



**STAFF REPORT
ACTION REQUIRED**

Bicycle Lane and Cycle Track Regulation Amendments

Date:	April 22, 2015
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	Ward No. 4 - Etobicoke Centre Ward No. 8 - York West Ward No. 15 - Eglinton-Lawrence Ward No. 20 - Trinity-Spadina Ward No. 28 - Toronto Centre-Rosedale Ward No. 42 - Scarborough-Rouge River
Reference Number:	P:\2015\ClusterB\TRA\TIM\pw15005tim.docx

SUMMARY

The purpose of this report is to seek Council authority for Transportation Services to amend appropriate City by-laws to designate various bicycle lane and cycle track installations.

Several bicycle lanes and cycle tracks have been approved through development applications, planning studies or capital projects and were implemented in 2014 and prior by, or on behalf of, the City. These include bicycle lanes on Cherry Street, Fort York Boulevard, and sections of Finch Avenue East and West. In addition, bicycle lanes are being removed as part of the Queens Quay Revitalization to be replaced by a continuous trail and cycle track along the south side of the roadway. Existing edge lines on Royal York Road are being converted to bicycle lanes between Government Road and Ashley Park Road. Lastly, the conversion of existing bicycle lanes on Sherbourne Street into cycle tracks is being extended south of Front Street to Lake Shore Boulevard as part of a road reconstruction project which began in 2014.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to designate the following sections of roadway to Schedule D to Chapter 886, Designated Lanes for Bicycles:
 - a) Cherry Street between King Street and Lake Shore Boulevard East;
 - b) Fort York Boulevard between Bathurst Street and Spadina Avenue;
 - c) Finch Avenue West between Alexdon Road and Chesswood Drive;
 - d) Finch Avenue East between Neilson Road and Morningside Avenue;
 - e) the east side of Royal York Road, from a point 125 metres north of Government Road to Ashley Park Road; and
 - f) the west side of Royal York Road, from a point 52 metres north of Government Road to a point 70 metres north of Ashley Road.
2. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to delete Lower Sherbourne Street, between Lake Shore Boulevard East and Front Street East, from Schedule D to Chapter 886, Designated Lanes for Bicycles, and to add the same section of Lower Sherbourne Street to Schedule E to Chapter 886, Cycle Tracks.
3. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to delete Queens Quay West, between Bathurst Street and Stadium Road, from Schedule D to Chapter 886, Designated Lanes for Bicycles, and to add the same section of Queens Quay West to Schedule E to Chapter 886, Cycle Tracks.
4. City Council approve amendments to City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks) to delete the following sections of roadway from Schedule D to Chapter 886, Designated Lanes for Bicycles:
 - a) Queens Quay West, between Bathurst Street and Lower Spadina Avenue;
 - b) Queens Quay East, between Lower Jarvis Street and Small Street; and
 - c) Parliament Street, between Small Street and Lake Shore Boulevard East.
5. City Council authorizes and directs the appropriate City officials to take the necessary action to give effect thereto, including the introduction of all necessary bills.

Financial Impact

The recommendations contained in this report pertain to bicycle lanes and cycle tracks (with the exception of Royal York Road) that have already been installed or are part of capital projects currently underway and therefore will not require additional funds. For Royal York Road, funds to implement the bicycle lane and pavement markings recommended in this report (approximately \$7,500) are available in the 2015 Capital Budget for Transportation Services in the Cycling Infrastructure account (CTP815-05).

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

ISSUE BACKGROUND

Several bicycle lanes and cycle tracks have been approved through development applications, planning studies or capital projects and were implemented in 2014 and prior by, or on behalf of, the City. In order to enforce the bicycle lane and cycle track regulations, these facilities need to be designated under the City of Toronto Municipal Code Chapter 886 (Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks).

COMMENTS

Cherry Street – King Street to Lake Shore Boulevard

In 2008, City Council approved the Environmental Assessment study for the construction of a transit right-of-way on Cherry Street between King Street and Lake Shore Boulevard East. The reconstruction of Cherry Street was completed in 2014 to implement the transit right-of-way extension for the King Streetcar line along the east side of the roadway. This included modifications to the roadway to provide a single vehicle lane and a bicycle lane in each direction for the entire length. In order to enforce the bicycle lane regulations, these bicycle lanes need to be designated.

