Engaging Citizens in Bike Lane Proposals: A Toronto Experience

Jason Diceman, Public Consultation Coordinator
City of Toronto

For the Faculty of Environment at Simon Fraser University

April 28, 2016 - 12:30 EST / 9:30 PST
Outline

1. Jason Diceman: My Role in the City
2. Context: Cycling in Toronto, history, culture & bike lane politics
3. Reality of bike lane design
4. Public Consultation for Bike Lanes: Issues, stakeholders and steps
5. Case study: Richmond-Adelaide Cycle Tracks
6. Tips
7. Questions?
This is me
My Job...

### IAP2’s Public Participation Spectrum

The IAP2 Federation has developed the Spectrum to help groups define the public’s role in any public participation process. The IAP2 Spectrum is quickly becoming an international standard.

<table>
<thead>
<tr>
<th>INFORM</th>
<th>CONSULT</th>
<th>INVOLVE</th>
<th>COLLABORATE</th>
<th>EMPOWER</th>
</tr>
</thead>
<tbody>
<tr>
<td>To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.</td>
<td>To obtain public feedback on analysis, alternatives and/or decisions.</td>
<td>To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.</td>
<td>To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.</td>
<td>To place final decision making in the hands of the public.</td>
</tr>
</tbody>
</table>

**Promise to the Public**

<table>
<thead>
<tr>
<th>PROMISE TO THE PUBLIC</th>
<th>PROMISE TO THE PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>We will keep you informed.</td>
<td>We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROMISE TO THE PUBLIC</th>
<th>PROMISE TO THE PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision. We will seek your feedback on drafts and proposals.</td>
<td>We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROMISE TO THE PUBLIC</th>
<th>PROMISE TO THE PUBLIC</th>
</tr>
</thead>
<tbody>
<tr>
<td>We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.</td>
<td>We will implement what you decide.</td>
</tr>
</tbody>
</table>
Context
Substantial and Growing Bikeway Network
Toronto Mode Share

- Cycling mode share is small but growing.

Cycling is most common in the core.
Peak cycling participation occurs under age 45
Cycling advocacy is vocal and organized
Toronto’s traffic congestion is notorious.
9th worst traffic in North America (according to TomTom GPS Manufacturer) but better than Vancouver ;-)

Source: tomtom.com/en_gb/trafficindex/list
Road rage goes both ways
History of bike lanes planned but never built

Light Pink are bike lanes approved in 2001 Bike Plan, but never built
Even bike lanes removed
Politics can play a big factor
Technical Reality:

Road space is limited.

What gets prioritized?

But most Toronto streets are only 20 m wide.
Existing

What Cyclists Want

What is Approved
Examples of on street bikeways

Shared Street

Standard Bike Lane

Buffered with Parking on Inside

Contra-flow (Yellow)

Protected with Parking & Posts

Protected with Curb
1. Who are the stakeholders?

- Cyclists
- Pedestrians (including w/disabilities)
- Drivers
- Local businesses
- Property owners, managers and developers
- Residents
- Taxi drivers
- Delivery companies
- Tourism and film industry
(1. Who are the INTERNAL stakeholders?)

- Transit (bus, street cars)
- Emergency services
- Waste management
- Road maintenance
2. What are their issues?

• Safety and comfort of cyclists
• On-street parking and loading
  • Local business customers
  • Deliveries
  • Pick-up and drop-off from taxis
  • Wheel-Trans and accessible vehicle boarding
  • Transit buses
• Motor vehicle traffic delays
• Affects on parking and traffic on connecting and parallel streets
• Pedestrian safety
• Snow clearing and road maintenance
• Emergency services: EMS, Police, and Fire
• Waste and recycling collection
3. What **input** can stakeholders provide?

- Local insights
  - Related projects in progress or planned
  - Road user behaviour
  - History of similar projects
  - Local institution and business requirements
- Preferences on solution & design options; and why
- Requested features
- Alternative / new solution and design ideas
- Levels of support (esp. by geography)
4. What will decision-makers ask?

