



**STAFF REPORT
ACTION REQUIRED**

2009 Bikeway Network Program – Installation of Bicycle Lanes

Date:	May 20, 2009
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 3, 4, 5, 12, 14, 17, 18, 19, 21, 22, 26, 27, 31, 38 and 40
Reference Number:	p:2009\ClusterB\tra\tim\pw09010tim

SUMMARY

The purpose of this report is to obtain authority for installing 24.1 kilometres of new bicycle lanes which will form part of the Toronto Bike Plan – 2009 Bikeway Network Program.

In addition, authority is sought to amend the existing bicycle lanes installed last year on Rogers Road, from Old Weston Road to Oakwood Avenue, and amend the associated parking regulations, at the request of the Ward Councillors.

The affected Ward Councillors have been consulted regarding the bicycle lanes proposed in their respective Wards. The T.T.C has been consulted regarding the bicycle lanes proposed for streets with T.T.C. bus routes.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. Approve the installation of bicycle lanes on the following roadways:
 - a. Bellamy Road North, from Porchester Drive to Brimorton Drive;
 - b. Bloor Street West, from Mill Road to Beamish Drive;
 - c. Brock Avenue, from a point 25 metres north of Seaford Avenue to Florence Street;
 - d. Crescent Town Road, from Dawes Road to Victoria Park Avenue;

- e. Huntingwood Drive, from Victoria Park Avenue to Birchmount Road;
 - f. Lansdowne Avenue, from Rideau Avenue to Dundas Street West;
 - g. Moore Avenue, from Welland Avenue to Bayview Avenue;
 - h. Rathburn Road, from Mimico Creek to Islington Avenue;
 - i. The West Mall, from the Queensway to Bloor Street West;
 - j. The Westway, from Martin Grove Road to Royal York Road; and
 - k. Trethewey Drive, from Jane Street to Black Creek Drive.
2. Approve the installation of contra-flow bicycle lanes on the following roadways:
- a. Argyle Street, from Northcote Avenue to Lisgar Street, from Dovercourt Road to Ossington Avenue, and from Shaw Street to Givins Street;
 - b. Bellwoods Avenue, from a point 90 metres north of Queen Street West to Robinson Street;
 - c. Glen Cedar Road, from Dewbourne Avenue to Eglinton Avenue West;
 - d. Fermanagh Avenue, from Roncesvalles Avenue to Sorauren Avenue;
 - e. Florence Street, from Brock Avenue to Sheridan Avenue;
 - f. Gladstone Avenue, from Waterloo Avenue to Argyle Street;
 - g. Havelock Street, from Lindsey Avenue to Dewson Street;
 - h. Lindsey Avenue, from Brock Avenue to Dufferin Street;
 - i. Maitland Place, from Jarvis Street to a point 100 metres west of Homewood Avenue;
 - j. Shaw Street, from Dundas Street West to Harbord Street;
 - h. Waterloo Avenue, from Dufferin Street to Gladstone Avenue.
3. Authorize the General Manager, Transportation Services to develop and implement the detailed design for the above noted bicycle lanes, including amendments to traffic and parking regulations, in consultation with the Ward Councillors;
4. Approve amendments to the existing bicycle lanes on Rogers Road, from Old Weston Road to Oakwood Avenue, and amend the associated parking regulations in consultation with the Ward Councillors:
- a. to provide parking on the south side of the road, between Blackthorn Avenue and Bronoco Avenue;
 - b. to relocate the parking from the north side of Rogers Road, between Nairn Avenue and Earls court Avenue, to the south side of the roadway; and
 - c. to relocate the parking from the south side of Rogers Road, between Chambers Avenue and Rosethorn Avenue, to the north side of the roadway.
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 and pavement markings recommended in this report are provided within the Transportation Services Division 2009 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

The Toronto Bike Plan implements the following policy of the Toronto Official Plan: "Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including... an expanded bikeway network." 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 installation targets. This report is necessary to obtain approvals to install the 2009 bicycle lanes.

COMMENTS

1. Bellamy Road North – Porchester Drive to Brimorton Drive – 2.9 km

Bellamy Road North, between Porchester Drive and Brimorton Drive, is a two-way minor arterial roadway, which operates with two lanes in each direction. Generally, parking is permitted on both sides of the roadway with parking restrictions in both directions in the peak periods, between Lawrence Avenue East and the hydro corridor south of Brimorton Drive. However, all properties on Bellamy Road have driveways and there is very little parking demand on the street. The T.T.C. operates the 9-Bellamy bus route on this section of Bellamy Road.

