

From: [Brian Iler](#)
To: [Clerk](#)
Cc: [Councillor Jaye Robinson](#); [Jennifer Keesmaat](#); [Councillor McConnell](#); [Councillor Minnan-Wong](#); [Councillor Bailao](#)
Subject: MM24.19 - City of Toronto Council Meeting January 31-February 1
Date: Monday, January 30, 2017 1:48:24 PM
Attachments: [MM24.19 - Letter from Cycle TO Ward 20 Advocacy Group.pdf](#)

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)

I am writing to you on behalf of my firm, [Iler Campbell](#), which has offices at 150 John Street. Many of our employees and partners cycle daily to work. The remainder walk or take transit – none of our staff use a car to come to work.

As an early supporter of the proposed separated bikeway network for downtown Toronto we strongly supported the proposal for separated bicycle lanes through the downtown core on Richmond and Adelaide Streets which were approved by Council in 2011, 6 years ago.

We also supported at that time the introduction of separated bicycle lanes on John Street between Adelaide and Stephanie Street.

John Street is the busiest north-south bicycle route in the City of Toronto and is heavily used by workers in Toronto's downtown area.

John Street at Queen Street is the only signalised intersection on Queen Street West between University and Spadina that connects both the north and south side of Queen Street at a 90 degree angle.

This is extremely important as one of the most dangerous obstacles in the City for cyclists in the City is street car tracks.

Cyclists to be safe need to approach street car tracks at 90 degree angle.

There has been an explosion in the amount of year round cyclists commuting year round in the last 6 years. Richmond and Adelaide have seen huge increases in cyclists since the addition of the cycle tracks. That growth can only continue as more bicycling infrastructure is built.

We are writing to request city Council direct that the design work for the John Street improvements include a design for protected cycle tracks on John Street connecting the cycle tracks on Richmond Adelaide to Stephanie Street to provide a safe north south connection between the bicycle lanes on Beverley and the balance of the separated bicycle lane network south of Queen Street west of University Avenue.

Yours truly



Brian Iler

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