



STAFF REPORT ACTION REQUIRED

2008 Bikeway Network Program - Phase 2 Installation of Bicycle Lanes

Date:	May 20, 2008
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 13, 14 15, 18 and 35
Reference Number:	p\2008\ClusterB\tra\tim\pw08010tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Annette Street, Dupont Street, Marlee Avenue and Pharmacy Avenue. This report is the second of several reports to obtain approval for installing bicycle lanes as part of the Toronto Bike Plan - 2008 Bikeway Network Program.

The affected Ward Councillors have been consulted and support the bicycle lanes proposed in their respective Wards.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. City Council approve the installation of bicycle lanes on both sides of Annette Street, from Runnymede Road to Dundas Street West, as detailed in Appendix A of this report.
2. City Council approve the installation of bicycle lanes on both sides of Dupont Street, from Dundas Street West to Lansdowne Avenue, as detailed in Appendix A of this report.
3. City Council approve the installation of bicycle lanes on both sides of Marlee Avenue, from Roselawn Avenue to Dell Park Avenue, as detailed in Appendix A of this report.

4. City Council approve the installation of bicycle lanes on both sides of Pharmacy Avenue, from a point 45 metres south of Denton Avenue to a point 30 metres south of Alvinston Road, as detailed in Appendix A of this report.
5. City Council approve the amendments to the traffic and parking regulations detailed in Appendix B of this report.
6. City Council 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 contained in this report are provided for within the Transportation Services Division 2008 Capital Budget in the Cycling Infrastructure Account CTP 808-05.

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

By adopting the Clean Air, Climate Change and Energy Efficiency Action Plan in June 2007, Council has directed Transportation Services to complete the infrastructure elements of the Toronto Bike Plan by 2012, including the Bikeway Network. The Network consists of three bikeway types: bicycle lanes, shared roadway routes, and off-road paths. In order to complete the bicycle lane sections of the Bikeway Network by 2012, Transportation Services has established annual targets. The target for 2008 is to install 50 kilometres of new bicycle lanes. This report is the second of several reports to obtain the necessary approvals for installing the 2008 bicycle lanes.

COMMENTS

1. Annette Street and Dupont Street - Runnymede Road to Lansdowne Avenue:

Annette Street, between Runnymede Road and Dundas Street West, currently operates as a two-way minor arterial roadway with two traffic lanes in each direction. Parking is permitted on both sides in the off-peak periods. However, the section between Indian Grove and Indian Road, operates as a two lane cross-section with all-day parking on both sides of the road. Dupont Street, between Dundas Street West and Lansdowne Avenue, operates as a two-way major arterial roadway with two traffic lanes in each direction. The TTC operates the 26-Dupont bus route on Annette Street and Dupont Street.

The introduction of dedicated bicycle lanes can be accommodated within the existing roadway pavement width, and will allow for a two lane cross-section, one lane in each direction, to be maintained over the entire length of the roadway. Eastbound and westbound dedicated left turn lanes will be introduced at signalized intersections, and parking will be permitted on one side of the roadway at all times. In the section between Indian Grove and Indian Road the existing parking will be maintained on both sides of the road. The total available parking supply along the route will be reduced from 296 to 167 parking spaces. However, based on several parking surveys, the proposed parking supply is expected to exceed the current parking demand. Minor increases in traffic delay during peak periods are expected throughout the Annette Street portion of the route. More significant traffic delays are anticipated in the vicinity of the Symington Avenue and Lansdowne Avenue signalized intersections during peak periods, and some delay to westbound traffic on Dupont Street approaching Dundas Street. TTC staff have expressed concern regarding the impact of the anticipated increased traffic delay on the operation of the various bus routes through the Dupont Street/Lansdowne Avenue intersection. Transportation staff will work with TTC staff on measures to minimize these impacts on the bus service.

The attached Drawing No. 421P0075, dated May 2008, entitled “Annette St /Dupont St: Runnymede Rd – Lansdowne Ave: Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lanes and where parking will be provided. The attached Drawing No. 421P0049, dated August 2007, entitled “Annette St: Runnymede Rd – Keele St & Dupont St: Dundas St W – Lansdowne Ave Cross Section A-A” illustrates the existing and proposed cross-section where the roadway width is 12.8 metres. The attached Drawing No. 421P0050, dated August 2007, entitled “Annette St: Keele St – Dundas St W Cross Section B-B” illustrates the existing and proposed cross-section where the roadway width is 14.0 metres.

Initially, bicycle lanes had been proposed on Annette Street from Dundas Street West westerly to Jane Street. The local community was given an opportunity to comment on the proposal at a Public Open House held on April 17, 2008. At the Open House there were significant concerns raised about the proposed reduction of on-street parking adjacent to many businesses along the section of Annette Street between Jane Street and Runnymede Road. As a result of this community feedback the bikeway proposal was modified to eliminate the bicycle lanes between Jane Street and Runnymede Road. West of Runnymede Road, eastbound and westbound cyclists can follow a signed bicycle route on St. Johns Road, a parallel east-west street one block north of Annette Street which has signalized crossings at both Runnymede Road and Jane Street. Cyclists on St. Johns Road can connect with the proposed Annette Street bicycle lanes via the existing Runnymede Road bicycle lanes.

The affected Ward Councillors have been consulted and they support the bicycle lanes proposed on Annette Street and Dupont Street, as described in this report.

2. Marlee Avenue – Roselawn Avenue to Dell Park Avenue:

Marlee Avenue, between Dell Park Avenue and Roselawn Avenue, is a north-south minor arterial road with a pavement width of approximately 12.2 metres. The TTC operates the 109-Ranee bus route on this section of Marlee Avenue. When Marlee Avenue was resurfaced in 2005, the roadway was re-stripped to provide one general traffic lane in each direction and a two way centre left turn lane. In order to improve cycling conditions, parking was prohibited at all times and edge lines were painted on both sides of the road. The purpose of the edge lines is to encourage drivers to move further from the curb and create a more comfortable space for cyclists. For the majority of the route the edge lines are 1.4 metres from the curb. Bicycle lanes were not designated on Marlee Avenue because a consistent 1.5 metre width could not be provided on both sides of the road. However, over the past two years Transportation Services staff have received positive feedback from cyclists about the operation of Marlee Avenue. The general perception is that the space between the existing edge line and the curb effectively operate as bicycle lanes. The local Ward Councillor has requested that Marlee Avenue be designated for bicycle lanes. Based on the positive feedback and Transportation Services' review of the operation of this facility it is recommended that the area on Marlee Avenue between the existing edge lines and the curb be designated as bicycle lanes.

With the designation of the bicycle lanes, regulatory bicycle lane signs and bicycle lane pavement marking symbols (bicycle and diamond) will be installed along the route to further improve cycling conditions on the roadway. This proposal will make no changes to the existing lane lines and, as a result, will have no impact on the existing parking, traffic operations or TTC service.

The attached Drawing No. 421P0081, dated May 2008, entitled “Marlee Avenue - Roselawn Avenue to Dell Park Avenue, Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0082, dated May 2008, entitled “Marlee Avenue - Roselawn Avenue to Dell Park Avenue, Cross Section” illustrates the existing cross-section.

The Ward Councillor has been consulted and supports the bicycle lanes proposed on Marlee Avenue, as described in this report.

3. Pharmacy Avenue - A point 45 metres south of Denton Avenue to a point 30 metres south of Alvinston Road:

Pharmacy Avenue from Denton Avenue to Alvinston Road, currently operates as a two-way minor arterial road, with two lanes in each direction. Parking is permitted on both sides in the off-peak periods. The TTC operates the 67-Pharmacy limited service bus route on this section of Pharmacy Avenue. In order to provide bicycle lanes on this section of Pharmacy Avenue, traffic lanes will be reduced to one lane in each direction. Given the extremely low demand for on-street parking, the parking on both sides of

Pharmacy Avenue will be eliminated for the entire route in favour of providing a centre left turn lane for accessing the numerous driveways. Existing traffic volumes can be accommodated in a single traffic lane in each direction with the provision of this centre left turn lane. The most significant impact will be at the intersection of Pharmacy Avenue and St. Clair Avenue East, which will experience increased delay during the morning peak period, in both the northbound and southbound directions.

The attached Drawing No. 421P0080, dated May 2008, “Pharmacy Ave: A Point 45m South Of Denton Ave to A Point 30m South Of Alvinston Rd E – Proposed Bicycle Location Plan” illustrates the location of the proposed bicycle lane. The attached Drawing No. 421P0079, dated May 2008, entitled “Pharmacy Avenue: A Point 45m South Of Denton Ave to A Point 30m South Of Alvinston Rd E – Cross Section” illustrates the existing and proposed cross-sections.

The Ward Councillor has been consulted and supports the bicycle lanes proposed on Pharmacy Avenue, as described in this report. The TTC staff have reviewed the proposal and have no objections.

CONTACT

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ATTACHMENTS

Appendix A – Bicycle Lanes to be designated
Appendix B – Parking and Traffic By-Law Amendments to Implement Bicycle Lanes
Drawing No. 421P0049
Drawing No. 421P0050
Drawing No. 421P0075
Drawing No. 421P0079
Drawing No. 421P0080
Drawing No. 421P0081
Drawing No. 421P0082

Appendix A
Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Annette Street	North, adjacent to parking	A point 50 metres east of Runnymede Road and Gilmour Avenue
Annette Street	North, adjacent to the curb	Gilmour Avenue and Fairview Avenue
Annette Street	North, adjacent to parking	Fairview Avenue and Evelyn Avenue
Annette Street	North, adjacent to the curb	Evelyn Avenue and Clendenan Avenue
Annette Street	North, adjacent to parking	Clendenan Avenue and High Park Avenue
Annette Street	North, adjacent to the curb	High Park Avenue and Medland Street
Annette Street	North, adjacent to parking	Medland Street and Mavety Street
Annette Street	North, adjacent to the curb	Mavety Street and Indian Grove
Annette Street	North, adjacent to parking	Indian Grove and Indian Road
Annette Street	North, adjacent to the curb	Indian Road and Dundas Street West
Annette Street	South, adjacent to the curb	A point 50 metres east of Runnymede Road and Gilmour Avenue
Annette Street	South, adjacent to parking	Gilmour Avenue and Fairview Avenue
Annette Street	South, adjacent to the curb	Fairview Avenue to High Park Avenue
Annette Street	South, adjacent to parking	High Park Avenue to Pacific Avenue
Annette Street	South, adjacent to the curb	Pacific Avenue to Indian Grove
Annette Street	South, adjacent to parking	Indian Grove and Indian Road
Annette Street	South, adjacent to the curb	Indian Road and Dundas Street West
Dupont Street	North, adjacent to the curb	Dundas Street West and Edwin Avenue
Dupont Street	North, adjacent to parking	Edwin Avenue and Symington Avenue
Dupont Street	North, adjacent to the curb	Symington Avenue and a point 40 metres east of Lansdowne Avenue
Dupont Street	South, adjacent to the curb	Dundas Street West and Symington Avenue
Dupont Street	South, adjacent to parking	Symington Avenue and Campbell Avenue
Dupont Street	South, adjacent to the curb	Campbell Avenue and a point 40 metres east of Lansdowne Avenue
Marlee Avenue	Both, adjacent to the curb	Roselawn Avenue to Dell Park Avenue
Pharmacy Avenue	Both, adjacent to the curb	A point 45 metres south of Denton Avenue to a point 30 metres south of Alvinston Road

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

No Parking

1. Delete the following:

Street	Side	Between	Times/Days
Annette Street	Both	Clendenan Avenue and Evelyn Avenue	Anytime
Annette Street	Both	Indian Grove and Mavety Street	Anytime
Dupont Street	Both	Dundas Street West and Edwin Avenue	Anytime
Dupont Street	North	Edwin Avenue and Lansdowne Avenue	7:00 a.m. to 9:00 a.m., except Sat., Sun., and Public Holidays
Dupont Street	South	Edwin Avenue and a point 91.5 metres west of Lansdowne Avenue	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Dupont Street	South	Lansdowne Avenue and a point 91.5 metres west of it	Anytime
Pharmacy Avenue	Both	137 metres north of St. Clair Avenue and Comstock Road	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Monday to Friday
Pharmacy Avenue	Both	Donside Drive and St. Clair Avenue	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Monday to Friday
Pharmacy Avenue	Both	St. Clair Avenue and 137.25 metres north of St. Clair Avenue	Anytime
Pharmacy Avenue	Both	Comstock Road and Biscayne Boulevard/Singleton Road	Anytime
Pharmacy Avenue	East	South limit of Albion Avenue and Donside Drive	Anytime
Pharmacy Avenue	West	150 metres of Danforth Avenue and Donside Drive	Anytime
Pharmacy Avenue	West	Danforth Avenue and 150 metres further north	4:00 p.m. to 8:00 a.m.

