

# PW11.7.72

**From:** [Brandon Quigley](#)  
**To:** [Public Works and Infrastructure Committee](#)  
**Cc:** [Councillor Jaye Robinson](#); [Councillor McMahon](#); [Councillor Perruzza](#); [Councillor Moeser](#); [Councillor Lee](#); [Councillor Holyday](#); [Councillor Fletcher](#); [info@cycleto.ca](mailto:info@cycleto.ca); [Ward 30 Cycle Toronto](#)  
**Subject:** PW11.7  
**Date:** Friday, February 26, 2016 6:53:04 PM

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Re: PW11.7

Dear members of the Public Works & Infrastructure Committee,

I am writing to encourage you to support item PW11.7, “Cycling Network Plan and Requesting Information to Consider Building a Minimum Grid.” The majority of city councillors were elected on a pledge to build a Minimum Grid by 2018 consisting of 100 km of protected bike lanes and 100 km of bicycle boulevards on local streets. With less than \$10 million spent on cycling infrastructure last year, time is running out. Only by increasing the budget to at least \$20-\$25 million per year will Toronto be able to come close to the goal of a Minimum Grid by 2018. Considering this level of spending as part of the new ten year cycling plan is a responsible and modest way to move towards a more sustainable, healthy, and less congested city.

Toronto has fallen behind in its transportation infrastructure in many ways, but no more so than in its bicycle network. Cities in Europe, such as Amsterdam and Copenhagen, have cycling mode shares of 30% or higher, due to their high quality and comprehensive bicycle infrastructure. But even within Canada and North America, Toronto has fallen way behind. Montreal spends over twice as much per person on Cycling infrastructure compared to Toronto, and now has over six times as many kilometres of bike lanes as we do. Ottawa spent roughly \$7 million per year on cycling from 2011-2014, and with 1/3 the population of Toronto, that means we would need to spend \$20 million per year just to catch up. Chicago, a city of a similar size to Toronto, has nearly three times as many kilometres of bike lanes.

We also know that spending on bike lanes is highly economical. The Richmond Adelaide cycle tracks are a great example; they cost less than \$250,000 per kilometre, have attracted thousands of new people on bikes, while reducing travel times for drivers. Compared to the hundreds of millions or even billions the city is spending on transit and road projects, bicycle infrastructure offers excellent value to reduce congestion, make roads safer for everyone, improve the economic vibrancy of the city, help reduce pollution and our impacts on the climate, while improving health outcomes.

I look forward to your vote in favour of motion PW11.7, “Cycling Network Plan and Requesting Information to Consider Building a Minimum Grid.” Thank you for considering my submission on this important matter.

Brandon Quigley

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Co-chair, Ward 30 Bikes (Cycle Toronto ward group)

Sources of information:

[www.cycleto.ca/minimumgrid](http://www.cycleto.ca/minimumgrid)

[http://www.thestar.com/news/city\\_hall/2014/06/09/torontos\\_cycling\\_plan\\_one\\_pedal\\_forward\\_one\\_back.html](http://www.thestar.com/news/city_hall/2014/06/09/torontos_cycling_plan_one_pedal_forward_one_back.html)

<http://ottawacitizen.com/news/local-news/spend-20m-on-cycling-annually-group-urges>

[www.toronto.ca/cycletracks](http://www.toronto.ca/cycletracks)