

From: [Eve Lewis](#)
To: [Infrastructure and Environment](#)
Subject: Written Comments: ITEM NUMBER # 28-7
Date: Saturday, March 26, 2022 1:06:55 PM

Dear Mayor and City Councilors,

I am writing in advance of the upcoming public discussion at Infrastructure Committee regarding the ActiveTO Yonge St Pilot Project, specifically the dedicated bike lanes (ITEM NUMBER # 28-7).

I am a long-time resident of over 20 years on Woodlawn Avenue East, and have been an extremely active community member, rental apartment operator, retail developer (Summerhill LCBO and Shops at Summerhill), and Office Tenant at 1133 Yonge St.

With this said, I hope you weight my experience in this community, my active stake in its continued health and success, and my professional experience, with respect to the concerns outlined below.

- Yonge Street is Unique
 - There are 16 streets north of Rowandwood are completely landlocked with no alternative but to use Yonge. To my knowledge this is unique condition in the City of Toronto, which I believe was not factored into the initiation of this pilot project.
 - The result is zero ability for these residents to alter their commuting patterns, forcing them to pile into already problematic congestion.
- Impacts of Congestion
 - This congestion not only deteriorates the entire road network, but will also result in significant added greenhouse gas emissions as cars idle for 30+ minutes covering just a few km on Yonge Street,
 - On a personal note, the traffic congestion is so bad that I often leave my office at Yonge and Shaftesbury, I have to travel north and cut through residential streets to only eventually travel South on Avenue.
- Suitable Alternatives
 - There are 6 lanes on Avenue Road that are rarely at capacity and could easily accommodate dedicated bike lines while retaining 4 lane arterial capacity.
 - Locating bike lanes on Avenue Road North of Bloor, would connect with Bike Lanes on University Avenue south of Bloor, avoiding the need for cyclists to transfer east west at Bloor.

Understandably the recommendation from staff has been to extend the pilot project, as Covid / Work From home precautions would not have allowed for an accurate assessment of the actual traffic impact this pilot has had community.

However, even during the lowest traffic seen in decades in the Downtown Core, this pilot project has

already resulted in congestion that has become extremely dangerous for pedestrians, bikers, vehicles, and first responders.

These users are all competing for a street that is too narrow to accommodate all these modes of transit, in addition to popular Café TO patios (Which as a community builder I am in favour of).

If this pilot project is extended in conjunction with the return to the office traffic, even an additional year will cause irreparable harm to the community and businesses.

Regards,

Eve Lewis

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