



Safe streets
Healthy city
Vibrant voice

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May 27, 2020

Mayor John Tory and Toronto City Council
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Mayor Tory and City Councillors,

RE: CC21.20--Cycling Network Plan Installations: Bloor West Bikeway Extension & ActiveTO Projects

Cycle Toronto enthusiastically supports CC21.20 as a historic step forward to accelerating the Cycling Network Plan and building a more equitable cycling network across the city. Most crucially, we support the planned rapid installation of these projects in summer 2020 as part of the city's pandemic response under the ActiveTO program. **We urge every member of Council to vote in favour.**

In our [open letter to the Toronto Office of Recovery and Rebuild](#) on April 29, 2020, we stressed that active transportation will be essential to the economic and social recovery of Toronto. Cycle Toronto has spent the past months working collaboratively as a partner to create more safe transportation options to get around the city during the pandemic.

We've identified three key areas where the cycling projects in this package support essential workers and essential trips, provide more access to outdoor space while physical distancing, and supporting businesses and connecting communities.

1. Essential TTC Line 2 subway relief:

- Bloor St W: extending the incredibly successful bike lane west 4.5 km from Shaw St past High Park to Runnymede Rd
- Bloor St E: closing the 1.5 km gap between Avenue Rd and Sherbourne St
- Danforth Ave: 6 km from Broadview Ave to Dawes Rd, a complete streets implementation along the current boundaries of The Danforth Study

This is big news - after many years, and well over 10,000 community signatures, there will finally be a continuous 15 km protected bikeway along much of the Bloor-Danforth

corridor that promotes active transportation, connects communities, supports local businesses, and provides much needed relief to the Line 2 subway.

2. Connections that will deepen our cycling network downtown and create future opportunities to extend routes outside the core:

- University Ave: 2+ km from Adelaide St W to Bloor St W, to create a comfortable and safe north-south cycling route in the downtown core to the cluster of hospitals in the Discovery District
- Dundas St E: 1 km from Sackville St to Broadview Ave, to help connect the Dundas St E bike lanes across the Don Valley Parkway and provide a more convenient connection to Regent Park and the Gerrard St bike lanes
- Bayview Ave: 1km multi-use trail to make it easier to connect downtown and East York via Pottery Road
- Overlea Blvd: under consideration to further connect the bike lanes in Thorncliffe Park and Flemingdon Park

3. Projects that will begin the overdue creation of a suburban network:

- Brimley Ave: 4 km from Lawrence Ave to Kingston Rd, to finally create a north-south route in Scarborough
- Huntingwood Dr: 5 km from Victoria Park to Brimley Rd, to begin the first steps of building a cycling network in Scarborough with an east-west route
- Faywood Blvd and Wilmington Ave: 4 km from Finch Ave to Wilson Ave, to better link the Finch Hydro Corridor Trail south to communities and develop a north-south route in North York

This is an important first step to building an equitable network across our city. This cycling infrastructure will transform Toronto. We will have, for the first time, cycling infrastructure connecting Bloor St and Danforth Ave, creating a continuous east-west corridor and a way to provide a 'transit relief valve' for commuters looking for an alternative to the Line 2 subway. Line 1's safety valve will be on the University side alone, with a protected north-south route through the core that provides direct access to hospitals and other institutions. There will be fairly significant expansions of the cycling network within North York and Scarborough. These projects can be rolled out early this summer, within about a month.

While this announcement is a major expansion of our cycling network, it still does not complete the Cycling Network Plan. There remain areas to expand and gaps to close to further build an equitable city-wide network that will quickly require another phase of ActiveTO as a pandemic response plan:

- Improve and expand Quiet Streets to provide more connectivity and make safer communities



- Continue and expand temporary Major Road Closures throughout the summer
- Provide relief to prevent crowding and offer transportation options on the other side of TTC Line 1 subway along Yonge, the busiest in Canada
- Build cycling infrastructure to create connections in midtown
- Provide relief to the TTC's crowded bus lines in the suburbs
- Identify solutions for the entire city. Many of the City's wards will see no new infrastructure under this plan despite a lack of cycling infrastructure being a citywide issue

The Transportation Services team has put forward a comprehensive report with an aggressive one month timeline. Many of these projects will be built quickly with interim materials as part of ActiveTO which enables changes to be made rapidly so the real-world impact can be experienced and adjustments made soon afterward. Toronto must emphasize an iterative, outcome-oriented approach that ensures the best results. And to move forward with building a safer, more equitable city, we need this first phase of the ActiveTO bike network expansion now.

Thank you to the champions and supporters, your leadership on this has been appreciated, and we'll need more in the coming weeks and months during Toronto's recovery and next phase of ActiveTO. We look forward to CC21.20 passing on Thursday, May 28, 2020. These 40km form the single biggest cycling package Toronto has ever seen and will provide important connectivity for those who already choose to bike through the city and the many new people looking for transportation alternatives during the pandemic.

Let's keep this momentum going,



Michael Longfield

Interim Executive Director
Cycle Toronto

Cycle Toronto is a non-profit organization representing 3,000 members that is advocating for Toronto to become a safe, healthy, and vibrant cycling city.

