Summary and Review of Public Submissions for West End Bikeways

Transportation Services
November 29, 2008

TORONTO

1. Introduction

The Toronto Bike Plan recommends a Bikeway Network that spans the city, creating a 2 km grid of routes that are accessible within a five minute ride from all residences. There are, however, locations where the 2 km grid was not achieved, such as the downtown west end, where streetcar tracks on east-west arteries, disjointed local streets, and railway corridors all pose challenges to accommodating bikeways.

To address this gap in the Bikeway Network, Toronto Transportation is gathering ideas from cyclists on ways to improve cycling conditions in the downtown west end, specifically the area south of Bloor Street, bounded by the Gardiner Expressway, Bathurst Street, and Parkside Drive. The goal of this process is to work with cyclists in the study area to identify short-term bikeway projects that can be built in 2009 and 2010.

In mid-October 2008, we sent out a Call for Submissions and invited cyclists in the downtown west end to send in their ideas for ways to improve cycling conditions in the study area. This document presents a record of submissions received from the public, and a summary in the format of short-listed "corridors" made up of the most popular routes. These corridors will be reviewed in consultation with west end cyclists at a meeting in late November. The ultimate goal of this review is to investigate and prioritize projects in the short-listed corridors that can be implemented in 2009 and 2010.

Summary of Submissions Received from the Public

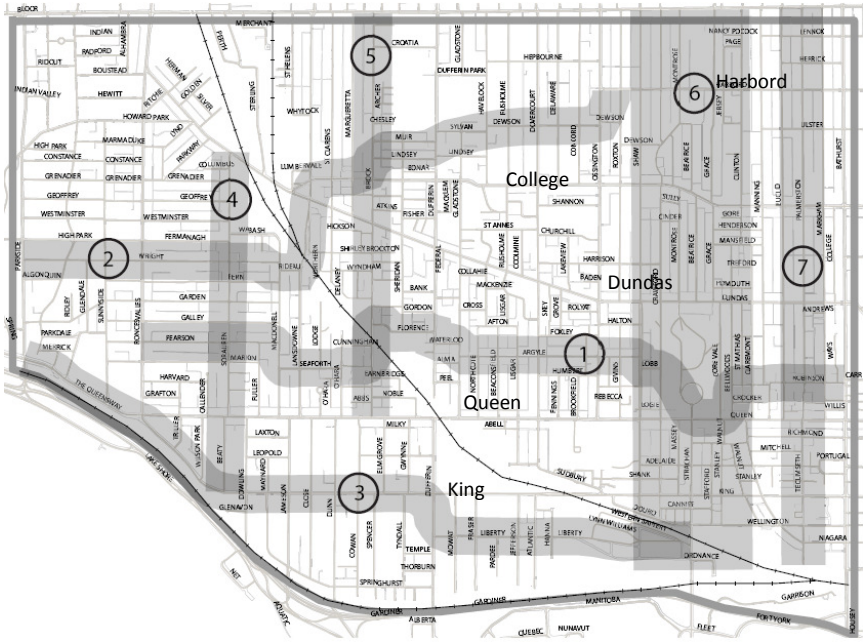
Nearly 70 cyclists responded to our call for submissions. The submissions came in various formats including text and maps, and they varied in their level of detail. Some respondents specified the type of bikeway they would like to see along a particular street or set of streets, while others simply highlighted particular streets as candidates for bikeways or routes. Several respondents also provided recommendations for bicycle parking, bikeway maintenance and enforcement, signage, bikeway signalization and intersection improvements, over and underpass improvements, and development controls.

In an effort to summarize the submissions while preserving the details provided by local cyclists, the summary is presented in three parts:

1. A map of all recommended routes, illustrating how many people recommended each route (or a portion of a route) (page 4).
2. A table outlining each street where a bikeway was recommended, bikeway types recommended for that street, and any other details provided by respondents (pages 5 to 15).
3. A list of recommendations grouped by topic. In general, these recommendations either pertain to multiple bicycle routes, no specific new bicycle route, or are not route-based (page 16 to 18).

