

Cycling Network Plan: 2019 Cycling Infrastructure Installation

Date: June 14, 2019

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 2, 5, 10, 12, 18, 25

SUMMARY

The Ten Year Cycling Network Plan, adopted by Council in June 2016 seeks to build on the existing network of cycling routes to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety.

Following the completion of feasibility assessments, design and consultation with area residents, this report seeks Council authority to install the following cycling infrastructure totalling approximately 11.6 lane kilometres proposed in the Cycling Network Plan:

- Scarlett Road (cycle track: Wards 2 and 5, 3.1 lane km)
- Blue Jays Way (bicycle lane: Ward 10, 1.1 lane km)
- Vaughan Road (bicycle lane: Ward 12, 550 m) & 550 m of shared lanes
- Willowdale Avenue (cycle track: Ward 18, 2.8 lane km)
- Lawrence Avenue East (bicycle lane: Ward 25, 3.5 lane km)

This report also seeks Council authority to make improvements approximately 2.8 lane km of the existing cycling infrastructure on the following streets:

- Argyle Street (contra-flow bicycle lane: Ward 10, 20 m) & 180 m of shared lanes
- Conlins Road (cycle track: Ward 25, 2.6 lane km)

The changes proposed will improve safety and mobility options for residents by providing improved cycling connections to transit, parks, local schools, event venues, businesses and residences. No significant impact to traffic operations, TTC, or emergency services is anticipated.

Transportation Services proposes to install the above cycling facilities in 2019 and 2020.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of bicycle lanes on the following sections of roadway, as described in Attachment 2 - Designated Bicycle Lanes:
 - a) Argyle Street (from Ossington Avenue to a point 20 metres east)
 - b) Blue Jays Way (from Navy Wharf Court to King Street West)
 - c) Vaughan Road (from Northcliffe Boulevard to Oakwood Avenue)
 - d) Lawrence Avenue East (from Port Union Road to Rouge Hills Drive)

2. City Council authorize the installation of cycle tracks on the following sections of roadway, as described in Attachment 3 - Designated Cycle Tracks:
 - a) Scarlett Road (from Bernice Crescent to 105 metres south of Edenbridge Drive)
 - b) Willowdale Avenue (from Empress Avenue to Bishop Avenue)

3. City Council authorize the conversion of the bicycle lanes on Conlins Road, from Canmore Boulevard to Sheppard Avenue East, to cycle tracks, as described in Attachment 2 - Designated Bicycle Lanes and Attachment 3 - Designated Cycle Tracks

4. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1, 2 and 3, as described in Attachment 4 - Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated cost to implement the cycling infrastructure recommended in this report is \$1,650,000. Funding is available in the 2019 Capital Budget for Transportation Services.

The Willowdale Avenue cycle tracks are 80% funded by the Ontario Municipal Commuter Cycling (OMCC) program. OMCC funds would be used to fund approximately \$175,000 of the cost of the Willowdale Avenue cycle tracks project.

The removal of approximately six (6) Pay and Display on-street parking spaces on Vaughan Road between Northcliffe Boulevard and Oakwood Avenue would result in an estimated net reduction in Toronto Parking Authority's revenue of approximately \$3,800 annually.

Annual maintenance costs are estimated at \$160,000 and funds will be considered as part of the annual Operating Budget for Transportation Services.

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

DECISION HISTORY

On June 7, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan with implementation of individual projects subject to future City Council approval. The Cycling Network Plan identified cycling infrastructure on Scarlett Road, Argyle Street, Blue Jays Way, Vaughan Road, Willowdale Avenue and Conlins Road.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>

Argyle Street

On May 3, 4, and 5, 2016, City Council approved the installation of a westbound bicycle lane on Argyle Street between Ossington Avenue and 15 metres east of Ossington Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW12.2>

On November 10, 2015, Toronto and East York Community Council adopted amendments to traffic and parking regulations on Argyle Street, including the rescinding of the one-way street designation between Givins Street and Ossington Avenue to allow for lawful two-way cycling.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE12.56>

On May 13, 2014, Toronto and East York Community Council amended the traffic and parking regulations for the Argyle Street contra-flow bicycle lanes.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE32.52>

On April 8, 2014, Toronto and East York Community Council referred back to Transportation Services for further consultation the recommended traffic and parking regulation amendments pertaining to Argyle Street, with a request that the Director, Transportation Infrastructure Management report to the May 13, 2014 meeting of the Toronto and East York Community Council.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.TE31.70>

On August 5 and 6, 2009, City Council approved the installation of contra-flow bicycle lanes on Argyle Street from Northcote Avenue to Lisgar Street, from Dovercourt Road to Ossington Avenue, and from Shaw Street to Givins Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2009.PW25.20>

Conlins Road

On September 24 and 25, 2008, City Council approved the installation of bicycle lanes on both sides of Conlins Road from Ellesmere Road to Sheppard Avenue East.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2008.PW18.4>

COMMENTS

Overview

The Ten Year Cycling Network Plan, adopted by Council in June 2016 seeks to build on the existing network of cycling routes to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety.

