



STAFF REPORT ACTION REQUIRED

Proposed Bicycle Lanes on Carlaw Avenue from Riverdale Avenue to Simpson Avenue and on Logan Avenue from Simpson Avenue to Dundas Street East

Date:	August 22, 2007
To:	Toronto and East York Community Council
From:	Director, Transportation Infrastructure Management
Wards:	Toronto-Danforth, Ward 30
Reference Number:	p:\2007/ClusterB\tra/tim/te07030

SUMMARY

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

The purpose of this report is to obtain authority to install a southbound bicycle lane on the west side of Carlaw Avenue from Riverdale Avenue to Simpson Avenue; a southbound contra-flow bicycle lane on the west side of Logan Avenue from Simpson Avenue to Gerrard Street East; and bicycle lanes on both sides of Logan Avenue from Gerrard Street East to Dundas Street East. These bicycle lanes are required to complete the north-south bikeway facility on Logan Avenue and Carlaw Avenue that connects the Lake Shore Boulevard East bicycle path and the Cosburn Avenue bicycle lanes.

The installation of these bicycle lanes on Carlaw Avenue and Logan Avenue will have minimal impacts on traffic operations, parking and T.T.C. operations.

RECOMMENDATIONS

The Transportation Services Division recommends that City Council:

1. approve the installation of a southbound bicycle lane on the west side of Carlaw Avenue, from Riverdale Avenue to Simpson Avenue, as detailed in

Appendix A of this report;

2. approve the installation of a southbound contra-flow bicycle lane on the west side of Logan Avenue, from Simpson Avenue to Gerrard Street East, as detailed in Appendix A of this report;
3. approve the installation of bicycle lanes on both sides of Logan Avenue, from Gerrard Street East to Dundas Street East, as detailed in Appendix A of this report;
4. approve the amendments to the traffic and parking regulations detailed in Appendix B of this report; and
5. 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 Carlaw Avenue and Logan Avenue, in the estimated amount of \$25,000.00, 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

In the Toronto Bike Plan, Logan Avenue is identified as a bikeway that connects the Lake Shore Boulevard East path to the Cosburn Avenue bicycle lanes. The majority of this route was proposed as a shared roadway bikeway with bicycle lanes proposed on the wider section of Logan Avenue from Dundas Street East to Gerrard Street East. Since the section of Logan Avenue north of Gerrard Street East operates one-way in the northbound direction, a parallel route was proposed on Carlaw Avenue to accommodate southbound cyclists. The implementation of this bikeway route has been partially completed with the shared roadway sections for both Logan Avenue and Carlaw Avenue already being signed. What remains is to provide a connection for southbound cyclists on Carlaw Avenue south of Riverdale Avenue to the two-way section of Logan Avenue. In order to provide this connection, a southbound bicycle lane is proposed on Carlaw Avenue from Riverdale Avenue to Simpson Avenue. Simpson Avenue would then provide an east-west connection to Logan Avenue for southbound cyclists. A southbound contra-flow lane on the one-way section of Logan Avenue, between Simpson Avenue and Gerrard Street East, would be required for southbound cyclists to connect

with the two-way section of Logan Avenue between Gerrard Street East and Eastern Avenue. The attached Drawing No. 421P0051, dated August, 2007, entitled “Logan Avenue and Carlaw Avenue Bicycle Facility Context Plan” illustrates the existing and proposed bicycle facilities on Logan Avenue and Carlaw Avenue, which connects the Lake Shore Boulevard East path to the Cosburn Avenue bicycle lanes.

COMMENTS

Existing Conditions

Carlaw Avenue, between Riverdale Avenue and Simpson Avenue, is a four-lane minor arterial road which operates two-way on a pavement width of 12.8 metres. The intersection of Carlaw Avenue and Riverdale Avenue is stop controlled in all directions. Parking is permitted on the both sides of Carlaw Avenue during the non-peak periods. During the morning peak period, stopping is prohibited in the southbound direction and parking is prohibited in the northbound direction. During the afternoon peak period, stopping is prohibited in the northbound direction and parking is prohibited in the southbound direction. The T.T.C. operates the 72-Pape bus route in both directions on this section of Carlaw Avenue.

