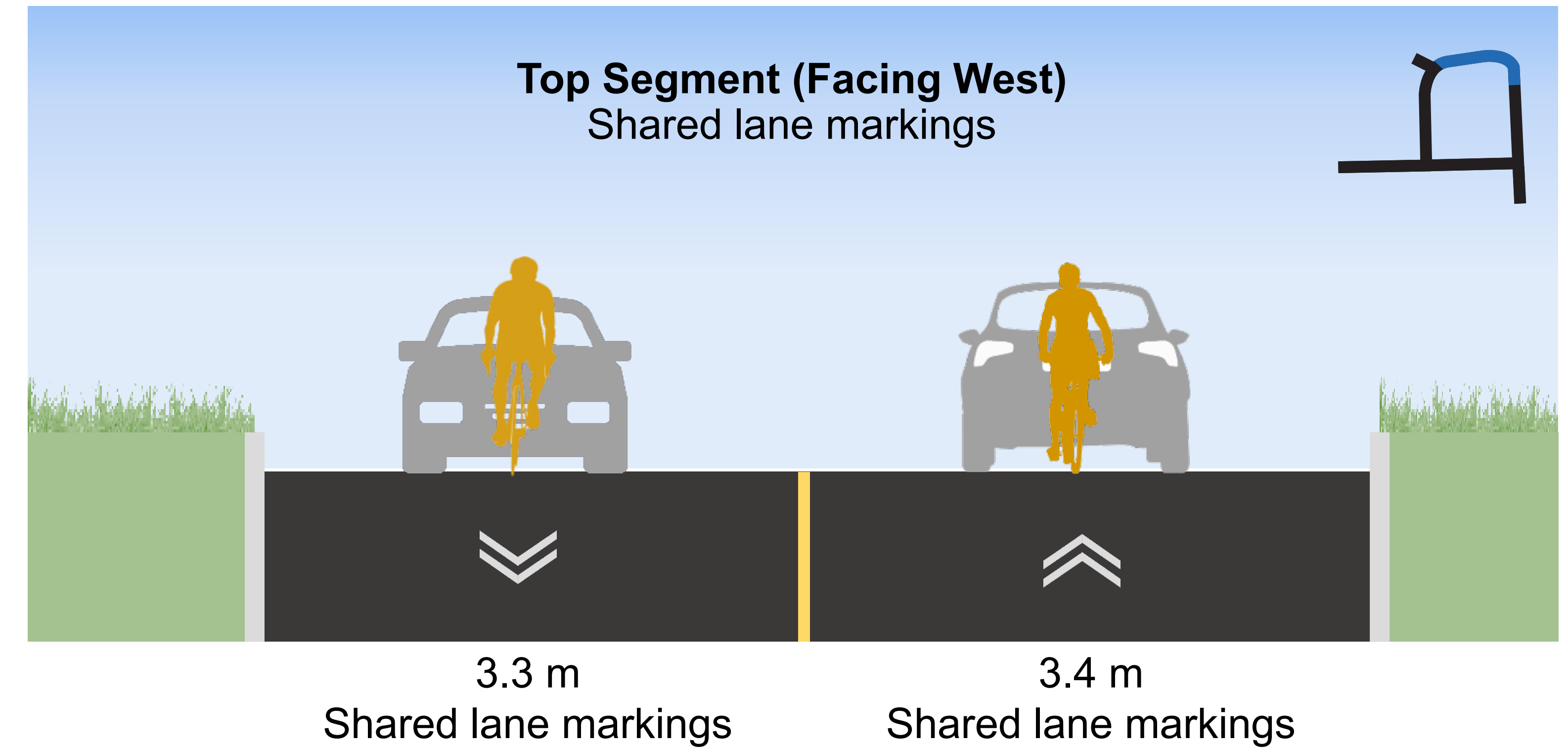
*A safe crossing including all-way stop and pedestrian crosswalks at Ferrand Drive (west segment) and Seton Park Road can be considered, but it would reduce parking by 3-4 spaces.