In order to accommodate bicycle lanes within the existing pavement width, traffic lanes will be reduced to one lane in each direction. For the most part, the parking on both sides of the Bellamy Road will be eliminated in favour of providing a centre left-turn lane for accessing the numerous driveways. However, parking can be provided on one side of the street where there is parking demand. The parking requirements will be determined as

part of detailed design in consultation with the Ward Councillor. The traffic lane reduction will result in some additional delays during the peak periods.

The attached Drawing No. 421P0133ml, dated May 2009, entitled “Bellamy Rd, Crescent Town Rd, Huntingwood Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

2. Bloor Street West, from Mill Road to Beamish Drive – 3.4 km

Bloor Street West, between Mill Road and Beamish Drive, is two-way major arterial roadway, which operates with two lanes in each direction, with turn lanes provided at some intersections. Generally parking is prohibited on both sides of the roadway, however, in the section west of Jopling Avenue to east of Tremont Road, parking is permitted for a maximum duration of 3 hours on both sides of the road. In addition, on the north side of the road a parking bay is provided west of Botfield Avenue. The T.T.C. operates the 49-Bloor West bus route, as well as the 300-Bloor-Danforth all night route, on this section of Bloor Street West. Mississauga Transit operates the 3-Bloor bus route on this section of Bloor Street West.

In order to accommodate bicycle lanes within the existing pavement width, east of Poplar Avenue, the left turn lanes will be removed in favour of bicycle lanes. Between Poplar Avenue and Beamish Drive, two traffic lanes can be maintained in each direction, which is consistent with the approved Six Points Interchange Reconfiguration Class Environmental Assessment Study. West of Poplar Avenue the traffic lanes will be reduced to one lane in each direction and a two-way centre left-turn lane will be introduced. The existing parking bay west of Botfield Avenue will be retained, with No Stopping restrictions introduced elsewhere throughout the route. The traffic lane reduction will result in some additional delays, during the peak hours.

The attached Drawing No. 421P0133, dated May 2009, entitled “Bloor St W, Rathburn Rd, The West Mall, The Westway, Trethewey Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

3. Crescent Town Road – Dawes Road to Victoria Park Avenue – 0.7 km

Crescent Town Road, between Dawes Road and Victoria Park, is a two-way collector road, which operates with one lane in each direction. Parking is prohibited on both sides at all times. The T.T.C. operates the 404-East York bus route on this section of Crescent Town Road.

There is sufficient roadway width to provide bicycle lanes on both sides of the roadway in addition to the existing vehicle lanes. There will be no significant traffic impact as a result of the introduction of bicycle lanes to the roadway.

The attached Drawing No. 421P0133ml, dated May 2009, entitled “Bellamy Rd, Crescent Town Rd, Huntingwood Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes

4. Glen Cedar Road - Dewbourne Avenue to Eglinton Avenue West – 0.3 km

Glen Cedar Road, from Dewbourne Avenue to Eglinton Avenue West, is a local street which currently operates in a one-way direction northbound. South of this section to Connaught Circle, Glen Cedar Road operates two-way and is signed as a shared roadway facility. Parking is provided on the west side of the roadway.

In order to connect the existing shared roadway route on Glen Cedar Road to the signed route on Old Park Road north of Eglinton Avenue West, a contra flow bicycle lane needs to be introduced to allow southbound cyclists to travel on the one-way section of Glen Cedar Road. The introduction of the bicycle lane will not have any traffic or parking impacts.

The attached Drawing No. 421P0136, dated May 2009, entitled “Rogers Rd, Moore Ave, Maitland Pl, Glen Cedar Rd Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

5. Huntingwood Drive – Victoria Park Avenue to Birchmount Road – 2.3 km

Huntingwood Drive, between Victoria Park Avenue and Birchmount 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 T.T.C operates the 169-Huntingwood bus route on this section of Huntingwood Drive.

In order to accommodate bicycle lanes within the existing pavement width, parking will only be provided on one side of the road. Through the detailed design, based on the existing parking demand and in consultation with the Ward Councillor, the future location of on-parking will be determined. Generally, the existing parking demand on Huntingwood Drive can be accommodated in the reduced number of spaces. There will be no significant traffic impact as a result of the introduction of bicycle lanes to the roadway.

The attached Drawing No. 421P0133ml, dated May 2009, entitled “Bellamy Rd, Crescent Town Rd, Huntingwood Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

6. Maitland Place – Jarvis Street to a point 100 metres west of Homewood Avenue – 0.1 km

Maitland Place is a local street, from Jarvis Street to Homewood Avenue. From Jarvis Street to a point 100 metres west of Homewood Avenue it operates as one-way westbound, and from this point to Homewood Avenue it operates as a two-way road. Parking is provided on the north side of the roadway.

