

Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen's Park Crescent West

Date:	October 10, 2012
To:	Public Works and Infrastructure Committee
From:	Acting General Manager, Transportation Services
Wards:	Ward 27 – Toronto Centre-Rosedale Ward 28 – Toronto Centre-Rosedale
Reference Number:	P:\2012\Cluster B\TRA\TIM\pw12027tim

SUMMARY

City Council, at its meeting of June 6, 7 and 8, 2012, adopted the Transportation Services staff report entitled, "Status of the Wellesley Street Cycle Tracks Project," and directed the Acting General Manager, Transportation Services to expand the scope of the project to extend the consultation, design and installation of the Wellesley Street Cycle Track Project to Parliament Street in the east and to St. George Street in the west.

Transportation staff has consulted with City Divisions and agencies and has also undertaken a broad public consultation process to develop the functional plan for cycle tracks on Wellesley Street. This report seeks approval to implement uni-directional cycle tracks on Wellesley Street from Parliament Street to Queen's Park Crescent East and bi-directional cycle tracks from Queen's Park Crescent East to the intersection of Queen's Park Crescent West and Hoskin Avenue.

The cycle tracks between Parliament Street and Yonge Street would be implemented in 2013. There are several design and operational issues that will be resolved through the detailed design process, including roadway alterations to provide accessible bus platforms, lay-bys for commercial deliveries and to maintain left turn lanes. A subsequent report will be submitted to Public Works and Infrastructure Committee prior to implementation to amend the parking regulations and approve road alterations required to implement the cycle tracks.

Wellesley Street, between Yonge Street and Queen's Park Crescent is scheduled for reconstruction in 2014. The cycle tracks along this section of Wellesley Street will be designed and delivered as part of the reconstruction project. The cycle track alongside Queen's Park, connecting Wellesley Street to Hoskin Avenue will also require reconstruction to provide a bi-directional cycle track along the south and west edges of the park, on Wellesley Street and Queen's Park Crescent West respectively. In addition, the intersection of Queen's Park Crescent West and Hoskin Avenue needs to be reconstructed to safely accommodate a bi-directional cycle track crossing the roadway. The detailed design for the Yonge Street to Hoskin Avenue section will be completed in 2013 for construction in 2014.

Extending the cycle track on Hoskin Avenue to St. George Street is dependent on the reconstruction of the Queen's Park Crescent West-Hoskin Avenue intersection. Accordingly, the Hoskin Avenue cycle track would also be delivered in 2014 to coincide with the intersection reconstruction. Consultation will get underway this Fall on the proposed Harbord Street cycle track, which would connect the Hoskin Avenue cycle track west to Ossington Avenue. The preliminary traffic investigation indicates that a bi-directional cycle track is feasible on Harbord Street and would enable parking to be maintained on one side of the street. From an operational perspective, the Hoskin and Harbord sections must be designed to integrate seamlessly, and therefore the entire section from Queen's Park Crescent West to Ossington will be designed as one project rather than two separate projects, for 2014 construction.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to delete Wellesley Street, from Queen's Park Crescent West to Parliament Street, from Schedule D to Chapter 886, Designated Bicycle Lanes, and to add the same section of Wellesley Street to the new Cycle Tracks Schedule, as detailed in Appendix 2 of the report dated October 10, 2012 from the Acting General Manager, Transportation Services.
2. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to add Queen's Park Crescent West, from Hoskin Avenue to Wellesley Street, to the new Cycle Tracks Schedule, as detailed in Appendix 2 of the report dated October 10, 2012 from the Acting General Manager, Transportation Services.
3. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Recommendations 1 and 2, including the introduction of all necessary Bills.

Financial Impact

The estimated cost to construct the Wellesley Street cycle tracks from Parliament to Yonge Street in 2013 is approximately \$975,000. Funds are included in the Transportation Services 2013 Capital Budget submission in the Cycling Infrastructure Account for this work. The preliminary estimated cost to construct the Wellesley Street cycle tracks from Yonge Street to Queen's Park Crescent West in 2014 will be determined during detail design in 2013, and funds will be provided in the Transportation Services 2014 Capital Budget.

