

Robert J A Zaichkowski, CPA, CMA

804–200 Dufferin Street, Toronto, Ontario, M6K 1Z4

(416) 662 2885 / robert.zaichkowski@yahoo.ca

June 12, 2015

Dela Ting

10th floor, West Tower, City Hall

100 Queen Street West

Toronto, Ontario, M5H 2N2

Dear Members of the Public Works and Infrastructure Committee (PWIC),

RE: PW6.12 (Extending Richmond–Adelaide Cycle Tracks to Parliament Street)

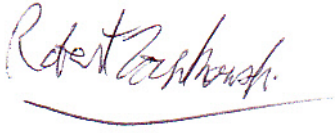
As someone who regularly bikes on the existing Richmond–Adelaide cycle tracks, I am writing in support of extending them to Parliament Street. There have been some issues such as the delayed installation of bollards, vehicles blocking the cycle tracks, and last April's controversial closure by Bell Media (which was addressed at the last PWIC meeting). Even with these issues, the Richmond–Adelaide cycle tracks have made cycling in Downtown Toronto considerably safer and more pleasant. During Bike to Work Day on May 25, 2015, I did my first ever bike and GO Transit commute to work in Pickering using Richmond–Adelaide and plan to do more cycle commutes this year – especially during the Pan Am Games – so extending them to Parliament would make that experience even better. Not to mention, cycle tracks would help encourage others to bike to work, as evident by the tripling in cycling traffic during the pilot project so far.

Upon reading the motion in greater detail, I have serious concerns about the two courier loading zones on Adelaide Street between York and Yonge Streets, which would result in the cycle tracks being interrupted. Given buses on Richmond Street would be moved to the south side in order to accommodate cycle tracks; I find it is unacceptable that courier loading zones were not subject to the same standard. In order to make the extension to Parliament truly safe and continuous, I urge that those courier loading zones be moved to the north side. This would also ensure proper installation of improved separation such as concrete curbs or planter pots.

Further to extending Richmond–Adelaide to Parliament, I suggest PWIC consider the following:

1. Upgrade existing bike lanes on Simcoe Street from Front Street to Queens Quay to protected bike lanes in order to provide a safe connection to the Waterfront.
2. Improve the Don River crossing at Eastern Avenue, as well as complete and upgrade the bike lanes on Eastern. This could enable bike lanes on Kingston Road in the future.
3. For an alternate connection to east of the Don River, the bike lanes on Shuter and River Streets (to Dundas Street East) should be upgraded to protected.

Given the success of the Richmond-Adelaide pilot project and the need to complete the Minimum Grid, I urge you to approve the extension to Parliament, as well as move a motion to relocate the courier loading zones on Adelaide for further safety. I thank you for taking the time to consider this matter and look forward to continue making Toronto a safer place to bike.

A handwritten signature in black ink that reads "Robert Zaichkowski". The signature is written in a cursive style and is underlined with a single horizontal line.

Robert Zaichkowski, CPA, CMA
Co-Captain, Cycle Toronto Ward 14 Advocacy Group

CC: Cycle Toronto, Councillor Gord Perks