

Extending the Bay Street Bicycle Lanes

Date:	May 16, 2013
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Toronto Centre – Rosedale, Ward 27
Reference Number:	P:\2013\ClusterB\TRA\TIM\pw13007tim

SUMMARY

The reconstruction of Bay Street, from Bloor Street West to Davenport Road provides an opportunity to close a gap in the Bikeway Network on Bay Street. The existing bicycle lanes on Bay Street are being extended south from Cumberland Street to a point 30 metres south of Bloor Street West to provide a continuous, connected bikeway on Bay Street.

City Council, at its meeting of February 20 and 21, 2013, adopted as amended the staff report, titled "Road Alteration – Bay Street, Between Davenport Road and Bloor Street West" (TE21.58), authorising the road alterations necessary for the reconstruction of Bay Street, between Bloor Street West and Davenport Road as part of the 2013 Capital Works Program. The purpose of this report is to obtain Council approval to implement bicycle lanes on Bay Street from Cumberland Street to a point 30 metres south of Bloor Street West.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of bicycle lanes on both sides of Bay Street from a point 30 metres south of Bloor Street West to Cumberland Street;
2. City Council approve the prohibition of northbound and southbound left turns at all times at the intersection of Bay Street onto Bloor Street West to accommodate the new bicycle lanes on Bay Street; and
3. City Council authorize and direct appropriate City officials to take necessary action to give effect to Recommendation 1 and 2, including the introduction of all necessary Bills.

Financial Impact

There are no financial impacts resulting from the adoption of this report. Funds to implement the bicycle lanes are contained in the Transportation Services 2013 Approved Capital Budget in Cycling Infrastructure Account CTP813-05.

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

DECISION HISTORY

City Council, at its meeting of February 20 and 21, 2013, adopted as amended the staff report, titled "Road Alteration – Bay Street, Between Davenport Road and Bloor Street West" (TE21.58), authorising road alterations necessary for the reconstruction of Bay Street, between Bloor Street West and Davenport Road as part of the 2013 Capital Works Program. While that report identified that extending the Bay Street bicycle lanes south to Bloor Street West was feasible it did not contain recommendations to implement the bicycle lanes because the designation of bicycle lanes is a matter delegated to the Public Works and Infrastructure Committee.

ISSUE BACKGROUND

The Davenport Road bicycle lanes extend from Old Weston Road to Bay Street and continue south on Bay Street to Cumberland Street. Transportation services will be implementing sharrows and bicycle lanes on Bay Street south of Bloor Street in 2013. This leaves a one-block gap between Cumberland Street and Bloor Street West. The reconstruction of Bay Street, from Bloor Street West to Davenport Road provides an opportunity to close this gap in the Bikeway Network.

COMMENTS

Bay Street, between Bloor Street West and Davenport Road, is a major arterial roadway. From Cumberland Street to Davenport Road, a curb-side bicycle lane and two general purpose traffic lanes are provided in each direction. South of Cumberland Street through the signalized intersection of Bay Street and Bloor Street West, two traffic lanes are provided in each direction, with the curb lanes designated as an "urban clearway," reserved for the use of transit vehicles, taxis and bicycles. In addition, northbound and southbound exclusive left turn lanes are provided at the intersection of Bay Street and Bloor Street West, which also operates with a pedestrian priority (scramble) phase.

Through the design and consultation process for the Bay Street reconstruction project, Transportation staff worked with the Ward Councillor and the community to develop and evaluate potential improvements for all users of Bay Street. The proposed improvements along the corridor, including several cycling related enhancements, were presented to the general public, at an open house on Monday November 5, 2012. One of the key cycling improvements which received support from the community is closing the gap in the

Bikeway Network by extending the existing bicycle lanes south from Cumberland Street to Bloor Street West.

Implementing bicycle lane bicycle lanes on Bay Street, between Cumberland Street to Bloor Street West, requires the removal of the existing northbound and southbound left turn lanes at the intersection of Bay Street and Bloor Street West. In addition, northbound and southbound left turns should be prohibited at all times to facilitate traffic flow. As noted in the Road Alterations report approved by City Council in February 2013, removing the left turn lanes and prohibiting the left turns "*is feasible, given that the north-south left turns are relatively low, approximately 30 to 50 vehicles per hour, and that north-south left turns can be accommodated at alternate locations.*" Specifically, northbound left turns are permitted at Charles Street West and Yorkville Avenue and southbound left turns are permitted at Yorkville Avenue, Cumberland Street and Charles Street West. Counts of cyclists undertaken in August and September 2012 indicate that approximately 150 cyclists travel north-south and 250 cyclists travel east-west through the Bay Street - Bloor Street West intersection in each of the morning and afternoon peak hours.

