



**The Annex Residents' Association**  
93, Bedford Road, Toronto, Ont., M5R2K4

December 3, 2012

Councillor Adam Vaughan  
Ward 20, Trinity-Spadina  
**Toronto City Hall**  
100 Queen Street West, Suite C50  
Toronto, ON M5H 2N2

Dear Councillor Vaughan,

*Re: Implementation of Annex Residents' Association Cycling Policy*

We are writing to ask that you use your position as Ward 20 Councillor to move towards implementing the cycling proposals for the Annex neighbourhood that we set out below.

In January 2011, the Board of the Annex Residents' Association unanimously adopted a Cycling Policy which included a number of specific recommendations aimed at making cycling safe for the many Annex residents who cycle. Our recommendations have been communicated to the neighbouring residents' associations (listed below), the Bloor Annex BIA, the Harbord Street BIA, as well as Cycle Toronto. We have asked each of these groups to communicate to you their own views, which we understand to be largely favourable to our recommendations.

On October 2, 2012 we conducted a public meeting to solicit feedback on our recommendations. Our public meeting was very well attended and included some residents from Seaton Village and Harbord Village, as well as representatives from Cycle Toronto (with whom we had collaborated to organize the meeting). We also benefited from the insights you provided in advance about conducting an effective public meeting and properly engaging neighbouring residents.

We began the public meeting with a presentation from the Toronto Centre for Active Transportation about the large contribution made to local businesses from cyclists and pedestrians, compared to a much smaller contribution from motorists. We then presented four specific recommendations:

1. Bike lanes on Bloor Street in the Annex;

1. Bike lanes on Bloor Street in the Annex;
2. 30 km/h speed limits on Annex roads (-- a speed limit recently recommended by Toronto's Medical Officer of Health and Ontario's Chief Coroner);
3. Contra-flow lanes on streets to be determined; and
4. Separated bike lanes, where appropriate and feasible.

**There was overwhelming support for each of the first three recommendations.**

In terms of separated bike lanes there was very strong support but dependent on how such bike lanes are designed. For example, some participants expressed concern that the lanes restrict cyclists because passing slower cyclists is difficult while others suggested that many people will only feel safe on bikes if they can ride on separated lanes. In addition, there was strong support for considering the provision of new and creative types of bike parking.

We subsequently met (again) with several other residents' associations to communicate the outcome of the meeting.

After almost two years, we are now at the final stage of the steps set out in our Cycling Policy, namely to present these recommendations to you for implementation. We would be very pleased to discuss with you or your staff how best to make these recommendations a reality on our roads.

We hope that the implementation of these recommendations will spur other parts of the city to rejuvenate floundering efforts to make Toronto a safe city for cyclists as part of the answer to urgent problems of climate change, air pollution, traffic congestion, and poor physical fitness.

We thank you in advance for your assistance and interest in making cycling safe for your Ward's residents – and making transportation sustainable for all Torontonians.

Sincerely,

Dávid Harrison  
Chair, ARA

c.c.  
Bloor Annex BIA, Seaton Village Residents' Association, Palmerston Area Residents' Association, Harbord Village Residents' Association, Huron-Sussex Residents' Association, Cycle Toronto, Harbord Street BIA