

Updates on Improvements to the Bike Lanes on Dundas Street East

Date: June 24, 2020

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 13 and 14

SUMMARY

On May 28, 2020, City Council adopted CC21.20 Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects and requested Transportation Services to report to the July 9, 2020 meeting of the Infrastructure and Environment Committee on the status of previous requests to improve the bike lanes on Dundas Street East. The purpose of this report is to provide an update on these requests.

Bicycle lanes on Dundas Street East have long provided a vital east/west cycling connection. In the 2001 Toronto Bike Plan, Dundas Street East was identified as a candidate for bicycle lanes from River Street to Kingston Road and in 2003, bicycle lanes were installed on the section of Dundas Street East from Broadview Avenue to Kingston Road. The Dundas Street East bicycle lanes are connected to the protected bicycle lanes on Woodbine Avenue via contra-flow bicycle lanes on Dixon Avenue.

Transportation Services has installed a number of safety improvements along Dundas Street East including pavement marking enhancements along the corridor and intersection improvements at Dundas Street East and Jones Avenue.

In June 2020, as part of the ActiveTO program, temporary protected bicycle lanes (cycle tracks) were installed to extend the Dundas Street East bicycle lanes by 1 kilometre (km) from their end point just east of Broadview, west to Sackville Street to provide a safe connection through the Broadview intersection and over the Don Valley Parkway bridge.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. Infrastructure and Environment Committee receive this report for information.

FINANCIAL IMPACT

There is no financial impact associated with the adoption of the recommendation within this report.

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

DECISION HISTORY

In May 2003, City Council approved the installation of bike lanes on Dundas Street East between Broadview Avenue and Kingston Road, which had been included in the Toronto Bike Plan adopted by Council in 2001.

<https://www.toronto.ca/legdocs/2003/agendas/council/cc030521/to5rpt/cl016.pdf>

In June, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan, including a request for Transportation Services to undertake updated cycling counts for Dundas Street East and, working with the area Councillors and local community, consider improvements to the Dundas Street East bicycle lanes such as updated lane markings, intersection improvements, green markings and opportunities for separation such as bollards.

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

In October 2019, City Council adopted TE8.72 Implementing Increased Cyclist Protection at Dundas and Jones which included prohibition of the following right-turn movements on a red traffic signal as part of the proposed cycling safety intersection improvements northbound right-turn movement at the intersection of Dundas Street East and Jones Avenue; eastbound right-turn movement at the intersection of Dundas Street East and Jones Avenue; and westbound right-turn movement at the intersection of Dundas Street East and Jones Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE8.72>

On March 12, 2020, Toronto and East York Community Council adopted TE14.81 Cycling Safety on Dundas - Implementation, Evaluation and Next Steps requesting that Transportation Services:

- Develop and recommend additional improvements to the pilot protected intersection at Dundas Street East and Jones Avenue, including parking changes to improve sightlines or add additional protection; and
- Evaluate the intersection of Dundas Street East and Jones Avenue as soon as the design is implemented and to bring forward recommendations for implementing similar changes to other intersections along Dundas Street East, including Logan Avenue, Carlaw Avenue, Greenwood Avenue and Coxwell Avenue (considering the development of Raindrop Plaza) by the September 15, 2020 meeting of Toronto and East York Community Council.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.81>

On May 28, 2020, City Council adopted CC21.20 Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects and requested Transportation Services to report to the July 9, 2020 meeting of the Infrastructure and Environment Committee on the status of the following items relating to the Dundas Street East bike lane not addressed in the report (May 21, 2020) from the General Manager, Transportation Services:

- 2016.PW13.11, Ten Year Cycling Network Plan, adopted by City Council on June 7, 8 and 9, 2016; and
- 2020.TE14.81, Cycling Safety on Dundas - Implementation, Evaluation and Next Steps, considered by the Toronto and East York Community Council on March 12th, 2020.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC21.20>

COMMENTS

Background

Dundas Street East is an arterial roadway with a posted speed limit of 40 km/hour. Between Broadview Avenue and Kingston Road, there is one motor vehicle lane and one bicycle lane in each direction, with left-turn lanes provided at signalized intersections, and dedicated space for curb-side on-street parking provided midblock on alternating sides of the roadway.

Dundas Street East carries about 10,000-15,000 motor vehicles and approximately 2,500 people cycling per day.

Over the past five years (2015-2019), there have been three fatalities (2 pedestrians and 1 person cycling) and two serious injuries of people cycling along Dundas Street East between Sackville Street and Kingston Road.

The Dundas Street East bicycle lanes between Broadview Avenue and Kingston Road were installed in 2003, situated between the travel lane and parked cars. 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.

