

CITY CLERK'S OFFICE  
SECRETARIAL SECTION

November 27, 2012

2012 NOV 27 P 1:15

To City of Toronto, City Council  
Marilyn Toff, Clerk  
12th floor, West Tower, City Hall  
100 Queen Street West

From: Christian Chan  
Partner,  
C2 Urban Planning

**RE: 2012.PW19.3, "Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen's Park Crescent West".**

Dear Members of City Council,

Pursuant to the letter to the PWIC dated September 6, 2012 from Jared Kolb, Director of Campaigns and Membership for Cycle Toronto:

We reiterate and support the implementation timelines of the City of Toronto for the Wellesley – Hosking Bike Lane Upgrades. We feel that the project represents "good planning" on a City – wide scale, and that the timely and efficient implementation of this project will have a lasting effect on the neighbourhoods affected by the positive investment in sustainable infrastructure.

As such, we at C2 Planning support and restate Cycle Toronto's request in their Letter of September 6, 2012, that;

1. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Harbord Street between Ossington Avenue and St. George Street hold community meetings in consultation with the ward councillors in respect of the design of separated bike in January 2013 with implementation in 2013;
2. Expand the scope of the Environmental Assessment to extend the proposed separated bicycle lanes on Richmond Adelaide to an easterly terminus of Parliament Street rather than the currently proposed easterly limit of Sherbourne Street consistent with the decision of PWIC to extend the easterly terminus of the Wellesley Street bicycle lanes to Parliament from Sherbourne. Implementation to proceed in the fall of 2013 if the Environmental Assessment approvals are in place by that time;
3. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Beverley Street that includes community and stakeholder consultation and consideration of the availability of parking on local side streets, with a report back to the March 2013 meeting of the Public Works and Infrastructure Committee with implementation of separated bicycle lanes on Beverley to be implemented in Fall of 2013;
4. Transportation Services install separated bike lanes on Bloor St East, from Sherbourne Street to Broadview Avenue, by Spring 2013; and

5. That the General Manager report in October 2012 as to additional resources needed if any to implement these decisions.

In Addition, we recognize that other concerns are tantamount to the proper implementation of this project, and to complete a more "comprehensive" network:

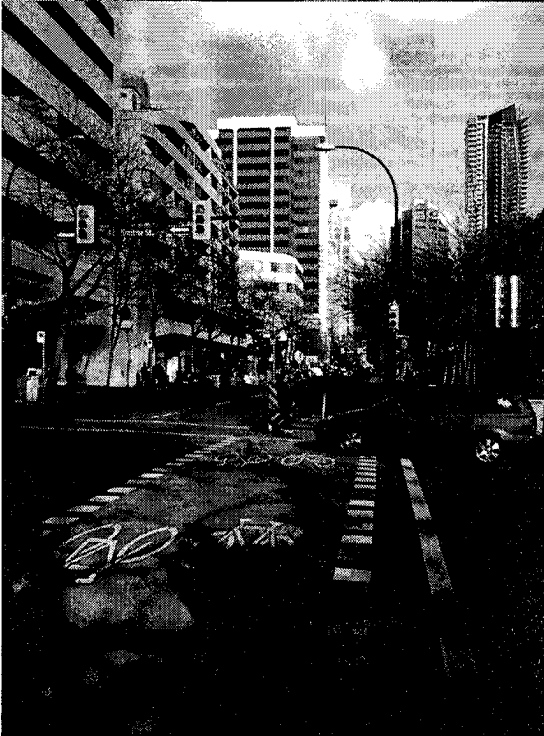
1. The Wellesley - Hoskin separated first phase lanes be expanded from its current westerly terminus St George to Spadina;
2. Oppose vehicular left hand turn lanes at St George , Devonshire Place , Yonge Street, Church Street, Homewood Avenue and Sherbourne Street because of public transit , high pedestrian and cyclist volumes;
3. High level of physical separation curbs and bollards that are strategically placed. The Sherbourne Street separation doesn't appear to be enough, as per user photographs presented on I Bike T.O website;
4. In section of Wellesley bicycle lane paralleling boundary of Queens Park a higher level of separation including a planter component to soften the edge between the paved road and the cycle track;
5. Interim implementation with temporary curbs in 2013 with permanent installation on rebuild of Wellesley in 2014; and that
6. The city transportation department should immediately begin the public consultation and design process for the balance of the Hoskins Harbord lanes all the way to Ossington as they were previously directed to do in 2011.

