



STAFF REPORT ACTION REQUIRED

Proposed Bicycle Lanes on Eastern Avenue from Logan Avenue to Leslie Street

Date:	March 12, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Infrastructure Management
Wards:	Toronto-Danforth, Ward 30
Reference Number:	p:\2007\Cluster B\tra\tim\te07002tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Eastern Avenue from Logan Avenue to Leslie Street.

The installation of bicycle lanes within the existing Eastern Avenue pavement width will require the reduction from four traffic lanes to two traffic lanes with parking provided on only one side of the street. The traffic analysis for this proposal indicates that there will be additional delays at the Carlaw Avenue - Eastern Avenue intersection in the morning peak period. It is expected that these delays will result in some traffic redistribution and will not have a significant impact on Eastern Avenue east of Leslie Street. The existing demand for parking on Eastern Avenue can be accommodated with the reduced number of on-street parking spaces resulting from this proposal.

RECOMMENDATIONS

Transportation Services Division recommends that City Council:

1. approve the installation of bicycle lanes on both sides of Eastern Avenue, from Logan Avenue to Leslie Street, 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; and

3. 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 bicycle lanes on Eastern Avenue, in the estimated amount of \$20,000.00, 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 May 23, 24 and 25, 2006, adopted Toronto and East York Community Council Report No. 4, Clause No. 64, thereby endorsing, in principle, the provision of bicycle lanes on Eastern Avenue between Leslie Street and Carlaw Avenue, and requested that Transportation Services staff report back with a detailed implementation plan.

City Council, at its meeting on July 25, 26, and 27, 2006, adopted Toronto and East York Community Council Report No. 6, Clause No. 12, thereby directing Transportation Services to report on the potential traffic impacts on the streets in Ward 32 if bicycle lanes are installed on this section of Eastern Avenue.

ISSUE BACKGROUND

Eastern Avenue was not identified as a potential bikeway in the Toronto Bike Plan, because the physical characteristics of the roadway make it difficult to extend the bikeway west of Broadview Avenue and east of Leslie Street. West of Broadview Avenue the merging and diverging traffic on the Eastern Avenue bridge, coming from and going to the Don Valley Parkway, makes crossing this bridge very difficult for cyclists. East of Leslie Street, the westbound curb lane adjacent to the Connaught TTC yard is occupied by several sets of skewed angle street car tracks making it problematic for cyclists.

As requested, Transportation Services staff have investigated reducing the number of traffic lanes and providing bicycle lanes on Eastern Avenue to address traffic concerns on Eastern Avenue and, in doing so, make provisions for safe cycling. The westerly limit of the bicycle lane proposal was extended west from Carlaw Avenue to Logan Avenue in order to connect with the approved north-south bikeway on Logan Avenue.

COMMENTS

Existing Conditions:

Eastern Avenue, between Logan Avenue and Leslie Street, is a four lane arterial roadway which operates two-way on a pavement width of 12.8 metres, with a speed limit of 50

km/h. Traffic volumes for this section of Eastern Avenue are in the range of 17,000 to 21,000 vehicles daily. There are four signalized intersections on this section of Eastern Avenue at Logan Avenue, Carlaw Avenue, Larchmount Avenue and Leslie Street. Parking is permitted on both sides of Eastern Avenue during the non-peak periods. During the morning peak period, stopping is prohibited in the westbound direction. During the afternoon peak period, stopping is prohibited in the eastbound direction.

The Toronto Transit Commission (TTC) operates the 143 Downtown/Beach Express bus route in both directions on Eastern Avenue. Since this is an Express bus service there are no stops on this route between Queen Street and Sherbourne Avenue. The TTC also operates the 72-Pape bus route on Eastern Avenue in the westbound direction only between Pape Avenue and Carlaw Avenue.

Bicycle Lane Design:

A bicycle lane design has been prepared which is consistent with the design used on streets with similar widths such as Harbord Street and Cosburn Avenue. The installation of bicycle lanes on Eastern Avenue will result in the 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.421P-0018, dated January, 2007, entitled “Eastern Avenue: Logan Avenue – Leslie Street Proposed Bicycle Lanes location Plan” illustrates the proposed location of the bicycle lanes and on which side of Eastern Avenue parking will be provided. The attached drawing No.421P-0017, dated January, 2007, illustrates the existing and proposed cross-sections.

Traffic Impacts:

An analysis of the peak hour traffic conditions indicates that the existing traffic demands can generally be accommodated with a two-lane cross-section augmented with left turn lanes. In the morning peak period, an increase in delay would be experienced for westbound motorists, with a significant reduction in level-of-service at the Carlaw Avenue intersection. It is expected that with this reduction in level-of-service some traffic would divert to alternate east-west routes. Reserve capacity is available to accommodate this diverted traffic at the intersections east of the affected section of Eastern Avenue and therefore no significant reduction in level-of-service is expected on streets in Ward 32.

In the afternoon peak period, some increase in intersection delay would be experienced. However, capacity analysis indicates that delays would be tolerable and no significant reduction in level-of-service is expected.

Parking Impacts:

The proposed design will allow parking on only one side. Over the affected section of Eastern Avenue, the on-street parking supply will be reduced from approximately 141

spaces to 66 spaces. Parking usage surveys at different times of the day show a range of 25 to 45 vehicles were parked on Eastern Avenue between Logan Avenue and Leslie Street. This would indicate that the existing peak demand for parking on Eastern Avenue could still be accommodated with the new proposal.

Public Consultation

In consultation with Councillor Fletcher, an Open House meeting was held on March 7, 2007 to present the bicycle lane proposal and receive comments from the community. The meeting notice was distributed to several thousand Ward 30 residents by email and by door-to-door delivery. Approximately 15-20 people attended the open house. Generally, the comments focused on providing bicycle lanes on Leslie Street, which some felt should be a higher priority than bicycle lanes on Eastern Avenue. Other issues that were raised included the possibility of extending the proposed bicycle lanes further east and west on Eastern Avenue. Transportation Services will investigate opportunities to extend the proposed Eastern Avenue bike lanes and the feasibility of providing bicycle lanes on Leslie Street.

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ATTACHMENTS

Appendix A – Bicycle Lanes to be Designated
Appendix B – Parking and Traffic By-law Amendments
Drawing No. 421P-0017
Drawing No. 421P-0018