New cycling infrastructure is proposed on Scarlett Road, Blue Jays Way, Vaughan Road, Willowdale Avenue and Lawrence Avenue East. This report also proposes improvements to existing cycling infrastructure on Conlins Road and amendments to previously approved cycling and traffic regulations on Argyle Street to appropriately permit two-way cycling on this one-way street.

The changes proposed will improve safety and mobility options for residents by providing improved cycling connections to transit, parks, local schools, event venues, businesses and residences.

Scarlett Road - Improving Safety by Addressing a Speeding Problem in York South-Weston

Scarlett Road was identified in the Ten Year Cycling Network Plan as a route that would provide connections to the existing boulevard trail on Eglinton Avenue West, the Humber Creek Trail and the Black Creek Trail. At the south end Scarlett Road provides an opportunity for a safe connection across the rail corridor and to east-west connections to the existing bicycle lanes on Runnymede Road. Roadway resurfacing in 2019 provides the opportunity to install cycling infrastructure on the section of Scarlett Road from Bernice Crescent to the Humber Creek Trail. The extension of cycling infrastructure south of Bernice Crescent to Dundas Road would be included in the Scarlett Road bridge project.

Scarlett Road is a minor arterial roadway with two lanes in each direction which carries approximately 18,000 vehicles per day. It has a posted speed limit of 50 km/h. Left turn lanes are provided at East Drive. The TTC Route 79 serves this section of Scarlett Road.

On the west side three hour on-street parking is permitted from just north of Bernice Avenue to just north of Eileen Avenue except during the morning rush hour period. North of this section there is no on-street parking permitted at any time. On the east side three hour on-street parking is permitted south of Ellins Avenue except during the afternoon rush hour period and there is no on-street parking north of Ellins Avenue.

Speeding along Scarlett Road has been a major concern of local residents as excessive speeds is a significant safety risk for all road users, especially pedestrians. Motor vehicle travel speed surveys were conducted at four locations on Scarlett Road in March 2019, each for 72 continuous hours (Tuesday through Thursday). Most vehicles on Scarlett Road exceed the posted speed limit of 50km/h, except near Bernice

Crescent, likely due to the proximity of the St. Clair Avenue West traffic signal. Between the Humber River Bridge and Foxwell Avenue speeds were consistently high with the average speeds recorded at 60-63km/h with 15% of motorists driving at 70km/h or greater.

Physically separated bicycle lanes (cycle tracks) can be accommodated within the existing curb-to-curb width by reducing the existing number of travel lanes from two travel lanes in each direction to one travel lane in each direction with left turn lanes at intersections and a painted centre median midblock. A painted buffer with concrete low walls, curb and/or bollards are proposed to physically separate the travel lanes and the bicycle lanes. Vehicle speeds are expected to decrease with the removal of passing lanes, creating more uniform flow.

Based on traffic modelling undertaken, impacts on motor vehicle delay from the reduced number of lanes can be minimized to an increase of 0-5 seconds at Edinborough Drive and 2-15 seconds at East Drive. Much of this impact would be addressed by adjusting signal timing to give a longer green on Scarlett Road at the existing traffic signals. The design recognizes and provides for capacity where it is needed most, where the queuing that currently extends from the approach to the St. Clair Avenue West intersection to approximately Foxwell Street in the morning rush hour period. South of Foxwell Street, it is proposed that two southbound lanes would be maintained. It should be noted that the number of travel lanes will be reduced to essentially one lane in each direction for an extensive period of time during the road resurfacing work currently underway and the future bridge reconstruction work that will follow.

The proposed changes would require the removal of all on-street parking on Scarlett Road. Parking surveys conducted at various times (day/evening) and days (weekend/weekday) showed low usage for the existing 25 spaces on Scarlett Road. The highest observed demand was in the evenings where there was a maximum of 11 vehicles parked on the east side of the roadway and three (3) vehicles parked on the west side of the roadway. At other times, there were typically 4-6 vehicles parked in the available 25 spaces.