The cycle track design will also have future Operating Budget impact for maintenance activities, in particular for winter maintenance. The projected winter maintenance costs for cycle tracks will be determined based on the first winter of operation for the Sherbourne Street cycle tracks and the costs will be reflected in future Operating Budget submissions by the Transportation Services Division.

The removal of the pay-and-display on-street parking spaces on Wellesley Street between Queen's Park Crescent East and Parliament Street will result in an estimated net reduction in the Toronto Parking Authority's revenue of \$184,000 annually. Some of this revenue reduction may be offset by potential new pay-and-display parking locations being investigated on Lourdes Street and Wellesley Place.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

The Wellesley Street bicycle lanes were installed in 2008. City Council, at its meeting of July 12, 13 and 14, 2011, adopted the Transportation Services staff report entitled, "Bikeway Network – 2011 Update," with amendments. As a result, Council directed the Acting General Manager, Transportation Services to proceed with the detailed design and consultation process for developing separated bicycle lanes on Wellesley Street. City Council, at its meeting of June 6, 7 and 8, 2012, adopted the Transportation Services staff report entitled, "Status of the Wellesley Street Cycle Tracks Project," and directed the Acting General Manager, Transportation Services, to expand the scope of the consultation, design and installation of the Wellesley Street Cycle Track Project to Parliament Street in the east and to St. George Street in the west.

ISSUE BACKGROUND

City Council has directed the Transportation Services Division to proceed with the consultation, design and implementation of a downtown network of separated bicycle lanes, approximately 14 km in length. The Wellesley Street cycle tracks project is the second of these upgraded bikeway designs and builds on the lessons learned from the Sherbourne Street cycle track design process. This report describes the general changes required for the Wellesley Street cycle tracks as well as the timing for the implementation of the cycle tracks along the different sections Wellesley Street and Hoskin Avenue.

COMMENTS

1. Existing Conditions

Wellesley Street, from Queen's Park Crescent to Parliament Street, is a two-way minor arterial roadway, which operates with one traffic lane and one bicycle lane in each direction. Left turn lanes are provided at the Bay Street, Yonge Street, Jarvis Street and Parliament Street signalized intersections. There is no parking on either side of the street between Queen's Park Crescent West and Queen's Park Crescent East and between Yonge Street and Jarvis Street. Between Queen's Park Crescent East and Bay Street parking is provided on both sides of the street, providing 26 pay-and-display spaces. Approximately 14 pay-and-display parking spaces are provided on one side of the street between Bay Street and Yonge Street and between Jarvis Street and Sherbourne Street. Between Sherbourne Street and Parliament Street, there are approximately 28 spaces on the south side of Wellesley Street which are not pay-and-display parking spaces.

The Toronto Transit Commission operates the 94-Wellesley bus route on this section of Wellesley Street. The roadway width varies from approximately 10.3 to 12.3 metres between Bay Street and Parliament Street. The roadway is a little wider between Queen's Park Crescent East and Bay Street, ranging from 12.4 to 14.2 metres. In some of the narrower sections sharrows have been provided rather than continuous bicycle lanes in order to maintain left turn lanes at the intersections of Bay, Yonge and Jarvis Streets. The 24-hour traffic volume on Wellesley Street ranges from 16,700 to 22,800 vehicles. The average 24-hour weekday bicycle volume on Wellesley Street ranges from 1,065 to 1,600 bicycles.

Hoskin Avenue between St. George Street and Queen's Park Crescent West is a two-way minor arterial roadway, which operates with one-traffic lane in each direction and a bicycle lane in each direction. Parking is provided on both sides with approximately 49 on-street pay-and-display parking spaces. The T.T.C. operates the 94-Wellesley bus route on this section of Hoskin Avenue. The roadway width on Hoskin Avenue, between Queen's Park Crescent West and St. George Street, is 14.0 metres.

2. Public Consultation

City staff conducted a comprehensive consultation process to encourage community input into the project and to develop a design that balanced the needs of the community while achieving Council's objective to significantly upgrade the existing bicycle lanes. In June 2012, Transportation Services staff contacted 42 businesses and organizations on Wellesley Street via email to solicit input on the project. In August 2012, almost 600 notices were mailed specifically to all residents and businesses located on Wellesley Street inviting input from those most closely affected by future changes to Wellesley Street.

