

# TORONTO STAFF REPORT

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March 21, 2006

To: Toronto and East York Community Council

From: Acting Director, Transportation Infrastructure Management

Subject: Proposed Bicycle Lanes on Harbord Street, from Ossington Avenue to Grace Street.  
(Trinity-Spadina, Ward 19)

Purpose:

To obtain authority to install bicycle lanes on both sides of Harbord Street, from Ossington Avenue to Grace Street.

Financial Implications and Impact Statement:

Funds to implement the bicycle lane on Harbord Street, in the amount of \$10,000.00, 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) public notice of the proposal to rescind overnight on-street permit parking on the south side of Harbord Street, from Ossington Avenue to Shaw Street, with a total of 11 parking spaces and on the north side of Harbord Street, from Shaw Street to Montrose Avenue, with a total of 7 parking spaces, be placed in a major daily newspaper, as required under City Council Policy;
- (2) subject to no objections being received in response to the public notices, that:
  - (a) overnight on-street permit parking be rescinded on the south side of Harbord Street, from Ossington Avenue to Shaw Street and on the north side of Harbord Street, from Shaw Street to Montrose Avenue;
  - (b) bicycle lanes be approved on both sides of Harbord Street, from Ossington Avenue to Grace Street, as detailed in Appendix A of this report; and

- (c) in conjunction with the approval of bicycle lanes identified in Recommendation (2)(b), the traffic and parking regulations detailed in Appendix B of this report be approved;
- (3) should objections be received to the public notices, overnight on-street permit parking should not be rescinded on the south side of Harbord Street, from Ossington Avenue to Shaw Street and on the north side of Harbord Street, from Shaw Street to Montrose Avenue; and
- (4) the appropriate City Officials be authorized and directed to take the necessary action to give effect thereto, including the introduction of all necessary bills.

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, 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 1,000 kilometre Bikeway Network. Currently, bicycle lanes extend east of Grace Street and provide a connection to the University of Toronto and the downtown core. The extension of the existing Harbord Street bicycle lanes west from Grace Street to Ossington Avenue will help complete the east-west bikeway network route between Harbord Street and the Roncesvalles community east of High Park.

Comments:

1. Existing Conditions

Harbord Street, between Ossington Avenue and Grace Street, is a four lane minor arterial roadway which operates two-way on a pavement width of 12.9 metres, with a speed limit of 50 km/h. Traffic volumes for this section of Harbord Street are in the range of 15,000 vehicles daily. There are four signalized intersections on this section of Harbord Street, at Ossington Avenue, Shaw Street, Montrose Avenue and Grace Street.

The Toronto Transit Commission operates the 94-Wellesley bus route in both directions on Harbord Street. Parking is permitted on both sides of Harbord Street during the non-peak periods. During the morning peak period, stopping is prohibited in the eastbound direction. During the afternoon peak period, stopping is prohibited in the westbound direction. Permit parking is in effect from 12:01 a.m. to 7:00 a.m. on both sides of Harbord Street from Ossington Avenue to Montrose Avenue. In total there is space to accommodate 73 parked vehicles on Harbord Street, between Ossington Avenue and Grace Street.

2. Bicycle Lane Design

A bicycle lane design was prepared which is consistent with the design used on Harbord Street east of Grace Street. The installation of bicycle lanes on Harbord Street, from Ossington Avenue to Grace Street will result in a reduction from four traffic lanes to two, with exclusive left-turn

lanes provided at signalized intersections. Parking with no peak period restrictions will be provided on only one side of the street. The attached drawing No. 421F-8122, dated November 2005, entitled “Harbord Street: Grace Street – Ossington Avenue Proposed Bicycle Lane and 24 Hour Parking Spaces” illustrates the proposed location of the bicycle lanes and on which side of Harbord Street parking will be provided. The attached drawing No. 421F-8275, dated March 2006, illustrates the existing and proposed cross-sections.

### 3. Traffic Impacts

An analysis of the peak hour traffic conditions indicates that the traffic demands can be accommodated with a two lane cross-section, augmented with left-turn storage lanes at signalized intersections. The lane configuration at the Ossington Avenue and Grace Street intersections will remain unchanged so there will be no traffic impact at those locations. Table No. 1 provides a summary of the existing and projected Level of Service (LOS) for the Shaw Street and Montrose Avenue intersections.

