



Enabling Active and Vibrant Communities in the Suburbs

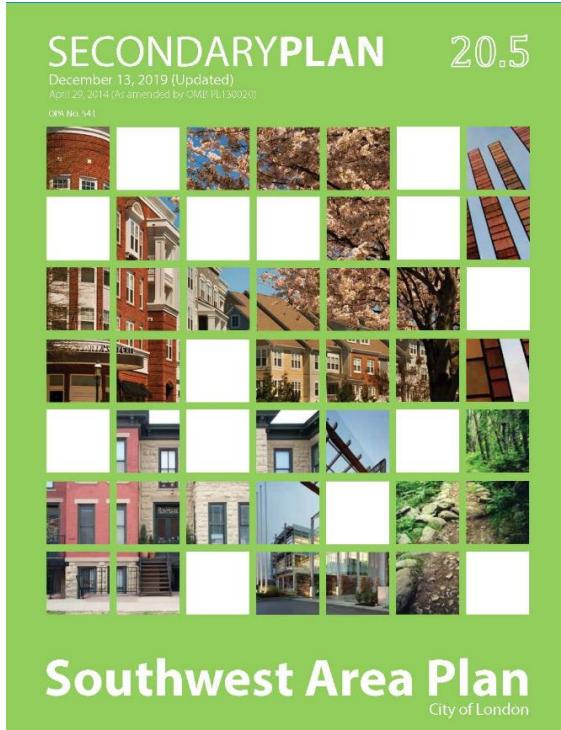


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Background

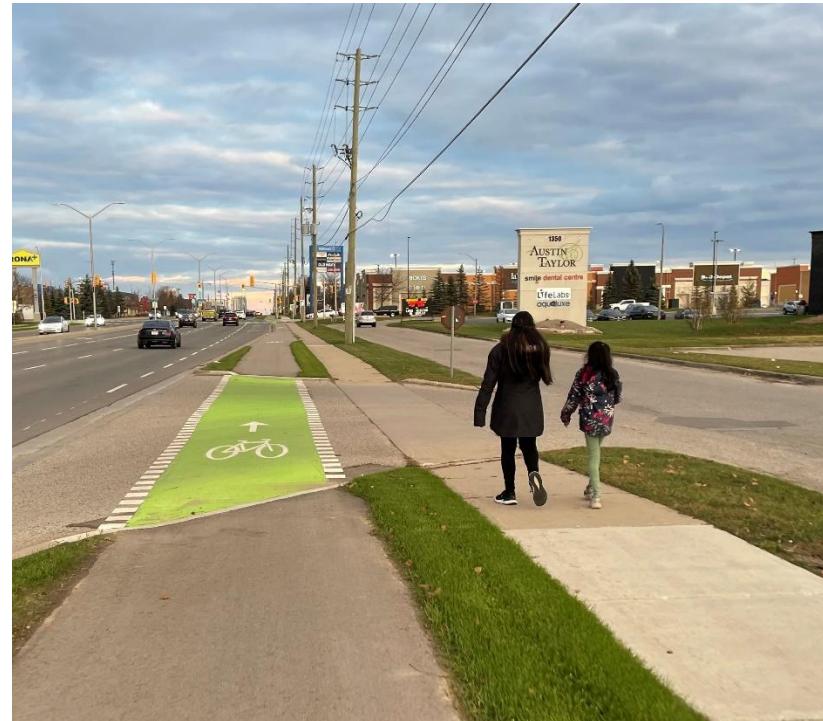


- Southwest Area Secondary Plan envisioned a vibrant, sustainable, and walkable community
- Mobility Master Plan aims to increase sustainable mode share from 23% in 2019 to 32.5% by 2050
- “Active mobility” includes walking, cycling, rolling, etc.



