



## REPORT FOR ACTION

### Richmond Street and Adelaide Street Cycle Tracks

**Date:** January 15, 2019  
**To:** Infrastructure and Environment Committee  
**From:** General Manager, Transportation Services  
**Wards:** 10 (Spadina-Fort York), 13 (Toronto Centre)

#### SUMMARY

---

The Ten Year Cycling Network Plan, adopted by Council in June 2016 seeks to build on the existing network of cycling routes – to connect gaps in the current network, grow the network into new parts of the city, and renew existing parts of the network to improve safety. The Richmond and Adelaide cycle tracks serve as a critical east-west spine in the Downtown Core, providing access by bike to the largest concentration of jobs in the City, region and the entire country as well as housing, culture, entertainment and retail destinations.

The purpose of this report is to seek Council's approval to maintain the cycle tracks on Richmond Street and Adelaide Street, as well as the north-south cycle tracks on Simcoe Street and Peter Street as permanent installations.

The cycle tracks on these streets were installed between 2014 and 2016 as pilot projects. Cyclist volumes on these streets have increased significantly with minimal impact to motor vehicle travel times. Collision rates for cyclists and motor vehicles have also reduced significantly following installation of the cycle tracks. 93% of people surveyed agree or strongly agree to make the cycle tracks permanent.

Following extensive consultation with the public and local BIAs, Transportation Services is proposing to move the existing cycle track on Adelaide Street East and Adelaide Street West from the south side to north side to improve operations and safety.

People riding bicycles are vulnerable road users and can be seriously injured in even minor collisions, so prioritizing their safety by making the pilot cycling facilities permanent is necessary to encourage people to choose to ride. No significant impact to traffic operations or emergency services is anticipated and, with the conversion to permanent facilities, existing conflicts with TTC vehicles will be reduced.

## **RECOMMENDATIONS**

---

The General Manager, Transportation Services recommends that:

1. City Council approve maintaining the cycle tracks on the following streets as a permanent installation:

- a. Richmond Street East from Parliament Street to Yonge Street
- b. Richmond Street West from Yonge Street to Bathurst Street
- c. Adelaide Street East from Parliament Street to Yonge Street
- d. Adelaide Street West from Yonge Street to Bathurst Street
- e. Simcoe Street from Front Street West to Queen Street West
- f. Peter Street from King Street West to Queen Street West;

2. City Council enact traffic and parking regulation amendments, and cycle track designation amendments, and parking machines and meters by-law amendments to modify the current cycle track installation on Adelaide Street East and Adelaide Street West from Bathurst Street to Parliament Street to improve safety and operations including but not limited to moving the existing cycle track from the south side of the street to the north side of the street, as described in Attachment 1: Amendments to Traffic and Parking Regulations, Cycle Track Designations, and Parking Machines and Meters By-law attached to this report.

## **FINANCIAL IMPACT**

---

The maintenance of cycle tracks on these streets requires snow clearing and street sweeping at an annual cost of approximately \$92,000 for snow clearing and \$105,600 for sweeping of 8.8 lane kilometres. Funding for this maintenance is accommodated within the current Transportation Services annual Operating Budget.

The estimated cost for moving the cycle tracks on Adelaide Street East and Adelaide Street West from the south side to the north side is \$315,000. Future modifications to the design of the cycle tracks would be funded by the Transportation Services Capital Program as part of the Ten Year Cycling Network Plan.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

## DECISION HISTORY

---

At its meeting on July 4, 5, 6, and 7 2017, City Council adopted the recommendations from TE24.72 "Traffic Control Signals - Richmond Street West and Simcoe Street" to approve the installation of traffic control signals at the intersection of Richmond Street West and Simcoe Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.TE24.72>

At its meeting on July 7, 8 and 9, 2015, City Council adopted the recommendations from PW6.12 "Pilot Project - Extending the Richmond Street and Adelaide Street Cycle Tracks to Parliament Street", for the implementation of a westbound cycle track on Richmond Street West from Yonge Street to York Street, a westbound cycle track on Richmond Street East from Parliament Street to Yonge Street, an eastbound cycle track on Adelaide Street West from Yonge Street to Simcoe Street, and an eastbound cycle track on Adelaide Street East from Parliament Street to Yonge Street, as a pilot project and directed the General Manager, Transportation Services to report back to the Public Works and Infrastructure Committee on the findings of the Richmond - Adelaide Cycle Track Pilot Project Evaluation.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW6.12>

At its meeting on June 10, 11, 12 and 13, 2014, City Council adopted the recommendations from PW31.7 "Richmond - Adelaide Cycle Track Planning and Design Study - Pilot Project", for the installation of a westbound cycle track on Richmond Street West from York Street to Bathurst Street, an eastbound cycle track on Adelaide Street West from Simcoe Street to Bathurst Street, northbound and southbound cycle tracks on Simcoe Street from Front Street West to Queen Street West, and northbound and southbound bicycle lanes on both sides of Peter Street from King Street West to Queen Street West, as a pilot project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PW31.7>

At its meeting on November 29, 30 and December 1, 2011, City Council adopted the recommendation from PW9.9 "Feasibility of a Pilot Project for Separated Bicycle Lanes on Richmond Street and/or Adelaide Street", for the initiation of a Municipal Class Environmental Assessment study for separated bicycle lanes within the Richmond-Adelaide corridor, between Sherbourne Street and Bathurst Street.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PW9.9>

## COMMENTS

---

### **Municipal Class Environmental Assessment Process**

The study for the installation of the Richmond-Adelaide Cycle Tracks began in November 2011 as a Schedule C Project under the Municipal Class Environmental Assessment (MCEA). MCEA amendments were approved in October 2015 which classified the Richmond-Adelaide Cycle Tracks as a pre-approved Schedule A+ project. As a result, the Schedule C project planning procedure is no longer required to be

completed. The City has fulfilled the requirements of a Schedule A+ project by notifying the public about the project as specified by the MCEA.

The Richmond-Adelaide Cycle Tracks were approved by Council as a pilot project for Phase 1 - west of University in June 2014, and an extension for Phase 2 - east of University was approved in July 2015 following a preliminary evaluation report to Council.

