



**STAFF REPORT
INFORMATION ONLY**

**Ten Year Cycling Network Plan – Additional Information
(PW 13.11)**

Date:	June 6, 2016
To:	City Council
From:	General Manager, Transportation Services
Wards:	All
Reference Number:	P:\2016\Cluster B\TRA\TIM\Cc16015tim

SUMMARY

This report provides additional information regarding the Ten Year Cycling Network Plan to address requests that were made at the May 16, 2016 meeting of the Public Works and Infrastructure Committee (PWIC).

PWIC has recommended that Council adopt in principle the Ten Year Cycling Network Plan, excluding the proposed Major Corridor Studies except those currently underway. This report provides an updated map of the Ten Year Cycling Network Plan reflecting this recommended change, as well as an updated summary of the \$16 Million Annual Capital Funding Scenario indicating the anticipated timing of projects as a result of the recommended change to the Major Corridor Studies included within the plan.

As part of the updated scenario list, additional information is presented regarding the anticipated impacts to motor vehicle traffic and on-street parking for each of the cycling infrastructure projects proposed, where applicable, as well as the process for reporting and approval that would be applicable to each project.

Further, this report includes background on the reporting and approval process currently in place for cycling infrastructure as well as discussion regarding the consultation process and polling as a means of consultation.

Financial Impact

There are no financial implications resulting from the receipt of this supplementary report.

DECISION HISTORY

Please refer to PW 13.11

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>

This item was considered by the Public Works and Infrastructure Committee on May 16, 2016 and was adopted with amendments.

COMMENTS

Major Corridor Studies and a Review of the Cycling Network Plan

The Ten Year Cycling Network Plan is intended to serve as a comprehensive roadmap and workplan, outlining the City's planned investments in cycling infrastructure over 2016-2025. Included within this proposed network were approximately 100 centreline-kms along eight arterial roadways where Major Corridor Studies were proposed to be undertaken to evaluate the feasibility of bicycle lanes or cycle tracks. These major corridors were identified as presenting opportunities to create significant city-wide connections. At the planning stage, these corridors performed well in cycling impact analysis and public consultation, but require a higher level of review to assess the feasibility of introducing cycling infrastructure in conjunction with traffic impacts, transit impacts, public realm improvement opportunities and commercial pressures such as loading and parking. On these major corridors, it was recognized that to achieve any cycling network link, a Major Corridor Study (similar in scope to an Environmental Assessment Study) would be needed to properly assess impacts and to consult with all affected stakeholders.

PWIC has recommended that Council adopt in principle the Ten Year Cycling Network Plan, excluding the proposed Major Corridor Studies except those currently underway. PWIC has also recommended that Transportation Services undertake a review of the Ten Year Cycling Network Plan in two years, with a report back to PWIC, in the fourth quarter of 2018, regarding implementation progress and a review of project timing, potential increase in funding levels and recommendations for the initiation of additional Major Corridor Studies.

An updated map of the Ten Year Cycling Network Plan reflecting this proposed change is included as Appendix 1. An updated summary of the \$16 Million Annual Capital Funding Scenario indicating the proposed timing of projects reflecting the proposed change to the Major Corridor Studies included within the plan is included as Appendix 2.

Anticipated Impacts to Motor Vehicle Traffic and On-Street Parking

In the development of the Cycling Network Plan, an extensive feasibility assessment process was undertaken which included fieldwork for each proposed project. The feasibility assessment included constraint analysis and a preliminary assessment of anticipated impacts to motor vehicle traffic and on-street parking to inform project selection and preliminary cost estimates. While introducing cycling infrastructure often involves some changes to motor vehicle traffic and on-street parking, generally, potential projects that were identified to have unmanageable impacts were excluded from the Cycling Network Plan, or in some cases projects were identified as requiring further review through a Major Corridor Study.

As part of the updated scenario list included in Appendix 2, additional information is presented regarding the anticipated impacts to motor vehicle traffic and on-street parking for each of the cycling infrastructure projects proposed, where applicable.

Reporting and Approval Process for Proposed Cycling Facilities

Subject to Council adoption of the recommendations in the report PW 13.11 Ten Year Cycling Network Plan, Transportation Services would initiate the studies, detailed design and public consultation required to deliver the cycling infrastructure projects contained in the Ten Year Cycling Network Plan.

At the time that each proposed project is scheduled to be initiated, Transportation Services would work with local area councillors and undertake public consultation as part of the detailed design process and report back to Public Works and Infrastructure Committee for approval, as required.

On January 19 and 30, 2008 City Council considered a report regarding the approval process for Bicycle Lanes (EX16.5). At this time a process was approved whereby all bicycle lane matters would be considered by one standing committee, the Public Works and Infrastructure Committee. Previous to this decision, bicycle lane matters were considered by the four Community Councils or, if the bicycle lane was to traverse more than one Community Council area, by the Public Works and Infrastructure Committee.

Implementing the cycling network is a city-wide initiative, therefore it is important that bicycle lane proposals be considered as part of a connected, city-wide system. For that reason, Transportation Services recommended, and Council approved, that all bicycle lane matters be considered by the Public Works and Infrastructure Committee, which deals with city-wide transportation issues.

As such, cycling infrastructure projects that propose bicycle lane and cycle track facility types require Public Works and Infrastructure Committee approval. Projects that would require a report to Public Works and Infrastructure Committee before they can be approved for installation are indicated as such in Appendix 2.

