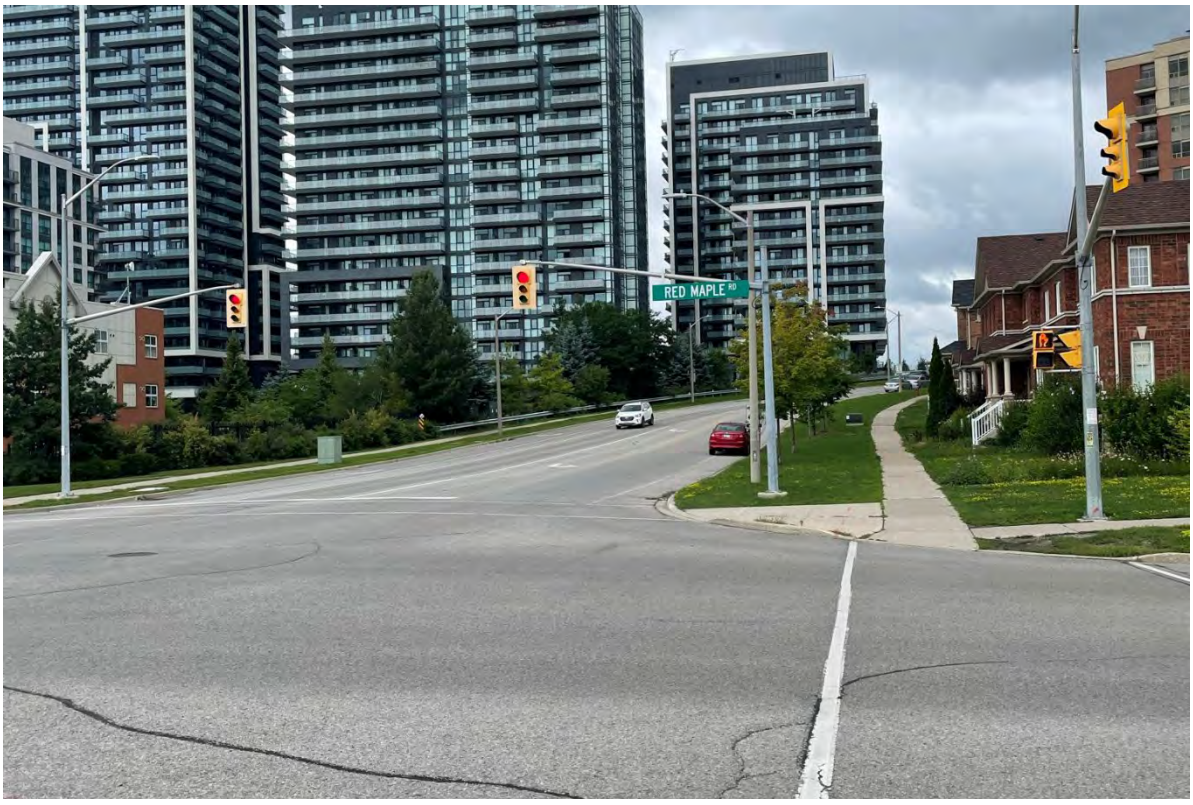
CITY OF RICHMOND HILL

BRIGGS AVENUE AND BANTRY AVENUE ACTIVE TRANSPORTATION IMPROVEMENTS

FEASIBILITY STUDY REPORT



May 23, 2025

BRIGGS AVENUE AND BANTRY AVENUE ACTIVE TRANSPORTATION IMPROVEMENTS FEASIBILITY STUDY

REPORT

CITY OF RICHMOND HILL

REPORT VERSION 2.1

PROJECT NO.: CA0007165.6746
DATE: MAY 23, 2025

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1 INTRODUCTION

The City of Richmond Hill (the City) has engaged WSP to conduct a Feasibility Study that aims to improve active transportation (AT) conditions on **Briggs Avenue** and **Bantry Avenue** including the bridge section. The study aligns with the objectives in the Transportation Master Plan, prioritizing sustainable travel and connectivity of the active transportation network. The City of Richmond Hill envisions a well-connected and comfortable transportation network that caters to all users, promoting an active and sustainable lifestyle. By providing enhanced facilities for pedestrians and cyclists, the City aims to encourage more people of all ages and abilities to use active modes.

The study involved the development and assessment of design alternatives, considering feasibility, technical aspects, and cost. Design options were identified for each of the corridors. This report focuses on the feasibility study portion of the assignment by examining potential options for cycling facilities along the study's corridor.

The study was initiated in 2023 and included a site visit to observe existing conditions. The design options were subsequently presented to the public and municipal staff. Feedback from these interactions was collected and analyzed in an Engagement Summary Report found in the Appendix and summarized in this report. The project concluded with the functional design stage, along with preparation of a cost estimate for implementation of the preferred option.

After receiving feedback from Infrastructure Delivery about costs of reconstruction, an interim design using quick-build materials was developed to upgrade the cycling conditions on the Bantry-Briggs corridor prior to full reconstruction of the road in the future. This interim work will be within the existing curb-to-curb width with minimal impacts to drainage, trees and utilities. The ultimate design would be implemented in the future when the road is due for renewal, which will be more financially viable for the City.

This report outlines the project overview, design alternatives and evaluation criteria, facility design for both interim and ultimate configurations, as well as key implementation considerations.

2 PROJECT OVERVIEW

2.1 PROJECT CONTEXT

This project is set within the policy framework of Richmond Hill's Council-approved Transportation Master Plan (TMP) and Traffic Safety and Operations Strategy (TSOS). The TMP envisions a paradigm shift in mobility choices, placing active transportation at the top of the mobility hierarchy. This plan prioritizes an inclusive and equitable approach to infrastructure design, with bike lanes identified along Bantry Avenue and Briggs Avenue.

Complementing the TMP, the TSOS identifies bike lanes within the traffic calming toolbox. Bike lanes have a traffic calming effect by narrowing the vehicular travel lanes, contributing to safer road conditions.

The City's TMP, approved by Council in December 2023, highlights the variety of on and off-road routes that are expected to enhance connectivity throughout the City. Those would also accommodate cyclists of all ages and all abilities. The study corridors in this report are an integral part of the proposed AT network.

The project aims to:

1. Determine the preferred cross sections and configurations for each block;
2. Enhance connections between Richmond Hill's on- and off-road cycling facilities, and to the Regional cycling network;
3. Make it easier for residents and visitors to access key destinations, schools, community centres, parks and recreational facilities;
4. Allow and encourage safe cycling; and
5. Connect existing neighbourhoods to the Richmond Hill Centre, where the future Yonge North Subway Extension (YNSE) will support mobility.

Each study component of the project scope is further described in **Table 2-1** and the corresponding study area is shown in **Figure 2-1.**

Table 2-1: Study Components over Project Duration

PHASE	DESCRIPTION
Consultation	Consultation plan, Public Information Centre (PIC) event and engagement summary
Development of Design Alternatives	Site visit, existing conditions review, development of two to three alternatives for each corridor
Evaluation of a Preferred Alternative	Development of evaluation criteria, evaluation of each alternative and preferred option selection
Functional Design and Cost Estimate	Development of the functional design for the chosen alternative, cost estimation

Figure 2-1: Study Area Map

Bantry Avenue and Briggs Avenue from Bayview Avenue to Valleymede Drive are classified as collector roads with a posted speed limit of 40-50 km/h that provide essential connections within Richmond Hill. Briggs Avenue from Valleymede Drive to Edinburgh Drive is classified as a local residential road with a speed limit of 40 km/h. The surrounding land use predominantly consists of low-density residential zones, with painted edge lines, and sidewalks on both sides of the street. This corridor connects to major destinations including the Richmond Hill Centre, existing GO and YRT stations, including Yonge Street and Highway 7 Bus Rapid Transit, and proposed stations for the TTC Yonge North Subway Extension (**Figure 2-2**) and 407 Transitway. Currently, there are no transit services that use Bantry and Briggs Avenue, as shown in **Figure 2-3**.

Figure 2-2: Yonge North Subway Extension (Source: Metrolinx)

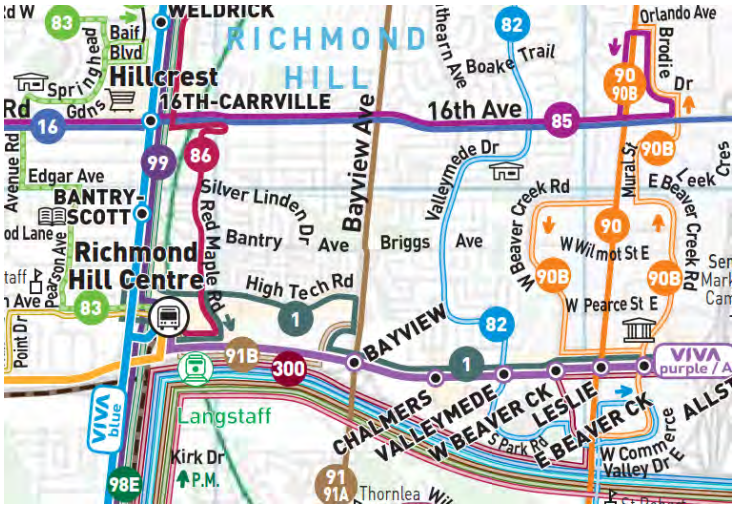


Figure 2-3: YRT System Map (Source: York Region Transit)

Bantry Avenue does not officially have cycling facilities. However, the corridor has an edge line on both sides of the roadway which can be used by cyclists as well as parked vehicles. Briggs Avenue is an existing signed bike route.

2.2 PROJECT SCHEDULE

The feasibility study commenced in Spring 2023 and was completed in Spring 2025. The project was extended to develop an interim quick-build design alternative, in addition to the ultimate design condition. Since the initiation of the project, there has been ongoing discussions between WSP, City Staff and York Region, as well as other relevant project stakeholders. A kick-off meeting and bi-weekly progress check-in meetings were held. A site visit was conducted between the project team and the City on July 27, 2023 to further assess the existing conditions. A Public Information Centre (PIC) was held on May 16, 2024 at Langstaff Community Centre, with a virtual call-in option, to receive feedback on the design alternatives for the corridors. The functional design drawings are submitted as part of this report. Following this feasibility study, the project would move to design and implementation phases which are outside of the scope of the current assignment.

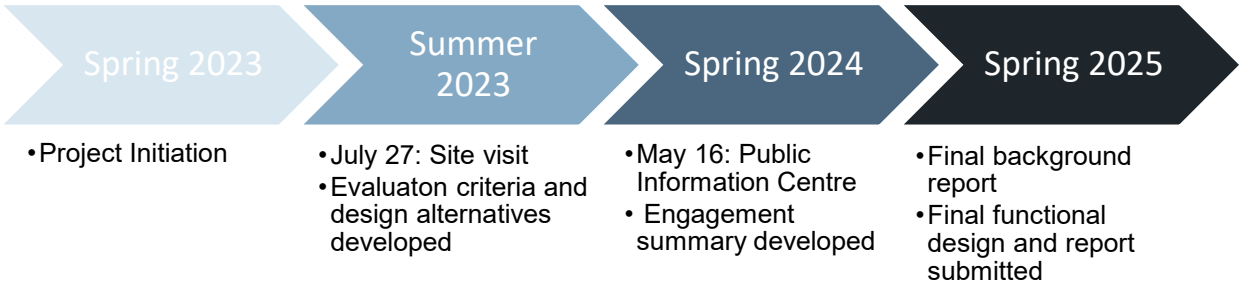


Figure 2-4: Project Timeline

A background review of existing and planned transportation and public realm conditions along Bantry Avenue and Briggs Avenue can be found in **Appendix A**. This includes a policy and document review, site visit observations of opportunities and constraints, and data analysis of traffic volumes and collision history within the study area.

The design criteria showing minimum, target, and proposed values for the design elements along Bantry Avenue and Briggs Avenue can be found in **Appendix B**.

3 DESIGN EVALUATION

3.1 DESIGN CONSIDERATIONS

The project team considered best practice guidance from relevant design guidelines, such as *Ontario Traffic Manual (OTM) Book 18* and *15*, *TAC Guidelines*, and *City of Richmond Hill's Division "C" Transportation and Roadworks Standards and Specifications Manual (2022)* to develop design criteria. Additionally, a set of evaluation criteria was developed to assess the corridor option designs for Briggs Avenue and Bantry Avenue. The evaluation criteria can be examined in **Table 3-1** and **Table 3-2**. Key considerations were informed by the City and Region's datasets, including traffic volumes, collision data, and speed distribution.

An analysis of the speed, vehicle volumes, and collision data informed the facility selection process. *The OTM Book 18* Cycling Facility Pre-Selection Nomograph was used to determine the appropriate level of separation and reasonable facility types for the corridors based on the motor vehicle posted speed limit and average daily traffic volume. The 40 km/h speed limit and ADT range of the Study Area's operating environment falls between the shared and designated operating space category, as highlighted in **Figure 3-1**.

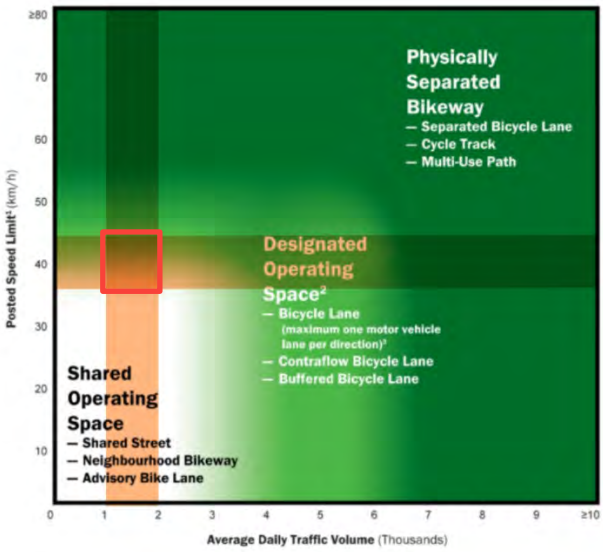


Figure 3-1: OTM Book 18 Recommended Posted Speed Limit

3.2 ULTIMATE CORRIDOR OPTIONS

To determine the best corridor design for the proposed ultimate active transportation improvements Briggs Avenue, Bantry Avenue and the Bantry Avenue bridge, three different options were identified and evaluated for each of these segments. The options aim to promote a well-connected, sustainable, multi-modal and inclusive network for all users and enhance the cycling network connectivity to key destinations. The following section outlines the existing conditions and design options for each corridor.

3.2.1 BRIGGS AVENUE

Briggs Avenue has a pavement width of 10 m, including 7.4 m designated for common lanes. The road width transitioning to Edinburgh Drive decreases to 8.5 m. The posted speed limit is 40 km/h and it is an existing signed bike route. Permit parking is present along both sides of the street.

Figure 3-2: Existing Conditions on Briggs Avenue between Bayview Avenue and Edinburgh Drive – (Looking east)

3.2.1.1 CORRIDOR OPTION A1- BUFFERED BIKE LANES

The recommended option for Briggs Avenue includes 1.5 m buffered bike lanes with 0.5 m buffer that provide dedicated space for cyclists with a higher level of separation from motor vehicles. The lane widths are proposed to decrease to 3.0 m. The reduced lane width serves as an effective traffic calming measure. This option removes on street parking with approximately 68 parking spaces removed (40 on the north side, 28 on the south side). East of Valleymede Drive where the road narrows, 1.5 m advisory bike lanes or edge lines are recommended due to the constrained curb to curb width of 8.5 m.

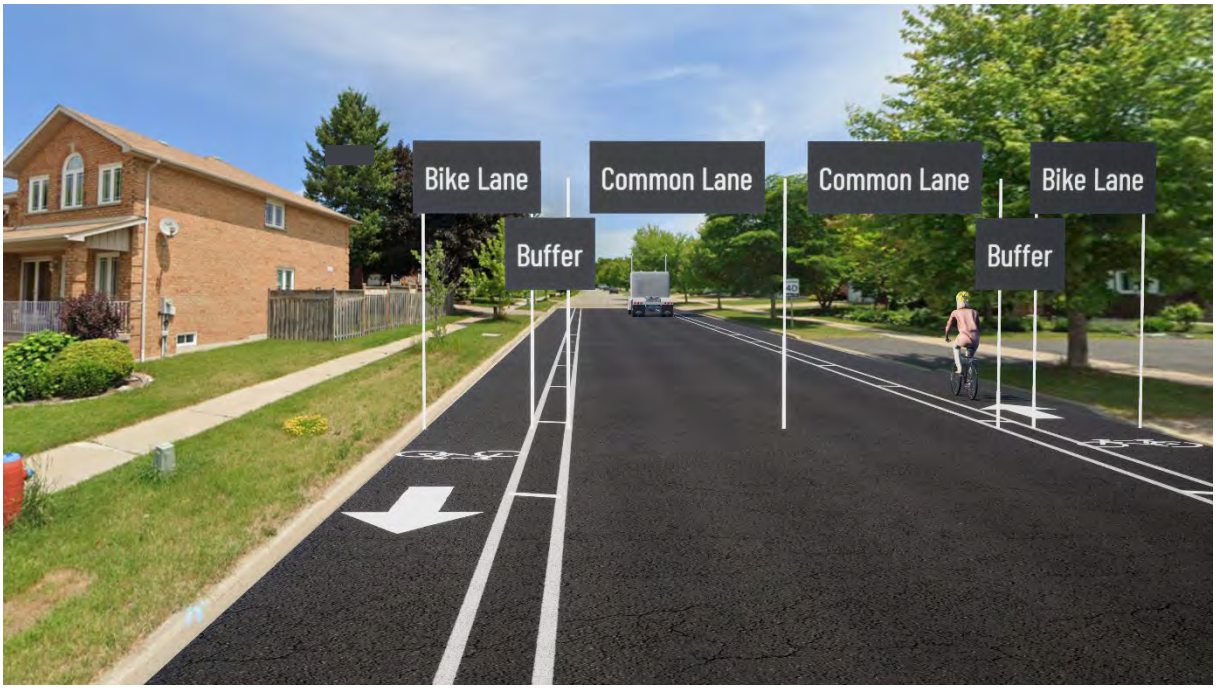


Figure 3-3: Corridor Option A1 – Buffered Bike Lanes on Briggs Avenue between Bayview Avenue and Edinburgh Drive – (Looking east)

3.2.1.2 CORRIDOR OPTION A2 – SHARED LANES

Alternative option A2 for Briggs Avenue are 3.5 m shared lanes. For this alternative, parking is maintained on one side of the street (with a total of 40 parking spots available). The design also includes a centre flexible sign used as a traffic calming measure to encourage drivers to follow the speed limit.

Figure 3-4: Corridor Option A2 – Shared Lanes on Briggs Avenue between Bayview Avenue and Edinburgh Drive – (Looking east)

3.2.1.3 CORRIDOR OPTION A3 – ADVISORY BIKE LANES

Alternative A3 for Briggs Avenue is the use of 1.7 m advisory bike lanes with a shared common lane of 3.6 m for two-way vehicles to share the road while merging into the bike lanes in instances of oncoming traffic. This option, similar to alternative A2, maintains parking on one side of the street (for approximately 40 spots).

Figure 3-5: Corridor Option A3 – Advisory Bike Lanes on Briggs Avenue between Bayview Avenue and Edinburgh Drive – (Looking east)

3.2.2 BANTRY AVENUE

Bantry Avenue has a road width of 19.6 m, with an additional 4.7 m boulevard space on both sides of the road. Permit parking is present along both sides of the street in some areas. An existing issue on Bantry Avenue is frequent speeding due to the wide lanes, shoulders and parking lanes.

Figure 3-6: Existing Conditions on Bantry Avenue between Maple Road and Bayview Avenue – (Looking west)

3.2.2.1 CORRIDOR OPTION B1- CYCLE TRACKS

The recommended option for Bantry Avenue includes 2.0 m sidewalks and 2.0 m cycle tracks with 2.7 m buffer on one side and 3.4 m buffer on the other between the sidewalk and the cycle track to maintain the boulevard space. An additional 0.9 m buffer behind the curb between the cycle track and the parking is provided for separation from the motor vehicle door zone. The reduced lane widths serve as an effective traffic calming measure.

Figure 3-7: Corridor Option B1 – Cycle tracks on Bantry Avenue between Maple Road and Bayview Avenue – (Looking west)

3.2.2.2 CORRIDOR OPTION B2 – BUFFERED BIKE LANES

The alternative option B2 for Bantry Avenue includes 1.5 m parking protected bike lanes on both sides of the street with 0.9 m buffers between the parking and the bike lane. 3.3 m common lanes are provide which encourage motorist to slow down.

Figure 3-8: Corridor Option B2 – Buffered bike lanes on Bantry Avenue between Maple Road and Bayview Avenue – (Looking west)

3.2.2.3 CORRIDOR OPTION B3 – PROTECTED BIKE LANES

The alternative option B3 for Bantry Avenue is similar to the proposed alternative B2 with 1.5 m parking protected bike lanes with 0.9 m buffers between the parking and the bike lane. Additional physical separation is added within the buffer to prevent any parking vehicles from encroaching into the bike lane and compromising the safety of cyclists. The separation is done using precast concrete separators.

Figure 3-9: Corridor Option B3 – Protected bike lanes on Bantry Avenue between Maple Road and Bayview Avenue – (Looking west)

3.2.3 BANTRY AVENUE BRIDGE

Bantry Avenue bridge has a total bridge width of 23.0 m, which includes 4.8 m parking lanes on both sides of the bridge. The bridge also has 3.7 m common lanes and 3.0 m sidewalks.

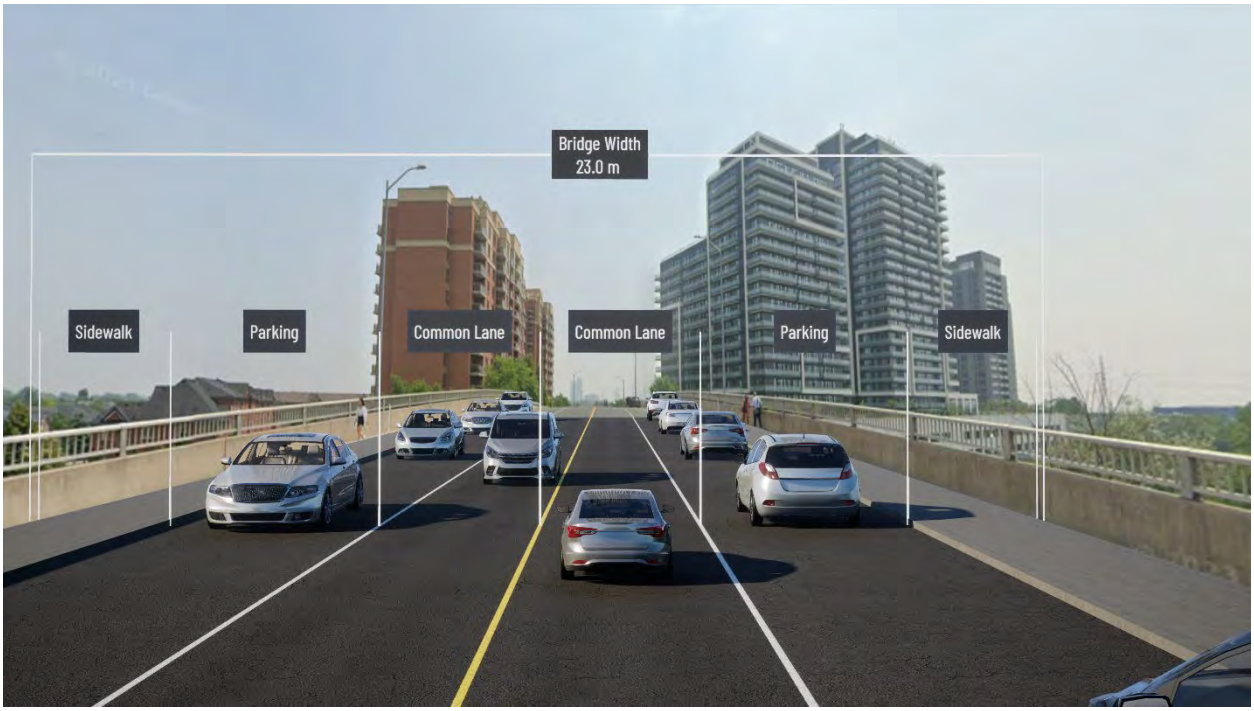


Figure 3-10: Existing Conditions on Bantry Avenue Bridge between Yonge Street and Maple Road – (Looking east)

3.2.3.1 CORRIDOR OPTION C1- CYCLE TRACKS

The recommended option for Bantry Avenue Bridge includes maintaining the 3.0 m sidewalks and adding 2.4 m cycle tracks with 1.3 m delineation between the sidewalk and the cycle track. An additional 1.5 m buffer is recommended between the cycle track and motor vehicles. This alternative provides a physically-separated space for cyclists within the boulevard. The reduced lane widths serve as an effective traffic calming measure.

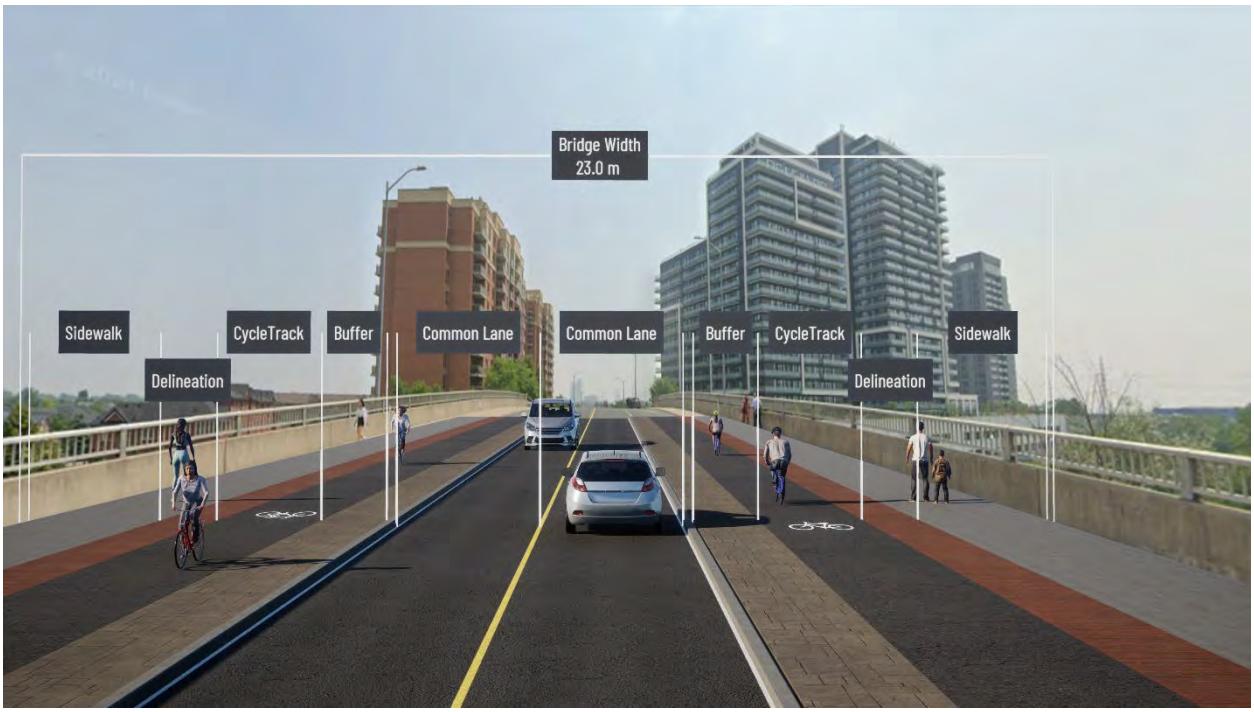


Figure 3-11: Corridor Option C1 – Cycle tracks on Bantry Avenue Bridge between Yonge Street and Maple Road – (Looking east)

3.2.3.2 CORRIDOR OPTION C2 – PROTECTED BIKE LANES

The alternative option C2 for Bantry Avenue bridge includes 1.5 m parking protected bike lanes on both sides of the street with 0.8 m buffers between the parking and the bike lane. The buffer also includes physical separation using precast concrete separators and flex posts. 3.3 m common lanes are used to help slow drivers down.

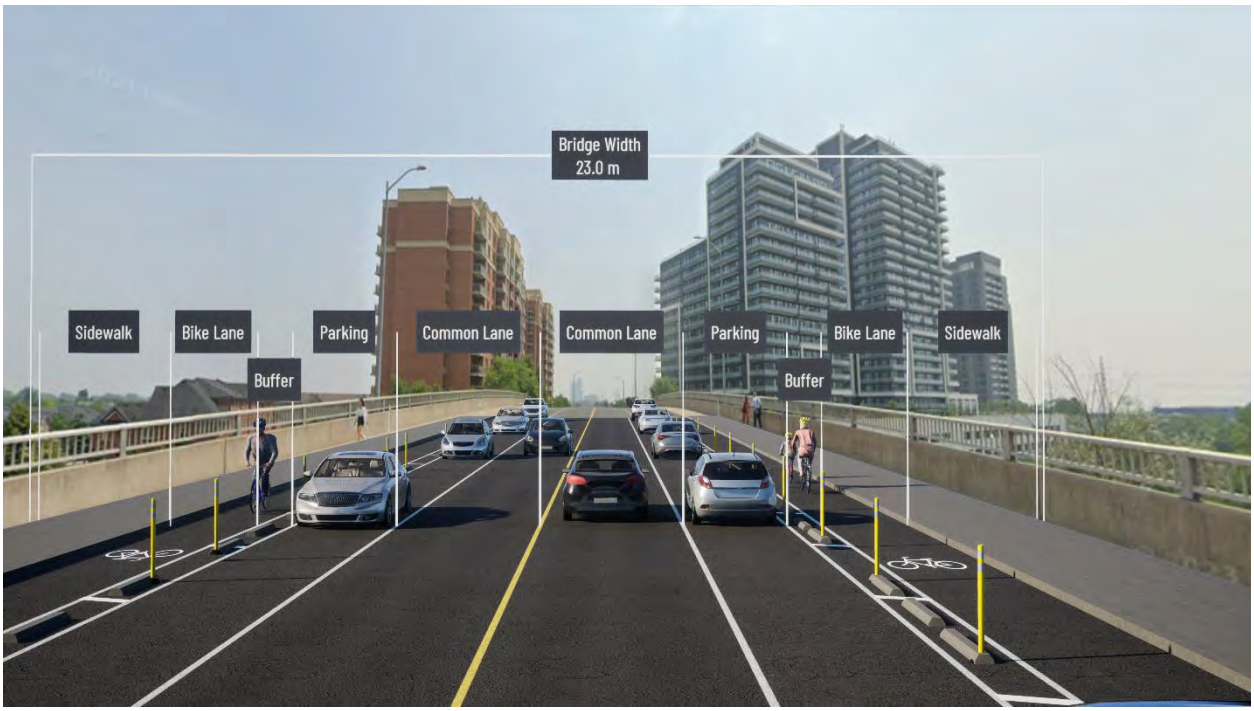


Figure 3-12: Corridor Option C2 – Protected bike lanes on Bantry Avenue Bridge between Yonge Street and Maple Road – (Looking east)

3.2.3.3 CORRIDOR OPTION C3 – PROTECTED BIKE LANES (PLANTERS)

The alternative option C3 for Bantry Avenue Bridge is similar to the proposed alternative B2 with 1.5 m protected bike lanes with 0.9 m buffers. However, parking is removed from the bridge and planters are used instead to beautify the space and provide physical separation for cyclists.

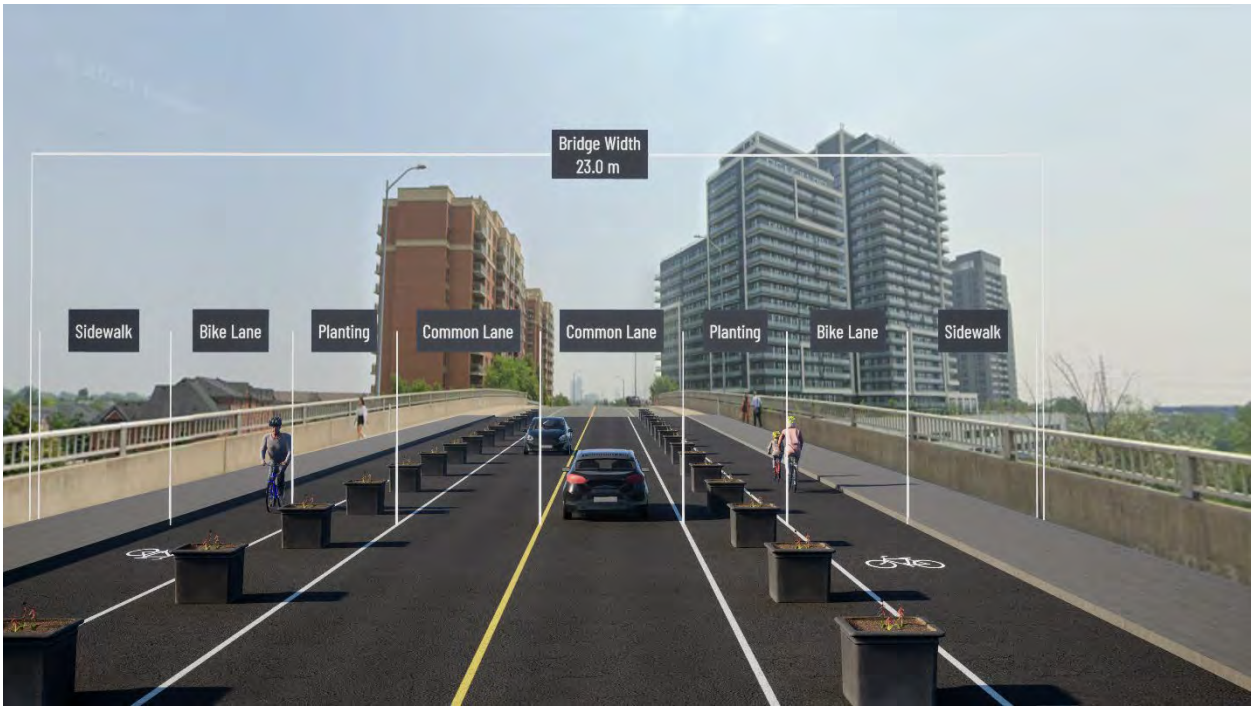


Figure 3-13: Corridor Option C3 – Protected bike lanes (planters) on Bantry Avenue Bridge between Yonge Street and Maple Road – (Looking east)

3.3 DESIGN EVALUATION CRITERIA

A weighted criteria matrix was established to inform the selection of a preferred alternative for the corridor options identified. The criteria listed in **Table 3-1** were chosen based on input from the City and additional factors such as alignment and connectivity, constructability and cost, and user experience to assess the impacts of the proposed facilities on the corridor.

Table 3-1: Design Evaluation Criteria

Evaluation Criteria	Description
Vulnerable User Experience	Fair and accessible environment for users by offering infrastructure for all ages and abilities, separating cyclists from common lanes, and creating opportunities to enhance the pedestrian environment and streetscape
Geometric Considerations	Considerations on traffic capacity and level of service, transit operation, loading and deliveries, and emergency services to ensure comprehensive planning and functionality
Traffic Calming Effectiveness	Effectively mitigate vehicle speeding. Vehicles follow posted speed limits.
Impacts on Existing and Future Adjacent Communities	Considerations on vehicle parking supply, noise impacts, air quality, aesthetics, and input from public consultations on alternatives
Impacts on the Environment	Alternative minimizes impacts on trees, vegetation and natural heritage and provides Low Impact Development (LID) opportunities
Constructability / Ease of Implementation	Options that fit within existing pavement width, minimize impacts to utilities and surrounding land use, are feasible and practical to construct, and consider implementation costs.
Maintenance and Operating Costs	Financial feasibility of maintenance and operation, including waste/recycling collection, and snow clearing/street sweeping

3.4 EVALUATION & RESULTS

Three design options were identified for each of the corridors. The corridor options were evaluated based on the criteria outlined in **Table 3-2**. A detailed table is provided in **Appendix C**.

For each criterion, a score of “4” reflected the highest suitability, while a score of “1” reflected the lowest suitability. Based on this evaluation, Option 1 and Option 2 were selected to be carried forward for further evaluation and consultation with technical stakeholders and members of the public.

Table 3-2: Evaluation Matrix

	CRITERIA	Pedestrian Experience	Cyclist Experience	Geometric Considerations	Traffic Calming Effectiveness	Impacts on Parking Supply	Impacts on the Environment	Constructability/ Ease of Implementation	Maintenance and operating costs	
	WEIGHING	**4**	**4**	**4**	**4**	**2**	**1**	**3**	**3**	**RANK**
Briggs Avenue - A	A1: Buffered Bike Lanes	4	4	4	4	1	4	4	3	**1**
	A2: Shared Lanes	4	2	4	4	3	4	4	3	**2**
	A3: Advisory Bike Lanes	4	3	2	3	2	4	4	3	**3**
Bantry Avenue - B	B1: Cycle Tracks	4	4	4	4	4	2	1	3	**1**
	B2: Buffered Bike Lanes	4	2	4	2	4	3	4	4	**2**
	B3: Protected Bike Lanes	4	3	4	3	4	3	3	2	**3**
Bantry Avenue Bridge - C	C1: Cycle Tracks	4	4	4	4	2	3	2	3	**1**
	C2: Protected Bike Lanes	4	3	4	2	4	2	3	2	**3**
	C3: Protected Bike Lanes (planters)	4	4	4	3	2	4	3	2	**2**

3.5 PUBLIC ENGAGEMENT

The Public Information Centre (PIC) was held on May 16, 2024 at the Langstaff Community Centre (Refer to photos in **Figure 3-14**) in a hybrid setup where the project team and City staff presented design alternatives for transportation corridors. Attendees actively engaged with project materials, providing valuable insights and preferences. The event allowed for meaningful discussions and feedback collection from residents using comment sheets and selecting a preferred alternative. Additionally, feedback was also solicited through a Microsoft form and email. The engagement report, attached in **Appendix D**, provides an overview of the engagement results, aiming to align the project with residents' needs and aspirations by considering their diverse perspectives.

