



# **Richmond, Adelaide and Simcoe Street Pilot Cycle Tracks**

## **Public Consultation Summary**

### **Special Report: Opinions of Property Representatives & Drivers**

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# Preamble

The Richmond, Adelaide and Simcoe Streets Pilot Cycle Tracks project has received **over 10,000 feedback submissions** (mostly via online survey, but also online comment forum, email, voicemail, and one-on-one meetings). This special report summarizes the online survey feedback received from motor vehicle drivers and property representatives.

For a summary of all feedback received, see the full *Public Consultation Summary* report and all survey data on the project web page at [www.toronto.ca/cycletracks](http://www.toronto.ca/cycletracks)

Number of Survey Responses			
		<i>All (including those who bike)</i>	<i>Who do not also bike</i>
	<b>Property Representatives*</b>	<b>778</b>	<b>147</b>
	<b>Motor Vehicle Drivers**</b>	<b>2413</b>	<b>702</b>

\* Answered question #1: "I represent a business or organization located on or near-by [Richmond, Adelaide and/or Simcoe Street]"

\*\* Answered question #1: "I ride a motorcycle; I drive my own motor vehicle; I drive a taxi; I drive a delivery truck; I drive a motor coach; or I drive a limo [Richmond, Adelaide and/or Simcoe Street]"

Only completed surveys are reported here.

There was an over representation of respondents who bike completing this survey. For example 81% of Property Representatives survey respondents said they biked on these streets, although according to the City 2009 Ipsos Reid survey, only about 36% of Central Toronto residents bike for utility.

For this reason, many of the results presented here include a split of ALL respondents of the specific stakeholder group (including those who bike), and responses from those who DO NOT BIKE at all, i.e. those least likely to be supportive of cycling infrastructure.

*All survey data is all self-reported with inherit bias, inaccuracy and potential advocacy motives (in any direction). Please see traffic counts and technical evaluation for objective observed traffic data related to the cycle tracks.*