A public consultation event was held on May 29, 2019. The distribution of 15,500 flyers notified residents and businesses in the surrounding area. A total of 113 participants signed-in at the event with 24 speakers during the question period following the presentation. A range of responses were received with opinions generally split between support for the proposed bicycle lanes, including the benefits of improved safety from reduced motor vehicle speeds, and those who were concerned about possible traffic delays. A couple of businesses located between Bernice Crescent and Eileen Avenue raised concerns about impacts on loading.

A traffic signal at Eileen Avenue is under review to facilitate motor vehicle movements on to/off of Scarlett Road as well as cycling movements to/from the future proposed east-west cycling connection to Runnymede Road via Eileen Avenue. Providing a traffic signal at Eileen Avenue would provide a protected crossing to replace the existing pedestrian cross-over (PXO) at Bernice Avenue. A report for this proposed new traffic signal at Eileen Avenue will be submitted to an upcoming meeting of Etobicoke York Community Council.

The local Councillor has been consulted and supports the proposed cycle track on Scarlett Road on the condition of the addition of the proposed new traffic signal.

Argyle Street - Connecting a Key Gap in the Downtown West End

As part of the 2009 Bikeway Network Program, City Council endorsed the installation of several conventional and contra-flow bicycle lanes to create a series of cycling routes on local streets west of the downtown core, referred to as "West End Bikeways". One of these corridors included Argyle Street, Gladstone Avenue, Waterloo Avenue, and Florence Street, between Shaw Street and Brock Avenue. Contra-flow bicycle lanes were approved for all one-way portions of Argyle Street except for the block between Givins Street and Ossington Avenue. Most of this corridor, consisting of a mix of contra-flow bicycle lanes and sharrows from Ossington Avenue to Brock Avenue, was installed between 2015 and 2018.

The one section of cycling facility on Argyle Street that has not yet been installed is between Shaw Street and Ossington Avenue. Argyle Street between Givins Street and Ossington Avenue is too narrow to accommodate existing eastbound traffic, a westbound contra-flow bicycle lane, and existing on-street permit parking along the north curb. In 2015, Toronto and East York Community Council (TEYCC) approved the rescinding of the one-way street designation on this block and enactment of a westbound entry restriction (bicycles excepted) to prohibit westbound motor vehicle traffic from entering the block but allow bicycle traffic to do so. In 2016, City Council approved a 15-metre westbound bicycle lane to prohibit westbound motor vehicle traffic from exiting the block.

However, the rescinding of the one-way street designation creates a conflict with § 950-400A of the Toronto Municipal Code, which only permits vehicle parking on the right side of the roadway unless it is designated for one-way traffic. As approved, the parking along the north curb would not be able to be legally used, since the north curb is on the left side of eastbound motor vehicle flow.

The contra-flow bicycle lane and associated parking changes on Argyle Street from Shaw Street to Givins Street were approved by City Council in 2009 and adjusted by TEYCC in 2014 to be compatible with changes in the HTA regarding contra-flow lanes, but have not yet been installed pending resolution of the block from Givins Street to Ossington Avenue. The previously approved changes between Shaw Street and Givins Street would be implemented in conjunction with the proposed traffic and parking changes between Givins Street and Ossington Avenue, if approved.

Argyle Street – Givins Street to Ossington Avenue

Argyle Street, between Givins Street and Ossington Avenue, is a local street with a posted speed of 30 km/h and signed as one-way eastbound (the street is not by-lawed as one-way since the by-law was rescinded in 2015). On-street parking is provided on the north side of the roadway with overnight permit parking in effect from 12:01 a.m. to 7:00 a.m.

The roadway width along this block is 6 metres, which is too narrow to accommodate a travel lane, a parking lane, and a contra-flow bicycle lane, as has been approved or implemented on the other one-way segments of Argyle Street. Residential permit parking is heavily used on Argyle Street; parking surveys conducted by staff in fall 2018 observed average utilization of 100% between Shaw Street and Ossington Avenue.

To maintain residential parking supply on Argyle Street, it is proposed that this block of Argyle Street remain designated as a two-way street so that a contra-flow bicycle lane does not need to be installed. Instead of continuing to allow eastbound motor vehicle traffic with a westbound entry restriction (bicycles excepted), as was approved by TEYCC in 2015, it is proposed that westbound motor vehicle traffic would be permitted. At Ossington Avenue, an eastbound contra-flow bicycle lane would be installed for the first 20 metres east of the intersection. The remainder of the roadway width adjacent to the contra-flow bicycle lane would be designated as a one-way westbound lane. The eastbound contra-flow lane and one-way westbound lane would prohibit motor vehicle entry into the block from Ossington Avenue or Argyle Street west of Ossington Avenue. Together, these revisions would maintain legal access and usage of the north side parking.

