

January 30, 2017

BY EMAIL

Mayor Tory and Members of Council
c/o Marilyn Toft
12th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2
clerk@toronto.ca

Dear Mayor Tory and Members of Council:

Re: MM24.19: Authorization to Release Section 37 Funds from Various
Developments to fund the John Street Cultural Corridor Project - by Councillor
Joe Cressy, seconded by Councillor Ana Bailão (Ward 20)

The Cycle Toronto Ward 20 Advocacy Group is a collection of people who live and/or work within the ward. We share a common concern for road safety.

We are aware that a motion has been put forward to release section 37 funds in connection with the John Street Revitalization Project.

While we support the initiative to make John Street a “Pedestrian Priority Route”, we would ask that any plans for John Street include physical interventions which recognize that John Street is and will remain a vital link for people commuting by bicycle to the downtown core.

In September 2016, we paid for a professional traffic count at the intersection of Queen and John. This count revealed that during the weekday morning peak commuting hour, bicycles accounted for 71.8% of all road traffic heading south and 55.9% of all road traffic heading north on John Street. In the afternoon peak commuting hour, bicycles accounted for 41.2% of all road traffic heading south and 74.3% of all road traffic heading north on John Street.

Our traffic count also revealed that during the weekday morning peak commuting hour, 542 pedestrians travelled southbound and 683 pedestrians travelled northbound along John Street. In the afternoon peak commuting hour, 1150 pedestrians travelled southbound and 982 pedestrians travelled northbound along John Street.

The dominant users of John Street, by far, are cyclists and pedestrians.

Five years have passed since the Environmental Assessment was first approved for this project. Since that time, the area around John Street has undergone significant

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transformation including a massive population increase due to the construction of many new high rise condominiums. This area has also seen a drastic increase in cycling traffic as a result of the very successful Adelaide and Richmond Street bicycle lanes.

Furthermore, since 2012, Council has also endorsed the principles of Vision Zero and has moved towards a model of “Complete Streets”. Any revitalization of John Street that does not include cycling infrastructure would be incongruous with these Council approved policies.

We applaud the construction of the Peter Street bike lane but this should not preclude consideration of cycling needs on other City streets. In the spirit of Vision Zero, we ask you to consider the evidence we have collected to ensure that the safety of all road users is considered as the John Street Revitalization Project moves forward.

We would be happy to share our data and to work with the City and other interested stakeholders as this project continues into its next phase.

Yours truly,

Laura Dean, Co-Captain, Cycle Toronto Ward 20 Advocacy Group

cc. Jennifer Keesmaat

Councillor Jaye Robinson