



STAFF REPORT ACTION REQUIRED

Implementation of the Shaw Street Bikeway

Date:	May 27, 2013
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Trinity-Spadina, Ward 19; St. Paul's, Ward 21
Reference Number:	P:\2013\ClusterB\TRA\TIM\pw13008tim

SUMMARY

Shaw Street intersects with five major east-west bikeways in one of Toronto's busiest cycling areas: the College Street, Harbord Street, Barton Avenue, Hallam Street-Lappin Avenue, and Davenport Road bikeways. The proposed Shaw Street bikeway will provide an important north-south cycling connection to these bikeway facilities from Davenport Road in the north to Douro Street in the south, as well as to the future extension of the West Toronto Railpath.

City Council previously approved bicycle lanes, including contra-flow bicycle lanes, on some of these sections of Shaw Street (a contra-flow bike lane is one that operates in the opposite direction to the motor vehicle traffic flow on a designated one-way street). However, the bicycle lanes were not installed due to concerns that the City's approach to contra-flow bicycle lanes was not consistent with provisions of the Ontario Highway Traffic Act (HTA). The HTA concern has recently been resolved with the Ministry of Transportation and implementation can now proceed.

The purpose of this report is to obtain authority to install the bicycle lane sections along Shaw Street to provide a continuous bikeway between Davenport Road and Douro Street, using bicycle lanes and shared lane markings (sharrows) where appropriate.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of bicycle lanes on both sides of Shaw Street, from Douro Street to King Street West;
2. City Council rescind the alternate side parking regulations on Shaw Street, between Dundas Street West and Bloor Street, and replace it with parking at all times on the west side of Shaw Street, between Dundas Street West and Bloor Street West;
3. City Council rescind the one-way southbound designation for Shaw Street, between Dundas Street West and Dupont Street, and replace it by designating the general purpose traffic lane one-way southbound, between Dundas Street West and Dupont Street;
4. City Council approve the installation of a northbound bicycle lane on Shaw Street, between Dundas Street West and Dupont Street;
5. City Council approve the installation of northbound stop controls for the northbound bicycle lane on Shaw Street at the intersections of Harrison Street, College Street, Dewson Street, Barton Street, Irene Avenue, Essex Street and Hallam Street; and
6. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to recommendations 1 to 5, 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 agrees with the financial impact information.

DECISION HISTORY

City Council, at its meeting of May 26, 2008, adopted as amended the staff report, titled "2008 Bikeway Network Program - Phase 1 Installation of Bicycle Lanes" (PW15.8), authorizing the installation of a northbound contra-flow bicycle lane on Shaw Street between Barton Street to Dupont Street and the installation of bicycle lanes in both directions on Shaw Street from Dupont Street to just south of Acores Avenue. Please visit the website listed below for more information.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.PW15.8>

City Council, at its meeting of August 5, 2009, adopted as amended the staff report, titled "2009 Bikeway Network Program - Installation of Bicycle Lanes" (PW25.20), authorizing the installation of contra-flow bicycle lanes on Shaw Street between Dundas Street West and Harbord Street. Please visit the website listed below for more information.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW25.20>

ISSUE BACKGROUND

Council previously approved bicycle lanes, including contra-flow bicycle lanes, on some sections of Shaw Street. The bicycle lanes were not installed due to concerns that the City's longstanding approach to contra-flow bicycle lanes was inconsistent with Ontario Highway Traffic Act (HTA) Section 153 which states that "...where a highway has been designated for the use of one-way traffic only... vehicles and street cars shall be driven only in the direction designated." However, HTA Section 154 (1) enables municipalities to designate any lane for "...traffic moving in a particular direction or classes or types of vehicles." Ministry of Transportation officials have confirmed that a contra-flow bicycle lane can be established by designating a traffic lane in one direction only (rather than designating the street one-way) and designating a bicycle lane one-way in the opposite direction. The street would effectively be a two-way street; with bicycles permitted to travel in both directions and motor vehicles permitted to travel in one direction only. All of the existing signage associated with Toronto's one-way streets would remain in place and the street would look and operate just like a one-way street for motor vehicles.

With the resolution of the "HTA concern" regarding contra-flow bicycle lanes, staff are planning to install all sections of the Shaw Street bikeway between Davenport Road and Douro Street in 2013.

