



REPORT FOR ACTION

Cycling Facilities on Woodbine Avenue and Corley Avenue

Date: September 13, 2016
To: Public Works and Infrastructure Committee
From: Acting General Manager, Transportation Services
Wards: Ward 31 - Beaches-East York, Ward 32 - Beaches-East York

SUMMARY

The purpose of this report is to seek Council authority to install on-street cycling facilities along Woodbine Avenue from O'Connor Drive to Queen Street East. Authority is also requested to install cycling facilities on Corley Avenue from Woodbine Avenue to Brookside Drive in order to improve connections to the proposed facilities on Woodbine Avenue.

The installation of cycling facilities on Woodbine Avenue was approved in principle as part of the recently adopted "Ten Year Cycling Network Plan". Subject to Council approval, Transportation Services proposes to install the cycling facilities in 2017.

Transportation Services recently completed a feasibility design study, reviewed associated traffic and parking impacts, and held public consultation for on-street cycling facilities along Woodbine Avenue and Corley Avenue. Future associated amendments are currently under consideration to permit lawful two-way cycling traffic on Norway Avenue from Woodbine Avenue to Elmer Avenue, however further community consultation is currently required.

The proposed cycling facilities include a combination of cycle track, which features separation elements (a painted buffer, parked cars and/or flexi-post bollards) between the bicycle lane and the traffic/parking lane, as well as painted bicycle lanes and shared use lane markings. A contra-flow bicycle lane is proposed on Corley Avenue from Woodbine Avenue to Brookside Drive.

RECOMMENDATIONS

The Acting General Manager, Transportation Services, recommends that:

1. City Council approve the installation of northbound and southbound cycle tracks and bicycle lanes on Woodbine Avenue, from O'Connor Drive to Queen Street East, as described in Attachment 1 – Woodbine Avenue: Amendments to Cycle Track and Bicycle Lane Designations, attached to this report.
2. City Council approve the installation of an eastbound contra-flow bicycle lane on Corley Avenue, from Woodbine Avenue to Brookside Drive, as described in Attachment 2 – Corley Avenue: Amendments to Bicycle Lane Designations, attached to this report.
3. City Council enact the traffic and parking regulation amendments associated with the above Recommendations as described in Attachment 3 - Amendments to Traffic and Parking Regulations: Woodbine Avenue and Corley Avenue, attached to this report.
4. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to the amendments in Recommendations 1, 2 and 3 above, including the introduction of all necessary bills.

FINANCIAL IMPACT

The estimated cost to implement the cycling facilities included in this report is approximately \$400,000. Funding is available in the 2016 Capital Budget and 2017-2025 Capital Plan for Transportation Services (Cycling Infrastructure).

The proposed changes described in this report would result in an overall reduction of two on-street pay-and-display parking spaces along Woodbine Avenue and it is estimated that Toronto Parking Authority net revenue would be reduced by approximately \$3,500 annually (inclusive of HST).

The cycle track and bicycle lanes on Woodbine Avenue would require ongoing maintenance once installed. This maintenance service would include winter snow clearing to a level similar to the adjacent roadway and in line with the existing standards for priority winter bicycle routes. During the spring, summer and fall periods sweeping would be required. Based on Transportation Services experience with similar facilities, annual winter maintenance costs are estimated at \$7,000 per lane-kilometre while annual sweeping costs are estimated at \$12,000 per lane-kilometre. The proposed seven lane-kilometres of bicycle facilities contained in this report would result in an additional total annual maintenance cost of approximately \$133,000. The additional Operating funds will be considered as part of the 2018 Budget process.

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

DECISION HISTORY

At its meeting on September 22, 2015, Public Works and Infrastructure Committee received a staff report PW 7.5 “Ten Year Cycling Network Plan: Project Update and 2016 Implementation Program”, which included a list of on-street bikeway projects. The projects recommended for detailed design and consultation in 2016 with implementation in 2016/2017 included cycling facilities on Woodbine Avenue from O'Connor Drive to Queen Street East, Corley Avenue from Woodbine Avenue to Brookside Drive, and Norway Avenue from Woodbine Avenue to Elmer Avenue:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW7.5>

COMMENTS

Woodbine Avenue

Woodbine Avenue is a Major Arterial roadway with a posted speed limit of 50 km/hr. The length of Woodbine Avenue within the proposed project limit is 3.7 kilometres within Ward 31 (O'Connor Drive to Danforth Avenue) and Ward 32 (Danforth Avenue to Queen Street East). Retail and commercial activities along Woodbine Avenue are concentrated at the major intersections while single-house residences are dominant at mid-blocks.

The existing roadway configuration includes two motor vehicle lanes in each direction, with the exception of two sections. Three northbound lanes exist from O'Connor Drive to Ventnor Avenue and from Kingston Road to Queen Street East. Dedicated left-turn lanes exist at most signalized intersections. The road width is 15.2 metres in most sections with the exception of road sections from O'Connor Drive to Ventnor Avenue (17.3 metres) and from Gerrard Street East to 90 metres north of Kingston Road (12.8 metres).

The Woodbine Subway Station is located at Danforth Avenue and Woodbine Avenue and TTC operates the Woodbine-91 and Woodbine-92 buses from Woodbine Subway Station to the north and south, respectively along the Woodbine corridor.

Generally, curbside parking is permitted on both sides of the street outside of the peak periods. No overnight permit parking is allowed and no accessible parking permits have been issued on Woodbine Avenue. Currently, 383 on-street parking spaces are available on both sides of Woodbine Avenue during off-peak periods and on weekends. Based on five counts conducted at different times of weekdays and weekends, the peak parking demand was for 188 spaces. Both parking supply and utilization on the east side were higher than the west side.

Based on counts conducted in May 2016, daytime cyclist volume on Woodbine Avenue ranges from 150 to 200 per day.

Woodbine Avenue is identified as a priority corridor in the Ten Year Cycling Network Plan and was rated highly both in terms of Cycling Impact Analysis and public feedback.

Woodbine Avenue would provide important cycling network connectivity with existing and planned routes. The provision of dedicated cycling facilities is anticipated to have a positive effect on cycling volumes in the future.

Cycling facilities on Woodbine Avenue would improve safety and reduce risk for all road users by providing designated space for cyclists as well as to make cycling a more comfortable experience, encouraging more people to travel by bicycle and reduce long term traffic congestion and transportation related emissions.

