EKG
ERIC K. GILLESPIE PROFESSIONAL CORPORATION
BARRISTERS & SOLICITORS

IAN FLETT, J.D.
Telephone: +1 (416) 703-5400
Direct: +1 (416) 703-7034
Fax: +1 (416) 703-9111
Email: iflett@gillespielaw.ca

February 27, 2017

Delivered by courier

The Honourable Mr. Glen Murray, MPP
Minister of the Environment and Climate Change
11th Floor, Ferguson Block
77 Wellesley Street West
Toronto, ON M7A 2T5

Dear Mr. Minister:

Re: Application by David Stearn pursuant to subsection 11.4(1) of the Environmental Assessment Act of the John Street Corridor Improvements – Municipal Class Environmental Assessment, significant new circumstances and new information making reconsideration appropriate

SUMMARY: The mode share on John Street in the City of Toronto has changed radically since the approval of the John Street Corridor Improvements Municipal Class Environmental Assessment ("Project") in December of 2012. The Project would see the installation of sidewalk and road improvements without safe facilities for bicycle use.

However, professional traffic counts completed at the intersection of John and Queen Street West in September 2016 show bicycle commuters account for 71.8% of all road traffic headed south and 55.9% headed north at the weekday morning peak. During the afternoon peak commuting hour, bicycle commuters accounted for 41.2% of all traffic heading south and 74.3% of all traffic headed north. It is likely that the 2014 installation of separated bicycle lanes on two arterial roads that cross John Street have promoted the use of active transportation on John Street.

Further, lane narrowing pilot projects in the summers of 2013, 2014 and 2015 demonstrate that John Street becomes dangerous and inefficient when vehicle lanes are narrowed as contemplated by the Project. Inadvertent lane separation during the pilot installation demonstrated a latent demand for bicycle lanes separated from motor vehicle traffic.

The City of Toronto has not begun any physical work on John Street.

Given these changes in circumstances and new information the Minister should reconsider his approval or refer the question to the Environmental Review Tribunal for reconsideration pursuant to section 11.4 of the *Environmental Assessment Act*, R.S.O. 1990, E.18.

We are writing to you on behalf of David Stearn, a downtown Toronto entrepreneur. Mr. Stearn saw the potential for Queen Street West well ahead of many others. He and his partners opened the Rivoli and the Queen Mother Café, two of the Toronto's iconic cultural establishments. Mr. Stearn also uses a bicycle for many of his transportation needs and has regularly commuted from his home (he has lived throughout the city and now lives on Toronto Island) to work. Mr. Stearn is a frequent user of John Street.

The author previously represented Urbane Cyclist in its June 11, 2012 Part II request for a "bump-up" from the Municipal Class Environmental Assessment ("MCEA") concerning the John Street Corridor Improvements.

History of Faulty Mode Share Analysis

One of the MCEA tasks was to "Identify the existing and future transportation requirements including pedestrians, cyclists and vehicles (including goods and services needs)".[1]

Urbane Cyclist's June 11, 2012 request for a bump-up concerned misleading and incorrect information relied on during the entire MCEA public consultation process in support of the Environmental Study Report ("ESR").

The Public relied on Information display panels during consultations around the MCEA that erroneously indicated cyclists accounted for 2% of mode share at all times of the day.[2] This number was woefully inaccurate and served to misinform and undermine the public consultation required by the MCEA.

Two weeks after the last public consultation session, Stephen Schjins, P. Eng., Manager, Infrastructure Planning explained how the erroneous counts came about and reviewed other incomplete traffic counts. His review is recorded in a June 30, 2011 memorandum. Mr. Schjins explained that cycling counts provided for the study were recorded on various dates between August 2007 and April 2009. His review showed cyclist counts were either not conducted in the same way as other modes[3] or off-peak bicycle results were assumed to apply to peak use.[4] Nevertheless, during one count at John Street and Adelaide Street cyclists made up 25% of the southbound traffic.[5]

[1] The Planning Partnership and URS Canada Inc., John Street Corridor Improvements Environmental Assessment Study, Tab 1 at page 5.
[2] John Street Corridor Improvements Public Information Panel, "Existing Conditions", June 17, 2010, Tab 2.
[3] Memorandum of Stephen Schijns, P. Eng., Manager, Infrastructure Planning, City of Toronto. Dated June 30, 2011 ("Schijns Memo"), Tab 3 at page 24.
[4] Note 3, Tab 3 at page 28.
[5] Note 3, Tab 3 at page 19.

Notwithstanding these defects, the Minister at the time, your predecessor Mr. Bradley, refused the bump-up request.[6] He reasoned the public reviewed design alternatives that contemplated bicycle infrastructure and the faulty 2% assumption was not used by the proponents in their final analysis supporting their choice to refuse separated bicycle infrastructure, writing: "*I am informed that the two percent was not used by the study team, and the figures were subsequently updated with the City's counts so that the numbers used for analysis were correct. However, the updated counts used in the analysis were not communicated to the public at the time*".[7]

We understand from this correspondence that the Minister based his decision in a large part on the proponent's reassurance that the preferred design was analyzed considering correct mode share figures notwithstanding the failure of sharing corrected information with the public.

Significant Increase in 2016 of Cyclist Use of John Street

Considering evidence of a drastic rise in bicycle commuter's use of John Street, and given the previous Minister's reliance traffic mode share analysis in his decision to refuse the bump-up request, it is now appropriate to reconsider the Environmental Assessment approval.

September 2016 Traffic Counts

There is a significant change in the mode share on John Street since December of 2012. This is very likely the result of a change in circumstances, namely, the installation in 2014 of cycle tracks on Richmond Street and Adelaide Street that intersect John Street and the expansion of Toronto's network of bicycle infrastructure.[8] <u>These changes in circumstances correspond to bicycle commuters becoming the majority users of John Street at certain peak times</u>.

In September of 2016 a group of private individuals commissioned professional traffic counts at the intersection of John Street and Queen Street West.[9] Those counts show cyclists make up **71.8%** of all road traffic headed south and **55.9%** headed north at weekday morning peak. During the weekday afternoon peak, cyclists account for **74.3%** of all traffic headed north and **41.2%** of all traffic heading south.

This study, in addition to further details discussed later in this correspondence, is new information demonstrating a significant change in circumstances making it clear that it is appropriate to reconsider the approval of the John Street Corridor Improvement application either by you, the Minister, or by the Environmental Review Tribunal as provided for in section 11.4 of *Environmental Assessment Act*, R.S.O. E. 18.

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[6] Letter from Jim Bradley, December 20, 2012, Tab 4 at page 40.

[7] Note 6, Tab 4 at page 40.

[8] In the City of Toronto, the term "Cycle Track" denotes a traffic lane for bicycle and mobility device use that is physical separated from motor vehicles with curbs, planters, bollards or other devices; "Bike Lane" refers to bicycle and mobility device traffic lanes delineated by paint.

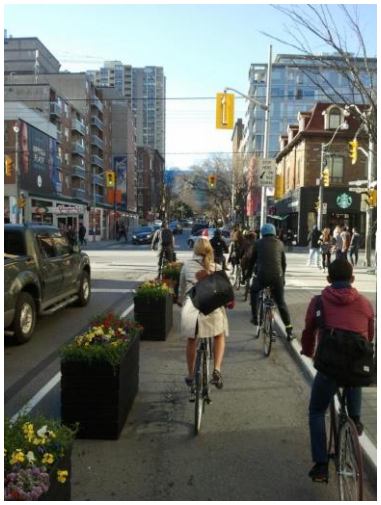
[9] Spectrum Traffic Data Incorporated, John St & Queen St W traffic count, September 21, 2016, Tab 5.

Negative Impacts of Road Narrowing Pilot Project

Road Narrowing Pilot Project

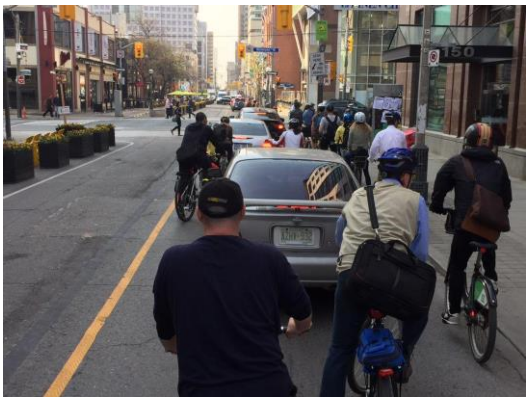
During the summers of 2013, 2014 and 2015 the City of Toronto experimented with the removal of the east traffic lane of John Street to accommodate sidewalk widening from Adelaide Street to Queen Street West. Toronto installed the pilot project in two broad phases. During the first phase the City of Toronto converted the east traffic lane to a widened "sidewalk" by physically separating it from the narrowed traffic lanes with concrete blocks and planters. After several days, the second phase saw the installation of street furniture, such as chairs, tables and benches, into the widened "sidewalk".

The phased installation of the pilot project provided unanticipated results. During the first phase and before the installation of street furniture, very many northbound cyclists assumed the barriers provided a cycle track. Cyclists filled the space as soon as it was available; demonstrating significant latent demand for safe cycle track infrastructure on John Street.[10]



Northbound cyclist commuters in widened sidewalk. Tab 10

After street furniture was installed it became clear the widened sidewalks provided bar patrons with a comfortable smoking area and offered outside lunch seating for nearby restaurants, but the road narrowing on John Street created uncomfortable and dangerous conditions for road users. Cyclists and motorists competed for insufficient space leading to widespread lane-splitting, crowding and other conflicts.[11]



Southbound competition for space. Tab 11

The lane narrowing pilot project was a valuable tool in measuring the impacts of road narrowing as contemplated by the Project. It showed lane narrowing would provide room for bar patrons along John Street to smoke and restaurant patrons to eat, however it also demonstrated the competition between cyclists and motorists for space in the narrowed lanes would become uncomfortable, dangerous and inefficient. This new information about the impact of lane narrowing on John Street further militates for your reconsideration of this approval or the reference of this application to the Environmental Review Tribunal.

[10] Ibiketo blog entry, An accidental protected bike lane on John Street, published June 2, 2014 at http://www.ibiketo.ca/blog/accidental-protected-bike-lane-john-street Tab 6.

[11] May 8, 2015 photograph of southbound morning peak road users on John Street at Richmond Street East Tab 7

Provincial Policy Statement and Active Transportation

The Province issued a new Provincial Policy Statement since the minister's approval of the undertaking. The Provincial Policy Statement, 2014 ("PPS, 2014") places greater emphasis on and a clearer articulation of active transportation as a way of decreasing car dependency, improving the environment and promoting stronger communities.

The PPS, 2014 introduces a definition of active transportation and calls for the promotion of healthy and active communities by "planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate *active transportation* and community connectivity".[12]

If allowed to proceed without reconsideration, the Project would undermine the important place John Street plays in the way bicycle users travel in downtown Toronto. The above referenced new information demonstrates lane narrowing creates a more dangerous situation on John Street for bicycle users, who are currently the majority users on John Street at peak travel times. Therefore, the Project is inconsistent with policy 1.5.1(a) of the PPS, 2014. We remind the Minister that s. 3(5)(a) of the *Planning Act* requires a decision "…in respect of the exercise of any authority that affects a planning matter…" to be consistent with the policy statement.

Please do not hesitate to contact us at your earliest convenience in respect of this application.

Yours very truly,

ERIC K. GILLESPIE
PROFESSIONAL CORPORATION
Per:

Ian Flett

C: Barbara Gray, General Manager, Transportation Services by courier
Brian Haley, City Solicitor by email
Joe Cressy, Ward 20 Councillor by email
Client

[12] Policy 1.5.1(1)(a) Provincial Policy Statement, 2014

TAB 1

1. Introduction and Background

The City of Toronto, in association with the Toronto Entertainment District Business Improvement Area (TEDBIA), has conducted this Municipal Class Environmental Assessment (MCEA) to evaluate potential improvements to the public realm along the John Street Corridor consistent with the City's objectives and the concepts outlined in the Toronto Entertainment District Master Plan, and to recommend which improvements will best meet the needs of the street now and in the future.

(There are two John Streets in the City of Toronto; One in Weston and one Downtown. The subject of the current study is downtown, running between Front Street and Stephanie Street)

1.1 Purpose of Environmental Study Report

The purpose of this Environmental Study Report (ESR) is to document the results of Phases 1 to 3 of the Schedule 'C' Municipal Class Environmental Assessment. This report documents the need and justification for improvements to John Street, documents the process used to select a preferred solution and design and identifies commitments to be honoured during the implementation and operation of the recommended design.

1.2 Overview of the Municipal Class EA Process

Municipal road projects are subject to the requirements of the Municipal Class EA published by the Municipal Engineers Association, which was approved by the Ministry of the Environment in October 2000, as amended in 2007. Accordingly, this study follows the Class EA Planning Process for Municipal Road Projects according to the Municipal Class Environmental Assessment.

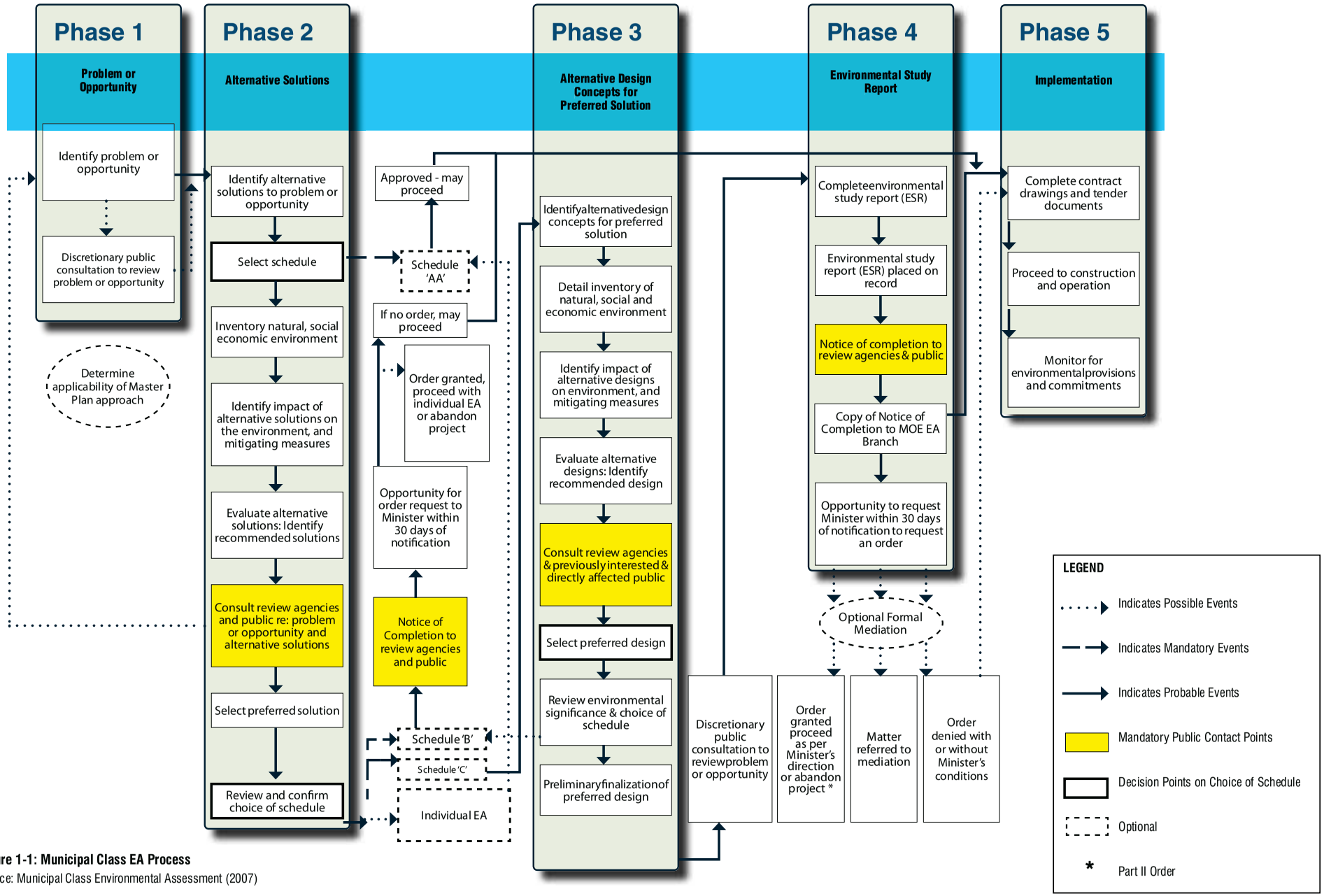


Figure 1-1: Municipal Class EA Process

Source: Municipal Class Environmental Assessment (2007)

A copy of the Municipal Class Environmental Assessment Planning and Design Process is provided in **Figure 1-1**. The five phases of the Class EA planning and design process are summarized as follows:

Phase 1	Identify the problem (deficiency) or opportunity
Phase 2	Identify alternative solutions to address the problem or opportunity, taking into consideration the existing environment, and select a preferred solution based on a thorough evaluation process and consultation with public, agencies and other stakeholders.
Phase 3	Examine a range of alternative design concepts for implementing the preferred solution, based on existing constraints, public and review agency input, potential environmental impacts, and methods of mitigating any negative environmental effects.
Phase 4	Document in an Environmental Study Report (ESR) the rationale for the recommended preferred design concept, based on the planning, design and consultation process established through Phases 1 to 3. The ESR must be made available for public and agency review and comment, for a specified period of time.
Phase 5	Complete contract drawings and documents, and proceed to construction of the recommended design concept, once all EA approvals are in place. Monitoring of construction activities and operations is undertaken to document the adherence to environmental provisions and mitigation measures noted in the ESR.

Given the anticipated construction cost and complexities surrounding this assignment, the planning process for the John Street improvements followed the requirements of a Schedule 'C'.

1.3 Project Study Area

The Environmental Assessment Study Area covers John Street between Stephanie Street and Front Street. For the purposes of this undertaking, following geographic areas were considered: **(Figure 1-2)**

Area of Influence: This is the broader area for consideration with respect to planning, urban design and traffic influences or impacts. This area generally extends from Dundas Street to the north, the Peter Street alignment to the west, Lake Ontario to the south, and the Simcoe Street alignment to the east

Urban Design Focus Area: This defines is the area considered important for coordinating the design of the public realm to ensure a consistent, coherent and compelling physical and visual connection between the Art Gallery of Ontario and the Waterfront. To that end, key design elements identified for John Street, such as paving materials and furnishing, should inform the design palette to be considered for the full extent of the Urban Design Focus Area.

John Street Right-of-Way: This is the primary area of focus for the exploration of improvements to the street itself (area highlighted in yellow), including both streetscaping and transportation functions. This area includes the entire John Street right-of-way extending from the north terminus at Stephanie Street to the south terminus at Front Street. While most of the street falls within the Toronto Entertainment District BIA, it intersects with the Queen Street West BIA north of Richmond Street. The remaining segment north of Renfrew Place does not fall within a BIA.