COMMENTS

The 2006 census indicates the neighbourhoods served by the planned Shaw Street Bikeway have some of the highest bicycle 'mode shares' for work trips (17 percent) in the city. The Shaw Street Bikeway will provide a continuous north-south route connecting cyclists to five major east-west bikeways – the College, Harbord, Barton, Hallam-Lappin, and Davenport bikeways. Appendix A – "Context Map: Shaw Street Connections to the Bikeway Network" illustrates these bikeway connections. Douro Street, at the southern terminus of Shaw Street, is the anticipated future location of the West Toronto Railpath extension. The West Toronto Railpath Extension Environmental Assessment Study is currently evaluating the options for extending the Railpath along the north edge of the Georgetown Rail Corridor on the south side of Douro Street.

Shaw Street is the only non-arterial roadway that currently provides a continuous southbound route between the Davenport Road bicycle lanes at the north end and Douro Street at the

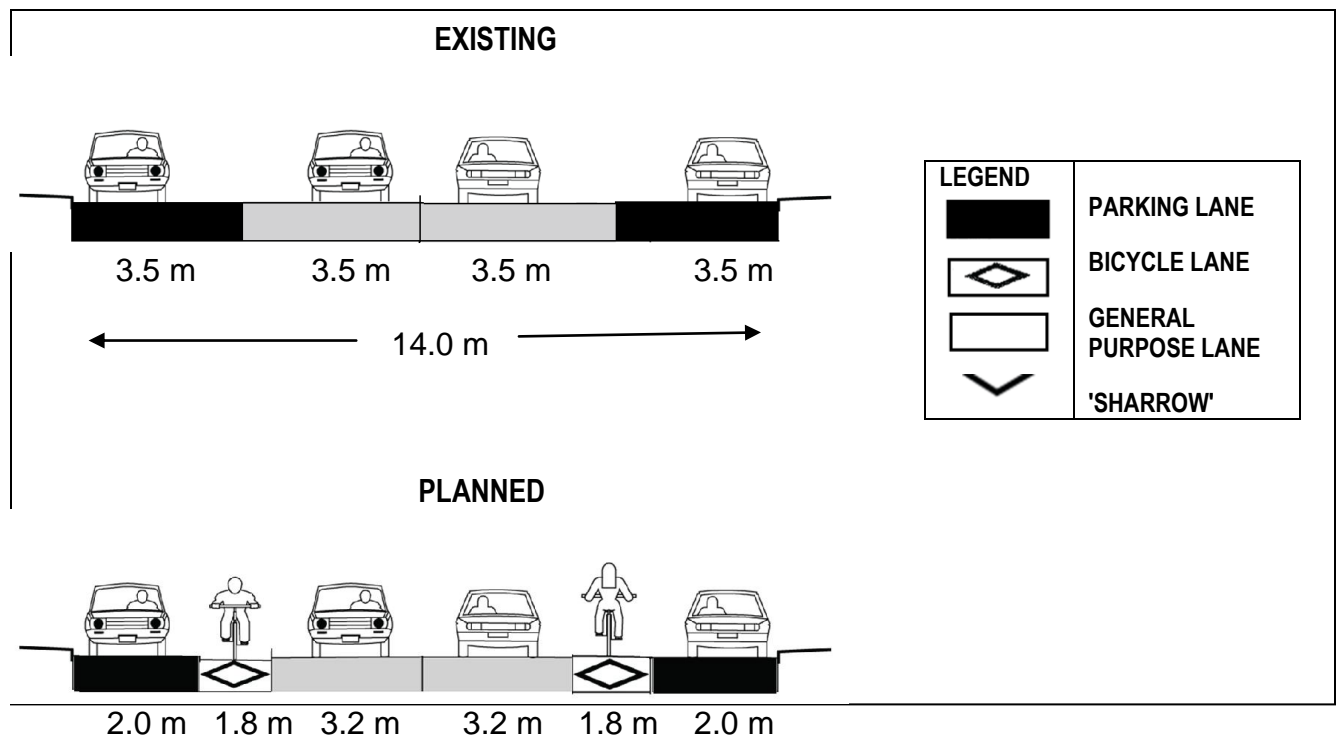
south end. However, Shaw Street does not provide a continuous northbound route because the section between Dundas Street West and Dupont Street is designated one-way southbound. Bicycle counts conducted on Shaw Street near Harbord Street on May 1-2, 2013, demonstrate the demand for two-way bicycle operation on Shaw Street. Approximately 600 bicycle trips per day were counted on Shaw Street, with 1 in 6 cyclists travelling northbound against the one-way southbound designation. The existing cyclist travel pattern makes a strong case for a northbound contra-flow bicycle in the section currently designated as one-way southbound. The addition of a northbound bicycle lane is expected to increase the northbound bicycle traffic on Shaw Street and generally improve safety for cyclists travelling on Shaw Street.

