

On-Street Bike Corral - 205 Spadina Avenue

Date:	March 26, 2012
To:	Toronto and East York Community Council
From:	Director, Transportation Infrastructure Management, Transportation Services Division
Wards:	Trinity-Spadina Ward 20
Reference Number:	P:\2012\Cluster B\TRA\TIM\te12007.tim

SUMMARY

The purpose of this report is to obtain approval from City Council for the installation of a bike corral in the parking lay-by in front 205 Spadina Avenue.

A bike corral refers to bicycle parking installed on the roadway within on-street motor vehicle parking spaces. Transportation Services conducted a bike corral pilot project at 205 Spadina Avenue over the past two years in an effort to increase the bicycle parking supply along Spadina Avenue, between Phoebe Street and Sullivan Street. There is no more space on the sidewalk and boulevard area within this block to increase the number of bicycle parking spaces. The 16-space bike corral temporarily replaced two motor vehicle parking spaces from July to November 2010 and from June to November 2011. The bicycle racks were well used throughout the pilot project period. There have been no operational issues identified by staff or complaints by the public regarding the bike corral installation.

Based on the demonstrated demand for bicycle parking and the success of the bike corral installation over the past two years, Transportation Services is recommending the establishment of a seasonal bike corral to be installed annually in the parking lay-by in front of 205 Spadina Avenue. The 16-space bike corral, which would displace two motor vehicle parking spaces as per the pilot project, would be in effect from April 1 to November 30. The bike corral would be removed and the space converted to motor vehicle parking during the winter season to facilitate winter maintenance operations. The bike corral will result in a reduction of Toronto Parking Authority revenue in the order of \$8,500 per year.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council approve the installation of bicycle racks within the parking lay-by on the east side of Spadina Avenue, from a point 22.5 metres north of Phoebe Street to a point 11 metres further north, on a seasonal basis from April 1 to November 30 each year.
2. Contingent upon the adoption of Recommendation 1, City Council approve angle parking at a 90-degree angle to the curb for bicycles within the parking lay-by on the east side of Spadina Avenue, from a point 22.5 metres north of Phoebe Street to a point 11 metres further north, on a seasonal basis from April 1 to November 30 each year.
3. Contingent upon the adoption of Recommendation 1, City Council approve the amendments to parking regulations set out in Appendix 3 in the report dated March 26, 2012 from the Director, Transportation Infrastructure Management, Transportation Services Division.
4. City Council authorize staff to take whatever action is necessary, including the submission of bills, to implement Recommendations 1, 2 and 3 in the report dated March 26, 2012 from the Director, Transportation Infrastructure Management, Transportation Services Division.

FINANCIAL IMPACT

The annual cost to install and remove the bike corral each year as described in this report is approximately \$1,350. Funds are available within the 2012 Transportation Services Operating Budget, Cycling Infrastructure Program. The removal of two on-street parking spaces on Spadina Avenue for the eight-month period, April 1 to November 30, will result in a reduction in Toronto Parking Authority revenue of approximately \$8,500 per year.

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

ISSUE BACKGROUND

The City of Toronto has installed over 16,000 post-and-ring bicycle racks over the past 20 years to support and encourage trips by bicycle. However, it has become more and more challenging to meet the growing demand for bicycle parking especially in the downtown environment where sidewalk/boulevard space is constrained. Accordingly, Transportation Services conducted a two-year pilot project where bicycle parking racks were installed on the roadway within curbside parking spaces at two locations; 205 Spadina Avenue and 236-238 Augusta Avenue. This type of bicycle parking facility, commonly referred to as a "bike corral", is being implemented by many North American

cities, including Montreal, Vancouver, Victoria, New York, Chicago and Portland. Locating bicycle parking on the roadway provides an opportunity to significantly expand the bicycle parking supply while maintaining space on sidewalks and boulevards for pedestrians.

COMMENTS

Spadina Avenue, between Phoebe Street and Sullivan Street is a major arterial roadway with a streetcar right-of-way and two general traffic lanes in each direction. Five motor vehicles parking spaces are provided in the parking lay-by on the east side in front of 205 Spadina Avenue. Pay-and-display parking applies from 8:00 a.m. to 9:00 p.m., seven days a week.