A new facility on Woodbine Avenue would be a significant addition for Toronto's east-end neighbourhoods and would provide connections for people to cycle from their homes to key destinations including Woodbine Subway Station, major shopping destinations, schools along Danforth Avenue, and to the Waterfront.

Several existing bicycle lanes and bicycle routes connect to Woodbine Avenue. These include bicycle lanes along Cosburn Avenue and Dixon Avenue, as well as signed bicycle routes along Sammon Avenue and Eastwood Road/Corley Avenue. As part of the Ten Year Cycling Network Plan, there are proposed cycling facilities to be reviewed further north-east along O'Connor Drive and St. Clair Avenue and further south along Woodbine Avenue between Queen Street East and Lake Shore Boulevard East connecting to the Waterfront Trail.

Both Corley Avenue and Norway Avenue connect with Woodbine Avenue and were recommended for Quiet Street Routes in the Ten Year Cycling Network Plan. Cycling facilities on Corley Avenue and Norway Avenue would provide east-west connections north and south of Kingston Road, respectively.

A map of Woodbine Avenue, Corley Avenue and Norway Avenue within the proposed project limit is included in Attachment 4.

Consultation efforts targeted all road users including motorists, pedestrians, and cyclists as well as area residents, local businesses, local resident associations, and business associations. Community feedback was collected through the online feedback form, correspondence log, stakeholder meetings, and public submissions. A summary of public consultation can be found on the project web page: www.toronto.ca/woodbinebikelanes. An overview of the consultation process and meetings held can be found in Attachment 5.

Public feedback included the following comments:

- Approximately 67% strongly or somewhat support proposed cycling facilities on Woodbine Avenue and approximately 31% are strongly or somewhat against the bicycle lanes proposal.
- 70% of those respondents who cycle on Woodbine, also drive a car on Woodbine Ave.

- 157 of 211 responses were from residents who live or work on or within a short walk of Woodbine Avenue.
- Majority of those people opposed are concerned about increased traffic delays and do not feel there is a need to accommodate a small number of cyclists on Woodbine Avenue.
- A review of open ended comments shows improved safety for cyclists is a common theme throughout the feedback received but this also carries over for pedestrians who see the lanes as a buffer between them and motor vehicle traffic.

Recommended Cycling Facility Design for Woodbine Avenue

Based on a review of available road width, consideration of vehicular traffic operations and feedback from the public and stakeholders, four context specific designs are recommended for four different sections of Woodbine Avenue from O'Connor Drive to Queen Street East. These designs are described in the below sections, and presented visually in Attachment 6:

O'Connor Drive to Gerrard Street East

The preferred facility for this section is a cycle track. It features separation elements, such as painted buffer, parked cars and/or flexi-posts. The cycle track would be continuously located next to the curb, on both sides of the street. A painted buffer and flexi-posts would be provided next to the cycle track where possible, including in the "door zone" between parking and the cycle track. Modifications to this design would be required next to bus stops. The proposed design includes one traffic lane in each direction and the provision of dedicated turn lanes at key intersections. Exceptions to the above would be from O'Connor Drive to Ventnor Avenue where three existing northbound travel lanes would be maintained. Generally, on-street parking would be maintained 24/7 on the east side of the street.

South of Gerrard Street East to Kingston Road

In this section, road width on Woodbine Avenue narrows. A cycle track separated with painted buffers and parked cars is proposed in the northbound direction and a painted bicycle lane is proposed in the southbound direction. Dedicated left-turn lanes are proposed in both directions at Gerrard Street East. Dedicated right turn lanes are proposed in both directions at Kingston Road. On-street parking would be maintained 24/7 on the east side of the street.

South of Kingston Road to Dixon Avenue

In this section, painted bicycle lanes in both directions are proposed. On-street parking would be provided 24/7 on the east side of the street. Heavy northbound through and turning traffic during the morning and afternoon peaks at Kingston Road requires maintaining two northbound lanes and accommodation of dedicated right-turn lanes at Kingston Road.

Between Dixon Avenue and Queen Street East

South of Queen Street East, Woodbine Avenue consists of five motor vehicle traffic lanes with a northbound right turn lane terminating at Queen Street East. The proposed design involves reducing Woodbine Avenue to three motor vehicle traffic lanes north of Queen to accommodate bicycle lanes. Geometrically, the transition of Woodbine Avenue from five traffic lanes to three traffic lanes cannot be accommodated at Queen Street East without a corresponding change in number of traffic lanes south of Queen Street East. As such, it is proposed that the bicycle lanes north of Queen Street would end at Dixon Avenue, providing a connection to the Waterfront Trail via signed cycling routes. South of Dixon Avenue to Queen Street East, it is proposed that sharrows be installed in the transition, to provide awareness to motorists to share the traffic lane with cyclists and to guide the correct positioning of cyclists in the traffic lane with motor vehicles.

Corley Avenue

Corley Avenue from Woodbine Avenue to Brookside Drive is a local one-way (westbound) street. One travel lane and on-street parking is included within the 7.3-8.5 metre wide roadway.

Overnight permit and on-street parking alternates bi-weekly from the north side to the south side. Twenty-eight (28) permits for overnight parking have been issued on Corley Avenue. Thirty-four (34) spaces are available on the north side and twenty-nine (29) spaces are available on the south side. Based on two parking counts, a maximum of twenty (20) parking spaces were observed to be occupied. A school pick-up and drop-off zone on the south side of the street in front of Norway Junior Public School and Norway YMCA Centre operates between 10 a.m. and 4 p.m. Monday to Friday. Based on a meeting with Norway Public School representatives on June 14, 2016 and feedback from public drop-in events on June 22 and June 23, the school pick-up/drop-off zone would be relocated to the north side of Corley Avenue, east of Golfview Avenue.

Consultation related to cycling infrastructure on Corley Avenue provided the following additional public feedback:

- The preferred design should address pedestrian/cyclist conflicts especially given pedestrian traffic of Norway Public School.
- Preferred location for school pick-up and drop-off zone would be to the north side of Corley Avenue at stop sign to accommodate safe crossing.
- Make pick-up and drop-off zone longer because cars spill over.
- Allow overnight parking permits within school pick up and drop off zone.
- Include enhanced signage and pavement marking within school area.