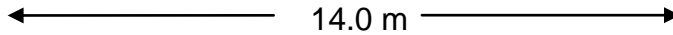
This report recommends a combination of bikeway types (traditional bicycle lanes, contra-flow bicycle lanes and sharrows and signage) to provide a continuous, connected bikeway along the entire length of on Shaw Street.

1. Douro to King Street West

This section of Shaw Street currently operates as a two-way collector roadway, with one travel lane and on-street parking in each direction. The roadway is wide enough to provide bicycle lanes within the existing cross-section, without impacting the travel lanes or on-street parking, as illustrated in Figure 1 below. There is no TTC service on this section of Shaw Street.

Figure 1: Shaw Street Bikeway - Douro Street to King Street West





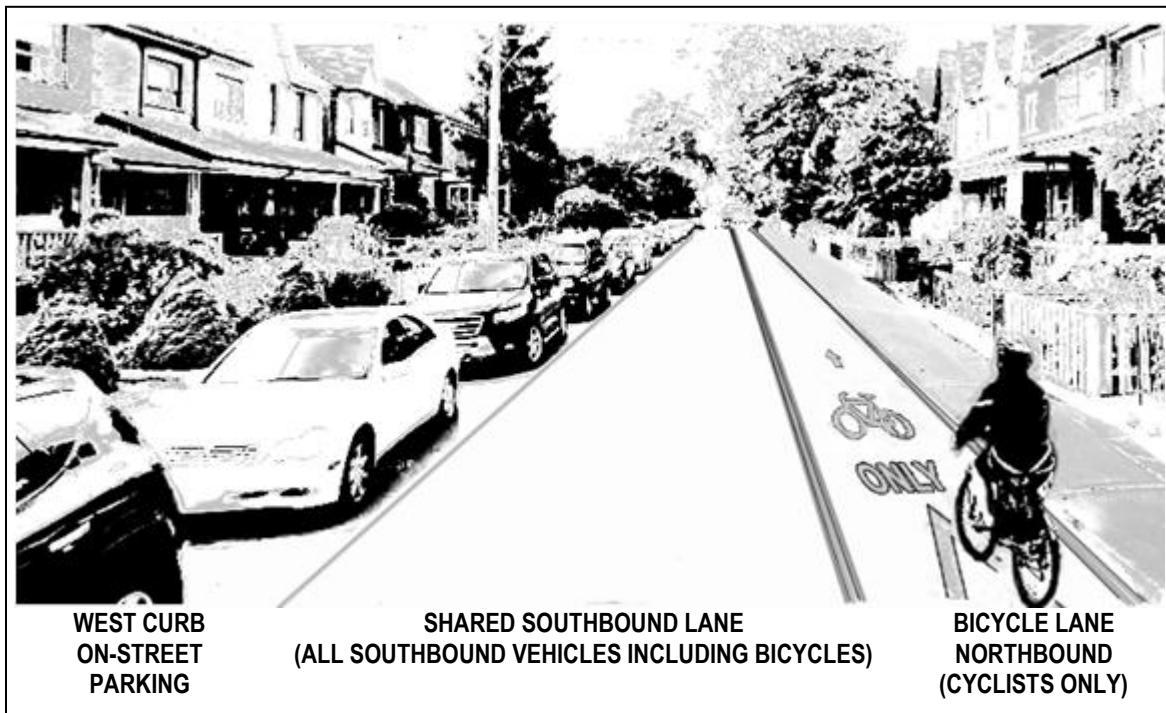
2. King Street West to Dundas Street West

Between King Street West and Dundas Street West, Shaw Street operates as a two-way collector roadway, with one travel lane and on-street parking in each direction. Between King Street West and Queen Street West, there are streetcar tracks in both directions to enable 501 Queen and 504 King streetcars to short-turn, and the TTC operates the 63 Ossington bus. Between Queen Street West and Dundas Street West, Shaw Street widens to include a grassed centre median. There is no TTC service north of Queen Street West. There is insufficient width in this section of Shaw Street to accommodate bicycle lanes and also maintain the existing travel lanes and on-street parking. This section of the Shaw Street Bikeway will be implemented using shared lane pavement markings (sharrows) and signage. Sharrows are intended to help guide cyclists to position themselves on the roadway for safety and to encourage drivers to share the road with cyclists.

3. Dundas Street West to Dupont Street

Shaw Street, from Dundas Street West to Dupont Street, currently operates as a one-way collector roadway with one southbound travel lane and parking on one side only. A bicycle lane in the northbound direction is planned so that cyclists could travel safely in both directions along the entire length of Shaw Street.

