

Harbord Street and Hoskin Avenue Bicycle Lane Upgrades

Date:	April 22, 2014
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	19 and 20 – Trinity-Spadina
Reference Number:	P:\2014\Cluster B\TRA\TIM\pw14007tim.docx

SUMMARY

The Harbord-Hoskin corridor is the second busiest cycling route in the City with two-way cycling volumes ranging from 3,500 to 3,900 bicycles per day. During the peak periods, cyclists often represent about 40 percent of the total vehicular traffic. The existing Harbord-Hoskin bicycle lanes provide important cycling connections between west-end neighbourhoods and key parts of the City's downtown cycling network.

This report presents the results of the comprehensive design and consultation process to develop separated bicycle lanes and makes recommendations to provide a continuous bikeway on Harbord Street/Hoskin Avenue between Ossington Avenue and Queen's Park Crescent West.

The Harbord-Hoskin bicycle lanes upgrades, if approved by Council, will be implemented in the summer/fall 2014. When the reconstruction of Wellesley Street, from Yonge Street to Queen's Park Crescent West, is completed in the late fall 2014, there will be continuous bicycle lanes and cycle tracks extending from Ossington Avenue to Parliament Street along the Harbord-Hoskin-Wellesley corridor.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of bicycle lanes on both sides of Harbord Street, from Spadina Avenue to Borden Street, and at the intersections of Bathurst Street and Ossington Avenue, as detailed in Appendix 2 – Amendments to Bicycle Lanes and Cycle Tracks Designation, attached to this report;
2. City Council approve amendments to Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to delete the bicycle lane designation for Hoskin Avenue, from Queen's Park Crescent West to St. George Street, and for Harbord Street, from St. George Street to Huron Street, and to replace it by designating these same sections as cycle tracks, as detailed in Appendix 2 – Amendments to Bicycle Lanes and Cycle Tracks Designation, attached to this report; and
3. City Council approve amendments to the parking, standing and stopping regulations on Harbord Street between Ossington Avenue and St. George Street; on Hoskin Avenue between St. George Street and Queen's Park Crescent West; and on Brunswick Avenue between Ulster Street and Sussex Avenue, as detailed in Appendix 3 – Traffic and Parking By-law Amendments, attached to this report.

Financial Impact

The estimated cost to upgrade the bicycle lanes on Harbord Street and Hoskin Avenue, between Queen's Park Crescent West and Ossington Avenue, is \$150,000. Funds to implement the changes described in this report are available in the 2014 Approved Capital Budget and the 2015-2023 Approved Capital Plan for Transportation Services in the Cycling Infrastructure Account (CTP814-05).

This report recommends reducing the number of pay-and-display on-street parking spaces from 100 to 61, between Queen's Park Crescent West and Borden Street, to implement the buffered bicycle lanes and cycle tracks. The reduction in pay-and-display spaces will result in an estimated net reduction in the Toronto Parking Authority's revenue of \$295,000 annually, 75% of which (approximately \$221,000) represents reduction to the City's revenue, according to the Income Sharing Agreement between the City and the TPA. This reduction was not accounted for in the 2014 Approved Operating Budget.

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 on July 12, 13 and 14, 2011, adopted as amended the staff report, entitled “Bikeway Network – 2011 Update” (PW5.1) which, among other things, endorsed a “separated bike lane plan downtown” and directed the Acting General Manager, Transportation Services, to commence the design phase for separated bicycle lanes on Harbord Street and Hoskin Avenue, including community and stakeholder consultation. In addition, Transportation Services was directed to consider the availability of parking on local side streets.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW5.1>

City Council, at its meetings of June 6, 7 and 8, 2012, adopted the staff report, entitled “Status of the Wellesley Street Cycle Track Project” (PW15.4) which, among other things, directed the Acting General Manager, Transportation Services, to expand the scope of the consultation, design, and installation of the Wellesley Street Cycle Track Project to include Hoskin Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW15.4>

City Council, at its meetings of November 27, 28 and 29, 2012, adopted the staff report, entitled “Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen’s Park Crescent West” (PW19.3), which approved the installation of the Wellesley Street cycle tracks. In this report, staff advised that “the Hoskin and Harbord sections must be designed to integrate seamlessly, and therefore the entire section from Queen’s Park Crescent West to Ossington will be designed as one project rather than two separate projects, for 2014 construction.”

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PW15.4>

ISSUE BACKGROUND

The Harbord-Hoskin bicycle lanes, from Queen’s Park Crescent West to Spadina Avenue and from Borden Street to Grace Street, were installed in 1997. Parking was removed from one side of the street to accommodate the new bicycle lanes. Bicycle lanes were not installed within the Harbord Street Business Improvement Area (BIA), between Spadina Avenue and Borden Street, due to the concern that providing parking on only one side of the street would have a negative impact on the BIA. In 2007, the Harbord Street bicycle lanes were extended west from Grace Street to Ossington Avenue, again by consolidating all of the parking on one side of the street.

In 2010, Transportation Services made a significant investment to upgrade the Harbord-Hoskin bicycle lanes from Ossington Avenue to Queen’s Park Crescent West. The bicycle lanes were resurfaced and the bicycle lane pavement markings were re-installed with durable cold-plastic markings and bike lane markings were added through all

signalized intersections. Bike boxes were installed at several intersections, including Harbord-Spadina, Harbord/Hoskin-St. George, and Hoskin-Queen's Park Crescent West. Sharrows were also installed between Spadina Avenue and Borden Avenue, where there is currently a gap in the bicycle lanes, to provide guidance to cyclists and drivers sharing the lane in this gap. In total, Transportation Services invested approximately \$342,000 to resurface the bicycle lanes, reinstall the bicycle lane pavement markings and to install the sharrows and new intersection design features.