Recommended Cycling Facility Design for Corley Avenue

The proposed cycling facility for Corley Avenue from Woodbine Avenue to Brookside Drive is the installation of a contra-flow bicycle lane in the eastbound direction in order

to allow two-way cycling on this one-way street. The westbound travel lane would be maintained on the north side and shared use lane marking (sharrows) would be added for westbound cyclists. Overnight permit and on-street parking would be maintained on the north side. There will be no loss to the existing parking supply. A short eastbound bicycle lane would be added at the Eastwood Road intersection with Woodbine Avenue to connect with the proposed contra-flow bicycle lane on Corley Avenue. An illustration of the proposed cross-section for Corley Avenue is included in Attachment 7.

Norway Avenue

Norway Avenue from Woodbine Avenue to Elmer Street is a local one-way (westbound) street. One travel lane and on-street parking is included within the 7.2-7.4 metre wide roadway. A traffic control signal was installed at Norway Avenue and Woodbine Avenue intersection in July 2015.

Overnight permit and on-street parking are permitted on the south side of Norway Avenue. Thirty-one (31) parking permits have been issued on Norway Avenue. Twenty (20) spaces are available on the south side and only five spaces are available on the north side. Based on two parking counts, a maximum of fourteen (14) parking spaces were observed to be occupied.

Cycling Facility Design under Consideration for Norway Avenue

The proposed cycling facility for Norway Avenue from Woodbine Avenue to Elmer Avenue would allow for lawful two-way cycling.

An option for a contra-flow bicycle lane for Norway Avenue was presented at the June 22, 2016 and June 23, 2016 public drop-in events. Some residents from Norway Avenue raised concerns about the proposed contra-flow bicycle lane and traffic operations on their street. Staff met residents on-site on August 23, 2016 to discuss concerns and presented design options.

Public feedback included the following comments:

- Perception that traffic has increased significantly since traffic control signal was installed at Norway Avenue and Woodbine Avenue intersection in July 2015.
- Contra-flow bicycle lane would impede pick-up and drop-off activities as on-street parking spaces are occupied.
- It would be difficult to see oncoming cyclists from driver side when coming out of parking.
- Construction trucks on Norway Avenue are a concern.

As a result of further consultation with residents on Norway Avenue, amendments to some traffic regulations are being considered to allow for lawful two-way cycling without the removal of on-street parking. An illustration of the proposed cross-section for Norway Avenue is included in Attachment 8. Further review of this proposal is required before a recommended solution is brought forward.

Traffic and Parking Accommodations

Generally, one motor vehicle traffic lane in each direction is proposed and is anticipated to provide sufficient capacity for accommodating traffic flow on Woodbine Avenue.

Generally, at signalized intersections, one traffic lane per direction and one dedicated left-turn lane would be maintained, with the following exceptions:

- O'Connor Drive to Ventnor Avenue where the existing three northbound traffic lanes on Woodbine Avenue would be maintained.
- Kingston Road to Dixon Avenue two northbound lanes would be maintained.
- South of Dixon Avenue, all existing traffic lanes would be maintained and as such, minimal traffic operational changes at Queen Street East are anticipated.

Under typical conditions, traffic travelling along Woodbine Avenue currently experience some delay at major signalized intersections as signal timings are balanced between Woodbine Avenue and the major intersecting roadways. To determine the impacts that the installation of the cycle track will have on the operation of signalized intersections, a series of simulations were conducted taking in to account the proposed changes. The simulations indicated that existing traffic conditions will remain the same at O'Connor Drive, Mortimer Avenue and Queen Street; however, during peak periods, longer traffic queues are expected at Cosburn Avenue, Danforth Avenue, Gerrard Street and Kingston Road. To mitigate these impacts, the traffic signal timings along this corridor and these specific intersections will be reviewed and modified where appropriate.

At Gerrard Street East and Kingston Road, critical turn lanes are proposed to mitigate traffic impacts:

- At Gerrard Street East, dedicated left turn lanes are proposed in both directions to accommodate heavy northbound and southbound left turning volumes during the morning and afternoon peak hours.
- South of Gerrard Street East, a longer right turn lane storage area is planned to accommodate higher northbound right turn movements.
- At Kingston Road, the dedicated right turn lanes would be maintained in both directions.

The introduction of cycling facilities on Woodbine Avenue is not anticipated to impact the observed peak demand for on-street parking on Woodbine Avenue. Generally, on-street parking would be maintained 24/7 on one side of the street.

The proposed design for on-street parking on Woodbine from O'Connor Drive to Kingston Road would have parking positioned between the cycle track and traffic lane. However, on-street parking from Kingston Road to Queen Street East would be located curbside. Most pay-and-display parking on the west side of Woodbine Avenue at Danforth Avenue would be maintained with a potential reduction of 1-2 spaces. A total of 205 on-street parking spaces would be maintained along the corridor which is higher than the peak demand for parking (188 spaces). An illustration of current and proposed parking supply and associated demand is shown in Attachment 9.

Staff consulted with Toronto Transit Commission (TTC) staff to determine the impact from the proposed cycle track and bicycle lanes on the transit vehicle operation along Woodbine corridor. TTC buses would operate similar to the existing condition and would pull in to the curb at the existing bus stops. The Wheel-Trans pick-up and drop-off locations would not be impacted. Staff also consulted with Solid Waste Management Services staff and existing garbage pick-up operations on Woodbine Avenue would continue to be accommodated.