At the request of the Ward Councillor, Transportation Staff have investigated the feasibility of installing a contra-flow bicycle lane to allow cyclists to travel in both directions on Maitland Place. A contra-flow bicycle lane can be introduced on the one-way section of the roadway and will not have any traffic or parking impacts.

The attached Drawing No. 421P0136, dated May 2009, entitled “Rogers Rd, Moore Ave, Maitland Pl, Glen Cedar Rd Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

7. Moore Avenue – Welland Avenue to Bayview Avenue – 0.7 km

Moore Avenue from Welland Avenue to Bayview Avenue currently operates as a two-way minor arterial roadway, with one lane in each direction. Parking is prohibited on the south side of the road during the morning peak period and on the north side of the road during the afternoon peak period. The T.T.C. operates the 88-South Leaside bus route on this section of the road during the peak periods.

Moore Avenue is scheduled for reconstruction from Welland Drive to Bayview Avenue, as part of the 2009 Capital Works Program. The proposed design, which is being developed in consultation with the Ward Councillor, will maintain one traffic lane in each direction, and will permit on-street parking on the south side of the road at all times, between Brendan Road and Lumley Avenue and Orchard Green and Bayview Avenue. Bicycle lanes will be implemented as part of this reconstruction project. There will be no traffic impact as a result of the introduction of the bicycle lanes to the roadway.

The attached Drawing No. 421P0136, dated May 2009, entitled “Rogers Rd, Moore Ave, Maitland Pl, Glen Cedar Rd Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

8. Rathburn Road – Mimico Creek to Islington Avenue – 1.8 km

Rathburn Road is a two-way a minor arterial road, between Mimico Creek and Kipling Avenue, and a collector road, between Kipling Avenue and Islington Avenue. On-street parking is prohibited at any time on both sides of the roadway. The T.T.C. operates the 48-Rathburn bus route on this section of Rathburn Road.

There is sufficient roadway width to provide bicycle lanes on both sides of the roadway in addition to the existing vehicle lanes. There will be no traffic impact as a result of the introduction of bicycle lanes to the roadway.

The attached Drawing No. 421P0133, dated May 2009, entitled “Bloor St W, Rathburn Rd, The West Mall, The Westway, Trethewey Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

9. Rogers Road – Old Weston Road to Oakwood Avenue – 2.4 km (existing)

In the Summer of 2008, bicycle lanes were installed on both sides of Rogers Road, from Old Weston Road to Oakwood Avenue. The Councillors in Wards 12 and 17 have requested a number of changes to the location of parking provided along the route, which require amendments to the existing bicycle lane designation and parking regulations. These changes are: to provide parking on the south side of the road, between Blackthorn Avenue and Bronoco Avenue; to relocate the parking from the north side of Rogers Road, between Nairn Avenue and Earls court Avenue, to the south side of the roadway; and to relocate the parking from the south side of Rogers Road, between Chambers Avenue and Rosethorn Avenue, to the north side of the roadway.

The above modifications will have no impact on the operation of the bicycle lanes or the available parking supply along the route.

The attached Drawing No. 421P0136, dated May 2009, entitled “Rogers Rd, Moore Ave, Maitland Pl, Glen Cedar Rd Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

10. The West Mall – The Queensway to Bloor Street West – 3.5 km

The West Mall, between The Queensway and Bloor Street West is a minor arterial roadway. Between The Queensway and Westside Drive, and between West Mall Crescent and Bloor Street West, the roadway operates with two lanes in each direction with a pavement width of approximately 15.0 metres. Between Westside Drive and West Mall Crescent, the roadway operates with two lanes in each direction with left turn lanes provided at some intersections and driveways, and has a pavement width varying from approximately 15.0 to 18.0 metres. Parking is prohibited on both sides of the roadway. The T.T.C. operates the 112-West Mall bus route on the section of the roadway north of West Mall Crescent.

The West Mall is scheduled for re-construction from The Queensway to a point 150 metres north of Paxman Road, as part of the 2009 Capital Works Program. From Westside Drive north to Paxman Road some localized widening of the roadway will occur to achieve a consistent pavement width of approximately 18.0 metres.

Between The Queensway and Westside Drive, in order to accommodate bicycle lanes within the existing pavement width, traffic lanes will be reduced to one lane in each direction plus left turn lanes provided at intersecting driveways. Between Westside Drive and West Mall Crescent, the widening of the roadway achieved through the re-construction will allow for two traffic lanes to be maintained in each direction. Between West Mall Crescent and Bloor Street West, traffic lanes will be reduced to one lane in each direction, with parking provided at all times on one side of the road (north of Dundas Street West to Leavenworth Crescent). The introduction of bicycle lanes to the

roadway will result in some additional traffic delay in the peak hours. No parking impacts are anticipated.