COMMENTS

1. Existing Conditions – Harbord Street and Hoskin Avenue

Harbord Street and Hoskin Avenue is a 2.5 kilometre long corridor between Queen's Park Crescent West and Ossington Avenue. Both of these streets are classified as two-way minor arterial roadways with two-way motor vehicle traffic volumes ranging from 15,000 to 21,000 vehicles per day. Most of Harbord-Hoskin corridor has one traffic lane and one bike lane in each direction. On Harbord Street west of Borden Street and east of Spadina Avenue, bicycle lanes are provided along the roadway with parking available only on one side of the street. From Borden Street to Spadina Avenue bicycle lanes are not provided and cyclists navigate along sharrows, and curb side parking is available at all hours of the day along both the north and south sides of the roadway. Curb side parking is also available on both sides of Hoskin Avenue at all hours of the day.

A total of 184 on-street parking spaces exist with a peak parking utilization rate ranging from 60% west of Bathurst Street to 90% within the Harbord Street BIA between Spadina Avenue and Borden Street. There are no publicly accessible off-street parking lots within the BIA. Along Hoskin Avenue, within the University of Toronto, the on-street parking spaces are also well utilized, however there are some opportunities to find alternate parking in nearby surface lots and underground parking structures.

Harbord-Hoskin corridor is the second busiest cycling route in the City with two-way cycling volumes ranging from 3,500 to 3,900 bicycles per day. During the peak periods, cyclists often represent about 40 percent of the total vehicular traffic. The Harbord-Hoskin bicycle lanes provide important cycling connections between west-end neighbourhoods and the University of Toronto and downtown destinations. The bicycle lanes connect to several important north-south routes, including the Shaw Street and St. George-Beverley bikeways. The Harbord-Hoskin bikeway also connects with the Wellesley Street bicycle lanes (currently being upgraded to cycle tracks), which connects to downtown and east-end neighbourhoods and the Sherbourne Street cycle tracks.

The Toronto Transit Commission provides bus service along the entire Harbord-Hoskin-Wellesley corridor with the 94-Wellesley bus.

2. Evaluation of Separated Bicycle Lane Design Options

Council directed staff to undertake a design and consultation process to develop separated bicycle lanes on Harbord Street and Hoskin Avenue. Two design options were considered for separated bicycle lanes: uni-directional cycle tracks on both sides of the street or bi-directional cycle tracks on one side of the street.

Uni-directional cycle tracks require more road space because the physical separation (e.g. a raised curb separating the bicycle and traffic lanes) must be provided on both sides of the street. Providing physical separation on both sides of Harbord Street, which is 12.8 metres wide, would require removal of all on-street parking. For example, on Sherbourne Street, which has a similar road width, all on-street parking was removed to provide uni-directional cycle tracks on both sides of the street. However, the land-use pattern along Harbord Street is very different than Sherbourne Street, with more retail activity and a much lower number of off-street parking spaces available to serve the community. During the November 2012 consultation with resident associations and the June 2013 consultation with the Harbord Street BIA, maintaining parking on at least one side of the street was identified as a community priority. Therefore, the uni-directional cycle track design option was considered problematic for Harbord Street from a parking supply perspective.

As a result, a functional plan was developed for a bi-directional cycle track on the north side with parking maintained on the south side to assist in evaluating the impact on parking and traffic operations, including transit service, along the Harbord-Hoskin corridor. Transportation staff presented a bi-directional cycle track functional plan at a public open house on June 27, 2013. Community support for the bi-directional design was mixed. Three key concerns were expressed by the community, including:

- removal of parking on one side of the road within the Harbord Street BIA;
- accommodating commercial deliveries on the north side within the Harbord Street BIA; and
- safety of two-way cycling on one side of the road, especially at intersections and driveways.

Transportation staff worked closely with the BIA to address their parking and commercial delivery concerns, as discussed in detail in Section 3 of this report.

Bi-directional cycle tracks on one side of a road can provide a safe and comfortable cycling environment in mid-block sections if there are few intersecting driveways and/or laneways. However, there is potential for significantly greater conflicts between the two-way bicycle traffic and turning motor vehicles at intersections. These conflicts can be significantly reduced when the bi-directional cycle track is on a one-way street. The conflicts can also be further mitigated by providing a “protected phase” at signalized intersections so that cyclists can proceed without conflicting motor vehicle turning movements across their path, and through the use of coloured pavement markings and signage at un-signalized intersections.

A traffic engineering consultant was retained to undertake a traffic study to evaluate different measures to mitigate the conflicts between the two-way bicycle traffic and turning motor vehicles at the 14 signalized and 14 un-signalized intersections between Ossington Avenue and Queen’s Park Crescent West. Four different signal timing scenarios were modelled to evaluate the impact on safety and travel time, ranging from a dedicated cyclist crossing phase with no conflict with other road users, to allowing cyclists to cross at the same time as drivers, for all or just part of the east-west green phase. The scenarios that provide the most safety for cyclists (i.e. a protected crossing time for cyclists) also result in the most delay to cyclists, transit and drivers. Conversely, the scenario that maintains the existing signal timing and therefore the least amount of delay for all modes, results in the least safe crossing (i.e. most conflicts with turning movements) for cyclists. The study concluded that with a bi-directional cycle track, it is not feasible to provide an acceptable level of safety for cyclists at the signalized intersections without an unacceptable delay to all road users.

