

Consolidated Clause in Toronto and East York Community Council Report 7, which was considered by City Council on September 28, 29 and 30, 2005.

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**Proposed Bicycle Lanes on Dundas Street West,
from Sorauren Avenue to College Street,
and on College Street, from Dundas Street West to
Lansdowne Avenue (Parkdale-High Park, Ward 14;
Davenport, Ward 18)**

City Council on September 28, 29 and 30, 2005, adopted this Clause without amendment.

The Toronto and East York Community Council recommends that City Council adopt the staff recommendations in the Recommendations Section of the report (September 1, 2005) from the Acting Director, Transportation Infrastructure Management:

Purpose:

To obtain authority to install bicycle lanes on both sides of Dundas Street West, from Sorauren Avenue to College Street, and on both sides of College Street, from Dundas Street West to Lansdowne Avenue.

Financial Implications and Impact Statement:

Funds to implement the bicycle lanes on Dundas Street West and College Street, in the amount of \$20,000.00, are provided for within the Transportation Services Division 2005 Capital Budget in the Cycling Infrastructure Account CTP 805-05.

Recommendations:

It is recommended that:

- (1) bicycle lanes be approved on both sides of Dundas Street West, from Sorauren Avenue to College Street, and on both sides of College Street, from Dundas Street West to Lansdowne Avenue, as detailed in Appendix A of this report;
- (2) in conjunction with the approval of 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 of July 24, 25 and 26, 2001, adopted Clause No. 3 of Report No. 8 of the Planning and Transportation Committee, entitled “Strategic Plan for Cycling in Toronto: The Toronto Bike Plan – Shifting Gears”. A key element of the Bike Plan is the completion of the 1000 kilometre Bikeway Network. Bicycle lanes on Dundas Street West and College Street are part of an important east-west link from the Roncesvalles community east of High Park to the existing bicycle lanes on Harbord Street and other east-west routes to the central area.

Comments:

1. Existing Conditions

Dundas Street West, between Sorauren Avenue and College Street, is a four-lane minor arterial roadway which operates two-way on a pavement width of 15.4 metres, with a speed limit of 50 km/h. Two-way traffic volumes for this section of Dundas Street West are in the range of 18,000 vehicles daily. College Street, between Dundas Street West and Lansdowne Avenue, is a four-lane minor arterial roadway which operates two-way on a pavement width which varies from 16.2 to 16.6 metres, with a speed limit of 50 km/h. Two-way traffic volumes for this section of College Street are in the range of 10,000 vehicles daily. Including Sorauren Avenue and Lansdowne Avenue, there are two signalized intersections and one pedestrian crossover on the affected sections of Dundas Street West and College Street.

The Toronto Transit Commission operates the 505-Dundas and 506-Carlton streetcar routes in both directions on Dundas Street West and the 506-Carlton streetcar route on College Street. Parking is prohibited at all times on College Street between Dundas Street West and Lansdowne Avenue, with additional stopping prohibitions during the peak periods. Generally, stopping is prohibited at all times on Dundas Street West between Sorauren Avenue and College Street, since the majority of this section includes two bridge structures. Field observations showed no parking demand in the remaining sections of Dundas Street West.

2. Bikeway Network Route Selection

In selecting east-west routes from the High Park area to the central area, the options are limited by the opportunities to cross the CN Weston rail corridor. East-west arterial roads such as Bloor Street West, Dundas Street West, Queen Street West and King Street West provide the only crossing points of the rail corridor. Of these roadways, Dundas Street West is the only alternative that has the potential to accommodate bicycle lanes within the existing pavement width with minimal or no impact on parking, traffic and transit operations.

The proposed bicycle lanes on Dundas Street West and College Street form part of a proposed bike route which would continue to the east to connect with the existing Harbord Street bicycle lanes. Between Lansdowne Avenue and Brock Avenue the route would continue along College Street as a shared roadway bicycle facility. Bicycle lanes cannot be provided on this section of College Street without either reducing the number of vehicle lanes or eliminating the existing on-street parking.