The buildings on the east side of Spadina Avenue between Phoebe Street and Sullivan Street generate an extremely high demand for bicycle parking. In 2009, Transportation Services re-organized the post-and-ring bike racks to increase the capacity from 26 to 56 spaces. However, the increased capacity was still not sufficient to meet the bicycle parking demand. Bicycles continued to be locked to trees, benches and other street furniture. There is no more space on the boulevard to increase the number of bicycle parking spaces. As a result, Transportation Services consulted with the Toronto Parking Authority and the Ward Councillor to assess the feasibility of replacing two motor vehicle parking spaces with bicycle parking.

Transportation Services installed a bike corral in the parking lay-by in front of 205 Spadina Avenue as a pilot project, from July to November 2010. Appendix 1 contains a photograph of the 205 Spadina Avenue bike corral installation. The bike corral temporarily replaced two motor vehicle parking spaces with 16 bicycle parking spaces. The bicycle racks were well used throughout the pilot project period. A user survey conducted in the Fall 2010 indicated a clear desire by the users to see the bike corral become permanent. The pilot project was extended for a second season, from June to November 2011. There have been no operational issues identified by staff or complaints by the public regarding the bike corral installation. The bike corral was removed and parking restored by the end of November each year to facilitate winter maintenance of the roadway and parking lay-by.

Based on the demonstrated demand for bicycle parking and the success of the bike corral installation over the past two years, Transportation Services is recommending the establishment of a seasonal bike corral to be installed annually in the parking lay-by in front of 205 Spadina Avenue. The bike corral would be located on the east side of Spadina Avenue from a point 22.5 metres north of Phoebe Street to a point 11 metres further north, as illustrated in Appendix 2. The bike corral would be in effect from April 1 to November 30 each year. Two motor vehicle parking spaces would be converted to 16 bicycle parking spaces.

The bike corral would consist of two multi-bicycle racks installed adjacent to the curb so that parked bicycles are at a 90-degree angle to the street. A 2.0 metre wide gap would be

maintained between the bicycle racks to enable pedestrian access to the sidewalk. The perimeter of the bike corral would be marked by a series of flexible bollards.

The bike corral would be removed and the space would be converted to motor vehicle parking during the winter season, from December 1 to March 31, to facilitate winter maintenance operations. Bicycle parking demand at this location is lower during the winter season and it can be generally accommodated by the existing 56 bicycle parking spaces provided year-round on the sidewalk/boulevard.

Appendix 3 lists the parking by-law amendments required to implement seasonal bike corral. Appendix 3 also includes a by-law amendment that is required to allow bicycles to be parked at a 90-degree angle to the street when the bike corral is in effect.

The Toronto Parking Authority has been consulted in the preparation of this report and has no concerns with the operation of the bike corral in the parking lay-by or the displacement of their motor vehicle parking spaces.

