



REPORT FOR ACTION

Cycling Network Plan: 2020 Cycling Infrastructure Installation - First Quarter Update

Date: February 26, 2020

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 7, 10, 11 and 13

SUMMARY

The Cycling Network Plan and the associated Near Term Implementation Plan (2019-2021), adopted by Council in July 2019 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.

This report is a first quarter update on the initial group of cycling infrastructure projects that are proposed to be installed in 2020 for which design and consultation have been completed. Additional cycling infrastructure projects proposed for installation in 2020 will be included in upcoming reports.

This report seeks Council authority to install 4.05 lane kilometres (km) of new cycling infrastructure on the following streets proposed in the Cycling Network near Term Implementation Plan (2019-2021):

- Borden Street (contra-flow bike lane, Ward 11)
- Brunswick Avenue (contra-flow bike lane, Ward 11)
- Dewson Street (contra-flow bike lane, Ward 11)
- Douro Street (bicycle lanes/cycle tracks, Ward 10)
- Murray Ross Parkway (cycle track, Ward 7)
- Roxton Street (contra-flow bike lane, Ward 11)
- Sumach Street (contra-flow bike lane, Ward 13)
- Ulster Street (contra-flow bike lane, Ward 11)
- Wellington Street (bicycle lanes/cycle tracks, Ward 10)

This report also seeks Council authority to make improvements to 5.35 lane km of existing cycling infrastructure on the following streets:

- Blue Jays Way (passenger loading zone along bicycle lane: Ward 10)
- College Street at Borden Street: (intersection improvement: Ward 11)
- Lower River Street (bicycle lane to cycle track: Ward 13)
- Shuter Street (bicycle lane to cycle track: Ward 13)
- Shaw Street (street mazing and traffic diversion: Ward 11)

A map of the projects proposed in this report is included as Attachment 1. The changes proposed would improve safety and mobility options by providing improved cycling connections to transit, parks, local schools, event venues, businesses and residences. Pedestrian improvements have also been included in the projects, wherever feasible, including curb extensions, shortened crossing distances, new sidewalk installations and travel lane adjustments.

While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to have acceptable impacts in order to improve safety and comfort of all road users. Minimal impacts to TTC or emergency services is anticipated.

All of the new and upgraded bikeways included in this report are proposed to be installed in 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. Douro Street (from Shaw Street to King Street West);
 - b. Roxton Road (from Dewson Street north to Harbord Street); and
 - c. Wellington Street (from Niagara Avenue to Strachan Avenue).
2. City Council authorize the installation of Cycle Tracks on the following sections of roadway, as described in Attachment 3 - Designated Cycle Tracks:
 - a. College Street (from Bellevue Avenue to Borden Street);
 - b. Douro Street (from Strachan Avenue to Shaw Street);
 - c. Lower River Street (from Trolley Crescent South to River Street);
 - d. Murray Ross Parkway (from Keele Street to Columbia Gate); and
 - e. Shuter Street (from River Street to Bond Street).
3. City Council authorize the installation or adjustments of bicycle lanes on the following sections of roadway, as described in Attachment 4 – Contra-flow Bicycle Lanes:
 - a. Borden Street (from just north of College Street to Ulster Street);
 - b. Brunswick Avenue (from just north of College Street to Lowther Street);
 - c. Dewson Street (from Roxton Road to Shaw Street);
 - d. Ulster Street (from Borden Street to Brunswick Avenue);
 - e. Roxton Road (from Dewson Street south to Dewson Street north);
 - f. Shaw Street (from Harbord Street to Dupont Street); and
 - g. Sumach Street (from Queen Street to Shuter Street).
4. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1, 2 and 3, as described in Attachment 5 - Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated cost to implement the cycling infrastructure recommended in this report is \$1,750,000. Of this amount, the Ontario Municipal Commuter Cycling (OMCC) program would fund approximately \$536,000. Funding is available in the approved 2020-2029 Capital Budget and Plan for Transportation Services.

The removal of approximately 93 Pay and Display (P&D) on-street parking spaces proposed in this report would reduce Toronto Parking Authority's (TPA) annual revenue by approximately \$311,000, based on 2019 revenues. If 5 new P&D on-street parking spaces are added to Crawford Street, as proposed in this report, it is estimated that this amount would be offset by approximately \$8,900 per annum. Transportation Services continues to work with the TPA to identify additional paid parking spaces that could be added in the areas impacted.

The funding required to maintain the new cycling infrastructure for the remainder of 2020 is expected to be approximately \$86,000 for sweeping and winter maintenance. Funding for this maintenance can be accommodated within the approved 2020 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

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

DECISION HISTORY

Cycling Network Plan

In July 2019, City Council adopted, in principle, the Cycling Network Plan with the Near Term Implementation Plan (2019-2021). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

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

A Safer Shuter Street

In October 2016, City Council adopted PW15.11 Bicycle Lane and Cycle Track Designations and Associated By-Law Amendments including the conversion of the existing bicycle lane to a cycle track on the north side of Shuter Street, between Victoria Street and Bond Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW15.11>

Sumach Street

In 2016, City Council adopted PW12.2 Bicycle Lane Regulation Amendments which included the installation of a contra-flow bike lane on Sumach Street between King Street East and Queen Street East.