CONTACT

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SIGNATURE

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ATTACHEMENTS

Attachment 1 – Woodbine Avenue - Amendments to Cycle Track and Bicycle Lane Designations
Attachment 2 – Corley Avenue - Amendments to Bicycle Lane Designations
Attachment 3 – Amendments to Traffic and Parking Regulations - Woodbine Avenue and Corley Avenue
Attachment 4 – Map - Woodbine Avenue, Corley Avenue and Norway Avenue
Attachment 5 - Community Consultation
Attachment 6 – Woodbine Avenue - Proposed Cross Sections: O'Connor Drive to Queen Street East
Attachment 7 – Corley Avenue Proposed Cross Section - Woodbine Avenue to Brookside Drive
Attachment 8 – Norway Avenue Proposed Cross Section - Woodbine Avenue to Elmer Avenue (Subject to Further Review)
Attachment 9 – Woodbine Avenue On-Street Parking - Current and Proposed Supply and Associated Demands

ATTACHMENT 1

WOODBINE AVENUE - AMENDMENTS TO CYCLE TRACK AND BICYCLE LANE DESIGNATIONS

TO BE ENACTED

Designated Cycle Tracks

Highway	Between	Lanes	Times or Days
Woodbine Avenue	Kingston Road and O'Connor Drive	Easterly Northbound	Anytime
Woodbine Avenue	O'Connor Drive and Gerrard Street East	Westerly Southbound	Anytime

Designated Bicycle Lanes

Highway	Between	Lanes	Times or Days
Woodbine Avenue	Hartford Avenue and Kingston Road	Easterly Northbound	Anytime
Woodbine Avenue	Gerrard Street East and Dixon Avenue	Westerly Southbound	Anytime

ATTACHMENT 2

CORLEY AVENUE - AMENDMENTS TO BICYCLE LANE DESIGNATIONS

TO BE ENACTED

Highway	Between	Lanes	Times or Days
Corley Avenue	Woodbine Avenue and Brookside Drive	Southerly Eastbound	Anytime
Eastwood Road	Woodbine Avenue and a point 30.0 metres west of Woodbine Avenue	Southerly Eastbound	Anytime

ATTACHMENT 3

AMENDMENTS TO TRAFFIC AND PARKING BY-LAWS - WOODBINE AVENUE AND CORLEY AVENUE

TO BE RESCINDED

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Woodbine Avenue	Both	Gerrard Street East and Mendel Avenue	Anytime
Woodbine Avenue	Both	Holborne Avenue and Virginia Avenue	Anytime
Woodbine Avenue	East	A point 32 metres south of Hartford Avenue and Hartford Avenue	Anytime
Woodbine Avenue	East	A point 45 metres south of Norway Avenue and Norway Avenue	Anytime
Woodbine Avenue	East	Danforth Avenue and Mendel Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Woodbine Avenue	East	Danforth Avenue and Strathmore Boulevard	Anytime
Woodbine Avenue	East	Holborne Avenue and Strathmore Boulevard	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Woodbine Avenue	East	Kingston Road and Gerrard Street East	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Woodbine Avenue	East	Virginia Avenue and Ventnor Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Woodbine Avenue	West	Dunkirk Road and Holborne Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Woodbine Avenue	West	Dunkirk Road and Mortimer Avenue	Anytime
Woodbine Avenue	West	Kingston Road and a point 61 metres north	9:00 a.m. to 4:00 p.m., Mon. to Fri., except public holidays
Woodbine Avenue	West	Kingston Road and Gerrard Street East	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Woodbine Avenue	West	Mendel Avenue and Mortimer Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Woodbine Avenue	West	O'Connor Drive and Plains Road	Anytime
Woodbine Avenue	West	Plains Road and Virginia Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Woodbine Avenue	West	Queen Street East and Kingston Road	Anytime
Corley Avenue	North	A point 152 metres east of Woodbine Avenue and Golfview Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri., Dec. 1 of one year to Mar. 31 of the next following year, inclusive
Corley Avenue	North	A point 152 metres east of Woodbine Avenue and Golfview Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri., 1st day to the 15th day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	North	Woodbine Avenue and Glenmount Park Road	16th day to the last day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	South	A point 152 metres east of Woodbine Avenue and a point 43 metres further east	4:00 p.m. of one day to 8:00 a.m. of the next following day, Mon. to Fri.; Anytime, Sat. and Sun. from the 1st day to the 15th day of each month, Apr. 1 to Nov. 30, inclusive, and from Dec. 1 of one year to Mar. 31 of the next following year, inclusive
Corley Avenue	South	A point 195 metres east of Woodbine Avenue and Glenmount Park Road	First day to the 15th day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	South	A point 195 metres east of Woodbine Avenue and Glenmount Park Road	Anytime, from Dec. 1 of one year to Mar. 31 of the next following year, inclusive
Corley Avenue	South	Woodbine Avenue and a point 152 metres east	First day to the 15th day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	South	Woodbine Avenue and a point 152 metres east	Anytime, from Dec. 1 of one year to Mar. 31 of the next following year, inclusive

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Woodbine Avenue	East	Queen Street East and Ventnor Avenue	4:00 p.m. to 6:00 p.m. Mon. to Fri., except public holidays
Woodbine Avenue	West	Queen Street East and O'Connor Drive	7:00 a.m. to 9:00 a.m. Mon. to Fri., except public holidays

No Standing

Highway	Side	Between	Prohibited Times and/or Days
Woodbine Avenue	East	Ventnor Avenue and O'Connor Drive	Anytime

Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Woodbine Avenue	Both	Danforth Avenue and Mendel Avenue	9:00 a.m. to 4:00 p.m.	1 hour
Corley Avenue	South	A point 152 metres east of Woodbine Avenue and a point 43 metres further east	8:00 a.m. to 4:00 p.m., Mon. to Fri.	10 mins.

Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Woodbine Avenue	West	The north curb line of Danforth Avenue and a point 75.1 metres further north	9:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours

Permit Parking

Street	Side	Location	Period	Time
Corley Avenue	Odd	From Woodbine Avenue to Glenmount Park Road	All times, except no parking first day to the 15th day of each month, Apr. 1 to Nov. 30 inclusive, and no parking anytime from Dec. 1 of one year to Mar. 31 of the next following year inclusive; and no parking 8:00 a.m. to 6:00 p.m., Mon. to Fri. from a point 152 metres east of Woodbine Avenue to a point 43 metres further east	12:01 a.m. to 7:00 a.m.
Corley Avenue	Even	From Woodbine Avenue to Glenmount Park Road	All times, except no parking 16th day to the last day of each month, Apr. 1 to Nov. 30, inclusive	12:01 a.m. to 7:00 a.m.

