



STAFF REPORT ACTION REQUIRED

2008 Bikeway Network Program - Phase 3 Installation of Bicycle Lanes

Date:	June 11, 2008
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 6, 20, 35, 36, 42 and 44
Reference Number:	p\2008\ClusterB\tra\tim\pw08013tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Stanley Avenue, Royal York Road, Simcoe Street, and Birchmount Road. This report is the third of several reports to obtain approval for installing bicycle lanes as part of the Toronto Bike Plan - 2008 Bikeway Network Program.

The implementation of the proposed bicycle lanes will result in an increase in the length of bicycle lanes in the City by 4.4 km. This will increase the total length of bicycle lanes approved and constructed from 96.4 km to 100.8 km of the total 495 km of bicycle lanes in the Toronto Bike Plan.

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. Approve the installation of a westbound contra-flow bicycle lane on the north side of Stanley Avenue from Royal York to Superior Avenue, as detailed in Appendix A of this report;
2. Approve the installation of bicycle lanes on the west side of Royal York Road, from Cavell Avenue to Evans Avenue, and on the east side of Royal York Road from Cavell Avenue to Manitoba Street, as detailed in Appendix A of this report;

3. Approve the installation of bicycle lanes on both sides of Simcoe Street/Lower Simcoe Street, from Queens Quay West to Front Street West, as detailed in Appendix A of this report;
4. Approve the installation of stop control for eastbound, westbound, northbound and southbound traffic at the intersection of Bremner Boulevard and Simcoe Street/Lower Simcoe Street;
5. Subject to budget availability, approve the installation of traffic control signals at the intersection of Bremner Boulevard and Simcoe Street/Lower Simcoe Street, and in conjunction, remove the stop control by-laws for this intersection;
6. Approve the installation of bicycle lanes on both sides of Birchmount Road, from Kingston Road to a point 65 metres south of St. Clair Avenue East, as detailed in Appendix A of this report;
7. Approve the amendments to the traffic and parking regulations detailed in Appendix B of this report; and
8. 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.

The estimated cost for installing traffic control signals at the intersection of Bremner Boulevard and Simcoe Street/Lower Simcoe Street will be approximately \$140,000.00, including application of pavement markings and removal of existing signs. Funds for the installation of new traffic control signals are contained in the Transportation Services Capital Program requests under Project No. CTP708-01. In 2008, \$1.94 million has been approved for new traffic control signal installations. Installation of traffic control signals at this location will be subject to availability of funds and similar competing priorities. The added annual operating and maintenance costs associated with this installation are \$5,000.00, which includes all communication costs. These funds would come from the Transportation Services operating budget.

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 third of several reports to obtain the necessary approvals for installing the 2008 bicycle lanes.

COMMENTS

1. Stanley Avenue - Royal York Road to Superior Avenue:

Stanley Avenue, from Royal York Road to Superior Avenue, currently operates one-way in the eastbound direction with parking provided on the south side. A contra-flow bicycle lane is proposed adjacent to the curb on the north side of Stanley Avenue to allow cyclists travelling in the westbound direction to make the connection from the proposed signed bicycle route on Stanley Avenue, east of Superior Avenue to the bicycle lanes on Royal York Road. This proposal will have no impact on the existing parking or traffic operations. Stopping will be prohibited anytime on the north side of the road.

The attached Drawing No. 421P0086, dated June 2008, entitled “Stanley Ave: Royal York Rd – Superior Ave, Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lane. The attached Drawing No. 421P0087, dated June 2008, entitled “Stanley Ave: Royal York Road – Superior Ave, Cross Section A-A” illustrates the existing and proposed cross-section just east of Royal York Road.

The Ward Councillor has been consulted and supports the contra-flow bicycle lane proposed on Stanley Avenue, as described in this report.

2. Royal York Road between - Cavell Avenue to Manitoba Street:

Royal York Road between Cavell Avenue to Manitoba Street is a two-way minor arterial road with a two-lane cross-section. Dedicated left turn lanes are provided at the intersections with Evans Avenue, Portland Street and Newcastle Street. Parking is provided along both the east and west sides of the roadway and is restricted to one hour durations. The TTC operates the 15-Evans and 76-Royal York South bus routes along this section of Royal York Road. The introduction of dedicated bicycle lanes can be accommodated within the existing pavement width, and will allow for the existing two lane cross-section to be maintained over the length of the roadway. To accommodate the bicycle lanes and two additional on-street parking spaces, the existing dedicated southbound left turn lane from Royal York Road to Portland Street, will be eliminated. There will be no significant traffic impact as a result of the proposal.

The attached Drawing No. 421P0090, dated June 2008, entitled “Royal York Rd: Cavell Ave – Manitoba St, Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lanes and where parking will be provided. The attached Drawing No. 421P0091, dated June 2008, entitled “Royal York Rd: Cavell Ave – Manitoba St, Cross Section A-A” illustrates the existing and proposed cross-section.