Short-listed Corridors

To identify bikeway projects that can be built in the downtown west end in 2009 and 2010 we developed a short-list of corridors for potential bikeways based on the submissions. Please see Figure 1 for an outline of the seven corridors.



Corridor 1. East-west Centre
Corridor 2. East-west North
Corridor 3. East-west South
Corridor 4. North-south West
Corridor 5. North-south Centre
Corridor 6. North-south East A
Corridor 7. North-south East B

Figure 1. Study Area Corridors

The corridors were selected on the basis of popular routes that form a discernable corridor. The popularity of a route was defined by the number of respondents who suggested the route as a candidate bikeway (please refer to the map hand out entitled *West End Bikeways: Route Submission Summary*).

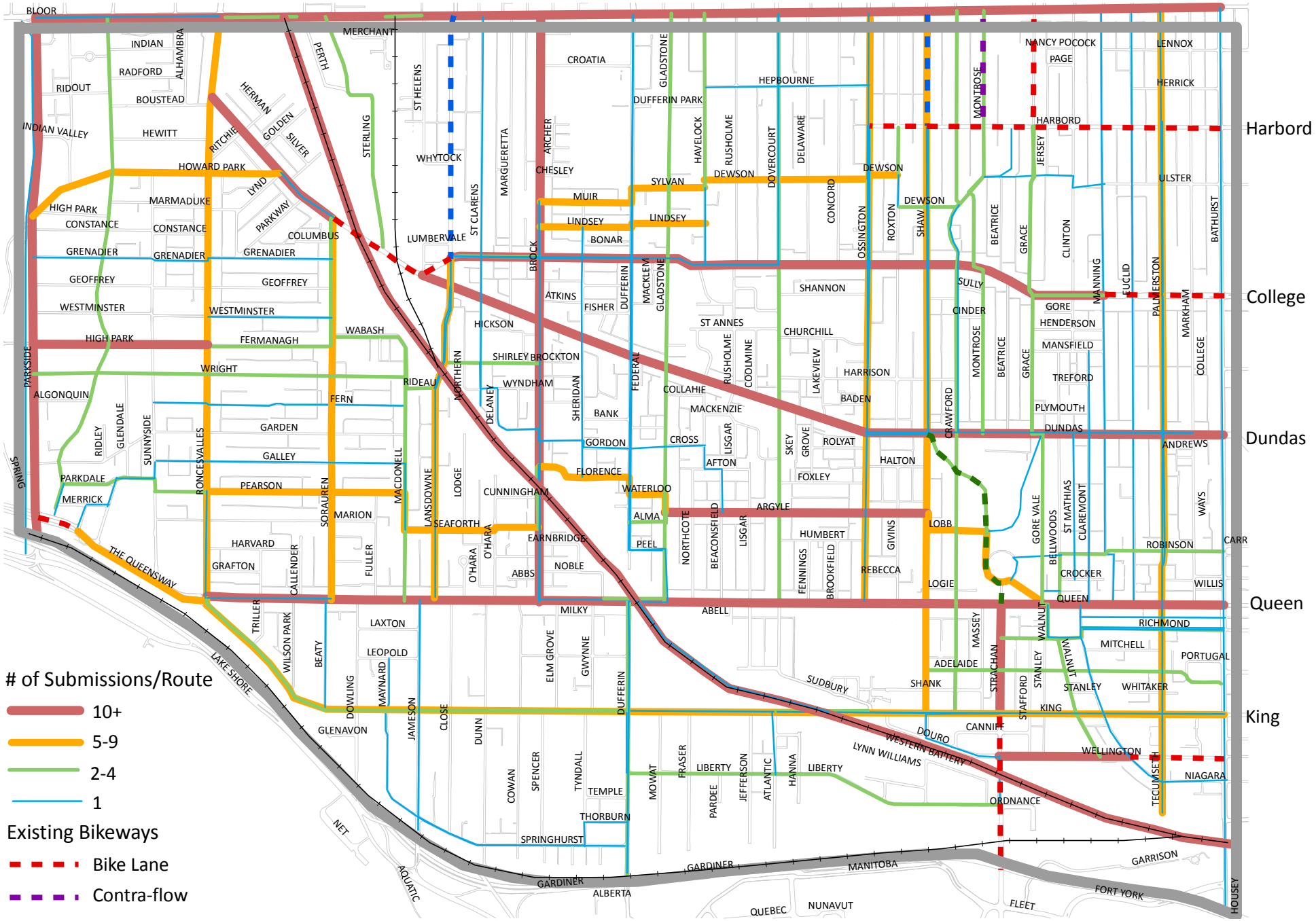
There were a number of exceptions to this selection process. First, Bloor Street West and Roncesvalles Avenue are not included in the short-listed corridors, even though a high number of people recommended these routes. A separate planning process is currently underway for the reconstruction of Roncesvalles Avenue, and the City has approved a broader assessment of bikeways on Bloor Street as part of the Sustainable Transportation Initiative, adopted by City Council in 2007.

