

Kingston Road Bicycle Lane – Waterfront Trail Connection

Date:	April 22, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	36 – Scarborough Southwest
Reference Number:	P:\2014\Cluster B\TRA\TIM\pw14004tim.docx

SUMMARY

The Waterfront Trail stretches over 1400 kilometres along the shores of Lake Ontario, Lake Erie and Lake St. Clair and the Niagara, Detroit and St. Lawrence Rivers. It connects 68 communities and over 405 parks and natural areas. The majority of the Waterfront Trail through the Scarborough area is on quiet residential streets south of Kingston Road. In a few locations, a continuous Waterfront Trail cannot be maintained due to the geography and/or private property which precludes the provision of an uninterrupted route. In these areas, Waterfront Trail users must use Kingston Road to connect with the next section of the trail.

One of the goals of the Bikeway Trails Implementation Plan, adopted by Council in 2012, is to close these gaps as opportunities become available to do so. Such an opportunity presents itself as Kingston Road, between Wood Glen Road and Haig Avenue, will be reconstructed in 2014 as part of the planned capital work by Toronto Water and Transportation Services. The capital work provides an opportunity to address a 475-metre gap in the Scarborough section of the Waterfront Trail. The purpose of this report is to obtain authority to install an eastbound bicycle lane on the south side of Kingston Road, between Wood Glen Road and Haig Avenue. The bicycle lane would be installed when the street is restriped following reconstruction later this year. Some lightly used on-street parking and a left-turn lane would be removed, while the four existing through traffic lanes on Kingston Road (two in each direction) would be maintained.

The proposal for a bicycle lane on the south side of Kingston Road to close this gap for eastbound cyclists using the Waterfront Trail has been developed in consultation with the community and the Ward Councillor.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of an eastbound bicycle lane on the south side of Kingston Road, from Wood Glen Road to a point 35 metres west of Haig Avenue; and
2. City Council approve amendments to the parking regulations on the south side of Kingston Road, between Wood Glen Road and Haig Avenue, as described in Appendix 1 attached to this report.

Financial Impact

The estimated cost to implement the bicycle lane and sharrows recommended in this report is \$4,500. The bicycle lane and sharrow markings will be installed as part of the planned reconstruction of Kingston Road. Funds to reconstruct Kingston Road are available in the 2014 Capital Budget and 2015-2023 Capital Plan for Transportation Services in account CTP313-02.

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

ISSUE BACKGROUND

The 1400-kilometre Waterfront Trail follows the shores of Lake Erie, the Niagara River, Lake Ontario and the St Lawrence River, connecting communities from Windsor to the Quebec border. Development of the Waterfront Trail is coordinated by the Waterfront Regeneration Trust, working in partnership with the many municipalities and regions along the route. The Waterfront Trail route is a combination of off-street trails, linked by on-street routes, where necessary, to provide a continuous course. The municipalities and regional governments along the route continue to add new segments of off-street trail and improve on-street connections to close the gaps in the Waterfront Trail.

The majority of the Scarborough section of the Waterfront Trail is on quiet residential streets south of Kingston Road. However, there are a few locations, such as between Wood Glen Road and Haig Avenue, where a continuous Waterfront Trail cannot be maintained due to the geography and/or private property that preclude an uninterrupted route. At this location, there are no alternate routes south of Kingston Road because the Hunt Club's private property extends from the south edge of the Kingston Road right-of-way to Lake Ontario. Walkers and runners can use the sidewalk on the south side of Kingston Road to make the connection; however, cyclists must ride on Kingston Road in mixed traffic.

The reconstruction of Kingston Road in 2014, between Wood Glen Road and Haig Avenue, provides an opportunity to partially close this 475-metre gap in the Scarborough section of the Waterfront Trail and thereby provide a safer connection for cyclists along Kingston Road.

DECISION HISTORY

At its meeting on June 6, 7 and 8, 2012 City Council adopted the Bikeway Trails Implementation Plan (PW15.2) which sets out a multi-year plan for upgrading existing bikeway trails and completing the trails network. One of the goals of the Bikeway Trails Implementation Plan is to close any existing gaps in the Waterfront Trail.