Table No. 1  
Level of Service under Existing and Proposed Conditions

	AM Peak		PM Peak	
	Existing	With Bike Lanes	Existing	With Bike Lanes
Shaw	A	B	A	A
Montrose	B	B	B	B

LOS is delineated by 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. It is clear from the LOS analysis that this section of Harbord Street, even with the proposed reduction in vehicle lanes will continue to operate at a very good level of service.

### 4. Parking Impacts

The proposed design will allow parking only on one side. Drawing No. 421F-8122, dated November 2005, identifies which side would have parking and the number of spaces provided for each block. Over the affected section of Harbord Street, the on-street parking supply will be reduced from 73 spaces to 42 spaces. Parking usage surveys for the area show that typically 20 to 30 vehicles were parked on Harbord Street between Ossington Avenue and Grace Street at various times of the day. This would indicate that the existing demand for parking on Harbord Street could still be accommodated with the new proposal.

In order to further reduce any potential impacts of the reduction in parking on Harbord Street, a change in the parking regulations on Shaw Street and Montrose Avenue is also proposed. It was determined that the relatively low traffic demands on Shaw Street and Montrose Avenue would allow a reduction in the distance to parking from a signalized intersection. By reducing this distance from 30.5 metres to 15 metres, parking space for two additional vehicles on both the north and south legs of the Shaw Street and Montrose Avenue intersections could be provided.

These 8 new parking spaces would increase the parking provided in the area of the proposal to a total of 50 spaces.

## 5. Public Consultation and Timing

In December 2005, Transportation Services staff, in consultation with the Ward Councillor, delivered public notices to residents and businesses in the vicinity of the proposed bicycle lanes. The purpose of the notice was to advise them and to solicit feedback on the proposal. Notices were delivered to all residents and businesses on Harbord Street between Ossington Avenue and Grace Street, as well as addresses on cross streets that were within 50 metres of Harbord Street. In total, approximately 400 public notices were delivered, with 12 responses/comments to the notice received. The majority of the response supported the proposal, with two responses expressing concerns over the loss of parking.

Councillor Joe Pantalone 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 2006 after the adoption of the necessary by-laws by City Council.

### Conclusions:

Bicycle lanes along Harbord Street, from Ossington Avenue to Grace Street, are a critical link in the Bikeway Network. Based on a comprehensive analysis of this proposal, it is feasible to implement bicycle lanes on Harbord Street 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. 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.

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### List of Attachments:

Appendix A - Bicycle Lanes to be Designated  
Appendix B - Traffic and Parking By-law Amendments Required to Implement Bicycle Lanes  
Drawing No. - 421F-8122  
Drawing No. - 421F-8275

Appendix A

Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Harbord Street	North, adjacent to the curb lane used for parking	Grace Street and Montrose Avenue
Harbord Street	North, adjacent to the curb	Montrose Avenue to Shaw Street
Harbord Street	North, adjacent to the curb lane used for parking	Shaw Street to a point approximately 55 metres east of Ossington Avenue
Harbord Street	South, adjacent to the curb	Grace Street and Montrose Avenue
Harbord Street	South, adjacent to the curb lane used for parking	Montrose Avenue to Shaw Street
Harbord Street	South, adjacent to the curb	Shaw Street to Ossington Avenue

Appendix B

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

1. Delete the following:

No Stopping

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Harbord Street	North	Grace Street and Ossington Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and Public Holidays
Harbord Street	South	Grace Street and Ossington Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and Public Holidays

2. Delete the following:

Time Limit Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Times or Days	Column 5 Maximum Period Permitted
Harbord Street	South	Ossington Avenue and Crawford Street	Anytime	60 mins.

3. Add the following:

No Stopping

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Harbord Street	North	Grace Street and Ossington Avenue	Anytime
Harbord Street	South	Grace Street and Ossington Avenue	Anytime

4. Add the following:

One Way Traffic Lanes

Column 1 Road	Column 2 Between	Column 3 Lanes	Column 4 Times or Days	Column 5 Direction
Harbord Street and Shaw Street	Shaw Street and a point 30 metres east thereof	Centre Westbound	Anytime	Westbound left-turning
Harbord Street and Montrose Avenue	Montrose Avenue and a point 30 metres east thereof	Centre Westbound	Anytime	Westbound left-turning

5. Add the following:

No Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Shaw Street	West	Harbord Street and a point 15 metres north	Anytime
Shaw Street	West	Harbord Street and a point 15 metres south	Anytime
Montrose Avenue	West	Harbord Street and a point 15 metres north	Anytime
Montrose Avenue	West	Harbord Street and a point 15 metres south	Anytime