



Safe streets  
Healthy city  
Vibrant voice

215 Spadina Ave, Suite 149  
Toronto, ON M5T 2C7  
416-644-7188 | cycleto.ca

June 29, 2018

Jason Diceman, Senior Public Consultation Coordinator  
Cycling Infrastructure & Programs, City Hall  
100 Queen St. W.  
22nd Floor East Tower  
Toronto, ON M5H 2N2  
Via email: [jason.diceman@toronto.ca](mailto:jason.diceman@toronto.ca)

### **Switching Adelaide Street Protected Bike Lane to the Left Side (North Side)**

Dear Jason,

I am writing on behalf of Cycle Toronto regarding switching the Adelaide protected bike lane to the left side (north side) of the street.

In general, we are cautiously optimistic about this change although we are interested in seeing the detailed designs. While it is important to ensure that this change does not create new challenges for people riding on Adelaide, we expect that this will likely be an improvement over the current design. That said, we have identified two key areas where we would like to make recommendations, which I have outlined here.

#### **Car parking and stopping/loading**

In the case of a left-side bike lane, Cycle Toronto has a strong preference for moving any permitted motor vehicle parking to the right side of the street (south side). Otherwise we will undoubtedly see conflicts between drivers and people riding bikes as drivers open their door to exit their vehicle.

At the same time, it will be critically important that the permanent design for the Adelaide cycling facility provides higher order protection (e.g. jersey barriers or curbs and planters) along any section where the cycling facility is immediately adjacent to a lane of moving motor vehicle traffic.





Safe streets  
Healthy city  
Vibrant voice

215 Spadina Ave, Suite 149  
Toronto, ON M5T 2C7  
416-644-7188 | cycleto.ca

## Right turns

We have been assured by City staff that bike boxes will be used to facilitate turning movements for people on bikes turning right (south) from the Adelaide bike lane. Given the high volume of people biking on Adelaide, our position is that bike boxes must be incorporated into the design of every intersection along the bike lane to facilitate right turns from the north side. We expect that in cases where bicycle turning volumes are highest, the redesign will involve moving the stop bar back in order to accommodate people waiting with their bicycles between the stop bar and the crosswalk at the north-west corner of the intersection (just ahead of the southbound motor vehicle traffic). Our position is that the example from Chicago included on p.15 of the most recent display panels may not provide sufficient space for queuing cyclists in some instances.

Thank you for the opportunity to comment. We look forward to supporting the City in implementing this switch to the north side. People who ride downtown will no doubt be pleased to see this change address the gaps in the existing cycling facility on Adelaide Street between York Street and Yonge Street.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth Sutherland".

Liz Sutherland  
Director of Advocacy and Government Relations (Interim)  
Cycle Toronto

*Cycle Toronto is a member-supported not-for-profit organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We represent more than 3,000 Torontonians.*