- How many people did you consult?
- Did you consult [stakeholder x]?
- How did you notify and engage?
- What did you hear?
- Did you consider their [insert idea or issue here]?
Key Steps and Stages in Public Consultation

1. Engage with priority stakeholders directly
2. Public notification and education:
   • flyers, web page, email, social media, letters, ads, handouts
3. Consultation:
   • Online: Surveys, forms, email
   • Offline: Drop-in events, meetings
4. Report back:
   • Public consultation results
   • Proposed bikeway design

- Repeat as necessary until a final design is approved

1. Notify public and stakeholders prior to construction
2. Evaluation after installation: online surveys, on-street intercept surveys, email, stakeholder meetings
Case Study:
Richmond-Adelaide Cycle Track Study, Including Peter & Simcoe Streets (2013-14)
What is a Cycle Track?
Toronto’s first cycle track was installed in 2012 on Sherbourne Street
Why Cycle Tracks?
Initial Stakeholder Notification

- 1,500 paper invites by mail to property owners & business
- 700 paper invites distributed by hand
- 130 e-mails to various stakeholder associations, businesses & institutions

as a result...

- Over 280 contacts registered as stakeholders prior to full public notification:
  - 48,000 flyers
  - Ads in a downtown news paper
Stakeholder Workshops

• 2 x 3 hours with 80 participants each
• Provide feedback on draft bikeway design options
Stakeholder Workshops

• 17 advocacy organization representatives
• 10 resident associations
• 5 business improvement areas
• 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)
Richmond-Adelaide
Cycle Track Study
Including Wellington, Peter & Simcoe Street

Information Booklet #1
June 20, 2013

Table of Contents

BACKGROUND .................................................................................................................. 3
ISSUES AND OPPORTUNITIES .................................................................................. 4
WHAT IS A CYCLE TRACK? ....................................................................................... 5
WHAT IS THE CITY STUDYING? .................................................................................. 6
STUDY AREA AND ROUTE OPTIONS ......................................................................... 6
BIKEWAYS TOOL BOX .................................................................................................. 8
CYCLE TRACKS IN TORONTO ..................................................................................... 9
TYPES OF CYCLE TRACK SEPARATORS ..................................................................... 10
BIKEWAY CONFIGURATION OPTIONS .......................................................................... 11
ROUTE OPTIONS ........................................................................................................... 14
HOW A CYCLE TRACK MAY AFFECT YOU ................................................................ 16
MAKING A DECISION ON THE BEST ROUTES ............................................................ 18
RELATED CITY PROJECTS ........................................................................................... 18
STUDY PROCESS .......................................................................................................... 19
SCHEDULE .................................................................................................................... 19
PUBLIC DROP-IN EVENT #1 ....................................................................................... 20

Richmond St. at Sherbourne St. Note Sherbourne Cycle Track
Background
City Council Supports Cycle Tracks
Since 2001, City Council has recognized the potential value of providing bikeways on Richmond and Adelaide, and on Peter and Simcoe. Key Council decisions included the adoption of the 2001 Bike Plan, adoption of the July 2011 Bikeway Network Update, which also includes separated bicycle lanes on Sherbourne, Wellesley and Harbord-Hoskins and a November 2011 authorization to study Separated Bicycle Lanes on Richmond Street and/or Adelaide Street.

Downtown is Changing
Historically dominated by manufacturing, the study area has experienced exponential growth, including a 300% increase in population since 1996. The intense development of residential condominiums, offices, as well as retail and hospitality, are bringing more cyclists and pedestrians to the area at all hours of the day.

Cycling in Toronto is Growing
Between 2001 and 2006, the Canada Census has documented a 30% increase in the percentage of Torontonians commuting to work by bicycle. A 2009 Ipsos survey of Toronto residents noted:

36% of downtown Toronto residents (15 years of age or older) cycle for utilitarian purposes, such as commuting to work or running errands.

...and that number is from two years before Bixi bikes came to Toronto!

Issues and Opportunities
Cycling Downtown has Many Benefits
Using a bicycle to travel up to 10 km in Toronto's core is often faster than driving, and faster than many transit routes. Cycling for transportation is less expensive than driving, and leads to improved public health and air quality. More people choosing to cycle in the downtown would improve traffic conditions for all road users.

