

METROPOLITAN TORONTO CONDOMINIUM CORPORATION #802
33 JACKES AVENUE
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To: The recipients in schedule A

Re: The proposed Continuation of the bicycle (bike) lanes on Yonge Street from Bloor to Davisville
Infrastructure committee hearing scheduled for March 29th, 2022

I write as owner / resident and as President on behalf of the board of the Condominium at 33 Jackes Avenue.

We are situated within the large quadrant bound by St. Clair and Roxborough from North to South and Yonge and Mt. Pleasant, from East to West.

This large community of ours primarily contains single family residential homes., largely occupied by seniors. Many of the streets situated therein are dead ended, and most importantly, Yonge St. Is their SOLE arterial exit.

For myself and I am certain for most residents in the area, the motor vehicle is the only practical transport option. For the residents at 33 Jackes, bikes are not an option.

While the subway is available, neither the Rosedale or Summerhill stops have an escalator, an elevator or wheel trans access. The subway is also a long walk for many residents.
As well, in my experience prior to covid, the subway was badly overcrowded, often not stopping at one or both of these stops.

The experience of the residents off Jackes Ave. Is illustrative. Turning onto two lane Yonge St., while watching for traffic, pedestrians, and bikes, is extremely difficult, if not dangerous.
Perhaps ironically, the designated bike lanes are actually rarely used, particularly during this past late fall and winter period.

The terrible existing situation only promises to get worse. It appears that there are some 17 major residential developments planned for the Yonge corridor from Bloor to Davisville. The vehicle impact, with bike lanes remaining is virtually unimaginable.

How will traffic, including emergency vehicles, then move?

For the benefit of everyone, the safety of bike lanes are important to encourage use, where feasible. Fortunately, there is an excellent option available.

Avenue Road between Davenport and St. Clair, has more driving lanes than Yonge, with little planned development and outdoor dining. A far better choice.

In conclusion, I urge you not to make the dedicated bike lanes a permanent feature of Yonge St. South of S. Clair. To do so, will have a major negative impact with day -to-day life in our wonderful neighbourhood.

Ronald Birken