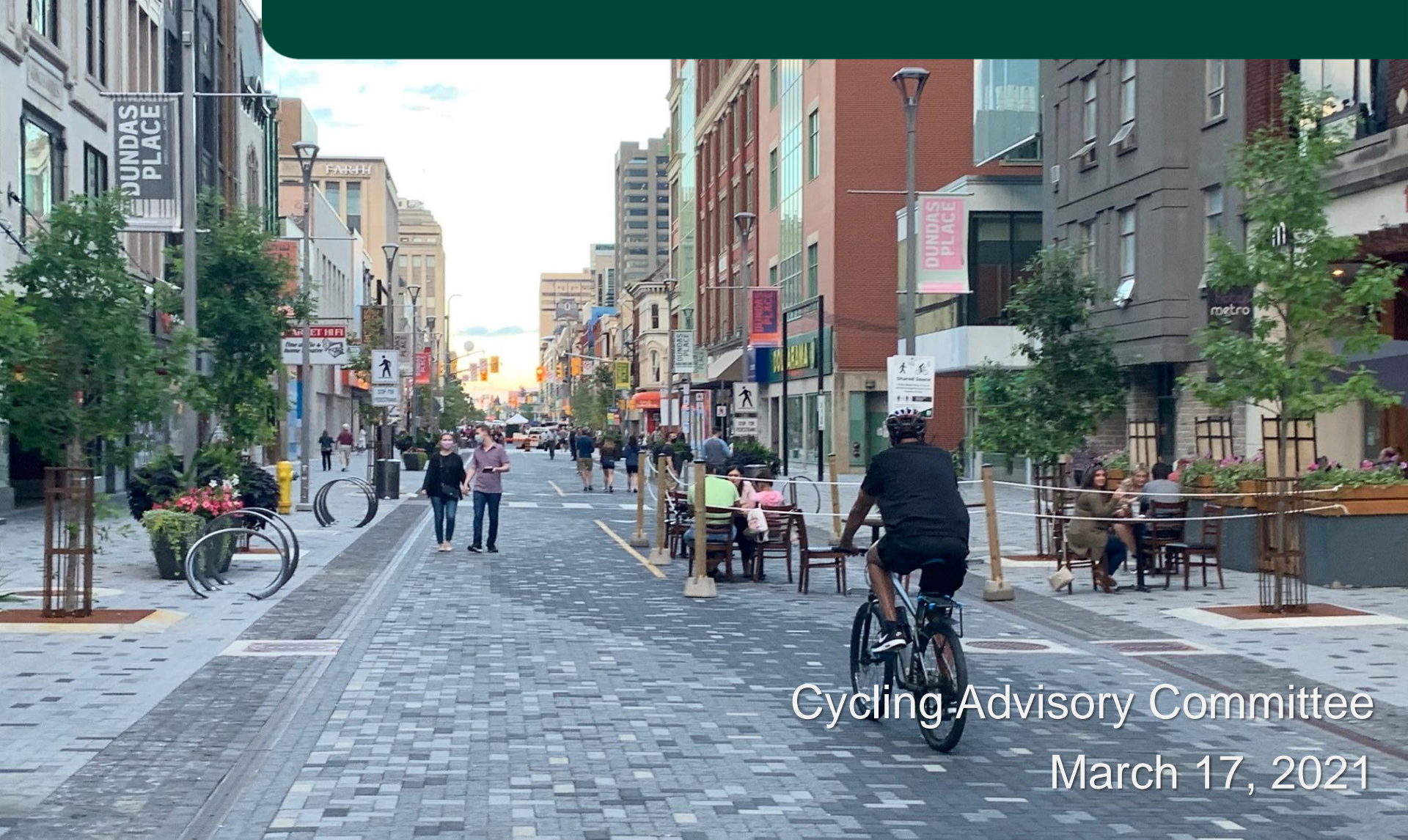




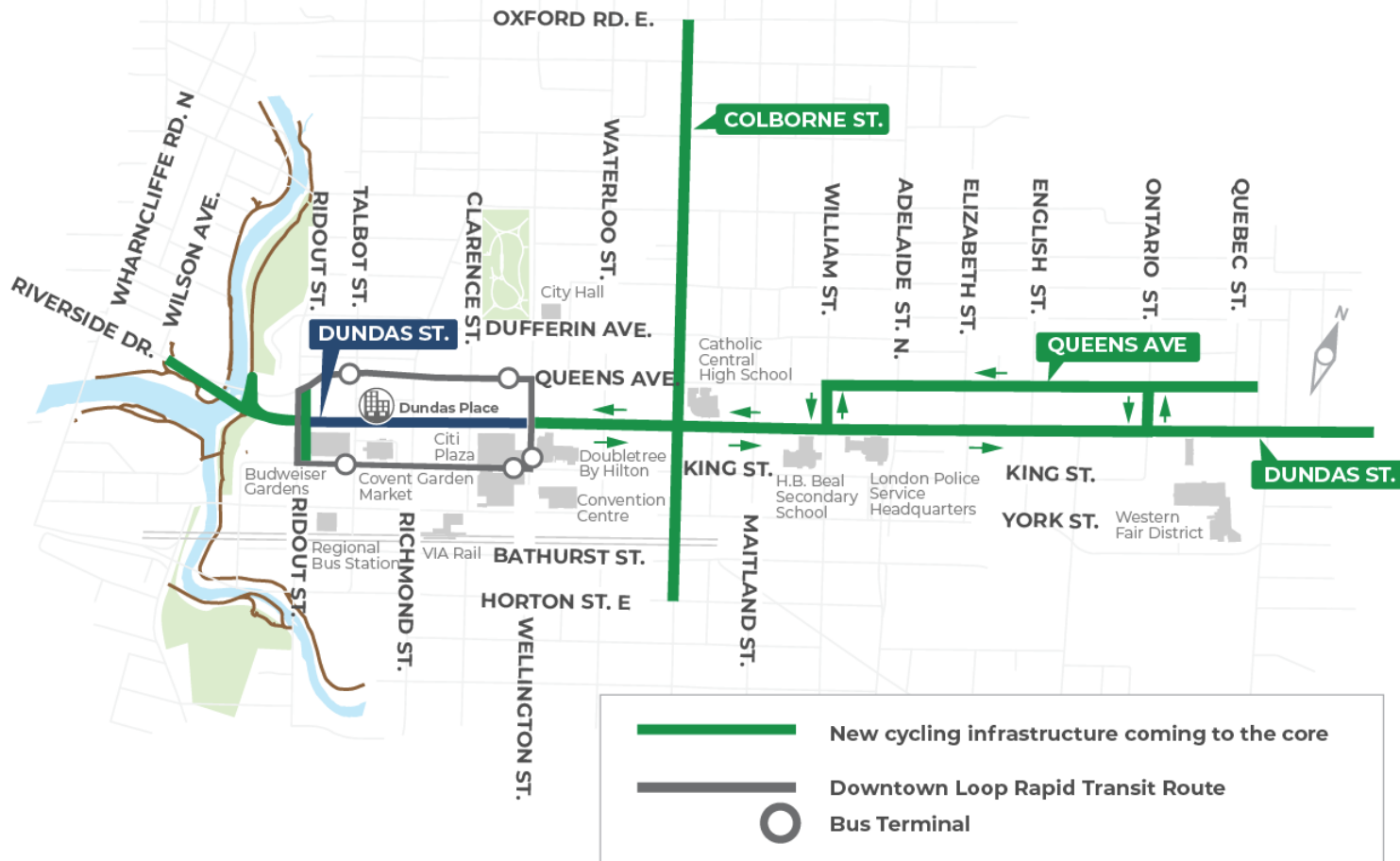
Dundas Place Cycling Detour



Cycling Advisory Committee
March 17, 2021

Background

Re: Report to Civic Works Committee, [Dundas Place Temporary Bicycle Lanes and Revised parking Limits \(March 2, 2021\)](#)