Streets for All Users

- Complete Streets Design Manual approved in 2018
 - Incorporates wider sidewalks, cycle tracks, and streetscape enhancements for certain street classifications
- Evolution in cycling design to serve All Ages & Abilities users rather than confident cyclists exclusively





Connectivity is Critical

“the bike lane just ends”

“if only that gap was filled,
I could get to where I want to go”

“there’s no sidewalk”

“the bus drops me off on the side of the road”

Enabling Active and Vibrant Communities





Five projects in the Southwest





1 – Bradley Avenue



- Type: Retrofit
- Length: 1,700 metres
- Year: 2023/ 2024
- Cost: \$3.58M (\$2.19M AT)
- From: Jalna Blvd W Leg
- To: Wellington Rd
- Addition of boulevard cycle tracks, intersection safety improvements, bus stop enhancements, replacement of traffic signals and streetlights, and new street trees



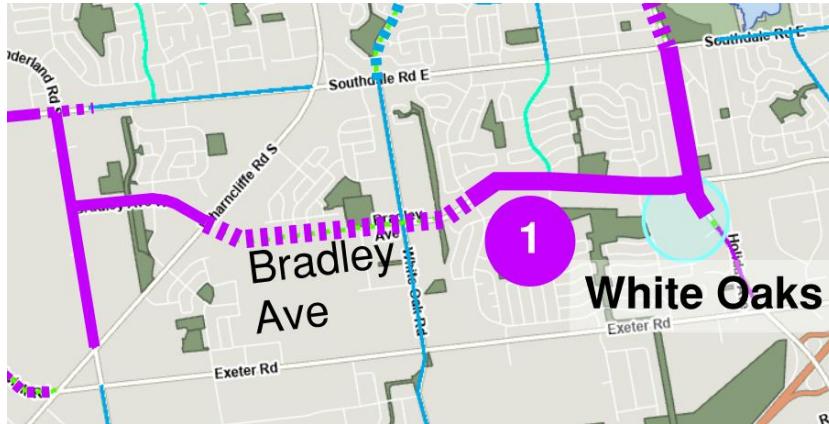
Bradley Ave – Notable Features

- Truck apron design to accommodate larger vehicles while reducing turning speeds of regular vehicles
- Curb extensions to reduce pedestrian crossing distance
- Setback cycling crossings
- Island/ full platform bus stops between road and cycle track





Bradley Avenue - Connectivity



- Nearby 5 elementary schools, connects to White Oaks Mall, park pathway, and more
- Connects to existing cycle track between Wonderland Road and Wharncliffe Road (2018)
- Cycle tracks and sidewalks under construction between Wharncliffe Road and Jalna Blvd W Leg (2025/ 2026)
- Connects to Rapid Transit on Wellington Road in east end and multi-use path (2024/ 2025)



2 – Colonel Talbot Road



- Type: Growth Project
- Length: 3,000 metres
- Year: 2024/ 2025
- Cost: \$17M (\$1.6M AT)
- From: Southdale Rd
- To: James St
- Addition of concrete sidewalk, asphalt multi-use path, pedestrian crossing, curb & gutter, streetlights, and new street trees



