

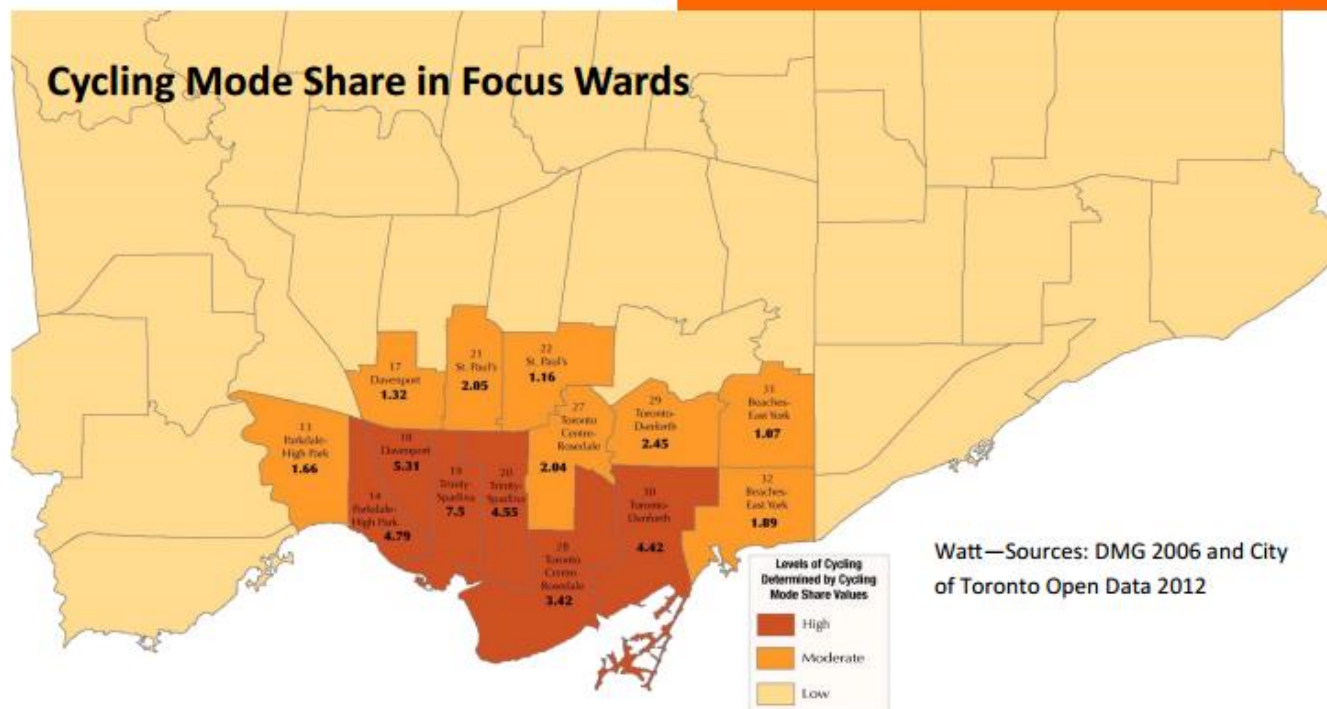
Bike Plan 2016 Deputation

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%**



Ward 18

- 2nd 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

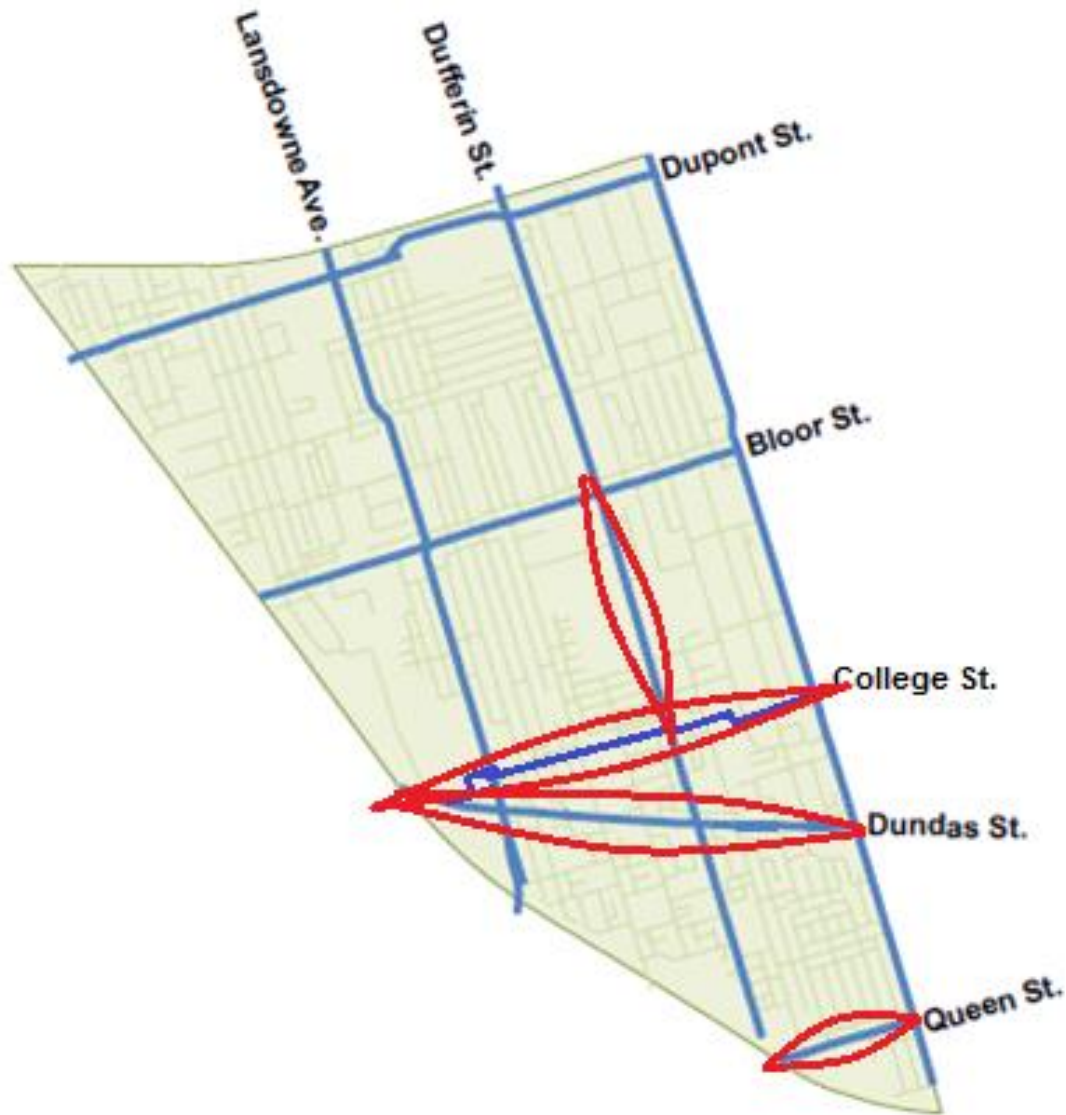
