

2010 Bikeway Network Program

Date:	March 31, 2010
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Wards 2, 3, 13, 18, 19, 20, 25, 27, 28, and 34
Reference Number:	P:2010\ClusterB\tra\tim\pw10012tim

SUMMARY

The Transportation Services Division's 2010 Bikeway Network Program focuses on expanding both the on-street bikeways in the downtown area and the off-street bikeway trails in the North York and Scarborough Districts. The purpose of this report is to provide an overview of the 2010 Bikeway Network Program; to obtain authority for installing several new bicycle lanes; and to make minor modifications to the existing bicycle lanes on Annette Street and Pharmacy Avenue. In addition, Transportation Services is seeking authority to undertake a pilot project to install and evaluate protected bicycle lanes on University Avenue and Queen's Park Crescent, between Richmond Street West and Wellesley Street West / Hoskin Avenue.

The affected Ward Councillors have been consulted regarding the bicycle lanes proposed in their respective Wards.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. Approve the installation of bicycle lanes on the following roadways:
 - a. Bay Street, from Queens Quay West to Front Street West and from Dundas Street West to College Street;
 - b. Lansdowne Avenue, from Bloor Street West to Dupont Street;
 - c. Rathburn Road, from Mimico Creek to Kipling Avenue;
 - d. Spadina Crescent, from Spadina Avenue South to Spadina Avenue North;
 - e. York Mills Road, from Scarsdale Road to Lesmill Road; and

- f. Westthumber Boulevard, from Martin Grove Road to Kipling Avenue.
2. Approve the installation of bicycle lanes on Brunswick Avenue, from College Street to Bloor Street West, subject to further consultation with the community;
3. Approve modifications to the existing bicycle lanes on Annette Street between Runnymede Road and Westholme Avenue, and between Beresford Avenue and Runnymede Road, to provide additional parking along the north and south sides of the street, respectively;
4. Approve modifications to the existing bicycle lanes on Pharmacy Avenue, to move the start of the bicycle lanes from a point 30 metres south of Alvinston Road to Alvinston Road;
5. Authorize the General Manager, Transportation Services to undertake a pilot project to install and evaluate protected bicycle lanes on University Avenue and Queens Park Crescent between Richmond Street and Wellesley Street West / Hoskin Avenue, for a period not to exceed 12 weeks between July and September, 2010, in consultation with the Ward Councillors and a Stakeholder Advisory Group established for the sole purpose of the pilot project;
6. Direct the General Manager, Transportation Services to report back to the Public Works and Infrastructure Committee on the results of the evaluation of the University Avenue / Queens Park Crescent protected bicycle lane pilot project;
7. Authorize the General Manager, Transportation Services to develop and implement the detailed design for the above noted bicycle lanes, including amendments to traffic and parking regulations, in consultation with the Ward Councillors; and
8. 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, pavement markings and pilot project recommended in this report are provided within the Transportation Services Division 2010 Capital Budget in the Cycling Infrastructure Account CTP 810-05.

DECISION HISTORY

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.

ISSUE BACKGROUND

The Toronto Bike Plan implements the following policy of the Toronto Official Plan: "Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including... an expanded bikeway network." The Network consists of three bikeway types: bicycle lanes, shared roadway routes, and off-road paths.

Implementation of the Toronto Bike Plan also supports the Clean Air, Climate Change and Energy Efficiency Action plan adopted by City Council in June 2007.

COMMENTS

Transportation Services submitted a report entitled "Toronto Bike Plan – New Strategic Directions", dated May 25, 2009, to the Public Works and Infrastructure Committee, which outlined the Division's priorities for the 2010 Bikeway Network Program. The key priorities were to:

- Construct major new trail systems, particularly the bikeway trails in the Finch and Gattineau Hydro corridors;
- Conduct pilot projects to implement and evaluate new bikeway design treatments, including: physically separated or buffered bicycle lanes, bike boxes, shared-use lane marking (sharrows), conflict zone markings, time-of-day bicycle lanes and intersection markings, with a goal of more widespread use of special markings and designs; and
- Significantly expand the Bikeway Network in the Toronto East York District, with new bikeways not identified in the Bike Plan, to support the proposed Public Bicycle Program.

