

August, 12, 2014

Dear Chair and members of the Public Works and Infrastructure Committee,

Re: PW33.1 - Improving Safety for Bicycle Commuters

According to the City's 2010 Bicycle Count Report, more than 14,000 cyclists travel into the downtown core on roads south of Queen Street every day. These cyclists represent almost two thirds of the more than 19,000 cyclists entering Toronto's downtown core daily. Poorly served by existing bike routes, these cyclists are forced onto some of the busiest streets in Toronto.

At its June 2014 meeting, City Council unanimously adopted the installation of a cycle track pilot project on Richmond Street and Adelaide Street with the intent of improving safety for cyclists entering and leaving the downtown core. The plan had widespread public support and City staff worked feverishly to complete the installation of this project.

Now that the cycle track is complete, it has lived up to expectations with one very notable exception; the cycle track is not physically separated from lanes of vehicular traffic.

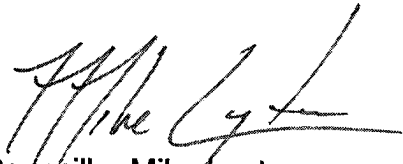
Without a physical separation, the lanes do not improve safety for cyclists as anticipated. Delivery trucks and other vehicles are constantly parked in the bike lanes and cars frequently use the cycle track to bypass traffic in other lanes forcing cyclists into lanes of fast moving vehicular traffic.

The general understanding of the Council direction was that the cycle track would have physical separation ensuring delivery trucks and other vehicles could not park or drive in the bike lanes. The City's website describes a cycle track as having a physical separation and images included in the staff report and on the project website show plastic bollards separating the bike lane.

In response to the significant public concern over the lack of physical separation, the deputy City Manager for Cluster A has clarified the phased approach to the implementation of the Richmond-Adelaide cycle track and that physical separation will be added in the fall in order to conduct research into the effectiveness of the different separation approaches as part of the Environmental Assessment.

We appreciate that staff have taken a phased in approach to the implementation of the cycle track and the size and scope of this project. We are writing to support immediate steps to implement physical separation along the Richmond-Adelaide cycle track pilot project.

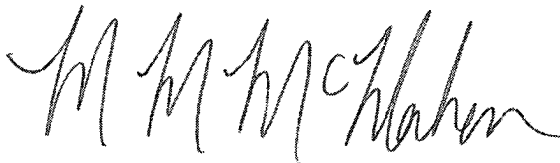
Sincerely,



Councillor Mike Layton
Ward 19, Trinity-Spadina



Councillor Ceta Ramkhalawansingh
Ward 20, Trinity-Spadina



Councillor Mary-Margaret McMahon
Ward 32, Beaches-East York



Councillor Pam McConnell
Ward 28, Toronto Centre-Rosedale



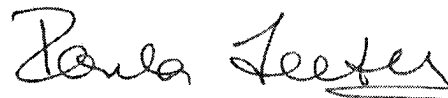
Councillor Kristyn Wong-Tam
Ward 27, Toronto Centre-Rosedale



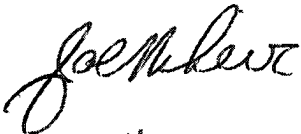
Councillor Ana Bailão
Ward 18, Davenport



Councillor Josh Matlow
Ward 22, St. Paul's



Councillor Paula Fletcher
Ward 30, Toronto-Danforth



Councillor Joe Mihevc
Ward 21, St. Paul's



Councillor Mary Fragedakis
Ward 29, Toronto Danforth