



**STAFF REPORT
ACTION REQUIRED**

2008 Bikeway Network Program – Annette Street: Jane Street to Runnymede Road

Date:	September 29, 2008
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Parkdale-High Park, Ward 13
Reference Number:	p:2008\ClusterB\tra\tim\pw08020tim

SUMMARY

The purpose of this report is to obtain authority to install bicycle lanes on Annette Street between Jane Street and Runnymede Road. The Public Works and Infrastructure Committee, at its meeting of June 4, 2008, considered a report titled “2008 Bikeway Network Program – Phase 2 Installation of Bicycle Lanes” (PW16.2). In dealing with this report, the Committee recommended that City Council approve the installation of bicycle lanes on both sides of Annette Street, from Runnymede Road to Dundas Street West. In addition, the Committee requested the General Manager, Transportation Services to meet with the community on the feasibility and desirability of installing the missing section of the bike lane on Annette Street between Jane Street and Runnymede Road, consistent with the City of Toronto Bike Plan, and to report back on the discussions to the meeting of the Public Works and Infrastructure Committee on October 10, 2008.

At a public meeting, on September 15, 2008, Transportation Services staff presented three bikeway options for review and comment by the community. The options included bicycle lanes on Annette Street; shared roadway routes on parallel streets north (St. Johns Road) and south (Ardagh Street) of Annette Street; and a shared roadway route with “sharrow” markings on Annette Street. Approximately 150 people attended the meeting. Some of the business owners and residents along Annette Street continue to express their concern that businesses will be negatively affected by the reduction in the number of on-street parking spaces resulting from the installation of the bicycle lanes. However, parking surveys indicate that the existing parking demand could be accommodated on one side of the roadway. Furthermore, a large majority of the people involved in the consultation process expressed their preference for bicycle lanes on Annette Street.

Transportation Services recommends that bicycle lanes be installed on this section of Annette Street, consistent with the Toronto Bike Plan and with the previous decision by Council to install bicycle lanes on Annette Street east of Runnymede Road.

The adoption of this report will result in a total of 37.6 km of bicycle lanes approved for installation this year. The installation of these approved bicycle lanes will increase the total length of bicycle lanes to 112.7 km of the total 495 km of bicycle lanes in the Toronto Bike Plan.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. Approve the installation of bicycle lanes on both sides of Annette Street, from Jane Street to Runnymede Road, as detailed in Appendix A of this report;
2. Approve the amendments to the traffic and parking regulations detailed in Appendix B of this report; and
3. Authorize and direct the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

Financial Impact

Funds to implement the bicycle lanes recommended in this report are provided within the Transportation Services Division 2008 Capital Budget in the Cycling Infrastructure Account CTP 808-05.

DECISION HISTORY

At its meeting of June 4, 2008, the Public Works and Infrastructure Committee considered a Transportation Services staff report “2008 Bikeway Network Program – Phase 2 Installation of Bicycle Lanes” and, among other things, recommended that City Council approve the installation of bicycle lanes on Annette Street from Runnymede Road to Dundas Street West. The Public Works and Infrastructure Committee’s recommendation were subsequently adopted by City Council at its meeting of June 23 and 24, 2008. In addition, the Public Works and Infrastructure Committee requested the General Manager, Transportation Services to meet with the local Councillor and various community groups and report to the meeting of the Public Works and Infrastructure Committee on October 10, 2008, on installing the missing section of the bike lane on Annette Street between Jane Street and Runnymede Road, which is included in the City of Toronto Bike Plan.

ISSUE BACKGROUND

City Council, at its meeting on July 24, 25 and 26, 2001, adopted the Toronto Bike Plan (Clause No. 3 of Report No. 8 of the Planning and Transportation Committee). One of the key recommendations of the Toronto Bike Plan is to implement a 1,000 kilometre Bikeway Network.

The Toronto Bike Plan identifies dedicated bicycle lanes on Annette Street, from Jane Street to Dundas Street West. The installation of bicycle lanes on Annette Street was included in the 2008 Bikeway Network Program to coincide with planned capital work on Annette Street. Transportation Services staff prepared a detailed design for the bicycle lanes, which involved changing the existing parking regulations so that parking would no longer be provided on both sides of the roadway. The proposal provided parking on one side of the roadway at all times and a single traffic lane and bicycle lane in each direction.