At the eastern limits, the Dundas Street East bicycle lanes are connected to the protected bicycle lanes on Woodbine Avenue via contra-flow bicycle lanes on Dixon Avenue installed in 2015.

West of Broadview Avenue, Dundas Street East currently operates with one motor vehicle lane in each direction and the TTC operates the 505-Dundas route in between Dundas West Station and Broadview Station. In June 2020, as part of the ActiveTO program, temporary protected bicycle lanes (cycle tracks) were installed to extend the Dundas Street East bicycle lanes by 1 km from their end point just east of Broadview Avenue, west to Sackville Street to provide a safe connection through the Broadview intersection and over the Don Valley Parkway bridge. Turn restrictions have been added at River Street to prohibit left turn movements during the morning and afternoon peak in

the eastbound direction. Prior to the installation of the ActiveTO temporary cycle tracks, this segment of Dundas Street East operated with two motor vehicle lanes in each direction.

Status of Improvements

In 2016, City Council requested that Transportation Services review the Dundas Street East bicycle lanes to recommend safety improvements. Transportation Services has installed a number of safety improvements along Dundas Street East including pavement marking enhancements along the corridor and intersection improvements at Dundas Street East and Jones Avenue.

Pavement Marking Enhancements

In 2018 and 2019, Transportation Services installed pavement marking enhancements along the Dundas Street East corridor including green conflict markings installed at bus stops, chevrons have been installed through intersections, and the bike lane lines have been enhanced to 20 cm width.

Intersection Improvements at Dundas Street East and Jones Avenue

In October 2019, Toronto and East York Community Council approved the installation of improvements at the Dundas Street East and Jones Avenue intersection.

Transportation Services has installed green conflict markings at bus stops, widened the bike lane buffer, moved the motor vehicle stop bar back from the intersection, added new signage and right turn on red prohibitions Transportation Services is also testing the installation of a short segment of curbs and posts on Dundas Street at the approaches to this intersection paired with the turning restrictions. As of May 2020, all of these improvements have been installed.

The installation of short segments of curbs protecting bicycle lanes at intersection approaches may present challenges with stormwater drainage, as well as winter maintenance including snow plowing. As such, Transportation Services will monitor and evaluate the intersection design at this location over the 2020 winter season.

Further protection at the intersection of Dundas Street East and Jones Avenue would require the removal of all of the left turn lanes and potentially prohibiting left turns on all or some of the legs of the intersection, which would require further assessment to understand the impacts.

Intersection Improvements at other locations along Dundas Street East

In March 2020, Toronto and East York Community Council requested that Transportation Services evaluate the intersection of Dundas Street East and Jones Avenue and to bring forward recommendations for implementing similar changes to other intersections along Dundas Street East, including Logan Avenue, Carlaw Avenue, Greenwood Avenue, and Coxwell Avenue (considering the development of Raindrop Plaza) by the September 15, 2020 meeting of Toronto and East York Community Council.

Transportation Services will monitor and evaluate the intersection design at Dundas Street East and Jones Avenue over the 2020 winter season. Following the evaluation,

Transportation Services can consider expanding this design to other intersection locations along Dundas Street East and at other unprotected bicycle lane intersections elsewhere in the city.

The intersection of Dundas Street East and Coxwell Avenue is programmed for reconstruction in 2021, including the removal of a right-turn channel and introduction of a new public space at this location. Transportation Services is working closely with Engineering and Construction Services to include additional improvements to the Dundas Street East bicycle lanes as part of this project including intersection realignment and curb radii changes, new pavement markings and signage, and the addition of protection between the bicycle lane and motor vehicle lane between approximately Coxwell Avenue and Rhodes Avenue.

The greatest opportunity to improve safety along the entire corridor of Dundas Street East bicycle lanes would be to redesign them as protected bicycle lanes (cycle tracks). This type of redesign would result in the reduction of approximately 50% of the parking along the corridor, and would require design work to reconfigure the pavement markings and add physical separation, public consultation, and a report to Infrastructure & Environment Committee.

ActiveTO - Dundas Street East

In June 2020, as part of the ActiveTO program, temporary protected bicycle lanes (cycle tracks) were installed to extend the Dundas Street East bicycle lanes from Sackville Street to Broadview Avenue to provide a safe connection through the Broadview intersection and over the Don Valley Parkway bridge.

Transportation Services is currently monitoring this installation and will make adjustments along the corridor as needed to manage traffic flow and transit operations. Since the installation, three car dealerships located along Dundas Street East near the Don Valley Parkway have raised concerns that the temporary cycle track has impacted their operations (loading and unloading of car deliveries and vehicle parts). Staff are actively meeting with these businesses to identify solutions to these concerns.

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SIGNATURE

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