



Ten Year Cycling Network Plan: York University, Downsview and Other Neighbourhoods

Date: May 29, 2018

To: Public Works and Infrastructure Committee

From: General Manager, Transportation Services

Wards: Wards 8, 9, 11, 13, 29, 30

SUMMARY

The Ten Year Cycling Network Plan, adopted by Council in June 2016 seeks to build on the existing network of cycling routes – to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety.

The purpose of this report is to seek Council authority to install the following four kilometres of cycling infrastructure proposed in the Ten Year Cycling Network Plan:

- Shoreham Drive (cycle track: Ward 8, 1700 metres)
- Evelyn Wiggins Drive (cycle track: Ward 8, 760 metres)
- Dovehouse Avenue (bicycle lane: Ward 9, 550 metres)
- Sentinel Road (bicycle lane: Ward 9, 450 metres)
- Sheppard Avenue West at Sentinel Road (cycle track: Ward 9, 120 metres)
- Chatham Avenue (contra-flow bicycle lane: Ward 30, 400 metres)

This report also seeks Council authority to amend regulations to reflect the existing conditions of cycling facilities on the following streets:

- Runnymede Road (bicycle lane: Wards 11 and 13)
- Bloor Street East – Prince Edward Viaduct (cycle track: Wards 29 and 30)

The changes proposed in this report would improve safety and mobility options for residents, including children and youth, by providing cycling connections to university, transit, schools, daycares, libraries, places of worship, businesses, event venues and residences. People riding bicycles are vulnerable road users and can be seriously injured in even minor collisions, so prioritizing their safety by providing cycling facilities is necessary to encourage people to choose to ride. No significant impact to traffic operations, TTC, or emergency services is anticipated.

Transportation Services proposes to install the above cycling facilities in 2018 and 2019. York University connections (Shoreham Drive and Evelyn Wiggins Drive) are 50% funded by the Federal Public Transit Infrastructure Fund (PTIF) program.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council authorize the installation of bicycle lanes on the following sections of roadway, as described in Attachment 2 – Designated Bicycle Lanes:

- Sentinel Road (from Sharpecroft Boulevard to Fredrick Mowat Lane and from Streamdale Court to Sheppard Avenue West);
- Chatham Avenue (from Jones Avenue to Byron Avenue); and
- Dovehouse Avenue (from Sentinel Road to Keele Street)

2. City Council authorize the amendments to bicycle lane designations on Runnymede Road as set out in Attachment 2 – Designated Bicycle Lanes to reflect what exists today.

3. City Council authorize the installation of Cycle Tracks on the following sections of roadway, as described in Attachment 3 – Designated Cycle Tracks:

- Shoreham Drive (from Jane Street to the Pond Road);
- Evelyn Wiggins Drive (entire length);
- Sheppard Avenue West (from Sentinel Road to Sunfield Road); and
- Bloor Street East – Prince Edward Viaduct (between Castle Frank Road and Broadview Avenue)

4. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1, 2 and 3, as described in Attachment 4 – Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated cost to implement the cycling facilities recommended in this report is approximately \$850,000. Funding is available in the 2018-2027 Capital Budget and Plan for Transportation Services.

Federal Public Transit Infrastructure Funds would be used to fund approximately \$155,000 of the total cost of York University connections (Shoreham Drive and Evelyn Wiggins Drive).

Annual maintenance costs are estimated at \$78,000 and funds are available within the 2018 Operating Budget for Transportation Services.

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

DECISION HISTORY

On June 7, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan with implementation of individual projects subject to future City Council approval. The Cycling Network Plan identified cycling facilities in York University and Downsview neighbourhoods, and on Chatham Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>

On May 12, 2015, Toronto and East York Community Council requested the General Manager, Transportation Services to report to the appropriate committee on the installation of a contra flow bike lane on Chatham Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE6.63>

On July 12, 2011, City Council directed the General Manager, Transportation Services to upgrade the existing bicycle lanes on Bloor Street East from Sherbourne Street to Broadview Avenue to separated bicycle lanes (cycle tracks).

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW5.1>

On June 26, 27 and 28, 2001, City Council approved the installation of bicycle lanes on Runnymede Road from St. Clair Avenue West to Bloor Street West.