Proposed Changes | Ferrand Drive | Option 2 – Cycle Tracks with On-street Parking Accommodation



Summary of Proposed Changes

- Reduce posted speed limit from 50 km/h to 30 km/h
- Cycle tracks added to the east and west segments, while retaining 19 parking spaces on short sections to meet observed demand by creating a shared roadway condition along the preserved parking
 - A safe crossing including all-way stop and pedestrian crosswalks at Ferrand Drive (west segment) and Seton Park Road can be considered, but it would reduce parking by 3-4 spaces.
- Add shared lane markings on the north segment



Proposed Changes Summary | On-street Parking Impacts



The proposed options for each road segment would include on-street parking impacts summarized below:

Option 1 + Proposed Changes on All Other Segments:

- Removal of on-street parking on all segments of Ferrand Drive
- On-street parking demand can be accommodated on Rochefort Drive, Deauville Lane, other side streets and off-street parking lots.
- On-street parking on Rochefort Drive and Deauville Lane reduced by 6 spaces for intersection and driveway visibility
- Overall, 68% of existing on-street parking spaces maintained in the study area

Option 2 + Proposed Changes on All Other Segments:

- On-street parking is retained on certain blocks of Ferrand Drive where highest demand is observed
- On-street parking on Rochefort Drive and Deauville Lane reduced by 6 spaces for intersection and driveway visibility
- Overall, 77% of on-street existing parking spaces maintained in the study area

Street	Existing Parking Spaces	Observed Parking Demand	Future Parking Spaces (Preliminary Design)	
			Option 1 – Cycle Tracks with Contra-flow	Option 2 – Cycle Tracks with On-street Parking Accommodation
Ferrand Drive (East Segment)	42	7	0	8
Ferrand Drive (Top Segment)	0	0	0	0
Ferrand Drive (West Segment)	30	12	0	11
Deauville Lane	8	4	8	8
Rochefort Drive	86	15	76	76
Windom Road	26	4	26	26
Seton Park Road	17	3	17	17
Wilket Creek Road	19	5	19	19
Sonic Way	13	4	13	13
Total	241	54	159	178

Proposed Changes Summary | Options Comparison



The two options are compared below side-by-side based on four key considerations, with challenges and opportunities outlined as bullets.

Overall Proposed Changes Combined

- **Option 1 + Proposed Changes on All Other Segments:** Cycling-friendly design for most of Ferrand Drive, while maintaining parking and loading access on other streets to accommodate observed demand

