

Consolidated Clause in Toronto and East York Community Council Report 7, which was considered by City Council on September 28, 29, 30 and October 1, 2004.

31

**Installation of Bicycle Lanes –
Cosburn Avenue, from Broadview Avenue to
Oak Park Avenue (Toronto-Danforth, Ward 29;
Beaches-East York, Ward 31)**

City Council on September 28, 29, 30 and October 1, 2004, amended this Clause by adding the following:

“That the Director, Transportation Infrastructure Management, Works and Emergency Services, be requested to send out a survey to residents and businesses from Ward 29 and Ward 31 to gauge public impact and perception of the proposed bicycle lanes, traffic infiltration, traffic flows and parking issues on Cosburn Avenue and surrounding streets; and further, that the survey questions, timing and distribution be determined in consultation with the Councillors for Ward 29 and Ward 31, and the results be reported on in the follow-up transportation reports to be submitted to the Toronto and East York Community Council one year after the installation of the bicycle lanes.

This Clause, as amended, was adopted by City Council.

Council also considered additional material, which is noted at the end of this Clause.

The Toronto and East York Community Council recommends that:

- (1) City Council adopt the staff recommendations in the Recommendations Section of the report (August 27, 2004) from the Director, Transportation Infrastructure Management;**
- (2) the Commissioner of Works and Emergency Services consult with the Commissioner of Economic Development, Culture and Tourism to address concerns relating to the increased demands for parking and anticipated vehicular congestion at Dieppe Park during sporting and related community events;**
- (3) the Commissioner of Works and Emergency Services investigate, report and implement enhancements to the signalized intersection of Donlands and Cosburn Avenues (i.e. advance greens) in order to reduce the anticipated delays predicted at this intersection;**

- (4) the Commissioner of Works and Emergency Services investigate, report and implement enhancements to the signalized intersection of Greenwood and Cosburn Avenues (i.e. advance greens) in order to reduce the anticipated delays predicted at this intersection; and**
- (5) Toronto Police Services be requested to monitor and enforce existing turn restrictions during peak periods, from O'Connor Drive between Donlands and Coxwell Avenues, to ensure that additional traffic is not infiltrating to Plains Road.**

The Toronto and East York Community Council submits the report (August 27, 2004) from Director, Transportation Infrastructure Management:

Purpose:

To obtain authority to install bicycle lanes on both sides of Cosburn Avenue from Broadview Avenue to Oak Park Avenue.

Financial Implications and Impact Statement:

Funds to implement the bicycle lanes on Cosburn Avenue, in the estimated amount of \$72,000, are provided for within the Transportation Services Division 2004 Capital Budget in the Cycling Infrastructure Account CTP804-05.

Recommendations:

It is recommended that:

- (1) bicycle lanes be approved on both sides of Cosburn Avenue from Broadview Avenue to Oak Park Avenue, as detailed in Appendix A of this report;
- (2) in conjunction with the approval of the bicycle lanes identified in Recommendation (1), the traffic and parking regulations detailed in Appendix B of this report be approved; and
- (3) the appropriate City Officials be authorized to take the necessary action to give effect thereto.

Background:

City Council, at its meeting on July 24, 25 and 26, 2001, adopted Clause No. 3 of Report No. 8 of the Planning and Transportation Committee, which approved in principle the Toronto Bike Plan. A key element of the Bike Plan is the completion of the 1000 kilometre Bikeway Network. A critical link in this network, connecting the central area with the community north of Danforth Avenue, is bicycle lanes along Cosburn Avenue.