Cycling infrastructure projects on local roads that do not involve a bicycle lane or cycle track designation do not require Public Works and Infrastructure Committee approval. On local roads, where traffic speeds and volumes are low, a dedicated cycling facility may not be necessary, and the Cycling Network Plan proposes wayfinding sharrow markings, wayfinding signs, and in some cases traffic calming methods to create a "Quiet Street" cycling route. For projects of this type, where no changes to traffic and parking regulations are proposed, Transportation Services can proceed to install signage and markings without further approval. Where minor localized changes to traffic and parking regulations, or traffic calming methods are proposed, these projects would require a report to the appropriate Community Council. Projects that would require a report to Community Council before they can be approved for installation are indicated as such in Appendix 2.

Consultation Process for Proposed Cycling Facilities

A public consultation plan that engages residents, businesses and other stakeholders is an integral part of the process of designing and reporting on cycling infrastructure. Consultation efforts target all road users - drivers, pedestrians and cyclists as well as impacted stakeholders such as area residents, local businesses and institutions.

The type and extent of public consultation undertaken depends on the type of cycling infrastructure proposed and the anticipated impacts. The greater degree of impact, the more intensive the consultation process. Based on the nature of the project and associated impacts, the consultation plan is determined by Transportation Services Cycling Infrastructure and Programs staff in conjunction with the Public Consultation Unit and the local Councillor(s) for the project area.

For all bicycle lane and cycle track projects where there are at least some proposed impacts to motor vehicle traffic and on-street parking, the consultation process generally involves public notification, engagement with local stakeholders such as resident associations and Business Improvement Associations and at least one public information centre meeting. For "Quiet Street" cycling route projects that are proposed to include traffic calming, the consultation process as outlined in the Traffic Calming Policy, which includes polling of residents, would apply.

Surveys

Traditionally, public consultations were limited to public meetings and receipt of comment through paper forms, email, phone and letters. For projects with more significant impact, a survey can be used to collect input from residents and businesses in the project area. For example, a survey was employed for the Richmond, Adelaide and Simcoe Street Cycle tracks in 2014, with 10,450 respondents. The Bloor Street Bike Lane Pilot Project has also involved surveys, with approximately 2,100 respondents to-date.

Surveys are usually conducted as one activity within a larger public consultation program that includes public information centres as well as direct engagement with stakeholders. The main objective of surveys has been to identify trends in opinions among each type of stakeholder potentially affected by the installation of bicycle lanes.

Online surveys provide the opportunity for a higher number of interested residents and businesses to provide input to the City and to capture feedback in quantitative manner that can be efficiently and objectively reported. Key elements of the survey methodology include:

- Broad invitation to participate through addressed letters, unaddressed flyers, social media, email lists, and paper invitations handed-out to stakeholders by staff
- Surveys are written in plain language and include graphics and preamble to provide base information prior to asking for opinions
- Surveys ask respondents to self-identify their relationship to the streets, and subsequent survey pages are tailored to capture the specific interest and concerns of each stakeholder type, such as local property representative, cyclist, motorist, and/or pedestrian
- Questions common to all stakeholders are included for direct comparison, e.g. on levels of support for design options and priorities
- Survey responses are analyzed and reported on by each stakeholder type, not by overall popular opinion
- Surveys are not used to report on data that can be better gathered through technical observation, i.e. traffic volumes and travel time studies
- Survey results are published as interactive reports that can be reviewed and filtered online by any user

Public and stakeholder opinions collected from surveys are used in conjunction with technical and policy considerations to inform staff recommendations.

Polling

The City Clerk's Office Registry Services staff conduct polls on behalf of all City divisions in order to collect the opinions of property owners, residents and businesses within a specified area regarding a localized issue.

Polling is governed by Chapter 190 of the Municipal Code which outlines the process for the statutory polling of property owners and residents on local issues. Polls are conducted for localized changes such as boulevard cafés, front-yard parking, commercial boulevard parking, permit parking and traffic calming.

Typically each poll involves approximately 50-100 ballots or notices. The assessment roll is used as the basis for the poll list. Polls are conducted for 30 days. In larger poll

areas, the process could take approximately two to three months including time to setup the poll and tabulate responses. Results are tabulated for the entire poll area and are not provided on a block-by-block basis. In 2015, response rates for the polls conducted averaged at approximately 38%, however Registry Services reports that operationally, the larger the poll area, the greater chance for the outcome to have a response rate that does not meet the minimum threshold. Where a poll has been conducted, re-polling for the same purpose may not be conducted for two years.

Polling is conducted by Registry Services on a cost-recovery basis. As such, printing, mailing and translation costs are charged back to the division leading the project at an average of \$2.75 per ballot. In an area with low density single family homes, each household could receive 3-4 ballots. As a point of reference to the scale of bicycle lane projects, the Bloor Street Bike Lane pilot project involved mailing notices to 29,000 addresses in the 2.5 kilometre project area, inviting attendance at a public information centre and / or participation in an online survey.

Overall, based on the localized application of the polling process and the broader value of cycling facilities as part of a city-wide cycling network, polling is not recommended for cycling infrastructure projects.

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ATTACHMENTS

Appendix 1 – Cycling Network Plan Scenario 3: \$16 Million/year
Appendix 2 – Scenario 3: \$16 Million/year (PWIC Recommendations)