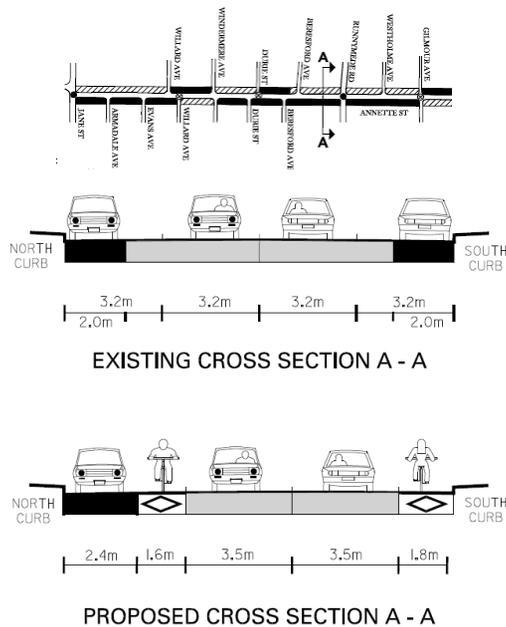


Appendix C Public Meeting September 15, 2008

Toronto Bike Plan

Option 1 – Introduce Dedicated Bicycle lanes on Annette Street between Jane Street and Runnymede Road



Description:

- Bicycle lanes designated.
- The roadway is reduced to a two-lane cross-section;
- On-Street parking supply is reduced from 126 to 64 parking spaces, and is provided on one side of the roadway. However, parking hours are extended to all times of the day;

Pros:

- Provides a dedicated cycling facility
- Direct connection to Jane Street and beyond to Humbercrest Boulevard
- Parking hours are extended

Cons:

- Reduced parking supply and road capacity



Option 2 - No Change on Annette, On-Street Shared Roadway Route on St. John's Road and Ardagh Street



Description:

- Existing conditions are maintained on Annette Street
- Signed roadway routes are introduced east of Runnymede Road on St. John's Road and Ardagh Street

Pros:

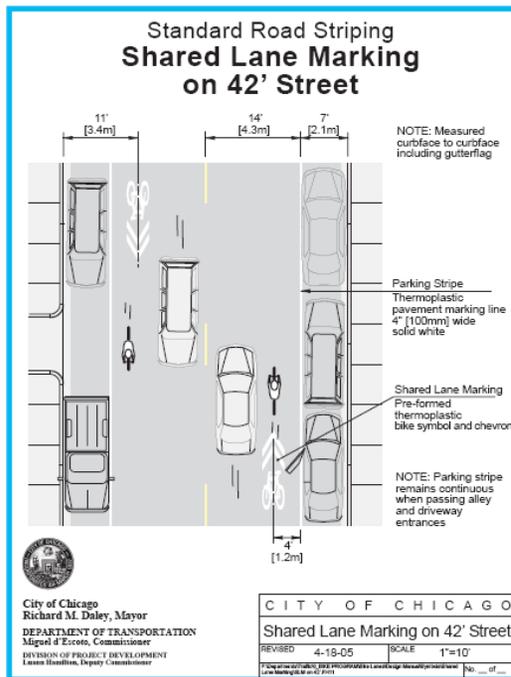
- No Change to Annette Street
- Existing parking and road capacity are maintained
- St. John's Road provides good connection to the north and west

Cons:

- No improvement for cyclists on Annette Street
- Results in indirect network connection



Option 3 – Introduce a Bicycle Friendly Curb Lane



Description:

- The roadway is reduced to a two-lane cross-section
- Wide curb lanes are marked with “Sharrows” to delineate cycling space, accompanied by “Share the Road” signage
- Parking is maintained

Pros:

- Improves cycling conditions
- Direct connection to Jane Street and beyond to Humbercrest Boulevard
- Parking is maintained and hours are extended

Cons:

- Not as good as bike lanes
- New for Toronto
- Reduces automobile capacity



Annette Street Bike Lanes Public Meeting

September 15, 2008

Common themes from Comment Sheets

Note: The text in the tables below is taken directly from comment sheets and email messages received regarding this project. While the most prominent, repeated comments have been consolidated, the actual words below are those of the public who are engaged with this issue. In addition, the amount of text in each column is indicative of the volume of comments received that reflect a certain position (e.g. the number of people supportive of option 1 vs. the number of people who are not supportive of option 1 is reflected by the volume of text – even with some consolidation – not just the words themselves).