<https://www.toronto.ca/legdocs/2001/agendas/council/cc010626/yk6rpt/cl003.pdf>

COMMENTS

Overview

The Ten Year Cycling Network Plan, adopted by Council in June 2016, identified the need for cycling facilities in York University and Downsview neighbourhoods. Both communities are designated as Neighbourhood Improvement Areas under the Toronto Strong Neighbourhoods Strategy 2020. In addition to the on-street cycling facilities in these neighbourhoods proposed within this report, the project will include improved access to the Black Creek Trail, the Finch Hydro Corridor Trail, and Downsview Park Trail systems. This access will make it easier for more residents and visitors to benefit from Toronto's ravine systems through connections to the on-street cycling network.

Chatham Avenue, Bloor Street East and Runnymede Road were also identified as current or proposed routes in the Cycling Network Plan. This report proposes a new cycling facility on Chatham Avenue, and improvements to cycling facilities on Bloor Street East and Runnymede Road.

The changes proposed would improve safety and mobility options for residents, including children and youth, by providing cycling connections to university, transit, schools, daycares, libraries, places of worship, businesses, event venues and residences.

York University and Downsview

Shoreham Drive

A cycling facility on Shoreham Drive would connect existing on-street cycling routes, cycling routes on the York University campus, off-street multi-use trails, TTC stations, neighbourhood destinations, and tower neighbourhoods.

Shoreham Drive between Jane Street and the Pond Road has two lanes in each direction, carries approximately 9000 vehicles per day, and is designated as a minor arterial. It has a speed limit of 40 km/h from Jane Street to 150 metres west of Murray Ross Parkway, and between The Pond Road and Murray Ross Parkway. Otherwise it has a speed limit of 50 km/h. The posted speed limit is proposed to be consistently set at 40 km/h and a report to North York Community Council is forthcoming.

Shoreham Drive serves traffic to and from York University, the Black Creek Pioneer Village and sport facilities like the Aviva Centre and the CanLan Arena, and a high school. Toronto Transit Commission (TTC) Route 108 serves Shoreham Drive. Parking is prohibited on the street at all times.

Due to the higher operating speeds and moderate volumes of vehicle traffic, a cycle track is recommended to improve safety of all users. A cycle track would require a reduction of one vehicle travel lane in each direction. Existing turn lanes would be maintained and a turn lane would be added at Murray Ross Parkway. Signal timing at Jane Street, Murray Ross Parkway and The Pond Drive intersections would be modified to optimize traffic flow. No significant impact to traffic operations, TTC, or emergency services is anticipated.

Representatives from York University, Toronto Region Conservation Authority, Aviva Centre, CanLan Arena, Toronto Community Housing and the Toronto District School Board were consulted on the design. Their comments, such as the need to accommodate special events like the Rogers Cup have been accommodated in the design, and would require coordination of operations.

Subject to Council approval, the cycle track would be installed with flexible materials such as line markings and flexi-posts bollards in 2018 and 2019.

Initial installation in 2018 would be between The Pond Road and the Black Creek bridge, to provide a connection to York University from the Black Creek Trail. Toronto Water will be replacing the sewer between Jane Street and the Black Creek bridge this year and during that time the sewer construction will reduce vehicle lanes to one lane in each direction. Once this work is complete, the cycle track would be installed west of the Black Creek bridge.

Evelyn Wiggins Drive

A cycling facility on Evelyn Wiggins Drive would connect the existing Finch Hydro Corridor Trail with York University cycling routes, Finch West TTC station, neighbourhood destinations, and residential neighbourhoods.

Evelyn Wiggins Drive has one lane in each direction carrying approximately 1000 vehicles per day. It is designated as a local road, and has a speed limit of 50 km/h. A report to North York Community Council is forthcoming to recommend reducing the speed limit from 50 km/h to 40 km/h.

On-street parking on the east side is permitted for one hour between 8am to 8pm, and for twelve hours between 8pm and 8am.

A two-way cycle track on the east side is proposed to connect two multi-use trails at either end of Evelyn Wiggins. There is no anticipated impact to motor vehicle travel or waste collection.

