



方卓怡 市議員 **Paula FLETCHER**

Councillor Toronto-Danforth Ward 30

Monday, November 10, 2008

Councillor A.A. Heaps
Chair
Toronto Cycling Committee

Suggestion for improvement of 'Sharrows'

Dear Councillor Heaps

Last year, I worked with yourself, Councillor de Baeremaeker, local residents and City and TTC staff to bring in cycling improvements along the Dundas Street Bridge over the Don Valley Parkway.

As a result of these discussions, transportation staff recommended the installation of sharrows, or street markings which entail a sharing of the space with cars and cyclists.

These markings were the first installed in Toronto, although they have a track record in other cities in North America including Montreal and San Francisco. I am attaching the evaluation for your review, which I am sure you will find of interest.

Cyclists from my community monitored the activity on this bridge throughout the summer months and have prepared an evaluation on how to improve the functionality of these sharrows. The evaluation suggests such measures as placing the sharrows apart at 25 metres or less and painting the curb with a visible colour such as yellow along sharrows. Can you please advise of implementation of both of these suggestions.

Sincerely,

Paula Fletcher
City Councillor, Ward 30

Cc: Chair and Members, Public Works and Infrastructure Committee



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South East Toronto Bicycle User Group (SET BUG)
DRAFT Meeting Notes Oct. 1, 2008

Re: the evaluation of Sharrows installed on Dundas St. East.

Notes taken by Paul Young South Riverdale Community Health Centre [REDACTED]
[REDACTED]

Regrets: Darren Stehr, Jacob Allderdice, Jim Neff

Attending SET BUG: Heather Macdonald, Rob Wallis, Glen Paul Chomniak, Bryce Tanner, Doug Green, Doug Lee, Paul Young, Bill Brown, **Guests:** Jana Neumann (JN) - City of Toronto Transportation, Albert Koehl – Bells on Bloor

Item 1. Sharrows Pilot on Dundas East

Jana Neumann from the City of Toronto presented the results of an evaluation of the sharrows on Dundas E. and on Lansdowne. It included observations and surveys conducted by students over this summer.

- Intention of sharrow is to indicate correct riding position for cyclists
- Evaluation did not include “before” component (pre-sharrows)
- Sharrows most popular in San Francisco and Florida
- Will likely add more sharrows on Dundas Bridge (now at 50 m – will space at 25 m)
- Sharrows require 4.0 m curb lane minimum width (Transp. Assoc. of Canada)

Comments / discussion:

- Speed limit should be lowered
- More markings may help (decreasing the space between sharrows)
- Add a colour to the cycling zone at the curb, they do this in the U.K.
- Sharrows used in Europe to connect bike routes across difficult areas / intersections.
- Need sign campaign for motorists; they don't see them or move over for cyclists.
- Need more rigorous study – this one is flimsy and not very helpful (no before and after comparison), how do you know the sharrows made any difference?
- Didn't realize that sharrows and bike lanes have entirely different purposes – bike lanes create room for cyclists, sharrows show cyclists where to ride
- “If message is “share the road” it should be on all streets. The intention to tell cyclists where they should ride is offensive. The Highway Traffic Act is quite clear that slower vehicles keep to the right - motorized or non-motorized. If sharrows have any purpose (and I'm not convinced they do), their primary role is to inform, educate motorists to expect bikes on that roadway and that they are to share the road with them.”
- From a car it is difficult to see the sharrows (spacing too big and contour of bridge restricts visibility)

- Could save considerable resources (to be spent on information campaigns and signage) and simply put a line down at 1.0 m from the curb. Could be a coloured area or dashed line (no bike decal needed).
- In the U.K. roads are tight – we have bike lanes in a variety of widths. The bike lanes here are very wide – motorists can park in them.
- If engineers won't approve 1.0 m line we need to address the TAC standards – how can we do that?
- Can we change the decal to add a 15 m line through it (parallel to curb)?
- Concern about cars cutting across the cyclist's path at the on-ramp. (JN) Could possibly add coloured zone there.
- There is no law stopping trucks/cars from parking on a sharrow. Car dealerships do this regularly when unloading cars.
- Misunderstanding about the purpose of sharrows. A line would be more effective in guiding cars over, you can see that where the bike lanes begin on the east side of Broadview – cars typically will not drive over the line.

SET BUG Photo Review

- Photos taken this evening during peak hour indicate that motorists are ignoring the sharrows and cyclists are left with the space that motorists leave them
- Photos seem to indicate that after about a year the sharrows are not effective in improving cyclist's safety.
- Evaluation should be done at peak time and with streetcars present. Cars hug the curb when a streetcar is present (which is often during peak periods).
- SET BUG thanked Jana and looks forward to next steps and continuing the evaluation with the City.

ATTACHED: Photos from that afternoon / evening.

Photos

**Location: Broadview Ave. and Dundas St. East
looking west at east-bound traffic**

**Date and Time: Wednesday October 1 2003
between 5:35 and 5:50 P.M.**

Weather: overcast, visibility good

**Photos were taken to assist with City of Toronto's evaluation of
Sharrows installed along Dundas St. E. bridge over the Don Valley.**

Indicates sharrow location





