
Active TO Midtown Complete Street Pilot

Correspondence
received by the
Summerhill Residents Association
23 March 2022

David M. Townley, MBA, CPA, CA, CF
49 Chestnut Park Road
Toronto, Ontario
M4W 1W7

davidtownley44@gmail.com

March 23, 2022

Infrastructure and Environment Committee
City of Toronto
10th Floor, West Tower, Toronto City Hall
100 Queen Street West
Toronto, Ontario
M5H 3N2

Dear Sirs/Madame's:

Re: Active TO Midtown Pilot for Bicycle Lanes

I have been a long-time resident of South Rosedale and have enthusiastically and professionally involved myself in local community activities through membership in the South Rosedale Residents' Association ("SRRA" or the "Association") and by joining the Board of Directors of the Association in 1990.

In the ensuing twenty-eight (28) year period, I served on the SRRA Board as a Director, Treasurer for eight (8) years and the President for thirteen (13), retiring in 2018. In that regard, I have significant experience in working with both elected officials and City Staff at all levels on a wide variety of issues impacting both Toronto and the South Rosedale area including heritage, building and development, parks and recreation, neighbourhood security and policing, **as well as roads and traffic.**

It is my understanding the City's Infrastructure and Environment Committee (the "Committee") will be meeting on March 29th to consider whether the Active TO Midtown Pilot for Bicycle Lanes should be permanently adopted.

I would like to express my **strong objection** to the bike lanes being continued on either a permanent, or extended pilot basis on this section of Yonge Street, which forms a lengthy western border to South Rosedale between Church Street and the CPR Bridge immediately south of Shaftesbury Avenue.

With the Yonge Street bike lanes currently in place, our community (and adjoining residential areas) are negatively impacted by:

- Reduction of Yonge Street to single lanes in either direction and resultant gridlock traffic conditions during rush hour and weekends.
- Ability of fire and EMS vehicles to respond in these gridlock conditions.
- Significant increases in travel times.
- High numbers of idling vehicles and resultant greenhouse gas emissions.
- Difficulty for TTC service transportation (buses) during planned and/or emergency shutdowns of the Yonge Subway Line.
- Difficulty in entrance and egress for many residential streets which are dead ends from Yonge Street.

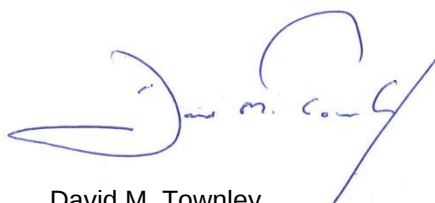
I am a keen recreational cyclist and have been for my entire life. I am very supportive of a network of dedicated bike lanes in Toronto and understand and agree with their underlying rationale and objectives. Bike lanes/routes currently exist through both the South and North Rosedale neighbourhoods.

In this instance however, I believe there are wider and better North/South streets that parallel Yonge Street between Bloor Street and Davisville Avenue. The one that comes to mind immediately is **Avenue Road**.

It is my hope that the appropriate City Staff could carefully review alternatives considering anticipated post-COVID return-to-work vehicular traffic counts and a future of unprecedented development activity in this section of Yonge Street.

Please feel free to contact me at your convenience to discuss anything contained herein.

Yours very truly,



David M. Townley

cc Mayor John Tory
 Deputy Mayor Councillor Minnan-Wong
 TTC Chair Councillor Jaye Robinson
 Councillor Michael Layton
 Councillor Kristyn Wong-Tam
 The South Rosedale Residents' Association
 The Summerhill Residents' Association
 BeRationalTO

DAVID McCRACKEN

From: David_M <david.mccracken@sympatico.ca>

Date: March 23, 2022 at 8:39:54 PM EDT

To: iec@toronto.ca

Cc: Mayor John Tory <Mayor_Tory@toronto.ca>, Mike Layton
<councillor_layton@toronto.ca>, Councillor Matlow
<councillor_matlow@toronto.ca>, Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>, Sheila McCracken
<s.mccracken@sympatico.ca>

Subject: Ideology vs. Common Sense

We live on Summerhill Gardens and are landlocked (along with 16 other streets in the Yonge/Summerhill area) given that Yonge St is our only access option. While I appreciate the many benefits of the Active TO initiative, the experiment of adding "mid-town bike lanes" on Yonge St has been counter-productive.

The two lane vehicle restriction has not only increased grid lock (pollution), but also encouraged erratic vehicle/cycling behavior that is endangering pedestrians. In my opinion it is only a matter of time until a major accident/death occurs. A particular concern of ours is emergency vehicle access and response times which have been undoubtedly negatively impacted. Given the 17 major developments planned on Yonge St (between Bloor and Heath), it is difficult imaging congestion improving during the next 5 years.

Utilizing Avenue Road (a North/South corridor with 6 lanes and wide side walks) would be a logical alternative and a win-win solution. This continued bull-headed fixation on Yonge St, despite obvious failure, continues to baffle me. I believe it is time to end this failed experiment.

Hopefully common sense prevails.

David McCracken,

Summerhill Resident & Tax Payer

From: Samantha Kives <samantha.kives@gmail.com>

Date: March 23, 2022 at 4:23:55 PM EDT

To: IEC@toronto.ca

Cc: Summerhill Residents Association

<summerhillresidentsassociation@gmail.com>, councillor_wongtam@toronto.ca, councillor_mckelvie@toronto.ca, councillor_robinson@toronto.ca, councillor_minnan-wong@toronto.ca, mayor_tory@toronto.ca

Subject: Summerhill Bike Lanes

To Whom It May Concern,

I am resident at 84 Summerhill and wanted to voice my concern over the bike lanes that have been forced upon the neighbourhood without any consultation or provisioning of evidence as to the benefits to the city at large. My concerns listed below stem from the fact that 50% of capacity of Yonge street (one lane in each direction) has been removed, in an area of the city that contains 16 blocks of land locked residential and commercial areas. There are no alternative routes for residents to go North OR South on a number of streets including my own (Summerhill Ave, Summerhill Gardens, Shaftesbury, Walker, Alcorn, Birch, Woodlawn and Birch to name a few). Very specifically my concerns are the following:

Safety: Given the lack of alternative routes safety, for residence is being put at an elevated level. Emergency vehicles can not easily access or exit our areas and specifically areas whose infrastructure was built to have 100% more capacity (ie the city built up and has allowed densification up until a year ago with the understanding that there was 4 lanes, there are now only 2). There are more densely populated areas of the city, however, all have alternative routes. Can the city please demonstrate that emergency access has not been compromised and that safety is at the same levels pre implantation of the bike lanes?

Pollution: The impetus for the bike lanes was presumably to allow for greenification of the city. Numerous studies demonstrate that it is in fact idling cars and congestion which has a greater damage of the environment. Can you please show what was the estimated use of cars and associated pollution pre bike lane implementation vs the congestion and associated prolonged idling and traffic. Have we reduced carbon emissions. Note we would need to Covid adjust the study given the significant decrease in car usage.

Lack of Use: The bike lanes while an interesting project are not frequently used in our area. Also given the fact that we live in Canada and few people use bike in the winter and shoulder periods. What studies have been done to demonstrate the adoption of the bike lanes, has ridership increased and has there been greater adoption of?

Please see some attached videos to show the congestion caused by the bike lanes. We never had this type of congestion before the bike lanes were tested:

<https://drive.google.com/drive/u/1/folders/1yoomJoe09qq04zSqVOY84HelA2bAZV-h>

Overall, while me and my neighbors have all been impacted my greater delays from the removal of 2 car lanes in favor of bike lanes, we have more significantly not been shared any information as to the benefits (quantified) and the admission of incremental costs which are being burdened specifically on our shoulders. This is not equitable. I would ask until some basic questions can be answered (again taking into consideration that we haven't yet experienced the full burden of the lack of capacity because Covid restrictions have lessened economic activity around the city), and until the city can outline what they are doing to lessen the burden for our neighborhood, the bike lanes should be removed now.

Best,

Samantha Kives and David Levenson
418.816.8999

SHEILA McCRACKEN

From: Sheila McCracken <s.mccracken@sympatico.ca>

Date: March 22, 2022 at 2:40:04 PM EDT

To: iec@toronto.ca

Cc: Mayor John Tory <mayor_tory@toronto.ca>, Mike Layton <councillor_layton@toronto.ca>, Councillor Matlow <councillor_matlow@toronto.ca>, Summerhill Residents Association <summerhillresidentsassociation@gmail.com>, David McCracken <david.mccracken@sympatico.ca>

Subject: Re: Active TO Midtown - Community Response

Following up from previous email I DO NOT see any reason to continue further consideration of Mid town bike lanes to 2023.

Sheila McCracken

Sent from my iPhone

On Mar 22, 2022, at 2:30 PM, Sheila McCracken <s.mccracken@sympatico.ca> wrote:

We live in the Yonge Summerhill area. Our street (Summerhill Gardens) is landlocked as are 16 other streets in the neighbourhood. Our only entry is off Yonge Street.

The addition of bike lanes has been hugely disruptive. Traffic is often at a standstill. Vehicles struggle to give way to emergency vehicles.

Bike traffic is at a minimum if at all especially during the winter months. Cyclists do not obey traffic signals often going through red lights. Walkers are now in constant peril crossing the street. There will be a major accident if not a death.

The City is in the process of approving 17 major developments along Yonge Street from Bloor Street to Heath Street. Including re-working subway stations and constructing a Community Centre across from Rosedale Subway. All causing more disruption, traffic delays and decreased emergency response times.

Avenue Road has bike lanes to Bloor Street then lanes switch to Yonge Street. Avenue Road has three lanes going north and south. It makes absolutely NO SENSE to move to Yonge Street where the communities living alongside Yonge Street are blocked from accessing their homes.

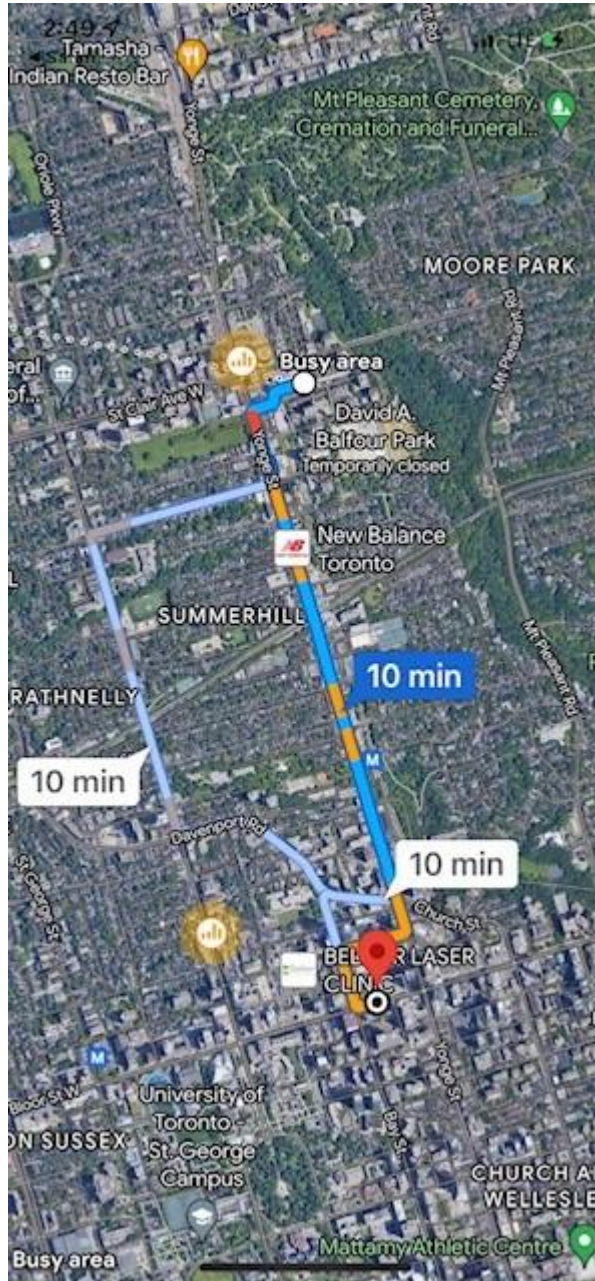
Active TO has been rushed without much thought.

I do not drive a car. I walk. I am a cyclist but do not use the lanes. Too dangerous. Have they improved safety? From my vantage they have not.

The photo below was taken Monday March 14th at 2:49 pm. I do not believe traffic time has increased by only 30 seconds or 102 seconds midday as noted in your report for consideration March 29, 2022.

I am continually shocked, saddened, upset and angry City officials continue to ignore residents.

Sheila McCracken



JILL CAMERON

From: Jill Cameron <jilltcameron@gmail.com>

Date: March 21, 2022 at 12:48:47 PM EDT

To: IEC@toronto.ca, mayor_tory@toronto.ca, councillor_minnan-wong@toronto.ca

Cc: BeRationalTO@gmail.com

Subject: No bike lanes on Yonge

RE: Bike Lanes on Yonge St.

I would like to see the bike lanes relocated - such as on Avenue Road or Mt. Pleasant, where there is clearly more space for safe travel for both bikes and cars.

- o Situating the bike lanes on Yonge St. has resulted in complete gridlock at many times of the day (which will only increase as people resume working in downtown offices post-covid).

- o Idling vehicles have increased pollution for all the affected neighbourhoods.

- o The traffic has caused delays for EMS vehicles.

- o There are 16 landlocked streets which depend on Yonge St. and the bike lanes have caused huge delays for all these residents as they try to exit their streets onto Yonge.

- o The current configuration is unsafe for bicyclists, drivers and pedestrians trying to access Yonge St. from side streets.

- o Cafe TO has also caused lane restrictions - adding the bike lanes has meant another layer of inconvenience for all users of Yonge St.

- o Adding parking to Yonge St. has further constricted passageway on the street and is counter-intuitive to the argument that we need to reduce car usage.

- o For the next decade there will be enormous pressure on Yonge St. from construction vehicles due to 17 new developments coming to Yonge St. between Bloor and Heath St. Adding the bike lanes to this is unsustainable.

- o Very few bicyclists are using the bike lane on Yonge St, clearly proving the lack of demand.

Building bike lanes is essential - I am a bike rider and support more bike lanes in the city. I would encourage you to build safer barriers for bikes beside the roadways as space permits - and ensure the many orphan bike lanes are linked to create a seamless network throughout the city. But please build bike lanes on our widest main thoroughfares where there is space for all to coexist comfortably and safely - not on Yonge St.

best,
Jill Cameron

JENNET SANDLER

From: Jennet Sandler <sandle2@me.com>
Date: March 21, 2022 at 2:26:41 PM EDT
To: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>
Subject: Support for the bike lanes

I'm a member of the Summerhill Residents Association (SRA) and **I fully support the pilot bike lanes on Yonge Street.**

Before the introduction of the bike lanes, cars would often attempt to speed on Yonge Street and not respect the pedestrian and cycle traffic. Another issue were the vehicles that used to routinely stop in the righthand lane to make deliveries, drop off children at school, do a coffee pick-up, or run a quick errand. This caused drivers and cyclists in the right hand lane to have to merge into the left lane in order to continue up the street - a potentially dangerous situation where drivers having their lane blocked, reacted in frustration making rash moves in order to get into the left lane and on to their destination as quickly as possible.