The Downtown Core Needs More Bikeways
In the downtown, cyclists prefer to ride on the major streets and they prefer bike lanes. Based on the 2010 Bike Count, on an average summer weekday (7 a.m. - 7 p.m.) over 8,000 cyclists use the existing bike lanes on Harbord Street and College Street to enter and exit the downtown core. It is estimated that in 2010 almost 9,000 cyclists a day entered and exited the downtown using Queen, Richmond, Adelaide, King, Front and The Esplanade. There are many employment, residential, cultural and entertainment destinations in and around the study area yet there are no dedicated bikeways to reach them.

Cycle Tracks Make Cycling Safer
More Torontonians want to bicycle but do not feel safe. Cycle tracks would improve the safety, comfort and convenience of how cyclists relate to motor vehicles in three key ways:

- significantly reduce "dooring" collisions
- fewer sideswipe and rear end collisions
- reduce motor vehicles stopping in the bike lane
East-West Cycle Tracks

Richmond, Adelaide and/or Wellington are the Best Candidates

These three streets have the greatest potential to allocate road space to develop cycle tracks. In short, these are the east-west streets that could most afford to permanently lose a traffic lane.

As anyone who has traveled on these streets know, frequent illegal stopping, temporary construction zones and film permit use often obstruct one or two curb lanes, demonstrating that traffic can still flow with reduced lanes.

King or Queen Street are Too Narrow

Cycle tracks on King or Queen would replace the curb lane, removing parking and shifting motorists to driving only in the travel lane with streetcars. During peak travel times, motor vehicles and streetcars would delay each other, experiencing high levels of congestion. Parking for the businesses and residents during the off-peak periods would no longer be permitted.

North-South Bikeways
(Cycle Tracks or Bike Lanes)

Peter and Simcoe Could Work

Both Peter and Simcoe are relatively close to the popular Beverley Street bike lanes and connect from Queen Street to south of Front Street. Both avoid the busy traffic leading directly to the Gardiner Expressway and could afford to provide space for a bikeway. Bike lanes already exist on Lower Simcoe connecting to the waterfront.

Any suggestions for improving the opportunity statements?

John Street has Other Plans

Plans to reconstruct John Street are already approved. The new design includes many enhancements that focus on making the street a lively pedestrian destination, including expanded sidewalks and a continuous "mountable" curb that allows the street to easily accommodate special pedestrian-only events. While the pedestrian-destination design does not include a dedicated bikeway, it will be a bicycle-friendly travel option when not closed for special events.
Alternative A: Richmond and Adelaide as one-way with uni-directional cycle tracks on one side of both streets

Richmond – Adelaide Cycle Track Study
Including Wellington, Peter & Simcoe Streets
Alternative B: Richmond Only as a one-way street with a bi-directional cycle track on one side of the street.
How a Cycle Track May Affect You

For everyone...

- Increases safety of all road users with fewer collisions.
- More people choosing to cycle in the downtown would improve traffic conditions for all road users.
- A uni-directional cycle track that takes up part of a traffic lane can provide space for landscaping, street furniture, and other urban design enhancements in the remaining part of the lane. This will make the street more pleasant for everyone.
- If the cycle track is bi-directional on a one-way street or unidirectional on the left side, cyclists will stop at a “red signal” to allow motorists to turn on a “green arrow”, increasing delay for everyone.

When you are a pedestrian...

- Wider buffer between the sidewalk and traffic.
- Less traffic lanes to cross when crossing the street.
- Fewer cyclists riding on the sidewalk.

Bi-directional cycle track on one-way Dunsmuir Street, Vancouver (Image Credit: Planningpool)
When you ride a bicycle...

- Physical separator improves safety and comfort, and reduces motorists blocking the cycle track.
- If cyclists volumes are high, can limit cyclists’ speeds and passing.
- A bi-directional cycle track on a one-way street increases delay for all road users at traffic signals.
- A uni-directional cycle track means some out-of-the way travel to ride eastbound or westbound or some may ride the wrong way when the cycle track is not busy.
- Improved connections and access to downtown destinations.
- Cyclists’ turns are limited to openings in the cycle track separator.

If you run a business or live along the corridors...

- Economic performance for businesses located along cycle tracks have been shown to be both positive and negative in other cities depending on the type of business.
- May reduce the on-street parking supply.
- May create inconveniences for drivers making right turns in and out of parking lots, garages or laneways.

Bike box painted on the road to help cyclists make left-turns.
Sherbourne Street
When you drive...