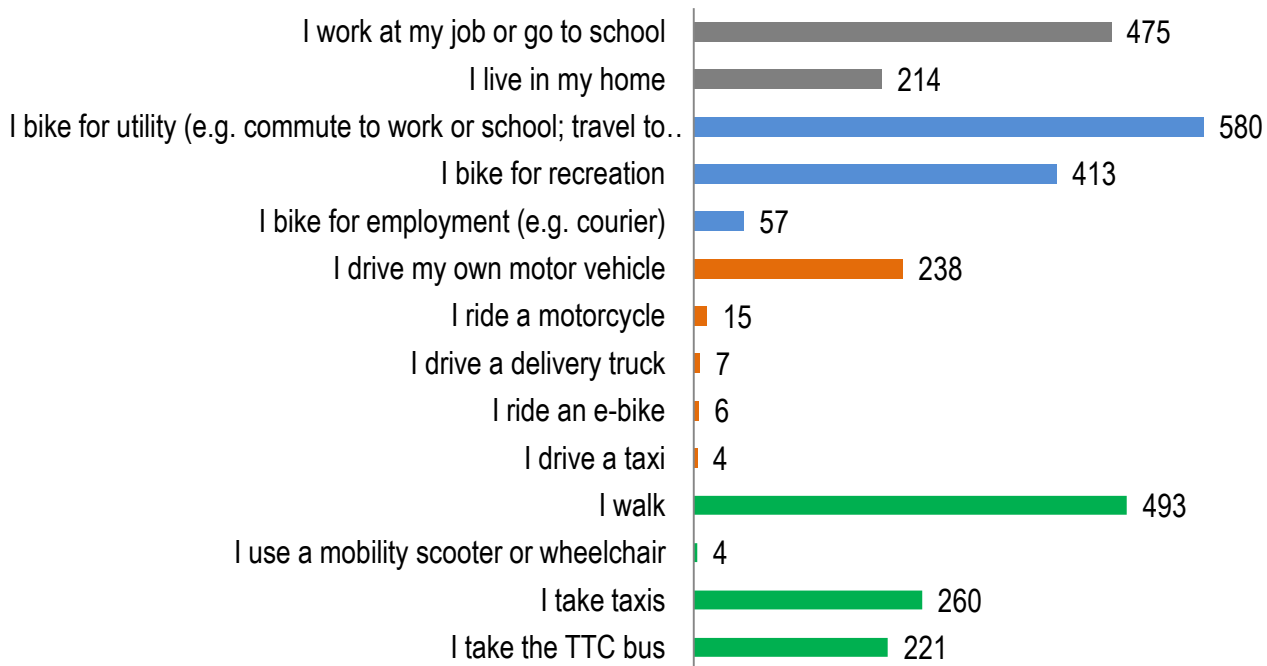
# Property Representatives



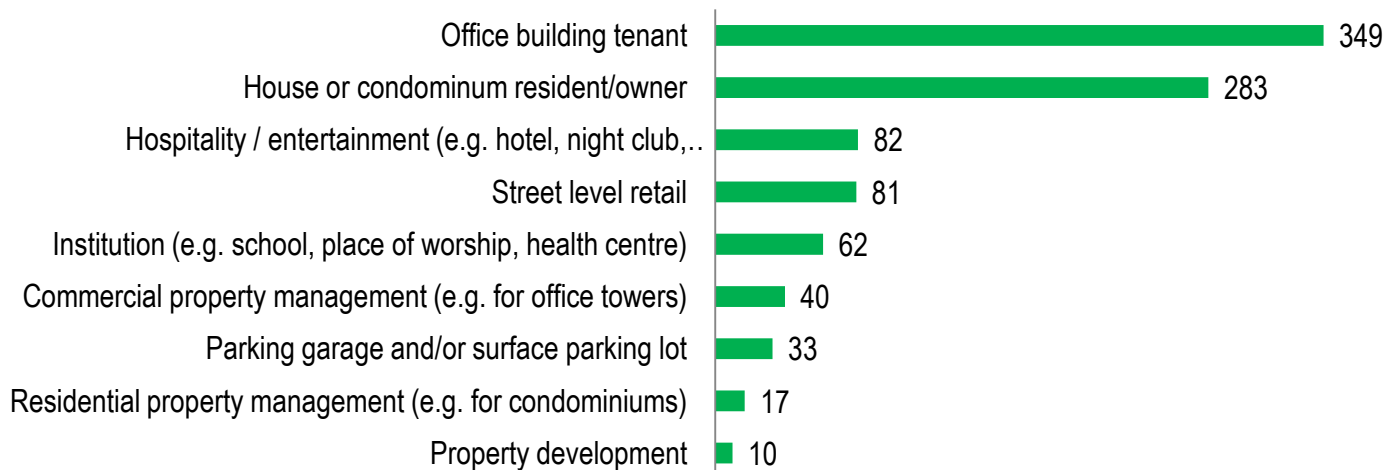
## Who Participated

Of the **778** respondents who answered "I represent a business or organization located on or near-by [Richmond, Adelaide and/or Simcoe Street]", below are two charts of the various interests they have in this project.

*Question #1. Which of these options best describe your relationship to Richmond, Adelaide and/or Simcoe Street? On one or more of these streets, I regularly do the following... (select all those that apply)*



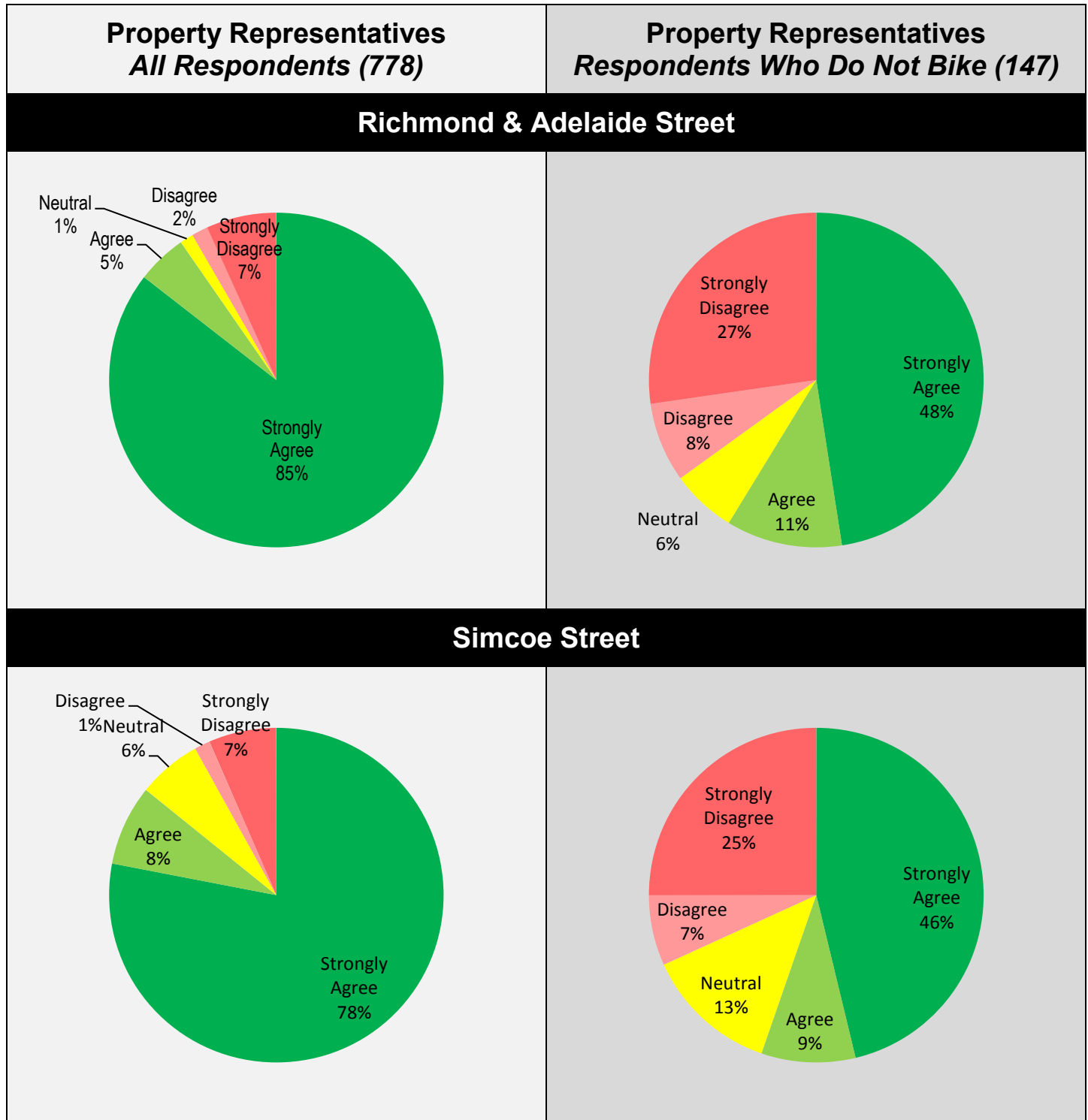
*Question #18. Which of the following best describes the interest(s) you are representing? (select all that apply)*



