



STAFF REPORT ACTION REQUIRED

Proposed Bicycle Lanes on Christie Street from St. Clair Avenue West to Dupont Street

Date:	May 14, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Infrastructure Management
Wards:	Trinity-Spadina, Ward 19; Trinity-Spadina, Ward 20; St. Paul's, Ward 21
Reference Number:	P:2007\Cluster B\tra\tim\te07009tim

SUMMARY

Community Council does not have delegated authority from City Council to make a final decision because this report recommends amendments to on-street parking and stopping regulations on a road where there is an established T.T.C. route.

The purpose of this report is to obtain authority to install bicycle lanes on Christie Street from St. Clair Avenue West to Dupont Street.

The installation of bicycle lanes within the existing Christie Street pavement width will require the reduction from four traffic lanes to two traffic lanes. All existing permit parking spaces will be maintained. South of Davenport Road where the pavement width is narrower, there will be a loss of parking on the west side of Christie Street, however, the existing demand for parking can be accommodated with the reduced number of parking spaces. The ward Councillors have been consulted and they support the proposed bike lanes on Christie Street.

RECOMMENDATIONS

Transportation Services Division recommends that City Council:

1. approve the installation of bicycle lanes on both sides of Christie Street, from St. Clair Avenue West to Dupont 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 Christie Street, in the estimated amount of \$48,000 are provided for within the Transportation Services Division 2007 Capital Budget in the Cycling Infrastructure Account CTP 807-05.

DECISION HISTORY

City Council, at its meeting on July 24, 25 and 26, 2001 adopted the Toronto Bike Plan (Clause No. 3 of Report No. 8 of the Planning and Transportation Committee). One of the key recommendations of the Toronto Bike Plan is to implement a 1,000 kilometre Bikeway Network.

ISSUE BACKGROUND

Christie Street was not originally identified as a potential bikeway in the Toronto Bike Plan. However, at the request of Councillor Mihevc and area cyclists, Transportation Services staff have investigated the feasibility of providing bicycle lanes on Christie Street. The proposed bicycle lanes on Christie Street would provide an alternative route for cyclists connecting with the existing Davenport Road bicycle lanes.

COMMENTS

Existing Conditions

Christie Street, between St. Clair Avenue West and Dupont Street, is a four lane minor arterial roadway which operates two-way on a pavement width which varies from 12.8 metres to 14.0 metres and has a speed limit of 40km/h. Traffic volumes for this section of Christie Street are in the range of 11,000 to 12,000 vehicles daily. There are three signalized intersections on this section of Christie Street at St. Clair Avenue West, Davenport Road and Dupont Street. There are also two pedestrian cross-over locations at Tyrell Avenue and Lambertlodge Avenue.

North of Davenport Road, parking is generally permitted on both sides of Christie Street at all times of the day. South of Davenport Road, parking is also permitted on both sides of the street but with peak period parking restrictions. During the morning peak period, stopping is prohibited in the southbound direction. In the afternoon peak period, stopping is prohibited in the northbound direction. Permit parking is in effect from 12:01 a.m. to 7:00 a.m. on both sides of Christie Street from St. Clair Avenue West to Ellsworth Avenue and from 12:01 a.m. to 9:00 a.m. from Ellsworth Avenue to Braemore Gardens.

From Braemore Gardens to Hillcrest Drive permit parking is in effect from 12:01 a.m. to 9:00 a.m. on the west side of Christie Street only.

The Toronto Transit Commission (T.T.C.) operates the 126-Christie bus route in both directions on Christie Street. Buses are scheduled at 15 minute intervals during the peak periods and at 30 minute intervals during the off peak periods.

Bicycle Lane Design

The installation of bicycle lanes on Christie Street will result in a reduction from four traffic lanes to two, with exclusive left turn lanes provided at signalized intersections. The attached Drawing No. 421P0021, dated May, 2007, entitled “Christie Street: St. Clair Avenue West – Dupont Street Proposed Bicycle Lane Location Plan” illustrates the proposed location of the bicycle lanes and where parking is provided. For the section of Christie Street from St. Clair Avenue West to Davenport Road, a roadway width of 14.0 metres allows for a design which will retain parking on both sides of the street. The attached Drawing No. 421P0023, dated May, 2007, illustrates the existing and proposed cross-section for this section of Christie Street. South of Davenport Road, the bicycle lane design for a roadway width of 12.8 metres can only accommodate parking on one side of the street. The attached Drawing No. 421P0022, dated May, 2007, illustrates the existing and proposed cross-section for this section of Christie Street.

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. Since the configuration of the signalized intersections at St. Clair Avenue West and Dupont Street will both essentially remain unchanged, the signalized intersection at Davenport Road will be the only intersection affected by the bicycle lane proposal. Capacity analysis at the Davenport Road intersection indicates that there would be an increase in delay for southbound motorists in the morning peak hour and an increase in delay for the northbound motorists in the afternoon peak hour. In both of these situations, the anticipated increase in delay would be tolerable and no significant reduction in level-of-service is expected.

Parking Impacts

The proposed design will only affect the parking on the section of Christie Street south of Davenport Road. North of Davenport Road, the existing parking on both sides of the street will be retained. South of Davenport Road the parking supply will be reduced from 20 total spaces on both sides of the street to 10 total spaces on the east side of the street. Parking usage surveys at different times of the day show a range of 7 to 12 vehicles were parked on this section of Christie Street. The parking surveys also showed that the east side was slightly more utilized than the west side. The land use immediately adjacent to this section of on-street parking is predominantly single family homes, most of which

have driveways. This would indicate that the peak demand for parking can generally be accommodated by the reduced number of spaces provided by the new proposal.

T.T.C. Impacts

The T.T.C. have been consulted and they do not have any concerns with the impact of this proposal on T.T.C. service on Christie Street. The additional delay in the peak periods at the Davenport Road and Christie Street intersection should not have a significant impact on the 126-Christie bus route.

Public Consultation

In consultation with Councillor Mihevc, an Open House was held on May 2, 2007 to present the planned bikeway facilities in Ward 21. The bicycle lane proposal for Christie Street, which is predominantly in Ward 21, was presented along with several other shared-roadway routes in the ward. The meeting notice was distributed to over ten thousand Ward 21 residents by email and Canada Post. Approximately 20-25 people attended the open house to review and comment on the proposed bikeways in Ward 21. In addition, 47 other individuals have submitted comments by mail, email or fax. The majority of the comments are supportive of the bike lane proposal with only seven people expressing concerns with the impacts on traffic and parking.

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ATTACHMENTS

Appendix A – Bicycle Lanes to be Designated
Appendix B –Traffic and Parking By-Law Amendments
Drawing No. 421P0021
Drawing No. 421P0022
Drawing No. 421P0023