## Installation History

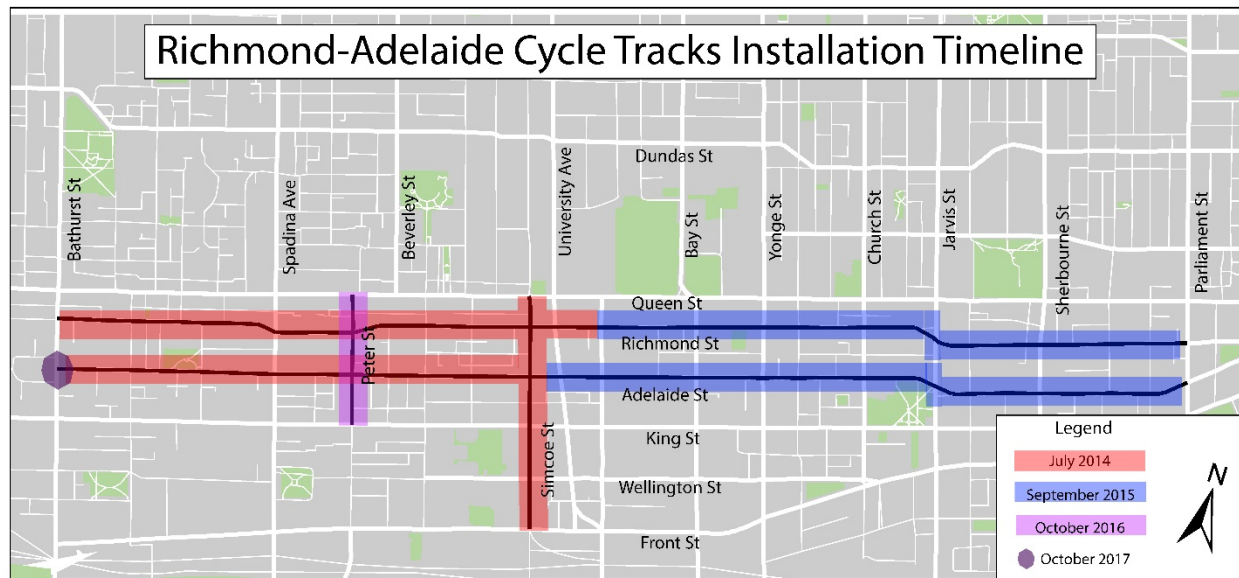


Figure 1. Richmond-Adelaide Cycle Tracks Installation Timeline

The Richmond-Adelaide Cycle Tracks were installed between July 2014 and October 2016. A map showing the installations can be found in Figure 1. The timing of the installations is below.

### Richmond-Adelaide Phase 1, July 2014

- Richmond Street West from York Street to Bathurst Street
- Adelaide Street West from Simcoe Street to Bathurst Street

### Simcoe Street, July 2014

- Simcoe Street from Front Street West to Queen Street West

### Richmond-Adelaide Phase 2, September 2015

- Richmond Street West from Yonge Street to York Street
- Richmond Street East from Parliament Street to Yonge Street
- Adelaide Street West from Bay Street to Simcoe Street
- Adelaide Street East from Parliament Street to Victoria Street

### Peter Street, October 2016

- Peter Street from King Street West to Queen Street West

## **Cycling Network Connections**

The cycle tracks on Richmond Street and Adelaide Street provide a critical east-west cycling connection in the Downtown Core providing access to the largest concentration of jobs in the City, as well as housing, culture, entertainment and retail destinations.

The cycle tracks on Peter Street provide a north-south connection from the Richmond-Adelaide cycle tracks to the existing bike lanes on Beverley Street and St. George Street providing connections to the cycle tracks on Bloor Street and the University of Toronto Campus. The connection from Peter Street to Beverley Street is made at Queen Street and Soho Street where a protected layby for bicycle turns is being constructed in conjunction with private development at the intersection.

The cycle tracks on Simcoe Street between Queen Street and Front Street provide a north-south connection from the Richmond-Adelaide cycle tracks to the City's waterfront and the waterfront trail via the existing cycle tracks on Simcoe Street south of Front Street. In July 2017, Council approved the introduction of a new traffic control signal at the intersection of Simcoe Street and Richmond Street West.

## **Performance Evaluation Methodology**

The evaluation of the pilot project involved the collection of before and after data in order to assess the impacts and benefits of the project in the following areas:

- Effect on the cycling environment (volume, mode share, safety & collisions)
- Effect on the motoring environment (motor vehicle travel times, safety & collisions)
- Effect on the walking environment (safety & collisions)
- Stakeholder feedback and public perception

Data was collected to evaluate the pilot project before installation and throughout the pilot installation. Data collected includes cycling volumes, motor vehicle travel times, collisions involving all road users, and public feedback through public comments (meeting comment cards, emails and voice messages), cyclist intercept surveys, and an online survey. An online survey was conducted from December 2014 to December 2017 with 10,646 completed responses (9,070 cyclists, 2,614 drivers, and 794 pedestrians).

## **Effect on Cycling Environment**

### **Total Daily Cyclist Volume**

The cycle tracks on Richmond-Adelaide have become the busiest cycling facilities in the City of Toronto. The average daily cyclist volume on Richmond-Adelaide at Spadina Avenue was 6,160 in September 2018. A summary of the total average daily cyclist volume at various points along these corridors is found in Table 1.

Table 1. Average Daily Cyclist Volume (24 hour)

Location	Average Daily Cyclist Volume <sup>1</sup>
Richmond St W, Phase 1 (at Spadina Ave)	3,330 (Sep 2018)
Adelaide St W, Phase 1 (at Spadina Ave)	2,830 (Sep 2018)
<b>Richmond-Adelaide, Phase 1 (at Spadina Ave)</b>	<b>6,160 (Sep 2018)</b>
Richmond St E/Richmond St W, Phase 2 (at Jarvis St)	1,640 (Sep/Oct 2018)
Adelaide St E/Adelaide St W, Phase 2 (at Jarvis St)	1,710 (Sep/Oct 2018)
<b>Richmond-Adelaide, Phase 2 (at Jarvis St)</b>	<b>3,350 (Sep/Oct 2018)</b>
Simcoe St (at Richmond St W)	1,670 (Aug 2016)
Peter St (at Richmond St W)	1,680 <sup>2</sup> (June 2017)

## Change in Cyclist Volume

Cyclist volume data was collected before and after installation of the Richmond-Adelaide Cycle Tracks.

Overall, cyclist volumes increased tenfold (1,194%) after the installation of cycle tracks for Richmond-Adelaide Phase 1, west of University and sevenfold (828%) after the installation of Phase 2, east of University. A summary of the 8 hour counts and increase in cyclist volume is found in Table 2.

Counts on adjacent corridors were collected to understand the extent to which the changes in number of cyclists on Richmond-Adelaide were a result of cyclists choosing to re-route from Queen Street and King Street. The overall decrease in cyclist volumes after installation on adjacent parallel arterial streets was found to be modest at 5% for Phase 1 and 16% for Phase 2, suggesting that 94% of the growth in the number of cyclists on Richmond-Adelaide was as a result of new cyclists, shifting their transportation choice from another mode. A summary of the 8 hour counts and changes to cyclist volume on adjacent parallel arterial streets is found in Table 3.

<sup>1</sup> Volume counts are average counts collected during a 24 hour period on days where the daily maximum temperature was over 18 degrees Celsius with no precipitation with the exception of Peter Street.

<sup>2</sup> An 8 hour to 24 hour volume conversion factor was applied to the Peter Street cyclist volume to estimate a 24 hour volume.