As part of the analysis for this project, staff again reviewed the feasibility of accommodating bicycle lanes on College Street, between Brock Avenue and Manning Avenue, to connect with the existing bicycle lanes east of Manning Avenue. This section of roadway is generally narrower (12.8 metres) than the sections to the east and west. Providing bicycle lanes would only be possible with the removal of all on-street parking on both sides of the street and a reduction to two traffic lanes at all times of the day. Given the negative impacts that this would have on transit and traffic operations and on the commercial and retail activity along College Street, bicycle lanes are not being considered in this section.

As a result, east of Brock Avenue the bicycle route will continue primarily on local residential streets north of College Street to connect with the existing bicycle lanes on Harbord Street. These connecting streets include Brock Avenue, Lindsey Avenue, Muir Avenue, Sylvan Avenue, Havelock Street, Dewson Street and Roxton Road.

3. Bicycle Lane Design

The design of the Dundas Street West and College Street bicycle lanes, between Sorauren Avenue and Lansdowne Avenue, can be accommodated without affecting the existing operation of the road. The roadway cross-section will maintain four traffic lanes, with bicycle lanes accommodated within the existing curb lanes. The attached Drawing No. 421F-8027, dated August 2005, entitled “Dundas St. W.: Sorauren Av. - College St. & College St.: Dundas St. W. - Lansdowne Av. Proposed Bicycle Lane” illustrates the proposed location of the bicycle lanes. The attached Drawing Nos. 421F-8028 and 421F-8029, dated August 2005, illustrate the existing and proposed cross-sections. Since there is currently no stopping permitted on the two Dundas Street West bridge structures, and no parking permitted in the College Street section, the proposed bicycle lanes will have no impact on parking.

4. Shared Roadway Bicycle Route

As a minor arterial road, College Street, between Lansdowne Avenue and Brock Avenue does not fit the profile of a “signed bicycle route”, which is typically on a local or collector road. For this reason, the regular bike route signage for this section of the route will be supplemented with “shared-use lane” markings on the pavement surface. The “shared-use lane” markings have been successfully used in other jurisdictions in North America, particularly by the cities of Chicago and San Francisco. The Transportation Association of Canada (TAC) is currently developing “Guidelines for the Design and Application of Bicycle Traffic Pavement Markings”, which will include the “shared-use lane” marking treatment. The new guidelines will be completed and published in 2006.

The draft TAC guidelines state that the “shared-use lane” marking may be used on roadways with high cycling traffic volumes which are wide enough for side-by-side bicycle and vehicle operation but not wide enough for a bicycle lane. The “shared-use lane” marking is intended to alert motorists to the presence of cyclists and to identify correct positioning for cyclists within the lane. The “shared-use lane” marking is also used next to parked cars where it is intended to encourage cyclists to ride clear of the “door zone”, where conflicts may occur with opening vehicle doors.

Peak hour parking prohibitions on College Street will require a somewhat unique placement of the “shared-use lane” markings. Two sets of markings will be required. For the off-peak periods, when parking is permitted, a set of “shared-use lane” markings will be located adjacent to the parked cars. For the peak periods, when parking is prohibited, there will also be a set of “shared-use lane” markings adjacent to the curb. These markings will be placed appropriately so that during the off-peak periods, the parked vehicles will cover them. This configuration has been used successfully on Pender Street in Vancouver. Transportation Services staff will monitor and evaluate the effectiveness of the “shared-use lane” markings on this section of College Street, in consultation with the Ward Councillor and the Cycling Committee.

5. Public Consultation and Timing

Councillor Adam Giambrone, Councillor Sylvia Watson and the Toronto Cycling Committee have been consulted in the preparation of the bicycle lane proposal and they support the project.

Implementation of the proposed bicycle lanes will commence as soon as possible in 2005 after the adoption of the necessary by-laws by City Council.