3. Recommended Bikeway Design Improvements for Harbord-Hoskin

Based on the findings of the traffic study and the community comments regarding the bi-directional cycle track design, Transportation staff developed an alternative uni-directional design concept that will significantly improve the Harbord-Hoskin bicycle lanes. The alternative design concept closes the existing gaps in the bicycle lanes; provides separation in the sections where the road is 14.0 metres wide; adds painted buffers between bike lanes, traffic lanes and parking lanes where space permits; and includes new bike boxes to facilitate the connections with key north-south routes at Shaw Street and Palmerston Avenue. The recommended changes are summarized in Table 1 below.

Table 1 – Recommended Bikeway Design Improvements

Street Section	Recommended Changes
Queen’s Park Cr. W. to St. George	<ul style="list-style-type: none"> - remove parking on north side - cycle track on north side and a cycle track separated from traffic by painted buffer and parked cars on south side
St. George to Huron	<ul style="list-style-type: none"> - remove 4 parking spaces on south side to achieve cycle tracks on both sides
Huron to Spadina	<ul style="list-style-type: none"> - maintain parking on south side - minor adjustments to add painted buffer
Spadina to Borden	<ul style="list-style-type: none"> - remove parking from one side - parking area alternates from north to south by block based on commercial loading/parking demand - replace sharrows with buffered bike lanes

Borden to 30 m west of Bathurst	<ul style="list-style-type: none"> - maintain parking on one side - minor adjustments to add painted buffer - add bike lanes to close gap from 30 m east to 30 m west of Bathurst
30 m west of Bathurst to Ossington	<ul style="list-style-type: none"> - maintain parking on one side with some minor changes to accommodate painted buffer - add bike boxes at Palmerston and Shaw - add bike lanes at Ossington intersection

The alternative design is illustrated in Appendix 1 - Harbord Street and Hoskin Avenue Bicycle Lanes and Cycle Tracks, attached to this report.

The proposed parking changes required to implement the bicycle lane upgrades have been developed in consultation with the Harbord Street BIA and the University of Toronto where the most significant changes are proposed. On-street parking within the BIA would be maintained on one side of the street, alternating between the north and south side based on business parking and loading requirements. The 38 existing parking spaces (peak demand 39 vehicles) currently provided on both sides of Harbord Street would be replaced by 25 spaces on Harbord Street plus an additional 13 new spaces located just north or south of Harbord Street on the north-south local streets, for a total of 38 parking spaces. The Harbord Street BIA supports the parking changes recommended by this report.

The reduction of on-street parking along Hoskin Avenue, within the University of Toronto, is more significant; however, there is little demand for commercial loading along this section. The University of Toronto was consulted on the proposed changes and has not expressed any concern with the proposed parking reduction. Minor adjustments are proposed to the parking west of Bathurst Street (a reduction of three spaces) to add the new painted buffers between the bicycle and traffic lanes.

Appendix 4 – Summary of Parking Changes summarizes the on-street parking supply, highest demand and recommended changes block-by-block along the Harbord-Hoskin corridor.

Staff have consulted with Toronto Transit Commission (TTC) staff to determine the impact from the proposed bicycle lanes upgrades on the transit vehicle operation along Harbord-Hoskin corridor. TTC buses would operate similar to the existing scenario and buses would pull in to the curb at the existing bus stops without any significant changes from the existing operation.

The Harbord-Hoskin bicycle lanes upgrades will be implemented in the summer/fall 2014. When the reconstruction of Wellesley Street, from Yonge Street to Queen’s Park

Crescent West, is completed in the late fall 2014, there will be continuous bicycle lanes and cycle tracks extending from Ossington Avenue to Parliament Street.

4. Public Consultation

Transportation Services initiated the public consultation process in late 2012 by meeting with key stakeholders including local resident associations, BIA representatives, property owners and cycling advocacy groups to identify community issues, needs and expectations. Several introductory and follow-up meetings were held between November 2012 and March 2014 with the Palmerston Area Residents' Association, Harbord Village Residents' Association, Harbord Street BIA, University of Toronto, Cycle Toronto and several property owners along Harbord-Hoskin corridor. Two on-site meeting with representatives from the above stakeholder groups were also held in summer and fall 2013.

The first public open house was held in June 2013 with an invitation sent to 13,500 addresses within an area bounded by College Street, Dovercourt Street, Bloor Street W and Bay Street. Staff presented the proposed functional plan for a bi-directional cycle track on the north side of the street. Forty-two participants signed-in at the Open House with 34 comment forms received. The following is a summary of the key comments:

