

 The Annex Residents' Association

Monday, March 19, 2018

Mayor John Tory
c/o City Clerk
Toronto City Hall
2nd Floor, 100 Queen St. W
Toronto, Ontario
M5H 2N2

Sent electronically by email to clerk@toronto.ca

Dear Mayor Tory and city councillors,

***RE: Yonge St. REimagining initiative (PW 27.1) and Vision Zero
And re: Council session beginning March 26, 2018***

The REimagining of Yonge St. in North York is a unique opportunity to re-design a major Toronto roadway in a manner consistent with Toronto's road safety priorities, as articulated in the Vision Zero plan. We therefore encourage you to support the 'Transform Yonge' option which includes safe design features like additional road crossings, wider sidewalks, a bike lane, and the reduction of six motor lanes to four.

North York Centre is an area of our city that has experienced a dramatic population density increase. Old ideas about accommodating people in single-occupant cars must be re-considered in the context of this new reality. The [staff report](#) for REimagining Yonge (at p. 12) indicates that by 2031, only 36% of residents of the area will travel by car. The transition to transit, walking and cycling has already occurred in North York Centre; the road design must now follow to the benefit of the burgeoning local population and the opportunity to attract more visitors with a pleasant, safe, and inviting streetscape.

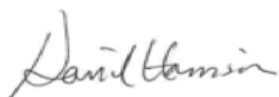
REimagining Yonge does not deny motorists, most of them from outside the city, the opportunity to use Yonge St. as a thoroughfare; it merely obliges motorists to make do with four instead of six lanes.

Our Annex community is also well-placed to comment on the proposal to put the proposed bike lane on parallel Beecroft Rd. instead of on Yonge St. In 1979, a bikeway was put on Harbord St. instead of Bloor St., although Bloor ranked at or near the top of various cycling metrics, including cycling numbers and anticipated cycling growth.

Cyclists use arterials for the same reasons as motorists, a point made by city consultant Barton-Aschman in 1979, in 'Planning for Urban Cycling,' noting that, "utilitarian cycling occurs primarily on the same major urban arteries and during the same times of day as heavy vehicular traffic." By 1983, Works Commissioner Ray Bremner noted that cyclists continued to prefer Bloor over parallel Harbord St. -- a predictable result, according to the research. Bloor finally got a bike lane almost forty years later, albeit too late for the many cyclists who had been killed or injured on this roadway. We should not make the same mistake on Yonge.

We therefore urge you to vote for the 'Transform Yonge' option, consistent with the city's Vision Zero Road Safety Plan.

Sincerely,



David Harrison, Chair
The Annex Residents' Association