



Safe streets  
Healthy city  
Vibrant voice

# PW30.6.3

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June 11, 2018

Jaye Robinson, Chair  
Public Works & Infrastructure Committee  
Toronto City Council  
% Nancy Martins, Clerk of the Committee  
Via email: [pwic@toronto.ca](mailto:pwic@toronto.ca)

**Re: [PW30.6](#) - Cycling Network Plan:  
York University, Downsview and Other Neighbourhoods**

Dear Chair Robinson and Members of the Public Works and Infrastructure Committee,

I am writing on behalf of Cycle Toronto regarding item PW30.6, which includes proposals to install protected bike lanes (cycle tracks), painted bike lanes, and sharrows on streets within the York University and Downsview areas.

**Dedicated cycling infrastructure will support critical cycling connections**

We support the staff report's recommendation for protected bike lanes on sections of Shoreham Drive, Evelyn Wiggins and Sheppard Avenue West as well as painted bike lanes on sections of Dovehouse Avenue, Sentinel Road, and Chatham Avenue along with related trail improvements. As the staff report notes, these facilities create critical cycling connections for residents to access educational, employment, shopping, and recreational facilities and will encourage more people to ride bikes, thereby increasing their health and reducing traffic congestion.

**Sharrows have no place on streets with 40 km/h speed limits**

We disagree, however, with the staff recommendation to install sharrows on Dovehouse Avenue and sections of Sentinel Road and Chatham Avenue. These sections should provide Toronto residents with, at minimum, painted bike lanes as the posted speed limit will be 40 km/h – even if that results in the loss of on-street parking. [Sharrows are not bicycle infrastructure](#) and they do nothing to improve cycling safety. They certainly do not encourage new people to try riding a bike – something which the City of Toronto should be actively encouraging in the name of promoting health and fighting congestion.



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It is disappointing that City staff would recommend sharrows in place of dedicated cycling infrastructure, especially when demand for on-street parking on Dovehouse in particular is currently at less than 10 percent of existing capacity. As the staff report notes, “feedback from the public supported separation between bicycle lanes and vehicle lanes through the use of physical protection wherever possible, particularly on higher speed or higher volume roads.” Sharrows should be used only for wayfinding in the context of enforced 30 km/h speed limits and engineering measures intended to reduce the volume of motor vehicle traffic. According to [the National Association of City Transportation Officials’ \(NACTO\) Urban Bikeway Design Guide](#), it is not best practice to expect people riding bikes to share infrastructure with motor vehicles in cases where the posted speed limit is higher than 30 km/h.

Toronto’s [Vision Zero Plan](#) indicates that “The City is committed to Vision Zero and accepts its fundamental message: fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to **zero**.” We know that dedicated cycling facilities are safer than forcing people riding bikes to share the road with motor vehicle traffic moving at 40 km/h (or higher). The City of Toronto’s commitment to Vision Zero requires that the safety of vulnerable road users take precedence over driver convenience. We urge the Public Works and Infrastructure Committee to direct staff to revised the proposed designs to incorporate dedicated cycling infrastructure consistently on all 40 km/h streets that are included in the York University and Downsview neighbourhood plans.

### Future gaps to fill

We would also suggest two improvements to the local network for consideration at the earliest opportunity: There is a gap in the network on the east side of the university campus on Ian MacDonald Boulevard and The Pond Road before the trail begins south of The Pond Road to connect to Evelyn Wiggins Drive. We encourage the City and York University to work together to upgrade the infrastructure on the portion of Ian MacDonald between York Blvd and The Pond Road, where there is presently no dedicated bike infrastructure. We will be encouraging York University to engage the public (including local cycling advocates) when the short stretch of The Pond Road between Ian MacDonald Blvd and the York University Busway is developed so that the gap in the dedicated cycling network can be filled with quality infrastructure.



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Secondly, York Region's [Pedestrian and Cycling Plan](#) calls for cycling facilities on parts of Keele Street, including from Steeles to 16th Avenue. We recommend that the City of Toronto extend the Keele bike lanes to at least the Finch Hydro Corridor when York Region installs cycling facilities on their section of Keele.

Thank you for the opportunity to comment and we look forward to supporting the City in moving ahead with the 10-Year Cycling Network Plan as quickly as possible.

Sincerely,

A handwritten signature in black ink that reads "Elizabeth Sutherland".

Liz Sutherland  
Director of Advocacy and Government Relations (Interim)  
Cycle Toronto

*Cycle Toronto is a member-supported not-for-profit organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We represent 3,000 Torontonians.*

