



December 1, 2021
12th floor, West Tower, City Hall
100 Queen Street West
Toronto, ON M5H 2N2
Attention: Matthew Green
email: iec@toronto.ca

RE: IE26.9 2021 Cycling Network Plan Update

Dear Councillor McKelvie, Chair, and Infrastructure and Environment Committee Members,

As City staff have noted in their report, the demand for new bikeways in Toronto is high. We fully support the recommendations of the General Manager, Transportation Services for the 2021 Cycling Network Plan Update. However, we believe that more needs to be done, indeed must be done, to meet Toronto's ambitious TransformTO and Vision Zero goals.

Cycling as a mode of transportation continues to grow in popularity. But increasingly, if Toronto is to reach its climate action goals, cycling will have to grow out of necessity. TransformTO is proposing a goal of net zero emissions by 2040, and by 2030, 75% of trips to work and school of 5 km or less will be cycled, walked or taken by transit ([IE 26.16](#)). Reaching these goals will require much more than what is being done now. We must be building cycling infrastructure that encourages and facilitates more people to cycle, and reinforces that it is safe to do so

The report notes that research from the University of Toronto (p. 16) estimated that approximately 1,200 km of new bikeways would be needed in order to result in 75% of trips under 5 km being walked or cycled by 2050. Although further analysis is required to determine the amount of new bikeways required to reach the proposed 2030 goal, it is clear that the implementation of 100 km of bike lanes over three years, though unprecedented, will not get us there. In addition, while Council-approved plans for Complete Streets and Vision Zero require that all road reconstruction incorporate these principles, only about 15% of construction currently does so due to limited staff capacity to take advantage of these opportunities. Therefore, we support substantially increasing Transportation Services annual budget to deliver the cycling infrastructure in the amount and at a pace required to meet the proposed climate goals, as well as take advantage of planned road reconstruction. Cycling infrastructure can be built for a fraction of the cost of major roadways and mass transit, yet has a significant impact on transportation-related emissions.

With respect to the proposed plans and studies included in the 2022 - 2024 Near Term Cycling Network Plan to grow, connect and renew Toronto's cycling network, we submit the following specific comments:

- Eglinton Ave - we continue to request that intersections and highway ramp crossings adhere to Vision Zero principles and the painted bike lanes incorporate protection in the form of curbs and bollards along the above ground portion of the Eglinton Crosstown LRT from Brentcliffe Road to Kennedy Road
- Overlea Blvd. - the planned reconstruction of the Overlea Bridge and related intersections at Don Mills Road and Thorncliffe Park Drive East will provide an essential safe connection between the Flemingdon Park and Thorncliffe Park neighbourhoods. However, for these neighbourhoods to connect with the wider cycling network, safe and protected cycling connections are required on Don Mills Road to reach the Eglinton bike lanes and on Overlea Blvd. to Millwood Road to connect with the planned upgrades to the bike lanes on the Leaside Bridge.
- Leaside Bridge - given the speed and volume of vehicle traffic on the Leaside Bridge, cycle tracks are required and should be extended west to Laird Drive and east to Donlands Ave. The intersections at Overlea Blvd., Pape Ave., and Donlands must be upgraded to Vision Zero standards and provide adequate space for people on bikes trying to navigate these intersections.
- Yonge Street Study - the Complete Street pilot on Yonge Street between Bloor Street and Davisville has made an enormous difference in cycling safety on Yonge. The study should be accelerated so that more people in Midtown can enjoy these benefits.
- Intersection improvements within the Flemingdon Park bikeway network – we look forward to seeing these intersections upgraded to Vision Zero standards.

As the Transportation Services report states, Toronto is a Cycling City. We look forward to working with City staff, our local councillors, stakeholder groups and fellow residents, to grow, connect and renew the safe cycling network in our city.

Respectfully submitted,
 Geoff Kettel,
 Richard Nelson,
 Holly Reid,
 Najia Zewari,
 Executive Committee, Cycle Don Valley Midtown
 C.c. Councillor Jaye Robinson, Ward 15
 Councillor Denzil Minnan Wong, Ward 16
 Barbara Gray, General Manager, Transportation Services
 TransformTO
 Cycle Toronto