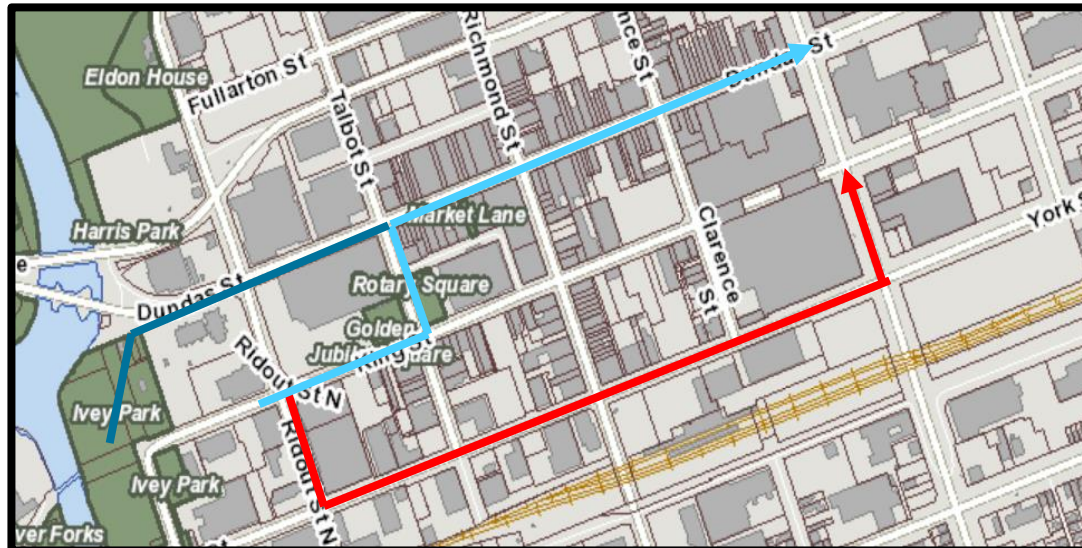
Detours for 2021 King Street construction

King Street construction and road closure will begin in April

- Cars will be directed to York Street and cyclists to Dundas Place

Bike detour phases (estimated, based on construction completion schedules)

- April – mid June
 - Eastbound west end connection from King St to Dundas Place will be via Talbot St.
- Mid June – Fall
 - Eastbound west end bike detour will move to Ridout and Dundas Place with sufficient completion of the TVP Connection construction project



Considerations on Dundas Place

- Dundas Place is a flex street posted 30 km/h
- Minimal pavement markings
- Minimal fixed elements to facilitate activations
- 5,000 motor vehicles per day
- Uni-directional bike lanes at both ends of Dundas Place
- Pockets of loading zones and parking
- COVID-19 business impacts
- Current loading and parking concerns



RICHMOND STREET



CLARENCE STREET



Design options considered

Five detour design options were considered:

Option 1: Bike advisory lanes

Option 2: Uni-directional bike lanes

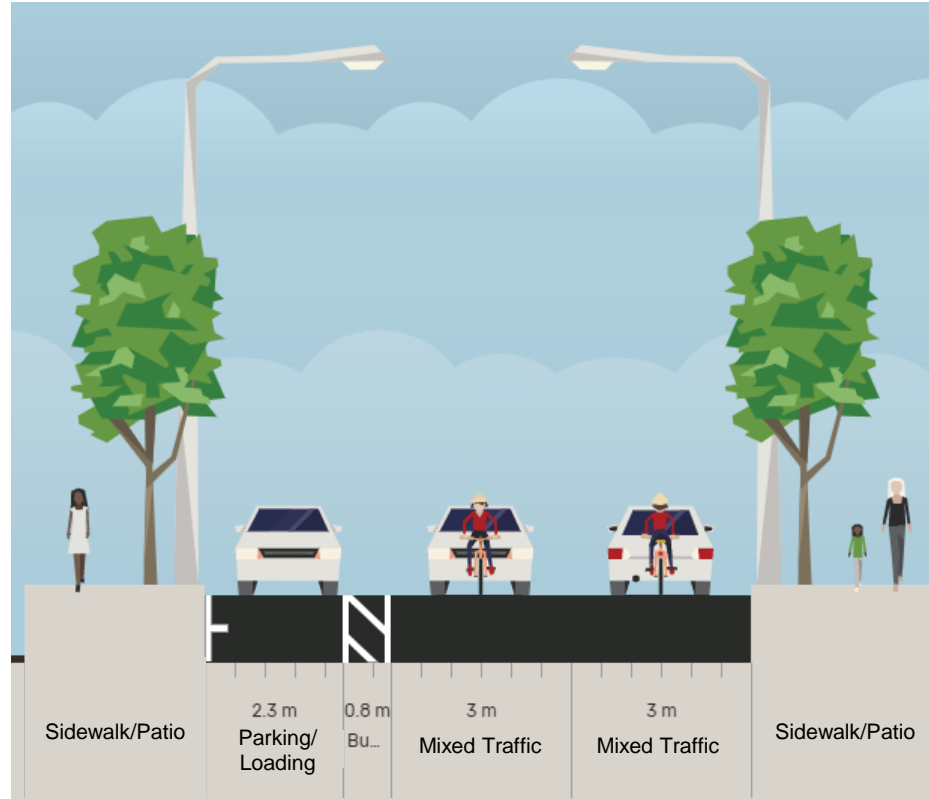
Option 3: Uni-directional bike lanes behind parking/loading