Figure 2: Shaw Street Bikeway – Dundas Street West to Bloor Street West



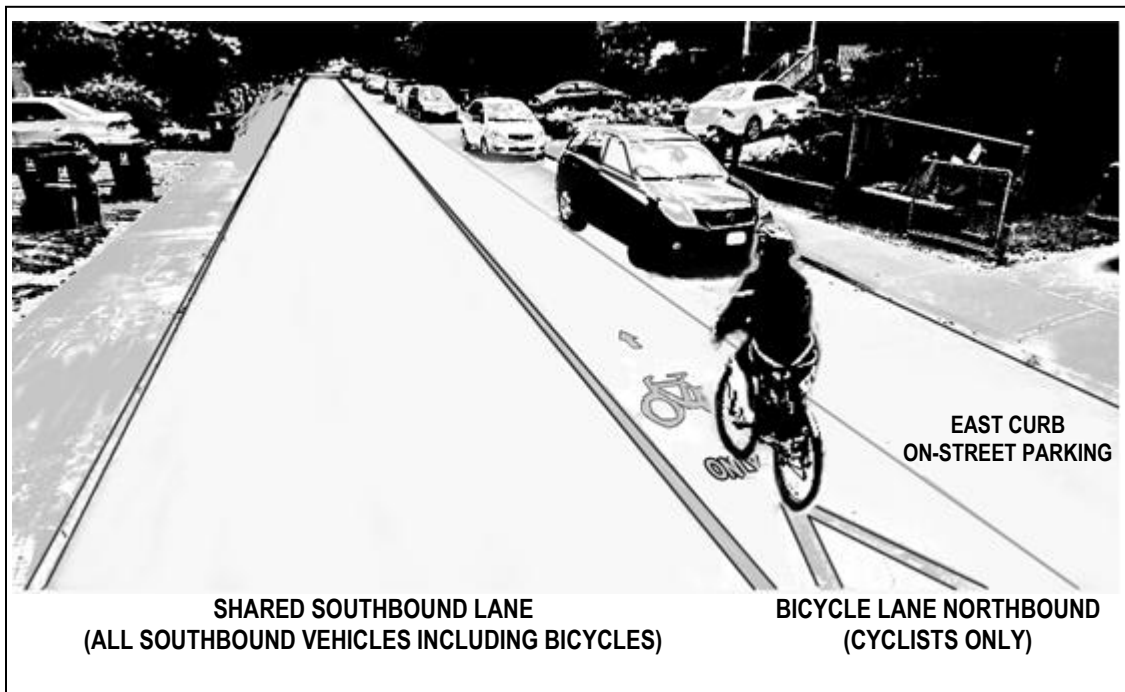
Between Dundas Street West and Bloor Street West, from May to October parking is located on the west side from the 1st to 15th of each month and switches to the east side from the 16th

to the end of the month. From November to April, parking is located on the east side at all times. To accommodate the northbound bicycle lane on the east side staff are recommending that the alternate side parking regulations be rescinded and replaced with parking at all times on the west side of the street. The northbound bicycle lane would be located on the east side adjacent to the curb, as illustrated in Figure 2 above.

During the public consultation process there was general support for locating parking at all times on the west side of Shaw Street, except for the short section alongside Fred Hamilton Park, which is located on the west side of Shaw Street between Dundas Street West and College Street. During the summer months (May to October) when parking alternates between the east and west to the west sides of Shaw Street there is no parking permitted on the west side immediately adjacent to Fred Hamilton Park. This results in 24 fewer parking spots available for residents to park between the 1st and 15th of each month from May to October. During the consultation process staff discussed two parking options: maintaining the current parking prohibition alongside the park or providing parking alongside the park. Based on community concerns with adding parking next to the park, staff are planning to maintain the existing parking prohibition on the west side of Shaw Street alongside the park.

Between Bloor Street West and Dupont Street, parking is located on the east side of the street at all times. Staff investigated two parking options for this section: maintaining parking on the east side or moving parking to the west. Moving parking to the west side would allow the northbound bicycle lane to be located adjacent to the east curb consistent with proposed design south of Bloor Street West. However, there are substantially more driveways on the west side of the street and, as a result, relocating the parking to the west side would eliminate approximately 43 parking spaces. Maintaining the parking on the east side would preserve all of the existing parking supply.