# Support for Making the Cycle Tracks Permanent



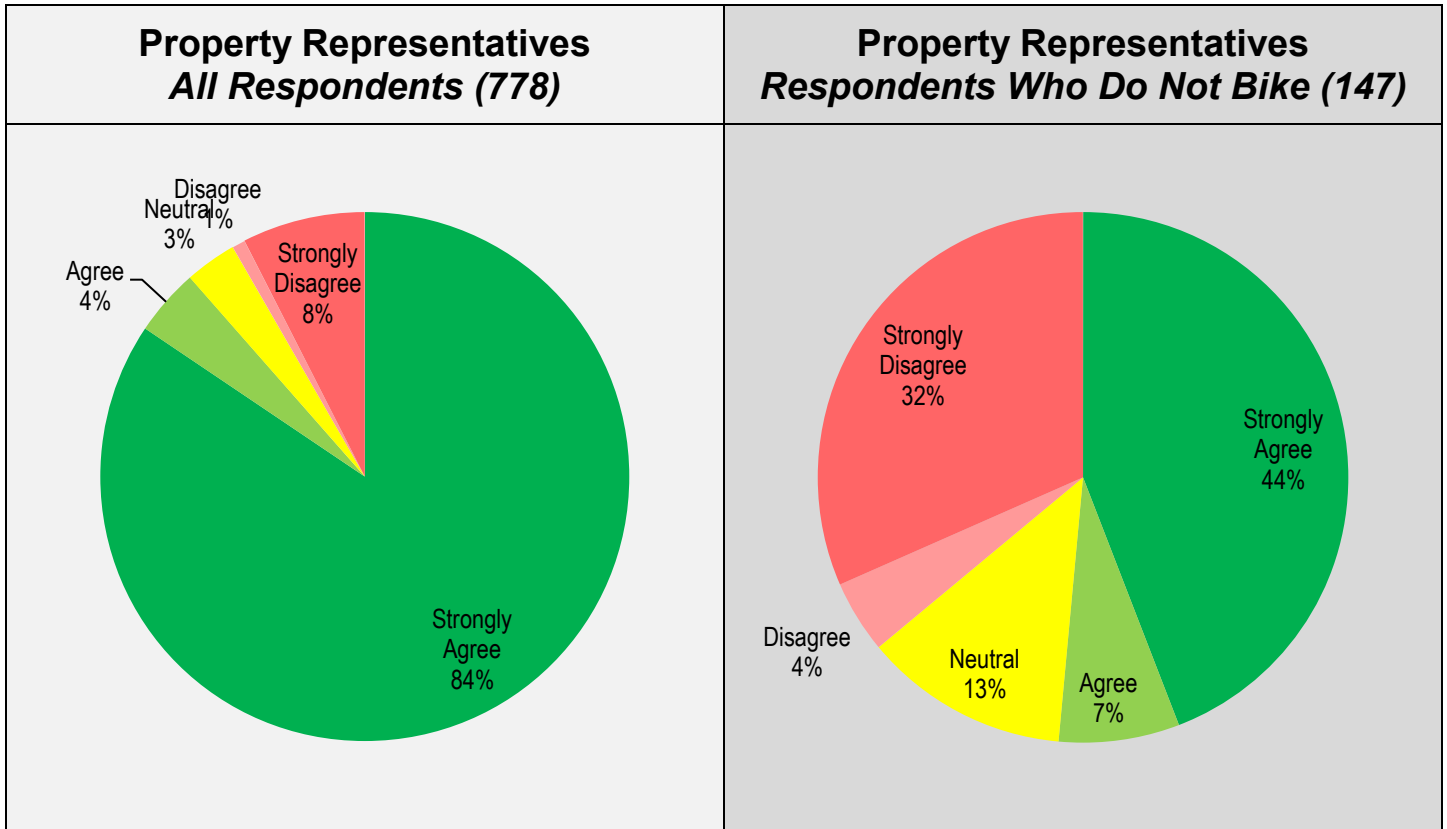
Question #23. Do you think the City should make the cycle tracks on these streets permanent?