3.5.1 WHAT WE HEARD

The PIC and subsequent engagement with residents revealed several key themes guiding the functional design phase of the project. Residents expressed overall support for cycling improvements along the corridors, with most participants voting for the recommended alternatives.

A significant number of residents, including regular cyclists, a student, and individuals with disabilities, are calling for a bylaw that bans cars from parking in bicycle lanes to enhance safety for all road users. Speeding is a major concern for some residents, who strongly advocate for the implementation of traffic calming measures, such as speed humps, particularly along Bantry Avenue and Briggs Avenue. However, there is some skepticism about the proposed bicycle lanes among residents who worry about the impact on their properties. Additionally, a desire for safer long-distance connectivity via bicycle lanes/paths, especially towards Markham and Thornhill along Highway 7, was expressed by some residents, citing the increased speed limit as a deterrent for cyclists sharing the road with motorists.

WHAT WE DID / WHAT WE ARE DOING

Collecting feedback from residents is crucial for ensuring that a project aligns with community needs. Inputs from the PIC was used to confirm the preferred alternative for each corridor moving forward with the project. Residents generally supported proposed cycling enhancements along the corridors. In response to the feedback received, the project team will incorporate the following steps:

- Addressing the concern about speeding, the team will be considered and included traffic calming measures for vehicular traffic as part of the study. This includes exploring a variety of safety-enhancing tools, such as flexible bollards, protected bike lanes, lane narrowing, and speed cushions.
- For residents concerned about the impact of bicycle lanes on their properties, the proposed designs take into account access to existing properties as well as future planning developments.
- A suggestion was raised regarding the facility selected for Bantry Avenue to consider the option of a bi-directional cycling facility on the south portion of the street to reduce costs and tree and utility impacts. The team discussed this option, and ultimately determined that it was not desirable for cyclists and motorists to operate with such a facility type due to the increased conflicts at intersections and driveways. At this stage, it is recommended to proceed with unidirectional cycling facilities.

Based on input from these engagements, the evaluation matrix was updated, and the preferred option was selected based on the total scores and rankings. Alternative A1 – buffered bike lanes is being recommended as the preferred alternative for Briggs Avenue; alternative B1 – cycle tracks is recommended for Bantry Avenue; and alternative C1 – cycle tracks is recommended for the Bantry

Avenue Bridge. Based on the criterion, the preferred alternatives are chosen due to a greater level of separation and more dedicated space for cyclists, better traffic calming measures, less effort for implementation, and more reasonable fit within the pavement width.

Figure 3-14: Public Information Centre held on held on May 16, 2024

4 PREFERRED DESIGN

4.1 BANTRY AVENUE ULTIMATE DESIGN

4.1.1 YONGE STREET TO RED MAPLE ROAD

This design is shown in **Drawings BB-01** located in **Appendix E**. The length of this segment is approximately 550 m. The recommendations include curbs relocation to accommodate a 2.0 m wide raised cycle track, fully separated from the road. No lane configuration changes are proposed. The width of the lanes would be 3.0 m. The existing alignment of the road was maintained. The full extent of utility and tree impact will be determined on future design stages when site survey will be available.

4.1.2 RED MAPLE ROAD TO BAYVIEW AVENUE

This segment's length is approximately 1.3 km. 2.0 m cycle tracks are recommended along this corridor with buffer separating the facilities. The design is shown in **Drawings BB-01**, **BB-02** and **BB-03**. It is recommended to implement protected intersection elements at the Bayview Ave intersection including setback crossings and reduced curb radii to allow refuge space for pedestrians. The cross section selected proposes on street parking laybys along this section. Curb radii reductions at all local intersections are shown to promote slower vehicle turning speeds.

The design introduces 2.0 m cycle tracks along with a minimum of 0.9 m buffer space from the parking layby. The full scale of tree and utility impact will be determined during later design stages. Protected intersection elements are also recommended at the Silver Linden Drive and Red Maple Road intersections.

4.2 BRIGGS AVENUE ULTIMATE

This segment spans approximately 950 m and is shown in Drawings BB-03 and BB-04. West of Bayview Avenue, the cycle tracks will continue east until the Queensmill Court intersection. Curb adjustments will be required at this location, and trees are expected to be impacted. West of the intersection, the cycle track will shift into buffered bike lanes. It is recommended to implement flex posts to provide some physical separation between cyclists and motorists. The buffer space varies based on available pavement width. The lane width in this section will also be reduced to 3.0 m, similar to the other sections.

At Valleymede Drive, where bike lanes were recently added to the road, it is recommended to provide bike boxes at all legs to allow cyclists to make left turns conveniently and safely. The exact locations and dimensions of the bike boxes should be determined when a survey is available, and vehicle turning movements will be examined to ensure the safety of waiting cyclists.

East of the intersection, the road narrows. The available width in this area is 8.5 m. Edge lines are proposed to provide space for cyclists. A crossing will be provided for cyclists at the east end of the corridor. This will provide a connection to the trail on the east, and to the school and parks on the north.

4.3 QUICK BUILD PHASE

After further investigation, the City identified that implementing the recommended cycle tracks on Yonge Street to Bayview Avenue would have major drainage impacts along Bantry Avenue, which would result in high construction costs. Due to these costs, which are further outlined in **Appendix G**, the City intends to align the ultimate design work with reconstruction of the roadway when the road comes due for renewal in the long-term.

The City initiated a scope change to determine the best course of action to implement cycling facilities until the corridor is reconstructed. A quick-build phase was identified to minimize costs in the interim. This design, found in **Appendix F,** forgoes costly reconstruction along the corridor, instead choosing to work within the existing pavement width to reallocate space for all modes. Temporary changes such as pavement markings and vertical separators used in the quick-build design can be rapidly introduced to improve safety and comfort of cyclists while using fewer resources, until such time as the road is reconstructed.

4.3.1 BANTRY AVENUE

The segment of Bantry Avenue between Yonge Street and Bayview Avenue, extending 1.3 km, currently uses pavement markings to delineate the curb-to-curb space available. In order to introduce bike lanes along the corridor, a recommended travel lane width of 3.3 m and turning lane width of 3.0 m is recommended along this stretch. The visual narrowing of this space also works as a traffic calming measure along the corridor, as shown in the example in **Figure 4-2**.

Figure 4-2: Traffic calming and vertical separation methods used in an urban context.

Bike lanes with a buffer are introduced from Yonge Street to Caymus Street. Moving Eastward through the corridor, bike lane and buffer widths vary to match the available space left upon maintaining travel and turning lane minimum widths. Minimum bike lane buffers are 0.5 m wide. Any additional space is

assigned firstly to the bike lane – increasing to 1.8 m and 2.0 m and secondly to the buffer width to provide a more comfortable separation greater than 0.5 m. Additionally, opportunities for the use of green thermoplastic treatment at intersections along the door can be considered by the City. For motorists travelling in both directions along this stretch, multiple opportunities for vehicle parking are introduced. Included with the 2.4 m parking facilities, a 1.0 m buffer is provided to avoid potential conflict points between vehicles in the travel lane and parked vehicles opening their doors.

Based on these prescriptions, some of the following changes featured along the corridor include:

- 1.5 m bike lanes with a 0.5 m buffer space between Yonge Street and Red Maple Road.
- Eastbound 5.0 m bike lane and 1.0 m buffer and Westbound 3.7 m bike lane and 1.0 m buffer provided along the Bantry Avenue bridge crossing above the CN rail corridor.
- A 2.0 m bike lane with a 1.0 m or greater buffer from Red Maple Road to Caymus Street in the Eastbound Lane with a short section of a 1.8 m bike lane from Sibley Street to Liana Street due to spatial constraints.
- 1.8 m bike lane and 1.0 m or greater buffer from Red Maple Road to Caymus Street in the westbound bike lane.

4.3.2 BAYVIEW AVENUE INTERSECTION

Upon approaching Bayview Avenue intersection, the interim design merges into a shared facility with the travel lanes. This is not an ideal solution, but the 2.2 m median located from Caymus Street to Bayview Avenue from the existing condition leaves no space for bike lanes without complete reconstruction or lane configuration changes. Since the quick-build phase of the design is intended as an interim solution and due to no other options without reconstruction at the corridor, sharrows are provided along the curb lanes to indicate to motorists and cyclists that this is a shared space. Due to safety concerns at this suboptimal condition, dismount and mount points are highlighted in Drawing QB-03 giving cyclists a method to avoid the intersection crossing. Eastbound cyclists who continue in the shared facility may navigate the intersection using the travel lane and are provided a 1.4 m buffer space with a 1.8 m bike lane after the crossing. Cyclists travelling westbound enter a merged condition at Genuine Lane until Caymus Street.

4.3.3 BRIGGS AVENUE

No changes were made from the initial design detailed in Section 4.2 Briggs Avenue.

4.3.4 VERTICAL SEPARATION TECHNIQUES

Opportunities for vertical separation techniques along the corridor are recommended to disincentivize motorists from straying into cyclist lanes. Pinned curbs are one method of physical separation between cyclists and motorist traffic that can be implemented within the buffer width along the corridor. Approximately 0.3-0.6 m in width, these curbs are a low-cost, easy-to-implement separator to provide protection to cyclists. Buffer widths 1.0 m or greater allow for features like planters referenced at proposed locations in **QB-**B4. These physical separators increase the roadway aesthetics and provide a safer barrier for cyclists than pinned curbs. Some considerations associated with the inclusion of planters are that they have a high initial cost and require consistent maintenance. If planters are considered too costly, flexible bollards can be used with larger buffer widths to deter drivers from entering bike lanes.

Figure 4-3: Planters as a vertically separated buffer

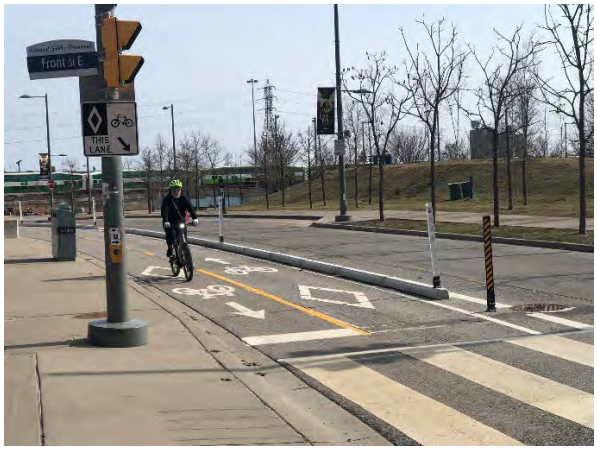


Figure 4-4: Pinned curbs as a vertically separated buffer

Additional improvements to the intersection include:

- Cyclist markings across roadway intersections to indicate cyclist crossings;
- Bike boxes at Red Maple Road and Valleymede Road for left-turning cyclists;
- Traffic calming from roadway tapers that encourage motorists to lower their speed; and
- Bike and arrow pavement markings located every 75 m to indicate the cycling facility.

4.3.5 PARKING IMPACTS

An estimate of the on-street parking supply within the study area for existing, interim and ultimate conditions is provided in **Table 4-1**. This takes into account offsets from intersections, driveways, and fire hydrants, as well as bylaw restrictions. Plans showing how these numbers were determined can be found in **Appendix H**.

Table 4-1: Parking Supply

	Existing	Interim	Ultimate
Bantry Avenue	North Side – 192 South Side – 90 Total = 282	North Side – 45 South Side – 0 Total = 45	North Side – 100 South Side – 120 Total = 220
Briggs Avenue	North Side – 40 South Side – 28 Total = 68	North Side – 14 South Side – 12 Total = 26	North Side – 14 South Side – 12 Total = 26

5 COST ESTIMATION

5.1 ULTIMATE

After further investigation, the City identified that implementing the recommended cycle tracks on Yonge Street to Bayview Avenue would have major impacts to Bantry Avenue's drainage system due to the required curb relocations. As outlined in the City's estimate, constructing the 1,950 m section of cycle tracks between Yonge Street and Bayview Avenue is anticipated to cost approximately $9M.

All roadways must be graded with a constant slope of 2-6% toward the curb to allow for adequate drainage. When extending the boulevard and moving the curb into the existing roadway – as required for the implementation of cycle tracks along Bantry Avenue – proper drainage is achieved by re-grading the boulevard.

Due to the cost and extent of construction required to implement cycle tracks on Bantry Avenue, the City advised that construction of the ultimate design condition aligns with planned road reconstruction or underground utilities work. Since Bantry Avenue is currently in good condition according to the City's Pavement Quality Index (PQI), it will be at least 20 years before the road requires reconstruction based on condition. As a result, the City initiated a scope change to develop a quick build phase that would minimize construction costs in the interim while still providing viable travel options for active transportation users.

The cost estimate in **Appendix G** outlines the anticipated costs of implementing the ultimate design condition on Bantry Avenue from Yonge Street to Bayview Avenue.

5.2 INTERIM

An high level cost estimation was conducted for the associated costs of the quick-build design phase. The quantities and full impact of the design may change in later stages based on further feedback. The cost estimation of the probable quick-build construction costs is shown below in **Table 5-1**. The price includes 10% contingency, and does not include design or contract administration costs.

Table 5-1: Construction Quick-Build Cost Estimation

Richmond Hill - AT Improvements Along Bantry Avenue and Briggs Avenue

Quick Build Design Cost Estimate

Apr-25

Item	Description	Unit	Quantity	Unit Cost	Total	Comments
1.01	Supply and Install Permanent Signage Post	ea	9	$100.00	$900.00	
1.02	Supply and Install Permanent Signage	ea	44	$200.00	$8,800.00	
1.03	Remove Permanent Signage	ea	4	$200.00	$800.00	
1.04	Permanent Durable Pavement Markings-10cm yellow line , white line (solid, 1-3-1)	m	12892	$6.00	$77,352.00	
1.05	Remove Existing Durable Pavement Markings - 10cm yellow, white line (solid, 1-3-1)	m	7356	$20.00	$147,120.00	
1.06	Permanent Durable Pavement Markings - Bicycle Stencil	ea	3	$165.00	$495.00	
1.07	Permanent Durable Pavement Markings - Arrow	ea	81	$165.00	$13,365.00	
1.08	Permanent Durable Pavement Markings - 50cm Stop Lines	m	81	$36.00	$2,916.00	
1.09	60cm Solid White at 0.6m Spacing (Zebra)	m	81	$36.00	$2,916.00	
1.10	Supply and Install Pinned Pre-cast Concrete Curbs	m	3734	$68.66	$256,376.44	Optional (for City's consideration)
1.11	Green Thermoplastic	m^2	49	$200.00	$9,800.00	Optional (for City's consideration)
				Subtotal (General excluding contingency)	**$520,840.44**	
				10% Contingency	**$52,084.04**	
				Total	**$572,924.48**	

6 CONCLUSION

Implementation of the proposed cycling facilities described in this report aligns with the City of Richmond Hill's aspiration for active transportation improvements in this area. These facilities would enhance safety for all road users of Bantry Avenue and Briggs Avenue. The separated facilities present an opportunity to allow cyclists of all ages and abilities to use cycling as a mode of transport, while also providing more buffer for pedestrians from motor vehicles, as well as improved road crossings for pedestrians and cyclists.

The preferred corridor options were chosen through a technical review and evaluation, using data from the City and adhering to design guidelines and best practices. According to the evaluation criteria established for this project, the selected corridor options best match the City's vision for its cycling network, providing benefits such as reduced motor vehicle speeds and enhanced safety for cyclists. These options also incorporate feedback gathered during the Public Information Centre and meetings with City staff. In addition to the preferred corridor options, the quick-build design mitigates construction costs until road reconstruction becomes feasible while also creating safer travel options for active transportation users. Efforts were made to maintain on-street parking spaces while balancing other needs along the corridor.

APPENDIX

A EXISTING CONDITIONS REVIEW

CITY OF RICHMOND HILL

EXISTING CONDITIONS REPORT

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AVENUE AND BRIGGS AVENUE

SEPT 21, 2023

TABLE OF CONTENTS

1 BACKGROUND INFORMATION

1.1 PURPOSE

This report documents existing and planned transportation and public realm conditions along Bantry Avenue and Briggs Avenue, including a policy and document review, site visit observations, and data analysis of traffic volumes and collision history within the study area.

1.2 PROJECT OVERVIEW

The City of Richmond Hill has retained WSP to complete a Feasibility Study that includes the development of design alternatives for improvements along Bantry Avenue and Briggs Avenue. The study's primary focus is to enhance the city's active transportation (AT) network, align it with the objectives outlined in the Transportation Master Plan (TMP), and prioritize sustainability and connectivity.

The study will involve the development and assessment of three design alternatives, considering feasibility, technical aspects, environmental impact, and cost. The preferred option will be identified along with a conceptual design and cost estimates. Richmond Hill envisions a well-connected and safe transportation network that caters to all users, promoting an active and sustainable lifestyle. By providing enhanced facilities for pedestrians and cyclists, the City aims to encourage more people of all ages and abilities to use active modes, which supports the City's long-term objectives.

1.3 CONTEXT OF THE STUDY AREA

Figure 1: Study Area

Bantry Avenue and Briggs Avenue from Bayview Avenue to Valleymede Drive are classified as collector roads that provide essential connections within Richmond Hill. From Valleymede Drive to Edinburgh Drive, Briggs Avenue is classified as a local residential road. The corridor's speed limit is 40 km/h starting just west of Red Maple Road. From Yonge Street to Red Maple Road the speed limit of Bantry Avenue is 50 km/h. The surrounding land use predominantly consist of low-density residential zones, with condos recently constructed along the south side of Bantry Avenue west of Red Maple Road, and the Langstaff Community Centre and St. John Paul II Catholic School east of Red Maple Road. This corridor connects to major destinations including the Richmond Hill Centre, existing GO and YRT stations, including the Yonge Street Bus Rapid Transit route, and proposed stations for the TTC Yonge North Subway Extension (**Figure 2**) and 407 Transitway. Currently, there are no transit services that use Bantry and Briggs Avenue, as shown in **Figure 3**.

Figure 2: Yonge North Subway Extension (Source: Metrolinx)

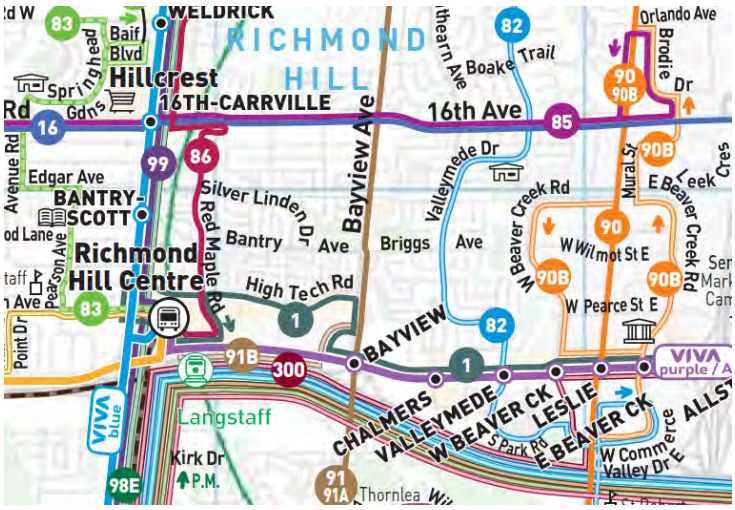


Figure 3: YRT System Map (Source: York Region Transit)

Bantry Avenue does not officially have cycling facilities. However, the corridor has an edge line on both sides of the roadway which can be used by cyclists as well as parked vehicles. Briggs Avenue is an existing signed bike route.

1.4 RELEVANT DOCUMENTS AND POLICIES

The following documents were reviewed as part of a background review to inform the proposed design.

1.4.1 PLANNING DOCUMENTS

CITY OF RICHMOND HILL OFFICIAL PLAN

The Official Plan is a forward-looking planning document that guides the future growth and development of the City over the next 25 years. Through the vision of becoming “the centerpiece of York Region and one of the most prominent, complete communities in the Greater Toronto Area”, the City recognizes itself as a central location and transportation hub in the region.

The Official Plan focuses on fostering improved connectivity and mobility in the transportation system to improve pedestrian and vehicular movement. The plan outlines core principles that are applicable to the purpose of the feasibility study. This includes:

- Encouraging a multimodal system and providing a range of choices in mobility with priority given to sustainable transportation modes; and,
- Creating a network of pedestrian and cycling facilities that foster active transportation as a viable travel alternative to the private vehicle.

The Official Plan identifies several land use contexts within the city. According to the land use map shown in **Figure 4**, adjacent land use includes a key development area, a regional mixed-use corridor, and the Richmond Hill centre, which all serves to accommodate intensification within the City. Richmond Hill Centre is given the highest priority amongst urban growth centres in establishing a transit-oriented urban system and is envisioned to become the most intensely developed area in Richmond Hill. The proposed Yonge subway extension to the centre (at Yonge Street and Highway 7)–along with the VIVA rapid transit, bus services, and the GO train all intersecting in Richmond Hill–will support the City in becoming both a destination and a major transit hub for commuters in the GTA. The existing and proposed transit infrastructures are shown in **Figure 5.**

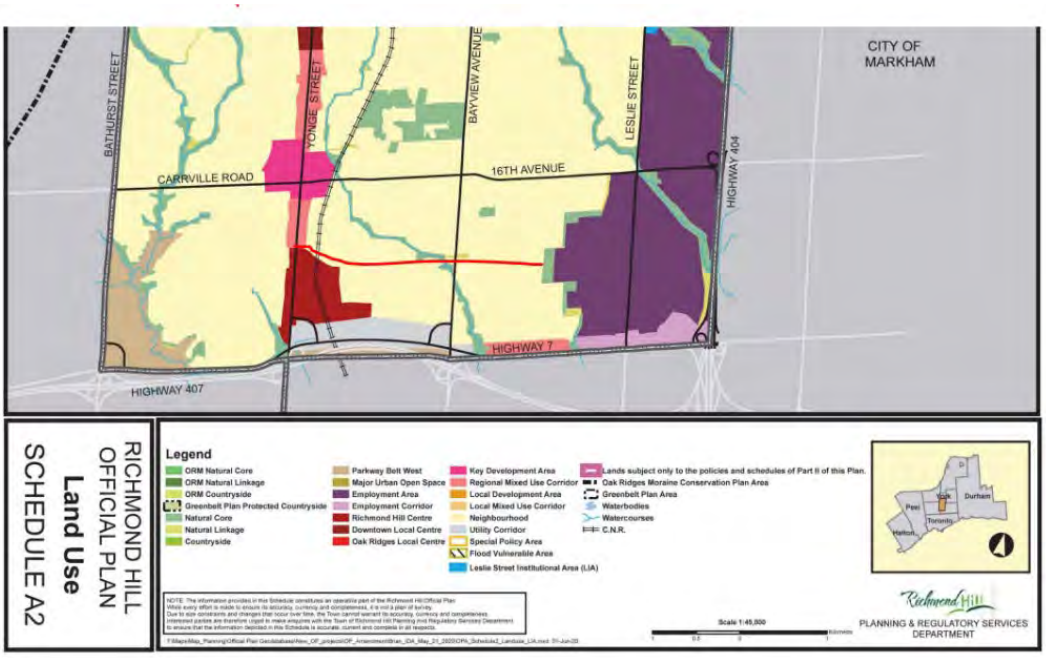


Figure 4: Schedule A2 Land Use Map (Richmond Hill Official Plan)

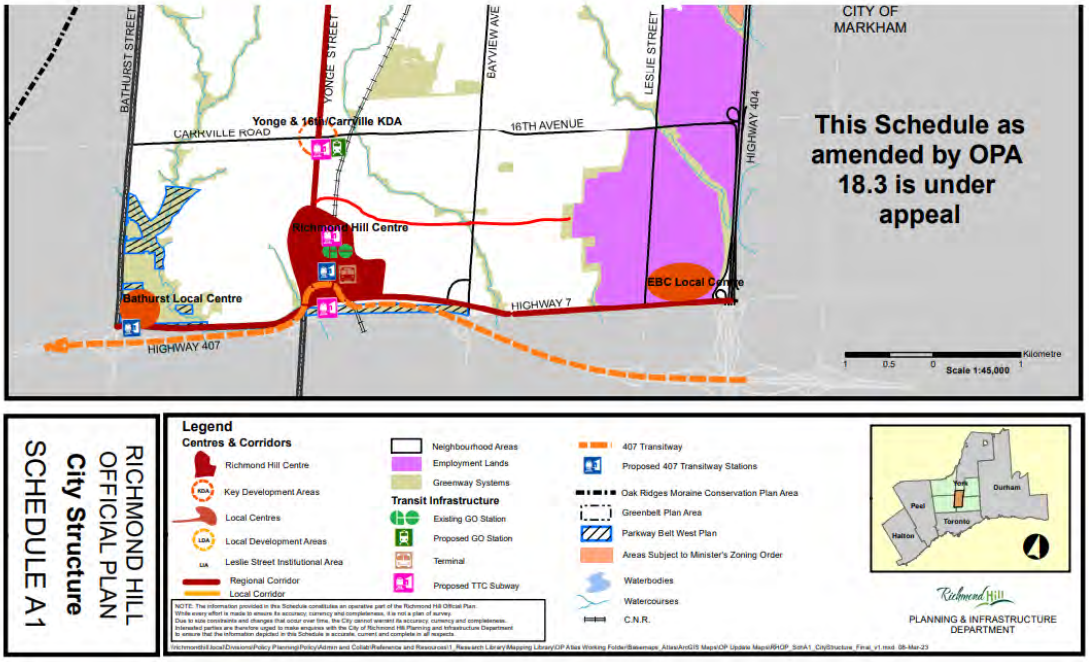


Figure 5: Schedule A1 City Structure Map (Source: Richmond Hill Official Plan)

RICHMOND HILL TRANSPORTATION MASTER PLAN

Technical Memorandum #3 of the 2023 City of Richmond Transportation Master Plan update specifies the network implementation strategy, costs, funding, and prioritization framework. In the Draft 2023 TMP Update, Briggs Avenue is identified as having an existing signed bike route with proposed bike lanes and Bantry Avenue has existing bike lanes with proposed buffered bike lanes. The TMP has recommended intersection improvements on Briggs Avenue by 2031 through signal or turn-lane optimization (project ID S6) in the project priority list.

Figure 6: Existing AT and Trails Network Map (Draft 2023 TMP Update)

The segment connects to AT facilities including:

- Existing buffered bike lanes on Yonge Street;
- North-South Route and CN Rail corridor (TMP Priority Route #1);
- Existing edge lines and paved shoulders with proposed multi-use path on Red Maple Road;
- Existing edge lines and proposed bike lanes on Silver Linden Drive;
- Proposed Regional cycling facility on Bayview Avenue;

- Existing edge lines and proposed bike lanes on Valleymede Drive (TMP Priority Route #2);
- Existing paved shoulders on Blackmore Avenue; and
- Beaver Woodland trail system (TMP Local Trail Priority #2).

RICHMOND HILL CENTRE SECONDARY PLAN (2023)

The Richmond Hill Centre Secondary Plan intends to guide decisions for future growth and development in Richmond Hill Centre (RHC) and includes policies that is reflective of Provincial direction for Urban Growth Centres and Major Transit Station Areas. A main development principle is to create a place for people to walk, bike and take transit in a connected network. On the south side of Bantry avenue, the Bantry Character Area is identified as a distinctive sub-area within the RHC planned area. The plan included several recommendations to promote active transportation, consisting of the following:

- Seek opportunities for car-free zones to support the City's Community Energy and Emissions Plan;
- Envision Collector and Local Streets as multi-modal streets that provides sidewalks on both sides, incorporate bicycle facilities, accommodate transit, and create high quality streetscape design;
- Ensure future developments and roadway modifications support the AT network, consisting of Conventional Bicycle Lanes, Protected Bicycle Facilities, and Multi-Use Paths

The proposed AT network includes protected bicycle facilities on Bantry avenue, as shown in the proposed AT network map in **Figure 7** below.

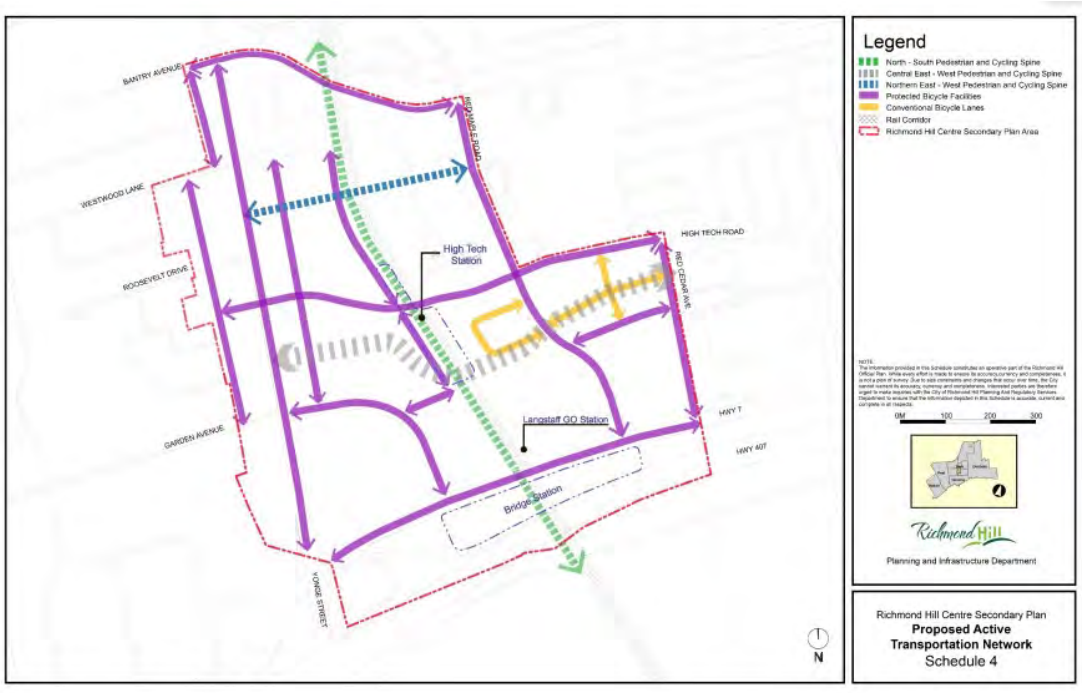


Figure 7: Proposed AT Network for RHC Secondary Plan Area (Source: Richmond Hill Centre Secondary Plan)

1.4.2 PARKING BYLAWS

Chapter 1116 of the Parking Regulation noted that stopping is prohibited on Ellesmere Street from the North limit of Bantry Avenue to the south limit of Lane B on the East and West side at anytime of the day. Parking is prohibited on north side of Briggs Avenue from Bayview Avenue to the East limit of Queens College Drive and on the south side of Briggs Avenue from Bayview Avenue to Queensmill Court at anytime of the day. Parking is permitted on the other segments of Bantry and Briggs Avenue.

2 EXISTING CONDITIONS

2.1 SITE VISIT OBSERVATIONS AND ALTERNATIVES DISCUSSED

WSP's project team and the City of Richmond Hill staff conducted site visits on July 27, 2023 to the Sandbanks/Bayview Park and Bantry/Biggs corridors to assess existing conditions and discuss potential alternatives for active transportation facilities along the corridors. **Figures 8 to 10** summarize the key observations from the site visit.

During the site visit, the project team discussed possible design alternatives that will be included as part of the evaluation for the corridors, summarized in the following sections. These alternatives will be further explored and refined in the next phase of the project.

2.1.1 BANTRY AVENUE

The parking laybys along Bantry Avenue are all at least 3 m wide which provide enough width to flip the existing painted shoulder and parking lanes to implement parking protected, physically separated bike lanes. Reducing the width of the parking laybys to 2.2 – 2.4 m will provide enough room for a buffer between the dooring zone and the bike lane where physical separation can be introduced. Along certain parts of the corridor, the boulevard is wide enough to accommodate in-boulevard cycle tracks.

The goal along Bantry Avenue will be to provide physical separation as much as possible either with concrete curbs and flex posts or by transitioning the facilities to within the boulevard wherever feasible. Given that this project is long term, this feasibility study will explore options that involve civil work as well as interim options within the existing road platform.

2.1.2 BRIGGS AVENUE

Briggs Avenue is a narrower roadway with parking on both sides that is well utilized. While introducing an edge line was discussed during the site visit, removing parking along the corridor may not be feasible given the high utilization seen during the site walk. Parking utilization and the number of tickets issued by by-law officers should be further studied to understand the feasibility of dedicated facilities along the corridor.

An alternative to providing active transportation facilities that was discussed was introducing traffic calming measures along the corridor and keeping it as a signed bike route and adding sharrows on the roadway.

Figure 8: Site Visit Observations – Bantry Avenue between Yonge Street and Baltic Street

Figure 9: Site Visit Observations – Bantry Avenue between Baltic Street and Bayview Avenue

Figure 10: Site Visit Observations – Briggs Avenue

2.2 DATA ANALYSIS AND REVIEW

The City of Richmond Hill provided WSP with several datasets from both City of Richmond Hill and York Region.

Vehicle volumes were determined from the speed dataset as these data covered full 24-hour periods while City of Richmond Hill TMC (Turning Movement Count) data only spanned 8-hour periods.

There were two collision datasets: City of Richmond Hill collision data with 36 reported collisions between 2017 and 2021 and York Region collision data with 57 reported collisions between 2018 and 2022. These data were combined and analyzed by severity, year, and mapped onto the project area. As there were no duplicate collisions between the datasets, in total 93 collisions occurring between 2017 and 2022 were analyzed.

Speed data was provided by City of Richmond Hill collected through 24-hour ATR (Automatic Traffic Recorder) counts. There were 3 days of data (October 4-6, 2022) for Bantry Avenue between the CN railway and Red Maple Road, 2 days of data (June 24-25, 2020) for Bantry Avenue between Far Niente Street and Nappa Street, and 2 days of data (June 17-18, 2020) for Briggs Avenue between Trinity Cr and Trinity Cr. Analysis included overall speed distribution across all speeds as well as number and percentage of vehicles exceeding the speed limit.

2.2.1 TRAFFIC

Table 1 and **Table 2** show the total daily vehicles on Bantry Avenue measured between the CN railway and Red Maple Road as well as between Far Niente Street and Nappa Street. Total 24-hour vehicle volumes on Bantry Avenue are consistent with a collector roadway, with much higher volumes west of Red Maple Road. The total 24-hour vehicle volumes on Briggs Avenue are comparable to a local road, as seen in **Table 3.**

Table 1: Total Daily Vehicles on Bantry Avenue between CN railway & Red Maple Road.

Date	**Total Daily Vehicles on Bantry Avenue (between CN railway & Red Maple Road)**
04/10/2022	6142
05/10/2022	6272
06/10/2022	6259
Average	**6224**

Table 2: Total Daily Vehicle Count on Bantry Avenue between Far Niente Street and Nappa Street.

Date	**Total Daily Vehicle Count on Bantry Avenue (between Far Niente Street and Nappa Street)**
6/24/20	4590
6/25/20	4843
Average	**4717**

Table 3: Total Daily Vehicle Count Briggs Avenue between Trinity Cr & Trinity Cr.

Date	Total Daily Vehicle Count Briggs Avenue (between Trinity Cr & Trinity Cr)
6/17/20	2421
6/18/20	2542
Average	**2482**

2.2.2 SAFETY

Collision data were analyzed from two datasets:

- City of Richmond Hill collision data with 36 reported collisions between 2017 and 2021
- York Region collision data with 57 reported collisions between 2018 and 2022.

As there were no duplicate collisions between the datasets, in total 93 collisions occurring between 2017 and 2022 were analyzed.

Speeding data was provided by City of Richmond Hill collected through 24-hour ATR counts aggregated to the hour:

- 3 days of data for Bantry Avenue between CN railway and Red Maple Road (October 4-6, 2022)
- 2 days of data for Bantry Avenue between Far Niente Street and Nappa Street (June 24-25, 2020)
- 2 days of data Briggs Avenue between Trinity Cr and Trinity Cr (June 17-18, 2020)

2.2.2.1 COLLISION PATTERN AND TREND

There have been 93 reported collisions combined along Bantry Avenue and Briggs Avenue within the study area from 2017 to 2022. Most collisions were property damage only (67) and the remainder with non-fatal injuries (26), as shown in **Figure 11**.

Figure 12 shows the location of all 93 reported collisions within the study area (see **Table 4** for breakdown of number of reported collisions by location). There were 59 reported collisions along or near Bantry Avenue: 33 collisions at the Yonge Street intersection, 8 at Red Maple Road and 4 at Silver Linden Drive and 14 were mid-block collisions.

25 collisions were reported at the intersection of Bayview Avenue/Bantry Avenue/Briggs Avenue. 9 collisions were reported along Briggs Avenue: 5 occurred along a mid-block portion and 4 at the Valleymede Drive intersection.