Option 4: Bi-directional bike lanes

Option 5: Traffic metering

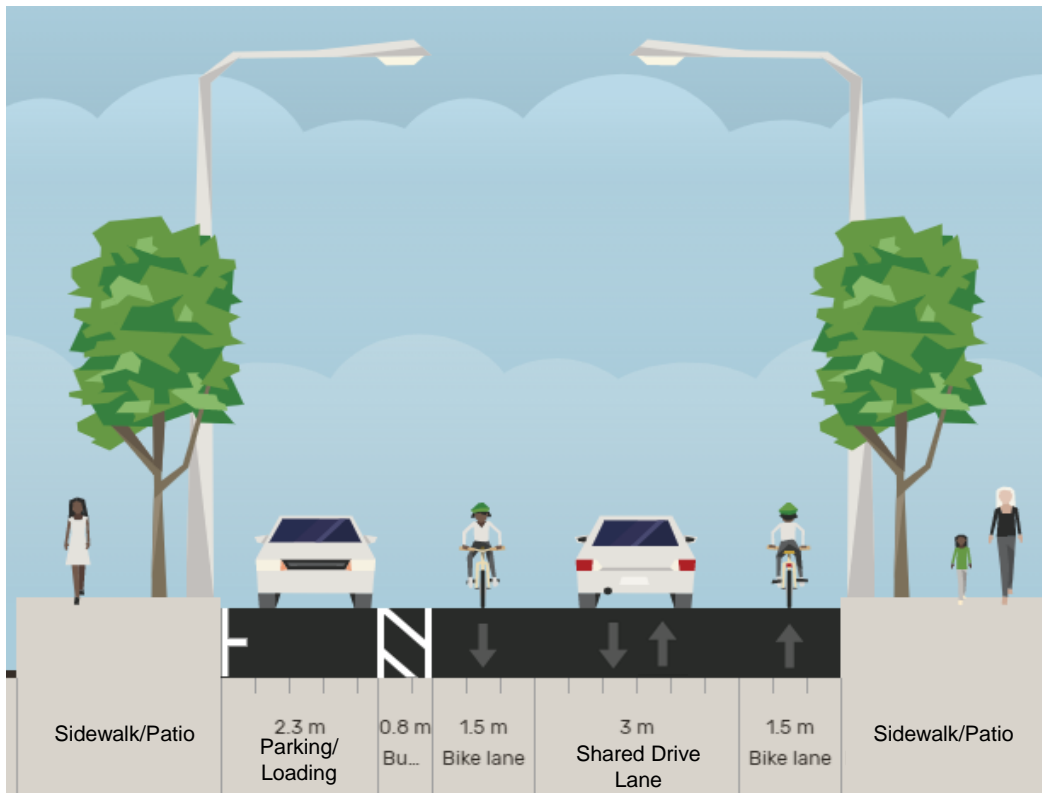
Current conditions (Do Nothing Option)

- Cyclists in mixed traffic in flex street configuration
- Retains flexibility for events and activations with mixed traffic travel