The Transportation Services Division's 2010 implementation plans for the Bikeway Network Program follow from these priorities identified in 2009. This report provides an overview of the 2010 program and more detailed descriptions of the bicycle lanes which require Council approval.

1. Bikeway Trails

The new off-street bikeways represent the largest single year expansion of the Bikeway trails, and are funded in part by the Recreation Infrastructure Canada (RInC) stimulus funding program. The seven bikeway trail projects to be designed and constructed in 2010 include three sections in each of the Finch and Gattineau Hydro corridors plus the CN Leaside Rail Trail. These projects will result in 30 km of new trails and 4 km of upgraded trails. In addition, several kilometres of new on-street bikeways will be installed to provide continuity where there is no opportunity to provide an off-road trail connection in the immediate term.

2. New Bikeway Design Treatments

In addition to the new bikeways projects, Transportation Services is implementing several new bikeway design treatments this year, including bicycle lane markings through intersections, bike boxes, and more widespread use of sharrows. A pilot project is also proposed for University Avenue - Queens Park Crescent to install and evaluate a new design for protected bicycle lanes.

2.1 Sharrow-routes

Since the Bike Plan's adoption in 2001, a new type of bicycle pavement marking, known as sharrows, has been implemented across North America. As part of incorporating this new pavement marking into the Bikeway Network, Transportation Services has developed guidelines for the application of sharrows on Toronto roadways.

The sharrow bicycle pavement marking consists of two white chevrons and a bike symbol. Sharrows are primarily used on roads with existing moderate-to-high cyclist volumes where there is a desire to provide more than bicycle route signage, but where the pavement width is not adequate to accommodate full bike lanes.

The primary purpose of sharrows is to promote correct cyclist positioning in the lane. Sharrows are also meant to alert motorists to the presence of cyclists and to remind drivers to share the road. Sharrows can be used to provide a stand alone route on roadways with high cyclist volumes; to fill in gaps in an otherwise continuous bike lane; to indicate the correct cyclist position through intersections; and as a route-finding guide along bike routes with gaps, or routes with several direction changes. Many of the bikeway routes described in this report will utilize sharrow markings to make key connections within the network.

Transportation Services is also undertaking a pilot project to evaluate the use of rush-hour sharrows on College Street, between Lansdowne Avenue and Manning Avenue. Rush hours sharrows will only be visible during the peak periods when parking is not permitted and will be covered at other times by the parked cars. If the pilot project is successful, then rush-hour sharrows will be considered for other downtown east-west roadways where there is not sufficient pavement width for bicycle lanes.

2.2 University Avenue and Queen Park Crescent, from Richmond Street West to Wellesley Street West / Hoskin Avenue

Transportation Services is increasingly being requested to consider new bicycle lane designs to separate cyclists from motor-vehicle traffic. The demand for protected bicycle lanes is supported by the findings of the 2009 Cycling Survey. The survey found that the majority of Toronto residents (72%) feel there has been an improvement in the overall quality of cycling routes and facilities over the last 10 years. However, compared to the 1999 survey, Toronto residents have greater expectations for cycling infrastructure. In particular, non-cyclists and cyclists alike (90% and 95% respectively) feel that separating

bicycles from motorized traffic would provide the greatest improvement to cycling in Toronto. In response to the 2009 survey and recent requests by the Toronto Cycling Advisory Committee, Transportation Services will be conducting a review of bicycle lane design options in order to determine the most effective options for introducing protected bicycle lanes on Toronto streets.

University Avenue and Queens Park Crescent, between Richmond Street West and Wellesley Street West / Hoskin Avenue present a unique opportunity, due to the width of the roadway, to undertake a pilot project to evaluate the "New York style" of protected bicycle lane. This major north-south route through the core would connect to existing bicycle lanes on Wellesley Street, College Street and Gerrard Street West. A University-Queens Park bikeway could also link with Simcoe Street to provide an important route to the new Martin Goodman Trail planned for Queens Quay.