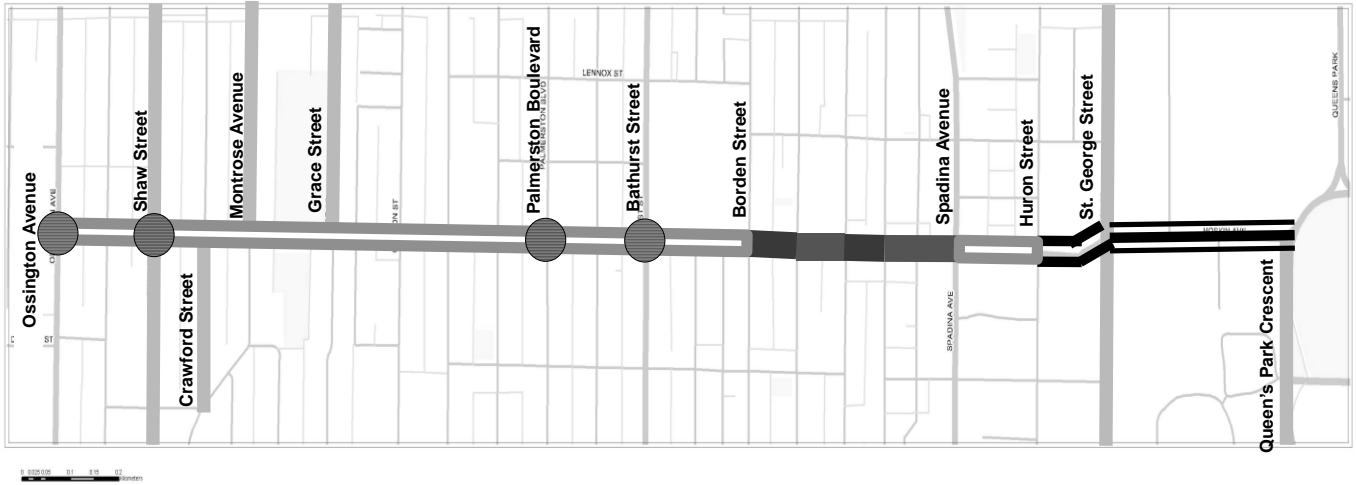
- almost half of the respondents supported separated bike lanes on Harbord-Hoskin, with significant numbers of respondents concerned or opposed to bi-directional separated bike lanes;
- many cyclists recognize Harbord-Hoskin is generally a safe cycling corridor;
- the existing gaps in the bicycle lanes was a major concern for cyclists; and
- the community expressed strong support for maintaining on-street parking on one side of the road, particularly in commercial/retail sections.

The second public open house was held on March 27, 2014 with an invitation sent to the same addresses within the same area as mentioned above for the first public open house. Staff presented the alternative bikeway design as described in this report. The Open House was attended by 39 participants. The participants contributed to 13 idea rating sheets and submitted 6 comment forms. The following is a summary of the key comments:

- proposed buffered bicycle lanes design is acceptable as a reasonable solution to all stakeholder groups although separated bicycle lanes are preferred by some cyclists;
- proposed on-street parking plan is satisfactory to business owners and residents;
- strong support was expressed for plowing bicycle lanes in winter;