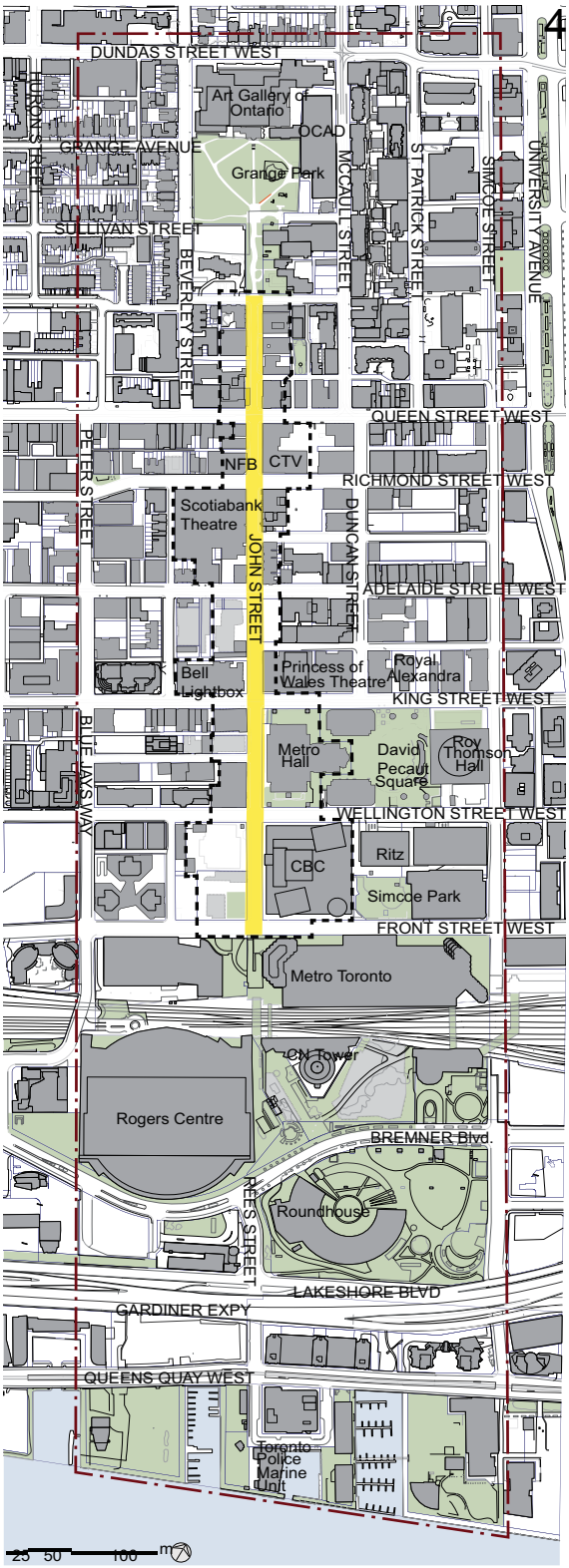


Figure 1-2: Study Area

2. Study Approach and Consultation

The Municipal Class EA process provides a decision-making framework that enables the requirements of the EA Act to be met in an effective manner. The Class EA process sets a framework that is flexible so that proponents can customize it to address the needs of each project. As a result the following tasks were carried out for the John Street Improvement Class EA:

- Identify the Archeological and Built Heritage constraints;
- Undertake a tree inventory within the corridor and determine the general health of the current urban forest through an arborist report;
- Identify the existing and future transportation requirements including pedestrians, cyclists and vehicles (including goods and services needs);
- Identify urban design objectives including needs to maintain a vibrate economic environment for local businesses;
- Identify the alternative planning solutions;
- Review the alternative solutions with regards to the identified constraints and requirements;
- Select a preferred alternative solution;
- Identify the alternative designs;
- Review the alternative designs with regards to the identified constraints and requirements;
- Select a preferred alternative design; and,
- Identify potential measures required to mitigate the anticipated impact of the preferred design.

Consultation is a key component to any Environmental Assessment. The following sections discuss the consultation undertaken as part of this municipal Class EA.

2.1 Study Organization

For the City of Toronto, the project manager was Scott Mitchell of the Infrastructure Planning Unit, Transportation Services Division. Harold Madi of The Planning Partnership managed the consultant team while Scott Thorburn of URS Canada guided the EA process and oversaw the transportation and engineering aspects of the study. Urban Design, Landscape Architecture and Arborist Services was provided by The Planning Partnership, while Transportation, Built Heritage Resources and Cultural Heritage Assessment was provided by URS Canada Inc.

The project team had formal meetings at various stages during the study, to review project data, alternative solutions, alternative design concepts, evaluation criteria and recommendations, public and

agency input, Public Open House presentation material, and other technical issues.

To supplement the guidance and direction provided by the project team, details of the study were presented to and reviewed by a Technical Advisory Committee (TAC) comprising the following City of Toronto staff:

- Stephen Adams: Technical Services - Design and Construction
- Les Arishenkoff: Toronto Water – Water Infrastructure
- Graham Bailey: Transportation Services – Public Realm
- Danny Budimirovic: Transportation Services – Traffic Operations
- Rob Burlie: Transportation Services – Road Operations
- James Chandler: Transportation Services – Traffic Management Centre
- David Dunn: Transportation Services – Cycling Infrastructure
- Julia Fu: Transportation Services – Traffic Management Centre
- Joby Garcia: Toronto Fire Services
- David Hessels: Economic Development – Business Improvement Areas
- Carly Hinks: Transportation Services – Street Furniture Management
- Susan Hughes: , City Planning - Heritage Preservation Services
- Shamez Kassam: Emergency Medical Services
- Mike Logan: Public Consultation
- Lynda MacDonald: City Planning – Community Planning
- Mary MacDonald: City Planning - Heritage Preservation Services
- Caroline Mellor: Emergency Medical Services
- Michael Moffatt: Toronto Police Services
- James Parakh: City Planning – Urban Design
- Dan Nicholson : City Planning - Community Planning
- Penelope Palmer: Technical Services – Planning and Programming
- Michael Popik: Technical Services – Planning and Programming
- Tabassum Rafique: Transportation Services – Traffic Planning
- Dave Richards: Toronto Police Services
- Greg Rich: City Planning – Urban Design
- Stephen Schijns: Transportation Services – Infrastructure Planning
- Nigel Tahair: City Planning – Transportation Planning

- Pat Thornback: Municipal Licensing and Standards
- Mark Van Elsberg: Transportation Services – Public Realm
- Mark Ventresca – Urban Forestry – Tree Protection and Plan Review

In addition, the Toronto Entertainment District Business Improvement Area (TEDBIA) was represented on the TAC by its Executive Director, Janice Solomon.

2.2 External Involvement

In addition to the participation by all city departments through the TAC, the project team engaged other key stakeholders including the TEDBIA (formally referred to as the Stakeholder Advisory Group), all public and private utilities, and provincial agencies. A summary of agency comments and relevant correspondence is included in **Appendix A**.

2.3 Public Consultation

The Municipal Class EA has defined mandatory points of contact during the Municipal Class EA process. The comments provided by the public and interest groups have been used to guide the planning process and to verify that all relevant matters were considered during the planning and decision-making process. A summary of the public correspondence and input received during the course of the Study is provided in **Appendix A**.

2.3.1 Public Information Centre #1

The first round of public consultation was held on June 17, 2010 at Metro Hall. A copy of the notification regarding the public meetings is provided in **Appendix A.3** and was provided as follows:

- A notice of Public Open House was published in NOW! Magazine starting on June 10 and 17, 2010.
- The PIC #1 Flyer/ Ad was distributed to all civic addresses in the study area. A total of 13,629 flyers were delivered on June 11, 2010 by Canada Post.
- Government agencies were notified by mail (see Appendix B for distribution list).

The purpose of this meeting was to introduce the study to the public and present some of the initial key findings and existing conditions analysis. Six alternative solutions were presented to the public and how each alternative solution ranked according to the evaluation criteria. Input on each of the Alternative

Solutions was sought either through personal one-on-one conversations with members of the Project Team, or through the submission of a comment sheet as part of the handouts provided.

The Public Information Centre was held in an open house format, where the display panels were on-hand and participants were free to read and ask questions. For those unable to attend the evening's event, all material was subsequently posted on the City of Toronto's website.

Of those in attendance, 30 people signed-in. Based on a count of all those at the meeting, there were approximately 45 people participating. To date, the Project Team has received the following:

- 87 comments submitted via e-mail
- 10 PIC #1 comment forms submitted (8 at the event, 2 following the event)

2.3.2 Public Information Centre #2

The second round of public consultation was held on June 16, 2011 at Metro Hall. A copy of the notification regarding the public meetings is provided in **Appendix A.2** and was provided as follows:

- The Notice of Public Open House was published in NOW! Magazine on June 9 2011
- The Notice of Public Open House was also delivered to 9,970 municipal addresses in the EA study area by Canada Post on June 8, 2011

The purpose of PIC #2 was to update the public on work to date, and present both the evaluation of the alternative solutions and the two alternative designs. Input on each of the alternative designs was sought either through personal one-on-one conversations with members of the Project Team, or through the submission of a comment sheet as part of the materials provided.

The Public Information Centre was held in an open house format, where the display panels were on-hand and participants were free to read and ask questions. For those unable to attend the evening's event, all material was subsequently posted on the City of Toronto's website.

Of those in attendance, 109 members of the public signed in at the meeting. To date, the Project Team has received the following:

- 25 comments submitted via e-mail
- 52 PIC #2 comment forms submitted (48 at the event, 4 following the event)

2.4 Aboriginal Consultation

Prior to PIC #1, the City of Toronto's Consultation unit undertook consultation with Toronto's aboriginal community. Letters informing them of the study and inviting them to participate have been included as **Appendix B** of this report.

2.5 Notice of Study Completion

At the end of the planning and decision-making process, the ESR is placed on the public record with the City of Toronto for a 30-day review period. If there are any outstanding concerns that are not resolved during project planning, the person or party with the concern must make a written request to the Minister of the Environment for a "Part II Order" within this 30-day review period. The "Part II Order" is a request that the project be subject to formal governmental review and approval under the Environmental Assessment Act.

A Notice of Study Completion advising of the start of the 30-day public review period and the location(s) where the ESR can be reviewed is to be mailed to all agencies, stakeholders, and property owners on the project mailing list, published in NOW magazine, and published on the City's web site for the project (http://www.toronto.ca/involved/projects/john/index.htm)

3. Project Need and Justification

As mentioned previously, the purpose of this project is to evaluate potential improvements to the public realm along the John Street Corridor consistent with concepts outlined in the Toronto Entertainment District Master Plan **(Figure 3-1)**, and to recommend which improvements will best meet the needs of the street users now and in the future.

3.1 Policy and Planning Context

The John Street corridor has long been recognized as a route of civic importance in the City of Toronto. The major existing, underway or planned facilities of cultural importance on or near the John Street corridor include: the Art Gallery of Ontario (AGO), Ontario College of Art and Design (OCAD), Grange Park, Bell Media broadcasting centre (CTV), National Film Board of Canada (NFB), Scotiabank Theatre, TIFF Bell Lightbox, Princess of Wales Theatre, Royal Alexandra Theatre, Roy Thomson Hall, David Pecaut Square, CBC broadcasting centre (including Glen Gould Theatre), Metro Toronto Convention Centre (MTCC), CN Tower, Rogers Centre, Ripley's Aquarium (to be completed in 2013), John Street Roundhouse (Toronto Railway Heritage Centre) and Roundhouse Park.

In recent years, there has been growing recognition of John Street's potential for the City including its designation as one of four streets that are 'Cultural Corridors' (City of Toronto, 'Canada's Urban Waterfront: Waterfront Culture and Heritage Infrastructure Plan', 2001) and within an area identified as the 'Avenue of the Arts' (City of Toronto, 'Culture Plan for the Creative City', 2003). In designating the John Street corridor as a 'Cultural Corridor', the City's report states that:

> *"John Street, as a central urban street, can be understood as a cultural new media link to the central waterfront, linking the city's cultural activities with the water's edge.*
>
> *A revitalized John Street could become Canada's premier street of arts, entertainment and culture. Promoted as part of a global tourism strategy, John Street would become a must-see destination and the place to celebrate the convergence of art, design and the new media that is rapidly transforming Canada's cultural landscape."*

In an effort to enhance the public realm setting around major cultural institutions, the City commissioned a study (City of Toronto, Cultural Institutions in the Public Realm, 2008) that recognized the importance of the John Street corridor as a connective spine between major cultural institutional clusters. Accordingly, the study made the following recommendation:

> *"John Street is a cultural corridor connecting to the waterfront. Recognize this street as a pedestrian priority route, to be maintained in a state of good repair and marked as a priority for improvements."*

The study further recommends the following action:

> *"Develop a streetscape improvement plan for John Street, including an audit of existing conditions and detailed design proposal for implementation. Enhance the pedestrian realm along John Street with a unique streetscape character illustrating the route's cultural significance. Increase sidewalk width and narrow the roadway whenever possible to create a more comfortable pedestrian promenade."*

A number of policies, plans and studies either directly discuss the transformation along John Street corridor, or point towards changes that would be consistent with the urban design and transportation objectives set out in the Problem/Opportunity statement. Furthermore, there has been a series of plans and studies over the years that have consistently recognized the extraordinary untapped opportunity that the John Street corridor presents to the City of Toronto as a potential cultural resource. Please refer to **Appendix C** for an overview of the number of documents and initiatives that establish the policy and planning context for this EA.

- City of Toronto Official Plan (2006)
- King-Spadina Secondary Plan (City of Toronto, 2006)
- King Spadina Urban Design Guidelines (City of Toronto, 2006)
- Pedestrian Charter (City of Toronto, 2002)
- City of Toronto Bike Plan (2001)
- Toronto Green Development Standards (City of Toronto, 2007)
- The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area (Metrolinx, November 2008)
- Canada's Urban Waterfront: Waterfront Culture and Heritage Infrastructure Plan (City of Toronto, 2001)
- Culture Plan for the Creative City (City of Toronto, 2003)
- Cultural Institutions in the Public Realm (City of Toronto, 2008)
- Toronto Entertainment District Master Plan (Business Improvement Area, March 2009)
- John Street Design Charrette (City of Toronto, March 2009)
- City of Toronto Council Motion (City of Toronto, September 2009)

3.2 Toronto Entertainment District Master Plan

The Toronto Entertainment District Business Improvement Area, which encompasses the John Street corridor up to Queen Street, recently prepared a Master Plan (March, 2009) that identified the transformation of John Street as a key priority. A physical vision was articulated for the transformation of John Street, which would realize its potential as cultural corridor. Specifically, the Master Plan identifies John Street improvements as one of the six key over-arching strategies for the District. **Figure 3-1** shows the BIA Master Plan area.

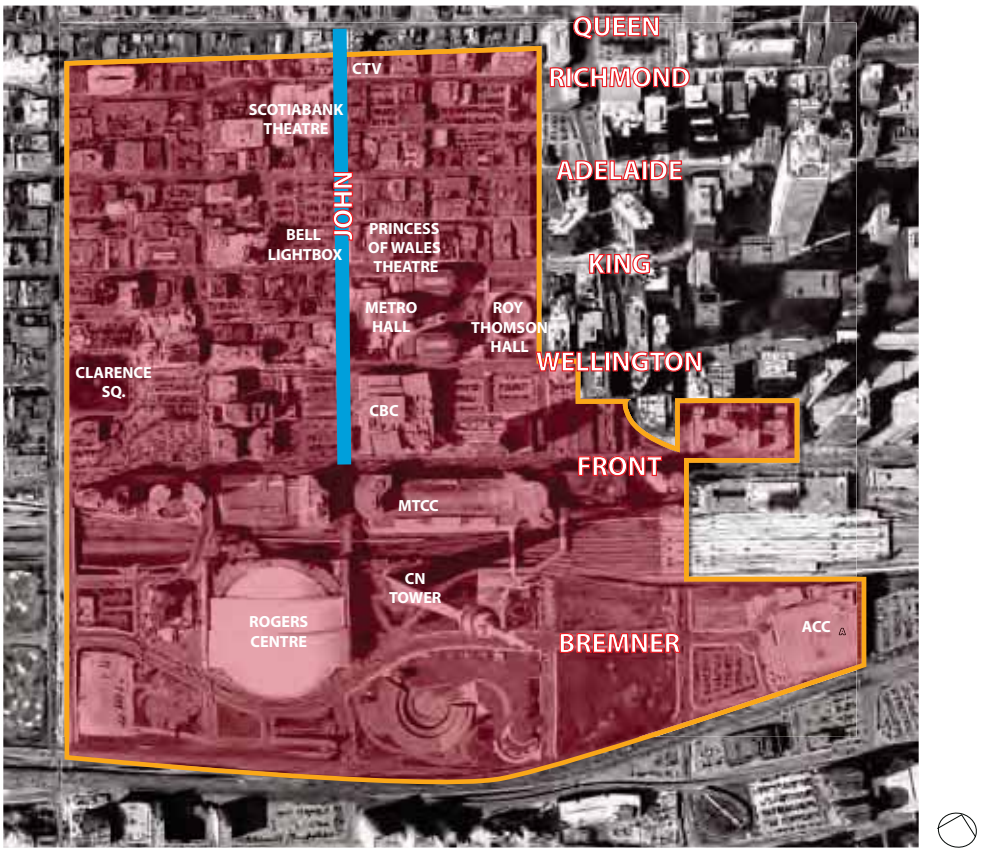


Figure 3-1: BIA Master Plan Area

The John Street corridor extending from the Art Gallery of Ontario to the Waterfront links an extraordinary number of recognizable cultural landmarks and attractions, and has long been identified as a 'Cultural Corridor' for which the Master Plan aims to bring to fruition. The John Street Promenade can serve as a compelling and memorable new focus for the District that:

- Links the District's major civic and cultural attractions
- Provides a strong and central north-south connection linking five of the six Character Areas and key east-west destination shopping and dining streets

- Strengthens the District's physical and visual connection to the Queen West and Waterfront areas
- Serves as location for festivals and events that would require road closures

The Plan outlines the key physical characteristic for bringing the vision for the John Street corridor to fruition, including:

- A unique and high quality streetscape and design treatment
- Narrowed roadway and widened landscaped sidewalks with public art opportunities
- Outfitted to easily close to vehicular traffic for special events and festivals
- Complementary land uses and developments that will ensure a vibrant Promenade in all hours and seasons

The Plan also acknowledges the potential for the John Street corridor to serve as a unique extension to the open space system, in addition to the street network. Specifically, the corridor is defined as a 'Red Carpet':

- Red Carpets refer to distinctive streetscape treatments proposed across the District to correspond to important cultural attractions such as theatres and sporting venues.
- They correspond to pedestrian priority streets such as the John Street Promenade and the streets framing Plazas and Squares.
- While each Red Carpet may be distinctive in their design, they share are envisioned to share a unique paving treatment that extends onto the roadway to enhance the setting of an important area, street or buildings. Objectives for the design treatment of 'Red Carpets' include:
- To create a plaza-like appearance, which visually adds to the open spaces network.
- In some instances this plaza effect may be formalized as they may also correspond to occasional 'red carpet' events where temporary street closures may be required.

There are **two initiatives contemplated** within the Study Area:

A Streetscape Master Plan – As part of an overall coordinated improvement to the Urban Design Focus Area and as guidance to future developments, a plan will be developed that will harmonize the area by identifying specific streetscaping and other roadway design elements.

John Street Improvements – As a key component of the Streetscape Master Plan, an improvement plan for the John Street Right-of-Way will be developed. This is the primary focus of the technical aspects of the EA as it will include investigating opportunities to enhance the quality of the public realm, in addition to streetscaping treatments, with the key focus on strengthening the pedestrian environment.

3.3 Project Problem / Opportunity Statement – Develop a Cultural Corridor

John Street currently lacks a distinctive and inviting public realm. The existing public realm does not meet the current or future pedestrian and civic needs of this corridor given the rich and exceptional concentration of cultural institutions and attractions.

A review of surrounding emerging and planned developments reveals that the area around John Street is one of the most rapidly evolving parts of the City of Toronto.

Over the next five years, TEDBIA is expected to experience a 144% increase in residential population; 38% increase in daytime working population; 51% increase in daily pedestrian traffic; 79 million individual visits to key area attractions; and $8 billion in private sector investment. It should be noted that despite this extraordinary transformation, no major public sector investments in the public realm have been earmarked for the BIA in the form of either new or improved public open spaces or streetscapes.

This project focuses on the following design objectives/opportunities:

- Develop a strong continuous north-south pedestrian corridor from the Art Gallery of Ontario to the Waterfront with enhanced streetscaping, a continuous public art experience and an embedded wayfinding strategy.
- Develop a coordinated and unified approach for public realm improvements associated with private sector and cultural sector needs /initiatives.
- Enable expanded areas for outdoor spill-out activities associated with existing and future adjacent uses and cultural institutions.
- Enable adequate space with sufficient flexibility to host festivals and events in a seamless and integrated manner.
- Enhance the streetscape to a quality and character that is warranted given its civic and cultural importance to the city.

TAB 2

JOHN STREET CORRIDOR IMPROVEMENTS
Environmental Assessment Study

Existing Conditions

How is John Street Used?

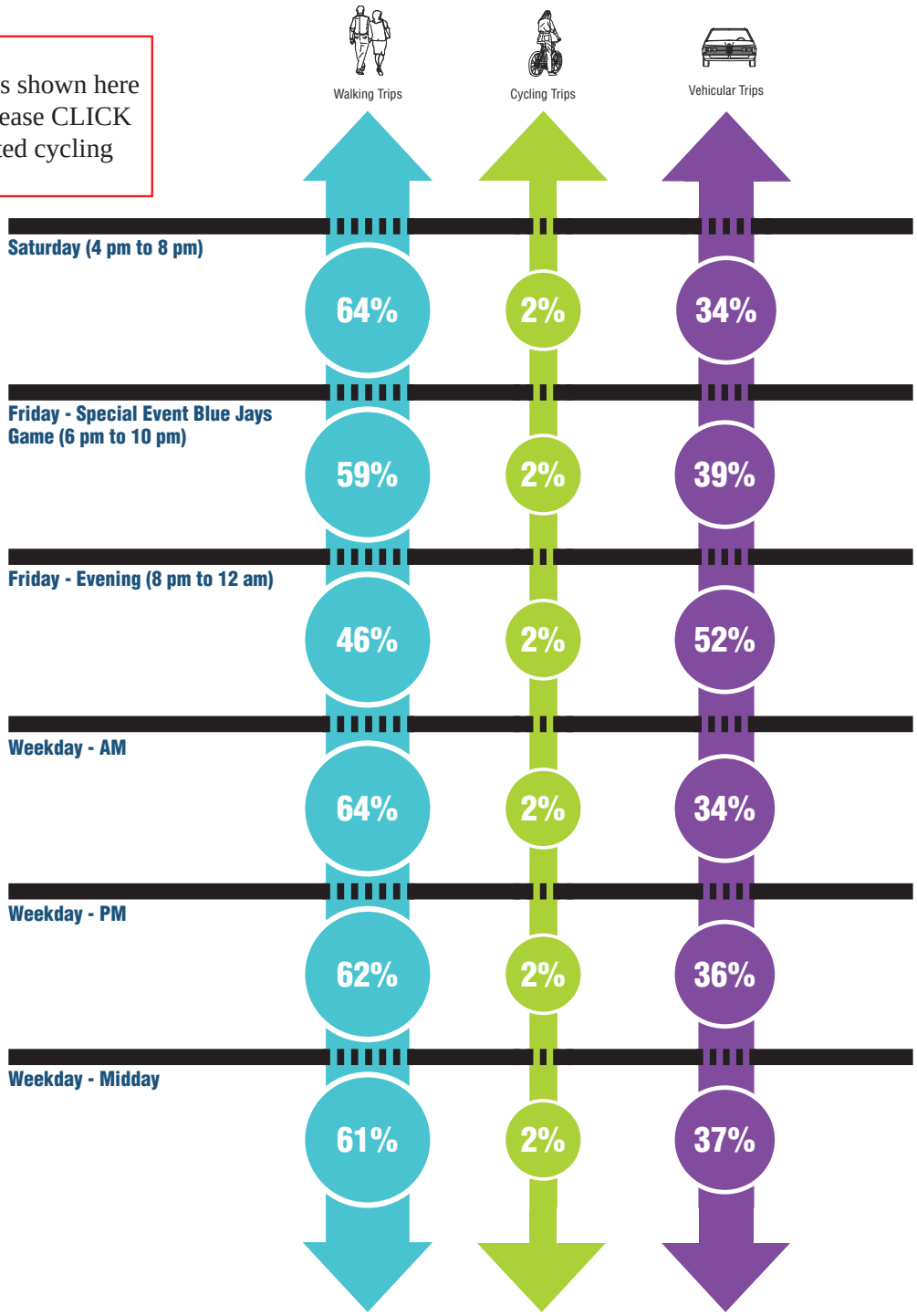
Summary of Significant Patterns based on Available Data:

- Highest auto volumes along John Street observed during weekday PM peak hour.
- Highest percentage of walking trips along John Street are observed north of Richmond Street St. W. during the Friday and Saturday evenings.
- Significant pedestrian volumes along John Street, from Wellington St. W. to Front St. W. are exhibited during the traditional commuting peak hours.

The result of the transportation assessment that:

- Walking trips currently make up about 60% of the total trips along John St. corridor on average and cycling and vehicular trips make up 2% and 40% respectively. While cycling trips make up 2% of the average, it is noted that this does not preclude the provision of a shared vehicular/ cycling lane along John Street.

June 30, 2011
Weekday figures shown here are incorrect. Please CLICK HERE for updated cycling information.



TAB 3

TORONTO

John Mende, P.Eng.
Director, Transportation
Infrastructure Management

Andy Koropeski, P.Eng.
Acting General Manager
Transportation Services Division

City Hall, 22nd Floor, East
100 Queen Street West
Toronto, Ontario M5H 2N2

Tel: 416-392-5348
Fax: 416-392-4808
jmende@toronto.ca
www.toronto.ca

MEMORANDUM

DATE June 30, 2011

To: file

From: Stephen Schijns, P.Eng., Manager, Infrastructure Planning

Copy to: Scott Thorburn, URS Canada
Harold Madi, Planning Partnership
Dave Dunn, Cycling Infrastructure and Programs
Scott Mitchell, Technical Services
Mike Logan, Public Consultation
John Mende, Director, Transportation Infrastructure Management

Subject: Cycling Figures on John Street

As part of the John Street Environmental Assessment Study, cycling use of the street is to be documented as one element in the Background Information stage. This memo summarizes all the cycling information assembled and used in the study.

This memo recognizes the concern and controversy over the use of a "2 %" mode share for cyclists in the first round of public consultation (June 2010) and addresses how that figure was generated.

There were three cycling data sources used in the study:

1) City traffic counts (2007 – 2009)
2) URS off-peak counts (April – May, 2010)
3) City cycling tube counts (Sept. – Oct. 2010)

In addition, Toronto Cyclists Union founder Dave Meslin has published peak period counts undertaken informally in June 2011.

Note that the 100+ pages of raw traffic counts upon which this discussion is based are not attached, but remain on file.

1. City Traffic Counts (2007 – 2009)

At the start of the John Street study, the City provided the Consultant (URS) with the following weekday traffic counts, as being the most recent available in the corridor:

John Street / Queen Street West:	Thursday, April 23, 2009
John Street / Richmond Street West:	Monday, March 2, 2009
John Street / Adelaide Street West:	Wednesday, August 1, 2007
John Street / King Street West:	Monday, June 25, 2007
John Street / Wellington Street West:	Monday, November 3, 2008
John Street / Front Street West:	Thursday, April 23, 2009

The John / Adelaide count was the only one showing peak hour cycling volumes, and even then only in the southbound direction. Auto figures appeared to be valid for all the counts. The counts were summarized for the AM and PM Peak hours in Figures 2-3 and 2-4 in Technical Memo #1 (see following).

At the John / Adelaide intersection, the mode share breakdown for north-south travel on John Street can be calculated in the southbound direction:

Peak Hour	AM		PM	
	No.	Share	No.	Share
Autos	194	-	315	-
Auto Persons*	233	48 %	378	48%
Cyclists	123	25 %	57	7%
Pedestrians	133	27 %	349	45%
Total persons	489	100 %	784	100%

*assume 1.2 persons per auto

These unidirectional figures for one intersection drawn from one weekday in August 2007 can not be considered representative of the John Street corridor as a whole, and indeed are not likely reliable for non-auto modes. It is the City's experience that intersection counts, unless specifically targeting pedestrian and cyclist activity, do not generally yield reliable data for those modes of travel[1]. The City will undertake separate counts for pedestrians and cyclists when necessary.

[1] The figures here may be compared with the all-mode counts undertaken in June 2011 for southbound John Street at Richmond Street (see Section 5): the auto count is comparable (223 vs. 194) but both the cyclist (267 vs. 123) and pedestrian (351 vs. 133) counts are substantially greater, yielding a 30 % / 30 % / 40 % distribution of auto users, cyclists, and pedestrians compared to the 48 % / 7 % / 45 % result shown here.

Figure 2-3 – Existing Traffic Volumes (Weekday A.M. Peak Hour)

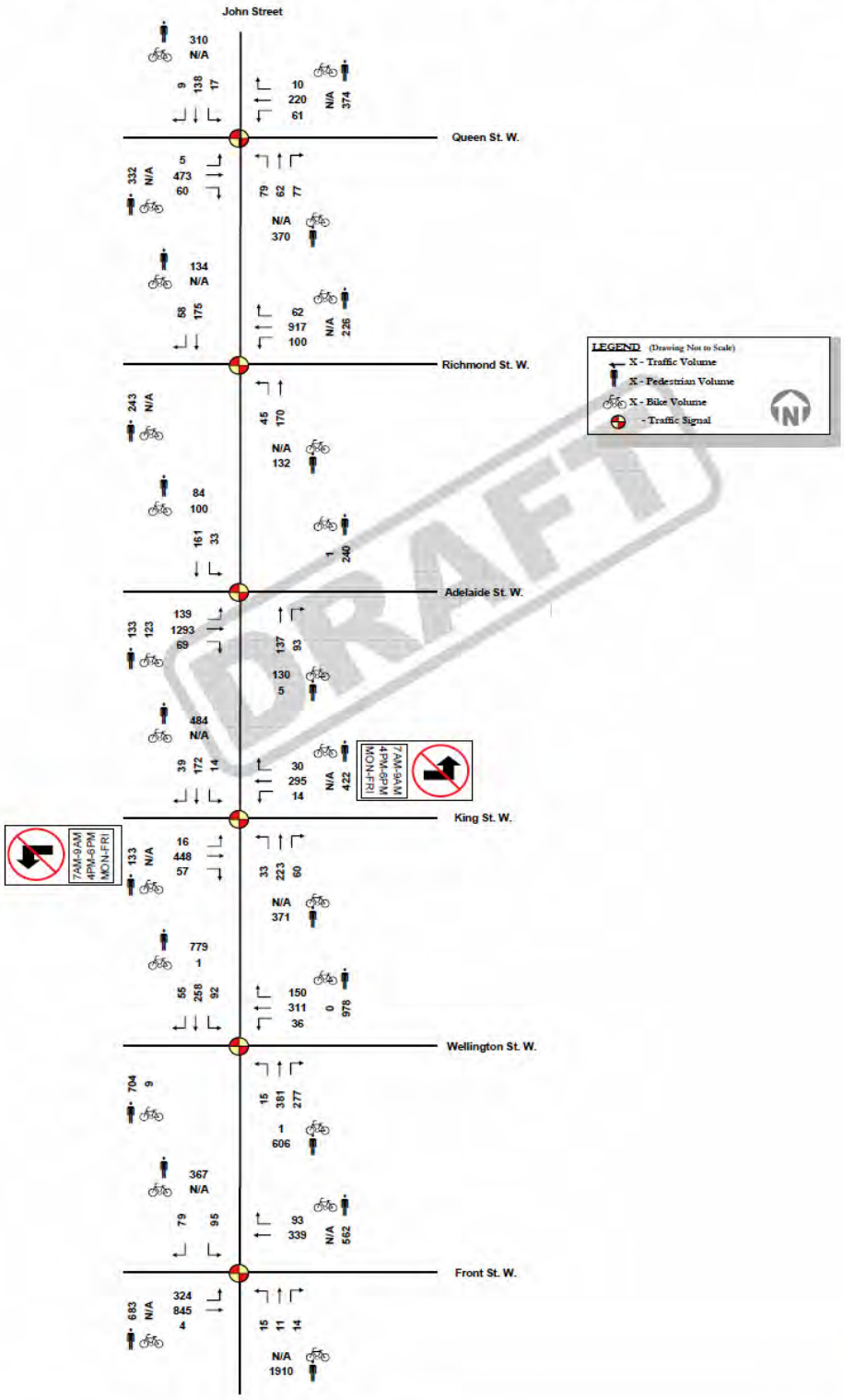
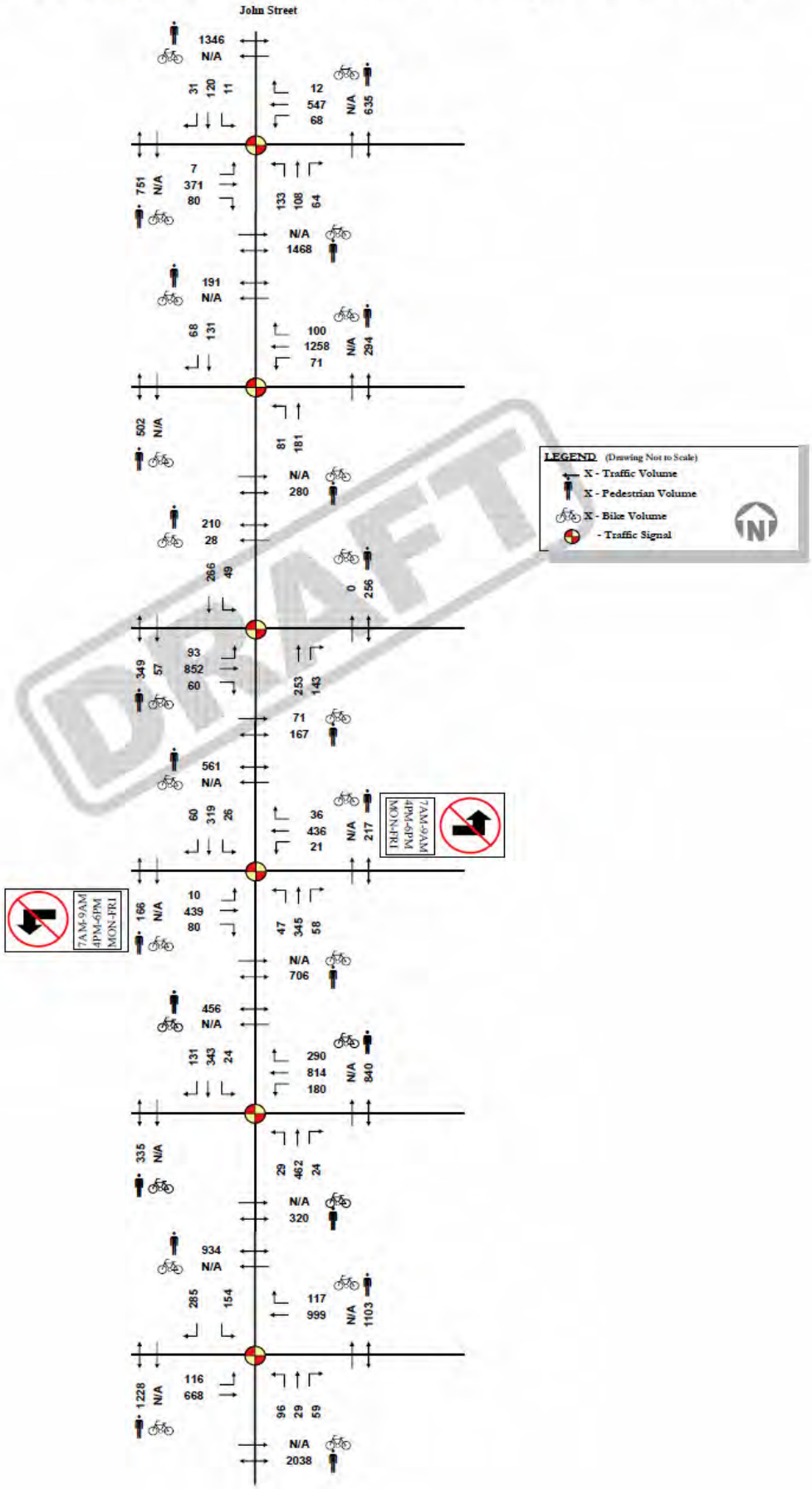


Figure 2-4 – Existing Adjusted Traffic Volumes (Weekday P.M. Peak Hour)



2. URS Off-Peak Counts (2010)

To supplement the City's weekday auto traffic counts and to gain useful pedestrian data for the EA study, URS commissioned a set of off-peak counts aimed primarily at understanding the pedestrian volumes on weekend evenings and during special events. These counts were undertaken as follows:

Friday, April 23, 2010:	8:00 PM to12:00 PM
Friday, April 30, 2010	6:00 PM to10:00 PM
Saturday, May 15, 2010	4:00 PM to 8:00 PM

The April 23 count did not document cyclists; this was corrected for the subsequent counts.

The April 30 count reflected a Blue Jays baseball game that started at 7:07 PM and ended at 9:48 PM[2].

The detailed counts were summarized in Figure 2-3 for the peak hours extracted from all five peak periods (AM and PM peak hour City counts, and Friday early evening, Friday late evening, and Saturday evening URS counts). Note that some minor adjustments were made in balancing the AM and PM counts.

[2] It may be noted that the Blue Jays attendance for that game (12,722) was relatively low; the team's average attendance in 2010 was 19,173 (the lowest in team history at the Rogers Centre), and the range was from 10,314 to 46,321 over 78 home dates. Higher-attendance games would be assumed to generate greater pedestrian volume and hence higher pedestrian mode shares on John Street before and after games. It may also be noted that over the preceding decade Blue Jays attendance averaged between 20,000 and 30,000; the 1993 championship season attained an average attendance of 50,098.

Figure 2-3 – Existing Adjusted Traffic Volumes (All peak periods)

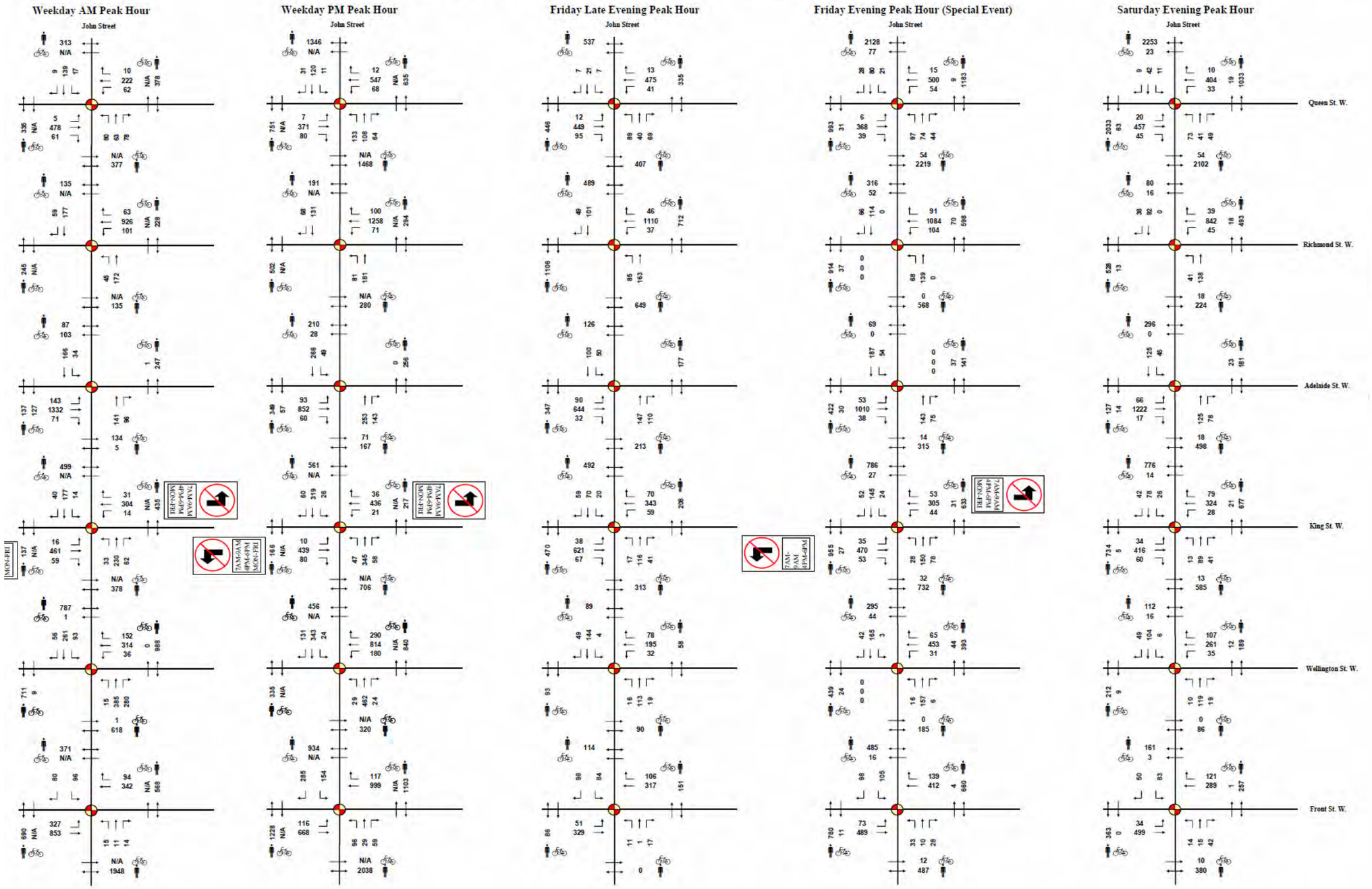


Table 2-3 summarizes the key data from Figure 2-3. Note that the only valid weekday peak period cycling volumes are southbound at Adelaide Street. The person-trip volumes assume 1.1 persons per vehicle in peak hours and 2.0 persons per vehicle on evenings and weekends.

Table 2-3 – John Street (Usage by Mode – Number of Person/Vehicle Trips)

Links	In Vehicles		Pedestrians*		On Bicycles	
	NB Vol.	SB Vol.	West S/W	East S/W	NB	SB
Weekday A.M. Peak Hour						
Queen St. West to Richmond St. West	235	262	335	378	N/A	127
Richmond St. West to Adelaide St. West	284	278	245	247		
Adelaide St. West to King St. West	277	237	137	435		
King St. West to Wellington St. West	537	410	711	988		
Wellington St. West to Front St. West	680	297	711	988		
Weekday P.M. Peak Hour						
Queen St. West to Richmond St. West	305	268	751	635	N/A	57
Richmond St. West to Adelaide St. West	346	315	502	294		
Adelaide St. West to King St. West	396	405	349	256		
King St. West to Wellington St. West	752	498	335	840		
Wellington St. West to Front St. West	515	523	1228	1103		
Friday Late Evening Peak Hour						
Queen St. West to Richmond St. West	209	157	1106	712	N/A	
Richmond St. West to Adelaide St. West	248	150	1106	712		
Adelaide St. West to King St. West	257	149	470	208		
King St. West to Wellington St. West	191	197	470	208		
Wellington St. West to Front St. West	158	176	93	151		
Friday Evening (Special Event) Peak Hour						
Queen St. West to Richmond St. West	230	180	993	1183	70	37
Richmond St. West to Adelaide St. West	207	241	914	598	70	37
Adelaide St. West to King St. West	238	225	955	633	37	30
King St. West to Wellington St. West	256	242	955	633	44	27
Wellington St. West to Front St. West	222	203	780	660	44	24
Saturday Evening Peak Hour						
Queen St. West to Richmond St. West	163	130	2033	1033	19	63
Richmond St. West to Adelaide St. West	191	170	528	493	23	14
Adelaide St. West to King St. West	203	146	734	677	23	14
King St. West to Wellington St. West	226	166	734	677	21	9
Wellington St. West to Front St. West	170	139	363	257	12	9

*Intersection volumes assumed to be mid-block volumes.

3. URS Usage Calculations

The project team wanted to present some indication of all modes of usage along John Street at the June 2010 PIC. However, a detailed accounting of the activity was not possible due to the lack of cyclist counts for many time periods and locations throughout the corridor. The following steps were taken:

- Recognizing that the Friday April 30th and May 15th datasets were complete, a block-by-block calculation of the number of vehicles, cyclists and pedestrians was made, based on the

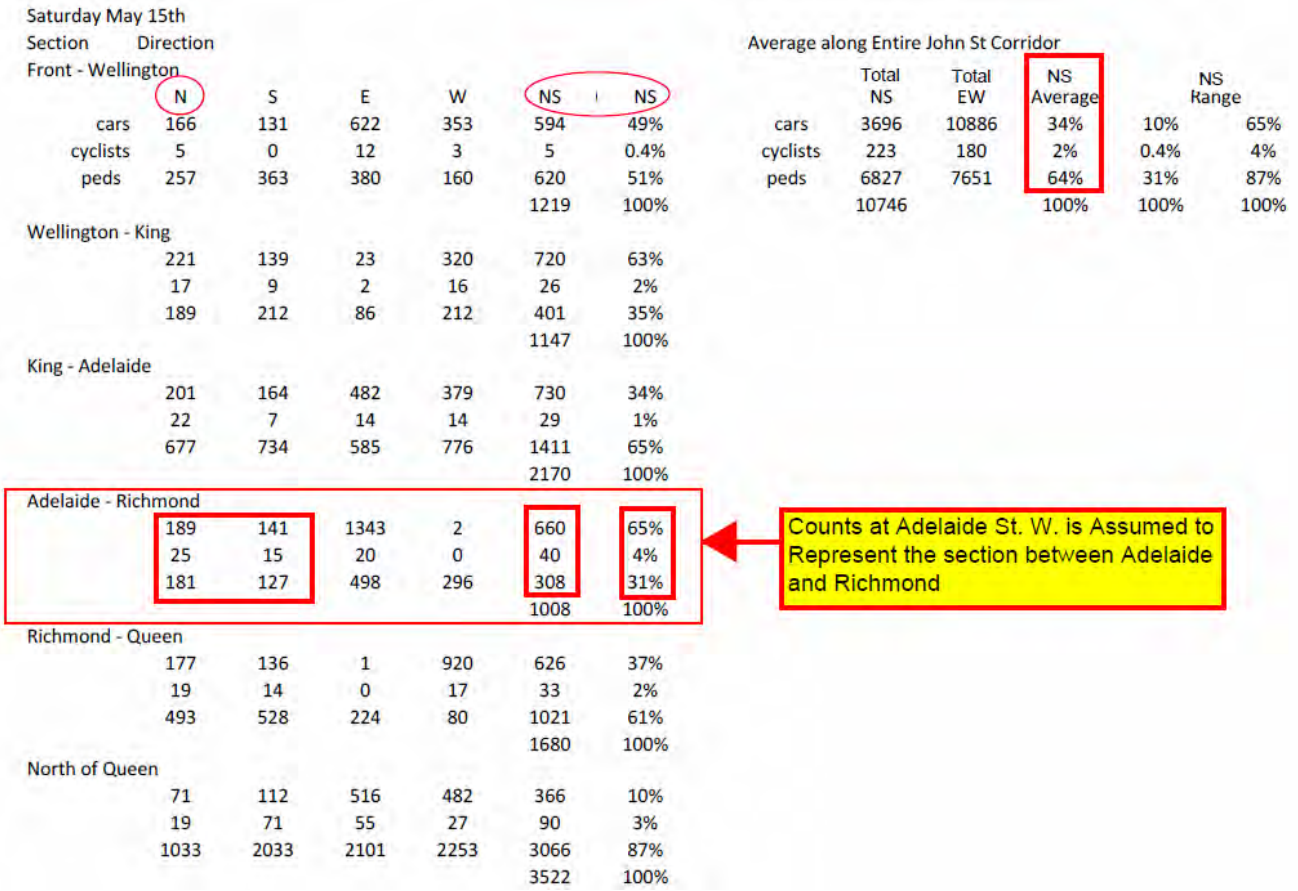
intersection counts. It was assumed that the proportion of various transportation modes within each link is similar to the southern intersection of the link. For example, the John Street / Adelaide Street data were used to represent the block of John street from Richmond Street West to Adelaide Street West

- In the example highlighted below, the total north-south vehicular activity (cars plus trucks) was generated by summing up the total southbound exiting (139 cars + 2 trucks= 141 vehicles) and northbound exiting (185 cars + 4 trucks= 189 vehicles per hour) at the John street intersection with Adelaide Street West.

- Similar calculations were made for the other locations

The figures from the Saturday evening peak hour (specific hour varies depending on the intersection) show, in the first four columns, the number of vehicles at each approach. Assuming an average 2.0 persons per vehicle, the "NS" column totals the number of people moving north-south through each intersection by car, bicycle, and foot. The modal share of person movement is calculated at each intersection for the segment to its north.

The small table to the right summarizes the situation along the whole of the corridor, by simply mathematically averaging the north-south activity in the six subsections. The "average" modal share is calculated from that data. The range by block is also noted for each mode.



Saturday May 15th

Section / Direction	N	S	E	W	NS	NS
Front - Wellington						
cars	166	131	622	353	594	49%
cyclists	5	0	12	3	5	0.4%
peds	257	363	380	160	620	51%
					1219	100%
Wellington - King						
	221	139	23	320	720	63%
	17	9	2	16	26	2%
	189	212	86	212	401	35%
					1147	100%
King - Adelaide						
	201	164	482	379	730	34%
	22	7	14	14	29	1%
	677	734	585	776	1411	65%
					2170	100%
Adelaide - Richmond						
	189	141	1343	2	660	65%
	25	15	20	0	40	4%
	181	127	498	296	308	31%
					1008	100%
Richmond - Queen						
	177	136	1	920	626	37%
	19	14	0	17	33	2%
	493	528	224	80	1021	61%
					1680	100%
North of Queen						
	71	112	516	482	366	10%
	19	71	55	27	90	3%
	1033	2033	2101	2253	3066	87%
					3522	100%

Average along Entire John St Corridor

	Total NS	Total EW	NS Average	NS Range	
cars	3696	10886	34%	10%	65%
cyclists	223	180	2%	0.4%	4%
peds	6827	7651	64%	31%	87%
	10746		100%	100%	100%

Counts at Adelaide St. W. is Assumed to Represent the section between Adelaide and Richmond

Following are the data and averages for the Friday evening peak hour (Blue Jays game), using the same calculations.

Friday April 30th													
Section			Direction					Average along entire John St					
Front - Wellington													
	N	S	E	W	NS	EW	NS		Total NS	Total EW	Average	Range	
cars	222	203	622	543	850	2330	37%	cars	4920	12176	37%	20%	57%
cyclists	4	11	12	16	15	28	1%	cyclists	355	404	2.7%	1%	4%
peds	660	780	487	485	1440	972	62%	peds	8046	7948	60%	41%	79%
					2305		100%		13321				
Wellington - King													
	222	196	9	511	836	1040	48%						
	44	24	7	44	68	51	4%						
	393	439	185	295	832	480	48%						
					1736		100%						
King - Adelaide													
	238	242	572	385	960	1914	37%		355	0.02665			
	31	27	32	27	58	59	2%		13321				
	633	955	732	786	1588	1518	61%						
					2606		100%						
Adelaide - Richmond													
	196	225	1139	0	842	2278	57%						
	37	30	14	69	67	83	2%						
	141	422	315	0	563	315	41%						
					1472		100%						
Richmond - Queen													
	230	218	0	1218	896	2436	36%						
	70	37	0	52	107	52	4%						
	598	914	0	316	1512	316	60%						
					2515		100%						
North of Queen													
	95	173	433	656	536	2178	20%						
	9	31	54	77	40	131	1%						
	1118	993	2219	2128	2111	4347	79%						

To summarize, the Saturday evening cycling mode share on John Street was, on average, 2.1 % and varied by block between 0.4 % and 4 %. The Friday evening (event) cycling mode share averaged 2.7 % and varied between 1 % and 4 % by block.

For the non-Blue Jays Friday evening of April 23, 2010, cyclists had not been counted separately. On the assumption that a 2 % average mode share as calculated from the April 30 and May 15 counts could reasonably be applied to April 23, the same calculations as above were made, with the exception that 2 % of the total person volume was reassigned to the cycling mode, and added to the total. The pedestrian mode share was affected only marginally.

In the Front / Wellington line below, for example, the total NS car volume 158 + 186 = 344; at 2.0 persons per auto that equals 688 auto persons. Total NS persons = 688 in cars + 237 pedestrians = 925. Assigning 2 % to cyclists is 0.02 x 925 = 19.

Friday Typical

Front - Wellington	N	S	E	W	NS	EW	NS
cars	158	186	420	426	688	1692	73%
cyclists					19	36	2%
peds	151	86	0	114	237	114	25%
Wellington - King							
	192	177	23	260	738	566	81%
					18	15	2%
	58	93	90	89	151	179	17%
King - Adelaide							
	224	196	382	419	840	1602	54%
					30	48	2%
	208	470	313	492	678	805	44%
Adelaide - Richmond							
	237	132	804	5	738	1618	57%
					25	39	2%
	177	347	203	126	524	329	41%
Richmond - Queen							
	211	138	5	1244	698	2498	27%
					50	73	2%
	712	1106	649	489	1818	1138	71%
North of Queen							
	65	157	525	571	444	2192	36%
					25	63	2%
	335	446	407	537	781	944	63%

	NS	EW	Average	Range	
cars	4146	10168	49%	27%	81%
cyclists	167	274	2%	2%	2%
peds	4189	3509	49%	17%	71%
	8501.7				

The same approach was taken for AM and PM weekday peak periods – adding 2 % cycling share to the total counted volumes. A 1.1 persons/vehicle occupancy rate was used for autos during weekday peak periods. Note that the intent was to highlight the significant pedestrian volume and mode share, particularly in relationship to the amount of sidewalk available on John Street. The relative distribution of roadway users between cars and bikes was not germane to the pedestrian analysis. It is important, however, to note that the weekend-based 2% assignment for peak period cycling use is inappropriate and should have been corrected. Understating the cycling mode share also had the effect of proportionally overstating the auto and pedestrian shares.

Unfortunately, there was very little peak period cycling data available at that point in the study upon which to base a correct mode distribution; the only count was SB at Adelaide from August 2007. It (unreliably, per footnote 1) showed 127 bikes in the AM peak and 57 in the PM peak, as opposed to the much lower (two-way) cycling figures below (22 AM, 25 PM), as inferred by the 2% assignment (below). Proportionally, this would infer a 5 % - 10 % peak hour cycling mode share at that location.

AM

Front - Wellington	N	S	E	W	NS	EW	NS
cars	428	174	954	433	662	1526	34%
cyclists	0	0	0	0	38	76	2%
peds	562	683	367	1910	1245	2277	64%
					1945		100%
Wellington - King							
cars	531	294	0	381	908	419	34%
cyclists	0	9	1	1	52	36	2%
peds	978	704	779	606	1682	1385	64%
					2641		100%
King - Adelaide							
cars	269	243	522	367	563	978	49%
cyclists	0	0	0	0	22	37	2%
peds	422	133	484	371	555	855	49%
					1141		100%
Adelaide - Richmond							
cars	276	230	1419	0	557	1561	59%
cyclists	1	123	5	100	19	35	2%
peds	240	133	130	84	373	214	39%
					948		100%
Richmond - Queen							
cars	232	275	0	1020	558	1122	53%
cyclists	0	0	0	0	21	28	2%
peds	226	243	134	132	469	266	45%
					1047		100%
North of Queen							
cars	77	259	308	308	370	678	13%
cyclists	0	0	0	0	56	27	2%
peds	374	2033	310	370	2407	680	85%

	Total NS	Total EW	Average	Range	
cars	3617	6283	34%	13%	59%
cyclists	207	239	2%	2%	2%
peds	6731	5677	64%	39%	85%
	10555		100%		

PM

Front - Wellington							
cars	260	434	871	1366	763	2461	24%
cyclists	0	0	0	0	61	108	2%
peds	1092	1216	925	2018	2308	2943	74%
Wellington - King							
cars	744	518	0	965	1388	1062	53%
cyclists	0	0	0	0	51	37	2%
peds	832	332	451	317	1164	768	45%
King - Adelaide							
cars	380	408	507	527	867	1137	69%
cyclists	0	0	0	0	25	47	2%
peds	211	161	545	685	372	1230	29%
Adelaide - Richmond							
cars	336	316	1014	0	717	1115	54%
cyclists	0	55	27	69	26	30	2%
peds	249	339	204	162	588	366	44%
Richmond - Queen							
cars	278	200	0	1393	526	1532	39%
cyclists	0	0	0	0	26	40	2%
peds	291	497	189	277	788	466	59%
North of Queen							
cars	126	265	705	705	430	1551	14%
cyclists	0	0	0	0	62	87	2%
peds	629	2033	1333	1453	2662	2786	84%

	Total NS	Total EW	Average	Range	
cars	4692	8858	37%	14%	69%
cyclists	251	348	2%	2%	2%
peds	7882	8559	61%	29%	84%
	12825				

Weekday average midday traffic counts were also drawn from the City's intersection data and adjusted to show 2 % cycling volumes:

Off Peak							
Front - Wellington							
cars	194	0	559	559	185	1205	13%
cyclists					29	68	2%
peds	562	683	1,910	367	1245	2277	85%
Wellington - King							
cars	366	292	71	327	695	429	47%
cyclists					28	17	2%
peds	421	342	176	286	763	462	51%
King - Adelaide							
cars	230	284	330	379	536	764	35%
cyclists					30	45	2%
peds	760	211	703	847	971	1550	63%
Adelaide - Richmond							
cars	282	239	968	0	555	1044	58%
cyclists					18	22	2%
peds	236	152	85	71	388	156	40%
Richmond - Queen							
cars	236	188	0	842	446	908	41%
cyclists					21	21	2%
peds	275	333	49	160	608	209	57%
North of Queen							
cars	101	170	495	494	282	1066	35%
cyclists					16	36	2%
peds	236	275	494	304	511	798	63%

	Total NS	Total EW	Average	Range	
cars	2699	5416	37%	13%	58%
cyclists	141	210	2%	2%	2%
peds	4486	5452	61%	40%	85%
	7326				

The "Average" mode shares were then tabulated for each timeframe and put in a more graphic form by the Consultant in preparation for Public Information Centre #1, on June 17, 2010 (following). The intent of the graphic was to focus on the disproportionate share of the right-of-way available for pedestrians as opposed to street users (autos and bikes) but the highlighting of the bike share as a separate uniform "2%" assumption was not only incorrect in terms of AM and PM peak period characteristics but distracted from the main thrust of the display.

JOHN STREET CORRIDOR IMPROVEMENTS
Environmental Assessment Study

Existing Conditions

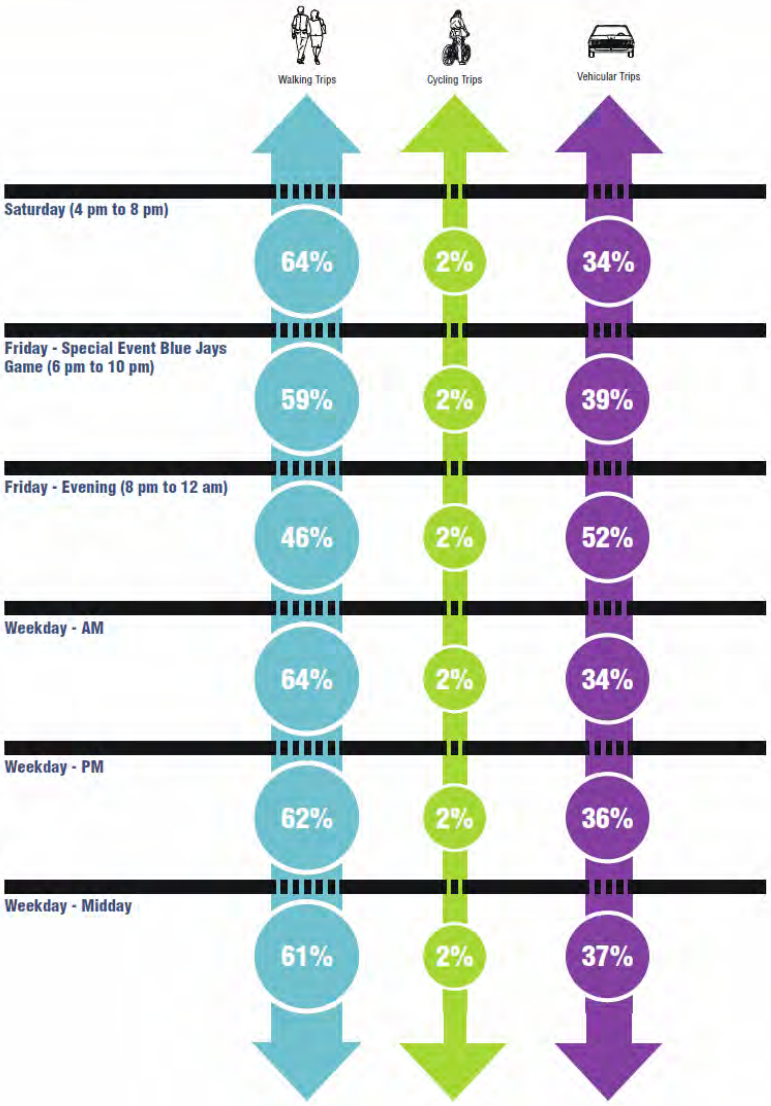
How is John Street Used?

Summary of Significant Patterns based on Available Data:

- Highest auto volumes along John Street observed during weekday PM peak hour.
- Highest percentage of walking trips along John Street are observed north of Richmond Street St. W. during the Friday and Saturday evenings.
- Significant pedestrian volumes along John Street, from Wellington St. W. to Front St. W. are exhibited during the traditional commuting peak hours.

The result of the transportation assessment that:

- Walking trips currently make up about 60% of the total trips along John St. corridor on average and cycling and vehicular trips make up 2% and 40% respectively. While cycling trips make up 2% of the average, it is noted that this does not preclude the provision of a shared vehicular/ cycling lane along John Street.



The Project Team and the public observed that the consistent "2 % cycling trips" figure appeared odd and not in line with expectations that it would be higher and would vary by time scenario. While the 2% share as used in the Saturday and Friday (Special Events) scenarios is correct and supported by the data, and its application to the Friday evening scenario is defensible, it should not have been used for the Weekday AM and PM peaks. At the very least, those figures should have been asterisked or annotated as to their basis in an assumption drawn from off-peak periods. Alternatively, they could have been marked as "N/A".

The Project Team determined that continued use of percentage mode shares was not useful; the actual volumes were used from this point forward. Recognizing that better weekday peak period cycling data was needed, the City undertook to do some counts.

4. City Cycling Counts (2010)

In order to provide both weekday peak period cycling volumes and a better understanding of the 24 hour distribution of cycling, City Cycling staff set out automatic (tube) counters on John Street in late September / early October 2010. Equipment availability and tube damage limited the amount of data collected, but one full day was monitored at Queen Street (Wednesday, September 29) and two full days were monitored at King Street (Friday, October 1 and Wednesday, October 13). The results are tabulated below, and were posted on the City's web site at http://www.toronto.ca/cycling/reports/pdf/john.pdf.

Bicycle Counts on John Street at Queen Street

Day: Wednesday
Date: 9/29/10
Weather: 19° C, No Rain

Direction: Northbound
Position: Curb lane just south of Queen St.

Hour	Bikes
12:00:00 AM	6
1:00:00 AM	4
2:00:00 AM	0
3:00:00 AM	0
4:00:00 AM	0
5:00:00 AM	4
6:00:00 AM	2
7:00:00 AM	14
8:00:00 AM	33
9:00:00 AM	31
10:00:00 AM	23
11:00:00 AM	29
12:00:00 PM	30
1:00:00 PM	36
2:00:00 PM	30
3:00:00 PM	31
4:00:00 PM	87
5:00:00 PM	142
6:00:00 PM	85
7:00:00 PM	37
8:00:00 PM	37
9:00:00 PM	22
10:00:00 PM	27
11:00:00 PM	26
Total	736

Direction: Southbound
Position: Curb lane just south of Queen St.

Hour	Bikes
12:00:00 AM	2
1:00:00 AM	2
2:00:00 AM	0
3:00:00 AM	1
4:00:00 AM	2
5:00:00 AM	4
6:00:00 AM	18
7:00:00 AM	46
8:00:00 AM	148
9:00:00 AM	97
10:00:00 AM	24
11:00:00 AM	28
12:00:00 PM	31
1:00:00 PM	45
2:00:00 PM	40
3:00:00 PM	44
4:00:00 PM	40
5:00:00 PM	46
6:00:00 PM	49
7:00:00 PM	25
8:00:00 PM	27
9:00:00 PM	10
10:00:00 PM	11
11:00:00 PM	10
Total	750

Bicycle Counts on John Street at King Street

Day: Friday
Date: 10/1/10
Weather: 17° C, No Rain

Day: Wednesday
Date: 10/13/10
Weather: 16° C, 10mm Rain (at night)

Direction: Northbound
Position: Curb lane just north of King St.

Hour	Bikes
12:00:00 AM	5
1:00:00 AM	3
2:00:00 AM	6
3:00:00 AM	1
4:00:00 AM	1
5:00:00 AM	0
6:00:00 AM	3
7:00:00 AM	13
8:00:00 AM	11
9:00:00 AM	21
10:00:00 AM	11
11:00:00 AM	17
12:00:00 PM	26
1:00:00 PM	25
2:00:00 PM	27
3:00:00 PM	26
4:00:00 PM	67
5:00:00 PM	102
6:00:00 PM	49
7:00:00 PM	15
8:00:00 PM	19
9:00:00 PM	16
10:00:00 PM	20
11:00:00 PM	13
Total	497

Direction: Southbound
Position: Curb lane just north of King St.

Hour	Bikes
12:00:00 AM	3
1:00:00 AM	0
2:00:00 AM	2
3:00:00 AM	1
4:00:00 AM	0
5:00:00 AM	0
6:00:00 AM	6
7:00:00 AM	28
8:00:00 AM	77
9:00:00 AM	50
10:00:00 AM	4
11:00:00 AM	5
12:00:00 PM	3
1:00:00 PM	13
2:00:00 PM	26
3:00:00 PM	28
4:00:00 PM	24
5:00:00 PM	19
6:00:00 PM	20
7:00:00 PM	10
8:00:00 PM	10
9:00:00 PM	8
10:00:00 PM	8
11:00:00 PM	9
Total	354

Direction: Northbound
Position: Curb lane just south of King St.

Hour	Bikes
12:00:00 AM	1
1:00:00 AM	1
2:00:00 AM	0
3:00:00 AM	0
4:00:00 AM	1
5:00:00 AM	1
6:00:00 AM	4
7:00:00 AM	11
8:00:00 AM	17
9:00:00 AM	16
10:00:00 AM	5
11:00:00 AM	4
12:00:00 PM	10
1:00:00 PM	7
2:00:00 PM	17
3:00:00 PM	13
4:00:00 PM	39
5:00:00 PM	58
6:00:00 PM	30
7:00:00 PM	13
8:00:00 PM	6
9:00:00 PM	11
10:00:00 PM	6
11:00:00 PM	13
Total	284

Direction: Southbound
Position: Curb lane just south of King St.

Hour	Bikes
12:00:00 AM	1
1:00:00 AM	1
2:00:00 AM	1
3:00:00 AM	1
4:00:00 AM	2
5:00:00 AM	6
6:00:00 AM	8
7:00:00 AM	20
8:00:00 AM	58
9:00:00 AM	53
10:00:00 AM	19
11:00:00 AM	13
12:00:00 PM	22
1:00:00 PM	18
2:00:00 PM	14
3:00:00 PM	22
4:00:00 PM	17
5:00:00 PM	31
6:00:00 PM	16
7:00:00 PM	13
8:00:00 PM	4
9:00:00 PM	4
10:00:00 PM	2
11:00:00 PM	1
Total	347

The peak hours for cycling are highlighted: 8 – 9 AM (southbound) and 5 – 6 PM (northbound). The 24 hour and peak hour figures were summarized as follows:

Weekday Counts	North	South	Total	AM Peak	PM Peak
John St. & Queen Street - Wed. Sep 29	736	750	1,486	8:00 (181)	5:00 (186)
John St. & King Street - Fri. Oct. 1	497	354	851	8:00 (88)	5:00 (121)

Cycling staff notes included:

1) Note that the previous Friday Apr 30th counts which were only from 6:00 -10:00 PM miss the peak hour for cyclists which is from 5:00 - 6:00 PM. The 24 hour counts at all the locations show that the same number of cyclists travel in the peak direction in the peak hour as in those 4 hours after the peak combined.

2) The Sept 29th count seems to be representative for the link between Queen and Richmond when compared to the April 30th count (slightly higher as expected since mid-week typically higher than Monday or Friday counts). However, both this count (Fall) and the Apr 30th count (Spring) likely underestimate the peak cycling volumes on John St (Summer).

3) The Oct 1st count is consistent with the Friday April 30th count but does not represent the peak condition for this location (both are Friday counts vs mid-week)

4) The numbers in Oct 13th count appear to be low. We would have expected these mid-week volumes to be higher than in the Apr 30th (Friday) count. This is possibly due to the rain/weather or perhaps the count being even later in October. The count does still provide useful information for the hourly distribution at this location.

It is noteworthy that volumes vary considerably between counts. It should also be noted that the cycling counts did not collect auto and pedestrian data, so site- and date-specific mode shares cannot be calculated. It may also be noted that the automatic tube method of gathering cycling data is reliable and cost-effective, but some cyclists could avoid the tube while others may be double-counted. The data may be assumed to be reasonably accurate for the purposes of this study.

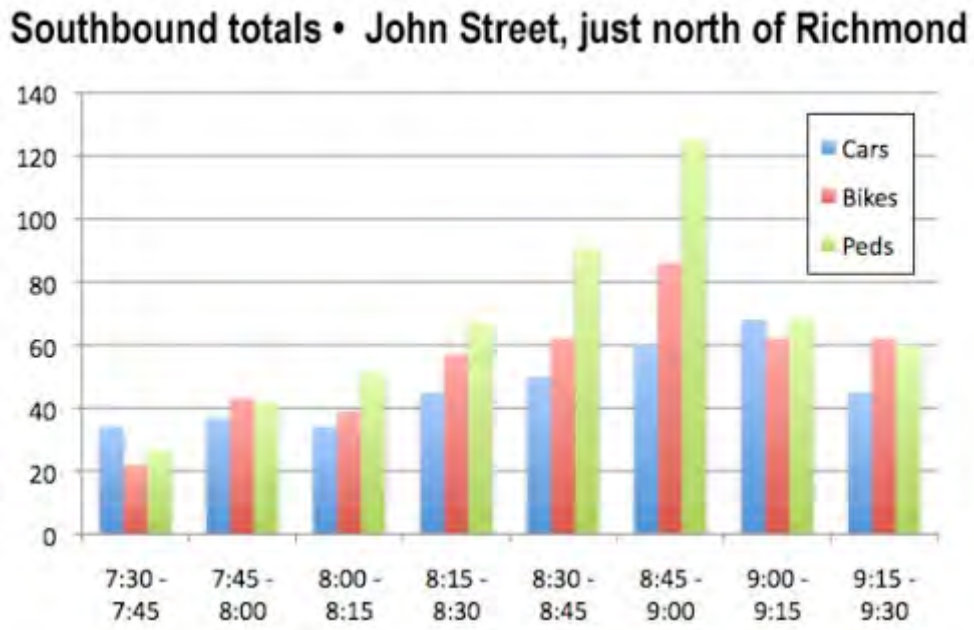
5. Dave Meslin Counts (2011)

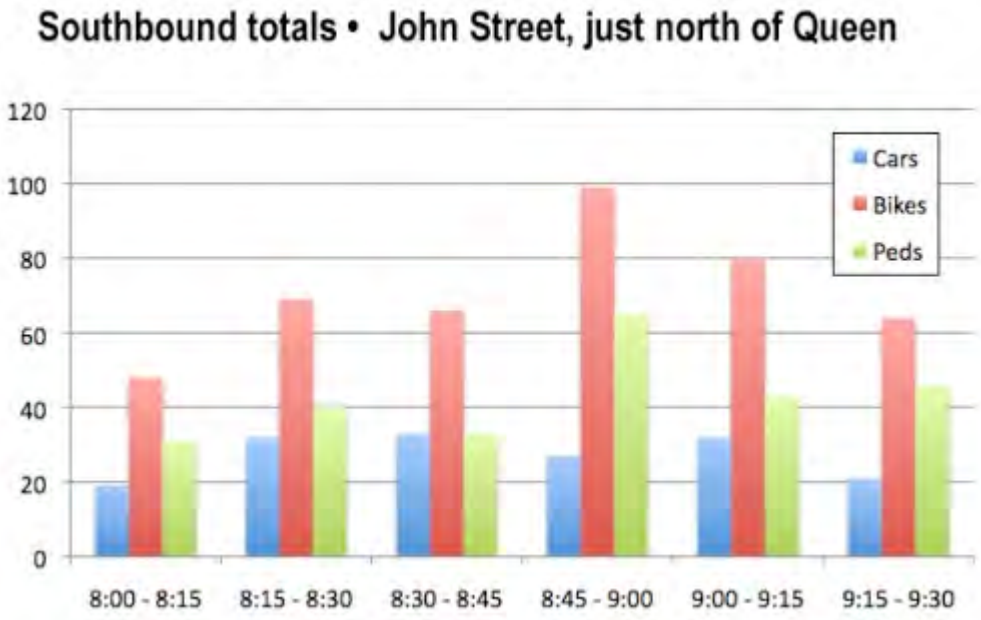
Dave Meslin is active in the cycling community and, on his blog (http://meslin.wordpress.com/) he commented in June 2010 about the apparent inaccuracy in using a uniform "2% Cyclists" mode share in one display panel shown at Public Information Centre #1 (June 17, 2010) (see http://meslin.wordpress.com/2010/06/28/john-street/). As outlined above, this concern was shared by other members of the public and the Project Team, and the City consequently undertook cycling counts later in 2010 (as documented above) to ensure that correct and updated counts were used in the study. The display panel was, however, not removed from the project web page, as it remains a record of what was presented at PIC #1, even if some of the figures were inappropriate and were never used in the project technical work.

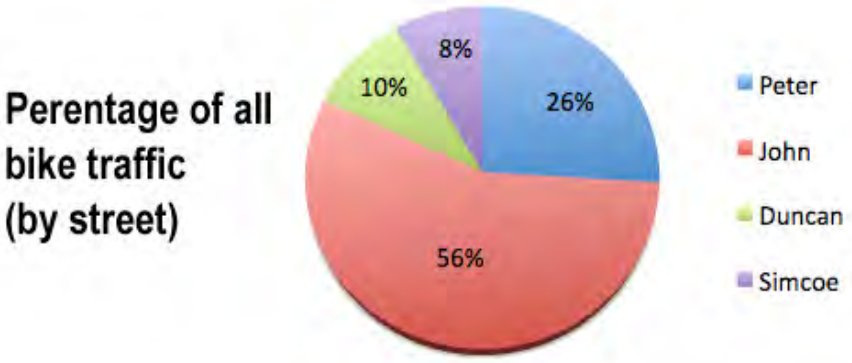
Noting that the PIC #1 "2%" proportion appeared to remain the figures of record as the study approached PIC #2 in June 2011, even though the Project Team was in fact using the updated volumes, Mr. Meslin undertook to do a field count of cycling use of John Street on Wednesday, June 15, 2011. This was documented in http://meslin.wordpress.com/2011/06/15/tally_ho/ . It should be noted that Mr. Meslin promoted the count in advance on his twitter account and blog, so it is possible that some additional cyclists were drawn to the corridor to participate.

The data was presented as (all material reprinted with the permission of Dave Meslin):

> ***32%** : Average for cyclists over two hours, southbound at Richmond.*
> ***37%** : Highest level of cyclists during a 15 minute period at Richmond.*
> ***50%** : Average for bikes over 90 minutes, southbound, north of Queen.*
> ***774** : Southbound rush-hour cyclists in the Entertainment District*


Southbound totals • John Street, just north of Richmond
140
120
100
80
60
40
20
0
Cars
Bikes
Peds
7:30 - 7:45
7:45 - 8:00
8:00 - 8:15
8:15 - 8:30
8:30 - 8:45
8:45 - 9:00
9:00 - 9:15
9:15 - 9:30

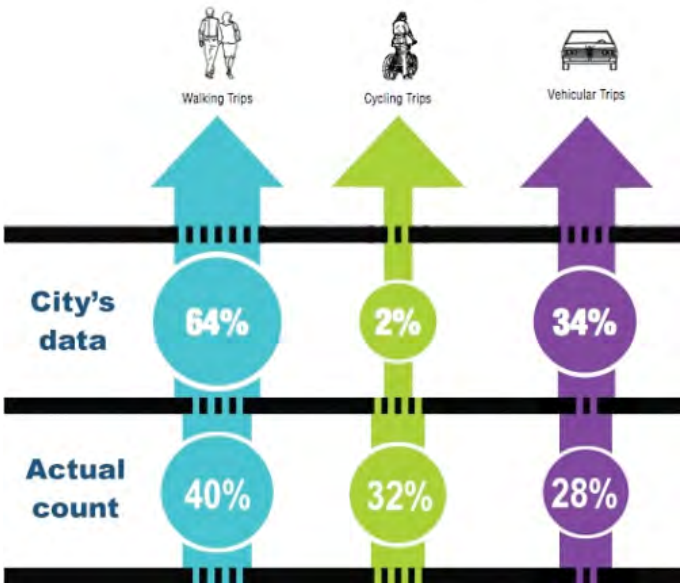

Southbound totals • John Street, just north of Queen
120
100
80
60
40
20
0
Cars
Bikes
Peds
8:00 - 8:15
8:15 - 8:30
8:30 - 8:45
8:45 - 9:00
9:00 - 9:15
9:15 - 9:30


Perentage of all bike traffic (by street)
26%
56%
10%
8%
Peter
John
Duncan
Simcoe

I could hardly believe the numbers as they came in. The discrepancy between the data is astounding:

(As shown in PIC #1 display)

(Meslin team count)



The raw data was tabulated as follows:

John Street (at Richmond) Counted by Andie Garcia, Stephen Cooper

	Southbound				Northbound			
	Cars	Bikes	Peds	% bikes	Cars	Bikes	Peds	% bikes
7:30 - 7:45	34	22	27	26.5%				
7:45 - 8:00	37	43	42	35.2%				
8:00 - 8:15	34	39	51	31.5%				
8:15 - 8:30	45	57	67	33.7%				
8:30 - 8:45	50	62	91	30.5%				
8:45 - 9:00	60	86	125	31.7%				
9:00 - 9:15	68	62	68	31.3%				
9:15 - 9:30	45	62	60	37.1%				
Totals:	373	433	531	32.2%	0	0	0	

John (North of Queen) Counted by Herb van den Dool

	Southbound				Northbound			
	Cars	Bikes	Peds	% bikes	Cars	Bikes	Peds	% bikes
8:00 - 8:15	19	48	31	49.0%	21	7	34	11.3%
8:15 - 8:30	32	69	40	48.9%	18	10	41	14.5%
8:30 - 8:45	33	66	33	50.0%	13	7	43	11.1%
8:45 - 9:00	27	99	65	51.8%	22	11	55	12.5%
9:00 - 9:15	32	80	43	51.6%	20	13	43	17.1%
9:15 - 9:30	21	64	46	48.9%	40	18	42	18.0%
Totals / Avg	164	426	258	50.0%	134	66	258	

Additional counts undertaken by the Meslin team on Peter Street and Simcoe Street are not shown here, but are available on the web site.

- For overall person movement southbound on John Street at Richmond (assuming 1.2 persons per auto), the AM peak hour is recorded from 8:15 to 9:15. The total car volume in that hour was 223; the total persons in cars may be assumed as 1.2 x 223 = 268. The total bike count was 267, and the total pedestrian volume was 351, for a total person volume (all modes) of 886. The cycling share was 30.1%

- A similar calculation for John Street north of Queen Street in the 8:15 – 9:15 AM peak hour yields 124 autos, 149 auto occupants, 314 cyclists, and 181 pedestrians, for a 48.8% cyclist share of a 644 total person volume southbound. Northbound for the same hour (noting that the northbound peak itself appears to be from 8:30 to 9:30 or later), the figures are 73 autos, 88 auto occupants, 41 bikes, 182 pedestrians, and 311 total persons. This yields a 13.2 % cycle mode share.

Some observations:

- Despite the risk of the count results being influenced by the advance publicity, it is likely that the results were not skewed beyond the norms of day-to-day variation in travel patterns. It may be assumed that the counted numbers themselves are valid for the particular day

- There were no weather concerns, and no documented special events or closures that would significantly affect the counts.

