



September 27, 2020

12th floor, West Tower, City Hall

100 Queen Street west, Toronto, ON M5H-2N2

Attention: Marilyn Toft

By email to: councilmeeting@toronto.ca

IE15.11: Support for Midtown Yonge Bikeway proposal.

Dear Mayor Tory and Members of City Council,

The South Eglinton Ratepayers' and Residents' Association (SERRA) represents the community in the South East quadrant of the Yonge-Eglinton Secondary Plan area. SERRA has proudly served our community for 50+ years.

SERRA strongly supports a temporary protected bikeway along Yonge Street from south of St Clair Avenue to north of Lawrence following the complete streets approach applied to Danforth Avenue, with implementation by the second quarter of 2021.

There is no doubt that COVID-19 has changed the way we live. As the city slowly re-opens, we have concerns about our ability to get around safely, especially along major transit corridors, where physical distancing will be challenging on subways and buses.

In Midtown, before the pandemic, 450,000 people used the Line 1 Yonge subway. During reopening, if even a fraction of people who used transit opt for cars, our roadways would seize up. As Mayor Tory has said, "we need a safety valve for transit."

A bikeway on Yonge will relieve pressure on the Yonge subway and provide people with a safe alternative to transit, will offer an affordable and healthy way to get around, and will help local businesses recover by bringing more customers to street level. A safe, protected bikeway on Yonge will encourage people to transition to cycling and free up capacity on the subway and buses for those who have no alternative.

There is ample room for a protected bikeway in Midtown. CafeTO installations along Yonge would benefit from a protected bikeway providing a safety buffer between patio seating and vehicle traffic. Our local businesses are already experiencing a surge in people shopping by bike. And as you know from other ActiveTO installations on major transit corridors such as Bloor and Danforth, temporary bikeways afford real-time testing of design in a fraction of the cost and time associated with major studies.

ActiveTO has shown us that Toronto can quickly implement innovative solutions for active transportation as part of the pandemic recovery.

Lastly, we would like to point out that construction at Yonge & Eglinton and Yonge & Bloor has constrained vehicular traffic to two lanes, which will continue for several years. Between these two bottlenecks, Yonge widens to 4-6 lanes, providing plenty of room to maintain vehicular traffic lanes and add protected, safe bike lanes.

Thank you for your consideration,

Respectfully submitted,

Andy Gort,
President, SERRA

cc. Dr. Eileen de Villa, Chief Medical Officer of Health
Barbara Gray, General Manager, Transportation Services
Saad Rafi, Office of Recovery and Rebuild
Geoff Kettel and Cathie MacDonald, FoNTRA
John Taranu, Cycle Toronto Midtown
SERRA Board