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

Shaw Street

In July 2013, City Council adopted PW24.8 Implementation of the Shaw Street Bikeway including the contra-flow bicycle lane between Dupont Street to Dundas Street West.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW24.8>

York University Cycling Connections

In June 2018, City Council adopted PW30.6 Cycling Network Plan: York University, Downsview and Other Neighbourhoods, including installation of cycle tracks on Evelyn Wiggins Drive from Assiniboine Road to Murray Ross Parkway.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW30.6>

Lower River Street

In October 2016, Council adopted PW15.11 which included implementation of bicycle lanes on Lower River Street between King Street East and Lawren Harris Square (north leg)/Lawren Harris Square (west leg);
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW15.11>

Blue Jays Way

In 2019, City Council adopted IE6.12 Cycling Network Plan: 2019 Cycling Infrastructure Installation including installation of bicycle lanes on Blue Jays Way between King Street West and Navy Wharf Court.
<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.12>

COMMENTS

Overview

The Cycling Network Plan, adopted by City Council in July 2019 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. As part of the Cycling Network Plan, Council adopted the Near Term Implementation Plan (2019-2021). The projects presented in this report are all near term projects or improvements to existing bikeways.

New bikeways are proposed on Dewson Street, Roxton Road, Douro Street, Wellington Street, Borden Street, Brunswick Avenue, Ulster Street, College Street, and Murray Ross Parkway. This report also proposes improvements to existing cycling infrastructure on Shuter Street, and Lower River Street, Shaw Street. By-law amendments required to support an existing pick-up and drop-off area installed as part of the Blue Jays Way bicycle lane project are also included in this report.

All the projects proposed in this report represent current best practices in active transportation design and help to achieve the goals of the Vision Zero Road Safety Plan, the Cycling Network Plan, and TransformTO. The TransformTO climate action strategy, which was unanimously approved by City Council in July 2017, included a goal to have 75 percent of trips under 5 km be taken by foot or bicycle by 2050.

Several of the projects included in this report are also bundled with other state-of-good-repair projects to ensure that the best value and better safety outcomes are found in each capital project from a complete streets approach. Bundled projects include Shuter Street, Shaw Street, Dewson Street, Roxton Road, Brunswick Avenue and Borden Street. See Table 1 below for a summary of each project.

Table 1. Cycling Installation Projects by Ward

Ward	Street Name	Project Type	Bikeway Type	Metres (lane line)
New Infrastructure (Connect and Grow)				
7	Murray Ross Pky	Grow	Cycle Track	190 m
10	Douro St	Connect	Bicycle Lanes/Cycle Tracks	880 m
10	Wellington St	Connect	Bicycle Lanes/Cycle Tracks	880 m
11	Dewson St	Connect	Contra-flow Bicycle Lane	100 m
11	Roxton Rd	Connect	Contra-flow Bicycle Lane	165 m
11	Borden St	Connect	Contra-flow Bicycle Lane	380 m
11	Brunswick Ave	Connect	Contra-flow Bicycle Lane	1250 m
11	Ulster St	Connect	Contra-flow Bicycle Lane	200 m
Renew				
10	Blue Jays Way	Renew	Bicycle Lane to Cycle Track	75 m
11	Shaw St	Renew	Contra-flow Bicycle Lane with traffic diversion	1350 m
11	College St	Renew	Two-way Cycle Track	120 m
13	Shuter St	Renew	Bicycle Lane to Cycle Track	3600 m
13	Lower River St	Renew	Bicycle Lane to Cycle Track	200 m

In all instances, the local Councillor has been consulted on the proposed projects.

Dewson Street and Roxton Road Cycling Connections

Dewson Street and Roxton Road Cycling Connections were identified in the City Council adopted Cycling Network Plan Update in the Near Term Implementation Plan (2019-2021). The proposed bikeways would close a critical gap between the existing quiet street route on Dewson Street west of Ossington Avenue and the existing Shaw Street contra-flow bike lanes which connect people cycling to bike lanes on Harbord Street and College Street. Dewson Street east of Ossington Avenue is especially challenging to navigate by bike due to intersection jogs at both Ossington Avenue and Roxton Road and the various one-way streets.