Two Public Open Houses were also held to receive feedback from the broader community. For both meetings, approximately 30,000 meeting notices were delivered to residents and businesses in a larger area bounded by Spadina Avenue to the west,

Bayview Avenue Extension to the east, Bloor Street to the north and College/Carlton Street to the south. Approximately 100 people attended the first Open House and approximately 190 people attended the second Open House. The feedback was generally supportive of the design.

Approximately 100 people attended the first Open House on June 27, 2011 and 46 comment forms were submitted. The most frequent comments are listed below:

- Most participants felt improving cycling infrastructure on Wellesley Street is important, and generally support the project;
- Some residents were concerned about the potential negative motor vehicle traffic impacts which may result from the removal of left turn lanes from Wellesley Street;
- Few concerns were expressed about the removal of on-street parking;
- Support was expressed for accommodating loading and delivery activity along Wellesley Street; and
- Park users and cyclists preferred a dedicated on-street cycling facility around Queen's Park to avoid conflicts with pedestrians using the Queen's Park Multi-Use Path.

Approximately 190 people attended the second Open House, on September 11, 2012 and 64 comment forms were submitted. A draft functional plan, incorporating feedback from the first meeting, was presented. Some of the key comments are summarized below:

- Delivery/loading activities should be accommodated along Wellesley Street;
- 46 of 64 comment forms (72 percent) indicated support for turn restrictions to maintain traffic flow, where turn lanes cannot be maintained;
- Opinions were mixed about temporary curb and bollard design; and
- Most felt the proposed Hoskin-Queen's Park intersection design would be safer.

In addition, 79 emails providing comments and suggestions have been received by staff. A summary of the public consultation is available on the City's website at:

<http://www.toronto.ca/cycling/wellesley>

3. Proposed Cycle Track Design

The functional plan for Wellesley Street consists of a uni-directional cycle track in each direction similar to the Sherbourne Street design. The cycle tracks would be at street-level separated from motor vehicle traffic by a temporary or permanent curb, a painted buffer and delineator posts, where necessary. All parking would be removed from the street except in the wider section between Bay Street and Queen's Park Crescent East. Some sections of Wellesley Street are significantly narrower than Sherbourne Street and, consequently, continuous physical separation cannot be provided along Wellesley Street. In addition, there is not sufficient space to maintain the existing left turn lanes and physical separation for the cycle tracks at some intersections.

The cycle track design will also feature an accessible bus stop design, which consists of a raised cycle track with a full 150mm high barrier curb. Buses will stop outside the raised cycle track to service the stop. Cyclists will be required to stop for T.T.C. patrons while

they cross the raised cycle track to access or egress the bus. To facilitate left turns by cyclists, two-stage left-turn bike boxes, coloured with a high-visibility green pavement surface will be installed at key interconnecting north-south streets. Bike boxes are designated spaces at intersections for cyclists to wait in front of motor vehicles at a red light, and to proceed first when the light turns green. Motor vehicle right-turns-on-red will be prohibited at bike box locations to ensure the safe operation of the bike boxes.

The cycle track design is described in the following three sections based on the timing of scheduled capital work.

3.1 Parliament Street to Queen's Park Crescent East

Between Parliament Street and Yonge Street there is no planned capital work for Wellesley Street. Temporary curbs, anchored to the pavement, will be used for installation of the cycle tracks in 2013. These curbs would remain in place until the roadway is reconstructed, at which time a permanent design could be implemented. Temporary raised cycle tracks at T.T.C. bus stops are also being investigated, using precast modular concrete platform placed on top of the existing asphalt and bolted to the roadway. A similar type of platform is currently being used in other cities such as Barcelona to provide accessible boarding.

The width of Wellesley Street at the Jarvis Street intersection cannot accommodate both the existing left turn lanes and provide continuous separated cycle tracks. During consultations the community identified maintenance of the left turn lanes as a high priority. Transportation staff will be investigating the feasibility of a local road widening to accommodate both cycle tracks and left turn lanes at the Jarvis Street intersection, through the detailed design process.