University Avenue and Queens Park Crescent, between Richmond Street West and Wellesley Street West /Hoskin Avenue are major arterial roadways with four lanes in each direction and a centre median. Pay and Display Parking is generally permitted on both sides in the non-rush hour periods. Traffic capacity analysis indicates that University Avenue could operate with three travel lanes in each direction in the peak periods with little impact on the current levels of service. Removing one traffic lane in each direction would provide an opportunity to re-allocate the space to provide protected bicycle lanes.

Transportation staff have conducted a preliminary review of two options for a protected bicycle lane along the corridor: adjacent to the boulevard/sidewalk and adjacent to the centre median. Based on our preliminary analysis, Transportation Services is requesting authority to proceed with a pilot project to install and evaluate a protected bicycle lane adjacent to the median. This design option is similar to the design of New York City's protected bicycle lanes, which are typically on the left side of one-way arterials. One advantage of using the "median design" for the pilot project is that it would enable staff to evaluate the traffic operations impact of removing one traffic lane while minimizing the disruption to the existing activity in the curb lane. All of the existing standing, stopping and parking regulations, vendor permits, and taxi activity would be maintained during the pilot project.

For the pilot project, the protected bicycle lane would be introduced in July, with a temporary barrier treatment, signage and pavement makings and removed by the end of September. Prior to implementation Transportation Services will establish a Stakeholder Advisory Group, representing key stakeholders along the corridor, Emergency Medical Services, Toronto Fire Service, Toronto Cycling Advisory Committee and other stakeholders identified by the General Manager, Transportation Services, in consultation with the Ward Councillors. The Stakeholder Advisory Group will provide input into the preparation of the pilot project design treatment and the development of the evaluation criteria and methodology. The group could also assist with community outreach before and during the pilot.

The pilot project will provide an opportunity to evaluate the impacts of this new bikeway design on traffic operations, on pedestrian crossing activity, and the comfort and safety for cyclists. The evaluation will include traffic surveys and surveys to evaluate cycling conditions before and during the implementation of the protected bicycle lanes. This will provide information on the operational impacts and also valuable feedback on if/how the design would need to be improved should it be implemented on a permanent basis, and how the City might use this type of treatment on other streets. Consultation with the stakeholders along the corridor and the cycling community will be undertaken as part of the evaluation.

A report on the evaluation of the pilot project will be submitted to the Public Works and Infrastructure Committee in the first quarter of 2011.

The Ward Councillors have been consulted on this proposed pilot project and they support the proposal. The T.T.C. has expressed concern that a protected bicycle lane adjacent to the sidewalk would have an impact on passenger loading and unloading for the T.T.C. buses on University Avenue (142-Downtown / Avenue Road Express). The median option would not impact the T.T.C. bus stops.

The attached Drawing No. PW10012TIM1, dated March 2010, entitled “University Ave, Richmond St W – Wellesley St”, illustrates the location of the proposed protected bicycle lane. The attached Drawing No. PW10012TIM2, dated March 2010, entitled “University Ave/Queens Park Cres, Richmond St – Wellesley St/Hoskin Ave, Protected Bicycle Lane” illustrates the current conditions and the proposed median protected bicycle lane design on University Avenue.

2.3 Bike Boxes

Transportation Services will also be implementing a pilot project to install and evaluate bike boxes at several intersections along Harbord Street and College Street. Bike boxes are an intersection treatment which enables cyclists to stop in advance of drivers at signalized intersections, to reduce conflicts between cyclists and right-turning motor vehicles. A staff report recommending the installation of bike boxes at specific locations will be submitted for consideration at an upcoming meeting of Toronto and East York Community Council.