Option 1: Continue the bike lanes so they run on both sides of Annette between Jane and Runnymede; parking maintained on one side of the road; parking will be permitted at all times of the day

Supportive	Questions, Conditional, Suggestions	Dislike
<ul style="list-style-type: none"> - right thing to do - best option, no other choices - safest way for everyone - only option that creates a proper bike route and improves things for cyclists - safer for children [this comment from a 7 year old girl] - meets the common good - Why the contention? Do it! - vital link, makes best connections - community is very much a walking and riding community at all ages - will increase cyclist traffic to local businesses - will move all people more efficiently - cyclists need straight-through route here - makes our city healthier 	<ul style="list-style-type: none"> - parking is an important secondary issue - make no parking on south side in AM and no parking on north side in PM because of traffic - best of the three options, but Toronto can do even better! - take out all the parking - best of three options, but not ideal - loss of parking will not be an issue - put in scramble intersection at Jane and Annette - Councillor should have had more consultations with his constituents; meeting was not well publicised - bike lane width is still not sufficient, but this is the best option 	<ul style="list-style-type: none"> - will directly impact small businesses on Annette; parking is already scarce during peak times

Option 2: Continue the bikeway by directing cyclists to St. Johns Road or Ardagh; existing conditions on Annette will be maintained

Supportive	Questions, Conditional, Suggestions	Dislike
<ul style="list-style-type: none"> - this would be safer than bike lanes on Annette because Annette has heavy traffic - no bicycle lanes on Annette - best option for both merchant and cyclists – St. Johns is safer to cycle 	<ul style="list-style-type: none"> - safer than option 3 - too many stops signs - okay for recreational cyclists 	<ul style="list-style-type: none"> - a detour no cyclists will make [repeated on many comment sheets] - this is not an option [repeated on many comment sheets] - useless and should not be considered - more dangerous; will not make me safe - does not contribute to the cycling network - ridiculous; not fair - this will create a bottleneck - inferior – less separation from cars - goes against City’s own Bike Plan - may impede parking on St. Johns and Ardagh - bicycles are just as important as cars - leaves us with status-quo and high traffic - not good for commuters - St. Johns is narrow and very busy - if City wants to promote cycling and fewer cars, this is not an option - blue signs on St. Johns and Ardagh aren’t going to change anything - “shame, shame shame!”

Option 3: Continue the bikeway along Annette with sharrows.

Supportive	Questions, Conditional, Suggestions	Dislike
<ul style="list-style-type: none"> - this situation considers all options and is fair to everyone - makes the most sense – constantly reminding drivers to pay attention to cyclists - share the road, good for everyone 	<ul style="list-style-type: none"> - this isn't even a "close" second [marked as their second choice] - this should be available for most roads; it does not require cars to be more aware than they are now - I like that it reduces roadway to two lane only, but not as safe for cyclists as option 1, but gives a direct route - good compromise - any use of sharrows should put the cyclist well outside the door zone - my second choice as cycle commuter, but dangerous - depends on drivers being aware of their risk to cyclists - should only be done as a time-limited pilot, if at all 	<ul style="list-style-type: none"> - "NO, NO, NO!!" - Bad for cyclists and everyone - this really means no bike space at all - If there was a crash who would get hurt? The cyclist. - this is no good – put in the bike lanes! - cars do not share – still unsafe - what's the change? - If you cannot get your act together on Annette than you might as well cancel the Bike Plan and admit that you do not have the courage to build a bicycle-friendly city - Sharrows are a joke – just look at Lansdowne where cars drive over them - not really much better than doing nothing - dangerous for cars and bikes [repeated on many forms] - gives message that cars are still the most important - shared lanes will not be respected by drivers - even weaker than option 2

Additional Comments:

Pro-Cycling	Concerns, Suggestions	Other comments
<ul style="list-style-type: none"> - Please don't compromise the Bike Plan! This sets a dangerous precedent which could unravel this excellent sustainable transportation vision for Toronto - dedicated bike lanes are the only way to make a cycling friendly city - Annette is a significant east-west cycling corridor - I strongly believe bike lanes should be installed, respect the Bike Plan - the choice is to sacrifice some parking, it's a no-brainer - will make Annette safer - I support local businesses, but people cannot always expect to park right in front - when are we going to get serious about cycling in Toronto? We need these lanes - traffic calming would be good side effect of option 1 - show some courage and set an example! Parking is a minute point. - I have never had a problem parking on Annette 	<ul style="list-style-type: none"> - I don't like how these consultations always become cyclists vs. business owners; studies should be done to see if cyclists might not be just as good for businesses as motorists - add median curbs to protect cyclists - dedicated bike lanes should be totally separated like in Holland - parking spaces are already limited - quality of stores is what attracts people, not parking 	<ul style="list-style-type: none"> - Totally inadequate notice of this and previous meeting and lack of info on website - If the Jane intersection is dangerous, address it as a separate issue - why work on the roadway in front of businesses wasn't completed first and as quickly as possible – it has been hard on businesses