



Safe streets
Healthy city
Vibrant voice

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July 6, 2022

Infrastructure and Environment Committee
City of Toronto
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE31.12 Cycling Network Plan-2022 Cycling Infrastructure Installation-Second Quarter Project Updates

Dear Members of the Infrastructure & Environment Committee,

Cycle Toronto is fully supportive of staff recommendations to further improve and expand Toronto's cycling network, making cycling a viable option for everyone in Toronto by providing people with safe, affordable, and healthy alternatives to driving.

Cycle Toronto strongly supports the City of Toronto staff's recommendations on the following projects:

1. **Renewing Overlea Boulevard:** The proposed upgrades for Overlea Boulevard, the Overlea Bridge, and the intersections at Thorncliffe Park Drive and Don Mills road are important upgrades that will provide better and safer connectivity to the neighbourhoods in the area, for local residents, and for school children who walk and cycle. We applaud the city staff for integrating Vision Zero principles and Complete Street guidelines that will contribute to implementing traffic calming measures that reflect the needs of local residents.

We also want to see future investments in connecting the proposed infrastructure to existing bikeways, TTC stations, and to Eglinton Avenue and urge the City to consider:

- protected bike lanes on Don Mills Road to connect with the Eglinton LRT.
- A continuation of protected bike lanes and pedestrian safety measures from Overlea Blvd to Millwood Road to create a safer environment on the Leaside Bridge.

2. **Martin Grove Road Upgrades:** We support installing the missing gaps to the existing cycling infrastructure along Martin Grove Road. These connections, along with the introduction of protected intersections, are a much needed step towards implementing Vision Zero infrastructure in Etobicoke and building a network for local residents.

While these infrastructure upgrades are welcomed, there also needs to be upgrades to existing and proposed bike lanes on Martin Grove Road to become safe for people of all ages and abilities; and further safety improvements along major intersections, such as the Martin Grove Road and Bloor Street intersection, which connect to existing and proposed bike lanes.

3. **Eglinton Complete Street Strategy:** We support the proposed Eglinton Complete Street project's streetscape design. We would also like to see a commitment to expediting installation as quickly as possible followed by the construction of a permanent, high-quality protected bike lane.

Cycle Toronto is calling for the approval of IE31.12 Eglinton Connects Implementation Strategy as well as:

- The rapid implementation of the proposed Phase I interim quickbuild streetscape design.
- A commitment to expediting Phase II of the project in 2023.
- Ensuring that a permanent protected cycle track across Eglinton is prioritized as soon as this work can be completed.

4. **Gerrard Street East Complete Street Project:** We support the reimagining of Gerrard Street East as a Complete Street. The planned road reconstruction between Sherbourne St and Parliament St represents an exceptional opportunity to upgrade Gerrard St E by improving the streetscape, enhancing the public realm, and accommodating all road users. However, beyond this project, we would also like to see infrastructure upgrades to Gerrard Street east of the Don Valley, incorporating the same street safety principles that guide this Complete Street project.

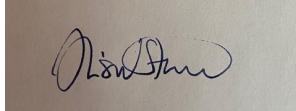
Each of the projects mentioned in the Cycling Network Plan update represent a positive step toward building a city that takes the needs of all road users into consideration, and moving closer to achieving our Vision Zero and TransformTO commitments. However, while these upgrades are much needed, we will need to significantly ramp up implementation if we want to see 100km of bike lanes installed by 2024 as per the near-term Cycling Network Implementation Plan. In order to achieve the City's target of 75% of all trips under 5 km to be taken by walking, cycling or transit by 2030, we need to have just over 2000 km of bike lanes installed. The city currently has less than 700 km of bike lanes. We asked that all road rehabilitation projects in our city have a Complete Street strategy so that all departments in Transportation Services have our Climate and Road Safety goals built into their work, and



that this work will be measured.

We hope that you will adopt the above recommendations which will contribute to making Toronto a safer, healthier, more vibrant, more affordable, and more equitable city.

Sincerely,

A rectangular box containing a handwritten signature in black ink. The signature appears to read "Alison Stewart" in a cursive script.

Alison Stewart
Senior Advocacy Manager

Cycle Toronto is a member-supported charitable organization that works to make Toronto a healthy, safe and vibrant cycling city for all. We are focused on advocacy, education and encouragement, as we work to shape policy and infrastructure, and build community to transform our city's cycling culture.