Logan Avenue, between Simpson Avenue and Gerrard Street East, is a collector road which operates one-way northbound on a pavement width of 9.8 metres. Parking is permitted on both sides at all times of the day. The intersection of Logan Avenue and Gerrard Street East is signalized. Logan Avenue from Gerrard Street East to Dundas Street East, is a collector road which operates two-way on a pavement width that varies between 14.0 metres and 15.5 metres. For the majority of this section of Logan Avenue, parking is permitted on both sides at all times. Parking is not permitted on the east side of Logan Avenue from First Avenue to a point 50 metres south, from 7:30 a.m. to 5:30 p.m., Monday to Saturday. In addition, stopping is prohibited on both sides within the railway underpass. The intersection of Logan Avenue and Dundas Street East is signalized.

Bicycle Lane Design and Impacts

Carlaw Avenue:

The installation of a southbound bicycle lane on Carlaw Avenue between Riverdale Avenue and Simpson Avenue will result in the reduction from four traffic lanes to two. A southbound centre left turn lane will be provided for the accesses to both the gas bar and retail parking lot opposite Victor Avenue. The reduction in traffic lanes to accommodate the southbound bicycle lane will have little impact on motor vehicle traffic. The traffic flow for this section of Carlaw Avenue is dictated by the Riverdale Avenue intersection, where the traffic lanes are already reduced to one-lane in each direction and limited by the four-way stop control. Since the bike lane proposal will not continue south of Simpson Avenue, the lane configuration and traffic operation at the signalized intersection of Carlaw Avenue and Gerrard Street East will not be affected. As noted

above, a southbound left turn lane will be provided to the gas bar and retail parking lot opposite Victor Avenue. This would mitigate any possible delays to southbound through vehicles, including T.T.C. buses.

Parking with no peak period restrictions will be provided on both sides of the street, except for the section with the left turn lane. In order to provide this left turn lane, some parking on both sides of the street will need to be removed. A total of eight parking spaces will be lost in the vicinity of the proposed southbound left turn lane near Victor Avenue. On the west side, four spaces will be lost south of Victor Avenue. On the east side, four spaces will be lost north of the gas bar access. The loss of these spaces will be partially offset by the provision of an additional two parking spaces on the west side just south of Riverdale Avenue and one additional parking space on the east side just south of Langley Avenue. Overall, there will be a net loss of five parking spaces on Carlaw Avenue between Riverdale Avenue and Simpson Avenue.

The attached Drawing No. 421P0035, dated August, 2007, entitled “Carlaw Ave: Riverdale Ave – Simpson Ave Proposed Bicycle Lane Location Plan” illustrates the proposed location of the bicycle lanes and where parking will be provided. The attached Drawing No. 421P0036, dated August, 2007, entitled “Carlaw Ave: Riverdale Ave - Simpson Ave: Cross Section A-A” illustrates the existing and proposed cross-section for Carlaw Avenue.

Logan Avenue:

With the existing one-way northbound designation between Simpson Avenue and Gerrard Street East, cyclists are able to travel northbound in mixed traffic. In order to allow southbound cyclists to make the connection between the Simpson Avenue and Gerrard Street East, a contra-flow (southbound) bicycle lane would be provided adjacent to the parking on the west curb. The southbound contra-flow bicycle lane north of Gerrard Street East will have little impact on motor vehicle traffic or parking. The attached Drawing No. 421P0037, dated August, 2007, entitled “Logan Ave: Simpson Ave – Dundas St E Proposed Bicycle Lane Location Plan” illustrates the proposed location of the bicycle lanes and where parking will be provided. The attached Drawing No. 421P0040, dated August, 2007, entitled “Logan Ave: Simpson Ave – Gerrard St E: Cross Section A-A” illustrates the existing and proposed cross-section for this section of Logan Avenue. In conjunction with the installation of the contra-flow bicycle lane, the traffic control signal displays at the Gerrard Street East 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 southbound cyclists on Logan Avenue approaching Gerrard Street East.