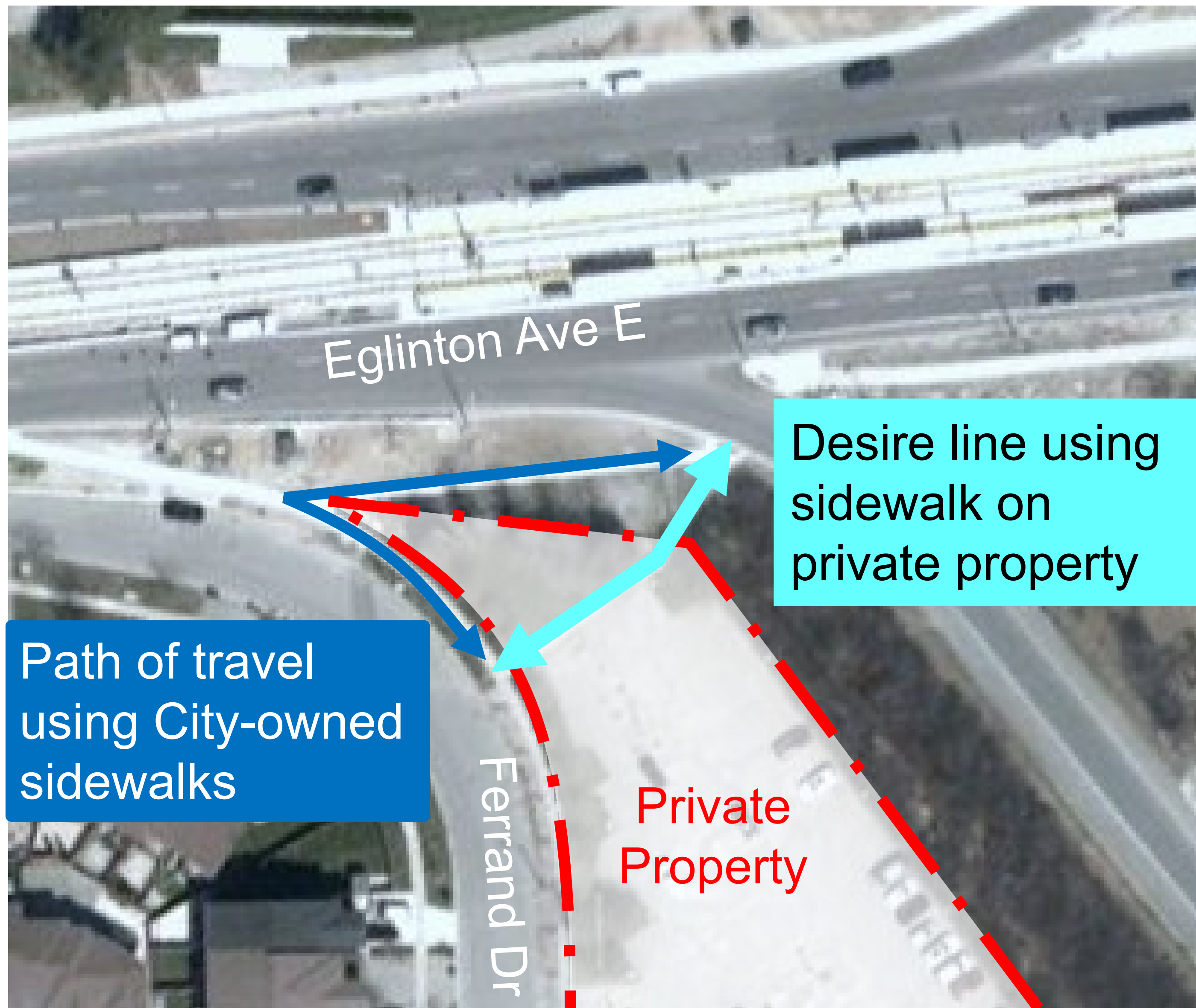
- **Option 2 + Proposed Changes on All Other Segments:** Hybrid design which incorporates cycling-friendly design, while parking and loading on Ferrand Drive where demand is observed

Consideration	Option 1 – Cycle Tracks with Contra-flow on Ferrand Drive + Proposed Changes on All Other Segments	Option 2 – Cycle Tracks with On-street Parking Accommodation on Ferrand Drive + Proposed Changes on All Other Segments
All ages and abilities design <ul style="list-style-type: none"> • Seamless connections to other bikeways • Physical separation • Speed and volume thresholds met in a shared roadway condition 	<ul style="list-style-type: none"> • Designated bikeways on Rochefort Drive and Deauville Lane connect to destinations within the community • Physically protected cycle tracks on the all segments of Ferrand Drive encourages cycling for all ages and abilities • Speed limit reduced to 30 km/h on all streets 	<ul style="list-style-type: none"> • Designated bikeways on Rochefort Drive and Deauville Lane connects to destinations within the community • Physically protected cycle tracks are provided on most of the Ferrand Drive which encourages cycling for all ages and abilities • Some segments of Ferrand Drive include a parking lane where cyclists share the road with vehicles, which is uncomfortable • Speed limit would be reduced to 30 km/h on all streets
Curbside access <ul style="list-style-type: none"> • Number of on-street parking spaces reduced • Access to loading/unloading 	<ul style="list-style-type: none"> • Removal of all on-street parking on Ferrand Drive to accommodate space for cycling • On-street parking on Rochefort Drive and Deauville Lane reduced by 10 spaces • Overall, 66% of existing on-street parking spaces maintained • Loading access removed on Ferrand Drive 	<ul style="list-style-type: none"> • 19 on-street parking are retained on Ferrand Drive where highest demand is observed • On-street parking on Rochefort Drive and Deauville Drive reduced by 10 spaces • Overall, 74% of existing on-street parking spaces maintained in the study area
Non-local trips <ul style="list-style-type: none"> • Reduction of non-local trips 	<ul style="list-style-type: none"> • Non-local trips are anticipated to be reduced for the top segment of Ferrand Drive, but may divert to other streets 	<ul style="list-style-type: none"> • Non-local trips are not expected to be reduced on Ferrand Drive
Street direction changes <ul style="list-style-type: none"> • Maximum detour distance required 	<ul style="list-style-type: none"> • The conversion from two-way motor vehicle traffic to one-way westbound will mean trips to the top segment of Ferrand Drive will require a detour of up to 600 m 	<ul style="list-style-type: none"> • No street direction changes, and all access is maintained

