



ST. LAWRENCE MARKET
NEIGHBOURHOOD BIA

Wednesday January 16, 2019

To: Infrastructure and Environment Committee Members

From: the St. Lawrence Market Neighbourhood BIA

Re: Richmond – Adelaide Cycle Track report

January 16, 2019

Dear Committee members,

This letter pertains to the Richmond Street and Adelaide Cycle Tracks, a report for action most recently updated on January 15, 2019. The St. Lawrence Market Neighbourhood Business Improvement Area (BIA) has been in discussion with Transportation Services over the last several months to address issues related to the staff report in question, which recommends that City council approve the relocation of the current cycle track on Adelaide Street to its north side. While City staff have demonstrated to us that this ‘flip’ will lead to an increase supply of parking along our stretch of Adelaide and improved safety for cyclists, we remain concerned about various components of this report.

Since roughly 75% of our storefront businesses situated between Victoria St. and Parliament St. reside along the north side of Adelaide St., we believe that switching the cycle tracks will impact more business operations in our area. Many of our constituents have raised concerns with the proposed move and how it will impact the way in which delivery trucks and customers access their storefronts. As such, we would have liked for City staff to propose a design solution that integrates loading zones on both sides of Adelaide St., like the lay-bys which were included in the Sherbourne cycling infrastructure. Businesses along our stretch of Adelaide would benefit greatly from these curbside loading zones.

We have asked in the past that future public realm plans for Adelaide be mentioned when discussing the future of its cycling infrastructure. At the very least, the report should provide some background information on our Public Realm Master Plan and an Adelaide Traffic Study we had prepared by IBI group in 2017. Furthermore, our hope was that Transportation Services and Cycling would be moving forward with a plan for more permanent cycling infrastructure which would coincide with any future public realm project for Adelaide St. resulting in full-time parking, widened sidewalks and raised and roll-curbed cycle tracks, like the Sherbourne cycling infrastructure. We also believe that this report does not look at all the available options for east-west cycling infrastructure along this corridor, as well as convey all available data, such as user perceptions and counts recorded during a 24-hour cycle and the winter.

Finally, we believe in a more robust conversation with non-users along the stretch such as businesses and property owners and how it affects them should be undertaken, particularly as there will be no pilot for the cycle track on the north side. The data represented in the report mostly focuses on users, however the switch will impact many facets and stakeholders. For example, through consultation with our constituents along Adelaide we found that close to 65% of our businesses are satisfied with the current location of the cycle track. These perspectives should be heard.

While our Business Improvement Area has been a willing partner and has supported the cycling infrastructure on Adelaide and Richmond from the onset, we, however, regard the current proposal as incomplete and suggest that the following additions are made before we can fully support the proposed changes:

- 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.
- 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.

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

Sincerely,

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