- Lowers capacity and increases delay during congested periods (however, currently curb lanes are often not well utilized because of frequent curbs activities, so it may have limited impact on traffic flow when curb occupancies are more effectively managed).
- Where to expect cyclists and the amount of room needed to pass is defined by the cycle track.
- A bi-directional cycle track on a one-way street will increase delay and conflicts at traffic signals.
- Turns at some intersections may be prohibited.
- Must cross the cycle track yielding to cyclists when entering or exiting driveways and side streets.
- Must yield to cyclists in the cycle track before turning at an intersection.
If you park on the street, make deliveries, use it for loading, construction or for parking film trucks...

- Limits curbside parking and loading to one side of the street.
- May reduce on-street parking that is permitted during the off-peak traffic periods. This would result in higher use of parking lots.
- Locating convenient film industry truck parking may become more difficult.
- More complex to maintain the bikeway where construction interferes with the cycle track.
- Passenger loading and unloading is easier next to a unidirectional cycle track with a wider buffer than a bi-directional cycle track with a narrow buffer. This affects taxis, transit and wheel-trans.
Before
After (artist’s rendering)
I support Option A1 for Richmond & Adelaide (uni-directional cycle tracks on the right)

Do you agree?  

<table>
<thead>
<tr>
<th>Strengths &amp; Opportunities</th>
<th>Concerns &amp; Weaknesses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strong Agreement</td>
<td>Agreement</td>
</tr>
<tr>
<td>Strong Agreement</td>
<td>Agreement</td>
</tr>
</tbody>
</table>

| Student, straightforward intuition for non-users
| Seems like the right design |
| Car-side users are potential conflict areas
| Should also consider reducing motor vehicle speed to create safer conditions for all |
| Richmond is a busy street to use... cost |

Signatures
Can we extend East? And West?

**Is this an important question?**

Fill your one dot below & sign on the right:

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Important</th>
<th>Neutral</th>
<th>Unimportant</th>
<th>Very Unimportant</th>
<th>Confusing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Comment on this question (optional):**

Transit connections to the newly developed area are important. Let's look at the LGI, paid to help people move through the city.

Yes, very important. Connections and continuity. Everything!

It's currently really easy to get to M.Goodman Trail. Does this also work? Don't add any new park yet. Needs to connect with existing and...
How will bus loading be accommodated?

Is this an important question?

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Important</th>
<th>Neutral</th>
<th>Unimportant</th>
<th>Very Unimportant</th>
<th>Confusing</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Comment on this question (optional):

- Minimize conflict, the buffer zone will improve safety compared to what happens with buses on Sherbourne.
- Lack of proper buffers is an issue on Sherbourne. Good buffer.
- Definitely buffer zone and barrier/bollards to address Sherbourne + Roncy are this issue.
Richmond-Adelaide Cycle Track Study
Including Wellington, Peter & Simcoe Streets

Learn more and share your opinion!

Public Drop-In Event:
City Hall Rotunda - 9 a.m. to 9 p.m.
Tuesday, June 25 & Wednesday, June 26
**About You: Mode of Travel**

When travelling in the downtown, how often do you get around in the following ways?

Please fill in **one dot for each mode of travel**

<table>
<thead>
<tr>
<th></th>
<th>Daily (5 or more trips/week)</th>
<th>Weekly (1-4 trips/week)</th>
<th>Occasionally (1-3 trips/month)</th>
<th>Almost Never (less than 1 trip/month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bike</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### About You Stakeholder Type