A northbound right turn restriction (bicycles excepted) is proposed where Argyle Place meets Argyle Street, requiring motor vehicles exiting Argyle Place to turn westbound onto Argyle Street toward Ossington Avenue. This restriction, combined with the eastbound contra-flow lane east of the Ossington Avenue intersection, would remove nearly all eastbound motor vehicles from Argyle Street between Givins Street and Ossington Avenue. Removal of eastbound motor vehicle traffic is a key component of the proposed concept, as it would reduce the volume of motor vehicle traffic using this block and would allow for safe operation of two-way bicycle traffic within the roadway adjacent to the north side parking.

If the recommended traffic changes are approved, the existing traffic signal at Argyle Street and Ossington Avenue would require additional vehicular and bicycle traffic signal heads to control the proposed traffic movements at the intersection. It is anticipated that these modifications would be installed in 2020, after which the other traffic changes can be implemented.

Bruce Street

Bruce Street, between Givins Street and Ossington Avenue, is a one-way westbound laneway with a posted speed of 30 km/h. No parking is permitted on Bruce Street.

It is proposed that Bruce Street would be reversed to become one-way eastbound. Reversing Bruce Street would maintain direct access from Ossington Avenue to Argyle Place. Argyle Place is a laneway providing rear parking and/or loading access to buildings along the east side of Ossington Avenue between Bruce Street and Argyle Street, including several commercial businesses and a mid-rise residential condominium. If Bruce Street were not reversed, all traffic destined for Argyle Place would be required to enter the neighbourhood from Shaw Street onto Halton Street, then take Givins Street and Argyle Street, which would likely increase the traffic on these residential streets.

Rebecca Street

Rebecca Street, between Givins Street and Ossington Avenue, is a one-way eastbound local street with a posted speed of 30 km/h. On-street parking is provided on the north side of the roadway with overnight permit parking in effect from 12:01 a.m. to 7:00 a.m. and a one-hour parking restriction in effect from 8:00 a.m. to 6:00 p.m.

It is proposed that Rebecca Street would be reversed to become one-way westbound. Reversing Rebecca Street would maintain a westbound connection from Givins Street to Ossington Avenue south of Argyle Street and offset the proposed reversal of Bruce Street. No changes to the existing parking regulations on Rebecca Street are proposed.

Consultation

A public drop-in consultation event was held on April 23, 2019. Information related to the staff-preferred concept and two alternate options was presented. A range of responses were received. Most respondents were supportive of improving cycling infrastructure in the area, with some respondents expressing support for any option. Some respondents stated a preference for removing on-street parking from Argyle Street between Ossington Avenue and Givins Street due to the narrow road width so that more space would be available for motor vehicular and bicycle circulation.

However, many residents of the neighbourhood stated concerns with the proposed street reversals, both during the consultation period and via a petition with signatures from 93 households. In particular, the staff-preferred concept included a proposed reversal of Halton Street between Ossington Avenue and Givins Street from westbound to eastbound to maintain an entry into the northern part of the neighbourhood from Ossington Avenue. The reversal of Halton Street generated significant concern related to additional traffic infiltration shifting from Ossington Avenue to Givins Street.

After receiving this feedback, staff reviewed the proposal and removed the reversal of Halton Street from the proposal. Maintaining Halton Street as westbound would reduce the risk of infiltration from Ossington Avenue, though all local traffic would need to enter the neighbourhood from Shaw Street onto Halton Street. If approved, monitoring of traffic conditions would be undertaken before and after implementation.

Some respondents provided comments regarding the reversal of Bruce and Rebecca Streets. Many of these comments were about existing issues related to the narrow width of these streets; these issues would not be affected by the reversal. A concern regarding the use of Bruce Street as access to the Givins/Shaw Junior Public School and turns from Bruce Street onto Givins Street near the school drop-off area would be monitored after implementation.

The local Councillor has been consulted and supports the revised proposal for Argyle Street.

Other Amendments

In addition to the above-described traffic and parking amendments, other traffic and parking amendments are proposed for the previously approved segments of the Argyle Street bikeway (Shaw Street to Givins Street and Ossington Avenue to Gladstone

Avenue). These amendments correct errors or omissions related to previous traffic and parking changes. From Shaw Street to Givins Street, the amendments clarify the previously approved concept of a westbound contra-flow bicycle lane along the north curb and an eastbound parking lane along the south curb. From Ossington Avenue to Gladstone Avenue, the amendments correct the regulations to reflect what exists today.