Table 2. Change in Average 8-hour Cyclist Volume (streets with cycle tracks)<sup>3</sup>

Location <sup>4</sup>	Cyclist Volume - Before	Cyclist Volume - After	Change in Volume
Richmond St W, Phase 1	220 (Sep 2013)	2,420 (Sep 2018)	+2,200 (+1,000%)
Adelaide St W, Phase 1	180 (Sep 2013)	2,360 (Sep 2018)	+2,180 (+1,211%)
Richmond St E, Phase 2	170 (Oct 2013)	1,370 (Sep/Oct 2018)	+1,200 (+706%)
Adelaide St E, Phase 2	160 (Oct 2013)	1,360 (Sep/Oct 2018)	+1,200 (+750%)
<b>Richmond-Adelaide, Phase 1</b>	<b>400 (Sep 2013)</b>	<b>4,780 (Sep/Oct 2018)</b>	<b>+4,380 (+1,095%)</b>
<b>Richmond-Adelaide, Phase 2</b>	<b>330 (Oct 2013)</b>	<b>2,730 (Sep/Oct 2018)</b>	<b>+2,400 (+727%)</b>
Simcoe St	480 (Jun 2014)	1,020 (Aug 2016)	+540 (+113%)
Peter St	620 (Oct 2012)	1,080 (Jun 2017)	+460 (+74%)

Table 3. Change in Average 8-hour Cyclist Volume (streets parallel to cycle tracks)

Location <sup>4</sup>	Cyclist Volume - Before	Cyclist Volume - After	Change in Volume
Queen St W, Phase 1	1,040 (Sep 2013)	990 (Jun 2016)	-50 (-5%)
King St W, Phase 1	730 (Sep 2013)	700 (Jun 2016)	-30 (-4%)
Queen St E, Phase 2	910 (Oct 2013)	760 (May 2016)	-150 (-16%)
King St E, Phase 2	720 (Oct 2013)	610 (May 2016)	-110 (-15%)

<sup>3</sup> Volume counts are average counts collected during an 8 hour period on days where the daily maximum temperature was over 18 degrees Celsius with no precipitation. The 8 hour period is a sum of counts conducted from 7:00 a.m. to 10:00 a.m., 11:00 a.m. to 1:00 p.m., and 4:00 p.m. to 7:00 p.m.

<sup>4</sup> All volume counts for Phase 1 were collected at Spadina Ave and all volume counts for Phase 2 were collected at Jarvis St.

## Cyclist Mode Share

Cyclists make up approximately one third of all vehicles entering the Downtown Core in the morning along Adelaide (32%) and leaving the Downtown Core in the afternoon along Richmond (30%). West of University Avenue, the cycle tracks on Richmond-Adelaide in the peak period direction, carry a higher volume of vehicles per lane than the motor vehicle lanes. Outside of the peak period direction, cyclist mode share on these corridors is still notable, ranging between 9% and 18%.

Cyclist mode share has been calculated using the total volume of cyclists and total volume of all vehicles. A summary of cyclist mode share can be found in Table 4.

Table 4. Cyclist Mode Share

Location <sup>5</sup>	Cyclist Mode Share - AM Period <sup>6</sup>	Cyclist Mode Share - PM Period <sup>7</sup>
Richmond St W, Phase 1	9% (Jun 2016)	30% (Jun 2016)
Adelaide St W, Phase 1	32% (June 2016)	18% (June 2016)
Richmond St E, Phase 2	15% (May/Jun 2016)	10% (May/Jun 2016)
Adelaide St E, Phase 2	9% (May/Jun 2016)	14% (May/Jun 2016)

## Safety and Collisions

### *Perception of Safety and Comfort*

An online survey was conducted from December 2014 to December 2017 to gather input on perception of safety and comfort and received 9,070 responses from cyclists. The survey found that cyclists' perception of safety and comfort increased significantly after installation of the cycle tracks. The average overall perception of cyclist safety and comfort increased from 3.4 points before cycle track installation to 8.4 points after cycle track installation. Responses are on a scale from 1 to 10 with 1 being very unsafe/uncomfortable and 10 being very safe/comfortable.

### *Cyclist Intercept Survey*

An in-person cyclist intercept survey was conducted from September 2014 to October 2015 with 427 responses gathered. The survey found that cyclists' perception of safety and comfort increased significantly after installation of the cycle tracks. The average overall perception of cyclist safety and comfort increased from 4.4 points before cycle

---

<sup>5</sup> All volume counts to calculate mode share for Phase 1 were collected at Spadina Ave and all volume counts for Phase 2 were collected at Jarvis St.

<sup>6</sup> AM period is from 7:00 a.m. to 10:00 a.m.

<sup>7</sup> PM period is from 4:00 p.m. to 7:00 p.m.



track installation to 7.9 points after cycle track installation without bollards and 8.2 points after cycle track installation with bollards. Responses are on a scale from 1 to 10 with 1 being very unsafe/uncomfortable and 10 being very safe/comfortable.

### *Collision Rates*

After installation of the cycle tracks on Richmond Street and Adelaide Street, the rate of cyclist collisions has decreased by 73%. Collision rates have been calculated using collisions reported to the police or to a collision reporting centre. A summary of the collision rates is found in Table 5.

Table 5. Collision Rates - All Cyclist Collisions<sup>8</sup>

Location	Before Installation (annual collisions/1000 average daily weekday cyclists in good weather) <sup>9</sup>	After Installation (annual collisions/1000 average daily weekday cyclists in good weather)	Change
Richmond St E and Richmond St W	34.9	7.4	-27.4 (-79%)
Adelaide St E and Adelaide St W	38.4	12.2	-26.2 (-68%)
Overall	73.2	19.6	-53.6 (-73%)

## **Effect on Motoring Environment**

### **Motor Vehicle Travel Times**

Travel time data collected demonstrates that motor vehicle travel times were generally not impacted. Between 2013 and 2016, during the AM and PM periods, there was an average 1 minute and 31 second increase in travel time on Richmond Street East and Richmond Street West and an average 57 second decrease in travel time on Adelaide Street East and Adelaide Street West. Average monthly motor vehicle travel times were determined using GPS data. The data shows variations in travel time, which can largely be attributed to lane closures for development and general construction on and within the vicinity of streets within the Downtown Core. Details about average annual motor vehicle travel times before and after installation of cycle tracks can be found in Table 6 and Table 7.

---

<sup>8</sup>Volume counts are average counts collected during a 24 hour period on days where the daily maximum temperature was over 18 degrees Celsius with no precipitation. Collision rates were calculated using collisions that occurred from January 2010 to December 2017.

<sup>9</sup> An 8 hour to 24 hour volume conversion factor was applied to before installation volumes in order to determine the collision rate.