APPENDIX 1 HARBORD STREET AND HOSKIN AVENUE BICYCLE LANES AND CYCLE TRACKS

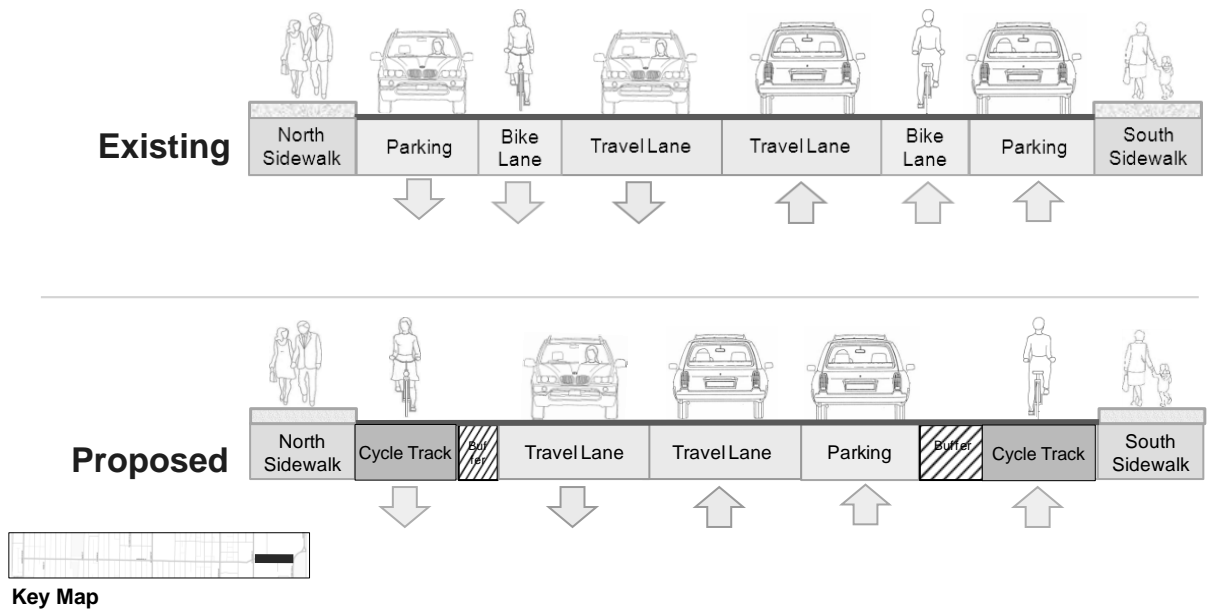
1-A Location Plan



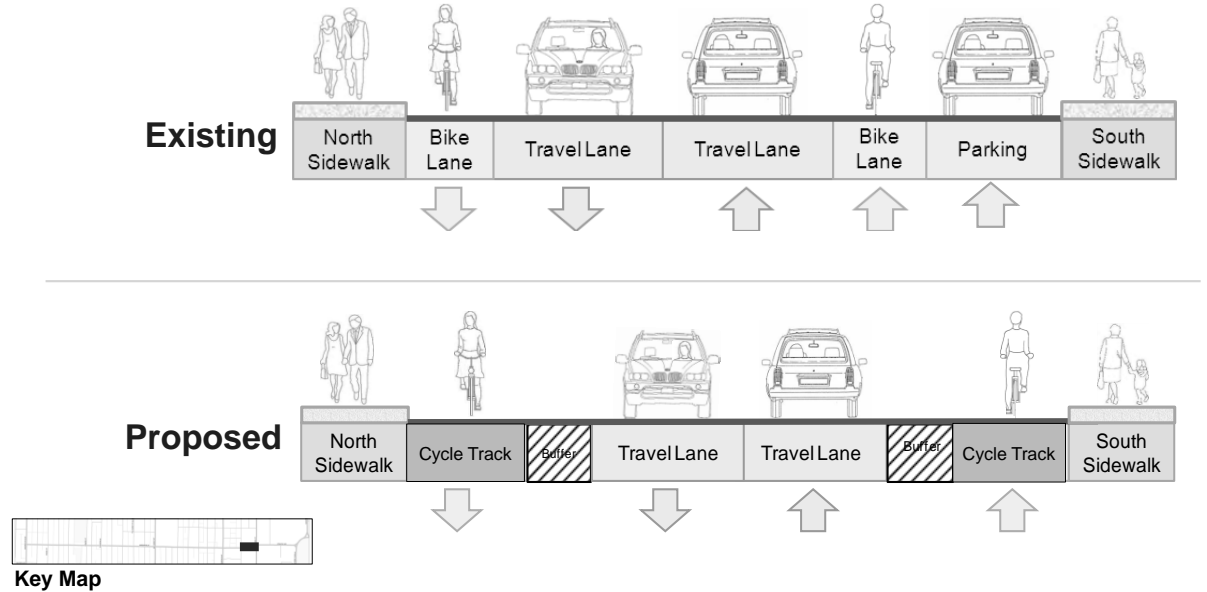
Legend

-  Cycle Tracks – Parking on one side
-  Cycle Tracks – No Parking
-  Buffered Bicycle Lanes – Parking on North side
-  Buffered Bicycle Lanes – Parking on South side
-  Improvements to Existing Bicycle Lanes – Maintain Existing Parking
-  Intersection Improvements - New Bicycle Lanes and/or Bike Boxes
-  Existing and New Cycle Tracks/Bicycle Lanes/Routes

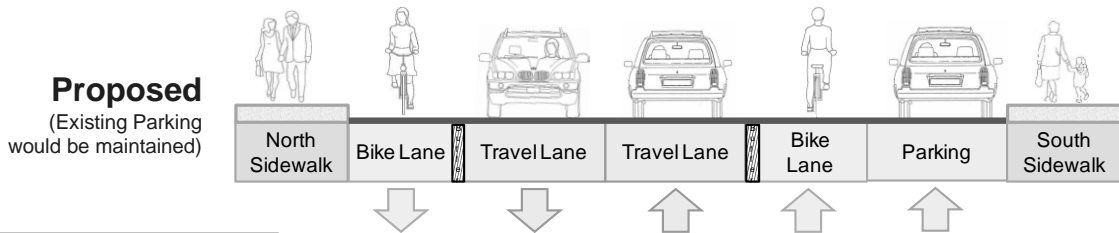
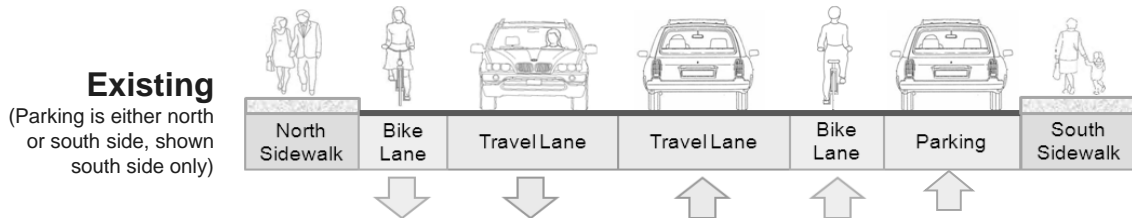
1-B Cross-section - Queen's Park Crescent to St. George Street (14.0 metres)



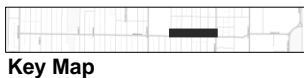
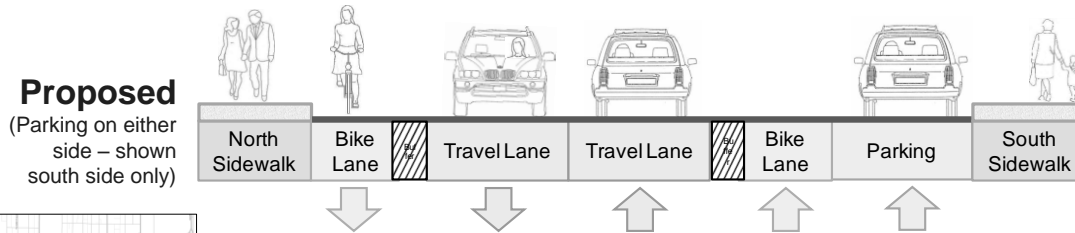
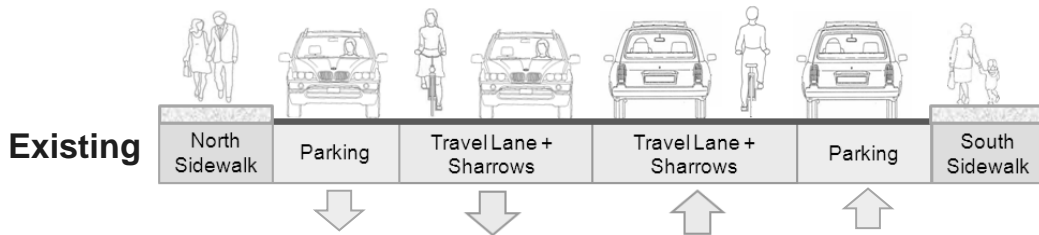
1-C Cross-section - St. George Street to Huron Street (12.8 metres)