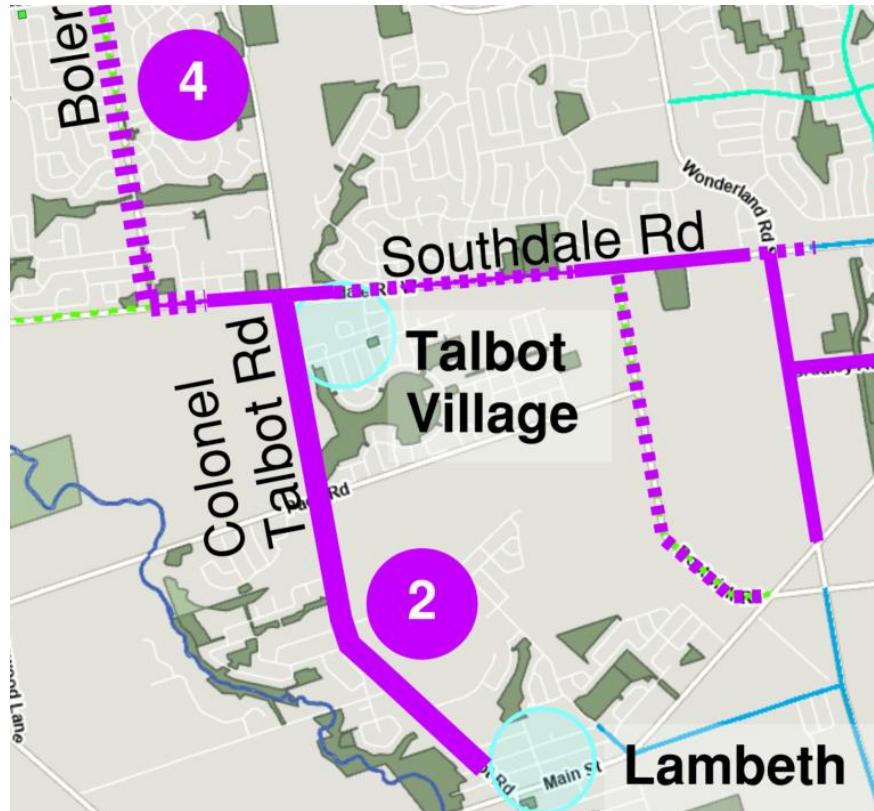
Colonel Talbot – Notable Features

- New 2.0 m sidewalk, west side
- New 3.0 m multi-use path, east side
- Pedestrian crossing to connect pathway system and improve access
- Street trees & benches
- Culvert replacements to accommodate increased stormwater and complete street amenities





Colonel Talbot Road - Connectivity



- Connects Lambeth and Talbot Village residents
- Enables new residents of recent developments to choose active modes
- Future projects on Boler Road and Southdale Road will bolster the connectivity of walking and cycling networks
- Active modes fill gap of infrequent transit



3 – Wellington Gateway BRT



- Type: Rapid Transit (Recon)
- Length: 5,100 metres
- Year: 2023 - 2028
- Cost: \$???M
- From: South St
- To: White Oaks Mall Entry
- Addition of concrete multi-use path, wide sidewalks, bus lanes & transit stations, protected intersections, streetlights, and landscaping



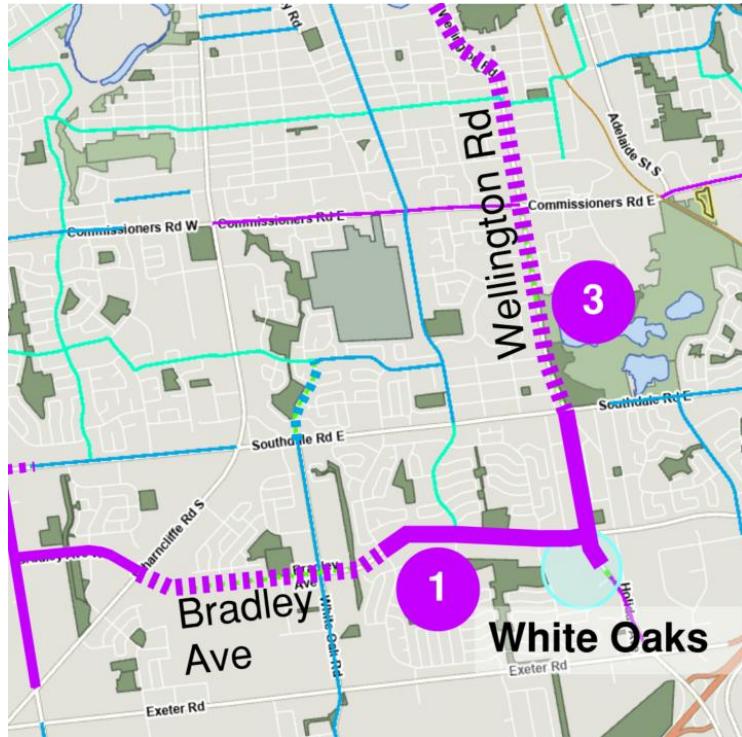
Wellington Gateway – Notable Features

- 2.7 – 3.5 m concrete multi-use path on east side, where no sidewalk existed previously
- Intersections with setback crossings, cycling signals, pedestrian refuge
- New pedestrian crossing at Westminster Ponds
- Centre-running BRT