A permanent cycle track design will be implemented on Wellesley Street, from Yonge Street to Queen's Park Crescent East, which is being reconstructed in 2014. Both a street level and raised cycle track design will be investigated during the detailed design process for this section of Wellesley Street. Appendices 1A and 1B illustrate the sections of Wellesley Street where the permanent (2014) and temporary (2013) designs will be implemented and the typical cross-sections for the temporary installation.

Although the intersection of Wellesley Street and Yonge Street will be reconstructed there is no space to provide left turn lanes and a continuous bicycle lane. On the east leg of the Yonge Street intersection, the inbound access for the Wellesley subway station is in close proximity to the intersection. The space required to maintain access for the left turning buses into the subway station prevents the installation of a physically separated cycle track approaching Yonge Street. On the west leg of the intersection the sidewalks and boulevards are too narrow to accommodate a minor road widening to maintain the existing eastbound left turn lanes. Since the separation cannot be maintained all the way to the intersection, the entire bicycle lane would be coloured with a high-visibility green surface treatment to accentuate the bicycle lane. To mitigate delays at this intersection and to minimize conflicts between bicycle and turning motor vehicles, left turns and right turns would be prohibited during the morning and afternoon peak periods.

The reconstruction of Wellesley Street provides an opportunity to reconfigure the Wellesley Street and Bay Street intersection to maintain the left turn lanes and the cycle tracks. A widening on the southeast corner of the intersection is required to provide the westbound left turn lane. A three metre wide strip of land along Wellesley Street West was conveyed to the City as part of the redevelopment at 945 Bay Street to accommodate this widening. The additional space required on the west side to maintain the eastbound left turn lane would be achieved by removing the existing eastbound right turn lane.

3.2 Queen's Park Connection

The Wellesley Street cycle tracks need to connect to the Hoskin Avenue cycle tracks through or around Queen's Park to provide a continuous east-west cycling route. Three alignments were considered to make this connection: two routes through the park and one route on-street around the park. The two options through the park involved widening and improving existing paths. The first route option reviewed was the more direct asphalt path that runs diagonally through the park and the second route option involved upgrading the less direct un-paved path that runs along the west and south edges of the park. The alternative on-street route option involves the construction of a separated, bi-directional cycle track on the west and south sides of the park. Feedback from the public consultation process indicated a preference for the on-street bi-directional cycle track connection. Potential conflicts between commuter cyclists and other path users was cited as the primary reason for not directing cyclists through the park.

A preliminary assessment suggests a bi-directional cycle track could be provided south of Hoskin Avenue on the west side of the park in the hatched area on the east side of Queen's Park Crescent West and continuing further south by converting one of the two lanes of traffic on the ramp from Queen's Park Crescent West to Wellesley Street. While the ramp is primarily two lanes, the entry point of the ramp at Queen's Park Crescent is currently only one lane. Physical modifications would be required to widen the roadway at this location to provide the bi-directional cycle track. On the south side of the park, the bi-directional cycle track would continue from the foot of the ramp on the north side of Wellesley Street to Queen's Park Crescent East. The reconstruction of Wellesley Street in 2014 will include the section from Queen's Park Crescent West to Queen's Park Crescent East. The bi-directional cycle track design will be determined during the detailed design process for this section.

3.3 Hoskin Avenue

As directed by City Council, the scope of the cycle track design and consultation was extended to include Hoskin Avenue, from Queen's Park Crescent to St. George Street. A first draft of the design considered a uni-directional cycle track consistent with the design on Wellesley Street. A uni-directional cycle track could be easily integrated with the existing on-street bicycle lanes west of St. George Street.

However, determining the best design option for Hoskin Avenue is dependent on two critical factors: the reconfiguration of the Hoskin-Queen's Park Crescent West intersection and the cycle track design for Harbord Street, west of St. George Street. To provide a continuous east-west bikeway, the bi-directional cycle track around Queen's

Park needs to be connected seamlessly to the Hoskin Avenue cycle track. This connection requires the reconstruction of the Hoskin Avenue and Queen's Park Crescent West intersection to provide a safe crossing. The existing intersection configuration, which includes a free-flow southbound right-turn movement and an eastbound double right-turn from Hoskin Avenue onto Queen's Park Crescent West, cannot accommodate a safe east-west bikeway crossing. Preliminary analysis indicates that a bi-directional cycle track crossing on the north side of the intersection could be accommodated in a redesigned intersection to provide a safer crossing.