Fort York Boulevard – Bathurst Street to Spadina Avenue

A new section of Fort York Boulevard was opened in 2014 that runs east from Bathurst Street for about 300 metres to connect with the older section that continues further east to Spadina Avenue. As per the development agreements, for both sections, Fort York Boulevard was constructed as a two-way collector roadway with a single 3.5 metre wide vehicle lane and a 1.5 metre wide bicycle lane painted in each direction. In order to enforce the bicycle lane regulations, these bicycle lanes need to be designated.

Finch Avenue West – Alexdon Road to Chesswood Drive

In 2010, City Council approved the Environmental Assessment study for the Finch West LRT. The approved cross-section for Finch Avenue West between Humber College and

Yonge Street included bicycle lanes in each direction. Construction of the section from Humber College to Alexdon Road is scheduled to begin in 2016.

In 2014, Finch Avenue West was reconstructed between Tangiers Road and Dufferin Street. On this section of Finch Avenue through the C.N.R. underpass between Alexdon Road and Chesswood Drive, there are two lanes in each direction separated by a concrete median. The width of the roadway is 12.0 metres in each direction. Prior to the reconstruction, a 4.7 metre wide curb lane and a 3.8 metre wide median lane were provided in each direction with the remaining 3.5 metres hatched next to the median. As part of the reconstruction, a 1.5 metre bicycle lane with a 0.5 metre painted buffer was provided in each direction, while still maintaining 3.6 metre vehicle lanes and a hatched buffer next to the median. These bicycle lanes will connect to the proposed bicycle lanes west of Alexdon Road that will be installed as part of the Finch West LRT construction. In order to enforce the bicycle lane regulations, these bicycle lanes need to be designated.

Finch Avenue East – Neilson Road to Morningside Avenue

In 2002, approval was granted for the Finch Avenue/Morningside Avenue/CPR Grade Separation Environmental Assessment (EA). As per the approved design for this EA, bicycle lanes were provided in each direction along Finch Avenue East between Neilson Road and Morningside Avenue when the roadway was reconstructed as part of the grade separation work in 2008. In order to enforce the bicycle lane regulations, these bicycle lanes need to be designated.

Royal York Road

Royal York Road, between Government Road and Ashley Park Road is a minor arterial roadway. In the northbound direction, one traffic lane is generally provided in addition to separate left turn lanes for side streets and signalized intersections, two through traffic lanes are provided at Dundas Street West. In the southbound direction two through traffic lanes are provided. Edge lines are presently marked along this section of Royal York Road in the northbound and southbound directions. North of this section, dedicated bicycle lanes are provided along both sides of Royal York Road up to Eglinton Avenue, whereas to the south, sharrows are in place to provide a cycling connection to Usher Avenue.

In order to improve the guidance provided to drivers and cyclists travelling along this section of Royal York Road, Transportation Services is proposing to designate these existing edge lines as dedicated bicycle lanes:

- on the east side of Royal York Road, from a point 125 metres north of Government Road to Ashley Park Road; and
- on the west side of Royal York Road, from a point 52 metres north of Government Road to a point 70 metres north of Ashley Road.

The edge lines are marked at a distance of 1.5 metres from the curb face which satisfies the minimum dimensions required for bicycle lanes. As a result, implementing the bicycle lane designations described above can be achieved without any changes to the existing traffic lanes.

There would be no loss of parking related to this proposal, however, consistent with current practice, the existing "No Parking" area on Royal York Road, from Royal York Court to Ashley Road would be converted to "No Stopping".

The cost to implement the signs and pavement markings necessary to identify the proposed designation are estimated at \$7,500.

Lower Sherbourne Street – Front Street to Queens Quay East

Bicycle lanes on Sherbourne Street were installed from Queens Quay East to Elm Street just north of Bloor Street East in 1996. In 2012, City Council approved the installation of cycle tracks to replace these bicycle lanes from Bloor Street East to Front Street. The installation of these cycle tracks was completed in 2013 in conjunction with planned capital works, except for the section between King Street East and Front Street. Due to the development work at 251 King Street East, this installation was deferred to 2014 to coordinate with the planned capital works for Lower Sherbourne Street.

