

Date: 2 November 2017

To: Toronto City Council

CC: Councillor Jon Burnside (Ward 26)  
Councillor Kristyn Wong-Tam (Ward 27)  
Councillor Lucy Troisi, c/o Executive Assistant Tom (Ward 28)  
Councillor Mary Fragedakis (Ward 29)  
Cycle Toronto  
Geoff Cape, CEO, Evergreen

From: Ward 29 Bikes

**Re: 2017.PW24.5 Speed Limit on Bayview Avenue from Pottery Road (Northerly Intersection) to River Street Ramp**

Dear Members of Toronto City Council,

I am writing to urge you to oppose the recommendations of staff report to raise the speed limit to 60 km/h (from 50 km/h) on Bayview Avenue, from Pottery Road (northerly intersection) to River Street Ramp. I understand at PWIC the motion was amended to raise the speed limit only from the Pottery Road southerly intersection to the River Street Ramp, however, my letter covers the whole segment of Bayview Avenue discussed by the report.

Our reasons are:

(1) Contrary to the staff report, there **are** vulnerable road users on the roadway.

The staff report indicates that a speed study was conducted on 15-16 August 2017, two weekdays (Tuesday and Wednesday). There is no information about when the road environment study, which concluded that there was an “absence of vulnerable road users on the roadway,” was done.

As a regular volunteer at Evergreen Brick Works (EBW) between May and November for the past four years and a year-round visitor to EBW, I can tell you that there are vulnerable road users on the roadway. While there is a new protected multi-use trail on the east side of Bayview between Pottery Road south and Rosedale Valley Road, pedestrians and cyclists use the **west side of Bayview**, from at least the northerly intersection of Pottery Road to the north and south entrances of Evergreen Brick Works, where there are no sidewalks and no barriers. I see them regularly; I am one of them.

For visitors approaching EBW from north of the Pottery Road (south) intersection, the north entrance of EBW is the most direct and convenient point of entry to the site. Few would take the more circuitous route: wait at the Pottery Road lights and cross to the east side of Bayview, wait to cross to the south side of Pottery Road, walk or cycle on the multi-use trail to the more distant south entrance to EBW, wait at the lights, and cross Bayview again, to enter the site and have to walk through the busy parking lots at the south entrance. For experienced cyclists riding down Pottery Road (south), it is still more convenient to cross Bayview at the intersection, ride on the west shoulder of the road, and enter EBW

via the north entrance than to cross Pottery Road, ride further than necessary along the multi-use trail, and then cross Bayview, to the busy south entrance.

In addition, visitors to EBW are beginning to park their cars on the shoulders of Bayview (especially during busy events), making it even more dangerous for pedestrians and cyclists travelling on the west side of Bayview.

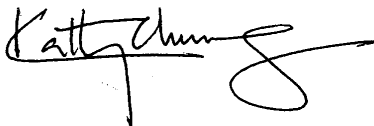
With the growing popularity of EBW, the growing neighbourhoods of Corktown Common, the Canary District, and the emerging Don River Valley Park, this stretch of road will only get busier. A speed limit of 60 km/h will only encourage vehicles to travel faster than they already do now and further endanger vulnerable road users.

(2) Raising the speed limit to match existing dangerous driving behaviour (speeds equal to and greater than 50% above the speed limit) rather than modifying drivers' behaviours through improved road design, communications, and enforcement is an abandonment of Vision Zero and the concept of planning and design to ensure the safety of all road users.

(3) This stretch of Bayview is not very long and there are four traffic signal intersections between Pottery Road north and River Street (at Nesbitt, Pottery Road south, the south entrance of Evergreen Brick Works, and Rosedale Valley Road). It doesn't make sense to let people raise their speed from 50 km/h to 60 km/h when they will be required to stop and start four times and return to 50 km/h at the end of this section of roadway.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kathy Chung', with a long horizontal flourish extending to the right.

Kathy Chung  
On behalf of Ward 29 Bikes