The bicycle lane design was presented to the community at a Public Open House on April 17, 2008. At the Open House concerns were raised about the proposed reduction of on-street parking, adjacent to the businesses along Annette Street between Jane Street and Runnymede Road. As a result, a modified proposal was submitted to the Public Works and Infrastructure Committee, which identified bicycle lanes on Annette Street, only between Runnymede Road and Dundas Street West. A shared-roadway bikeway along St. John's Road was identified as an alternative east-west connection west of Runnymede Road. The proposed St. John's Road bikeway would be accessed from Annette Street via existing bicycle lanes along Runnymede Road.

COMMENTS

1. Roadway Characteristics

Annette Street, between Jane Street and Runnymede Road, is a two-way east-west minor arterial roadway with two traffic lanes in each direction. Parking is presently permitted along both sides of the roadway during the off-peak periods. However, stopping is prohibited along the south side of the roadway from 7:00 a.m. to 9:00 a.m., and along the north side of the roadway from 4:00 p.m. to 6:00 p.m., except on Saturday, Sunday, and Public Holidays. The TTC operates the 26-Dupont bus route on Annette Street.

The introduction of dedicated bicycle lanes on Annette Street can be accommodated within the existing roadway pavement width and will allow for a two-lane cross-section, one lane in each direction, to be maintained over the entire length of the roadway. Eastbound and westbound dedicated left turn lanes will be introduced at signalized intersections, and parking will be permitted on one side of the roadway at all times.

This proposal is consistent with the Toronto Bike Plan, and will result in a consistent road cross-section along Annette Street to the east and west of Runnymede Road. In addition

to the signalized intersections at Jane Street and Runnymede Road, two pedestrian crossovers are provided, one at Willard Avenue and one at Durie Street, to facilitate crossings of Annette Street between Jane Street and Runnymede Road.

2. Results of Public Meeting

As requested by Public Works and Infrastructure Committee, a second public meeting was held on September 15, 2008, to discuss specifically the feasibility and desirability of bicycle lanes on Annette Street between Jane Street and Runnymede Road. Meeting notices were distributed by the Ward Councillor to the local community, and a notice was posted on the City website. Approximately 150 people attended the meeting.

At the public meeting, Transportation Services staff presented the following three bikeway network options for review and comment by the community:

Option 1:

This option provides dedicated bicycle lanes along Annette Street, between Jane Street and Runnymede Road, consistent with the Toronto Bike Plan and with the design approved by Council for Annette Street east of Runnymede Road. The bicycle lane design consists of a two-lane cross-section, with a single traffic lane and a bicycle lane in each direction and parking along one side of the roadway at all times. At the public meeting staff advised that this option would result in a reduction of the parking supply from 126 to 64 parking spaces. However, following the meeting staff made minor modifications to the design in order to provide an additional three parking spaces, for a total of 67 spaces. This is essentially the same design that was presented at the first public meeting on April 17, 2008.

Option 2:

This option would direct cyclists to shared roadway routes parallel to Annette Street between Jane Street and Runnymede Road: along St. John's Road to the north and along Ardagh Street to the south. Annette Street, between Jane Street and Runnymede Road would retain its existing configuration and use. The existing 126 space parking supply along Annette Street would be maintained. This option is a modification to the option (with the addition of a second parallel route along Ardagh Street) considered and subsequently rejected by the Public Works and Infrastructure Committee at its meeting on June 4, 2008.

Option 3:

This option represents a new design based on the City of Chicago's bikeway design guidelines. In this option a shared roadway route is established on Annette Street, with the application of shared-use lane markings (sharrows) between the parking lane and the general traffic lanes. Sharrows are intended to delineate space for cyclists by encouraging drivers to move further left in the traffic lane and to clearly mark the safe lane position for cyclists to avoid an opened car door. This option would provide an improvement over existing cycling conditions however, it would provide less benefit and

safety for cyclists than bicycle lanes. The existing parking supply along Annette Street would be maintained on both sides of the roadway, with no rush-hour restrictions. Table 1 compares the three bikeway options.

**Table 1:
Summary of Bikeway Options**

Bikeway Option	Bikeway Facility	Consistent with Annette St. east of Runnymede Rd.	Parking Supply	Improvement of Cycling Conditions on Annette St.	Consistent with Toronto Bike Plan	Comments
Option 1	Dedicated Bike Lanes on Annette Street	Yes	67, will satisfy existing parking demand	Yes, significant improvement	Yes	Significant improvement for Cyclists. Parking supply will be less conveniently located
Option 2	Shared Roadway Routes on parallel streets	No	126	No, indirect route	No	No improvement for cyclists along Annette St. Parking supply exceeds observed demand
Option 3	Shared Roadway Route on Annette Street	No	126	Yes, some improvement	No	Some improvement for cyclists along Annette St. Parking supply exceeds observed demand