# Support for Extending the Cycle Tracks East

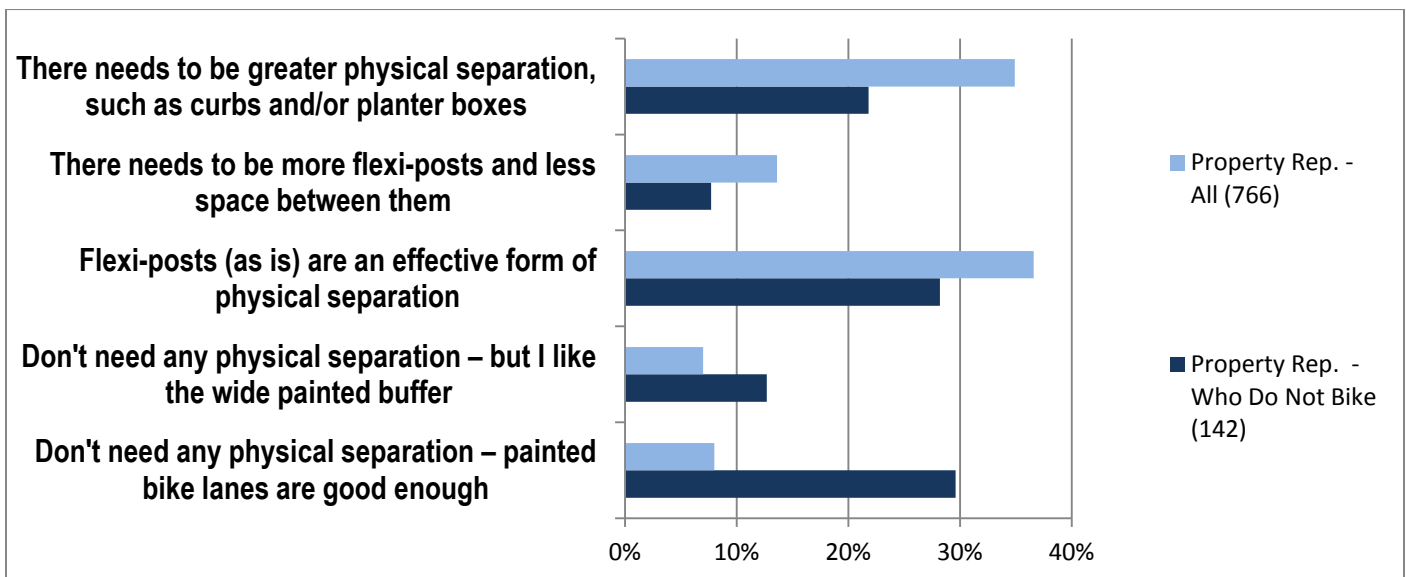


Question #24. Should the City extend the pilot project cycle tracks east on Richmond Street and Adelaide Street to Sherbourne Street?



## Separation Between Cycle Track and Traffic Lane

Question #2. In terms of separation between the cycle track and the traffic lane, which of the following statements do you most agree with:



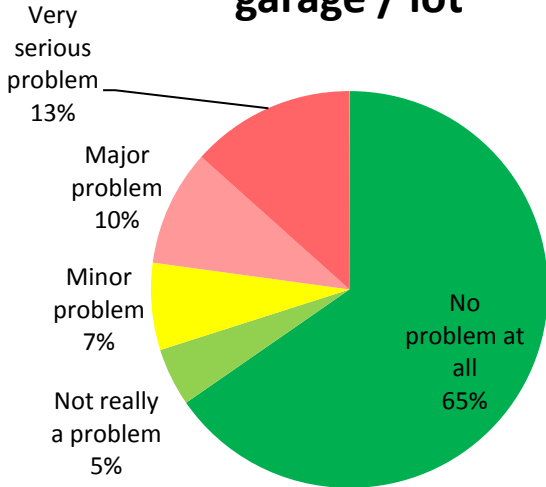
# Parking and Loading Issues



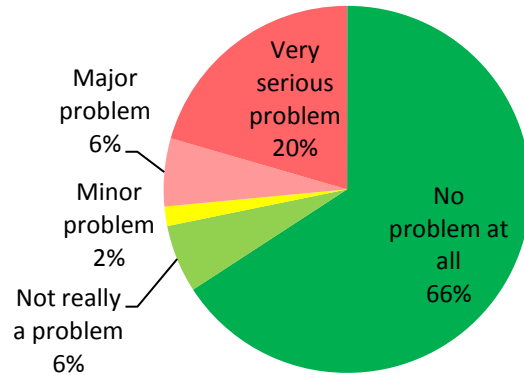
Question #20. Has the cycle track and related changes to parking regulations affected your business or organization...?

Answers from Property Representatives Who Do Not Bike (147 responses)

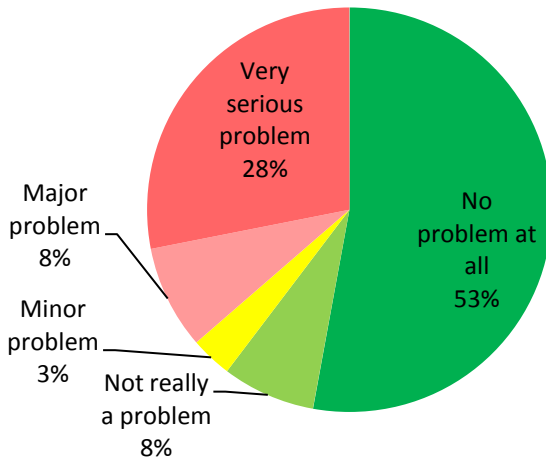
## Vehicle access to parking garage / lot



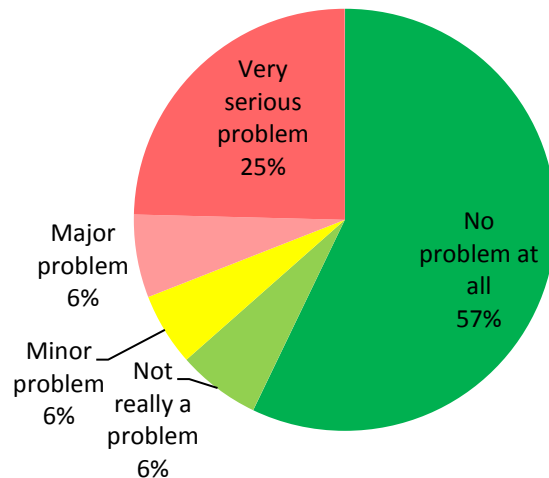
## Vehicle access to loading / shipping / receiving dock?



