

Richmond-Adelaide Cycle Track Study

Including Wellington, Peter & Simcoe Street

Public Consultation to July 2013

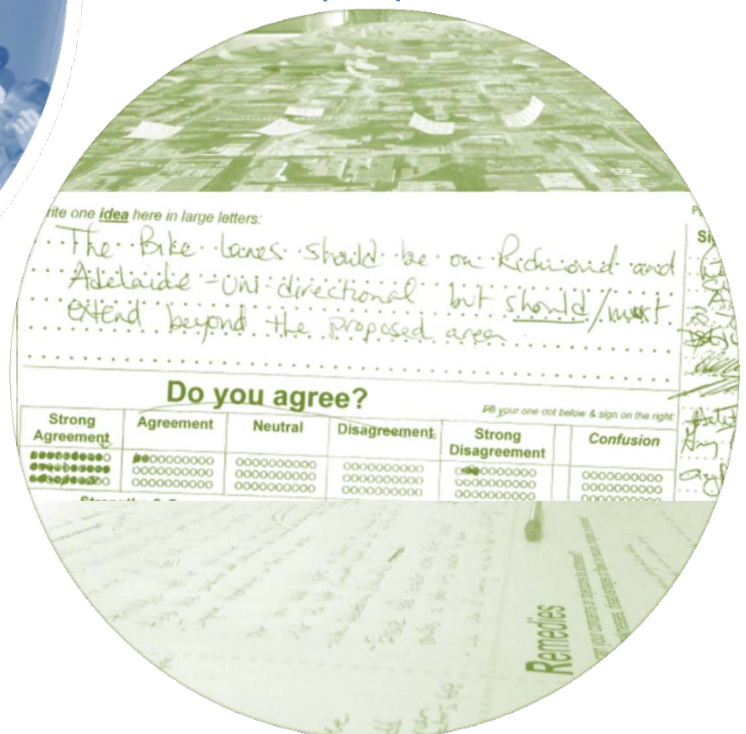
We provided this information...



...to these people...



...and this is what they told us...



Prepared by Jason Diceman
Sr. Public Consultation Coordinator
August 27, 2013



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Overview

The City of Toronto is studying the potential for physically separated bicycle lanes (known as "cycle tracks") between Bathurst Street to Sherbourne Street using Richmond, Adelaide and or Wellington Street. A north-south cycling connection between the existing Beverly Street bicycle lanes and the waterfront, using Peter or Simcoe Street, is also being studied.

This report summarizes the public communications sent out, consultation activities conducted, and feedback received during the initial phase of the study from **March 26 to the end of July 2013**.

A more detailed report, including raw comment data, will be published separately.

Public consultation will continue throughout the duration of the study, with completion targeted for early 2014.

This study will follow a Municipal Class Environmental Assessment (Class EA) Schedule 'C' process, which includes identifying the problem/opportunity, developing and evaluating a reasonable range of alternative solutions, and providing opportunities for public input.



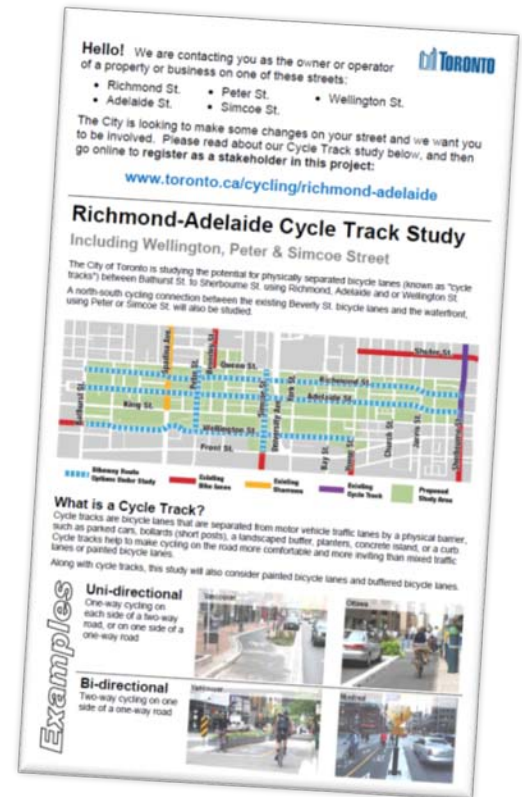
Examples of cycle tracks (included in public information materials)