The attached Drawing No. 421P0133, dated May 2009, entitled “Bloor St W, Rathburn Rd, The West Mall, The Westway, Trethewey Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

11. The Westway – Martin Grove Road to Royal York Road – 3.3 km

The Westway from Martin Grove Road to Royal York Road currently operates as a two-way minor arterial road, with two lanes in each direction. Generally parking is prohibited on both sides of the roadway during the am and pm peak hours. The T.T.C. operates the 52-Lawrence West bus route on this section of The Westway.

In order to accommodate bicycle lanes within the existing pavement width, the planned cross-section of The Westway will include one through lane in each direction and a centre left-turn lane. On-street parking will be prohibited all the time. All properties along the Westway have driveways. On-street parking surveys conducted during mid-day and evening hours, show there is extremely low parking demand on the street. There will not be a traffic impact as a result of the introduction of bicycle lanes to the roadway.

The attached Drawing No. 421P0133, dated May 2009, entitled “Bloor St W, Rathburn Rd, The West Mall, The Westway, Trethewey Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

12. Trethewey Drive – Jane Street to Black Creek Drive – 1.7 km

Trethewey Drive, between Jane Street and Black Creek Drive, is a two-way minor arterial road, which operates with two lanes in each direction. On-street parking is prohibited on both sides at all times, except for a 55 metre long section on the north side of the street, west of Havenbrook Avenue. The T.T.C. operates the 32C-EglintonWest and 171-Mt Dennis bus routes on this section of Trethewey Drive.

The introduction of bike lanes within the existing pavement width will result in one through lane in each direction and a centre left-turn lane. Existing turning and through traffic lanes will be maintained at the intersections. There will not be a traffic impact as a result of the introduction of bicycle lanes to the roadway.

At the request of the Ward Councillor, some on-street parking spaces will be provided east of Brookhaven Avenue, on the north side of Trethewey Drive, to accommodate visitors of the adjacent church.

The attached Drawing No. 421P0133, dated May 2009, entitled “Bloor St W, Rathburn Rd, The West Mall, The Westway, Trethewey Dr Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

12. West End Bikeway Projects – 3.4 km

The West End Bikeways project was launched in the fall of 2008 with a goal to identify cycling infrastructure projects that could be completed in 2009 and 2010 where there are recognized gaps in the Bikeway Network in the downtown west end. A public call for submissions requesting ideas for bikeways was followed up with a public meeting to review and prioritize projects. Information gathered from this collaborative effort was used by staff to identify a total of 9 projects in the area south of Bloor Street West to the Gardiner Expressway, and from Parkside Drive to Bathurst Street.

Although the majority of the selected corridors would be shared roadway bikeways, there are numerous locations where these routes utilize one-way streets and would need contra-flow bicycle lanes in order to allow cyclists the ability to travel in both directions. In the corridor connecting the existing bicycle lanes on College Street west of Lansdowne Avenue to the Harbord Street bicycle lanes, contra-flow lanes are required on Lindsey Avenue, from Brock Avenue to Dufferin Street and on Havelock Street, from Lindsey Avenue to Dewson Street. In the corridor connecting the College/Dundas Street bicycle lanes to High Park, contra-flow lanes are required on Fermanagh Avenue, from Roncesvalles Avenue to Sorauren Avenue. In the Shaw Street corridor, contra-flow lanes are required on Shaw Street, from Dundas Street West to Harbord Street. In the Argyle/Robinson corridor, contra-flow lanes are required on Florence Street, from Brock Avenue to Sheridan Avenue; on Waterloo Avenue, from Dufferin Street to Gladstone Avenue; on Gladstone Avenue, from Waterloo Avenue to Argyle Street; on Argyle Street, from Northcote Avenue to Lisgar Street, and from Dovercourt Road to Ossington Avenue, and from Givins Street to Shaw Street; and on Bellwoods Avenue from a point 90 metres north of Queen Street West to Robinson Street.

Two locations were also identified where short sections of bicycle lanes could be provided at railway underpasses. In the Brock Avenue corridor, in the railway underpass on Brock Avenue south of Florence Street, there is sufficient roadway width to provide bicycle lanes on both sides of the roadway in addition to the existing traffic lanes. In the Lansdowne Avenue corridor, in the railway underpass on Lansdowne Avenue from Rideau Avenue to Dundas Street West, bicycle lanes can be introduced by reducing the existing three lane cross-section, to one lane in each direction. These changes will have no impact on traffic operations.

The attached Drawing No. 421P-0133m3, dated May 2009, entitled “Fermanagh Ave, Lindsay Ave, Lansdowne Ave, Brock Ave, Florence St, Waterloo Ave, Argyle Ave, Shaw St, Bellwoods Ave, Havelock St Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

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ATTACHMENTS

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