**1-D Cross-section – Huron Street to Spadina Avenue (12.8 metres)
Borden Street to Ossington Avenue (12.8 metres)**



1-E Cross-section – Spadina Avenue to Borden Street (12.8 metres)



APPENDIX 2
AMENDMENTS TO BICYCLE LANE AND CYCLE TRACK DESIGNATION

Designated Lanes for Bicycles

Delete:

Highway	Between	Lanes	Times or Days
Harbord Street	St. George Street and Spadina Avenue	Northerly Westbound	Anytime
Harbord Street	St. George Street and Spadina Avenue	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Shaw Street and a point approximately 55 metres east of Ossington Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Hoskin Avenue	Queen's Park Crescent West and St. George Street	Eastbound and Westbound lanes adjacent to the curb lane used for parking	Anytime

Add:

Highway	Between	Lanes	Times or Days
Harbord Street	Huron Street and Spadina Avenue	Northerly Westbound	Anytime
Harbord Street	Huron Street and Spadina Avenue	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Spadina Avenue and Robert Street	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Spadina Avenue and Robert Street	Southerly Eastbound	Anytime
Harbord Street	Robert Street and Major Street	Northerly Westbound	Anytime
Harbord Street	Robert Street and Major Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Major Street and Brunswick Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Major Street and Brunswick Avenue	Southerly Eastbound	Anytime
Harbord Street	Brunswick Avenue and Borden Street	Northerly Westbound	Anytime

Harbord Street	Brunswick Avenue and Borden Street	Eastbound lane adjacent to the curb lane used for parking	Anytime
Harbord Street	Shaw Street and Ossington Avenue	Westbound lane adjacent to the curb lane used for parking	Anytime

Cycle Tracks

Add:

Highway	Between	Lanes	Times or Days
Harbord Street	St. George Street and Huron Street	Northerly Westbound	Anytime
Harbord Street	St. George Street and Huron Street	Southerly Eastbound	Anytime
Hoskin Avenue	Queen's Park Crescent West and St. George Street	Northerly Westbound	Anytime
Hoskin Avenue	Queen's Park Crescent West and St. George Street	Southerly Eastbound	Anytime

**APPENDIX 3
TRAFFIC AND PARKING BY-LAW AMENDMENTS**

No Parking

Delete:

Highway	Sides	Between	Times or Days
Hoskin Avenue	North (motorcycles excepted)	A point 8.0 metres west of Devonshire Place and a point 6.0 metres further west thereof	Anytime
Hoskin Avenue	South (motorcycles excepted)	A point 39.0 metres east of the east curb of Devonshire Place and a point 3.0 metres further east thereof	Anytime
Harbord Street	North	Spadina Avenue and a point 67.1 metres west of it	Anytime
Brunswick Avenue	East	Lane First South of Bloor Street West and Ulster Street	16 th day of the last day of each month, from April 1 to November 30, inclusive
Brunswick Avenue	East	Lane First South of Bloor Street West and Ulster Street	Anytime, from December 1 of one year to March 31 of the next following year, inclusive
Brunswick Avenue	West	Lane First South of Bloor Street West and Ulster Street	First day to the 15 th day of each month, from April 1 to November 30, inclusive

Add:

Highway	Sides	Between	Times or Days
Brunswick Avenue	East	Lane First South of Bloor Street West and 22 metres north of Harbord Street	16 th day of the last day of each month, from April 1 to November 30, inclusive
Brunswick Avenue	East	15 metres south of Harbord Street and Ulster Street	16 th day of the last day of each month, from April 1 to November 30, inclusive
Brunswick Avenue	East	Lane First South of Bloor Street West and 22 metres north of	Anytime, from December 1 of one year to March 31 of the next following year, inclusive

		Harbord Street	
Brunswick Avenue	East	15 metres south of Harbord Street and Ulster Street	Anytime, from December 1 of one year to March 31 of the next following year, inclusive
Brunswick Avenue	West	Lane First South of Bloor Street West and Harbord Street	First day to the 15 th day of each month, from April 1 to November 30, inclusive
Brunswick Avenue	West	15 metres south of Harbord Street and Ulster Street	First day to the 15 th day of each month, from April 1 to November 30, inclusive

Parking for Restricted Periods

Delete:

