

Bike Lanes on Lawrence Avenue E from Yonge Street to Bayview Avenue

We invite you to attend a Public Open House to learn more about planned bike lanes and the next steps in this process. Details are as follows:

Date: March 10, 2010

Time: 7:00 p.m. – 9:00 p.m.

Location: Blythwood Junior Public School, 2 Strathgowan Crescent

An overview presentation will be given shortly after 7pm, followed by an opportunity to review information materials and speak directly with project staff.

Background

In 2001, Toronto City Council adopted the Toronto Bike Plan. This Plan calls for the creation of a comprehensive Bikeway Network throughout the city, and includes the introduction of bike lanes on Lawrence Avenue E from Yonge Street to Bayview Avenue. In 2008, Transportation Services staff initiated a road design with bike lanes which was presented to the area residents in a public meeting held at Blythwood Jr. Public School in June 2008. Based on the public response, and subsequent consultation with Councillor Jenkins, local ratepayers and cyclists, Transportation Services staff have prepared two design options. These options address maximizing traffic flow and maximizing parking supply.

Lawrence Avenue E – Yonge Street to Bayview Avenue: At A Glance

- **Road Type:** Lawrence Avenue E is a major arterial with 50 km/hr speed limit, operates with two traffic lanes in each direction. Royal York Road and Birchmount Road are two similar roads in the City of Toronto with bike lanes in place. Birchmount Road between Kingston Road and St Clair Avenue E operate with one traffic lane in each direction with a centre turn lane. Some of the sections on Royal York Road south of Lawrence Avenue W also operate with similar lane configurations as above.
- **Traffic Flow:** Average daily traffic volume on Lawrence Avenue E is 21,500. Daily traffic volumes on Royal York Road and Birchmount Road are within 20,000 vehicles per day.
- **Parking:** Currently, on-street parking is permitted on both sides of Lawrence Avenue E outside the peak periods over most of the blocks. Approximately 100 vehicles can be parked with a three-hour limit. Parking surveys indicate that 23-52 parking spaces are occupied during highest demand periods.
- **Transit:** 10-12 TTC buses per hour operate in each direction during AM & PM peak periods. TTC staff will provide input into design options to ensure that transit operation will not be impacted from the new design.