Attached to this letter are two pictures I recently took in Vancouver last week – these are adequate separations. The following pictures I took on Sherbourne a few months ago showing how inadequate the separation is on Sherbourne. Also attached are previous communications from representatives of student populations along the route as well as planning professionals that support the timely implementation of the separated bike lanes.

Sincerely,



Christian Chan, B. URPI.  
Partner  
C2 Urban Planning  
(647 – 787 – 5264)  
85 Bedford Road  
M5@ 2K3 Toronto ON  
[Christian@c2planning.com](mailto:Christian@c2planning.com)



Vancouver, Hornby Street. Last week (November 8, 2012)



Sherbourne Street South of Bloor, 200metres.



Parking Enforcement parking where there is no parking...



# RAPS

Ryerson Association of Planning Students

School of Urban and Regional Planning

Ryerson University

SBB400 • 350 Victoria Street • Toronto, Ontario • M5B 2K3

rap@ryerson.ca

City of Toronto, Public Works and Infrastructure Committee  
Candy Davidovits  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

**RE: PWIC Item # 2012.PW19.3, "Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen's Park Crescent West"**

22/10/2012

Dear Chair Minnan-Wong and members of the Public Works and Infrastructure Committee, I am Brandon Langille the VP of Student Affairs of the Ryerson Association of Planning Students, representing over 400 undergraduate planning students at Ryerson University.

On behalf of the Ryerson Association of Planning Students (RAPS), I would like to support the timely and proper implementation of the Wellesley-Hoskin bike lane upgrades currently being considered by the Public Works and Infrastructure Committee (PWIC) and city staff.

As urban planning students, we can appreciate the due process and proper consultation many infrastructure projects demand. It is encouraging to see community involvement and concerns being worked into the design considerations for the Wellesley-Hoskin bike lane. This is something that should be incorporated into all of the changes to our roadways and bikeways. We also support the use of best practice examples of cycle tracks, both domestically and internationally, being used as case studies in the project. For this, I commend the PWIC for studying leaders in cycling infrastructure such as New York and Vancouver, cities which have shown considerable political will, local support and creative urban design in their actions.

While support for projects such as this often begin on a ward-by-ward basis, it is important for the whole of city council to keep their focus on working towards our transportation goals as a city. The citizens of Toronto contribute to the construction, maintenance and use of the roads in our city, and users of all modes of transportation deserve safe and equitable spaces on our roads. The lack of priority we have given to creating bicycle infrastructure is a pressing issue that needs to be corrected; a separated East-West cycle track is one way in which we can work towards resolving this issue. While there have been some advancements in the implementation of Toronto's Bike Plan since 2001, the targets and plans have simply not been met. As a city, we need to commit to spending time, effort, and resources to fully implement our policies, and to do so in a timely manner.

The Ryerson Association of Planning Students would encourage the PWIC and city staff to ensure that the timely implementation of the Wellesley-Hoskin bike lane upgrades is a priority and to make Toronto's streets safer for cyclists.

In addition, we at RAPS support Cycle Toronto's request in their Letter of September 6, 2012, that;

1. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Harbord Street between Ossington Avenue and St. George



# RAPS

Ryerson Association of Planning Students

School of Urban and Regional Planning

Ryerson University

SBB400 • 350 Victoria Street • Toronto, Ontario • M5B 2K3

laps@ryerson.ca

Street hold community meetings in consultation with the ward councillors in respect of the design of separated bike in January 2013 with implementation in 2013;

2. Expand the scope of the Environmental Assessment to extend the proposed separated bicycle lanes on Richmond Adelaide to an easterly terminus of Parliament Street rather than the currently proposed easterly limit of Sherbourne Street consistent with the decision of PWIC to extend the easterly terminus of the Wellesley Street bicycle lanes to Parliament from Sherbourne. Implementation to proceed in the fall of 2013 if the Environmental Assessment approvals are in place by that time.
3. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Beverley Street that includes community and stakeholder consultation and consideration of the availability of parking on local side streets, with a report back to the March 2013 meeting of the Public Works and Infrastructure Committee with implementation of separated bicycle lanes on Beverley to be implemented in Fall of 2013
4. Transportation Services install separated bike lanes on Bloor St East, from Sherbourne Street to Broadview Avenue, by Spring 2013; and
5. 5. That the General Manager report in October 2012 as to additional resources needed if any to implement these decisions.

Sincerely,

Brandon Langille

VP of Student Affairs

Ryerson Association of Planning Students

langillebrandon@gmail.com

Cc. Public Works and Infrastructure Committee, City of Toronto

Cc. Christian Chan, Partner, C2 Urban Planning

Cc. Jared Kolb, Director of Campaigns and Membership, Cycle Toronto

Cc. Councillor Kristyn Wong-Tam, Ward 27 – Toronto Centre Rosedale, City of Toronto

Cc. Councillor Adam Vaughan, Ward 20 – Trinity Spadina, City of Toronto

Cc. Councillor Mike Layton, Ward 19 – Trinity Spadina, City of Toronto



**DELIVERED VIA EMAIL**

November 13, 2012

**City of Toronto**

Public Works and Infrastructure Committee  
100 Queen Street West, 10<sup>th</sup> Floor (west tower) City Hall  
Toronto, Ontario  
M5H 2N2

**Attention: Members of Committee**

Dear Chair and Members of Committee,

**RE: Proposed Cycle Tracks on Wellesley Street from Parliament Street to  
Queen's Park Crescent West  
Agenda Item No. PW19.3**

As Chair of the Ryerson University Planning Alumni Committee (RPA), I am writing on behalf of our committee with regards to Agenda Item No. PW19.3 being the proposed cycle tracks on Wellesley Street.

The RPA's mandate is to provide support for Ryerson University Urban and Regional Planning students.

It is our understanding the aforementioned infrastructure project is approved and awaiting the implementation phase.

It goes without saying a heightened level of infrastructure to accommodate various modes of transportation including cycle tracks is a fundamental requirement for any City which strives to be all inclusive place to live work and play.

The RPA committee is supportive of a full implementation for cycle tracks on Wellesley Street from Parliament Street to Queen's Park Crescent West and strongly urges Committee to move quickly with the implementation of the same. Such infrastructure improvements will assist and improve the quality of life for Ryerson University students who will utilize the cycle tracks as part of their daily commute.

The RPA wishes to thank Committee for the opportunity to provide comment and is hopeful the implementation phase of the project will proceed in an expedited manner

Should you have any questions or require further information, please do not hesitate to contact the undersigned.

Yours truly,  
**RYERSON PLANNING ALUMNI**

Maurizio Rogato, M.C.I.P., R.P.P.  
Chair

City of Toronto, Public Works and Infrastructure Committee  
Candy Davidovits  
10<sup>th</sup> Floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

October 19, 2012

**RE: PW19.3 – “Proposed Cycle Tracks on Wellesley Street from Parliament Street to Queen’s Park Crescent”**

Dear Chair Minnan-Wong and members of the Public Works and Infrastructure Committee,

On behalf of 30,000 full-time undergraduate and all graduate students at Ryerson University who are members of the Ryerson Students' Union, we are writing in support of Cycle Toronto's advocacy for the adherence to the implementation timelines for the Wellesley-Hoskin Bike Lane Upgrades.

On July 12, 2011, City Council directed City staff to proceed with detailed design and consultation to upgrade the existing Wellesley St. bike lanes with the aim of providing a cycle track type design to better separate cars and bikes.

As such events are to occur in the direct transportation corridors our members use on a daily basis, we have received communications (from Cycle Toronto and their council, C2 Urban Planning) informing us of the City of Toronto's initiative to implement a separated bicycle right-of-way of Wellesley Street, from Sherbourne Avenue to University Avenue, continuing on to Hoskin Avenue and Harbord Street, from University Avenue to Ossington Avenue. The project is slated to commence in early 2013.

As representatives of Ryerson students, residents of the area, and the wider University population, we feel that the Wellesley-Hoskin-Harbord Project will be an important and highly-used thoroughfare for students at Ryerson University, placing a higher level of safety for our cycling population and renewing our commitment as an organization and student body supporting active and sustainable transportation in the city.

We recognize that a full implementation of this project from Sherbourne Street to Ossington Avenue on Wellesley Street, Hoskin Avenue and Harbord Street will contribute to a much needed cycling network in Toronto. Please inform us of all future consultation in regards to this project. We also encourage the immediate consultation and design process for the balance of the Hoskin and Harbord Cycle lanes, all the way

to Ossington: this is as we understand that currently there has been no consultation and design process for the Cycle Tracks beyond Spadina Avenue.

We call on the City to complete the construction of the Project within the stated timelines, not only to limit the inconveniences to Ryerson University students, but also to note that the previous Cycle Track Project on Sherbourne, that is just occurring now, was two years behind schedule for implementation.

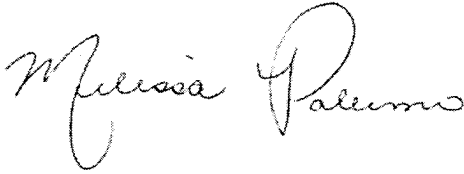
The original timelines for the Wellesley-Hoskin-Harbord Cycle Tracks Project were to have this project be implemented this year – we can not afford to wait any longer than the most recently stated timelines for this Project.

We, the Ryerson Students' Union, support Cycle Toronto's request from their letter sent September 6, 2012, that:

1. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Harbord Street between Ossington Avenue and St. George Street hold community meetings in consultation with the ward councillors in respect of the design of separated bike in January 2013 with implementation in 2013;
2. Expand the scope of the Environmental Assessment to extend the proposed separated bicycle lanes on Richmond Adelaide to an easterly terminus of Parliament Street rather than the currently proposed easterly limit of Sherbourne Street consistent with the decision of PWIC to extend the easterly terminus of the Wellesley Street bicycle lanes to Parliament from Sherbourne. Implementation to proceed in the fall of 2013 if the Environmental Assessment approvals are in place by that time.
3. The General Manager, Transportation Services, commence the design phase for separated bike lanes on Beverley Street that includes community and stakeholder consultation and consideration of the availability of parking on local side streets, with a report back to the March 2013 meeting of the Public Works and Infrastructure Committee with implementation of separated bicycle lanes on Beverley to be implemented in Fall of 2013
4. Transportation Services install separated bike lanes on Bloor St East, from Sherbourne Street to Broadview Avenue, by Spring 2013; and
5. That the General Manager report in October 2012 as to additional resources needed if any to implement these decisions.



Sincerely,



Melissa Palermo  
Vice President Education  
Ryerson Students' Union, Local 24 Canadian Federation of Students  
Tel. 416.979.5255  
Fax. 416.979.5260

Cc. Public Works and Infrastructure Committee, City of Toronto  
Cc. Christian Chan, Partner, C2 Urban Planning  
Cc. Jared Kolb, Director of Campaigns and Membership, Cycle Toronto  
Cc. Councillor Kristyn Wong-Tam, Ward 27 – Toronto Centre Rosedale, City of Toronto  
Cc. Councillor Adam Vaughan, Ward 20 – Trinity Spadina, City of Toronto  
Cc. Councillor Mike Layton, Ward 19 – Trinity Spadina, City of Toronto