TO BE ENACTED

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Corley Avenue	North	Brookside Drive and Glenmount Park Road	16th day to the last day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	South	Brookside Drive and Glenmount Park Road	First day to the 15th day of each month, from Apr. 1 to Nov. 30, inclusive
Corley Avenue	South	Brookside Drive and Glenmount Park Road	Anytime, from Dec. 1 of one year to Mar. 31 of the next following year, inclusive
Woodbine Avenue	West	A point 45.0 metres north of Danforth Avenue and a point 75.0 metres north of Danforth Avenue	7:00 a.m. to 9:00 a.m. Mon. to Fri., except public holidays

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Woodbine Avenue	West	O'Connor Drive and a point 75.0 metres north of Danforth Avenue	Anytime

Woodbine Avenue	West	A point 45.0 metres north of Danforth Avenue and Queen Street East	Anytime
Woodbine Avenue	East	Queen Street East and a point 68.0 metres north of Queen Street East	Anytime
Woodbine Avenue	East	A point 20.0 metres south of Hartford Avenue and a point 10.0 metres north of Hartford Avenue	Anytime
Woodbine Avenue	East	A point 56.0 metres north of Hartford Avenue and a point 32.0 metres north of Norway Avenue	Anytime
Woodbine Avenue	East	A point 103.0 metres north of Norway Avenue and a point 100.0 metres north of Kingston Road	Anytime
Woodbine Avenue	East	A point 132.0 metres north of Kingston Road and a point 10.0 metres north of Heyworth Crescent	Anytime
Woodbine Avenue	East	A point 60.0 metres north of Heyworth Crescent and a point 40.0 metres north of Corley Avenue	Anytime
Woodbine Avenue	East	A point 66.0 metres north of Corley Avenue and a point 12.0 metres north of Duvernet Avenue	Anytime
Woodbine Avenue	East	A point 24.0 metres north of Duvernet Avenue and a point 45.0 metres north of Duvernet Avenue	Anytime
Woodbine Avenue	East	A point 90.0 metres north of Duvernet Avenue and a point 10.0 metres north of Burgess Avenue	Anytime
Woodbine Avenue	East	A point 38.0 metres north of Burgess Avenue and a point 15.0 metres north of Cassels Avenue	Anytime
Woodbine Avenue	East	A point 115.0 metres north of Cassels Avenue and a point 20.0 metres north of Mendel Avenue	Anytime
Woodbine Avenue	East	A point 76.0 metres north of Mendel Avenue and a point 30.0 metres north of Strathmore Boulevard	Anytime
Woodbine Avenue	East	A point 70.0 metres north of Strathmore Boulevard and a point 98.0 metres north of Strathmore Boulevard	Anytime
Woodbine Avenue	East	A point 162.0 metres north of Strathmore Boulevard and a point 51.0 metres south of Milverton Boulevard	Anytime

Woodbine Avenue	East	A point 23.0 metres south of Milverton Boulevard and a point 10.0 metres north of Milverton Boulevard	Anytime
Woodbine Avenue	East	A point 50.0 metres north of Milverton Boulevard and a point 82.0 metres north of Milverton Boulevard	Anytime
Woodbine Avenue	East	A point 134.0 metres north of Milverton Boulevard and a point 56.0 metres south of Sammon Avenue	Anytime
Woodbine Avenue	East	A point 30.0 metres south of Sammon Avenue and a point 10.0 metres north of Sammon Avenue	Anytime
Woodbine Avenue	East	A point 66.0 metres north of Sammon Avenue and a point 91.0 metres north of Sammon Avenue	Anytime
Woodbine Avenue	East	A point 118.0 metres north of Sammon Avenue and a point 72.0 metres north of Lumsden Avenue	Anytime
Woodbine Avenue	East	A point 135.0 metres north of Lumsden Avenue and a point 22.0 metres north of Barker Avenue	Anytime
Woodbine Avenue	East	A point 63.0 metres north of Barker Avenue and a point 38.0 metres north of Holborne Avenue	Anytime
Woodbine Avenue	East	A point 57.0 metres north of Holborne Avenue and a point 10.0 metres north of Virginia Avenue	Anytime
Woodbine Avenue	East	A point 39.0 metres north of Virginia Avenue and a point 50.0 metres north of Cosburn Avenue	Anytime
Woodbine Avenue	East	A point 63.0 metres north of Cosburn Avenue and a point 10.0 metres north of Savoy Avenue	Anytime
Woodbine Avenue	East	A point 64.0 metres north of Savoy Avenue and O'Connor Drive	Anytime
Eastwood Road	East	Woodbine Avenue and a point 30.0 west of Woodbine Avenue	Anytime

Designated on Street Parking for Persons with Disabilities

Highway	Side	Between	Time or Days
Corley Avenue	North	A point 28.0 metres west of Golfview Avenue and a point 34.0 metres west of Golfview Avenue	Anytime

Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Woodbine Avenue	East	A point 68.0 metres north of Queen Street East and a point 20.0 metres south of Hartford Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Hartford Avenue and a point 56.0 metres north of Hartford Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 32.0 metres north of Norway Avenue and a point 103.0 metres north of Norway Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 100.0 metres north of Kingston Road and a point 132.0 metres north of Kingston Road	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Heyworth Crescent and a point 60.0 metres north of Heyworth Crescent	Anytime	3 hours
Woodbine Avenue	East	A point 40.0 metres north of Corley Avenue and a point 66.0 metres north of Corley Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 12.0 metres north of Duvernet Avenue and a point 24.0 metres north of Duvernet Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 45.0 metres north of Duvernet Avenue and a point 90.0 metres north of Duvernet Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Burgess Avenue and 38.0 metres north of Burgess Avenue	Anytime	3 hours

Woodbine Avenue	East	A point 15.0 metres north of Cassels Avenue and a point 115.0 metres north of Cassels Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 20.0 metres north of Mendel Avenue and a point 76.0 metres north of Mendel Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 30.0 metres north of Strathmore Boulevard and a point 70.0 metres north of Strathmore Boulevard	Anytime	3 hours
Woodbine Avenue	East	A point 98.0 metres north of Strathmore Boulevard and a point 162.0 metres north of Strathmore Boulevard	Anytime	3 hours
Woodbine Avenue	East	A point 51.0 metres south of Milverton Boulevard and a point 23.0 metres south of Milverton Boulevard	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Milverton Boulevard and a point 50.0 metres north of Milverton Boulevard	Anytime	3 hours
Woodbine Avenue	East	A point 82.0 metres north of Milverton Boulevard and a point 134.0 metres north of Milverton Boulevard	Anytime	3 hours
Woodbine Avenue	East	A point 56.0 metres south of Sammon Avenue and a point 30.0 metres south of Sammon Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Sammon Avenue and a point 66.0 metres north of Sammon Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 91.0 metres north of Sammon Avenue and a point 118.0 metres north of Sammon Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 72.0 metres north of Lumsden Avenue and a point 135.0 metres north of Lumsden Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 22.0 metres north of Barker Avenue and a point 63.0 metres north of Barker Avenue	Anytime	3 hours