The re-construction of Lower Sherbourne Street has provided the opportunity to extend the cycle track south of Front Street to Lake Shore Boulevard. The raised cycle track design, consistent with the design provided south of Gerrard Street, will be continued further south on Lower Sherbourne from Front Street to Lake Shore Boulevard East. As with the conversion to cycle tracks on other sections of Sherbourne Street, this facility requires more roadway width than a bicycle lane which results in the loss of on-street parking. All of the parking on the east side of Lower Sherbourne Street between The Esplanade and Lake Shore Boulevard East will be removed and the parking provided on the west side of Lower Sherbourne Street between Front Street and the Esplanade will be reduced. Affected stakeholders, including the local BIA and residents association were consulted on the cycle track design and the loss of parking.

The re-construction of Sherbourne/Lower Sherbourne Street, between King Street and Lake Shore Boulevard East, which includes the installation of the cycle tracks, began in the fall of 2014. Completion is scheduled for fall 2015.

Queens Quay

In 2009, Waterfront Toronto completed Environmental Assessments for the Queens Quay Revitalization and East Bayfront Transit. The construction in the Central Waterfront, between Yo-Yo Ma Lane and Yonge Street, is scheduled for completion prior to the Pan Am Games in 2015. The design includes a new Martin Goodman Trail on the south side of Queens Quay West. Existing on-street bicycle lanes on Queens Quay west of Spadina Avenue connect to the Martin Goodman Trail at Stadium Road but there were previously

no bicycle facilities between Spadina Avenue and Yonge Street. This new trail provides a much needed connection through the Central Waterfront.

As a separate project, also to be completed prior to Pan Am Games in 2015, Waterfront Toronto is extending the Martin Goodman Trail on the south side of Queens Quay to Bathurst Street. Together, these projects will provide a continuous Martin Goodman Trail on the south side of Queens Quay across the Central Waterfront. The new Martin Goodman Trail will replace the bicycle lanes on Queens Quay West between Spadina Avenue and Bathurst Street. Between Bathurst Street and Stadium Road, the bicycle lanes will be replaced with a two-way on-street cycle track on the south side of Queens Quay West.

In the East Bayfront, Waterfront Toronto completed the construction of new sidewalks and a new Martin Goodman Trail east of Yonge Street to Lower Jarvis Street in 2013. This project creates a safe, interim connection for cyclists and pedestrians until the final vision for Queens Quay is constructed. An extension of this new trail from Lower Jarvis to Lake Shore Boulevard East began in 2014 and will be completed prior to the Pan Am Games in 2015. The new trail design includes a 3.6 metre wide Martin Goodman Trail next to a 2.5 metre wide sidewalk on the south side of Queens Quay. The existing on-street bicycle lanes will be removed and a buffer zone installed between the vehicle lane and the Martin Goodman Trail to protect cyclists using the facility.

