



Safe streets
Healthy city
Vibrant voice

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June 7, 2017

PW22.7 - Lower Yonge Precinct Environmental Study

Dear Chair Jaye Robinson and members of the Public Works & Infrastructure Committee,

I am writing on behalf of Cycle Toronto regarding PW22.7. We are pleased to see the preferred designs included in the report for the Lower Yonge Precinct and encourage members of PWIC to endorse City staff's recommendations.

Background

Most Ward 28 residents don't regularly drive. Data from the Transportation Tomorrow Survey in 2006 & 2011 retrieved by the University of Toronto (2014) found:

- 50% of households in Ward 28 do not own a car.
- In morning rush hour, 76% of people get around by walking, public transit & cycling.
- Same for commuters just 24% of people drive to Ward 28.
- 6% of Ward 28 residents use bicycles as their primary transport.
- From 2006-2011 cycling mode share in Ward 28 grew by 74%

Highrise development in Ward 28 continues at breakneck pace. Given car congestion today, increased density can't be supported by cars. Cars are the least space effective way to move people. At typical 1.1 person occupancy, a car lane can move just 1000 people/h. Road space used for walking, transit or cycling provides a minimum of 10 times more congestion free people moving capacity.

Analysis

We expressed concern with the recommendations brought forward to PWIC in the Lower Yonge Precinct Transportation Master Plan in early 2015 from a cycling perspective. Since then, we've worked with City staff and are pleased with the preferred designs included in this report. They embrace protected bicycle lanes (cycle tracks) which will help keep existing cyclists safe and encourage more people to travel by bicycle. More specifically, City staff recommend:

- Yonge St: Upgrading bicycle lanes to cycle tracks between Waterfront and Rail Corridor; cycle tracks to be maintained through rail underpass; painted bike lanes between Rail Corridor and Front St.

- Harbour St: Bi-directional multi-use path to be installed on south side of street
- Cooper St: Space for "future bike lanes" between Queens Quay and Lakeshore; future tunnel to include raised separated cycling facilities
- Church St: Cycle tracks south of the Esplanade
- Lower Jarvis St: Cycle tracks between Queens Quay and Lakeshore

We would recommend that City staff explore safer intersection design modelled after [protected intersections](#), as well as better underpass lighting, especially during the detailed design process.

The preferred designs recommended by City staff recognize and embrace how local residents are moving in the 21st century. We encourage members of PWIC to adopt staff recommendations and look forward to the detailed design process.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jared Kolb', with a stylized flourish at the end.

Jared Kolb
Executive Director
Cycle Toronto