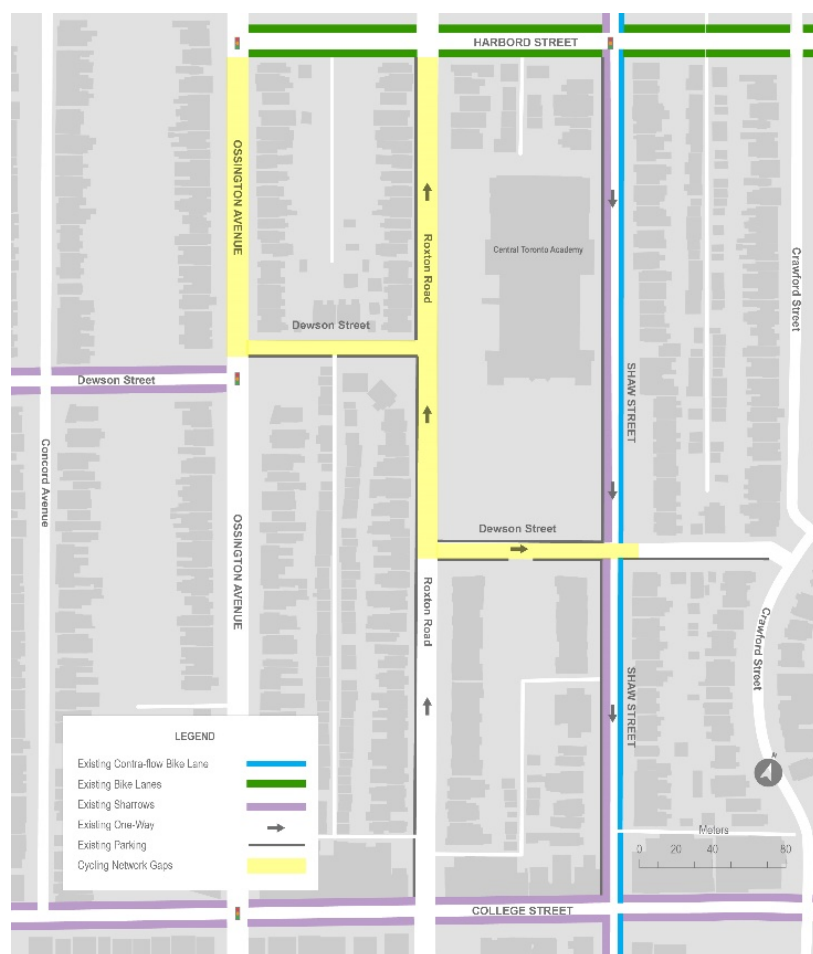


Figure 1: Dewson Street and Roxton Road Cycling Connections

Dewson Street between Roxton Road and Shaw Street, and Roxton Road between Dewson Street and Harbord Street are local, one-way streets. They have one through lane in each direction with a posted speed limit of 30 km/h. There is parking on the west side of Roxton Road and both sides of Dewson Street. There is no transit service along these streets.

On Dewson Street between Roxton Road and Shaw Street, a contra-flow bike lane would be installed. On Roxton Road between Dewson Street (north) and Harbord Street, a bike lane would be installed. And on Roxton Road between Dewson Street (north) and Dewson Street (south) a contra-flow bike lane would be installed.

These streets are all within Permit Parking Area 4C, which currently has 30 percent of permit parking spaces available. Parking observations were conducted in September 2019 and observed an average demand of about 80 percent. This project would remove a total of 15 parking spaces and the current demand for permit parking can be fully accommodated within Permit Parking Area 4C with the proposed changes. No changes to motor vehicle lanes are proposed and there is no expected impact to people driving.

Transportation Services proposed two options for public consultation. The proposed design above was Option 1 and was identified as the preferred option. Option 2 was similar, except it included adding ten additional parking spaces on Dewson Street between Shaw Street and Crawford Street and converting this street segment from two-way travel to one-way motor vehicle travel.

During the public consultation process, residents and the wider community were asked to provide feedback on several options including options that retained more parking. 1560 notices were delivered by Canada Post, 13 people participated in the public open house on November 14, 2019, and comments were received from 68 people via comment form or email. The administration at Central Toronto Academy was engaged in the process including a meeting on-site. 61 percent of feedback received preferred Option 1, which was the preferred option by staff and the recommended option in this report. Further detail on the two options and public consultation materials can be found at www.toronto.ca/dewson

The local Councillor has been consulted on the proposed bike lane and contra-flow bike lanes on Dewson Street and Roxton Road.

King West Neighbourhood Cycling Connections: New Bike Lanes on Douro Street and Wellington Street West

Douro Street and Wellington Street West were identified in the City Council adopted Cycling Network Plan as a Major City-Wide Cycling Route. The proposed bicycle lanes/cycle tracks on Douro Street and Wellington Street West were also a part of the preferred route for the West Toronto Railpath Extension Environmental Assessment Study completed in May 2016.



Figure 2: King Street West Neighbourhood Cycling Connections

This project will fill an important gap in the cycling network in the King West neighbourhood and will connect with the new King-Liberty Pedestrian/Cycling Bridge on Douro Street, the new Garrison Crossing Pedestrian/Cycling Bridge, the existing bicycle lanes on Wellington Street West (east of Niagara), and the bicycle lanes on Strachan Avenue. These new bikeways will serve as a safe, on-street connection for neighbourhood residents to reach local destinations such as Fort York, The Bentway, and Stanley Park safely by bike.

The project will also connect to the future West Toronto Rail Path Extension. In the interim, the new bicycle lanes/cycle tracks on Douro Street and Wellington Street West will serve as an on-street connection to the existing section of the West Toronto Railpath. Where enough space exists, the new bikeways will have protection between the motor vehicle lane and the bicycle lane.

Douro Street and Wellington Street West are collector roads and have one through lane in each direction. Douro Street between King Street West and Shaw Street has a posted speed limit of 30 km/h while the rest of Douro Street and Wellington Street West have a posted speed limit of 40 km/h. There is no transit service along these streets.