W18 perspective

- 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



Re: PW13.11.94

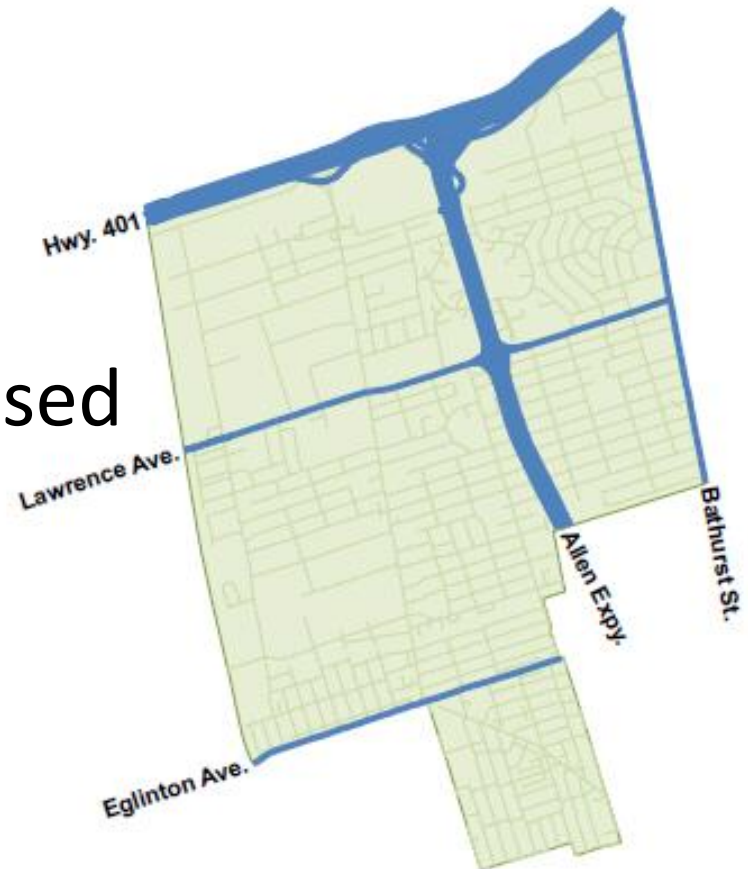
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Ward 15

- 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