Table 6. Richmond Street East and Richmond Street West Motor Vehicle Travel Times

Road Segment	Time of Run	Average Run Time - Before	Average Run Time - After	Change in Run Time
Parliament St to Bathurst St	7:00 a.m. to 10:00 a.m.	13m 23s (2013)	14m 57s (2016)	+1m 34s
Parliament St to Bathurst St	11:00 a.m. to 1:00 p.m.	15m 11s (2013)	15m 26s (2016)	+15s
Parliament St to Bathurst St	4:00 p.m. to 7:00 p.m.	14m 10s (2013)	15m 39s (2016)	+1m 29s
Parliament St to Bathurst St	Average of AM Period and PM Period	13m 47s (2013)	15m 18s (2016)	+1m 31s

Table 7. Adelaide Street East and Adelaide Street West Motor Vehicle Travel Times

Road Segment	Time of Run	Average Run Time - Before	Average Run Time - After	Change in Run Time
Bathurst St to Parliament St	7:00 a.m. to 10:00 a.m.	14m 25s (2013)	13m 13s (2016)	-1m 12s
Bathurst St to Parliament St	11:00 a.m. to 1:00 p.m.	15m 25s (2013)	14m 10s (2016)	-1m 15s
Bathurst St to Parliament St	4:00 p.m. to 7:00 p.m.	16m 56s (2013)	16m 14s (2016)	-42s
Bathurst St to Parliament St	Average of AM Period and PM Period	15m 41s (2013)	14m 44s (2013)	-57s

The corridor traffic signal coordination was revised in 2015 after the installation of the Richmond-Adelaide Cycle Tracks to improve the flow of traffic along the two corridors. The speed limit on Richmond was reduced from 50km/h to 40km/h following Council's adoption of the Vision Zero Road Safety Plan in July 2016. The corridor traffic signal coordination was revised in 2017 to optimize the signal timing with the reduction of the speed limit.

## Safety and Collisions

### *Driver Comfort*

An online survey was conducted from December 2014 to December 2017 to gather input on perception of safety and comfort and received 2,614 responses from drivers. The survey found that drivers' perception of comfort increased significantly after

installation of the cycle tracks. The average overall perception of driver comfort increased from 5.2 points before cycle track installation to 8.1 points after cycle track installation. Responses are on a scale from 1 to 10 with 1 being very uncomfortable and 10 being very comfortable.

#### *Motor Vehicle Collision Rates*

After installation of the cycle tracks on Richmond Street and Adelaide Street, the rate of motor vehicle collisions involving injuries and fatalities has decreased by 18% (0.7 annual collisions per 1000 average daily weekday vehicles). Collision rates have been calculated using collisions involving injury and fatality reported to the police or to a collision reporting centre from January 2010 to December 2017. A summary of the collision rates is found in Table 8.

Table 8. Collision Rates - Motor Vehicle Collisions involving Injury and Fatality<sup>10</sup>

Location	Before Installation (annual collisions/1000 average daily weekday motor vehicles) <sup>10</sup>	After Installation (annual collisions/1000 average daily weekday motor vehicles)	Change
Richmond St E and Richmond St W	2.1	1.5	-0.6 (-28%)
Adelaide St E and Adelaide St W	1.8	1.7	-0.1 (-6%)
Overall	3.9	3.2	-0.7 (-18%)

## **Effect on Walking Environment**

### **Pedestrian Safety & Collisions**

#### *Pedestrian Comfort*

An online survey was conducted from December 2014 to December 2017 to gather input on perception of safety and comfort and received 794 responses from pedestrians. The survey found that pedestrians' perception of comfort was reduced slightly after installation of the cycle tracks. The average overall perception of pedestrian comfort decreased from 8.1 points before cycle track installation to 7.6 points after cycle track installation. Responses are on a scale from 1 to 10 with 1 being very uncomfortable and 10 being very comfortable.

#### *Pedestrian Collisions*

After the installation of cycle tracks on Richmond Street and Adelaide Street, the number of annual pedestrian collisions has increased by 16% or approximately 3.9

<sup>10</sup> An 8 hour to 24 hour volume conversion factor was applied to before installation volumes in order to determine the collision rate.

collisions per year. The increase in the number of pedestrian collisions on Richmond-Adelaide is consistent with the city-wide trend of higher collisions for pedestrians during this time period.

It is important to note that while the motor vehicle and cyclist collisions within this report have been reported as a "collision rate", meaning the number of collisions per 1,000 motor vehicles or cyclists, pedestrian collisions have been reported as a number. This is because unlike for vehicles and cyclists volume information is not available to assess pedestrian collisions as a rate. It is expected that pedestrian volumes have increased on Richmond-Adelaide as a result of new development constructed since the installation of the cycle tracks in 2014. A summary of the number of collisions involving pedestrians is found in Table 9.

In order to improve pedestrian safety, a leading pedestrian interval was installed at University Avenue and Adelaide Street. In addition, protected eastbound left turn phases for motor vehicles are being considered at several intersections (including University Avenue, York Street, and Jarvis Street along Adelaide Street), which would eliminate conflicts between left turning motor vehicles and high volumes of pedestrians crossing the north legs of these intersections.

Table 9. Number of Collisions - All Pedestrian Collisions<sup>11</sup>

Location	Before Installation (collisions/year)	After Installation (collisions/year)	Change
Richmond St E and Richmond St W	11.0	17.0	+6.0 (+55%)
Adelaide St E and Adelaide St W	13.0	10.9	-2.1 (-16%)
Overall	24.0	27.9	+3.9 (+16%)

## Consultation

Extensive consultation with stakeholders and the public has been undertaken prior to and following the installation of the pilot project.

### Stakeholder Consultation

Transportation Services has been consulting with local business improvement areas, Cycle Toronto, and the Toronto Transit Commission throughout the design and installation of the pilot project, evaluation, and modifications to the existing design.

#### *Toronto Financial District BIA (TFDBIA)*

The Toronto Financial District BIA represents businesses along the Richmond-Adelaide Cycle Tracks from Simcoe Street to Victoria Street. The BIA has supported the cycle

---

<sup>11</sup> Number of collisions represent collisions that occurred from January 2010 to December 2017.

track through the placement and maintenance of planters in the buffer area at some locations. Transportation Services has consulted with the BIA to discuss impacts to delivery operations at various addresses. Transportation Services in consultation with the BIA have installed a curb ramp at 320 Bay St to address concerns with commercial loading at this location.

Transportation Services and the BIA have collectively raised concerns about cyclist safety and building operations due to the configuration of the cycling facility intersecting the courier delivery zones which serve as truck staging areas in front of First Canadian Place at 77 Adelaide Street West, and Scotia Plaza at 21 Adelaide Street West. The current configuration has no cycle track along the delivery zones adjacent to the loading facilities associated with truck elevators for these buildings, requiring cyclists to merge with motor vehicle traffic in the motor vehicle travel lane. There is also a high volume of trucks turning to and from the loading facilities, crossing the desired paths of travel for cyclists and pedestrians. While pavement markings were installed to guide cyclists around these zones, this has not fully mitigated the conflict.

Transportation Services is proposing to move the existing cycle track on Adelaide Street from the south side of the street to the north side in order to provide a continuous cycle track that eliminates the requirement for cyclists to merge with motor vehicle traffic around the delivery zones at this location. This would eliminate conflicts between cyclists and trucks turning to and from the busy loading facilities on the south side.

While the BIA supports the re-location of the cycle track, they have identified concerns about potential impacts to driveway traffic egress from buildings on the north side. Transportation Services is committed to mitigating potential impacts through the design of a north side cycle track on Adelaide Street and further monitoring the safety and operations once it is installed to make any necessary adjustments.

