

Rogers Road Bicycle Lanes – Operational Review

Date:	October 9, 2012
To:	Public Works and Infrastructure Committee
From:	Acting General Manager, Transportation Services
Wards:	Ward 12 – York South-Weston Ward 15 – Eglinton-Lawrence Ward 17 – Davenport
Reference Number:	P:\2012\Cluster B\TRA\TIM\pw12025tim

SUMMARY

This report presents the findings of an operational review of the Rogers Road bicycle lanes installed between Old Weston Road and Oakwood Avenue in 2008.

The installation of the bicycle lanes did not result in a reduction in the number of traffic lanes on Rogers Road. However, following the installation of these bicycle lanes there has been a slight decrease in motor vehicle volumes. The bicycle volumes are lower than other east-west bicycle lanes located south of Rogers Road (i.e., Annette and Dupont Streets) which is likely due to the lack of connections to other cycling infrastructure in this area of the city.

The current parking supply on Rogers Road significantly exceeds the parking demand during the day and overnight. Further, reported motor vehicle collisions have decreased by 13.4 percent, from 110 to 95.3 per year since the bicycle lanes were installed. In conclusion, Rogers Road continues to operate effectively and, with the future expansion of the Bikeway Network near Rogers Road, will likely see an increase in bicycle traffic on Rogers Road.

Financial Impact

There are no financial implications resulting from the receipt of this report.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of September 26 and 27, 2007, approved the installation of bicycle lanes on both sides of Rogers Road, from Old Weston Road to Oakwood Avenue. The approved bicycle lanes were installed in 2008. Since the installation of the bicycle lanes, Transportation Services has made a number of modifications to the bicycle lanes and parking on Rogers Road as outlined below.

City Council, at its meeting of August 5 and 6, 2009, approved the following modifications to the bicycle lanes and parking on Rogers Road, which were implemented in 2009:

- Additional parking was provided on the south side of the road, between Blackthorn Avenue and Bronoco Avenue;
- Parking was relocated from the north side of Rogers Road, between Nairn Avenue and Earls court Avenue, to the south side of the roadway; and
- Parking was relocated from the south side of Rogers Road, between Chambers Avenue and Rosethorn Avenue, to the north side of the roadway.

City Council, at its meeting of July 12, 2011, approved the following modifications to the bicycle lanes and parking on Rogers Road, which were implemented in 2012:

- Parking was restricted to 15 minutes maximum between the hours of 8:00 a.m. and 4:00 p.m. (Monday to Friday), on the south side of the street, from a point approximately 67 metres west of Bronoco Avenue to a point approximately 30 metres further east; and
- Six metres of on-street parking (equivalent to one parking space) was removed on the south side of the street immediately west of McRoberts Avenue, in order to provide a westbound left turn lane from Rogers Road to McRoberts Avenue.

City Council, at its meeting of July 12, 2011, in considering a report entitled, "Bikeway Network – 2011 Update" (PW5.1), directed the Acting General Manager, Transportation Services to submit a report to the Public Works and Infrastructure Committee that reviews the operational effectiveness of the bike lanes on Rogers Road, from Oakwood Avenue to Keele Street.

COMMENTS

1. Existing Conditions:

Rogers Road, from Old Weston Road to Oakwood Avenue, is an east-west minor arterial roadway with one general traffic lane and one bicycle lane in each direction with a posted speed limit of 40 km. Parking is generally provided on one side of the street (approximately 118 parking spaces), except for the section between McRoberts Avenue and the public lane immediately west of Harvie Avenue, where parking is prohibited on both sides of the street. The Toronto Transit Commission operates the 161-Rogers Road bus route in both directions along this section of Rogers Road. The Rogers Road bicycle lanes are illustrated in Appendix 2 – Rogers Road Bicycle Lanes – Location Plan, appended to this report.

Rogers Road is the only east-west bikeway in this area of the city, between Eglinton Avenue West and St. Clair Avenue West and is not connected to any other existing bikeways. Appendix 1 – Context Map – Bikeway Network, appended to this report, illustrates the bikeway network in the vicinity of Rogers Road.

2. Assessment of Motor Vehicle and Bicycle Traffic Operations

The installation of bicycle lanes in 2008 was achieved by narrowing the width of the traffic lanes and by removing parking from one side of the street. There was no reduction in the number of traffic lanes or the traffic carrying capacity of the roadway. Rogers Road operated with one lane of traffic in each direction, just as it does today.