- It is important to note that Meslin's percentage calculations reflect a 1.0 persons per auto occupancy rate and therefore slightly overrepresent the cycling proportions in terms of total person movement in the corridor (which is the normal technical measure used in planning). Without doing specific occupancy counts, a factor of 1.2 persons per hour is normally applied in urban peak periods. The difference is not significant; the cycling mode share in the Richmond Street peak hour, for example, is shown as 31.8% by Meslin; adjusting for 1.2 persons per auto occupancy rate to create a "true" person mode share, the result is 30.1%.

- It may be noted that the peak hour in the Meslin count (8:15 – 9:15 AM) differs slightly from the peak hour (8 – 9 AM) in the City's 2010 hourly counts.

- The Meslin counts cannot be directly compared with the City's 2010 counts, as they differ in terms of season, location, and peak hour. It is unknown how many cyclists at Meslin's north of Queen station carried across Queen to the City's nearest counting station south of Queen. Nevertheless, the Meslin figures for John Street north of Queen Street (314 cyclists southbound in a June AM peak hour) are, not unexpectedly, somewhat higher than the City's 2010 count of 148 cyclists in a September peak hour south of Queen Street. The Meslin counts at Richmond Street cannot be compared with the City's counts at King Street.

On Monday, June 21, 2011, the Meslin team undertook a similar field count in the PM peak period (4:00 – 6:00 PM) (see http://meslin.wordpress.com/2011/06/21/john_count_2/). Meslin's observations of the key results were:

***21%** : Average for cyclists over two hours, northbound at Richmond.*
***30% :** Highest level of cyclists during a 15 minute period at Richmond.*
***18% :** Average for bikes over two hours, northbound, at Adelaide.*
***24% :** Highest level of cyclists during a 15 minute period at Adelaide.*
***695** : Northbound rush-hour cyclists in the Entertainment District.*

The raw Meslin data tables for John Street are as follows:

John (North of Richmond) Counted by Steve Barnes / Dave M, Jane Farrow

	Southbound				Northbound			
	Cars	Bikes	Peds	% bikes	Cars	Bikes	Peds	% bikes
4:00 - 4:15					47	24	83	15.6%
415: - 4:30					57	32	82	18.7%
4:30 - 4:45					73	25	115	11.7%
4:45 - 5:00					67	37	83	19.8%
5:00 - 5:15					61	72	174	23.5%
5:15 - 5:30					57	69	148	25.2%
5:30 - 5:45					45	57	154	22.3%
5:45 - 6:00					45	58	90	30.1%
Totals:	0	0	0	0.0%	452	374	929	21.3%

John (North of Adelaide) Counted by Ross (cars) & Lynda Young (B + P)

	Southbound				Northbound			
	Cars	Bikes	Peds	% bikes	Cars	Bikes	Peds	% bikes
4:00 - 4:15					73	23	59	14.8%
415: - 4:30					71	25	86	13.7%
4:30 - 4:45					78	21	97	10.7%
4:45 - 5:00					92	28	116	11.9%
5:00 - 5:15					64	58	126	23.4%
5:15 - 5:30					76	66	132	24.1%
5:30 - 5:45					71	53	118	21.9%
5:45 - 6:00					59	50	107	23.1%
Totals / Avg	0	0	0	0.0%	584	324	841	18.0%

The PM peak counts yield the following results:

- For overall person movement northbound on John Street north of Richmond (assuming 1.2 persons per auto), the PM peak hour is recorded from 5:00 to 6:00. The total cars in that hour was 208; the total persons in cars 250. The total bike count was 256, and the total pedestrian volume was 566, for a total person volume (all modes) of 1,072. The cycling share was 23.9%

- A similar calculation for John Street north of Adelaide Street in the 4:45 – 5:45 PM peak hour yields 303 autos, 364 auto occupants, 205 cyclists, and 492 pedestrians, for a 19.3% cyclist share of 1,061 total person volume northbound.

Again, the count locations, seasons, and specific peak hours are not directly comparable with the City's 2010 data, but the 2011 results supplement and confirm the strong weekday peak period presence of cyclists on John Street. The PM peak hour northbound count of cyclists by the City "south of Queen" in September 2010 was 142; Meslin's team's count "north of Richmond" in June was 256. Again, it is not surprising for summer conditions to yield higher cycling volumes than those of the end of September.

6. Summary and Conclusions

The use of John Street by cyclists has been documented in several ways through the Environmental Assessment study:

- City intersection counts for weekday peak periods
- Consultant intersection counts for selected weekend and evening periods
- City 24 hour tube counts at two locations
- Private (Dave Meslin) weekday peak period volume counts at three locations

Although each count process has its limitations, collectively, there is adequate information about cycling to be able to feed in to the EA process of identifying, analyzing, and evaluating corridor improvement alternatives.

All the available John Street cycling counts are summarized below:

Location	Date	Source	Peak Hour	Peak Hour Cyclist Volume	Peak Hour Cyclist Person Mode Share
John / Adelaide	Wed Aug 1 07	City Traffic	Weekday AM SB	123	25 %
			Weekday PM SB	57	7 %
Six John Street intersections	Fri Apr 30 10	URS	Fri Evening	15 - 107	1 % - 4 %; avg. 2.7 %
	Sat May 15 10		Sat Afternoon	5 - 90	0.4 % - 4 %; avg. 2.1 %
John / Queen	Wed Sep 29 10	City Cycling	Weekday AM SB	148	n/a
			Weekday AM NB	33	
			Weekday PM SB	46	
			Weekday PM NB	142	
John / King	Fri Oct 1 10 / Wed Oct 13 10		Weekday AM SB	77 / 58	n/a
			Weekday AM NB	11 / 17	
			Weekday PM SB	19 / 31	
			Weekday PM NB	102 / 58	
John N of Richmond	Wed Jun 15 11	Dave Meslin team	Weekday AM SB	267	30%
	Mon Jun 21 11		Weekday PM NB	256	24 %
John N of Queen	Wed Jun 15 11		Weekday AM SB	314	49 %
			Weekday AM NB	41	13 %
John N of Adelaide	Mon Jun 21 11		Weekday PM NB	205	19 %

There was one error in analyzing and communicating cycling mode shares to the public; a display panel in the first Public Information Centre (June 2010) indicated that the cycling share of all person-trips along John Street was a uniform 2 % in all time periods. That figure is representative for evening and weekend situations but is incorrect for the weekday AM and PM peak periods.

Although that peak period mode share assignment was not used by the Study Team and the figures were subsequently replaced by the City's counts, the updated counts as used in the analysis were not communicated to the public. Meanwhile the PIC #1 displays remained on the project web site (since the City does not edit or retroactively remove public display material) and led to the erroneous impression by cycling activists that the cycling count was being misused or fabricated as a means of downplaying the importance of cycling in the corridor. In fact, as the analysis of alternatives demonstrates, cycling issues play a key, if not dominant, role in the deliberations and differences between alternatives.

This memo will be posted on the project web site, and a note will be added to the PIC #1 display showing the mode shares to refer to this memo for correct and updated cycling information.

TAB 4

Ministry of the Environment

Office of the Minister

77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5
Tel.: 416 314-6790
Fax: 416 314-6748

Ministère de l'Environnement

Bureau du ministre

77, rue Wellesley Ouest
11e étage, édifice Ferguson
Toronto ON M7A 2T5
Tél. : 416 314-6790
Téléc. : 416 314-6748

Ontario

ENV1283MC-2012-2730

DEC 2 0 2012

Mr. Ian Flett
49 St. Nicholas Street
Toronto ON M4Y 1W6

Dear Mr. Flett:

Thank you for your interest in the City of Toronto's (City) proposed John Street Corridor Improvements (Project), located in the City. I welcome your comments on this Project.

On June 11, 2012, you requested, on behalf of Urbane Cyclist, that the City be required to abide by conditions, partake in mediation and/or prepare an individual environmental assessment for the Project related to your concerns about inaccurate information and inadequate public consultation. I am taking this opportunity to inform you that based on my review of the Environmental Study Report, and the issues you raised, conditions, mediation and/or an individual environmental assessment is not required.

In making this decision, I have given careful consideration to the Environmental Study Report, the issues raised in your request, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), and relevant matters to be considered under section 16 of the Environmental Assessment Act.

The City has demonstrated that it has planned and developed this Project in accordance with the provisions of the Class Environmental Assessment. I am satisfied therefore that the purpose of the Act, "the betterment of the people of the whole or any part of Ontario by providing for the protection, conservation and wise management in Ontario of the environment," has been met for this Project.

Your concerns together with the reasons for my decision are set out in the attached table. I am satisfied that the issues and concerns have been addressed by the work done to date by the City, or will be addressed in future work that is required to be carried out.

With this decision having been made, the City can now proceed with the Project, subject to any other permits or approvals required.

Again, thank you for bringing your concerns to my attention, and please accept my best wishes.

Sincerely,

Jim Bradley
Minister of the Environment

Attachment

c: EA File No. EA02-03 John Street Corridor Improvements
Mr. Stephen Schijns, P. Eng., Manager, Infrastructure Planning, City of Toronto

John Street Corridor Improvements, between Stephanie Street and Front Street

Ministry's Review of Issues Raised by Mr. Ian Flett, on behalf of Urbane Cyclist:

Issues	Response
Inadequate and incorrect information in the Environmental Study Report	
Assertions made in the Environmental Study Report regarding cycling were not established through specific studies or consultation.	As part of the Class Environmental Assessment, cycling use on John Street was documented and assessed using four cycling data sources: City traffic counts for weekday peak periods; URS Consultants off-peak intersection counts for selected weekend and evening periods; City cycling 24 hour tube counts (tubes that you pass over with your vehicle) at two locations; and weekday peak period volume counts at three locations (from Toronto Cyclists Union). All locations are within the John Street study area. While the City recognizes that each count process has limitations, together there is adequate information about cycling to be able to make an informed decision. As well, two Public Information Centres were held for consultation purposes. A full range of cycling-related alternatives were considered, cycling-related alternatives were specifically displayed and presented at the above mentioned Public Information Centres, and the Class Environmental Assessment generated considerable correspondence from the cycling community and the media, which was taken into account. In addition, the City has consulted with your client throughout the Class Environmental Assessment process.
Bicycle statistics (bike traffic/volume) are inaccurate and therefore undermine public and stakeholder consultation and proponent deliberations on alternative solutions.	As mentioned above, cycling data was collected; however, I understand the City has documented an error in analyzing and communicating cycling mode shares to the public. Specifically, a display panel in the first Public Information Centre (June 2010) indicated that the cycling share of all person-trips along John Street was a uniform two percent in all time periods. That figure is representative for evening and weekend situations but is incorrect for the weekday AM and PM peak periods. I am informed that the two percent was not used by the study team, and the figures were subsequently updated with the City's counts so that the numbers used for analysis were correct. However, the updated counts used in the analysis were not communicated to the public at that time. The City acknowledged its error made on the display panel in a memorandum issued on June 30, 2011. The memorandum was posted on the City's website and a note was added to the Public Information Centre display to update it. The correct information was included in the final Environmental Study Report

	which was available to the public for final review.
You would like a condition regarding the implementation of a safe and accessible north/south bicycle route and a bicycle lane on John Street.	Two of seven alternatives that were evaluated included the provision of bike lanes. It was determined, when assessing the alternatives, that including bike lanes would not achieve the desired outcome since it would reduce the opportunity to expand sidewalks and improve the pedestrian environment, which is the overall Project objective. The John Street Environmental Study Report recommendations do not direct or recommend cyclists to use alternative routes, since John Street will continue to be available for use by cyclists. The statement made in the Environmental Study Report that cyclists have other alternate routes to choose from does not oblige the City to analyze those options as part of the John Street Project. I understand that the City will be undertaking a separate Class Environmental Assessment study for cycling infrastructure in the (east-west) Richmond/Adelaide corridor. This study includes consideration of north-south cycling options from Beverley Street to the waterfront. I am satisfied that the Environmental Study Report contains cycling studies and statistics, a full consultation record, and adequately documents how alternatives were assessed in terms of cycling; for that reason your requested condition is not required.

Ministry of the Environment

Office of the Minister

77 Wellesley Street West
11th Floor, Ferguson Block
Toronto ON M7A 2T5
Tel.: 416 314-6790
Fax: 416 314-6748

Ministère de l'Environnement

Bureau du ministre

77, rue Wellesley Ouest
11e étage, édifice Ferguson
Toronto ON M7A 2T5
Tél. : 416 314-6790
Téléc. : 416 314-6748

Ontario

ENV1283MC-2012-2730

DEC 2 0 2012

Mr. Stephen Schijns, P. Eng.
Manager, Infrastructure Planning
Transportation Services Division
City of Toronto
City Hall
22nd Floor, East Tower
100 Queen Street West
Toronto ON M5H 2N2

Dear Mr. Schijns:

Between June 11, 2012, and June 12, 2012, I received three Part II Order requests, asking that the City of Toronto (City) be required to abide by conditions, partake in mediation and/or prepare an individual environmental assessment for the proposed John Street Corridor Improvements (Project), located in the City.

I am taking this opportunity to inform you that I have decided that conditions, mediation and/or an individual environmental assessment are not required. This decision was made after giving careful consideration to the issues raised in the requests, the Project documentation, the provisions of the Municipal Engineers Association's Municipal Class Environmental Assessment (Class Environmental Assessment), and other relevant matters required to be considered under subsection 16(4) of the Environmental Assessment Act. The reasons for my decision may be found in the attached letters to the requesters.

With this decision having been made, the City may now proceed with the Project, subject to any other permits or approvals required. The City must implement the Project in the manner it was developed and designed, inclusive of all mitigating measures and environmental and other provisions therein. In accordance with the Class Environmental Assessment, any commitments made to affected agencies or members of the public must be fulfilled and implemented as part of the proposed Project.

Lastly, I would like to ensure that the City understands that failure to comply with the Act, the provisions of the Class Environmental Assessment, and failure to implement the Project in the manner described in the planning documents, are contraventions of the Act and may result in prosecution under section 38 of the Act. I am confident that the City recognizes the importance and value of the Act and will ensure that its requirements and those of the Class Environmental Assessment are satisfied.

Sincerely,

Jim Bradley
Minister of the Environment

Attachment

c: EA File No. EA02-03 John Street Corridor Improvements
Requesters

TAB 5

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/24/2016
Page No: 1

Turning Movement Data

Start Time	JOHN ST Southbound						QUEEN ST W Westbound						JOHN ST Northbound						QUEEN ST W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:00	1	18	7	0	266	26	2	80	15	0	65	97	20	13	9	0	180	42	22	84	3	0	82	109	274
12:15	3	13	1	0	258	17	1	86	13	0	100	100	10	14	15	0	191	39	13	87	3	0	104	103	259
12:30	1	15	3	0	532	19	7	88	10	0	85	105	11	19	21	0	249	51	12	74	4	0	114	90	265
12:45	3	26	5	0	311	34	1	85	15	0	177	101	22	10	23	0	221	55	11	83	6	0	140	100	290
Hourly Total	8	72	16	0	1367	96	11	339	53	0	427	403	63	56	68	0	841	187	58	328	16	0	440	402	1088
13:00	3	16	0	0	363	19	5	109	11	0	141	125	20	21	19	0	237	60	7	79	3	0	162	89	293
13:15	3	11	2	0	378	16	4	97	9	0	138	110	31	21	23	0	262	75	10	99	4	0	142	113	314
13:30	3	6	7	0	379	16	4	107	19	0	127	130	21	20	20	0	298	61	12	88	0	0	174	100	307
13:45	2	14	2	0	393	18	2	101	15	0	121	118	22	10	19	0	291	51	3	80	2	0	136	85	272
Hourly Total	11	47	11	0	1513	69	15	414	54	0	527	483	94	72	81	0	1088	247	32	346	9	0	614	387	1186
14:00	3	17	1	0	538	21	4	102	13	0	137	119	18	14	19	0	299	51	4	70	7	0	166	81	272
14:15	4	18	2	0	405	24	4	104	10	0	167	118	12	19	18	0	304	49	7	86	2	0	164	95	286
14:30	5	20	3	0	396	28	6	122	21	0	154	149	20	16	16	0	307	52	8	81	4	0	163	93	322
14:45	4	19	2	0	415	25	3	112	13	0	213	128	28	28	13	0	376	69	9	74	1	0	213	84	306
Hourly Total	16	74	8	0	1754	98	17	440	57	0	671	514	78	77	66	0	1286	221	28	311	14	0	706	353	1186
Grand Total	35	193	35	0	4634	263	43	1193	164	0	1625	1400	235	205	215	0	3215	655	118	985	39	0	1760	1142	3460
Approach %	13.3	73.4	13.3	0.0	-	-	3.1	85.2	11.7	0.0	-	-	35.9	31.3	32.8	0.0	-	-	10.3	86.3	3.4	0.0	-	-	-
Total %	1.0	5.6	1.0	0.0	-	7.6	1.2	34.5	4.7	0.0	-	40.5	6.8	5.9	6.2	0.0	-	18.9	3.4	28.5	1.1	0.0	-	33.0	-
Lights	31	115	28	0	-	174	36	973	152	0	-	1161	227	131	205	0	-	563	94	765	36	0	-	895	2793
% Lights	88.6	59.6	80.0	-	-	66.2	83.7	81.6	92.7	-	-	82.9	96.6	63.9	95.3	-	-	86.0	79.7	77.7	92.3	-	-	78.4	80.7
Buses	0	1	0	0	-	1	0	33	9	0	-	42	1	1	2	0	-	4	0	51	0	0	-	51	98
% Buses	0.0	0.5	0.0	-	-	0.4	0.0	2.8	5.5	-	-	3.0	0.4	0.5	0.9	-	-	0.6	0.0	5.2	0.0	-	-	4.5	2.8
Single-Unit Trucks	2	0	2	0	-	4	1	13	2	0	-	16	2	5	2	0	-	9	1	9	2	0	-	12	41
% Single-Unit Trucks	5.7	0.0	5.7	-	-	1.5	2.3	1.1	1.2	-	-	1.1	0.9	2.4	0.9	-	-	1.4	0.8	0.9	5.1	-	-	1.1	1.2
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	2	77	5	0	-	84	6	174	1	0	-	181	5	68	6	0	-	79	23	160	1	0	-	184	528
% Bicycles on Road	5.7	39.9	14.3	-	-	31.9	14.0	14.6	0.6	-	-	12.9	2.1	33.2	2.8	-	-	12.1	19.5	16.2	2.6	-	-	16.1	15.3
Bicycles on Crosswalk	-	-	-	-	16	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	-	-	12	-	-
% Bicycles on Crosswalk	-	-	-	-	0.3	-	-	-	-	-	0.4	-	-	-	-	-	0.1	-	-	-	-	-	0.7	-	-
Pedestrians	-	-	-	-	4618	-	-	-	-	-	1619	-	-	-	-	-	3213	-	-	-	-	-	1748	-	-
% Pedestrians	-	-	-	-	99.7	-	-	-	-	-	99.6	-	-	-	-	-	99.9	-	-	-	-	-	99.3	-	-

