



## STAFF REPORT ACTION REQUIRED

### Bicycle Lane Regulation Amendments

<b>Date:</b>	March 30, 2016
<b>To:</b>	Public Works and Infrastructure Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	Wards 10, 13, 14, 18, 19, 21, 22, 27, 28, 30
<b>Reference Number:</b>	P:\2016\Cluster B\TRA\TIM\pw16006tim.docx

### SUMMARY

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The purpose of this report is to obtain authority to extend the existing bicycle lanes on Dundas Street West, Argyle Street, Dr. Emily Stowe Way, Havelock Street, Lansdowne Avenue and Sumach Street and install a new bicycle lanes on Ellis Avenue and the Howland Avenue Rail Underpass as part of the 2016 Cycling Network Program.

In addition, authority is sought to convert the existing edge lines to bicycle lanes at the following locations: Logan Avenue next to Riverdale Park, Dundas Street West at Dupont Street, Sheppard Avenue West bridge over the Addington Greenbelt, and on St. Clair Avenue East bridge over Yellow Creek.

The affected Ward Councillors have been consulted regarding the bicycle lanes proposed in their respective wards.

### RECOMMENDATIONS

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The General Manager, Transportation Services recommends that:

1. City Council approve the installation of bicycle lanes in the following locations, as described in Appendix 12 – Amendments to Bicycle Lane Designations, attached to this report:
  - a. Argyle Street, westbound curb lane between Ossington Avenue and 15 m east of Ossington Avenue;
  - b. Dundas Street West, between Dupont Street and Dundas Street West;
  - c. Ellis Avenue, between The Queensway and the Martin Goodman Trail;

- d. Dr. Emily Stowe Way, between College Street West and Grenville Street;
  - e. Havelock Street, between Lindsey Avenue and College Street West;
  - f. Howland Avenue Rail Underpass, between Bridgemen Avenue and 62m south thereof;
  - g. Logan Avenue, between Bain Avenue and McConnell Avenue;
  - h. Sheppard Avenue West bridge over Addington Greenbelt;
  - i. St. Clair Avenue East bridge over Yellow Creek;
  - j. Sumach Street, between King Street East and Queen Street East; and
  - k. Lansdowne Avenue, between College Street and Dundas Street West.
2. City Council enact the traffic and parking regulation amendments associated with the above Recommendation 1 as described in Appendix 13 attached to this report.
  3. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to the amendments in Recommendation 1 and 2 above, including the introduction of all necessary bills.

### **Financial Impact**

The estimated cost to implement the cycling facilities included in this report is \$50,000. Funds to implement these projects are available in the 2016 Capital Budget and 2017-2025 Capital Plan for Transportation Services (Cycling Infrastructure project).

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

### **ISSUE BACKGROUND**

The bicycle lane extension and edge line modifications described in this report were identified as near-term cycling improvements following the public consultations undertaken in 2015 as part of the development of the Ten Year Cycling Network Plan.

Most of the changes contained in this report are minor in nature, but have been identified as they will serve as valuable connections for the cycling network. In several locations, existing edge lines have been identified for conversion to designated bicycle lanes. The conversion involves the addition of regulatory signage as well as bicycle and diamond pavement markings to the existing marked edge line, which improves clarity in the guidance provided to drivers and cyclists regarding the lawful use of this space.

## COMMENTS

### Argyle Street

It is proposed to extend the existing westbound contra-flow bicycle lane on Argyle Street from Ossington Avenue to 15 metres east thereof. The proposed extension would be a modification to the previously approved design in order to improve safety and better manage the bicycle and motor vehicle traffic. This change would include designating the southerly curb lane for eastbound travel only. The amended lane designations would prohibit westbound motorists from turning left or right onto Ossington Avenue at this intersection. This recommendation will not have any impact on on-street parking, as parking is currently prohibited on the approach to this intersection.

### Dundas Street West

Dundas Street West currently has an edge line next to the Dundas-Dupont traffic island. To support northbound cycling travel between Dundas Street West and the existing bicycle lane on Dupont Street, it is proposed to designate the existing edge line as a bicycle lane, a distance of approximately 100 metres in length. Implementing the bicycle lane designations can be achieved without any changes to the existing traffic lanes. Parking is not permitted on this intersection leg and no motor vehicle traffic impacts are anticipated.