Between 2014- 2018 for all modes, there have been 38 collisions and 11 percent have resulted in injuries. No collisions involved people walking or cycling. According to multi-modal counts completed in November 2017, about 40 percent of all traffic on the street is people walking or cycling during morning and evening peak periods. This percentage is anticipated to increase with the opening of the Garrison Crossing in 2019 and the upcoming opening of the King-Liberty Bridge in 2020.

There is on-street parking on both sides of Douro Street between King Street West and Strachan Avenue. Parking observations during the weekdays and weekends identify

that about 86 percent is consistently used. Wellington Street West has parking on the south side between Stafford Street and Niagara Street with only about 49 percent of the spaces used. Both streets are within Permit Parking Area 4L, which currently has 21 percent of on-street parking spaces available.

Through the installation of the proposed bikeways, on-street parking would be removed on Douro Street between King Street West and Shaw Street and 86 percent of parking would remain and act as a buffer for the cycle track between Shaw Street and Strachan Avenue. All parking on Wellington Street West would be removed between Stanley Terrace and Niagara Street, however five new Pay and Display spaces will be added to Crawford Street.

In summary, a net loss of 76 parking spaces is proposed including 37 permit parking (overnight) and Pay and Display spaces (daytime), 12 permit parking (overnight), 24 three-hour parking spaces and three (3) car-share spaces. The current demand for permit parking can be fully accommodated within Permit Parking Area 4L in the proposed scenario. The car-share company has been consulted and were offered alternative locations. If the project is approved, three (3) car-share spaces from Wellington Street will be removed. There are also currently three (3) car-share spaces on Douro Street, which will remain.

During the public consultation process, residents and the wider community were asked to provide feedback on two options. Option 1 included curbside parking protected cycle tracks on Douro Street which resulted in less parking retained and Option 2 included conventional bicycle lanes with less protection for cyclists and retained 10 more on-street parking spaces. 12,900 notices were delivered by Canada Post, 13 people participated in the public open house on December 9, 2019, and comments were received from 80 people via comment form or email. 65 percent of feedback received preferred Option 1, which was the preferred option by staff and the recommended option in this report. In order to reduce the removal of existing on-street parking spaces, 9 on-street parking spaces are recommended to be added on adjacent streets as part of the proposed changes. Further detail on the two options and public consultation materials can be found at www.toronto.ca/douro-wellington.

The local Councillor has been consulted on the proposed bicycle lane/cycle track on Douro Street and Wellington Street West.

Borden Street and Brunswick Avenue Neighbourhood Cycling Connections, connected at College Street

Borden Street/Howland Street and Brunswick Avenue were identified in the City Council adopted Cycling Network Plan in the Near Term Implementation Plan (2019-2021). The Near Term Implementation Plan, identified the need to further investigate the best route to close the north-south gap between well-used east-west cycling routes including College Street, Harbord Street, and Bloor Street.

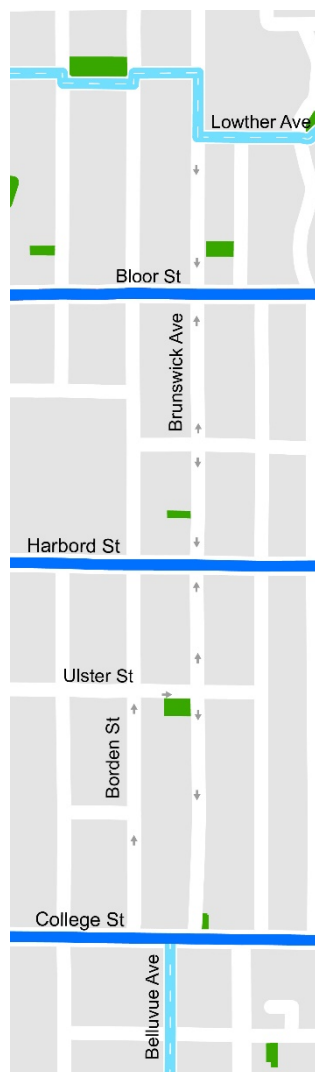


Figure 3: Borden Street and Brunswick Avenue Neighbourhood Cycling Connections

In December 2019, Transportation Services undertook an analysis of potential north-south routes. Through site visits and a technical safety analysis, and the consideration of community feedback previously received, a preferred route was developed. The preferred route includes:

- a contra-flow bike lane on Borden Street from just north of College Street to Ulster Street;
- a contra-flow bike lane on Brunswick Avenue from just north of College Street to Lowther Avenue;
- a one block contra-flow bike lane on Ulster Street to connect people cycling to Brunswick Avenue, the main preferred north-south cycling route; and
- a two-way cycle track on College Street between Bellevue Avenue and Borden Street, so people can safely cycle through an existing signalized intersection at Borden Street and College Street.

In the future, Transportation Services will look at opportunities to continue this north-south connection to Dupont Avenue along Howland Avenue, but the width cannot accommodate a contra-flow bike lane without the removal of all residential on-street permit parking. Additional evaluation and public consultation is required for such changes before a recommendation could be made to Council.