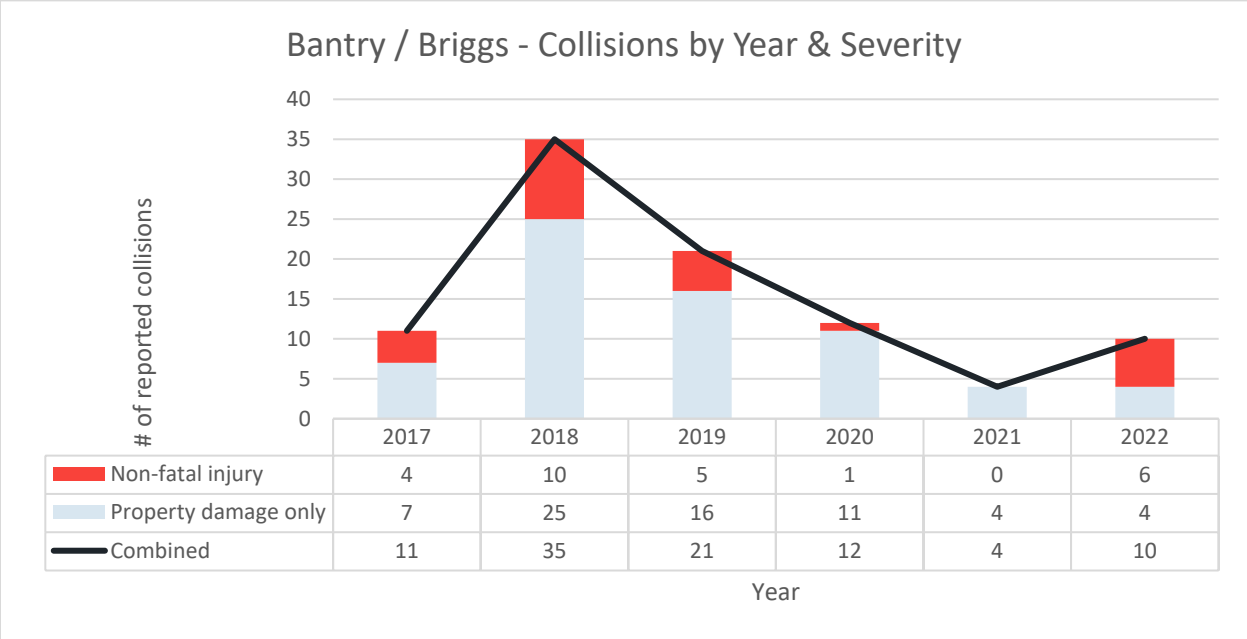


Figure 11: Collisions by year and severity along Bantry Avenue & Briggs Avenue

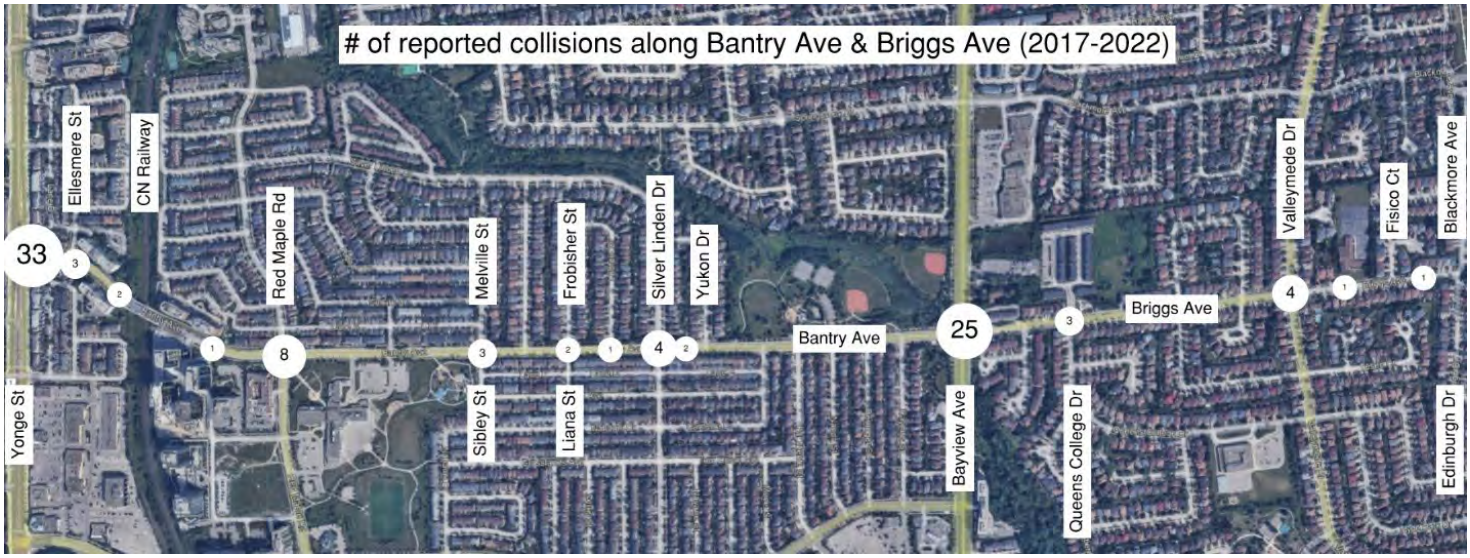


Figure 12: Map of collision sites along Bantry Avenue and Briggs Avenue (2017-2022)

Table 4: Breakdown of 93 reported collisions along Bantry Avenue and Briggs Avenue (2017-2022) by location

Location	# collisions
BANTRY AVENUE @ YONGE STREET (I0103)	33
BANTRY AVENUE @ ELLESMERE STREET (I1241)	3
BANTRY AVENUE btwn CNR & ELLESMERE STREET (C2616)	2
BANTRY AVENUE btwn CNR & RED MAPLE ROAD (C2333)	1
BANTRY AVENUE @ RED MAPLE ROAD (I1379)	8
BANTRY AVENUE @ MELVILLE STREET/SIBLEY STREET (I1488)	3
BANTRY AVENUE @ FROBISHER STREET/LIANA STREET (I1541)	2
BANTRY AVENUE @ LUDFORD DRIVE (I1570)	1
BANTRY AVENUE @ SILVER LINDEN DRIVE (I1596)	4
BANTRY AVENUE btwn SILVER LINDEN DRIVE & YUKON DRIVE (C2173)	2
BAYVIEW AVENUE @ BANTRY AVENUE/BRIGGS AVENUE (Y1636)	25
BRIGGS AVENUE @ QUEENS COLLEGE DRIVE (I1798)	3
BRIGGS AVENUE @ VALLEYMEDE DRIVE (I1916)	4
BRIGGS AVENUE btwn FISICO COURT & VALLEYMEDE DRIVE (C1162)	1
BRIGGS AVENUE btwn BLACKMORE AVENUE & EDINBURGH DRIVE & FISICO COURT (C1297)	1

2.2.2.2 *SPEEDING PATTERN AND TRENDS*

BANTRY AVENUE

Bantry Avenue, when traveled eastbound, has a speed limit of 50 km/h between Yonge Street and a point 100 meters west of Red Maple Road. However, as vehicles continue eastbound, the posted speed limit reduces to 40 km/h approximately 100 m west of Red Maple Road. Conversely, for westbound vehicles, the speed limit remains at 40 km/h for the entire stretch from Yonge Street to Bayview Avenue.

Given the different speed limits for east and westbound vehicles through this section and that the exact data collection location between the CN railways and Red Maple Road was not specified, the speed analysis for this segment will use 40 km/h as a baseline speed for simplicity.

Figure 13 shows the speed distribution of vehicles on Bantry Avenue between CN railway and Red Maple Road. Nearly all vehicles are travelling above 40 km/h, with many travelling significantly above the speed limit, greatly increasing the likelihood and severity of a collision.

Figure 14 shows the total number of vehicles measured between CN railway and Red Maple Road within each hour travelling above 41 km/h as the red bars, and total number of vehicles measured within each hour travelling at or below 41 km/h as the blue bars. The black line indicates the percentage of the total number of vehicles travelling above 41 km/h during that hour.

Of the 18,673 vehicles counted over 3 days of data (October 4-6, 2022), only 1,443 vehicles travelled at or below 40 km/h (8%), and 17,230 vehicles travelled above 40 km/h (92%).

Given that 92% of vehicles on Bantry Avenue between CN railway and Red Maple Road are travelling above 40 km/h and 63% of vehicles are travelling above 50 km/h through the segment, there is a need for traffic calming measures to improve safety for vulnerable road users.

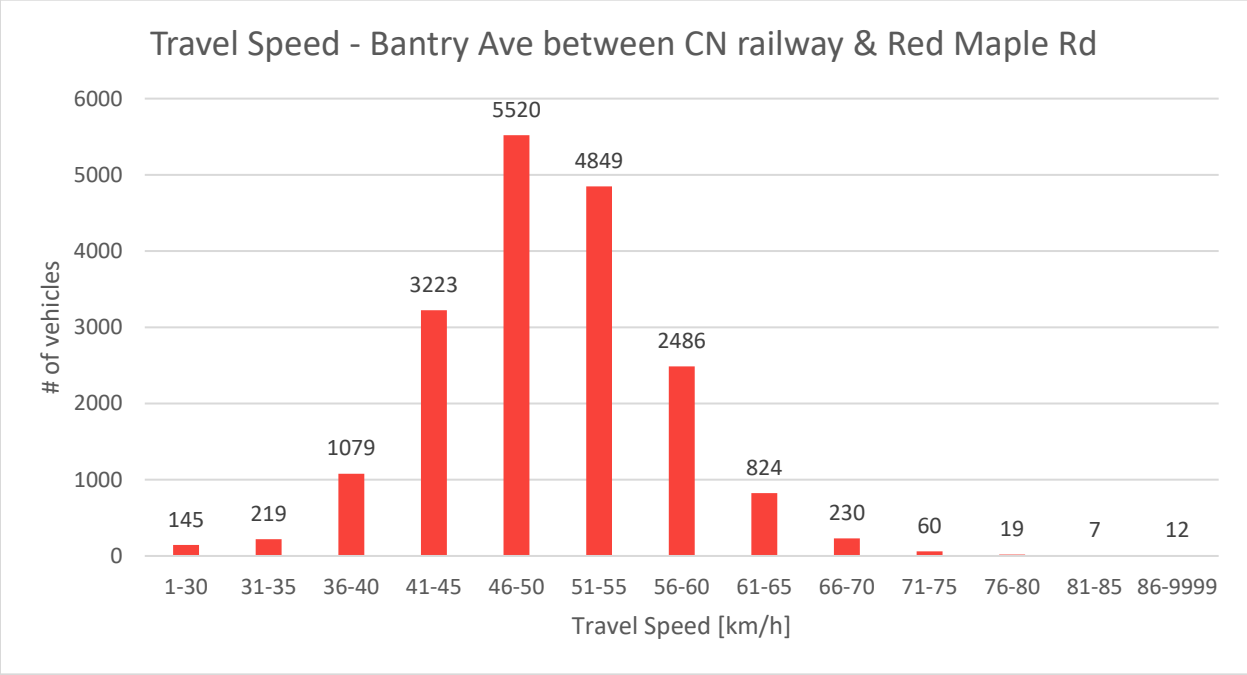


Figure 13: Vehicle speed distribution along Bantry Avenue between CN railway and Red Maple Road

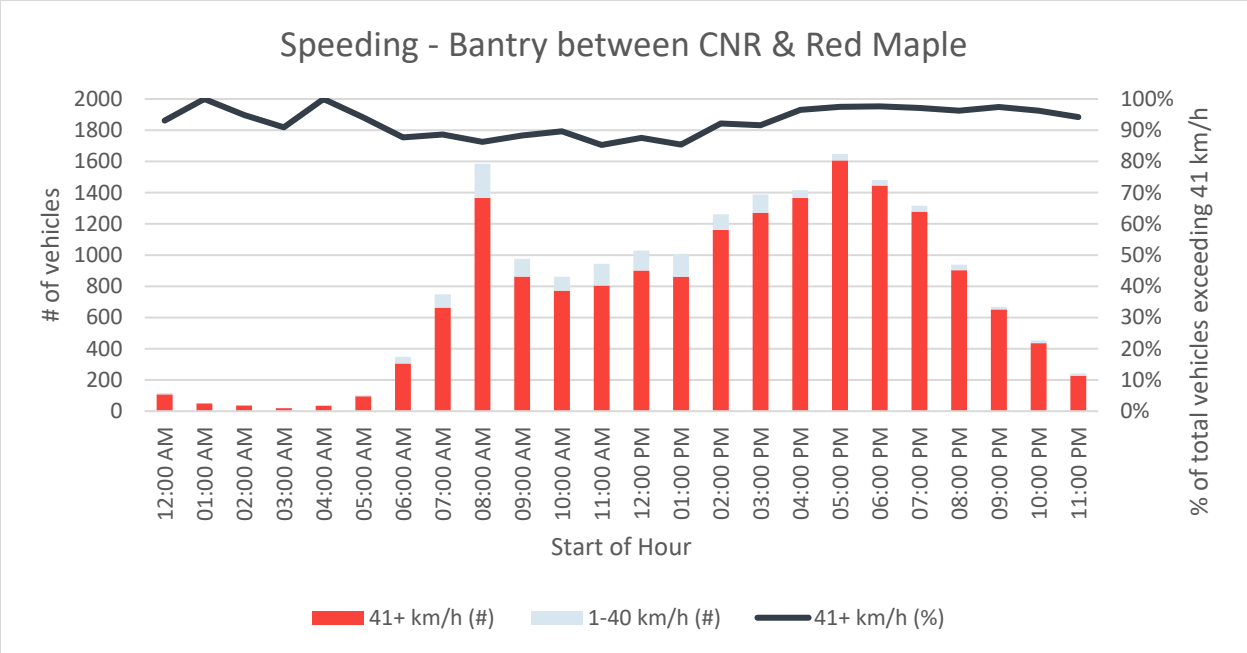


Figure 14: Number of vehicles and percentage of total vehicles travelling in excess of 41 km/h on Bantry Avenue between CN railway and Red Maple Road

Figure 15 shows the speed distribution of vehicles on Bantry Avenue between Far Niente Street and Nappa Street. Nearly all vehicles are travelling above the speed limit, with many travelling significantly above the speed limit, greatly increasing the likelihood and severity of a collision.

Figure 16 shows the total number of vehicles measured between Far Niente Street and Nappa Street within each hour travelling at 40 km/h or greater as the red bars, and total number of vehicles measured within each hour travelling at 39 km/h or below as the blue bars. The black line indicates the percentage of the total number of vehicles are travelling at 40 km/h or higher during that hour.

Of the 9,433 vehicles counted over 2 days of data (June 24-25, 2020), only 1,185 vehicles travelled at or below 40 km/h (12%) and 8,248 vehicles travelled at 40 km/h or above (88%).

Given that 88% of vehicles on Bantry Avenue between Far Niente Street and Nappa Street are travelling at over the 40 km/h speed limit, there is a significant need for traffic calming measures to improve safety for all road users.

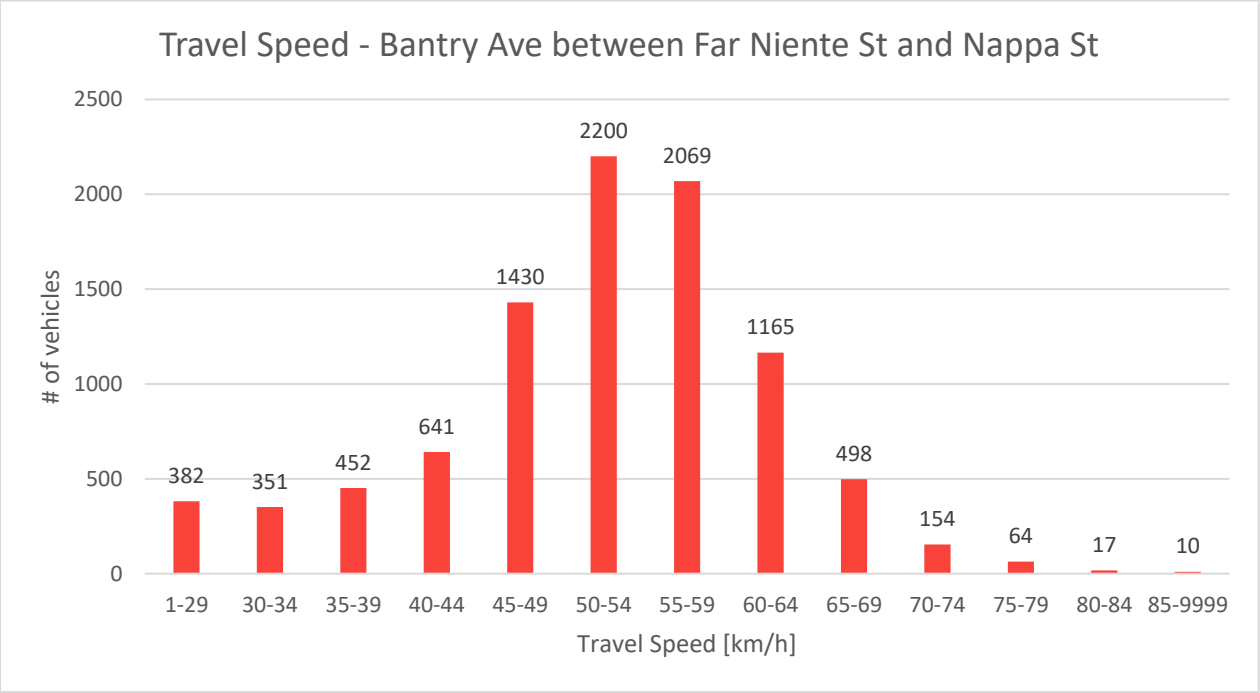


Figure 15: Vehicle speed distribution along Bantry Avenue between Far Niente Street and Nappa Street

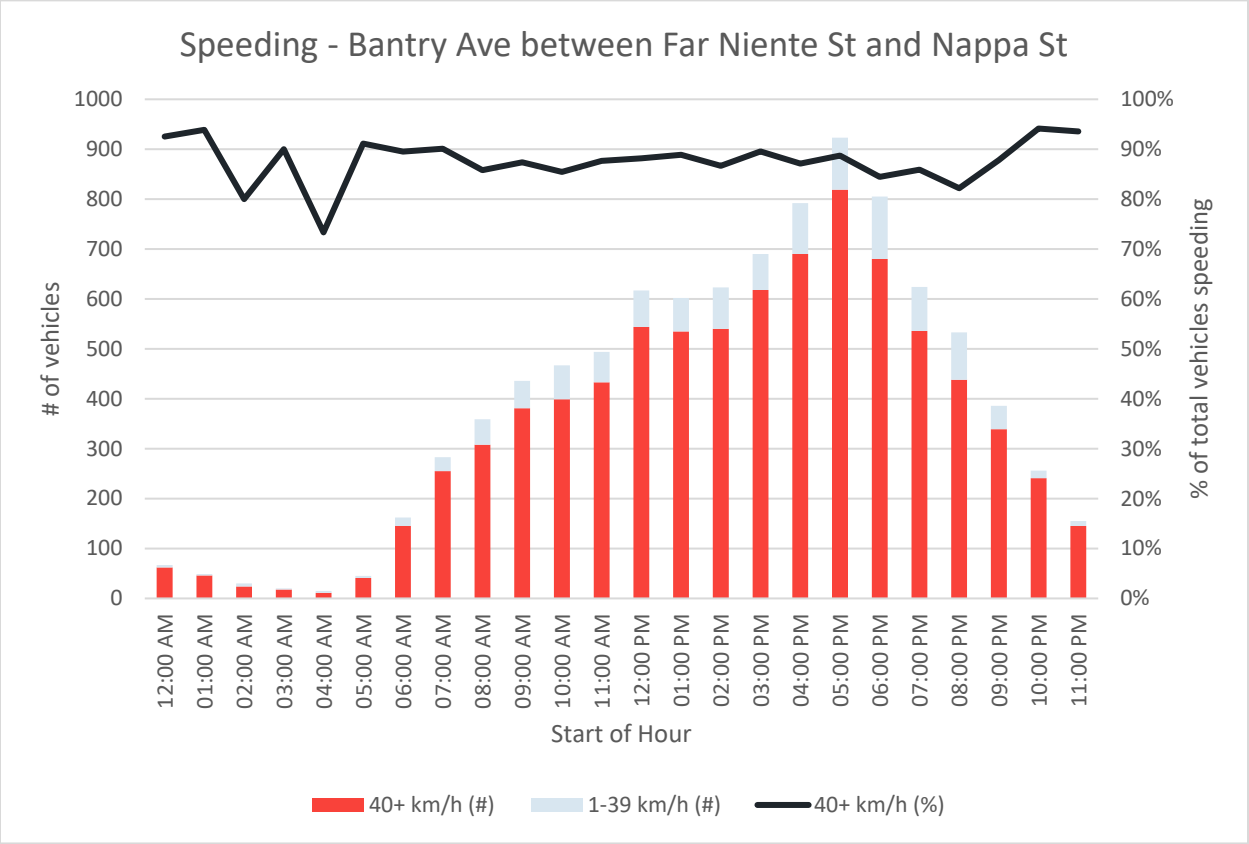


Figure 16: Number of vehicles and percentage of total vehicles travelling in excess of 40 km/h on Bantry Avenue between Far Niente Street and Nappa Street

BRIGGS AVENUE

Briggs Avenue has a posted speed limit of 40 km/h.

Figure 17 shows the speed distribution of vehicles on Briggs Avenue between both ends of Trinity Crescent. Nearly all vehicles are travelling above the speed limit which greatly increases the likelihood and severity of a collision.

Figure 18 shows the total number of vehicles measured on Briggs Avenue between both ends of Trinity Crescent within each hour travelling above 40 km/h as the red bars, and total number of vehicles measures within each hour travelling at 39 km/h or below as the blue bars. The black line indicates the percentage of the total number of vehicles are speeding during that hour.

Of the 4,963 vehicles counted over 2 days of data (June 17-18, 2020), only 712 vehicles travelled below 40 km/h (14%), and 4,251 vehicles travelled at 40+ km/h (86%).

Given that 86% of the vehicles on Briggs Avenue between both ends of Trinity Crescent are travelling above the speed limit, there is a need for traffic calming measures to improve safety for all road users.

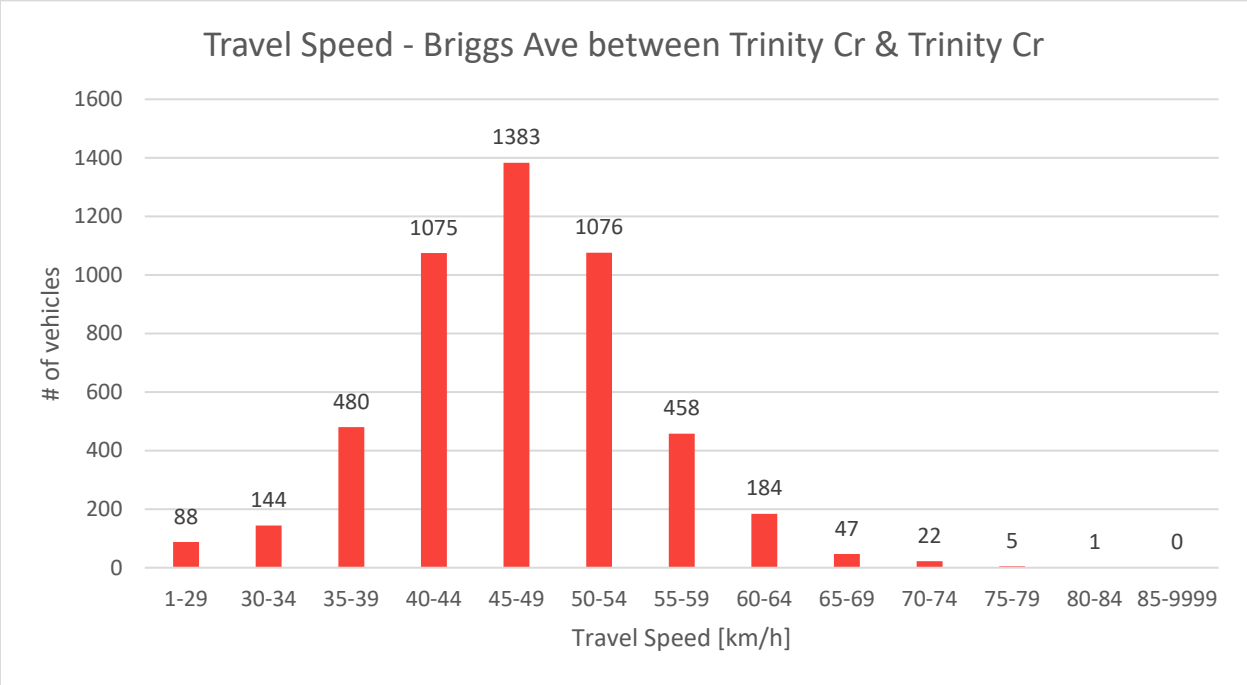


Figure 17: Vehicle speed distribution along Briggs Avenue between Trinity Cr and Trinity Cr

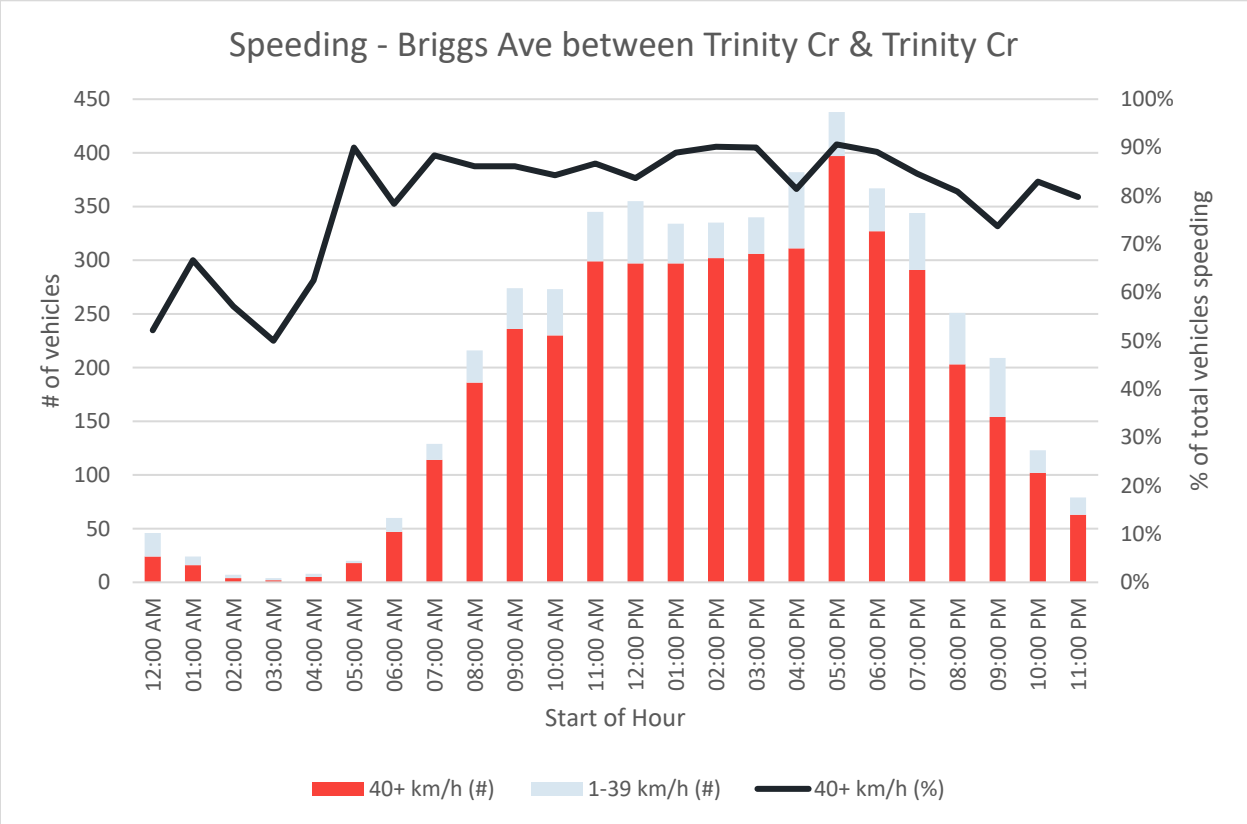


Figure 18: Number of vehicles and percentage of total vehicles travelling in excess of 40 km/h on Briggs Avenue between Trinity Cr and Trinity Cr

APPENDIX

B DESIGN CRITERIA

City of Richmond Hill
Sandbanks, Park Crescent, and Bayview Park Lane AT Feasibility Study
Bantry and Briggs AT Feasibility Study
Design Criteria

Road	From	To	Classification	Posted Speed Limit (km/h)	
Sandbanks Drive	Bayview Park Lane	Nantucket Drive	Local Residential	40	
Park Crescent	Nantucket Drive	Sunset Beach Road	Local Residential	40	
Bayview Park Lane	Bayview Avenue	Sunset Beach Road	Local Residential	40	
Bantry Avenue (westbound)	Yonge Street	Red Maple Road	Collector	40	
Bantry Avenue (eastbound)	Yonge Street	100m East of Red Maple Road	Collector	50	
Bantry Avenue (eastbound)	100m East of Red Maple Road	Red Maple Road	Collector	40	
Bantry Avenue	Red Maple Road	Bayview Avenue	Collector	40	
Briggs Avenue	Bayview Avenue	Valleymede Drive	Collector	40	
Briggs Avenue	Valleymede Drive	Edinburgh Drive	Local Residential	40	

Cycling Facilities

Element	Minimum (m)	Desired (m)	Proposed / Target (m)	Source	Comment
Bidirectional Cycle Track	2.4	3.5 - 4.0	3.5	OTM Book 18 Table 4.4	
Unidirectional Cycle Track	1.5	2.0 - 2.5	2.0	OTM Book 18 Table 4.4	
Multi-Use Paths	3.0	3.5 - 4.0	3.5	OTM Book 18 Table 4.5	Aim for >4.0 m if user volume is expected to be greater than 100 users/hour. Absolute minimum of 2.4m over short distances (pinch points)
Conventional Bike Lane	1.5	1.8	1.8	OTM Book 18 Table 4.7	Absolute minimum of 1.2m over short distances in constrained areas or in special circumstances may be acceptable.
Conventional Bike Lane adjacent to on-street parking	1.5 m lane + 0.6 m parking buffer	1.8 m lane + 1.0 m parking buffer	1.8 m lane + 1.0 m parking buffer	OTM Book 18 Table 4.7	
Buffered Bike Lane	1.5 m lane + 0.3 m buffer	1.8 m lane + 1.0 m buffer	1.8 m lane + 1.0 m buffer	OTM Book 18 Table 4.8	
Buffered Bike Lane adjacent to on-street parking	0.6 m parking buffer + 1.5 m lane + 0.3 m buffer	1.0 m parking buffer + 1.8 m lane + 0.6 m buffer	1.0 m parking buffer + 1.8 m lane + 0.6 m buffer	OTM Book 18 Table 4.8	
Advisory Bike Lane	1.5	1.8 - 2.0	1.5	OTM Book 18 Table 4.10	
Advisory Bike Lane Middle Lane	2.7	3.0 - 4.0 **or** 5.0 - 5.7	5.0	OTM Book 18 Table 4.10	

Cycle Track and MUP Clearances

Buffer from back of curb					
1-way	0.3	0.6 - 1.0	1.0	OTM Book 18 Table 4.4	
2-way	0.6	1.5 - 2.5	1.5	OTM Book 18 Table 4.4	

Vehicular

Element	Minimum (m)	Desired (m)	Proposed / Target (m)	Source	Comment
Through Lane	3.0	3.0 -3.3	3.0	City of Richmond Hill Division "C" Transportation and Roadworks Standards and Specifications Manual	
Curb Lane	3.0	3.0 - 3.5	3.0	City of Richmond Hill Division "C" Transportation and Roadworks Standards and Specifications Manual	3.3 m for curb lanes with YRT bus service or frequent trucks
Two-Way Left Turn Lane	3.25	3.25 - 4.0	3.3	City of Richmond Hill Division "C" Transportation and Roadworks Standards and Specifications Manual	
Dedicated Parking Lane	2.0	2.0 - 2.5	2.4	City of Richmond Hill Division "C" Transportation and Roadworks Standards and Specifications Manual	"Dedicated parking lanes on collector roadways are to increased to a minimum of 2.4 m"

APPENDIX

C EVALUATION

Richmond Hill AT Feasibility Study - Alternatives Evaluation

SCORING METHODOLOGY
Most desirable (4/4)
(3/4)
(2/4)
Least desirable (1/4)

	CRITERIA	Pedestrian Operations/Experience	Cyclist Operations/Experience	Geometric Considerations	Traffic Calming Effectiveness	Impacts on Parking Supply	Impacts on the Environment	Constructability/Ease of Implementation	Maintenance and Operating Costs	TOTAL SCORE	RANK
	Objectives	- Safety and Comfort for pedestrians - Clear delineation of active transportation - Provides fair and accessible environment for users - Provides infrastructure for all ages and abilities facilities - Opportunities to improve the pedestrian environment and the streetscape	- Safety and Comfort for cyclists - Clear delineation of active transportation - Provides fair and accessible environment for users - Provides infrastructure for all ages and abilities facilities - Separation between cyclists and motor vehicle traffic lane - Separation between cyclists and parked vehicles	- Traffic capacity and level of service - Transit operation - Loading and deliveries - Emergency services	- Effectively mitigate vehicle speeding (vehicles follow posted speed limits)	- Vehicle parking supply	-Minimize impacts on trees and vegetation and natural heritage	- Prefer options that fit within existing pavement width - Minimize impacts to utilities and surrounding land use - Feasible and practical to construct	- Financial feasibility of maintenance and operations - Waste/recycling collection - Snow clearing/street sweeping		
	Weighting	4	4	4	4	2	1	3	3		
Briggs Avenue - A	Maintain Existing Conditions	4 Maintain the current sidewalks of 2m	1 No cycling facilities	4 Wide lanes for vehicles	1 Wide lanes enable speeding	4 No impacts on parking	4 No impacts on vegetation	4 Option fits within existing pavement	4 no financial or operational impacts	76	4
	Alternative 1: Buffered Bike Lanes	4 Maintain the current sidewalks of 2m	4 1.5m bike lanes protected with a 0.5m buffer which provides a sense of safety and horizontal separation from vehicular traffic	4 Narrowing the vehicle lanes to 3.0 m should be of no impact to vehicle maneuvers on a straight path.	4 Narrower lane widths and reduced vehicle operating space create friction to encourage vehicles to slow down.	1 Removal of parking on both sides of the street to accommodate the buffered bike lanes	4 No impacts on vegetation	4 Option fits withing existing pavement. All the changes are pavement markings.	3 traffic calming measures may impact winter maintenance or need to be removed in the winter	91	1
	Alternative 2: Sharrows	4 Maintain the current sidewalks of 2m	2 3.5m sharrows that provide shared cycling facility with vehicles	4 Narrowing the vehicle lanes to 3.5 m should be of no impact to vehicle maneuvers on a straight path.	4 Narrower lane widths and reduced roadway platform create friction to encourage vehicles to slow down.	3 Removal of parking on one side of the street.	4 No impacts on vegetation	4 Option fits within existing pavement, traffic calming measures will require additional implementation costs	3 traffic calming measures may impact winter maintenance or need to be removed in the winter	87	2
	Alternative 3: Advisory Bike Lanes	4 Maintain the current sidewalks of 2m	3 1.7m advisory lanes that provide delineated space for cyclists but is considered a shared facility with vehicles.	2 Vehicles share the centre lane	3 Vehicles will have to slow down and merge into the advisory lane when encountering oncoming vehicles	2 Removal of parking on one side of the street (both sides east of Valleymede Dr due to roadway constraints) to accommodate the advisory lanes.	4 No impacts on vegetation	4 Minimal effort of implementation. Will require public education to teach users how to use facility.	3 traffic calming measures may impact winter maintenance or need to be removed in the winter	77	3
Bantry Avenue - B	Maintain Existing Conditions	2 The option maintains 1.7 m sidewalks on both sides of the street	1 Cyclists have no designated space but can use the shoulders	4 Available wide lanes for vehicles.	1 Wide lanes enable speeding	4 No impacts on parking supply	4 No impacts on vegetation	4 Option fits within existing pavement	4 no financial or operational impacts	68	4
	Alternative 1: Cycle Track	4 The option provides a 2 m sidewalks on both sides of the bridge. Grass buffer between sidewalk and cycle track to minimize effect of plantation along the corridor and an additional 0.9 m buffer between the parking and cycling track. Smaller roadway platform reduces crossing distances for pedestrians.	4 2m cycle tracks that are protected by grade separation from traffic and parking that allows cyclists to navigate the space easily.	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	4 Narrower lane widths and reduced roadway platform create friction to encourage vehicles to slow down.	4 No impacts on parking supply	2 Cycle track placement may impact trees within boulevard, requires arborist study in future stages of design.	1 Requires significant civil work to reduce roadway platform and increase boulevard width.	3 Cycle track will require separate winter maintenance buffer between cycle track and roadway can accommodate waste/recycling bins for collection.	86	1
	Alternative 2: Parking Protected Bike Lane	4 The option provides a 2 m sidewalks on both sides of the bridge. Grass buffer between sidewalk and bike lane to minimize effect of plantation along the corridor and an additional 0.9 m buffer between the parking and bike lane.	2 1.5m bike lanes that are parking protected provide a sense of safety and separation from traffic, however no physical protection in the absence of parked cars. Nothing stopping vehicles from entering the bikeway.	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	2 Narrower lane widths create friction to encourage vehicles to slow down, however absence of parked cars in this cross section may make drivers perceive additional roadway width and allow for comfortable speeding.	4 No impacts on parking supply	3 Minor impacts on vegetation	4 Option fits within existing pavement, traffic calming measures will require additional implementation costs	4 Winter maintenance would be similar to existing conditions.	83	2
	Alternative 3: Physically Separated Bike Lanes with Parking	4 The option provides 2 m sidewalks on both sides of the road. Grass buffer between sidewalk and bike lane to minimize effect of plantation along the corridor and an additional 0.9 m buffer between the parking and bike lane.	3 1.5m bike lanes that are parking protected provide a sense of safety and separation from traffic with additional precast concrete and flex posts. Physical separation helps avoid vehicles from entering cycling facility.	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	3 Narrower lane widths create friction to encourage vehicles to slow down. Presence of pre-cast curbs create friction even in the absence of parked cars.	4 No impacts on parking supply	3 Minor impacts on vegetation	3 Option fits within existing pavement. Additional costs are associated with pre-cast concrete.	2 Operation may be affected by the concrete blocks along the cycle track	82	3
Bantry Avenue Bridge - C	Maintain Existing Conditions	4 The option maintains 3 m sidewalks on both sides of the bridge	1 Cyclists have no designated space	4 Available wide lanes for vehicles.	1 Wide lanes enable speeding	4 No impacts on parking supply	2 No vegetation present	4 option fits within existing pavement	4 no financial or operational impacts	74	4
	Alternative 1: Cycle Track	4 The option maintains 3 m sidewalks on both sides of the bridge. Generous buffer between cycle track and sidewalk within boulevard.	4 2.4m cycle tracks that are protected by grade separation from traffic and parking that allows cyclists to navigate the space easily.	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	4 Narrower lane widths and reduced roadway platform create friction to encourage vehicles to slow down.	2 Removal of all parking on the bridge.	3 Potential for Increased vegetation in buffer zones in boulevard space.	2 Requires significant civil work to reduce roadway platform and increase boulevard width. **Note:** cost may be less of a concern if the entire bridge needs to be replaced following Metrolinx work. This may make this option more viable.	3 financial impacts include that of paint but no operational impacts	86	1
	Alternative 2: Physically Sperated Bike Lanes with Parking	4 The option maintains 3 m sidewalks on both sides of the bridge	3 2m bike lanes that are parking protected which provide a sense of safety and separation from traffic.	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	2 Narrower lane widths create friction to encourage vehicles to slow down, however absence of parked cars in this cross section may make drivers perceive additional roadway width and allow for comfortable speeding.	4 No impacts on parking supply	2 No vegetation present	3 Option fits withing existing pavement. All the changes are pavement markings. Additional costs associated with pre-cast concrete curbs.	2 financial impacts include that of paint and precast concrete and maintenance. Planters might affect cleaning and snow clearing operations.	77	3
	Alternative 3: Physically Separated Bike Lane	4 The option maintains 3 m sidewalks on both sides of the bridge	4 2.8m bike lanes that are protected by planters which provide a sense of safety and separation from traffic	4 Narrowing the vehicle lanes to 3.3 m should be of no impact to vehicle maneuvers on a straight path.	3 Narrower lane widths and reduced vehicle operating space create friction to encourage vehicles to slow down.	2 Removal of all parking on the bridge and improved aesthetics with introduction of planters.	4 Planters provide opportunity to include vegetation on the bridge and increase in the aesthetic appeal of the bridge	3 Option fits withing existing pavement. The planters added have an additional cost.	2 financial impacts include that of paint and planters installation and maintenance. Planters might affect cleaning and snow clearing operations.	83	2

APPENDIX

D ENGAGEMENT SUMMARY

CITY OF RICHMOND HILL

ENGAGEMENT SUMMARY

BRIGGS AVENUE AND BANTRY AVENUE ACTIVE TRANSPORTATION IMPROVEMENTS FEASIBILITY STUDY

JUNE 7, 2024

TABLE OF CONTENT

1 PUBLIC INFORMATION CENTRE

1.1 PROJECT INTRODUCTION

The City of Richmond Hill has retained WSP to complete a Feasibility Study that includes the development of design alternatives for improvements along Bantry Avenue and Briggs Avenue.