#### *St. Lawrence Market Neighborhood BIA*

The St. Lawrence Market BIA represents businesses along the Richmond-Adelaide Cycle Tracks from Parliament Street to Yonge Street. The BIA has supported the cycle track through the placement and maintenance of planters in the buffer area at some locations. Transportation Services has consulted with the BIA about potential future modifications to the cycle track in conjunction with future road reconstruction if the permanent installation is approved. Consultation included several meetings with the BIA to identify and discuss potential future modifications and impacts to local businesses. The BIA has raised concerns about loss of curbside loading areas for businesses on the north side of Adelaide Street East.

#### *Toronto Entertainment District BIA*

The Entertainment District BIA represents businesses along the Richmond-Adelaide Cycle Tracks from Simcoe Street to Spadina Avenue. The BIA has supported the cycle track through the placement and maintenance of planters in the buffer area at some locations. Transportation Services has consulted with the BIA to discuss planter installations and operational issues. The BIA has raised concerns about the ongoing capital and maintenance costs of the planters in the cycle track buffer areas.

### *Cycle Toronto*

Cycle Toronto is a member-supported not-for-profit organization advocating for a safe, healthy and vibrant cycling city for all. Cycle Toronto has supported the Richmond-Adelaide Cycle Tracks through advocacy and engagement throughout the pilot project. Transportation Services has consulted with Cycle Toronto to discuss potential future improvements including the configuration of cycle tracks at the truck staging areas in the financial district, treatments at bus stops, and additional separation of the cycle track from motor vehicle traffic.

### *Toronto Transit Commission (TTC)*

The TTC has 5 express bus routes on Richmond Street East/Richmond Street West and Adelaide Street East/Adelaide Street West. Prior to installation of the cycle tracks, Transportation Services worked closely with the TTC regarding stop locations as part of the design, including changes to stop placement and design. Bus stops along these routes operate with curbside boarding and alighting. The current bus stop configuration requires buses to stop in the cycle track while TTC riders are boarding and alighting resulting in cyclists stopping behind the bus or going around the bus in the adjacent motor vehicle lane to pass stopped buses.

Transportation Services will be developing alternative designs for the cycle track at bus stop locations to improve safety for cyclists and TTC operators as well as better accommodate TTC riders. On streets with the cycle track adjacent to a bus stop, a raised cycle track that is used for passenger boarding and alighting is recommended. This bus stop treatment requires cyclists to stop and wait behind open bus doors and has been effective at locations along the Wellesley Street cycle track. Improvements are proposed to be delivered in the future in conjunction with planned road construction. The recommendation to move the existing cycle track on Adelaide Street from the south side to the north side would eliminate conflicts between cyclists and TTC buses at ten bus stops along Adelaide Street.

## **Public Consultation**

### *Before Installation*

Prior to the pilot installation, the public was engaged about this project through newspaper advertisements, letters and flyers to approximately 48,000 mailboxes, website updates, stakeholder workshops, public drop-in events, cyclist intercept surveys, and online surveys.

Transportation Services undertook two stages of public consultation at the beginning of the project to inform the pilot installation design. Each stage of consultation included a stakeholder workshop with registered stakeholders representing properties and businesses along the proposed corridors and a two-day public drop-in event. The stakeholder workshops consisted of three-hour workshops with 80 registered participants attending on June 13, 2013 and 65 registered participants attending on November 6, 2013. The public drop-in events consisted of a two-day display of project materials, project staff on site daily to answer questions and a presentation. There were approximately 150 participants attending the June 25-26, 2013 event and approximately 200 participants attending the November 18-19, 2013 event.

Detailed summaries of public consultation completed before the pilot was installed are available on the project website: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/rich-adel/>

#### *After Installation*

Consultation with the public after installation of the Richmond-Adelaide cycle tracks included email updates to over 5,800 subscribers, addressed letters, letters delivered by staff door-to-door to property owners and managers, social media updates, six on-street signs posted along the project requesting feedback, a telephone hotline with over 200 messages received, a project email address with hundreds of responses, an online survey, and a public drop-in event.

An online survey was conducted from December 2014 to December 2017 with 10,646 completed responses (9,070 cyclists, 2,614 drivers, and 794 pedestrians). The majority of the responses received were in support of the cycle tracks with 93% of responses agreeing or strongly agreeing to make the cycle tracks on Richmond and Adelaide a permanent installation.

A public drop-in event was held on June 25, 2018 to receive feedback about the pilot cycle track installations and proposal to move the existing cycle track on Adelaide Street from the south side to the north side. Approximately 70 of the participants attending the event signed in and staff collected approximately 150 comments. Participants at the event were largely in favour of maintaining the Richmond-Adelaide Cycle Tracks as a permanent installation and supportive of the proposal to move the Adelaide Street Cycle Track from the south side to the north side.

### **Adelaide Street Cycle Track Improvements**

Subject to the Richmond-Adelaide Cycle Tracks being approved as permanent cycling facilities, Transportation Services is proposing to move the existing cycle tracks on Adelaide Street East and Adelaide Street West from the south side of the street to the north side of the street. Moving the cycle track will improve cyclist safety, motor vehicle operations, and delivery operations. Currently, cyclists are required to merge with motor vehicle traffic when the cycle track is used for delivery and courier operations in front of First Canadian Place and Scotia Plaza. There are over 300 commercial vehicles per day required to access the truck elevators serving these properties. Moving the cycle track to the north side will eliminate potential conflicts between cyclists and turning trucks and remove the requirement for cyclists to merge with motor vehicle traffic.

Additional improvements are proposed to be made along the Adelaide Street corridor to improve safety and operations:

- Protected eastbound left turn phases for motor vehicles are being considered at several intersections including University Avenue, York Street, and Jarvis Street along Adelaide Street. This will improve traffic flow for left turning motor vehicle movements and eliminate potential conflicts between left turning motor vehicles and the high volumes of pedestrians and cyclists crossing the north legs of these intersections.

- A north side cycle track will allow motor vehicle capacity to be improved at the intersection of Adelaide Street East and Jarvis Street by increasing the number of eastbound motor vehicle receiving lanes from two lanes to three lanes.
- Moving the cycle track would also result in a 23 percent increase to the on-street parking inventory on the Adelaide Street corridor by adding 27 parking spaces and higher motor vehicle through capacity along the corridor.

## Next Steps

If the Richmond-Adelaide Cycle Tracks are approved as permanent cycling facilities, the modifications would be made to the design in the future to further improve cyclist and pedestrian safety and motor vehicle traffic flow:

- the existing cycle track on Adelaide Street East and Adelaide Street West would be moved from the south side of the street to the north side of the street;
- protected eastbound left turn phases for motor vehicles would be considered at several intersections (including University Avenue, York Street, and Jarvis Street along Adelaide Street) in order to improve traffic flow for left turning motor vehicle movements and eliminate potential conflicts between left turning motor vehicles and the high volumes of pedestrians and cyclists crossing the north legs of these intersections;
- signal timing at intersections would be reviewed to improve safety for pedestrians and cyclists through leading pedestrian intervals and leading cyclist intervals at locations with high volumes of pedestrians and cyclists;
- a greater degree of separation between cyclists and motor vehicles would be provided through:
  - the placement of temporary precast concrete barriers within the buffer of the existing cycle tracks, where possible; as well as
  - the construction of an increased level of separation between the cycle track and motor vehicle lanes to be delivered in conjunction with future road reconstruction.
- improvements to TTC bus stops; as well as
- pavement marking modifications and corridor traffic signal timing modifications, where necessary.