Reducing Yonge street to 2 lanes from 4 has calmed the car traffic, allowed for parking spaces for shoppers, made outdoor dining more pleasant, plus it has made it safer for cyclists and pedestrians. Personally, as a someone is a pedestrian, a cyclist, and a car driver, having the bike lanes has improved my experience as both a walker and cyclist, and hasn't impacted my driving in any major way. When I need to drive places, the lane reduction may add 5 minutes - at the most - to my driving time. To say that it adds more is an exaggeration. I feel this is a small sacrifice to pay to make this neighbourhood safer for pedestrians and cyclists.

As far as the 2 lane system slowing down EMS vehicles, I can't answer to that, nor can people arguing against the bike lanes. I suggest you poll the EMS drivers.

Recently a letter has been circulated asking us to "Be Green. Be Rational." and not support the bike lanes. I feel this protest has been organized be people that don't wish to make any personal sacrifice, however small, in order to prioritize safety for cyclists and pedestrian friendly streets over their ability to get around by car - a classic case of NIMBYism.

I am green, I am rational, and I support the bike lanes.

Friday 5PM



BRADLEY LEE

From: BRADLEY LEE <bradleylee@rogers.com>
Date: March 20, 2022 at 4:07:06 PM EDT
To: Nathan Wener <Nathan.Wener@toronto.ca>
Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>, Csca Org Info
<info@csca-org.com>
Subject: Re: MIDTOWN PILOT PROJECT--Questions and concerns about direct stakeholder inclusion

Hi Nathan,

Should I assume that you were not serious regarding further public consultations with regard to Council's decision-making on the Midtown Complete Street Pilot? The Infrastructure Committee is asking for input this week in preparation for a Council decision, slated for April 8, 2022.

I'll also note that my questions on October 26, 2021, regarding opportunities for public consultation on the pilot project, were sent directly to Councillor Matlow, but then deferred to City staffer Maogosha Pyjor who did not reply until February 2, 2022. Should I infer from this that your intent is to squelch and run down the clock on legitimate neighbourhood concerns about safe access to and from Yonge Street?

I will be writing to the Infrastructure Committee, but I am disappointed in the process of public participation around this pilot project that has so altered life in our neighbourhood.

Regards,

Brad Lee
Birch Avenue
Mobile 416-399-9850

On Wednesday, November 17, 2021, 09:32:51 a.m. EST, Nathan Wener <nathan.wener@toronto.ca> wrote:

Good Morning Bradley,

Many thanks for your follow up and hope your day is getting off to a good start. Councillor Matlow and I have been engaging diligently in talks with staff from cycling about deeper stakeholder consultation and have achieved a commitment from their staff to have a close-knit site-walk from Birch and Yonge to Woodlawn and Yonge to address the concerns that many in the Cottingham Square Community Association have raised regarding sight lines, street configuration, and being able to turn out of their streets.

The walk should be happening sometime in the coming weeks and we'd be glad to have you along as a vocal member of the community to give feedback to staff directly on site. It will most likely happen at one of the

three peak periods AM, Midday, or PM and will be about an hour and a half, maybe two hours and will give you and other members of the community the chance to ask questions of staff directly instead of trading email threads and photos back and forth.

In being conscious of accessibility concerns and taking up space on the sidewalk, we are trying to keep the crowd small and asking that we keep the community representatives to four as to have a more productive conversation and the above-mentioned accessibility concerns.

I will be sure to update you when we've nailed down a date for the walk and sincerely hope you can make it.

Let me know if you have any further questions and/or concerns and I would be happy to assist further.

Kind Regards,

Nathan Wener

Constituency Assistant to Councillor Josh Matlow, Ward 12 Toronto-St. Paul's

City Hall, 2nd Floor Suite A17 | 100 Queen Street West, Toronto

Tel: 416-392-7906

Email: Nathan.Wener@toronto.ca

Website: www.joshmatlow.ca

SUSAN WILSON

From: Susan Wilson <chiliad@pathcom.com>

Subject: ActiveTO Midtown Pilot for Bicycle Lanes

Date: March 16, 2022 at 12:07:49 PM EDT

To: iec@toronto.ca

Cc: councillor.layton@toronto.ca

Thank you for the opportunity to express my opinion on making the ActiveTO Midtown Pilot for Bicycle Lanes permanent. I am in favour of keeping the lanes but only if considerable changes are made to improve traffic flow and safety.

I am a longtime resident of the Summerhill area. I am also a longtime walker, driver and once cyclist and am familiar with the frustrations and shortcomings in behaviour of all three.

I am in favour of discouraging the use of cars for personal use in the city, but recognize the need for many types of cars and trucks, mostly larger than family cars, here.

I am in favour of intensification that will bring a greater density of residences to this area if it reduces urban sprawl. However, I am not in favour of new developments or expansion of existing residences that have fewer but larger rooms that attract wealthier but fewer residents.

Laws and government decisions have recently permitted the construction of many large developments on the stretch of Yonge Street between Charles and Heath Streets, which will bring many more residents to the area. Laws and government decisions need to be made &/or enforced in this area to ensure safe and timely traffic flow of pedestrians, cyclists and drivers alike and address existing and potential new problems.

I suggest that the following be considered:

take into consideration the findings of a thorough traffic study to be undertaken that assesses the number and patterns of use of this corridor by private cars, service vehicles (EMO, utility, delivery, taxi, etc.), cyclists and pedestrians. Daily and seasonal patterns should be included in the study.

convert some streets of the neighbourhoods off Yonge Street into one-way streets for cars and possibly for bicycles.

prohibit some left-hand turns on and off Yonge Street by cars and bicycles.

remove some of the stop lights on Yonge Street between Charles and Heath Streets, and improve the synchronizing of the remaining lights to the shifting demands of all types of traffic throughout the day. For the first time in my life, I am frustrated now as a pedestrian by having to wait for so many lights to change on this stretch of Yonge Street.

start snow shovelling the bike lanes and sidewalks BEFORE starting to shovel the streets and REMOVE this snow from the area. Cars can get through small amounts of snow easily and more safely than cyclists and pedestrians, who often have prams, bundle buggies and walkers, etc. Yet the city infuriatingly has for decades ploughed light snowfalls in my neighbourhood onto the sidewalks as

large windrows, making the sidewalks impassible, frequently after the residents have already shovelled them.

review the design of the road objects and markings of ActiveTO to ensure that they are simple, easy to understand, readily discernible in all seasons and consistent throughout the entire area.

give careful consideration to the north Summerhill LCBO parking lot with a view to making its entrance safer and easier to use.

Options to consider:

prohibit vehicles from travelling directly from Birch Avenue into this parking lot;

prohibit or restrict the hours of left turns in and out of this entrance;
look into opening a roadway from Shaftesbury Avenue into this parking lot.

restrict the amount of time, the hours and the degree to which construction hoarding, moving vans and utility vehicles, etc. can obstruct passage on the streets and sidewalks.

Thank you for considering my suggestions,
Susan

Susan Wilson
6 Ottawa Street
Toronto, ON M4T 2B6
chiliad@pathcom.com
(416) 928-0659

RONALD BIRKIN

**METROPOLITAN TORONTO CONDOMINIUM CORPORATION #802
33 JACKES AVENUE
TORONTO, ONTARIO M4T 1E2**

**PH: (416) 925-3303
MTCC802@ROGERS.COM**

To: The recipients in schedule A

Re: The proposed Continuation of the bicycle (bike) lanes on Yonge Street from Bloor to Davisville

Infrastructure committee hearing scheduled for March 29th, 2022

I write as owner / resident and as President on behalf of the board of the Condominium at 33 Jackes Avenue.

We are situated within the large quadrant bound by St. Clair and Roxborough from North to South and Yonge and Mt. Pleasant, from East to West.

This large community of ours primarily contains single family residential homes., largely occupied by seniors. Many of the streets situated therein are dead ended, and most importantly, Yonge St. Is their SOLE arterial exit.

For myself and I am certain for most residents in the area, the motor vehicle is the only practical transport option. For the residents at 33 Jackes, bikes are not an option.

While the subway is available, neither the Rosedale or Summerhill stops have an escalator, an elevator or wheel trans access. The subway is also a long walk for many residents. As well, in my experience prior to covid, the subway was badly overcrowded, often not stopping at one or both of these stops.

The experience of the residents off Jackes Ave. Is illustrative. Turning onto two lane Yonge St., while watching for traffic, pedestrians and bikes, is extremely difficult, if not dangerous. Perhaps ironically, the designated bike lanes are actually rarely used, particularly during this past late fall and winter period .

The terrible existing situation, only promises to get worse. It appears that there are some 17 major residential developments planned for the Yonge corridor from Bloor to Davisville. The vehicle impact, with bike lanes remaining Is virtually unimaginable. How will traffic, including emergency vehicle s move?

For the benefit of everyone, the safety of bike lanes are important to encourage use, where feasible. Fortunately, there is an excellent option available.

Avenue Road between Davenport and St. Clair, has more driving lanes than Yonge, with little planned development and outdoor dining. A far better choice.

In conclusion, I urge you not to make the dedicated bike lanes a permanent feature of Yonge St. South of S. Clair. To do so, will have a major negative impact with day -to-day life in our wonderful neighbourhood.

Ronald Birken

DOUGLAS YOUNG

From: Douglas Young <douglasyoung@hotmail.com>

Date: March 16, 2022 at 12:04:06 PM EDT

To: "IEC@toronto.ca" <IEC@toronto.ca>, "[mayor tory@toronto.ca](mailto:mayor_tory@toronto.ca)" <mayor_tory@toronto.ca>, "[councillor minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca)" <[councillor minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca)>, "BeRationalTO@gmail.com" <BeRationalTO@gmail.com>

Cc: Summerhill Residents Association

<summerhillresidentsassociation@gmail.com>

Subject: Increase Safety and Reduce Emissions along Yonge Street

Hi,

I am a current resident in the Summerhill area, living on Shaftesbury Avenue. Rather than continue to complain to my neighbors and anyone that would listen, I thought it was important that I express my concern for the safety of the residents in our neighborhood.

I am writing specifically about Active TO and the bike lanes added to Yonge Street, which effectively reduced lanes from **four down to two lanes**. One lane to support the addition of the bike lane, and another for parking or wasted space.

I understand the objective of improving accessibility of other modes of transportation other than vehicles, but I feel there could be other alternatives north and south (Avenue or Mount Pleasant) that would allow for better flow of traffic, while reducing vehicle emissions and accidents along Yonge Street.

The main issues, in my opinion, are as follows:

1. **The impacts on traffic congestion;** increased emissions from idling cars, reduced emergency services response times arising from the existence of 16 land-locked streets in the centre of the pilot has been ignored.
2. The massive ongoing land use intensification of the Yonge Street corridor with tens of thousands of new residential units currently in the development pipeline, **including at least 12 major new developments between Bloor Street and Heath Street alone**, was never even considered, or compared to other alternatives. It was decided to use the street with the most disruption long-term.
3. The latest construction at the Summerhill Subway station has created a health and safety risk for all residents on Shaftesbury Avenue, Summerhill Gardens and Summerhill Avenue. There is only one route out of the neighborhood onto Yonge Street with no lights. How would emergency response enter the neighborhood? How could residents exit quickly in the case of a gas leak or emergency?

Along Yonge Street, emergency vehicles, construction trucks and equipment, delivery vans, taxis, commuter traffic, TTC buses, snow clearing machines in winter, etc., are all challenged to operate normally. In addition, there was little thought to left-turn lanes, creating more back-ups on Yonge Street – both north and south. In summary, as a resident that relies on access to Yonge Street, I am opposed to Active TO and appalled there was ZERO consultation with the residents in my community.

Doug Young
110 Shaftesbury Avenue
Toronto ON.



Toronto, March 15 2022

Infrastructure and Environment Committee
City of Toronto
BY EMAIL (iec@toronto.ca)

RE: ActiveTO Midtown Pilot for Bicycle Lanes status review March 29, 2022

We write to you as the Board of Directors representing the interests of the owners at The Jack condominium property located at 6 Jackes Avenue. We wish our position to be recorded as opposed to the permanency of the bicycle lanes on Yonge Street.

We note that we have no record of any survey addressed to us, or our owners, either on the initial project or on its proposal for permanency. As residents with a direct connection to the project area of Yonge Street, we are concerned that we have not been proactively consulted. The Jack condominium is land-locked to Yonge Street, and the bicycle lanes have created serious challenges to our enjoyment of life in the community. Those include:

- Vehicular traffic gridlock at most times, affecting travel.
- An important increase in noise pollution from gridlocked vehicles and slowed EMS vehicles.
- An important increase in carbon exposure for residents and pedestrians.
- Worsened sight lines for vehicles accessing or exiting cross streets.
- A visual and physical deterrent to a business and entertainment centric area, exaggerated in winter months by impediments to snow removal and destruction of many of the bicycle lane components.
- Reduced parking opportunities for area businesses and visitors.
- Dangerous situations created by increased difficulties with snow and ice management.

The reduction of vehicular traffic lanes on one of the most important thoroughfares in the City is surely not a good idea. The municipality has rightly encouraged continued development in the area, with the resulting increase in population. Distances, weather and the historical lack of development in underground public transportation in our city will continue to favor a reliance on private vehicle traffic. If we are to remain a competitive and vibrant city, we need to accept our situation and shortcomings and improve the flow of vehicular traffic, not impede it.

Conversely, anecdotal evidence suggests minimal use of the installed bicycle lanes, and we submit most of the use is through traffic, of little value to the community. We are not against bicycle use (we have numerous users in the property), but there are surely more efficient alternatives to this project that would not so perilously injure our community.

Respectfully,

The Board of Directors
The Jack Condominium

c.c. Mayor John Tory (mayor_tory@toronto.ca)
Councillor Layton (councillor_layton@toronto.ca)
Councillor Matlow (councillor_matlow@toronto.ca)
BeRationalTO Organization (berationalto@gmail.com)

The Jack TSCC2804 6 Jackes Avenue, Toronto, Ontario, M4T 0A5
T 416.901.4188 E thejackpm@iccpropertymanagement.com

JOHN VAN NOSTRAND

From: John van Nostrand <lvannostrand@svn-ap.com>

Date: March 14, 2022 at 9:58:55 AM EDT

To: iec@toronto.ca

Cc: [Mayor Tory@toronto.ca](mailto:Mayor_Tory@toronto.ca), [Councillor Layton@toronto.ca](mailto:Councillor_Layton@toronto.ca), [Councillor Matlow@toronto.ca](mailto:Councillor_Matlow@toronto.ca), BeRationalTO@gmail.com, debbiejb@outlook.com

Subject: Should the Yonge Street Bicycle Lanes be made Permanent? - Infrastructure Committee (March 29 / 2022)

To The Infrastructure Committee:

Background

I am the Founding Partner of **SvN Architects and Planners** (known then as van Nostrand Hanson DiCasteri Architects and then architectsAlliance) and we were responsible – with **Brown and Storey Architects** - for the revitalization of St. George Street (from College Street to Bloor Street [1994-98] and, following that, the Bloor Street Revitalization (from Yonge Street to Avenue Road [1998-2002]). These were the first two streets to incorporate a combination of bicycle lanes, parking and vehicular lanes within a common right-of-way in Toronto. Since then, I have had a good deal of similar professional experience addressing the planning and design of other significant shared streets in Toronto including those serving the *2015 Pan-AM Games Athletes Village* (now known as *Canary Wharf*); as well as those streets forming part of the redevelopment of the *Six Points* (former *Dundas Bloor Interchange*); and finally the improvement of *Yonge Street from College to Front Street* ; and others.

