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16 July 2020

Sent via E-mail (via scc@toronto.ca)

Scarborough Community Council,
c/o City Hall,
100 Queen Street West,
Toronto, ON
M5H 2N2

Dear Members of Community Council:

Re: Proposed Secondary Plan for Golden Mile
Statutory Public Meeting July 17, 2020, Agenda Item SC 16.3
Toronto East Cyclists comments

We are a group of Scarborough residents promoting and celebrating safe cycling. We aim to encourage others to cycle for recreation, utilitarian reasons, or as commuters. We advocate for cycling infrastructure and safe streets for all users. We are very interested in what is proposed for the Golden Mile as a number of us are residents who consider the area part of their community.

We appreciate what was expressed in the conclusion of the June 25th 2020 Golden Mile Secondary Plan – Final Report that "The Secondary Plan provides a long-term planning framework for development in the Golden Mile, which is expected to evolve from an area that is primarily automobile-dependent to a transit-supportive mixed-use community over 20+ years. The Secondary Plan and related Golden Mile Urban Design Guidelines advance the vision for the Golden Mile as a complete, liveable, connected, responsive, and prosperous mixed-use community that will maintain its role as an important economic driver in the east end of Toronto."

To that end we'd like to underscore the importance of three major elements:

1. One of the 9 recommendations is that "City Council direct the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Executive Officer, Toronto

Transit Commission to study transit priority transit measures or higher order transit measures on Victoria Park Avenue and Warden Avenue." We support this but wish to emphasize that the Golden Mile Transportation Master Plan strongly associated cycling infrastructure with both of these streets. This is critically important as a robust cycling network that will facilitate residents from the surrounding area feeding into and out of the Golden Mile is key. Victoria Park Avenue in particular has long been part of the 10 year cycling plan and has only grown in importance as a north-south connection with the introduction of the bike lane on Eglinton currently being installed by Metrolinx, but also with the ActiveTO extension of Danforth to Dawes, which then could connect to Eglinton via Victoria Park. Especially with the proposed expansion in width of a number of east-west roads having safe, dedicated north-south access points to the area that traverses these roads will be absolutely critical to the both the liveableness and connectedness of the area.

2. On the topic of the bike lane on Eglinton we wish to express how important it remains to take any and all action to upgrade the bike lane proposed on Eglinton from painted line to separated. This lane is a keystone piece in moving people in and out of the area but its success at doing this will be limited if it is not perceived as safe and so could be underused relative to its potential.

3. We appreciate that it's flagged that the "overarching purpose of The Meadowway EA was to establish a complete active transportation route linking downtown Toronto and the Rouge National Urban Park" to provide a "comprehensive and continuous active transportation network that offers a viable alternative to automobile use." We fully support that the Meadowway won't just be a place for recreation but will also be an important connection point to destinations like the Golden Mile. Once again, fostering connections to the Meadowway will be key and we think the Golden Mile plan has done this well. We would like the Golden Mile as a destination to be considered when we think about developing connections to the Meadowway elsewhere in the surrounding community from the downtown to the Rouge.

Sincerely,

Toronto East Cyclists