3. Downtown Bikeways

The majority of the downtown bikeways identified in the 2001 Bike Plan have already been implemented and were also selected before sharrows came into use. In order to expand the downtown bikeways Transportation Services investigated every opportunity to establish new bikeways and have identified several new bikeways for installation in 2010. The new bikeways are comprised of bicycle lanes and shared roadway routes to be implemented with sharrows, where appropriate, to provide key connections for cyclists.

The attached Drawing No. PW10012TIM3, dated March 2010, entitled “Proposed Downtown Bicycle Facilities” illustrates the location of the new downtown bikeways to be installed this year.

3.1 Bay Street Bikeway, from Queens Quay West to Yorkville Avenue

Bay Street, between Queens Quay West and Yorkville Avenue, is a two-way major arterial roadway, which generally operates with two traffic lanes per direction. From Queens Quay West to Lake Shore Boulevard there is no stopping permitted at anytime. From Lake Shore Boulevard West to Front Street West there is generally no standing permitted at any time with no stopping permitted in the northbound direction in the morning peak period and in the southbound direction in the afternoon peak period. North of Front Street West the curb lanes are reserved for use by transit vehicles, taxicabs and bicycles from 7:00 a.m. to 7:00 p.m., Monday to Friday (the Bay Street Urban Clearway). Stopping is prohibited from 7:00 a.m. to 7:00 p.m., Monday to Friday on the Bay Street Urban Clearway section; at all other times parking is prohibited on both sides. The T.T.C. operates the 6-Bay bus route on the roadway, and the 97-Yonge rush hour bus route on the section south of Wellington Street West.

The Bay Street bikeway will connect Queens Quay West and the future Martin Goodman Trail with the existing bicycles lanes on Bay Street, north of Yorkville Avenue. Bicycle lanes can be provided in the two sections which have sufficient width, between and Queens Quay West and Front Street West; and between Dundas Street West and College Street. The remaining sections of the bikeway will be marked with sharrows. This new bikeway is 3.5km long.

As part of the Bay Street Promenade Plan the curbs were realigned between Harbour Street and the F.G. Gardiner Expressway eastbound on-ramp to eliminate a third northbound traffic lane serving the ramp. The realignment of the curbs was intended to provide wider sidewalks and to accommodate future bicycle lanes. Between Queens Quay West and Harbour Street, the third northbound lane can now be re-striped to provide bicycle lanes to match the lane configuration north of Harbour Street, consistent with the Promenade Plan.

Between Lake Shore Boulevard West and Front Street West the roadway is generally wide enough to accommodate bicycle lanes without any changes to the exiting lane configuration, except at the Lake Shore Boulevard West intersection. To maintain the current level of pedestrian safety and transit and traffic operations, the existing double southbound right turn lanes at the Lake Shore Boulevard West intersection will be maintained. To provide a safe environment for cyclists in the new southbound bicycle lane adjacent to the double right turn lane, the bicycle lane will be buffered from the adjacent traffic lane and cyclists will have a dedicated signal phase to cross the intersection without any conflicting motor-vehicle movements. Maintaining the southbound double right turn lane will require the elimination of the existing northbound left turn lane. The elimination of the northbound left turn lane will not have a significant impact on traffic operations because the northbound left turn volumes are relatively light.

Traffic conditions will be monitored after the changes are implemented and appropriate turn restrictions will be proposed if necessary.

Bicycle lanes can also be accommodated on Bay Street, between Dundas Street West and College Street, where the roadway is wide enough to accommodate bicycle lanes and maintain four traffic lanes.

The T.T.C. has been consulted on the proposal and has no objections to the recommended changes to accommodate the bicycle lanes. The affected Ward Councillors support the proposal.

The attached Drawing No. PW10012TIM4, dated March 2010, entitled “Bay St, Queens Quay W – Front St W, Proposed Bicycle Lane Location Plan” and Drawing No. PW10012TIM5, entitled “Bay St, Dundas St W – College St, Proposed Bicycle Lane Location Plan” illustrate the locations of the planned bicycle lanes.

