



**Complete
Streets**

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active transportation 



May 13, 2014

RE: PW 31.8 – Wellington Street West and Simcoe Street Redesign and Two-Way Conversion

Dear Chairman Minnan-Wong and Members of the Public Works and Infrastructure Committee,

I am writing on behalf of the Toronto Centre for Active Transportation (TCAT), a project of the registered charity Clean Air Partnership. TCAT's mission is to advance knowledge and evidence to build support for safe and inclusive streets for walking and cycling.

At your meeting of May 14th, you will address a staff report that outlines recommendations related to the operations of Wellington Street West and Simcoe Street, specifically converting both to two-way traffic operations. I would like to raise several points in response to the staff recommendations in this report regarding both of these corridors.

Simcoe Street

The report indicates that Simcoe Street could accommodate bike lanes as part of a conversion to two-way operations between Wellington Street West and Front Street West. TCAT supports this recommendation as it would further enhance the downtown cycling network, and extend existing bicycle lanes on Lower Simcoe Street, south of Front Street.

With respect to Simcoe Street from Wellington Street West to Queen Street West, I encourage the Committee to request staff consider a two-way bikeway along the eastern edge of Simcoe Street for this corridor. This would be in keeping with the recommendations of the Richmond – Adelaide Cycle Track Study, and further enhance access to the Waterfront from downtown via Simcoe Street and Lower Simcoe Street. Implementing the bikeway on the eastern side of the street would avoid conflicts with the curbside activities associated with Roy Thomson Hall mentioned in the report, and still allow for 2-3 lanes of automobile traffic along the entire length of Simcoe Street.

Wellington Street West

In contrast to the recommendations of the staff report, I would like to express TCAT's support for bicycle lanes along Wellington Street West. The City has put in place several measures to facilitate access for cyclists along the Wellington Street corridor to the west of the area under consideration. These include a non-auto crossing of the Spadina streetcar right-of-way and bicycle lanes along Wellington Street West west of Bathurst.

Bicycle lanes along Wellington would provide additional capacity to the planned cycle tracks along Richmond and Adelaide, serve the new residential development in the Wellington and Bathurst area, and enhance the connections to the Waterfront via Simcoe Street/Lower Simcoe Street and Blue Jays Way. Finally, opting not to provide bicycle lanes on Wellington would leave no protected east-west cycling connections between Adelaide Street and the Martin Goodman Trail along the Waterfront. Given the heavy vehicular traffic and significant commercial and residential development in this area, additional cycling capacity is already required. Filming activities along Wellington, cited in the report, could be addressed by installing a two-way cycle track along one side of the street.

In summary, both Simcoe Street and Wellington Street West offer significant opportunities to enhance the bicycle network in the western portion of Downtown. We feel these steps would help realize those opportunities.

Thank you for the opportunity to comment.

Sincerely,



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