As part of this review, motor vehicle volumes on Rogers Road were compared at Oakwood Avenue, Dufferin Street, Caledonia Road, and Weston Road for the pre and post bicycle lane periods. As presented in Table 1 below, average daily motor vehicle traffic volume has either declined (24 hour and AM Peak) or remained constant (PM Peak).

Table 1 – Comparison of Motor-Vehicle Traffic Volumes

Rogers Road Direction	Motor Vehicles 2006	Motor Vehicles 2011	Percentage Difference
24-Hour			
Avg. Eastbound Traffic	8,651	7,990	-7.6%
Avg. Westbound Traffic	9,443	9,079	-3.9%
AM Peak			
Avg. Eastbound Traffic	540	547	+1.3%
Avg. Westbound Traffic	589	540	-8.3%
PM Peak			
Avg. Eastbound Traffic	608	590	-3.0%
Avg. Westbound Traffic	738	768	+4.1%

A comparison of bicycle volumes before and after the installation of dedicated bicycle lanes is not possible, since reliable bicycle data prior to the installation of bicycle lanes is not available. However, a summary of 2012 bicycle counts is presented in Table 2 below, along with a comparison to similar bicycle lanes.

Table 2 - Bicycle Volumes on Rogers Road Compared with other Bicycle Lanes

Location	Average 24-Hr Volume Weekdays	Highest 24-Hr Weekdays
Rogers Road east of Caledonia Road (September 14 to 20, 2012)	150	193
Annette St. east of Keele St. (August 4 to 9, 2012)	820	1,027
Dupont St. west of Edwin Ave. (May 23 to June 3, 2012)	1,062	1,277

The Rogers Road bicycle lanes have significantly lower cycling volumes than similar east-west bicycle lanes, located further south. The lack of cycling infrastructure in this area of the city is likely a contributing factor in the low bicycle volume on Rogers Road.

3. Assessment of Parking Supply and Demand

When the bicycle lanes were approved by City Council in 2007, the on-street parking supply was reduced from approximately 357 spaces to 145 spaces. Parking surveys conducted in June 2006 indicated that the parking demand ranged from 50 parked vehicles (overnight) to 65 vehicles during mid-day and early evening. Comparable parking surveys conducted in September to October 2012 as part of this review confirm that the existing parking supply of 118 parking spaces (due to the parking changes implemented since the bicycle lanes were originally approved), still exceeds the observed parking demand (Table 3 below). The number of motor vehicles parked overnight has remained constant while the number of vehicles parked during the day has declined.

Table 3 – 2012 Parking Survey Summary

Street Segment	Parking Supply	Morning Demand	Afternoon Demand	Overnight Demand	Maximum Capacity Used
Old Weston Road to Caledonia Road	34	13	13	12	38%
Caledonia Road to Dufferin Street	40	9	13	19	48%
Dufferin Street to Oakwood Avenue	44	21	21	22	50%
Total	118	43	47	53	45%

4. Review of Collisions

Staff have reviewed the collision data before and after the installation of bicycle lanes. Table 4 below, provides a summary of reported collisions along Rogers Road, from Old Weston Road to Oakwood Avenue, sorted by collision type, for the following time periods:

- Before Period: January 1, 2006 to December 31, 2007 (24 months).
- After Period: January 1, 2009 to December 31, 2011 (36 months).

Table 4 – Rogers Road Collision Type Pre- and Post- Bicycle Lanes

Collision Type	Before Period Total (Average per Year)	After Period Total (Average per Year)
Rear End	35.5	36.7
Turning Movement	27.5	17
Side Swipe	16	11.7
Angle	10	12.3
Motor-Vehicle Pedestrian	6.5	6.3
Motor-Vehicle Bicycle	1.5	2.3
All Other Collisions	13	9
Total	110	95.3

The overall number of reported collisions per year has decreased by 13.4 percent from an average of 110 to 95.3 collisions annually.

5. Conclusion

The existing bicycle lanes on Rogers Road, as well as traffic operations and parking, will continue to operate effectively and safely, as indicated by the following observations:

- Daily motor-vehicle volumes have slightly decreased (although the installation of bicycle lanes did not result in a reduction in the number of motor vehicle lanes);
- The observed cycling volumes are lower than similar bicycle lanes further south (e.g., Annette and Dupont Streets);

- Parking surveys indicate that the existing parking supply significantly exceeds the observed parking demand during the day and overnight; and
- The overall number of reported collisions per year has decreased by 13.4 percent from an average of 110 to 95.3 annually.

