

February 6, 2023

Toronto City Council
Office of the City Clerk
100 Queen Street West
Toronto, ON
M5H 2N2

RE: IE1.4 - Cycling Network Plan: 2021 ActiveTO Cycling Network Expansion

Dear Mayor and Members of Council,

On behalf of the Yonge + St Clair Business Improvement Area I am writing in response to the above noted item which was adopted at the Infrastructure and Environment Committee on January 30, 2023. We understand that through this motion that the ActiveTO Yonge Street Cycling Network Expansion project installed in 2021 and currently in place is proposed to be made permanent.

This proposed bikeway would run through the Yonge + St. Clair Business BIA, which represents over 100 individual property owners and over 450 businesses. The Yonge + St. Clair area employs more than 14,000 people, contributing to the economic health and prosperity of our community and the city as a whole. Yonge Street is our 'main street', and is an active transportation corridor that accommodates a significant volume of road users, below ground subway riders, pedestrians, and servicing vehicles.

Accordingly, we respectfully request that the General Manager, as part of the design process for a potential Yonge Street bikeway, address the following concerns and recommendations of our Board and BIA membership:

1. **BIA Working Group:** We request that a new working group consisting of all Yonge Street BIAs impacted be created to work with city staff on the proposed design. The design process must allow for meaningful consultation with our businesses and property owners, to ensure that any future roadway conditions accommodate our businesses and their operational needs.
2. **Maintaining Servicing, Loading and Delivery Capacity:** Many of our Yonge Street businesses lack rear laneway servicing, necessitating the use of curb-side access along Yonge Street for their deliveries and drop-offs. We

kindly request that Transportation Services ensures that servicing, loading, and deliveries for Yonge Street businesses are maintained and accommodated.

3. **CafeTO Prioritization:** The economic well-being of our small and local businesses needs to be top-of-mind as part of this study. COVID-19 has caused significant interruption to their normal operations, and programs like CafeTO have helped restaurants and bars stay afloat through this difficult time. The design must ensure that CafeTO curb lane closures can continue to operate alongside a bikeway in a safe, well-designed manner.
4. **Traffic Impact:** The recommended study must take into consideration impacts on vehicular traffic, to ensure appropriate traffic flows, and to keep our roads safe and functional for all users. Our section of Yonge Street is experiencing a significant increase in density with a number of redevelopment sites underway or planned. Construction and added traffic pressure will create an environment that necessitates a detailed review of how bike lanes can work safely in this context.

The Yonge + St. Clair BIA is excited to explore future opportunities for Yonge Street and to work with the City in creating a safe and functional environment for all road users, including cyclists. In fact, the BIA's own Streetscape Master Plan envisions a future Yonge Street condition with bike lanes. But getting to that point should be a well-thought-out endeavor that considers the needs of all stakeholders.

We appreciate your consideration of the above, and look forward to working with our local Councillors and city staff on this important project.

Kind Regards,

Louroz Mercader
Executive Director
Yonge + St. Clair BIA