Bike Plan 2016 Deputation

Cycle Toronto Ward 18 Group
Suhail Barot
Biking in Toronto

- In 2006, “former City of” Toronto Cycling modal share = 3.1%
- 10% Annual Growth
- Current “former City of” Toronto cycling modal share potentially 7.5%

![Cycling Mode Share in Focus Wards](image-url)
Ward 18

- 2\textsuperscript{nd} highest cycling modal share (2006)
- 15% of all trips by W18 residents are walking and cycling (2011)
- Current cycling modal share – 14%?
- Badly need additional infrastructure for cycling
Our involvement

- Participated in consultations in 2014, 2015 and 2016 with city staff
- We collected local cyclist input
- Presented priorities, shared local knowledge
- Excellent staff-led consultation process
Our perspective

• Toronto is lagging behind other cities on bike infrastructure
• PWIC should adopt plan with at least $25 million annual funding
• 10+ years is far too long for implementation
• Plan is generally good, lays foundation for expansion of cycling outside of former City of Toronto
W18 perspective

• Our ward is to get:
  – Bloor St as EW route,
  – Dovercourt Rd, Lansdowne Ave and West Toronto Railpath as NS routes

• Additional minor street routes of lower utility

• We support with reservations, if implemented quickly
Improvements needed

• Additional EW connectivity needed
• Access to major commercial corridors (College, Dundas, Queen) not provided
• Need strategy to provide bike lanes on streetcar routes w/o slowing transit
• Also need infrastructure on Dufferin St btw College and Bloor – destinations (Dufferin Mall, Dufferin Grove park, 2 schools) w/o good access); Gladstone Ave can be interim solution
Map of needed improvements
Bike Plan 2016 Deputation

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Ward 15

- 7% of all trips by W15 residents are walking and cycling (2011)
- Current cycling modal share – 5%? and stable
- Good potential for increased cycling with appropriate infrastructure
Our involvement

• Participated in consultations in 2014, 2015 and 2016 with city staff

• Presented priorities, shared local knowledge

• Excellent staff-led consultation process
Our perspective

- Toronto is lagging behind other cities on bike infrastructure
- PWIC should adopt plan with at least $25 million annual funding
- 10+ years is far too long for implementation
- Plan is generally good, lays foundation for expansion of cycling outside of former City of Toronto
- Needs more of a network approach in North York
W15 perspective

• Our ward is to get:
  – Eglinton Ave, Castlefield Ave, Bridgeland Ave and Glencairn Ave as EW routes
  – Dufferin St 401 Crossing
  – Connection of Marlee to Yorkdale Mall and Dufferin crossing

• Significant deficiencies in connectivity and NS route options (only Marlee -> Dufferin)
• Plan does not create a network / grid
• We support with reservations, if implemented quickly
Improvements needed

• Additional NS connectivity needed
  – Need a **NS trunk route** along an arterial – one out of Caledonia, Dufferin, Bathurst

• Need **safe 401 Crossing at Bathurst St** – is ridiculous to have no options between Dufferin and Yonge St

• Better access to 401 crossing at Dufferin St
  – Maybe Caledonia / Orfus, Yorkdale Rd or Lawrence Ave

• Need definitive **funding commitment for Eglinton Connects!**
Map of needed improvements

- Dufferin St can form a spine through ward Caledonia and Bathurst to a lesser degree
- 401 Crossing Essential
- Note lack of through routes / grid connectivity