



June 19, 2024

**RE: IE14.3 - Cycling Network Plan Update 2025 - 2027**

To Mayor Olivia Chow and members of City Council

Cycle Don Valley Midtown is the ward advocacy group for Cycle Toronto in Ward 15 and Ward 16. We are pleased to see the following projects included in the staff recommendations for the Cycling Network Plan Update 2025 - 2027.

- **New bikeways:**
  - Eglinton Avenue between Mount Pleasant and Brentcliffe
  - Overlea Blvd from Thorncliffe Park Drive East to Don Mills Road
  - Yonge Street from Davisville to Eglinton Ave
  - Davisville from Mount Pleasant to Yonge Street
- **Renew existing bikeways:**
  - Eglinton Ave East from Brentcliffe to Kennedy

All of these projects will provide more protected routes for residents of Ward 15 and Ward 16 to get around by bike.

We are also encouraged by the following recommended studies, recognizing that for some this is the first time that bikeways are being considered for these areas:

- Don Mills Road to Duncan Mills Road and the Betty Sutherland Trail north
- Lawrence Ave East (east of Toronto Botanical Gardens)
- Victoria Park
- Bayview Bridge (Environmental Assessment)

However, we are concerned that there are unaddressed gaps that remain in the network. Addressing these missing connections would greatly improve the utility of existing safe cycling infrastructure in our communities and encourage more people to travel by bike. Delays in closing these gaps will impede the City's ability to reach its TransformTO goal of 75% of trips of 5 km or less be walked, cycled or on transit by 2030 and hinder much-needed progress on the Vision Zero Road Safety Plan.

- **Yonge/Duplex** (parallel corridor study) is a carryover study from 2022 - 2024 Near-term Cycling Network Plan. Given the proven success of complete streets on Bloor/Danforth, Midtown Yonge and the recommended extension of the Midtown Yonge Complete Street to Eglinton and the approved eglintonTOday complete street, we do not need another study to show that a complete street with protected bike lanes belongs on Yonge Street. Instead, let's follow the success of the eglintonTOday consultation process and start working with all stakeholders on how to make the extension of a complete street installation on Yonge the best it can be.
- **Lawrence Avenue East.** The proposed study for the 2025-2027 Cycling Network Plan Update stops near the Toronto Botanical Gardens (30 m west of Blaine Drive) with a future study proposed (Major Corridor Routes) to connect with the planned Bayview Bridge rehabilitation (which ends at Post Road and the Bridle Path) and on Lawrence Avenue East to Yonge Street. This future study of Lawrence Avenue East needs to be completed in conjunction with the Bayview Bridge EA, in order to advance a seamless safe cycling network from Yonge Street along Lawrence Avenue East to destinations such as Sunnybrook Hospital, Glendon College, Toronto French School, and Crescent School.
- **Laird Drive/Southvale Drive and any safe way to access the Leaside Bridge from the north and west.** The Millwood Road Safety Improvements (implementation in process) and safe connections to the Danforth (implementation 2024) lose utility for people travelling to/from the north via Laird Drive and to/from the west via Southvale Drive who cannot safely get to them. This dangerous gap, in particular the section under the railway tracks, was highlighted again and again in the community consultations, yet has been completely ignored, with not even a study proposed.
- **Overlea Blvd between Thorncliffe Park Drive East and West.** When the Overlea Bridge project is completed, a protected bikeway will take people from Thorncliffe Park Drive East to Flemingdon Park and the bike lanes on Gateway Blvd. The Millwood Road Safety Improvements will see cycle tracks on Overlea Blvd from Millwood Road to Thorncliffe Park Drive West. This leaves a gap on Overlea Blvd between Thorncliffe Park Drive East and Thorncliffe Park Drive West, with no recommendation to close this (relatively short but critical) gap. People cycling in this area should not be expected to bike around the entirety of Thorncliffe Park Drive, adding unnecessary distance to their journey, in order to be safe.
- **Bayview Avenue** has two studies currently proposed; Armistice Road to Post Road (and along Post Road to the Bridle Path) and Moore Avenue to Pottery Road South, leaving a gap between Armistice Road and Moore Avenue. Thousands of new residents are expected to move to Bayview Avenue between

Moore Avenue and Broadway Avenue through proposed transit-related development, and most are expected to get around by walking, cycling and on transit. Furthermore, this section of Bayview will intersect with the bikeway on Eglinton and the Eglinton LRT. Bayview Avenue needs to be elevated to a Major Corridor and a study initiated for the entire street.

We fully support Cycle Toronto's call for the City to set a more ambitious goal for building out our cycling network of 50 km of new bikeways per year. And we commend Councillor Mike Colle for his amendment that *"City Council request the General Manager, Transportation Services, to report back to Infrastructure and Environment Committee in the first quarter of 2025, on the feasibility of scale-up the delivery of the Cycling Network Plan to 150 kilometres of new and major upgrade bikeway projects for the 2028 - 2030 Implementation Program, with the report to outline the staff resources and budget that would be needed to do so."* We hope the resulting report addresses the urgent need to do more, faster.

So much progress has been made in recent years to bring more safe cycling routes to more parts of the city. But like other areas outside of the downtown core, residents of Ward 15 and Ward 16 have been at a deficit, with most of our safe cycling routes limited to recreational trails. When we do have on-road routes, they are disconnected. If Toronto is to realize both the TransformTO Net Zero Plan and the Vision Zero Road Safety Plan and get more people cycling right across the city, that needs to change.

Thank you for your consideration,

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