



STAFF REPORT ACTION REQUIRED

2008 Bikeway Network Program - Phase 4 Installation of Bicycle Lanes

Date:	August 21, 2008
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 3, 5, 6, 13, 38, 44
Reference Number:	p:2008\ClusterB\tra\tim\pw08017tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Brimorton Drive, Conlins Road, Horner Avenue, Renforth Drive and The Queensway. This report is the fourth of five 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 13.2 km. This will increase the total length of bicycle lanes approved and constructed from 100.8 km to 114 km of the total 495 km of bicycle lanes in the Toronto Bike Plan.

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

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. Approve the installation of bicycle lanes on both sides of Brimorton Drive, from Brimley Road to Scarborough Golf Club Road, as detailed in Appendix A of this report;

2. Approve the installation of bicycle lanes on both sides of Conlins Road, from Ellesmere Road to Sheppard Avenue East, as detailed in Appendix A of this report;
3. Approve the installation of bicycle lanes on both sides of Horner Avenue, from Browns Line to Judson Street, as detailed in Appendix A of this report;
4. Approve the installation of bicycle lanes on the east side of Renforth Drive, from Bloor Street West to Rathburn Road, and on the west side of Renforth Drive, from Bloor Street West to West Wareside Road, as detailed in Appendix A of this report;
5. Approve the installation of bicycle lanes on both sides of The Queensway, from 250 metres east of High Street to Windermere Avenue, as detailed in Appendix A of this report;
6. Approve the amendments to the traffic and parking regulations detailed in Appendix B of this report; and
7. 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 recommended in this report are provided 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 fourth of five reports to obtain the necessary approvals for the 2008 bicycle lane projects.

COMMENTS

1. Brimorton Drive – Brimley Road to Scarborough Golf Club Road

Brimorton Drive, between Brimley Road and Scarborough Golf Club Road, is a two-way collector road, which operates with one lane in each direction. Generally, parking is permitted on both sides of the roadway. The TTC does not operate any transit services on this section of Brimorton Drive. In the three block section from Brimley Road to Jackmuir Crescent, Brimorton Drive is wide enough to accommodate bicycle lanes without any changes to the number of travel lanes or parking. East of Jackmuir Crescent the roadway width narrows and parking can typically only be provided on one side in order to accommodate bicycle lanes within the existing pavement width. Parking will be provided on the north side of the roadway from Jackmuir Crescent to McCowan Road and from Bellamy Road to Dolly Varden Boulevard. Similarly, parking will be provided on the south side of the roadway from McCowan Road to Bellamy Road and from Peace Drive to Hiscock Boulevard. As part of the bicycle lane design, exclusive left-turn lanes will be provided at all signalized intersections. There will be no significant traffic impact as a result of the proposal. The existing parking demand on Brimorton Drive can be accommodated in the reduced number of parking spaces.

The attached Drawing No. 421P0107, dated August 2008, entitled “Brimorton Dr: Brimley Rd – Scarborough Golf Club Rd, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0108, dated August 2008, entitled “Brimorton Dr: Brimley Rd – Scarborough Golf Club Rd, Cross-Section A-A”, illustrates the existing and proposed cross-section.

The Ward Councillor has been consulted and supports the proposed installation of bicycle lanes on Brimorton Drive, as described in this report.

2. Conlins Road – Ellesmere Road to Sheppard Avenue East

Conlins Road, between Ellesmere Road and Sheppard Avenue East, is a two-way collector road, which operates with one lane in each direction. Generally, parking is permitted on both sides of the roadway, but is prohibited on weekdays from 7:00 a.m. to 6:00 p.m. between Ellesmere Road and Good Road. From Good Road to the north limit of the Hwy. 401 overpass, parking is prohibited on both sides at all times. The TTC operates the 116-Morningside rush hour bus route on Conlins Road from Ellesmere Road to Canmore Boulevard. To accommodate bicycle lanes on Conlins Road within the existing pavement width, parking will be removed on the west side of the roadway south of Good Road to Ellesmere Road, and on both sides of the road north of the Hwy. 401 overpass to Sheppard Avenue East. The existing parking demand on Conlins Road can be accommodated in the reduced number of parking spaces. There will be no significant traffic impact as a result of the proposal.

