



June 25<sup>th</sup>, 2024

Toronto City Council  
100 Queen St. W.  
City Hall, Second floor, West  
Toronto, ON M5H 2N2

Subject: ***Moving People and Goods Safely and Efficiently Across the City and Region  
(Comments on 2025-2027 Cycling Network Plan Update)***

Dear Members of Toronto City Council,

The Toronto Region Board of Trade (the Board) appreciates the opportunity to contribute to the 2025-2027 Cycling Network Plan Update, which outlines new and renewed cycling infrastructure in Toronto for the next three years.

The Board has recently established a business-led Congestion Task Force, guided by a CEOs' Governing Council, to identify practical short and long-term solutions to the congestion crisis. The Task Force is steered by the following principles:

- Restoring the economic vitality of downtown Toronto;
- Prioritizing the efficient movement of both goods and people across the region;
- Ensuring the transportation network is forward- looking and optimized in the long-run; and
- Promoting cohesive multi-modal planning, tailored to trip length benchmarks (including time to travel).

The City's Cycling Network Plan considers similar aspects, including safety and connectivity. Cycling must be a safe and accessible mode of transportation and an attractive alternative to car trips where appropriate, generally shorter distances (less than 5km).

At the same time, **Toronto must protect its ability to efficiently move people, goods, and services including road-based transit and emergency vehicles, across the city's road network.** Simply put – there is room in our City for both safe cycling infrastructure and road infrastructure that focuses on moving vehicular traffic with reasonable travel times and minimizes congestion bottlenecks.

Therefore, the Board, on behalf of its members and business community, calls for the following:

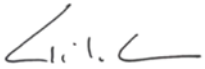
1. Implement a balanced, data-based approach to cycling planning that takes into consideration the requirements of goods and people movement across the region, as well as local needs.
2. Develop a Cycling Network Plan (including, where appropriate, adjustment of the existing Cycling Network Plan) that focuses on locating cycling infrastructure on minor

arterial, secondary or local roads, preserving arterial roads for their core purpose of efficient vehicular traffic flow.

3. Prioritize infrastructure investments in areas where they can affect the greatest positive change in modal share while minimizing negative impacts on otherwise necessary trips – including walking, transit, delivery of goods, and emergency vehicles.

Recent conflicts surrounding new infrastructure on Avenue Road and Bloor Street West highlight the need to better balance local needs with the broader system of traffic movement for efficient traffic flow. We believe these measures are an important step in getting our city moving again and welcome the opportunity to discuss further.

Regards,

A handwritten signature in dark ink, appearing to read 'Giles Gherson', with a stylized, fluid script.

Giles Gherson  
President and CEO  
Toronto Region Board of Trade