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

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resident</td>
<td></td>
</tr>
<tr>
<td>Advocacy group</td>
<td></td>
</tr>
<tr>
<td>Resident association</td>
<td>(including condominium board of directors)</td>
</tr>
<tr>
<td>Office building tenant</td>
<td></td>
</tr>
<tr>
<td>Commercial property management</td>
<td>(e.g. for office towers)</td>
</tr>
<tr>
<td>Hospitality / entertainment</td>
<td>(e.g. hotel, night club, restaurant, theatre)</td>
</tr>
<tr>
<td>Street level retail</td>
<td></td>
</tr>
<tr>
<td>Business Improvement Area (BIA)</td>
<td></td>
</tr>
<tr>
<td>Residential property management</td>
<td>(e.g. for condominiums)</td>
</tr>
<tr>
<td>Commercial property management   (e.g. for office towers)</td>
<td></td>
</tr>
<tr>
<td>Institution</td>
<td>(e.g. school, place of worship, health centre)</td>
</tr>
<tr>
<td>Parking garage and/or surface parking lot</td>
<td></td>
</tr>
<tr>
<td>Property development</td>
<td></td>
</tr>
<tr>
<td>Bicycle courier</td>
<td></td>
</tr>
<tr>
<td>Delivery services (by truck)</td>
<td></td>
</tr>
<tr>
<td><strong>Note</strong>: Fill in <strong>one dot</strong> for each mode of travel</td>
<td></td>
</tr>
</tbody>
</table>

### About You Mode of Travel

When travelling in the downtown, how often do you get around in the following ways?

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>Daily (5 or more trips/week)</th>
<th>Weekly (1-4 trips/week)</th>
<th>Occasionally (1-3 trips/month)</th>
<th>Almost Never (less than 1 trip/month)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Car</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(as driver or as passenger)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taxi</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck / Delivery Vehicle</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scooter / M/Bike</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TRAN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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?

<table>
<thead>
<tr>
<th>Strong Agreement</th>
<th>Agreement</th>
<th>Neutral</th>
<th>Disagreement</th>
<th>Strong Disagreement</th>
<th>Confusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
</tr>
</tbody>
</table>

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, I 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?

<table>
<thead>
<tr>
<th>Strong Agreement</th>
<th>Agreement</th>
<th>Neutral</th>
<th>Disagreement</th>
<th>Strong Disagreement</th>
<th>Confusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
<td>☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐</td>
</tr>
</tbody>
</table>
"You have got to be kidding. The traffic is so
dogged 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."
Everybody hates Adelaide Street’s new bike lane

By Steve Kufferman | August 8, 2014 at 2:55 PM

The official opening of Adelaide Street’s new separated bike lane should have been a moment worth celebrating for Toronto’s two-wheeled commuters, who had
What do you think about the new Cycle Tracks?

Give your feedback at toronto.ca/cycletracks or leave a message at 416-338-1066.
Cycle Tracks on Richmond, Adelaide & Simcoe Street Feedback Survey

In 2014 the City installed cycle tracks (separated bike lanes) on segments of Richmond, Adelaide and Simcoe Streets.

- Richmond Street West, from just west of York Street to Bathurst Street
- Adelaide Street West, from Bathurst Street to Simcoe Street
- Simcoe Street, from Front Street West to Queen Street West

These are a "pilot project" for demonstration, testing and evaluation, before a decision is made on whether they should be made permanent (with possible upgrades). We want to know:

How have these new cycle tracks affected you?
☐ I live in my home
☐ I represent a business or organization located on or near by
☐ I work at my job or go to school
☐ I bike for utility (e.g. commute to work or school; travel to local destination; errands)
☐ I bike for recreation
☐ I bike for employment (e.g. courier)
☐ I ride an e-bike
☐ I ride a motorcycle
☐ I drive my own motor vehicle
☐ I drive a taxi
☐ I drive a delivery truck
☐ I drive a motor coach
☐ I drive a limo
☐ I walk
☐ I use a mobility scooter or wheelchair
☐ I take the TTC bus
☐ I take taxis

You will be presented questions based on your above selection(s).

All questions going forward are optional.

An open ended comment form is provided on the final page for any additional statements you would like to share with the City.
Understanding Parts of these Cycle Tracks

To help you answer the questions in this survey, here is a quick guide to the elements that make up these cycle tracks:

- **$150 no stopping by-law signs next to all cycle tracks**

  ![Image of a no stopping by-law sign]

- **Traffic lanes**

- **Separation:**
  - Painted buffer with flexi-posts

  ![Image of a painted buffer]

- **Cycle track lane**

  ![Image of a cycle track lane]

- **Curb and sidewalk**

  ![Image of a curb and sidewalk]

- **Cycle track separation is not provided at driveways and bus stops, and is replaced by bike markings and/or dashed lines.**

  ![Image of a cycle track separation]

- **Chevrons through intersections**

  ![Image of chevrons through an intersection]
As a motorist...