The attached Drawing No. 421P0096, dated June 2008, entitled “Conlins Rd: Ellesmere Rd – Sheppard Ave E, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0097, dated June 2008, entitled “Conlins Rd: Ellesmere Rd – Sheppard Ave E, Cross-Section A-A”, illustrates the existing and proposed cross-section.

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

3. Horner Avenue – Browns Line to Judson Street

Horner Avenue, between Browns Line and Judson Street, is a two-way minor arterial roadway, which operates with two lanes in each direction. Parking is prohibited at all times on both sides of the road. The TTC operates the 110A-Islington South bus route on this section of Horner Avenue. The introduction of dedicated bicycle lanes on the roadway can be accommodated within the existing roadway pavement width, and will allow for a three lane cross-section, including one traffic lane in each direction, over the entire length of the roadway. A continuous centre left-turn lane will also be provided. Stopping will be prohibited at all times on both sides of the road. There will be no significant traffic impact as a result of the proposal.

During consultations with the Ward Councillor, he expressed concerns with the mix of cyclists and large commercial trucks on Horner Avenue. The bicycle lanes and traffic lanes have been designed at a wider width to safely accommodate large trucks and cyclists and additional signage and pavement markings will be installed to increase the visibility of the bicycle lanes. The TTC staff have reviewed the proposal and have no concerns.

The Horner Avenue bicycle lanes will connect with the existing bikeway route on Thirtieth and Thirty-First Streets, which provide access to the Waterfront Trail. In addition, Horner Avenue provides an important east-west Bikeway Network connection between the existing bicycle lanes on Royal York Road and the Etobicoke Creek Trail. The installation of bicycle lanes on this section of Horner Avenue will be complemented by the installation of bikeway signs marking the connecting routes to Royal York Road and the Etobicoke Creek Trail.

The attached Drawing No. 421P0046, dated August 2008, entitled “Horner Ave: Browns Line – Judson St, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0047, dated August 2007, entitled “Horner Ave: Browns Line – Judson St, Cross Section A-A”, illustrates the existing and proposed cross-section.

4. Renforth Drive – Bloor Street West to Rathburn Road:

Renforth Drive, between Bloor Street West and Rathburn Road, is a two-way collector roadway which operates with one lane in each direction. Dedicated left-turn lanes are provided on Renforth Drive at the intersections with Bloor Street West, Burnhamthorpe Road, and Rathburn Road. The intersections of Renforth Drive with Burnhamthorpe Road and Rathburn Road are signalized. A pedestrian cross-over is provided at the intersection with Mayland Avenue. Parking is currently prohibited along the majority of the roadway. However, parking is permitted along the west side of the road north of Burnhamthorpe Road to Rathburn Road, and along the west side of the road north of Toledo Road to Rathgar Avenue. The TTC does not operate any services along the roadway.

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. The dedicated southbound left-turn lane provided at the intersection of Bloor Street West will be maintained. Dedicated left-turn lanes at the intersection with Burnhamthorpe Road will be maintained, however, northbound and southbound right-turn lanes at Burnhamthorpe Road will be removed to accommodate the bicycle lanes. The northbound left-turn lane on the approach to Toledo Road will also be removed. The existing dedicated turn lanes at the intersection of Renforth Drive with Rathburn Road will be maintained. There will be no significant traffic impact as a result of the proposal. North of Burnhamthorpe Road to Crendon Drive, there is sufficient pavement width to maintain the existing parking along the west curb. Along the remainder of the roadway stopping will be prohibited at all times along both sides of the road.

The attached Drawing No. 421P0099, dated July 2008, entitled “Renforth Dr: Bloor St W – Rathburn Rd, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes and where parking will be provided. The attached Drawing No. 421P0100, dated July 2008, entitled “Renforth Dr: Bloor St W – Rathburn Rd, Cross Section A-A”, illustrates the existing and proposed cross-section.

The Ward Councillor has been consulted but does not support the proposed installation of bicycle lanes on Renforth Drive, as described in this report.

5. The Queensway – 250 metres east of High Street to Windermere Avenue:

The Queensway, between High Street and Windermere Avenue, is a two-way divided major arterial roadway. At High Street and Windermere Avenue two-through traffic lanes are provided in both the eastbound and westbound directions. Between High Street and The South Kingsway interchange, three traffic lanes are provided for each of the eastbound and westbound directions. Separate left-turn lanes are provided at signalized intersections. The TTC operates the 80-Queensway bus route along the roadway. In addition, the 66-Prince Edward bus route operates along The Queensway west of the TTC Humber Loop, just west of the Humber River. The 501-Queen and the 508-Lakeshore

streetcars operate in their own right-of-way. Stopping is currently prohibited between High Street and Windermere Avenue.

