



## Ward 30 Bikes

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May 13, 2016

Attention: Public Works and Infrastructure Committee,  
City of Toronto  
100 Queen Street W.  
Toronto, ON M5H 2N2

I would like to express support for the new Ten Year Cycling Network Plan (Agenda item PW13.11), and for accelerating funding for the plan by spending \$25 million per year. We already know that getting more people on bikes means that more people have an affordable, convenient, healthier, more environmentally friendly way to access jobs, shopping, and services, and leads to less congestion on our city streets. While many cities in North America, including Vancouver and Montreal, have built extensive networks of safe protected bike routes, Toronto has lagged behind. The new Cycling Network plan offers a clear, detailed, and pragmatic way forward. By increasing funding to \$25 million per year, City Council can not only show it respects the citizens of Toronto who bike today, but also that it recognizes the incredible potential of those could be biking in the coming years if more safe places to ride are available.

Firstly, City staff should be commended on an exemplary job in putting together the plan and consulting with residents and other stakeholders. The tens of thousands of people who have provided feedback and information on the Cycling Network Plan is a testament to this work, and a model for other departments and projects. City staff have reached out to the group I am a part of, Ward 30 Bikes, to get feedback on the plan, incorporated our suggestions where feasible, and we've seen the details of the plan change in response to our feedback and that of others in the community.

In Ward 30, Toronto-Danforth, the proposed extension of the current Eastern Avenue bike lanes would make this a more useful east-west route for cycling, in keeping with new development along this corridor. We are also excited about the prospect of a cycling connection over the Eastern Avenue bridge over the Don River to link our community to the current Richmond Adelaide Cycle Tracks. Connections to the Port Lands and the Waterfront are also very important in our area, and are accommodated in the plan through a proposed route on Carlaw, as well as other connections. Other neighbourhood connections on quiet streets also fill important needs. Perhaps most importantly, the addition of bike infrastructure on the Danforth would not only help protect the safety of the thousands of people who already bike along the Danforth each day, but could also attract thousands more people to ride their bikes, and become new and more frequent customers to the local businesses along this stretch. In our ward, we've been humbled by how enthusiastically BIA's such as the Riverside BIA, the Danforth BIA, and the Danforth Mosaic BIA have expressed their desire to attract more people on bikes to their stores and services. This is but one example of how the Cycling Network Plan works towards not just the goals of cycling as a transportation option, but also the wider needs and desires of our entire community.



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While implementing the bike plan is important, it is equally important that the bike plan is implemented quickly. If there is a problem at all with the staff report, it is that it is perhaps not ambitious enough. PWIC and City Council have already shown ambition when it comes to other forms of transportation. On the Gardiner Expressway, the city is spending \$3.8 billion over the next 30 years, or \$127 million per year<sup>1</sup>, to serve roughly 7 percent of the commuters going into the core<sup>2</sup>. Seven percent is an interesting number, because a 2013 survey found that roughly 7 percent of people in Toronto ride their bikes daily<sup>3</sup>. In Vancouver, their more extensive bike network has pushed commuter mode shares to rise to 7 percent. With the Bloor-Danforth subway extension to Scarborough Town Centre, the city is spending hundreds of millions of dollars on a route on which currently carries roughly 40,000 people per day. For a fraction of the cost, we can serve the over 1.5 million Torontonians who have ridden a bicycle in the last year.

In short, when the numbers are put in perspective, \$25 million per year for cycling is a very reasonable and small amount. But luckily, since investments in bike lanes are so inexpensive, and the benefits so vast, even this modest amount can be expected to pay huge dividends for the city in terms of increasing safety of people who ride bikes today, and encouraging more people to ride tomorrow.

Thank you very much for considering my submission. I look forward to your vote in favour of building the Cycling Network Plan as soon as possible through a funding level of \$25 million per year.

Sincerely,

A handwritten signature in black ink, appearing to read "B Quigley", is written over a light grey dotted grid background.

Brandon Quigley

Co-chair, Ward 30 Bikes

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<sup>1</sup> <http://www.toronto.ca/legdocs/mmis/2015/ex/bgrd/backgroundfile-83671.pdf>

<sup>2</sup> <http://www.gardinereast.ca/sites/default/files//documents/TRN%20-%20presentation%20-%20PIC%203%20-%202014%2002%2006.pdf>

<sup>3</sup> [http://www.sharetheroad.ca/files/SHARE\\_THE\\_ROAD\\_survey\\_summary\\_2013\\_v2.pdf](http://www.sharetheroad.ca/files/SHARE_THE_ROAD_survey_summary_2013_v2.pdf)