2. Add the following:

Street	Side	Between	Times/Days
Pharmacy Avenue	Both	A point 30 metres south of Alvinston Road and Biscayne Boulevard/Singleton Road	Anytime

Pharmacy Avenue	West	Danforth Avenue and a point 45 metres south of Denton Avenue	4:00 p.m. to 8:00 a.m.
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No Stopping

1. Delete the following

Street	Side	Between	Times/Days
Annette Street	Both	Pacific Avenue and a point 15 metres further east	Anytime
Annette Street	Both	Pacific Avenue and a point 15 metres further west	Anytime
Annette Street	North	Dundas Street West and Indian Road	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Annette Street	North	Indian Grove and Jane Street	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Annette Street	South	Indian Grove and Jane Street	7:00 a.m. to 9:00 a.m., except Sat., Sun., and Public Holidays
Dupont Street	North	Dundas Street West and Spadina Road	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Dupont Street	South	Dundas Street West and Spadina Road	7:00 a.m. to 9:00 a.m., except Sat., Sun., and Public Holidays

2. Add the following

Street	Side	Between	Times/Days
Annette Street	North	Runnymede Road and Jane Street	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Annette Street	South	Runnymede Road and Jane Street	7:00 a.m. to 9:00 a.m., except Sat., Sun., and Public Holidays
Annette Street	South	Runnymede Road and a point 20 metres east of Gilmour Avenue	Anytime
Annette Street	South	A point 15 metres west of Fairview Avenue and a point 15 metres east of Fairview Avenue	Anytime
Annette Street	South	A point 49 metres west of Evelyn Avenue and a point 43 metres east of High Park Avenue	Anytime

Annette Street	South	A point 44 metres west of Pacific Avenue and Indian Grove	Anytime
Annette Street	South	A point 50 metres west of Indian Road Crescent and a point 22 metres east of Indian Road Crescent	Anytime
Annette Street	North	Dundas Street West to Indian Road	Anytime
Annette Street	North	Indian Road Crescent and a point 60 metres further east	Anytime
Annette Street	North	Indian Grove and Mavety Street	Anytime
Annette Street	North	Medland Street and a point 50 metres west of High Park Avenue	Anytime
Annette Street	North	A point 15 metres west of Quebec Avenue and a point 15 metres east of Quebec Avenue	Anytime
Annette Street	North	A point 45 metres east of Clendenan Avenue and a point 15 metres west of Gilmour Avenue	Anytime
Annette Street	North	A point 15 metres west of Westholme Avenue and a point 15 metres east of Westholme Avenue	Anytime
Dupont Street	North	A point 40 metres east of Lansdowne Avenue and Spadina Road	4:00 p.m. to 6:00 p.m., except Sat., Sun., and Public Holidays
Dupont Street	North	Dundas Street West and a point 41 metres east of Edwin Avenue	Anytime
Dupont Street	North	A point 46 metres west of Symington Avenue and a point 40 metres east of Lansdowne Avenue	Anytime
Dupont Street	South	A point 40 metres east of Lansdowne Avenue and Spadina Road	7:00 a.m. to 9:00 a.m., except Sat., Sun., and Public Holidays
Dupont Street	South	Dundas Street West and a point 47 metres east of Symington Avenue	Anytime
Dupont Street	South	Campbell Avenue and a point 40 metres east of Lansdowne Avenue	Anytime

Pharmacy Avenue	Both	A point 45 metres south of Denton Avenue and a point 30 metres south of Alvinston Road	Anytime
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Time Limit Parking

1. Delete the following

Street	Side	Between	Times/Days	Time Limit
Annette Street	Both	Jane Street and Westholme Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Dupont Street	North	Symington Avenue and Edwin Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	60 mins.
Dupont Street	South	Edwin Avenue and Symington Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	60 mins.

2. Add the following

Street	Side	Between	Times/Days	Time Limit
Annette Street	North	Jane Street and Westholme Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Annette Street	South	Jane Street and Runnymede Road	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Dupont Street	North	a point 41 metres east of Edwin Avenue a point 46 metres west of Symington Avenue	8:00 a.m. to 6:00 p.m., Mon. to Sat	60 mins.

One-Way Traffic Lanes

1. Delete the following

Highway	Between	Lanes	Times of Day	Direction
Dupont Street West and Annette Street/Dundas Street West/Old Weston Road	Dundas Street West and a point 30.5 metres east thereof	Northerly Westbound	Anytime	Westbound Westbound right-turning Westbound left-turning

2. Add the following

Highway	Between	Lanes	Times of Day	Direction
Dupont Street West and Annette Street/Dundas Street West/Old Weston Road	Dundas Street West and a point 30.5 metres east thereof	Northerly Westbound	Anytime	Westbound Westbound right-turning