## On street parking for deliveries



## On street parking for customers or clients



Answers provided on a scale of 1-10, where 1 is no problem and 10 is a very serious problem. Answers grouped on these charts: No problem at all (1-2); Not a problem (3-4); Minor problem (5-6); Major problem (7-8); Very serious problem (9-10).

## Quotes from Property Representatives



Below is sample of verbatim comments submitted by Property Representatives Who Do Not Bike (Question #26).

### Support

- Our clients and staff have indicated they appreciate the Cycle Tracks and hope to see them as far East as Sherbourne.
- Multi-modal commuting ability is an important amenity for attracting talented employees and cycling is a major part of this.
- The cycle tracks have brought a level of safety for cyclists, pedestrians and drivers alike. All parties who use the road know where every other party belongs.
- Despite my opinion of the flexi-posts not being aesthetically pleasing, I think they are integral in keeping the vehicle traffic out of the bike lanes.
- If more streets had cycle tracks, I would definitely purchase a bike.
- I feel much safer as a driver with fewer cyclists darting in and out! Much better driving experience with them having separate lanes.

### Opposition

- The posts are very inconvenient for people trying to make deliveries
- I can barely access my parking garage ... cannot have a taxi pick me up at my door
- Accessible parking [for people with disabilities] within my walking ability has been removed
- Why would the city spend real money on 1% to 3% of the travelling public to inconvenience the rest when that 1% to 3% does not obey traffic laws, licence laws and common courtesy
- Biking in the city is only utilized 3 month a year at best
- Since you have created these two bike tracks, traffic has increased
- Use bike lanes on main streets like King Street and Queen Street.

### Observations

- Drivers are very confused about which lane to make the turn from, and how to do safely.
- Situations ... are ambiguous... I.e. are deliveries/taxis allowed to stop at all in the cycle track? Are passengers expected to unload/load in the cycle track?
- ... west-bound Richmond at University. It dangerously forces cyclists to pass on the right, while cars are trying to turn right onto University Avenue.
- Simcoe/Richmond [is] incredibly dangerous. That intersection has no traffic light and you have pedestrians and bikers crossing the intersection with oncoming traffic
- ...cyclists [are] not stopping for pedestrians at intersections