CONTACTS

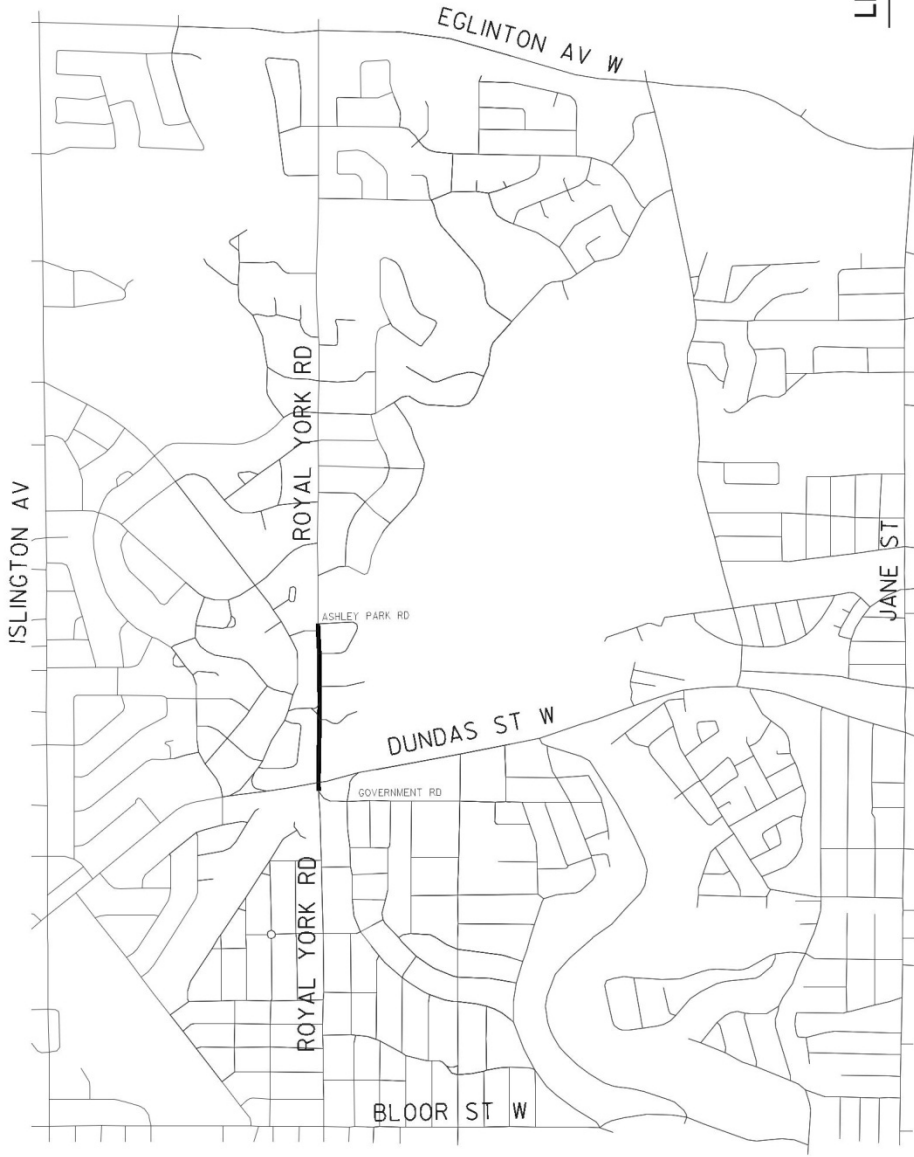
Jacquelyn Hayward Gulati
Manager, Cycling Infrastructure and Programs
Transportation Services
Tel: (416) 392-9065
E-mail: jgulati@toronto.ca

SIGNATURE

Stephen Buckley
General Manager, Transportation Services

ATTACHMENTS

Appendix 1 - Dwg. No. 421P-0224m1
Appendix 2 - Dwg. No. 421P-0224m2
Appendix 3 - Dwg. No. 421P-0224m3
Appendix 4 - Dwg. No. 421P-0224m



