

January 10, 2012

Sherbourne Bike Lane Upgrades

Better Separation Between Bikes & Cars

We invite you to a Public Open House to review designs for improved bike lanes on Sherbourne Street.

Date: Thursday, January 26, 2012
Time: 5 p.m. to 8 p.m.
Location: Our Lady of Lourdes Catholic School
444 Sherbourne Street (at Wellesley)

Background

The existing Sherbourne Street bike lanes were installed in 1996. On July 12, 2011, City Council directed City staff to proceed with detailed design and consultation to upgrade the Sherbourne bike lanes with the aim to better separate cars and bikes and improve safety for cyclists. The construction of the upgraded bike lanes is scheduled to start in summer 2012 in combination with the resurfacing of Sherbourne Street.

Separated bike lanes have been implemented in Montreal, Ottawa and Vancouver and are popular in hundreds of other cities around the world. Sherbourne is the first of a series of separated bike lanes approved by Council to improve the cycling network in downtown Toronto.

Design Considerations

Separated bike lanes require more width than the existing painted bike lanes. In order to maintain the traffic flow and efficient TTC bus service along Sherbourne Street, the new design will result in the following changes:

- Removal of all on-street parking on Sherbourne
- Left-turns restricted at King Street and Shuter Street during rush hours

The design will maintain vehicle access to all connecting driveways and laneways along Sherbourne Street. In addition, approximately 27 new on-street parking spaces will be added to some east-west streets off of Sherbourne Street to partially offset the loss of parking on Sherbourne Street.

Affected City agencies and departments are involved in the design process to ensure the needs of City services are addressed. This includes:

- TTC Bus service
- Wheel-Trans pick-up/drop-off
- Fire and emergency access
- Curb-side waste collection
- Snow removal and street cleaning

Design details are still being finalized and we would appreciate your review and feedback. View the draft designs at our January 26 public open house.

We Want to Hear From You:

If you are unable to attend the public event, you can still get involved by reviewing information available online and contacting Transportation Services:

**Transportation Services
Cycling Infrastructure & Programs
100 Queen St W, City Hall,
22nd Floor East Tower
Toronto, ON M5H 2N2**

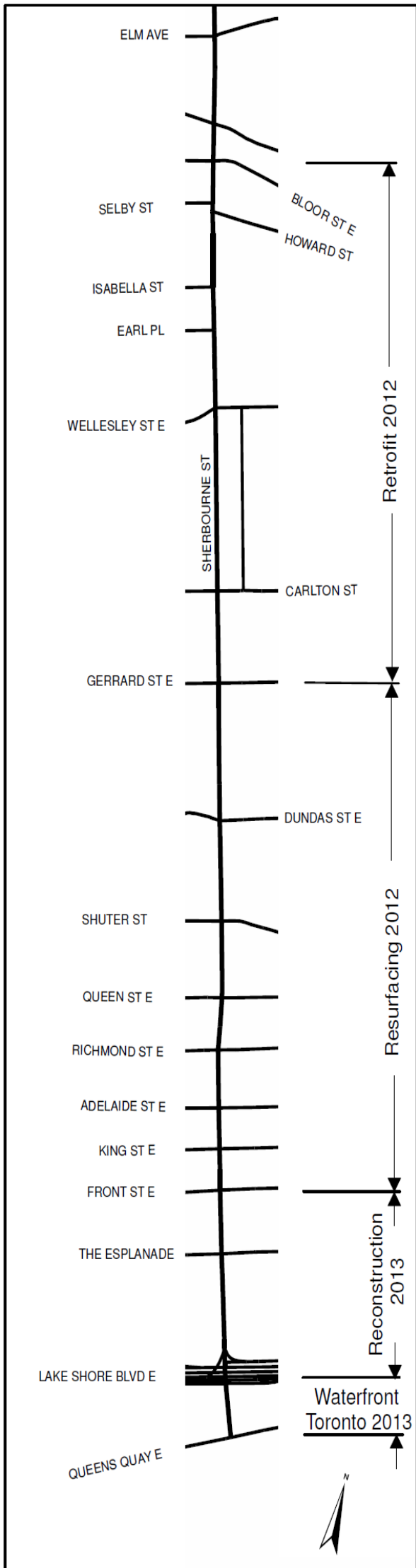
**24 hr voicemail: 416-338-1066
E-mail: bikesherbourne@toronto.ca
Fax: 416-392-4808
TTY: 416-392-2974**

www.toronto.ca/cycling/sherbourne

Information at the open house will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Further details about timing, scope of work and design plans on reverse...

Construction of the Sherbourne bike lane upgrades will begin summer 2012. Design and construction timing will vary by section as described below.



Elm Ave. to Bloor St.

- No change to the existing bike lanes.

Bloor St. to Gerrard St.

- No major road works – localized surface repairs where needed in 2012.
- Bike lanes maintained at road level.
- Mountable curbs, flexible bollards (short poles) and painted buffers to separate bike and traffic lanes.



Example of separated bike lanes Ottawa, Ontario
* Final design will not be exactly as shown*

Gerrard St. to Front St.

- Roadway resurfacing in 2012 enables permanent cycle track design.
- Cycle Track – raised bike lane at sidewalk level.
- Separated by rolled curb with a painted buffer between cycle track and traffic lanes.



Example of Cycle Track Portland, Oregon

Front St. to Lake Shore Blvd.

- 2013 roadway reconstruction – permanent cycle track design.

Lake Shore Blvd. to Queens Quay

- 2013 Waterfront Toronto reconstruction.
- To be designed in consultation with Waterfront Toronto.