Blue Jays Way - Connecting a Gap in the Downtown Core

As part of the Richmond-Adelaide Cycle Tracks project, cycle tracks were installed on Peter Street between King Street West and Queen Street West in November 2016. The Ten Year Cycling Network Plan, included a proposal to extend the Peter Street cycle tracks south along Blue Jays Way, connecting to the existing bicycle lanes on Fort York Boulevard west of Spadina Avenue. Bicycle lanes on Blue Jays Way would provide a continuous north-south connection from the Bloor Street cycle tracks through the downtown core via existing bicycle lanes on St. George Street, Beverley Street, Phoebe Street, Soho Street and Peter Street, and would connect with the Richmond-Adelaide cycle tracks.

Between King Street West and Front Street, Blue Jays Way is a collector roadway and operates with two traffic lanes in each direction. Between Front Street and Navy Wharf Court, Blue Jays Way is a minor arterial roadway and operates with one traffic lane in each direction. No dedicated turn lanes are provided at intersections. On-street parking is allowed on both sides of Blue Jays Way after 6:00 p.m. from Front Street to just south of Mercer Street while only pick-up and drop-off is allowed on the east side between Front Street and Wellington Street from 6.30 pm to midnight on weekdays and from noon to 6:00 p.m. on weekends and holidays between April and November.

Bicycle lanes are proposed on both sides of Blue Jays Way from Navy Wharf Court to King Street with a painted buffer provided south of Front Street. One traffic lane in each direction would be maintained with dedicated left or right lanes at intersections. To accommodate higher right-turn volumes at Front Street and Blue Jays Way, dedicated right-turn lanes would be provided at this intersection. Dedicated left turn lanes would be provided at Wellington Street West and at Navy Wharf Court. Impacts to motor vehicle traffic are anticipated to be minimal.

As part of the Richmond-Adelaide Cycle Tracks project, extensive public and stakeholder consultation was undertaken between 2013 and 2018 regarding cycling facilities on Peter Street and Blue Jays Way. The local Councillor has been consulted and supports the proposed bicycle lanes on Blue Jays Way.

Subject to Council approval, Transportation Services proposes to install bicycle lanes on Blue Jays Way in 2019. Due to existing construction hoarding on both sides of Blue Jays Way south of King Street to Mercer Street, sharrows would be installed as an interim measure at this location until the construction hoarding is removed (anticipated in 2021).

Vaughan Road - Growing the Network in Oakwood Village

On May 26, 2008 City Council approved the installation of bicycle lanes in the northbound direction on Vaughan Road, from St. Clair Avenue West to Winona Drive. The proposed northbound bicycle lane on Vaughan Road from Oakwood Avenue to Northcliffe Boulevard would provide direct cycling connections to the Eglinton Crosstown and businesses on Eglinton Avenue West. The installation of the bicycle lanes is timed to take advantage of the opportunity to bundle the bicycle lane with the scheduled road reconstruction in 2019 of Vaughan Road from Oakwood Avenue to Northcliffe Boulevard.

The north limit of the proposed bicycle lane on Vaughan Road would connect to the proposed cycle tracks on Eglinton Avenue West and the proposed contra-flow bicycle lane on Northcliffe Boulevard or Glenholme Avenue. The south limit of the bicycle lane would connect to the existing and future proposed bicycle lane on Vaughan Road from St Clair Avenue West to Oakwood Avenue.

Vaughan Road is a collector roadway between Oakwood Avenue and Northcliffe Boulevard and has one through lane in each direction with a posted speed limit of 40 km/h. There is currently no transit service along this stretch of roadway.

Between Oakwood Avenue and Bansley Avenue, on-street parking is located on both sides of Vaughan Road including a section with six (6) Pay and Display spaces on the north side. Between Bansley Avenue and Northcliffe Boulevard on-street parking is provided on the north side of the street with no parking on the south side of the street. There are approximately 33 parking spaces on the north side of Vaughan Road between Oakwood Avenue and Northcliffe Boulevard and approximately eight (8) on the south side for a total of 41 spaces. There have been 10 permits issued for residential permit parking between Oakwood Avenue and Northcliffe Boulevard. Permit parking along Vaughan Road is provided on a block-by-block basis.

The proposed bicycle lane on Vaughan Road from Oakwood Avenue to Northcliffe Boulevard would consist of a northbound unidirectional bicycle lane with a painted buffer separating the bicycle lane from motor vehicle traffic. The southbound travel lane is proposed to be a shared lane next to parking.

The parking on the north side of the street is proposed to be moved to the south side. With parking on only the south side of the street there will be approximately 28 parking spaces which can accommodate the existing parking demand of 10 residential parking permits. The Toronto Parking Authority has indicated that their Vaughan Road parking spaces have a low usage rate and have no objection to the removal of the north side parking spaces. Permit Parking has confirmed the relocation of spaces from the north side to the south side of the street can be accommodated in the proposed scenario.