The bi-directional cycle track design could be extended along Hoskin Avenue to St. George Street; however, it is important that the cycle track design is consistent east and west of St. George Street. Transitioning from a bi-directional cycle track to a uni-directional cycle track design at St. George Street is not desirable, from both a safety and operational perspective. The preliminary traffic investigation indicates that a bi-directional cycle track is feasible on Harbord Street and would enable parking to be maintained on one side of the street. From an operational perspective, the Hoskin and Harbord sections must be designed to integrate seamlessly. Therefore, the entire section from Queen's Park Crescent West to Ossington Avenue will be designed as one project rather than two separate projects. The consultation process for the Harbord Street section will get underway this Fall.

4. Changes to Parking

The uni-directional cycle track design requires more road width than the current painted bicycle lanes. As a result, most of the existing on-street parking must be removed for the implementation of the new cycle tracks. Between Queen's Park Crescent and Bay Street, parking will be reduced from both sides to one side of the street, resulting in a reduction in the parking supply from 26 to 13 spaces. For the rest of Wellesley Street, all 45 existing spaces would be removed. To assess the implications of removing on-street parking, Transportation Services conducted a parking study along the Wellesley Street corridor. The parking study analysed parking utilization rates on Wellesley Street and in all commercial parking lots in the Wellesley corridor. The parking study findings are presented in Table 1 below.

Table 1 – Parking Supply and Demand on Wellesley Street

	Existing Supply (# of Spaces)	Proposed Changes (# of Spaces)	Peak Demand (# of spaces)	Surplus Spaces Available
1. On-Street Parking on Wellesley Street – Queen Park Crescent to Parliament Street				
Queen's Park – Bay	26	-13	26	-13
Bay - Yonge	8	-8	7	-7
Jarvis – Sherbourne	9	-9	7	-7
Sherbourne - Parliament	28	-28	25	-25

2. Parking in Paid Parking Lots on/near Wellesley Street				
Paid Parking Lots	752	No Changes	458	294
Totals for Corridor	823	-58	523	242

The parking study indicates that there is sufficient available parking capacity in the Wellesley corridor to absorb the parking demand displaced from Wellesley Street. There are 43 pay-and-display parking spaces on Sherbourne Street, between Queen's Park Crescent and Sherbourne Street and 28 on-street parking spaces east of Sherbourne Street to Parliament Street. Ten surveys conducted on Wellesley Street indicate that 45 to 87 percent of these spaces are occupied at any given time, representing between 32 and 62 motor vehicles. There are also three commercial parking lots in the corridor with a total of 752 parking spaces with utilization rates of 40 to 90 percent and therefore more than 242 spaces available at any given time.

Staff are also investigating opportunities to provide additional on-street parking spaces on the local streets crossing or near Wellesley Street. Preliminary site surveys indicate that the 32 spaces lost between Jarvis Street and Parliament Street could be mitigated by a comparable number of additional on-street parking spaces on the local road network in the same general area. Transportation Services staff continue to work with the local Councillor's office and residents to determine the feasibility of adding parking spaces on the adjacent streets. The figures in Table 1 above do not include the potential additional on-street parking spaces on the local street network.

5. Lay-bys for Loading/Unloading and Wheel-Trans Pick-up/Drop-off

Transportation Services staff are evaluating the feasibility of providing lay-bys along the Wellesley Street cycle track to address loading/unloading and Wheel-Trans pick-up/drop-off along the corridor at a few key locations. Consultation is still on-going with the local businesses/residents and Wheel-Trans with the objective of providing lay-bys located next to major generators of Wheel-Trans trips, stores and businesses, and visitors to adjacent residential properties including visitors with disabilities. The lay-bys and the existing on-site Wheel-Trans pick-up/drop-off areas are expected to accommodate approximately 1,000 Wheel-Trans trips per month. The location and design of lay-bys will be determined through the detailed design process.

