

Attachment 1: Large Quadricycle Pilot Project Consultation Findings

City of Toronto Review of the Large Quadricycles Pilot Project Summary of Public Survey Findings and Consultation Feedback

City staff sought feedback on the Large Quadricycle Pilot Project from impacted groups after each operating season in 2022 and 2023. These groups included internal City teams from Transportation Services (Work Zone Coordination and Traffic Operations), Paramedic Services, Fire Services, Municipal Licensing and Standards, and 311, as well as external stakeholders including Toronto Transit Commission, Toronto Police Services, Business Improvement Associations, and Pedal Pub, the sole large quadricycle operator in Toronto to date.

None of the internal or external groups consulted reported any specific concerns resulting from large quadricycle operations in 2022 and 2023. This is likely, in part, due to the required route review process which allowed staff to consult these groups before approving the operating routes. Input received from Work Zone Coordination and Traffic Operations, as well as from the Toronto Transit Commission was particularly useful to ensure that the proposed routes did not impact the safe and efficient movement of other road users and transit operations. This input was incorporated into staff recommendations regarding the future operations of large quadricycles in 2024 and beyond.

Staff were made aware of two resident complaints related to noise, which were forwarded to staff from the Spadina-Fort York Councillor's office. Municipal Licensing and Standards monitored complaints arriving through 311 and found no complaints about noise or traffic arising from the large quadricycles.

The two Business Improvement Associations whose boundaries overlap with the large quadricycle tour routes were also consulted after each operating season. Neither the Waterfront BIA nor the Toronto Downtown West BIA noted any specific concerns or complaints. The Waterfront BIA noted that they would like to see the tours include more waterfront pub and restaurant locations. The Toronto Downtown West BIA submitted a letter of support in February 2024, noting the benefits that quadricycle tours have provided to businesses within their BIA, particularly those in the hospitality sector.

Pedal Pub, the sole licensed large quadricycle operator, gathered and submitted to staff letters from local businesses that partnered with Pedal Pub and related organizations, all of which expressed support for continued operations, and some of which indicated that the tours directly resulted in increased revenue. These included:

- Mascot Brewery
- Saint John's Tavern
- STACKT Market
- Belfast Love
- Amsterdam Brewhouse
- Destination Toronto
- Tourism Industry Association of Ontario

- Toronto Attractions Council

Pedal Pub submitted requests for changes to the pilot which were to:

- Allow large quadricycles to operate on weekdays from 3:30 to 6:30 p.m. to attract corporate clients;
- Remove the limit on the number of pedicab licences that can be issued to a single large quadricycle operator;
- Allow more flexibility in routing without the need for pre-approval, *or* provide staff delegated authority to approve routes; and
- Remove restrictions to operate on Front Street and King Street, *or* remove all roadway restrictions if the route approval requirement is maintained.

Public Survey Findings

A public survey was used to collect broad public input on large quadricycle operations to better understand the level of support for continuing the pilot project, and to identify any concerns or issues that might be taken into consideration when determining future operating restrictions for these vehicles. The survey was open between January 29 and February 23, 2024. A total of 778 survey responses were submitted, including 649 (83%) from respondents who identified as Toronto residents.

Nearly half (46%) of all survey respondents support the continuation of the large quadricycles pilot while imposing restrictions only that relate to clear safety hazards. More than a quarter (27%) of respondents support some expansion of large quadricycles, and 6% support the same number of large quadricycles that were operating in 2023. Taken together, these findings suggest that 79% of respondents support the continued operation of large quadricycles under, at minimum, the same conditions and restrictions that were imposed in 2022 and 2023. These findings can also be interpreted to mean that nearly three-quarters (73%) of all respondents support some expansion of large quadricycles in both the total number of vehicles and the locations of operating routes. 14% of respondents do not support any continued use of large quadricycles anywhere in the city.

Survey participants were also asked to identify the types of impacts that they associate with large quadricycles. The survey presented six options and participants were asked to select their top three responses or type in a response under "Other". Three of the options described positive impacts and three options described negative impacts. The positive impacts were, by a relatively wide margin, the most selected responses. 77% of respondents selected "fun group activity," 70% selected "supports local tourism," and 60% selected "supports local business." Among the three negative impacts, 24% selected "slows motor vehicle traffic," 17% selected "unsafe for quadricycle riders and other road users," and 10% selected "creates noise and disruption in residential neighbourhoods." In general, these findings suggest that most respondents believe large quadricycles are a positive presence in Toronto, while a smaller yet meaningful portion of respondents believe these vehicles cause negative impacts related to congestion, safety, and noise. These results underscore the need for clear operating restrictions on roadways and in areas where staff perceive that the presence of large quadricycles is more likely to impact traffic congestion, safety, and noise.