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SIGNATURE

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ATTACHMENTS

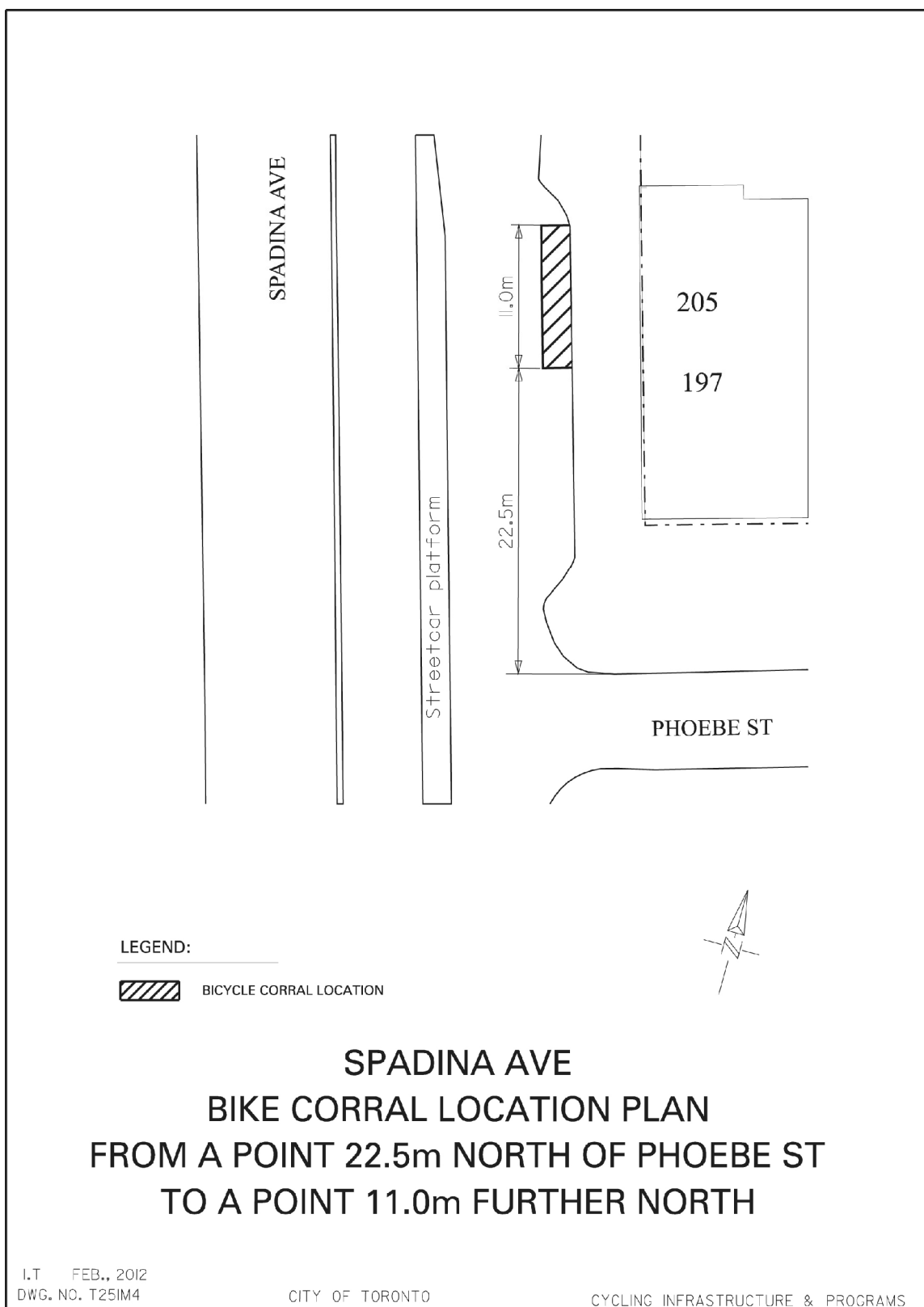
Appendix 1 – Bike Corral at 205 Spadina Avenue
Appendix 2 – Spadina Avenue Bike Corral Location Plan
Appendix 3 – Parking By-law Amendments to Implement Bike Corrals

APPENDIX 1

Bike Corral at 205 Spadina Avenue



APPENDIX 2



APPENDIX 3

Parking By-law Amendments to Implement Bike Corrals

Parking Machines

1. Delete the following:

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Spadina Avenue	East	Phoebe Street and Sullivan Street	8:00 a.m. to 9:00 p.m.	\$2.00 for 1 hour	3 hours

2. Insert the following:

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Spadina Avenue	East	Phoebe Street and a point 22.5 m north of Phoebe Street	8:00 a.m. to 9:00 p.m.	\$2.00 for 1 hour	3 hours
Spadina Avenue	East	A point 22.5 m north of Phoebe Street and a point 11 m further north	8:00 a.m. to 9:00 p.m. from Dec. 1 of one year to Mar. 31 of the next following year	\$2.00 for 1 hour	3 hours

No Parking

1. Insert the following:

Street	Side	Between	Times/Days
Spadina Avenue	East	A point 22.5 m north of Phoebe Street and a point 11 m further north	Anytime from April 1 to Nov. 30 (bicycles excepted)

Angle Parking

1. Insert the following:

Highway	Side	Between
Spadina Avenue	East	A point 22.5 m north of Phoebe Street and a point 11 m further north