6. Timing

The installation of cycle tracks on Hoskin Avenue and Wellesley Street is proposed to be completed in multiple phases. The first phase, to be installed in 2013, will be the section of Wellesley Street from Parliament Street to Yonge Street. The second phase will be the construction of the cycle track west of Yonge Street to the Queen's Park Crescent West-Hoskin Avenue intersection, as part of the scheduled reconstruction of Wellesley Street in

2014. The design and implementation for the cycle tracks along Hoskin Avenue will be completed as part of the planned extension of the cycle track further west on Harbord Street to Ossington Avenue. The design for this section will be completed in 2013 with construction scheduled in 2014.

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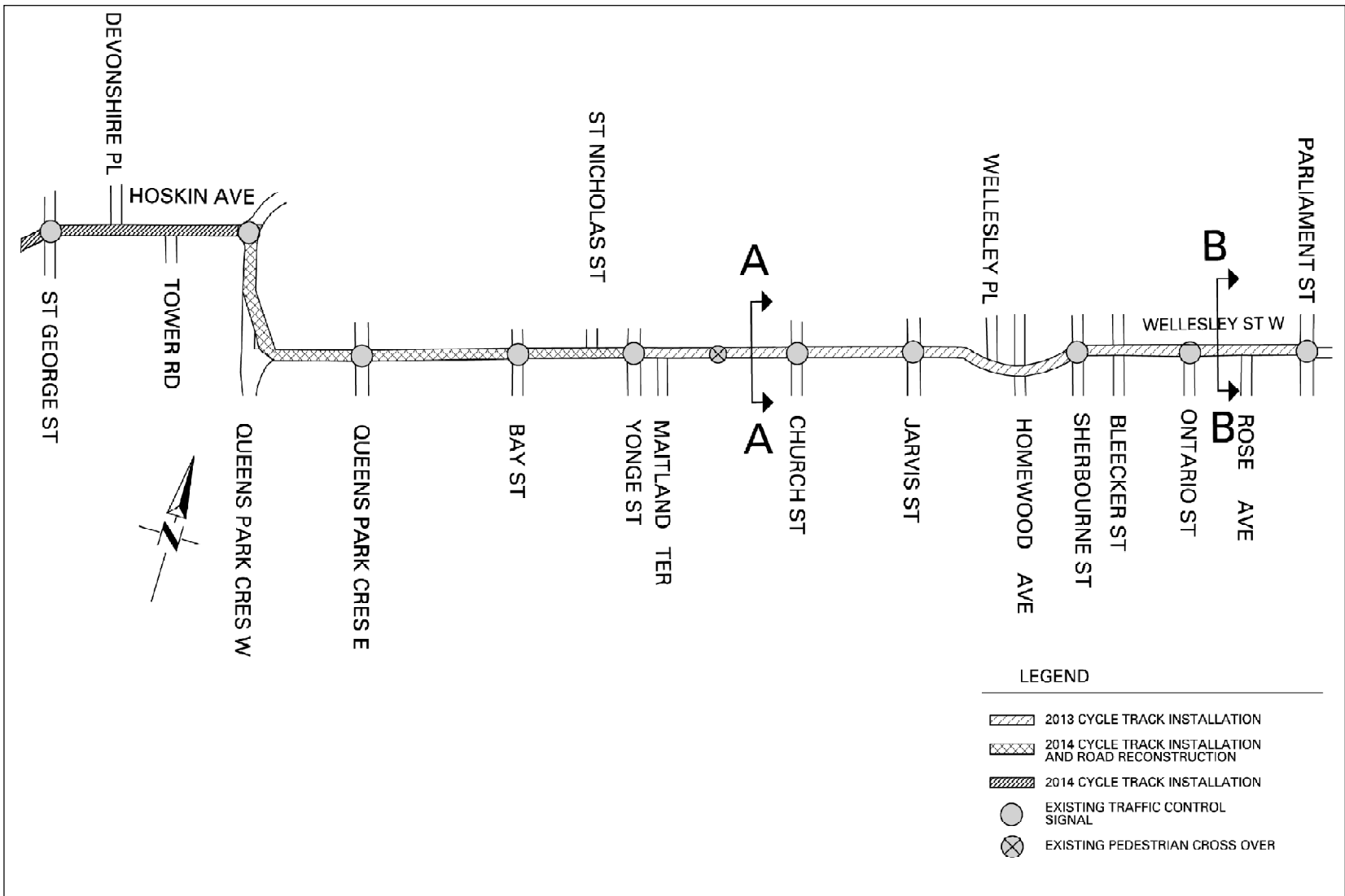
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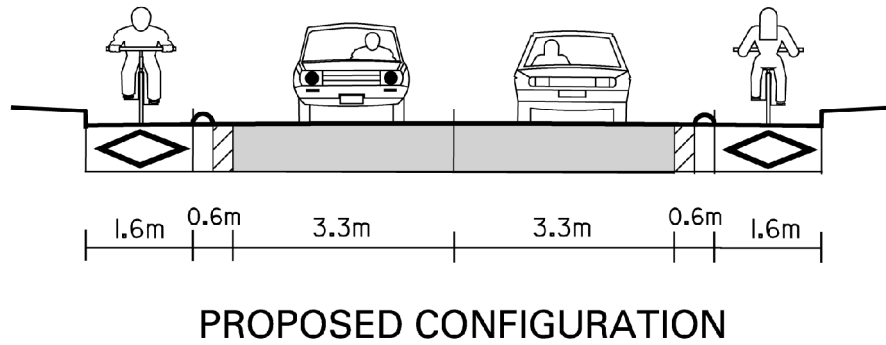
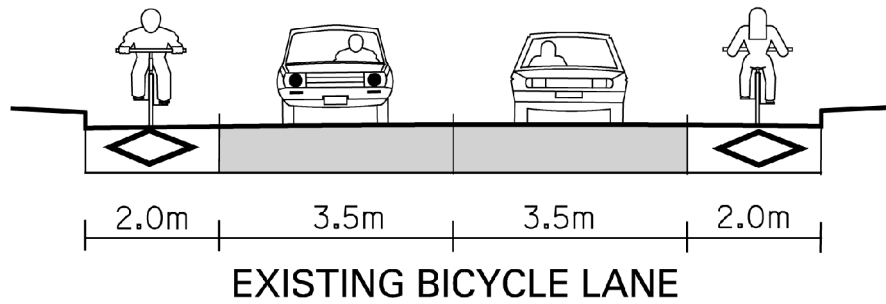
Appendix 1 - Wellesley Street Cycle Track
A. Location Plan
B. Cross-Sections

