

TORONTO STAFF REPORT

March 21, 2006

To: Toronto and East York Community Council

From: Acting Director, Transportation Infrastructure Management

Subject: Proposed Bicycle Lane on Logan Avenue, from a point approximately 200 metres south of Eastern Avenue to Eastern Avenue.
(Toronto-Danforth, Ward 30)

Purpose:

To obtain authority to install a bicycle lane on the east side of Logan Avenue, from a point approximately 200 metres south of Eastern Avenue to Eastern Avenue.

Financial Implications and Impact Statement:

Funds to implement the bicycle lane on Logan Avenue, 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) public notice of the proposal to remove three (3) overnight on-street permit parking spaces on Logan Avenue, between Lake Shore Boulevard East to Eastern Avenue, 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) three (3) overnight on-street permit parking spaces be removed on Logan Avenue between Lake Shore Boulevard East and Eastern Avenue;
 - (b) a northbound bicycle lane be approved on the east side of Logan Avenue, from a point approximately 200 metres south of Eastern Avenue to Eastern Avenue, as detailed in Appendix A of this report;

- (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; and
 - (d) approval be given to narrow Logan Avenue as follows;
 - “from a width of 9.7 metres to a width varying from 5.0 metres to 9.7 metres on the east side of Logan Avenue, from a point approximately 200 metres south of Eastern Avenue to a point 6.0 metres north thereof, by the installation of a precast modular traffic island, generally as shown on the attached Drawing No. 421F-8267, dated March 2006”;
- (3) should objections be received to the public notices, three (3) overnight on-street permit parking spaces not be removed on Logan Avenue between Lake Shore Boulevard East and Eastern 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. Logan Avenue provides part of a north-south link for the Riverdale Community to the Lake Shore Boulevard path and the waterfront. A shared roadway bikeway facility is already signed on Logan Avenue from Danforth Avenue to Dundas Street East. Providing a contra-flow bicycle lane will be required to complete the link south of Dundas Street East to the waterfront.

Comments:

1. Existing Conditions

Logan Avenue, south of Eastern Avenue, is 9.7 metres wide and operates one-way southbound for a distance of approximately 200 metres. Parking is allowed on the west side only. Permit parking is in effect from 12:01 a.m. to 7:00 a.m.. Parking is prohibited on the east side. At a point approximately 200 metres south of Eastern Avenue, the operation of Logan Avenue changes from one-way operation southbound to two-way operations. The intersection of Logan Avenue and Eastern Avenue is signalized. The speed limit on Logan Avenue is 50 km/h.

2. Bicycle Lane Design

Because of the existing road width and one-way southbound designation on Logan Avenue, cyclists are already able to travel southbound on Logan Avenue in mixed traffic. Appropriate signage will be provided to identify Logan Avenue southbound as a bicycle route. In order to

allow cyclists to travel northbound on the one-way section of Logan Avenue, a contra-flow (northbound) bicycle lane would be provided adjacent to the east curb. The implementation will have minimal impact on traffic operations. The existing “No Parking” designation on the east side of Logan Avenue will need to be changed to a “No Stopping” designation for the bicycle lane.

To increase awareness of the one-way southbound operation on Logan Avenue, where the northbound contra-flow bicycle lane begins, a precast modular traffic island would be installed on the east side of Logan Avenue to present a physical deterrent to wrong way motor vehicle traffic operation. The traffic island would be located 2.2 metres from the curb-face to allow northbound cyclists to continue traveling adjacent to the curb to access the contra-flow bicycle lane. The attached drawing No. 421F-8267 dated March 2006, entitled “Logan Avenue: Eastern Avenue to a Point Approximately 200 Metres South of Eastern Avenue, Proposed Roadway Modification Plan with Proposed Pavement Marking”, illustrates the bicycle lane and modular traffic island design.

In order to allow appropriate clearance for southbound traffic from the traffic island, parking restrictions would have to be implemented on the west side of Logan Avenue in front of property numbers 58, 60, 62 and 64 to allow appropriate clearance for southbound motor vehicles to the traffic island. This would result in the loss of approximately three parking spaces. Drawing No. 421F-8268 dated March 2006, illustrates a typical cross-section along the route.

In conjunction with the installation of the contra-flow bicycle lane, the traffic control signal displays at the Eastern Avenue and Logan Avenue intersection will require modifications. Specifically, appropriate bicycle signal hardware and bicycle detection hardware will be installed to provide a traffic signal display for northbound cyclists on Logan Avenue approaching Eastern Avenue.

3. Public Consultation and Timing

Councillor Paula Fletcher 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:

A designated northbound bicycle lane on Logan Avenue, from a point approximately 200 metres south of Eastern Avenue to Eastern Avenue, is an important link in the Bikeway Network. The installation of a bicycle lane as described in this report, will improve conditions for cyclists, with no significant impact to traffic operations. However, three on-street parking spaces will need to be removed at the southerly limit of the bicycle lane.

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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-8267
Drawing No. 421F-8268

Appendix A

Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Logan Avenue	East, adjacent to the curb	A point 200 metres south of Eastern Avenue and Eastern Avenue

Appendix B

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

1. Delete the following:

No Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Logan Avenue	East	Lake Shore Boulevard East and a point 30.5 metres north of Dundas Street East	Anytime

2. Add the following:

No Parking

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Logan Avenue	East	Lake Shore Boulevard East and a point 200 metres south of Eastern Avenue	Anytime
Logan Avenue	East	Eastern Avenue and a point 30.5 metres north of Dundas Street East	Anytime

3. Add the following:

No Stopping

Column 1 Road	Column 2 Side	Column 3 Between	Column 4 Prohibited Times and Days
Logan Avenue	East	A point 200 metres south of Eastern Avenue and Eastern Avenue	Anytime