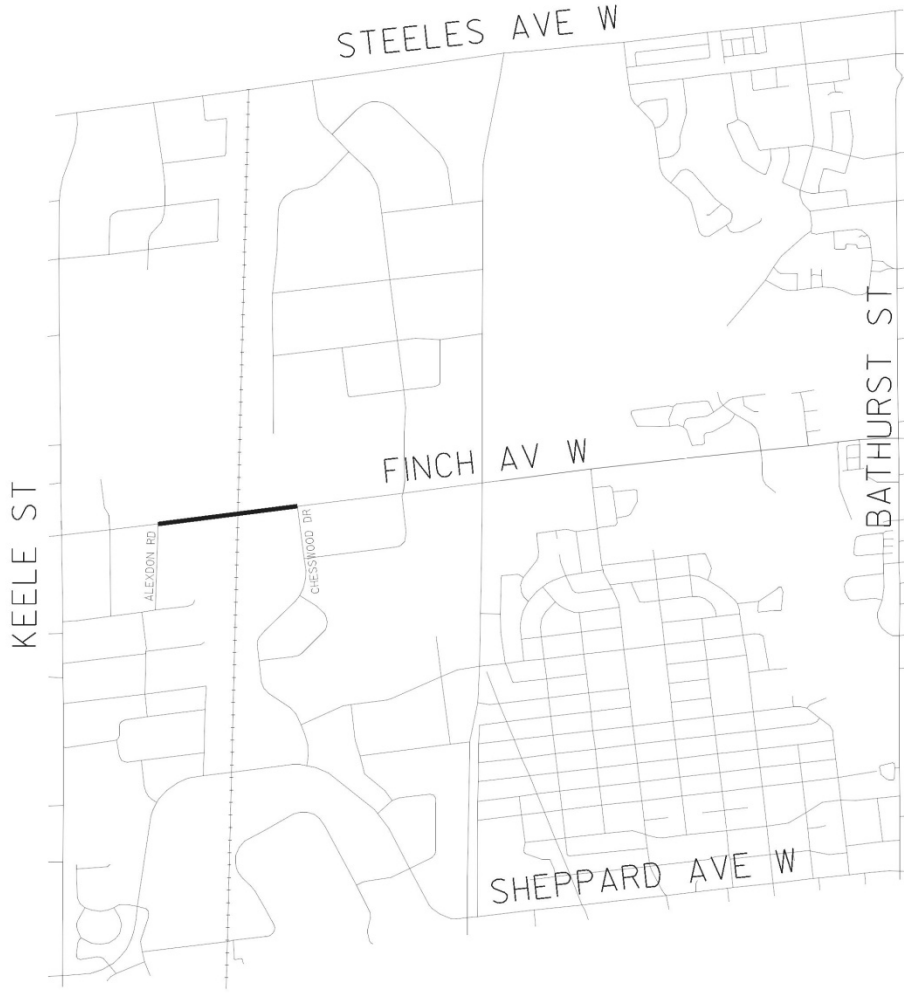
LEGEND

— BICYCLE LANE
TO BE DESIGNATED

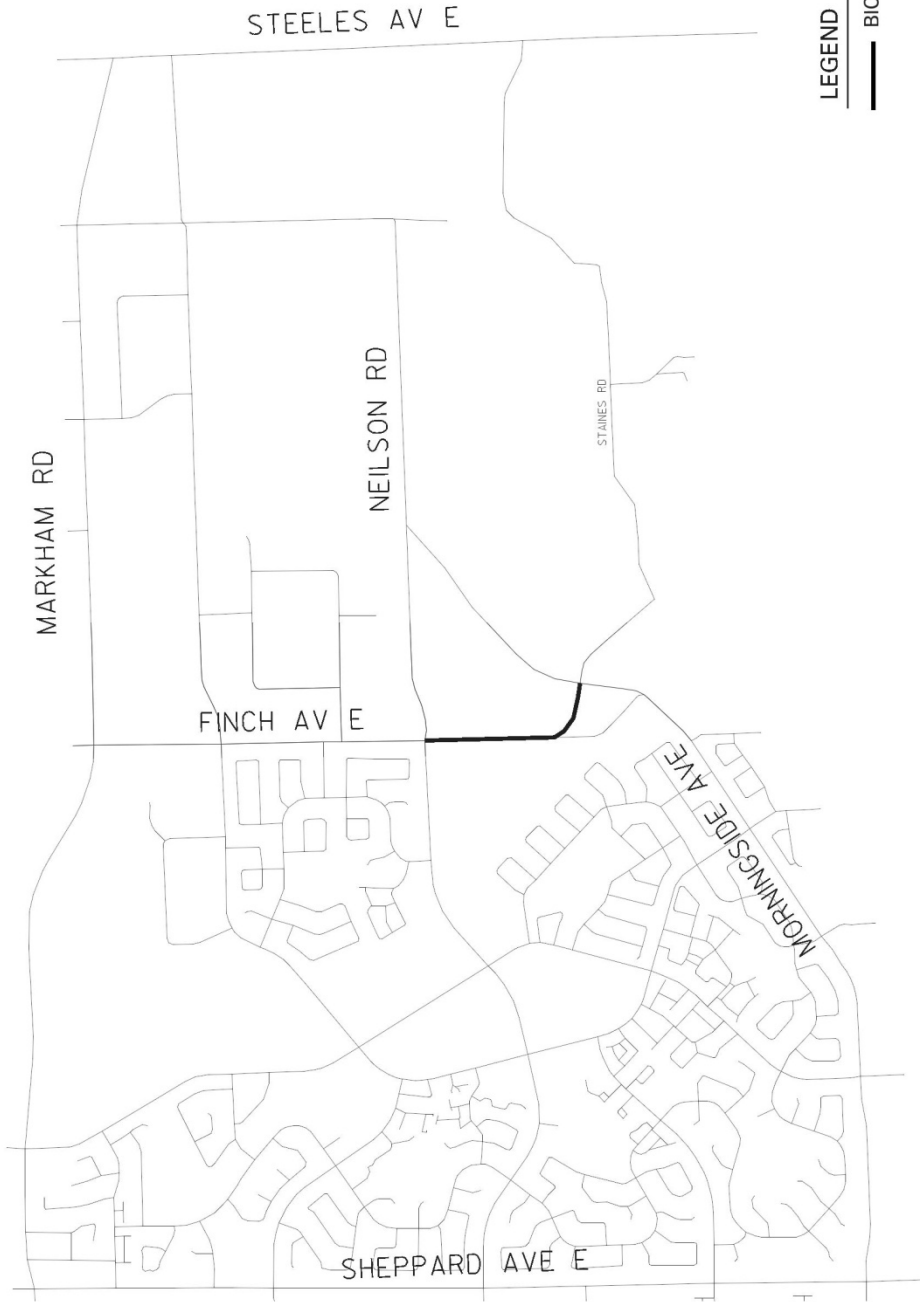
APPENDIX 1: ETOBICOKE - BICYCLE LANE DESIGNATION LOCATION PLAN



LEGEND
—— BICYCLE LANE
TO BE DESIGNATED



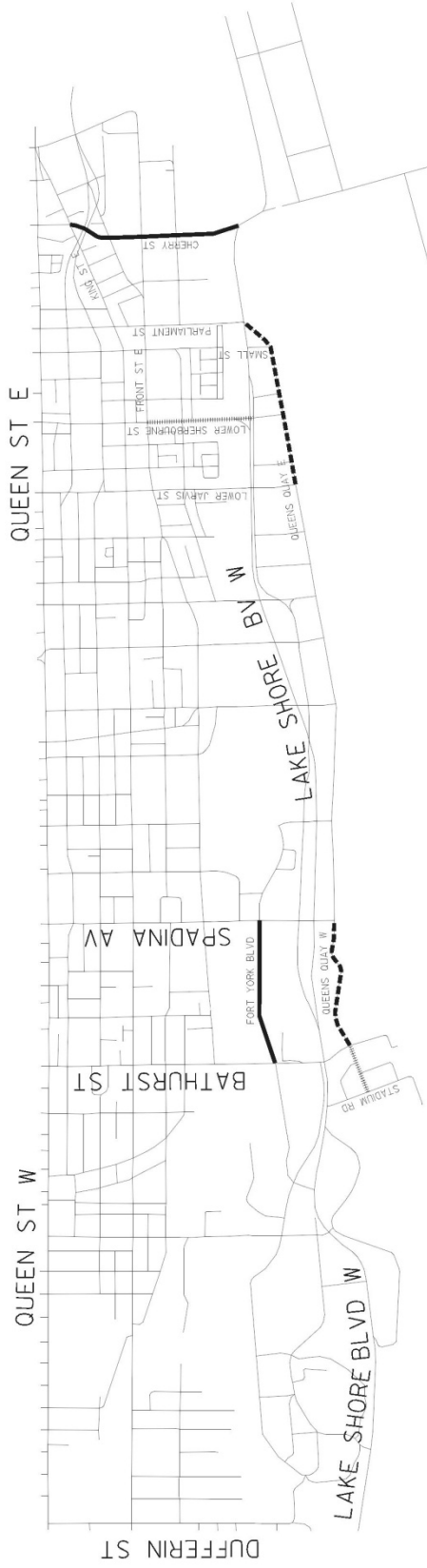
APPENDIX 2: NORTH YORK - BICYCLE LANE DESIGNATION LOCATION PLAN



LEGEND

— BICYCLE LANE TO BE DESIGNATED

APPENDIX 3: SCARBOROUGH - BICYCLE LANE DESIGNATION LOCATION PLAN



LEGEND

- BICYCLE LANE TO BE DESIGNATED
- REPLACE BICYCLE LANE WITH CYCLE TRACK
- - - - - REPLACE BICYCLE LANE WITH MARTIN GOODMAN TRAIL

APPENDIX 4: TORONTO & EAST YORK BICYCLE LANE AND CYCLE TRACK DESIGNATION LOCATION PLAN