Appendix 2 - Amendments to Bicycle Lane Designation on Wellesley Street

Appendix 1A Wellesley Street Cycle Track Location Plan



Appendix 1B Wellesley Street Cycle Track Cross-Sections

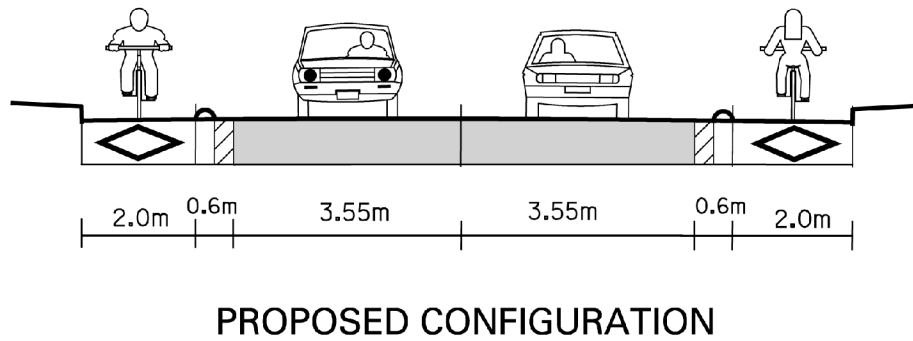
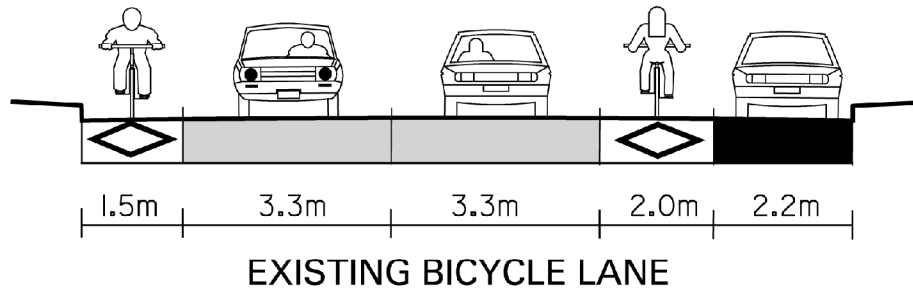


