



July 5, 2022

12th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2  
Attention: Matthew Green  
email: [iec@toronto.ca](mailto:iec@toronto.ca)

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

Dear Councillor McKelvie, Chair, and members of the Infrastructure and Environment Committee,

Cycle Don Valley Midtown is the ward advocacy group for Cycle Toronto in Ward 15 and Ward 16. Our comments regarding the Cycling Network Plan - 2022 Cycling Infrastructure Installation - Second Quarter Updates pertain to two long-awaited additions to Toronto's cycling network that are of keen interest to residents of Ward 15 and Ward 16.

**1. Renewing Overlea Blvd.**

The long-planned rehabilitation of the Overlea Bridge provides a once-in-a-generation opportunity to bring Vision Zero principles and best practices for safety in road design to this busy and dangerous stretch of roadway. We commend city staff for making the most of this opportunity with the proposal to widen the bridge deck, allowing for the addition of protected cycle tracks and wider sidewalks, while maintaining the road's motor vehicle capacity.

The bike lanes installed in Thorncliffe Park and Flemingdon Park in 2018 and subsequent upgrade to the bike lanes in Thorncliffe Park in 2021 have had limited utility for local residents. These bike lanes allowed residents to ride within their neighbourhoods but to other destinations. Renewing Overlea Blvd. will be a welcome first step in bringing greater utility to the local bike lanes by providing a protected cycle track connecting the two neighbourhoods via Overlea Blvd. and employing best practices in safe intersection design at Don Mills Road and a proposed protected intersection at Thorncliffe Park Drive East. The continuation of the multi-use path to Gateway Blvd. on the northbound side of Don Mills Road will provide a safe alternative for people seeking to access the trail network in the Don Valley and the numerous connected parks of the Don Valley system.

However, to provide residents with a true connected and protected cycling network, these improvements cannot stop at Thorncliffe Park Drive East but should continue to Millwood Road for connection to the wider cycling network and the Line 2 subway. And they should continue on Don Mills Road north to Eglinton Avenue to connect people to Line 5 and the "complete street" coming to

Eglinton. In addition, although the Thorncliffe Park bike lanes were upgraded to current best practices in 2021, the bike lanes throughout Flemingdon Park are in need of a similar refresh. We request that the above are incorporated in the near-term Cycling Network Plan as soon as practical.

## **2. Status update for Eglinton Connects - eglintonTOday - Implementing the Vision of Eglinton Connects**

We appreciate the challenges presented in delivering the Eglinton Connects Streetscape Plan as envisioned and approved in 2014 and support the “quick build” approach as recommended for eglintonTOday Complete Street. This approach brings immediate safety improvements for active transportation while allowing for adjustments and accommodations based on experience and it has proven successful for addressing local concerns on the many ActiveTO temporary bikeway installations in the city that are now permanent.

We are concerned, however, about the gap created by phasing the project, where the complete street will terminate at Mount Pleasant Road and not be restarted until Brentcliffe Road. **We request that the staff report to City Council in early 2023 include the following:**

- **A timeline for design, consultation and implementation to complete the gap in 2024**
- **Recommendations for interim measures to ensure the safe passage of people on bikes traveling across the gap from Mount Pleasant to Brentcliffe.**

We have noted that there are no details in the status update about the implementation of the complete street on Eglinton east from Brentcliffe Road to Kennedy Road where Metrolinx is responsible for the on-road bikeway. Our understanding is that City staff intend to add protections to the bikeway where feasible. **We request that the staff report to City Council in early 2023 on eglintonTOday include the plan for upgrading the safety of the bikeway in this section of Eglinton Connects.**

The projects identified in the *Cycling Network Plan 2022 Cycling Infrastructure Implementation - Second Quarter Project Updates* will further advance the cycling network in Toronto, bringing more protected and connected bikeways to a greater proportion of the population and we are grateful for that.

Respectfully submitted,

Geoff Kettel,

Richard Nelson,

Holly Reid,

Najia Zewari,

Executive Committee, Cycle Don Valley Midtown

C.c. Mayor John Tory

Deputy Mayor Denzil Minnan Wong

Councillor Jaye Robinson

Barbara Gray, Transportation Services

Cycle Toronto