The proposed changes would require the removal of approximately forty (40) on-street parking spaces. Parking surveys indicate that average current demand is less than 25% of the current supply. Twenty (20) parking spaces would be retained to serve the observed demand. Subject to Council approval, installation is planned for 2019.

Dovehouse Avenue

A cycling facility on Dovehouse Avenue would connect the Sentinel Road bicycle lanes with the William Baker Multi-Use Trail and Downsview Park.

Dovehouse Avenue is a local road with one lane of traffic in each direction, carrying approximately 2500 vehicles per day. It has a speed limit of 40 km/h, except for the westernmost 140 metres, which has a speed limit of 50 km/h.

The posted speed limit is proposed to be consistently set at 40 km/h through a forthcoming report to North York Community Council.

Parking is prohibited 12 am to 8 am on the north side between Keele Street and Sharpecroft Boulevard, and anytime on the south side between Sentinel Road and Orchardcroft Crescent. Otherwise, on-street parking is permitted.

A one-way bicycle lane eastbound and shared lane markings ("sharrows") westbound is proposed for Dovehouse Avenue. This will provide dedicated space for cyclists heading eastbound, where there is a slight incline. The curb-to-curb width would not allow for dedicated bicycle lanes in both directions without removing all on-street parking. The proposed changes would require the removal of approximately sixty (60) on-street parking spaces. Parking surveys indicate that average current demand is less than 10% of the available spaces. With the new design, at least 20 parking spaces would be retained on the north side of Dovehouse Avenue to meet demand. No-stopping regulations would be added to the south side. Subject to Council approval, installation is planned for 2018.

Sentinel Road & Sheppard Avenue West

A cycling facility on Sentinel Road would continue the existing bicycle lanes on Sentinel Road southward to connect with the Black Creek Trail and Downsview Park, through quiet streets in the Downsview neighbourhood.

Sentinel Road, between Dovehouse Avenue and Sheppard Avenue West, has one lane in each direction carrying approximately 6700 vehicles per day. It is designated as a collector road, and has a speed limit of 50 km/h. On-street parking is prohibited. TTC Route 106 serves Sentinel Road. North of Dovehouse Avenue, Sentinel Road has a posted speed limit of 40 km/h. The posted speed limit for Sentinel Road south of Dovehouse Avenue is proposed to be consistently set at 40 km/h through a forthcoming report to North York Community Council.

Bicycle lanes are proposed in each direction where space permits. Where curb-to-curb space does not permit, shared lane markings ("sharrows") would be used. One vehicle lane in each direction would be maintained.

Sheppard Avenue West is an arterial road with two lanes in each direction and a speed limit of 60 km/h which carries approximately 23,000 vehicles per day. On-street parking is prohibited.

A short (60 m) section of two-way protected cycle track adjacent to the south side curb on Sheppard Avenue West is proposed in order to connect the bicycle lanes on Sentinel Road with a quiet street route on Sunfield Drive.

The existing vehicle lanes and left turn lane would be maintained. The proposed design would be located in an existing bus bay. The TTC stops on the northwest and southwest corners serving TTC Routes 84 and 106 would be moved to a far-side stop on the south side of Sheppard Avenue West, approximately 40 metres east of Sentinel Road. A bus pad would be added and a transit shelter would be moved to this location. TTC has been consulted and is supportive of this design.

There is no significant impact anticipated on transit, solid waste collection, or motor vehicle traffic. Subject to Council approval, installation is planned for 2018.

Improved trails and trail access

In addition to the on-street cycling facilities proposed within this report, the project will include improvements to the Black Creek Trail at Shoreham Drive and at Keele Street/Maryport Avenue. These trail accesses will be regraded, paved and widened as needed. Shared roadway markings ("sharrows") and wayfinding signage are planned to improve wayfinding for cyclists.

Consultation in York University and Downsview Neighbourhoods

Public consultation events and a public survey on the cycling infrastructure proposed in the York University and Downsview neighbourhoods were held in February and March 2018. Flyers were mailed to 40,000 residences and businesses in the study area and the consultation was promoted through stakeholder organizations, at York University and on social media. More than 150 people attended the drop-in events, responded to the survey, or provided feedback directly to Transportation Services. Overall, feedback from the public showed high levels of support, with more than three quarters showing support or strong support for the proposed facilities. Feedback from the public

supported separation between bicycle lanes and vehicle lanes through the use of physical protection wherever possible, particularly on higher speed or higher volume roads.