LEGEND

◊	BICYCLE FACILITY	▨	PAINTED BUFFER
■	GENERAL PURPOSE LANE	■	PARKING

**WELLESLEY ST
CROSS-SECTION A-A
STREET WIDTH 11m**

Appendix 1B (continued)
Wellesley Street Cycle Track Cross-Sections



LEGEND

	BICYCLE FACILITY		PAINTED BUFFER
	GENERAL PURPOSE LANE		PARKING

WELLESLEY ST
CROSS-SECTION B-B
STREET WIDTH 12.3m

Appendix 2
Amendments to Bicycle Lane Designation on Wellesley Street

1. Schedule D (Designated Bicycle Lanes) - Municipal Code, Chapter 886:

Delete the following:

Highway	Between	Lanes	Times or Days
Wellesley Street East	A point 75 m east of Yonge St. and a point 55 m west of Jarvis St.	Northerly Westbound & Southerly Eastbound	Anytime
Wellesley Street East	A point 55 m east of Jarvis St. and a point 72 m east of Jarvis St.	Northerly Westbound	Anytime
Wellesley Street East	A point 72 m east of Jarvis St. and Wellesley Place	Westbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street East	A point 55 m east of Jarvis St. and a point 33 m east of Sherbourne St.	Southerly Eastbound	Anytime
Wellesley Street East	Wellesley Place and Parliament St.	Northerly Westbound	Anytime
Wellesley Street East	A point 33 m east of Sherbourne St. and a point 30 m west of Ontario St.	Eastbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street East	A point 30 m west of Ontario St. and a point 30 m east of Ontario St.	Southerly Eastbound	Anytime
Wellesley Street East	A point 30 m east of Ontario St. and a point 50 m west of Parliament St.	Eastbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street West	Queen's Park Crescent West and Queen's Park Crescent East	Northerly Westbound	Anytime
Wellesley Street West	Queen's Park Crescent West and Queen's Park Crescent East	Southerly Eastbound	Anytime
Wellesley Street West	Queen's Park Crescent East and a point 33 m east	Westbound lane, adjacent to the right turn lane	Anytime

Highway	Between	Lanes	Times or Days
Wellesley Street West	A point 33 m east of Queen's Park Crescent East and a point 90 m west of Bay St.	Westbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street West	A point 90 m west of Bay St. and a point 55 m west of Bay St.	Northerly Westbound	Anytime
Wellesley Street West	Queen's Park Crescent East and a point 116 m east	Southerly Eastbound	Anytime
Wellesley Street West	A point 116 m east of Queen's Park Crescent East and a point 88 m west of Bay St.	Eastbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street West	A point 88 m west of Bay St. and a point 55 m west of Bay St.	Southerly Eastbound	Anytime
Wellesley Street West	A point 55 m east of Bay St. and a point 73 m west of Yonge St.	Westbound lane, adjacent to the curb lane used for parking	Anytime
Wellesley Street West	A point 73 m west of Yonge St. and a point 55 m west of Yonge St.	Northerly Westbound	Anytime
Wellesley Street West	A point 55 m east of Bay St. and a point 55 m west of Yonge St.	Southerly Eastbound	Anytime

2. Schedule (Cycle Tracks) - Municipal Code, Chapter 886:

Add the following:

Highway	Between	Lanes	Times or Days
Queen's Park Crescent West	Hoskin Avenue and Wellesley St.	East side Northbound and Southbound	Anytime
Wellesley Street	Queen's Park Crescent West and Queen's Park Crescent East	North side Westbound and Eastbound	Anytime
Wellesley Street	Queen's Park Crescent East and Yonge St.	North side Westbound	Anytime
Wellesley Street	Queen's Park Crescent East and Yonge St.	South side Eastbound	Anytime
Wellesley Street	Yonge St. and Parliament St.	North side Westbound	Anytime
Wellesley Street	Yonge St. and Parliament St.	South side Eastbound	Anytime