

## Denison-Bellevue Cycling Route

We invite you to a Public Consultation Event, to discuss a proposed cycling route on Denison Ave and Bellevue Ave., between Queen St. W. and College St. W. The proposed Denison-Bellevue Cycling Route would maintain the existing southbound shared traffic lane for motor vehicles travelling south, while adding a northbound yellow "contra-flow" bicycle lane for the sections of these streets which are presently one-way.

Join us to learn more...

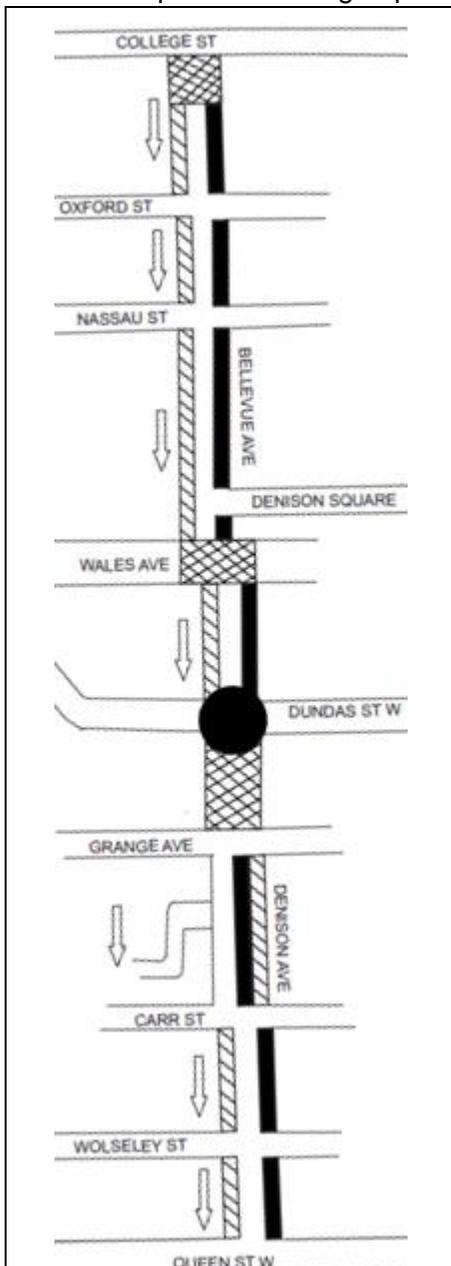
**Date: Monday, November 21, 2016**

**Location: Ryerson School – Gymnasium  
96 Denison Avenue (at Dundas St. West)**

**Time: 7:00 p.m.-8:00 p.m. Public drop-in (view drawings & discuss with staff)  
8:00 p.m.-9:00 p.m. Presentation followed by questions & answers**

### 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 the preferred design option and to evaluate potential parking and traffic impacts.



### Proposed Northbound Bike Lane

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

Bellevue Ave. is currently a one-way street, between 40m south of College St. W. and Dundas St. W. The proposal is that a northbound-only bicycle lane be installed, so that residents travelling by bicycle may travel both southbound and northbound lawfully. Parking would be permanently located on the west side of the roadway.

This design is also recommended for Denison Ave. for the section which is one-way southbound between Carr St. and Queen St. W. For the section between Wolseley St. and Queen St. W., the proposal is to maintain the existing no parking bylaws.

Between Grange Ave. and Carr St., a number of west-side driveways prevent parking from being supplied on this side of the street. For this block, it is recommended that parking be maintained in its existing location with a northbound bike lane adjacent.

For sections of Denison Ave. and Bellevue Ave. which currently operate as a two-way street, no changes to traffic lanes or parking are proposed. For these sections, shared lane pavement markings ("sharrows") would be installed to the existing traffic lanes.

### We Want to Hear From You

This consultation event is intended to inform residents of the preliminary analysis, and to discuss and get your feedback on the suggested opportunities and proposed designs.