Between Gerrard Street East and Dundas Street East, the installation of bicycle lanes on Logan Avenue will retain the existing single lane in each direction. Since the number of traffic lanes will not be reduced, no impact on motor vehicle traffic is expected. The roadway width of 14.0 metres or more also allows for a design which will retain all parking on both sides of the street. Exclusive left turn lanes will be provided at the

Dundas Street East intersection. At the Gerrard Street East intersection, an exclusive right turn lane will be provided for the northbound approach so that the through movement will align with the narrower, one-way section of Logan Avenue north of Gerrard Street East. The attached Drawing No. 421P0041, dated August, 2007, entitled “Logan Ave: Gerrard St E – Dundas St E: Cross Section B-B” illustrates the existing and proposed cross-section for this section of Logan Avenue.

T.T.C. Impacts

The impacts to the 72-Pape bus route are expected to be minimal. As noted above, the traffic impacts on Carlaw Avenue should be minimal, therefore no additional delay to the T.T.C. service is expected.

Public Consultation

Councillor Fletcher has been consulted on the bicycle lane design and resulting changes to the on-street parking and she supports the proposal.

CONTACT

David Dunn
Transportation Engineer
Pedestrian and Cycling Infrastructure
Telephone: 416-392-8985
Fax: 416-392-4808
E-mail: ddunn1@toronto.ca

John Mende, P.Eng.
Director, Transportation Infrastructure Management
Transportation Services

DD/nb

ATTACHMENTS

Appendix A – Bicycle Lanes to be Designated
Appendix B – Parking and Traffic By-Law Amendments
Drawing No. 421P0035
Drawing No. 421P0036
Drawing No. 421P0037
Drawing No. 421P0040
Drawing No. 421P0041
Drawing No. 421P0051

Appendix A Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Carlaw Avenue	West, adjacent to parking	Riverdale Avenue to a point 39.0 metres north of Victor Avenue
Carlaw Avenue	West, adjacent to curb	A point 39.0 metres north of Victor Avenue and a point 41.0 metres south of Victor Avenue
Carlaw Avenue	West, adjacent to parking	A point 41.0 metres south of Victor Avenue and Simpson Avenue
Logan Avenue	West, adjacent to parking	Simpson Avenue and Gerrard Street East
Logan Avenue	West, adjacent to parking	Gerrard Street East and Dundas Street East
Logan Avenue	East, adjacent to parking	Gerrard Street East and Dundas Street East

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

1. Delete the following:

No Parking

Street	Side	Between	Times/Days
Carlaw Avenue	East	Gerrard Street and Riverdale Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays
Carlaw Avenue	West	Gerrard Street and Riverdale Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays
Logan Avenue	East	First Avenue and a point 50 metres south	7:30 a.m. to 5:00 p.m., Mon. to Sat.
Logan Avenue	East	Eastern Avenue and a point 30.5 metres north of Dundas Street	Anytime
Logan Avenue	West	Gerrard Street East and a point 44 metres further north	Anytime

2. Delete the following:

No Stopping

Street	Side	Between	Times/Days
Carlaw Avenue	East	Gerrard Street and Riverdale Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays
Carlaw Avenue	West	Gerrard Street and Riverdale Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays

3. Add the following

No Parking

Street	Side	Between	Times/Days
Carlaw Avenue	East	Gerrard Street and Simpson Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays
Carlaw Avenue	West	Gerrard Street and Simpson Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays
Logan Avenue	West	A point 20.0 metres north of Gerrard Street East and a point 24.0 metres further north	Anytime
Logan Avenue	East	Eastern Avenue and Dundas Street East	Anytime

4. Add the following

No Stopping

Street	Side	Between	Times/Days
Carlaw Avenue	East	Gerrard Street and Simpson Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun. and public holidays
Carlaw Avenue	West	Gerrard Street and Simpson Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun. and public holidays
Carlaw Avenue	East	Simpson Avenue and a point 24.0 metres south of Langley Avenue	Anytime
Carlaw Avenue	West	A point 41.0 metres south of Victor Avenue and a point 39.0 metres north of Victor Avenue	Anytime
Logan Avenue	West	Gerrard Street East and a point 20.0 metres north	Anytime

Logan Avenue	East	Gerrard Street East and a point 30.5 metres north	Anytime
Logan Avenue	East	Gerrard Street East and a point 52.0 metres south	Anytime
Logan Avenue	West	Gerrard Street East and a point 32.0 metres south	Anytime
Logan Avenue	East	Dundas Street East and a point 39.0 metres north	Anytime
Logan Avenue	West	Dundas Street East and a point 37.0 metres north	Anytime