Participants at the September public meeting were provided with a comment sheet describing the three options and they were asked to rank them in terms of first, second, and third choice (a total of 150 comment sheets were distributed at the meeting). The comment sheets were collected at the meeting and participants were also provided with self-addressed postage-paid envelopes if they wished to submit additional comments following the meeting. Comments have also been received by fax and email. Ninety comment forms have been received to date and the results are summarized in Table 2 below:

**Table 2:
Participant Preferences, as per Comment Forms**

	Option 1			Option 2			Option 3		
	1 st	2 nd	3 rd	1 st	2 nd	3 rd	1 st	2 nd	3 rd
Total Votes	70	3	13	9	12	41	7	41	13
% of Votes Within Option	81%	3%	15%	15%	19%	66%	11%	67%	21%

As of September 24, 2008

Note: The total response for each option does not add up to 90 because some respondents did not rank all three options.

Bicycle lanes on Annette Street (Option 1) were clearly identified as the preferred first choice. The “sharrow” route on Annette Street (Option 3) was ranked second. Directing cyclists to parallel streets (Option 2) was ranked third and was clearly not acceptable to the vast majority of the cyclists. It is significant to note that the majority of the responses were from the local community which was evident from the addresses provided. A summary of the September 15 public meeting is provided in Appendix C, including a copy of the display material illustrating each of the bikeway options.

In addition to the comment forms summarised in Table 2, 55 emails have been received following the public meeting. Of these emails, 50 expressed support for Option 1, two emails expressed support for Option 2, and three expressed support for Option 3. The emails did not rank the options and therefore, were not included in Table 2.

3. Parking Impacts

For Option 2 there would be no change to the existing parking regulations on Annette Street, between Jane Street and Runnymede Road. For Option 3 the existing number of parking spaces would be maintained and parking would be available at all times of the day, with no rush-hour restrictions. Option 1 is the only option which has a significant impact on parking. In order to evaluate the parking impacts resulting from the bicycle lane proposal (Option 1), Transportation Services staff undertook parking utilization surveys in March and May of this year. The surveys, which were intended to capture the overnight, evening and mid-day parking demand along Annette Street, are summarized in Table 3 below. The parking survey details were also presented at the September 15, 2008 public meeting.

**Table 3:
Parking Demand Surveys, Jane Street to Runnymede Road**

Time and Date of Survey	Observed Parking Demand (Vehicles)
Existing Parking Supply	126
Bike Lane Supply (Option 1)	67
Overnight Total (May 1, 2008)	58
Evening Total (May 3, 2008)	36
Mid-day Total (March 30, 2008)	48

In order to maximize the number of parking spaces provided in the proposed bicycle lane design, the location of parking alternates between the north and south side of the roadway: parking would be provided on the north side between Jane Street and Willard Avenue; on the south side between Willard Avenue and Windermere Avenue; on the north side between Windermere Avenue and Durie Street; and on the south side between Beresford Avenue and Runnymede Road. Accordingly, the parking data was also analysed by three segments separately, divided by Willard Avenue and Durie Street, and is summarized in Table 4. The data suggests that with the introduction of dedicated bicycle lanes (Option 1), a sufficient number of parking spaces will be provided to meet

the existing parking demand for the section between Jane Street and Willard Avenue. For the other two sections the peak parking demand will exceed the number of parking spaces provided with the bicycle lane design (Option 1) by two or three spaces. However, the peak parking demand for each segment of Annette Street, occurs at different times of the day, suggesting that there would likely be opportunities to accommodate overflow parking from one segment to another. Therefore, the proposed parking supply is expected to accommodate the existing parking demand, however, the location of available parking will be less conveniently located than it is currently.

**Table 4:
Parking Demand by Location**

Location	Existing Parking Supply	Observed Demand by Time of Day			Bike Lane Parking Supply (Option 1)
		Overnight	Evening	Midday	
Jane St. to Willard Ave.	47	16	11	22	29
Willard Ave. to Durie St.	43	26	12	9	23
Durie St. to Runnymede Rd.	36	16	13	17	15
Total	126	58	36	48	67

Both Option 1 and Option 3 provide parking during the morning and afternoon rush hours. Parking is currently prohibited on the south side of the roadway from the hours of 7:00 a.m. to 9:00 a.m., and on the north side of the roadway from 4:00 p.m. to 6:00 p.m., except on Saturday, Sunday, and Public Holidays. The bicycle lane design (Option 1) will maintain parking on one side of the street during the morning and afternoon rush hours. The Annette Street “sharrow” design (Option 3) will provide parking on both sides of the street during the morning and afternoon rush hours.

