

Updates on Improvements to the Bike Lanes on Dundas Street East and Other By-Law Amendments

Date: October 22, 2020

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Wards 4, 5, 10, 14, 19

SUMMARY

In July 2020, City Council directed Transportation Services to immediately implement protected bicycle lanes (cycle tracks) along Dundas Street East, between Broadview Avenue and Kingston Road, where possible. Transportation Services was also requested to report to the Infrastructure and Environment Committee on a timeline for further upgrading Dundas Street East to a cycle track, and on recommendations in Ward 14 for a suitable bikeway connection between the Danforth Avenue and the Cosburn Avenue bicycle lanes. This report is in response to that direction.

In addition, this report seeks Council authority to make technical amendments to the traffic and parking regulations and bicycle lane and cycle track designations for cycling infrastructure that have been previously requested by City Council.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of cycle tracks on the following sections of roadway, as described in Attachment 1- Designated Cycle Tracks and Bicycle Lanes:
 - a. Dundas Street East between Broadview Avenue and Kingston Road;
 - b. Lansdowne Avenue between Shirley Street/Lansdowne Avenue and Rideau Avenue;
 - c. Runnymede Road between Maria Street and Ryding Avenue; and
 - d. Strachan Avenue between Wellington Street and Lake Shore Boulevard.

2. City Council authorize the installation of bicycle lanes on the following section of roadway, as described in Attachment 1 - Designated Cycle Tracks and Bicycle Lanes:
 - a. Dundas Street West (southerly eastbound from College Street to Lansdowne Avenue).
3. City Council designate the northerly eastbound lane on Dundas Street West, between College Street and a point 15 metres west, for eastbound left-turning traffic only, TTC vehicles excepted.
4. City Council designate southbound College Street, between Lansdowne Avenue and Dundas Street West, for public transit vehicles only.
5. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1-4 as described in Attachment 2 - Amendments to Traffic and Parking Regulations.

FINANCIAL IMPACT

The estimated cost to implement the cycling infrastructure recommended in this report is \$1,100,000. Funding is available in the approved 2020-2029 Capital Budget and Plan for Transportation Services in account CTP 818-06.

The funding required to maintain the new cycling infrastructure for the remainder of 2020 will be accommodated within existing 2020 Operating Budget. Funding for ongoing maintenance costs of new cycling infrastructure will 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

In May 2003, City Council authorized 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 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>

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 July 28 and 29 2020, City Council adopted IE14.12 - Updates on Improvements to the Bike Lanes on Dundas Street East requesting the Transportation Services upgrade the bicycle lanes along Dundas Street and report on other cycling improvements in Ward 14.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE14.12>

Amendments to Existing Bicycle Lanes

In September 2005, City Council authorized the installation of bicycle lanes on Dundas Street West, between Sorauren Avenue and College Street, and on College Street, from Dundas Street West to Lansdowne Avenue.

<https://www.toronto.ca/legdocs/2005/agendas/council/cc050928/te7rpt/cl018.pdf>

In May 2020, City Council authorized the installation of traffic control signals at the intersection of Dundas Street West and College Street; and, directed the appropriate City Officials to take the necessary action to give effect the above recommendations.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.TE14.56>

On August 5, 2009, City Council adopted PW25.20 approving the installation of bicycle lanes on Lansdowne Avenue from Rideau Avenue to Dundas Street West.

<http://www.toronto.ca/legdocs/mmis/2009/pw/bgrd/backgroundfile-21466.pdf>

On June 26, 2018 City Council adopted Item PW30.6 and authorized the installation of bicycle lanes on Runnymede Road, between a point 37 metres south of Dundas Street West and St. Clair Avenue West.

<https://www.toronto.ca/legdocs/mmis/2018/pw/bgrd/backgroundfile-115778.pdf>

In July 2018, City Council adopted MM44.20 - Exploring Improvements to the Strachan Avenue Bikes Lanes, requesting that Transportation Services change the designation of the Strachan Avenue bike lane to a cycle track where possible south of King Street to Lake Shore Boulevard West.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.20>

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 travel 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 were 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.

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 one kilometre 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 prohibitions 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.

West of Sackville Street, Dundas Street East currently operates with two motor vehicle lanes in each direction and the Toronto Transit Commission (TTC) operates the 505-Dundas route in between Dundas West Station and Broadview Station.

Upgrades to the Dundas Street East Bicycle Lanes: Immediate Action

In July 2020, City Council directed Transportation Services to upgrade the Dundas Street East bicycle lanes to cycle tracks immediately where possible (i.e. without impacting on-street parking or centre/left turn lanes) and to program a future project to upgrade the bicycle lanes further with consultation at a later date.

Transportation Services has reviewed the corridor. Generally, there are three cross-sections along Dundas Street East, including:

- Parking lanes on both sides, bicycle lanes, and two travel lanes
- No parking, bicycle lanes, two travel lanes and a centre/left turn lane
- A parking lane on one side, bicycle lanes and two travel lanes

Through the review of the corridor, Transportation Services has determined that the bicycle lanes can be upgraded to cycle tracks in segments along Dundas Street East which currently have no parking, or a parking lane on one side.

Segments that currently have bicycle lanes, two travel lanes and a centre/left turn lane (and no parking) are proposed to become cycle tracks, two travel lanes and a centre/left turn lane.