Transportation Services would seek to coordinate improvements to the cycle tracks as part of future construction within the upcoming capital program as well as in conjunction with adjacent private development, where feasible.

## **CONTACT**

---

Jacquelyn Hayward  
Director, Project Design & Management  
Transportation Services  
Tel: (416) 392-5348  
Email: [Jacquelyn.Hayward@toronto.ca](mailto:Jacquelyn.Hayward@toronto.ca)

## **SIGNATURE**

---

Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

---

Attachment 1: Amendments to Traffic and Parking Regulations, Cycle Track Designations, and Parking Machines and Meters By-law.

# Attachment 1: Amendments to Traffic and Parking Regulations, Cycle Track Designations, and Parking Machines and Meters By-law

## TO BE RECINDED

### Commercial Loading Zones

Highway	Side	Between	Times and/or days
Adelaide Street West	South	Between a point 73.5 metres east of Bay Street and a point 45 metres further east	Anytime, except 7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m., Mon. to Fri.

### Passenger Loading Zones

Highway	Side	Between	Times and/or days
Richmond Street West	South	Bay Street and York Street	Anytime from August 2, 2015 to August 18, 2015, inclusive (Games Client Vehicles only)

### Delivery Vehicle Parking Zones

Highway	Side	Location	Time and/or days	Maximum Period Permitted
Adelaide Street West	North	Between a point 17.5 metres east of York Street and a point 27 metres further east	10:00 a.m. to 3:00 p.m., Mon. to Fri., except public holidays	20 mins.

### No Parking

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	North	South roadway from Bathurst Street	8:00 a.m. to 6:00 p.m., Mon. to Fri.
Adelaide Street West	North	Bathurst Street and a point 30.5 metres east	Anytime
Adelaide Street West	North	A point 30.5 metres east of Bathurst Street and Adelaide Place	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	North	A point 91.5 metres east of Spadina Avenue and a point 91.5 metres west of Spadina Avenue	Anytime

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	North	A point 91.5 metres west of Spadina Avenue and Portland Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	North	Spadina Avenue and a point 91.5 metres west of Spadina Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	North	Spadina Avenue and a point 30.5 metres west of John Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Adelaide Street West	North	A point 109.5 metres east of Duncan Street and Simcoe Street	Anytime
Adelaide Street West	North	Simcoe Street and a point 17.5 metres east of York Street	Anytime
Adelaide Street West	North	Sheppard Street and Bay Street	Anytime
Adelaide Street West	North	A point 44.5 metres east of York Street and Yonge Street	Anytime
Adelaide Street West	North	A point 17.5 metres east of York Street and a point 27 metres further east	7:00 p.m. of one day to 7:00 a.m. of the next following day, Mon. to Fri.; Anytime Sat. Sun. and public holidays
Adelaide Street East	North	Yonge Street and Parliament Street	Anytime
Adelaide Street East	North	Yonge Street and Victoria Street	9:30 a.m. to 3:30 p.m.
Adelaide Street East	North	A point 45 metres east of Princess Street and a point 82.8 metres west of Ontario Street	Anytime
Adelaide Street East	North	Ontario Street and Power Street	Anytime
Richmond Street West	South	Bathurst Street and a point 18 metres east	Anytime
Simcoe Street	East	Wellington Street West and Queen Street West	Anytime

## No Stopping

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	North	Adelaide Place and a point 55 metres east	Anytime
Adelaide Street West	North	Portland Street and a point 30.5 metres west	Anytime
Adelaide Street West	North	Spadina Avenue and a point 30.5 metres west of John Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street West	North	John Street and a point 30.5 metres west	Anytime
Adelaide Street West	North	John Street and Duncan Street	Anytime
Adelaide Street West	North	Duncan Street and a point 109.5 metres east	Anytime
Adelaide Street West	North	A point 109 metres east of Duncan Street and Simcoe Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street West	North	Simcoe Street and a point 30.5 metres west of Sheppard Street	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	North	A point 30.5 metres west of Sheppard Street and a point 30.5 metres east of Sheppard Street	Anytime
Adelaide Street West	North	A point 30.5 metres east of Sheppard Street and Yonge Street	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	North	Yonge Street and a point 145 metres west	Anytime
Adelaide Street West	South	Bathurst Street and Simcoe Street	Anytime
Adelaide Street West	South	Simcoe Street and a point 64 metres east of York Street	Anytime
Adelaide Street West	South	A point 64 metres east of York Street and a point 45 metres further east	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Mon. to Fri., except public holidays

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	South	point 109 metres east of York Street and a point 73.5 metres east of Bay Street	Anytime
Adelaide Street West	South	A point 73.5 metres east of Bay Street and a point 47 metres further east	7:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. Mon. to Fri., except public holidays
Adelaide Street West	South	A point 118.7 metres east of Bay Street and Yonge Street	Anytime
Adelaide Street East	North	Jarvis Street and a point 72.5 metres west of Sherbourne Street	4:00 p.m. to 6:00 p.m. Mon. to Fri., except public holidays
Adelaide Street East	North	A point 47.5 metres west of Sherbourne Street and a point 25 metres further west	Anytime
Adelaide Street East	Both	Berkeley Street and Eastern Avenue	Anytime
Adelaide Street East	North	Ontario Street and a point 82.8 metres west	Anytime
Adelaide Street East	North	A point 47.5 metres west of Sherbourne Street and Berkeley Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Adelaide Street East	South	Yonge Street and Parliament Street	Anytime
Richmond Street East	South	Yonge Street and Jarvis Street	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Mon. to Fri., except public holidays
Simcoe Street	East	Wellington Street West and Queen Street West	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Peter Street	East	Adelaide Street West and a point 56 metres north	Anytime

### Parking for restricted periods

Highway	Side	Between	Time and/or days	Maximum Period Permitted
Adelaide Street West	North	A point 17.5 metres east of York Street and a point 27 metres further east	10:00 a.m. to 3:00 p.m., Mon. to Fri., except public holidays	20 mins. (delivery vehicle parking zone)

## No Standing

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	North	Portland Street and Spadina Avenue	2:00 a.m. to 4:00 a.m.
Adelaide Street West	North	Spadina Avenue and a point 30.5 metres west of John Street	2:00 a.m. to 6:00 a.m. Fri. through Mon.
Adelaide Street West	North	A point 109.6 metres east of Duncan Street and Simcoe Street	2:00 a.m. to 6:00 a.m. Fri. through Mon.
Adelaide Street West	North	Simcoe Street and University Avenue	2:00 a.m. to 6:00 a.m. Fri. through Mon.
Adelaide Street West	North	University Avenue and a point 17.5 metres east of York Street	11:30 a.m. to 1:30 p.m. Mon. to Fri., except public holidays
Adelaide Street West	North	A point 44.5 metres east of York Street and a point 84 metres west of Sheppard Street	11:30 a.m. to 1:30 p.m. Mon. to Fri., except public holidays
Adelaide Street West	North	A point 30.5 metres east of Sheppard Street and Yonge Street	11:30 a.m. to 1:30 p.m. Monday to Friday, except Public Holidays
Adelaide Street West	North	A point 118.7 metres east of Bay Street and Yonge Street	11:30 a.m. to 1:30 p.m. Mon. to Fri. except public holidays
Adelaide Street East	North	A point 61 metres east of George Street and a point 13 metres further east	Anytime