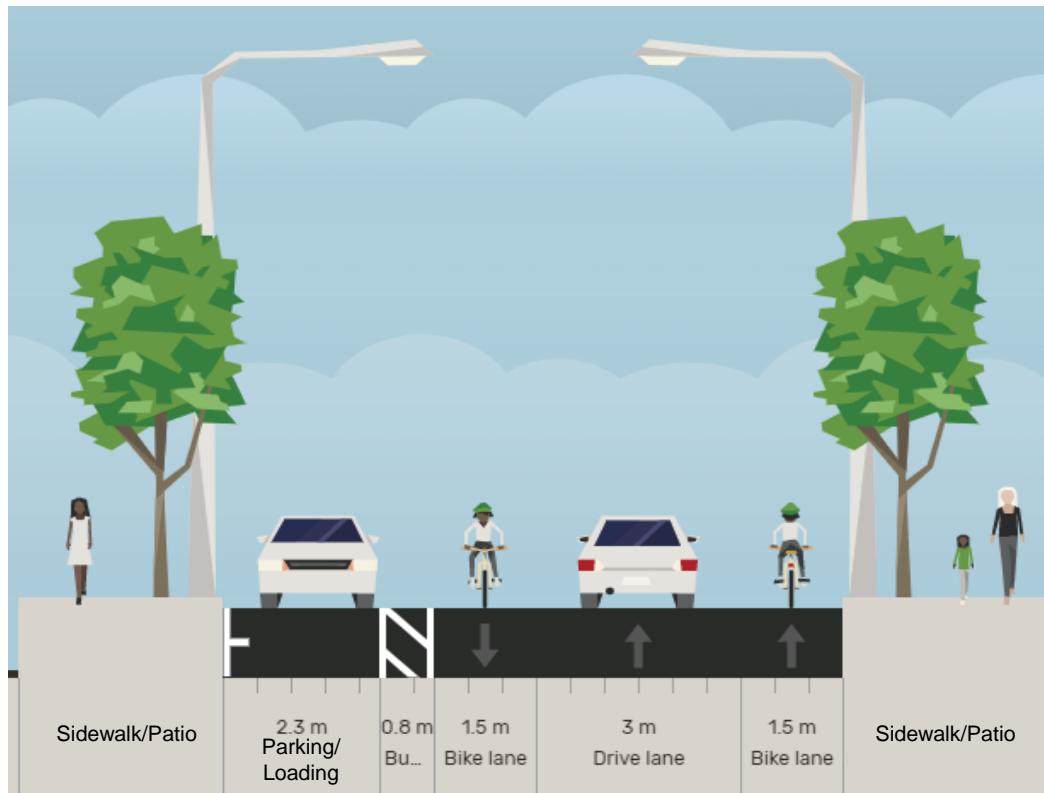
Option 1: Bike advisory lanes

- One centre bi-directional general traffic lane and two bike lanes on either side
- Supports general traffic in both directions by motor vehicles using the bike lane when meeting oncoming traffic
- Concept for low traffic and narrow streets
- Operational challenges anticipated at signalized intersections



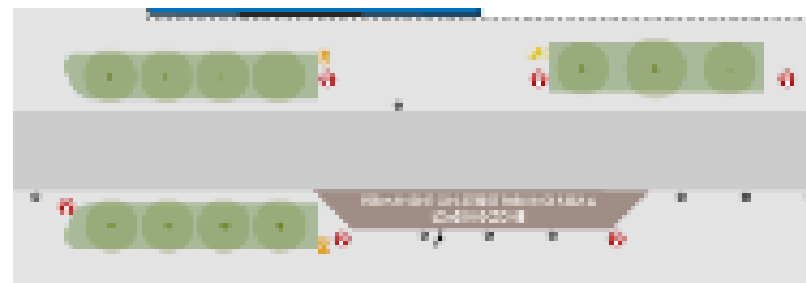
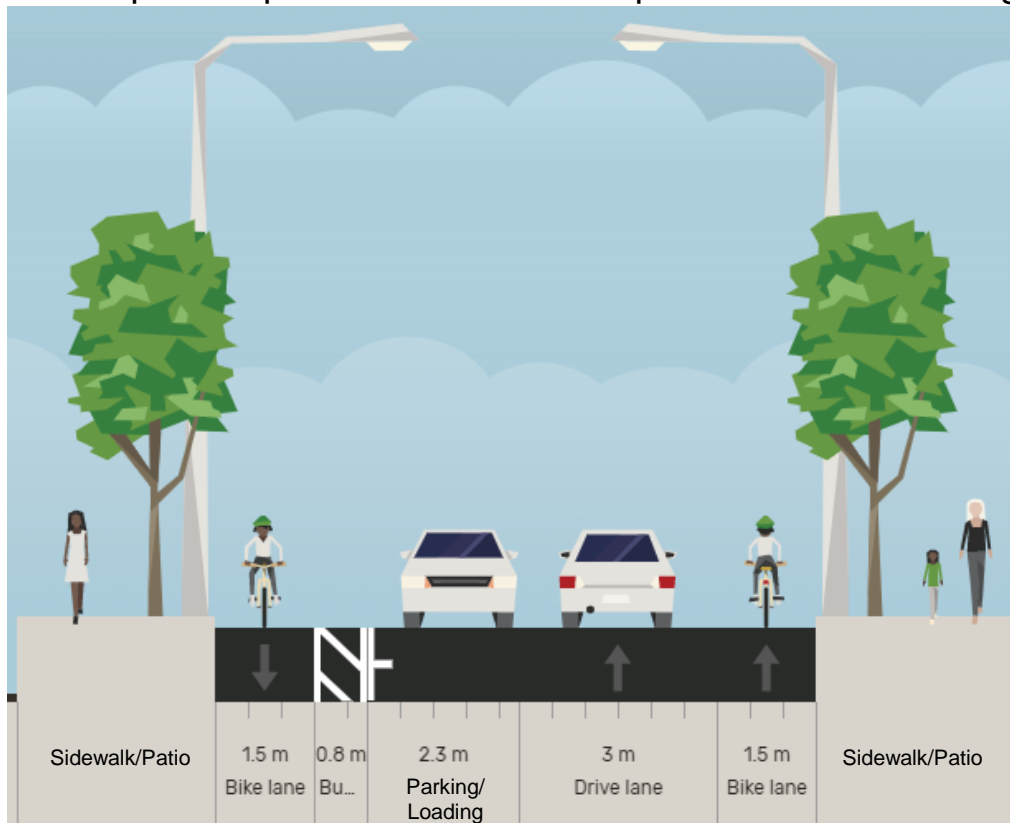
Option 2: Uni-directional bike lanes