COMMENTS

Kingston Road operates as a two-way major arterial roadway, with two traffic lanes in each direction. A dedicated left-turn lane is provided for eastbound traffic at the existing signalized intersection with Queensbury Avenue. The TTC operates the 12 Kingston Road bus route westbound and eastbound on this section of Kingston Road. The road is 15 metres wide and has a 24-hour traffic volume of approximately 22,000 vehicles. On-street parking is permitted on both sides of Kingston Road for one hour except during the a.m. peak period on the north side and during the p.m. peak period on the south side of the street.

West of Wood Glen Road and east of Haig Avenue the Waterfront Trail follows quiet residential streets south of Kingston Road. In the 475 metre long section of Kingston Road between Wood Glen Road and Haig Avenue many cyclists are currently making the connection using the sidewalk on the south side of the street, which poses a hazard to pedestrians.

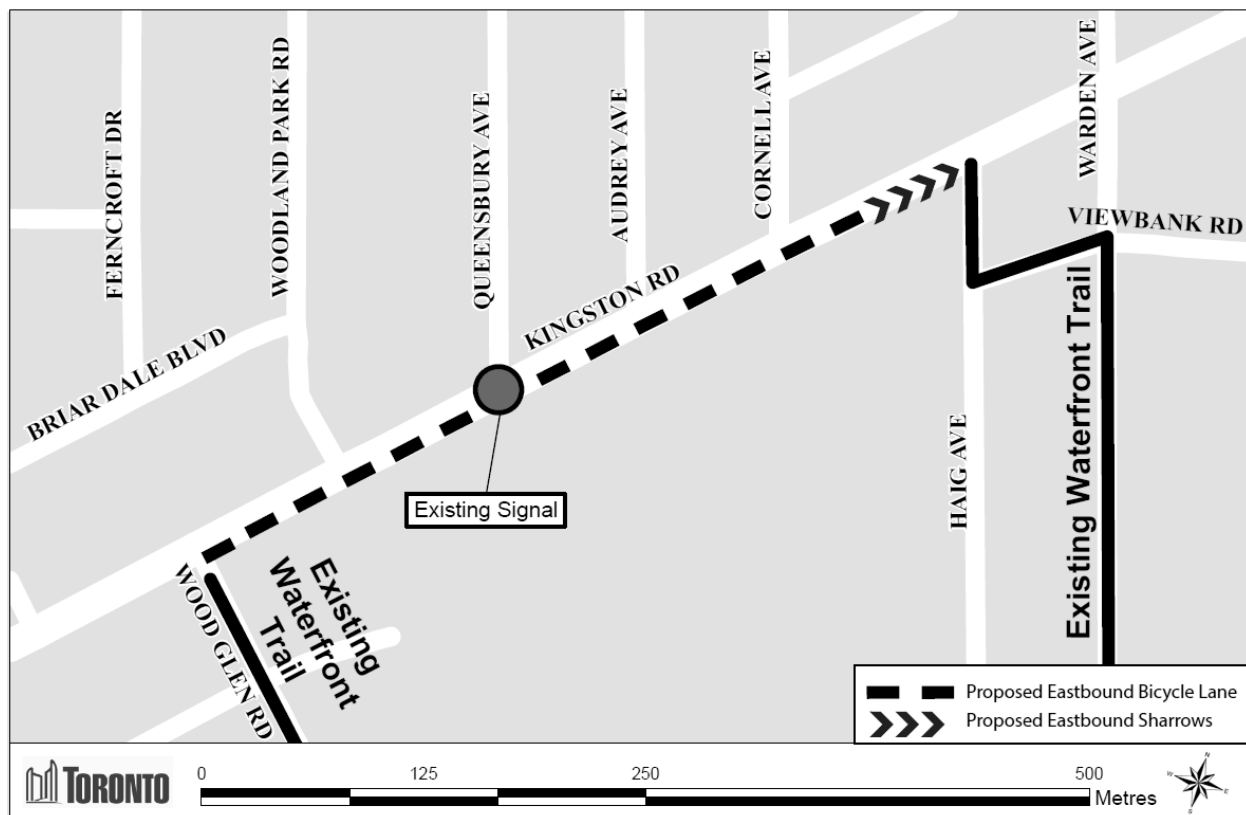
One bicycle lane can be accommodated within the existing roadway width along this section of Kingston Road if parking is permitted on only one side of the street and the east to northbound left turn lane at the intersection of Queensbury Avenue is removed. There is a very low left-turning volume at this intersection (less than 20 left turning vehicles during the p.m. peak hour). The removal of parking in the eastbound curb lane would result in two eastbound traffic lanes being available at all times of the day, which would mitigate any potential delay resulting from a vehicle stopped in the median lane waiting for a suitable gap to turn left at Queensbury Avenue.