Transportation Services staff submitted a report, dated June 29, 2004, on the feasibility of implementing bicycle lanes on both sides of Cosburn Avenue from Coxwell Avenue to Oak Park

Avenue. Toronto and East York Community Council, at its meeting on July 6, 2004, considered this report and:

- (1) deferred this matter until September 14, 2004;
- (2) requested the Commissioner of Works and Emergency Services to work with the Ward Councillors from Wards 29 and 31 (Councillors Ootes and Davis) to conduct further consultations with the community regarding the implementation of the proposed Cosburn Avenue bike lanes;
- (3) requested the Commissioner of Works and Emergency Services to report to the Toronto and East York Community Council on September 14, 2004 on:
 - (a) the results of the community consultation;
 - (b) a recommended implementation plan and traffic and parking regulations for 2004 for the installation of the bike lanes along Cosburn Avenue between Oak Park Avenue and Broadview Avenue; and
- (4) requested the Commissioner of Works and Emergency Services to monitor the impact of the bike lanes on traffic, cycling and other issues, and report to the Community Council twelve months after the completed installation of the bike lanes;
- (5) in the meantime, requested the Commissioner of Works and Emergency Services to make the necessary preparations to have the bicycle lanes painted and signed in early October, should Council approved the bicycle lane plan on Cosburn Avenue;
- (6) requested the Commissioner of Works and Emergency Services to submit to the Toronto and East York Community Council on September 14, 2004, a detailed analysis of rush hour traffic conditions that indicate that traffic demands can be accommodated without infiltration on to other streets;
- (7) requested the Commissioner of Works and Emergency Services to submit to the Toronto and East York Community Council on September 14, 2004 the studies that show a significant increase in bike volumes as a result of bike lanes;
- (8) requested the Commissioner of Works and Emergency Services to report to the Works Committee on an implementation timetable for the proposed bicycle lanes across the City and the impact on City wide traffic; and
- (9) requested the Commissioner of Works and Emergency Services to report to the Works Committee on a policy respecting consultation with regard to bike lanes in the City, so as to ensure that residents are consulted in a timely and effective manner.

This report addresses items 2, 3, 4, 5, 6 and 7. A future report will be submitted to the Works Committee with respect to items 8 and 9.

Comments:

Based on a comprehensive technical analysis of this proposal, it is feasible to implement bicycle lanes on Cosburn Avenue as described in this report. Analyses of peak hour traffic conditions indicate that traffic demands can be accommodated with a two-lane cross-section augmented with left-turn storage lanes at signalized intersections. The reduction in the number of traffic lanes will result in some additional delay to motorists during the peak periods but will also reduce motor vehicle operating speeds over the whole day.

The bicycle lane proposal and impacts are described in more detail in the following sections.

1. Existing Conditions

The affected portion of Cosburn Avenue is 3.6 kilometres in length. The adjacent land use is primarily residential, with a short commercial block east of Linsmore Crescent. There are four churches, one middle school and one high school fronting the roadway. The section between Broadview Avenue and Woodbine Avenue is a four-lane minor arterial roadway, which operates two-way on a pavement width of 12.0 metres. Between Woodbine Avenue and Oak Park Avenue, Cosburn Avenue is a two-lane collector, with the same pavement width. Traffic volumes are in the range of 10,000 vehicles daily.

Including Broadview Avenue, there are 6 signalized intersections and 4 pedestrian crossovers on the affected section of Cosburn Avenue. The posted speed limit is 50 km/h west of Todmorden Lane, and 40 km/h east of this location. The Toronto Transit Commission operates the 87-Cosburn bus route in both directions over the entire affected section.

Parking is currently allowed on one side of Cosburn Avenue during non-peak periods within the section from Broadview Avenue to Linsmore Crescent. East of Linsmore Crescent, parking is generally allowed on both sides, except in the block immediately east of Coxwell Avenue where parking is prohibited on the north side, in front of East York Collegiate Institute.

2. Bikeway Network Route Selection

In selecting bikeway network routes, one of the key objectives was to identify streets with the potential to accommodate bicycle lanes within the existing pavement width with minimal or no impact on parking, traffic and transit operations. Cosburn Avenue was included in the recommended Bikeway Network because it was the most physically suitable east-west roadway for bike lanes between Danforth Avenue and O'Connor Drive. Cosburn carries relatively light traffic volumes for a four-lane roadway, there is very little commercial/retail parking or loading activity, and existing residential parking demands can be accommodated on one side of the street.