Presentation during public drop-in event at City Hall on June 25

Public Communications

- Project **web page** live – March 26
- 1,500 **letter** invitations mailed to property owners and businesses – May 18
- 130 **email** invitations to various stakeholder associations, businesses and institutions – May 23
- 700 **flyer** invitations distributed by hand to businesses, condominiums and other stakeholders along the study corridors and in the study area – June 4-5
- 48,000 **flyers** delivered by Canada Post to all mail boxes in and around the study area, from Niagara Street to the Don Valley Parkway – June 12
- Notice of study commencement and public event **advertised** in Now Magazine – June 13 and 20
- **Information Booklet #1** provided to all workshop and event participants and emailed as PDF to over 300 mailing list subscribers and registered stakeholders
- **Information panels** on display in City Hall 9am to 9pm - June 25 and 26
- **Slide presentations** at June 13 stakeholder workshop and June 25 public event



Letter distributed to local stakeholders

All key materials referenced above are available for download on the project web page:

toronto.ca/cycling/richmond-adelaide

Comment Submissions Received

- Over 350 stakeholders self-registered online
- 90 email messages received from the public
- Over 600 statements of feedback from Stakeholder Workshop #1
- 32 individual comment forms
- 49 idea rating sheets
- Over 200 unique statements of feedback on four route alternatives
- About 50 unique comments made on the aerial map



June 25-26 Drop-in Event

Raw comment data will be published online in appendices at a later stage in the study.

Who Participated



Stakeholder Workshop #1 - June 13

Over 80 registered participants attended the 3 hour workshop representing a wide range of stakeholder perspectives and interests. Effort was made to include non-regular-cycling residents.

17 advocacy organization representatives including:

- Cycle Toronto (formally Bike Union)
- Toronto Centre for Active Transportation
- ICLEI - Local Governments for Sustainability
- Walk Toronto
- Toronto Street Food Vendors Association
- iTaxiworkers Association

10 resident associations:

- Annex Residents Association
- Entertainment District Resident's Association
- Gooderham & Worts (Distillery Area) Neighbourhood Association
- Grange Community Association
- Liberty Village Residents' Association
- Niagara Neighbourhood Now
- South East Downtown Network Alliance
- Toronto Island Community Association
- York Quay Neighbourhood Association

5 business improvement areas:

- Downtown Yonge BIA
- St. Lawrence Market Neighbourhood BIA
- Toronto Entertainment District BIA
- Toronto Financial District BIA
- West Queen West BIA

13 office building tenants

12 commercial property managers

8 street level retailers

5 other kinds of business and organizations

25 residents (not representing an organization)



Map of workshop participants with businesses / organizations that own, rent or manage one or more property in the study area

Participants were invited to record their "stakeholder type" and "mode of travel" on a common form. As visible in the forms below, a high majority of participants were unaffiliated residents who walked and cycled downtown on a daily basis. About 1/3 of the participants drove downtown on

About You Stakeholder Type

Please fill in one dot below in the category that best describes the interest you are representing today.

Resident	
Advocacy group	
Resident association (including condominium board of directors)	
Office building tenant	
Commercial property management (e.g. for office towers)	
Hospitality / entertainment (e.g. hotel, night club, restaurant, theatre)	
Street level retail	
Business Improvement Area (BIA)	
Residential property management (e.g. for condominiums)	
Commercial property management (e.g. for office towers)	
Institution (e.g. school, place of worship, health centre)	
Parking garage and/or surface parking lot	
Property development	
Bicycle courier	
Delivery services (by truck)	
Taxi industry	
Motor coach	
TV / film production	

Richmond-Adelaide Public Consultation July 2013 v10.docx

Summary of Stakeholder and Public Feedback

The following points present an aggregated summary of important comments received from all sources during the initial phase of the study from March 26 to the end of July 2013. Numbering is provided for referencing convenience and does not necessarily represent the priority of importance.

Please note: Public feedback does not determine study outcomes. The recommendations produced by the study will be determined according to technical criteria, (such as transportation operations and safety, socio-economics, natural environment, constructability, and cost), which are informed, in part, by the insights, suggestions and opinions provided through public feedback.

Overall Feedback in One Sentence

Build uni-directional cycle tracks on Richmond-Adelaide (maybe Wellington too) as soon as possible, and maintain reasonable traffic flow and curbside uses.