## Designated Lanes for Bicycles

Highway	Between	Lanes	Times or Days
Peter Street	A point 41 metres south of Adelaide Street West and Queen Street West	Westerly Southbound	Anytime
Peter Street	A point 30 metres north of King Street West and a point 41 metres south of Adelaide Street West	Southbound lane adjacent to the curb lane used for parking	Anytime
Peter Street	Adelaide Street West and a point 40 metres south	Northbound lane adjacent to the right-turn lane	Anytime
Peter Street	Adelaide Street West and Queen Street West	Easterly Northbound	Anytime

Highway	Between	Lanes	Times or Days
Peter Street	King Street West and a point 30 metres north	Southbound lane adjacent to the right-turn lane	Anytime
Peter Street	King Street West and a point 40 metres south of Adelaide Street West	Easterly Northbound	Anytime

## Cycle Tracks

Highway	Between	Lanes	Times or Days
Adelaide Street East	Jarvis Street and Parliament Street	Southerly Eastbound	Anytime
Adelaide Street East	Simcoe Street and a point 60 metres west of Jarvis Street	Southerly Eastbound	Anytime
Adelaide Street West	Bathurst Street and Simcoe Street	Southerly Eastbound	Anytime
Adelaide Street West	Simcoe Street and Yonge Street	Southerly Eastbound	Anytime

## Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Adelaide Street East	North	Church Street and a point 98.0 metres west of Jarvis Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Adelaide Street East	North	Church Street and a point 98.0 metres west of Jarvis Street	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$4.00 for 1 hour	2.5 hours
Adelaide Street East	North	Church Street and Victoria Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$5.00 for 1 hour	3 hours
Adelaide Street East	North	Church Street and Victoria Street	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$5.00 for 1 hour	2.5 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Adelaide Street East	North	George Street and a point 72.5 metres west of Sherbourne Street	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street East	North	Sherbourne Street and a point 47.5 metres west	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street East	North	Sherbourne Street and a point 82.8 metres west of Ontario Street	8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m., Sat.; 1:00 p.m. to 9:00 p.m., Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street East	North	Ontario Street and Berkeley Street	8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Mon. to Fri.; 8:00 a.m. to 9:00 p.m., Sat.; 1:00 p.m. to 9:00 p.m., Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street West	North	A point 55 metres east of Adelaide Place and Spadina Avenue	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street West	North	Bathurst Street and Adelaide Place	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street West	North	John Street and Duncan Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$5.00 for 1 hour	3 hours
Adelaide Street West	North	John Street and Duncan Street	6:30 p.m. to 12:00 a.m. Mon. to Fri.	\$5.00 for 1 hour	5.5 hours
Adelaide Street West	North	John Street and Duncan Street	6:00 p.m. to 12:00 a.m. Sat.; 1:00 p.m. to 12:00 a.m. Sun.	\$5.00 for 1 hour	6 hours



Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Adelaide Street West	North	Simcoe Street and a point 61.0 metres east of Spadina Avenue	Mon. to Fri., 6:30 p.m. to 12:00 a.m.	\$5.00 for 1 hour	5.5 hours
Adelaide Street West	North	A point 61 metres east of Spadina Avenue and Simcoe Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$5.00 for 1 hour	3 hours
Adelaide Street West	North	A point 61 metres east of Spadina Avenue and Simcoe Street	6:30 p.m. to 12:00 a.m. Mon. to Fri.	\$5.00 for 1 hour	5.5 hours
Adelaide Street West	North	A point 61 metres east of Spadina Avenue and Simcoe Street	6:00 p.m. to 12:00 a.m. Sat.; 1:00 p.m. to 12:00 a.m. Sun	\$5.00 for 1 hour	6 hours
Peter Street	West	A point 30 metres north of King Street West and a point 40 metres south of Adelaide Street West	8:00 a.m. to 6:00 p.m. Mon. to Sat.	\$5.00 for 1 hour	3 hours
Peter Street	West	A point 30 metres north of King Street West and a point 40 metres south of Adelaide Street West	6:00 p.m. to 12:00 a.m. Mon. to Sat.; 1:00 p.m. to 12:00 a.m. Sun.	\$5.00 for 1 hour	6 hours

## TO BE ENACTED

### Commercial Loading Zones

Highway	Side	Between	Times and/or days
Adelaide Street West	South	A point 24 metres east of York Street and Sheppard Street	10:00 a.m. to 3:00 p.m.
Adelaide Street West	South	A point 73.5 metres east of Bay Street and a point 65 metres west of Yonge Street	10:00 a.m. to 3:00 p.m.
Adelaide Street West	South	A point 54 metres east of Spadina Avenue and a point 28.5 metres west of Charlotte Street	10:00 a.m. to 3:00 p.m.

## No Parking

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	South	A point 40 metres east of Bathurst Street and Adelaide Place	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	South	Adelaide Place and a point 36 metres west of Portland Street	Anytime
Adelaide Street West	South	A point 33.5 metres east of Portland Street and a point 30.5 metres west of Brant Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 28 metres east of Brant Street and a point 62.5 metres west of Spadina Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 39 metres west of Spadina Avenue and a point 23.5 metres further west	Anytime
Adelaide Street West	South	A point 30.5 metres east of Spadina Avenue and Charlotte Street	Anytime
Adelaide Street West	South	Charlotte Street and a point 33.5 metres west of Peter Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 27.5 metres east of Peter Street and a point 28.5 metres further east	Anytime
Adelaide Street West	South	A point 56 metres east of Peter Street and a point 30.5 metres west of John Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Adelaide Street West	South	Simcoe Street and a point 30.5 metres west of University Avenue	Anytime
Adelaide Street West	South	A point 45.5 metres east of University Avenue and a point 30.5 metres west of York Street	Anytime
Adelaide Street West	South	A point 24 metres east of York Street and a point 68 metres west of Bay Street	Anytime
Adelaide Street West	South	A point 30.5 metres east of Bay Street and a point 30.5 metres west of Yonge Street	Anytime

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street East	South	A point 39 metres east of Yonge Street and Victoria Street	Anytime
Adelaide Street East	South	Sherbourne Street and a point 39 metres east	Anytime
Adelaide Street East	South	Berkeley Street and a point 42.5 metres west	Anytime
Richmond Street West	South	Spadina Avenue and a point 140 metres west	Anytime
Richmond Street West	South	Duncan Street and a point 32 metres east	Anytime
Richmond Street West	South	Sheppard Street and a point 42 metres west	Anytime
Richmond Street West	South	Yonge Street and a point 60 metres west	Anytime
Richmond Street East	South	A point 76 metres west of Jarvis Street and a point 37 metres east of George Street	Anytime
Richmond Street East	South	A point 41 metres west of Sherbourne Street and a point 36 metres east of Sherbourne Street	Anytime

