



Safe streets  
Healthy city  
Vibrant voice

# IE14.12.3

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July 8, 2020

Infrastructure and Environment Committee  
Toronto City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

Dear Members of the Infrastructure and Environment Committee,

## **RE: IE14.12 - Updates on Improvements to the Bike Lanes on Dundas Street East**

Cycle Toronto, Toronto Centre Cyclists, and Ward 14 Bikes have reviewed the report, which is provided for information to the Infrastructure and Environment Committee. **We support the conversion of the Dundas St bike lanes to cycle tracks as it would enhance safety along the corridor for people cycling, walking, driving, and rolling.** We support the undertaking of design work to ensure that it is safe and comfortable for people of all ages and abilities.

### **A highly popular cycling route**

The current permanent Dundas St bike lanes are already well-used among the community: according to the staff report, approximately 14 to 20% of traffic per day on Dundas St E is made up of people cycling. The bike lane connects communities and schools and, upon conversion to a cycle track, would provide a safe and continuous route to school for thousands of children.

Much of Toronto's existing cycling infrastructure includes painted bike lanes. While painted bike lanes are still well-used throughout the city, they do not typically encourage people to begin cycling. The current design on Dundas St represents an old standard from over twenty years ago with parking having to cross the bike lane, but current best practices in Toronto have the parking on the travel lane side of the bike lane to provide added protection and to minimize potential for conflicts. The fact that there have been three deaths and seven serious injuries of vulnerable road users along these lanes in the past decade points out the ever-present danger to such users with the current design. Many residents are concerned about traffic and people driving their vehicles aggressively and dangerously. The only way they will consider cycling is in a protected facility.

## Safe Intersections

Upgrades to the intersection of Dundas and Jones were a welcome change. Cycle Toronto and Cycle Toronto ward advocacy groups, including the co-signatories of this letter, hear frequently that intersections are where people feel the most vulnerable. The changes to the intersection of Dundas and Jones were a step in the right direction, however, further improvements, such as conversion to a protected intersection, would “require the removal of all of the left turn lanes and potentially prohibiting left turns on all or some of the legs of the intersection, which would require further assessment to understand the impacts.” We support continued study to identify solutions to make intersections on narrow streets safer. We also feel that adding additional protection to more intersections similar to this model are warranted immediately along these lanes.

## ActiveTO success with the Dundas St E temporary bike lanes

ActiveTO has been an incredible success in Toronto, prioritising active transportation as part of the city’s pandemic response. Residents have been calling for the Dundas St E bike lanes to be extended west from Broadview Ave for many years. In June 2020 as part of ActiveTO, a safe east-west crossing over the Don Valley was created when temporary bike lanes were installed on Dundas St E.

Previously, the Dundas St bike lanes terminated at Broadview Ave, which required that people riding bicycles either detour north to Gerrard St, the only other nearby east-west crossing with bike lanes, or cycle with vehicular traffic over Dundas St E. Extending the bike lanes west to Sackville St also provides a new cycling route for Regent Park and links this neighbourhood with Riverside and Leslieville to the east.

Cycling on Dundas St E before the installation of the temporary bike lanes was particularly dangerous because of the Don Valley Parkway (DVP) on-ramp. People driving cars would often speed and drive aggressively to access the on-ramp. The extension of a bike lane on Dundas St through ActiveTO has made this experience safer.

We recommend the City consider a temporary closure of the ramp to the DVP—especially for eastbound traffic turning left—along Dundas E as part of the ActiveTO project to monitor the impacts and the results. The TTC’s 505 Dundas streetcar is negatively impacted by queued left-turning vehicles despite access to the DVP northbound currently provided one block south, approximately 415 m away, on Queen St., and further south from Eastern Ave and Lake Shore Blvd. This ramp closure would significantly improve safety as well as car and transit movement across the Dundas St. E. bridge.



## Dundas and Beyond: Bike Lane Upgrades across Toronto

While many of Toronto's painted bike lanes were best practice at the time of installation, many bike lanes across the city now require upgrades to bring them in line with current best practices to ensure safety and comfort of all road users.

The Cycling and Pedestrian Unit within Transportation Services has proven that they can install infrastructure quickly: within three months, 40 km of new, temporary bike lanes will have been installed. The 2019-2021 Near Term Implementation Plan provides a roadmap and identifies many bike lanes in need of renewal, including Jones Ave, Cosburn Ave, Shuter St (underway), Richmond St, Adelaide St, Lake Shore Blvd, and many more. Ensuring that the department has the capacity to design, review, and engage in consultation to bring projects forward will be essential in rapidly renewing Toronto's outdated cycling infrastructure in Wards 13 and 14 and beyond.

In summary, Cycle Toronto supports upgrading the Dundas St E bike lane to a cycle track, upgrading the intersections to improve safety, and finding ways to maintain the temporary bike lanes on Dundas St over the Don Valley once the pandemic is over. The City of Toronto has made great strides in implementing temporary bike lanes rapidly, so let's keep this momentum going.

Sincerely,



  
Michael Longfield  
Interim Executive Director  
Cycle Toronto



Toronto Centre Cyclists



Ward 14 Bikes  
(formerly Ward 29 Bikes  
and Ward 30 Bikes)

*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.*

*Toronto Centre Cyclists and Ward 14 Bikes are ward advocacy groups representing residents of Ward 13 Toronto Centre and Ward 14 Toronto—Danforth, respectively.*