Key Points

1. Overwhelming support for building cycle tracks in the downtown core
2. Ensure cycle tracks are wide enough for passing
3. Alternative A (uni-directional on Richmond-Adelaide) was frequently and consistently recommended as the preferred option, although many saw value in Wellington as well (e.g. combine A with D)
4. Extend bikeway route plans east of Sherbourne Street and west of Bathurst Street to connect to existing and emerging communities and existing and planned bikeways and trails
5. Strong concerns over any potential increase to traffic congestion caused by:
 - a. losing traffic lanes to cycle track (also considering additional lanes already lost for years to construction)
 - b. additional signal phases at intersections (e.g. for bi-directional cycle tracks)
 - c. loss of turning lanes
 - d. competition over reduced space for curbside use

A sample of idea rating sheets, email quotes and other comments are included at the right to give a flavor of the original submissions received

Write one idea here in large letters:

The Bike lanes should be on Richmond and Adelaide - Uni-directional but should/must extend beyond the proposed area

Do you agree?

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Keep them wide enough for passing!

Do you agree?

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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"You have got to be kidding. The traffic is so clogged in the morning on Richmond and even worse on Adelaide in the evening. I can't imagine how much worse things would be if you removed lanes of traffic for a small minority of cyclists."

6. Concerns about any loss or reduced function of curbside uses
 - a. Accessible vehicle ramps (e.g. Wheel-Trans, special taxis, private vans)
 - b. Convenient and efficient delivery truck loading (note that many trucks cannot enter underground garages)
 - c. Taxi loading
 - d. Tour buses
 - e. TTC stops (street car and bus)
 - f. On-street parking (although many noted that parking garages and side-streets can offset this concern)
 - g. Film/TV truck permits

"I don't currently cycle in the city (I consider it too dangerous and extremely unappealing), but these cycle tracks could change my mind."

Better separation than Sherbourne

Do you agree?

Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Strengths & Opportunities

Concerns & Weaknesses

12. rather have 5 more bike lanes than 2 more very expensive ones.

7. Concerns about convenient motor vehicle access to and from laneways and driveways, especially parking garages
8. Various views on preferred cycle track separation:
 - a. Majority seem to prefer a significant physical barrier that motor vehicles could not pass e.g. "Better separation than Sherbourne"
 - b. Many liked the idea of trees / greenery in the separation
 - c. It is more important to implement it quickly (e.g. bollards, precast curbs, placed planters) than a building a more permanent/sophisticated/beautiful solution.
 - d. Some feel plastic bollards and bright painted lanes are ugly, while others are satisfied with their utility
 - e. There is tension between providing a wide separation (e.g. for planters, pedestrian refuge, bike parking) or maximizing cycle track width for passing
 - f. There is debate if bollards provide sufficient separation
 - g. Some feel it is important for separation to be porous enough for bikes to easily enter and exit the cycle track (e.g. for passing slow cyclists or avoiding obstacles)

Write one idea here in large letters.

Those massive raised curbs are dangerous! If I need to avoid someone in front of me, I can't, + will hit that curb. Please replace them with more posts/bollards to keep cars out but let me through safely when needed.

Do you agree?

Fill your one dot below & sign on the right:

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Strengths & Opportunities

9. Disappointed in not seeing options for connecting Beverly bikeway to Peter or Simcoe
10. Interest in seeing potential connections to other bikeways and trails
11. Questions on how evaluation criteria will be developed and applied and might stakeholders be involved

12. Majority agree with keeping Richmond and Adelaide one-way, although some are interested in potential conversation to two-way

Route Alternatives in General

13. Consider other corridor options (or explain why not being considered)

- North-South: John Street, University Avenue, Duncan Street, Church Street, York Street
- East-West: Queen Street, King Street, Front Street

14. Implement both Peter and Simcoe bikeways, with redesigned intersections at Queen for each

Write one idea here in large letters:

Keep Richmond + Adelaide one way... I'm a car driver as well as a cyclist + these 2 roads help me cross downtown quickly, and I feel more safely.

Do you agree?