## No Stopping

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	North	Bathurst Street and Yonge Street	Anytime
Adelaide Street East	North	Yonge Street and Parliament Street	Anytime
Adelaide Street West	South	Bathurst Street and a point 40 metres east	Anytime
Adelaide Street West	South	A point 36 metres west of Portland Street and a point 33.5 metres east of Portland Street	Anytime
Adelaide Street West	South	A point 30.5 metres west of Brant Street and a point 28 metres east of Brant Street	Anytime

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	South	A point 28 metres east of Brant Street and a point 39 metres west of Spadina Avenue	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 39 metres west of Spadina Avenue and a point 30.5 metres east of Spadina Avenue	Anytime
Adelaide Street West	South	A point 30.5 metres east of Spadina Avenue and a point 33.5 metres west of Peter Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 33.5 metres west of Peter Street and a point 27.5 metres east of Peter Street	Anytime
Adelaide Street West	South	A point 27.5 metres east of Peter Street and a point 30.5 metres west of John Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 30.5 metres west of John Street and Simcoe Street	Anytime
Adelaide Street West	South	Simcoe Street and a point 30.5 metres west of University Avenue	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 30.5 metres west of University Avenue and a point 45.5 metres east of University Avenue	Anytime
Adelaide Street West	South	A point 45.5 metres east of University Avenue and a point 30.5 metres west of York Street	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 30.5 metres west of York Street and a point 24 metres east of York Street	Anytime
Adelaide Street West	South	A point 24 metres east of York Street and a point 68 metres west of Bay Street	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	A point 68 metres west of Bay Street and a point 30.5 metres east of Bay Street	Anytime

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	South	A point 30.5 metres east of Bay Street and a point 30.5 metres west of Yonge Street	7:00 a.m. to 10:00 a.m., and 3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Adelaide Street West	South	Yonge Street and a point 30.5 metres west	Anytime
Adelaide Street East	South	Yonge Street and a point 39 metres east	Anytime
Adelaide Street East	South	A point 39 metres east of Yonge Street and Victoria Street	7:30 a.m. to 9:30 a.m., and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street East	South	Victoria Street and a point 30.5 metres east	Anytime
Adelaide Street East	South	A point 30.5 metres east of Victoria Street and a point 37 metres west of Church Street	7:30 a.m. to 9:30 a.m., and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street East	South	A point 37 metres west of Church Street and a point 30.5 metres east of Church Street	Anytime
Adelaide Street East	South	A point 30.5 metres east of Church Street and a point 49.5 metres west of Jarvis Street	7:30 a.m. to 9:30 a.m., and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Adelaide Street East	South	A point 49.5 metres west of Jarvis Street and a point 38 metres west of George Street.	Anytime
Adelaide Street East	South	A point 38 metres west of George Street and Berkley Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Adelaide Street East	South	Berkley Street and Eastern Avenue	Anytime
Richmond Street West	South	Portland Street and a point 28 metres west	Anytime
Simcoe Street	West	A point 31 metres north of King Street West and King Street West	Anytime
Simcoe Street	West	A point 9 metres north of Pearl Street and a point 9 metres south of Pearl Street	Anytime

Highway	Side	Between	Prohibited Times and/or days
Simcoe Street	West	A point 34 metres north of Adelaide Street West and Adelaide Street West	Anytime
Simcoe Street	West	A point 9 metres north of Nelson Street and a point 5 metres south of Nelson Street	Anytime
Simcoe Street	West	A point 13 metres north of Richmond Street West and Richmond Street West	Anytime

## No Standing

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street West	South	A point 40 metres east of Bathurst Street and a point 36 metres west of Portland Street	2:00 a.m. to 4:00 a.m.
Adelaide Street West	South	A point 33.5 metres east of Portland Street and a point 30.5 metres west of Brant Street	2:00 a.m. to 4:00 a.m.
Adelaide Street West	South	A point 28 metres east of Brant Street and a point 39 metres west of Spadina Avenue	2:00 a.m. to 4:00 a.m.
Adelaide Street West	South	A point 30.5 metres east of Spadina Avenue and a point 33.5 metres west of Peter Street	2:00 a.m. to 6:00 a.m., Fri. through Mon.
Adelaide Street West	South	A point 27.5 metres east of Peter Street and a point 30.5 metres west of John Street	2:00 a.m. to 6:00 a.m., Fri. through Mon.
Adelaide Street West	South	Simcoe Street and a point 30.5 metres west of University Avenue	11:30 a.m. to 1:30 p.m. Mon. to Fri. except public holidays
Adelaide Street West	South	A point 45.5 metres east of University Avenue and a point 30.5 metres west of York Street	11:30 a.m. to 1:30 p.m. Mon. to Fri. except public holidays
Adelaide Street West	South	Sheppard Street and a point 68 metres west of Bay Street	11:30 a.m. to 1:30 p.m. Mon. to Fri. except public holidays
Adelaide Street West	South	A point 30.5 metres west of Yonge Street and a point 34.5 metres further west	11:30 a.m. to 1:30 p.m. Mon. to Fri. except public holidays
Adelaide Street East	South	George Street and a point 38 metres west	Anytime

Highway	Side	Between	Prohibited Times and/or days
Adelaide Street East	South	Sherbourne Street and a point 36.5 metres west	Anytime
Richmond Street West	South	Peter Street and a point 48 metres east	Anytime

### Prohibited Turns

Intersection or Portion of Highway	Direction	Turns Prohibited	Times and/or Days
Simcoe Street and Richmond Street West	Southbound	Right	When traffic control signal shows red

### Cycle Tracks

Highway	Between	Lanes	Times or Days
Adelaide Street West	Bathurst Street and Yonge Street	Northerly Eastbound	Anytime
Adelaide Street East	Yonge Street and Parliament Street	Northerly Eastbound	Anytime
Peter Street	King Street West and Queen Street West	Easterly Northbound and Westerly Southbound	Anytime

### Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Adelaide Street West	South	Bathurst Street and Brant Street	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street West	South	Brant Street and Spadina Avenue	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Adelaide Street West	South	Brant Street and Spadina Avenue	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	2.5 hours
Adelaide Street West	South	Spadina Avenue and Simcoe Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$5.00 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Adelaide Street West	South	Spadina Avenue and Simcoe Street	6:30 p.m. to 12:00 a.m. Mon. to Fri.	\$5.00 for 1 hour	5.5 hours
Adelaide Street West	South	Spadina Avenue and Simcoe Street	6:00 p.m. to 12:00 a.m. Sat.; 1:00 p.m. to 12:00 a.m. Sun	\$5.00 for 1 hour	6 hours
Adelaide Street East	South	Victoria Street and Church Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$5.00 for 1 hour	3 hours
Adelaide Street East	South	Victoria Street and Church Street	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$5.00 for 1 hour	2.5 hours
Adelaide Street East	South	Church Street and Jarvis Street	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$4.00 for 1 hour	3 hours
Adelaide Street East	South	Church Street and Jarvis Street	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$4.00 for 1 hour	2.5 hours
Adelaide Street East	North	George Street and Berkeley Street	8:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours