



Safe streets  
Healthy city  
Vibrant voice

# IE12.8.107

192 Spadina Ave, Suite 215  
Toronto, ON M5T 2C2  
416-644-7188 | cycleto.ca

March 10, 2020

Infrastructure and Environment Committee  
Toronto City Hall  
100 Queen St W, 2nd Floor  
Toronto, ON M5H 2N2

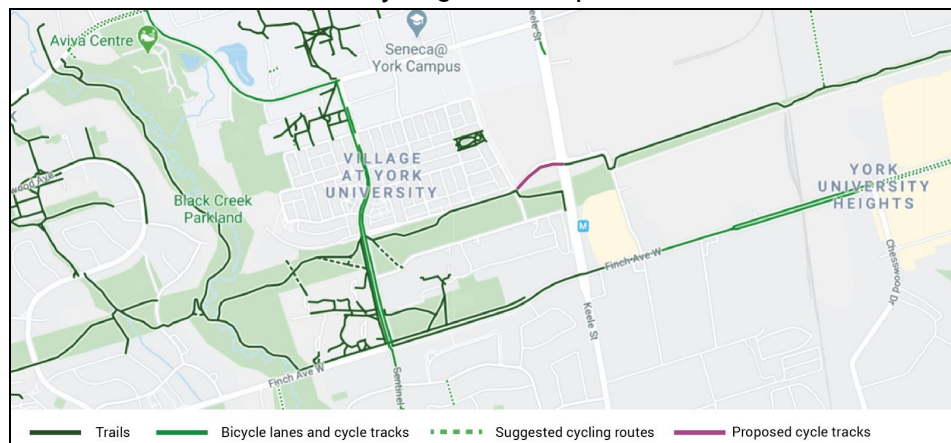
Dear members of Infrastructure and Environment Committee:

## RE: IE12.8: Cycling Network Plan: 2020 Cycling Infrastructure Installation - First Quarter Update

Cycle Toronto has supported the Cycling Network Plan when it was first approved by City Council in 2016 and again in July 2019. Cycle Toronto wishes to express its support for the following cycling projects which are important neighbourhood connections that link existing infrastructure and are crucial to creating an interconnected cycling network.

Cycle Toronto supports the following projects:

- **Murray Ross Pkwy:** The proposed cycle tracks on Murray Ross Pkwy will fill in the missing link in the Finch West Trail. This will connect York University with the surrounding neighbourhoods and will make cycling a safer, more feasible option for students, staff, and faculty to get to campus.



*Map showing the proposed cycle track on Murray Ross Pkwy in context of other cycling infrastructure.*

- **Shaw St:** The changes proposed to Shaw St will make the route safer for all road users while also ensuring that the already-popular route can continue to operate as a major north-south spine. Shaw St is a very successful example of a quiet, residential cycling route, as traffic consists primarily of active modes: city data



shows that 75% of people using Shaw St during morning rush hour do so by walking or cycling. Ensuring that the street continues to function as a quiet, neighbourhood route is key to unlocking its potential. Unlike other roads in the area, Shaw St has a grade-separated railway crossing north of Dupont and provides a popular route for people cycling north to Midtown.

- **Dewson St and Roxton Rd:** Enhancing access between Harbord St, a popular cycling route, and Dewson St, a quiet neighbourhood route, will create a useful link between neighbourhoods and major trip generators, such as Dufferin Mall, and schools, including Central Tech Academy, Dewson Street Junior Public School, and St. Mary Catholic Academy.
- **Shuter St, Sumach St, and River St:** Similar to Shaw St, the upgrades to Shuter St improve an already-popular route by making it appropriate for All Ages and Abilities (AAA). 75% of the neighbourhood surrounding Shuter St commute already uses active modes, including transit, cycling, and walking.

Converting the River St bike lanes to cycle tracks and installing improved separation will help reduce illegal parking in the existing bike lane. Ensuring that bike lanes and cycle tracks are kept clear from illegal parking and stopping is essential in creating a AAA cycling city.

- **Borden St and Brunswick Ave:** We support the installation of the contraflow lanes on Borden St, Brunswick Ave, and Ulster St, as well as the creation of a bidirectional cycle track on College St between Borden St and Bellevue Ave. The contraflow lanes on Borden St and Brunswick Ave will extend the popular Denison-Bellevue contraflow lanes, creating a continuous quiet, neighbourhood route between Queen St and Bloor St.

We are pleased that Kensington Community School was consulted directly about the impact to their bus pick-up and drop-off area and that they support the installation of a new area that will be built on Lippincott.

- **Douro-Wellington Bike Lanes:** The proposed Douro-Wellington bike lanes will improve connections between the West Toronto Rail Path and also provide a new link to the Richmond-Adelaide bike lanes to the east. Of the proposed options for Douro St, we support option 1, as option 2 places the bike lane in the 'door zone'.





Safe streets  
Healthy city  
Vibrant voice

192 Spadina Ave, Suite 215  
Toronto, ON M5T 2C2  
416-644-7188 | [cycleto.ca](http://cycleto.ca)

### Future Work

It is imperative that the projects within the Cycling Network Plan be implemented if City Council is to achieve its road safety goals, as set in Vision Zero 2.0, and its climate action goals, as set in its declaration of a Climate Emergency.

The proposed projects include a range of neighbourhood connections. We look forward to a productive 2020 and anticipate many more projects that will grow, connect, and renew our cycling networks.

Respectfully submitted,

Michael Longfield, Interim Executive Director  
Cycle Toronto