Conclusions:

Bicycle lanes along Dundas Street West, between Sorauren Avenue and College Street, and on College Street, between Dundas Street West and Lansdowne Avenue, are a critical link in the Bikeway Network. Based on a review of the existing roadway cross-sections, it is feasible to implement bicycle lanes within the existing pavement width on Dundas Street West and College Street while maintaining the existing four traffic lanes. The installation of bicycle lanes, as described in this report, will improve conditions for cyclists with minimal or no impacts on motor vehicle traffic, transit and parking. These bicycle lanes will be linked to the existing bicycle lanes on Harbord Street via shared roadway bicycle routes on College Street between Lansdowne Avenue and Brock Avenue and on local streets east of Brock Avenue.

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(Copies of the following Attachments in the report were forwarded to all Members of the Toronto and East York Community Council with the agenda for its meeting on September 19, 2005, and copies are on file in the City Clerk’s Office:

- Drawing No. 421F-8027;
- Drawing No. 421F-8028; and
- Drawing No. 421F-8029.)

Appendix A

Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Dundas Street West	Both, adjacent to the curb	Sorauren Avenue and College Street
College Street	Both, adjacent to the curb	Dundas Street West and Lansdowne Avenue

Appendix B

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

1. Delete the following:

No Stopping

Column 1	Column 2	Column 3	Column 4
Road	Side	Between	Prohibited Times and Days
Dundas Street	North	A point 30.5 metres north of Bloor Street West and Spadina Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
Dundas Street West	South	A point 75 metres west of Annette Street and a point 81 metres west of Dufferin Street	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
College Street	North	Dundas Street West and Manning Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays
College Street	South	Dundas Street West and Manning Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays

2. Add the following:

No Stopping

Column 1	Column 2	Column 3	Column 4
Road	Side	Between	Prohibited Times and Days
Dundas West	Street Both	Sorauren Avenue and College Street	Anytime
Dundas West	Street North	A point 30.5 metres north of Bloor Street West and Sorauren Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
Dundas West	Street North	College Street and Spadina Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
Dundas West	Street South	A point 75 metres west of Annette Street and Sorauren Avenue	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
Dundas West	Street South	College Street and a point 81 metres west of Dufferin Street	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
College Street	Both	Dundas Street West and Lansdowne Avenue	Anytime
College Street	North	Lansdowne Avenue and Manning Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
College Street	South	Lansdowne Avenue and Manning Avenue	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays

3. Delete the following:

No Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Dundas Street	North	A point 98 metres east of Roncesvalles Avenue and Dovercourt Road	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
Dundas Street West	South	A point 128 metres east of Ritchie Avenue and a point 81 metres west of Dufferin Street	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
College Street	South	Dundas Street and Lansdowne Avenue	Anytime

4. Add the following:

No Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Dundas Street West	North	A point 98 metres east of Roncesvalles Avenue and Sorauren Avenue	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
Dundas Street West	North	College Street and Dovercourt Road	7:00 a.m. to 9:00 a.m. Monday to Friday except Public Holidays
Dundas Street West	South	A point 128 metres east of Ritchie Avenue and Sorauren Avenue	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays
Dundas Street West	South	College Street and a point 81 metres west of Dufferin Street	4:00 p.m. to 6:00 p.m. Monday to Friday except Public Holidays

5. Delete the following:

Parking for Restricted Periods

Column 1	Column 2	Column 3	Column 4	Column 5
Road	Side	Between	Prohibited Times and Days	Maximum Period Permitted
Dundas Street West	North	Roncesvalles Avenue and Dovercourt Road	9:00 a.m. to 4:00 p.m.	1 hour
Dundas Street West	South and West	Claremont Street and Bloor Street	9:00 a.m. to 4:00 p.m.	1 hour

6. Add the following:

Parking for Restricted Periods

Column 1	Column 2	Column 3	Column 4	Column 5
Road	Side	Between	Prohibited Times and Days	Maximum Period Permitted
Dundas Street West	North	Roncesvalles Avenue and Sorauren Avenue	9:00 a.m. to 4:00 p.m.	1 hour
Dundas Street West	North	College Street and Dovercourt Road	9:00 a.m. to 4:00 p.m.	1 hour
Dundas Street West	South and West	Bloor Street West and Sorauren Avenue	9:00 a.m. to 4:00 p.m.	1 hour
Dundas Street West	South and West	College Street and Claremont Street	9:00 a.m. to 4:00 p.m.	1 hour