

June 3, 2016

Dear Councillors Matlow and Carmichael-Greb,

On behalf of the Midtown cycling community we deeply appreciate your efforts to make Toronto a world class cycling city. The 10 year bike plan, if adopted, will be a giant step that will take our cycling infrastructure into the 21st century. The plan would provide a minimal network of connected bikeways, allowing Torontonians to safely cycle from one part of the city to another - something that is currently not possible anywhere in Toronto aside from a small area downtown.

Unfortunately, Toronto has lagged far behind other cities around the world. In Midtown, only one bike route was added in the last 15 years - on Moore Street, connecting to very little. There is still no safe route to bike downtown, and few safe routes to schools, workplaces, shopping or recreation.

The best way to drive increased growth in cycling in Toronto is to provide safe cycling infrastructure, with as much protection as possible. [73% of Torontonians](#) say they would ride more if there was safe cycling infrastructure. When cycling infrastructure is built, such as on Richmond or Adelaide Streets, cycling traffic doubles or [triples within a few short years](#). And on long-established cycling routes, such as College or Harbord, it is not uncommon to see [bikes outnumber cars](#).

Therefore, we urge you to:

- **Support the bike plan** in motion [PW13.11](#) with as few revisions as possible. The proposed 10-year plan is the outcome of a highly consultative and data driven approach, based on sound research. Unlike the previous 2001 cycling plan, of which only a small portion was implemented, this plan is tightly aligned to upcoming capital works improvements and funding, making it both more achievable and more affordable. Attempts to eliminate individual projects from the plan will considerably set back the entire network rollout.
- **Increase the yearly funding** to \$25M/year. Investing just over 8\$ per person per year in cycling will build a network we can all be proud of within 6-7 years. Dollar-for-dollar, cycling is the most efficient investment in transportation infrastructure, with a return of anywhere from [\\$4](#) to [\\$24](#) for every \$1 spent on cycling infrastructure. Even at \$25M per year, this would be far lower than other jurisdictions, including [London's investment of £900m](#) or [Norway's \\$1b bikeway plan](#).
- **Bring major corridor studies** back into the bike plan. According to the local Councillors, the Danforth communities are ready for a serious conversation about bike lanes as early as 2017. Many Midtown cyclists ride to the Danforth and beyond, and a safe bikeway would revitalize that street and improve our safety. Other corridor studies will be performed on suburban arterial roads with a wide right-of-way where lane reduction will likely not be required.

- Eliminate the onerous **polling requirement** added to motion PW13.11 at the Public Works Committee, which would require the City to poll all residents and businesses near a project. Such a requirement is not applied to any other transportation project at the city with the exception of speed bumps, and even for those it causes unnecessary expense and bureaucratic overhead while not contributing at all to safety or transportation capacity.
- Ensure the **study of Midtown Yonge street (Bloor to Eglinton) remains in the 10-year plan**. While this segment is arguably the most contentious part of the entire bike plan, it is important to realize that it is merely a study. We have consulted many of our members that would like to see bike lanes on Yonge through Midtown and beyond. Though the number of cyclists is growing every year, they generally do not feel safe and motorists generally do not feel comfortable driving around cyclists. In the long term we see Yonge as a complete street that safely accommodates cars, trucks, buses, pedestrians and bikes - however, this study needs to start when the community is ready.
- The bike plan allocates 1.461M for Midtown Yonge study. If the Midtown study will be postponed past 2018, we ask that **this funding should be used on other projects in the bike plan that directly benefit Midtowners**. We request you to work with staff to identify projects that can be prioritized and moved ahead of the study of Midtown Yonge.

Thank you for considering our suggestions. We hope we can count on you.

Sincerely,



Cycle Toronto Midtown: *Ward 16 and Ward 22 Advocacy Group*

cycleto.ca/ward/22

ward22@cycleto.ca

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