Given the extent of our previous experience and interest in integrated street design, I welcomed the proposed *Midtown Pilot for Bicycle Lanes* with an open and optimistic mind. I followed its design and construction with particular interest as I have lived directly adjacent to the ActiveTO Pilot Area ('the Pilot') - on Summerhill Gardens - for over 50 years. As a result, my family and I are active, everyday users of the Pilot Corridor - from its intersection with Summerhill Avenue north to Bloor and south to Roxborough from both Summerhill and Shaftesbury Avenues.

Summary Overall Experience Of The Pilot in My Neighbourhood

I am sure that you will hear a litany of problems from most respondents and I am not about to repeat all of these. A summary of mine comments follows:

Automobile Traffic on normal week-days was reduced (within the COVID period which corresponded roughly with the Pilot) from its numbers before COVID. Even with the reduction, auto-traffic entering or exiting to-and-from Yonge Street BEFORE traffic lights were adjusted/added (i.e., within the last 6 months or so) was MORE congested in both the morning and afternoon peak hours – to the extent that auto-drivers would exit onto adjacent side streets – many of which – including both Shaftesbury and Summerhill are “dead-ends” in terms of travelling east or west to Mt. Pleasant or Avenue Road respectively. As a result, a good deal of traffic

was diverted into local communities where it was further congested by EMS and City Services (e.g. Garbage Collection and Street Cleaning) creating serious delays – which were even further congested on snowy days, and/or with added (much-increased) delivery services and increased house renovation traffic and deliveries. This was further aggravated in our neighbourhood by the closure of Reservoir Park and the detouring of bicycle and pedestrian traffic back out to Yonge Street

As if the conditions above were not difficult enough to deal with on “normal” days - when EMS Services were called in or above all, when the Subway was closed or under construction, as it was often throughout the Pilot Period (often requiring closure of the Shaftesbury entrance) – and added buses and pedestrian traffic on Yonge was experienced - the system broke down entirely. In summary the best of days certainly resulted traffic confusion within the neighbourhood, especially at certainly at the Yonge/Summerhill and Yonge/Shaftesbury intersections; and the worst of days were bad. Exiting and entering Yonge – while ensuring one allowed for N-S pedestrian traffic in both directions was challenging – although drivers were also more polite in terms of accommodating turning traffic.

Additional traffic confusion for all modes of travel has increased with not only increased house renovations (on dead-end (“land-locked” Streets) but also the start-up of major new residential developments within and near Scrivener Square; and within the Yonge Corridor from Birch to Bloor. Traffic on both Summerhill Avenue and Summerhill Gardens has increased significantly – at the same time that the travel lanes on Yonge had been reduced by 50%.

Going Forward

From the outset, I expressed the opinion that the Pilot needed to be designed and planned in joint consideration with both the *Mount Pleasant and Avenue Road Corridors*, as together, all three create a metropolitan-scale transportation corridor serving Toronto’s Downtown. To the best of my knowledge, this advice was ignored in favour of focusing on Yonge Street alone. I believe this to me even more the case now, given the lessons learned from the Pilot. I would recommend the following; going forward:

1. Current Traffic counts need to be prepared (or updated as the case may be) for ALL FOUR MODES OF TRAVEL including automobile, bus-subway, bicycle and pedestrian traffic on Yonge, Mount Pleasant and Avenue Road (from St. Clair to Bloor) and significant east-west link between them, during the same time period e.g. this Spring).
2. Estimated traffic counts need to be prepared for each of these Corridors for the next say 5, 10 and 25 year periods; along with comparable, cross-sectional and at-grade plans for each corridor to accommodate existing and projected traffic in all four modes, assuming each accommodates its own projected traffic going forward

3. Traffic Re-Distribution ('Re-Balancing' is the descriptor we used on St. George and Bloor Streets) – plans and cross sections need to be prepared for alternative forms of re-distribution of all four modes of traffic and projected land-use across all three corridors – with the objective of distributing vehicular and bus/subway in a attempt to reduce congestion - or public review and discussion, including plans for key east-west linkages between the corridors; and those extending East from Mt.Pleasant and West from Avenue Road.
4. Prepare new Neighbourhood Growth Plans for each existing Neighbourhood within the overall Mount Pleasant/Yonge/Avenue Road Corridor – in two phases – the first from Bloor to Avenue Road, and the second from St. Clair to Eglinton.

When we asked the City to undertake this exercise on St. George Street in 1995, traffic counts revealed that the balance before changes were made - was that 30% of use was by people in cars and the remaining 70% by pedestrians (given that it ran through a university campus) – yet 75% of the ROW was set aside for cars and parking, and 25% for pedestrians and cyclist. The Plans that were approved and constructed rebalanced the space allocation to 50/50 for cars and pedestrians which allowed for significant tree planning as well.

Happy to discuss this further

John van Nostrand, FCIP, FRAIC
Resident - 14 Summerhill Gardens (Apartment #1)

Founding Principal

SvN Architects + Planners

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BARBARA HENDERSON AND BARRY PICKFORD

From: barry.pickford@sympatico.ca
To: Mayor_Tory@toronto.ca
Cc: councillor_layton@toronto.ca; councillor_matlow@toronto.ca; councillor_minnan-wong@toronto.ca; summerhillresidentsassociation@gmail.com
Sent: Wednesday, March 9, 2022 6:36 PM
Subject: Yonge Street Traffic and Current Development Proposals

Dear Mayor Tory

We have lived at 53 Woodlawn Ave. E., in the Summerhill area of the city for the past 21 years. We are writing to you today to express our concerns with Yonge Street traffic and the impact the current development proposals for our area will have on this already difficult traffic situation.

You have undoubtedly received a number of letters and comments regarding the traffic congestion on Yonge Street that has resulted from the decision to restrict this major north south artery to just two lanes of traffic from Bloor to Davisville in order to permit bike lanes on it. Having recently learned of the development proposals for Yonge Street over the next few years we can only assume that traffic congestion will become much, much worse. Please know that we agree that Toronto should have bike lines but believe that Yonge Street is the wrong thoroughfare. It isn't clear why a street that is i) already more narrow than proximate alternatives (Avenue Road, Mount Pleasant), ii) houses just off it two important fire stations, iii) is a TTC bus route, iv) is an important location for Café Toronto and v) is now subject to considerable new development plans has been selected for bike lanes.

Like most Summerhill residents we have watched traffic congestion on the section of Yonge between Crescent and St. Clair for the last few months and questioned the rationale for closing two lanes of traffic and replacing it with bike lanes and parking. It should be clear to all that during the winter months the parking areas are getting plenty of use (it is somewhat ironic that the desire to restrict vehicle traffic on Yonge has been replaced by providing more vehicle street parking than we have seen before) while the bike lanes are only used from time to time by a handful of bikes (generally e-bikes).

Last week David Dreidger, a senior planner in the city's planning department made a presentation to the Summerhill Residents Association on the new development proposals for the portion of Yonge Street in the Summerhill neighbourhood and up to just north of St. Clair. The number of the development proposals and their impact on a two lane Yonge Street raise some real concerns. As we understand David's presentation, there are eleven significant developments proposed for the area along Yonge Street or just off it between the railway tracks and Heath Street.. It appears that the already approved projects and those under review will potentially add some 420 stories of new builds. If this is accurate, we should expect an additional 6,500+ new residents to the area. There are lots of positives to this, but it will also most likely mean that at least 1,300 new vehicles will be added to the area over the next five to seven years. It is reasonable to expect that many of these will be e-vehicles but the future congestion on a two lane Yonge Street will be problematic to say the least.

Our bigger concern with the proposed development plan is the impact of the constant construction that can be expected to go on along this section of Yonge Street for the next five years at least. This construction will lead to significant amount of heavy construction related vehicle traffic and undoubtedly require lane closures on the two lane Yonge Street. It appears that neither David Dreidger nor Councillor Layton, who also attended the meeting, had any answers to the even greater traffic problems this new construction will create. According to David, the province wants new development to take place close to existing subway stops and the city is powerless to stop it. The city of Toronto can however rethink whether bike lanes make sense on Yonge Street during this heavy construction period. Councillor Layton seems convinced that bike lanes are good for the environment, but it is difficult to believe that constant traffic jams made up of long idling cars on a construction laden Yonge Street can be doing anything positive for the environment.

As we stated at the outset, we recognize that Summerhill residents have already voiced a number of concerns regarding the serious traffic congestion issues with respect to Yonge Street particularly the impact on emergency vehicles, added pollution and limitations of access to and from Yonge by otherwise landlocked Summerhill residents. With news of the proposed development plans along this portion of Yonge Street, it can only be expected that these concerns will be amplified. As a result, we would ask you and city council to carefully reconsider the use of bike lanes on Yonge Street during the expected heavy upcoming construction period or at the very least least during the winter months. As we have previously indicated, please know that we are not against bike lanes on city streets but do very much question whether bike lanes on Yonge Street are appropriate at this time.

Yours sincerely.

Barbara Henderson & Barry Pickford

CC. Deputy Mayor D. Minnan-Wong

Councillor M. Layton

Councillor J. Matlow

President, Summerhill Residents Association

SUSAN RAPHAEL

From: "Susan B. Raphael" <susan@susanraphael.ca>
Date: March 2, 2022 at 7:43:11 PM EST
To: mayor_tory@toronto.ca
Cc: layton@toronto.ca, councillor_matlow@toronto.ca, Maogosha.Pyjor@toronto.ca
Subject: Bike Lane Pilot Concerns

Dear John Tory & Councillors,

As residents and business owner in the Yonge and Summerhill area since 1999, my husband and I have concerns regarding the long-term sustainability of the pilot bike lane project.

The traffic on Yonge Street since the bike lane pilot in conjunction with CafeTO now makes the street an unviable major artery for vehicles. We are only able to exit our area by car via Yonge Street. The poles/barricades pose a risk to vehicles. Poles have been knocked over by construction, garbage and snow removal vehicles and these cause an additional risk to pedestrians and cyclists.

Also of concern is safety. The placement of the barriers makes it difficult to see pedestrians and cyclists when driving or walking to and from my home and my business. The traffic congestion has increased (see pics attached) and emergency vehicles can't maneuver efficiently with only one lane on Yonge Street each way. As a driver turning onto Yonge, which is our only way to exit from Summerhill, I need to look rigorously, for pedestrians, dogs, strollers and now both ways for cyclists and motorized bikes. It is impossible to do this safely and properly. As I inch my vehicle towards Yonge I can't help but block the bike lanes in order to accommodate pedestrians and effectively make a turn onto Yonge.

ActiveTO has created confusion and congestion on Yonge Street, especially from St. Clair to Roxborough particularly between Jackes and Marlborough. There are 16 landlocked streets affecting 5,000 residents. In addition, there are approved developments and proposed developments which aim to bring another 10,000 residents between these streets. ActiveTO would be much better situated on Avenue Road where there is no CafeTO.

To support ActiveTO it should be moved to Avenue Road where there is no CafeTO, no big Developments approved or being approved and is 6 lanes of Road.

Thank you for your attention to this important matter.

Sincerely,

Susan Raphael, Owner Sustainable Recovery Counselling & Addiction Services

23 Summerhill Gardens, Toronto, ON, M4T 1B3, Tel: (416) 271-1117

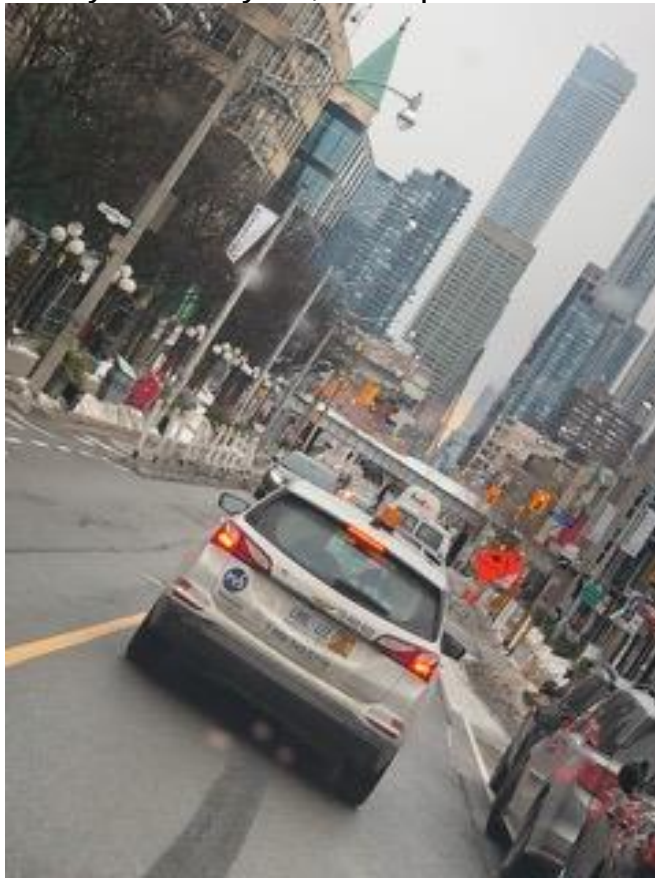
Sunday Feb 6th 3:17pm



Sunday Feb 6th 3:17pm



Friday February 11, 11:56pm



Sunday February 13 12:07pm



Sunday February 13, 12:07pm
On Balmoral Ave turning south onto Yonge Street



EVELYN GIANNINI

From: Evelyn Giannini <egiannini@sympatico.ca>
Sent: February 16, 2022 10:37 AM
To: Mayor Tory <mayor_tory@toronto.ca>
Cc: Michele Chandler <michele@michelechandler.com>
Subject: Bike lanes on Yonge Street

As we are into the Winter season of the newly installed bike lanes, I thought I should pass on my comments relating to how they are impacting our neighbourhood.

In recent heavy snowfalls, the bike lanes were cleared before the sidewalks were, so many residents used the bike lanes to navigate Yonge Street North and south. This caused the obvious confusion and near-physical encounters between bikes and pedestrians, and resulted in not being safe for either group.

With the addition of different plowing equipment and schedules now required to clear not just roads and sidewalks but separate bike lanes, the City has increased costs while slowing response time for clearing snow. Heavy mounds of snow accumulated at each intersection after bike lane plowing made crossing the road safely a hazard for both pedestrians and vehicles. In addition, visibility of the bollards installed this past year became a serious issue cloaked in mounds of snow - particularly as they inhibited vehicles from pulling over to allow emergency vehicles to get through. As Yonge is a vital north-south corridor for same, bike lanes and snow-hidden bollards only made things more difficult .

The City may need to rethink how this Yonge bike lane operates in all seasons without further endangering safe passage for both people and vehicles.

Eve Giannini
61 Alcorn Avenue
Toronto, Ontario
M4V 1E5

BRUCE ALEXANDER

From: Bruce Alexander [<mailto:brucea@sympatico.ca>]
Sent: February 15, 2022 1:59 PM
To: Karina Fortin <Karina.Fortin@toronto.ca>
Cc: Councillor Matlow <councillor_matlow@toronto.ca>
Subject: Yonge St traffic plan at Birch

Hi Karina,

Yesterday as I waited at the intersection of Birch and Yonge to make a right turn onto Yonge St, a cyclist that I had not seen while I was looking north suddenly appeared from behind a planter. I was able to back out of his way in time for him not run into me.

Please consider moving the offending planter (the first one north of Birch) and ensure, as I explained in my December 8, 2021 note to you, that there are no street patios allowed between Alcorn and Birch when the restaurant season begins so that the bicycle lane is a straight line between Alcorn and Birch and cyclists can be seen early enough at the Birch intersection that a motorist can avoid them.

I am convinced that this intersection is so hazardous that someone is eventually going to be seriously injured here soon unless something is done. There have already been some close calls.

Best regards,

Bruce Alexander

LIB GIBSON

From: Lib Gibson <lib.gibson@gmail.com>
Date: February 15, 2022 at 1:26:09 PM EST
To: Maogosha Pyjor <Maogosha.Pyjor@toronto.ca>
Cc: Dave Dunn <Dave.Dunn@toronto.ca>, Karina Fortin <Karina.Fortin@toronto.ca>, Becky Katz <Becky.Katz@toronto.ca>, "summerhillresidentsassociation@gmail.com" <summerhillresidentsassociation@gmail.com>, Mayor Tory <Mayor_Tory@toronto.ca>
Subject: Re: The bike lanes on Yonge Street between St. Clair and Rosedale Valley Road

Thank you for your email, Maogosha

It seems clear to me that the efforts of your project team have been to selectively collect data on points that would support your preferred position, with no regard for the poor residents who have to suffer from the decisions you have made.

1. Land Locked Streets

You say you are encouraging people to take alternate routes, but everyone in the landlocked street, as well as those living on the east side of Yonge between Rosehill and Rowanwood, have no such option. We can't get in or out and emergency vehicles can't get in or out without inordinate delays.

With the city's willy-nilly approval of very high condo buildings along Yonge Street, as opposed to the 6-7 storey buildings common in Europe which provide a human-friendly streetscape, the number of landlocked residents is only going to increase.

2. Cycling Volumes

It's pretty easy to see a large percentage increase in cycling volumes when you start from a small enough base. And when you do the survey in the best possible cycling months of the year. This survey result is misleading and duplicitous.

A cycling survey needs to be done on Yonge Street, not Crescent. The congestion is on Yonge Street!

Measuring cycling volume in the two best months of Toronto's weather is to miss the point entirely. Over the period of December 13-February 13, I made many walking and driving trips up and down Yonge. I happened to drive up to Eglinton multiple times for medical treatment. In that two month period I saw 7, yes, that' SEVEN, cyclists on Yonge Street bike lanes. To have a bike lane on Toronto's main street makes no sense. But to maintain that bike lane for 12 months of the year is sheer lunacy.

Do cycling surveys October through April on Yonge Street! See what cycling traffic you get then!

3. Emergency Vehicles

You've measured the increase in cycling volume (albeit on an irrelevant street). Please provide me with data showing the increase in time for emergency vehicles to reach landlocked homes. If you didn't collect that data, it's clear that you're picking and choosing the surveys

to prove your incredibly weak position, rather than to gather the true facts.

5. Traffic Congestion

There has been NO positive impact on air quality in my neighbourhood. There are actually more cars on Yonge at the corner of Summerhill. It's just that they're all idling and spewing pollution rather than proceeding on their way. People in condos on Yonge Street are complaining that they can't open their windows because of the fumes.

Nothing in your letter convinces me that there is *any* justification for having a cycling lane on Yonge Street for 12 months of the year. That's just common sense for anyone who actually lives in the city. We cannot import practices from cities like Amsterdam or Copenhagen, both with flat terrain and mild winters, into a city like Toronto with totally different characteristics.

BE RATIONAL.

Lib Gibson

From: Sarah Farr <farrs@rogers.com>
Date: February 2, 2022 at 9:24:37 AM EST
To: councillor_layton@toronto.ca
Cc: councillor_matlow@toronto.ca,
councillor_mckelvie@toronto.ca, Barbara.Gray@toronto.ca, gregg.linter@toronto.ca, Maogosha.Pyjor@toronto.ca, Summerhillresidentsassociation@gmail.com
Subject: ActiveTO

Mike,

I am writing to you as a long time member of the Summerhill neighbourhood to complain about ActiveTO that was implemented in our neighbourhood. We have now lived with this initiative for over six months and it has made it next to impossible to move within our area. Here are the concerns:

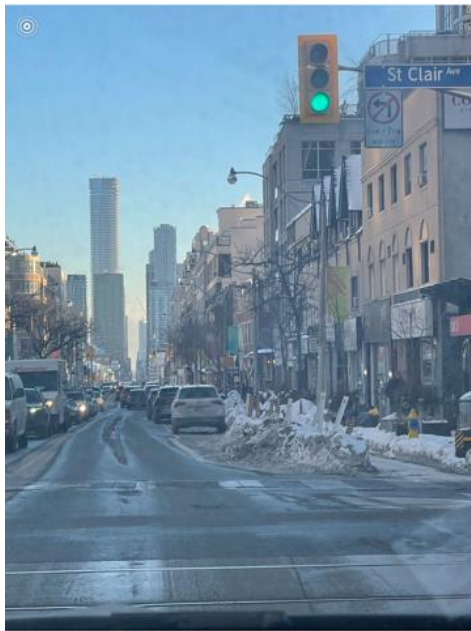
- Yonge street is too narrow to support this initiative
- Emergency vehicles are unable to access the neighbourhoods around Yonge. This is going to result in a crisis situation.
- We have no alternative routes to avoid any congestion. Our only access is via Yonge Street.
- There are six plus new developments that have been approved in our neighbourhood which will need access to Yonge Street during their construction phases. Along with increased population density with more cars.
- Parking on Yonge Street. This further impedes turning out on to Yonge safely (from Summerhill Avenue) and encroaches into the one useable lane (see photo below)
- Bollards for the bike lanes are a blindspot when turning onto Yonge Street.
- Yonge Street is used heavily by public transport when the subway is closed. This added volume has not been accounted for.
- Rarely see any cyclist using the bike lanes
- Added snow banks from the clearing of the bike lanes which is put on to the road (see photo attached).

I do agree that encouraging bike usage is important in the city but it is just not appropriate on Yonge Street. Such an initiative would be better suited to a wider street such as Avenue Road which has very little development and 6 lanes of traffic. In addition, when the subway line is closed down for repairs for construction or emergency situation, all public transportation (buses) will also need access to Yonge Street to move people up and down the subway line.

See attached photos of traffic gridlock which takes regularly (this was on January 24 at 3.22pm) it was backed up all the way down from St. Clair to Bloor Street. Today at 3:30pm it took 25 mins to get from Summerhill Avenue to Yonge and St. Clair.

Regards,

Sarah & Richard Farr
Long time residents of Summerhill



SUSAN STOCK

From: Susan Stock <susan.stock@me.com>
Date: January 31, 2022 at 9:56:03 AM EST
To: "Mayor John Tory(Chair)" <mayor_tory@toronto.ca>, Councillor Layton <councillor_layton@toronto.ca>, Josh Matlow <councillor_matlow@toronto.ca>, Councillor Wong-Tam <councillor_wongtam@toronto.ca>
Cc: Angela Surdi <angela.surdi@toronto.ca>, Debbie Briggs <debbiejb@outlook.com>

Subject: Tax Revolt over bike lanes

Dear Mayor and Councillors.

Now I know you have all gone mad! Jan. 29th, both bike lanes south of St. Clair have been cleared of snow. Not one cyclist to be seen using it. Excess snow pushed on roadside and the sidewalk.

In Summerhill, the plow has only come once since the Big SnowFall and the bloody salter, too many times. No shovelling or snow removal, just dumping tons of salt - useless. Creating slushy salt messes. Disgusting. And still the roads are barely passable. Many people have shovelled their snow from sidewalks and drives onto the road, taking up parking spaces, which permit holders pay to use, and now are snow banks.

Can you explain why the few cyclists that use Yonge St. take precedence over my neighbourhood?(PS. Silverwood Ave. M4P 1W4 has not been plowed at all)

I pay to park on the road, have my car stickered, licensed, personal licence = what do cyclists pay????? I get ticketed for infractions; cyclists speed, do not follow rules of road and don't stop at stop signs, Yet get off scot free.

Why am I being penalized? Why has there been no snow removal in my landlocked neighbourhood with capital projects tying up traffic on Shaftesbury, to make matters worse.

I think there is a problem, and I I would like to speak to a Manager to find out why my taxes are not providing services to my community, but they can find the money to clear bike lanes!???????

Our major roadway, Yonge St. is reduced to a 2. Lane country road.
Bah Humbug

Susan Stock
Shaftesbury Ave.
4162773385

DOUGLAS YOUNG

From: Douglas Young <douglasyoung@hotmail.com>

Date: January 19, 2022 at 12:56:04 PM EST

To: "councillor_layton@toronto.ca" <councillor_layton@toronto.ca>, "councillor_matlow@toronto.ca" <councillor_matlow@toronto.ca>, "mayor_tory@toronto.ca" <mayor_tory@toronto.ca>, "Maogosha.Pyjur@toronto.ca" <Maogosha.Pyjur@toronto.ca>

Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>

Subject: Active TO - OPPOSITION

Dear Mayor Tory and Councillor Layton,

I am a current resident in the Summerhill area, living on Shaftesbury Avenue. Rather than continue to complain to my neighbors and anyone that would listen, I thought it was important that I express my concern for the **safety** of the residents in our neighborhood.

I am writing about concerns of **ACTIVE TO**. While the concept is great, and the gesture to help the restaurants with outdoor dining is commendable, the danger and negative effects far outweigh any advantages.

ActiveTO has shrunk the widths of an already narrow Yonge Street, shrunk by half from 4 to 2 lanes. In addition, **the latest construction at the Summerhill Subway station** has created a health and safety risk for all residents on **Shaftesbury Avenue, Summerhill Gardens and Summerhill Avenue**. **There is only one route out of the neighborhood** onto Yonge Street with **no lights** (Shaftesbury Avenue is no longer an exit out of the neighborhood). I witnessed eight cars trying to exit Summerhill onto Yonge Street at one time, highlighting a major throughfare issue. Imagine if there was a fire or emergency... How would emergency response enter the neighborhood? How could residents exit quickly in the case of a gas leak or emergency?

Active TO makes it very difficult to exit and either go north or south on Yonge Street from Summerhill Avenue. With no lights, it creates a lot of difficulty and time to get out of the neighborhood trying to manoeuvre with cyclists (even electric scooters/ motorbikes) driving north and pedestrians trying to cross Summerhill Avenue.

Along Yonge Street, emergency vehicles, construction trucks and equipment, delivery vans, taxis, commuter traffic, TTC buses, snow clearing machines in winter, etc., will all be challenged to operate normally. In addition, there was little thought to left-turn lanes, creating more back-ups on Yonge Street – both north and south.

In summary, as a resident that relies on access to Yonge Street, I am opposed to Active TO and appalled there was ZERO consultation with the residents in my community.

Doug Young

110 Shaftesbury Avenue

APRIL SOLMAN

From: april solman <aprilis@rogers.com>
Date: January 8, 2022 at 3:31:28 PM EST
To: councillor_matlow@toronto.ca
Subject: Bike Lane Community Follow Up

Hi Josh,

I am writing you to see when the community follow up discussion will be taking place regarding the bike lanes. When I spoke to you in October at the community meet and greet you had said you will be reaching out to the neighbourhood for feedback regarding the bike lanes. So far, I haven't heard of anything in the works.

In the meantime, the bike lanes are virtually empty and Yonge Street is bumper to bumper traffic.

Please let me know what the plan is in this regard.

Sincerely,

April Solman

LIB GIBSON

From: Lib Gibson <lib.gibson@gmail.com>

Date: January 6, 2022 at 3:38:40 PM EST

To: Mayor Tory <mayor_tory@toronto.ca>

Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>

**Subject: The bike lanes on Yonge Street between St. Clair and
Rosedale Valley Road**

Dear John

I hope you remember me from my acquaintance with your father through Thomson when I was CEO of Bell Globemedia Interactive, and when I was in your United Way Cabinet when you were Chair. This will sound like sucking up, but I have sincerely admired your performance as Mayor. It didn't surprise me after the impression I already had of your desire for service.

I am a resident on Summerhill Avenue, part of an extraordinary enclave in the heart of our city that makes Toronto and its neighbourhoods such a marvellous place to live. I am a fervent subway user (though less comfortable with that during the pandemic). However, the *only* way I can leave my home at 29 Summerhill Avenue by car is via Yonge Street. Summerhill is one of 16 such 'land-locked' streets between Jackes Avenue and Price Street on the east side of Yonge and Walker Avenue to Marlborough Avenue on the west side. Close to 5,000 people live on these landlocked streets, and there are many businesses and hundreds more people living in condo buildings in this stretch of Yonge who also have no egress or ingress except via Yonge Street. Fire station vehicles from the fire station at Balmoral Avenue have to navigate this stretch to service any of these residents and businesses to the south.

AND THIS STRETCH IS IN GRIDLOCK MOST OF THE DAY.

The reduction of Yonge Street to one lane in each direction, in order to accommodate bike lanes, has resulted in consistent gridlock. We can't get away from our homes and emergency vehicles could not progress through this gridlock to our homes. This vastly deteriorates the safety and quality of life. Workers who need to drive to work spend 15 minutes to travel that stretch twice a day. That's 2.5 wasted hours a week, emitting pollution as they sit idling.

Like all sensible people, I am desirous of city residents reducing their carbon footprint. But I would argue that this has to be done *rationally*. Narrowing such a major thoroughfare to one lane makes scant sense in the summer. In the winter it is nothing short of lunacy. Toronto cyclists are not going to ride their bikes up the rather steep hill in this stretch of Yonge in cold weather. It's just not going to happen.

In late November and early December I had to take five return trips to a doctor for treatment near Yonge and Eglinton. I kept a count of the cyclists riding in both directions between Shaftesbury and Eglinton. I

counted six! And this was before it got really cold and before there was any snow. Meanwhile, countless cars were emitting pollution as we idled at a dead stop.

As far as our residents' association has been able to ascertain, there has been no count of the number of cyclists using this stretch. I am sure that such an audit would reveal the irrationality of having those bike lanes. In Toronto. On one of its busiest street. On a steep hill. In the winter. In the snow. Would you be able to initiate such a study, to count the cyclists who actually use this bike lane?

I would very much appreciate an opportunity for a brief telephone chat with you. Perhaps there are aspects of this issue I have missed. Perhaps you can suggest how city residents can green our city in a more rational way. Perhaps you have some ideas on a more rational approach to supporting cyclists.

Thank you for taking the time to read this rather long letter.

Sincerely
Lib Gibson

DAVID RICH

DAVID C. RICH ARCHITECT INC.

110 Summerhill Avenue
Toronto, Ontario
Canada M4T 1B2

T: 416.924.8906
C: 416.819.0065
davidc@rogers.com
www.davidricharchitect.com

20th December, 2021

To - Mayor John Tory,

Toronto City Hall, 100 Queen Street West, Toronto, M5H 2N2

Dear Mayor Tory,

Re - Changes to Yonge Street in midtown Toronto

This is to convey my concern over the way that recently the key artery of Yonge Street between Bloor Street and St Clair Avenue has been reconfigured to better accommodate a wider range of vehicular traffic and street usage.

Notably specific passage has now been provided for bicycles, together with more generous space for sidewalk cafes etc. To adjust to these programme changes the balance of vehicle space has been reduced to one lane in each direction from the two lanes that existed until recently.

The result as it stands today presents very serious congestion problems for cars, service vehicles, buses, taxis and emergency vehicles. Moreover while Yonge Street is a major City thoroughfare it is also the sole means of ingress and egress for a steadily increasing number of Midtown residential uses. Currently at least five thousand homes are otherwise landlocked. I suggest that too much activity is being accommodated in too limited a stretch of roadway. Taken as a whole all this is unacceptable.