Borden Street from north of College Street to Ulster Street, Ulster Street between Borden Street and Brunswick Avenue, and Brunswick Avenue from north of College Street to Lowther Avenue are local one-way streets. Each has one through lane in the direction of travel with a posted speed limit of 30 km/h. On-street parking is located on the west side of Brunswick Avenue north of Bloor Street and south of Ulster Street, and on the north side of Ulster Street between Borden Street and Brunswick Avenue. On all other sections, the parking alternates between each side of the street.

There is no transit service along these streets.

The contra-flow bike lanes proposed on Borden Street, Brunswick Avenue and Ulster Street would have no impact to the amount of on-street parking or motor vehicle capacity. On some portions of the street, alternating side parking would be changed to parking permanently on one side.

The short two-way cycle track proposed on College Street (one block in length) would impact the Kensington Community School's bus pick up and drop off area. The Kensington Community School was consulted directly and was in agreement with the design of a new bus pick up and drop off area on Lippincott Street that would be installed through this project. The proposed cycle track would also require the removal

of 7 Pay and Display parking spaces on the south side of College from just west of Borden Street to Bellevue Avenue.

During the public consultation process, residents and the wider community were asked to provide feedback on the preferred route and the proposed cycle track on College Street. 13,000 notices were delivered by Canada Post, 75 people participated in the public open house on February 3, 2020, and comments were received from over 300 people via comment form or email. The City of Toronto staff hosted several stakeholder meetings including meetings with Kensington Community School (Dec. 5, 2019), Harbord Village Residents Association Transportation Committee and Board (February 13, 2020). 85 percent of received feedback was in strong support of the project and 7 percent was in support. 7 percent of received feedback was in opposition to the project. Further detail on the proposed changes and public consultation materials can be found at www.toronto.ca/brunswickborden.

Borden Street between College Street and Harbord Street is programmed for road reconstruction in 2020 as part of the state-of-good-repair program and the proposed bikeways would be installed as part of that work.

The local Councillor has been consulted about the proposed north-south cycling connections on Borden Street, Brunswick Avenue, and Ulster Street, along with the connection on College Street.

A Safer Shuter Street

The existing Shuter Street bike lanes were installed in 2002. At the time, bike lanes with curb-side adjacent parking was the state of best practice in cycling design in the City of Toronto. Since then, Toronto and other leading cities in North America have installed protected cycle tracks with better safety and comfort results.

Shuter Street has an average of 13,000 vehicles/day and there have been 312 collisions including 22 collisions involving someone walking or cycling from 2014-2018. There was also one pedestrian fatality in 2016 at the intersection of Shuter Street and Parliament Street.

The roadway is in poor condition and is programmed in 2020 for a full reconstruction between River Street and Sherbourne Street as part of the state-of-good-repair program. The upcoming reconstruction, crash data, and new best practice in bikeway design has led to the recommendation in this report to upgrade the existing bike lanes to cycle tracks from River Street to Bond Street.

This project is part of the Council adopted Cycling Network Plan's Near Term Implementation Plan (2019-2021) where existing cycling routes were recommended to be renewed including Shuter Street.

This project aligns with the Regent Park neighbourhood goals set out in the Strong Neighbourhood Strategy 2020, which included a theme of promoting active living and actions that state "invest in neighbourhood infrastructure for active transportation, such

as bike lanes and walking paths and build more bike storage and safe walkways to promote active transportation."

Shuter Street is a minor arterial road and has one through lane in each direction with left turn lanes at signalized intersections and a posted speed limit of 40 km/h. Currently, there is parking on both sides along a significant portion of the street. There is no transit service along this street.