At its meeting of July 15, 16, and 17, 2008, City Council approved the reconfiguration of the ramps at the north-east quadrant of The South Kingsway interchange with The Queensway. The reconfiguration includes the reduction of The Queensway through the interchange to two general purpose traffic lanes in each direction, in order to accommodate bicycle lanes. Dedicated bicycle lanes can be accommodated along The Queensway within the existing and reconfigured pavement width, and will allow for two through traffic lanes to be maintained along the roadway. The existing left-turn lanes currently provided at the signalized intersections of the Humber Sewage Treatment Plant/commercial plaza driveway, and Windermere Avenue will be maintained. There will be no significant traffic impact as a result of the proposal.

The attached Drawing No. 421P0105, dated August 2008, entitled “The Queensway: 250m E of High St – Windermere Ave, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0106, dated August 2008, entitled “The Queensway: 250m E of High St – Windermere Ave, Cross Section A-A”, illustrates the existing and proposed cross-section.

The Ward Councillors have been consulted, and support the introduction of the bicycle lanes proposed on The Queensway, as described in this report.

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. 421P0046

Drawing No. 421P0047

Drawing No. 421P0096

Drawing No. 421P0097

Drawing No. 421P0099

Drawing No. 421P0100

Drawing No. 421P0105

Drawing No. 421P0106

Drawing No. 421P0107

Drawing No. 421P0108

Appendix A
Bicycle Lanes to be Designated

Add the following:

Highway	Side and Location	Between
Brimorton Drive	North, adjacent to curb	Brimley Road and a point 63 metres west of Doerr Road
Brimorton Drive	North, adjacent to parking	A point 63 metres west of Doerr Road and a point 85 metres west of McCowan Road
Brimorton Drive	North, adjacent to curb	A point 85 metres west of McCowan Road and a point 87 metres east of Bellamy Road
Brimorton Drive	North, adjacent to parking	A point 87 metres east of Bellamy Road and a point 33.5 metres west of Dolly Varden Boulevard
Brimorton Drive	North, adjacent to curb	A point 33.5 metres west of Dolly Varden Boulevard and Scarborough Golf Club Road
Brimorton Drive	South , adjacent to curb	Brimley Road and Sancrest Drive
Brimorton Drive	South, adjacent to parking	Sancrest Drive and Jackmuir Crescent
Brimorton Drive	South , adjacent to curb	Jackmuir Crescent and a point 74 metres east of McCowan Road
Brimorton Drive	South, adjacent to parking	A point 74 metres east of McCowan Road and a point 64 metres west of Bellamy Road
Brimorton Drive	South , adjacent to curb	A point 64 metres west of Bellamy Road and a point 40 metres east of Peace Drive
Brimorton Drive	South, adjacent to parking	A point 40 metres east of Peace Drive and Hiscock Boulevard
Brimorton Drive	South , adjacent to curb	Hiscock Boulevard and Scarborough Golf Club Road

Highway	Side and Location	Between
Conlins Road	West, adjacent to curb	Ellesmere Road and Sheppard Avenue East
Conlins Road	East, adjacent to curb	Ellesmere Road and a point 36.5 metres north of Ellesmere Road
Conlins Road	East, adjacent to parking	A point 36.5 metres north of Ellesmere Road and Good Road
Conlins Road	East, adjacent to curb	Good Road and Sheppard Avenue East

Highway	Side and Location	Between
Horner Avenue	North, adjacent to the curb	Browns Line and Judson Street
Horner Avenue	South, adjacent to the curb	Browns Line and Judson Street

Highway	Side and Location	Between
Renforth Drive	West and south, adjacent to curb	Bloor Street West and a point 70 metres north of Burnhamthorpe Road
Renforth Drive	West, adjacent to parking	A point 70 metres north of Burnhamthorpe Road and Crendon Drive
Renforth Drive	West, adjacent to curb	Crendon Drive and West Wareside Road
Renforth Drive	East and north, adjacent to curb	Bloor Street West and Rathburn Road

Highway	Side and Location	Between
The Queensway	North, adjacent to curb	A point 250 metres east of High Street and Windermere Avenue
The Queensway	South, adjacent to curb	A point 220 metres east of High Street and Windermere Avenue

