

PW11.6.110

From: [Etobicoke South Cycling Cmtee](#)
To: [Public Works and Infrastructure Committee](#); [Councillor Jaye Robinson](#); [Councillor McMahon](#); [Councillor Perruzza](#); [Councillor Moeser](#); [Councillor Lee](#); [Councillor Holyday](#)
Cc: [Jacquelyn Hayward Gulati](#); [Jared Kolb](#); info@cycleto.ca
Subject: PW11.6 - Waterfront Trail - Lake Shore Cycle Track, and Contra-flow lane on Waterfront Drive
Date: Tuesday, March 1, 2016 12:18:45 PM

To: Members of Public Works and Infrastructure Committee (PWIC), and Toronto Council :

The **Etobicoke South Cycling Committee** (ESCC) advocates for Cycling in our community, and works in conjunction with *Cycle Toronto*, and City staff, to help make Toronto a more bicycle-friendly City.

The **Waterfront Trail**, which was conceived in Toronto and now stretches 1600-km across Ontario, is both a commuter route along our lakefront for many cyclists travelling between their workplace and home, as well as a tourist destination for visitors to our City. In the 20 years since its inception, it has become an important and highly-used part of Toronto's cycling infrastructure.

While much of the Trail through Toronto is on quiet residential streets or separated multi-use paths, there is a 1400m segment, between Norris Cres and First Street in Etobicoke, which travels along *Lake Shore Blvd West*; this a very busy roadway and places cyclists in mixed traffic with cars, trucks, streetcars, and parked vehicles. For many cyclists, this is an uncomfortable and dangerous section of the Trail.

In September 2013, Sue Trainor was cycling home to Mississauga from her job in downtown Toronto when, according to reports, her wheel got caught in the streetcar track on Lake Shore Blvd W; Ms. Trainor lost control of her bike and she was thrown into traffic. Ms. Trainor was an avid and competent cyclist, but one small error cost a woman her life.

The *Waterfront Trail* attracts cyclists with a wide range of experience, from daily commuters to occasional recreational riders and families with young children.

Everyone has a right to feel safe when getting around Toronto, by whichever mode of travel they choose, whether it is via transit, by car, on foot or by bicycle. Cyclists should not be afraid for their life when riding their bikes, for either utilitarian or recreational purposes.

The installation of a dedicated bi-directional **Cycle Track** on Lake Shore Blvd West would close a significant safety gap in the Waterfront Trail through Toronto. The potential for collisions will be minimized as cyclists will be separated from vehicular traffic by appropriate barriers.

The ESCC strongly supports this initiative by the City, which will make cycling along the Lake Shore a safer and more enjoyable experience, for all users.

In addition, the proposed **contra-flow bicycle lane** on *Waterfront Drive* (near Palace Pier) will enable cyclists travelling eastbound along Marine Parade Drive to reconnect with the Trail near the Humber Bay bridge. This short (200m) roadway is used mostly by condo residents who are exiting the underground garage of their building, and is wide enough (6m) to safely accommodate both vehicles and cyclists.

There has been a large increase in pedestrian and cyclist traffic in the *Humber Bay Shores Park* area, due in part to the population explosion in the neighbourhood, and the popularity of the *Waterfront Trail*. This minor adaptation will provide a parallel on-street option and divert some cyclist traffic away from the busy Trail itself; this should help to mitigate conflicts between Trail users in this vicinity. The alteration to this quiet roadway will have minimal impact on automobile users.

The ESCC supports the proposed contra-flow bicycle lane in this location.

As the population of Toronto continues to grow, the City must adapt its use of our public space to meet the increasing demands of all people who need to move around our City, in any manner which suits them best. Cycling is becoming a larger part of the transportation mix, and cycling infrastructure across the City must grow to meet these changing requirements.

Sincerely,

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