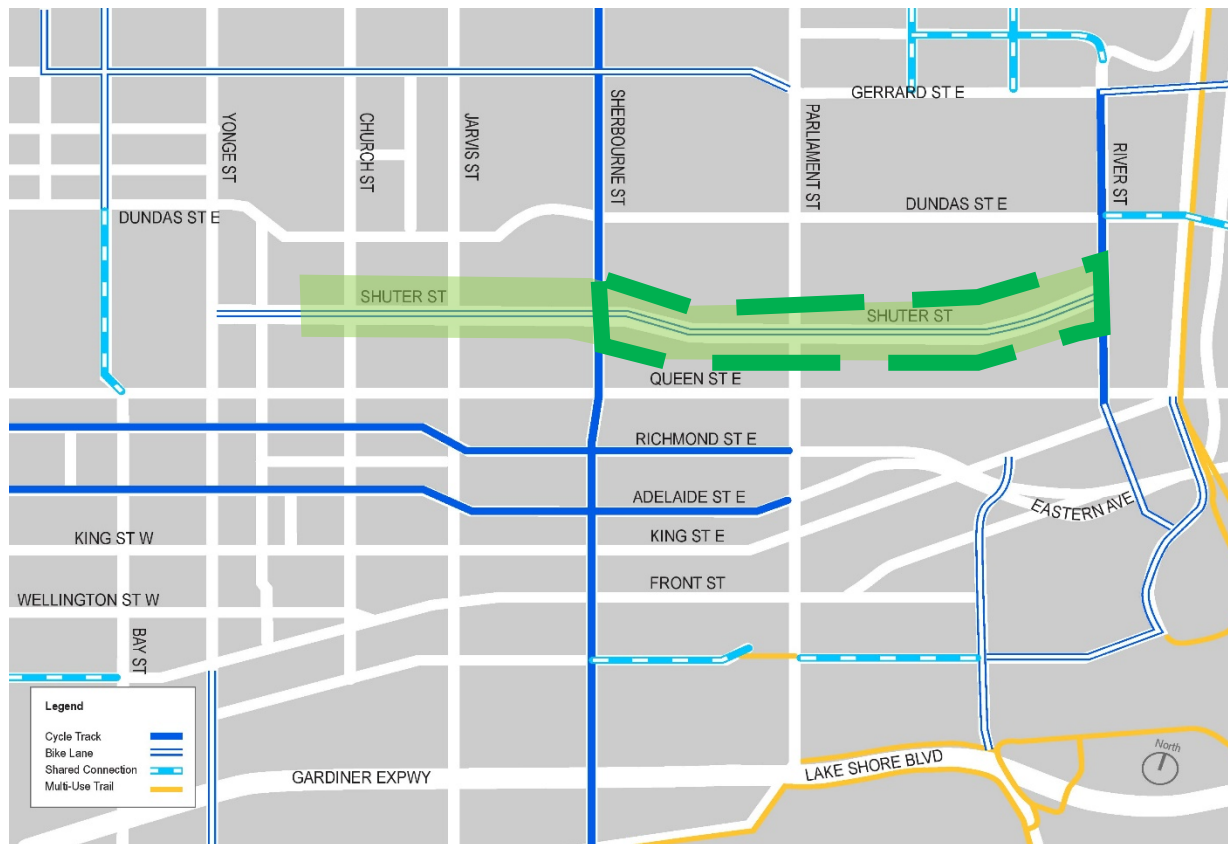


Figure 4: A Safer Shuter Street

According to census data for the Shuter Street area, about 75 percent of the neighbourhood commutes by active modes (transit, walking, and cycling). The neighbourhoods surrounding Shuter Street including Regent Park and Moss Park are experiencing immense growth, 8 percent and 25 percent respectively. The proposed changes will ensure the street has the capacity to carry more people and improve safety for those already walking and cycling in the neighbourhood.

There is on-street parking on both sides of Shuter Street between Bond Street and Sackville Street and on the south side between Sackville Street and River Street. There are currently 40 permit parking spaces, 62 Pay and Display spaces, and 139 three-hour parking spaces. Parking observations identified that about 86 percent is consistently used during the daytime, 86 percent during the evenings, and 76 percent during the weekend.

Through the installation of the proposed cycle track on-street parking would be removed on one side of the street (the side selected was based on technical feasibility and public

consultation) with 49 Pay and Display spaces removed and 82 three-hour parking spaces removed. All 40 existing permit parking spaces would be retained.

Transportation Services proposed two options for public consultation focused on which side of the street parking should remain. Option A retained 108 parking spaces and Option B retained 96 parking spaces. The preferred Option A is being recommended for approval in this report.

No impact to motor vehicle capacity is proposed. Through the road reconstruction, intersections will be improved through corner radii reductions and sections of sidewalk will be rebuilt as needed. All intersections and rebuilt sidewalks will meet Access for Ontarians with Disabilities Act (AODA) standards.

During the public consultation process, residents and the wider community were invited to provide feedback on the project and asked for their comments on two design options for the location of the remaining parking spaces. 21,000 notices were delivered by Canada Post, 70 people attended the public open house on January 21, 2020, and comments were received from 210 people through the paper Feedback Form, online comment form and via email. 92 percent of respondents supported reduction of on-street parking to provide safer cycling infrastructure on Shuter Street.

15 percent of respondents preferred Design Option A, which is the preferred option by staff and the recommended option in this report. 35 percent of respondents preferred Design Option B; 34 percent had no preference, and 17 percent indicated that neither design option reflected their preference. While Option B was preferred through online surveys, it was due to the support of general reduction of parking to install protected cycling infrastructure. The staff are recommending Option A to retain parking, reduce turn lane taper issues, while still accomplishing a primary goal of providing a protected bikeway.

Staff hosted one-on-one stakeholder meetings with representatives of the Garden District Residents Association on January 8, 2020, the Corktown Residents Association on January 17, 2020, and Nelson Mandela Park Public School on December 10, 2019. Staff also received feedback about the project from representatives of the Cabbagetown South Residents Association.

Further detail on the two design options and public consultation materials can be found at www.toronto.ca/shutercycletrack.

The local Councillor has been consulted on the proposed cycle track on Shuter Street.

Sumach Street Contra-flow Bike Lane

As part of the public consultation process for the proposed cycle track on Shuter Street, Transportation Services received feedback requesting additional north-south bikeway connections in this neighbourhood. Sumach Street between Shuter Street and Queen Street East is a north-south connection that was identified in the Near Term Cycling Network Implementation Plan.

In 2016, City Council approved a one block contra-flow bike lane on Sumach Street between Queen Street East and King Street East. Installation of this bikeway has been on hold due to the need to install a bicycle signal head at the intersection of Sumach Street and Queen Street East. The signal was installed in December 2019.