3.2 Brunswick Avenue Bikeway, from Lowther Avenue to College Street

Brunswick Avenue, between College Street and Bloor Street West, is a one-way local street that currently operates southbound between: College Street and Ulster Street, and Harbord Street and Sussex Avenue; and northbound between Ulster Street and Harbord Street, and Sussex Avenue and Bloor Street West. There is no T.T.C. service on Brunswick Avenue.

Parking is permitted on the west side of the roadway between College Street and Ulster Street. Between Ulster Street and Bloor Street West, parking is permitted on the west side of the roadway from December 1 to March 31, and alternates to the east side of the roadway from April 1 to November 30.

The Ward Councillor requested that the Brunswick Avenue bikeway be included in the 2010 Bikeway Network Program, subject to further consultation with the community. Transportation staff have reviewed the proposal and support its installation, subject to the further consultation process. The Brunswick Avenue bikeway will connect the existing bicycle lanes along College Street with Bloor Street West. In order to allow cyclists to travel in both directions along the roadway, contra-flow bicycle lanes will be required. This new bikeway is 1.0 km long.

To accommodate contra-flow bicycle lanes on this section of Brunswick Avenue, parking would have to be provided on the west side only in the southbound sections, and the east side only in the northbound sections. Accommodating the contra-flow bicycle lane would also require reconstructing the bulb-out on the north leg of Brunswick Avenue at Harbord Street to widen the roadway to a minimum of 5.0 m (from 4.3 m). A staff report for the road alteration to the bulb-out would be submitted at an upcoming meeting of Toronto and East York Community Council. The installation of this contra-flow bicycle lane would have no impact on traffic operations or parking supply.

The attached Drawing No. PW10012TIM6, dated March 2010, entitled “Brunswick Ave, College St – Bloor St W, Proposed Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

3.3 Lansdowne Avenue Bikeway, from Bloor Street West to Dupont Street

Lansdowne Avenue, between Dupont Street and Bloor Street West, is a two-way minor arterial roadway, which operates with two lanes in each direction. Stopping is prohibited on the west side in the morning peak period and on the east side in the afternoon peak period. At all other times, parking is generally permitted on both sides of the roadway. In total there are approximately 87 parking spaces available on the west side and 81 spaces available on the east side of Lansdowne Avenue between Bloor Street West and Dupont Street. The T.T.C. operates the 47-Lansdowne bus route on this section of Lansdowne Avenue.

The Lansdowne Avenue bicycle lanes will connect the existing bikeway (sharrows) on Lansdowne Avenue south of Bloor Street West with existing bicycle lanes on Dupont Street. The Lansdowne Avenue bikeway will also provide a link between Dupont Street and Lappin Avenue for the continuous east-west bikeway connecting Jane Street to St. George Street, along Annette Street, Dupont Street, Lappin Avenue, Hallam Street, Barton Street and Lowther Avenue. This new bikeway is 1.0km long.

In order to accommodate bicycle lanes within the existing pavement width, the road would be re-striped to provide one traffic lane and one bicycle lane in each direction. Parking would be provided on one side of the roadway at all times. Left turns lanes would be provided at signalized intersections. There will not be a significant impact on traffic operations as a result of the proposal. However, there will be a significant impact on the parking supply. Overall, the parking supply would be reduced from the existing 168 spaces to approximately 90 spaces. Parking surveys show that in the peak times for parking (i.e. on weekends and evenings) the proposed parking supply would not always be sufficient to meet the existing parking demand. The reduction in parking supply will have an impact on the residents on Lansdowne Avenue who depend on this on-street parking.

The T.T.C. has been consulted on the proposal and has no objections. The affected Ward Councillor supports the changes required to accommodate bicycle lanes.

The attached Drawing No. PW10012TIM7, dated March 2010, entitled “Lansdowne Ave, Bloor St W – Dupont St, Proposed Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

3.4 Spadina Avenue Bikeway, from Bremner Boulevard to Bloor Street West

The Spadina Avenue bikeway will connect Bremner Boulevard and Bloor Street West. Bicycle lanes can be provided in the section along Spadina Crescent. The remaining sections of the bikeway will be marked with sharrows. This new bikeway is 3.1km long.