Woodbine Avenue	East	A point 38.0 metres north of Holborne Avenue and a point 57.0 metres north of Holborne Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Virginia Avenue and a point 39.0 metres north of Virginia Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 50.0 metres north of Cosburn Avenue and a point 63.0 metres north of Cosburn Avenue	Anytime	3 hours
Woodbine Avenue	East	A point 10.0 metres north of Savoy Avenue and a point 64.0 metres north of Savoy Avenue	Anytime	3 hours
Corley Avenue	North	A point 9.0 metres east of Golfview Avenue and a point 54.0 metres east of Golfview Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri.	10 mins.

Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Woodbine Avenue	West	A point 45.0 metres north of Danforth Avenue and a point 75.0 metres north of Danforth Avenue	9:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours

Permit Parking

Street	Side	Location	Period	Time
Corley Avenue	Odd	From Brookside Drive to Glenmount Park Road	All times, except no parking first day to the 15th day of each month, Apr. 1 to Nov. 30 inclusive, and no parking anytime from Dec. 1 of one year to Mar. 31 of the next following year inclusive; and no parking 8:00 a.m. to 6:00 p.m., Mon. to Fri. from a point 152 metres east of Woodbine Avenue to a point 43 metres further east	12:01 a.m. to 7:00 a.m.

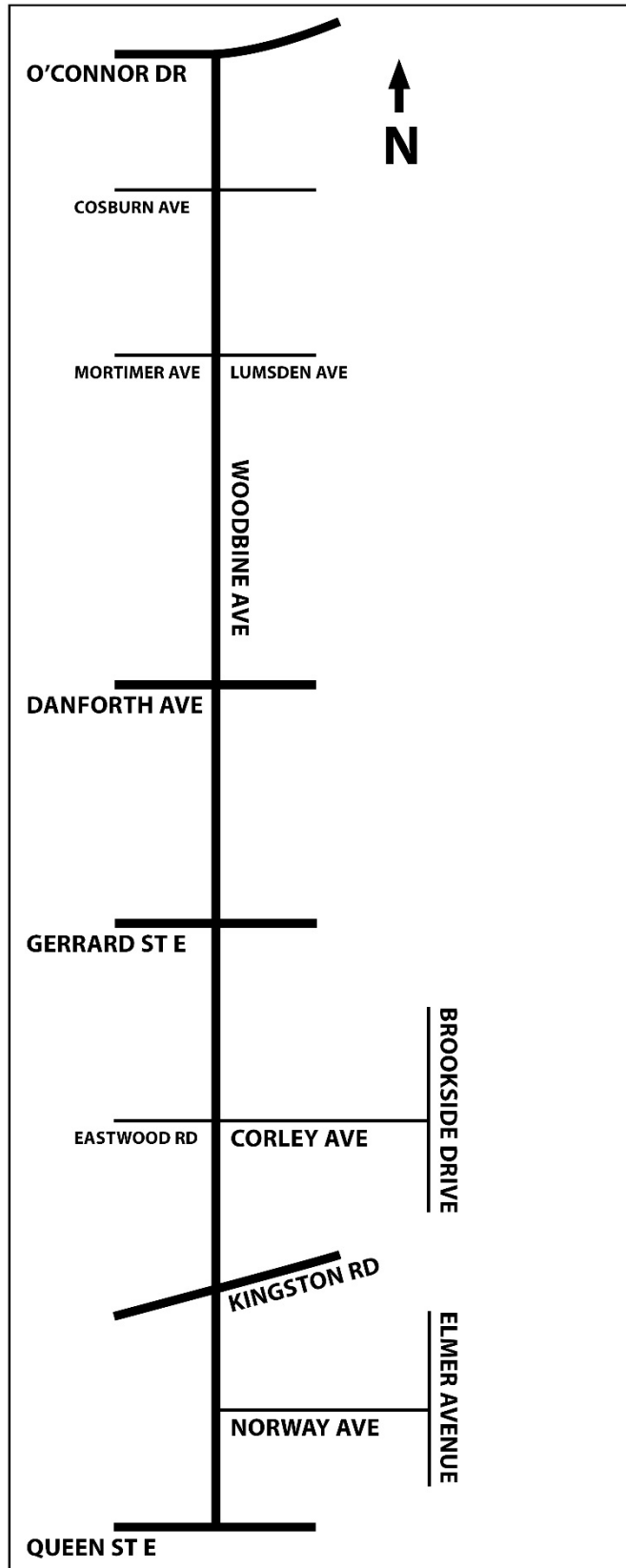
Corley Avenue	Even	From Brookside Drive to Glenmount Park Road	All times, except no parking 16th day to the last day of each month, Apr. 1 to Nov. 30, inclusive	12:01 a.m. to 7:00 a.m.
Corley Avenue	Even	From Woodbine Avenue to Brookside Drive	All times	12:01 a.m. to 7:00 a.m.

No Entry

From	To	Direction	Prohibited Times and/or Days
Eastwood Road	Corley Avenue	Eastbound	Anytime (Bicycles Excepted)

ATTACHMENT 4

MAP - WOODBINE AVENUE, CORLEY AVENUE AND NORWAY AVENUE



ATTACHMENT 5

Community Consultation

Communication methods to promote the consultation process have included the following:

- 36,850 flyers delivered by Canada Post for public drop-in events on June 22 and June 23 (June 9, 2016);
- 2,000 postcards distributed at local events and venues including: Bike to Work Day (May 30, 2016), Ward 31 Environment Day (June 18, 2016) and Ward 32 Environment Day (May 19, 2016);
- Email invitation to eight Area Associations including: Danforth Mosaic Business Improvement Association, Beach Hill Neighbourhood Association, The Beach Triangle Residents Association, Danforth East Community Association, Woodbine Heights Residents Association, Topham Park Association, Gledhill Park Association, and Woodbine Gardens Homeowners Association; and
- Over 100 subscribers on the project email list, prior to the first public drop-in event.

