



Robert J A Zaichkowski, CPA, CMA
804-200 Dufferin Street, Toronto, Ontario, M6K 1Z4
(416) 662 2885 / robert.zaichkowski@yahoo.ca

May 11, 2016

PW13.11.48

Dela Ting
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, Ontario, M5H 2N2

Dear Members of the Public Works and Infrastructure Committee (PWIC),

RE: PW13.11 (Ten Year Cycling Network Plan)

On behalf of the Cycle Toronto Ward 14 Advocacy Group, I would like to thank Mayor John Tory and City Council (including a majority of PWIC members) for supporting the Bloor Street bike lane pilot project at the May 4 City Council meeting. This pilot project sends a strong signal that Toronto is back on track in becoming a bike friendly city, but it needs to be followed up with a plan for all of Toronto. This is where the new Ten Year Cycling Network Plan comes in.

Our group has worked extensively with the City of Toronto's Cycling Unit during the bike plan consultation process and thank them for their efforts. While they acknowledged the need to increase funding and operating capacity, we feel their recommendation of \$16 million per year does not go far enough in delivering the Minimum Grid a majority of Toronto city councillors supported during the 2014 election campaign. Given Toronto has lagged behind other world class cities regarding cycling infrastructure and the week of April 25 to May 1 resulted in 18 pedestrians (including one killed) and 9 cyclists struck¹, we urge that PWIC and City Council **approve \$25 million per year in funding** and complete the new bike plan within 6 - 7 years.

As for what has been proposed in Ward 14, we are pleased with the inclusion of Bloor Street, as well as three critical north-south connections. These include Dowling Street (to provide Parkdale residents safe access to the Waterfront), Lansdowne Avenue (to connect Parkdale to the West Toronto Railpath), and Dundas Street (to make accessing the Junction safer).

We are disappointed with the lack of east-west options provided. Appendix A highlights two areas of concern; those being the gap on Dundas from Sorauren to Bloor, as well as the lack of alternatives to Queen and King Streets. There is also the issue of Parkdale's one way streets being too narrow to accommodate contraflow bike lanes. While bike lanes on either Queen or King remain a priority for our group, I would like to propose two short term solutions. Those are to extend the Queensway bike lanes to Roncesvalles Avenue during the planned intersection reconstruction and to legalize contraflow bicycle traffic on streets too narrow to accommodate contraflow bike lanes such as Seaforth Avenue; the latter of which our group long supported.

In conclusion, we urge that you honour your Minimum Grid pledge by approving \$25 million per year to accelerate the bike plan and address east-west connectivity in Parkdale. I thank you for considering the matter and feel free to contact me should you wish to discuss this further.

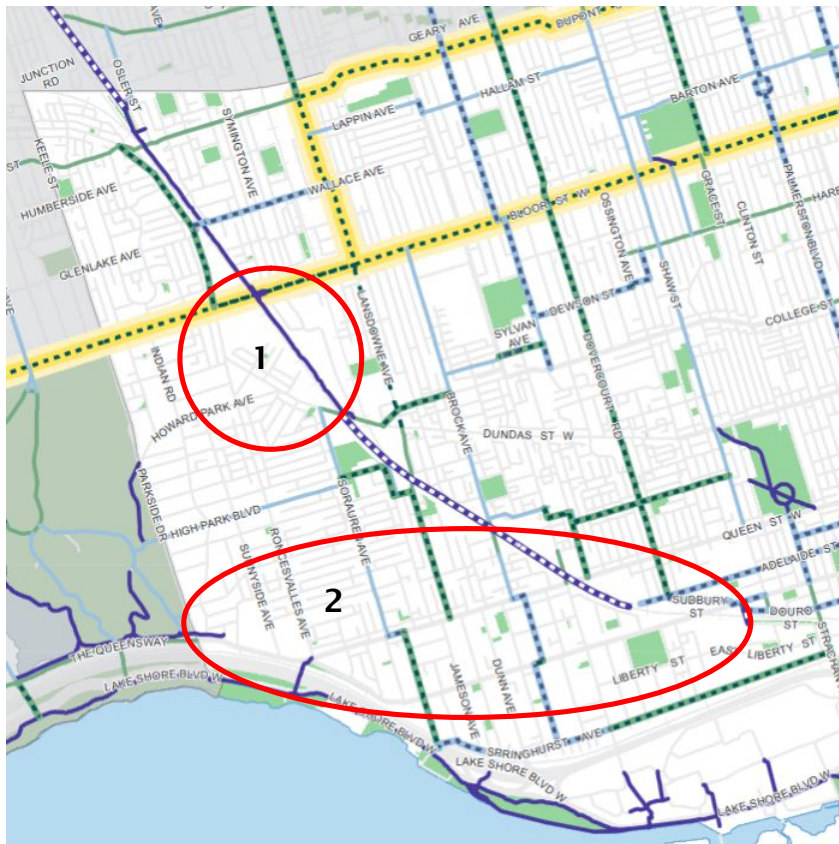
Sincerely yours,

Robert Zaichkowski, CPA, CMA
Co-Captain, Cycle Toronto Ward 14 Advocacy Group

CC: Cycle Toronto, Councillor Gord Perks, Mayor John Tory, City of Toronto's Cycling Unit

¹ Storify via Greg Burrell: <https://storify.com/ivanvector/car-nage-on-toronto-roads>

Appendix A - Areas of Concern in Ward 14



1. There is a bike lane gap on Dundas Street from Sorauren Avenue to Bloor Street. Since the West Toronto Railpath does not offer cyclists easy access to Bloor and bike lanes are proposed on Dundas from Bloor to Dupont, it would make sense to close this gap.
2. While the part of Toronto east of Ward 14 has access to Richmond and Adelaide Streets, as well as the future CAMH connection, there are no east-west alternatives to King and Queen Streets between the West Toronto Railpath and where the Queensway bike lanes end at Glendale Avenue. This presents a significant safety issue for Parkdale cyclists.

Since the King-Queen-Roncesvalles intersection is due for reconstruction, one short term solution would be to extend the Queensway bike lanes from Glendale Avenue to Roncesvalles Avenue in order to connect with the pedestrian and cycling bridge. Legalizing contraflow traffic on streets too narrow to accommodate contraflow bike lanes such as Seaforth Avenue – long supported by our group and where many cyclists currently ride the wrong way – would also help provide an alternative to Queen. To complete the link to Roncesvalles, a similar treatment could be applied to Pearson Avenue and a short section of Macdonnell Avenue from Seaforth to Pearson.

Even with these short term solutions, cyclists still prefer to take direct routes and visit local businesses, as evident by a recent survey done by the Cycle Toronto Ward 14 Advocacy Group stating only four percent of people arrive in Parkdale by car. Therefore, bike lanes on either Queen or King Streets will remain a priority for the group.