

May 13, 2014

## PW 31.7 – Richmond-Adelaide Cycle Track Planning and Design Study – Pilot Project

Chair Minnan-Wong and Members of the Public Works and Infrastructure Committee (PWIC),

I am writing on behalf of Cycle Toronto regarding PW 31.7. Cycle Toronto is a diverse, member-supported organization that advocates for a healthy, safe, cycling-friendly for all and currently represents over 2,300 Torontonians.

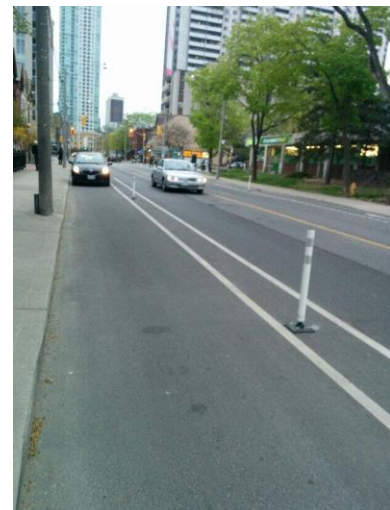


In the midst of a lengthy Environmental Assessment study, City staff is proposing to add a pilot project for protected bike lanes on Richmond St (Bathurst St - York St) & Adelaide St (Bathurst St - Simcoe St). The pilot would also add painted lanes to Peter St and protected lanes to Simcoe St. **We're thrilled to see this development and urge members of PWIC to support staff recommendations.**

### Background

In 2001, the City's official bike plan, Shifting Gears, identified Richmond St and Adelaide St as candidates for protected bike lanes. The Plan highlighted the 15,000 cyclists travelling to and from the downtown on a weekday and the fact that there was no other east-west bikeway between the College St/Gerrard St bike lanes and the Martin Goodman Trail along the waterfront. Today, the number of cyclists travelling to and from the downtown has more than doubled, and cyclists still do not have an east-west bikeway between College St/Gerrard St and the Martin Goodman Trail.

Adding protected bike lanes to Richmond St, Adelaide St, Simcoe St and Peter St will create a safe cycling corridor for Torontonians travelling throughout the downtown core.



### Protected Bike Lane Design

We're pleased to see bollards added to the Wellesley St protected bike lanes between Jarvis St and Parliament St. However, we're concerned that by placing them 3m apart, they have not fulfilled the requirement to create a separated bike lane. We recommend spacing the bollards in the Richmond St / Adelaide St pilot project at a tighter interval to prevent motor vehicles from parking in the protected bike lanes.

### Deliveries

We understand that the Financial District BIA has raised concerns about installing protected bike lanes on Adelaide St related to shipping and receiving. We support the designated loading zones articulated in the Downtown Transportation Operations Study (DTOS) but urge the City to



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go further within the context of the cycle track study. The streets should be monitored for how frequently delivery trucks use loading zones and loading bays. In addition, we should explore creative programs to shift deliveries outside of peak periods. Manhattan created an Off Hour Delivery Program to facilitate deliveries from 7pm to 6am. **Deliveries cannot compromise the need for a safe east west corridor for cyclists.** In an increasingly congested city like Toronto, deliveries should happen outside of peak periods.

On behalf of Cycle Toronto, we support staff's recommendations and urge members of PWIC to support these recommendations.

Sincerely,



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