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# **Welcome!**

## **Bike Lanes on Lansdowne Avenue from Bloor Street West to Dupont Street Public Open House**

Thursday March 25, 2010  
Wallace Emmerson Community Centre,  
Ambrico Room  
6:30 p.m. to 8:30 p.m.

# What is the Toronto Bike Plan?

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- The Toronto Bike Plan adopted by City Council in 2001 establishes a vision for cycling in Toronto.
- To "shift gears" towards a more bicycle friendly city, the Plan sets out integrated principles, objectives and recommendations regarding safety, education and promotional programs as well as cycling related infrastructure.
- One of the key recommendations of the Toronto Bike Plan is to implement a 1,000 kilometre Bikeway Network which includes bike lanes.
- For more information, see [www.toronto.ca/cycling](http://www.toronto.ca/cycling).



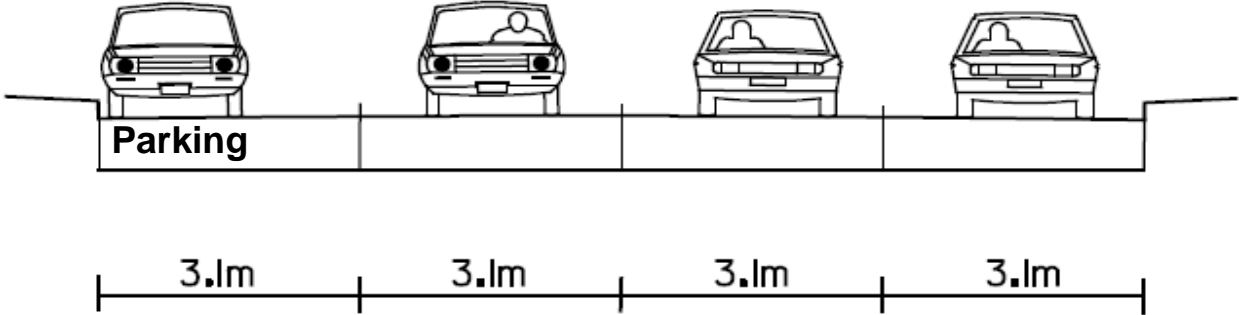
# Background: Bike Lanes on Lansdowne Ave

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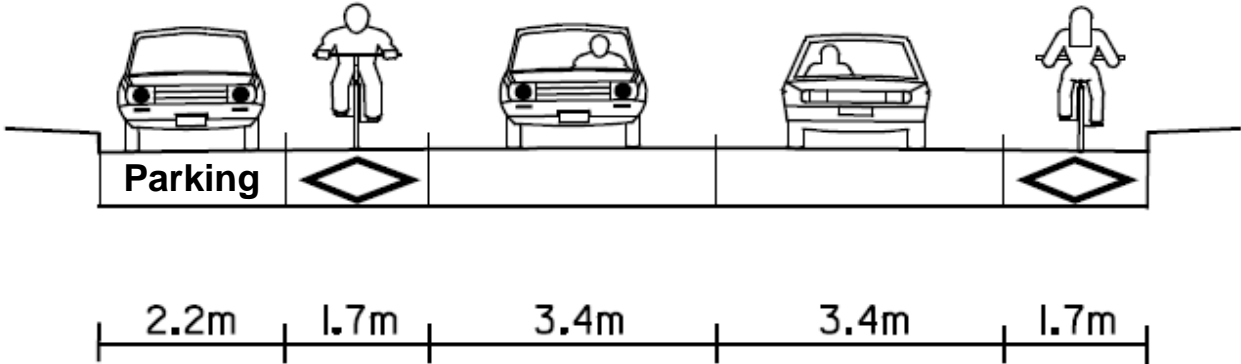
- In 2007, Council directed City staff to complete the infrastructure elements of the Toronto Bike Plan by 2012 – this goal includes the Bikeway Network.
- Bike lanes on Lansdowne Avenue from Bloor Street West to Davenport Road were identified in the Bikeway Network
- Bike lanes on Lansdowne Avenue provide a north-south connection for existing east-west routes on Davenport Road, Dupont Street, the proposed route on Lappin Avenue and Bloor Street West which is a heavily used roadway for cycling.