The purpose of this report is to document the public engagement process, feedback received and response from the project team in how the feedback will be incorporated into the next phases of the project.

Figure 1: Map of Study Area

1.2 ENGAGEMENT APPROACH

On May 16th, 2024, a Public Information Centre (PIC) was held at the Langstaff Community Centre, facilitated by the project team and City staff. The event showcased the project using a hybrid presentation and informative display boards outlining various design alternatives proposed for the corridors. Attendees actively participated, sharing their insights and preferences regarding the project options. The boards are attached in **Appendix A.**

During the event, attendees engaged closely with the project team and City staff, both in-person and virtually, examining the presented alternatives and providing valuable feedback on the suggested project plans. This participatory approach allowed a large number of residents to voice their opinions and actively contribute to the decision-making process using the form circulated.

Additionally, the project team solicited feedback after the PIC meeting by using Microsoft Forms. Microsoft Forms, an online survey tool, enabled the team to share project data publicly and allowed visitors to provide comments on the PIC materials. Other options for providing comments were via phone calls and email.

In this report, a detailed overview of the public engagement activities undertaken by the project team is provided, shedding light on the diverse perspectives gathered from the community. This engagement phase was an opportunity to align the project with the needs and aspirations of the residents. Through the report, the team aims to encapsulate the concerns expressed by the community, ensuring that their voices are heard and considered in the decision-making process.

2 EVENT FORMAT

This section is providing a description and purpose of each engagement activity. Twenty-four (24) participants signed in via the paper sign in sheets and twenty-one (21) participants attended virtually. The following sections summarize the methods that were used for input collection and input that was received from the public. The participants list who signed in is attached in **Appendix B**.

HYBRID PRESENTATION

The event started with a thirty-minute presentation that delivered in a hybrid format where participants were able to attend it both in person and online using a webinar format. Following the presentation, there was a questions and answers (Q&A) period where online attendees were able to type in their questions and the in-person attendees were able to raise their hands and direct their questions to any of the City representatives or their consultants.

IN-PERSON DISCUSSIONS

In the event, both the WSP and City project teams had the opportunity to interact closely with attendees. They strolled around the project boards, addressing queries, engaging in casual conversations, and actively sought feedback from residents regarding the various alternatives presented. This hands-on approach allowed for meaningful interactions and provided a valuable platform for the teams to gauge community perspectives directly. By fostering open dialogue, the teams also gained valuable insights, ensuring that resident feedback played a pivotal role in shaping the project's future direction as well as identifying key priorities for residents of the neighbourhood.

COMMENT SHEETS

Another method employed for collecting comments during and after the event was through comment sheets. Participants were given the option to take these sheets home and send them back to the city with their feedback. These sheets provided a structured format for residents to provide their thoughts and opinions about the project. No comments were received through the sheets because participants opted for the online option to share their comments. The sheet is attached in **Appendix C**.

MICROSOFT FORMS

Another method employed for gathering feedback from residents was the utilization of Microsoft Forms. This digital platform served as data collection tool, enabling individuals to express their preferred design alternatives, provide comments, and share feedback on the project. Accessible for a duration of two weeks, the Microsoft Form provided residents with a designated space to visualize the project details and offer their insights. As a result, 16 residents completed the Microsoft Forms. However, additional comments were sent by email and phone calls from several residents, further enriching the feedback received. The form is attached in **Appendix D.**

3 WHAT WE HEARD

The following section highlights some of the common themes that emerged through the PIC and subsequent engagement with residents, which will be used to guide the functional design phase of the project.

IN-PERSON DISCUSSIONS

Key themes from the hybrid Q&A and in-person discussions at the event include:

- **Overall Support for Cycling Improvements:** Residents generally expressed support for proposed cycling enhancements along the corridors. On the voting board, most of the participants who voted preferred the recommended alternatives put forward.

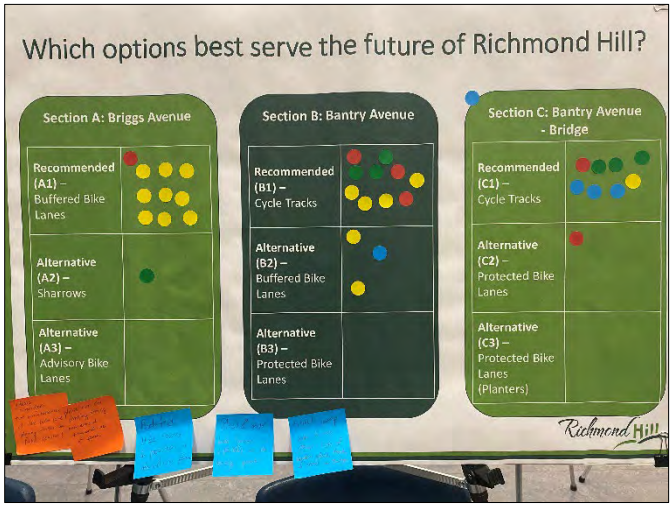


Figure 2: In-person voting board for preferred alternative

- **Traffic calming measures**: Common feedback was about the consideration of speed humps to reduce traffic speed, specially of drivers who show off their mufflers late at night. The City responded with concerns about the impact of speed humps on emergency response times. There were also suggestions to explore further measures, such as additional traffic calming elements.
- **Parking concerns**: Questions were raised about parking arrangements for guests during events hosted by residents on Briggs. Some residents felt that going from parking on both sides of the street to none is a big shift.
- **Physical separation of cycling infrastructure**: Some residents expressed frustration about the Bantry bike lane being used for parking. They requested separate bike lanes from parking lanes.
- **Intersection treatments and accommodations for cyclists**: Questions were raised about how intersections will be treated with bike lanes and what protections will be provided to cyclists at intersections.
- **Project Feedback and Implementation**: Residents were curious about the point of the project at which they can provide comments and the timeline for implementation. They also wanted to know how it gets decided if the recommended concept will be implemented or not to which the City has clarified that this is the first round of feedback and other engagements will be carried out in the future for the final design.
- **Traffic Congestion**: There were concerns about congestion at various locations, including the signal of Bayview Avenue & Bantry Avenue and the all-way stop at Briggs Avenue & Valleymede Drive. Suggestions were made for improvements at these locations.

- **Property Concerns**: Questions were raised about the impact of proposed changes on property development along Briggs and the potential negative impact on property value.
- **Road Width and Infrastructure**: Some residents felt that the road is not wide enough for the proposed interventions. Some also had concerns that the proposed infrastructure would not be used given the very low volume of cyclists currently. They also expressed a preference to avoid using designs with planters due to maintenance concerns.
- **Transit and Accessibility**: There were questions about any consideration for future transit plans along Bantry or Briggs Avenue and if the suggested designs would impede on those plans if they come up in the future. Residents also emphasized the importance of having alternative and accessible routes & means of travel, especially for individuals with visual disabilities.
- **Connections to existing trails**: Some residents voiced their desire to have the suggested corridor connect to the existing trail network at the eastern end of Bantry Avenue.

Figure 3: Hybrid Presentation set up

COMMENT SHEET RESPONSES

There was no feedback received from residents in the comment sheets, however, the participants opted for using the online Microsoft Forms. The comments are discussed in the following section.

MICROSOFT FORMS

Out of the sixteen (16) forms completed by residents, three (3) contained only high-level comments, while the remaining thirteen (13) expressed their preferred design alternative and included additional comments. Among the thirteen (13) respondents, two (2) did not leave comments. Some respondents supported the proposed design alternatives and offered their own recommendations for further improvements. However, a few expressed concerns about potential negative impacts on traffic conditions, parking, and safety. The responses are attached in **Appendix E.**

The following are some of the comments received from the Microsoft Forms:

"The recommended options are fantastic. However, the bike lanes should be protected by more than just standard elevated curbs...Lower maintenance bollards would provide a great last line of defence that compliment the elevated bike lane. This is especially important on the bridge, as vehicles without snow tires or in very bad weather are more likely to drift into the bike lane."

"Good initiative, but should expand the bike network to make this effective for more 'active' users."

"I love the idea of separated sidewalk, cycle track and road. I believe this provides a safe travel for all users. The ultra wide lanes on Bantry has been a problem, I often experience impatient cars just passing everyone on the right side as if it's two lanes and it's very dangerous. Hopefully this will fix it up."

"…money should be spent on speed-reducing implements (i.e., speed bumps or roundabouts) to increase safety for pedestrians and drivers in the area."

"A2 and A3 would reduce speeds and increase congestion for sure upon adding parking lane. Very bad ideas."

Using the form, participants were able to vote for their preferred alternative. For all three sections of the study, there was an overall support for the recommended design.

- **Section A – Briggs Avenue**

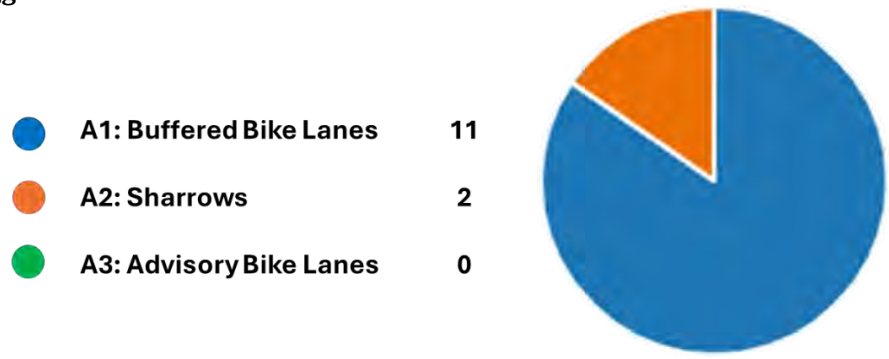


Figure 4: The results from the Microsoft Form indicating the preferred design alternatives for Briggs Avenue

- **Section B – Bantry Avenue**

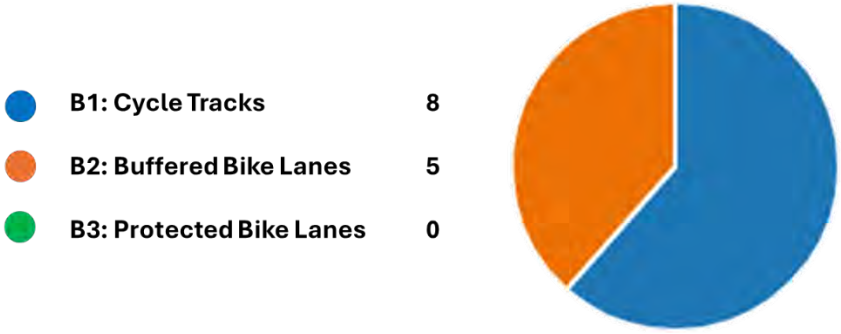


Figure 5: The results from the Microsoft Form indicating the preferred design alternatives for Bantry Avenue

- **Section C – Bantry Avenue Bridge**

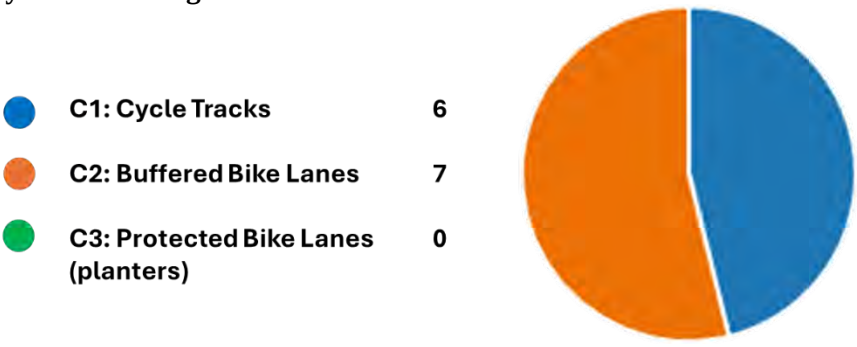


Figure 6: The results from the Microsoft Form indicating the preferred design alternatives for Bantry Avenue Bridge

EMAILS/PHONE CALLS FROM RESIDENTS

Similar to the feedback received from the comment sheets and in-person discussions, residents are concerned by the current congestion at Bantry Avenue as well as Briggs Avenue. Below is some of the feedback received, the detailed comments are included in **Appendix F**.

- *"…By passing a bylaw to prohibit parking on the bike lanes, one step can be taken to improve safety and encourage use of cycling infrastructure. Only then will further steps such as rebuilding Briggs and Bantry for shared bicycle use become effective, because motorists have understood that bicycle lanes are not an invitation for extra parking space."*

- *"I think a fine for parking in bike lanes could be a good solution. It would make people think twice before parking there and remind them that bike lanes are there for a reason - to make cycling safer and easier."*

- *"Why not install speed bumps for safety and to minimize traffic?"*

- *"There should be a strong objective to integrate Richmond Hill's major road network for long distance active transit options. I find it particularly challenging to find a linear travel path along my neighbourhood as there are few parallel streets to the major arterial roads for cyclists to utilize that stretch further North-South, or East-West."*

4 SUMMARY & NEXT STEPS

Input from members of the public was used to confirm the preferred alternatives for each corridor moving forward with the project. The feedback received highlights the following:

1. Many residents, including habitual bicycle riders, a student, and persons with disabilities, are advocating for a bylaw that prohibits cars from parking in the bicycle lanes as it would foster greater safety for all road users.

2. There is great concern for speeding as expressed by some residents. They strongly recommend implementing traffic calming measures, like speed humps, along Bantry Avenue and Briggs Avenue.

3. Some residents are skeptical of the proposed bicycle lanes as it affects their properties.

4. Some residents would like to see safer long-distance connectivity opportunities via bicycle lanes/paths, particularly towards Markham and Thornhill (i.e., along Highway 7), as the increased speed limit deters bicyclists from riding safely alongside motorists.

In response to the information received, the feedback will be incorporated in the following next steps:

I. In response to Point 1: The project team will continue to assess the designs under consideration which strive to achieve greater separation between bicycles and motor vehicles, and separation between bicycles and parked vehicles. Additionally, other proposed designs include removing an amount of on-street parking, which will remove some of the existing conflict points. However, an added bylaw was taken into consideration by Council.

II. In response to Point 2: The project team will consider traffic calming for vehicular traffic as it is part of the study. Further consideration for a variety of tools to increase safety, including but not limited to flexible bollards, painted and/or protect bike lanes, narrowing lanes, as well as speed cushions.

III. In response to Point 3: The project team's proposed designs will consider access to the future development of such parcels and avoid throw-away costs (i.e., having to remove stuff shortly after installing).

IV. In response to Point 4: The project team is only considering changes to the road network as it pertains to the Briggs Avenue and Bantry Avenue Feasibility Study area.

APPENDIX

A PIC BOARDS

Richmond Hill

Briggs Avenue and Bantry Avenue

Active Transportation Feasibility Study

Public Information Centre
May 2024

Briggs Avenue and Bantry Avenue
Feasibility Study

About the Project – Policy History

- Richmond Hill's Council Approved Transportation Master Plan (TMP):
  - Envisions the paradigm shift in how people are and will be choosing to get around
  - Places Active Transportation at the top of the mobility hierarchy, prioritizing an inclusive and equitable approach to infrastructure design.
  - Identified bike lanes along Bantry Avenue and Briggs Avenue
- Richmond Hill's Council Approved Traffic Safety and Operations Strategy (TSOS):
  - Bike lanes are identified within the Traffic Calming Toolbox
  - Bike lanes have a traffic calming effect by narrowing the vehicular travel lanes

Richmond Hill

Briggs Avenue and Bantry Avenue
Feasibility Study

About The Project – Project Highlights

- Determine the preferred cross sections and configurations for each block
- Enhance connections between Richmond Hill's on- and off-road cycling facilities, and to the York Region's cycling facilities
- Make it easier for residents and visitors to access key destinations, schools, community centres, parks and recreational facilities
- Allow and encourage safe cycling
- Connect existing neighbourhoods to the Richmond Hill Centre, where the future Yonge North Subway Extension (YNSE) will support

Briggs Avenue and Bantry Avenue
Criteria and Evaluation

EVALUATION CRITERIA	DESCRIPTION
Pedestrian and Cyclist Experience	Fair and accessible environment for users of all ages and abilities, separating cyclists from other road users, and creating opportunities to enhance the pedestrian environment and streetscape
Geometric Considerations	Traffic capacity and level of service, transit operation, loading and deliveries, and emergency services
Traffic Calming Effectiveness	Effectively reducing vehicle speeding
Impacts on the Environment	Minimizes impacts on trees, vegetation and natural heritage and provides Low Impact Development opportunities
Constructability / Ease of Implementation	Utilizing existing road & boulevard geometry, minimizing impacts to utilities and surrounding land use, are feasible and practical to construct, and consider implementation costs.
Maintenance and Operating Costs	Financial feasibility of maintenance and operation, including waste/recycling collection, and snow clearing/street sweeping

Richmond Hill

Section A: Briggs Avenue
Existing Conditions

From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Wide travel lanes encourage fast travelling vehicles
- Space for vehicles to park on both sides of the road
- Current parking restrictions
  - North side: from Bayview Avenue to the East limit of Queens College Drive
  - South side: from Bayview Avenue to Queensmill Court
- Some on-street parking available

Section A: Briggs Avenue
Recommended – Buffered Bike Lanes (A1)

From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Painted buffer creates separation between the bicycle lane and the vehicle lane
- Parking is removed on both sides to accommodate the buffered bike lanes
- Buffered bike lanes will have traffic calming effect on vehicles and increase sense of safety for cyclists

Section A: Briggs Avenue
Alternative – Sharrows (A2)

From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Reducing traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit as a traffic calming measure
- Parking on one side of the street

Section A: Briggs Avenue
Alternative – Advisory Bike Lanes (A3)

From Bayview Avenue To Edinburgh Drive – (Looking East)

Design Highlights:

- Advisory lane markings give cyclists riding space, but are also available to motorists if needed to pass oncoming traffic
- Advisory bike lanes will increase sense of safety for cyclists compared to today
- Maintains some parking on one side of the street

Section A: Briggs Avenue
Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section A Briggs Avenue	A1: Buffered Bike Lanes	✓ Dedicated space for cyclists ✓ Biggest traffic calming effect X Loss of parking	1
	A2: Sharrows	X Cyclists not separated from traffic ✓ Some traffic calming effect X Some loss of parking	2
	A3: Advisory Bike Lanes	X Special rules for drivers, shared space ✓ Some traffic calming effect X Some loss of parking	3

Richmond Hill

Section B: Bantry Avenue
Existing Conditions

From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Two wide lanes and a two way left turn lane that contribute to speeding
- Parking lanes and buffer are on both sides of the street

Section B: Bantry Avenue
Recommended – Cycle Tracks (B1)

From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Cycle tracks in boulevard with buffer from curb increases the sense of safety for cyclists compared to today
- Minimizes impacts on existing utilities and trees
- No impact to number of driving lanes or parking

Section B: Bantry Avenue
Alternative – Buffered Bike Lanes (B2)

From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

- Parking provides physical protection of bike lanes and increase sense of safety for cyclists compared to today
- No impact to number of driving lanes or parking

Section B: Bantry Avenue
Alternative – Protected Bike Lanes (B3)

From Red Maple Road To Bayview Avenue – (Looking West)

Design Highlights:

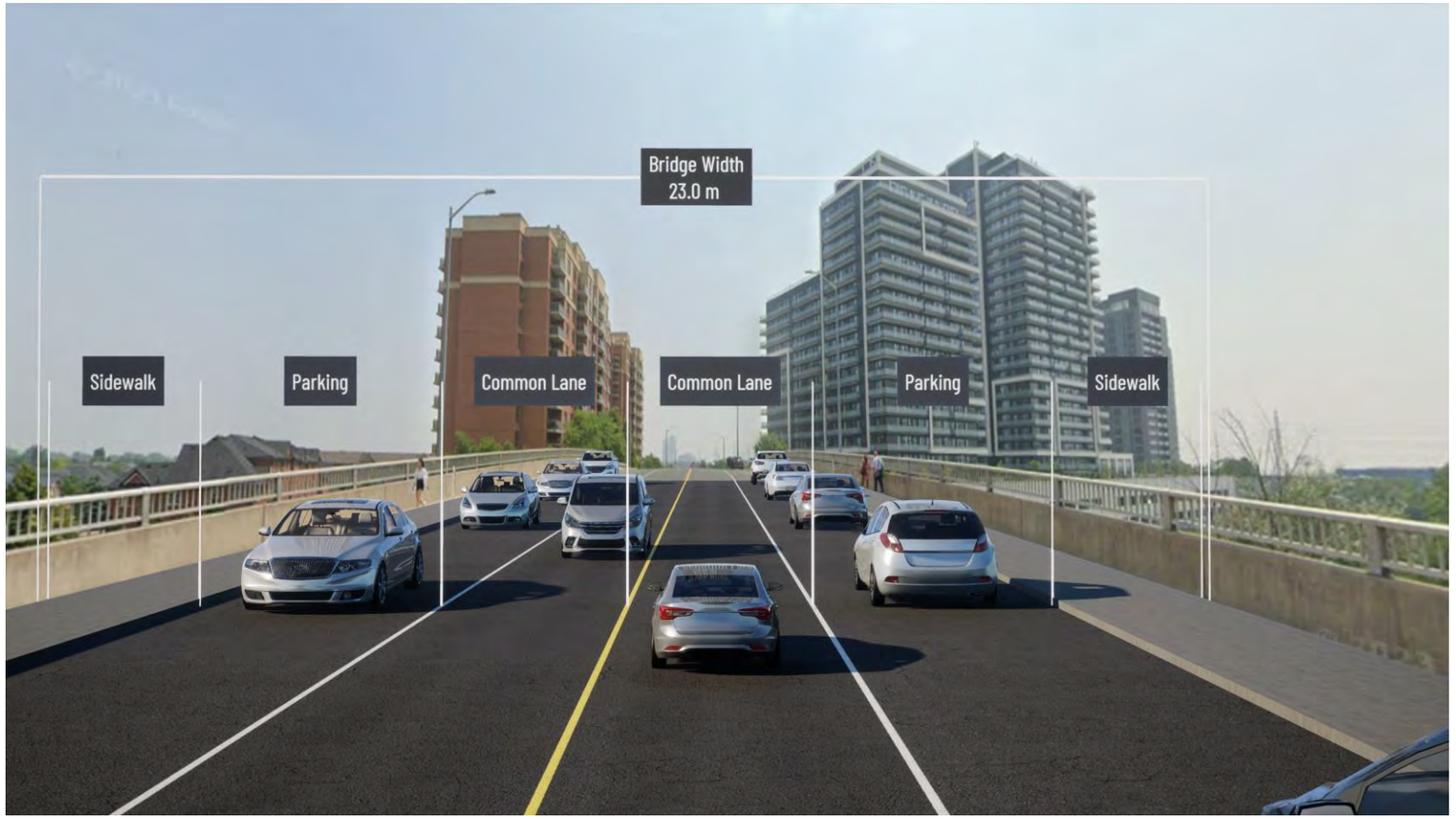
- Parking protected bike lanes with precast concrete separators would avoid parking vehicles entering into the bike lane
- This increases the sense of safety for cyclists compared to today
- No impact to number of driving lanes or parking

Section B: Bantry Avenue
Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section B Bantry Avenue	B1: Cycle Tracks	✓ Cyclists separated from road ✓ Traffic calming effect X Cost / impact to boulevard space	☆ 1
	B2: Buffered Bike Lanes	✓ Traffic calming effect X Some cars may park in bike lane	2
	B3: Protected Bike Lanes	✓ Traffic calming effect X Cost / maintenance of barriers	3

Richmond Hill

Section C: Bantry Avenue – Bridge
Existing Conditions

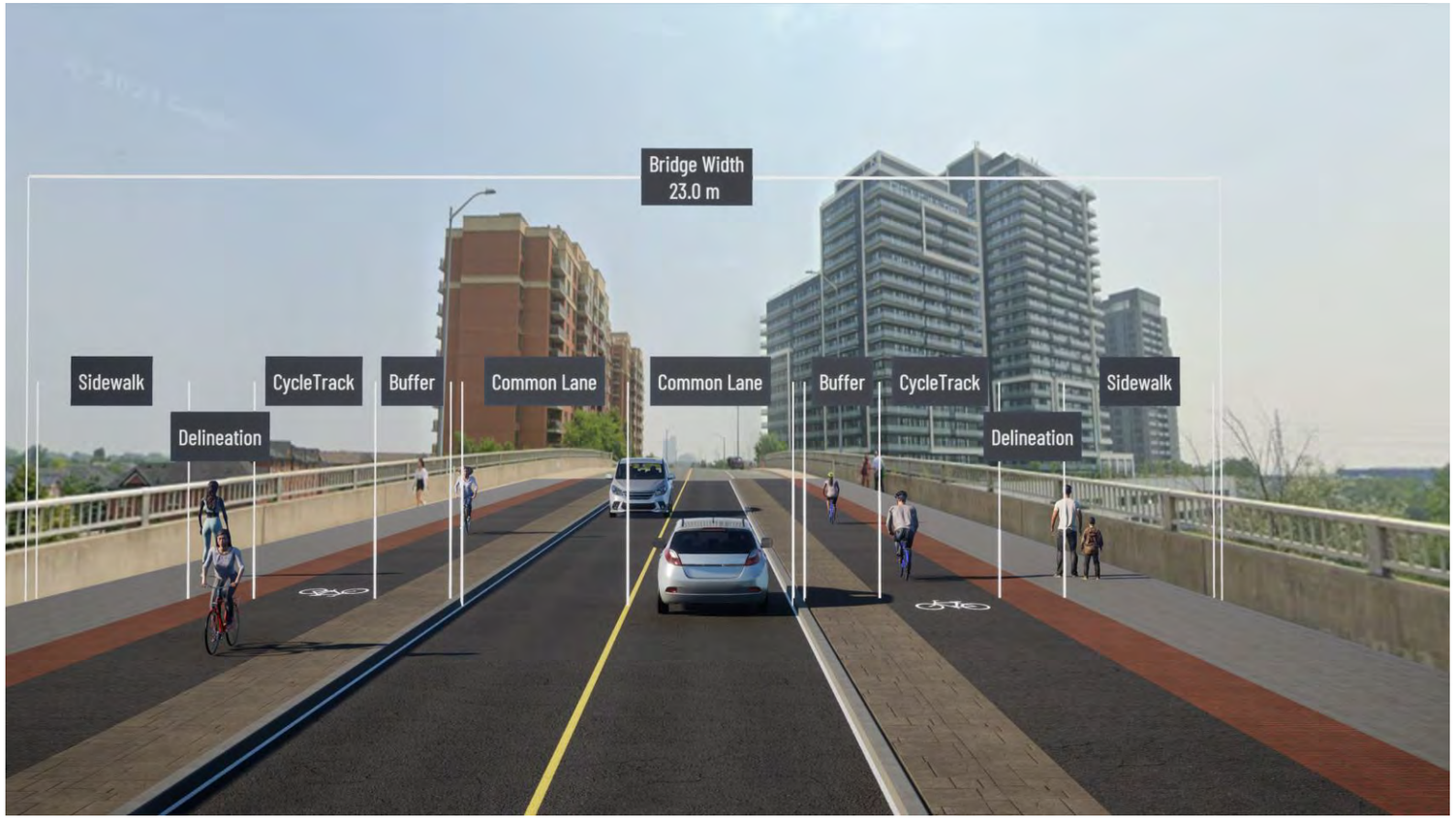


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Existing bridge cross section which is subject to reconstruction

Section C: Bantry Avenue – Bridge
Recommended – Cycle Tracks (C1)

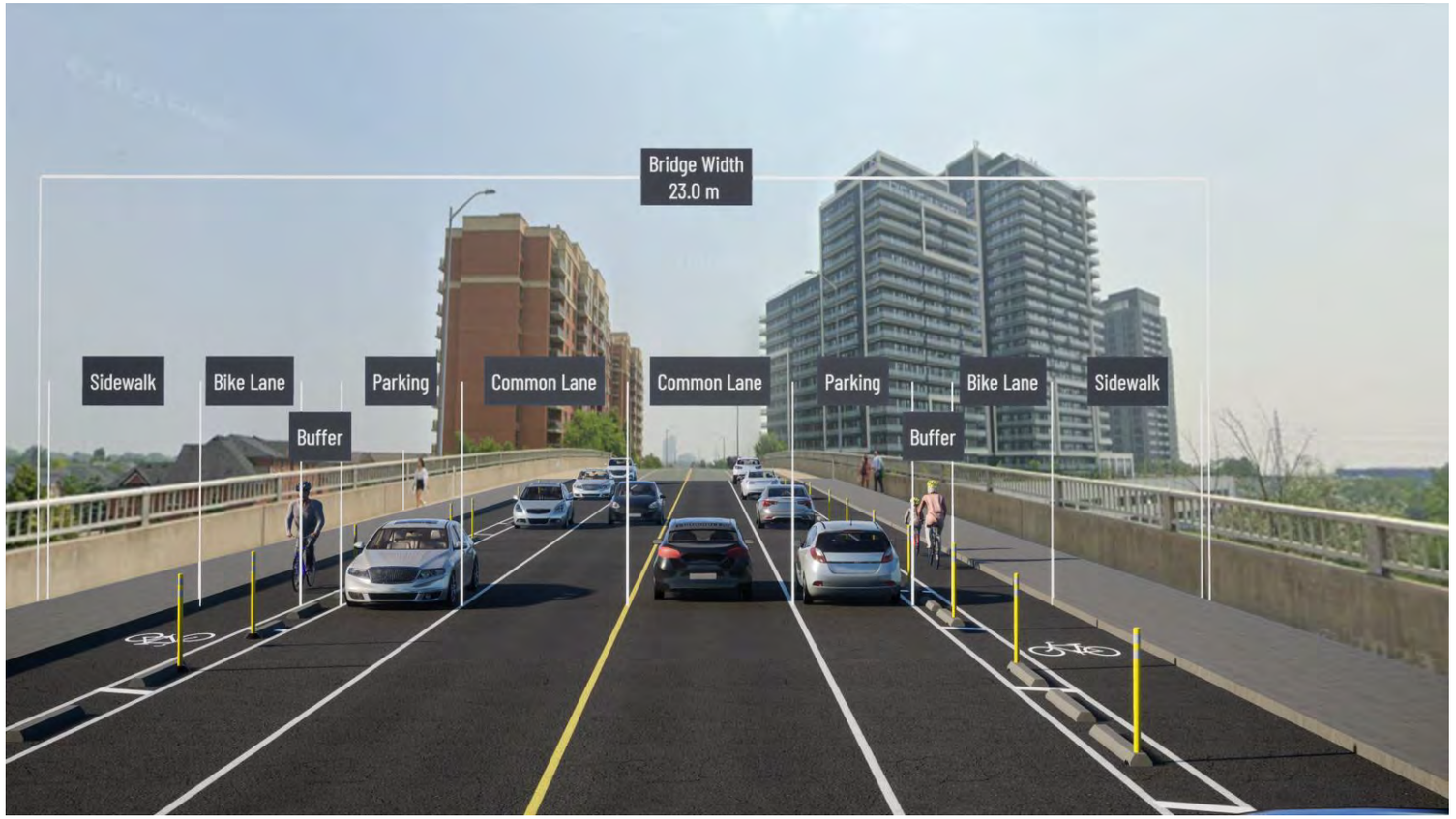


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Cycle tracks and sidewalks along with a wide buffer from roadway which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding

Section C: Bantry Avenue - Bridge
Alternative – Protected Bike Lanes (C2)

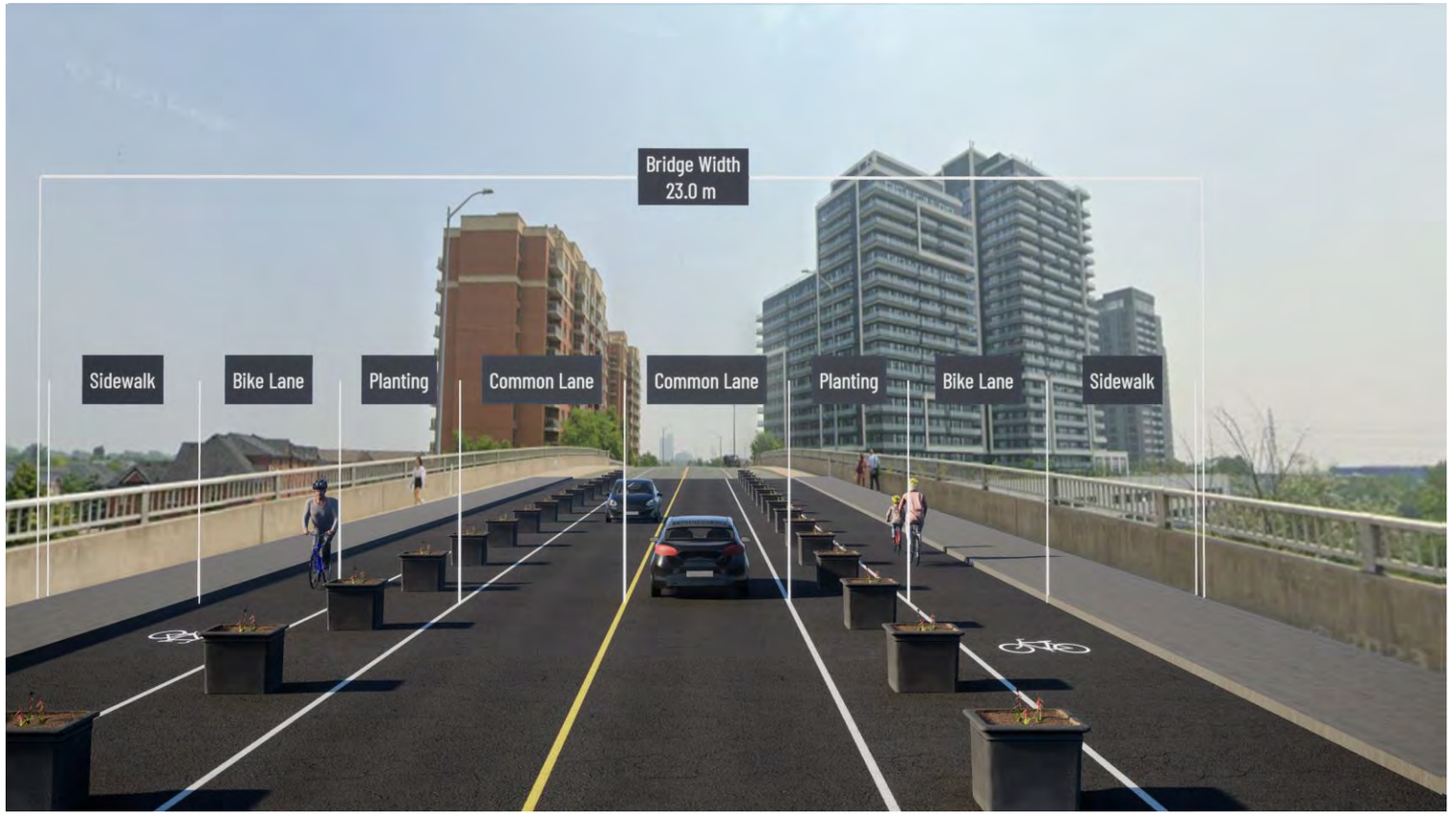


From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Parking protected bike lanes allow for protection from the flow of vehicles which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding

Section C: Bantry Avenue - Bridge
Alternative – Protected Bike Lanes (Planters) (C3)



From Yonge Street To Red Maple Road – (Looking East)

Design Highlights:

- Parking is removed and replaced with planters to provide separation from traffic which increases the sense of safety for cyclists compared to today
- Narrowing lane widths reduces speeding
- Planters beautify the cross section and encourage cyclists

Section C: Bantry Avenue - Bridge
Evaluation of Alternatives

Segment		Design Highlight/ Key Differences	Rank
Section C Bantry Avenue	C1: Cycle Tracks	✓ Cyclists separated from road ✓ Aesthetics / boulevard enhancements X Loss of parking	1
	C2: Protected Bike Lanes	✓ Maintains parking on bridge X Cost / maintenance of barriers	2
	C3: Protected Bike Lanes (Planters)	✓ Aesthetics / boulevard enhancements X Loss of parking X Cost / maintenance of planters	2 (tied)

Which options best serve the future of Richmond Hill?

Section A: Briggs Avenue	
Recommended (A1) – Buffered Bike Lanes	
Alternative (A2) – Sharrows	
Alternative (A3) – Advisory Bike Lanes	

Section B: Bantry Avenue	
Recommended (B1) – Cycle Tracks	
Alternative (B2) – Buffered Bike Lanes	
Alternative (B3) – Protected Bike Lanes	

Section C: Bantry Avenue - Bridge	
Recommended (C1) – Cycle Tracks	
Alternative (C2) – Protected Bike Lanes	
Alternative (C3) – Protected Bike Lanes (Planters)	

Richmond Hill

How To Stay Involved

Project Website

Stay up to date as the project progresses and find more details on the project.

Have Your Say!

Use the form to give us your feedback to refine and shape the design.

Available for comment until May 30, 2024

APPENDIX

B PARTICIPANTS LIST

Note: The participant list has been removed for privacy.

APPENDIX

C COMMENT SHEET

225 East Beaver Creek Rd,
Richmond Hill, ON L4B 3P4
905-771-8800

BRIGGS AVENUE AND BANTRY AVENUE ACTIVE TRANSPORTATION IMPROVEMENTS FEASIBILITY STUDY
COMMENT SHEET

Questions about this project should be directed to the City of Richmond Hill, 225 East Beaver Creek Rd, Richmond Hill, ON L4B 3P4. All comments will be included in the final report documentation to be made public at the conclusion of this project. Please check the space below if you wish your comments to be made anonymously.

Please print all responses.

NAME OF RESPONDENT:

CATEGORY OF INTEREST (circle) - Agency, Municipality, Property Owner, Tenant, Other

ADDRESS (Including Postal Code & Telephone Number):

Signature:_____ Date: _____

PROBLEM STATEMENT

The City of Richmond Hill is carrying out a Feasibility Study for active transportation improvements along Briggs Avenue and Bantry Avenue. The study's primary focus is to enhance the City's active transportation (AT) network, align it with the objectives outlined in the Transportation Master Plan (TMP) and climate priorities by promoting a well-connected, sustainable, multi-modal and inclusive network for all users. The project also aims to reduce motor vehicle speeds within the study area to improve safety for all road users.

Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative.

Do you wish to continue to be informed about the project? □ Yes □ No

Please provide your email address if you wish to continue to be informed of the project:

Please drop this comment sheet in the box provided or return it to either of the following addresses via mail, or e-mail by May 23, 2024:

City
Jason Dahl
Senior Transportation Planner
Infrastructure and Engineering Services
jason.dahl@richmondhill.ca
905-771-2478

Consultant
Shawn Smith, M.Eng., P.Eng., PMP
Senior Project Manager
WSP Canada Inc.
Shawn Smith@wsp.com
613-690-3885

Thank you for your comments.

APPENDIX

D MICROSOFT FORM

COMMENTS FORM - Briggs Avenue & Bantry Avenue Active Transportation Feasibility Study

The City of Richmond Hill is carrying out a Feasibility Study for active transportation improvements along Briggs and Bantry Avenues. The study's primary focus is to enhance the City's active transportation (AT) network, align it with the objectives outlined in the Transportation Master Plan (TMP) and climate priorities by promoting a well-connected, sustainable, multi-modal and inclusive network for all users. The project also aims to reduce motor vehicle speeds within the study area to improve safety for all road users.

* Required

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

   - ◯ I'd like to see all the design options
   - ◯ I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

◯ A1: Buffered Bike Lanes

◯ A2: Sharrows

◯ A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

Please select which option you feel would best meet Richmond Hill's mobility goals? *

◯ B1: Cycle Tracks

◯ B2: Buffered Bike Lanes

◯ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

   A brief description for each alternative is as follows:

   C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

   - Creates separation between the bicycle lane and the driving lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - Parking is removed on both sides to accommodate the design

   C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

   - Creates separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering into the bike lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - No impact to number of driving lanes or parking

   C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

   - Create separation between the bicycle lane and the vehicle lane
   - Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
   - Increased sense of safety for cyclists
   - Planters beautify the cross section and encourage cyclists
   - Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

◯ C1: Cycle Tracks

◯ C2: Protected Bike Lanes

◯ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

Respondent Information

6. Please select one of the following:

- ◯ I wish to continue to be informed of the process of the studies
- ◯ I would like to remain anonymous

7. Your name

8. Your address

9. Your phone number

10. Your category of Interest

- ☐ Agency
- ☐ Municipality
- ☐ Property Owner
- ☐ Tenant
- ☐ Other

11. Postal Code *

APPENDIX

E MICROSOFT FORM RESPONSES

Note: Respondent information has been removed for privacy.

View results

Respondent

5 Anonymous

07:52

Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) A1: Buffered Bike Lanes

( ) A2: Sharrows

( ) A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) B1: Cycle Tracks

( ) B2: Buffered Bike Lanes

( ) B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

   A brief description for each alternative is as follows:

   C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

   - Creates separation between the bicycle lane and the driving lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - Parking is removed on both sides to accommodate the design

   C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

   - Creates separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering into the bike lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - No impact to number of driving lanes or parking

   C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

   - Create separation between the bicycle lane and the vehicle lane
   - Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
   - Increased sense of safety for cyclists
   - Planters beautify the cross section and encourage cyclists
   - Parking is removed on both sides to accommodate the design.

   Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) C1: Cycle Tracks

( ) C2: Protected Bike Lanes

( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

   Well scoped. I realize red maple (which suffers from similar issues) it's impacted directly by the subway construction but I hope to see something in the future addressing this road as well.

Respondent Information

View results

Respondent

6 Anonymous

07:36
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- (●) C1: Cycle Tracks
- ( ) C2: Protected Bike Lanes
- ( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

We agree with proposed Plan.

Respondent Information

View results

Respondent

7 Anonymous

72:38
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ A1: Buffered Bike Lanes

◉ A2: Sharrows

○ A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ B1: Cycle Tracks

◉ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

Flashing speed sign can remind drivers to slow down. No speed bumps required.

Respondent Information

View results

Respondent		Time to complete
8	Anonymous	02:28

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

NA

Respondent Information

View results

Respondent

9 Anonymous

12:11
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ A1: Buffered Bike Lanes

◉ A2: Sharrows

○ A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

For the Briggs section, I don't like any of the options. For option1, removing all the parking may be unfair and create inconveniences for the residents on the street for visitors etc., but it is easier to understand and safer. Option 2 is better for the residents on the street, but not as safe for the cyclists. Option 3 is the worst as it will creat confusion for both the drivers and cyclists and is the least safe in my opinion.

Respondent Information

View results

Respondent

10 Anonymous

07:48

Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- ( ) I'd like to see all the design options
- (•) I only have high level comments

2. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

The recommended options are fantastic. However, the bike lanes should be protected by more than just standard elevated curbs. Pick up trucks, SUVs, and any lifted vehicles are particularly prone to jumping over curbs. Lower maintenance bollards would provide a great last line of defence that compliment the elevated bike lane. This is especially important on the bridge, as vehicles without snow tires or in very bad weather are more likely to drift into the bike lane.

On a related note, please ensure the final design allows for the city to easily plow and salt the bike lanes, especially on the bridge.

Respondent Information

3. Please select one of the following:

- (•) I wish to continue to be informed of the process of the studies
- ( ) I would like to remain anonymous

View results

Respondent

11 Anonymous

06:50
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- ( ) I'd like to see all the design options
- (•) I only have high level comments

2. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

Please do not assign parking spot on the bridge. It is really dangerous. Also, please allow 50 km/h zone as it can prevent congestions.

Respondent Information

3. Please select one of the following:

- ( ) I wish to continue to be informed of the process of the studies
- (•) I would like to remain anonymous

View results

Respondent

12 Anonymous

01:19
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) C1: Cycle Tracks

( ) C2: Protected Bike Lanes

( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

None

Respondent Information

View results

Respondent

13 Anonymous

12:56
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- ( ) I'd like to see all the design options
- (•) I only have high level comments

2. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

I have lived off of Valleymede Drive for 35 years. I will never understand why the City planners insist on putting in bike lanes on suburban roads!!! A fortune was spent on bike lanes on Hwy 7 and hardly anyone uses them. All the bike lanes do is compound the traffic congestion. Nothing is going to slow down the traffic. I see cars speeding past the new speed sign on Valleymede Dr. In this neighbourhood, almost every home has 3 or 4 cars. NOBODY takes the bus or rides a bike to do shopping or go to appointments. This neighbourhood was not designed for bikes. The nearest store to me is 1/2 a mile away. I'm in my 70's and cannot walk that far, so I drive everywhere, just like everyone else that lives here. Stop wasting tax dollars on bike lanes and do something about all the cars that use Briggs & Valleymede as a cut through north during rush hour, instead of using Bayview. This regional traffic should not be allowed on local roads.

Respondent Information

View results

Respondent

14 Anonymous

05:15
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) C1: Cycle Tracks

( ) C2: Protected Bike Lanes

( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

good initiative, but should expand the bike network to make this effective for more 'active' users

Respondent Information

View results

Respondent

15 Anonymous

05:44
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

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- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
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   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
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   - Create separation between the bicycle lane and the parking lane
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   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ B1: Cycle Tracks

◉ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
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C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

I'd appreciate a high-level cost estimate for each of the options presented.

Respondent Information

View results

Respondent

16 Anonymous

27:37
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
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- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

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   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

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- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) C1: Cycle Tracks

( ) C2: Protected Bike Lanes

( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

I love the idea of separated sidewalk, cycle track and road. I believe this provides a safe travel for all users. The ultra wide lanes on Bantry has been a problem, I often experience impatient cars just passing everyone on the right side as if it's two lanes and it's very dangerous. Hopefully this will fix it up.

Also curious how does this align with the future development of the area? Does the City anticipate increase traffic on Bantry? I'd love it to stay single lane because there is a school and community center. Just want to make sure the City won't change its mind to add more lanes on Bantry.

Not mentioned in the presentation is the right turn from Bantry to Yonge and Briggs to Bayview. Will there be a designated right turn lane? Especially at the intersection of Bantry and Yonge, there are lots of space to implement a right turn lane. Many cars are speeding through Ellesmere St as an alternative.

View results

Respondent

17 Anonymous

06:59
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
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- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
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A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
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   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

◉ B1: Cycle Tracks

○ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

(●) C1: Cycle Tracks

( ) C2: Protected Bike Lanes

( ) C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

It's a lovely thought to add cycle tracks/bike lanes, etc., along Briggs and Bantry Ave., however, I do not believe there are enough cyclists in the area to justify the costs involved. Not to mention no one/very few cyclists are on the road for over half the year. Instead, money should be spent on speed-reducing implements (ie speed bumps or roundabouts) to increase safety for pedestrians and drivers in the area.

Respondent Information

View results

Respondent

18 Anonymous

05:42
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ B1: Cycle Tracks

◉ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

Please do not reduce the number of Lanes for cars.

Respondent Information

View results

Respondent

19 Anonymous

08:27
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
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A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ B1: Cycle Tracks

◉ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- No impact to number of driving lanes or parking

C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

A2 & A3 would definitely increase congestion that is already existing and make it much more difficult for drivers

Respondent Information

View results

Respondent

20 Anonymous

11:56
Time to complete

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)? *

- (●) I'd like to see all the design options
- ( ) I only have high level comments

2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

A brief description for each alternative is as follows:

A1: Buffered Bike Lanes – Painted buffer bike lane

- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increase sense of safety for cyclists
- Parking is removed on both sides to accommodate the design

A2: Sharrows – Bicycle symbols (sharrows) painted on road

- Bicycles and vehicles share the space
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Centre flexible sign with speed limit added as a traffic calming measure
- Parking is removed on one side to accommodate design

A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

- Creates some separation between cyclists and vehicles
- Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
- Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
- Increase sense of safety for cyclists in comparison to the existing conditions
- Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals? *

A1: Buffered Bike Lanes

A2: Sharrows

A3: Advisory Bike Lanes

3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Parking provides physical protection of bike lanes
   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   ## Please select which option you feel would best meet Richmond Hill's mobility goals? *

○ B1: Cycle Tracks

◉ B2: Buffered Bike Lanes

○ B3: Protected Bike Lanes

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

A brief description for each alternative is as follows:

C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

- Creates separation between the bicycle lane and the driving lane
- Increases the sense of safety for cyclists compared to today
- Reduced traffic lane widths would reduce speeds without increasing congestion
- Parking is removed on both sides to accommodate the design

C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

- Creates separation between the bicycle lane and the parking lane
- Avoid parking vehicles entering into the bike lane
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- Reduced traffic lane widths would reduce speeds without increasing congestion
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- Create separation between the bicycle lane and the vehicle lane
- Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
- Increased sense of safety for cyclists
- Planters beautify the cross section and encourage cyclists
- Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals? *

- ○ C1: Cycle Tracks
- ◉ C2: Protected Bike Lanes
- ○ C3: Protected Bike Lanes (planters)

5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative. *

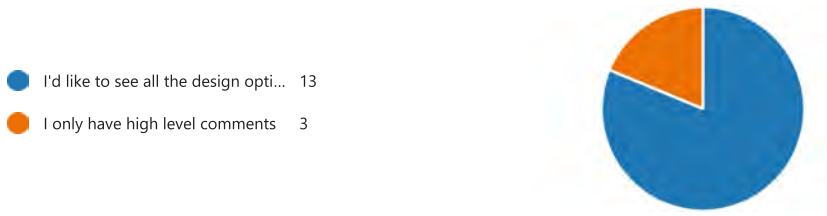
A2 and A3 would reduce speeds and increase congestion for sure upon adding parking lane. Very bad ideas.

Respondent Information

COMMENTS FORM - Briggs Avenue & Bantry Avenue Active Transportation Feasibility Study

16 Responses | 12:41 Average time to complete | Closed Status

1. This is a short survey to get your feedback on the preferred design for Briggs Avenue and Bantry Avenue. Would you like to see the design alternatives proposed (3-5 mins) or would you like to give us high level feedback (1-2 mins)?



2. **Section A - Briggs Avenue:** The existing conditions have wide travel lanes with space for vehicles to park on both sides of the road. This encourages speeding behavious.

   A brief description for each alternative is as follows:

   A1: Buffered Bike Lanes – Painted buffer bike lane

   - Create separation between the bicycle lane and the vehicle lane
   - Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
   - Increase sense of safety for cyclists
   - Parking is removed on both sides to accommodate the design

   A2: Sharrows – Bicycle symbols (sharrows) painted on road

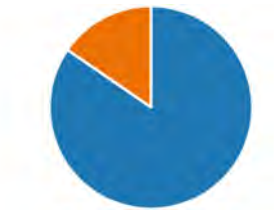
   - Bicycles and vehicles share the space
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - Centre flexible sign with speed limit added as a traffic calming measure
   - Parking is removed on one side to accommodate design

   A3: Advisory Bike Lanes – Advisory bike lanes use a dashed line to denote the space where cyclists should ride

   - Creates some separation between cyclists and vehicles
   - Vehicles may also use the space, when safe to do so, in order to pass oncoming traffic
   - Advisory bike lanes and reduced traffic lane widths will have traffic calming effect on vehicles
   - Increase sense of safety for cyclists in comparison to the existing conditions
   - Parking is removed on one side to accommodate design

Please select which option you feel would best meet Richmond Hill's mobility goals?

A1: Buffered Bike Lanes	11
A2: Sharrows	2
A3: Advisory Bike Lanes	0



3. **Section B - Bantry Avenue:** The existing road has two wide lanes and a two way left turn lane that contribute to speeding. There are also parking lanes and buffers on both sides of the street.

   A brief description for each alternative is as follows:

   B1: Cycle Tracks – Cycle tracks located within the boulevard with a buffer from curb

   - Creates separation between the bicycle lane and the road
   - Increases the sense of safety for cyclists compared to today
   - Minimizes impacts on existing utilities and trees
   - No impact to number of driving lanes or parking

   B2: Buffered Bike Lanes – Painted buffer bike lane located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
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   - Increase sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

   B3: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators located between curb and vehicle parking

   - Create separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering the bike lane
   - Increases the sense of safety for cyclists compared to today
   - No impact to number of driving lanes or parking

Please select which option you feel would best meet Richmond Hill's mobility goals?

B1: Cycle Tracks	8
B2: Buffered Bike Lanes	5
B3: Protected Bike Lanes	0

4. **Section C - Bantry Avenue Bridge:** The existing bridge has two wide lanes and parking lanes on both sides.

   A brief description for each alternative is as follows:

   C1: Cycle Tracks – Cycle tracks and sidewalks along with a wide buffer from roadway

   - Creates separation between the bicycle lane and the driving lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - Parking is removed on both sides to accommodate the design

   C2: Protected Bike Lanes – Parking protected bike lanes with precast concrete separators

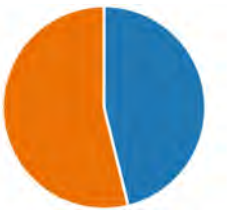
   - Creates separation between the bicycle lane and the parking lane
   - Avoid parking vehicles entering into the bike lane
   - Increases the sense of safety for cyclists compared to today
   - Reduced traffic lane widths would reduce speeds without increasing congestion
   - No impact to number of driving lanes or parking

   C3: Protected Bike Lanes (Planters) – Protected bike lane with planters

   - Create separation between the bicycle lane and the vehicle lane
   - Buffered bike lanes and reduced traffic lane widths will have traffic calming effects on vehicles
   - Increased sense of safety for cyclists
   - Planters beautify the cross section and encourage cyclists
   - Parking is removed on both sides to accommodate the design.

Please select which option you feel would best meet Richmond Hill's mobility goals?

C1: Cycle Tracks	6
C2: Protected Bike Lanes	7
C3: Protected Bike Lanes (plante...	0



5. Please provide your comments on the problem statement, evaluation of alternatives and / or the technically preferred alternative.

16
Responses

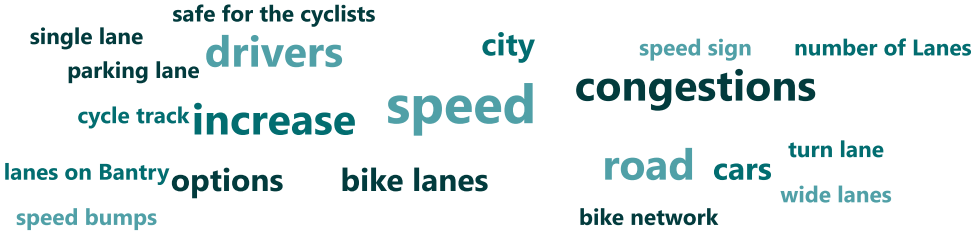
Latest Responses

"A2 and A3 would reduce speeds and increase congestion for sure upon addi..."

"A2 & A3 would definitely increase congestion that is already existing and m..."

"Please do not reduce the number of Lanes for cars."

5 respondents (**31**%) answered **speed** for this question.



APPENDIX

F EMAILS/ CALLS FROM RESIDENTS

From: [redacted]
Sent: May 27, 2024 4:16 PM
To: Bocktor, Yousteena
Cc: Jennie Geleff; Hubert Ng
Subject: FW: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue
Attachments: FW: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law; RE: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law; RE: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Hi Yousteena,

This email thread has split in a few directions. I've tried to capture it in this list, please confirm and do a sanity check if you follow:

- I bcc'd you on one of my replies last week (May 24, 4:36PM, attached just in case)
- Jonathan Sealey from our team also replied at May 24, 3:45pm on an adjacent issue
- Below is a new reply from the resident at May 27 6:47AM
- AND then May 27 7:02AM another from the resident, attached

Try your best to stitch these together for the report… might want to edit each individual reply to a separate page, with time/date presented. It'll read non linearly but I think that's fine, there's some key topics in any case.

Will cc you on our next reply(s?)

Thanks,
Jason

From: Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Sent: Monday, May 27, 2024 3:58 PM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Subject: FW: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

As an FYI

From: [redacted]
Sent: Monday, May 27, 2024 6:47 AM
To: Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Cc: Hubert Ng <hubert.ng@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Michael Shiu <michael.shiu@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Subject: Re: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Hi Everyone,

I hope you all had a nice weekend. I'd like to thank everyone for their help in looking into this matter, and for the hard work everyone has put into making our streets safer and less congested for everyone. Your work is why I'm proud to be a resident of our great city.

The Active Transportation Improvements project is fantastic, and I had the privilege of meeting several other neighbours who expressed their frustration with people parking in the bike lanes there.

Although I appreciate the enforcement of the 3 hour maximum on Bantry, this only partially helps with the issue. I pass by the area multiple times a day and still frequently see people parked in the bike lanes there. We wouldn't tolerate a car parked in a bus lane or in the middle of traffic just because they're doing it for less than 3 hours, so why should we tolerate it in a bike lane? More importantly, this issue impacts all of Richmond Hill, not just Bantry Avenue.

As for the official status of these road markings, I'm confident that the Council and city staff could do what it takes to reclassify or modify them to benefit from any measures to keep bike lanes accessible for bikes. As they are, they're already being used as de facto bike lanes, and I've seen drivers tell other cyclists to use them instead of occupying the main part of the street.

Jonathan, thank you for your reply. Could you share what our next steps would look like in implementing these penalties to keep bike lanes accessible for cyclists if the Council is interested in implementing these changes?

Thank you,
[redacted]

From: Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Sent: May 24, 2024 15:45
To: Godwin Chan <godwin.chan@richmondhill.ca>; [redacted]
Cc: Hubert Ng <hubert.ng@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Michael Shiu <michael.shiu@richmondhill.ca>
Subject: RE: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Good Afternoon Deputy Mayor Godwin Chan, Councillor Shiu and [redacted],

Thank you for bringing your concern regarding parking interfering with bicycle travel on Bantry Avenue. As by-law stated, there is no blanket by-law to prohibit parking in bicycle lanes in Richmond Hill. However, I have confirmed with by-law enforcement that they are enforcing parking on Bantry Avenue using the blanket “3 hour maximum” parking prohibition.

In addition, the lanes on Bantry Avenue are not officially designated bicycle lanes, currently they are painted edgelines with parking bays. Bicycle lanes are being explored for Bantry Avenue as part of the Bantry Avenue and Briggs Avenue Active Transportation Improvements - Feasibility Study with more information available on our website HERE.

Please feel free to use the above link to submit any additional comments regarding the ongoing feasibility study by May 30th.

Kind Regards,

Jonathan Sealey, C.E.T.
Program Manager, Traffic Safety & Operations
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2536 | RichmondHill.ca |

From: Godwin Chan <godwin.chan@richmondhill.ca>
Sent: Wednesday, May 15, 2024 3:06 PM
To: Parking <parking@richmondhill.ca>
Cc: Mary Ann Young <maryann.young@richmondhill.ca>; Don Guy <don.guy@richmondhill.ca>
Subject: FW: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Good afternoon,
Please review and respond directly to the resident.
Thanks.

Godwin Chan

Deputy Mayor
Regional Councillor
Chair, Economic Development Committee
City of Richmond Hill

Co-Chair, Human Services Planning Board
Director, Housing York Inc. Board
Director, York Region Rapid Transit Corporation Board
Member, Audit Committee
Regional Municipality of York

Director, Federation of Canadian Municipalities Board

Tel: (905) 771-2509
Website: www.godwinchan.com
Follow me at:
X: @DeputyMayorChan
Facebook: /GodwinChan
Instagram: godwin63

From: [redacted]
Sent: Tuesday, May 7, 2024 7:21 AM
To: Godwin Chan <godwin.chan@richmondhill.ca>
Subject: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law - Fw: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Dear Deputy Mayor Chan,

I'm writing to ask for your help in improving the safety of our community by implementing a bike lane parking by-law. As one of the founders of the Richmond Hill Road Watch, it seems like you have a track record in making a real difference in protecting the streets we all rely on.

Parking enforcement has informed me that there is no by-law preventing vehicles from blocking the use of bicycle lanes. Every day I bike to handle my errands, and every day I see multiple vehicles blocking bike lanes when there is parking conveniently located nearby. See below for a common example.

Inconsiderate drivers who have plenty of room to park on the side of the street but choose to instead obstruct the bike lane are:

- Creating a dangerous environment for users of bike lanes, including
  - Children who cannot safely ride in the main portion of the street with motor vehicles
  - Disabled people who use mobility aids in the smoother paths of bike lanes instead of bumpier sidewalks
- Slowing down traffic for everyone, as cyclists must occupy the main portion of the road to bypass improperly parked vehicles, especially on one lane streets like Bantry Ave.
- Increasing conflict between pedestrians and cyclists, as it may be necessary to use the sidewalk instead

Even a modest fine, like $30, can have a significant impact in deterring this behaviour. For example, the $30 fine for overnight parking is very effective in its desired effect.

Please let me know if this is something you can help with. I would be happy to offer any support I can to ensure such a by-law is implemented, including speaking at a Council meeting, if needed.

Thank you,
[redacted]

From: Parking <parking@richmondhill.ca>
Sent: May 6, 2024 12:16
To: [redacted]
Subject: RE: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Hi [redacted],

Thank you for your email. The City of Richmond Hill do not have a violation for vehicles parking in a bike lane.

From: [redacted]
Sent: Monday, May 6, 2024 8:42 AM
To: Parking <parking@richmondhill.ca>
Subject: Follow Up RE: Vehicles Parked in Bike Lane on Bantry Avenue

Hello,

I'm writing to follow up on this matter as I still haven't received a response yet.

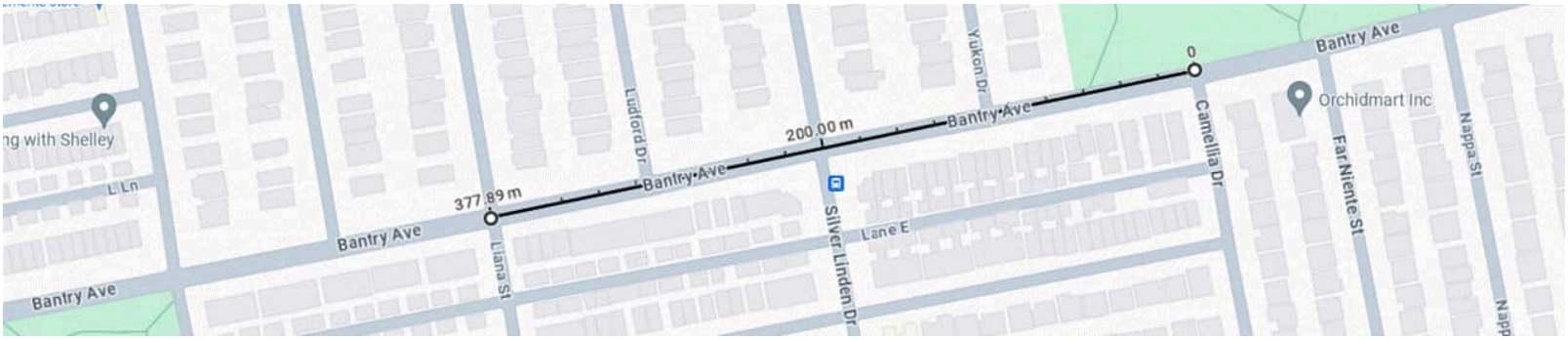
Thanks,

[redacted]

From: [redacted]
Sent: April 17, 2024 17:23
To: parking@richmondhill.ca <parking@richmondhill.ca>
Subject: Vehicles Parked in Bike Lane on Bantry Avenue

Hello,

I'm writing to report that vehicles are often parked in the bike lane on Bantry Avenue between Bantry & Liana Street to Bantry & Camellia Drive.



I often have to ride out into traffic instead of staying in the bike lane because of their awful parking, and have seen children on their bikes have to do the same or hop the curb to go onto the sidewalk.

Sometimes, vehicles are partially parked in the area designated for vehicular parking and sticking out into the bike lane. Other times, they are nowhere close to vehicular parking areas and blatantly blocking the bike lane.

The people parking in the bike lane seem to typically do so during daylight hours.

Would it be helpful if I took videos showing the license plates and parking positions of these vehicles?

Thanks,

[redacted]

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[redacted]

From: Bocktor, Yousteena
Sent: May 14, 2024 4:17 PM
To: McLaughlin, Dave
Subject: FW: Bantry Avenue and Briggs Avenue Active Transportation Improvements

---

From: Jason Dahl <jason.dahl@richmondhill.ca>
Sent: Monday, May 13, 2024 9:39 AM
To: Bocktor, Yousteena <Yousteena.Bocktor@wsp.com>
Cc: Hubert Ng <hubert.ng@richmondhill.ca>
Subject: FW: Bantry Avenue and Briggs Avenue Active Transportation Improvements

Hi Yousteena, please make a record of this in our consultation report for Bantry. For Sandbanks we filed them within the Appendix.

Thanks,
Jason

From: Jason Dahl
Sent: Monday, May 13, 2024 9:38 AM
To: [redacted]
Cc: Hubert Ng <hubert.ng@richmondhill.ca>; Deborah Giannetta <deborah.giannetta@richmondhill.ca>
Subject: RE: Bantry Avenue and Briggs Avenue Active Transportation Improvements

Hello [redacted]

Thank you for reaching out, and thank you for taking the time to discuss the Bantry Avenue and Briggs Avenue Active Transportation (AT) Improvements project with me this morning. Below I've provided a some key points from our discussion:

- Discussed the history of your properties and family within Richmond Hill.
- Discussed current discussions you've had with Deborah regarding the future development of your properties.
- Any proposed design must consider access to the future development of these parcels and avoid throw-away costs (i.e. having to remove stuff shortly after installing).
- Discussed the scope of work of the AT project (i.e. utilizing the existing right-of-way, existing pavement width, opportunities and appetite within the neighbourhood).
- Discussed the timeline of the AT (i.e. feasibility study currently, design to follow).
- Discussed the upcoming Open House at the Langstaff Community Centre this Thursday May 16, 2024 from 6pm to 8pm (or, digitally from 6pm to 7pm; a link will be posted on our website during the day on May 16).

Please reach out if there's any additional information you'd like to share, or if you'd like to expand on any of the above; I can be reached via email at jason.dahl@richmondhill.ca or phone at 905-771-2478.

Thanks,
Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services

905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Thursday, May 9, 2024 3:20 PM
To: Jason Dahl <jason.dahl@richmondhill.ca>; Deborah Giannetta <deborah.giannetta@richmondhill.ca>; [redacted]
[redacted] Briggs Avenue Active Transportation Improvements

CAUTION: This email is from an external source (Sender : [redacted] with e-mail address : [redacted] Please do not click links or open attachments unless you recognize the sender.

Hello Mr. Dahl,

I'm writing to you with respect to the above captioned Feasibility Study. Our family owns a substantial lot (3.5 acres) with frontage along Briggs Avenue. We have recently met with planning (Deborah Giannetta) and are about to undertake our own strategies (immediate future lots along Briggs and in the future, potential subdivision in behind which would imply road access from Briggs). Obviously we are keenly interested in the plans and outcomes of your study.

Given the aforementioned, would you be able to share the materials as it relates to Briggs Avenue.

Best Regards,

[redacted]

Subject: FW: Briggs Ave feasibility study
Sent: 2024-05-29, 3:28:37 PM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: Bocktor, Yousteena
Cc: Jennie Geleff

HI Yousteena, this is an update to one of the email threads. Please file.

-Jason

From: [redacted]
Sent: Wednesday, May 29, 2024 11:46 AM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Cc: Godwin Chan <godwin.chan@richmondhill.ca>; Michael Shiu <michael.shiu@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>
Subject: Re: Briggs Ave feasibility study

Hi Jason,
Thank you for your respond and explanation in regarding TMP and AT.

As I had said in the meeting and noted that Briggs St is not the same wide as Bantry Ave.It may the street wide only approx. 1/3 of Bantry Ave.

For your info I move in my house and as a new built, the street quite. It was no bridge at Bantry Ave, no Condo at Bantry and Yonge St, and also Hwy #7. There should no Condo built at Bayview Ave & Hi Tech Rd.
I would like to mentioned again safety for pedestrian is important, there is play ground park at end of Briggs St & Queens College St.
Cycling uses this road very low, and you had mentioned too.
I think there is new traffic technology and you may know it.

My recommendations to put sign not allow traffic from Bantry Ave to Briggs St. And please study to reduce traffic to turn right from Bayview south to Briggs St.
I would like to request to postpone to put bike lane at Briggs St and I request your help, and please give another options.

Thank you and appreciate with your new feasibility traffic study options.

[redacted]

Sent from Rogers Yahoo Mail for iPad

On Monday, May 27, 2024, 2:09 PM, Jason Dahl <jason.dahl@richmondhill.ca> wrote:

[redacted] thank you for your email and participation at the Public Information Centre (“the PIC.”)

As I had noted at the PIC, the Bantry & Briggs Avenue Active Transportation Improvements project (“the AT Project”) was identified as part of the Council adopted Transportation Master Plan (“the TMP”). The TMP’s Vision Statement is to “*provide a well-connected, sustainable, multi-modal, and inclusive network for all users, including pedestrians, cyclists, transit users, and motorists. We will plan for the mobility needs of our community today, and for future generations.*“ The TMP builds on the York Region Official Plan and Richmond Hill Official Plan policies to create a network of pedestrian and cycling facilities which foster active transportation as a viable travel option. The AT Project builds on the recommendation from the TMP by gathering additional input from residents, and

had identified that safety and connectivity to destinations are the largest areas of concern for cyclists, which the AT Project will address.

I feel it was important to provide the above information regarding how and why projects are identified within the City, as we are required to plan for the future and to provide options where they may not presently exist. In 2016, walking, cycling & transit represented about 17% of trips within Richmond Hill; and we are planning for this number to be much higher especially in areas surrounding transit (such as Yonge Street, Highway 7, GO Stations, and the future Yonge Subway North Extension). Although the number of cyclists using the roads may be low today, through providing high quality bike lanes, and with increased population and more destinations to bike to, these numbers are expected to greatly increase in the upcoming years. The Bantry & Briggs AT Project supports all of these goals.

Regarding your comment #2, traffic calming for vehicular traffic will be considered as part of this project. We will consider a variety of tools to increase safety, including but not limited to flexible bollards, painted and/or protected bike lanes, narrowing lanes, as well as speed cushions.

Regarding comment #3, the impact of traffic infiltration along Briggs Avenue is not included as part of the scope for this project. It should be noted that the TMP categories Briggs Avenue as a collector road, which we normally wouldn't place restrictions on. Bantry is also one of the few connections between Bayview Avenue and Valleymede Drive; the impact of restricting traffic along Briggs Avenue would likely just move all of the traffic onto Blackmore Avenue.

Regarding comment #4, we will make note that occasionally on-street parking is utilized by contractors. Based on other areas, including parts of Richmond Hill where there are parking restrictions, typically contractors will drop off their critical equipment and then move their truck to the next road over where parking is allowed (or park in their client's driveway).

Thank you again for your comments and participation, we will be keeping a record of this exchange as part of the project. I've also cc'd Jonathan Seeley, Program Manager Traffic Safety and Operations, should you have any additional comments pertaining to safety within Richmond Hill.

Regards,

Jason Dahl | M.A.Sc., P.Eng.

Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services

905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Thursday, May 23, 2024 12:45 PM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Cc: Godwin Chan <godwin.chan@richmondhill.ca>
Subject: Briggs Ave feasibility study

Dear Jason,

I went on May 16th of the presentation by you, Hubert and the other guy, and as I mentioned during the presentation as follows:

1. To determine to put bicycle lane at Briggs Ave? How many bicycles a day or a week use Briggs Ave, almost nothing as I said during the meeting.

2. Why not to install speed bump for safety and minimize traffics. I mentioned to Hubert and the other guy that look at East Bayview Ave and York Mills Rd, North York. The other guy said he knows there is high school and across the road Sandfield Rd has speed bump.

3. You can put sign that from Bantry Ave can not go to Briggs Ave during 7am to 10am and from 3pm to 7pm. You should do feasibility study in order to minimize traffic from south of Bayview Ave to turn to Briggs Ave.

4.i have lawn landscape contractor to cut the grass etc. and they come every week with the truck and need to park in front of my house. There are also owners of the houses in my street of using lawn contractor too.

I appreciate with your feasibility study and I would like you to consider my opinion too.

The bottom line please to minimize the traffics effectively and install speed bump for safety.

Thank you and all the best

Regards,

[redacted]

Sent from Rogers Yahoo Mail for iPad

Begin forwarded message:

On Thursday, May 23, 2024, 11:57 AM, [redacted] wrote:

Sent from my iPhone

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Subject: FW: In support of a bylaw to prohibit parking on bike lanes
Sent: 2024-05-29, 10:23:17 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: Bocktor, Yousteena
Cc: Jennie Geleff

Hi Yousteena, here's another one for our files. Since the Councilor responded first I won't be replying to [redacted] (unless it circles around again).

From: Hubert Ng <hubert.ng@richmondhill.ca>
Sent: Wednesday, May 29, 2024 9:12 AM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Cc: Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Subject: FW: In support of a bylaw to prohibit parking on bike lanes

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From: Michael Shiu <michael.shiu@richmondhill.ca>
Sent: Tuesday, May 28, 2024 11:39 PM
To: [redacted] Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Cc: [redacted]
Subject: Re: In support of a bylaw to prohibit parking on bike lanes

Hello [redacted],

Thank you for sharing your insights regarding the prohibition of parking along bike lanes. I'll work with the relevant staff to explore the feasibility of implementing this as a by-law citywide or restricting it to specific areas.

Given the unique nature of certain neighborhood landscapes, a blanket application across the entire city might not be suitable. We need to strike a balance between safeguarding cyclists' safety and recognizing the necessity of on-street parking in certain areas.

Anyway, your opinion will certainly be taken into consideration.

Kind Regards

Michael Shiu
Ward 6 Councilor,
City of Richmond Hill

From: [redacted]
Sent: Tuesday, May 28, 2024 11:18 PM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Cc: [redacted]
Subject: In support of a bylaw to prohibit parking on bike lanes

Hello Councilor Shiu,

I am writing to you in support of [redacted] a fellow neighbor and frequent cyclist, who has raised concerns about vehicles parking in the bike lane and to support passing a bylaw to prohibit parking along bike lanes.

I would also like to share my experience as a resident on Bantry Ave for over 20 years, living just across the street from Dr. James Langstaff park since the age of 2. I was born with a visual impairment known as Nystagmus, which causes my eyes to shake involuntarily. I have no difficulty navigating around stationary or slow-moving objects, however faster moving objects such as vehicles give me pause, due to the inherent risk a fast moving vehicle poses.

Throughout my childhood life, crossing Bantry Avenue has been the biggest obstacle between me and the school across the street. Now as an adult my eyes and mental capability have developed to where I am capable of riding a bike on trails and crossing busy streets, but I am still hesitant to attempt to use the biking infrastructure on Bantry or other roads.

The same issues have persisted over 20 years: A street with wide lanes encouraging fast speeding, and a bicycle buffer placed suboptimally, forcing cars to intersect the buffer to access street parking and placing cyclists at risk of "dooring", the act of a cyclist colliding with the opening driver-side door of a vehicle, or forced to **risk their life swerving into the traffic lane** on the left to avoid the door. That is in addition to the cars already parked on the bike lane as mentioned by [redacted].

For some people, cycling may be the only viable choice of transportation, and it is important to begin normalizing the use of bicycles as a legitimate alternative. By passing a bylaw to prohibit parking on the bike lanes, one step can be taken to improve safety and encourage use of cycling infrastructure. Only then will further steps such as rebuilding Briggs and Bantry for shared bicycle use become effective, because motorists have understood that bicycle lanes are not merely an invitation for extra parking space.

Lastly, it is important to consider that disability comes in different forms. For me, on my best day I am cycling on trails, on my worst days I am the visually impaired pedestrian trying to walk through heavy snowfall. I also know a neighbor whose son is paralyzed and non-verbal, and needs assistance in disembarking vehicles and entering his house. When rebuilding Bantry, some street parking is still important for people like my neighbor, who needs that direct access.

Finally, we all reach a point in life where our capabilities weaken, but we are classified as seniors instead of disabled. What if Richmond Hill could be a community where the infrastructure is safe and equitable, with options to get around regardless of being young or old, no longer able to drive but still able to bike?

I hope this email gives you (and the other staff who have received this) another perspective to consider in Richmond Hill's transit infrastructure planning, and to encourage first steps such as this bylaw to be passed.

Thank you,

[redacted]

Subject: FW: Message from [redacted]
Sent: 2024-05-14, 4:16:42 PM
From: Bocktor, Yousteena<Yousteena.Bocktor@wsp.com>
To: McLaughlin, Dave
Attachments: VoiceMessage.wav

From: Jason Dahl <jason.dahl@richmondhill.ca>
Sent: Tuesday, May 14, 2024 11:51 AM
To: Bocktor, Yousteena <Yousteena.Bocktor@wsp.com>
Cc: Jennie Geleff <jennie.geleff@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>
Subject: FW: Message from [redacted]

Hi Yousteena,

I called back this resident, their VM is attached:

- Recapped the scope of the Bantry-Briggs AT Feasibility Study
- Unaware of any planned transit along Briggs (routes are determined by YRT)
- There are existing routes along Valleymede and Bayview
- Mobility on request is available for those 65+, link and phone number provided
    - https://www.yrt.ca/en/schedules-and-maps/mobility-on-request.aspx

Please file as part of our records.

Thanks,
Jason

From: Cisco Unity Connection Messaging System <unityconnection@plv-vmailpubebc.richmondhill.local>
Sent: Tuesday, May 14, 2024 11:00 AM
To: Jason Dahl <jason.dahl@plv-vmailpubebc.richmondhill.local>
Subject: Message from [redacted]

From: Jason Dahl <jason.dahl@richmondhill.ca>
Sent: May 22, 2024 10:07 AM
To: Bocktor, Yousteena
Cc: Jennie Geleff; Hubert Ng
Subject: FW: Message from [redacted]
Attachments: VoiceMessage.wav

Hi Yousteena,

I called back this resident, their VM is attached:

- I recapped the scope of the Bantry-Briggs AT Feasibility Study
- Resident highlighted safety/speeding issues along Bantry
- Resident highlighted safety issues within neighbourhoods around of Bantry
- Resident highlighted safety issues / speeding / cut through traffic within laneways near Bantry (e.g. Lane D)
- Resident indicated support for additional traffic calming (as part of this project but also in general)
- Resident indicated skepticism of bicycle ridership, but acknowledged existing riders using sidewalks and local roads (non-commute trips)
- Discussed other projects in the area (e.g. YNSE, Red Maple Extension, TSOS)
- I provided an overview of the TSOS project and what is being implemented within the ward

Please file as part of our records.

Thanks,
Jason

From: Cisco Unity Connection Messaging System <unityconnection@plv-vmailpubebc.richmondhill.local>
Sent: Tuesday, May 21, 2024 3:30 PM
To: Jason Dahl <jason.dahl@plv-vmailpubebc.richmondhill.local>
Subject: Message from [redacted]

Subject: RE: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law
Sent: 2024-05-28, 10:37:16 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Jonathan Sealey; Hubert Ng; Michael Shiu; Selene Tang

Good Morning [redacted],

You have correctly identified some of the risks involved with bicyclists sharing space with other road users. As it pertains to the Bantry & Briggs Avenue Active Transportation Improvements Feasibility Study ("the AT Feasibility Study"), the designs under consideration will achieve greater separation between bicycles and automobiles, separation between cyclists and pedestrians, and separation between bicycles and parked vehicles. Some of the proposed designs also include removing an amount of on-street parking, which would remove some of the existing conflict points. Naturally, we must also consider resident concern regarding the availability of parking within the area, as was noted by Councilor Shiu. In general, I am confident that the proposed designs will accomplish all of the project goals and also address resident concerns.

I will be making record of this current email exchange as part of the AT Feasibility Study documentation. Please refer to the project website if you would like to provide any additional comments on it, or simply reply to this email and we will get back to you.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Monday, May 27, 2024 7:02 AM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Cc: Selene Tang <selene.tang@richmondhill.ca>
Subject: Re: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Good Morning Councillor Shiu, Hubert, and Jonathan,

Councillor Shiu, please accept my condolences. I'm sorry for your loss.

Jonathan, thank you for your reply in the other email chain with Deputy Mayor Chan. I've CC'd Selene on that as well, in case she needs it.

As Hubert and Jonathan are professionals in this area, I'm sure that they're already familiar with the benefits of bike lanes and keeping them accessible. Just as a bike commuter and someone with a little experience in policy analysis, I've identified some of the following impacts:

1. Obstructed bike lanes can lead to sidewalk riding. Pedestrians generally feel uncomfortable with bikes on sidewalks (Kang et al., 2013). One study noted that sidewalk riding increases the risk of an accident by 180%, and riding the opposite direction from traffic on a sidewalk increases it by 360% (Wachtel & Lewiston, 1994).

2. Cyclists driving around vehicles parked on the side of the street, including in bike lanes, are sometimes improperly passed by drivers. The below image shows a cyclist correctly passing a parked vehicle before being crushed to death by a bus that passed him too closely (Whitford & Kuntzman, 2018) (Haag & Alani, 2017).

Another cyclist was killed after moving around an illegally parked car in a bike lane after being run over by a sanitation truck (Basch et al., 2018).

3. Bicycles riding on the street outside of bike lanes can cause delays and conflict by blocking vehicles and creating friction in the flow of traffic (Chen et al., 2016). Who hasn't been stuck behind a bike at some point when trying to get somewhere in a hurry, or cautiously giving them lots of room while passing and trying to dodge oncoming cars?

Councillor Shiu's concerns regarding the availability of on-street parking are certainly justified. However, a neighbour had a similar concern during the bike lane consultation, and Hubert made a good point that parking is readily available in most of Richmond Hill within just a few minutes walk if someone cannot park on a driveway. To further alleviate this concern, any measure to keep dedicated bike lanes accessible could explicitly exclude sharrows from this, which I believe are typically used on smaller streets with slower traffic.

I definitely look forward to Hubert and/or Jonathan's reply from their perspectives as subject-matter-experts in this area.

Sincerely,
[redacted]

References

C. H., Ethan, D., & Basch, C. E. (2018). Bike Lane Obstructions in Manhattan, New York City: Implications for Bicyclist Safety. *Journal of Community Health*, *44*(2), 396–399. https://doi.org/10.1007/s10900-018-00596-4

J., Li, Z., Wang, W., & Jiang, H. (2016). Evaluating bicycle–vehicle conflicts and delays on urban streets with bike lane and on-street parking. *Transportation Letters*, *10*(1), 1–11. https://doi.org/10.1080/19427867.2016.1207365

M., & Alani, H. (2017, June 13). Cyclist Killed by Bus in New York's First Citi Bike Fatality. *The New York Times*. https://www.nytimes.com/2017/06/12/nyregion/citi-bike-death-manhattan.html

L., Xiong, Y., & Mannering, F. L. (2013). Statistical analysis of pedestrian perceptions of sidewalk level of service in the presence of bicycles. *Transportation Research Part A: Policy and Practice*, *53*(July 2013), 10–21. https://doi.org/10.1016/j.tra.2013.05.002

tel, A., & Lewiston, D. (1994). Risk Factors for Bicycle-Motor Vehicle Collisions at Intersections. *Institute of Transportation Engineers Journal*, *64*(9), 30–35. https://citeseerx.ist.psu.edu/document?repid=rep1&type=pdf&doi=c18230117294ef578eab3e5990689f3a74ed53a2

ord, E., & Kuntzman, G. (2018, September 20). *Video Shows Bus Driver Killing Citi Bike Rider Dan Hanegby - Streetsblog New York City*. Nyc.streetsblog.org. https://nyc.streetsblog.org/2018/09/20/see-it-judge-releases-video-of-bus-driver-killing-citi-bike-rider-dan-hanegby

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From: Michael Shiu <michael.shiu@richmondhill.ca>
Sent: May 24, 2024 16:01
To: Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>
Cc: [redacted] Selene Tang <selene.tang@richmondhill.ca>
Subject: Fw: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Good afternoon Hubert and Jonathan,

I hope this email finds you well. [redacted] I was unable to attend the Bantry-Briggs Active Transportation Improvement Residents' Meeting last Thursday. However, I've been informed that there was a good turnout, which is commendable. Thank you for the great effort your team has put into organizing it.

One of the primary concerns raised during and following the meeting pertains to on-street parking along the bike lanes, despite its compliance with existing parking by-laws. This situation poses a potential safety issue for cyclists utilizing the lanes exclusively for their use.

Regarding the future implementation of the bike lane along Bantry and Briggs, I would like to propose the installation of flexible bollards (known as tiger tails) along the bike lanes. These would serve to separate the bike lane from vehicle lanes, enhancing cyclist safety. Additionally, it would make parking along bike lanes more challenging, discouraging its use.

Another option I am considering is proposing a motion to prohibit parking along bike lanes. However, I understand that in some areas, on-street parking is essential for nearby residents. Therefore, I am seeking your team's professional advice on the matter.

I'm including one of the concerned neighbors in this email. Your guidance and expertise in addressing this issue would be greatly appreciated.

Kind Regards

Michael Shiu
Ward 6 Councilor,
City of Richmond Hill

From: [redacted]
Sent: Wednesday, May 22, 2024 3:23 PM
To: Michael Shiu <michael.shiu@richmondhill.ca>

Cc: Selene Tang <selene.tang@richmondhill.ca>
Subject: Fw: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Hi Councillor Shiu,

I'm writing to follow up on what our next steps would look like for this matter. While I appreciate parking enforcement's prompt reply, enforcing 3 hour limits doesn't prevent people from parking in bike lanes. There has been no visible change in the number of people parking in bike lanes as I drive or bike past the areas I frequent.

I was hoping to meet you at the bike lane consultation for Briggs/Bantry last Thursday, but I understand that you were unable to attend due to personal reasons. I sincerely hope that all is well with you and your loved ones. It's reassuring to know that our ward is represented by someone who seems to value enhancing road safety for all residents.

At the meeting, several in-person and virtual participants complained about vehicles being parked/stopped in bike lanes. I had the privilege of meeting Nathan Leung, a young, visually impaired neighbour who is deeply passionate about improving the safety of our community. We engaged in a meaningful discussion about the pressing need for safer transportation options for differently abled individuals. He indicated that one such obstacle was the lack of safe and protected bike infrastructure. Where there is some attempt at protection, like painted bike lanes, it isn't useful if vehicles block their use.

I look forward to hearing back about what we can do to improve the safety of our community by preventing vehicles from being parked/stopped in bike lanes.

Best,
[redacted]

From: [redacted]
Sent: May 14, 2024 13:09
To: Parking <parking@richmondhill.ca>
Cc: Michael Shiu <michael.shiu@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Subject: RE: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Hi Councillor Shiu,

Thank you for your prompt reply and for quickly acting on this matter. Now that parking enforcement has confirmed that there is no such violation, what would our next steps look like?

Best,
[redacted]

On May 14, 2024 12:15, Parking <parking@richmondhill.ca> wrote:

> Hi Councillor Shiu,
>
> Thank you for your email. The City of Richmond Hill do not have a violation for vehicles parking in a bike lane. A service request will be open to monitor the location and tag vehicles parking in excess of 3 hours.
>
> *Rose*
>
> **Rosemarie Hypolite, C.P.S.O, M.L.E.O**
> **Supervisor, Parking Control Enforcement**

Community Services Department
Parking Enforcement Section
Direct Line (905) 747-6458
Fax (905) 771-2508
Email: rose.hypolite@richmondhill.ca

From: Michael Shiu <michael.shiu@richmondhill.ca>
Sent: Monday, May 13, 2024 5:36 PM
To: Parking <parking@richmondhill.ca>
Cc: Selene Tang <selene.tang@richmondhill.ca>; [redacted]
Subject: Fw: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Good afternoon Parking Team,

Our neighbor, a frequent cyclist, has raised concerns regarding vehicles parking in the bike lane, causing inconvenience to cyclists who depend on this designated space. We are seeking clarification on whether there are parking by-laws in place to prevent vehicles from parking along the bike lane.

Attached is a video provided by the neighbor concerned and the original email below for your reference. Your attention to this matter would be greatly appreciated.

Kind Regards

Michael Shiu

Ward 6 Councilor,

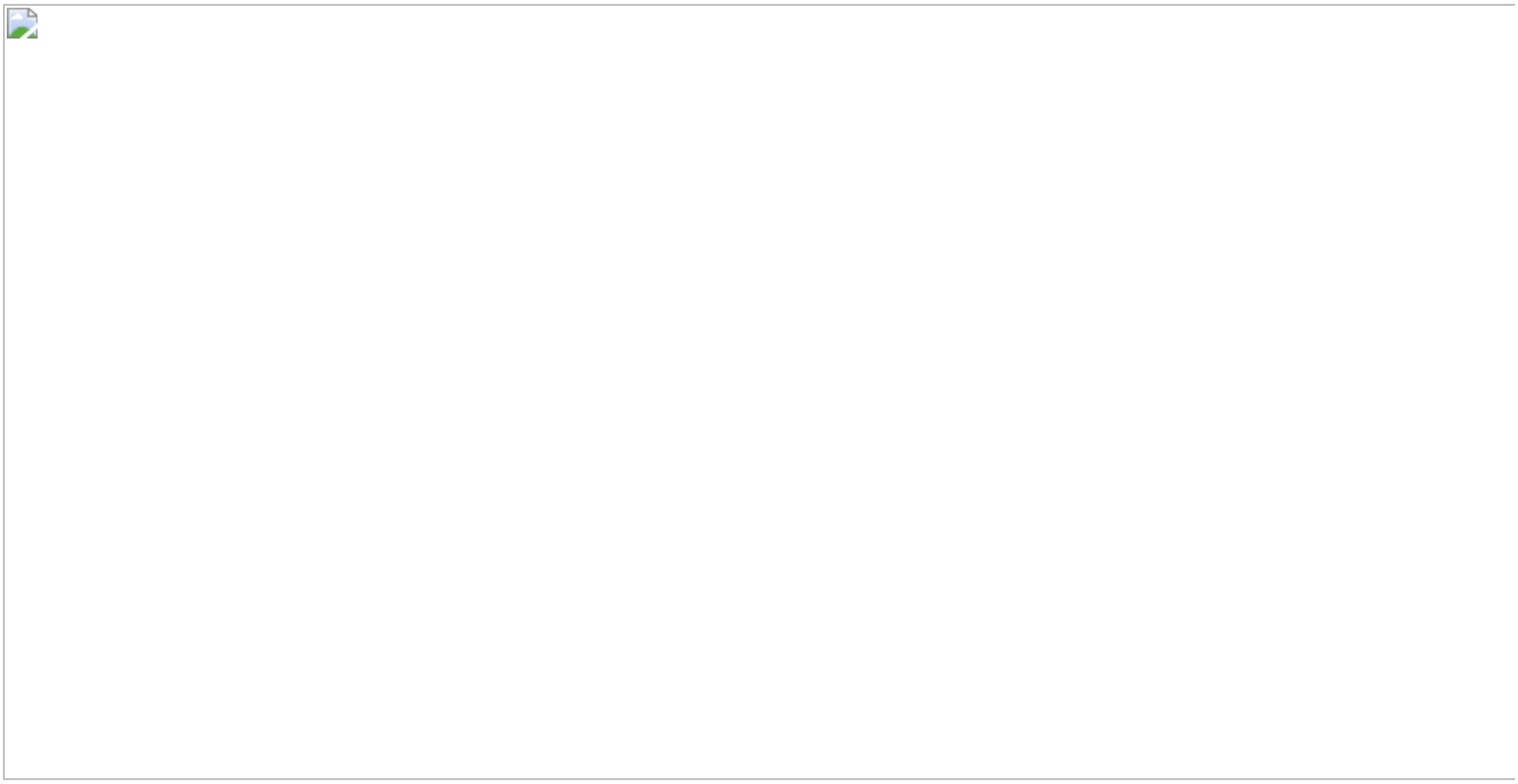
City of Richmond Hill

From: [redacted]
Sent: Monday, May 13, 2024 5:18 PM
To: Michael Shiu <michael.shiu@richmondhill.ca>
Subject: Avoiding Dangerous Situations in Our Community's Streets via a Bike Lane By-law

Dear Councillor Shiu,

I'm a constituent in the ward you represent at [redacted] and I'm writing to request your help in implementing a bylaw to improve safety for everyone on our streets.

Parking enforcement has informed me that there is no by-law preventing vehicles from blocking the use of bicycle lanes. Every day I bike to handle my errands, and every day I see multiple vehicles blocking bike lanes when there is parking conveniently located nearby. See the below image for a common example.



Earlier today, I came back from an errand and of course multiple vehicles were parked there again, despite there being plenty of space to park properly. See the attached video.

Inconsiderate drivers who have plenty of room to park on the side of the street but choose to instead obstruct the bike lane are:

- Creating a dangerous environment for users of bike lanes, including
    - Children who cannot safely ride in the main portion of the street with motor vehicles
    - Disabled people who use mobility aids in the smoother paths of bike lanes instead of bumpier sidewalks
- Slowing down traffic for everyone, as cyclists must occupy the main portion of the road to bypass improperly parked vehicles, especially on one lane streets like Bantry Ave.

- Increasing conflict between pedestrians and cyclists, as it may be necessary to use the sidewalk instead

Even a modest fine, like $30, can have a significant impact in deterring this behaviour. For example, the $30 fine for overnight parking is very effective in its desired effect.

Please let me know what can be done to improve the safety of our streets in this regard. I would be happy to offer any support I can to ensure such a by-law is implemented, including speaking at a Council meeting, if needed.

Thank you,

[redacted]

This electronic transmission, including all attachments, is directed in confidence solely to the person(s) to which it is addressed, or an authorized recipient, and may not otherwise be distributed, copied, printed or disclosed. Any review or distribution by others is strictly prohibited. If you have received this electronic transmission in error, please notify the sender immediately by return electronic transmission and then immediately delete this transmission, including all attachments, without copying, printing, distributing or disclosing same. Thank you.

This electronic transmission, including all attachments, is directed in confidence solely to the person(s) to which it is addressed, or an authorized recipient, and may not otherwise be distributed, copied, printed or disclosed. Any review or distribution by others is strictly prohibited. If you have received this electronic transmission in error, please notify the sender immediately by return electronic transmission and then immediately delete this transmission, including all attachments, without copying, printing, distributing or disclosing same. Thank you.

Subject: RE: Bike Lane Parking & Safety
Sent: 2024-05-29, 10:18:43 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Michael Shiu; Godwin Chan; Paolo Masaro; Dan Terzievski; Hubert Ng; Jonathan Sealey; Pat Hosein; Selene Tang

---

[redacted]

The noted bike lane meeting which happened recently was the Bantry and Briggs Avenue Active Transportation Improvements Feasibility Study ("the AT Feasibility Study") Public Information Centre which occurred on May 16, 2024. If you are interested in seeing the materials presented during the meeting, they can be found at the linked website.

You have correctly identified some of the risks involved with bicyclists sharing space with other road users, as well as some of the factors which influence a person's decision to bike. As it pertains to the AT Feasibility Study, the designs under consideration will achieve greater separation between bicycles and automobiles, and separation between bicycles and parked vehicles. Some of the proposed designs also include removing an amount of on-street parking, which would remove some of the existing conflict points. Naturally, we must also consider resident concern regarding the availability of parking within the area. In general, I am confident that the proposed designs will accomplish all of the project goals and also address resident concerns.

Decisions regarding parking prohibitions along Bantry and Briggs Avenue will be made as part of the AT Feasibility Study, but will be executed at a later stage.

I will be making record of this current email exchange as part of the AT Feasibility Study documentation. Please refer to the project website if you would like to provide any additional comments on it, or simply reply to this email and we will get back to you.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Monday, May 27, 2024 7:33 AM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Subject: Bike Lane Parking & Safety

Hi Deputy Mayor Chan, Councillor Shiu, Jonathan, Hubert, Paolo, Dan, Pat, and Selene,

Hope you're all doing well. I just wanted to express my support for a recent proposal a neighbour has been asking about to prevent cars from parking in lanes meant for bikes.

Quite a few people at the recent bike lane meeting voiced their concerns about cars parking in the bike lanes. It's not just inconvenient for cyclists, but it's also quite dangerous as they have to swerve into regular traffic to avoid these parked cars.

I think a fine for parking in bike lanes could be a good solution. It would make people think twice before parking there and remind them that bike lanes are there for a reason - to make cycling safer and easier.

Plus, it would support the city's efforts to promote greener transportation, reduce traffic, and cut down on carbon emissions. If we keep the bike lanes clear, more people might be encouraged to cycle instead of drive.

The money collected from the fines could even be put back into the community, maybe towards improving our cycling routes or other local projects.

I get that introducing a new fine isn't something to be taken lightly, but I believe it could make a big difference to the safety and efficiency of our bike lanes, and that's something that benefits us all.

I really hope you'll help keep us safe!

Best,

[redacted]

[redacted]

Subject: RE: Feasibility Study - Bantry Avenue and Briggs Avenue Active Transportation Improvements
Sent: 2024-05-15, 11:50:55 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Hubert Ng

Hi [redacted], thank you for reaching out.

All of the presentation slides will be available to view on the City's website after the presentation, as well as an online questionnaire for gathering comments (until May 30). It is not our standard practice to post recordings of Public Information Centres on our website, but I'll flag it for our team internally to review and consider in the future.

If you have any additional questions regarding the project or any of the materials, please feel free to reach out to me and we can set up a call if needed.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Wednesday, May 15, 2024 9:36 AM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Subject: Feasibility Study - Bantry Avenue and Briggs Avenue Active Transportation Improvements

Hi Jason,

Unfortunately, I cannot attend the presentation for the "Feasibility Study – Bantry Avenue and Briggs Avenue Active Transportation Improvements" on May 16th.

Will the virtual presentation be recorded and made available for future viewing?

Thanks,
[redacted]

Subject: RE: Request for 16 May Virtual link
Sent: 2024-05-16, 10:57:04 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Hubert Ng

Hi [redacted],

Please find the call in information below. The presentation will be from 6pm to 7pm tonight.

- **Follow along using Microsoft Teams:**
  - Click Here to Join the Meeting at 6pm
  - Meeting ID: 287 868 651 370
  - Passcode: pRAHsj
- **Or dial in by phone just to listen:**
  - Phone Number: +1 437-747-0432
  - Phone conference ID: 344 452 314#

We'll be updating the Richmond Hill website shortly with the presentation materials and a form to provide comments. You can also reach out directly to me if you have any further questions or comments.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Tuesday, May 14, 2024 1:48 AM
To: Jason Dahl <jason.dahl@richmondhill.ca>
Subject: Request for 16 May Virtual link

Hello Jason,

I am the owner in [redacted] owner, could you provide a virtual link for me about the Battery Ave and Briggs Ave Active Transportation Improvements？

Thank you
Best Regards,
[redacted]

Subject: RE: Resident Active Transportation Network Feedback
Sent: 2024-05-28, 11:45:04 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Michael Shiu; Godwin Chan; Paolo Masaro; Dan Terzievski; Hubjer, Selma; Jonathan Sealey; Pat Hosein; Selene Tang

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Hi [redacted],

Thank you for your comments and for your participation at the May 16 public information centre.

You have correctly identified some of the risks involved with bicyclists sharing space with other road users. As it pertains to the Bantry & Briggs Avenue Active Transportation Improvements Feasibility Study ("the AT Feasibility Study"), the designs under consideration will achieve greater separation between bicycles and automobiles, and separation between bicycles and parked vehicles. Some of the proposed designs also include removing an amount of on-street parking, which would remove some of the existing conflict points. Naturally, we must also consider resident concern regarding the availability of parking within the area. In general, I am confident that the proposed designs will accomplish all of the project goals and also address resident concerns.

Decisions regarding parking prohibitions along Bantry and Briggs Avenue will be made as part of the AT Feasibility Study, but will be executed at a later stage.

The City's Transportation Master Plan does consider key connections to York Region bicycle routes, which will help facilitate those longer distance travel. Your comment about strengthening these connections is well received and City Staff will continue to advocate in discussions with the Region on behalf of the City.

I will be making record of this current email exchange as part of the AT Feasibility Study documentation. Please refer to the project website if you would like to provide any additional comments on it, or simply reply to this email and we will get back to you.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Monday, May 27, 2024 6:43 PM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>
Subject: Resident Active Transportation Network Feedback

Dear Deputy Mayor Chan, Councillor Shiu, and Jonathan,

As a resident in Richmond Hill I am grateful to know that there is a vision for the City's direction towards a more safe, active, and connected network. The 2023 Transportation Master Plan outlines many great initiatives for 2041 that I have wanted for many years. I look forward to many of those initiatives as soon as possible.

During the recent active transportation meeting, the community voiced concerns about the recurring issue of vehicles parking on bike lanes. This not only makes it difficult for cyclists to navigate, but also poses a significant safety risk. Cyclists are often forced to swerve into traffic to avoid these parked cars, increasing the likelihood of accidents. It defeats the primary purpose of these bike lanes, which is to provide a safe space for cyclists.

To address this issue, I support the implementation of a fine for parking in bike lanes. This would discourage this behaviour. Cities like Toronto and Vancouver have successfully implemented similar fines, resulting in a significant decrease in vehicles parked in bike lanes. The revenue from this initiative will further help investments into active transit infrastructure.

The connectivity towards Markham/Thornhill and other neighbouring municipalities is also a topic of interest. There should be a strong objective to integrate Richmond Hill's major road network for long distance active transit options. I find it particularly challenging to find a linear travel path along my neighbourhood as there are few parallel streets to the major arterial roads for cyclists to utilize that stretch further North-South, or East-West. The concept of shared roads at higher speeds are not comfortable for cyclists thus a parallel path seems much more plausible. I hope these comments and perspectives can be considered for future implementation.

Active transit is growing very quickly out of the pandemic, so I hope the City of Richmond Hill can become a leader for initiatives as outlined in the Master Plan and not be complacent with the status quo. The city is changing and I ask that Council acknowledges the safety concerns and benefits of a more connected network.

Thank you for your time and dedication to our community. I look forward to hearing your thoughts on this matter.

[redacted]

Subject: RE: Richmond Hill (Ward 6) Bike Lane Concerns
Sent: 2024-05-28, 11:10:25 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Michael Shiu; Godwin Chan; Paolo Masaro; Dan Terzievski; Hubert Ng; Jonathan Sealey; Pat Hosein; Selene Tang

---

Hi [redacted],

Thank you for your comments and for your participation at the May 16 public information centre.

You have correctly identified some of the risks involved with bicyclists sharing space with other road users. As it pertains to the Bantry & Briggs Avenue Active Transportation Improvements Feasibility Study ("the AT Feasibility Study"), the designs under consideration will achieve greater separation between bicycles and automobiles, and separation between bicycles and parked vehicles. Some of the proposed designs also include removing an amount of on-street parking, which would remove some of the existing conflict points. Naturally, we must also consider resident concern regarding the availability of parking within the area. In general, I am confident that the proposed designs will accomplish all of the project goals and also address resident concerns.

Regarding your comments about additional fines for parking within bike lanes, your input is well received. City staff will continue exploring opportunities to improve safety for cyclists, however this item is not within the scope of the AT Feasibility Study.

I will be making record of this current email exchange as part of the AT Feasibility Study documentation. Please refer to the project website if you would like to provide any additional comments on it, or simply reply to this email and we will get back to you.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Monday, May 27, 2024 6:09 PM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>
Cc: Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>
Subject: Richmond Hill (Ward 6) Bike Lane Concerns

Dear Deputy Mayor Chan, Councillor Shiu, and Jonathan,

As a voter in Ward 6 at 21 Laser Court, I'm writing to express my support for safer and less congested streets for everyone by keeping bike lanes accessible for bikes.

During the Bantry-Briggs active transportation meeting on May 16th, the community voiced concerns about the recurring issue of vehicles parking in the bike lanes. This not only makes it difficult for cyclists to navigate, but also poses a significant safety risk. Cyclists are often forced to swerve into traffic to avoid these parked cars,

increasing the likelihood of accidents. It defeats the primary purpose of these bike lanes, which is to provide a safe space for cyclists.

Additionally, forcing bikers onto the faster part of the road slows down traffic for everyone. Not due to the obvious impact of slower moving bikes occupying the space, but also by discouraging transportation that reduces congestion. Like Hubert mentioned, few people use the bike lanes on Highway 7 due to the unwelcoming and dangerous environment. Bike lanes blocked by careless motorists are no exception.

To address this issue, I support the implementation of a fine for parking in bike lanes. This would discourage this behaviour. Cities like Toronto and Vancouver have successfully implemented similar fines, resulting in a significant decrease in vehicles parked in bike lanes.

Parking is readily accessible with just a few minutes walk in most areas, and motorists will always have somewhere to park without occupying dedicated space for bikes.

The safety and well-being of our residents should be prioritized over motorists trying to park in spaces meant for bicycles. I kindly ask you to consider this proposal and discuss it in your upcoming council meetings.

Thank you for your time and dedication to our community. I look forward to hearing your thoughts on this matter. My contact # is [redacted]

Best Regards,

[redacted]

Subject: RE: Save Our Bike Lanes
Sent: 2024-05-29, 10:18:47 AM
From: Jason Dahl<jason.dahl@richmondhill.ca>
To: [redacted]
Cc: Michael Shiu; Godwin Chan; Paolo Masaro; Dan Terzievski; Hubert Ng; Jonathan Sealey; Pat Hosein; Selene Tang

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Hi [redacted],

I wrote back to [redacted] yesterday, and recall some of his comments were related to the Bantry & Briggs Avenue Active Transportation Improvements Feasibility Study ("the AT Feasibility Study"). I am leading that project on behalf of the City, so I will offer some information below regarding the project relevant to some of your comments. If you are interested in seeing the materials presented during the meeting, they can be found at the linked website.

You have correctly identified some of the risks involved with bicyclists sharing space with other road users, as well as some of the factors which influence a person's decision to bike. As it pertains to the AT Feasibility Study, the designs under consideration will achieve greater separation between bicycles and automobiles, and separation between bicycles and parked vehicles. Some of the proposed designs also include removing an amount of on-street parking, which would remove some of the existing conflict points. Naturally, we must also consider resident concern regarding the availability of parking within the area. In general, I am confident that the proposed designs will accomplish all of the project goals and also address resident concerns.

Decisions regarding parking prohibitions along Bantry and Briggs Avenue will be made as part of the AT Feasibility Study, but will be executed at a later stage.

I will be making record of this current email exchange as part of the AT Feasibility Study documentation. Please refer to the project website if you would like to provide any additional comments on it, or simply reply to this email and we will get back to you.

Thanks,

Jason Dahl | M.A.Sc., P.Eng.
Senior Transportation Planner, Transportation and Traffic
Infrastructure Planning and Development Engineering | Infrastructure and Engineering Services
905-771-2478 | RichmondHill.ca |

From: [redacted]
Sent: Monday, May 27, 2024 1:21 AM
To: Michael Shiu <michael.shiu@richmondhill.ca>; Hubert Ng <hubert.ng@richmondhill.ca>; Jonathan Sealey <jonathan.sealey@richmondhill.ca>; Godwin Chan <godwin.chan@richmondhill.ca>; Paolo Masaro <paolo.masaro@richmondhill.ca>; Dan Terzievski <dan.terzievski@richmondhill.ca>; Pat Hosein <pat.hosein@richmondhill.ca>; Selene Tang <selene.tang@richmondhill.ca>; [redacted]
Subject: Save Our Bike Lanes

Hi,

I'm a senior at Thornlea and I bike to school every day. I love it. It's great exercise good for the planet and beats sitting in traffic with my parents driving me super early before they go to work any day. But it's harder to do that

with cars parked in the bike lanes.

The other day I met [redacted] who also bikes a lot and he gave me your contact info. He suggested why not fine people for parking in bike lanes?

I'm behind this idea. If people had to pay for blocking the lanes they'd probably think twice about doing it. It's helped in places like Toronto and San Fran and I think it could really make a difference here.

I know you're super busy, but I feel like this is important. We just want to be able to bike safely especially us students trying to get to school.

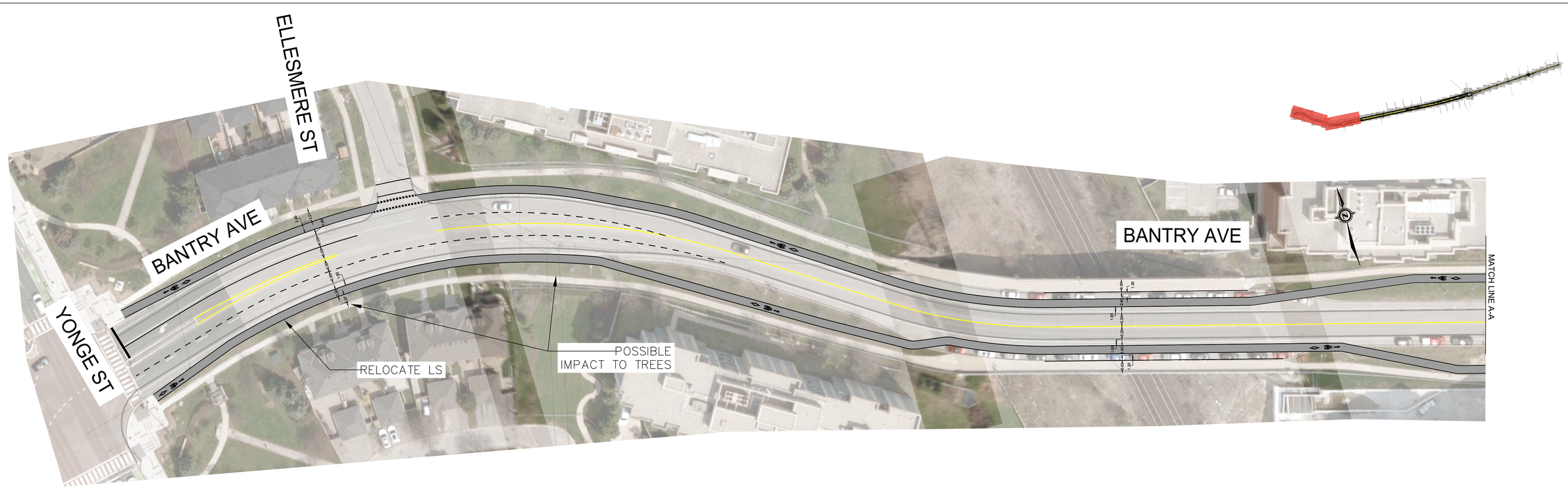
Thanks for taking the time to read my email!

