

Clause embodied in Report No. 6 of the Southwest Community Council, as adopted by the Council of the City of Toronto at its meeting held on June 26, 27 and 28, 2001.

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**Draft By-law - Proposed Bicycle Lanes for Runnymede Road
from Bloor Street West to St. Clair Avenue West
(Parkdale-High Park, Ward 13 and York South-Weston, Ward 11)**

(City Council on June 26, 27 and 28, 2001, adopted this Clause, without amendment.)

The Southwest Community Council recommends that a by-law in the form of the Draft By-law be enacted and that the necessary Bill be introduced in Council to give effect thereto.

The Southwest Community Council reports, for the information of Council, having held a public meeting on June 12, 2001, and that pursuant to the Municipal Act, notice with respect to the proposed enactment of a Draft By-law was advertised in the Toronto Sun on May 25, 28, June 4 and June 11, 2001, and no one addressed the Southwest Community Council.

The Southwest Community Council submits the following Draft By-law from the City Solicitor:

Authority: Southwest Community Council Report No. 4, Clause 21, as adopted by Council at its meetings of April 23, 24, 25, 26 27, 30, May 1 and 2, 2001, and Southwest Community Council Report No. , Clause No. adopted by Council at its meeting of , 2001

Enacted by Council:

CITY OF TORONTO

Bill No.

BY-LAW No. – 1999

To amend the former City of Toronto Municipal Code Chapter 194, Footpaths, Bicycle Lanes and Pedestrian Ways to establish bicycle lanes on Runnymede Road from Bloor Street West to St. Clair Avenue West.

The Council of the City of Toronto HEREBY ENACTS as follows:

1. Chapter 194, Footpaths, Bicycle Lanes and Pedestrian Ways, of the former City of Toronto Municipal Code is amended as follows:

A. By adding in alphabetical order to the list of bicycle lanes in 194-6A, the following in alphabetical order by street name:

(In Column 1)	(In Column 2)	(In Column 3)
Runnymede Road	North, adjacent to curb	Bloor Street West and St. Clair Avenue West
Runnymede Road	South, adjacent to curb	Bloor Street West and St. Clair Avenue West

ENACTED AND PASSED this day of , AD. 2001.

Mayor

City Clerk

The Southwest Community Council submits Clause No. 21 of Report No. 4, which was adopted without amendment by City Council at its meeting held on April 23, 24, 25, 26, 27, and its special meeting held on April 30, May 1 and 2, 2001.

(City Council at its regular meeting held on April 23, 24, 25, 26, 27, and its special meeting held on April 30, May 1 and 2, 2001, adopted this Clause, without amendment.)

The Southwest Community Council recommends the adoption of the following report (March 19, 2001) from the Director, Transportation Services, District 1:

Purpose:

To respond to a request to obtain authority to install bicycle lanes on both sides of Runnymede Road between Bloor Street West and St. Clair Avenue West.

Financial Implications and Impact Statement:

Should bicycle lane installation on Runnymede Road from Bloor Street West to St. Clair Avenue West be approved, funds to implement the work in the estimated amount of \$10,000.00 are accommodated within the Transportation Services Division 2001 Capital Budget.

Recommendations:

It is recommended that:

- (1) bicycle lanes be approved on both sides of Runnymede Road from Bloor Street West to St. Clair Avenue West as detailed in Appendix A;
- (2) the northbound and southbound median lanes on Runnymede Road be designated for left turns only, from Annette Street to 30.5 metres north and south thereof;

- (3) the northbound median lane on Runnymede Road be designated for left turns only, from Dundas Street West to 30.5 metres south thereof;
- (4) the southbound median lane on Runnymede Road be designated for lefts turns only, from Dundas Street West to 50 metres north thereof;
- (5) the northbound median lane on Runnymede Road be designated for left turns only, from St. Clair Avenue West to 30.5 metres south thereof; and
- (6) the appropriate City Officials be authorized to take the necessary action to give effect thereto

Background:

Transportation staff noted that this portion of Runnymede Road was one of a number of bicycle lane projects identified as a priority for review and potential implementation. As a result, the Transportation staff, in consultation with Councillor David Miller, are submitting a report to the Southwest Community Council on the feasibility of implementing bicycle lanes on Runnymede Road between Bloor Street West and St. Clair Avenue West.

Comments:

Runnymede Road between Bloor Street West and St. Clair Avenue West is a four lane minor arterial roadway which operates two-way on a pavement width of 14.0 metres with a posted speed limit of 40 km/h. Toronto Transit Commission bus services are provided on Runnymede Road for both directions of travel. Generally, parking is currently allowed on both sides of Runnymede Road at all times. As a result, the roadway operates as a two-lane roadway.

Runnymede Road is a logical route for bicycle traffic because of its flat grade and excellent connection to Bloor Street West. There is a potential to expand the bicycle route network with a proposed future signed bicycle route on Runnymede Road from Bloor Street West south to Deforest Street, east on Deforest Street to Kennedy Avenue and south on Kennedy Avenue to Ellis Avenue south (possible future bicycle lane location) to Lake Shore Blvd and the Martin Goodman Trail.

Proposal Advantages

- (a) improves conditions for cyclists;
- (b) will not have an effect on existing parking regulations (no parking spaces will be eliminated);
- (c) should slightly reduce motor vehicle speeds;
- (d) makes existing pedestrian crossovers at Colbeck Street and Glenwood Avenue safer because roadway is reduced from four motor vehicle lanes to two;

- (e) makes the road easier for pedestrians to cross at midblock locations because of the reduction in motor vehicle lanes and the slightly reduced motor vehicle speeds;
- (f) improves left-turn opportunities for motorists at signalized intersections by providing a left turn lane decreasing neighbourhood infiltration; and
- (g) minimal disruptions to transit operations.

Proposal Disadvantages

- (a) slightly increased congestion particularly at signalized intersections during the peak periods which will be mitigated by the designation of separate left turn storage lanes.

Designation of the median lanes for left turns only and the associated installation of lane designation signs at Annette Street, Dundas Street West and St. Clair Avenue West will provide better guidance for northbound and southbound through motorists and mitigate the impacts of reducing the number of through lanes approaching these intersections, reducing the risk of collisions. This proposal will not have any effect on the operation of bicycle lanes.

The attached Drawing No. 421F - 6009 dated March, 2001, entitled "Runnymede Road, St. Clair Avenue – Bloor Street, Proposed Bicycle Lanes" illustrates the proposed conditions along the route. Drawing No. 421F – 5824 dated September, 2000, illustrates a typical cross-section along the route. The key elements of the proposal include bicycle lanes on both sides of the road from Bloor Street West to St. Clair Avenue West, with existing parking maintained on both sides.

Under the provisions of the Municipal Act, notice of any proposed by-law(s) to designate bicycle lanes must be advertised at least once a week for four consecutive weeks in a newspaper having general circulation in the community. This notice is also to indicate the date and time of the meeting at which a public hearing would be held to consider passing of the proposed by-law(s).

Contact:

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(The Attachments referred to in the foregoing report were forwarded to all Members of the Southwest Community Council with the agenda for its meeting on June 12, 2001, and copies thereof are on file in the office of the City Clerk, York Civic Centre.)