In developing the network, staff had assessed several east-west roads which could possibly achieve this connection, including Plains Road, Sammon Avenue and Mortimer Avenue. Plains Road was not considered a suitable candidate because it does not extend west of Donlands Avenue or east of Woodbine Avenue. Sammon Avenue has a similar limitation, extending only as far west as Pape Avenue. Limited width, high levels of existing traffic delay,

and greater impacts on on-street parking make Mortimer Avenue less viable for bike lanes than Cosburn Avenue.

From a network spacing perspective, if Cosburn Avenue is not included as part of the Bikeway Network there will be a large gap in the major east-west routes. There will be no bicycle lane or path between Dundas Avenue East and the Taylor Creek Recreational Trail.

3. Bike Lane Design

The installation of bicycle lanes on Cosburn Avenue will generally result in a reduction from four to two traffic lanes, with exclusive left-turn lanes provided at signalized intersections. The exception is the portion east of Woodbine Avenue, where the single traffic lane in each direction will be retained.

The road cross-sections will generally include parking on one side and no stopping on the other side. The attached Drawing No. 421F-7443, dated June 2004, entitled "Cosburn Avenue (Broadview Avenue – Oak Park Avenue) Proposed Bicycle Lane" illustrates the proposed conditions along the route. Drawings No. 421F-7439 and 421F-7440, dated June 2004, illustrate typical cross-sections.

4. Parking Impacts

The proposed design will allow parking on only one side, with the added benefit to residents of allowing parking during peak periods. The attached Drawing No. 421F-7443, dated June 2004, identifies which side would have the parking. Over the affected section of Cosburn Avenue, the on-street parking supply during non-peak periods will be reduced from 308 spaces to 225 spaces. For the section west of Linsmore Crescent the existing parking is being maintained on one side of the roadway with some reduction in the number of spaces resulting from the introduction of left-turn storage lanes. East of Linsmore Crescent the number of available parking spaces will be reduced because parking will only be provided on one side of the roadway. Parking is currently allowed on both sides during non-peak periods. However, parking surveys conducted during midday and early evening suggest that parking supply with the proposed bicycle lanes will still comfortably exceed demand. The 61 parked vehicles counted during the midday and the 115 counted during the early evening are well below the 225 spaces that will be available. In addition to the on-street parking supply, most residential properties have driveways and off-street parking.

5. Traffic Impacts

During off-peak hours Cosburn operates with a three-lane cross-section west of Linsmore Crescent with parking on one side only, and as a two-lane cross-section east of Linsmore Crescent with parking on both sides of the roadway. An analysis of peak hour traffic conditions indicates that traffic demands can be accommodated with a two-lane cross-section during the peak hours, augmented with left-turn storage lanes at signalized intersections. The introduction of left-turn lanes at the intersections of Pape Avenue, Donlands Avenue, Greenwood Avenue, Coxwell Avenue, and Woodbine Avenue will mitigate the impact of reducing the number of through-lanes approaching these intersections. The reduction in the

number of traffic lanes will result in some additional delay to motorists during the peak periods, but all intersections will operate significantly below capacity. Table 1 provides a summary of delay impacts during the peak periods for all signalized intersections along Cosburn Avenue.

Table 1
Average Vehicular Delay under Existing and Proposed Conditions

Intersection	AM Peak Delay (seconds/vehicle)		PM Peak Delay (seconds/vehicle)	
	Existing	With Bike Lanes	Existing	With Bike Lanes
Broadview	no change		no change	
Pape	16.8	17.3	15.8	16.3
Donlands	20.5	20.7	19.2	20.2
Greenwood	16.2	22.0	20.4	41.9
Coxwell	14.7	16.4	16.8	19.7
Woodbine	19.2	21.2	31.0	30.6

Overall, the anticipated increase in average vehicular delay is minor and will not be noticeable to drivers. The one exception is the intersection of Cosburn Avenue and Greenwood Avenue where the delay is projected to increase significantly in the PM peak period, from an average of 20.4 to 41.9 seconds per vehicle.