Fill your one dot below & sign on the right

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Sign

Route Alternative A

Richmond and Adelaide (one-way) with uni-directional cycle tracks on one side of both streets

Positives

- Is simple, intuitive and natural (i.e. cyclists and motorists travel in the same predictable direction); perceived as safer and more inviting
- Provides more cross-section space and thus opportunities to improve the design
 - Wider buffer
 - Potential planters for tress and/or landscaping
 - Pedestrian refuge (including for taxi loading)
 - Wider sidewalks
- Assumed to be easier to implement (since new signals and phases are likely not required)
- Better exposure for cycling in the downtown, because on two streets

Concerns

- Loss of a traffic / curb side use lane on two busy streets
- There is currently no safe and good connection west of Bathurst Street
- If cycle track is narrow, passing other cyclists may be difficult
- Potential to encourage wrong-way riding

"Adding bike lanes to these two streets would make my life so much safer and easier. I would feel as if I had a space to cycle in the traffic, instead of either being a nuisance on the street for the cars, or a danger to pedestrians on the sidewalk."

"To take a car lane away for bicycles is not worth it! You are just going to increase traffic in Downtown Toronto, and cause more grid lock!"

Route Alternatives B & C (common to both)

Bi-directional cycle tracks on one side of one-way street

Positives

- 23. Only impacts one street

Concerns

- 24. Confusing (abnormal) turning movements between motor vehicles and bikes at intersection/driveways; less safe
- 25. New specialized signals and additional phases required at intersections, which causes traffic delays and may delay implementation
- 26. Less cross-section space resulting in less opportunities to enhance design
- 27. Potential head on collisions between cyclist (e.g. when trying to pass)
- 28. Riding in opposite direction of fast traffic may be uncomfortable; you cannot leave the cycle track (e.g. to pass a crowd of slower cyclists) if you are travelling against the one-way vehicle traffic.
- 29. May not provide enough capacity during peak periods in the long-term (i.e. high volumes in both directions at once)
- 30. Less exposure, only one corridor
- 31. Accessible transit ramps may not be able to bridge wider bi-directional cycle track lanes

As a tour guide, I always struggle finding parking or stopping for visiting buses.
Point in case: CN Tower (and soon Aquarium)

WE NEED SPACE FOR VISITING BUSES...

Do you agree?

Fill your one dot below & sign on the right.

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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0000000000	0000000000	0000000000	0000000000	0000000000	0000000000
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Sign

Route Alternative B

Richmond (one-way) with bi-directional cycle tracks on one side

Positives

- 32. Closer to Queen Street (where there is more street-level activity)

Concerns

- 33. More congestion already exists on Richmond Street
- 34. Richmond Street is already reduced to three lanes west of Peter Street

Route Alternative C

Adelaide (one-way) with bi-directional cycle tracks on one side

Positives

- 35. It has the most available spaces (four lanes throughout)
- 36. It is a centralized corridor, in the middle/convenient from King and Queen Street
- 37. Adelaide Street is more pedestrian friendly; it is an opportunity to enhance an emerging corridor

Concerns

- 38. Adelaide is offset at Bathurst, making it difficult for cyclists coming from the west
- 39. Adelaide has more business and commercial activity, which requires curb side uses

Route Alternative D

Wellington Combinations with bi-directional cycle tracks in combinations with Adelaide (one-way) or with uni-directional cycle tracks in combination with Adelaide and Richmond (one-way)

Note: The multiple route options within this one alternative was confusing for some.

Positives

- 40. Better connections to the west; Wellington west of Bathurst is already a popular cycling route; connects growth areas including Liberty Village, City Place and Garrison Commons.
- 41. Wellington Street has less traffic
- 42. Wellington Street has four lanes throughout
- 43. Opportunity to normalize and unify Wellington street
- 44. Recommendation: continue route east of Simcoe Street, past Yonge Street
- 45. More exposure within the study area

Concerns

- 46. Confusing, lacks simplicity and continuity; inconvenient
- 47. Complex traffic operations (one-way and two-way)
- 48. Corridor too far south, too close to Waterfront bike lanes
- 49. Crossing Spadina Avenue as a barrier, probably require a signal light at Spadina and Wellington; which would cause more traffic congestion

Key Questions Raised

- 50. How will this Richmond-Adelaide study deal with TTC proposal to convert King and Queen Street to streetcar, taxi and bike only?
- 51. How might cycle tracks work when there is construction occupying the roadway, specifically over the cycle track (e.g. condo or watermain)?
- 52. Could the cycle tracks be implemented before the Pan Am Games "construction blackout"?
- 53. Are trees really possible with a uni-directional cycle track? Is there enough space and sun light?
- 54. How would a cycle track be cleared of snow and debris?
- 55. How would Richmond be handled where it is reduced to three lanes (west of Peter Street)?
- 56. How will intersections be designed?