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

3. Simcoe Street/Lower Simcoe Street - Queens Quay West to Front Street West:

Simcoe Street/Lower Simcoe Street from Queens Quay West to where it currently ends at Bremner Boulevard is a two-way collector road, which operates with two lanes in each direction. Parking is prohibited at all times on both sides with the exception of a bus parking area (2 buses) on the west side of Lower Simcoe Street, south of Bremner Boulevard. Construction of the Simcoe Street Underpass, which is currently underway, will connect Simcoe Street under the railway corridor from Bremner Boulevard to Station Street. Completion of the underpass is anticipated for the fall of 2008. The proposed cross-section for this new section of Simcoe Street, from Bremner Boulevard to Front Street West will be two lanes southbound and one lane northbound with bicycle lanes provided in both directions. The extension of the bicycle lanes on the section of Simcoe Street south of Bremner Boulevard can be accommodated within the existing pavement width by matching the two-lane southbound and one lane northbound cross-section as proposed in the underpass. This will result in the loss of one northbound lane and the relocation of the bus parking area to Bremnar Blulevard. There will be no significant traffic impact, as a result of the proposal. Acceptable traffic operations will be maintained throughout the route. In conjunction with the opening of the new section of Simcoe Street and the introduction of bicycle lanes, four-way stop control will be implemented at the Bremner Boulevard and Simcoe Street/Lower Simcoe Street

intersection. The future signalization of this intersection is recommended, subject to budget availability.

The attached Drawing No. 421P0092, dated June 2008, entitled “Simcoe St/Lower Simcoe St: Queens Quay W – Front St W, Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0093, dated June 2008, entitled “Simcoe St/Lower Simcoe St: Queens Quay W – Front St W, Cross Section A-A” illustrates the existing and proposed cross-section.

The Ward Councillor has been consulted and supports the bicycle lanes proposed on Simcoe Street/Lower Simcoe Street, as described in this report.

4. Birchmount Road - Kingston Road to a point 65 metres south of St. Clair Avenue East:

Birchmount Road between Kingston Road and St. Clair Avenue East is a two-way minor arterial road. From Kingston Road to Danforth Avenue, Birchmount Road operates with one lane in each direction with parking prohibited at all times on both sides of the roadway. From Danforth Avenue to St. Clair Avenue East, Birchmount Road operates with two lanes in each direction. Parking is provided on both the east and west sides of the roadway but is prohibited from 7:00 a.m. to 6:00 p.m. on all days. The TTC operates the 69-Warden South and the 20-Cliffside routes on this entire section of Birchmount Road. The introduction of bicycle lanes on the section of Birchmount Road from Kingston Road to Danforth Avenue can be accommodated within the existing pavement width, and will allow for the existing two-lane cross-section to be maintained. In order to provide bicycle lanes on the section of Birchmount Road between Danforth Avenue and St. Clair Avenue East, 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 this section of Birchmount Road will be eliminated in favour of providing a centre left turn lane for accessing the numerous driveways. There will be no significant traffic impact as a result of the proposal. Acceptable traffic operations will be maintained throughout the route.

The attached Drawing No. 421P0094, dated June 2008, entitled “Birchmount Rd: Kingston Rd – A Point 65m South of St Clair Ave E Proposed Bicycle Lane Location Plan” illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0095 dated June 2008, entitled “Birchmount Rd: Kingston Rd – A Point 65m South of St Clair Ave E, Cross Section A-A” illustrates the existing and proposed cross-section.

The Ward Councillors have been consulted and support the bicycle lanes proposed on Birchmount Road, as described in this report. The TTC staff have reviewed the proposal and have no objections.

CONTACT

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SIGNATURE

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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. 421P0086
Drawing No. 421P0087
Drawing No. 421P0090
Drawing No. 421P0091
Drawing No. 421P0092
Drawing No. 421P0093
Drawing No. 421P0094
Drawing No. 421P0095

Appendix A

Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Stanley Avenue	North, adjacent to the curb	Royal York Road and Superior Avenue
Royal York Road	East, adjacent to curb	Cavell Avenue and a point 8 metres north of Judson Street
Royal York Road	East, adjacent to parking	A point 8 metres north of Judson to a point 45 metres south of Newcastle Street
Royal York Road	West, adjacent to curb	Cavell Avenue and a point 42 metres north of Newcastle Street
Royal York Road	East, adjacent to curb	A point 45 metres south of Newcastle Street and a point 42 metres north Newcastle Street
Royal York Road	East, adjacent to parking	A point 42 metres north of Newcastle Street and a point 40 metres south of Algoma Street
Royal York Road	West, adjacent to parking	A point 42 metres north of Newcastle Street and a point 32 metres south of Evans Avenue
Royal York Road	East, adjacent to curb	A point 40 metres south of Algoma Street to Manitoba Street
Royal York Road	West, adjacent to curb	A point 32 metres south of Evans Avenue to Evans Avenue
Simcoe Street/Lower Simcoe Street	Both, adjacent to curb	Queens Quay West and Front Street West
Birchmount Road	Both, adjacent to curb	Kingston Road to a point 65 metres south of St. Clair Avenue East