The analysis of peak hour traffic conditions also determined the existing and projected Level of Service (LOS) for five of the six signalized intersections. Level of Service may be defined as a measure of driver discomfort and frustration, fuel consumption and lost travel time. LOS is delineated by the levels “A” through “F”, with “A” being ideal conditions and “F” being a point where demand theoretically exceeds operational capacity. LOS “C” or “D” is normally the design condition for an urban intersection, but it is not unusual under peak hour circumstances to have LOS “E” in congested downtown areas. The existing and projected LOS for signalized intersections on Cosburn Avenue are presented in Table 2. The LOS for the Greenwood intersection is projected to drop from “C” to “D”, still within the normal urban range. This intersection will be monitored closely following implementation and staff will investigate and report back, if necessary, on any mitigating measures to reduce impacts.

Table 2
Level of Service under Existing and Proposed Conditions

Intersection	AM Peak Delay (seconds/vehicle)		PM Peak Delay (seconds/vehicle)	
	Existing	With Bike Lanes	Existing	With Bike Lanes
Broadview	no change		no change	
Pape	B	B	B	B
Donlands	C	C	B	C
Greenwood	B	C	C	D
Coxwell	B	B	B	B
Woodbine	B	C	C	C

Based on experience with similar projects, traffic infiltration onto local streets is not expected to increase due to this initiative. The recent installation of bicycle lanes on Dundas Street East, which carries significantly higher traffic volumes than Cosburn Avenue, resulted in little or no infiltration onto local streets.

6. Proposal Advantages and Disadvantages

This proposal to implement bicycle lanes on Cosburn Avenue will have both positive and negative impacts on the operation of the street. As with all Bikeway Network proposals, the objective is to improve conditions for cyclists in order to encourage more cycling trips while, at the same time, minimizing impacts on other road users. Following is a list of anticipated advantages and disadvantages of this proposal.

Proposal Advantages

- (a) improves conditions for cyclists;
- (b) should slightly reduce motor vehicle speeds;
- (c) increases the number of allowed parking spaces during the AM and PM peak periods;
- (d) makes the existing pedestrian crossovers at Roosevelt Road, Linsmore Crescent and Logan Avenue safer during peak periods because the roadway is reduced from four motor vehicle lanes to two;
- (e) makes the road easier for pedestrians to cross at midblock locations because of the reduction in motor vehicle lanes and the slightly reduced motor vehicle speeds; and
- (f) improves left-turn opportunities for motorists at signalized intersections by providing a designated left-turn lane.

Proposal Disadvantages

- (g) slightly increased congestion, particularly at signalized intersections during the peak periods; and
- (h) will reduce the number of on-street parking spaces during non-peak periods, particularly east of Linsmore Crescent.

7. Monitoring Program

Staff have developed a monitoring program in conjunction with the installation of the Cosburn bicycle lanes. Both bicycle and motor vehicle traffic activity will be surveyed. All surveys will be conducted three times:

- (a) September 2004 - this will provide the “before” data
- (b) May 2005 – this first set of “after” surveys provides an early glimpse of the changes resulting from the introduction of the bike lanes. The results can allow staff to ‘fine tune’ the design, if required.
- (c) September 2005 – this second set of “after” surveys will more closely mirror the background conditions of the “before” survey. The impacts of any changes to the design arising out of the May 2005 surveys can also be assessed.