How will this Richmond-Adelaide study deal with proposal to convert King & Queen to streetcar, taxi & bike only? ?

Is this an important question? Fill your one dot below & sign on the right

Very Important	Important	Neutral	Unimportant	Very Unimportant	Confusing
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0000000000	0000000000	0000000000	0000000000	0000000000	0000000000
0000000000	0000000000	0000000000	0000000000	0000000000	0000000000

57. What is the cost of this study? What may be the cost of implementation?
58. Do you have data comparing the effectiveness and safety of uni VS bi-direction cycle tracks?

Design Suggestions

59. Bike parking needs to be added throughout the study area
60. Put cycle tracks on left side, to avoid conflicts with vehicles that require right side loading, such as TTC, coach busses, accessible vehicles and some delivery vehicles
61. Intersections
- g. Design for turning at busy intersections to the far-end side street (i.e. two-stage left turn or separate turn signals for bikes)
 - h. No motor vehicle right turns on red lights, for safety of pedestrians and cyclists
 - i. Use cycle roundabout at intersections
 - j. Consider various bike signal designs, particularly Dutch examples
62. Include pedestrian/cyclist level lighting
63. Include space for taxi "hail points"; include taxi stands
64. Make sure the snow plow snow bank doesn't end up in the cycle track
65. Special treatment needed for any crossing of street car tracks
66. We should aim to be consistent in our cycle tracks, like Copenhagen, e.g. "always look left"
67. Curb separation (without bollards) needs to be obvious even in low light and snow (unlike Sherbourne)
68. Don't put cycle track at level with sidewalk (like Sherbourne south of Gerrard), which causes obstruction on cycle track (e.g. pedestrians, garbage bins) and cyclists on sidewalk

(Wheel chair)

Write one idea here in large letters:

WHEELCHAIR USER SHARE CYCLING TRACK TOO.

LIKEWISE CYCLES SHARE THE ROAD

Do you agree?

Fill your one dot below & sign on the right

Strong Agreement	Agreement	Neutral	Disagreement	Strong Disagreement	Confusion
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Signatures

Pg. 8 - R-A June '13

Cycle Track Use

69. There are strong opinions on non-bicycle use of cycle tracks, specifically:
- a. wheel chair users want access, but cyclists disagree
 - b. cyclists do not want electric bikes on cycle tracks
70. Will require greater enforcement of illegal parking and stopping of motor vehicles

Other Insights and Suggestions

71. Introduce traffic calming measures; 30 km/hr speed limit
72. It is perceived by some that the cost of building separated bike lanes may hinder the opportunity to provide bike lanes in the rest of the city.

- 73. These streets are critical film/TV locations for shooting and support vehicles
- 74. Consider impact of increased cycling traffic on the streets adjacent to the study area.
- 75. Could brand this cycle track as a "bike highway"
- 76. TTC streetcars are sometimes stopped on the street and create unnecessary traffic congestion
- 77. People rushing to Union Station and ferries will take most direct/fast route

Information Materials and Consultation Process

- 78. Overall appreciation for an informative workshop and public event
- 79. Pros-cons of uni vs. bi-directional should have been presented
- 80. Could specifically mention developments in Liberty Village, the Don Lands, City Place, East Bay Front and other emerging neighbourhoods that would benefit from these cycle tracks
- 81. Include statistics of modal share (e.g. drive vs. bike vs. transit) of new downtown residents
- 82. Provide updated numbers from the 2011 census
- 83. Add Bixi usage statistics
- 84. Some dispute the numbers of cyclists in the downtown
- 85. There should be reference to the City's study which identified east-west routes as higher rate of bike collisions
- 86. Could mention that cyclists are more likely to stop and shop at local business than car drivers (who need to find and pay for parking)
- 87. Commuters are stakeholders too (i.e. not just local residents and business owners)
- 88. Media articles and reports make it seem like cycle track is already approved
- 89. TTC bus 72A on Wellington was not mentioned in the booklet
- 90. Should mention minimum standards and international best practice

"The Public Open House and the Information Booklet are very well designed and they present some wonderful information. Good job!"

Location Specific Issues

Please see IBI Memo for Drop-in Event #1 Summary. Further location input will be sought as the study progresses.