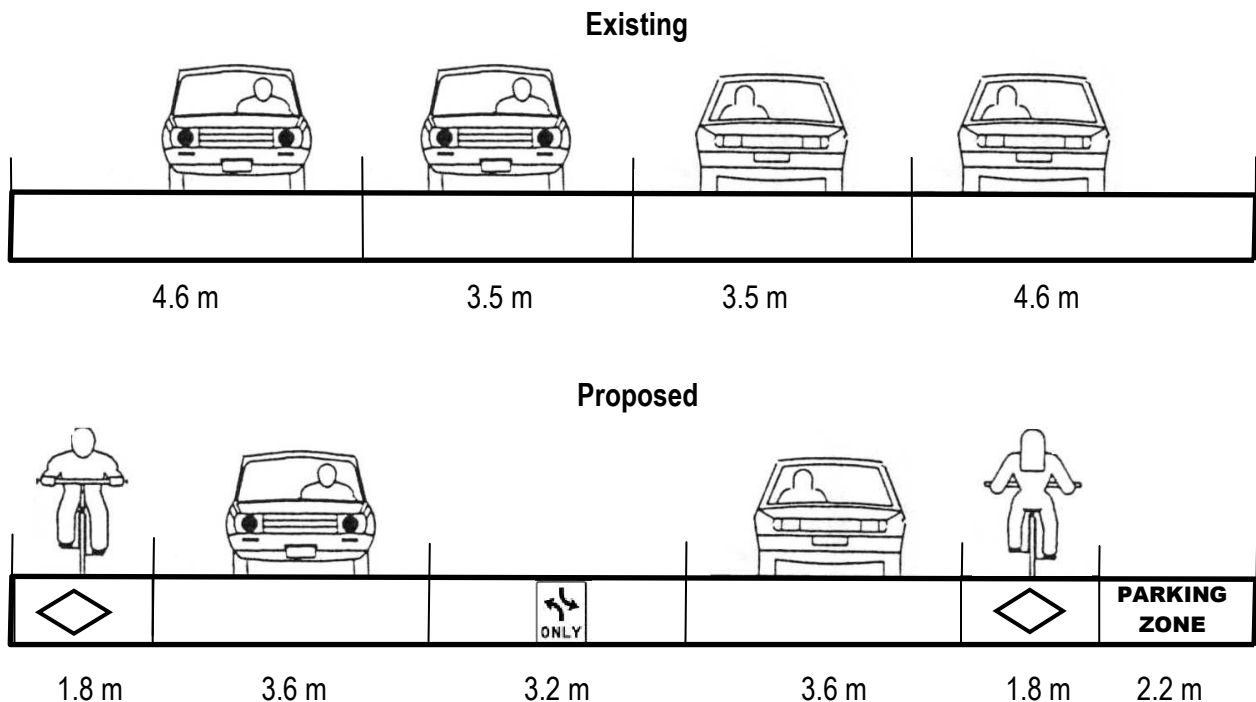
Two Design Options

Both of these design options provide one traffic lane and bike lane per direction. However, the two design options are distinguished by the following road elements:

- Option 1 – Parking on One Side, Centre Turning Lane
- Option 2 – Parking on Both Sides, No Turn Lane

Option 1 – Parking on One Side, Centre Turning Lane

- Typical Mid-block Cross-section (16.2 m width)