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

- No
- Yes, sometimes try to avoid these streets
- Yes, almost always try to avoid these streets
- Yes, I prefer to drive on these streets

How comfortable did you feel driving with cyclists in the vehicle lanes on these streets *before* the cycle tracks were installed? (on a scale of 1 to 10, where 10 is very comfortable)

- Richmond St. ---
- Adelaide St. ---
- Simcoe St. ---

How comfortable do you feel driving on these streets when cyclists are in the cycle track? (on a scale of 1 to 10, where 10 is very comfortable)

- Richmond St. ---
- Adelaide St. ---
- Simcoe St. ---
As a cyclist...

For approximately how many years have you been cycling downtown?

---

Did you change your travel behaviour as result of these new cycle tracks?

- No
- Yes, I now cycle more often
- Yes, I choose these routes more frequently

How safe and comfortable did you feel biking on these streets *before* the cycle track was installed? (on a scale of 1 to 10, where 10 is very safe and comfortable)

Richmond St. ---
Adelaide St. ---
Simcoe St. ---

How safe and comfortable do you feel biking *in the cycle track* on these streets? (on a scale of 1 to 10, where 10 is safest and most comfortable)

Richmond St. ---
Adelaide St. ---
Simcoe St. ---
Cycle Tracks on Richmond, Adelaide & Simcoe Street Feedback Survey

Thank you for sharing your opinion on the City’s newest cycle tracks.

If you have any questions about the public consultation process, or would like to discuss specific property related issues with City staff, please contact:

Jason Diceman
Senior Public Consultation Coordinator, City of Toronto
E-mail: CyclingRichmondAdelaide@toronto.ca
Tel: 416.338.2830

Visit the study web page:
www.toronto.ca/cycling/richmond-adelaide

Download / Print Responses: PDF Word
The City of Toronto has installed cycle tracks (separated bike lanes) on segments of Richmond Street, Adelaide Street and Simcoe Street. These are considered a "pilot project" for public demonstration, testing and evaluation, before a decision is made on whether they should be made permanent (with possible upgrades). Your feedback will help the City decide if we should keep, expand and/or modify the cycle tracks on these streets.

More info: 2014 Cycle Track Pilot Project details of

- Extend Cycletrack eastward
- Replace flexi-post (bollards) with planters
- Better enforcement so vehicles do not park in the bike lane
Replace flexi-post (bollards) with planters

Posted Dec 8, 2014

Replace flexi-posts with planters like from John St. (Summer 2014)

Problem: Bollards, while useful, are ugly, look temporary and are easily driven over by drivers.
Recommendation: We recommend planters placed close enough to prevent incursion from cars but with gaps so as to still be permeable to cyclists... Read More
Then we published our evaluation results...

Full Reports

The data from the above information and much more are included in the:

- **Preliminary Technical Evaluation Report**
  Includes before and after cyclist volumes, motor vehicle travel time

- **Public Consultation Summary Report**
  Includes consultation activities carried out, online survey data analysis on 10, 2015

- **Online Survey Results (LIVE)**
  Live report of summary results from all survey questions, with charts

- **Online Survey Results Special Report: Opinions of Property Residents**
  Includes summary charts for answers to survey questions and sample responses from respondents who drive motor vehicles
Pilot Cycle Tracks Evaluation Reports

Full evaluation reports are below, but here are some highlights...

**Cycling Volumes Tripled**

Overall cycling volumes on Richmond, Adelaide and Simcoe Street have tripled since the installation of cycle tracks in 2014.

- Richmond Street & Adelaide Street average over 4,200 cycle trips each weekday
  (24-hour, measured May 19-22, 2015: over 2,200 on Adelaide St. at Spadina Ave, and over 2,000 on Richmond St. at Peter St.)

- Simcoe Street averages well over 1,100 cycle trips each weekday
  (24-hour, measured July 11 to 24, 2014, both directions)

**Traffic Still Flows Like Before**

Motor vehicle travel times do not appear to be negatively impacted on either Richmond Street or Adelaide Street since the installation of the cycle tracks.

The relatively consistent travel times despite the conversion of a traffic lane to a cycle track may be attributed to improved traffic signal timing, and active enforcement of curbside stopping and parking regulations.