The removal of the northbound and southbound left turn movement from the Bay Street and Bloor Street West intersection will result in the removal of the northbound left turn advance phase from the traffic signal timing plan, which will allow additional green time to be re-allocated to other movements, and result in some reduction of overall traffic delay through the intersection for other motorists and transit vehicles.

CONTACTS

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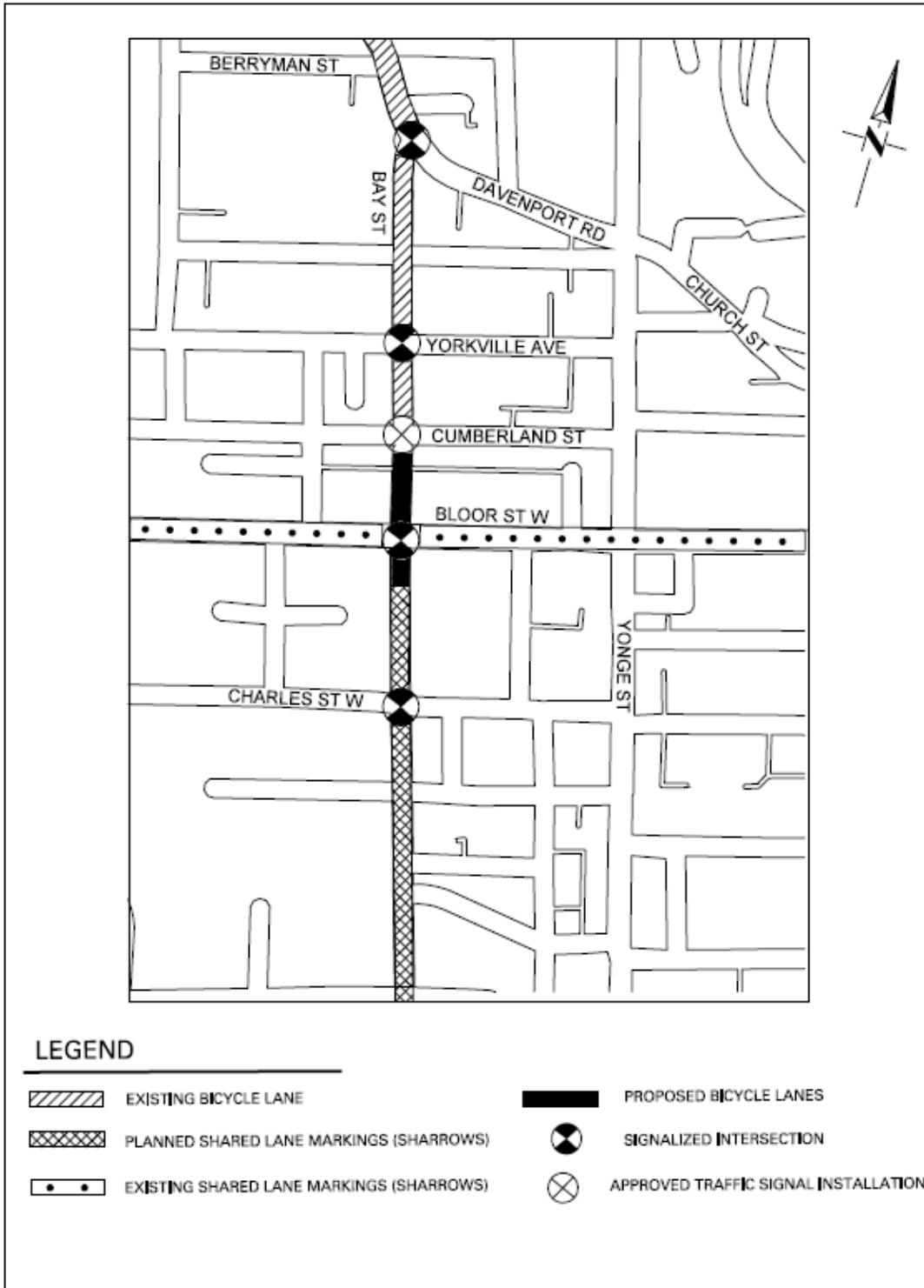
Stephen M. Buckley
General Manager
Transportation Services Division

ATTACHMENTS

Appendix 1 – Bay Street Context Map
Appendix 2 – Bay Street Bicycle Lanes: Cumberland St. to a Point 30 Metres South of Bloor St. West

Appendix 1

Bay Street Context Map:



Appendix 2

Bay Street Bicycle Lanes: Cumberland St. to a Point 30 metres south of Bloor St. West