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 October 31, 2016 and December 2, 2016:

### Contact

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

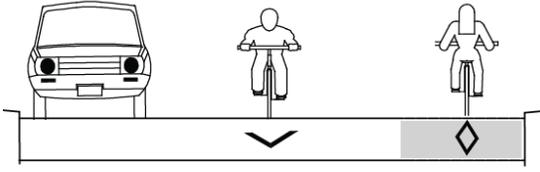
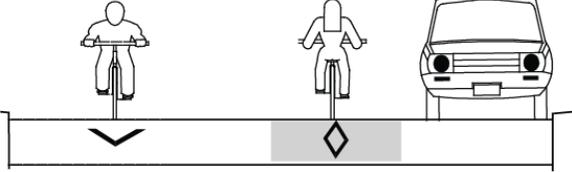
**Phone: 416-397-4849  
Fax: 416-392-4808  
E-mail:  
[bikeplan@toronto.ca](mailto:bikeplan@toronto.ca)**

## Why Install a Bicycle Lane?

In the short term, this proposal would improve traffic safety by providing a route for cycling where northbound cycling is more predictable and lawful. If this connection is realized, it could form the first link in a route identified by the City's Cycling Network Plan which connects quiet local streets, all the way from the Waterfront Trail to the existing bike lanes on Davenport Road.

## Proposed Bike Lanes

The following cross sections illustrate how the proposed bike lanes would look, if you were facing north:

 <p>2.0m west-side parking lane</p> <p>3.4m shared southbound travel lane</p> <p>2.0m proposed northbound bike lane</p>	 <p>3.3m shared southbound travel lane</p> <p>2.1m proposed northbound bike lane</p> <p>2.0m east-side parking lane</p>
<p><b>Bike lane proposal for:</b></p> <ul style="list-style-type: none"> <li>- Denison Ave., between Queen St. W. and Carr St.,</li> <li>- Denison Ave., between Dundas St. W. and Wales Ave.</li> <li>- Bellevue Avenue between Wales Ave. and 40m south of College St. W.</li> </ul>	<p><b>Bike lane proposal for:</b></p> <ul style="list-style-type: none"> <li>- Denison Ave. between Carr St. and Grange Ave.</li> </ul>

## 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. In Toronto's west end, this type of bicycle lane is installed on Shaw St., Argyle St., Fermanagh Ave., Lindsay Ave. and Montrose Ave.

### What is a yellow 'contra-flow' lane?

When a yellow '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 yellow '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 parking?

The initial parking survey undertaken suggests that the proposed changes would increase the number of lawful parking spots available. Approximately 10 potential new parking spots have been identified.

### How will this project impact access to my driveway?

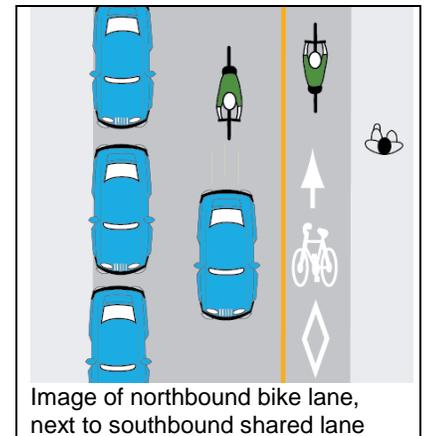
Access to all driveways will be maintained.

### How do contra-flow bicycle lanes cross intersections?

For intersections which have stop signs, a stop sign will be installed for the bicycle lane, and for intersections controlled by traffic signals, a bicycle traffic signal would be installed.

### What is a shared lane pavement marking?

A shared lane pavement marking (or "sharrow") for short is a marking which helps identify cycling routes where the roadway is shared. Sharrow markings include a bicycle symbol and chevrons, but do not have the diamond marking present in all bicycle lanes.



Meeting materials will be posted online at: [toronto.ca/yellow-bicycle-lanes](https://toronto.ca/yellow-bicycle-lanes)

Information at the open house will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.