The Hunt Club fence abuts the sidewalk on the south side of Kingston Road for most of the section between Wood Glen Road and a point 35 metres west of Haig Avenue. Consequently there is very low demand for on-street parking along the south side of the street. Parking surveys have indicated that the existing parking demand can be accommodated by the on-street parking provided on the north side of the street. This report recommends that the parking be prohibited on the south side, to accommodate an eastbound bicycle lane between Wood Glen Road and a point 35 metres west of Haig Avenue.

To accommodate commercial deliveries for the businesses immediately west of Haig Avenue, the curb lane would be marked with sharrows from a point 35 metres west of Haig Avenue to Haig Avenue. Parking would be prohibited in this short section; however, stopping would be permitted, except during the p.m. peak period, to accommodate commercial loading and unloading.

The location of the proposed bicycle lane and sharrows is illustrated in Figure 1 below.

Figure 1 – Scarborough Waterfront Trail – Kingston Road Connection



Public notices were distributed to residents and businesses affected by the proposed traffic and parking regulation changes to solicit community feedback about the bicycle lane proposal. The residents and businesses were generally supportive of the proposed bicycle lane with some concern expressed regarding the removal of the left turn lane at Queensbury Avenue and a concern about loading in front of one of the businesses on the south side of Kingston Road, immediately west of Haig Avenue. The change to the bicycle lane design by incorporating sharrows immediately west of Haig Avenue was in response to these community concerns. The loading activity is relatively infrequent and is not expected to have a significant impact on cyclist safety. Scarborough District Traffic Operations staff have reviewed the operation of the Kingston Road - Queensbury Avenue intersection and are satisfied that the current low volume left turn movements can be safely accommodated in the eastbound median through lane. There are clear sight lines approaching the intersection and there will be two eastbound lanes available at all times of the day with the removal of on-street parking on the south side.

There will be no impact on transit operations as a result of the changes proposed to implement the bicycle lane and sharrows.

Installing the eastbound bicycle lane and sharrows will significantly improve conditions for cyclists travelling east along the Waterfront Trail. However, the westbound curb lane will not

provide the same level of comfort for cyclists as the eastbound bicycle lane, and cyclists will still have to cross Kingston Road twice within 475 metres to follow the Waterfront Trail in the westbound direction. As a result, some westbound cyclists may choose to ride on the sidewalk on the south side, as many do today, to connect between Haig Avenue and Wood Glen Road. Transportation staff will monitor cyclist activity along this section of Kingston Road after the bicycle lane is installed and identify any further measures that may be feasible to improve the westbound cycling connection.

The affected Ward Councillor has been consulted in the development of this bicycle lane proposal.

CONTACTS

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SIGNATURE

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ATTACHMENTS

Appendix 1 – Amendments to Parking Regulations
Appendix 2 – Kingston Road Bicycle Lane – Cross-section

APPENDIX 1 – AMENDMENTS TO PARKING REGULATIONS

No Parking to be deleted:

Highway	Side	Between	Prohibited Times and/or Days
Kingston Road	South	Wood Glen Road and a point 61 metres east	Anytime

No Stopping to be deleted:

Highway	Side	Between	Prohibited Times and/or Days
Kingston Road	South and east	Silver Birch Avenue and Birchmount Road	4 to 6 p.m., Mon. to Fri., except public holidays

No Stopping to be added:

Highway	Side	Between	Prohibited Times and/or Days
Kingston Road	South and east	Silver Birch Avenue and Wood Glen Road	4 to 6 p.m., Mon. to Fri., except public holidays
Kingston Road	South and east	Wood Glen Road and a point 35m west of Haig Avenue	Anytime
Kingston Road	South and east	A point 35m west of Haig Avenue and Birchmount Road	4 to 6 p.m., Mon. to Fri., except public holidays

No Parking to be added:

Highway	Side	Between	Prohibited Times and/or Days
Kingston Road	South	A point 35m west of Haig Avenue and Haig Avenue	Anytime

APPENDIX 2 – KINGSTON ROAD BICYCLE LANE – CROSS-SECTION