Proposed Changes | Ferrand Drive to Eglinton Avenue East Eastbound-to-Southbound DVP On-ramp



Today, the existing sidewalk on private land is used by pedestrians and people cycling more than the sidewalk connection on the City's land. With the property owner's support, the City is exploring ways to install a two-way pedestrian and cycling connection between Ferrand Drive and Eglinton Avenue East, as well as a safe crossing of the DVP on-ramp.



Path of travel using City-owned sidewalks

Desire line using sidewalk on private property

Desire lines and limits of private property



Existing 1.5 m sidewalk on private property that serves desire lines

Proposed Changes | Eglinton Avenue East | Upgrade DVP Southbound On-Ramps



- **Long-term plan** is to improve cycling and pedestrian crossings **all DVP on-ramps**
- Improvements may include new traffic signals, and/or other speed management measures like signs and pavement markings
- Due to timelines and available resources, a **phased approach** is proposed
- **Prioritize southbound Eglinton Avenue East to DVP on-ramps based on data and the number of fatalities or people seriously injured:**
 - **Eastbound-to-southbound:** supports walking and cycling connection between Ferrand Drive and the destinations on Eglinton Ave East (e.g. on-street bikeways and the Aga Khan Park and Museum LRT stop); has the highest motor vehicle speeds
 - **Westbound-to-southbound:** the site of the fatality or serious injury, and responds to the Vision Zero Road Safety Plan to prioritize vulnerable road users
- Continue to monitor the remaining two northbound DVP on-ramps and plan to improve in future work
- Continue to monitor all four off-ramps

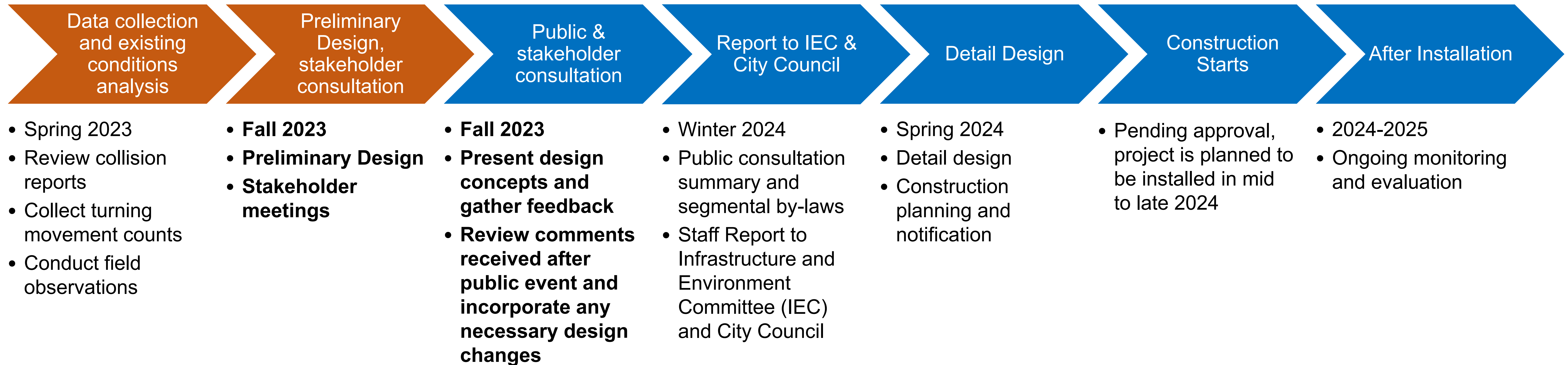


Of the four on-ramps, prioritize the upgrading of two southbound on-ramps based on data, collision history and desire lines

Next Steps



★ WE ARE HERE



CONTACT US

If you have any questions or concerns, please contact:

Carol Tsang, Senior Public Consultation Coordinator

ferrand@toronto.ca

416-392-8361