The local Councillor has been consulted and supports the proposed bicycle lane on Vaughan Road. A public drop-in consultation event was held on April 23, 2019. The distribution of 12,500 flyers notified residents and businesses in the surrounding area. A total of 37 participants signed-in at the event. A range of responses were received with most feedback strongly in support of the proposed bike lanes.

Willowdale Avenue - Growing the Network in North York

Willowdale Avenue was identified in the Ten Year Cycling Network Plan as a route that would connect Steeles Avenue East to east-west routes south of Sheppard Avenue East. The scheduled roadway reconstruction project in 2019 provides the opportunity to install cycling infrastructure for the section from Empress Avenue to Finch Avenue. Extending the cycling infrastructure further north of the reconstruction limits to Bishop Avenue would provide a connection to the existing multi-use trail in the Finch Hydro Corridor.

Willowdale Avenue is a minor arterial roadway and carries approximately 16,000 vehicles per day. Between Empress Avenue and Finch Avenue East, Willowdale Avenue is one lane in each direction then transitions to two lanes in each direction from Bishop Avenue north. It has a posted speed limit of 50 km/h. Left turn lanes are provided at Bishop Avenue, Finch Avenue East, Byng Avenue and Empress Avenue. The TTC Route 98C serves this section of Willowdale Avenue with 30 minute headways in the peak periods. Bus bays are provided at most stop locations. Three hour on-street parking is generally permitted on this section of Willowdale Avenue with sections of no parking anytime near Finch Avenue and between Church Avenue and Byng Avenue. A daytime (8:00 a.m. to 6:00 p.m.) no parking restriction is also in effect on the west side of Willowdale Avenue south of Parkview Avenue on weekdays.

A cycle track can be accommodated within the existing curb-to-curb width by narrowing the width of the existing travel lanes. A painted buffer with physical separation (bollards and/or precast concrete curbs) are proposed to separate the travel lanes and the bicycle lanes.

There would be no reduction in the number of travel lanes between Empress Avenue and Finch Avenue East but left turn lanes at Byng Avenue and Empress Avenue would need to be removed. Since the roadway widens north of Finch Avenue East, the left turn lanes at Finch Avenue East and Bishop Avenue can be retained. The transition from one lane in each direction to two that now happens on the south side of the Bishop Avenue would be shifted to the north side of the intersection. Since the southbound right turn volume is approximately the same magnitude as the through volume, the lane drop would be achieved by converting existing the curb lane to an exclusive right turn lane. It is anticipated that there will be minimal impact to traffic flows as a result of the removal of left turn lanes and the changes at the Bishop Avenue intersection.

The proposed changes would require the removal of all on-street parking on Willowdale Avenue. Parking surveys conducted at various times (day/evening) and days (weekend/weekday) showed there to be little to no parking demand on this section of Willowdale Avenue.

Bus bays are being removed as part of the reconstruction work which will allow for a full 3 metre wide bus pad which is the new standard as per AODA requirements.

The local Councillor has been consulted and supports the proposed cycle track on Willowdale Avenue. A public drop-in consultation event was held on May 13, 2019. The

distribution of 9,100 flyers notified residents and businesses in the surrounding area. A total of 40 participants signed-in at the event. A range of responses were received with most feedback strongly in support of the proposed cycle tracks. Some respondents expressed concerns about traffic delays from the removal of bus bays and/or turn lanes.

Lawrence Avenue East - Growing the Network in Scarborough-Rouge Park

The proposed bicycle lanes on Lawrence Avenue East from Port Union Road to Rouge Hills Drive would make it easier for residents and visitors to access key destinations such as the Rouge National Urban Park, Waterfront Trail and Rouge Hill GO Station. The west limit of the proposed bicycle lanes would connect directly to the future planned bicycle lanes on Port Union Road, north of Lawrence Avenue East and the existing signed bike route, south of Lawrence Avenue East.

The scheduled roadway resurfacing project in 2019 provides the opportunity to install cycling infrastructure on Lawrence Avenue East for the section from Port Union Road Empress to East Avenue. Extending the cycling infrastructure further east of the resurfacing limits would provide a connection to the Waterfront Trail at Rouge Hills Drive.

Lawrence Avenue East between Port Union Road and Rouge Hills Drive is a collector roadway with a speed limit of 50km/h. Two through lanes in each direction are provided from Port Union Road to East Avenue with one through lane in each direction from East Avenue to Rouge Hills Drive. A centre left turn lane extends from Port Union Road to Frank Faubert Drive (west leg). An eastbound right turn lane is provided between East Avenue and Frank Faubert Drive (west leg) for use by TTC and Durham Region Transit (DRT) buses.