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

No Parking

1. Delete the following:

Street	Side	Between	Times/Days
Brimorton Drive	Both	Brimley Road and Sancrest Drive	Anytime
Brimorton Drive	Both	Markham Road and 33.5m west of Dolly Varden Boulevard	Anytime
Brimorton Drive	North	Albacore Crescent and 106.75m west of Amberjack Boulevard	Anytime

Street	Side	Between	Times/Days
Conlins Road	Both	Good Road and south limit of MacDonald Cartier Freeway (HWY. 401)	Anytime
Conlins Road	Both	Ellesmere Road and Canmore Boulevard/Chartway Boulevard	7:00 a.m. to 6:00 p.m. Monday to Friday

Street	Side	Between	Times/Days
Horner Avenue	Both	Browns Line and Evans Avenue	Anytime

Street	Side	Between	Times/Days
Renforth Drive	West	A point 82.5m west and north of Peacock Avenue to a point 46.0m north thereof	8 am to 6 pm
Renforth Drive	East and North	Bloor Street West and Burnhamthorpe Road	Anytime
Renforth Drive	East and North	Bloor Street West and a point 71.0m east of Peacock Ave.	Anytime
Renforth Drive	East and North	A point 34.0m west of Peacock Drive and Burnhamthorpe Road	Anytime
Renforth Drive	West and South	Bloor Street West and a point 60.0m north of Toledo Road	Anytime
Renforth Drive	West	Burhamthorpe Road and a point 90.0m south thereof	Anytime
Renforth Drive	East	Burnhamthorpe Road and Rathburn Road	Anytime

2. Add the following:

Street	Side	Between	Times/Days
Conlins Road	East	A point 36.5 metres north of Ellesmere Road and Canmore Boulevard/Chartway Boulevard	7:00 a.m. to 6:00 p.m. Monday to Friday

Street	Side	Between	Times/Days
Horner Avenue	Both	Judson Street and Evans Avenue	Anytime

No Stopping

1. Delete the following:

Street	Side	Between	Times/Days
Brimorton Drive	North	33.55m east of Amberjack Boulevard and 33.55m west of Dolly Varden Boulevard	Anytime
Brimorton Drive	North	East limit of 44 Brimorton Drive and 50 metres east of Neapolitan Drive	8:00 a.m. to 4:00 p.m. Monday to Friday
Brimorton Drive	South	Gaitwan Place and 247 metres further west	8:00 a.m. to 4:00 p.m. Monday to Friday
Brimorton Drive	South	91.50m east of Amberjack Boulevard and 61m further east	Anytime

Street	Side	Between	Times/Days
Horner Avenue	North	Beta Street and Gamma Street	8:00 a.m. to 5:00 p.m., except Sat., Sun., and Public Holidays

2. Add the following:

Street	Side	Between	Times/Days
Brimorton Drive	North	Brimley Road and a point 63 metres west of Doerr Road	Anytime
Brimorton Drive	North	A point 85 metres west of McCowan Road and a point 87 metres east of Bellamy Road	Anytime
Brimorton Drive	North	A point 33.5 metres west of Dolly Varden Boulevard and Scarborough Golf Club Road	Anytime
Brimorton Drive	South	Brimley Road and Sancrest Drive	Anytime
Brimorton Drive	South	Jackmuir Crescent and a point 74 metres east of McCowan Road	Anytime

Brimorton Drive	South	A point 64 metres east of Bellamy Road and a point 99 metres east of Markham Road	Anytime
Brimorton Drive	South	Hiscock Boulevard and Scarborough Golf Club Road	Anytime

Street	Side	Between	Times/Days
Conlins Road	West	Ellesmere Road and Sheppard Avenue East	Anytime
Conlins Road	East	Ellesmere Road and a point 36.5 metres north of Ellesmere Road	Anytime
Conlins Road	East	Good Road and Sheppard Avenue East	Anytime

Street	Side	Between	Times/Days
Horner Avenue	Both	Browns Line and Judson Street	Anytime

Street	Side	Between	Times/Days
Renforth Drive	West and South	Bloor Street West and a point 70.0 metres north of Burnhamthorpe Road	Anytime
Renforth Drive	West	Crendon Drive and Rathburn Road	Anytime
Renforth Drive	East and North	Bloor Street West and Rathburn Road	Anytime