The businesses along Annette Street have consistently expressed their concern that eliminating parking on one side of the street will negatively impact their business. The parking surveys indicates that the existing parking supply significantly exceeds the demand for parking. The number of parked cars observed during mid-day, evening and overnight periods can be accommodated on one side of the roadway, however, drivers may need to park a little further from their destination.

4. Conclusions

Transportation Services recommends that bicycle lanes be approved for installation on Annette Street between Jane Street and Runnymede Road. This is consistent with the Toronto Bike Plan, which was adopted by City Council in July, 2001 and it ensures a consistent design and a direct route for cyclists on Annette Street. Furthermore the bicycle lanes will provide the most comfortable and safe design for cyclists.

Transportation Services will work with the community to mitigate the impact of the reduced number of parking spaces to the extent possible.

The attached Drawing No. 421P0111, dated September 2008, entitled “Annette St: Jane St – Runnymede Rd, Proposed Bicycle Lane Location Plan”, illustrates the location of the proposed bicycle lanes. The attached Drawing No. 421P0112, dated September 2008, entitled “Annette St: Jane St – Runnymede Rd Cross Section A-A”, illustrates the existing and proposed cross-section.

The Ward Councillor has been involved in the public consultation for this project and has been consulted in the preparation of this report.

CONTACT

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ATTACHMENTS

Appendix A – Bicycle Lanes to be Designated
Appendix B – Parking and Traffic By-Law Amendments to Implement Bicycle Lanes
Appendix C – September 15, 2008 Public Meeting Summary
Drawing No. 421P0111
Drawing No. 421P0112

**Appendix A
Bicycle Lanes to be Designated**

Add the following:

Highway	Between	Lanes	Times or Days
Annette Street	Jane Street and a point 45 metres east thereof	Northerly Westbound	Anytime
Annette Street	A point 45 metres east of Jane Street and Willard Avenue	Northerly Westbound adjacent to curb lane used for parking	Anytime
Annette Street	Jane Street and Willard Avenue	Southerly Eastbound	Anytime
Annette Street	Willard Avenue and Windermere Avenue	Northerly Westbound	Anytime
Annette Street	Willard Avenue and Windermere Avenue	Southerly Eastbound adjacent to curb lane used for parking	Anytime
Annette Street	Windermere Avenue and Durie Street	Northerly Westbound adjacent to curb lane used for parking	Anytime
Annette Street	Windermere Avenue and Beresford Avenue	Southerly Eastbound	Anytime
Annette Street	Durie Street and a point 50 metres east of Runnymede Road	Northerly Westbound	Anytime
Annette Street	Beresford Avenue and Runnymede Road	Southerly Eastbound adjacent to curb lane used for parking	Anytime
Annette Street	Runnymede Road and a point 50 metres east thereof	Southerly Eastbound	Anytime

Appendix B
Traffic and Parking By-law Amendments Required to Implement Bicycle Lanes

No Stopping

1. Delete the following:

Street	Side	Between	Times/Days
Annette Street	North	Runnymede Road and Jane Street	4:00 p.m. to 6:00 p.m. except Sat., Sun., and Public Holidays
Annette Street	South	Runnymede Road and Jane Street	7:00 a.m. to 9:00 a.m. except Sat., Sun., and Public Holidays

2. Add the following:

Street	Side	Between	Times/Days
Annette Street	North	Jane Street and a point 45 metres east thereof	Anytime
Annette Street	South	Jane Street and Willard Avenue	Anytime
Annette Street	North	Willard Avenue and Windermere Avenue	Anytime
Annette Street	North	Durie Street and 50 metres east of Runnymede Road	Anytime
Annette Street	South	Windermere to Beresford Avenue	Anytime

Time Limit Parking

1. Delete the following

Street	Side	Between	Times/Days	Time Limit
Annette Street	North	Jane Street and Westholme Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Annette Street	South	Jane Street and Runnymede Road	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.

2. Add the following

Street	Side	Between	Times/Days	Time Limit
Annette	North	Jane Street and	9:00 a.m. to 4:00	60 mins.

Street		Willard Avenue	p.m., Mon. to Fri.	
Annette Street	North	Windermere Avenue and Durie Street	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Annette Street	South	Willard Avenue and Windermere Avenue	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.
Annette Street	South	Beresford Avenue and Runnymede Road	9:00 a.m. to 4:00 p.m., Mon. to Fri.	60 mins.