



March 23, 2021  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2  
Attention: Matthew Green

### **IE20.12 ActiveTO - Lessons Learned from 2020 and Next Steps for 2021**

Dear Chair Jennifer McKelvie and members of the Infrastructure and Environment Committee,

The Federation of North Toronto Residents' Associations (FoNTRA), an umbrella organization of over 30 resident associations in Midtown, North Toronto and North York. Yonge Street is the main street for many of our members. We support ActiveTO initiatives and ask that the Transportation Services recommendations be approved.

For our area, we particularly support the continued dedication of Duplex as a quiet street is important for our members as well as a Midtown ActiveTO. In 2020, we pushed for Midtown ActiveTO pilot on Yonge from Bloor to Lawrence but understand the need to limit it to Davisville now. Having a CurbTO program in addition as well as ensuring space for parking and servicing will help make Yonge work better for all. The proposed consultation process is essential to ensure that the pilot will work for all and that the lessons learned will help with future such initiatives. Hopefully the initiatives will be expanded north to Lawrence in future years.

The Midtown ActiveTO project will help alleviate the crowding on the Yonge line, has well as reduce the need for temporary buses needed during planned subway repair. Safe biking routes provide safer, healthier and more affordable ways for people to travel during Covid. Bike lanes will help businesses and the important CafeTO installations along Yonge will be protected from traffic by the bikeway buffer.

Yours truly,

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September 28, 2020

12th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2  
Attention: Marilyn Toft  
Email: [councilmeeting@toronto.ca](mailto:councilmeeting@toronto.ca)

**RE: IE15.11: Request to get Bike Lanes in Midtown along Yonge Street.**

Dear Mayor John Tory and Councillors,

**This is to indicate our strong support for the Infrastructure and Environment Committee's recommendation to move forward with a bikeway in Midtown on Yonge Street.**

There is no doubt that COVID-19 has changed the way we live. As the city 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 the reopening, if even a fraction of people who used transit opt for cars, our roadways would seize. As Mayor Tory has said, "We need a relief valve for transit." And in Midtown, that means a bikeway on Yonge Street.

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. In Midtown, pre-pandemic, fewer than 33% of residents commuted by car – the majority favoured transit and active transportation. 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 we 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.

Finally we know from market research that there is widespread and growing public support

for bike lanes in the City. According to a recent Ekos Research poll for The David Suzuki Foundation:

- 84 per cent of respondents supported the construction of protected bike lanes in Toronto and
- 85 per cent agreed that the City needs to do more to protect vulnerable road users, including people who are walking, seniors, kids, and people on bikes.

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

Thank you for your consideration,

Yours truly,

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CC: Eileen de Villa, Chief Medical Officer of Health,  
Barbara Gray, General Manager, Transportation Services,  
Saad Rafi, Office of the Recovery and Rebuild

**The Federation of North Toronto Residents' Associations (FoNTRA)** is a non-profit, volunteer organization comprised of over 30 member organizations. Its members, all residents' associations, include at least 170,000 Toronto residents within their boundaries. The residents' associations that make up FoNTRA believe that Ontario and Toronto can and should achieve better development. Its central issue is not *whether* Toronto will grow, but *how*. FoNTRA believes that sustainable urban regions are characterized by environmental balance, fiscal viability, infrastructure investment and social renewal.