- Centre lane general traffic reduced to eastbound only for motor vehicles
- Eastbound/westbound bike lanes added on south and north side
- A buffer of 0.85 m between parked cars and bike lane created by tactile strip and potentially reinforced with pavement markings
- Sporadic planter barriers where possible while retaining flexibility for events and activations



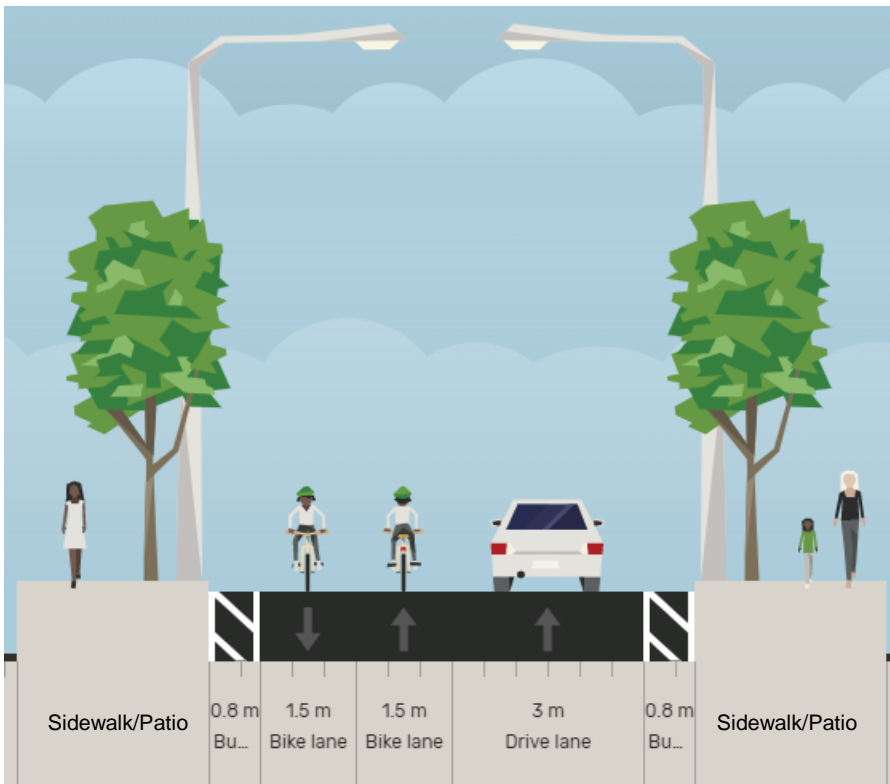
Option 3: Uni-directional bike lanes behind parking/loading

