

TORONTO TRANSIT COMMISSION

REPORT NO.

MEETING DATE: September 19, 2007

SUBJECT: Bicycle Kiosks Victoria Park And Warden Stations

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RECOMMENDATION

It is recommended that the Commission:

1. Consider the proposal of a bicycle kiosk at Victoria Park Station in response to the July 5, 2007 communication from Councillor Heaps, should the Commission support consideration of this as part of the 2008-2012 Capital Program.
2. Note the design options that have been developed to-date and the next steps to be addressed by staff in coordination with City staff.

FUNDING

Funds for Victoria Park Bus Terminal Replacement and Warden Station Parking Replacement – Phase 1 are included in Program 3.9 Buildings and Structures, as set out on pages 905 to 907 (State of Good Repair/Safety) and 992c1 to 992c2 (Expansion), of the TTC 2007-2011 Capital Program, which was approved by City Council on March 7, 2007.

The budget for Victoria Park Station includes provision for the supply and installation of a limited number of bicycle racks and lockers, but does not include funds for the provision of a staffed bicycle kiosk. The incremental requirements will be considered in the 2008-2012 Capital Program for the Victoria Park Bus Terminal Replacement Project.

BACKGROUND

At the July 11, 2007 Commission Meeting, Councillor Heaps submitted correspondence dated July 5, 2007 which requested a formal proposal from TTC staff to address the inclusion of bicycle kiosks or formal bike storage facilities in Victoria Park and Warden Stations, which was referred to staff for report at the next meeting.

The preliminary design for the Victoria Park Bus Terminal Replacement Project was completed in Spring 2007 and presented to the Commission at its meeting of June 13, 2007 and to the public at an open house held on June 21, 2007. Detailed design is currently underway and is scheduled for completion in early 2008.

The current design includes provision of 8 lockers to accommodate storage of 16 bicycles on the west side of Victoria Park Avenue, under the pedestrian bridge (see attached Exhibit 1).

The Warden Station Bus Terminal Redevelopment Project will be implemented through two phases. Phase 1, which is currently under design, includes relocation of the existing Warden North commuter parking lot to the Hydro corridor lands immediately east of the station as well as a new entrance (including an elevator) from the east commuter lot into the south end of the station. Under Phase 2, the existing bus terminal structure will be demolished and replaced with a new surface level terminal and reconfigured Passenger Pick-up and Drop-off facility.

DISCUSSION

Design Criteria

Bicycle kiosks have been introduced into transit facilities in Europe (Bremen, Germany) and North America (including Chicago, Seattle and Berkeley, California). Review of information available on these facilities shows that if cyclists are provided with suitable facilities (such as lockers or staffed storage area, repair facilities, showers and changing rooms), they are willing to travel by bicycle for 2-5 km and transfer to transit for the remainder of their trip.

The following basic design criteria were established in order to develop and evaluate alternatives for Victoria Park and Warden Stations:

- Kiosk to be located outside the fare paid area of the station to facilitate use by both cyclists transferring to the subway and local neighbourhood use;
- At a minimum, provide a staffed bicycle storage area for 40 bicycles; and
- Additional services, such as a retail/repair shop, showers and changing rooms to be provided, depending on demand and space availability.

Staff have reviewed potential locations for bicycle kiosks in the unpaid areas of Victoria Park and Warden Stations. These areas were investigated in terms of space availability, feasibility and costs.

Victoria Park Station

As detailed in Table 1, below and illustrated in Exhibit 1 (attached) for Victoria Park Station, three alternatives have been developed and assessed:

- Area 1 – Allocate space within station concourse, adjacent to the main entrance;
- Area 2 – Provide a separate building on the east side of Victoria Park Avenue beside the main entrance; or
- Area 3 – Provide a separate building on the west side of Victoria Park Avenue.

Table 1

Evaluation of Bike Kiosk locations at Victoria Park Station

	Area 1	Area 2	Area 3
Location	Station concourse, adjacent to the main entrance.	Outside the station, adjacent to the main entrance on the east side of Victoria Park Avenue.	Outside the station on the west side of Victoria Park Avenue.
Bicycle storage spaces	40	100	100
Space available for additional services?	No (would impact on pedestrian circulation within concourse)	Yes	Yes
Additional Services	Not available (no space available)	Small retail area with limited repair services.	Small retail area, repair shop, showers and changing rooms.
Cost estimate of (order of	\$85,000.	\$160,000.	\$380,000.

| magnitude) | | | |

	Area 1	Area 2	Area 3
Issues/ Considerations	<ul style="list-style-type: none"> - Low level investment to implement. - Area within station concourse easily converted to another retail use, if there is low demand for bicycle kiosk facility. - Limited space available without creating an intrusion into the pedestrian flow space and sightlines. 	<ul style="list-style-type: none"> - New serviced building/ structure required to accommodate attendant and repair shop. - Potential interference with main entrance passenger flow and intrusion in planned transit plaza in front of station. - Some sightline security concerns. 	<ul style="list-style-type: none"> - New serviced building/structure required to accommodate attendant, repair shop. - Requires crossing of Victoria Park to access subway station or bus terminal.
Common Issues	Operations, maintenance, staffing, building responsibilities, funding, commercial viability, demand for services.		

Option 1 would locate a small kiosk within the station concourse. The size of a concourse kiosk would be limited by the main entrance pedestrian flow path and sightlines for security.

Option 2 addresses a free-standing kiosk on the east side of Victoria Park within the main entrance plaza. The space available in this location limits the kiosk in capacity and introduces sightline & urban design issues into an area that is currently planned as open and streetscaped.

Option 3, which provides a pilot facility on the west side of Victoria Park Avenue, appears the most viable. The kiosk would be a free-standing, fully serviced building comprising a fully enclosed attendant facility and a roofed and caged bicycle storage space which could accommodate approximately 100 bicycles. This option has been reviewed and is supported by City of Toronto Transportation Services – Pedestrian and Cycling Infrastructure staff.

Warden Station

Within Warden Station, the most suitable locations for bicycle kiosks (unpaid areas with convenient access to arterial road network) are in the areas to be redeveloped in Phase 2 of the Bus Terminal Replacement Project. Accordingly, any improvement implemented under Phase 1 would need to be relocated at the time that Phase 2 is implemented. Therefore, it is recommended that the provision of a bicycle facility at Warden Station be deferred until a decision is made to proceed with a pilot project at Victoria Park Station and is subsequently evaluated.

Next Steps

If the Commission supports consideration of this project as part of the 2008-2012 Capital Program, staff will collaborate with City staff to:

- Estimate demand for a bicycle kiosk located at Victoria Park Station based on a developed city-wide strategy.
- Explore the viability of a commercial concession at this location.
- Develop an operating and maintenance plan.
- Further develop a design concept and cost estimates that address the above.

Staff will then report back to the Commission to request approval of the design concept and approval for the required additional funding should this project be included in the 2008-2012 Capital Program.

JUSTIFICATION

If approved, provision of a bicycle kiosk at Victoria Park Station, on a pilot project basis, would allow TTC to test the demand for improved bicycle facilities at subway stations.

August 31, 2007

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Attachment

Exhibit 1: Victoria Park Bus Terminal Replacement – Bicycle Kiosk