Wellington Road - Connectivity



- Creates north-south spine route for active mobility
- Connects to Thames Valley Parkway at north end, White Oaks Mall at south end
- Serves Victoria & Parkwood Hospitals
- Provides additional mobility choices for residents of future developments along RT corridor



4 – Boler Road



- Type: Retrofit
- Length: 2,600 metres
- Year: 2026
- Cost: \$?M
- From: Commissioners Road
- To: Southdale Road
- Addition of bi-directional cycle track on east side, completing sidewalk gap, adding pedestrian crossings, upgrading bus stops



Boler Road - Objectives



Upgrade and expand the cycling network.



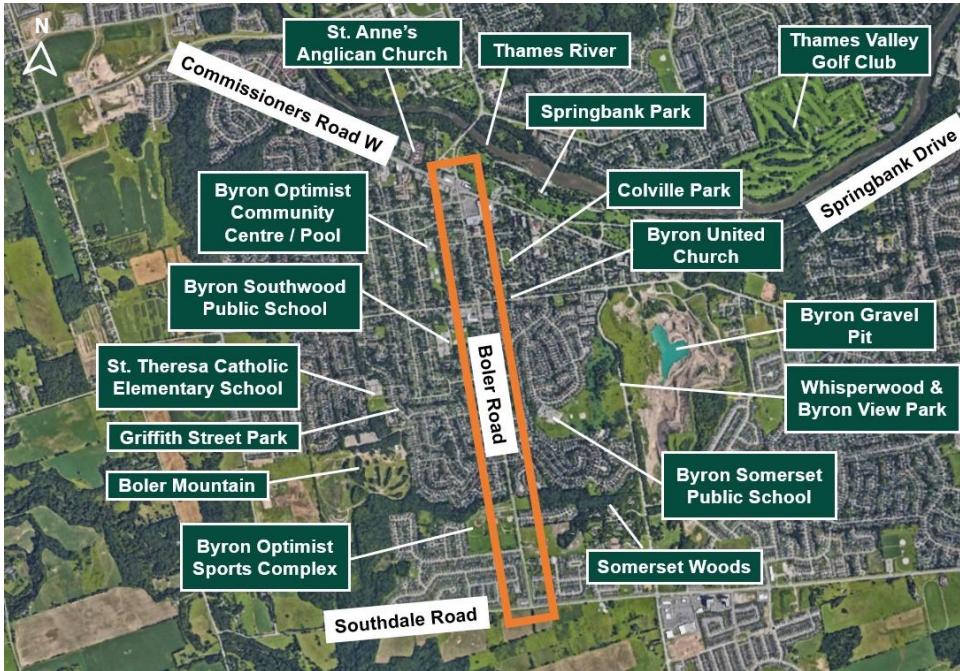
Incorporate a complete streets approach to address speeding and safety concerns



Provide comfortable mobility options that improve health and reduce noise and emissions