(Measured pre-cycle tracks in June 2014 and after installation in February 2015, with dates selected to avoid roadway capital works construction).
Richmond, Adelaide bike lanes see tripling of cyclist traffic
More than 4,200 cyclists use lanes every weekday, city survey finds

The overall cycling volume on Richmond, Adelaide and Simcoe Streets has tripled since bike lanes were installed last year, city officials say.

And, newly released documents show that growth in cycling didn’t slow down vehicles.

The Pilot Cycle Tracks Evaluation Reports, available online, provide detailed information about how many people are using the bike lanes.
Cycle Tracks on Richmond, Adelaide & Simcoe Street Feedback Survey – Some Key Results

Who responded to the survey?

8442 People Who Bike

1424 People Who Do Not Bike

What relationships do they have to these streets?

Do they think these cycle tracks should be made permanent?

8442 People Who Bike

1424 People Who Do Not Bike
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?

<table>
<thead>
<tr>
<th>Property Representatives</th>
<th>Property Representatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Respondents (778)</td>
<td>Respondents Who Do Not Bike (147)</td>
</tr>
<tr>
<td>Agree</td>
<td>Strongly Agree</td>
</tr>
<tr>
<td>Disagree</td>
<td>Strongly Disagree</td>
</tr>
<tr>
<td>Neutral</td>
<td>Agree</td>
</tr>
<tr>
<td>94%</td>
<td>4%</td>
</tr>
<tr>
<td>8%</td>
<td>8%</td>
</tr>
<tr>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>13%</td>
<td>7%</td>
</tr>
<tr>
<td>32%</td>
<td>44%</td>
</tr>
</tbody>
</table>

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:

- There needs to be greater physical separation, such as curbs and/or planter boxes
- There needs to be more flexi-posts and less space between them
- Flexi-posts (as is) are an effective form of physical separation
- Don’t need any physical separation – but I like the wide painted buffer
- Don’t need any physical separation – painted bike lanes are good enough
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?

<table>
<thead>
<tr>
<th>Drivers</th>
<th>All Respondents (2413)</th>
<th>Drivers</th>
<th>Respondents Who Do Not Bike (702)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly Agree</td>
<td>73%</td>
<td>Strongly Agree</td>
<td>36%</td>
</tr>
<tr>
<td>Agree</td>
<td>8%</td>
<td>Agree</td>
<td>12%</td>
</tr>
<tr>
<td>Neutral</td>
<td>4%</td>
<td>Neutral</td>
<td>9%</td>
</tr>
<tr>
<td>Disagree</td>
<td>2%</td>
<td>Disagree</td>
<td>7%</td>
</tr>
<tr>
<td>Strongly Disagree</td>
<td>13%</td>
<td>Strongly Disagree</td>
<td>38%</td>
</tr>
</tbody>
</table>

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?

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

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")

| BEFORE "cycle tracks were installed" | Average | 5.6 / 10 |
| AFTER "with cyclists in the cycle track" | Average | 6.6 / 10 |
Tips

• Invest early in effective messaging and imagery
• Use many tools and avenues for communication; own them
• Go the extra mile to reach key stakeholders (and document)
• Manage public expectations; realistic & consistent
• Use dialogue to build empathy between stakeholder types
• Online surveys: use with caution, include key info in preamble; use rating (not y/n); ask about safety, options, priorities, avoid “referendum” optics; report by stakeholder type
• “Pilots” are much easier to approve; measure outcomes
• Avoid town hall format when ever possible; use drop-in & workshops
• Engage early with decision-makers and key stakeholder; address their questions and concerns
• Publish and update FAQs
• Off-road trails can be even more contentious; “paving paradise”
Questions?
Some Links

• [toronto.ca/cycling/richmond-adelaide](https://www.toronto.ca/cycling/richmond-adelaide)
• [toronto.ca/involved/projects](https://www.toronto.ca/involved/projects)
• [iap2canada.ca](https://iap2canada.ca) (International Association for Public Participation - Canada)
• Follow us on Twitter - [@GetInvolvedTO](https://twitter.com/GetInvolvedTO)

Jason Diceman
Sr. Public Consultation Coordinator
Public Consultation Unit, PPF&A
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

416-338-2830
[jidiceman@toronto.ca](mailto:jidiceman@toronto.ca)