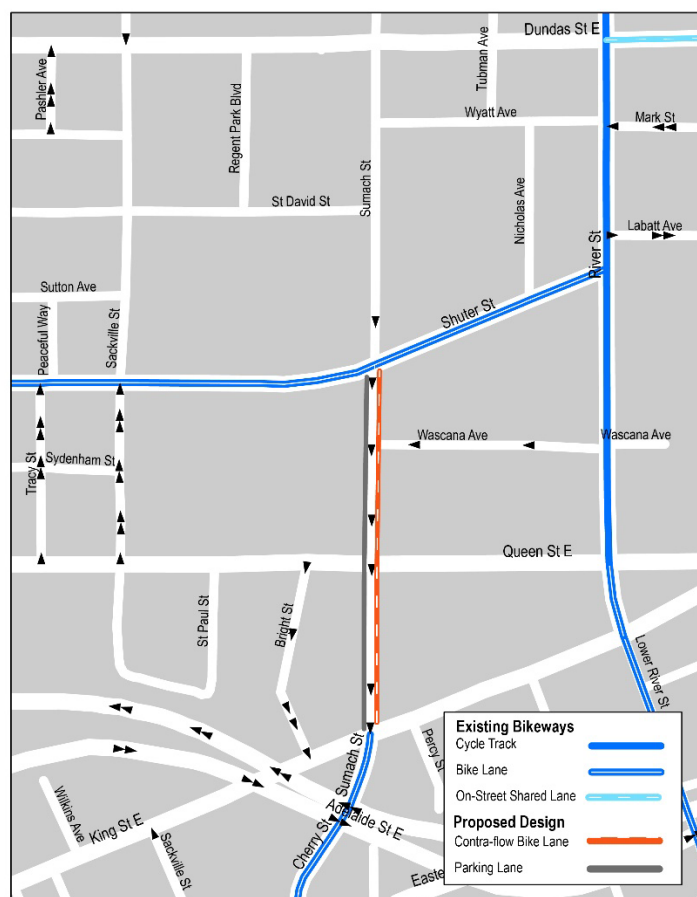


Figure 5: Sumach Street Contra-flow Bike Lane

An extension of the contra-flow bike lane on Sumach Street, one block further north between Queen Street East and Shuter Street would connect Shuter Street to the water front in continuous marked bikeways, and would have no impact to the amount of on-street parking or motor vehicle capacity. A public notice was hand delivered to the residents on Sumach Street between Shuter Street and Queen Street East. Two (2) responses were received.

The local Councillor has been consulted on the proposed changes on Sumach Street and agreed that a public notice was sufficient for this one-block project.

Shaw Street

The existing Shaw Street contra-flow bike lane was installed in 2013 between Dupont Street and Dundas Street. Since installation, Shaw Street has become a popular north-south cycling route and was identified in the 2019 Cycling Network Plan as a Major City-Wide Cycling Route.

vehicles. And between Hallam Street and Dupont Street, Shaw Street would be northbound for motor vehicles. 104 on-street parking spaces would be available on Shaw Street, 14 fewer than today

Option 2: Direction Change at Barton Street. Shaw Street between Bloor Street West and Barton Street would remain southbound for motor vehicles. Between Barton Street and Dupont Street, Shaw Street would be northbound. 109 on-street parking spaces would be available on Shaw Street, 9 fewer than today.

Option 3: Direction Change at Yarmouth Road, Essex Street and Leeds Street. This option presented the most street direction reversals. Shaw Street between Bloor Street West and Leeds Street would remain southbound. Between Leeds Street to Essex Street, Shaw Street would become northbound. Between Essex Street and Yarmouth Road, Shaw Street would remain southbound. And between Yarmouth Road and Dupont Street, Shaw Street would become northbound. 102 on-street parking spaces would be available on Shaw Street, 16 fewer than today.

Option 4: Managed Access at Essex. This option includes a traffic diverter, which would be created by installing a bike share station and flexi-posts, which would be located between the north and south leg of Essex Street. Shaw Street between Bloor Street West and Essex Street (south) would remain southbound. Shaw Street between Essex Street (north) and Dupont Street would become northbound. 100 on-street parking spaces would be available on Shaw Street, 18 fewer than today.

All options would allow bicycle travel in both directions. Transportation Services did not have a preferred option.

Public consultation took place from November 8 to December 5, 2019. During the public consultation process, residents and the wider community were asked to provide feedback on the four options. Over 5,800 notices were mailed and 45 people participated in the public open house on November 21, 2019, and comments were received from 206 people via comment form or email and one phone conversation was documented. Further detail on all options and public consultation material can be found at: www.toronto.ca/shaw.

For Shaw Street between Dupont Street and Bloor Street, a range of responses were received with most feedback in support of Option 4 – Managed Access at Essex (preferred by 33 percent of respondents) and Option 3 – Direction Change at Yarmouth, Essex and Leeds (preferred by 26 percent of respondents).

For Shaw Street between Bloor Street and Harbord Street, the majority of respondents (62 percent) indicated they had no preference between Option 1 – both Shaw and Roxton change direction for driving between Bloor and Harbord and Option 2 – only Shaw changes direction for driving between Bloor and Harbord.

For Shaw Street between Dupont Street and Bloor Street, Option 4 is recommended. The recommended design is expected to result in the reduction of the number of motor vehicles travelling along the corridor making it safer and more comfortable for people of all ages and abilities walking and cycling.