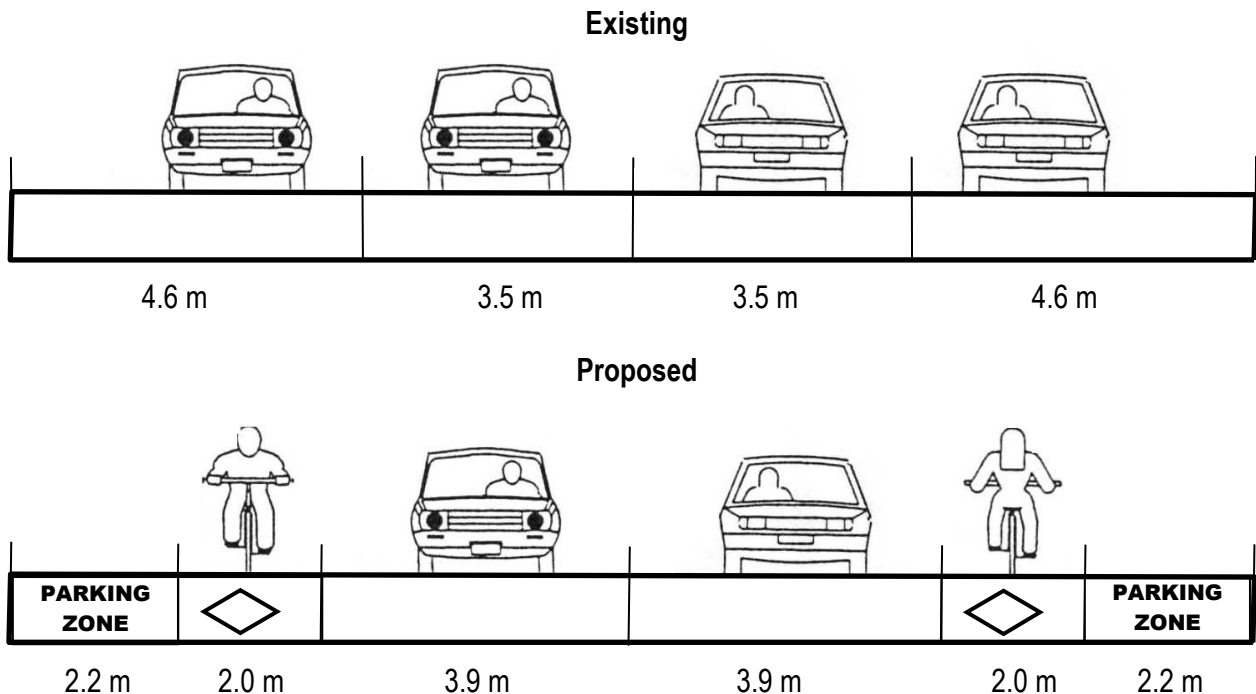


- Operational Characteristics/Issues

- **Traffic Flow:** Provision of centre turn lane will result in less interrupted traffic flow because left turning traffic will not wait in the through traffic lane. The single through lane operation can accommodate the existing traffic volume, however, it will likely result in generally lower traffic speed.
- **Parking:** This design option will provide approximately 60 parking spaces on one side of the street. While the number of parking spaces provided meets or exceeds the observed parking demand (ranging from 23 to 52 parked cars) some residents may find the reduced number of parking spaces less convenient during off-peak hours. However, the current rush-hour parking prohibition will be removed and parking will be permitted at all times of the day.
- **Access to Properties:** The centre turn lane will provide convenient access for residents to turn left into or out of their driveways on Lawrence Avenue. The centre turn lane provides refuge for turning drivers waiting for a gap to make their left turn.
- **Bike Lane Operation:** The presence of centre turn lanes will reduce the frequency of drivers encroaching on the bike lanes to pass a turning vehicle. This will provide a safer condition for cyclists.

Option 2 – Parking on Both Sides, No Centre Turn Lane

- Typical Mid-block Cross-section (16.2 m width)



- Operational Characteristics/Issues
 - **Traffic Flow:** The through traffic will experience more frequent obstructions because left turning drivers will wait in the through traffic lane until it is safe to turn. Obstruction of the through traffic lane will increase traffic delay which may also result in increased driver frustration. This will in turn prompt some drivers to encroach on the bicycle lane to pass a left turning vehicle and potentially encourage traffic infiltration onto local streets.
 - **Parking:** This design option will provide parking on both sides of the street. The approximately 100 parking spaces provided greatly exceeds the observed parking demand (ranging from 23 to 52 parked cars). While parking will be permitted at all times of the day, similar to Option 1, the majority of available parking spaces will not be occupied at any time.
 - **Access to Properties:** This design option does not include a left turning lane in the mid-block. Left turns from the many driveways on Lawrence Avenue will be more difficult than in Option 1.
 - **Bike Lane Operation:** Increased driver encroachment in the bicycle lane will result in increased conflicts with cyclists.

Comparisons: Option 1 vs. Option 2

Both of these options provide some advantages and disadvantages compared to each other. The following table summarizes the key operational characteristics of the design options.

Operational Issues	Option 1	Option 2
Traffic Flow	Smoother through traffic flow	More obstructed through traffic, potential for increased delay and traffic infiltration
Parking Supply	Meets existing parking demand, less convenient for some Lawrence Av. residents	Greatly exceeds existing demand, more convenient for all Lawrence Av. residents
Access to Properties	Centre turn lane assists left turns into & out of driveways	Left turns into & out of driveways may be more difficult
Bike lane operation	Better, safer for cyclists	Potential for increased driver-cyclist conflicts

Next Steps

Upon completion of the public consultation process, Transportation Services staff will prepare a report to the Public Works and Infrastructure Committee (PWIC) during spring 2010. Following adoption by the Public Works and Infrastructure Committee the bike lane report will be forwarded to City Council for final approval. If City Council approves installation of bike lanes on Lawrence Ave E, implementation of the bike lanes will be scheduled for summer of 2010.

If you are unable to attend the March 10th public open house but would like to comment on the proposed options and/or indicate your preferences, you can do so by mail, fax or email. Please submit your comments by March 19, 2010. A summary of comments will be made available to those who provide their email address.

Need More Information?

Mail: Saikat Basak, Transportation Engineer, Cycling Infrastructure and Programs, Transportation Services Division, City of Toronto, 22nd Floor, East Tower, Toronto City Hall, Toronto M5H 2N2

Phone: 416-392-8589

Fax: 416-392-4808

Email: sbasak@toronto.ca

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