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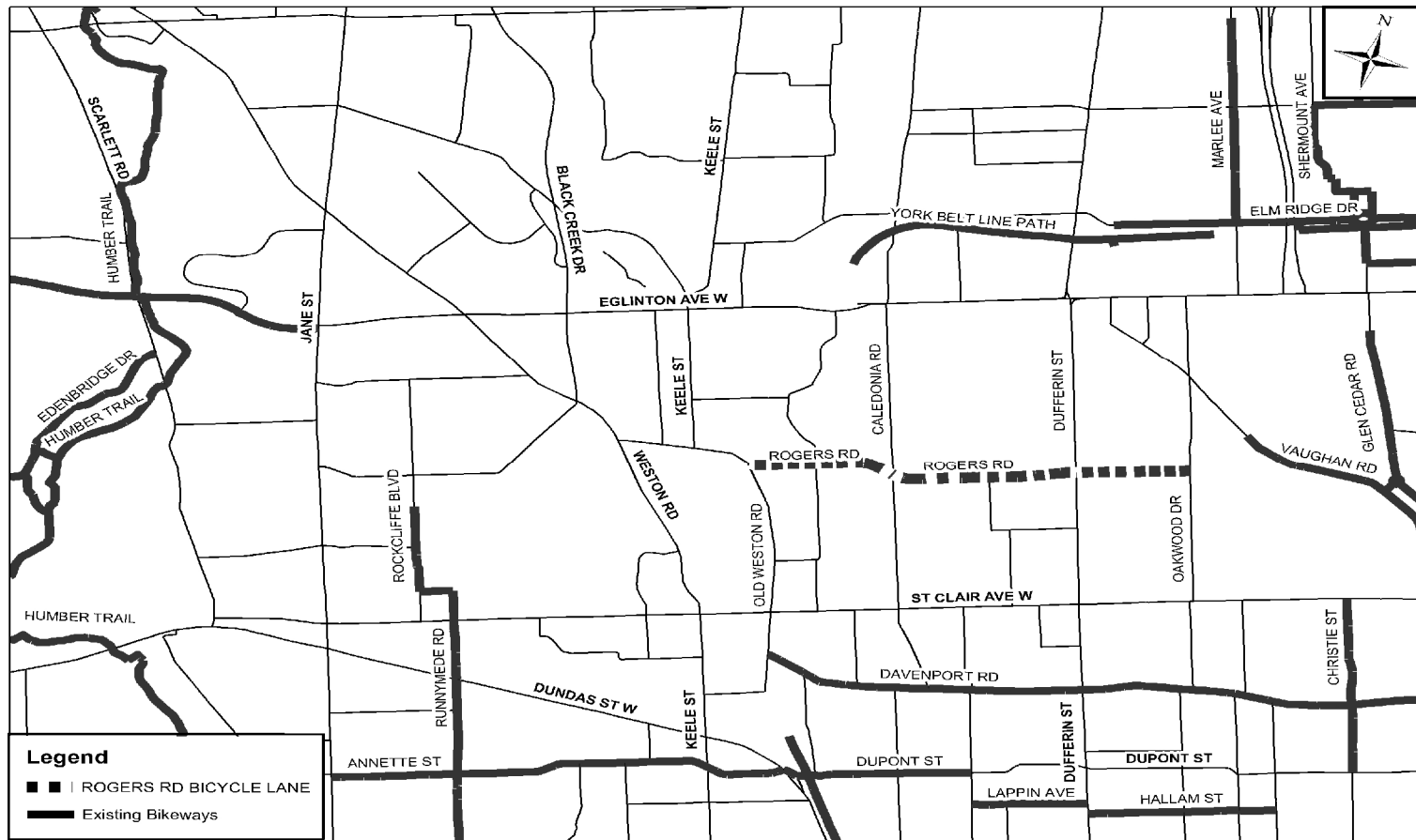
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ATTACHMENT

APPENDIX 1 – Context Map – Bikeway Network
APPENDIX 2 – Rogers Road Bicycle Lanes – Location Plan

APPENDIX 1

Context Map – Bikeway Network



APPENDIX 2 Rogers Road Bicycle Lanes – Location Plan