Chatham Avenue in East York

A cycling facility on Chatham Avenue would provide an east-west connection between Jones Avenue and Greenwood Avenue, both of which have bicycle lanes.

Chatham Avenue is a local road and has a speed limit of 30 km/h. Between Jones Avenue and Byron Avenue it is a one-way street that carries approximately 1,400 westbound vehicles per day. Between Byron Avenue and Greenwood Avenue, Chatham Avenue runs two ways.

On-street parking is located along the north side between Jones Avenue and Phin Avenue, and along south side between Phin Avenue and Byron Avenue, totalling 54 spaces. In these sections, one-hour parking is permitted from 8 a.m. to 6 p.m. on weekdays, and with permit parking overnight. Chatham Avenue is within permit parking area 8B which is currently at 79% capacity.

A contra-flow bicycle lane eastbound on the south side is proposed from Jones Avenue to Byron Avenue in order to allow cyclists to travel in both directions on a one-way section of Chatham Avenue. Stop signs would be installed for bicycle traffic travelling eastbound at the all-way stop controlled intersections of Euston Avenue and Phin Avenue. Shared lane markings ("sharrows") would be added between Byron Avenue and Greenwood Avenue where the street runs two ways.

These changes would require that on-street parking be moved from the south side to the north side of Chatham Avenue between Phin Avenue to Byron Avenue, resulting in a loss of one parking space. Three parking spaces designated as parking for restricted periods on the west side of Phin Avenue south of Chatham Avenue would be converted to permit parking. Overall, permit parking will be increased by two spaces. There would be no impact to on-street parking between Jones Avenue and Phin Avenue. There would be no impact to emergency services.

Consultation with Chatham Avenue area residents was conducted in the summer of 2016. Residents supported the bicycle lane provided it would not interfere with emergency services, and that there would be no reduction in on-street parking. In February and March 2018, Transportation Services staff met with representatives of the Toronto District School Board (TDSB) schools and facilities in the vicinity. TDSB representatives expressed support for the contra-flow lane and requested some minor design modifications which have been included in the design. Subject to Council approval, installation is planned for 2018.

Additional By-law Amendments to Reflect Existing Conditions

Runnymede Road currently has bicycle lanes from Bloor Street West to St. Clair Avenue West. Bicycle lanes were approved in 2001. The associated by-law amendments at that time did not include all bicycle lane designations and changes to

parking regulations. Attachment 2 – Bicycle Lane Designations clarifies the regulations to reflect what exists today. Attachment 4 – Amendments to Traffic and Parking Regulations includes modifications to the parking regulations to clarify that there is "No Stopping" where parking is not allowed. Existing parking will remain unchanged.

In 2011, City Council directed that the existing bicycle lanes on Bloor Street East from Sherbourne Street to Broadview Avenue, across the Prince Edward Viaduct, be upgraded to separated bicycle lanes (cycle tracks). The associated by-law amendments at that time did not include the designation of this section as a cycle track. Attachment 3 – Designated Cycle Tracks amends the regulations to reflect what exists today.

Summary of Parking Impacts

In order to determine parking utilization, nine (9) separate counts were conducted on weekdays and weekends, which included morning, afternoon and evening periods.

For permit parking areas, parking utilization was determined by comparing the number of spaces available in the permit area and the number of permits issued for the area.

Street name	Ward	Facility type	Current number of on-street parking spaces	Average observed demand for on-street parking spaces	Proposed number of on-street parking spaces
Evelyn Wiggins Drive	Ward 8	Cycle track	60	14	19
Dovehouse Avenue	Ward 9	Bike Lane/Sharrows	80	6	20
Chatham Avenue	Ward 30	Contra-Flow Bike Lane	54	45	54

There are no financial impacts associated with the proposed parking changes.

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SIGNATURE

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ATTACHMENTS

Attachment 1 – Proposed Cycling Network Installation Location Maps
Attachment 2 – Designated Bicycle Lanes
Attachment 3 – Designated Cycle Tracks
Attachment 4 – Amendments to Traffic and Parking Regulations