The TTC has three bus routes on this section of Lawrence Avenue East running up to 17 buses an hour. Two routes run from Port Union Road to the bus loop at the Rouge Hill GO Station and one route runs from Port Union Road to the bus loop at Starspray Boulevard. Transportation Services has worked closely with the TTC to develop a design that will not impact bus operations. The DRT has one bus route on this section of Lawrence Avenue East running up to two buses an hour from Port Union Road to the bus loop at the Rouge Hill GO Station. This bus route has one stop within the bus loop. Transportation Services has consulted with DRT about the design of the proposed bicycle lanes and DRT has advised they have no concerns with the design.

The proposed bicycle lanes between Port Union Road and Frank Faubert Drive (west leg) would consist of bicycle lanes on both sides of the street with painted buffers separating the bicycle lanes from motor vehicle traffic. To accommodate the bicycle lanes on this section of Lawrence Avenue East the centre left turn lane would need to be removed. The right turn lane for TTC and DRT buses would remain. West of Frank Faubert Drive to Rouge Hills Drive, the proposed bicycle lanes would be accommodated by reducing the width of the existing travel lanes. It is anticipated that there will be +1-3 seconds delay to traffic flows as a result of the removal of the left turn lanes.

The local Councillor has been consulted and supports the proposed bicycle lane on Lawrence Avenue East. A public drop-in consultation event was held on April 10, 2019.

The distribution of over 4,000 flyers notified residents and businesses in the surrounding area. A total of 35 participants signed-in at the event. A range of responses were received with most feedback strongly in support of the proposed bike lanes. Some respondents noted concerns about increased traffic delay and turning movements associated with GO Train departures and arrivals.

Conlins Road - Renewing the Network in Highland Creek

Conlins Road between Ellesmere Road and Sheppard Avenue East has existing bicycle lanes which connect to bicycle lanes on Sheppard Avenue East and the easternmost segment of the Gataineau Hydro Corridor Trail, which extends east to the Toronto Zoo. Conlins Road also would connect to The Meadoway linear urban park project which is proposed to include a new cycling or multi-use trail west of Conlins Road.

An upgrade of the existing bicycle lanes on Conlins Road to buffered bicycle lanes from Ellesmere Road to Canmore Boulevard and cycle tracks from Canmore Boulevard to Sheppard Avenue East is proposed as part of roadway resurfacing that will be undertaken in summer/fall 2019. This upgrade would be in accordance with one of the key objectives of the Ten Year Cycling Network Plan approved by City Council in 2016: to renew existing cycling routes to improve their quality.

Conlins Road between Ellesmere Road and Sheppard Avenue East is a collector roadway with one travel lane and one bicycle lane per direction. The road has a posted speed limit of 50 km/h and carries approximately 6,000 to 8,000 vehicles per day. TTC Route 116A serves Conlins Road northbound from Ellesmere Road to Canmore Boulevard.

Stopping is prohibited at all times on the west side of the road. Between Good Road and Sheppard Avenue East, stopping is also prohibited at all times on the east side of the road.

From north of Ellesmere Road to Good Road, a curbside parking lane is provided on the east side of the road. Parking is not permitted from 7:00 a.m. to 6:00 p.m., Monday to Friday, from north of Ellesmere Road to Canmore Boulevard, to prohibit on-street parking by staff and students of the nearby University of Toronto Scarborough campus.

Motor vehicle travel speed surveys were conducted at three locations on Conlins Road in March 2019, each for 72 continuous hours (Tuesday through Thursday). At all three locations, at least two-thirds of motorists exceeded the posted speed limit of 50 km/h. Speeds were highest just south of the Highway 401 overpass, where 98% of motorists exceeded the posted speed limit, the average speed recorded was 68 km/h, and 15% of motorists drove at 75 km/h or greater.

A cycle track is the preferred type of cycling facility on Conlins Road. Based on cycling facility selection guidance in other Canadian and North American jurisdictions and proposed as part of the draft Toronto On-Street Bikeway Design Guidelines, the motor vehicle posted speed, actual speed, and volume present on Conlins Road all exceed the preferred maximum thresholds for a conventional or buffered bicycle lane. This segment of Conlins Road has been identified as a "Major City-Wide Cycling Route" as

part of the Cycling Network Plan Update. These proposed routes are of city-wide significance and would typically be physically separated from motor vehicles with higher quality cycling infrastructure.