Five factors will be tracked to monitor the impact of the bicycle lanes:

- (a) **Traffic Volumes on Cosburn**
Eight-hour turning movement counts will be performed at all signalized intersections: Broadview, Pape, Donlands, Greenwood, Coxwell and Woodbine. 24-hour mid-block volume counts at three locations will also be conducted.
- (b) **Bicycle Volumes on Cosburn**
Six-hour mid-block volume counts at three locations will track bicycle activity. Time periods are 7:30 – 9:30, 11:30 – 13:30 and 15:30 to 17:30. These counts will also record helmet use and age category (child, teen or adult).
- (c) **Traffic Volumes on Plains Road and Mortimer Avenue**
24-hour mid-block volume counts will be conducted at ten locations.
- (d) **Traffic Travel Times on Cosburn**
Surveys of AM and PM peak hour travel times from east of Oak Park to west of Broadview will be performed. At least 20 samples will be collected for each time period/direction.

(e) Traffic Speeds on Cosburn

Spot speed studies at two locations will be conducted during AM, off-peak and PM peak periods.

In fall 2005, staff will report to Toronto and East York Community Council on the results of the above monitoring program.

8. Public Consultation

Public consultation is an important part of the bicycle lane design and review process. In consultation with the Ward Councillors, Transportation Services staff held three public meetings.

Wednesday May 26, 2004

A Public Open House was held from 5:30 p.m. to 8:30 p.m. at the East York Civic Centre to present the bicycle lane proposal and receive comments from the community. Approximately 10,000 public notices were delivered by Canada Post bulk mail to all properties within the area bounded by Broadview Avenue, O'Connor Avenue, Oak Park Avenue, and Mortimer Avenue. The Open House was also advertised in the East York - Riverdale Mirror, which is delivered to all households in the community.

Approximately 45 people attended the Open House. A further 40 people provided comments by e-mail and phone. A total of 81 comments were received from the community before June 20, with 40 in support of the bicycle lane proposal, 40 in opposition, and one respondent just asking for more information.

Tuesday, July 27, 2004

A second Open House was held from 6:00 p.m. to 8:30 p.m. at the Stan Wadlow Clubhouse. Approximately 4000 public notices were delivered by a private delivery service to all properties within the area bounded Coxwell Avenue, O'Connor Avenue, Oak Park Avenue, and Holborn Avenue. The Open House was also advertised in the East York - Riverdale Mirror. This meeting focused on the section of Cosburn Avenue in Ward 31. Approximately 55 people attended the Open House.

Thursday, August 26, 2004

A Community Meeting was held from 6:30 p.m. to 8:30 p.m. at the East York Community Centre. Approximately 4000 public notices were delivered by a private delivery service to all properties within the area bounded Coxwell Avenue, O'Connor Avenue, Broadview Avenue, and Mortimer Avenue. The Open House was also advertised in the East York - Riverdale Mirror. This meeting focused on the section of Cosburn Avenue in Ward 29. Approximately 55 people attended the meeting.

At the July and August meetings staff provided more detailed information in response to issues raised at the May 26, 2004 Open House, including impacts on traffic flow and traffic infiltration onto adjacent local streets. As a result of these two meetings, a further 257 people provided comments via comment forms available at the meetings, and by email, telephone and letter. Of the 337 comments received, 267 were in support of the bicycle lane proposal, and 70 were opposed. In addition, Councillor Davis received a petition in favour of the bicycle lane proposal, with 96 signatures.

The most prevalent concerns raised at the public meetings and through comments submitted by the community are listed below.

Diversion of traffic to Plains Road:

Plains Road has a long history of traffic complaints, largely as a result of traffic diverting from O'Connor Avenue. Traffic Operations - South District staff are working with the community to resolve these traffic concerns. The relatively light traffic volumes on Cosburn Avenue can be accommodated in two traffic lanes. The City's experience with similar bicycle lane projects suggest that Cosburn Avenue will continue to carry comparable levels of traffic. Table 3 shows the traffic volume changes on other roadways that were converted from four traffic lanes to two. All of the streets continued to carry comparable traffic volumes after the bicycle lanes were installed. Cosburn Avenue carries significantly lower traffic volumes than these streets, approximately 10,000 vehicles daily. As a result, traffic infiltration onto local streets, such as Plains Road, is not expected to increase due to this initiative.