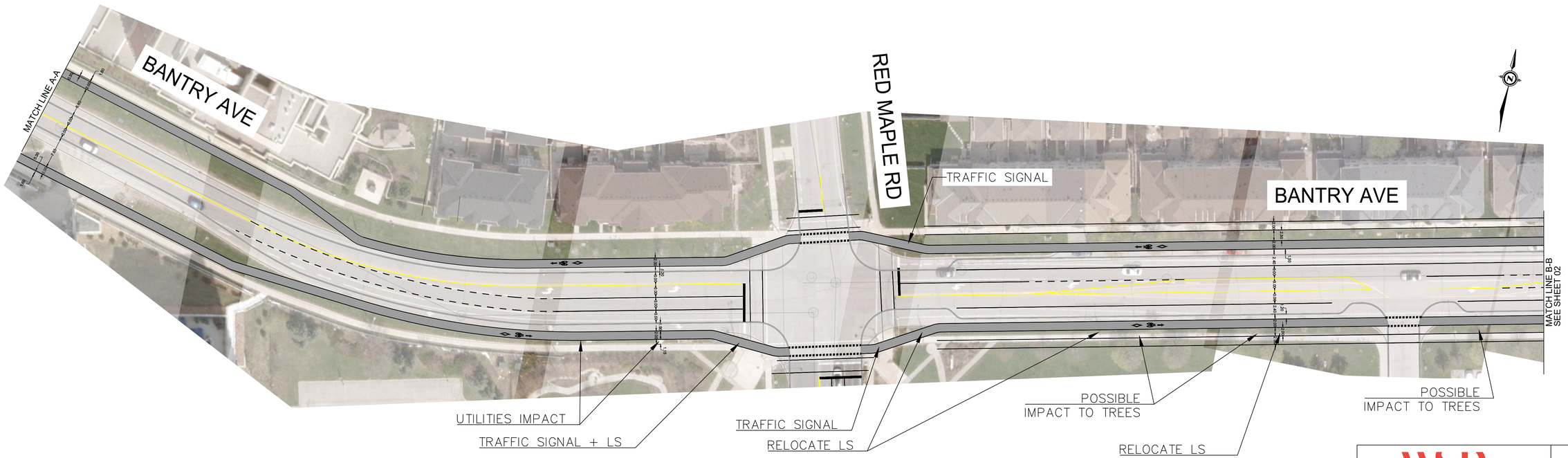
Best,

[redacted]

APPENDIX

E ULTIMATE DESIGN DRAWINGS





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FUNCTIONAL DESIGN SET	1	07/02/2024	ISSUED FOR REVIEW	M.Y.	

wsp
150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

Richmond Hill

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	M.Y.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
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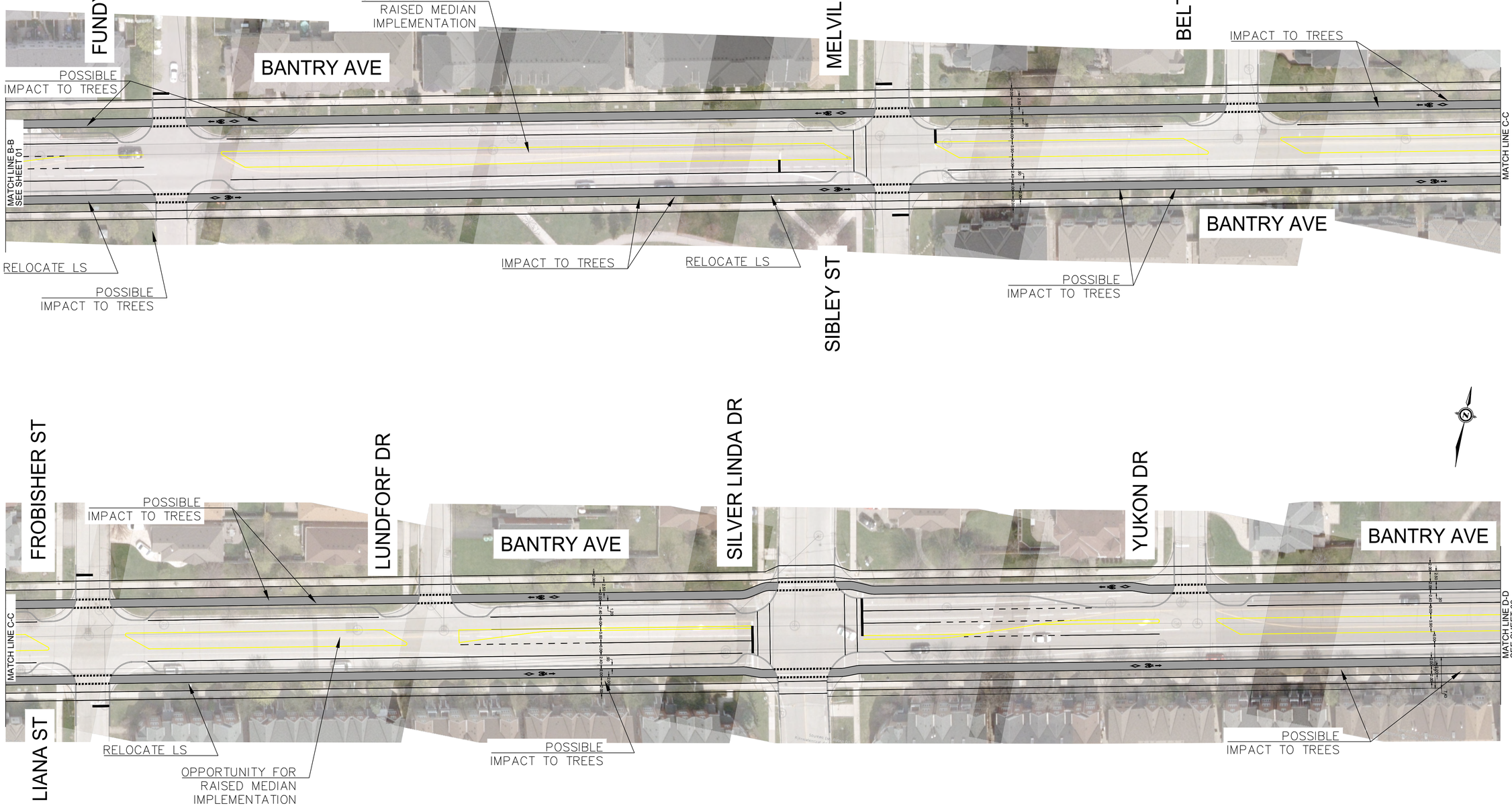
DATE:	09/14/2024						



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No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED
2	09/16/2024	ISSUED FOR REVIEW	M.Y.	
1	07/02/2024	ISSUED FOR REVIEW	M.Y.	

FINAL FUNCTIONAL DESIGN SET PER CITY COMMENTS FROM JULY 3, 2024
FUNCTIONAL DESIGN SET
DIGITAL INFORMATION

150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS
ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	M.Y.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
SCALE:	1 : 500					DRAWING NUMBER	BB_02
DATE:	09/14/2024						SHEET 2/4

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DIGITAL INFORMATION	No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED
FINAL FUNCTIONAL DESIGN SET PER CITY COMMENTS FROM JULY 3, 2024	2	09/16/2024	ISSUED FOR REVIEW	M.Y.	
FUNCTIONAL DESIGN SET	1	07/02/2024	ISSUED FOR REVIEW	M.Y.	

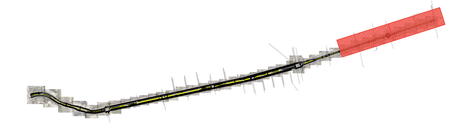
150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

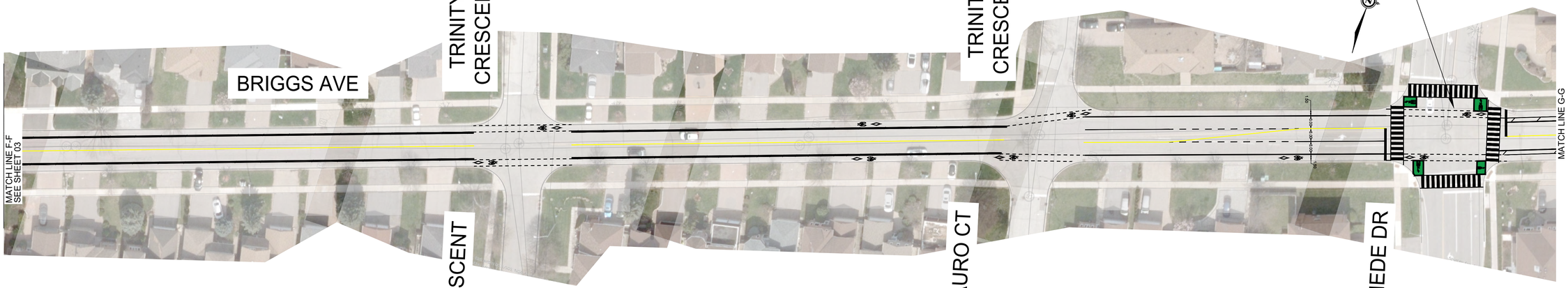
CITY OF RICHMOND HILL

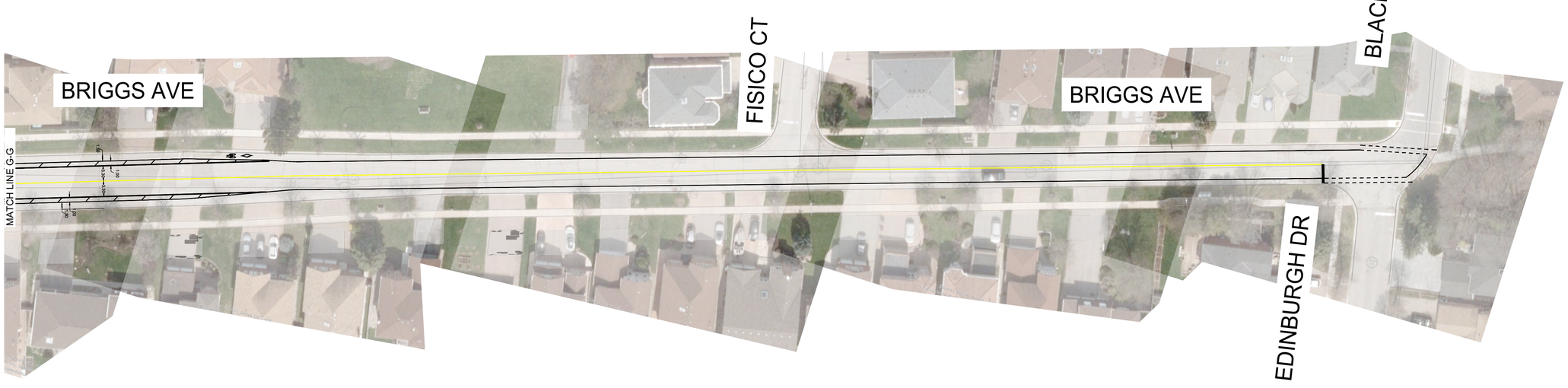
ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	M.Y.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
SCALE:	1 : 500			DRAWING NUMBER	BB_03	SHEET	3/4
DATE:	09/14/2024						

EXISTING N–S CYCLING FACILITIES AT VALLEYMEDE DR. PROPOSED BIKE BOXES TO ALLOW SAFE TRANSITION TO BRIGGS AVE. EXACT LOCATION AND DIMENSION DO BE DETERMINED IN DETAILED DESIGN STAGES







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FUNCTIONAL DESIGN SET	1	07/02/2024	ISSUED FOR REVIEW	M.Y.	

150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	M.Y.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
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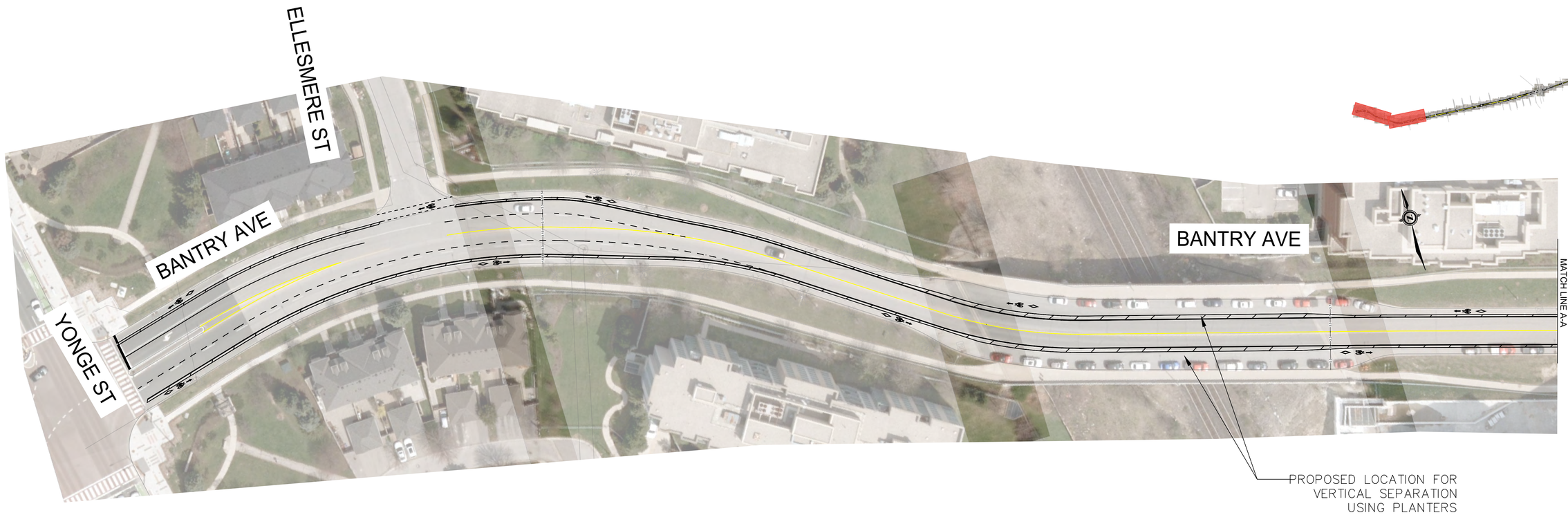
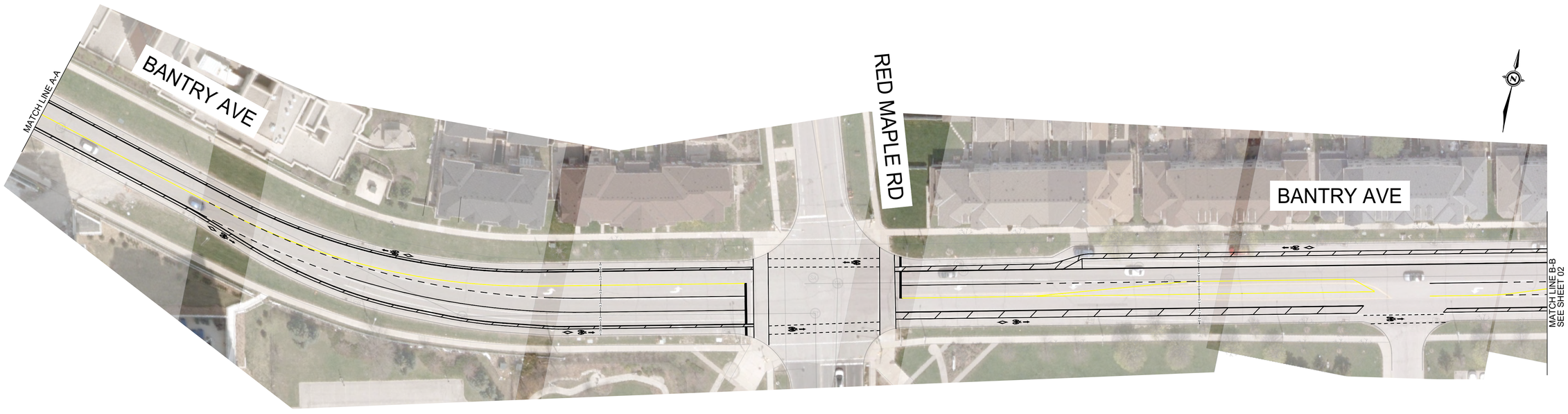
DATE:	09/14/2024						SHEET 4/4

APPENDIX

F QUICK-BUILD DESIGN DRAWINGS





NOTE:

- PROPOSED VERTICAL SEPARATION METHODS TO BE CONSIDERED INCLUDE FLEX-POSTS, PRE-CAST CONCRETE CURBS, AND PLANTERS

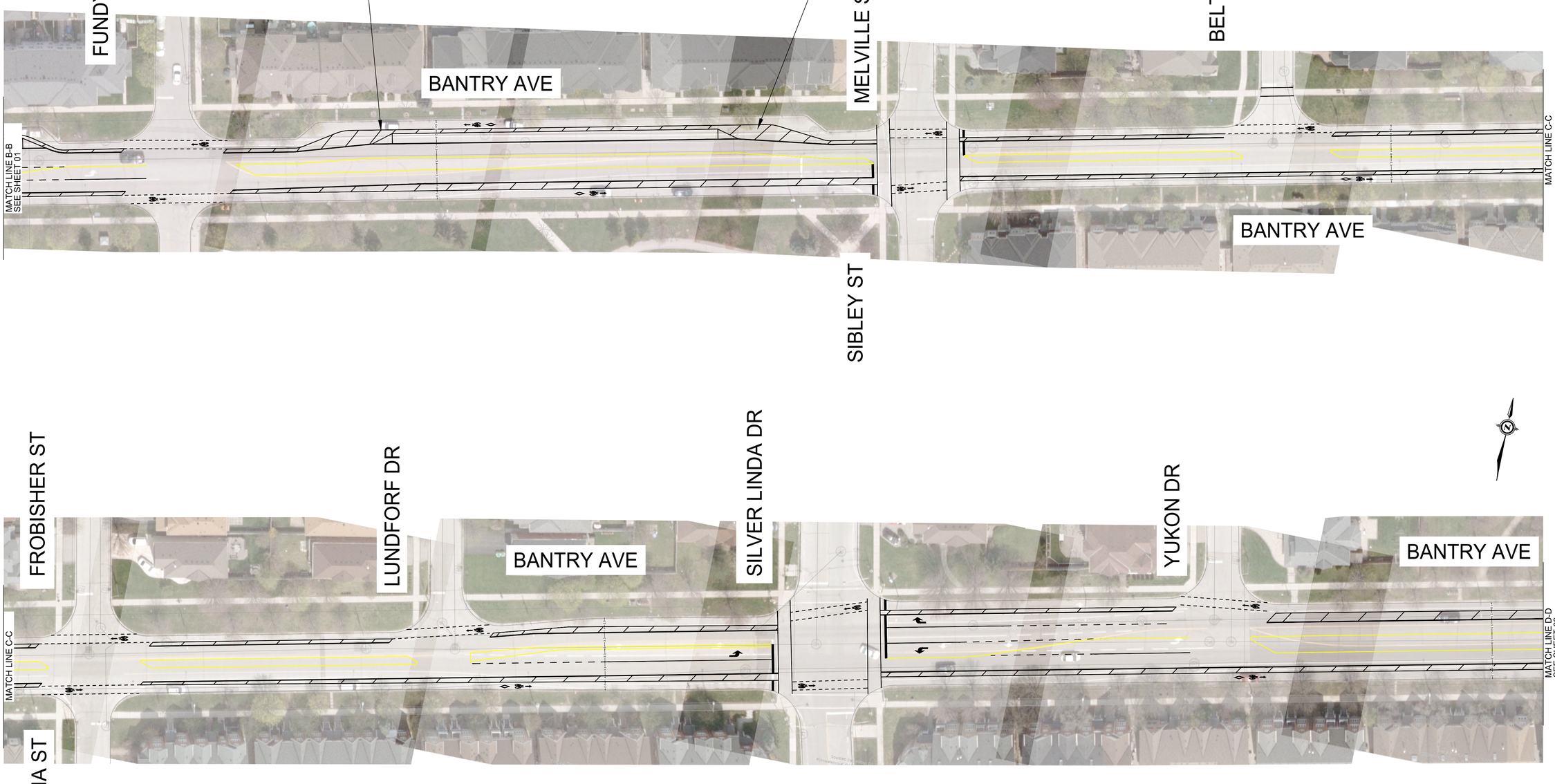
FUNCTIONAL DESIGN SET	1	02/19/2025	ISSUED FOR REVIEW	M.Y.	
DIGITAL INFORMATION	No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED

150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	Z.C.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
SCALE:	1 : 500			DRAWING NUMBER	QB-01	SHEET	1/4
DATE:	03/21/2025						



NOTE:

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150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

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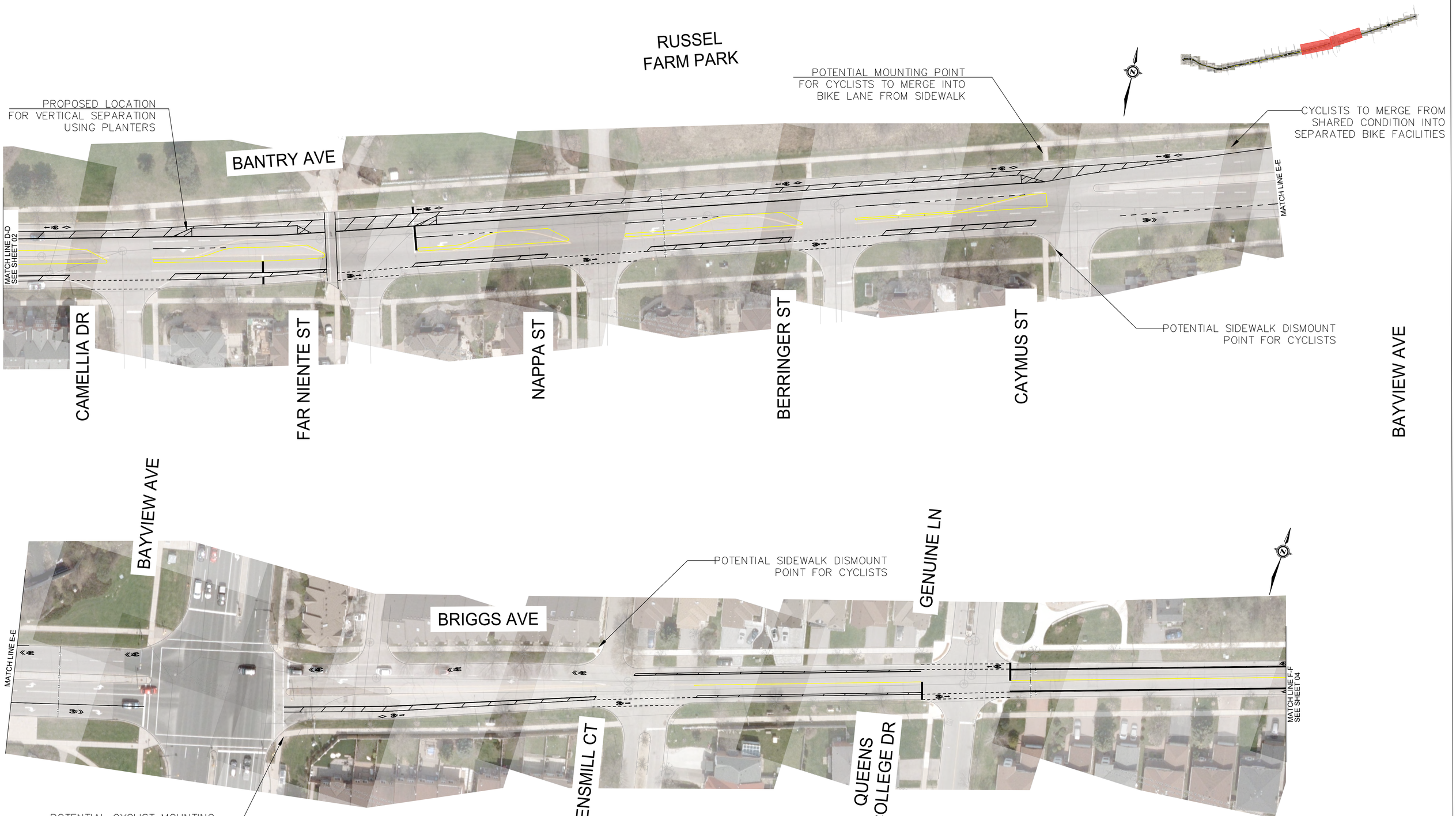
SCALE:	1 : 500			DRAWING NUMBER	QB_02	SHEET	2/4
DATE:	03/21/2025						

No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED
1	02/19/2025	ISSUED FOR REVIEW	M.Y.	

FUNCTIONAL DESIGN SET

DIGITAL INFORMATION



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FUNCTIONAL DESIGN SET	1	02/19/2025	ISSUED FOR REVIEW	M.Y.	
DIGITAL INFORMATION	No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED

150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	Z.C.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
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DATE:	03/21/2025						

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1	02/19/2025	ISSUED FOR REVIEW	M.Y.	
DIGITAL INFORMATION		FUNCTIONAL DESIGN SET		

WSP
150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

Richmond Hill

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	Z.C.	CHECKED	S.S.	PROJECT No. CA0007165.6746
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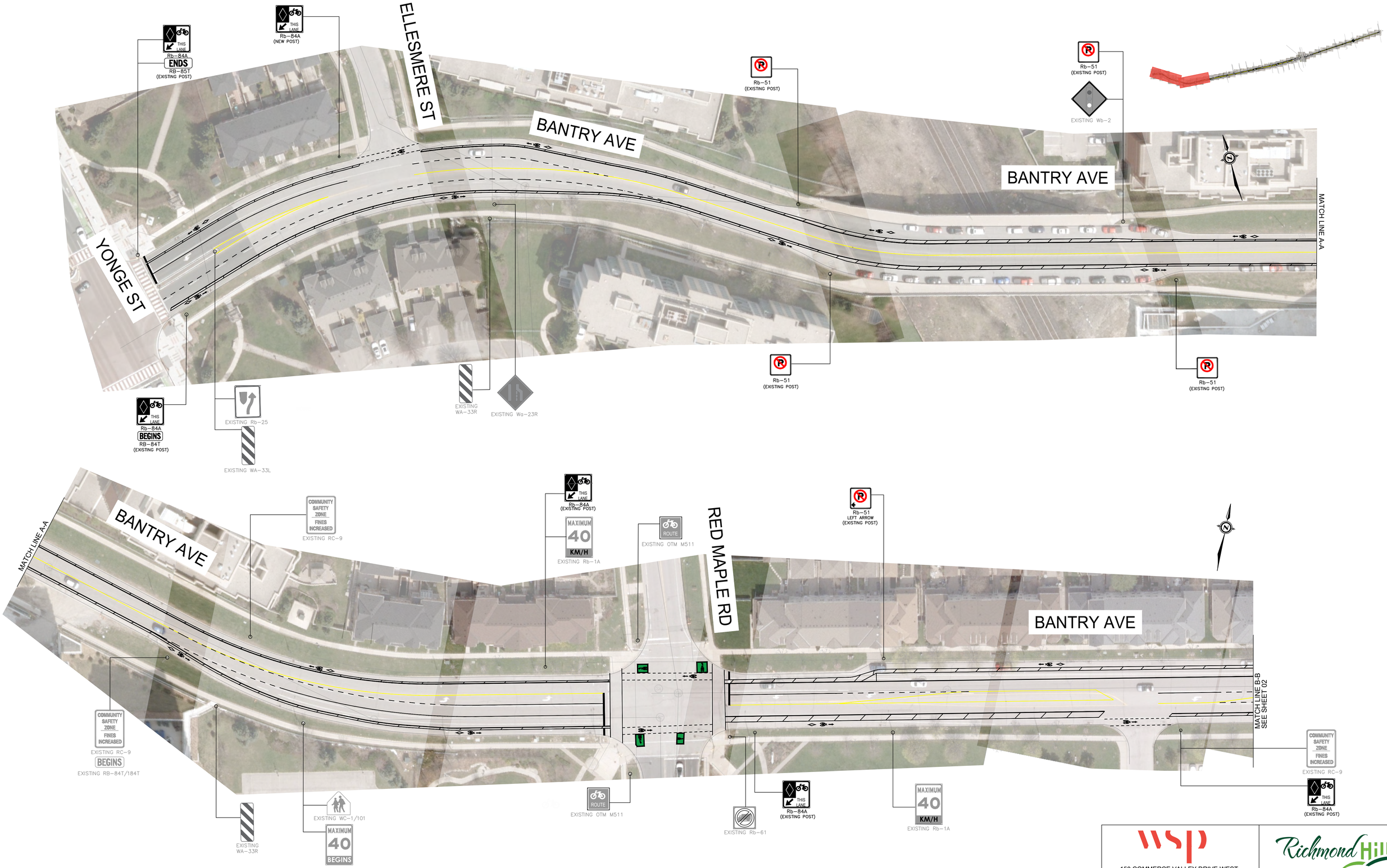

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SIGNAGE PLAN	1	04/07/2025	ISSUED FOR REVIEW	M.Y.	

WSP
150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

Richmond Hill

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS ALONG BANTRY AND BRIGGS

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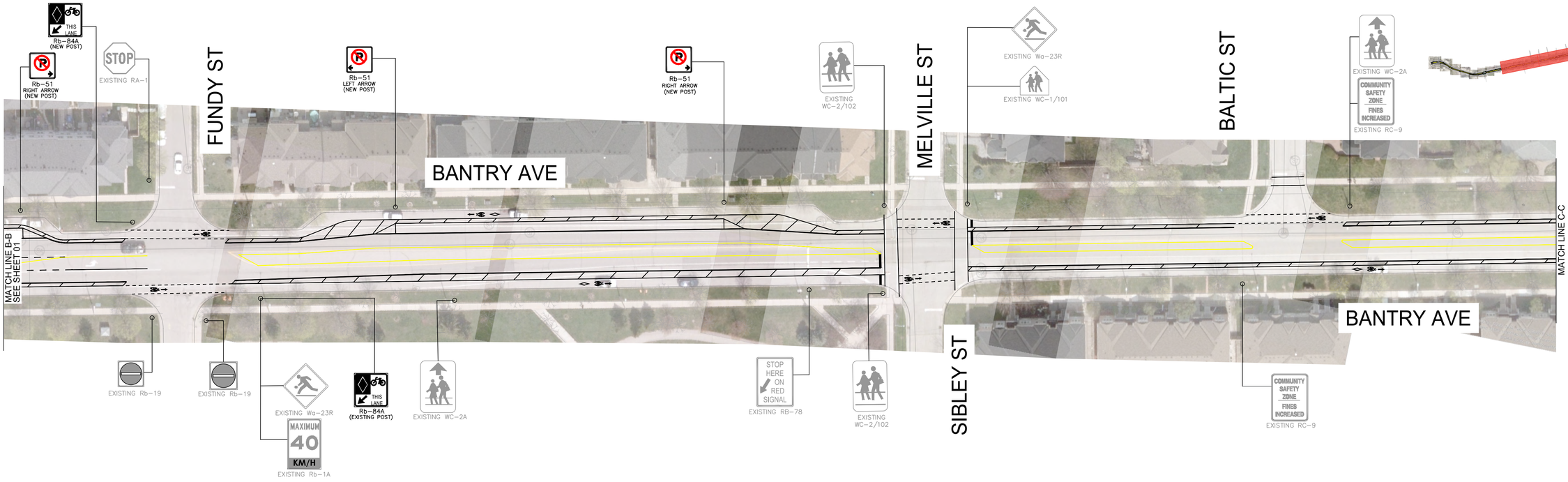

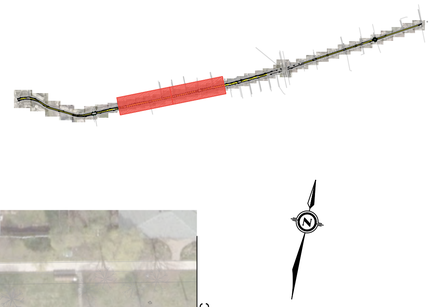

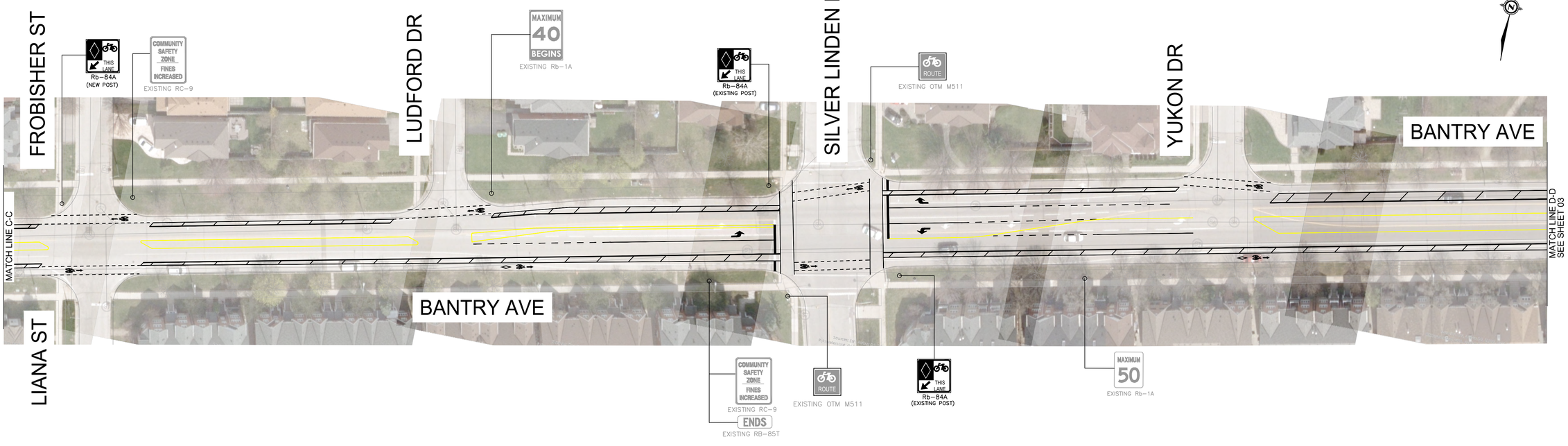

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SIGNAGE PLAN								
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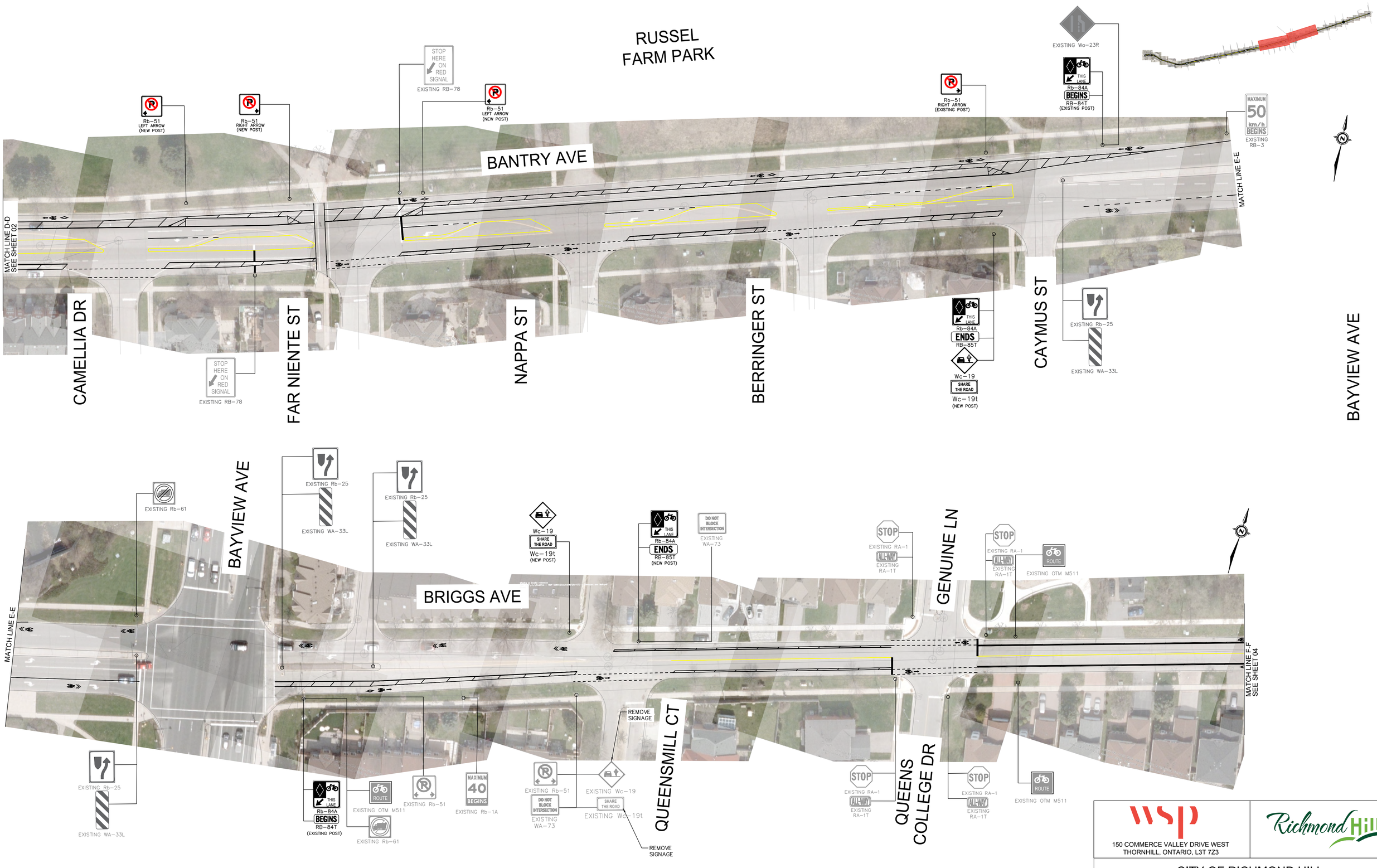