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
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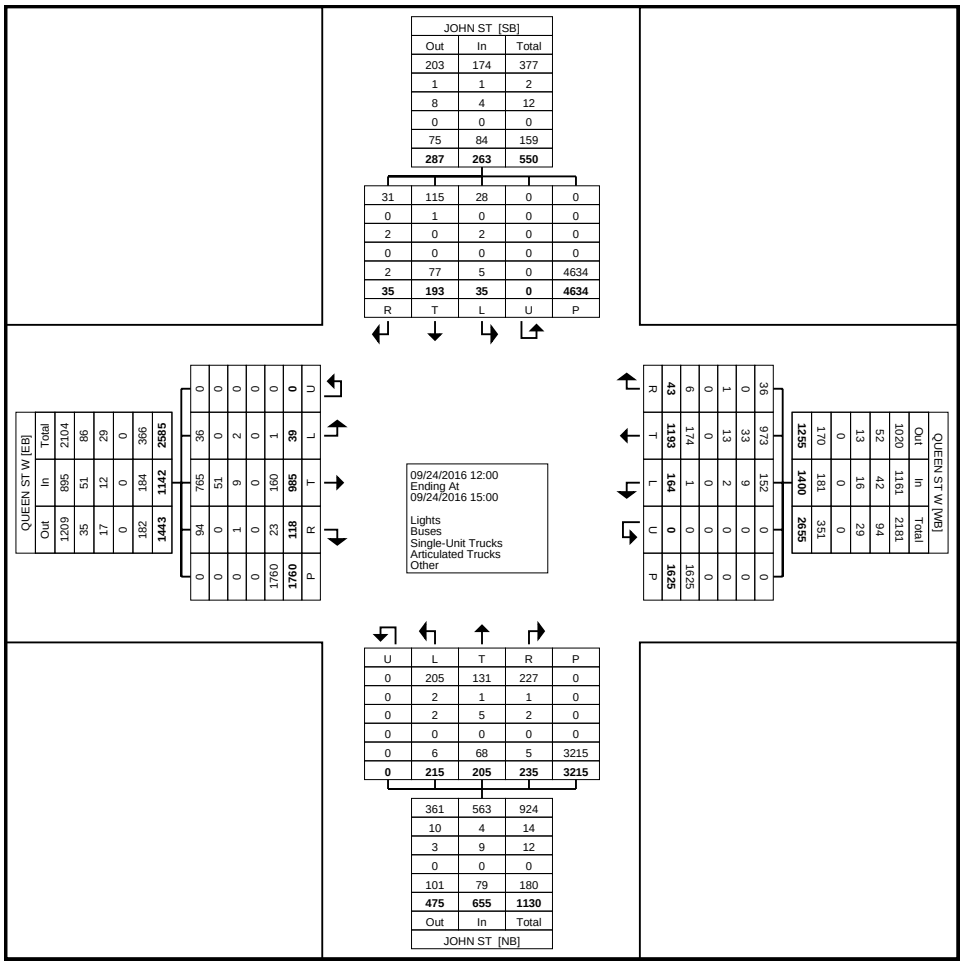
Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/24/2016



Turning Movement Data Plot

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/24/2016

Turning Movement Peak Hour Data (12:45)

Start Time	JOHN ST Southbound						QUEEN ST W Westbound						JOHN ST Northbound						QUEEN ST W Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
12:45	3	26	5	0	311	34	1	85	15	0	177	101	22	10	23	0	221	55	11	83	6	0	140	100	290
13:00	3	16	0	0	363	19	5	109	11	0	141	125	20	21	19	0	237	60	7	79	3	0	162	89	293
13:15	3	11	2	0	378	16	4	97	9	0	138	110	31	21	23	0	262	75	10	99	4	0	142	113	314
13:30	3	6	7	0	379	16	4	107	19	0	127	130	21	20	20	0	298	61	12	88	0	0	174	100	307
Total	12	59	14	0	1431	85	14	398	54	0	583	466	94	72	85	0	1018	251	40	349	13	0	618	402	1204
Approach %	14.1	69.4	16.5	0.0	-	-	3.0	85.4	11.6	0.0	-	-	37.5	28.7	33.9	0.0	-	-	10.0	86.8	3.2	0.0	-	-	-
Total %	1.0	4.9	1.2	0.0	-	7.1	1.2	33.1	4.5	0.0	-	38.7	7.8	6.0	7.1	0.0	-	20.8	3.3	29.0	1.1	0.0	-	33.4	-
PHF	1.000	0.567	0.500	0.000	-	0.625	0.700	0.913	0.711	0.000	-	0.896	0.758	0.857	0.924	0.000	-	0.837	0.833	0.881	0.542	0.000	-	0.889	0.959
Lights	11	32	10	0	-	53	13	324	51	0	-	388	91	49	79	0	-	219	34	266	12	0	-	312	972
% Lights	91.7	54.2	71.4	-	-	62.4	92.9	81.4	94.4	-	-	83.3	96.8	68.1	92.9	-	-	87.3	85.0	76.2	92.3	-	-	77.6	80.7
Buses	0	0	0	0	-	0	0	13	2	0	-	15	0	0	2	0	-	2	0	14	0	0	-	14	31
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	3.3	3.7	-	-	3.2	0.0	0.0	2.4	-	-	0.8	0.0	4.0	0.0	-	-	3.5	2.6
Single-Unit Trucks	1	0	0	0	-	1	0	4	1	0	-	5	1	1	1	0	-	3	0	3	1	0	-	4	13
% Single-Unit Trucks	8.3	0.0	0.0	-	-	1.2	0.0	1.0	1.9	-	-	1.1	1.1	1.4	1.2	-	-	1.2	0.0	0.9	7.7	-	-	1.0	1.1
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Road	0	27	4	0	-	31	1	57	0	0	-	58	2	22	3	0	-	27	6	66	0	0	-	72	188
% Bicycles on Road	0.0	45.8	28.6	-	-	36.5	7.1	14.3	0.0	-	-	12.4	2.1	30.6	3.5	-	-	10.8	15.0	18.9	0.0	-	-	17.9	15.6
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	9	-	-
% Bicycles on Crosswalk	-	-	-	-	0.4	-	-	-	-	-	0.2	-	-	-	-	-	0.0	-	-	-	-	-	1.5	-	-
Pedestrians	-	-	-	-	1425	-	-	-	-	-	582	-	-	-	-	-	1018	-	-	-	-	-	609	-	-
% Pedestrians	-	-	-	-	99.6	-	-	-	-	-	99.8	-	-	-	-	-	100.0	-	-	-	-	-	98.5	-	-

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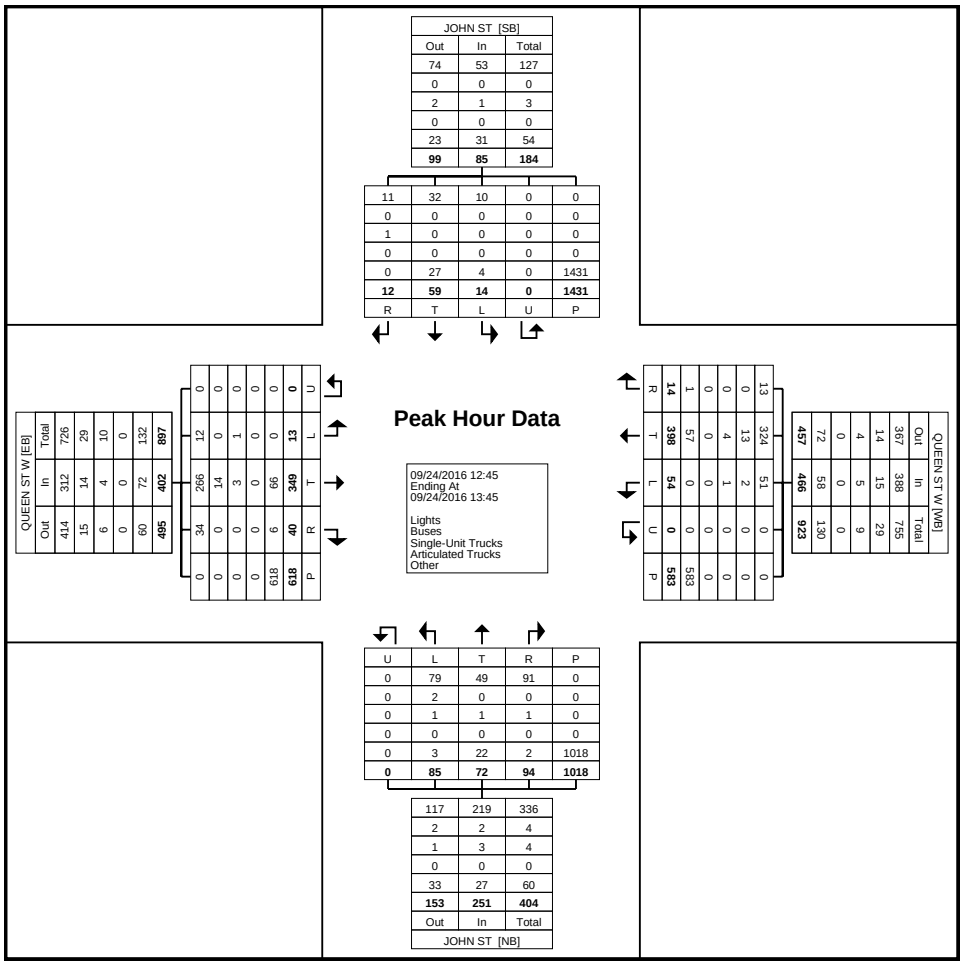
Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/24/2016



Turning Movement Peak Hour Data Plot (12:45)

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/21/2016

Turning Movement Data

Start Time	JOHN ST Southbound						QUEEN ST Westbound						JOHN ST Northbound						QUEEN ST Eastbound						
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
7:00	0	14	2	0	33	16	3	29	7	0	12	39	5	4	4	0	22	13	9	88	1	0	12	98	166
7:15	0	22	4	0	30	26	0	59	9	0	28	68	16	6	7	0	29	29	6	94	0	0	11	100	223
7:30	0	25	7	0	61	32	6	67	9	0	26	82	9	7	9	0	40	25	4	121	1	0	34	126	265
7:45	0	49	7	0	60	56	5	68	15	0	50	88	10	15	4	0	64	29	11	150	1	0	37	162	335
Hourly Total	0	110	20	0	184	130	14	223	40	0	116	277	40	32	24	0	155	96	30	453	3	0	94	486	989
8:00	1	59	13	0	93	73	1	82	21	0	85	104	10	11	8	0	97	29	16	169	0	0	44	185	391
8:15	0	84	11	0	124	95	6	119	9	0	101	134	13	21	17	0	128	51	12	157	3	0	71	172	452
8:30	0	79	11	0	126	90	3	92	18	0	120	113	19	37	13	0	151	69	20	178	1	0	91	199	471
8:45	0	99	12	0	163	111	2	82	11	0	132	95	16	38	17	0	204	71	22	196	1	0	101	219	496
Hourly Total	1	321	47	0	506	369	12	375	59	0	438	446	58	107	55	0	580	220	70	700	5	0	307	775	1810
9:00	7	69	10	0	138	86	2	95	14	0	130	111	22	19	21	0	176	62	19	189	5	0	112	213	472
9:15	4	94	9	0	116	107	5	85	20	0	103	110	11	17	15	0	155	43	14	184	4	0	86	202	462
9:30	3	44	5	0	95	52	4	83	9	0	100	96	14	14	11	0	138	39	17	142	0	0	67	159	346
9:45	0	36	4	0	116	40	4	86	14	0	80	104	20	32	17	0	112	69	14	104	2	0	94	120	333
Hourly Total	14	243	28	0	465	285	15	349	57	0	413	421	67	82	64	0	581	213	64	619	11	0	359	694	1613
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	3	25	5	0	213	33	3	125	16	0	122	144	20	41	19	0	243	80	20	96	2	0	106	118	375
16:15	2	25	2	0	186	29	2	126	13	0	96	141	11	21	23	0	204	55	12	96	1	0	92	109	334
16:30	6	28	1	0	204	35	6	147	13	0	80	166	11	41	17	0	230	69	17	96	2	0	124	115	385
16:45	6	29	5	0	238	40	4	125	21	0	104	150	7	52	14	0	248	73	11	104	2	0	124	117	380
Hourly Total	17	107	13	0	841	137	15	523	63	0	402	601	49	155	73	0	925	277	60	392	7	0	446	459	1474
17:00	1	30	4	0	254	35	3	137	13	0	108	153	12	77	20	0	281	109	5	111	2	0	139	118	415
17:15	3	30	5	0	287	38	1	118	14	0	145	133	15	74	9	0	372	98	13	121	3	0	199	137	406
17:30	3	27	4	0	242	34	6	119	14	0	145	139	15	64	24	0	308	103	14	119	5	0	189	138	414
17:45	2	31	0	0	238	33	7	100	18	0	129	125	16	70	18	0	275	104	15	144	1	0	190	160	422
Hourly Total	9	118	13	0	1021	140	17	474	59	0	527	550	58	285	71	0	1236	414	47	495	11	0	717	553	1657
18:00	4	34	7	0	282	45	3	121	18	0	151	142	15	53	19	0	275	87	20	117	0	1	155	138	412
18:15	1	31	6	0	304	38	4	113	14	0	139	131	18	61	27	0	214	106	15	123	3	0	178	141	416
18:30	8	23	2	0	296	33	5	129	16	0	125	150	17	48	27	0	237	92	19	122	2	0	147	143	418
18:45	5	26	3	0	269	34	6	132	28	0	113	166	23	44	21	0	256	88	21	116	2	0	126	139	427
Hourly Total	18	114	18	0	1151	150	18	495	76	0	528	589	73	206	94	0	982	373	75	478	7	1	606	561	1673
Grand Total	59	1013	139	0	4168	1211	91	2439	354	0	2424	2884	345	867	381	0	4459	1593	346	3137	44	1	2529	3528	9216
Approach %	4.9	83.6	11.5	0.0	-	-	3.2	84.6	12.3	0.0	-	-	21.7	54.4	23.9	0.0	-	-	9.8	88.9	1.2	0.0	-	-	-
Total %	0.6	11.0	1.5	0.0	-	13.1	1.0	26.5	3.8	0.0	-	31.3	3.7	9.4	4.1	0.0	-	17.3	3.8	34.0	0.5	0.0	-	38.3	-
Lights	55	395	84	0	-	534	68	2001	335	0	-	2404	315	264	358	0	-	937	306	2574	40	1	-	2921	6796
% Lights	93.2	39.0	60.4	-	-	44.1	74.7	82.0	94.6	-	-	83.4	91.3	30.4	94.0	-	-	58.8	88.4	82.1	90.9	100.0	-	82.8	73.7
Buses	0	1	1	0	-	2	3	128	7	0	-	138	1	0	2	0	-	3	1	110	0	0	-	111	254
% Buses	0.0	0.1	0.7	-	-	0.2	3.3	5.2	2.0	-	-	4.8	0.3	0.0	0.5	-	-	0.2	0.3	3.5	0.0	0.0	-	3.1	2.8
Single-Unit Trucks	1	8	5	0	-	14	2	37	8	0	-	47	17	0	7	0	-	24	8	68	3	0	-	79	164

% Single-Unit Trucks	1.7	0.8	3.6	-	-	1.2	2.2	1.5	2.3	-	-	1.6	4.9	0.0	1.8	-	-	1.5	2.3	2.2	6.8	0.0	-	2.2	1.8
Articulated Trucks	0	0	2	0	-	2	0	3	0	0	-	3	0	1	0	0	-	1	0	1	0	0	-	1	7
% Articulated Trucks	0.0	0.0	1.4	-	-	0.2	0.0	0.1	0.0	-	-	0.1	0.0	0.1	0.0	-	-	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	3	609	47	0	-	659	18	270	4	0	-	292	12	602	14	0	-	628	31	384	1	0	-	416	1995
% Bicycles on Road	5.1	60.1	33.8	-	-	54.4	19.8	11.1	1.1	-	-	10.1	3.5	69.4	3.7	-	-	39.4	9.0	12.2	2.3	0.0	-	11.8	21.6
Bicycles on Crosswalk	-	-	-	-	39	-	-	-	-	-	10	-	-	-	-	-	8	-	-	-	-	-	8	-	-
% Bicycles on Crosswalk	-	-	-	-	0.9	-	-	-	-	-	0.4	-	-	-	-	-	0.2	-	-	-	-	-	0.3	-	-
Pedestrians	-	-	-	-	4129	-	-	-	-	-	2414	-	-	-	-	-	4451	-	-	-	-	-	2521	-	-
% Pedestrians	-	-	-	-	99.1	-	-	-	-	-	99.6	-	-	-	-	-	99.8	-	-	-	-	-	99.7	-	-

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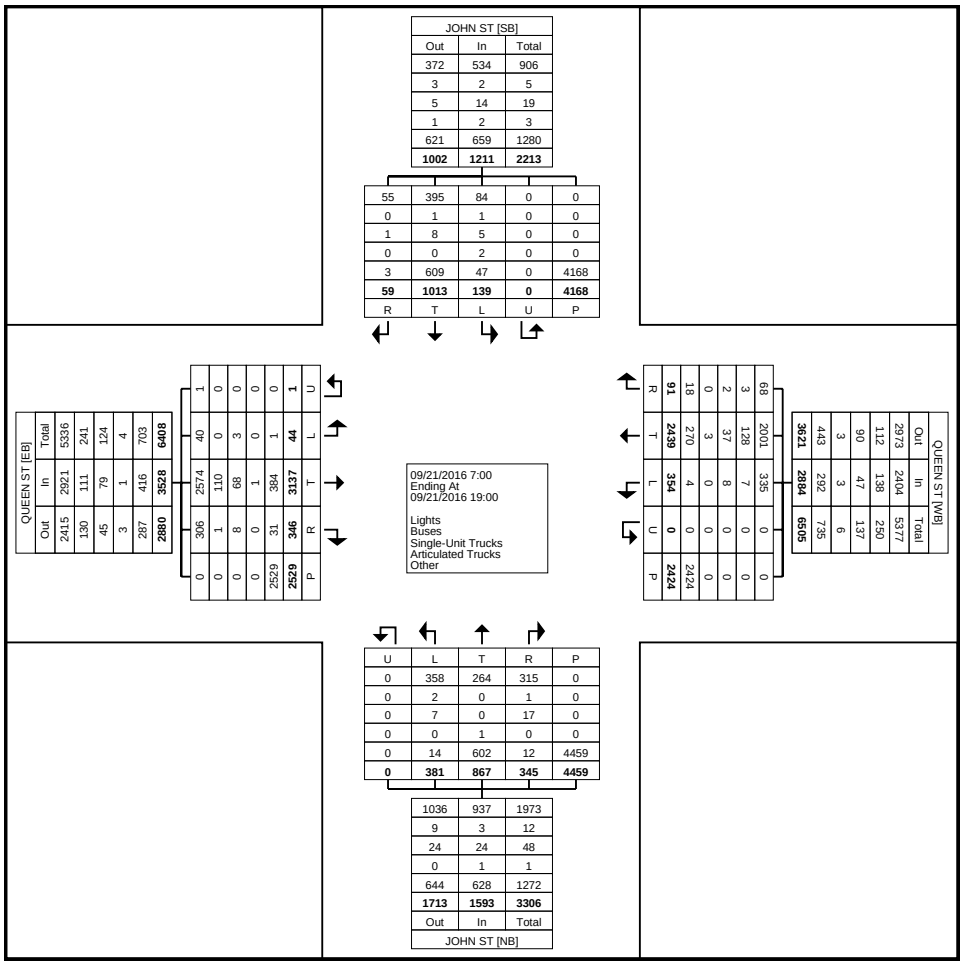
Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/21/2016



Turning Movement Data Plot

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
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Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

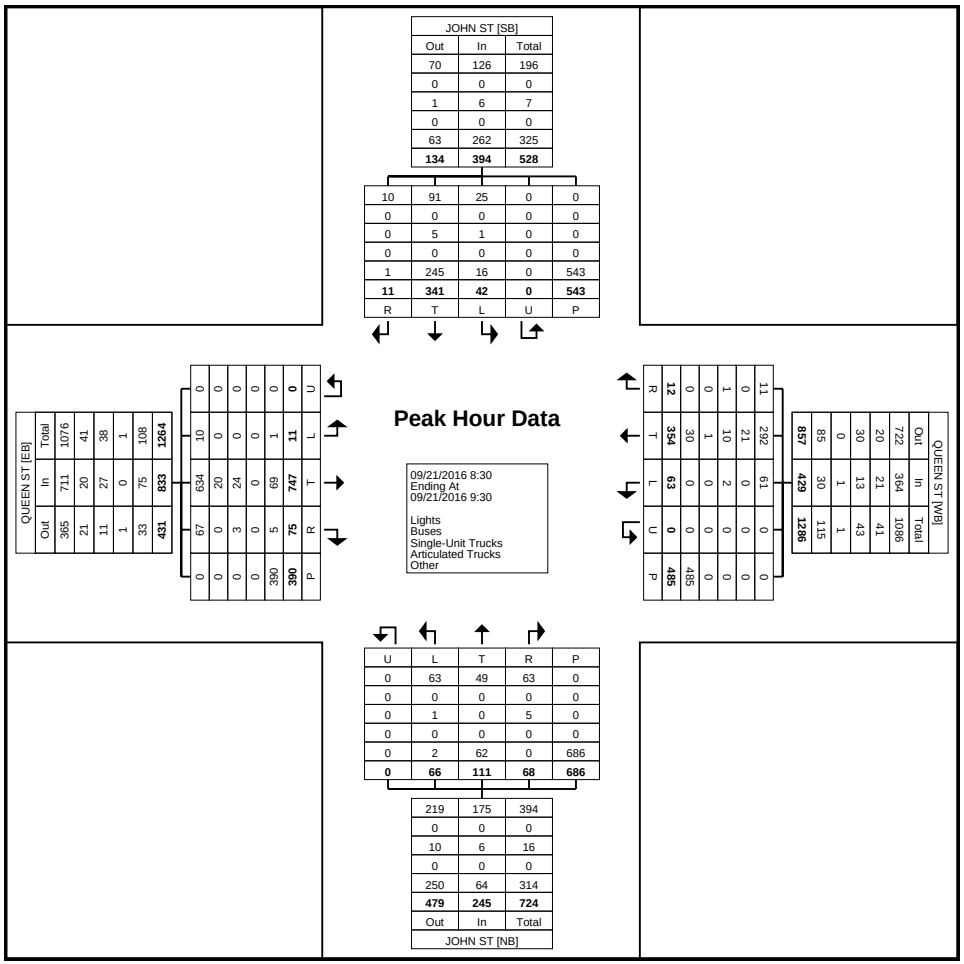
Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/21/2016