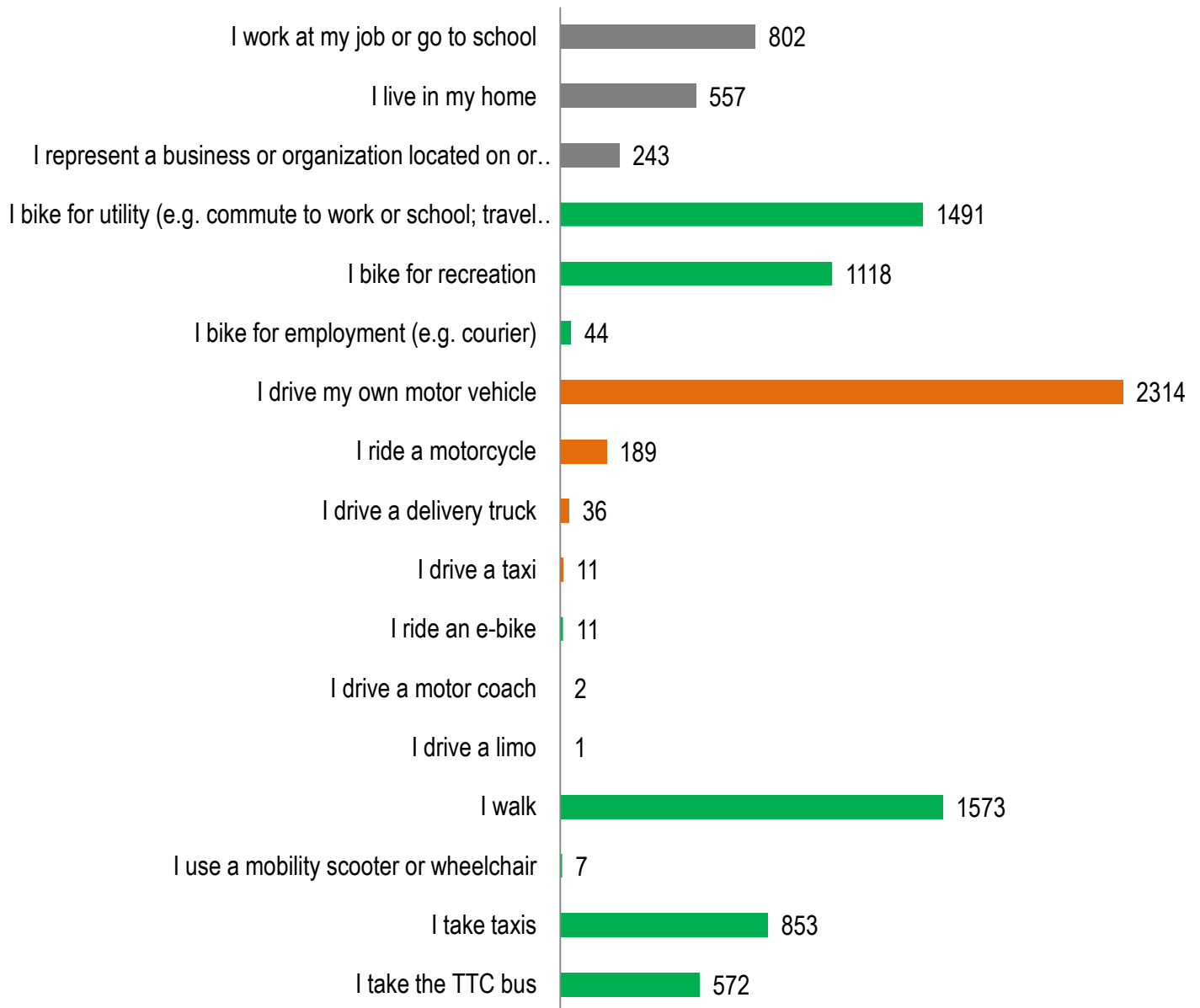
# Motor Vehicle Drivers



## Who Participated

Of the **2413** respondents who answered that they drive on Richmond, Adelaide and/or Simcoe Street, below is a charts of the various interests they have in this project.