# Design: Bike Lanes on Lansdowne Avenue

Existing  
(12.4m)



Proposed  
(12.4m)

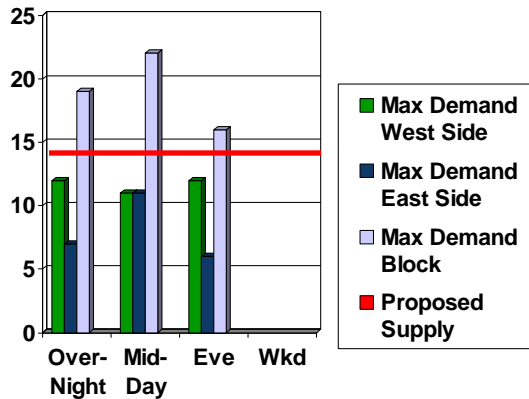


# Bike Lanes on Lansdowne Ave: Impacts

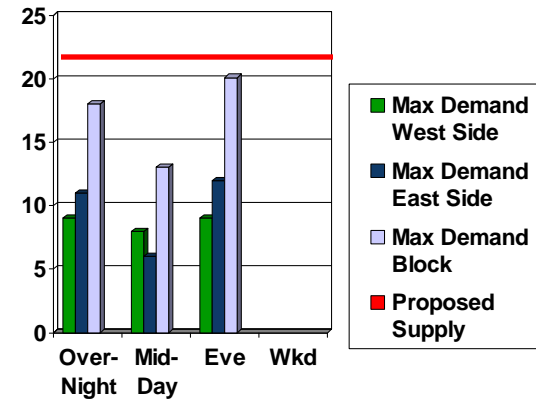
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- Minimal impact on existing road traffic capacity. Traffic volumes can be accommodated in one lane with dedicated left turn lanes at signalized intersection.
- Currently, on-street parking is typically allowed on both sides during the non rush hours periods. Approximately 168 parking spaces are available from Bloor Street West to Dupont Street.
- With the bike lane proposal parking would be limited to on one side but would be permitted at all times of the day. Approximately 90 spaces would be available.
- Parking surveys have shown that the parking demand will be very close to or over the proposed parking supply. The section from Wallace Avenue to Lappin Avenue being the most critical.

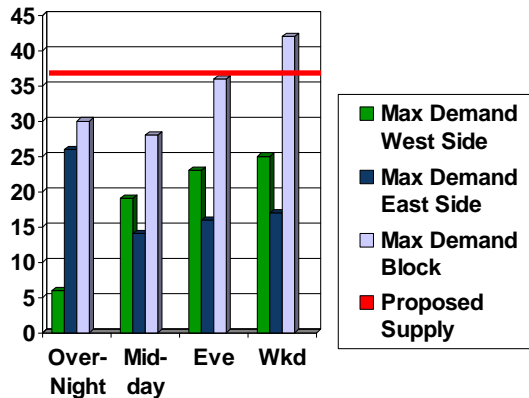
# On-street Parking: Supply and Demand



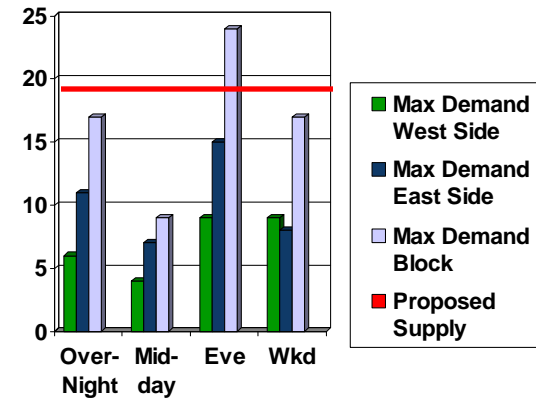
Bloor to Paton  
(existing 19 spaces)



Paton to Wallace  
(existing 37 spaces)



Wallace to Lappin  
(existing 82 spaces)



Lappin to Dupont  
(existing 30 spaces)

# Listening to the Community

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- Take a look at the map on the wall which shows how the bike lane will be implemented on Lansdowne Ave.
- Share your thoughts by marking comments on sticky notes and adding them to the map.
- Staff are here to answer your questions.
- Please fill out a Comment Sheet.

# Next Steps

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- Upon completion of the public consultation process, City staff will prepare a report to the Public Works and Infrastructure Committee (PWIC) meeting on April 20, 2010.
- If you would like the PWIC to hear your thoughts on this project, please contact:  
Public Works and Infrastructure Committee  
City Hall, 10th Floor West  
100 Queen Street West, Toronto, Ontario M5H 2N2  
email: [pwic@toronto.ca](mailto:pwic@toronto.ca), fax: 416-392-1879  
To register to speak to the Committee, call 416-392-8032.
- Following adoption by the PWIC the bike lane report will be forwarded to City Council for final approval.
- If City Council approves installation of bike lanes on Lansdowne Avenue, implementation will be scheduled for summer of 2010.