Table 3

Impact of Reduction from Four to Two Traffic Lanes

Roadway	Daily Motor Vehicle Volumes		
	Before	After	% Change
St. George Street	16,000	16,000	0
Harbord Street	15,000	16,000	7
Sherbourne Street	16,000	15,000	-6
Gerrard Street	18,000	18,000	0
Davenport underpass	22,000	22,000	0

Impacts on traffic delays along Cosburn Avenue:

The reduction in the number of traffic lanes will result in some additional delay to motorists during the peak periods, but all intersections will operate significantly below capacity. In addition, the proposed left-turn lanes will improve left-turn opportunities for motorists at signalized intersections.

Interaction between TTC buses and cyclists near bus stops:

Several existing bicycle lanes in the city, such as those on Jones Avenue, Sherbourne Street and Davenport Road, successfully accommodate bus stop activity. The dashed bicycle lane pavement markings assist this interaction by advising where buses and cyclists would be expected to share the road. TTC buses will stop right next to the curb in the bicycle lane, to pick up and drop off passengers.

Access to and from the East York Collegiate Institute parking lot:

School parking lot access and egress is typically a short term intense activity. The bicycle lane design accommodates this activity by providing a "No Stopping" zone on the north side of

Cosburn Avenue adjacent to the school. This will assist motorists and cyclists trying to enter or leave the parking lot.

Low existing bicycle volumes on Cosburn Avenue:

Installation of bike lanes on other City of Toronto streets has resulted in a significant increase in bike volumes. An extensive monitoring program was conducted as part of the installation of several bicycle lane projects in the 1990's. The following table presents the impact of the new bicycle lanes on bicycle volumes. The average increase in bicycle volumes over all of the surveyed roadways was 23%.

Table 4

Impact of Bicycle Lanes on Bicycle Volumes

Roadway	Weekday Bicycle Volumes		
	Before	After	% Change
College Street	1450	1900	31
St. George Street	1500	1650	10
Harbord Street	1100	1500	36
Sherbourne Street	550	570	4
Gerrard Street	800	900	13
Davenport underpass	600	850	42

In addition, as more sections of the Bikeway Network are installed and connected, they will become more attractive for cyclists and encourage more trips by bicycle.

The public has another opportunity to comment on the bicycle lane proposal by making deputations at Community Council. Notice of the Community Council meeting at which deputations can be made will be posted on the City's website for a two-week period immediately preceding the meeting. Notice of the Community Council meeting has also been mailed to every person who attended the Open House or provided comment by telephone, fax and email, as well as any person who requested specific notice by adding their name to the contact list.

Councillors Ootes and Davis and the Toronto Cycling Committee have been consulted in the preparation of the bike lane proposal.

9. Costs and Timing

The total estimated cost to implement the bicycle lanes, as described in this report, is \$72,000. Funds for this project are available in the approved Transportation Services Division 2004 Capital Budget in the Cycling Infrastructure Account CTP804-05.

As directed by Community Council, implementation of the proposed bicycle lanes will commence in early October, immediately after the adoption this report and the necessary by-laws by City Council.

Conclusion:

Bicycle lanes along Cosburn Avenue are a critical link in the Bikeway Network contained in the Toronto Bike Plan. Based on a comprehensive analysis of this proposal, it is feasible to implement bicycle lanes on Cosburn Avenue by reducing the four traffic lanes to two traffic lanes, introducing exclusive left-turn lanes at signalized intersections, and maintaining parking on one side of the roadway. Three community meetings have been held to present the proposal and to receive public input. The installation of bicycle lanes, as described in this report, will improve conditions for cyclists and pedestrians, with minor impacts on motor vehicle traffic and parking.