### Relationship to Richmond, Adelaide and/or Simcoe Street (Question #1 – select all that apply)

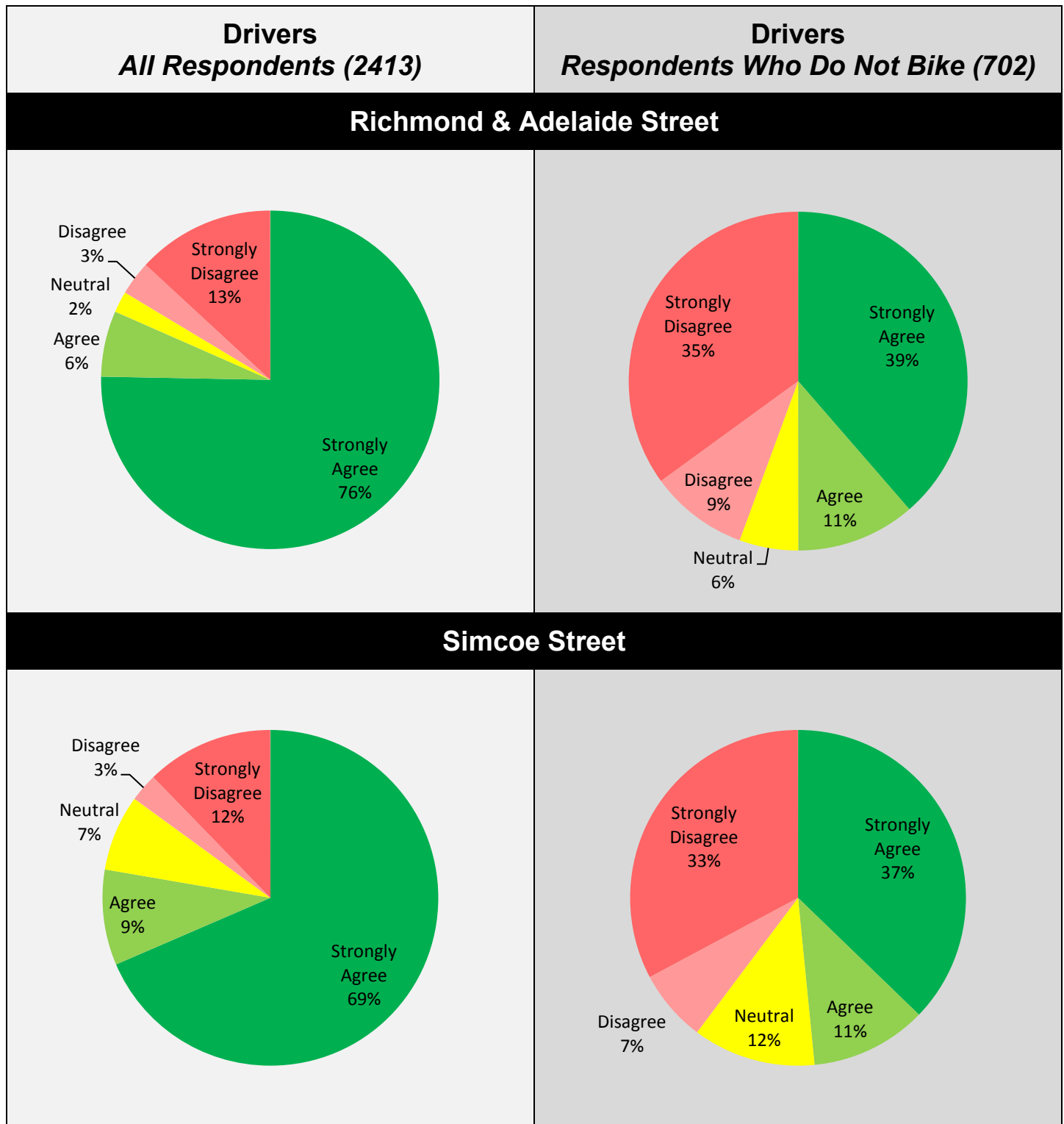




# Support for Making the Cycle Tracks Permanent



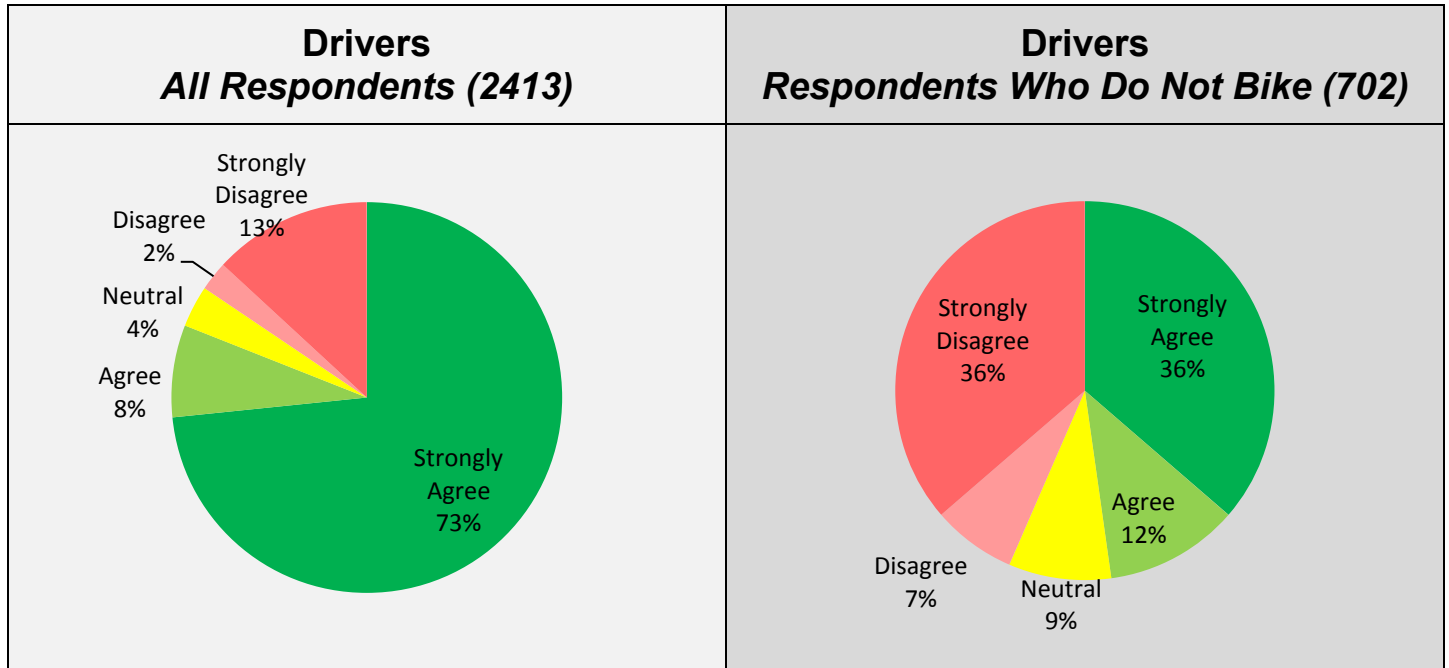
Question #23. Do you think the City should make the cycle tracks on these streets permanent?



# Support for Extending the Cycle Tracks East



Question #24. Should the City extend the pilot project cycle tracks east on Richmond Street and Adelaide Street to Sherbourne Street?



## Driver Routine and Comfort

Answers from Drivers Respondents Who Do Not Bike (686)

Question 9. Have you changed your driving routes as a direct result of these new cycle tracks?

Response	Chart	Percentage	Count
No		52.4%	366
Yes, sometimes try to avoid these streets		25.1%	175
Yes, almost always try to avoid these streets		16.3%	114
Yes, I prefer to drive on these streets		6.2%	43
		<b>Total Responses</b>	<b>698</b>

Question 10 & 11. How comfortable did you feel driving with cyclists in the vehicle lanes on these streets... (where 1 is "Not at all comfortable" and 10 is "Very comfortable")

<b>BEFORE "cycle tracks were installed"</b>	Average <b>5.6 / 10</b>
<b>AFTER "with cyclists in the cycle track"</b>	Average <b>6.6 / 10</b>

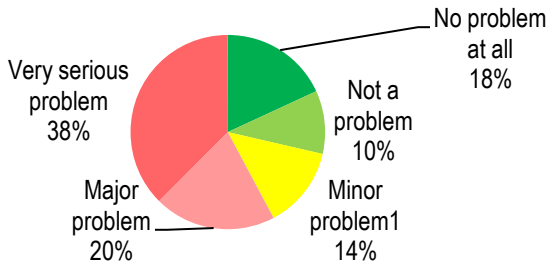
# Issues

Answers from Drivers Respondents Who Do Not Bike (686)

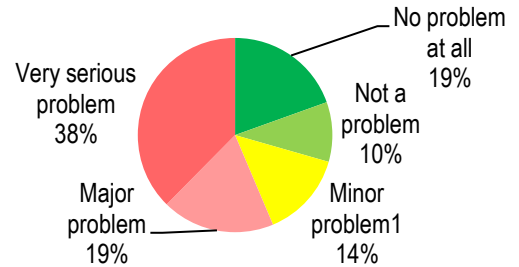


Question #12. How have you found dealing with the following issues and scenarios?

