

Dowling Cycling Route

We invite you to a Public Open House, to discuss a proposed cycling route on Dowling Avenue, between the existing signed cycling route on Sorauren Avenue and the Waterfront Trail. The objective of this route is to provide residents with easier and safer access to the waterfront by bicycle and create a gateway to greenspace for the Parkdale neighbourhood.

Date: Thursday, September 22, 2016

Time: 7 p.m. to 9:00 p.m.

**Location: Parkdale Public Library – Auditorium
1303 Queen Street West (at Cowan)**

Background

This proposed cycling route was identified as part of the City's Cycling Network Plan, which presents a vision for how we may connect Toronto's cycling routes. The plan was approved in principle by Council on June 9, 2016 with the understanding that each route recommended in the plan would require further consultation to inform design option and to evaluate potential parking and traffic impacts.

Transportation Services has undertaken some preliminary analysis to identify the existing conditions for all road users on Dowling, including; traffic/cycling volumes and flow and a survey of the parking supply.

Potential measures for the Dowling Cycling Route could include bike lanes, traffic calming measures, cycling wayfinding and new or modified traffic signals.

On May 14 and 15, 2016, crews demolished the Dowling Avenue Bridge over the Gardiner Expressway and a temporary crossing for bicycles and pedestrians has been installed. The City is presently in conversation with Metrolinx, regarding a study for the design and construction of a permanent structure.

We Want to Hear From You

This open house is intended to inform resident of the preliminary analysis and get your feedback on the range of opportunities and potential measures to help inform the preferred design solutions.

Presently, Dowling Avenue between King St. West and Queen St. West carries traffic one-way northbound and so the feasibility of introducing a southbound "contra-flow" bicycle lane is being evaluated. This proposal would allow for lawful two-way cycling travel, however due to the narrow width of this roadway the introduction of a bike lane would require the displacement of approximately 32 on-street parking spaces.

Transportation Services is undertaking a parking survey of the area, to measure the overall parking supply availability, and would appreciate your feedback as part of this process.

Next Steps

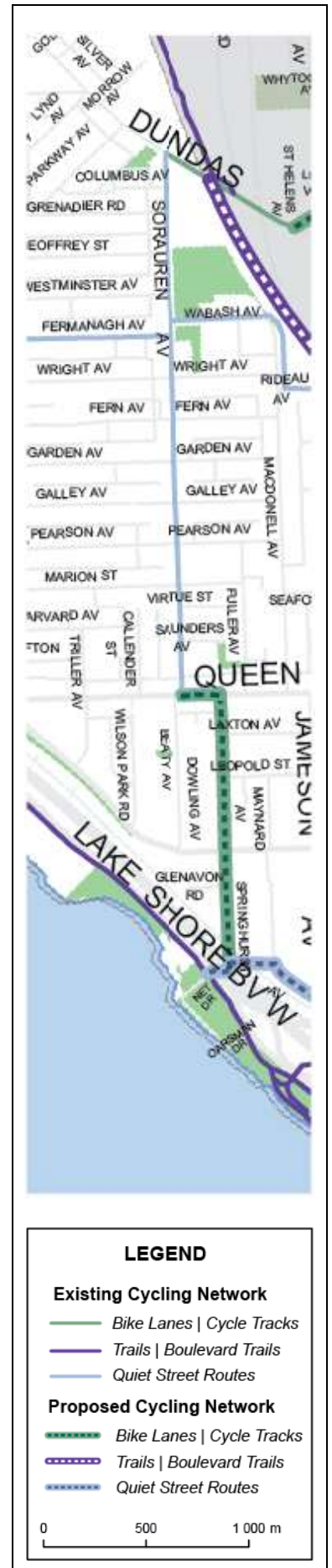
Following the consultation period, staff will use feedback to inform preferred design solutions and report to City council in 2017. The target implementation period of this project is 2017-2018.

Contact

If you are unable to attend the public event, you can still get involved by reviewing the information available online and contacting Transportation Services between September 6, 2016 and December 31, 2016:

**Transportation Services
Cycling Infrastructure & Programs
100 Queen St W, City Hall,
22nd Floor East Tower
Toronto, ON M5H 2N2**

**Phone: 416-397-4849
Fax: 416-392-4808
E-mail: cboucha@toronto.ca**



Frequently Asked Questions

Toronto already has a number of yellow 'contra-flow' bicycle lanes which have been used to make one-way streets two ways for cycling. This type of bicycle lane is installed on Fermanagh Avenue, Lindsay Avenue, Shaw Street, Argyle Street, Montrose Ave., Knox Ave. Strathcona Ave., Chester Hill Rd., and Colborne Lodge Rd. in High Park.

What is a 'contra-flow' lane?

When a 'contra-flow' bicycle lane is installed on a one-way street, the street becomes two-ways for bicycles, but remains one-way for other vehicles. When a cyclist is traveling in the direction that motor vehicles may travel, the cyclist shares the lane with the motor vehicles. To travel in the opposite direction, cyclists use the bicycle lane.

How are 'contra-flow' bicycle lanes designed?

The standards used by Transportation Services to design contra-flow bicycle lanes has been developed in consultation with the City's departments that deliver services to residents. These include Toronto Police, EMS, Fire Services and Solid Waste Management. The standards used to design bike lanes ensure that these City Services will not be impacted.

How will this project impact access to my driveway?

Access to all driveways will be maintained.

How will this project impact on-street parking?

Dowling Avenue is not wide enough for a contra-flow bicycle lane to be installed while also retaining on-street parking. Alternative locations nearby would need to be identified for cars to park.

How much does a bicycle lane cost?

This type of painted bicycle lane is an affordable way to improve transportation options, by creating safer cycling conditions. This project will cost approximately \$15 a meter to install.

How do contra-flow bicycle lanes cross intersections?

The type of intersection control which is installed for other traffic directions will also be installed for the travel direction allowed by the contra-flow bicycle lane. For intersections which have stop signs, a stop sign will be installed for the bike lane, and for intersections controlled by traffic signals, a bicycle traffic signal would be installed.

What is the process to install a bicycle lane?

Transportation Services will undertake consultation in coordination with the local councillor, to identify and measure traffic and parking impacts. Following this 2016 evaluation, a report summarizing staff recommendations will be received by the Public Works and Infrastructure Committee in 2017. Recommendations to install bicycle lanes which are approved at this committee would then be voted on by City Council.

For more information:

toronto.ca/yellow-bicycle-lanes