Second, although recommended by a large number of respondents, no other arterial roads are included in the short-listed corridors because it is not feasible to install bikeways on these roads in 2009 or 2010, which is the goal of the West End Bikeways project. To install bikeways (bike lanes, in particular) on arterial roads would require the removal of parking and/or traffic lanes, both of which are politically contentious. The arterials in the west end study area are also streetcar routes, and the disruption of public transit (e.g. by moving car traffic into one lane shared with street cars) has been opposed by the Toronto Transit Commission (TTC) in the past. Building bikeways on arterial roads remains a long-term challenge, and is therefore beyond the scope of the West End Bikeways project.

Third, Corridor 3 was included even though only a few people recommended it because it was one of the few non-arterial corridors recommended south of Queen Street – an area that covers a third of the study area.

Fourth, the West Toronto Railpath is not included as a corridor even though a large number of people recommended it in their submissions. The portion of the Railpath from Cariboo Avenue to Dundas Street West is currently under construction and is expected to be completed in the summer of 2009. The lands along the railway corridor south of Dundas Street West to Strachan Avenue are part of an environmental assessment for a Go Train link to Pearson International Airport. The City will continue its' efforts to secure land for the West Toronto Railpath as it becomes available.

2. Summary of Bike Routes Recommended by the Public



City of Toronto, Pedestrian & Cycling Infrastructure Unit (November 2008 - updated April 2009)

3. Table of Routes Recommended by the Public

Street/Location	Bikeway Type	Route Section and/or Details
Adelaide	Bike lane	
	Route	Install bicycle signal at Bathurst.
Alley	Bikeway	Southside of Queen from Niagara to Spadina. Install priority signalling/signage for cyclists at minor cross-streets, and Bathurst if possible.
Alley	Bikeway	North of Queen
Alley	Route	East and West of Grace. A contra-flow lane would be needed on Jersey Ave.
Argyle	Contra-flow bike lane	
Argyle-Gladstone-Alma	Route	
Atlantic	Route	East Liberty to King
Bathurst	Bike lane	Improve the Bathurst St. Bridge: 1. Replace the drainage holes (currently they are not designed in a herringbone pattern). 2.Build a ramp up the raised sidewalk to allow cyclists to turn left onto Bathurst (from the bike lane), and up the ramp and onto the sidewalk to Front St.
Beatrice	Bike lane	(Or Crawford or Montrose) Connecting to the Strachan bike lane.
Beaty	Route	
Bloor	Bike lane	Full length
		West of Dundas West
	Separated bike lane	
	Route	Improve the pavement along Bloor. Sections are bumpy and uneven. Some stormwater drains are several inches below grade.
	Shared roadway	
	One-way street	
Brock	Bike lane	Full length
		Florence to south of railway tracks.