Highway	Sides	Between	Times or Days	Maximum Period Permitted
Harbord Street	South	St. George Street and Spadina Avenue	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Harbord Street	South	Spadina Avenue and Borden Street	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Harbord Street	North	A point of 67.1 metres west of Spadina Avenue and Borden Street	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Harbord Street	South	Borden Street and Bathurst Street	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hours
Hoskin Avenue	Both	Queen's Park Crescent West and St. George Street	8:00 a.m. to 6:00 p.m. Mon. to Sat.	1 hour
Brunswick Avenue	East	Lane First South of Bloor Street West and Ulster Street	8:00 a.m. to 6:00 p.m., 1 st day to the 15 th day of each month, from April 1 to November 30, inclusive	1 hour
Brunswick Avenue	West	Lane First South of Bloor Street West and Ulster Street	8:00 a.m. to 6:00 p.m., 16 th day to the last day of each month, from April 1 to November 30, inclusive	1 hour

Add:

Highway	Sides	Between	Times or Days	Limit
Harbord Street	North	A point 33 metres east of Grace Street and a point 6	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hours

		metres further east		
Harbord Street	North	A point of 55 metres east of Grace Street and a point 45 metres further east	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hours
Harbord Street	North	A point of 30.5 metres east of Clinton Street and a point 6 metres further east	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hours
Harbord Street	North	A point of 36.5 metres east of Manning Avenue and a point 52.5 metres further east	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 hours
Harbord Street	North	A point of 137 metres east of Manning Avenue and a point 20 metres further east	8:00 a.m. to 6:00 p.m. Mon. to Sat.	2 Hours
Brunswick Avenue	East	Lane First South of Bloor Street West and 22 metres north of Harbord Street	8:00 a.m. to 6:00 p.m., 1 st day to the 15 th day of each month, from April 1 to November 30, inclusive	1 hour
Brunswick Avenue	East	15 metres south of Harbord Street to Ulster Street	8:00 a.m. to 6:00 p.m., 1 st day to the 15 th day of each month, from April 1 to November 30, inclusive	1 hour
Brunswick Avenue	West	Lane First South of Bloor Street W. and Harbord Street	8:00 a.m. to 6:00 p.m., 16 th day to the last day of each month, from April 1 to November 30, inclusive	1 hour
Brunswick Avenue	West	15 metres south of Harbord Street to Ulster Street	8:00 a.m. to 6:00 p.m., 16 th day to the last day of each month, from April 1 to November 30, inclusive	1 hour

No Stopping

Delete:

Highway	Sides	Between	Times or Days
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Harbord Street	Both	Grace Street and Ossington Avenue	Anytime
Harbord Street	North	A point 40 metres east of Manning Avenue and a point 40 metres west of Manning Avenue	Anytime
Harbord Street	North	A point 40 metres east of Palmerston Boulevard and a point 40 metres west of Palmerston Boulevard	Anytime
Harbord Street	North	Borden Street and Bathurst Street	Anytime
Harbord Street	North	St. George Street and Spadina Avenue	Anytime
Harbord Street	South	Bathurst Street and Grace Street	Anytime
Harbord Street	South	A point 35 metres west of Borden Street and Borden Street	Anytime
Harbord Street	South	A point 44 metres west of Huron Street and a point 43 metres east of Huron Street	Anytime
Harbord Street	South	A point 65 metres west of St. George Street and St. George Street	Anytime
Harbord Street	South	Robert Street and 16 metres west thereof	Anytime
Hoskin Avenue	North	The south curb line of Queen's Park Crescent West and a point 44 metres further west	Anytime
Hoskin Avenue	North	A point 35 metres west of Tower Road and a point 36 metres east of Tower Road	Anytime
Hoskin Avenue	South	A point 35 metres west of Tower Road and a point 36 metres east of Tower Road	Anytime
Hoskin Avenue	South	The south curb line of Queen's Park Crescent West and a point 44 metres further west	Anytime
Hoskin Avenue	South	St. George Street and a point 41 metres east of St. George Street	Anytime

Add:

Highway	Sides	Between	Times or Days
Harbord Street	South	Ossington Avenue and a point 50 metres east of Shaw Street	Anytime
Harbord Street	South	65 metres east of Shaw Street and a point 44.5 metres further east	Anytime
Harbord Street	South	154 metres east of Shaw Street and 55 metres east of Bathurst Street	Anytime

Harbord Street	South	82 metres east of Bathurst Street and 24.5 metres further east	Anytime
Harbord Street	South	83.5 metres east of Lippincott Street and Borden Street	Anytime
Harbord Street	South	54 metres east of Borden Street and 9 metres east of Major Street	Anytime
Harbord Street	South	60 metres east of Major Street and 51 metres east of Spadina Avenue	Anytime
Harbord Street	South	115.5 metres east of Spadina Avenue and St. George Street	Anytime
Harbord Street	North	Ossington Avenue and a point 60 metres further east	Anytime
Harbord Street	North	82.5 metres east of Ossington Avenue and 25 metres further east	Anytime
Harbord Street	North	159.5 metres east of Ossington Avenue and 57 metres east of Montrose Avenue	Anytime
Harbord Street	North	129.5 metres east of Montrose Avenue and 33 metres east of Grace Street	Anytime
Harbord Street	North	39 metres east of Grace Street and 15 metres further east	Anytime
Harbord Street	North	30.5metres west of Clinton Street and 30.5metres east of Clinton Street	Anytime
Harbord Street	North	36.5 metres east Clinton Street and 36.5 metres east of Manning Avenue	Anytime
Harbord Street	North	89 metres east of Manning Avenue and 49.5 metres further east	Anytime
Harbord Street	North	157 metres east of Manning Avenue and 45 metres east of Palmerston Boulevard	Anytime
Harbord Street	North	85 metres east of Palmerston Boulevard and 25 metres further east	Anytime
Harbord Street	North	37 metres east of Markham Street and 43.5 metres east of Brunswick Avenue	Anytime
Harbord Street	North	49.5 metres east of Brunswick Avenue and a point 15 metres further east	Anytime
Harbord Street	North	84.5 metres east of Brunswick Avenue and a point 35.5 metres east of Robert Street	Anytime
Harbord Street	North	A point 53.5 metres east of Robert Street and a point 12.5 metres further east	Anytime
Harbord Street	North	A point 43 metres west of Spadina Avenue and Huron Street	Anytime
Harbord Street	North	Huron Street and St. George Street	Anytime
Hoskin Avenue	South	St. George Street and a point 44 metres further east	Anytime
Hoskin Avenue	South	A point 167 metres east of St. George Street and 43 metres east of Tower Road	Anytime

