



# Sherbourne / Wellesley Cycle Track Review

September 29, 2015

Disability, Access and Inclusion Advisory Committee

# Background

- Wellesley Street
  - Upgraded from standard painted bicycle lanes to separated bicycle lanes (cycle track)
    - Council direction – July, 2011
    - Design and consultation - 2012/2013
    - Construction – completed 2014/2015
- Sherbourne Street
  - Upgraded from standard painted bicycle lanes to separated bicycle lanes (cycle track)
    - Council direction – June, 2011
    - Design and consultation – 2011/2012 (Bloor Street to King Street)
    - Construction –
      - Completed 2012 (Bloor Street to King Street)
      - Underway 2014/2015 (King Street to Front Street)

# Request for Cycle Track Review

- Request for Cycle Track Review and Design Improvements
  - Letter from Councillor Wong-Tam to Public Works and Infrastructure Committee meeting on April 9, 2015
  - Requested staff to review complaints received regarding:
    - Locations of frequent parking in bike lanes and separation conditions
    - Drop off / pick up locations for Wheel-Trans and accessibility taxis
    - Drop- off / pick up locations for other uses
  - Requested staff to provide information on solutions and recommendations to remedy the conflicts

# Cycle Tracks – Reconstruction Types



A cycle track that cyclists can enter/exit anywhere but is vulnerable to illegal car parking.



A cycle track that cyclists can enter/exit at fewer mid-block locations but cars are effectively blocked from entering.



A cycle track at the same level as the sidewalk where cars are effectively blocked from entering but pedestrians can easily wander across.

# Cycle Tracks – Retrofit Types



Buffered bike lane—  
paint only.



Cycle Track with flexi-  
posts.



Cycle Track separated  
by parking.



Cycle Track separated  
by curb stones.



Cycle Track separated  
by planters.

# Accessible Loading Considerations

- The AODA does not address Cycle Track design specifically, but requires public spaces to be accessible and barrier free
- In consultation with the TTC, cycle tracks must:
  - Provide minimum 1 meter buffer between bike lane and accessible vehicle for ramp deployment
  - Provide for both rear and side loading
  - Allow pick up and drop off directly adjacent to building entrance (line of sight for driver)
- Consideration for:
  - Various vehicle types – wheel trans vehicles, taxis
  - Adjacent uses
  - Existing driveways, side, and rear entrances
  - available Right of Way width

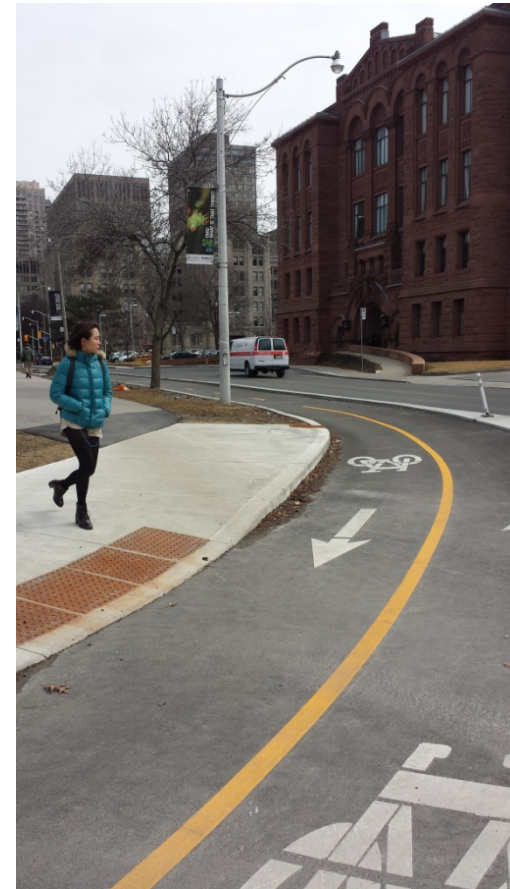
# Sherbourne Street (Bloor St. to King St.)

- Road width allowed for parking lay bys to be integrated into design
- Wheel Trans was consulted to help choose locations
- Driveways & poles were limiting factors for choosing locations (for resurfacing, poles could not be moved.)
- Designation of parking lay bys being considered



# Wellesley (Yonge St. to Queens Park Circle)

- Lay-bys not possible due to road width
- Accessibility points, loading delivery points needed to be identified
- Loading outside the cycle track preferred for commercial deliveries
- Accessible Loading zone was added (2015)





# Next Steps for Cycle Track Review

- Seek feedback from Disability, Access and Inclusion Advisory Committee
- Report to Public Works and Infrastructure Committee on:
  - Complaints received regarding:
    - Locations of frequent parking in bike lanes and separation conditions
    - Drop off / pick up locations for Wheel-Trans and accessibility taxis
    - Drop- off / pick up locations for other uses
  - Recommended solutions, what has been completed to date and next steps
- Ongoing integration of accessibility into design of cycle tracks as part of a Complete Streets design approach