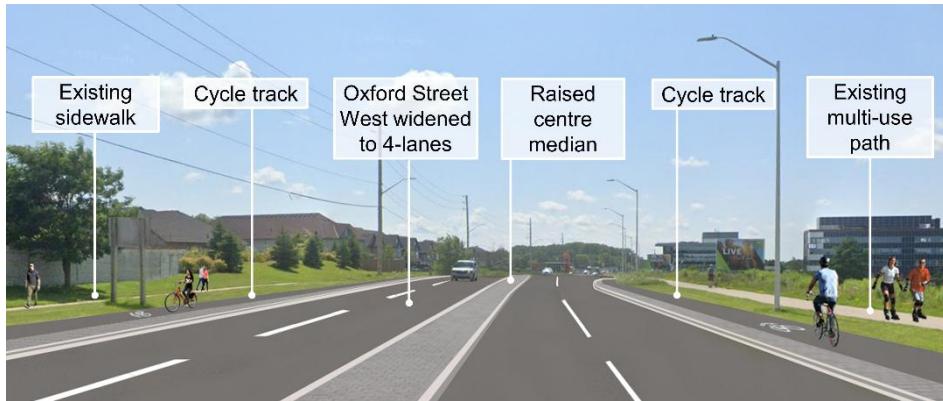
Boler Road - Connectivity



- Creates north-south spine route for active mobility
- Connects to Thames Valley Parkway at north end
- Extends north-south spine on west end via Southdale Road & Colonel Talbot Road
- Provides improved access to schools, grocery store, parks, sports fields, and Boler Mountain



5 – Oxford Street West



- Type: Growth Project
- Length: 1,200 metres
- Year: 2026/ 2027
- Cost: \$??M
- From: Westdel Bourne
- To: Commissioners Road
- Addition of cycle tracks alongside existing sidewalks or multi-use paths; road widening.



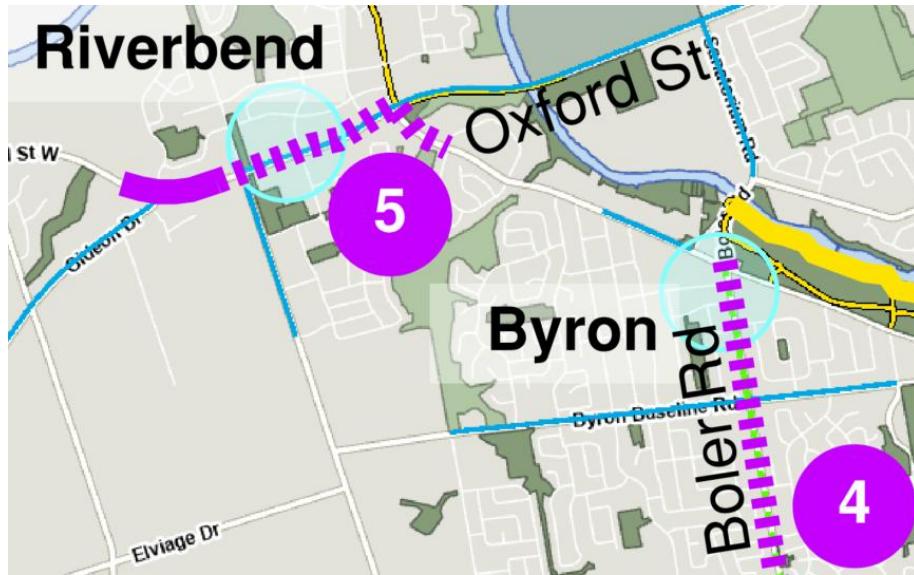
Oxford Street West - Notable Features

- Maintains existing multi-use paths to maintain continuous neighbourhood trails
- Separate cycle tracks can accommodate people moving fast
- Serves West 5 development with sustainable/ walkable focus, including medium- & high-density development





Oxford Street West- Connectivity



- Provides seamless connectivity between existing bike lanes, trails and new cycle tracks no Oxford Street
- Will eventually connects to full Thames Valley Parkway network
- Helps connect people to more frequent transit
- Will connect to Byron and Boler Road in the future



Summary

- Building a connected walking and cycling network enables existing and future residents to choose active modes
- There is demand for walking and cycling in suburban areas
- Providing comfortable facilities so people can walk their dog, ride their bike to pickup groceries, or ride their scooter to work supports vibrant, livable places
- Use a variety of programs to implement a connected network



Questions?