Through the installation of the proposed changes, 18 on-street permit parking spaces would need to be removed in order to improve sight lines and accommodate driveways, fire hydrants, etc. Shaw Street is located in Permit Area 3L where 21 percent of permit spaces remain available. The current demand for permit parking can be fully accommodated with the proposed changes.

It will be important to monitor these changes after installation as the community adjusts to these changes. In the first six to twelve months after installation, Transportation Services would observe the new behaviour, conduct new traffic counts, and evaluate the before and after conditions to ensure the project meets its goals. If there are operational challenges, further changes would need to be considered such as adding or adjusting turn or through restrictions, increasing parking setbacks to improve sight lines, adding speed humps or watch your speed signs and/or implementing one hour parking restrictions for non-permit holders.

The local Councillor has been consulted on the proposed changes on Shaw Street.

York University Cycling Connections

The Cycling Network Plan and the 2016 Ten Year Cycling Network Plan identified the need for bikeways in the York University (Keele Campus) neighbourhoods to better connect residents, students and staff from the campus to transit.

University campuses, even in suburban settings, offer a unique opportunity. Many students and professors live nearby or take transit to commute to the campus, but currently there is not a network of safe bikeways to encourage the use of alternative modes.

In June 2018, City Council adopted PW30.6 Cycling Network Plan: York University, Downsview and Other Neighbourhoods which resulted in Council approval of cycle tracks on Shoreham Drive (installed) and on Evelyn Wiggins Drive (planned for installation in 2020). Since 2018, Murray Ross Parkway between Evelyn Wiggins Drive and Keele Street has also been identified as a local desire line for people cycling and a gap in the proposed network.

The Finch Hydro Corridor Multi-use Trail runs parallel to Murray Ross Parkway, about 100 m south of the street. The section of trail between Evelyn Wiggins Drive and Keele Street meets Keele Street mid-block with no safe crossing and people cycling are forced to dismount to continue travelling in any direction. Along Murray Ross Parkway there is also a short missing sidewalk link about 20 m east of the intersection of Evelyn Wiggins Drive. There is a bus stop installed in this location with no connecting sidewalk creating a bus stop that is non-compliant with the AODA.

Murray Ross Parkway is a collector road and has one through lane in the southbound direction with a posted speed limit of 50 km/h. There is 41 Keele bus transit service along this street. There is no parking allowed.



Figure 7: York University Cycling Connections

The scope of this project includes installing a sidewalk and a proposed two-way cycle track along Murray Ross Parkway between Columbia Gate / Evelyn Wiggins Drive and Keele Street. This new infrastructure would close the sidewalk and cycling gap, creating a continuous sidewalk, two-way cycle track, and a safer condition for people using transit, cycling, and walking in the area.

The proposed changes would not impact traffic operations or capacity. Murray Ross Parkway has one lane west of Evelyn Wiggins Drive and one lane east of Keele Street. In the one block between, a short additional travel lane (approximately 80 m) was previously added to accommodate the now discontinued York University busway. While the roadway would be narrowed, all turn lanes (including the left and right turn lanes at Keele Street) would be retained. Retaining the turn lanes would ensure that no capacity is lost on the roadway and the street would continue to function generally as it does today, but with a safer and more predictable path of travel for people traveling in all modes.

The construction of the sidewalk and the proposed two-way cycle track would be bundled for construction in the same contract along with other Council approved bikeway improvements in the York University area.

The local Councillor has been consulted and an on-site visit was conducted to discuss the proposed changes on Murray Ross Parkway.

Lower River Street Bicycle Lane to Cycle Track

The Lower River Street bicycle lanes were installed between King Street East and the Eastern Avenue overpass in 2015 by a developer as part of the Canary District Development. Based on public feedback, 311 requests, and site observations, the southbound curb lane on Lower River Street has a very high frequency of illegal stopping due to its proximity to a coffee shop.

The changes requested as part of this report would revise the existing bicycle lane by-laws, changing them to a cycle track, and permit Transportation Services to install concrete curb separators with reflective bollards on top on the southbound side of Lower River Street between King Street East and the Eastern Avenue overpass.

The local Councillor has been consulted on the proposed changes on Lower River Street.

Amendments to Bicycle Lanes on Blue Jays Way for Passenger Loading

The implementation of bicycle lanes on Blue Jays Way was approved by City Council in July 2019. Amendments to the approved by-laws are required to support passenger pick-up/drop-off areas that have been accommodated as part of the installation of bicycle lanes on Blue Jays Way south of Front Street West. Three passenger pick-up/drop-off spaces were added on the east side of Blue Jays Way as part of the bicycle lanes installation. The recommendations in this report include the revisions needed to add by-laws related to the pick-up/drop-off areas.

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ATTACHMENTS

Attachment 1: Proposed Cycling Network Installation Location Maps
Attachment 2: Designated Bicycle Lanes
Attachment 3: Designated Cycle Tracks
Attachment 4: Designated Contra-flow Bicycle Lanes
Attachment 5: Amendments to Traffic and Parking Regulations
Attachment 6: Cycling Network Plan Near-Term Implementation Plan (2019-2021)