



July 10, 2025

Re: IE 23.6

Dear Chair and councillors.

In 2017 local officials in Kerrville, Texas considered installing a monitoring and warning system for dangerous flooding conditions along the Guadalupe river. However the plans never went forward due to unwillingness to provide funding at the local and state level.

Now 120 people including 36 children are confirmed dead.

Hindsight, they say, is 20-20. And even when warned, politicians often opt not to take action. It looks like that is what this committee is poised to do right now by cancelling plans to install protected bike infrastructure on Jones Ave.

In May 2018 Douglas Crosbie was killed cycling to work.

In September 2018 Councillor Paula Fletcher, cited in a CBC article, questioned the city's piecemeal approach and lack of infrastructure equity, saying "The transportation division has to have cycling as important as automobiles and pedestrians, so it's not all separated out," adding bike lanes need to be incorporated into road refreshing from the get-go.

So now there is a road refreshing taking place on Jones Ave. If protected bike lanes are not incorporated now, it will be another 20 years before they can be.

If the problem that triggered the change from an approved plan in 2024 is a loss of 14 parking spaces, is there no other solution for the parking needs of residents? Polling shows the community split roughly in half over the new plan. Polling also shows that 63% do not feel safe cycling on Jones Ave.

As a member of the city's Climate Advisory Group and an advocate for the city's TransformTO Climate Plan I find this situation extremely frustrating. We know that the only way we will achieve our 2030 target of 65% below 1990 emissions, and to be Net Zero by 2040, is by making bold changes.

We know we need to shift commuting patterns from cars to walking, cycling and transit. But this won't happen if people don't feel safe. We need to take steps despite pushback and not compromise. Because by doing so we are compromising the future livability of our city. Jones Avenue is a key north-south spine in the east end that connects nine schools, two community centres and a public library. For people walking or cycling, many of whom are children, seniors or those new to cycling, this route must be safe.

Many of us are discouraged by the province's interference in our climate action plans. But the province is not the barrier to this proposed safe cycling infrastructure. Here it's a matter of council's political will.

Vision Zero and Net Zero by 2040 are commitments that the council has made. The commitments we've made shouldn't be interrupted over a handful of parking spots. Many residents of our city are not aware of the risks and costs of NOT taking action to bring down our emissions. How would they be? There is a real lack of communication of these commitments and how implementing the TransformTO plan will benefit us all in terms of health (better air quality, more exercise, greener city) as well as doing our part in global climate emissions reduction. If you look at leading cities, such as Paris and Montreal they have made much more major changes to street design than anything considered so far for Toronto.

At the very least we need safe, connected bike routes in every ward, and we need to speed up the implementation of the cycling network plan. The city has been expanding our bike network and that investment is paying off, with [increases in cycling ridership](#) of between 50 per cent and more than 1,000 per cent in areas where protected bike lanes have been installed.

I would like to speak in support of the Logan-Carlaw bike lanes, also in Ward 14 - These are well within the confines of Bill 212 and represent a significant opportunity to making our streets safer for everyone, in this case with no loss of parking. Today's report does not include any new lanes and this is unacceptable. Moving forward with these would help us achieve our climate reduction goals and the Cycling Network Plan.

I'll end with a quote from Family physician Dr. Samantha Green, who co-founded the advocacy group Doctors for Safe Cycling. "Safe infrastructure across the city is crucial for public health, and protected bike lanes are a research-backed way to reduce cycling deaths. What we need is political will."

The work the city has done so far including installing the University Ave, Yonge St and Bloor-Danforth lanes, despite pushback is very much appreciated. Let's make sure to continue and expand this work.

Lyn Adamson

A handwritten signature in dark ink, appearing to read 'Lyn', followed by a long, sweeping horizontal line that extends to the right.

Co-Chair, ClimateFast
60 Lowther Ave,
Toronto M5R1C7

Seniors want to cycle:

<https://www.cbc.ca/news/canada/toronto/cycle-toronto-report-seniors-biking-1.7579867>