

Proposed Bicycle Lanes on Yonge Street from Queens Quay to Front Street

Date:	March 12, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Infrastructure Management
Wards:	Toronto Centre-Rosedale, Ward 28
Reference Number:	P:\2007\Cluster B\tra\tim\te07003tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Yonge Street from Queens Quay to Front Street and to undertake the necessary road alterations to accommodate the bicycle lanes.

The installation of bicycle lanes on Yonge Street will require modifications to the existing curbs on the east side of Yonge Street. Generally, the existing traffic lane configuration will be maintained, with the exception of the section just north of Queens Quay where there will be a reduction in the northbound traffic lanes from two lanes to one lane with the removal of the existing taxi stand lay-by and its relocation adjacent to the new curb. The provision of bicycle lanes will also require the removal of the existing five to six on-street parking spaces on the west side of Yonge Street, south of Front Street.

RECOMMENDATIONS

Transportation Services Division recommends that City Council:

1. approve the installation of bicycle lanes on the west side of Yonge Street, from Queens Quay to Front Street, and on the east side from Queens Quay to The Esplanade, as detailed in Appendix A of this report;
2. approve the amendments to the traffic and parking regulations detailed in Appendix B of this report;

3. approve the narrowing of the travelled portion of Yonge Street from Queens Quay to a point 110 metres north of Queens Quay, by realigning the curb on the east side of the roadway to reduce the pavement width from 19.6 metres to 15.5 metres, generally as shown on the attached Drawing No. 421F-8638, dated December 2006;
4. approve adjusting the width of Yonge Street, from Harbour Street to Lake Shore Boulevard East, by realigning the curb on the east side of the roadway to provide a consistent pavement width of 20.7 metres, generally as shown on the attached Drawing No. 421F-8639, dated December 2006;
5. approve the realignment of the westbound F.G. Gardiner Expressway off-ramp, from Yonge Street to a point approximately 38.0 metres east, to provide a right-angle intersection with Yonge Street, and approve adjusting the width of Yonge Street, from Lake Shore Boulevard East to the westbound F. G. Gardiner Expressway off-ramp, by realigning the curb on the east side of the roadway to provide a consistent pavement width of 19.4 metres, generally as shown on the attached Drawing No. 421F-8640, dated December 2006;
6. approve adjusting the width of Lake Shore Boulevard East, from Yonge Street to a point approximately 57 metres east, by realigning the curb on the north side of the roadway to provide a consistent pavement width of 8.2 metres, generally as shown on the attached Drawing No. 421F-8641, dated December 2006; and
7. authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

Financial Impact

Funds to implement the road alterations and pavement markings to install bicycle lanes on Yonge Street, in the estimated amount of \$432,000.00, are provided for within the Transportation Services Division 2007 Capital Budget in the Cycling Infrastructure Account CTP 806-05.

DECISION HISTORY

City Council, at its meeting on September 25, 2006, adopted Clause No. 106 of Report No. 7 of Toronto and East York Community Council, and in so doing, directed City staff to report to Toronto and East York Community Council in 2007 on the implementation of bicycle lanes on Yonge Street from Queens Quay to Front Street.

ISSUE BACKGROUND

Recent development activity in the vicinity of Yonge Street and Lake Shore Boulevard resulted in significant streetscape improvements along the west side of this section of Yonge Street. These streetscape improvements have provided an opportunity to adjust the curb on the west side of Yonge Street to accommodate a southbound bicycle lane.

Further adjustments to the curb on the east side are required to accommodate a northbound bicycle lane and improved streetscape between Queens Quay East and The Esplanade.

COMMENTS

Existing Conditions:

Yonge Street, between Queens Quay and Front Street is a four lane arterial roadway which operates two-way, with a speed limit of 50 km/h. Traffic volumes for this section of Yonge Street are approximately 28,000 vehicles daily. There are four signalized intersections on this section of Yonge Street at Queens Quay, Harbour Street/Lake Shore Boulevard East, Lake Shore Boulevard West and Front Street. Parking is currently permitted on the west side of Yonge Street between Front Street and The Esplanade during the off-peak periods. During the morning and afternoon peak periods, stopping is prohibited in both directions on Yonge Street. The Toronto Transit Commission (TTC) operates the 320-Yonge night bus route and the 97B-Yonge and 6A-Bay rush hour bus routes on this section of Yonge Street.