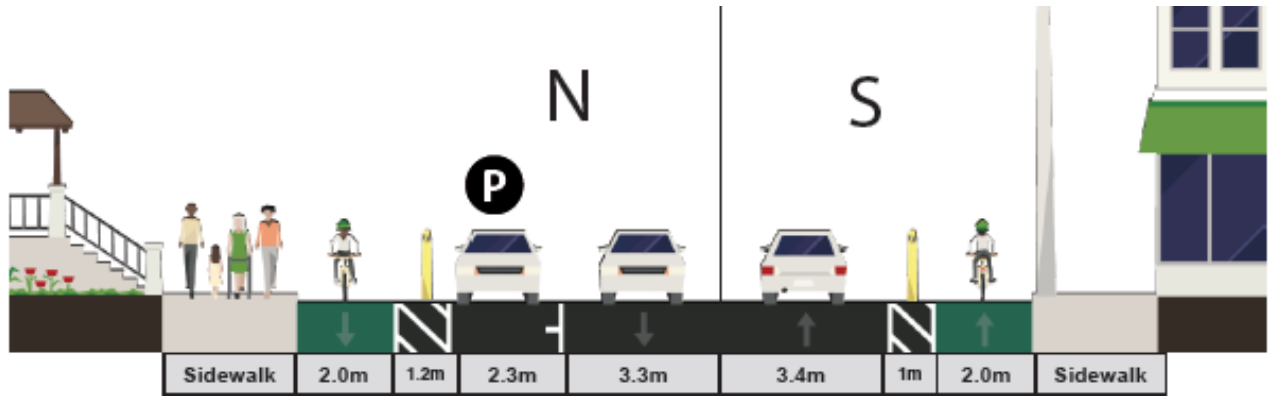
Community consultation activities carried out by the City as part of this proposal to-date include the following:

- Stakeholder Meetings – Cycle Toronto Ward 31 (June 14, 2016), Cycle Toronto Ward 32 (June 9, 2016), Norway Public School representatives (June 14, 2016) and Norway Avenue residents (August 23, 2016);
- Public Drop-in Events (June 22 and June 23, 2016) - 156 registered participants;
- Online Feedback Form (June 22 to July 8, 2016) – 217 completed responses;
- Correspondence Log - over 86 emails and phone calls responded to; and
- Public submissions received by:
 - Petition to "Revive" Woodbine with Protected Bike Lanes received on June 28, 2016 and signed by 119 individuals
 - Petition Against Proposed Bicycle Lane on Norway Avenue, June 22, 2016 and signed by 24 Norway Avenue residents
 - Cycle Toronto and Cycle Toronto Ward 31
 - Woodbine Heights Residents Association