- Similar to previous alternative with north side or both bike lanes routed behind parking/loading pockets
- Less crossing of vehicles across the bike lanes and a more circuitous bike lane alignment
- Requires more pavement markings to facilitate driver understanding of revised parking/loading zone space
- Sporadic planter barriers where possible while retaining flexibility for events and activations



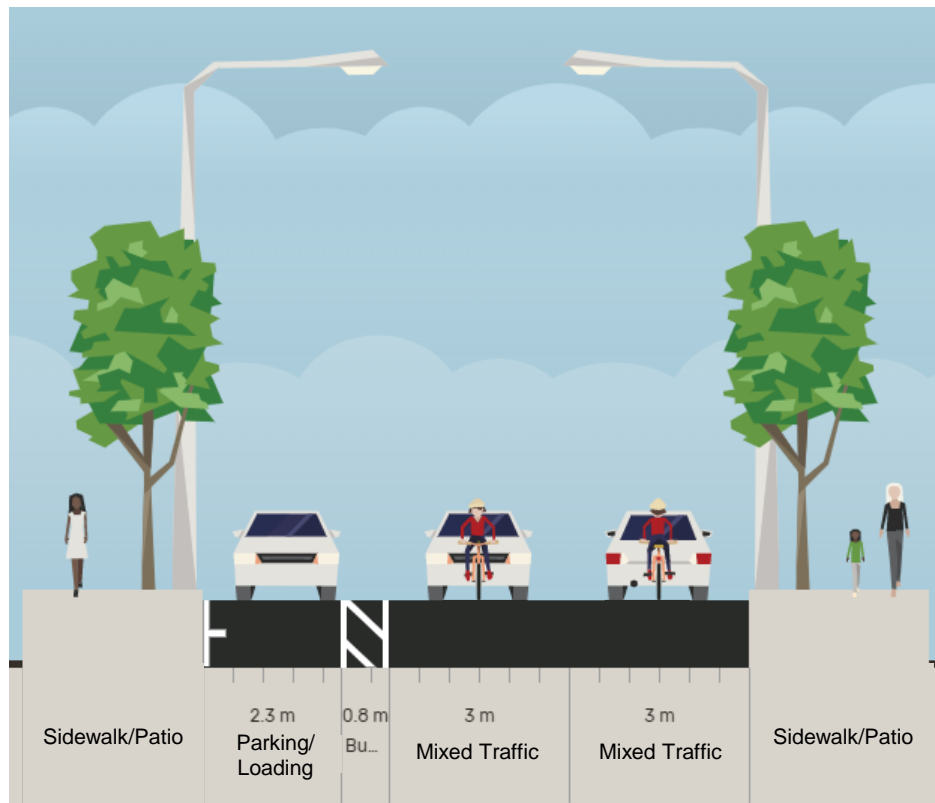
Option 4: Bi-directional bike lanes

- Westbound and eastbound bike lanes on the north side of Dundas Place
- Sporadic planter barriers while retaining flexibility for events and activations
- Requires removal of north side loading zones and parking (retains south side loading/parking)
- Requires additional traffic signal heads and separate phases for motor vehicles and bikes to connect to uni-directional lanes on either end of Dundas Place and to maintain cyclist and driver turns at intervening intersections. This will increase cost and may delay implementation.



Option 5: Traffic metering

- Impose motor vehicle traffic restrictions to right-turn only movements at some or all intersections to create a reduction in through traffic
- Cyclists in mixed traffic in flex street configuration
- Retains flexibility for events and activations with mixed traffic travel





Recommendation

Civic Works Committee direction:

“...the Civic Administration be directed to bring forward a report to the March 30, 2021 Civic Works Committee to amend the Traffic and Parking By-law to create a temporary bicycle lane pilot project on Dundas Place during the 2021 construction season.”

Staff recommendation:

- Uni-directional bike lanes
- The two optional alignments for the bike lanes at loading/parking zones still under consideration

Rationale:

- Business owner input
- Short-term nature of the detour (7 months)
- Intuitiveness for road users
- Cost and expediency in implementation
- Consideration of the vision for the flex street

CAC is invited to provide input now and throughout the duration of the pilot.



Thank you for your input