It is clear that while bike lanes and sidewalk cafes are desirable in the City, in this case not enough study has been undertaken to arrive at an appropriate solution. It is not good enough to throw additional programme requirements onto a key, relatively narrow thoroughfare in cursory fashion, and hope that problems will resolve themselves. While I support a wider range of activities on Yonge Street, the mess that has now been created is detrimental to the whole of midtown.

I understand that car use in the City is subject to much ongoing discussion, but common sense in this particular situation has been put aside. Has for example a clearly thought out traffic plan for the broader area been produced to respond to these changes? Three lanes of traffic, including a central reversible lane and one two way bicycle lane would be a start, and would at least alleviate the worst features of the current arrangement. More strategically perhaps Yonge Street should be designated as a local street and through traffic encouraged to use University Avenue and Mount Pleasant.

The Provincial Government is contemplating intensification of residential use in central Toronto. This will put greater pressure on Yonge Street as we move forward. The arrangement that is now in place on this part of the street cannot reasonably respond to such a scenario.

I urge you and City Council to instruct staff to return to the drawing board and re-examine the whole issue.

Yours sincerely,

David C. Rich



TOM BRIANT

From: Tom Briant <tom.briant@hotmail.com>

Date: December 12, 2021 at 5:31:23 PM EST

To: "councillor_matlow@toronto.ca" <councillor_matlow@toronto.ca>, Deborah Briggs <Debbiejb@outlook.com>

Subject: Bike Lane on Yonge near Summerhill

Dear Councillor Matlow,

I am a resident in the Summerhill neighborhood and also an active cyclist, but I am against the introduction of bike lanes on this stretch of Yonge, as many residents, myself included, must use Yonge street as we have no other access out of the area. What especially bothers me is the barriers placed at the street corners to prevent motorists from using both lanes to exit, one south and one north. It adds a significant delay in trying to exit our area. This will be especially acute when they close Shaftesbury Avenue for construction on the Summerhill subway station, which is expected to take 2 years.

By the way, I have also reached out to Michael Layton, who made it quite clear that he didn't care what his constituents wanted. I am hoping you will be more receptive. When governments do stupid things they eventually lose the will of the people to comply with rules, laws and regulations, and I am very close to that position now.

I know that over 700 people in the area signed a petition against the bike lane, please don't ignore the people who sent you to city hall or they may ignore you at election time.

Yours truly,
Tom Briant
11 Shaftesbury Place
416-561-7587

Sent from [Mail](#) for Windows

MICHAEL CHARLES

Summerhill Residents Association (SRA)
has received a new message.

Name

Michael Charles

Email

michael.charles@rogers.com

Inquiry

Has the congestion to be created on Yonge Street by moving to two lanes from four been considered? Residents on all streets covered by the SRA depend on ready vehicle access to Yonge for business and recreational purposes. There is no other way out or in. And those vehicles on Yonge turning left will block the steady flow of traffic. The major construction projects underway and planned will add to the congestion with large trucks negotiating the street and unloading deliveries. I see no reference to this important aspect in the proposal.

Device

desktop

Language

en-CA

Submitted from

F ottawa st

LIB GIBSON

From: Lib Gibson [mailto:lib.gibson@gmail.com]
Sent: December 9, 2021 1:29 PM
To: Councillor Layton <councillor_layton@toronto.ca>
Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>
Subject: Further Update

My husband has just arrived home from a doctor's appointment. It took him 14 minutes to drive south on Yonge from St. Clair to Shaftesbury, in order to reach our landlocked home.

Be rational.

Lib Gibson

LIB GIBSON

From: Lib Gibson <lib.gibson@gmail.com>

Date: December 8, 2021 at 10:45:24 PM EST

To: Councillor Layton <councillor_layton@toronto.ca>

Subject: From one of your landlocked constituents

I wanted to keep you up to date on what day-to-day life is like for a resident in one of the landlocked streets off Yonge.

Last week, I had a doctor's appointment on Eglinton Avenue and had to drive there because of the injury that was getting treated. I was driving in the middle of the day, outside peak traffic hours. It took me 8 ½ minutes just to get to St. Clair from the time when I squeezed onto Yonge Street from Shaftesbury Avenue. The street was essentially in gridlock. There was no place for cars to pull over to allow emergency vehicles to get through. There would have been no way for them to get to my landlocked home in a timely manner.

Of course, I was *hugely* comforted to see ONE cyclist travelling north between Yonge and one block south of Eglinton. Returning home on the same route, I saw ONE cyclist heading north. This is not a good trade-off. Torontonians are NOT going to cycle up Yonge Street on a cold November day. Be rational.

Lib Gibson

GRAEME LAING

From: graeme.urbaneden@bellnet.ca graeme.urbaneden@bellnet.ca
<graeme.urbaneden@bellnet.ca>

Date: December 2, 2021 at 10:27:46 AM EST

To: "(Mayor of Toronto)" <mayor_tory@toronto.ca>, "(Michael Layton)" <councillor_layton@toronto.ca>

Subject: **ACTIVETO**

Stakeholders,

Although we appreciate the concept of ACTIVETO, as a resident off Yonge Street at Summerhill, landlocked with no option for recirculatous traffic options, ACTIVETO has crippled our ability to access Yonge Street at all times of day not just high volume times, especially when CAFETO is in effect, which we DO support but we CANNOT sustain both. We suggest, as does our resident association that ACTIVETO be moved over to Avenue Road where there are 6 lanes available. Otherwise, we suggest that the option would be to look at one traffic designation on Yonge Street.

Best regards

Graeme Laing
108 Shaftesbury Avenue
Toronto, On
M4T 1A5
416-944-1010

SCOTT BRUBACHER

From: SCOTT BRUBACHER [mailto:scott.brubacher@rogers.com]
Sent: November 23, 2021 11:03 AM
To: Councillor Layton <councillor_layton@toronto.ca>; Councillor Matlow <councillor_matlow@toronto.ca>; councillor_mckelvie2@toronto.ca
Cc: Barbara Gray <Barbara.Gray@toronto.ca>; Gregg Lintern <Gregg.Lintern@toronto.ca>
Subject: Fwd: Bike lanes on Yonge St

Dear Councillors:

I am a resident of the Summerhill area and write to express my observations about the Complete Streets pilot project. I was among the respondents who fed into the initial consultation and indicated my support for giving it a try.

Cities have to grow, change and adapt, particularly in the face of the climate risks that face us and the population growth expectations. Changes like the pilot are part of this. However, surely not all streets are suited equally to all purposes. I urge you consider how to adapt this effort meaningfully to strike a better balance than what we're living with now. It has really changed this neighbourhood. Even a Sunday afternoon now often looks like rush hour.

I am aware that you have heard from others expressing concerns about congestion, emergency vehicle access and the impact on congestion and movement of traffic in all manner, in consideration of the intense future development coming in the area. These are lived experiences. There is now so much street furniture and plantings and alternate use barriers visibility often feels compromised. As many have stressed, this neighbourhood has limited access owing to the train tracks, ravine and reservoir park that form three of the boundaries of it. At present our park access is entirely cut off due to the reservoir project and inability of contractors to meet the intended schedule and has been for a couple of years. Recently Shaftesbury access was restricted to one way due to construction at the Summerhill subway station - in fairness I do not know if this is a long-standing restriction because I have seen no communication from any agencies or my councillor with regard to it. The only way to turn left or right out of the immediate neighbourhood is now at Summerhill and Yonge - and this applies as much to an ambulance as it does to a car. Yonge is generally narrower than Bloor or Avenue or Mount Pleasant or Jarvis. Anecdotally, I have not heard any resident express happiness with the change overall, although there are aspects - like DineTo that are well supported.

Thank you for your consideration.

CAROL GREY

From: Carol Gray <carolgray36@gmail.com>

Date: November 23, 2021 at 10:24:41 AM EST

To: mayor_tory@toronto.ca

Cc: Councillor Layton <councillor_layton@toronto.ca>, Councillor Matlow <councillor_matlow@toronto.ca>, councillor_mckelvie@toronto.ca, barbara.gray@toronto.ca, gregg.lintern@toronto.ca, Summerhill Residents Association <summerhillresidentsassociation@gmail.com>

Subject: Bike lanes on Yonge St

Dear Mr Tory,

I am a resident of the Summerhill neighbourhood and I am writing to express my concern over the disruption being caused by the Yonge St bike lanes between Bloor and Davisville.

The area between Crescent Rd and Jackes Avenue is particularly affected. The neighbourhood of Summerhill is landlocked and has no other vehicular access or egress. In fact there are 16 such streets between Jackes Ave and Price St that rely exclusively on Yonge St. Other streets in this area are able to access Mt Pleasant or Avenue road as alternative routes.

The traffic congestion caused by the reduction of lanes from 4 to 2 lanes and the absence of south bound left turning lanes at Summerhill and Shaftsbury cannot be overstated. The addition of parking on this section of Yonge only makes the congestion worse. Historically there has never been parking on the section of Yonge and to allow it at the sametime as reducing the lanes , makes little sense.

Access for Emergency Vehicles. With the lane reductions and the street parking, a major concern is the access for Fire, Police and Ambulance. There is little or no room for traffic to pull over to allow emergency vehicles to pass. For those of us living in a neighbourhood , only accessible from Yonge Street, this has the potential of being a dangerous perhaps deadly situation.

Current and future developments along this section of Yonge include sites at Scrivener Sq, Marlborough , Birch , Woodlawn and Jackes. In addition there are many more to the immediate north around St Clair. The congestion caused but these developments will only cause even more traffic congestion in the next decade.

I ask that you recognize the impacts arising from this substantial reduction of Yonge Streets carrying capacity.

Carol Gray
36 Summerhill Gdns

LIB GIBSON

From: Lib Gibson lib.gibson@gmail.com
Date: November 22, 2021 at 2:01:54 PM EST
To: Councillor Layton <councillor_layton@toronto.ca>
Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>
Subject: Re: Cafe Toronto vote

I apologize if I misunderstood the council vote. Are you saying that the council did not vote to approve permanent restaurant patios on Yonge Street? That is good news. As to restaurants continuing to utilize outdoor patios in the winter elsewhere, it boggles the mind.

You say our area has not had our access changed because of ActiveTO. I disagree completely. If you can't move out of your own neighbourhood because of gridlock, access has changed. It takes MUCH longer to get off our street and it takes MUCH longer to get from Summerhill to either St. Clair or Rosedale Valley Road. And sometimes you can't get out at all, because successive lights change and zero cars are able to get onto Yonge Street.

I agree cars create congestion, which is why I use the subway whenever possible. Reducing space for cars DOES increase congestion. Creating a bike lane that will NEVER be used in Toronto's winters doesn't reduce the number of cars on the road and doesn't reduce congestion. Can you honestly swear that you, a bike supporter, would ride your bike north on Yonge Street on a snowy January day? Be realistic.

Everyone I know in the neighbourhood has chosen our location partly based on access to public transit and we use it intensely. It is certainly one of the reasons I love Summerhill. But Toronto is a big city, and people often need to travel outside the areas served by public transit or a distance that is beyond reasonable biking. We in the landlocked areas like Summerhill Avenue have zero egress from our homes except on Yonge Street.

I am supportive of the desire to reduce car travel in Toronto. Most people in Toronto have a choice of how they leave their homes on the days when they have to use a car. We don't. You have to think rationally about choosing a path for cyclists that works for them and doesn't lock us in.

Lib Gibson

MARK GOLDING

Mark Golding
33 Jackes Avenue, Suite 302
Toronto, ON
M4T 1E2


November 19, 2021

Mayor John Tory
Office of the Mayor
City Hall, 2nd Floor
100 Queen St. W.+
Toronto, ON M5H 2N2

Dear Mayor Tory

Re: Concerns about Toronto's future development

A few years ago, Councillor Matlow made the important point that Toronto – the fourth largest city in North America - had the longest average commute times of any major city in North America. Josh certainly identified a problem in search of a solution.

If, as some predict, the population of Toronto were to increase by about one million people every five years during the next 15 years, the challenge of commute times can only grow more severe. No one can seriously believe that this population expansion will result in a decline in the volume of workers or shoppers commuting by car on the existing road system. Or, that we can build an appropriate increase in public transit passenger capacity.

"As the fastest-growing urban region in North America, innovative and seamless public transit solutions remain integral to the Toronto region's economic success," [according to Jan De Silva](#), president and CEO of the Toronto Region Board of Trade.

When it takes a generation or more, plus huge cost-overruns, to build just one new subway line, one would expect City officials to be fully occupied developing the appropriate public transit solutions. Instead, the City seems more excited about experimenting with expensive traffic-jamming ideas, like lowering speed limits and ActiveTO, without a plausible plan for expanding the passenger capacity of public transit.

In my Yonge/St. Clair neighbourhood, the City has introduced ActiveTO which has chopped the width of Yonge Street – an already narrow high-capacity Toronto road. Toronto's proliferation of street obstacles due to massive construction and road repair projects now cause an even bigger problem in search of a solution.

And why put Active TO *anywhere* on Yonge St. instead of on much wider N/S roads such as Avenue Road? The logic driving these City Hall traffic management decisions is baffling.

It's not just a local Yonge Street matter. ActiveTO is causing traffic mayhem across Toronto. I recently drove from Jackes to visit someone in "little Portugal" – Mr Google said the trip would take 26 minutes. Instead, it took an hour each way. I also took a mid-day mid-week cab ride up busy Yonge Street from Queen Street

all the way to Jackes Avenue and counted the number of cyclists in both lanes – southbound plus northbound. Total: 13! One wonders how many there will be during winter.

For many land-locked streets along Yonge from Jackes Avenue south to Summerhill, it should have been obvious that ActiveTO would present a menace to local residents. At Jackes, access at Yonge Street – ever a challenge – has become even riskier. With the prospect of major construction projects on Jackes – such as an insanely massive new condo, as well as a developer-funded mini-park which nobody asked for, both projects located at the narrow street's dead-end – quality of life for Jackes residents will tank. Does anybody at City Hall care?

In winter, emergency vehicles, construction trucks and equipment, delivery vans, taxis, commuter traffic, TTC buses, snow clearing machines, etc., will all be challenged to operate normally. It's no secret that idling vehicles stalled in traffic jams produce exhaust fumes causing air pollution. Does this make ActiveTO a smart idea for reducing air pollution?

Strangled traffic flow is destined to do long-term damage to business areas of the City, especially the half-empty office buildings of beleaguered downtown. Post-COVID19, drivers will strive to avoid ActiveTO areas for shopping, dining, business. When able to do so, ActiveTO will simply shift traffic flow and cause overload of other roads.

I fully support making streets safer for cyclists, especially as their numbers increase due to the City's promotion of cycling. However, this process should begin with educating cyclists about their own obligations to safe practices. One learns of a growing opioid crisis. Driving a car while toked on dope or booze is strictly prohibited. What new DUI traffic laws will Toronto make to include cyclists?

As it is, many cyclists appear to believe that rules of the road and common courtesy do not apply to them. Some don't even use the designated bicycle lanes, preferring to take their chances weaving through car traffic, ignoring traffic lights and opting to use pedestrian sidewalks. In winter, their numbers will no doubt be reduced, leaving copious amounts of underutilized bicycle lanes - without an offsetting increase in road-traffic space.

I realize that some Councillors, keen to be admired for being cool and with-it, respond to well-organized bicycle-friendly lobby groups, but given the City's long-term age demographics, I am again baffled at the logic. An aging population hardly needs to travel by bicycle in Toronto weather, today or tomorrow.

What kind of city is being shaped for future generations? Is the City willing to present a credible cost/benefit study of ActiveTO to Toronto voters well before City Council makes a final decision?