Support among Spadina-Fort York residents

When asked for information about their residence, 144 survey respondents (19% of total) entered postal codes located in the Spadina-Fort York Ward. This is the ward where all large quadricycle tour routes were operated in 2022 and 2023, and where residents would, in theory, have been most impacted by any negative effects related to congestion, safety, or noise. The level of support among this segment closely resembles the broader group, where 47% support continuation of the pilot with operating restrictions that relate only to clear safety hazards (compared to 46% of all respondents), 30% support some expansion (compared to 27% of all respondents), and 8% support the status quo (compared to 6%). A smaller portion (10%) of Spadina-Fort York respondents support the complete prohibition of large quadricycles (compared to 14% of all respondents).

Like the larger group, Spadina-Fort York residents are more likely to associate large quadricycles with positive benefits than with negative impacts. In fact, a larger portion of ward residents selected positive attributes like "fun group activity" (83%), "supports local tourism (74%), and "supports local business" (66%) than the general group of respondents. 14% of Spadina-Fort York respondents selected "slows traffic," 11% selected "unsafe," and 11% selected "causes noise and disruption."

Support among those who have not ridden a large quadricycle

A significant portion, 43% (331 of 778 respondents), of survey respondents indicated that they have ridden on a large quadricycle in Toronto or elsewhere. In general, respondents who have tried a large quadricycle are more likely to support their continued use or expansion and are more likely to associate large quadricycles with providing a fun group activity and supporting local business and tourism. One might reasonably assume that those who have not tried a large quadricycle are less likely to support their continued use and more likely to associate the vehicles with negative impacts. Indeed, nearly one quarter (24% compared to 14% of the total group) of respondents who indicated they have not ridden a large quadricycle do not support the use of large quadricycles anywhere in the city. However, the majority of these respondents (69%) support the continued use of these vehicles in Toronto.

Conclusion

The first two years of Toronto's Large Quadricycles Pilot have demonstrated that large quadricycles can provide tangible localized benefits when licensed and operated for commercial tours. Feedback received from residents, visitors, and local businesses demonstrates that these vehicles can contribute to the city's vitality and liveliness by providing a unique entertainment experience, while also generating local economic benefits, although a small number of residents expressed concern about negative impacts on traffic congestion, public safety, and noise. This feedback, combined with input from subject matter experts in Transportation Services, Municipal Licensing and Standards, and the TTC, has led staff to conclude that the existing road restrictions and the mandatory route approval process are effective and necessary for the continued success use of the Large Quadricycle Pilot Project in Toronto.

Large Quadricycles Pilot Project Public Survey

1. Before taking this survey, were you aware of large quadricycles or “party bikes” operating in Toronto?
 - a. Yes
 - b. No
 - c. Not Sure

2. Where have you seen, heard or experienced a large quadricycle? (select all that apply):
 - a. In my neighbourhood
 - b. In Toronto
 - c. In another city
 - d. Only seen pictures and videos
 - e. Never seen one before

3. What comes to mind when you think of large quadricycles operating on Toronto’s main streets? Select up to three responses:
 - a. Supports local businesses
 - b. Supports local tourism
 - c. Fun group activity
 - d. Creates noise or disruption in residential neighbourhoods
 - e. Slows motor vehicle movement
 - f. Unsafe for quadricycle riders or other road users, including people cycling and pedestrians
 - g. Other (please indicate)

4. How supportive are you of continuing or expanding the use of large quadricycles in Toronto?
 - a. Very supportive –City-only imposes limits related to clear safety hazards
 - b. Somewhat supportive – some expansion in number and location
 - c. Neutral – I don’t have a preference or opinion
 - d. Somewhat not supportive – no more than what were operating in 2023
 - e. Not at all supportive – prefer no use of large quadricycles anywhere in the City

- 4b. What additional detail do you want the City to know about your choice of level of support? (optional, 200 character limit)

5. Which of the following best describes you? (select all that apply)
 - a. Resident of Toronto
 - b. Visitor to Toronto
 - c. Have tried a large quadricycle (in Toronto or elsewhere)
 - d. Own or drive a large quadricycle (in Toronto or elsewhere)
 - e. Local business owner
 - f. Member of a Business Improvement Area

6. Do you have other comments or feedback about the use of large quadricycles in Toronto?
 - a. _____(optional, 200 character limit)

Demographic Questions

7. What is your age? Please select one only.
 - a. 0-15
 - b. 16-29
 - c. 30-44
 - d. 45-54

- e. 55-64
- f. 65-74
- g. 75+
- h. Prefer not to answer