Street/Location	Bikeway Type	Route Section and/or Details
	Bicycle boulevard	Improve as bicycle boulevards that include contra-flows as needed and install improvements at intersections (e.g. bike/button activated lights).
	Sharrows and signage	
	Suggested on-street route	
	Route/Bikeway	
	Route	Muir to Queen
	Shared roadway	College to Lindsey
		Dundas to Queen. Part of Brock/Queen/Dufferin north-south route.
College	Bike lane	Manning to Lansdowne
		Grace to Lansdowne
		Lansdowne to Sheridan. No businesses in this block.
		Lansdowne to Dufferin
	Buffered two-way bike lane	Or on Dundas. Two-way bike lane on one side of the street, buffered by a concrete barrier.
	Bike lanes and sharrows	West of Little Italy
	Sharrows	Manning to Lansdowne. Install sharrows for the full width of the both lanes and remove all parking.
	Route/Bikeway	Manning to Lansdowne
		Manning to Grace
		Lansdowne to Brock
	Shared roadway	Lansdowne to Brock
	One-way street	
Crawford	Bike lane	(Or Montrose or Beatrice) Connecting to the Strachan bike lane.
	Route/Bikeway	Full length
		Harbod to King
		Harbord to Dundas
Dewson	Route/Bikeway	Full length
		Havelock to Crawford

Street/Location	Bikeway Type	Route Section and/or Details
		Or Hepbourne. At Dufferin or Ossington you're stuck, since both streets are busy and narrow. The small offset at Ossington and Bloor is dangerous. Other hazards on Dufferin: street racers and mall traffic.
	Shared roadway	
Dovercourt	Bike lane	Bloor to College
	Route	
Dufferin	Bike lane	Full length. Remove all parking.
		Queen to King
		Queen to CNR tracks
		College to Queen
	Bikeway	King to Liberty. Part of Queensway/King/Dufferin jog/Liberty route.
		Queen to CNR tracks
	Shared roadway	Queen to King. Part of Brock/Queen/Dufferin north-south route.
	Diamond lane	Queen to CNR tracks
Dundas	Bike lane	Full length. Good pavement and only one rail pass.
		Ossington or Shaw to Markham
		Shaw to Ossington or Dovercourt. Install an induction loop at the Trinity Bellwoods Park exit at Dundas for left turning cyclists.
		Mark a big bike left turn corner from Dundas westbound onto Howard Park.
	Sharrows	Install sharrows for the full width of the both lanes and remove all parking.
	Shared roadway	
	Route/Bikeway/Path	Full length
		Shaw to Ossington
		Howard Park to Bathurst
	One-way street	

Street/Location	Bikeway Type	Route Section and/or Details
Euclid	Bike lane	Contra-flow bike lane or northbound only (requires bike lane on Montrose or Palmerston for southbound).
Fermanagh	Route	
Fermanagh-Wabash/Fern-Macdonnell-Rideau	Signed route	The left turn from Rideau onto Lansdowne has poor visibility, speeding traffic, and cars that cut the corner turning left onto Rideau. Connects to Corridor 1.
	Route	Connects to Corridor 1.
Florence	Contra-flow bike lane	
Galley-Sunnyside-Parkdale-Indian Rd-Bike path to Parkside	Route	Connects to Corridor 1. Add a crosswalk for connection to existing path on the south side of High Park.
Gladstone	Bike lane	
	Route	Sylvan to Queen
	Contra-flow bike lane	Sylvan to Queen. Link up to Bloor through Dufferin Grove Park and north end of Gladstone (two-way).
Gorevale-Walnut	Contra-flow bike lane	
Grace-Gorevale-Walnut	Route	
Grace	Bicycle boulevard	Improve as bicycle boulevards that include contra-flows as needed and install improvements at intersections (e.g. bike/button activated lights).
Grenadier	Contra-flow bike lane	
Harbord	Bike lane	Eliminate the gaps in the existing bike lane.
Havelock	Contra-flow bike lane	
Havelock-Sylvan-Gladstone	Bikeway	Bloor to Queen
Hepbourne	Route	
High Park Blvd.	Route	Lose a couple parking spaces at the end of the route at the High Park gates and Runnymede. Left turning cars off Runnymede cut the corner. This is frightening for cyclists waiting for the light to change.

Street/Location	Bikeway Type	Route Section and/or Details
	Shared roadway	
Howard Park	Bike lane	
	Route/Bikeway	
Indian Rd.	Sharrows and signage	
	Shared roadway	
Jameson	Bike lane	Queen to the Gardiner
	Signed/Suggested route	Springhurst to Martin Goodman Trail. Fix the intersection/overpass for safety.
King	Bike Lane	Roncesvalles to Dundas
		Bathurst to Dufferin. Removing parked cars will make it safer for cyclists, and providing a bike lane under the railway bridge between Atlantic and Shaw will keep cyclists in traffic and off the pedestrian path.
		King-Queensway (Parkside/Claude to Bathurst)
		Atlantic to Sudbury
		Atlantic to Strachan
	Shared roadway	Replace streetcar operation with buses and provide shared right lane for cars and bikes.
	Route/Bikeway	Roncesvalles to Dufferin. Part of Queensway/King/Dufferin jog/Liberty route.
		Queensway to Bathurst
		Strachan to Shaw
	One-way street	
Lansdowne	Bike lane	College to Queen
		Dundas to Queen
		No Frills to Rideau
	Bike lane and sharrows	Bike lane from College to after rail pass, sharrows from underpass to Queen.
	Route	College to Queen
Lansdowne-Rideau-Wright OR Brock-Seaforth-Macdonell-Pearson	Bike lane	

Street/Location	Bikeway Type	Route Section and/or Details
Lansdowne-Shirley-St. Clarens-Delaney-Middleton-Sheridan-Gordon-through park-cross-Beaconsfield-Argyle-Shaw-Lobb-Trinity Bellwoods Park [Route]	Contra-flow bike lanes and sharrows (for co-flow direction)	
Liberty & East Liberty	Bike lane	Dufferin to Strachan. Including bike lanes for the majority and signed routes to connect to Strachan and Wellington.
	Route	Part of Queensway/King/Dufferin jog/Liberty route.
Lindsey	Route	Corridor 2 alternate street.
	Shared roadway	
Macdonell	Contra-flow bike lane	
	Bike lane (southbound)	To work with northbound bike lane on Sorauren.
Manning	Contra-flow bike lane	This street has one-way sections, so the bike lanes would have to be two-way or restricted.
Montrose	Bike lane	(Or Crawford or Beatrice) Connecting to the Strachan bike lane.
	Route	
Muir	Shared roadway	
Niagara-St. Mathias-Claremont	Route	Contra-flow bike lane on Niagara.
Ossington	Bike lane	Full length. Remove all parking.
		Bloor to at least school north of College
		or Dovercourt
		Harbord to Queen. Potential space limitation: bus route.
	Route	Full length
		Harbord to Dundas

Street/Location	Bikeway Type	Route Section and/or Details
Palmerston	Bike lane	Full length. Palmerston is a wide, quite street with controlled intersections, connections to Dupont and Wellington, but the pavement surface requires maintenances (potholes, cracks).This street has one-way sections, so the bike lanes would have to be two-way or restricted. Install contra-flow lanes on the one-way sections.
	Contra-flow bike lane	College to Richmond
	Bicycle boulevard	Improve as bicycle boulevards that include contra-flows as needed and install improvements at intersections (e.g. bike/button activated lights).
	Route	Harbord to College. Connects route 12 to route 14.
		Palmerston-Tecumseth (to Wellington)
		Palmerston-Tecumseth (Harbord to Wellington)
	Shared roadway	College to Bloor
Parkdale	Contra-flow bike lane	
Parkside	Bike lane	Remove all parking.
	Bikeway	Bloor to Lakeshore
	Multi-use path	Bloor to Lakeshore. Adjacent to Parkside, in the park.
Pearson	Contra-flow bikelane	
[Corridor 1] Pearson (one-way)-Macdonell-Seaforth (one-way)-Brock-Florence (one-way)-Dufferin-Waterloo-Gladstone-Argyle (one-way)-Shaw-Lobb-TrinityBellwoodsPark-Queen sidewalk-Bellwoods-Robinson.	Route (multiple bikeway types)	Install a cross-walk at Dufferin (to get from Florence to Waterloo). Install a large flashing sign alerting motorists coming on to Brock from Florence just north of the rail underpass to watch for cyclists. On routes like Argyle, get all the stop signs only on the connecting roads so Argyle would be a flow-through for bikes. Preferred route/signed route/bikeway along Argyle and Robinson, with enhanced/wider path through Trinity Bellwoods.

Street/Location	Bikeway Type	Route Section and/or Details
		Route with sharrows, destination oriented signage and contra-flow bike lanes. There is a lot of room on these one-way streets for contra-flow bike lanes. Contra-flow on Seaforth, just to the east f the public school, and signage saying bicycles are allowed.
[Corridor 2] Pearson (one-way)-Macdonnell (one-way)-Rideau-Lansdowne-Shirley (one-way)-Brock-Muir (one-way)-Dufferin-Sylvan-Havelock-Dewson-Roxton (one-way)	Route (multiple bikeway types)	Route with sharrows, destination oriented signage and contra-flow bike lanes. Add bike-friendly markings or signs on the route. Because the route weaves quite a bit, install blue signed routes in quick succession, tighter than usual. Alternate option: Dewson-North Beatrice-Ulster, with an off-road portion.
Queen	Bike lane	Full length. This is an important link for cyclists (flat grade, low traffic speeds.) Remove on-street parking on Queen (there is sufficient block parking to accommodate these cars).
		Section under the Dufferin rail bridge. Smooth the pavement approaching this section/bike lane.
	Separated bike lane	
	Two-way buffered bike lane in curb lane	Bike lane buffered with light bollards
	Sharrows	Install sharrows for the full width of the both lanes and remove all parking.
	One-way street	
	Car-free street	Dedicate half the roadway to streetcars and half to cyclists. Have Queen used by only streetcars, taxis, municipal vehicles and bicycles.
	Route/Bikeway	Roncesvalles to Macdonell
		Queensway to Bathurst

Street/Location	Bikeway Type	Route Section and/or Details
	Shared roadway	Brock to Dufferin. Part of Brock/Queen/Dufferin north-south route.
Queensway-Claude-Merrick-Glendale-Parkdale	Route	Connects to Corridor 1.
Queensway	Bike lane	Claude to Roncesvalles
		At Roncesvalles. Where Queen St. meets the Queensway it is dangerous, it needs a bike lane.
	Bikeway	Claude to Roncesvalles. Part of Queensway/King/Dufferin jog/Liberty route.
Richmond	Bike lane	
	Contra-flow bike lane	Bathurst to Niagara
	Route	Richmond (Bathurst to Walnut), and Walnut (Richmond to Queen). Portion of Richmond between Niagara to Bathurst requires contra-flow. Connection to Corridor 1.
Rideau	Contra-flow	
Roncesvalles	Bike lane	
	Two-way buffered bike lane in curb lane	Remove parking from west side to create Montreal-style two-way contra-flow bike lane.
	Bikeway	Bloor to Queen
	Shared roadway	Bloor to Queen
		Pearson to Queen
Roxton	Shared roadway	
[Route] Seaforth-build a bridge over/under rail tracks east of Brock, come down to grade at Dufferin-Alma-Gladstone-Argyle-Crawford-Lobb-Trinity Bellwoods Park-Gorevale (install gap)-Robinson	Route	Alternate to Corridor 1.
Seaforth	Contra-flow bike lane	
Shaw	Bike Lane	Two-way portion
	Route/Bikeway	Full length

Street/Location	Bikeway Type	Route Section and/or Details
		Harbord to King
		Harbord to Dundas
	Two-way bikeway	Davenport to King. Shaw is good for travelling south, but cyclists can't legally go north on it.
	Shared roadway	Harbord to Dundas.
	Contra-flow bike lane	North of Dundas. Need better signage for cars.
Shaw-Duoro-Strachan	Route	
Sheridan	Route	
Shirley	Contra-flow bike lane	
Sorauren	Bike lane	Northbound. To work with southbound bike lane on Macdonnel.
	Bicycle boulevard	Improve as a bicycle boulevard that includes contra-flows as needed and install improvements at intersections (e.g. bike/button activated lights).
	Route	Full length. Lose most of the parking or turn into a one-way, it is currently too narrow for a two-way street.
		Wabash to Dundas. Connects to Corridor 1.
	Suggested on-street route	
	Shared roadway	
St. Clarens	Contra-flow bike lane	
Strachan	Bike lane	Queen to King. Treatment needed at Queen and entrance to Trinity Bellwoods Park to minimize conflict between pedestrians and bicycle traffic. Link the Park to the Lake.
	Shared roadway	Queen to King
	Route/Bikeway	Queen to King. The pavement is terrible north of the railroad tracks. Smooth the pavement surface south of King.
Sylvan	Shared roadway	
Symington-Sterling	Bikeway	Bloor to Dundas West

Street/Location	Bikeway Type	Route Section and/or Details
Thorburn-Tyndall-Springhurst	Signed route/Suggested route	
Transit City Waterfront West route	Bike lane	
Waterloo	Contra-flow	
Wellington	Bike lane	Niagara to Strachan. Connect to the Strachan bike lane and up to Trinity Bellwoods Park.
	Route/Bikeway	Niagara to Strachan
West Toronto Railpath	Bike path	Connect the West Toronto Railpath to bike lane on Strachan. Connect to Rideau St. at Lansdowne, and on to alternate to Corridor 1 (requires a bridge/staircase). Cross at Lansdowne just south of Dundas. Provide access points at Bloor, Wabash/Macdonell, and Strachan (south of King). Pave and plough the route. Connects to Corridor 2. Portion from Queen to King. Purchase land for the southern section of the West Toronto Railpath from Lansdowne to Strachan (Dundas W to Strachan)
Wright	Contra-flow	

Notes:

- A route listed above may have been recommended more than once, please refer to the map handout for the number of times a route, or portion of a route, was recommended.
- When only a section of a street was recommended as a bikeway, that section is noted in the "Route Section and/or Details" column. If no specific section of a street is noted in the table, the recommendation refers to the full length of the street within the study area.

4. Other Recommendations Submitted by the Public

General Routes

East-west

- Mark the suggested route between the Harbord bike lane and High Park more explicitly, or install bike lanes along the route.
- Build an east-west route anywhere through the Liberty lands.
- Turn the arterials (King, Queen, Dundas, College, Bloor) into one-way streets running in opposite directions [noted in table].
- Finish the West Toronto Railpath.
- Pick an east-west arterial road (or a few of them) and remove the street parking. New developments (particularly in Parkdale) could have parking built into them to accommodate the displaced parked cars and address the concerns of retailers.
- Build a bike path as part of the Inglis property development.
- There are no good east-west routes that work for cyclists from the west end, south of Davenport.
- There is a patchwork of routes north and south of Bloor, but these routes involve much stopping and starting, and commuters tend not to use them as they take too long. Creating short links on residential streets is not a worth while expenditure; you can already bike on them without worrying about the cars.

North-south

- Build a route along side roads from Bloor to Dundas, through Trinity Bellwoods Park, and south through Stanley Park, connecting to the planned Fort York pedestrian and cycling bridge, and preferably the Martin Goodman Trail.
- Northbound bike route from the Lake to Bloor along the many one-way streets.
- There is a need for a north-south route. Dufferin is very busy, cars go fast and it is dangerous to ride.
- Route an unambiguous bike lane through Trinity Bellwoods and up to the north-east of the dog park, so it's away from the playground.
- Dovercourt is too narrow for bikes and cars.
- Establish a bike lane from the Martin Goodman Trail to Sorauren.
- Extend and connect existing bike lanes using preferred routes already popular with cyclists [multiple lanes recommended, noted in table].

Bicycle Parking

- Create legislation requiring any new condominium to build bike storage for its occupants.
- Mini parking lot for bikes at the southeast corner of Trinity Bellwoods Park.

Bikeway Maintenance

- Fix all existing bike lanes (repaint, repave)

- Install smoother asphalt and fix potholes/cut aways – especially on Dundas (in the area just outside the concrete for the streetcar tracks) – it was repaved badly and is bumpy and hazardous.
- Fix existing bike lane on Wellington - the bit where cyclists are suppose to duck under trees while slaloming through a narrow gap on the edge of a concrete mini island is ridiculous).

Bikeway Enforcement

- Enforce bike lanes. The College St. bike lane is unusable because so many people park in it.
- There are too many doors opening on College Street in the morning rush hour.
- Enforce lower speed limits, e.g. 30 km/h.
- Extend no parking hours by an hour or two after/before rush hour, and remove parking from both sides of street during rush hour.
- Parking ticket officers should include parking too far away from the curb as worthy of a ticket.

Signage

- Add signage on College and Dundas to highlight cyclists' use of the curb lane (to alert passengers in parked cars, and drivers who use the curb lane to pass other vehicles).
- Post permanent signage at regular intervals along the road reminding drivers to leave one metre of the road along the edge of the sidewalk [curb] for cyclists.
- Install signage alerting automobiles to "share the road" on streets marked "Suggested On-street Routes" in the annual Toronto Cycling Map.

Bikeway Signalization/Intersections

- Crossings for bikes (where there is a ped crossing, add a button where bikes can reach it):
    - Sorauren and Dundas
    - St.Clarens and College
    - St. Clarens and Dundas
    - Salem/Havelock and Bloor
    - College and Gladstone
    - Dundas and Gladstone
    - Argyle and Dovercourt
    - Argyle and Ossington
    - College and Grace
    - Dundas and Goreval
    - Gorevale and Queen
- Install a cyclist crossing at the intersection of Dundas/College (just west of Lansdowne) to allow eastbound cycle traffic on the Dundas bike lane to access the bike lane on College without crossing into the left lane of traffic. Even a normal pedestrian crossing (cyclists could dismount to use) would be an improvement.
- Install separate traffic lights for bicycles, or bike boxes, to let cyclists go first when traffic lights go green.
- Mark the right lane at intersections with green zones that tell drivers cyclists can move to the front here and occupy the whole right lane at lights.

- Right turn lanes often are not striped, and just look like really wide lanes that drivers then use to pass streetcars, creating a hazard. Paint a bike lane in these areas until the street straightens out again.

Under/Over-passes

- Improve conditions at rail underpasses east of Dufferin on Queen and King.
- King St. rail underpass: Remove the sign on the sidewalk telling cyclists to dismount. Strip those sidewalks into a bike side and a pedestrian side. Maybe paint the walls white to increase visibility.
- Improve conditions at railway underpasses at Bloor, Queen, King: add sharrows and signage to encourage cyclists to take the lane; fix all potholes and pavement irregularities; improve lighting; and lower speed limits.
- Extend the bike lane on Dundas West by 50 m or so on each end. Currently the bike lanes end and start at dangerous points because of streetcar tracks, grades, and traffic speed. Bike lane currently disappears when you are still on a decline.

Development Controls

- Make sure the big construction project at Queen and Dufferin [Queen West Triangle] includes consideration for cyclists.

Bikeway Types

- Like Cleveland, build bike lanes that are separated from motorized traffic with a two foot curb.
- Use alleyways/back lanes as bike routes, with signage alerting cyclists to shortcuts through alleys. To stop motorists from using the same route (except for locals of course) leave only enough space for cyclists to bike through where alleys connect to side streets.
- Install contra-flow bike lanes where ever possible.
- To create a direct east-west route that avoids streetcar tracks, make the streetcar right-of-way separated from other traffic via concrete, with a bike lane directly to the left of the streetcar tracks, thereby changing the location of cyclist on the road from the rightmost lane to the leftmost lane, but avoiding the frequency of being "doored" by parked cars next to the curb.
- Increase the width of the curb lane by one foot everywhere (move the dotted line over), and stripe the left half of the curb lane with diagonal lines in a highly visible material).
- Designate side streets and laneways where car traffic is low as multi-purpose "shared space".

Other

- Spend time and money looking at the routes cyclists actually use and the volumes on each (including those who use the sidewalk). Create infrastructure to support the most used routes.

5. Next Steps

Transportation Services will continue working with cyclists in the downtown west end to investigate and prioritize bikeway projects that can be built in 2009 and 2010. Following this stage of the consultation process we will report back to the community in early 2009 and make project materials available on-line at www.toronto.ca/cycling. Thank you again for your participation.

Contact
Please contact us if you have any questions or comments about the West End Bikeways project.

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