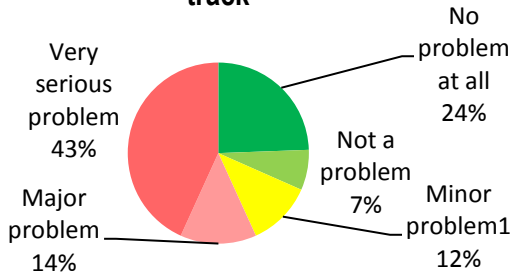
**Doing a right turn across the cycle track at intersections or driveways**



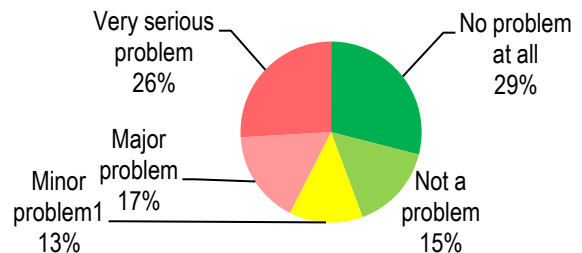
**Dropping off or picking up passengers next to the cycle track**



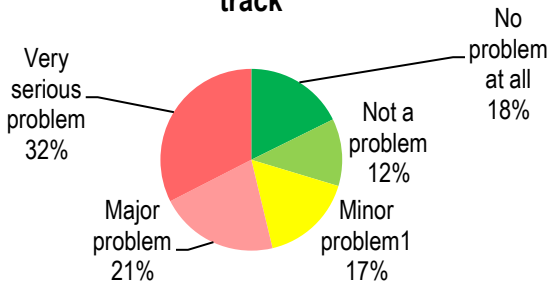
**Making deliveries next to the cycle track**



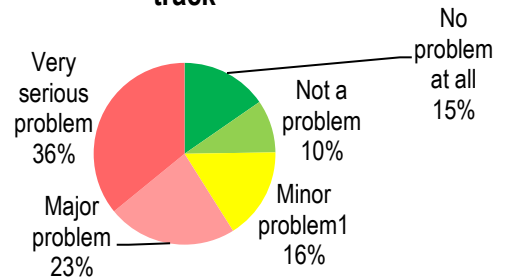
**Cyclists in the traffic lanes to make a left turn**



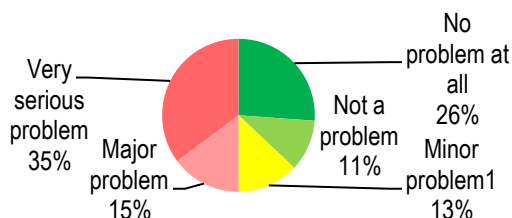
**Cyclists in the traffic lanes to avoid stopped vehicles blocking the cycle track**



**Cyclists in the traffic lanes where construction has blocked the cycle track**



**Cyclists in the traffic lanes when they could be in the cycle track**



Answers provided on a scale of 1-10, where 1 is no problem and 10 is a very serious problem. Answers grouped on these charts: No problem at all (1-2); Not a problem (3-4); Minor problem (5-6); Major problem (7-8); Very serious problem (9-10).

## Quotes from Drivers

Below is sample of verbatim comments submitted by Drivers Who Do Not Bike (Question #26).



### Support

- As a driver, I personally like the cycle lanes as it makes cyclists more predictable.
- I would much rather have a dedicated bike lane rather than try to share a curb lane.
- Physically separated bike lanes are my preference, so that cyclists cannot weave in and out of the lane.
- Even though one lane is lost to cars, traffic seems to flow a lot better.

### Opposition

- All these tracks make traffic congestion a problem, especially where there is so much construction.
- I see bikes as irresponsible vehicles that we are pandering to.
- Cyclists do not pay licence fees, insurance or in any other way contribute to the city's coffers. They cause so many accidents or near accidents and they take no responsibility. Why are we wasting all this money to keep this small vocal group happy?
- I have been harassed on many occasions by aggressive cyclists
- Right hand turns are a nightmare as bicyclist rarely wear the appropriate lights at night and refuse to yield to the right hand turn by going around.
- The issue is mostly where construction has closed lanes so there is only 1 driving lane + a cycle lane. There is no where for cabs/drivers to pull over if they need to.
- Two way bike lane on one-way Simcoe was a terrible idea.

### Observations

- The flexy posts should be in a different colour. I drove there while snowing and had a very hard time seeing them. ... also are difficult to see at night.
- .The bike paths should be on King and Queen east/west, and John St. north/south
- Bbiggest problem is trucks making deliveries
- We have a disabled permit and use the hazard lights... aggressive bike riders without a shred of compassion and way too much aggression yell at us when I drop off my passenger
- I think there's too much confusion and it's a problem for safety.
- ...cyclist going [wrong] ways in both the North and South lanes on Simcoe...
- Cyclists now regularly weave into traffic at high speeds on Richmond and Adelaide and cut across all four lanes of traffic to make turns with no regard for their own safety or anyone else's

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