Segments that currently have a parking lane on one side, bicycle lanes and two travel lanes are proposed to become a cycle track on the side where there is no parking, maintaining the curb-side parking lane on the opposite side adjacent to the bicycle lanes and two travel lanes.

The cycle track would be created by reducing the width of above-standard travel lanes and installing a painted buffer, concrete curbs, and bollards.

In conjunction with these changes, almost all signalized intersections (excepting Woodfield Road) will be upgraded to a design similar to Dundas Street East and Jones Avenue including advance stop bar for the cycle tracks, and a buffer and separation of the bikeway at the approaches of the intersection.

The implementation of these elements will take place in fall 2020.

Upgrades to the Dundas Street East Bicycle Lanes: Future Considerations

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).

Upgrades to the bicycle lanes on Dundas Street East, between Broadview Avenue and Kingston Road were not identified as part of the work program of the Cycling Network Near Term Implementation Plan.

The greatest opportunity to improve safety for people cycling along Dundas Street East would be to redesign the bicycle lanes as protected bicycle lanes (cycle tracks) for the entirety of the corridor. 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.

Transportation Services was directed to report on a timeline for upgrading Dundas Street East to a cycle track, including consultation and construction. Dundas Street East was not included in the Council-adopted Near Term Implementation Plan (2019-2021) and Transportation Services is oversubscribed through 2021 to fulfill the already identified 2021 program. Transportation Services recommends that design, public consultation, and further upgrades to cycling infrastructure on Dundas Street East be programmed to take place in 2022.

Cycling Connections between Danforth Avenue and Cosburn Avenue

Transportation Services was also requested to report on suitable cycling connections between the Danforth Avenue and the Cosburn Avenue bicycle lanes. The Cycling Network Plan included a comprehensive analysis of potential cycling routes City-wide. Routes across the city were analyzed and scored on nine criteria including current cycling demand, potential cycling demand, trip generators, transit access, connectivity, coverage, barriers, safety and equity.

The highest ranking routes analyzed and scored that connect the Danforth Avenue and Cosburn Avenue are:

- Broadview Avenue: high suitability
- Coxwell Avenue: medium to high suitability
- Greenwood Avenue: medium to high suitability
- Donlands Avenue: low to medium suitability

Each of these corridors would require the reduction of at least one motor vehicle travel lane and/or removal of on-street parking. Assessment of feasibility as well as public and stakeholder consultation has not been completed regarding any of these corridors. The required feasibility analysis would include parking studies, traffic impact analysis, and collision reviews. None of the projects are currently in the Cycling Network Near Term Implementation Plan adopted by City Council. No significant state-of-good-repair work is currently programmed on these corridors through 2025.

Amendments to Existing Bicycle Lanes

Dundas Street West and College Street: Intersection Improvements

The Dundas Street West and College Street intersection is scheduled for reconstruction in Fall 2020, including the replacement of TTC streetcar tracks and the installation of a new traffic signal. In May 2020, City Council authorized the installation of traffic control Updates on Improvements to the Bike Lanes on Dundas Street East and Other By-Law Amendments

signals at this intersection; the closure to vehicular traffic of St. Helen's Avenue, between College Street [North] and College Street, and the associated amendments to traffic and parking regulations. The design has been finalized and requires Council authority for a bicycle lane designation, left-turning lane, reserved transit lane, and associated amendments to traffic regulations to improve operations at this intersection.

Lansdowne Avenue: Upgrade of Bicycle Lanes to Cycle Tracks

In August 2009, City Council approved the installation of bicycle lanes on Lansdowne Avenue, from Rideau Avenue to Dundas Street West. After review of this corridor for technical feasibility, Transportation Services is recommending that the buffered bicycle lanes on Lansdowne Avenue, between Lansdowne Avenue (East leg) and Rideau Road, be upgraded to cycle tracks. Concrete barriers can be installed within the existing painted buffer of these bicycle lanes in 2020. Stopping is currently prohibited in this segment and there would be no parking, travel lanes or turn lane impacts.

Runnymede Road: Upgrade of Bicycle Lanes to Cycle Tracks

In June 2018 City Council adopted PW30.6 authorizing the installation of bicycle lanes on Runnymede Road, from a point 37 metres south of Dundas Street West to St. Clair Avenue West. After a review of this corridor for technical feasibility, Transportation Services is recommending that the existing buffered bicycle lanes on Runnymede Road, between Maria Street and Ryding Avenue, be upgraded to cycle tracks. Concrete barriers can be installed within the existing painted buffers on these bicycle lanes in 2020. Stopping is currently prohibited in this segment and there would be no parking, travel lanes or turn lane impacts.

Strachan Avenue: Upgrade of Bicycle Lanes to Cycle Tracks

In 2018, Transportation Services was directed by City Council to explore upgrades to the bicycle lanes on Strachan Avenue, between King Street West and Lake Shore Boulevard West. After a review of this corridor for technical feasibility, Transportation Services is recommending that the bicycle lanes on Strachan Avenue, between Wellington Street West and Lake Shore Boulevard West, be upgraded to cycle tracks. Barriers can be added within the existing painted buffer of these bicycle lanes in 2021 following the completion of a bridge load assessment. No parking, travel lanes or turn lanes would be impacted.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Designated Cycle Tracks and Bicycle Lanes
Attachment 2: Amendments to Traffic and Parking Regulations