### Ellis Avenue

It is proposed to install bicycle lanes on the Ellis Avenue rail underpass, northbound and southbound between The Queensway and the Martin Goodman Trail, a distance of approximately 200 metres in length, in order to make a connection between these two cycling facilities. The existing road cross-section has two lanes in each direction. The proposed road cross-section would involve a lane modification to provide one northbound lane and maintain two southbound left turn lanes at Lake Shore Boulevard, which is not anticipated to impact motor vehicle traffic operations.

### Dr. Emily Stowe Way

It is proposed to extend the existing northbound and southbound bicycle lanes on Elizabeth Street, onto Dr. Emily Stowe Way between College Street West and Grenville Street, a distance of approximately 56 metres in length in order to provide a connection to Women's College Hospital and other employment buildings. The travel lanes are wide enough to stripe bicycle lanes, parking is currently prohibited and no motor vehicle travel impacts are anticipated.

### Havelock Street

It is proposed to extend the existing northbound contra-flow bicycle lane on Havelock Street from Lindsey Avenue to College Street West, a distance of approximately 120 metres in length. The travel lane is wide enough to accommodate the contra-flow bicycle

lane without traffic impacts or removal of any on-street parking spaces, however parking regulation amendments are required so that parking would no longer alternate to the east side of the street. This street may be required to serve as a suggested detour route for cycling traffic during construction planned for College Street in summer 2016.

#### Howland Avenue Rail Underpass

It is proposed to install bicycle lanes on the Howland Avenue rail underpass, northbound and southbound between Bridgemen Avenue and 62 metres south thereof in order to enhance the safety of the underpass on this existing signed bicycle route. Parking is currently prohibited and no traffic impacts are anticipated.

#### Lansdowne Avenue

It is proposed to extend the existing bicycle lane on Lansdowne Ave for southbound cycling travel between College Street and Lansdowne Avenue, a distance of approximately 100 metres in length in order to provide a connection from the bicycle lanes on College Street. As part of a 2016 Capital Project to realign the TTC Streetcar tracks at this location, a southbound bicycle lane can be installed. Parking is currently prohibited and no traffic impacts are anticipated.

#### Logan Avenue

Logan Avenue currently has an existing edge line next to Withrow Park. It is proposed to designate the existing edge line as a bicycle lane for northbound cycling travel between Bain Avenue to McConnell Avenue, a distance of approximately 480 metres in length. Parking is currently prohibited and no traffic impacts are anticipated.

#### Sheppard Avenue West Bridge

The Sheppard Avenue West bridge over the Addington Greenbelt has existing edge lines adjacent to the curb lanes in both directions. It is proposed to designate the existing edge lines as bicycle lanes both eastbound and westbound, a distance of approximately 300 metres in length. Stopping is prohibited over the bridge and no traffic impacts are anticipated.

#### St. Clair Avenue East Bridge

The St. Clair Avenue East bridge over Yellow Creek has existing edge lines adjacent to the curb lanes in both directions. It is proposed to designate the existing edge lines as bicycle lanes both eastbound and westbound, a distance of approximately 173 metres in length. Stopping is prohibited over the bridge and no traffic impacts are anticipated.

## Sumach Street

It is proposed to extend the existing bicycle lane on Cherry Street for northbound cycling travel on Sumach Street between King Street East and Queen Street East, a distance of approximately 150 metres in order to provide a cycling connection between Regent Park and the new Canary District. Parking is currently prohibited on the east side of the street and no traffic impacts are anticipated.

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## **SIGNATURE**

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Stephen M. Buckley  
General Manager  
Transportation Services Division

## **ATTACHMENTS**

Appendix 1 – Argyle Street Location Plan  
Appendix 2 – Dundas Street West Location Plan  
Appendix 3 – Ellis Avenue Location Plan  
Appendix 4 – Dr. Emily Stowe Way Location Plan  
Appendix 5 – Havelock Street Location Plan  
Appendix 6 – Howland Avenue Location Plan  
Appendix 7 – Logan Avenue Location Plan  
Appendix 8 – Sheppard Avenue West Location Plan  
Appendix 9 – St. Clair Avenue East Location Plan  
Appendix 10 – Sumach Street Location Plan  
Appendix 11- Lansdowne Avenue Location Plan  
Appendix 12 – Bicycle Lane Designation Amendments  
Appendix 13 - Traffic and Parking Regulation Amendment\