The existing bicycle lanes are proposed to be upgraded to cycle tracks between Sheppard Avenue East and Canmore Boulevard. This upgrade would provide physical separation connecting the two segments of The Meadoway across Highway 401: the existing Gatineau Hydro Corridor Trail north of Highway 401 and the potential cycling or multi-use trail extending west of Conlins Road at the Canmore Boulevard / Chartway Boulevard intersection currently being studied as part of The Meadoway Class Environmental Assessment.

Between Sheppard Avenue East and Good Road, the existing travel lanes would be narrowed to provide space for a buffer between the travel lanes and bicycle lanes. Physical separation (generally precast concrete, or bollards in some locations) would be installed within the buffer. There would be no reduction in the number of travel lanes or turn lanes and so there would be no impact to traffic operations.

Between Good Road and Canmore Boulevard, the northbound bicycle lane would be positioned curbside and the existing curbside parking would be relocated to be between the travel lane and bicycle lane. All lanes would be narrowed slightly to provide room for buffers adjacent to the bicycle lanes, in which physical separation would be installed. The relocation of the parking away from the curb would result in a reduction of parking supply so that sight lines at driveways can be maintained. Approximately five (5) of the 14 existing parking spaces would be retained.

Between Canmore Boulevard and Ellesmere Road, existing lane widths would be decreased slightly to allow for the addition of narrow painted buffers to separate the southbound travel and bicycle lanes and the northbound bicycle and parking lanes. These lanes would remain designated as bicycle lanes and would not have physical separation. No reduction in on-street parking would occur on this segment.

Staff conducted parking surveys on weekday evenings and weekends in October 2018 and observed parking demand of between three (3) and ten (10) vehicles at any one time between Good Road and Ellesmere Road. One observation recorded more than the proposed parking supply of five (5) vehicles between Canmore Boulevard and Good Road, when eight (8) vehicles were observed.

In response to comments received during public consultation regarding summer weekend and holiday parking, staff conducted three parking surveys on the afternoon and evening of Easter Sunday (April 21), with between three (3) and nine (9) vehicles observed between Good Road and Ellesmere Road.. Staff conducted two additional parking surveys on the Sunday afternoon of Victoria Day weekend (May 19), with one (1) and three (3) vehicles observed in the same segment. The maximum observed parking demand on both holidays is within the range of parking demand observed in October 2018.

Consultation

A public drop-in consultation event was held on April 9, 2019. At the event, two options were presented for upgrading the existing bicycle lanes to cycle tracks from Ellesmere Road to Good Road, and one option was presented for upgrading to cycle tracks from Good Road to Sheppard Avenue East. The majority of attendees who provided verbal feedback at the event were residents of Conlins Road opposed to the proposed upgrade. Most of those opposed stated that the proposed parking supply (up to 18 spaces were proposed to be maintained) would be insufficient, particularly for residents hosting events during summer weekends or holidays. Some attendees were concerned about impact on winter maintenance or did not feel that an upgrade was justified. Other attendees expressed support for upgrading the bicycle lanes to cycle tracks.

The response received from the written feedback forms was mixed, with a slight majority of respondents supporting the proposed upgrade between Good Road and Sheppard Avenue East and a slight majority opposing the proposed upgrade between Ellesmere Road and Good Road.

Area residents submitted a petition with signatures from 71 households, indicating that they support the existing bicycle lanes but have concerns with the proposed reduction in on-street parking and impact to the cost of municipal services such as solid waste collection and winter maintenance that would be required as a result of an upgrade to a cycle track. In response to this feedback, the proposed concept was modified to include buffered bicycle lanes instead of cycle tracks from Ellesmere Road to Canmore Boulevard. This change would reduce the impact to on-street parking and the cost of municipal services.

A change to the existing weekday daytime parking prohibition is also proposed. Instead of 7:00 a.m. to 6:00 p.m. on all weekdays (Monday to Friday), parking would be prohibited from 9:00 a.m. to 6:00 p.m. on weekdays with an exemption for public holidays. Though the existing restriction is unrelated to the existing bicycle lanes, this change would address some of the concerns raised during the consultation process while still prohibiting parking during times when university classes are in session.

The local Councillor has been consulted and supports an approach to improving the bicycle lane on Conlins Road that minimizes the impact to adjacent residents and the cost of municipal services such as solid waste collection and winter maintenance.

CONTACT

Jacquelyn Hayward
Director, Project Design & Management
Transportation Services
Tel: (416) 392-5348
Email: Jacquelyn.Hayward@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1: Proposed Cycling Network Installation Location Maps
Attachment 2: Designated Bicycle Lanes
Attachment 3: Designated Cycle Tracks
Attachment 4: Amendments to Traffic and Parking Regulations