Turning Movement Peak Hour Data (8:30)

Start Time	JOHN ST Southbound						QUEEN ST Westbound						JOHN ST Northbound						QUEEN ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
8:30	0	79	11	0	126	90	3	92	18	0	120	113	19	37	13	0	151	69	20	178	1	0	91	199	471
8:45	0	99	12	0	163	111	2	82	11	0	132	95	16	38	17	0	204	71	22	196	1	0	101	219	496
9:00	7	69	10	0	138	86	2	95	14	0	130	111	22	19	21	0	176	62	19	189	5	0	112	213	472
9:15	4	94	9	0	116	107	5	85	20	0	103	110	11	17	15	0	155	43	14	184	4	0	86	202	462
Total	11	341	42	0	543	394	12	354	63	0	485	429	68	111	66	0	686	245	75	747	11	0	390	833	1901
Approach %	2.8	86.5	10.7	0.0	-	-	2.8	82.5	14.7	0.0	-	-	27.8	45.3	26.9	0.0	-	-	9.0	89.7	1.3	0.0	-	-	-
Total %	0.6	17.9	2.2	0.0	-	20.7	0.6	18.6	3.3	0.0	-	22.6	3.6	5.8	3.5	0.0	-	12.9	3.9	39.3	0.6	0.0	-	43.8	-
PHF	0.393	0.861	0.875	0.000	-	0.887	0.600	0.932	0.788	0.000	-	0.949	0.773	0.730	0.786	0.000	-	0.863	0.852	0.953	0.550	0.000	-	0.951	0.958
Lights	10	91	25	0	-	126	11	292	61	0	-	364	63	49	63	0	-	175	67	634	10	0	-	711	1376
% Lights	90.9	26.7	59.5	-	-	32.0	91.7	82.5	96.8	-	-	84.8	92.6	44.1	95.5	-	-	71.4	89.3	84.9	90.9	-	-	85.4	72.4
Buses	0	0	0	0	-	0	0	21	0	0	-	21	0	0	0	0	-	0	0	20	0	0	-	20	41
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	5.9	0.0	-	-	4.9	0.0	0.0	0.0	-	-	0.0	0.0	2.7	0.0	-	-	2.4	2.2
Single-Unit Trucks	0	5	1	0	-	6	1	10	2	0	-	13	5	0	1	0	-	6	3	24	0	0	-	27	52
% Single-Unit Trucks	0.0	1.5	2.4	-	-	1.5	8.3	2.8	3.2	-	-	3.0	7.4	0.0	1.5	-	-	2.4	4.0	3.2	0.0	-	-	3.2	2.7
Articulated Trucks	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	0.0	-	-	0.0	0.0	0.3	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.1
Bicycles on Road	1	245	16	0	-	262	0	30	0	0	-	30	0	62	2	0	-	64	5	69	1	0	-	75	431
% Bicycles on Road	9.1	71.8	38.1	-	-	66.5	0.0	8.5	0.0	-	-	7.0	0.0	55.9	3.0	-	-	26.1	6.7	9.2	9.1	-	-	9.0	22.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.2	-	-	-	-	-	0.0	-	-	-	-	-	0.4	-	-	-	-	-	0.3	-	-
Pedestrians	-	-	-	-	542	-	-	-	-	-	485	-	-	-	-	-	683	-	-	-	-	-	389	-	-
% Pedestrians	-	-	-	-	99.8	-	-	-	-	-	100.0	-	-	-	-	-	99.6	-	-	-	-	-	99.7	-	-

Spectrum Traffic Data Incorporated
250 Wincott Drive, PO Box 18562
Toronto
Ontario, Ontario, Canada M9R 2R0
416-875-6200 support@spectrumtraffic.com

Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/21/2016



Turning Movement Peak Hour Data Plot (8:30)

Spectrum Traffic Data Incorporated
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Ontario, Ontario, Canada M9R 2R0
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Count Name: JOHN ST & QUEEN ST W
Site Code:
Start Date: 09/21/2016

Turning Movement Peak Hour Data (18:00)

Start Time	JOHN ST Southbound						QUEEN ST Westbound						JOHN ST Northbound						QUEEN ST Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
18:00	4	34	7	0	282	45	3	121	18	0	151	142	15	53	19	0	275	87	20	117	0	1	155	138	412
18:15	1	31	6	0	304	38	4	113	14	0	139	131	18	61	27	0	214	106	15	123	3	0	178	141	416
18:30	8	23	2	0	296	33	5	129	16	0	125	150	17	48	27	0	237	92	19	122	2	0	147	143	418
18:45	5	26	3	0	269	34	6	132	28	0	113	166	23	44	21	0	256	88	21	116	2	0	126	139	427
Total	18	114	18	0	1151	150	18	495	76	0	528	589	73	206	94	0	982	373	75	478	7	1	606	561	1673
Approach %	12.0	76.0	12.0	0.0	-	-	3.1	84.0	12.9	0.0	-	-	19.6	55.2	25.2	0.0	-	-	13.4	85.2	1.2	0.2	-	-	-
Total %	1.1	6.8	1.1	0.0	-	9.0	1.1	29.6	4.5	0.0	-	35.2	4.4	12.3	5.6	0.0	-	22.3	4.5	28.6	0.4	0.1	-	33.5	-
PHF	0.563	0.838	0.643	0.000	-	0.833	0.750	0.938	0.679	0.000	-	0.887	0.793	0.844	0.870	0.000	-	0.880	0.893	0.972	0.583	0.250	-	0.981	0.980
Lights	18	66	16	0	-	100	12	401	74	0	-	487	67	53	90	0	-	210	69	392	7	1	-	469	1266
% Lights	100.0	57.9	88.9	-	-	66.7	66.7	81.0	97.4	-	-	82.7	91.8	25.7	95.7	-	-	56.3	92.0	82.0	100.0	100.0	-	83.6	75.7
Buses	0	0	0	0	-	0	0	22	1	0	-	23	1	0	0	0	-	1	1	18	0	0	-	19	43
% Buses	0.0	0.0	0.0	-	-	0.0	0.0	4.4	1.3	-	-	3.9	1.4	0.0	0.0	-	-	0.3	1.3	3.8	0.0	0.0	-	3.4	2.6
Single-Unit Trucks	0	1	1	0	-	2	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	6
% Single-Unit Trucks	0.0	0.9	5.6	-	-	1.3	0.0	0.4	0.0	-	-	0.3	0.0	0.0	0.0	-	-	0.0	0.0	0.4	0.0	0.0	-	0.4	0.4
Articulated Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
% Articulated Trucks	0.0	0.0	5.6	-	-	0.7	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	47	0	0	-	47	6	70	1	0	-	77	5	153	4	0	-	162	5	66	0	0	-	71	357
% Bicycles on Road	0.0	41.2	0.0	-	-	31.3	33.3	14.1	1.3	-	-	13.1	6.8	74.3	4.3	-	-	43.4	6.7	13.8	0.0	0.0	-	12.7	21.3
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	0.1	-	-	-	-	-	0.4	-	-	-	-	-	0.0	-	-	-	-	-	0.2	-	-
Pedestrians	-	-	-	-	1150	-	-	-	-	-	526	-	-	-	-	-	982	-	-	-	-	-	605	-	-
% Pedestrians	-	-	-	-	99.9	-	-	-	-	-	99.6	-	-	-	-	-	100.0	-	-	-	-	-	99.8	-	-

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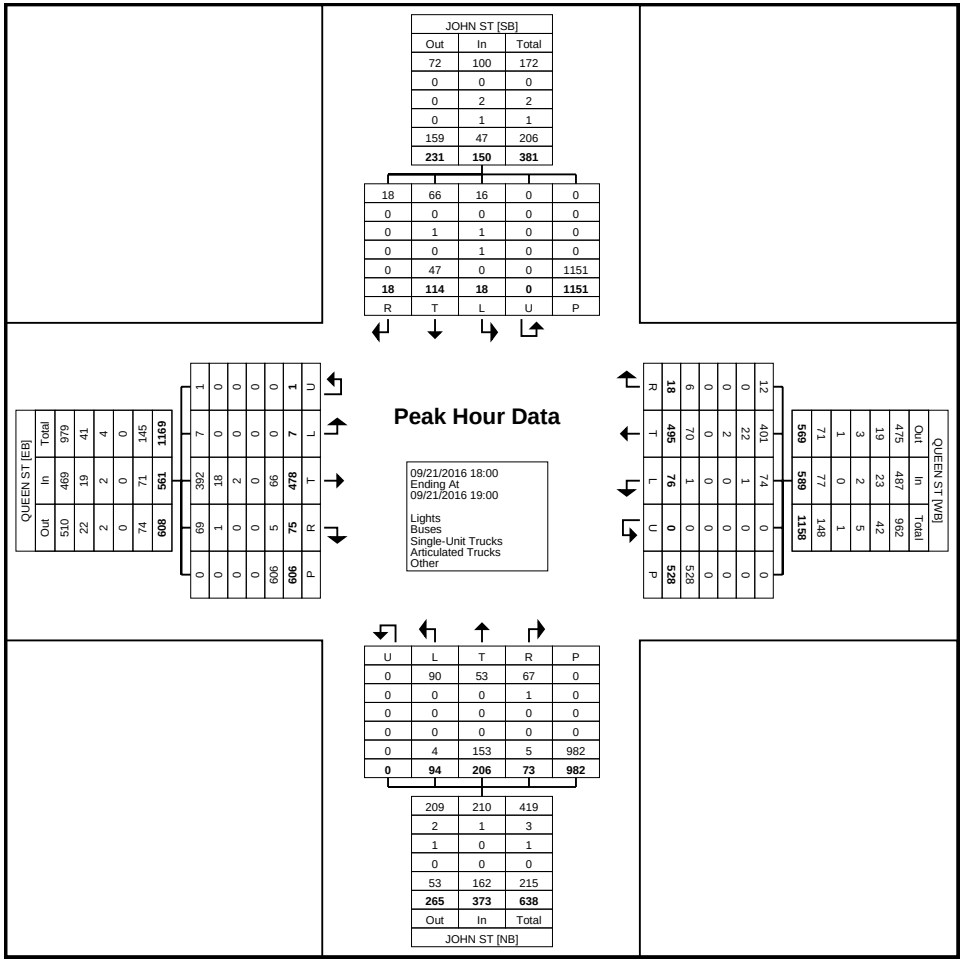


Turning Movement Peak Hour Data Plot (18:00)

TAB 6

An accidental protected bike lane on John Street

Submitted by herb on Mon, 06/02/2014 - 01:00

Max snapped this photo one morning a few weeks ago at John and Queen, looking north. I was completely flabbergasted at first. As many of my readers might now, there was a long extended fight with Councillor Vaughan and a bunch of planners who were trying to plan cyclists out of the picture and create a pedestrian arcade (but with cars) out of John Street. This seemed like a

complete 180 where cyclists were actually given their own space instead of treated like pariahs.

But, no, it was not to be. Instead this is a pilot project until October to carve out a much larger pedestrian zone with a row of planters. Instead of being a protected bike lane much like I've seen in Vancouver, it's a "pedestrian" zone that seems most of the time to have few pedestrians (perhaps a bit heavier next to the restaurants which had overtaken much of the public space for their patios).

Cyclists don't know what to do with the space. Some people are still using it as a bike lane while other cyclists choose to squeeze next to a multi-block long line of cars (photo by Michal). This is what I saw:

While the whole John Street Cultural Corridor project is currently unfunded, the EA was completed and left out cyclists. Or, to be more accurate, they assumed cyclists would just nicely mix in with car traffic like we're forced to everywhere else.

But compared to the EA, this row of planters is even worse for cyclists. At least in the EA the plan was to have a "flexible boulevard" and a "non-barrier" curb to blur the line between the pedestrian space and the road. People on bikes would have more options in going around traffic jams of cars. In the EA they said:

> *"A continuous non-barrier curb on both sides of the street to enable a seamless transition into a pedestrian-only space for events; for vehicles to mount the flexible boulevard for deliveries or drop-offs; and, to accommodate additional vehicular and cycling maneuvering on either side of the road in emergencies."*

Or like this real-world example at the Prince's Gate at the Ex:

Figure 7-13: Precedent Image of Mountable Curb - Princess' Gate (Toronto)

Non-Barrier Curbs

But instead, this design seems to have imposed purgatory for anyone on a bike.

What are the lessons here?

One, we can't just expect bikes to disappear, no matter how much we're in love with "pedestrianizing" the John Street Corridor. Did you expect the cyclists to nicely wait behind the truck? Good luck with trying to re-engineer human nature.

Two, by doing things half-ass, by trying to increase the pedestrian space while letting cars still rule the streets, we are making the space worse. Planners should have made it much more inconvenient for drivers to choose John Street as a through-street. John could be made for local vehicles only, much like a bicycle boulevard, which would greatly reduce the traffic while still allowing cars to exist there.

Comments

Separatist (not verified)
Mon, 06/02/2014 - 22:28
Permalink

The John Street Pedestrian

The John Street Pedestrian Plaza was initiated by, and the study for it funded by, the local Business Improvement Area and unsurprisingly that is what it is about business. The biggest beneficiaries are City TV, Jack Astors etc.

A street with one of the highest volumes of cyclists and the City is planning to intentionally displace them to an unsafe and inconvenient crossing at Peter , Soho and Queen.

A sloppy environmental assessment process using wildly inaccurate data of cycling modal split.

The good news is the planters are an unintentional bicycle lane pilot project showing the merit of, and need for, separated bicycle lanes on John Street. John Street north of Richmond, or perhaps Nelson Street, to Queen Street could be one lane one way northbound for vehicles with bicycle lanes on either side behind planters and widened sidewalks.

With any luck the new incoming Councillor for Ward 20 will see what former Councillor Vaughan couldn't.

Alex (not verified)
Sun, 06/08/2014 - 16:33
Permalink

I have been using that space

I have been using that space behind the planters to go northbound and southbound and it feels completely safe. Better than fighting traffic for every square inch of the roadway. Alas, the patio tables are already popping up by Jack Astor's so it won't last long.

On the positive side, the Vaughan campaign was handing out buttons to cyclists on St. George on Friday morning. He needs our support and that's our opportunity to come

up with a solution that works for everyone (and that includes the BIA)

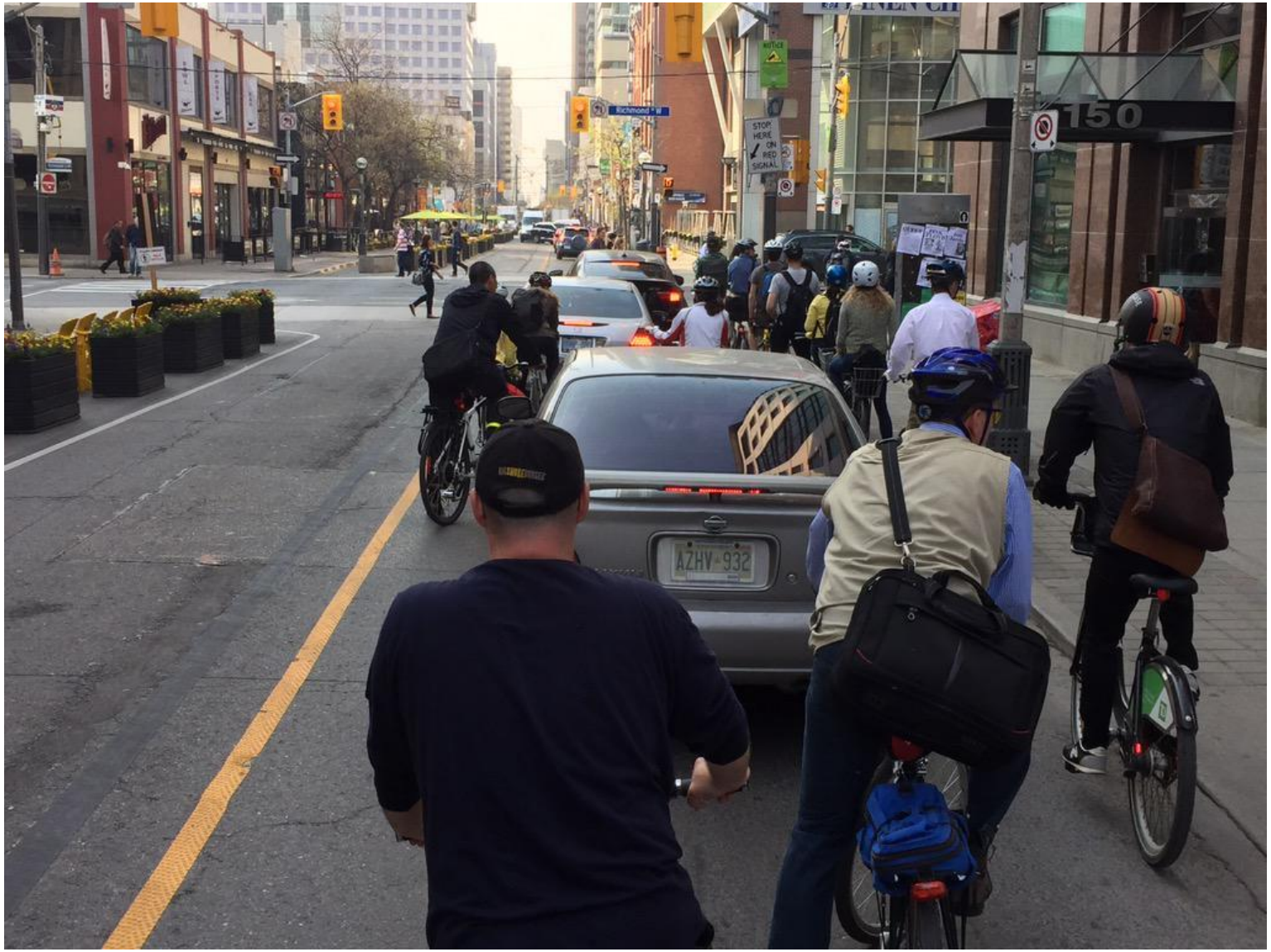
How about restricting all non-local traffic from John? York street is now one of the safest in the core (that is without any bike lanes). That's because it's fully blocked at the Union station so it is only used by vehicles accessing nearby parking lots.

Same can be done for John. Planters can block the street for cars just south of Richmond while allowing the bikes through. All motorists that use John as a shortcut to the core (something it was never designed for) will be gone. The street will be so quiet it won't need any bike lanes. Perhaps sharrows for wayfinding can be added later.

The BIA is just as interested to keep traffic away from the tables. Patrons won't find fries with road dust and honking at the background very appetizing and will stay away from the patios. Unless the street is made as quiet as a laneway.

If we team up with the business and reach out to Vaughan's office we can get the barrier installed within weeks (the byelection is upon us and our votes are precious as gold) we can solve this matter once and for all.

TAB 7



View of southbound John Street at Richmond Street East during road narrowing pilot project, morning peak, May 8, 2015