Spadina Avenue is a six lane major arterial roadway south of Richmond Street West to Bremner Boulevard and a four lane major arterial roadway north of Richmond Street West to Bloor Street West. In 1999 an edge line was painted on Spadina Avenue, 0.9 metres from the curb, to encourage drivers to position themselves further from the curb and thus create a little more space for cyclists in the curb lane. The edge line treatment on Spadina Avenue has met with mixed results. Experienced cyclists tend to ride on the edge line or to the left of the line and inexperienced cyclists tend to ride closer to the curb. The edge line is perceived to be a bicycle lane and Transportation Services receives complaints every year that the Spadina "bicycle lane" is not wide enough. Accommodating bicycle lanes on Spadina Avenue would require the removal of a traffic lane in each direction, which would have a significant impact on traffic operations. Accordingly, Transportation Services will be replacing the edge line with the sharrow pavement marking treatment in 2010.

Spadina Crescent, approximately 100 metres north of College Street, is a three lane roadway that connects Spadina Avenue around the building at #1 Spadina Crescent. Spadina Crescent East operates one-way northbound and Spadina Crescent West operates one-way southbound. Stopping is prohibited in the northbound direction in the afternoon peak period and in the southbound direction in the morning peak period. Pay and Display parking is permitted at other times. Bicycle lanes, two traffic lanes and parking can be provided on Spadina Crescent, in both directions, within the existing pavement width. Parking would then be available at all times. Since Spadina Crescent transitions to a two lane roadway when it becomes Spadina Avenue, there will be no impact on traffic operations as a result of this proposal.

The T.T.C. has been consulted on the proposal and has no objections. The affected Ward Councillor supports the proposal.

The attached Drawing No. PW10012TIM8, dated March 2010, entitled "Spadina Crescent, Proposed Bicycle Lane Location Plan" illustrates the location of the planned bicycle lanes.

4. Other Bicycle Lanes

4.1 Rathburn Road, from Mimico Creek to Kipling Avenue

The former City of Etobicoke installed bicycle lanes on Rathburn Road between the East Mall and Mimico Creek prior to amalgamation. In 2009, Transportation Services held a public open house to enable the community to provide input on the planned extension of the Rathburn Road bicycle lanes east from Mimico Creek to Islington Avenue. The

public open house was advertised in the Etobicoke Guardian newspaper and notices were also delivered to 6,025 households and businesses in the area surrounding this section of Rathburn Road. Ten members of the public attended the open house and a couple of residents provided comments afterwards. The majority of comments received were in support of extending the bicycle lanes to Islington Avenue.

City Council at its meeting of August 5 and 6, 2009 approved the installation of bicycle lanes from Kipling Avenue to Islington Avenue. At the same meeting, Council deferred approval of the bicycle lanes between from Mimico Creek and Kipling Avenue and directed staff to conduct further public consultation on this section. Rathburn Road is a two-way minor arterial road with one lane in each direction between Kipling Avenue and Mimico Creek. On-street parking is prohibited at all times on both sides of the roadway. The T.T.C. operates 48-Rathburn bus route on this section of Rathburn Road. One traffic lane in each direction will be maintained with the introduction of bicycle lanes within the existing pavement width. There will be no impact on traffic or transit operations as a result of the proposal.

For the second public consultation notices were delivered only to the properties abutting Rathburn Road. Five people attended the public open house held on March 8, 2010 and all were in favour of the bicycle lanes. No comments were received by email or telephone from residents. The Ward Councillor was advised of this meeting. Completing this section of the Rathburn Road bicycle lanes will add approximately 1.8 km to the Bikeway Network.

The T.T.C. has been consulted on the proposal and has no objections. The affected Ward Councillor does not support the planned bicycle lanes on Rathburn Road.