Contact:

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Tel: 416-392-9065; Fax: 416-392-4808; E-mail: degan@toronto.ca

Appendix A

Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Cosburn Avenue	North, adjacent to the curb lane used for parking	Broadview Avenue and Gowan Avenue
Cosburn Avenue	Both, adjacent to curb	Gowan Avenue and Lesmount Avenue
Cosburn Avenue	North, adjacent to curb	Lesmount Avenue and Linsmore Crescent
Cosburn Avenue	North, adjacent to the curb lane used for parking	Linsmore Crescent and Northridge Avenue
Cosburn Avenue	North, adjacent to curb	Northridge Avenue and Roosevelt Avenue
Cosburn Avenue	North, adjacent to the curb lane used for parking	Roosevelt Avenue and Lankin Boulevard
Cosburn Avenue	Both, adjacent to curb	Lankin Boulevard to Coxwell Avenue
Cosburn Avenue	North, adjacent to curb	Coxwell Avenue to Woodbine Avenue
Cosburn Avenue	North, adjacent to the curb lane used for parking	Woodbine Avenue to Oak Park Avenue
Cosburn Avenue	South, adjacent to curb	Broadview Avenue and Gowan Avenue
Cosburn Avenue	South, adjacent to the curb lane used for parking	Lesmount Avenue and Linsmore Crescent
Cosburn Avenue	South, adjacent to curb	Linsmore Crescent and Mc Kayfield Road
Cosburn Avenue	South, adjacent to the curb lane used for parking	Mc Kayfield Road and Roosevelt Avenue
Cosburn Avenue	South, adjacent to curb	Roosevelt Avenue and Lankin Boulevard
Cosburn Avenue	South, adjacent to the curb lane used for parking	Coxwell Avenue to Woodbine Avenue
Cosburn Avenue	South, adjacent to curb	Woodbine Avenue to Oak Park Avenue

Appendix B

Traffic and Parking By-law Amendments Required to Implement Bicycle Lanes

1. Delete the following:

No Stopping

By-Law Number	Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
1258	Cosburn Avenue	North	Broadview Avenue and Woodbine Avenue	7:00 a.m. to 9:00 a.m., Monday to Friday inclusive
287-2001	Cosburn Avenue	South	Broadview Avenue and Woodbine Avenue	4:00 p.m. to 6:00 p.m., Monday to Friday inclusive
160-83	Cosburn Avenue	North	Linsmore Crescent and a point 18.5 metres easterly	Anytime

2. Add the following:

No Stopping

By-Law Number	Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
	Cosburn Avenue	North	Broadview Avenue and a point 52 metres east of Logan Avenue	Anytime
	Cosburn Avenue	North	A point 52 metres west of Pape Avenue and a point 48 metres east of Pape Avenue	Anytime
	Cosburn Avenue	North	A point 35 metres west of Gowan Avenue and a point 37 metres east of Linsmore Crescent	Anytime
	Cosburn Avenue	North	Northridge Avenue and a point 32 metres west of Durant Avenue	Anytime
	Cosburn Avenue	North	Lankin Boulevard and a point 38 metres east of Woodbine Avenue	Anytime
	Cosburn Avenue	South	Broadview Avenue and Lesmount Avenue	Anytime
	Cosburn Avenue	South	St. Hubert Avenue and a point 63 metres east of Greenwood Avenue	Anytime
	Cosburn Avenue	South	Linsmore Crescent and Mc Kayfield Road	Anytime
	Cosburn Avenue	South	Roosevelt Road and a point 52 metres east of Coxwell Avenue	Anytime
	Cosburn Avenue	South	A point 133 metres west of Woodbine Avenue and Oak Park Avenue	Anytime

