



April 10 2018

10th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2
Attention: Nancy Martins

RE: PW28.13 Cycling Network Plan Implementation in Thorncliffe Park and Flemingdon Park (Ward 26)

Dear Councillor Jaye Robinson and Members, Public Works and Infrastructure Committee,

We are pleased to express our strong support for the Cycling Network Plan Implementation in Thorncliffe Park (TP) and Flemingdon Park (FP). We are pleased that the city is moving forward with implementation of the Cycling Network Plan in these communities in which biking has so many benefits to offer. In addition however we believe that moving forward with cycle tracks on Overlea Boulevard and Don Mills Road, the major corridors linking the communities, is required in order for bicycling to attain a significant transportation mode share in the community.

Cycle 26 is the ward affiliate of Cycle Toronto, and is active in advocacy, communication and engagement activities in support of better cycling conditions and increased cycling participation in Ward 26. Cycle 26 has worked in partnership with the Clean Air Partnership (Toronto Centre for Active Transportation) and with Flemingdon Health Centre on Healthy Communities projects in FP and TP. We have assisted in communicating information about the Cycling Network Plan Study and related events in TP and FP. And we have added our insights and knowledge regarding cycling condition and issues in the area.

We note that interest in biking as a mode of transportation has been nurtured recently through several initiatives from NFP groups such as Morning Glory (bike give-aways), Evergreen (bike clinics), and Culture Link (Bike Host program) and ourselves (bike clinics in Thorncliffe Park in 2017 in conjunction with Friday markets in R.V. Burgess Park, made possible by a grant from Cycle Toronto.. And MGCI is one of only four “Bike hubs” in the City. However the key to increased cycling is activity is bicycling safety, and that means cycling infrastructure.

The Cycling Network Plan Implementation involve bike lanes (and for a small segment, bike tracks) on several of the internal roads in TP and FP. In TP these improvements

will allow for local travel by bike from home to such places as the East York Town Centre, the public school, Iqbal Halal Foods, and places of worship including the mosque. However, they will not allow for travel from TP or FP to the Valley Park Middle School or Marc Garneau Collegiate Institute (located at the intersection of Overlea Boulevard and Don Mills Road), or to mid-town, downtown or the Danforth via Overlea Boulevard and Don Mills Road. These improvements are being left to a major corridor study, which unfortunately has been deferred.

The overriding issue is getting to and between the communities of TP and FP, especially dealing with the pinch point of the Don River bridge. The presence of two schools close to this bridge makes it a pressing and important concern. For example a recent planning session for the Go Green Cricket Complex (on the Valley Park School property) identified safe access to Valley Park School as a major issue for its programs, and noted that kids coming from TP were forced to get rides from parents and neighbours in order to participate in the Go Green programs and events.

Again, while we welcome these improvements in bike infrastructure on the “inside” of each community, we stress the outstanding need for connectivity to the “outside”.

Respectfully submitted,

Geoff Kettel,

For Geoff Kettel, Louis Fliss, and Mary Chong for
Cycle 26

c.c. Councillor Jon Burnside
Keagan Gartz, Acting Executive Director, Cycle Toronto
Maria Calvachi, Team Lead, Health Promotion, Flemingdon Health Centre
Nancy Smith-Lea, Director, Toronto Centre for Active Transportation
Andrew MacEachern, Morning Glory Cycling Club
Kristin Schwartz, Culturelink
Sabina Ali, Thorncliffe Park Women’s Committee
Ahmed Hussein, The Neighbourhood Office