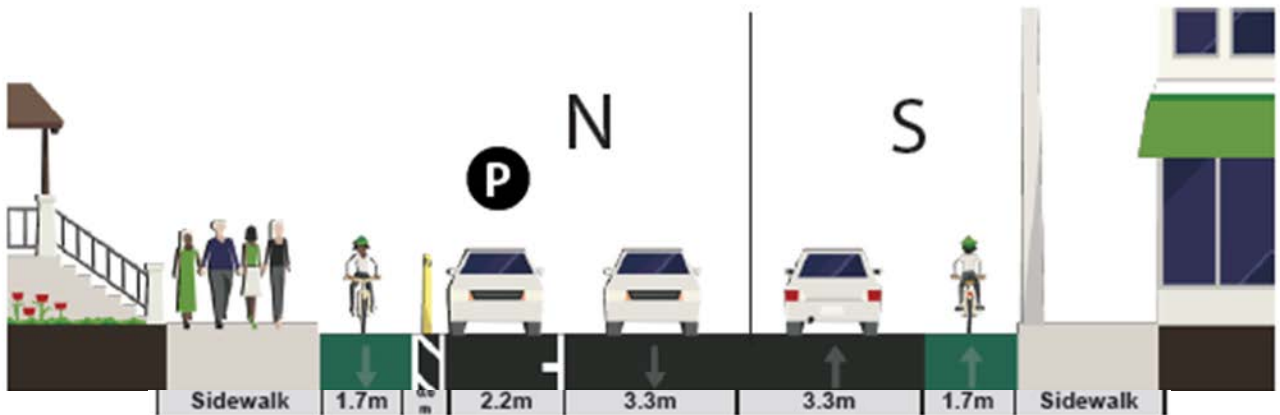
ATTACHMENT 6

WOODBINE AVENUE - PROPOSED CROSS SECTIONS: O'CONNOR DRIVE TO QUEEN STREET EAST

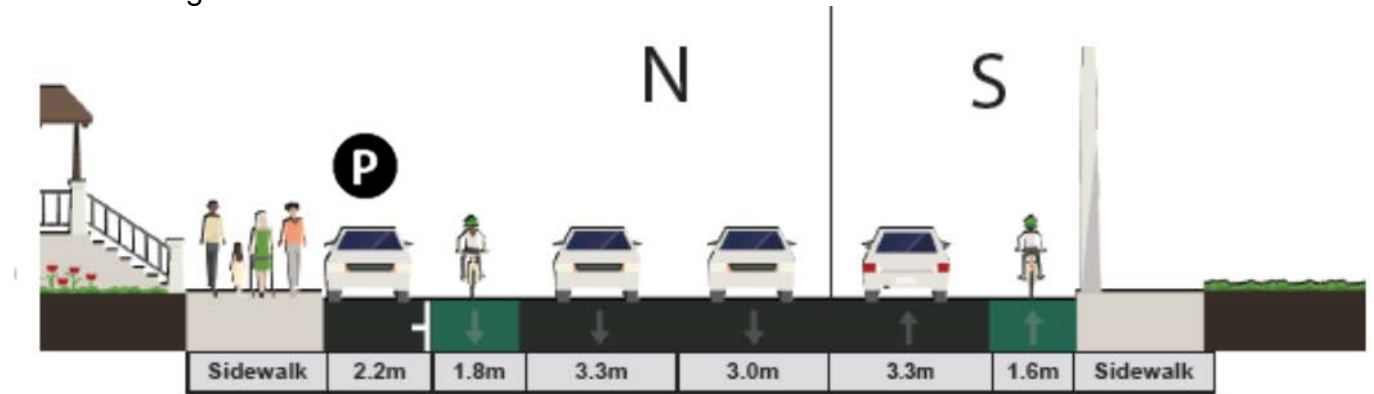
O'Connor Drive to Gerrard Street East



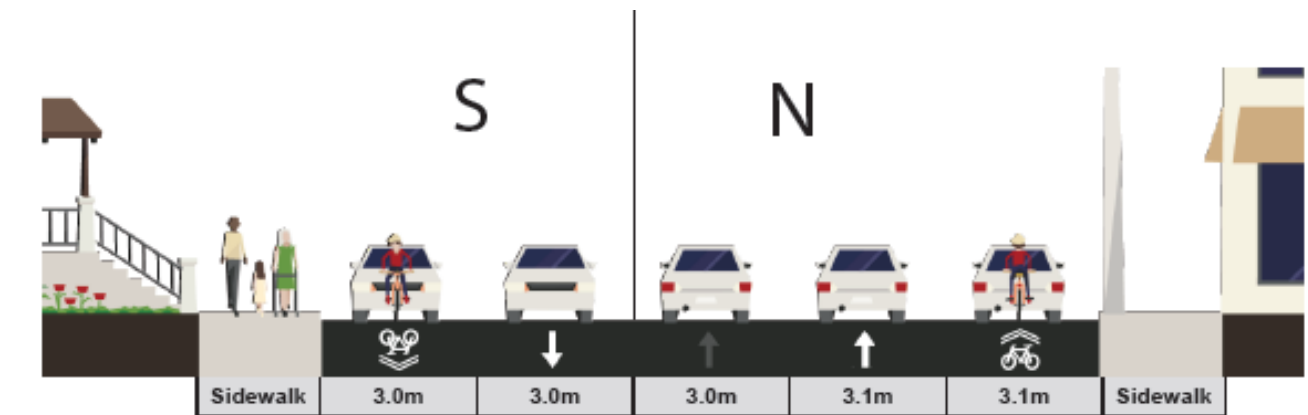
South of Gerrard Street East to Kingston Road



South of Kingston Road to Dixon Avenue

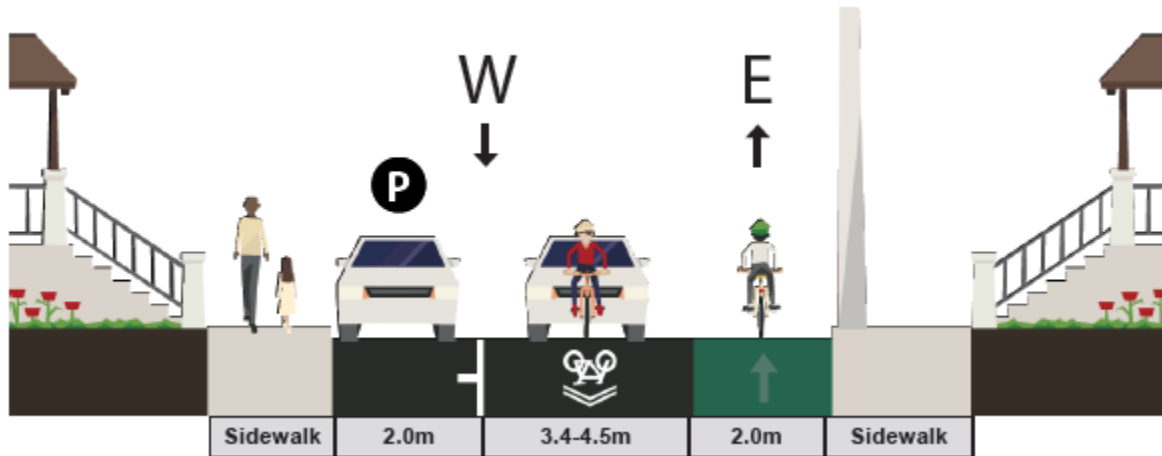


Between Dixon Avenue and Queen Street East



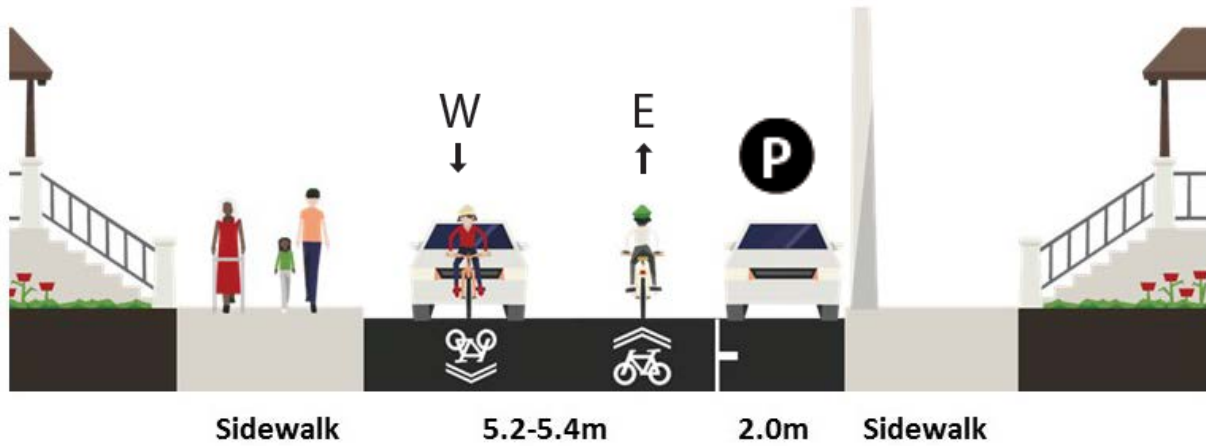
ATTACHMENT 7

CORLEY AVENUE PROPOSED CROSS SECTION - WOODBINE AVENUE TO BROOKSIDE DRIVE



ATTACHMENT 8

NORWAY AVENUE PROPOSED CROSS SECTION - WOODBINE AVENUE TO ELMER AVENUE (SUBJECT TO FURTHER REVIEW)



ATTACHMENT 9

WOODBINE AVENUE ON-STREET PARKING - CURRENT AND PROPOSED SUPPLY AND ASSOCIATED DEMANDS