Appendix B

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

No Parking

1. Delete the following:

Street	Side	Between	Times/Days
Stanley Avenue	North	Royal York Road and Superior Avenue	Anytime
Simcoe Street	East	Queen Street West and Station Street	Anytime
Simcoe Street	West	King Street West and Station Street	Anytime
Lower Simcoe Street	East	Lake Shore Boulevard West and Bremner Boulevard	Anytime
Lower Simcoe Street	West	Bremner Boulevard and a point 31.5 metres south	Anytime
Lower Simcoe Street	West	Lake Shore Boulevard West and a point 65.5 metres south of Bremner Boulevard	Anytime
Lower Simcoe Street	West	A point 31.5 metres south of Bremner Boulevard and a point 34 metres further south	Anytime
Birchmount Road	East	Danforth Avenue and Danforth Road	7:00 a.m. to 6:00 p.m.
Birchmount Road	West	Danforth Avenue and Mack Avenue	Anytime
Birchmount Road	West	Mack Avenue and Danforth Road	7:00 a.m. to 6:00 p.m.
Birchmount Road	Both	Kingston Road and Danforth Avenue	Anytime
Birchmount Road	Both	Danforth Road and a point 152.5 metres north of St. Clair Avenue	Anytime

2. Add the following:

Street	Side	Between	Times/Days
Birchmount Road	Both	A point 65 metres south of St. Clair Avenue East and a point 152.5 metres north of St. Clair Avenue East	Anytime
Simcoe Street	East	Queen Street West and Front Street West	Anytime
Simcoe Street	West	King Street West and Front Street West	Anytime

Bremner Boulevard	North	A point 30.5 metres west of Lower Simcoe Street and a point 47.5 metres west of Lower Simcoe Street	Anytime (buses excepted)

No Standing

1. Delete the following:

Street	Side	Between	Times/Days
Simcoe Street	Both	Wellington Street and Station Street	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr.1 to Nov. 30 of the same year, inclusive

2. Add the following:

Street	Side	Between	Times/Days
Simcoe Street	Both	Wellington Street and Front Street West	6:30 p.m. to 12:00 midnight, Mon. to Fri.; 12:00 noon to 6:00 p.m., on Sat., Sun. and public holidays; Apr.1 to Nov. 30 of the same year, inclusive

No Stopping

1. Delete the following:

Street	Side	Between	Times/Days
Bremner Boulevard	North	A point 208 metres east of Rees Street and Lower Simcoe Street	Anytime

2. Add the following:

Street	Side	Between	Times/Days
Stanley Avenue	North	Royal York Road and Superior Avenue	Anytime

Royal York Road	East	Cavell Avenue and a point 8 metres north of Judson Street	Anytime
Royal York Road	West	Cavell Avenue and a point 42 metres north of Newcastle Street	Anytime
Royal York Road	East	A point 45 metres south of Newcastle Street and a point 42 metres north of Newcastle Street	Anytime
Royal York Road	East	A point 40 metres south of Algoma Street and Manitoba Street	Anytime
Royal York Road	West	A point 32 metres south of Evans Avenue and Manitoba Street	Anytime
Bremner Boulevard	North	A point 208 metres east of Rees Street and a point 47.5 metres west of Lower Simcoe Street	Anytime
Simcoe Street/Lower Simcoe Street	Both	Lake Shore Boulevard West and Front Street West	Anytime
Birchmount Road	Both	Kingston Road and a point 65 metres south of St. Clair Avenue East	Anytime

One-Way Traffic Lanes

1. Delete the following:

Street	Between	Lanes	Times/Days	Direction
Birchmount Road and Danforth Avenue	Danforth Avenue and a point 30.5 metres north thereof	Westerly Southbound	Anytime	Southbound right turning (except buses)

Bus Loading Zones

1. Delete the following:

Location	Side	Name of School or Institution
101 Birchmount Road	East	Immaculate Heart of Mary

Time Limit Parking

1. Delete the following:

Street	Side	Between	Times/Days	Time Limit
Royal York Road	West	Newcastle Street and Evans Avenue	Anytime	2 hours
Lower Simcoe Street	West	A point 31.5 metres south of Bremner Boulevard and a point 34 metres further south	Anytime	3 hours (buses only)

2. Add the following:

Street	Side	Between	Times/Days	Time Limit
Royal York Road	West	Newcastle Street and Evans Avenue	Anytime	1 hour
Bremner Boulevard	North	A point 30.5 metres west of Lower Simcoe Street and a point 47.5 metres west of Lower Simcoe Street	8:00 a.m. to 6:00 p.m.	1 hour (buses only)
Bremner Boulevard	North	A point 30.5 metres west of Lower Simcoe Street and a point 47.5 metres west of Lower Simcoe Street	6:00 p.m. to 8:00 a.m.	3 hours (buses only)