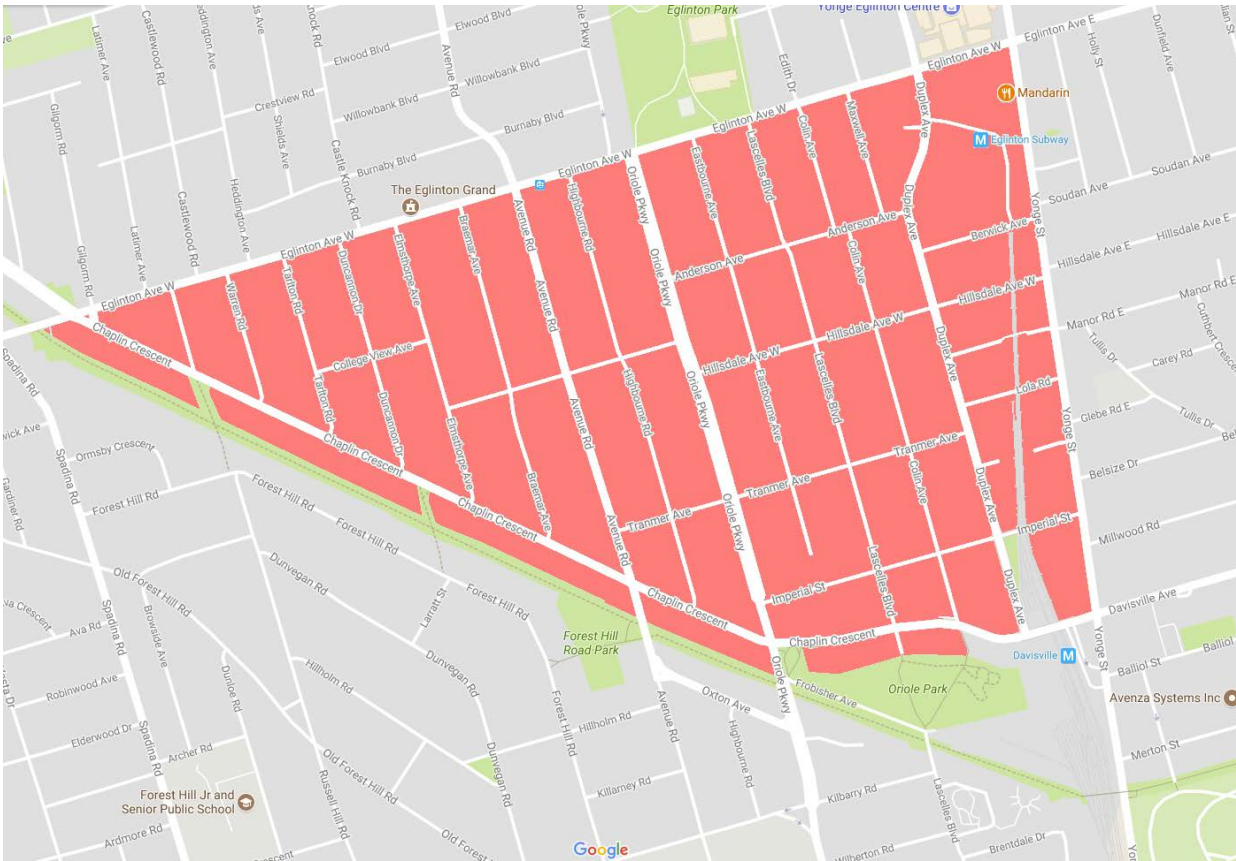


From: general.mcmahon@bell.net
To: [Infrastructure and Environment](#); [Councillor Matlow](#); [Councillor Layton](#)
Cc: [Nathan Wener](#); ["Daryle Hunt"](#); ["Lynne Frank"](#); ["Dave Oriolepk"](#); [Andrew Athanasiu](#)
Subject: IE28.7 Cycling Network Plan - 2022 Cycling Infrastructure Installation - First Quarter and 2021 ActiveTO Cycling Network Expansion Project Updates (Ward 3, 6, 7, 9, 10, 11, 12, 13, 14, 18, 23)
Date: March 28, 2022 9:33:59 AM
Attachments: [image001.png](#)

Infrastructure and Environment Committee
Attn: Committee Administrator
Toronto City Hall, Floor 10, West Tower
100 Queen Street West
Toronto, ON M5H
2N2

The Oriole Park Association is the Resident Association in the triangular shaped area of Midtown Toronto bounded by Yonge Street to the East; Eglinton Avenue West to the North and Chaplin Crescent/ The Beltline to the South. Our area map for clarity:



Our community has not been a direct participant in the Active T.O Pilot Project of 2021 but is the northern commencement / termination point of the project south of Chaplin Crescent.

To begin our Association is fully supportive of green initiatives ; bicycle transportation; local economic improvement and pedestrian safety.

Our specific comments / concerns are as follows:

TRAFFIC FLOW / INTRUSION

We have had many residents who have observed an increase of traffic intrusion throughout our area because of vehicles attempting to by-pass the construction challenges of the Eglinton LRT for at least 5 years. Our concerns are well documented with both Councillor Matlow's office as well as Toronto Transportation. We are concerned that with the proposed restrictions of Yonge Street without proper road design to

allow for overall traffic flow we are going to be faced with traffic diversion through our area to avoid Yonge Street.

