



ST. LAWRENCE MARKET  
NEIGHBOURHOOD BIA

Thursday, January 24, 2019

To: City Council  
From: the St. Lawrence Market Neighbourhood BIA

Re: Richmond – Adelaide Cycle Track report

Dear Council members,

This letter pertains to the Richmond Street and Adelaide Cycle Tracks, a report for action most recently amended and approved by the Infrastructure and Environment Committee on January 17<sup>th</sup>, 2019 for council's review on January 30<sup>th</sup>, 2019.

The St. Lawrence Market Neighbourhood BIA, from the onset has supported the drive for more cycling infrastructure within its catchment area, as evidenced by the permanent cycle tracks and planters on Sherbourne and the pilot projects on Richmond-Adelaide. The BIA has been a willing partner which has in the past, helped Transportation Services ford through many issues in our area and has continued to maintain certain cycling infrastructure projects.

On January 16<sup>th</sup> our BIA submitted a letter to the Infrastructure and Environment Committee detailing our concerns with the report in question, which we deemed at that point in time to be incomplete. In that letter, we presented four items that we believed needed to be addressed before our organization could support the staff recommendation to switch the current cycle track on Adelaide Street to its north side.

We wish to be clear that as a BIA and a city building organization, we recognize and still support our neighbours' need to simplify and rectify multiple issues in their areas. We are behind their initiative and wish to mitigate any delay for their sake.

The fact is that this process is driven by a problem in one area or BIA, that has led to potential problems in another area and BIA. As such, while conversations took place, we have had marginal input and response within the planning process and have been merely bit players in being part of creating any solutions for our members. Subsequent and concurrent conversations on these matters could have addressed those issues in advance, before the completion of this report.

The BIA requested the following from Transportation Services:

- Before this report goes to council, we recommend that loading zones be integrated into the areas our BIA have identified and discussed with Transportation Services. [Both on the north and south sides]
- Following the approval of the proposed changes to the Adelaide-Richmond cycling infrastructure, we expect Transportation Services to monitor and evaluate the conditions and overall effectiveness of the loading zones.
- The report clearly states that the approval of the Adelaide-Richmond cycle tracks as currently presented in the report will not preclude any future opportunities for road reconstruction on Adelaide.
- Finally, Transportation Services draft a letter of understanding to the St. Lawrence Market Neighbourhood BIA demonstrating a firm commitment to working with our BIA towards the installation of a permanent and multi-functional cycle track, which would support our vision for Adelaide first identified in our Public Realm Master Plan and reinforced by the IBI Group Report in 2017. Following the approval of this report, we also ask that Transportation Services continue to work with us to seek out amendments to the cycling infrastructure where deemed most appropriate.

On the morning of the January 17<sup>th</sup> Infrastructure and Environment Committee, we received an email from Jacquelyn Hayward, Director, Project Design & Management, Transportation Services. As per our final request, Transportation Services outlined the following commitments to our BIA:

- Transportation Services is committed to minimizing potential impacts to commercial loading through the design of a north side cycle track on Adelaide Street. Staff will be putting forward recommendations to implement designated delivery vehicle parking zones on the south side of Adelaide Street East in advance of implementing the switch of the cycle track to the north side. These zones are proposed on Adelaide Street East, immediately east of Church Street, west of Jarvis Street, and west of Frederick Street to service businesses and other establishments on the north side of Adelaide Street East. East of George Street, the 'no parking' areas near intersections may also be used outside of the afternoon peak period by vehicles that are actively engaged in loading activities.
- Transportation Services is committed to further monitoring the safety and operations of the north side cycle track and loading activities on Adelaide Street once they are installed to make any necessary adjustments.
- The implementation of the north side cycle track does not preclude implementation of the BIA Public Realm Master Plan. We recommend that the BIA continue to work with the Toronto BIA Office and Transportation Services to receive the necessary approvals to implement the BIA Public Realm Master Plan in preparation for a future road reconstruction and/or private development projects that would provide an opportunity to deliver the streetscape improvements associated with the plan.
- As the report indicates, Transportation Services will seek to coordinate improvements to the cycle tracks as part of future construction within the upcoming capital program (i.e. road reconstruction) as well as in conjunction with adjacent private development. In advance of such capital works, Transportation Services will work with the BIA towards the implementation of a permanent cycle track design configuration, in keeping with the vision of the BIA Public Realm Master Plan.

Since receiving this letter of commitment which clearly states Transportation Services will work with our BIA to implement the vision of our Public Realm Master Plan among other things, we are now in a better position to support the relocation of the cycle tracks. After attending the Infrastructure and Environment Committee meeting, we were pleased to see that members of the Committee asked City Staff to closely consider design solutions for improving cycling and pedestrian safety at all the intersections along Adelaide St., as this was one of our major concerns and will help the City advance its Vision Zero objectives.

We also look to Transportation to follow up on their letter of commitment to us, above, and in the process look to work to facilitate all the particular by-laws and amendments needed to realize our Master Plan process by implementing our requests immediately, **as a pilot project**, when delivering their temporary infrastructure. Given we had not been consulted robustly on our needs, we would need to see this commitment now.

These will include, in the interest of public safety, vision zero, and public realm improvements:

- lane alignments
- beautification of temporary cycling barriers
- paint-outs
- attention to intersection renewal through the whole stretch, as safety is a premium, with cyclists riding into the left turning cars
- lighting upgrades
- curb and sidewalk rehabilitation
- permanent parking pilot as supported by the BIA's transportation study
- and attention to issues surrounding medical and government offices

However, there are still some concerns we have with how Transportation Services facilitated the consultation process for the Adelaide cycle track and the next steps:

- We believe a more robust conversation with our staff and constituents could have taken place earlier in the process. We would have gladly taken the opportunity to share data and information with City Staff which would have contributed to staff's recommendations as well as the optimal design for our stretch of Adelaide St. This opportunity seemed to be only made available to another area. The user experience of the Adelaide cycle track is different from one area to another and a more detailed conversation would have helped contribute to a more inclusive design process. For example, we have first-hand experience of intersections in our area and could have flagged issues and suggested solutions that better support the City's Vision Zero initiative.
- A closer look at the report shows no options or alternatives for cycle track placement explored in our area, to mitigate potential problems. Descriptions of issues in our BIA that we have previously discussed, have also been either omitted or lightly addressed and are more robust for other areas. How can we part of a solution that should include the entirety of the very areas that the cycle track encompasses rather than solely address the problems of half the stretch?
- We have concerns that this has been a hastily cobbled together process, rather than a full consultation consideration given to us by the very partners we have always supported.

- We expect City staff to put forth recommendations for designated delivery vehicle parking zones immediately following Council's approval of staff's current recommendation to switch the cycle track to the north side.
- We strongly request that City staff initiate the process of implementing the BIA's vision for Adelaide by painting lines on the streets intersecting along Adelaide and working towards a lane reconfiguration.

Thank you in advance for taking our deputation letter into consideration.

Sincerely,

**Al Smith**

Executive Director

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