Kind regards,

Mark Golding

c.c. Board of Directors MTCC.802

RONALD BIRKIN

From: MTCC #802 <mtcc802@rogers.com>

Date: November 18, 2021 at 9:55:49 AM EST

To: "<councillor.layton@toronto.ca>"

<councillor.layton@toronto.ca>, "<councillor.matlow@toronto.ca>"

<councillor.matlow@toronto.ca>, "<layton@toronto.ca>"

<layton@toronto.ca>, "<matlow@toronto.ca>"

<matlow@toronto.ca>, ronald birken <rbirken1943@gmail.com>, Ted

Batcher <tbatcher@rogers.com>, Shep Gangbar

<shepgangbar@gmail.com>, "<marcus@scoler.com>"

<marcus@scoler.com>, Lynne Waugh

<lynnewaugh@rogers.com>, <debbiejb@outlook.com>"

<debbiejb@outlook.com>, MARK GOLDING

<mafgolding@rogers.com>

Subject: ActiveTO pilot project

I write both as resident and President of the Condo Corp MTCC802 at 33 Jackes Avenue. I wish to express the concerns of our Board on behalf not our owner/residents. We are entirely in accord with the well founded criticisms by many, and in particular, those expressed in writing by Deborah Briggs representing the Summerhill Residents Association, and our resident Mark Golding. Included in our concerns is the extremely difficult and dangerous right hand turn from Jackes on to Yonge street.

If our area of Toronto were entirely vacant land upon which a new community were planned, Active To would have merit worthy of further examination. This is NOT the situation. To the contrary, we enjoy a fully developed COMMUNITY, where residents have lived comfortably for many years. Looking eastward, Yonge Street is the sole available arterial road between St. Clair and Roxborough.

While autos will become electrically powered, they will not disappear. Although steps to limit vehicle traffic from entering the city core from elsewhere are worth pursuing, the automobile will remain the preferred mode of transportation for area residents, as no viable alternatives are available. Bicycles have limited appeal to elderly residents at all and to others during the winter months. The

subway was vastly overcrowded before Covid, and no relief is on the way within the foreseeable future.

The current gridlock. Yonge Street is unacceptable, and only promises to get worse in winter as motorists, struggle with rather severe inclines. Substantial changes are immediately required with the current “pilot project”. I look forward to engaging with you further.

Ronald Birken, President
MTCC802

LIB GIBSON

From: Lib Gibson <lib.gibson@gmail.com>
Date: November 17, 2021 at 10:38:33 AM EST
To: Councillor Layton <councillor_layton@toronto.ca>
Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>
Subject: Cafe Toronto vote

Dear Mr. Layton

I'm writing to you to complain about the breathtaking irrationality of the recent Council vote to retain Café Toronto on Yonge Street permanently. Have any of you actually lived in Toronto during the winter? Do you actually think *anyone* will choose to eat on an outdoor patio in our climate outside the months of June to September now that they have the option to eat indoors?

The original impetus for the outdoor patios was to rescue restaurants at perilous risk of bankruptcy during Covid lockdowns. At that time, it was a good decision to allow on-street dining. However, it is a stupendous mistake to continue with this experiment on a year-round basis. Yonge Street is a major traffic artery in our city and reducing this already narrow street to one lane each way frequently brings traffic to a stand-still. Everyone is faced with the increased pollution of idling cars as drivers sit in frustration waiting for one car to get through each traffic light as everyone is lined up behind cars attempting to turn left. And we face delays of up to 15 minutes to inch our way through just a few blocks every time we have to use a car to leave or return to our home.

The same arguments apply to the current bike lanes on Yonge Street. These bike lanes parallel the subway which offers an excellent public transit option as opposed to using a car. It's now very stylish to support biking everywhere. I have recently travelled to both Amsterdam and Copenhagen and greatly admired their biking culture. However, might I point out the obvious? They are flat cities, and they do not have our winter weather. Trying to emulate these cities in an environment entirely unsuited for biking outside except for a few short months, is idiocy. Bike lanes make sense in the summer months in Toronto. However, they never make sense on Yonge Street.

I am attaching a white paper prepared by our Residents' Association detailing further objections to the reduction in lanes on Yonge Street.

I live on Summerhill Avenue, and the only egress from my home and the only ingress for emergency vehicles is via Yonge Street. Voting to support Café Toronto on Yonge street permanently is a betrayal of me, about

5,000 other residents who live on landlocked streets in this area, as well as the increasing number of people in the high rises along Yonge Street.

I have voted for you in the past, but I can assure you that, unless you take a sensible, realistic approach to these matters, you will never get my vote again.

Lib Gibson
29 Summerhill Avenue

PAUL AND BARBARA SOREN

From: sorenbarbara@yahoo.com
Date: November 14, 2021 at 2:07:26 PM EST
To: mayor_tory@toronto.ca
Cc: councillor_layton@toronto.ca, councillor_matlow@toronto.ca,
councillor_mckelvie@toronto.ca, Barbara.Gray@toronto.ca,
gregg.lintern@toronto.ca, Maogosha.Pyior@toronto.ca
Subject: Yonge St pilot project

November 14, 2021

Dear Mayor Tory,

We would like to acknowledge your efforts to make Toronto a safer city during this period of accommodation to COVID-19.

We ask that you, Councillors, and Planning and Infrastructure Committee members review and make changes to ActiveTO.

The bike lanes have created significant traffic congestion on Yonge St., particularly between St. Clair and Bloor St. The emergence of electric bicycles and scooters using bike lanes has added risks to both pedestrians and drivers of other vehicles.

We request the City advocate for regulations and resources to enforce safety rules associated with riding electric bicycles/scooters.

Finally, we recommend that the bicycle lanes on Yonge St. be removed and relocated to less travelled arteries in the area.

Paul and Barbara Soren

Paul & Barbara Soren
1177 Yonge Street
Toronto, Ontario M4T 2Y4

SHEILA MCCRACKEN

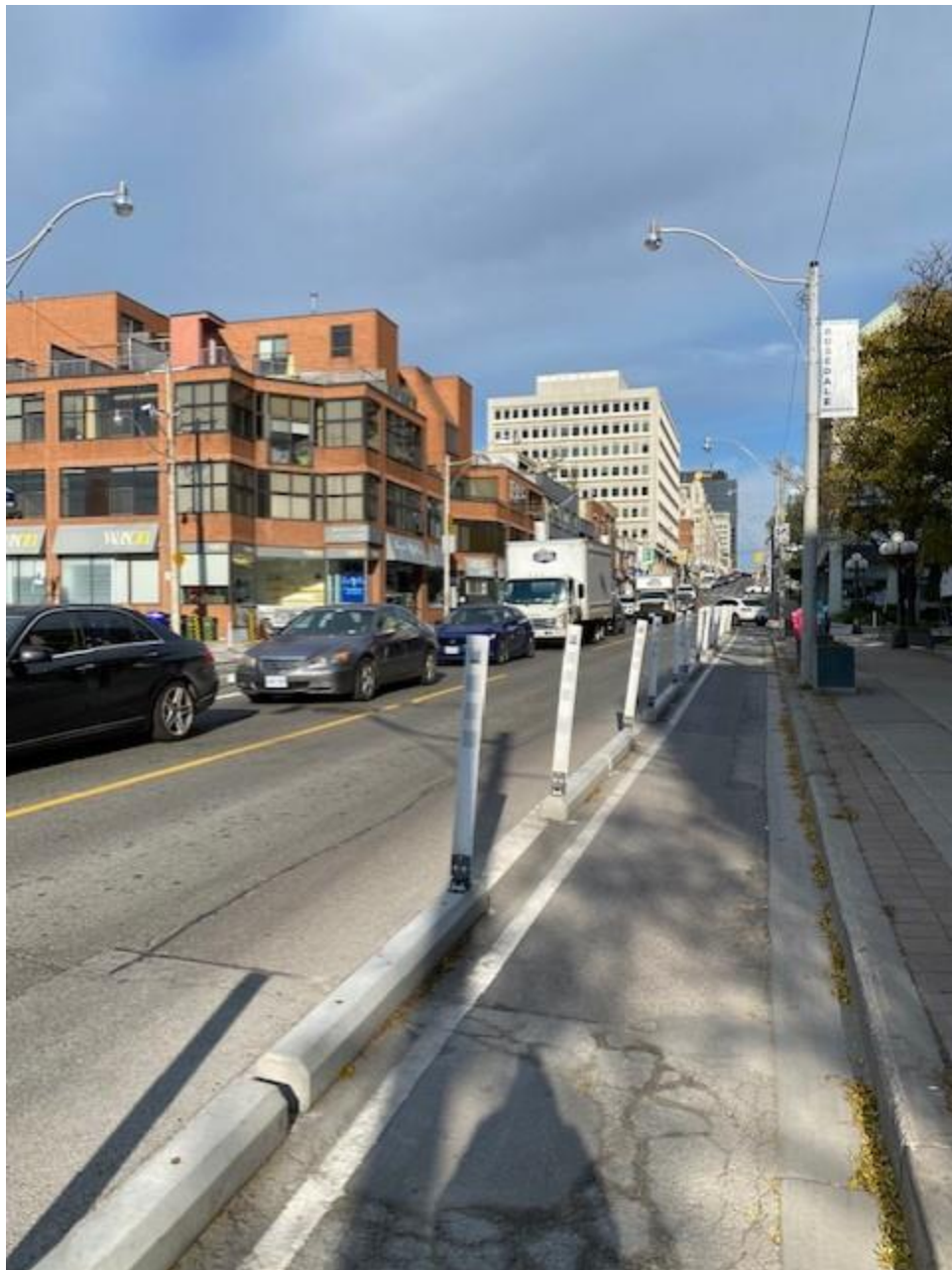
From: Sheila McCracken <s.mccracken@sympatico.ca>

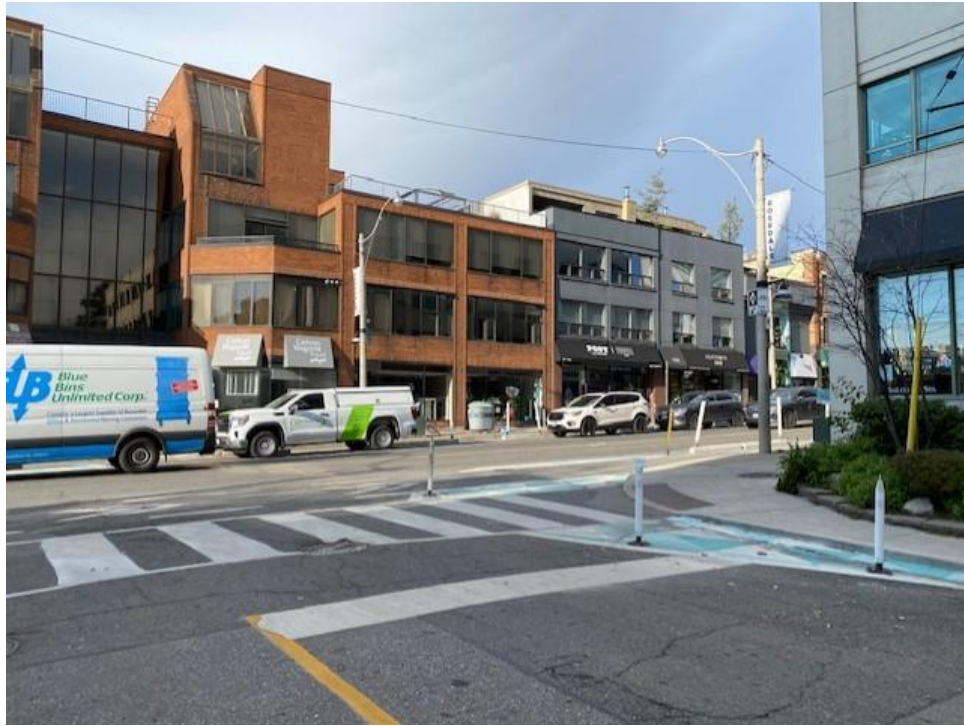
Date: November 11, 2021 at 8:49:49 AM EST

To: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>

Subject: No cyclists, reduced entry to Yo be Street, Shaftesbury blocked due to The James construction/Summerhill subway

Coming from all sides. Neither Matlow, Layton or Mayor Tory live in neighbourhood with blocked entry.





From: Marta Tomory <tomorymarta39@gmail.com>

Date: November 9, 2021 at 5:56:37 PM EST

Subject: Yonge St pilot project

Hello

I live at 1177 Yonge St, Toronto, ON M4T 2Y4 unit 218; I have a great view South from my window. What I see is total gridlock in both directions with hardly any bicycle riders. Cars from side streets are unable to turn in. The sign advertising "complete street" has no picture of a car, Which is after all the vast majority of the traffic.

So - with all these cars idling and going nowhere it is hard to see how this is contributing to the reduction of fossil fuel use or pollution!

- As far as public transit, the busses are also going nowhere. We also have a Fire Stn. up the street. Will someone have to die?

- I thought the city was low on money; painting roads green and purple etc. is a huge waste of taxpayers money !

- In general, as the population is growing, I see no road building. Instead I see the destruction of arterial roads we already have, Bayview extension etc. Driving in Toronto has become a nightmare. Many older people do not ride bicycles but still need a car, as well as business people need to get around.

I strongly object to this Pilot Project and all of the above; so;
there is no way I will vote for our Mayor and councillor.

Regards, E.Tomory.

SUSAN STOCK

From: Susan Stock <susan.stock@me.com>

Date: November 9, 2021 at 1:55:28 PM EST

To: Councillor Layton <councillor_layton@toronto.ca>, "Mayor John Tory(Chair)" <mayor_tory@toronto.ca>, Angela Surdi <Angela.Surdi@toronto.ca>, Josh Matlow <councillor_matlow@toronto.ca>

Cc: Debbie Briggs <Debbiejb@outlook.com> Graeme Laing <graeme.urbaneden@bellnet.ca> George Theo <urbaneden@bellnet.ca>, Lori Estabrooks <lori.estabrooks@rogers.com>

Subject: De-ActivateTO

Mayor and Councillors,

I have to say that in my neighbourhood, Summerhill, I found the alterations to Yonge St from St. Clair to Ramsden Park, a dangerous waste of taxpayers money!

I rarely drive, but each time I ventured out, Ambulances and Fire trucks were stuck in the gridlock created by a narrow one lane of traffic in each direction. It was frightening to see the delay it caused. It could cost someone's life!

When I walk out to shop, there is rarely a cyclist using the cycle lanes! With all the barricades- how are we going to plough the roads in winter??? And who cycles in the dead of winter?

What is the point of putting buses down a street that doesn't move??? Not an attractive option.

Yes, I like outdoor patio dining, but all the road closure is insanity! And now, its too cold to dine outdoors. So what happens to the space?

Bicycles are vehicles and should be required to follow speed limits and other rules of the road incl. signalling!! They should be licensed.

Maybe if cyclists and mopeds had to follow the rules of the road there would be less accidents.

Please deactivate Active TO

Susan Stock
118 Shaftesbury Ave
M4T 1A5

Sent from my iPhone

JASON KEARNS

From: KEARNS & CO HAIR <info.kearnsandco@gmail.com>

Date: November 7, 2021 at 9:38:30 PM EST

Subject: Summerhill

Hi Debbie

Most of our clients and other business owners find this project has only created more congestion and delays, less parking and having more bicycle lanes on the busiest street in Toronto reducing it to one lane north and one lane south is absolutely ridiculous. It's just destroying more businesses and making people avoid Yonge Street..

