



Re: EX9.17

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

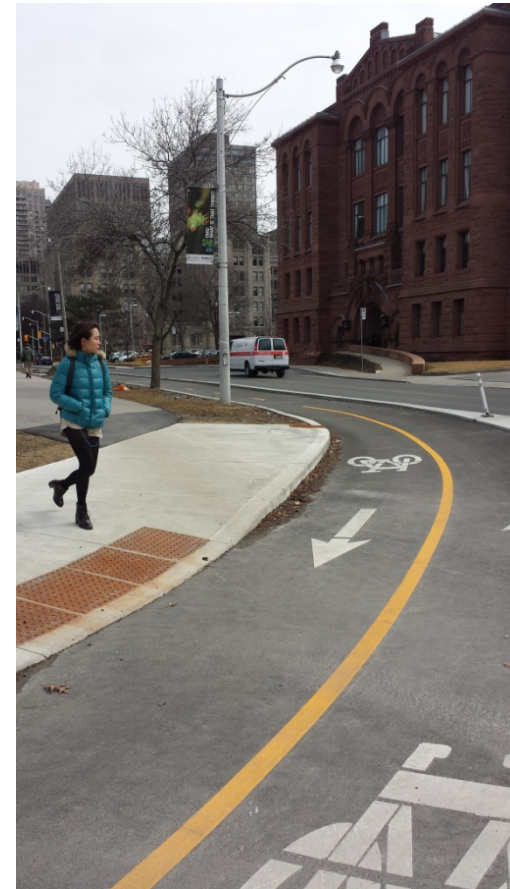
Sherbourne Street (Bloor St. to King St.)

- 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