The attached Drawing No. PW10012TIM9, dated March 2010, entitled “Rathburn Road, Mimico Creek – Kipling Ave, Proposed Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

4.2 York Mills Road, from Scarsdale Road to Lesmill Road

York Mills Road, from Scarsdale Road to Lesmill Road, currently operates as a two-way major arterial road, with three traffic lanes in each direction. On-street parking is prohibited on both sides at all times. The T.T.C. operates the 95-York Mills and the 122-Graydon Hall bus routes on this section of York Mills Road.

As part of the construction of the CN Leaside Rail Trail, bicycle lanes are required along York Mills Road from Scarsdale Road to Lesmill Road, to provide a connection between the planned CN Leaside multi-use trail and the existing Betty Sutherland trail south and north of York Mills Road, respectively. The 3.4 km CN Leaside multi-use trail project is to be completed in 2010. This section of York Mills Road is wide enough to accommodate bicycle lanes and maintain the three traffic lanes in each direction. There will be no impact on traffic operations or parking as a result of the proposal. The bicycle lane connection on York Mills Road will add 0.5 km to the bikeway network.

The T.T.C. has been consulted on the proposal and has no objections to the recommended changes to accommodate the bicycle lanes. The affected Ward Councillor supports the proposal.

The attached Drawing No. PW100012TIM10, dated March 2010, entitled “York Mills Rd, Scarsdale Rd – Lesmill Rd, Bicycle Lane Location Plan” illustrates the location of the planned bicycle lanes.

4.3 Westhumber Boulevard Bikeway, from Kipling Avenue to Martin Grove Road

Westhumber Boulevard from Martin Grove Road to Kipling Avenue currently operates as a two-way collector roadway, with one traffic lane in each direction. On-street parking is currently allowed on both sides of the roadway. The T.T.C. operates the 96-Wilson bus route on this section of West Humber Boulevard.

Westhumber Boulevard, from Kipling Avenue to Martin Grove Road, will be reconstructed as part of the 2010 Transportation Capital Works program, which is planned to be undertaken from July to September of this year. The reconstruction of Westhumber Boulevard will provide one bicycle lane and one traffic lane in each direction. This new bikeway is 1.0 km long. There will be no impact on traffic or transit operations as a result of the bicycle lanes. In consultation with the local community and Ward Councillor, the project will also include the introduction of eighteen lay-by parking spaces in front of Esther Lorrie Park.

The T.T.C. and the affected Ward Councillor have been consulted on the proposal and have no objections.

The attached Drawing No. PW10012TIM11, dated March 2010, entitled “Westhumber Blvd, Martin Grove Rd – Kipling Ave” illustrates the location of the planned bicycle lanes.

5. Intersection Modifications to Existing Bicycle Lanes

5.1 Annette Street Bicycle Lanes

Annette Street is a minor arterial roadway which operates with one general purpose traffic lane and one bicycle lane in each direction. Parking is generally permitted along one side of the street. The T.T.C. operates the 26-Dupont bus route along this section of Annette Street.

At the request of the Ward Councillor, modifications are proposed to the existing bicycle lanes on Annette Street on both the eastbound and westbound approaches to Runnymede Road in order to provide additional on street parking in the vicinity of the intersection. The proposed changes were developed in consultation with the T.T.C. The changes will not have an impact on the operation of the existing bicycle lanes or on transit operations.

The T.T.C. has been consulted on the proposal and has no objections to the recommended changes to accommodate additional parking. The affected Ward Councillor supports the proposal.

5.2 Pharmacy Avenue Bicycle Lanes

Bicycle lanes on Pharmacy Avenue from Denton Avenue to 30 metres south of Alvinston Road were approved and installed in 2008. It has been brought to our attention by the Ward Councillor that the transition for the start of the bike lane in the southbound direction adversely affects the driveway access onto Pharmacy Avenue for #17 Alvinston Road. Beginning the transition to the bicycle lane 30 metres further north at Alvinston Road should alleviate these issues and will have no impact on parking or traffic operations on Pharmacy Avenue.

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SIGNATURE

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ATTACHMENTS

Drawing No. PW10012TIM1
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