Maybe if our mayor loves bicycles and bicycle lanes that much he should start using them himself instead of a LIMO which the taxpayer is paying for!

Jason Kearns

Kearns & Co Hair
1177 Yonge Street, Unit 12,
Toronto, ON
M4T 2Y4.
416-967-6014
Website: www.kearnsandco.co

PLEASE 'LIKE' US & 'FOLLOW US' ON OUR SOCIAL MEDIA PAGES!

Facebook: <https://www.facebook.com/kearnsandcohairtoronto/>

Instagram: <https://www.instagram.com/kearnsandco/?hl=en>

Yelp: <https://www.yelp.ca/biz/kearns-and-co-hair-toronto>

NANCY GOLDIN

From: Nancy Goldin <nancygoldin@gmail.com>

Date: November 6, 2021 at 2:00:14 PM EDT

Subject: Yonge St Project

Hello

As a resident of The Ports at Yonge and Summerhill I have found the reduction of road use coupled with traffic density, construction, and additional traffic lights to be a nightmare for auto use.

Whatever the goal of the pilot project is, I can't think it's a success.

Wishing you good luck in your reversal of this scheme,

Nancy

MARK GOLDING

From: MARK GOLDING <mafgolding@rogers.com>

Date: November 5, 2021 at 3:30:04 PM EDT

To: Councillor Mike Layton <councillor_layton@toronto.ca>, Josh Matlow <councillor_matlow@toronto.ca>

Cc: Cathie Macdonald <cathie.macdonald@sympatico.ca>, Deborah Briggs <Debbiejb@outlook.com>

Subject: Where does ActiveTO fit into this?

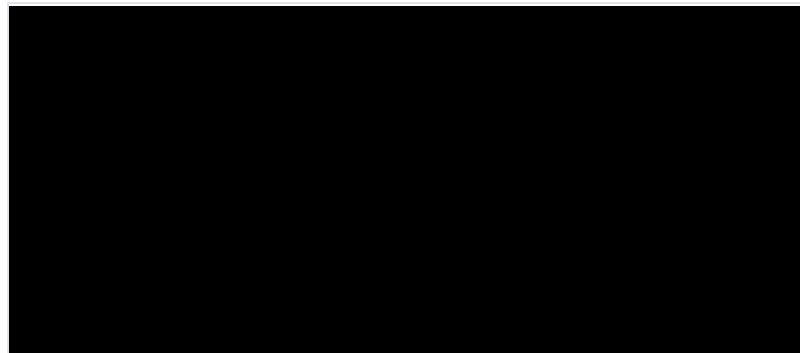
Reply-To: MARK GOLDING <mafgolding@rogers.com>

The government argues that the Greater Golden Horseshoe is one of the fastest growing regions in North America and is expected to attract one million new people every five years, reaching nearly 15 million by 2051.

They suggest these new residents will drive cars and need to travel across the city — despite the growing work from home trend.

"The people of Ontario have spent too much time facing traffic, gridlock and delays. Gridlock already costs the Greater Toronto Area (GTA) \$11 billion per year in lost productivity," [the report states](#).

[Ontario plans two new highways but people hate where they will be located](#)



Ontario plans two new highways but people hate where they will be located

Ontario's plans to build two new highways — Highway 413 and the Bradford Bypass — in the GTA could ease traffic ...

ANNE CAMERON

From: Anne Cameron <acameron424@bell.net>

Date: November 3, 2021 at 4:28:43 PM EDT

Subject: Yonge Street Pilot Project

Hi

I was very pleased to receive your letter describing your concerns about the Yonge St. Project. My name is Anne Cameron and I live at The Ports - 1177 Yonge St - 6th floor - west side - overlooking all the problems on Yonge St below my windows.

I'm sure you will receive many replies to your request for comments re the subject. I will relate just one of many I could write about:

Two weeks or so ago - 8:30 AM - a week day - rush hour - a fire vehicle came south on Yonge - siren blazing etc. It stopped at a commercial building between Jackes and Walker. It couldn't pull over because of poles etc. it simply stopped in the southbound live lane of traffic. Obviously no one southbound could move - cars - buses etc. Fortunately - after several minutes - the firemen returned to the vehicle and as quickly as they could they pulled around the corner and out the way - a false alarm I guess but what if it had been a real fire?!! The backed up traffic was dreadful in both directions.

Thanks for reading this and thank you for what you are doing - it is certainly needed.

Anne Cameron

DR. MARILYN MORINIS

From: Marilyn Morinis <marilyn.morinis@sympatico.ca>

Date: November 3, 2021 at 12:54:40 PM EDT

Subject: Less road room for cars

Hello,

I have experienced clogged roads for cars this autumn. It takes a long time to travel from St. Clair to Roxborough. I was in a taxi and it took us more time to get to Roxborough than if I walked.

I think it is in part because an entire lane is now taken up with restaurants and bicycle paths. Also I observe many more cars on the road. This may be influenced because people are not taking the subway or other TTC transportation because of the risk of Covid.

In any case now I am not in favour of cutting down two lanes to one. I believe it is in the interest of better traffic to go back to two lanes.

Dr. Marilyn Morinis

PAUL AND BARBARA SOREN

From: Paul Soren <sorenpaul592@gmail.com>

Date: November 3, 2021 at 12:49:51 PM EDT

Subject: Yonge St pilot project

Hello

We appreciate your leadership and support the issues you have identified.

Traffic congestion and safety issues associated with e-bikes/scooters are primary concerns for us.

Paul and Barbara Soren

Sent from my iPhone

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Date: November 3, 2021 at 12:49:51 PM EDT

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We appreciate your leadership and support the issues you have identified.

Traffic congestion and safety issues associated with e-bikes/scooters are primary concerns for us.

Paul and Barbara Soren

Sent from my iPhone

DR. MICHAEL BLACKMORE

From: Michael Blackmore <drmg@rogers.com>

Date: November 3, 2021 at 11:20:59 AM EDT

Cc: MTCC 699 - The Ports Website Notification <mtcc699@bellnet.ca>

Subject: Hi!

It's Dr. Michael G. Blackmore, and I live at 1177 Yonge St.

I was asked by our management, who I have cc'd this message, to supply an evaluation of the "Yonge Street Pilot Project".

I'm a 57 y.o. single, Rheumatologist, trying to maintain my career and going in to my office daily, Monday-Friday, to see my patients.

I should also add, I'm physically impaired, with R-sided weakness from a severe stroke I suffered in 2006.

I am not allowed to drive, so I use TTC and, on occasion taxi.

When this "Project" was implementedI was agog!

I couldn't help repeating to myself: "You've got to be kidding: A MAJOR CITY ARTERIAL ROUTE THROUGH CANADA'S LARGEST CITY" is becoming a 2 lane path for cars..... leaving bilateral bike paths, lined with plants/shrubbery and room for sidewalk cafes.....**WHAT?**

I STILL STRUGGLE.....just to get in front of my home and not have to manoeuvre around hideous planters or be yelled at....YES YELLED AT by ferocious speeding bikers. The traffic is a profound nightmare and anyone who thinks the bushes save the atmosphere are sadly mistaken by the carbon emissions of idling traffic both along the now congested Yonge Path AND the the side roads.

It's A FAT NO from me.....just for safety..... and I mean that in every sense of the word....personal safety. I won't even go near the aesthetic atrocity...except to call it that.

Michael G. Blackmore MD FRCPC Int Med/Rheumatology

1177 Yonge St. Suite 205

Toronto ON M4T 2Y4

416-551-9157 Office: 647-352-6440

Reply

Forward

BARB SHINDER

From: Barb Shinder <barbshinder@gmail.com>
Date: November 3, 2021 at 11:09:23 AM EDT
Subject: Concerns about Yonge St pilot project

Hi. We live in the Ports. I understand that you are putting together input from local residents.

My primary concern is safety. The placement of the barriers makes it difficult to see pedestrians and cyclists. The traffic congestion is just awful and in the event of a real emergency no help can get through in a timely manner. Many cyclists do not obey the rules of the road, they ride the wrong way down the street, don't have lights and don't stop at red lights.

As a driver turning onto Yonge, you need to look both ways for cars, both ways for pedestrians and now both ways for cyclists. It is impossible to do this safely and properly. The barriers and pavement painting make turning even less safe.

Thank you Debbie for your concern and help.

Sent from my iPhone
Geaux Saints! 🍀
Barbara Shinder
416-209-0578

EDWARD McQUILLAN

From: Edward McQuillan <emcquillan@mcquillangroup.com>

Date: November 3, 2021 at 10:46:21 AM EDT

Cc: Rachel McQuillan <rachel@mcquillangroup.com>

Subject: Yonge Street Pilot Project

Hi,

As a resident of the Yonge and Summerhill area we have concerns over the long-term sustainability of the pilot project. The traffic on Yonge street now makes the street an unviable major artery for vehicles. The bike lanes would be ideal if the street was wider and I'm not sure it's any safer as I have seen two fallen cyclists in the past couple weeks. The poles also make it a damage risk to vehicles. With winter coming and restrictions lifted I would strongly urge that Yonge street go back to four lanes to ease congestion, reduce stress and make the roads safer for everyone. I applaud the interim measure to help the struggling restaurant industry, but it doesn't serve a purpose anymore.

Sincerely,

Edward T. McQuillan, CFP, CLU, CHS
President
The McQuillan Group Inc.
2 Bloor Street East, Suite 1520
P.O. Box 103
Toronto, ON
M4W 1A8
Tel: (416) 865-0224 x306
Fax: (416) 865-1614

CHERYL TRAUB

From: Cheryl T <traub104@gmail.com>

Date: November 3, 2021 at 10:48:45 AM EDT

To: Debbiejb@outlook.com

Subject: I don't like the Yonge Street pilot project

Hi I live at 1177 Yonge Street. I am blind. I am very concerned about this pilot project. I have several reasons. I am concerned about the winter and the snow ploughs. How will the snow ploughs get around. Also if there is a fire or something, how will the fire trucks get around with only one lane. Also I am blind. Every few weeks I go to my salon. I get a ride there and back and traffic is just much worse and it will get a lot worse. Also with all these outdoor patios open on sidewalks and curb lanes is not a good thing. I'm blind and it's very difficult to get around with all these cfs and stuff. I really really hope there won't be a pilot project any longer. Don't make it permanent.

Sent from [Mail](#) for Windows

From: MTCC699 Property Manager <mtcc699@bellnet.ca>
Date: November 3, 2021 at 10:56:13 AM EDT
To: Debbiejb@outlook.com
Cc: Bill Davis <b216davis@gmail.com> "Gordon A. Meiklejohn"
<qam@bmbarristers.com>
Subject: Noted Concerns with Yonge Street Pilot Project

Hi Debbie,

I'm the condominium manager of MTCC No. 699 located at 1177 Yonge Street, and I find the points raised by the SRA with the Yonge Street Pilot Project are valid and it seems the project was not thoroughly considered by the City before it was implemented.

Not sure if you are looking for any comments or concerns from me particularly on the Pilot Project, but I will share some here with you:

- It is more difficult for the condominium's contractors to arrive at the condominium because of the restricted traffic on Yonge Street, which is a concern should we require emergency service by our trades in which we need our trades to arrive as soon as possible to attend to such emergencies.
- We had a fire alarm go off at the building back on the afternoon of October 7th, 2021 which was thankfully a false alarm. Because of the Pilot Project, it took the fire department longer to arrive at the building than normal, and they turned onto Shaftesbury and came through our south entrance instead of the Yonge Street west entrance (which they usually would come through). We do also have a construction project going on outside of the condominium with scaffolding in place which may have also been a factor in why the Fire department came in through the south entrance instead of our west entrance, but the Pilot project definitely delayed the fire department from getting to our building which would have been costly losses in time if the alarm was an emergency.
- The Yonge Street Pilot Project has impacted deliveries and moves for our Condominium here at MTCC No. 699. Previously, movers and delivery trucks would park on the west side of the building on Yonge street to load and unload items, and they would go through the automatic sliding doors of the condominium. With the project, this has made things more difficult and movers and delivery companies now often park on Summerhill and go through our sliding doors on Yonge Street. Our North and south door entrances are not automatic, have stairs and can more easily get damaged, which is why we require people to use the Yonge Street West entrance of the building for moves and deliveries per the condominium's rules.

- Your points on snow clearing routes and snow bank piles are valid. Clearing and relocating snow for our private landscapers and the City will likely be a major challenge to deal with if the city still has the pilot project implemented during the winter months. From what I have seen, snow banks on Yonge Street can often be 3-4 feet wide easily after heavy bouts of snow. Where will these snow banks go if the Pilot Project is still operating during the winter?

I hope this is helpful information.

Regards,

Ismail Alli – General License, R.C.M.
Condominium Manager

As Agents for and on behalf of

The Ports
MTCC 699
1177 Yonge Street
Toronto, ON, M4T 2Y4
Tel: 416 962 2923
Email: mtcc699@bellnet.ca

MICHAEL CHARLES

From: Michael Charles <michael.charles@rogers.com>

Date: November 2, 2021 at 4:48:31 PM EDT

To: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>

Subject: Re: A message from your Summerhill Residents Association (SRA) contact form.

Yes, I did see it -- a good summary. I hope the people to the south call attention to the Roxborough intersection problem.

Michael

On Oct 31, 2021, at 9:55 PM, Michael Charles <michael.charles@rogers.com> wrote:

Yes, Deb, some of my initial concerns have become evident. The main one is that left turning vehicles block northbound and southbound traffic. This is most obvious at the Roxborough east and west intersections, but also at Balmoral and Summerhill Avenue.

Lane markings must be adjusted so that the main stream of traffic including emergency vehicles can bypass the left turning vehicles.

Thanks for the chance to comment.

Michael

JAY REID

From: flaco deoro <flaco.deoro@gmail.com>
Sent: October 31, 2021 9:29 AM
To: TORY, John <tory@exchange.ca>; mayor_tory@toronto.ca; Josh MATLOW <councillor_matlow@toronto.ca>; matlow@toronto.ca
Cc: Andrea ALEXANDER <alexandera@sympatico.ca>; Annie & Rajiv <bitsandpiecespicture@gmail.com>; BERLIN, Ester & Robert <r.berlin@sympatico.ca>; Elsbeth BLACK <elsbethblack@sympatico.ca>; Jeff MURRAY <jdmurray14@gmail.com>; Sarah ARMSTRONG <sarmstrong@fasken.com>; BOAG, Bob B. <robert.boag@sympatico.ca>; Brodie CAMPBELL <brodieellacampbell@gmail.com>; Michele CHANDLER <michele@michelechandler.com>; Lisa CHICULES <lisachicules@rogers.com>; Anna COATSWORTH <anna.coatsworth@gmail.com>; Stephen EDELL <stephenedell@gmail.com>; Karin FOSS <fosskarin@rogers.com>; Marie Antoinette GIACOMTTI <birona1@rogers.com>; Rhoda GRYFE <rhodagryfe@gmail.com>; Rochelle HARJI <rochelleharji@gmail.com>; David JORDAN <dsjordan@sympatico.ca>; Becky KATZ <Becky.Katz@toronto.ca>; Jamie MARTIN <jamie.k.martin@outlook.com>; Merla McMENOMY <merlamcmenomy@mac.com>; Slavisa MIJATOVIC <slavisa.mijatovic2@toronto.ca>; Donna PAGANELLI <dpaganelli@torontozenith.com>; Cathy Park <cathy@cathypark.com>; John PENZO <john@urbanblueprintdevelopments.com>; REID, Leticia <leticia.reid@gmail.com>; Kenneth SMITH <kennethsmith3@sympatico.ca>
Subject: Active TO Midtown Complete Street Pilot

John

- I'm writing to you about TO's website "<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/activeto-midtown-complete-street-pilot-project/>".

