

Brimorton Drive Bicycle Lanes

Date:	September 22, 2008
To:	City Council
From:	General Manager, Transportation Services Division
Wards:	Ward 38
Reference Number:	p:2008\ClusterB\tra\tim\pw08019tim

SUMMARY

The purpose of this report is to inform Council on the feasibility of creating a hybrid bicycle/parking lane on Brimorton Drive, as requested by Public Works and Infrastructure Committee in considering the report titled “2008 Bikeway Network Program – Phase 4 Installation of Bicycle Lanes” (PW.18.4).

RECOMMENDATION

The General Manager, Transportation Services recommends that City Council approve the installation of bicycle lanes on both sides of Brimorton Drive, from Brimley Road to Scarborough Golf Club Road, as detailed in the report entitled “2008 Bikeway Network Program – Phase 4 Installation of Bicycle Lanes”, dated August 21, 2008 (PW18.4).

Financial Impact

Funds to implement the bicycle lanes on Brimorton Drive are provided within the Transportation Services Division 2008 Capital Budget in the Cycling Infrastructure Account CTP808-05.

DECISION HISTORY

Public Works and Infrastructure Committee, at its meeting on September 8, 2008, recommended that City Council approve, in principle, the installation of bicycle lanes on both sides of Brimorton Drive from Brimley Road to Scarborough Golf Club Road. In addition, the Committee requested the General Manager, Transportation Services to report directly to Council on the creation of hybrid bicycle lanes, where feasible, that

allow parking in non-rush hour periods along certain sections of Brimorton Drive (PW18.4).

COMMENTS

Brimorton Drive, between Brimley Road and Scarborough Golf Club Road, is a two-way collector road which operates with one lane in each direction. The land use along Brimorton Drive is primarily single-family homes, all of which have on-site parking and driveways. With the proposed bicycle lane design parking will be provided on one side of the roadway at all times. The resulting on-street parking supply can easily accommodate the peak on-street parking demand.

There are examples of hybrid bicycle lanes in other cities, generally in areas where there is a high demand for non-rush hour parking. In these cases, the bicycle lane is available to cyclists only during rush hours and is used for parking during non-rush hours. In the case of Brimorton Road there is no need to implement hybrid bicycle lanes from a parking demand perspective. Furthermore, providing bicycle lanes at all times on both sides of the roadway and parking on one side only, adjacent to the bicycle lane, will result in a safer, more comfortable environment for cyclists. For this reason, Transportation Services recommends that the implementation of bicycle lanes proceed on Brimorton Drive as originally proposed. The local Ward Councillor and the Chair of the Toronto Cycling Advisory Committee have been consulted and agree with this recommendation.

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SIGNATURE

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DD/nb