Figure 3: Shaw Street Bikeway – Bloor Street West to Dupont Street



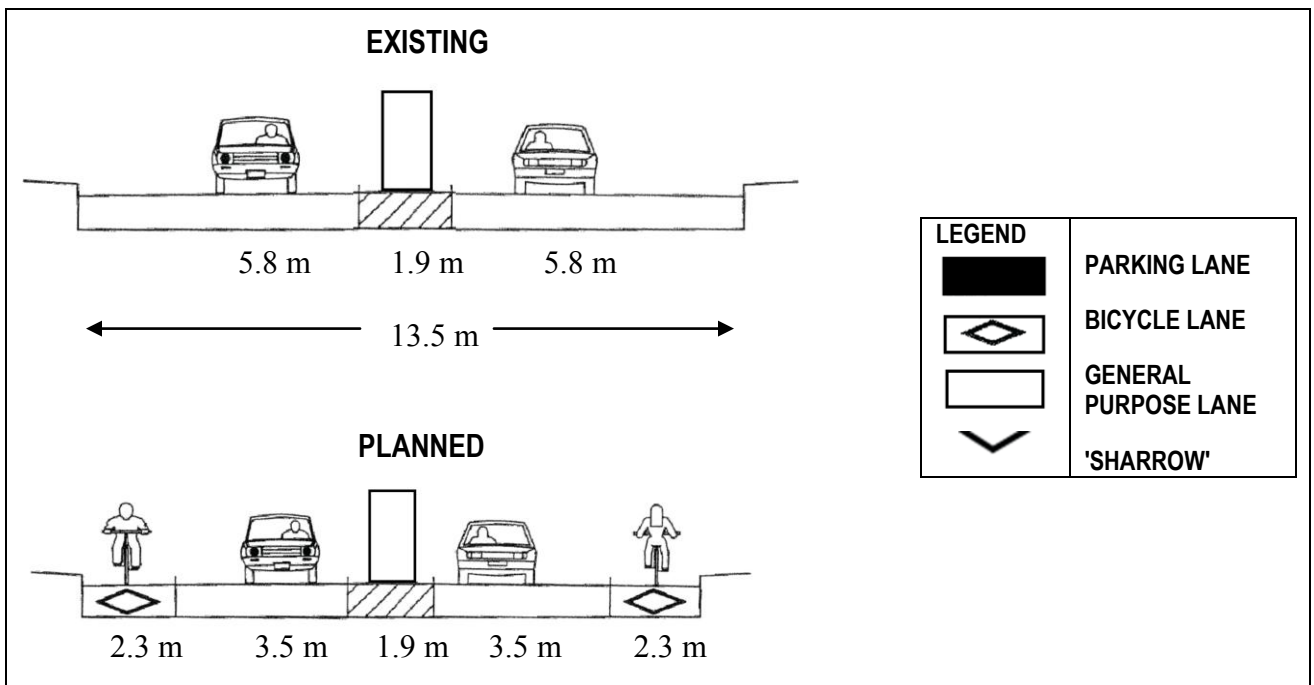
Accordingly, staff are recommending that parking be maintained on the east side and the northbound bicycle lane be located on the east side adjacent to the parking, as illustrated in Figure 3. During the consultation process some residents and cyclists expressed concern with this design; however, a similar contra-flow bicycle lane design has been in place for more than 10 years on Strathcona Avenue, between Pape Street and Blake Street, and has operated effectively and safely during that period. Staff will monitor the operation of the contra-flow bicycle lane post-implementation in consultation with the Ward Councillor and community and, if necessary, recommend adjustments to improve operations and address any safety issues.

In order to manage the addition of northbound cycling traffic at signalized intersections bicycle signal heads and bicycle detection will be added to the existing traffic control signals. These signal modifications are required at the intersections of Shaw Street and Dundas Street West, Harbord Street, Bloor Street West and Dupont Street. The addition of northbound cycling traffic on Shaw Street will also require the installation of stop controls for the northbound bicycle traffic at several intersections, including: Harrison Street, College Street, Dewson Street, Barton Street, Irene Avenue, Essex Street and Hallam Street.

4. Dupont Street to Davenport Road

As noted above, Council has already approved bicycle lanes in both directions on this section of Shaw Street, from Dupont Street to just south of Acores Avenue, as illustrated in Figure 4. Between Acores Avenue and Davenport Road, Shaw Street operates as a two-way collector roadway with one travel lane and on-street parking in each direction.

Figure 4: Shaw Street Bikeway – Dupont Street to Acores Avenue



← 13.5 m →

On-street permit parking is permitted on the west side, from north of the CP Railway overpass to Davenport Road. There is insufficient width to accommodate bicycle lanes and maintain the existing on-street parking north of Acores Avenue. This section of the Shaw Street Bikeway will be implemented with a combination of bicycle lanes south of Acores Avenue and sharrows and signage north of Acores Avenue.

The Ward Councillors have been consulted in the preparation of this report.

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ATTACHMENTS

Appendix A – Context Map: Shaw Street Connections to the Bikeway Network

Appendix A

Context Map: Shaw Street Connections to the Bikeway Network