Road Alterations to Accommodate Bicycle Lanes:

In order to accommodate the northbound bicycle lane on the east side of Yonge Street some adjustments to the roadway width and the east curb will be required.

Yonge Street will be narrowed from Queens Quay to a point 110 metres north of Queens Quay, as illustrated by Drawing No. 421F-8638, dated December 2006, and entitled “Yonge Street – Queens Quay to Harbour Street Proposed Realignment”. The existing taxi stand lay-by on the east-side of Yonge Street just north of Queens Quay will be removed in order to provide wider sidewalks. The taxi standing zone will be relocated adjacent to the new curb. This will require a change in the lane configuration from the existing two northbound traffic lanes to one northbound traffic lane plus the bicycle lane and taxi stand. Drawing No. 421P0013, dated December 2006, and entitled “Yonge Street – Queens Quay to a Point 110m North”, illustrates the removal of the taxi stand lay-by and the bicycle lane design.

A bicycle lane design has been prepared for Yonge Street which maintains the existing number of traffic lanes between a point 110 metres north of Queens Quay and Front Street. Generally, 1.6 metre wide bicycle lanes on both sides of the roadway and four 3.3 metre wide travel lanes will be provided. Drawing No. 421P0014, dated December 2006, and entitled “Yonge Street - Harbour Street to Lake Shore Blvd.” illustrates a typical cross-section along this section of Yonge Street.

In order to accommodate the bicycle lanes in this section of Yonge Street the east curb will be adjusted at selected locations between Harbour Street and the westbound F.G. Gardiner Expressway off-ramp to Yonge Street to provide a consistent roadway width.

In conjunction with the curb re-alignment on Yonge Street, the westbound F.G. Gardiner Expressway off-ramp will be re-aligned to provide a right-angle intersection with Yonge Street. These road alterations are depicted on the following drawings, dated December 2006:

- Drawing No. 421F-8639 – Yonge Street – Harbour Street to Lake Shore Boulevard East Proposed Curb Realignment.
- Drawing No. 421F-8640 – Yonge Street – Lake Shore Boulevard East to The Esplanade Proposed Curb Realignment.

Matching the new lane alignment for Yonge Street, south of Front Street, with the existing alignment to the north is problematic because the pavement width is narrower north of Front Street and the west curb line is off-set north and south of the intersection. Consequently, the northbound bicycle lane will end at The Esplanade where it will connect with an eastbound bicycle route. The Toronto Bike Plan identifies The Esplanade as a recommended east-west bicycle route. For cyclists continuing north of The Esplanade to Front Street, shared lane markings will be provided in a wide curb lane.

In addition, changes will be made to improve the pedestrian environment at the Yonge Street – Lake Shore Boulevard East intersection. Lake Shore Boulevard East will be narrowed to 8.2 metres, from Yonge Street to a point 57.0 metres east of the intersection, by realigning the curb on the north-side. Drawing No. 421F-8641, dated December 2006, and entitled “Lake Shore Boulevard East – Yonge Street to a Point 57 metres East Proposed Curb Realignment”, illustrates the road alteration. This change will improve the pedestrian environment on the north-east corner of the Yonge Street – Lake Shore Boulevard East intersection.

Parking and Traffic Impacts:

For the section of Yonge Street between Queens Quay and a point 110 metres north, the new design results in the loss of one northbound travel lane. Analysis of the traffic operations in this section indicates that this change will not result in a significant impact on traffic. For the rest of Yonge Street, north to Front Street, there will be no change to the number of travel lanes and, therefore, no impact on traffic or transit operations.

In order to accommodate the bicycle lane in the southbound direction between Front Street and The Esplanade, the existing on street “pay and display” parking will be removed. This will result in the loss of 5 to 6 spaces. The removal of these parking spaces will result in lost revenue for the Toronto Parking Authority in the order of \$25,000.00 annually. The traffic and parking regulations which need to be amended to implement the bicycle lanes are attached as Appendices A and B of this report.

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ATTACHMENTS

Appendix A - Bicycle Lanes to Designated
Appendix B - Traffic and Parking By-law Amendments
Drawing No. 421P0012
Drawing No. 421P0013
Drawing No. 421P0014
Drawing No. 421F-8638
Drawing No. 421F-8639
Drawing No. 421F-8640
Drawing No. 421F-8641