A few examples based upon Google / Waze Directions which the City of Toronto supports.

- 500 Duplex Avenue (north of Eglinton) to the Toronto Eaton Centre at Yonge /Dundas suggests 2 routes either via Mt.Pleasant or Avenue Road. Both routes direct traffic through our community and not Yonge Street.
- Canada Square at the intersection of Yonge / Eglinton to the Toronto Eaton Centre at Yonge /Dundas suggests 2 routes either via Mount Pleasant Road or Avenue Road. Both routes direct traffic through our community and the neighbouring South Eglinton Davisville Residents Association community and not Yonge Street.

The point that we are making is that not only are communities within the Pilot Project being affected by redirected traffic so are the immediate adjacent areas.

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TRAFFIC STUDIES

We have been told that that there is no marginal difference in traffic flow on Yonge Street with the implementation of the project, but we question the validity of the survey results.

A review of other commencement points within our community (Avenue Road /Eglinton) to travel to the Toronto Eaton Centre have been routed to Mount Pleasant Road in the east (which is 4 minutes additional travel time) but is faster than Yonge Street.

We believe that full comparative studies of traffic counts should be completed on both Mount Pleasant and Avenue Road- using historic data as well to assess current factual traffic volumes.

EMS RESPONSE TIMES

Many of our members have stated that they have been stuck in traffic in the pilot section south of St. Clair when emergency vehicles cannot proceed due to congestion. In the past vehicles could pull out of the way to allow these vehicles passage.

We would like to see comparative data for all EMS participants reflecting response times.

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TRAFFIC LANE DESIGN

We have received many comments about the 'meandering' traffic lanes which are hard to follow especially in the winter with snowfall.

We have had many reports from members that the design appears unsafe – perhaps not from an engineering perspective but in reality, unsafe - as large vehicles have difficulty maneuvering the tight turns. One of our member's vehicles was hit by the rear of a truck attempting to pass through the Scrivenor Square area and sustained substantial damage.

BICYCLE LANES

Although we have been advised that bicycle usage has increased in the pilot area, we would like to see actual bicycle counts not random checks. We have received many observations from community members who travel the pilot route at all hours and times of year and report a definite lack of usage. Community members are sceptical of the statistics provided.

CAFÉ T.O. AND LOCAL BUSINESSES

With the advent of Café T.O last year much needed revenue was generated for our hospitality sector- this is a positive factor for the community.

However, an issue that must be addressed is the effect of the removal of parking in the area on all businesses operating in the area.

Although we have been told that many people will be riding their bicycles to shop locally it appears from comments from other business owners (non restaurant) that this is not true. In fact, many businesses state that very few (if any) bicyclists patronize their establishments, and they were seeing less volume and losing regular customers due to a lack of parking during the pilot.

Not all community members are physically able to ride bicycles and do not live within a short walk of the Yonge Street stores so customers must rely on their vehicles if they wish to patronize local businesses including restaurants. Parking removal is an issue where there are no 'Green P' lots or other parking facilities.

This must be addressed in any future redesign.

PEDESTRIAN SAFETY

The OPA has received numerous comments regarding pedestrian safety with the advent of the pilot project. The concerns included:

- Sidewalks being partially blocked-in front of Café T.O. participants making it difficult for pedestrians to pass through.
- The snow clearing of the sidewalks in the areas of the bike lane installation where the bicycle lanes were cleared and salted but the pedestrian sidewalks were untouched

BICYCLE LANES PILOT PROJECT YONGE STREET DAVISVILLE/ CHAPLIN TO SOUDAN/BERWICK

There has been discussion about a pilot project for bicycle lanes running from Davisville Avenue / Chaplin Crescent north to Soudan/ Berwick along Yonge Street. This would be a northern extension to the existing pilot project.

We have concerns about the current viability of this extension due to potential safety risks to cyclists.

Our concern lies in the fact that there is new condominium construction approved and either underway or will be commencing in the near future.

These projects are :

- 1925 Yonge Street (E/S at north of Davisville)- this project is approved but construction has not commenced
- 2100 Yonge Street (W/S -N/W of Manor Road)- Construction of this site is commencing April 2022. Anticipated completion is 2024. This project will require use of the curb lane on Yonge Street on an intermittent basis for material delivery and eliminate the use of a curb lane for cyclists.
- 2112-2114 Yonge Street (W/S -S/W corner of Hillside West)-

currently underway with anticipated completion 2023. This project will require use of the curb lane on Yonge Street on an intermittent basis for material delivery and eliminate the use of a curb lane for cyclists.

- 2128 Yonge Street (W/S – N/W corner of Hillsdale West – approved with preliminary site work commencing. This project will probably require use of the curb lane on Yonge Street on an intermittent basis for material delivery and eliminate the use of a curb lane for cyclists.

We are concerned that if the proposed pilot project proceeds north of Davisville there will be areas in which it may be logistically problematic to install bicycle lanes and provide a safe cycling environment.

In summary, we support the proposed initiatives but wish the final decision to be based upon factual supportive data collection.

Thank you.

David McMahon , President

The Oriole Park Association

‘Serving Oriole Park /Chaplin Estates for over 65 Years’

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