Hoskin Avenue	South	95 metres east of Tower Road and Queen's Park Crescent West	Anytime
Hoskin Avenue	North	Queen's Park Crescent West and St. George Street	Anytime

No Standing

Delete:

Highway	Sides	Between	Hours
Harbord Street	North	Spadina Avenue and St. George Street	7:30 to 9:30 a.m. 3:30 to 6:30 p.m. Mon. to Fri.
Harbord Street	South	Huron Street and St. George Street	7:30 to 9:30 a.m. 3:30 to 6:30 p.m. Mon. to Fri.

Parking Machines

Delete:

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Harbord Street	Both	Borden Street and Brunswick Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat. 1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	Both	Spadina Avenue and Brunswick Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat. 1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord	North	Bathurst Street and Grace Street	8 a.m. to 6 p.m. Mon. to Sat.	\$2.00 for 1 hour	3 hours
Harbord Street	South	Borden Street and Bathurst Street	8:00 a.m. to 9:00 p.m. Mon. to Sat. 1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	South	Huron Street and Spadina Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat. 1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Harbord Street	South	St. George Street and Huron Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Hoskin Avenue	North	Devonshire Place and a point 195.0 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Hoskin Avenue	South	Queen's Park Crescent West and St. George Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Add:

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Harbord Street	South	55 metres east of Bathurst Street and 27 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	South	9 metres east of Lippincott Street and 74.5 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	South	9 metres east of Borden Street and 45 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	South	9 metres east of Major Street and 51 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	South	A point 49 metres east of Spadina Avenue and a point 62.5 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Harbord Street	North	A point 45 metres east of Palmerston Boulevard and a point 40 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.00 for 1 hour	3 hours
Harbord Street	North	A point 9 metres east of Markham Street and a point 28 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	North	A point 43.5 metres east of Brunswick Avenue and a point 6 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	North	A point 64.5 metres east of Brunswick Avenue and a point 20 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	North	A point 35.5 metres east of Robert Street and a point 18 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Harbord Street	North	A point 66 metres east of Robert Street and a point 22 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Hoskin Avenue	South	44 metres east of St. George Street and a point 123.5 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat.1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours

Hoskin Avenue	South	43 metres east of Tower Road and a point 52 metres further east	8:00 a.m. to 9:00 p.m. Mon. to Sat. 1:00 to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
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One-Way Traffic Lanes

Add:

<u>Highway</u>	<u>Between</u>	<u>Lanes</u>	<u>Times or Days</u>	<u>Direction</u>
Harbord Street and Bathurst Street	Bathurst Street and a point 30.5 metres west thereof	Northerly Eastbound	Anytime	Eastbound left-turning
Harbord Street and Bathurst Street	Bathurst Street and a point 30.5 metres east thereof	Southerly Westbound	Anytime	Westbound left-turning

Prohibited Turns

Add:

<u>Intersection or Portion of Highway</u>	<u>Direction</u>	<u>Turns Prohibited</u>	<u>Times or Days</u>
Harbord Street and Palmerston Boulevard	Northerly Westbound and Southerly Eastbound	Right	When traffic control signal shows red
Harbord Street and Shaw Street	Southerly Eastbound	Right	When traffic control signal shows red

APPENDIX 4 – SUMMARY OF PARKING CHANGES

Block	Existing Total Spaces		Existing Demand Peak	Proposed Total Spaces (North or South)		Notes
	Side of Street	# of Spaces		Side of Street	# of Spaces	
Queen's Park Cres. to St. George St.	North & South	49	41	South	28	U of T Rotman Building has underground visitor parking
St. George St. to Huron St.	South	5	3	-	0	Parking spaces removed to accommodate cyclists and transit vehicles operation better at the mid-block bend
Huron St. to Spadina Ave.	South	8	7	South	8	Existing parking would be maintained
Spadina Ave. to Robert St.	North & South	9	12	North	6*	Based on the request from Harbord Street BIA, parking would be located on north or south sides in different blocks.
Robert St. to Major St.	North & South	8	8	South	6*	
Major St. to Brunswick Ave.	North & South	6	6	North	4*	* Not including 13 new spaces added on cross streets: - 1 at Major Street - 5 at Brunswick Street - 7 at Borden Street
Brunswick Ave. to Borden St.	North & South	15	13	South	9*	
Borden St. to Bathurst St.	South	15	9	South	14	
Bathurst St. to Montrose Ave.	North	45	37	North	43	Generally, parking would be maintained at the existing locations.
Montrose Ave. to Shaw St.	South	11	10	South	10	
Shaw St. to Ossington Ave.	North	13	11	North	13	
Total		184	157		141	