



Safe streets
Healthy city
Vibrant voice

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November 17, 2020

Executive Committee
Toronto City Hall
100 Queen St W, 2nd Floor
Toronto, ON M5H 2N2

RE: EX18.4 — Update on Nathan Phillips Square Bike Station

Dear Members of the Executive Committee,

Bicycle theft is a significant concern for the many people who cycle and is a barrier for those who want to cycle, but are worried about their bicycle being stolen. Secure bicycle parking facilities not only protects residents' means of transportation but also makes it easier to commute by bicycle in the city, encourages a healthy mode of travel, reduces gridlock, reduces GHGs, supports TransformTO climate goals, and crucially normalizes the bicycle as a viable mode of transportation. **Cycle Toronto encourages the City of Toronto to continue to construct and manage bicycle parking stations across the city.**

With many offices closed in response to the COVID-19 pandemic, the Nathan Phillips Square Bicycle Station has closed to new registrants. Following this temporary closure, once businesses reopen and staff are reallocated, we anticipate that demand will only increase as new and improved bike lanes downtown have made it easier for people to get around by bicycle. It would be a mistake to prematurely judge the success of the bicycle stations during the pandemic.

Just as car drivers can access safe, secure, and reliable car parking at Nathan Phillips Square, bicycle commuters also need to be supported with the provision of safe, secure, and reliable bicycle parking. Secure bicycle parking supports a strong cycling culture within Toronto and is crucial to meeting our climate goals.

In addition to the Nathan Phillips Square Bicycle Station, there are currently bicycle parking stations at Victoria Park Station, Finch West Station, and Union Station, with more bicycle parking stations planned along the Eglinton Crosstown LRT. However, [registration for new users](#) is available in person only at Union Station and East York Civic Centre during business hours or through a mailed cheque. For users who do not live near the stations and/ or work a 9 to 5 job, these restrictions on registration may serve to depress new registration.

Two potential solutions to increase registration of bicycle parking stations could include:

1. Permitting registration at more locations across the city and at different operating hours to accommodate varying work schedules, or
2. Permitting registration online or by phone.

Improvements to transit through the Eglinton Crosstown LRT, Finch West LRT, and RapidTO all present opportunities to encourage and enhance multimodal commuting. In particular for residents who live outside of the city core or have long commutes with multiple transfers, combining cycling and transit can be a viable alternative to commuting by car. Improving bicycle parking is key to building a successful cycling transportation network.

Sincerely,

A handwritten signature in black ink, appearing to read 'M. Longfield', with a horizontal line extending from the end.

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.