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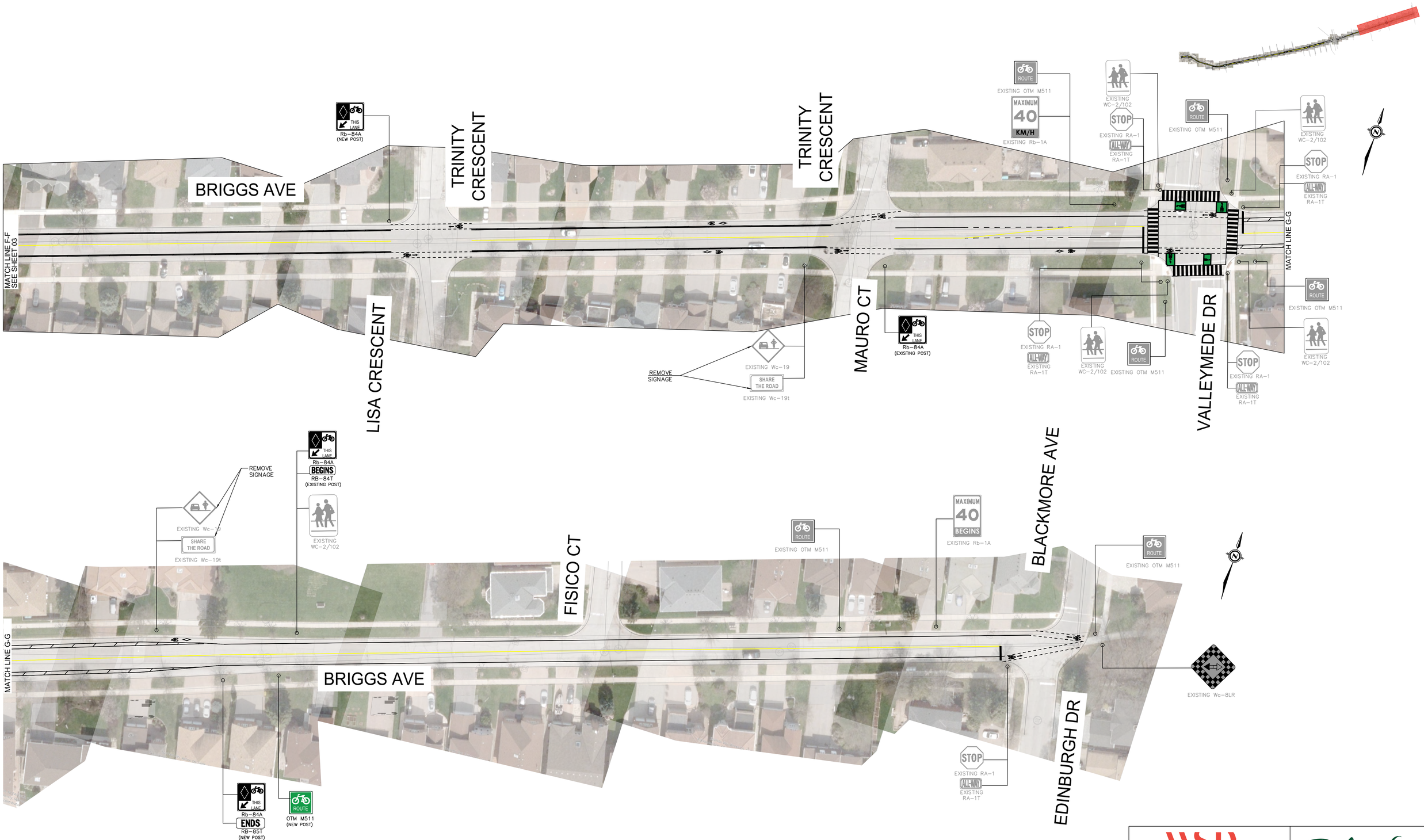

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SCALE:	1 : 500			DRAWING NUMBER	SP_04	SHEET	4/4
DATE:	04/07/2025						

APPENDIX

G COST ESTIMATE

Cost Estimate - Ultimate Design - Bantry Avenue from Yonge Street to Bayview Avenue (1,950 m)

Item	Unit	Unit Price	Qty	Subtotal
Clearing and Grubbing	m^2	$ 6.05	7400	$ 44,748.51
Excavation and Grading	m^3	$ 58.97	37000	$ 2,181,943.34
Remove Catchbasin (single)	ea	$ 1,360.01	50	$ 68,000.50
Remove Concrete Curb and Gutter	m	$ 30.92	3700	$ 114,408.00
Supply and place Granular "A"	t	$ 39.68	19980	$ 792,806.40
Supply and place 20mm CR limestone	t	$ 50.90	6660	$ 338,994.99
Supply and place HL8 base asphalt	t	$ 133.49	4440	$ 592,676.67
Supply and place HL3 top asphalt	t	$ 241.50	1776	$ 428,904.30
150mm DIA non perforated subdrain	m	$ 38.97	3700	$ 144,189.00
Concrete curb and gutter	m	$ 199.10	3700	$ 736,659.32
Supply and Install Catchbasin Leads including appropriate fittings, Class 'B' bedding and Granular Backfill (single, 250mm DIA)	m	$ 537.50	250	$ 134,375.64
Supply and Install Catchbasins (single, OPSD 705.010)	ea	$ 5,290.14	50	$ 264,506.91
Adjust existing manholes	ea	$ 1,293.93	50	$ 64,696.50
Signage and lane markings	m	$ 7.33	1850	$ 13,555.23
Traffic Control and Construction Signage	m	$ 6.53	1850	$ 12,084.72
Import fill and grade	m3	$ 50.00	12210	$ 610,500.00
Topsoil and sod	m2	$ 25.00	7400	$ 185,000.00
3.0m Asphalt Trial	m	$ 536.00	3700	$ 1,983,200.00
Remove and Replace Concrete Sidewalk	m2	$ 200.00	555	$ 111,000.00
Hydrant Relocation	ea	$ 4,500.00	20	$ 90,000.00
Dust Control	m	$ 13.06	1850	$ 24,169.45
Sediment Control	LS	$ 35,000.00	1	$ 35,000.00

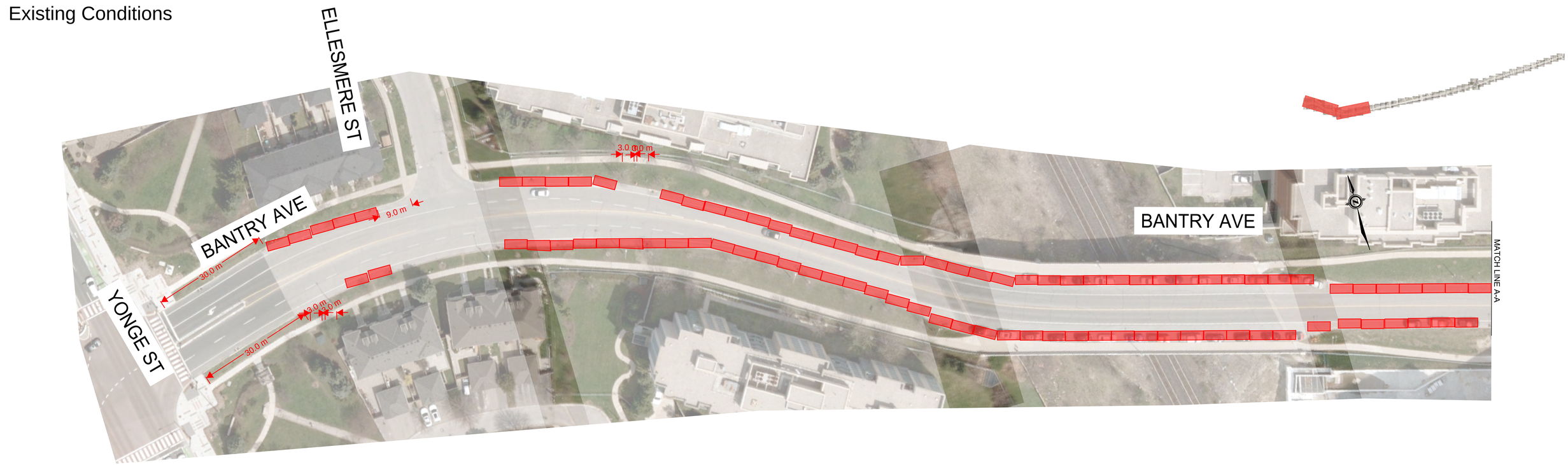
Total $ 8,971,419.48

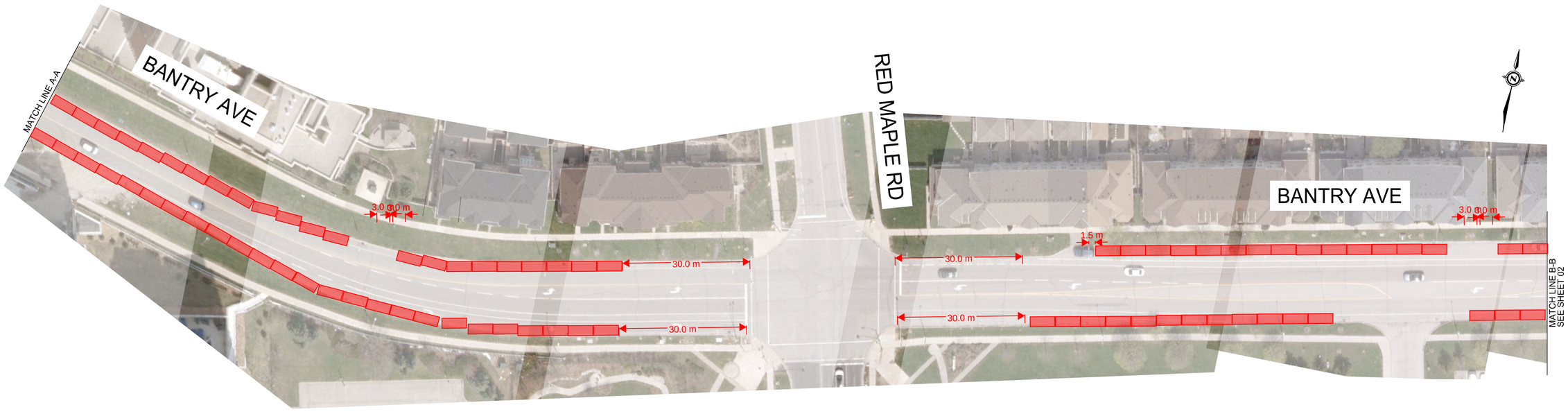
cost per m $ 4,849.42

APPENDIX

H PARKING SUPPLY

Existing Conditions





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CITY OF RICHMOND HILL

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FUNCTIONAL DESIGN SET
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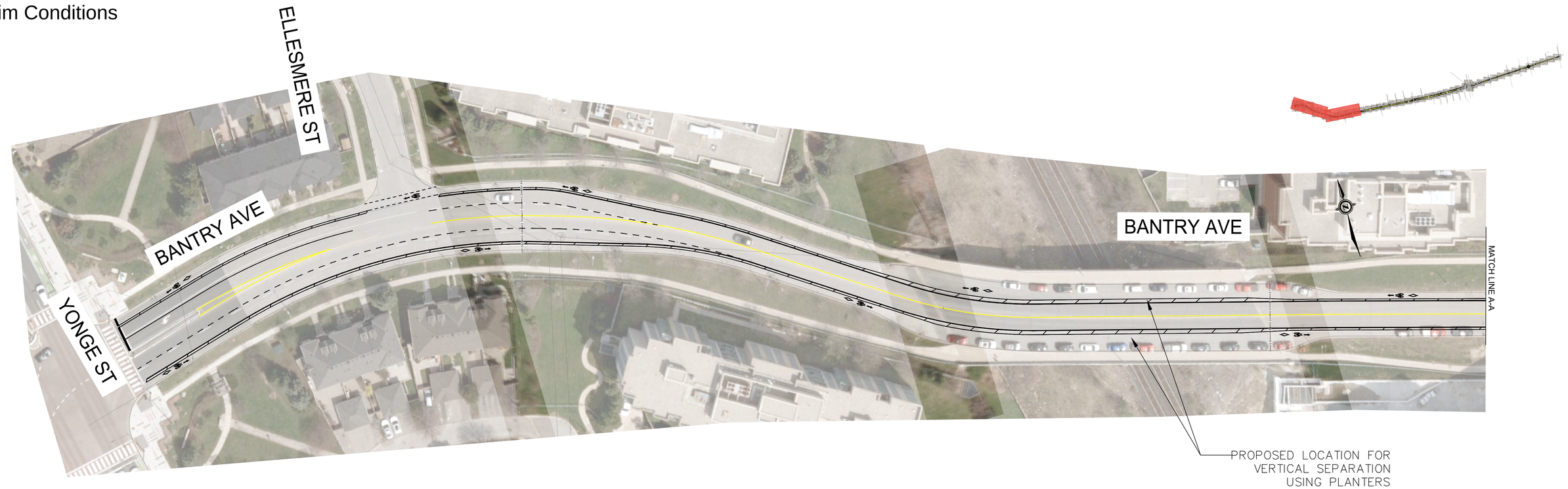

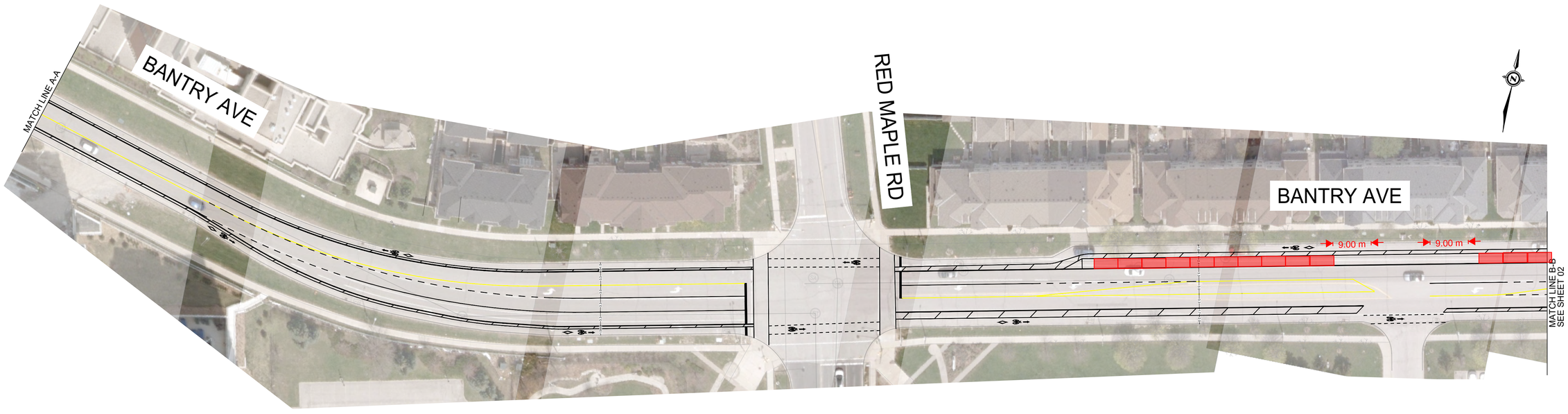

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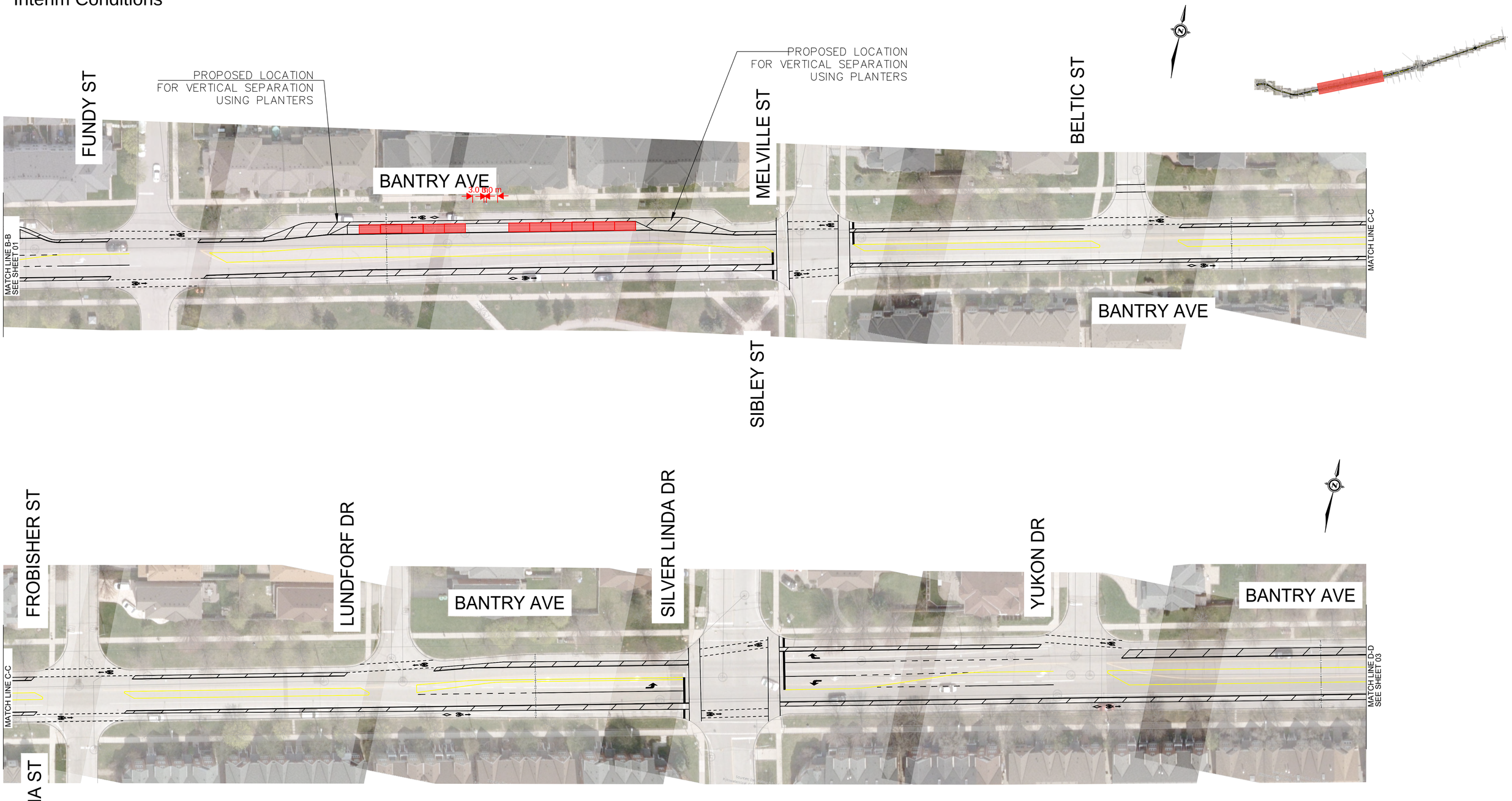

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SCALE:	1 : 500			DRAWING NUMBER	QB_02	SHEET	2/4
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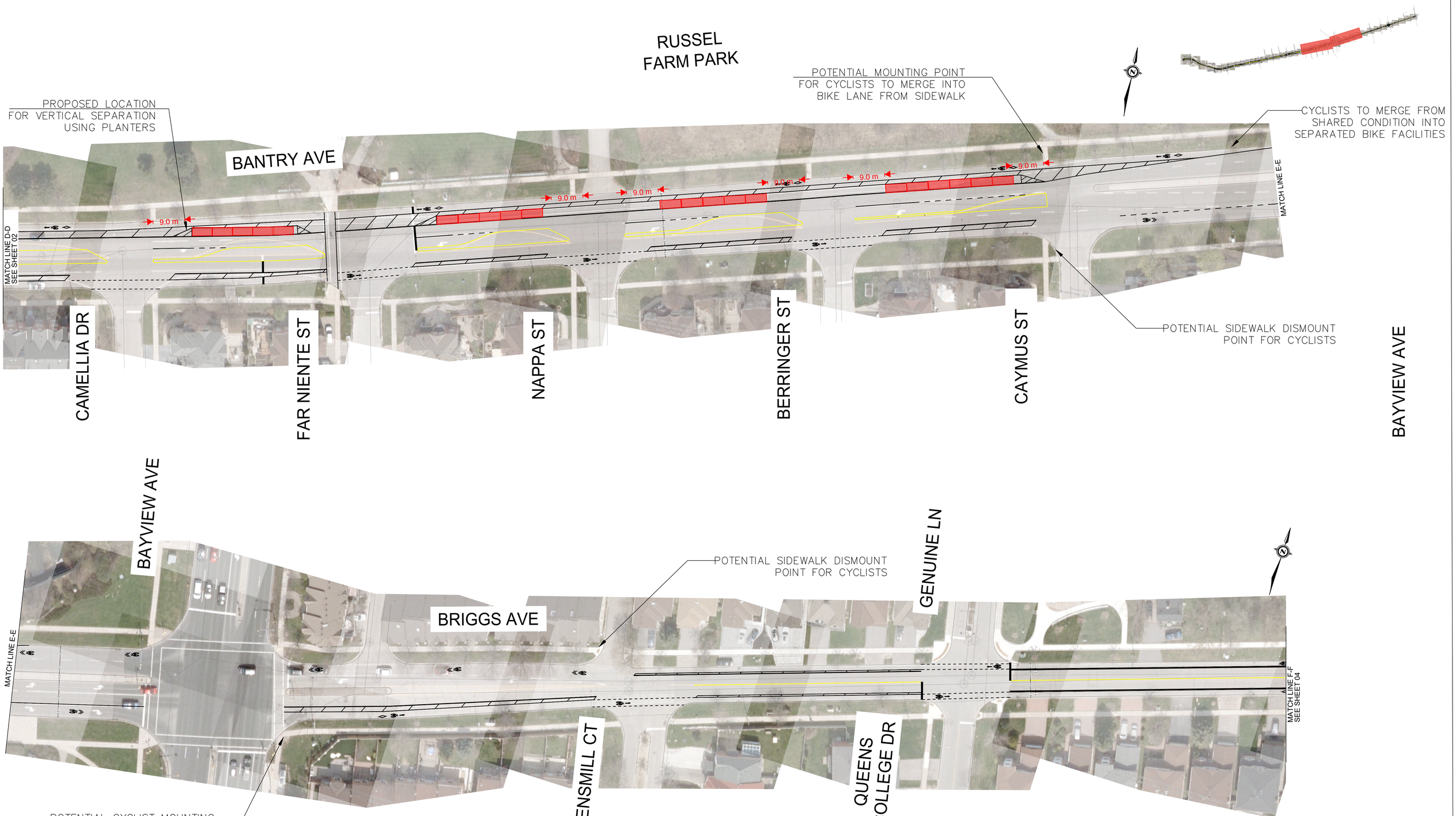
FUNCTIONAL DESIGN SET

DIGITAL INFORMATION

Interim Conditions



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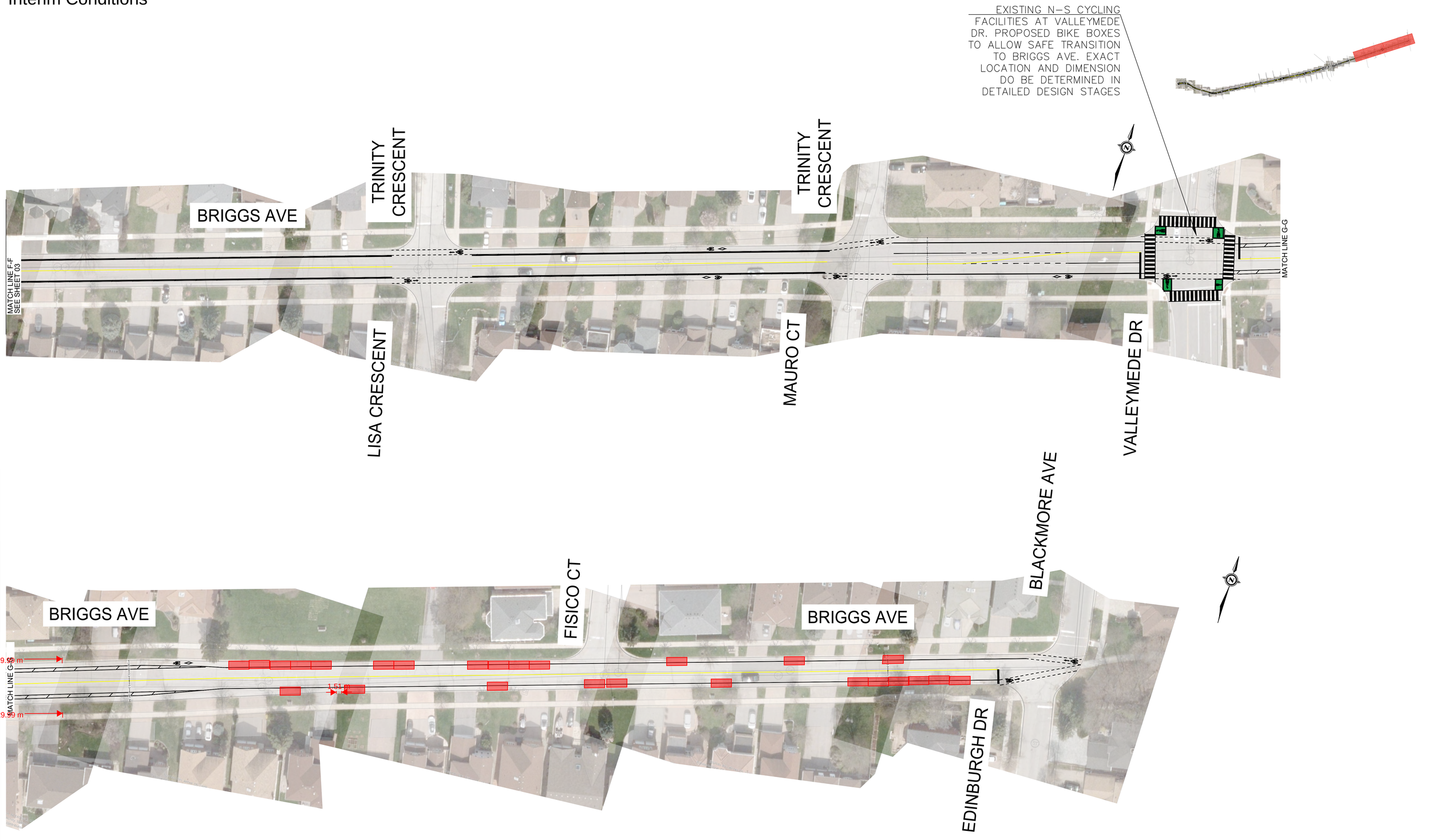

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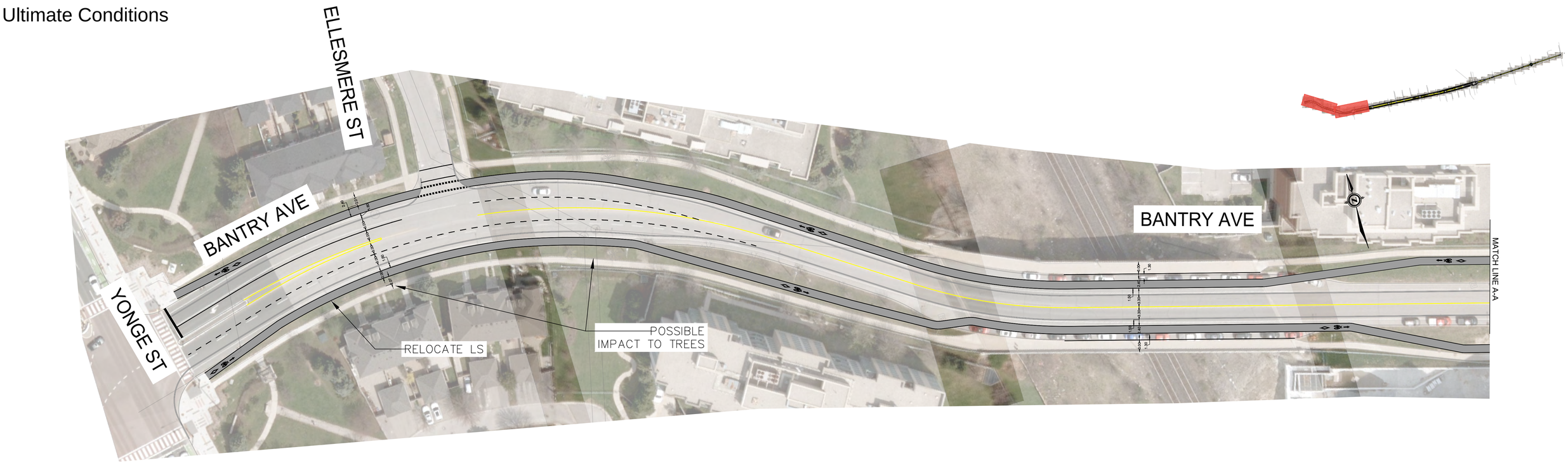
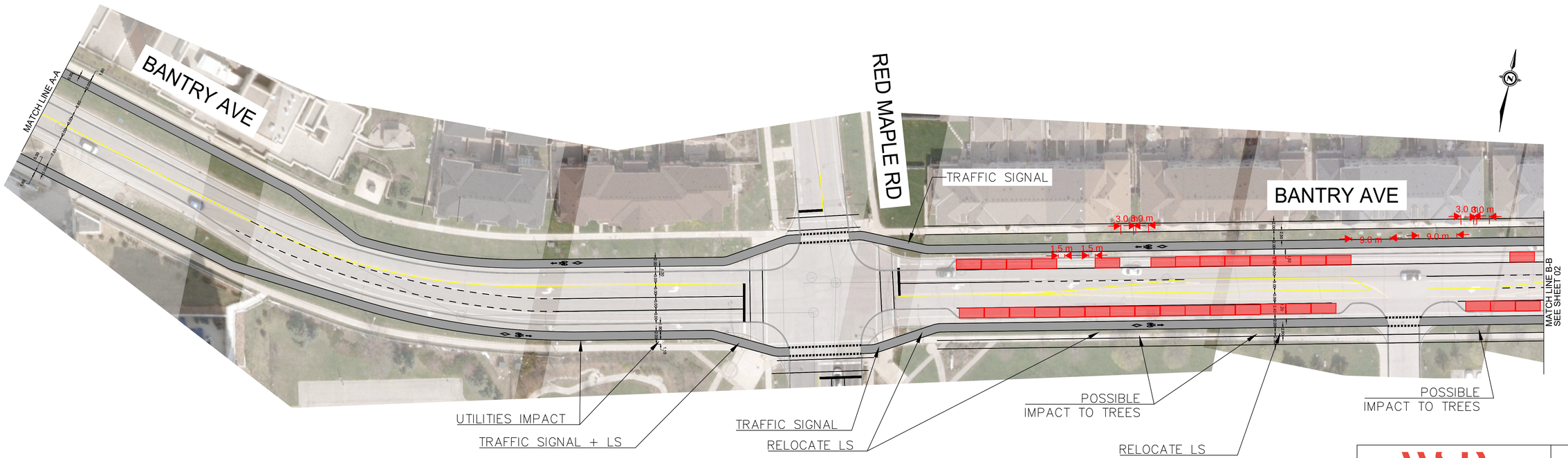
FUNCTIONAL DESIGN SET

DIGITAL INFORMATION

Ultimate Conditions





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Richmond Hill

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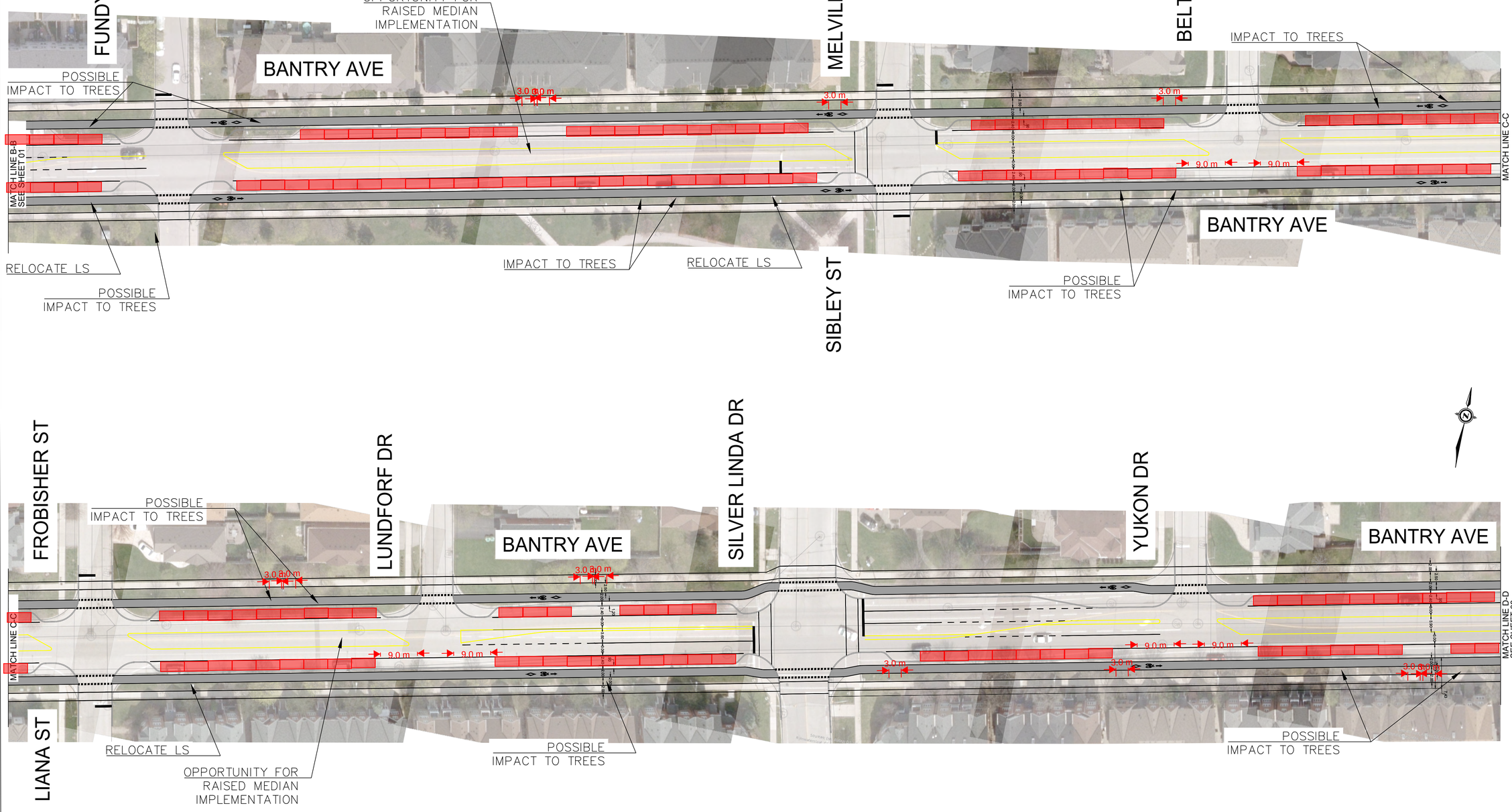

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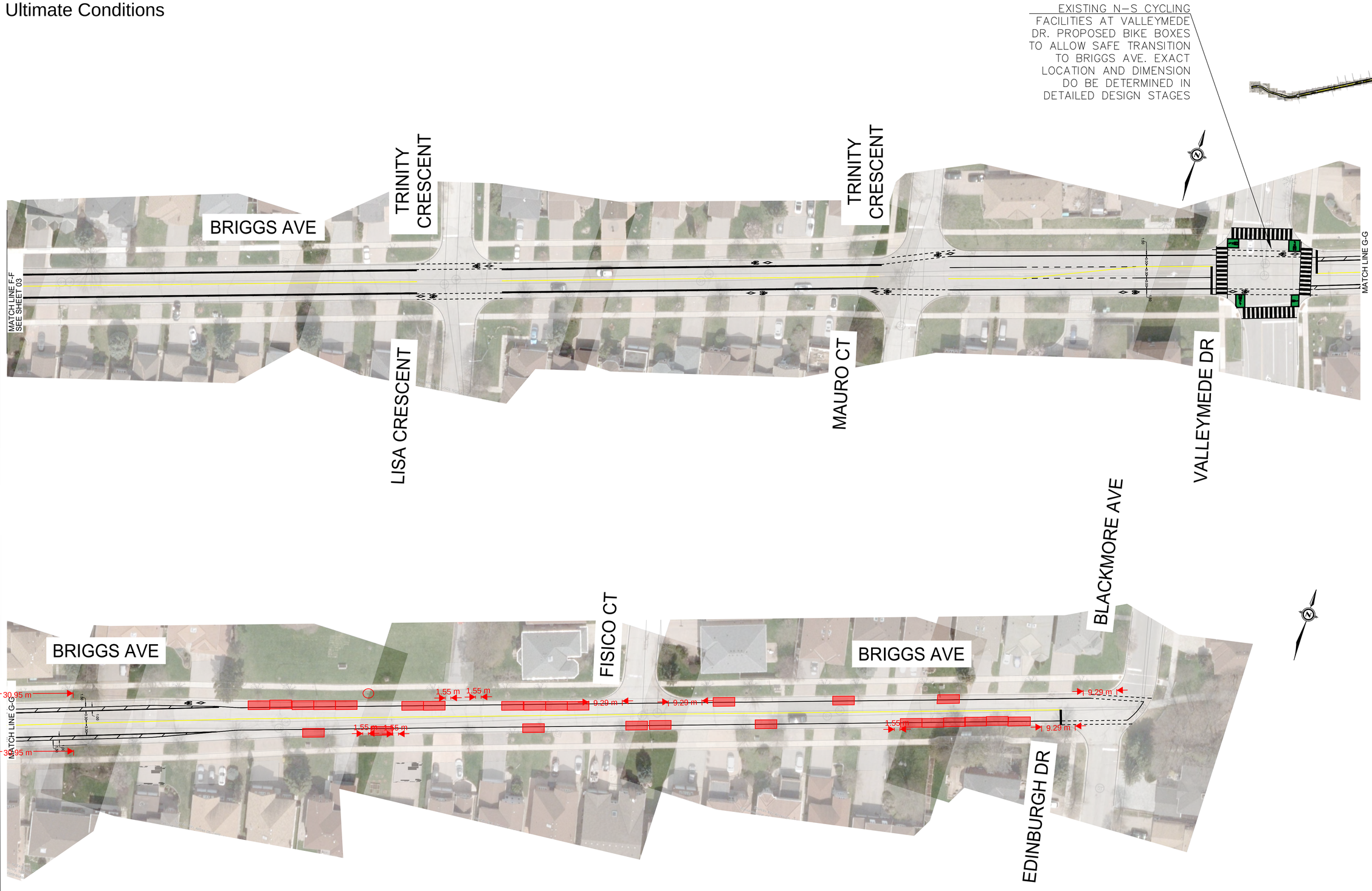
Ultimate Conditions



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DIGITAL INFORMATION	No.	DATE (MM/DD/YY)	ISSUED FOR	INITIAL	SIGNED

150 COMMERCE VALLEY DRIVE WEST
THORNHILL, ONTARIO, L3T 7Z3

CITY OF RICHMOND HILL

ACTIVE TRANSPORTATION IMPROVEMENTS
ALONG BANTRY AND BRIGGS

DESIGN	M.Y.	DRAWN	M.Y.	CHECKED	S.S.	PROJECT No.	CA0007165.6746
SCALE:	1 : 500			DRAWING NUMBER	BB_04	SHEET	4/4
DATE:	09/14/2024						