3. Delete the following:

No Parking

By-Law Number	Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
430-1998	Cosburn Avenue	North	A point 61.9 metres east of Logan Avenue and a point 80.3 metres east of Logan Avenue	Anytime
24-89	Cosburn Avenue	South	A point 47.3 metres and a point 43.4 metres east of the projection of the easterly street line of Oak Park Avenue	Anytime
2-81	Cosburn Avenue	South	Cedarvale Avenue and a point 39.5 metres westerly	Anytime
	Cosburn Avenue	North	Broadview Avenue and Donlands Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday inclusive
77-81	Cosburn Avenue	North	Cedarvale Avenue and a point 30.5 metres east of Cedarvale Avenue	Anytime
	Cosburn Avenue	North	Coxwell Avenue and a point 152.5 metres east of Coxwell Avenue	Anytime (School)
	Cosburn Avenue	South	Donlands Avenue and Broadview Avenue	Anytime
	Cosburn Avenue	Both	Donlands Avenue and a point approximately 91.5 metres west	Anytime
	Cosburn Avenue	North	Greenwood Avenue and Linsmore Crescent	Anytime
18-90	Cosburn Avenue	North	A point 61 metres east of Cedarvale Avenue and the west limit of Oak Park Avenue	April 1 to September 30, anytime
18-90	Cosburn Avenue	North	The west limit of Oak Park Avenue and the west limit of Haldon Avenue	Anytime
37-85	Cosburn Avenue	North	Cedarvale Avenue and a point 61 metres of Cedarvale Avenue	Anytime
	Cosburn Avenue	North	Woodbine Avenue and a point 61 metres east of Cedarvale Avenue	Anytime

(Copies of the attachment(s) referred to in the report were forwarded to all Members of the Toronto and East York Community Council with the agenda for its meeting on September 14, 2004, and copies are on file in the office of the City Clerk.)

The Toronto and East York Community Council also had before it the following report/communications, and a copy is on file in the office of the City Clerk:

- (May 28, 2004) from John Michailidis;
- (July 5, 2004) from Collin Gribbons;
- (July 6, 2004) from Martin Koob, Toronto Cycling Committee;
- (July 5, 2004) from Margot Lappin and David Green;
- (July 7, 2004) from Bob Huffman;
- (July 5, 2004) from Johanna Brand;
- (July 6, 2004) from Jacob Allderdice;
- (June 28, 2004) from Jill Worthy, Toronto District School Board;
- (July 6, 2004) from Margaret Goodale;
- 74 letters of support, submitted by Councillor Davis;
- (September 7, 2004) from Harold Murray;
- (September 7, 2004) from Melville Avery;
- (September 8, 2004) from B. Davis;
- Report (September 9, 2004) from the Director, Transportation Infrastructure Management, recommending that this report be received for information;
- (September 13, 2004) from Ruby Humphries;
- (September 13, 2004) from Patricia Ritchie;
- (September 13, 2004) from Joseph Cooper;
- (September 10, 2004) from Carol Stock;
- (September 10, 2004) from Kathy Mortimer;
- (September 13, 2004) from Donna Tozzi;
- (September 13, 2004) from Morra Pasquale;
- (September 13, 2004) from Rick Elliot;

- (September 11, 2004) from Patricia Overholt;
- (September 14, 2004) from William Brown; and
- Petition submitted by John Seretis with 338 signatures in opposition.

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The following appeared before the Toronto and East York Community Council:

- Bob O'Donnell;
- Lela Gary;
- Donna-Lynn McCallum;
- Wanda Daniels;
- William Brown;
- John Seretis;
- Alastair Fairweather;
- Joseph Cooper;
- Richard Telfer, Toronto District School Board; and
- Doug Lee.

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City Council – September 28, 29, and 30, 2004

Council also considered the following:

Communication:

- *(September 14, 2004) from Grant Litherland.*

Petition:

- *submitted by Councillor Ootes, containing the signatures of approximately 338 individuals in opposition to bicycle lanes on Cosburn Avenue.*