

Cycle Pathway on Kipling Avenue Between Panorama Court and Steeles Avenue

(City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, amended this Clause in accordance with the following recommendation embodied in the report dated September 22, 2000, from the Commissioner of Works and Emergency Services:

“It is recommended that Works and Emergency Services be authorized to construct a 3.0 metre wide boulevard pathway adjacent to Kipling Avenue on the west side between Finch Avenue West and Panorama Court, and on the east side between Panorama Court and Steeles Avenue West.”)

The Works Committee recommends that a separate six or seven foot asphalt pathway be constructed on the boulevard between the curb and the sidewalk on the east side of Kipling Avenue, between Panorama Court and Steeles Avenue, for the use of cyclists and roller bladers, subject to a favourable report thereon from the Commissioner of Works and Emergency Services directly to Council for its meeting on October 3, 2000.

The Works Committee submits the following communication (September 11, 2000) from Councillor Bruce Sinclair, Rexdale Thistletown:

On the east side of Kipling Avenue and Panorama Court south of Steeles Avenue, there are thousands of apartments with a total population of about 45,000, and of whom, over 20,000 are kids. Adding to the pedestrian traffic problem is the new \$10 million North Kipling Junior School which has just opened, making the sidewalk from Steeles to Panorama Court completely inadequate for the traffic it has to bear.

Worse than that, mothers with their small children, baby carriages or strollers, often have to take their life in their hands, because that overcrowded sidewalk is used by cyclists and high speed roller bladers.

I have discussed this problem with several members of the Transportation Services Division staff and also with several community leaders. There appears to be a reasonable and cost-effective solution to the situation. We are fortunate in having a 20-30 foot boulevard between the curb and the sidewalk over the two or three blocks in question. The standard six or seven foot asphalt pathway would solve the problem. In this way, we could have the sidewalk for pedestrian use, which is only fair, and the cyclists and roller bladers could use the seven foot cycle path.

Recommendation:

That the above crucial safety concern be referred to staff for immediate investigation and early report.

(City Council at its regular meeting held on October 3, 4 and 5, 2000, and its Special Meetings held on October 6, 2000, October 10 and 11, 2000, and October 12, 2000, had before it, during

consideration of the foregoing Clause, the following report (September 22, 2000) from the Commissioner of Works and Emergency Services:

Purpose:

To obtain approval for the installation of a boulevard pathway adjacent to Kipling Avenue between Finch Avenue West and Steeles Avenue West to improve safety for pedestrians, cyclists and in-line skaters.

Financial Implications and Impact Statement:

The costs associated with the installation of the boulevard pathway are \$200,000. Funds to cover these costs will be included in the Transportation Services 2001 Capital Program.

The Chief Financial Officer and Treasurer has reviewed this report and concurs with the financial impact statement.

Recommendation:

It is recommended that Works and Emergency Services be authorized to construct a 3.0 metre wide boulevard pathway adjacent to Kipling Avenue on the west side between Finch Avenue West and Panorama Court, and on the east side between Panorama Court and Steeles Avenue West.

Background:

The Works Committee, at its meeting on September 13, 2000, considered a communication from Councillor Sinclair, dated September 11, 2000, respecting concerns with the overcrowded sidewalk on the east side of Kipling Avenue between Panorama Court and Steeles Avenue West. The Committee recommended to Council that:

A separate 6 or 7 foot asphalt pathway be constructed on the boulevard between the curb and the sidewalk on the east side of Kipling Avenue, between Panorama Court and Steeles Avenue, for the use of cyclists and roller bladers, subject to a favourable report thereon from the Commissioner of Works and Emergency Services directly to Council for its meeting on October 3, 2000.

Comments:

Kipling Avenue, between Finch Avenue West and Steeles Avenue West, is a four lane cross section with two southbound lanes and two northbound lanes. Sidewalks are located on both sides of the roadway. The east side of Kipling Avenue features high density residential apartment buildings, while the west side features low density housing. There are high schools, elementary schools, a community centre, and access to Rowntree Mills Park along Kipling between Finch Avenue West and Steeles Avenue West. These all generate a substantial number of sidewalk users.

Based on a preliminary investigation, it appears that it is feasible to install a boulevard pathway adjacent to Kipling Avenue. North of the signalized intersection of Kipling Avenue and Panorama Court, there is sufficient room in the east boulevard for a three metre wide asphalt pathway. South of this intersection, the east boulevard becomes too narrow. However, the west boulevard is sufficiently wide south of Panorama Court to accommodate a boulevard pathway. The signalized intersection at Panorama Court will provide a safe crossing between the east and west-side pathways.

Staff propose two modifications to the pathway recommended by the Works Committee:

- (1) Pathway width of 3.0 metres (10 feet) instead of 1.8 to 2.1 metres (6 to 7 feet) – Current guidelines recommend pathway widths of at least 3.0 metres to minimize conflicts between users travelling in opposite directions. Of special concern is the wide swath of many in-line skaters.*
- (2) Southerly extension of the pathway to Finch Avenue West – Staff are completing a city-wide bikeway network plan comprising bike lanes, signed routes and bicycle lanes. Included in the network is a proposal to install bike lanes along Finch Avenue West in the vicinity of Kipling Avenue. By extending the boulevard pathway south to Finch Avenue West, an important connection will be made to the bikeway network.*

There is not sufficient time to complete a detailed design, carry out the necessary consultation, and construct the pathway this year. This work will be completed over the winter months, and funds will be included in the 2001 Capital Budget to construct the pathway next year.

Staff also assessed the merits of doubling the width of the existing sidewalk as a means of addressing the safety concerns. However, a separate boulevard pathway will be more effective in ensuring pedestrian/cyclist conflicts are minimized.

Conclusion:

Staff have investigated the installation of a boulevard pathway adjacent to Kipling Avenue between Finch Avenue West and Steeles Avenue West in order to improve safety for pedestrians, cyclists and in-line skaters, and have determined that it is an appropriate undertaking. The boulevard pathway will be constructed in 2001.

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