- I remember the glossy brochure delivered to our door. I've highlighted a couple of noteworthy items from TO's website.

- See #1 below: I highlight the words "... installation of a temporary ...". Emphasis on "temporary"
- See #2: "Staff will conduct a Before and After Study. Emphasis on the word "After" It's also worth remembering that TO is saying it's in phase 3 of the province's COVID wind-down.
- See #3; To have "public consultation", at least 2 things are required. The public has to be involved. And, you gotta consult with them. Sorry John, City Hall flunked both.

So, I was a little surprised when the City announced on CTV that "Active TO Midtown Complete Street Pilot" was being made permanent. Hmmm, well, not too surprised,

I've also attached 2 MS Word files. "Josh Matlow 2021-05-06.doc" documents a number of Pilot failures. This was simply my list of project incongruities. Also submitted to Josh was a petition, signed by ~100 neighbours deriding the pilot. "Active TO Midtown.doc" reported a serious bike accident involving late arrival of police & EMS staff. Wait until there's snow on an unplowed Yonge Street.

As you know John, there are a number of streets which have access only to Yonge St. They rely on Yonge. So, I think you should add another consultant to the list I provided to Josh: Police, Fire, EMS and Ratepayers. That addition would be the City's lawyer. Because if a home, business or god forbid, a citizen were to perish due to lack of reasonable ingress or egress, would the City be morally, or legally, responsible for such a loss?

Consult. Before. And after.

Jay Reid
82 Walker
416 925 5065

#1. "About the Pilot - In April 2021, Toronto City Council approved the installation of a temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue as part of the City's Pandemic Mobility Recovery Strategy. Yonge Street is proposed to be transformed into a complete street through the [CaféTO](#) and [ActiveTO](#) programs, which were both created in 2020 as quick-start COVID-19 response programs."

#2. "Big decisions to make the project permanent: Staff will conduct a Before and After Study (including safety, volumes, travel time and public perception) and report back to Council in early 2022."

#3. "Public Consultation"

ELIZABETH HALLERMAN

From: [REDACTED]

Date: October 31, 2021 at 2:26:16 PM EDT

To: councillor_matlow@toronto.ca, councillor_layton@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_wongtam@toronto.ca,
councillor_colle8@toronto.ca, councillor_mckelvie@toronto.ca,
councillor_robinson@toronto.ca, Barbara.Gray@toronto.ca,
gregg.lintern@toronto.ca

Subject: Active TO Yonge St

Reply-To: [REDACTED]

Dear Councillor Matlow and Councillor Layton,

I am writing about concerns of ACTIVE TO.

While the concept is great, and the gesture to help out the restaurants with outdoor dining is commendable, the danger and negative effects far outweigh any advantages.

- Emergency vehicles risk being gridlocked. There is nowhere for the cars to pull over to let emergency vehicles pass.

- traffic does not flow, and at times is at a complete standstill, and getting worse.
- the bike lanes are scary. It is not a straight shot down Yonge. They jog in and out around tables, bus stops and parked cars.
- the exhaust fumes take away from any enjoyment of the dining experience
- When making a left or rt. turn from Yonge, it is almost impossible to see past the parked cars, planters, and poles to get a glimpse of the cyclists as they zoom down the hill in their bike lane.
- Being a dead end street (Jackes), it is difficult to exit N. onto Yonge and maneuver your car without encroaching on the Southbound lane. Any larger vehicle could not make that turn without doing so.
- When the traffic is at a standstill there is no alternate exit from Jackes. It is landlocked.
- Jackes is just one of 15 or more landlocked streets in the vicinity exiting onto Yonge, that face the same problem. Imagine being hemmed in in an emergency.
- Pedestrians are at risk of crossing the street with restricted views due to parked cars, poles, planters & at the same time dodging cyclists and watching for traffic North & South. There is not a light at every corner - yet.
- what happens to the cyclists when the bus pulls over to the curb lane to let passengers on/off ?
- what happens during winter snow removal with only a single lane of traffic?
- has consideration been made for the many high rise condo buildings, already approved by Council, for construction along Yonge St.?
- what will happen to the traffic flow when the City starts digging up Yonge again for sewage, water mains etc.?

With the above views in mind, including the 15+ landlocked streets, we hope that Council will reconsider this section of Yonge as not being conducive to ActiveTO. The configuration is confusing and dangerous. It is an accident waiting to happen!

Kind regards
Elizabeth Hallerman
President TSCC 1546
9 Jackes Avenue

MARK GOLDING

(sent on 2021-10-29 also to Councillor Matlow)

From: MARK GOLDING <mailto:mafgolding@rogers.com>
Sent: October 30, 2021 3:47 PM
To: Councillor Layton <councillor_layton@toronto.ca>
Subject: ActiveTO

Good afternoon, Councillor Layton

A few years ago, Councillor Matlow made the important point that Toronto had the longest average commute times of any major city in North America. For the fourth largest city in North America, he identified a serious problem in search of a solution.

Since then, in defiance of the need to reduce commute times, the City has (1) lowered speed limits on many major roads; and (2) introduced ActiveTO which has shrunk the widths of major roads – in the case of an already narrow Yonge Street, shrunk by half from 4 to 2 lanes. With Toronto's proliferation of street obstacles due to massive construction projects which strangle traffic flow, plus traffic mayhem everywhere due to ActiveTO, improving commute times is now an even bigger problem in search of a solution.

And why put Active TO anywhere on Yonge St. instead of on much wider N/S roads such as Avenue Road? The logic driving these City Hall traffic management decisions baffles me (and, no doubt, other voters).

It's not just a local matter. ActiveTO is causing traffic mayhem across Toronto. I recently drove from Jackes to visit someone in "little Portugal" – Mr Google said the trip would take 26 minutes. Instead, it took an hour each way.

For many land-locked streets along Yonge from Jackes Avenue south to Summerhill, it should have been obvious that ActiveTO would be a menace to local residents. At Jackes, access to Yonge Street – ever a challenge – has become even riskier. With the prospect of major construction projects on Jackes – such as a massive new condo, and a developer-funded mini-park which nobody asked for, both projects located at the narrow street's dead-end – quality of life for Jackes residents will tank. Does anybody at City Hall care?

Along Yonge Street, emergency vehicles, construction trucks and equipment, delivery vans, taxis, commuter traffic, TTC buses, snow clearing machines in winter, etc., will all be challenged to operate normally. It's no secret that idling vehicles stalled in traffic jams produce exhaust fumes causing air pollution. Does this make ActiveTO a smart idea?

Strangled traffic flow is destined to do long-term damage to business areas of the City, especially the half-empty office buildings of beleaguered downtown. Post-COVID19, drivers will strive to avoid ActiveTO areas for shopping, dining, business. ActiveTO sure looks like an economically disruptive and reckless "own goal" policy error.

I fully support making streets safer for cyclists. However, this process should begin with educating cyclists about their own obligations to safe practices. In Toronto, many cyclists appear to believe that rules of the road and common

courtesy do not apply to them. Some don't even use the designated bicycle lanes, preferring to take their chances weaving through car traffic, ignoring traffic lights and opting to use pedestrian sidewalks. In winter, their numbers will no doubt be reduced, leaving copious amounts of empty space in underutilized bicycle lanes without an offsetting increase in road-traffic space.

I realize that some Councillors are keen to respond to well-organized bicycle-friendly lobby groups, but given the City's long-term age demographics, I am again baffled at the logic. An aging population hardly needs to travel by bicycle in Toronto weather, today or tomorrow. What kind of city is being shaped for future generations?

Is the City willing to present a credible cost/benefit study of ActiveTO to Toronto voters well before City Council makes a final decision?

Regards,

Mark Golding

JOHN BOSSONS

From: "John Bossons" <jbossons@gmail.com>
To: "Angela" <angela.surdi@toronto.ca>, "Mike Layton" <councillor.layton@toronto.ca>, "Marco Bianchi" <Marco.Bianchi@toronto.ca>
Subject: Active TO Midtown -- Congestion on Yonge

Hi Mike, Angela, Marco,

The attached photos tell the story -- these were taken at 4:37 pm last Saturday.

As you know, I strongly support the objectives of the Active TO initiative. But, unfortunately, the implementation of the pilot has not taken into account the effects of the narrowness of the Yonge St right-of-way. What has worked on the Danforth is obviously not working on Yonge, in part because the width of the Danforth is not replicated on Yonge.

Further, it is inexcusable that there has been so little provision of left-turn lanes. The backup of cars on the southbound lane on Yonge shown in the photos below is consistently blocked by cars turning left at Summerhill, Price, Rowanwood, Roxborough, etc. Even in off-rush-hour traffic (e.g. 3PM Wednesday), it can take close to ten minutes to get from Shaftesbury past Crescent. Reducing these blockages has to take priority over patios and parking.

Beyond this, the congestion and lack of lay-bys makes EMS access difficult. There is simply no space for cars to get off to the side. I would strongly suggest that you get the pilot study to reassess the safety issues raised by this congestion. In particular, I suggest that the alternative of limiting patios and/or parking to one side of Yonge Street only be considered. This alternative should be examined before patios are replaced by parking for the winter.

I applaud the ActiveTO initiative. But it needs to be implemented better.

John

PS: I am disturbed that the pilot seems to be relying on traffic numbers from July. Quite apart from the effects of Covid back then, any traffic analyst knows that July numbers show the least traffic in the year.



APRIL SOLMAN

From: april solman <aprilis@rogers.com>
Date: October 28, 2021 at 5:34:02 PM EDT
To: councillor_layton@toronto.ca, councillor_matlow@toronto.ca
Subject: Active TO Bike Lanes on Yonge.

Dear Councillors,

It has now been months that I have had to endure the debacle that is the Yonge St. Pilot Project.

As a resident of the Summerhill neighbourhood I am writing to tell you that living here has become extremely difficult .

Seven days a week I sit in traffic in order to go about my daily life. Every single day traffic is backed up and going anywhere involves sitting in a traffic jam, cars idling, polluting the air.

Yesterday it took 8 minutes to travel 10 houses out to Yonge St. as the traffic was so backed up on my residential street because no one could turn onto Yonge. I couldn't even back out of my driveway.

While sitting in my car all this time I saw ONE person driving down the bike lane.

The bikes lanes are usually empty as you must have heard by now and I understand this has been well documented. Despite this , more and more effort/money is being put towards this ill fated project.

Just recently, additional bike posts were installed on my residential street. I thought this was temporary ?

My street is already very crowded with two schools an office building and a busy Veterinary Clinic.

Now, no one can pass and traffic backs up. Furthermore, cars turning onto Woodlawn from the north have very little turning radius. I almost got T boned by a truck turning onto Woodlawn that was speeding as everyone does.

There is no room. There is going to be an accident.

Finally, as a result of the horrendous traffic, I can no longer patronize my local grocery, drug, pet or hardware stores.

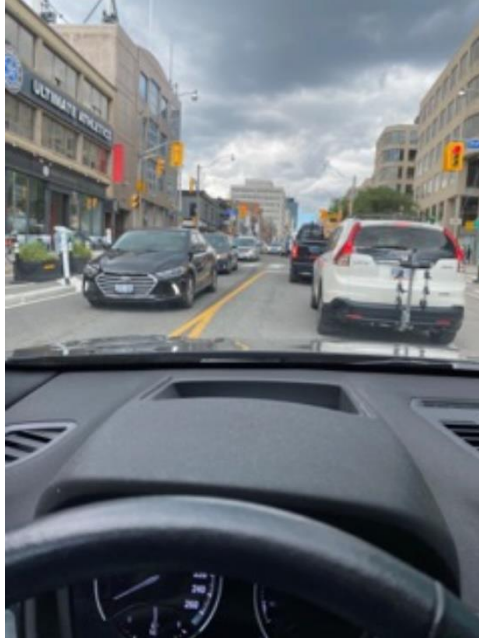
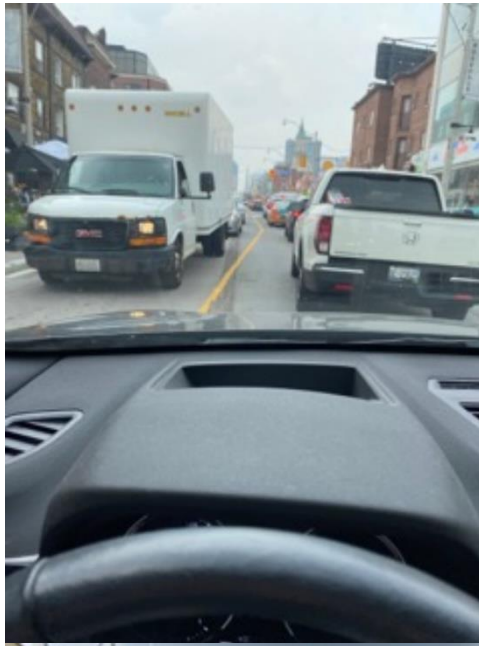
What used to be a quick trip up or down Yonge St. now takes 20 minutes, one way. Its not worth it. Its easier to go to other neighbourhoods that are accessible rather than sit in traffic. I have even resorted to Amazon which defeats the whole purpose of creating a greener city. I have no choice.

Living in this neighbourhood used to be great, now its a nightmare.

Bike lanes are a great idea. Putting them on Yonge Street was not.

Sincerely yours

April Solman



MARGOT DAWSON

From: Margot [REDACTED]

Date: October 25, 2021 at 4:20:57 PM EDT

To: Councillor Josh Matlow <councillor_matlow@toronto.ca>

Cc: Councillor Mike Layton <councillor_layton@toronto.ca>, Cathie Macdonald <cathie.macdonald@sympatico.ca>, Barbara.Gray@toronto.ca, Mayor Tory <Mayor_Tory@toronto.ca>

Subject: ActiveTO Midtown Complete Street Pilot Project

Dear Councillor Matlow,

I'm a resident living in Deer Park on Farnham Ave (south of St. Clair/west of Yonge). I'm writing in regard to the Midtown Complete Street Pilot project for which I have comments and concerns.

The corridor between St. Clair and Roxborough is my main concern. The combination of sidewalks, CafeTO, parking, planters, bollards, curbs, line markings, bike lanes, and only 2 vehicular lanes does nothing but create congestion, confusion and a dangerous situation, mostly for cyclists. It does not benefit the residents in this area in any way. Yonge and St. Clair is too busy an intersection to attempt to cram in something for everyone except the people who live here.

"You're going to have more people biking to their local business to pick something up and then biking home" No one local drives to the shops and restaurants in this area; we walk or cycle.

"I think a lot of people in Toronto that don't know Yonge Street well probably don't realize that it's much more than a transportation corridor. It's a local street. And so, why don't we treat it like one," Yes, it's our local street alright and we treat it like one but it's regularly and relentlessly used as a transportation corridor by many cars from everywhere else.

Farnham Avenue

As one of only 4 through-streets between Avenue Rd and Yonge south of St. Clair and north of Davenport (Balmoral, Farnham, Woodlawn, Roxborough), the project has created much more traffic on this street and therefore much more pollution, speed and noise for residents and pedestrians. This project has just diverted Yonge St traffic onto Farnham (buses, construction vehicles, cars, motorcycles, even tractor trailers).

For cars turning onto side streets off of Yonge, there are too many obstacles to look out for which makes it dangerous for cyclists. For instance, upon turning onto Farnham from the Yonge southbound lane, the 'artistic curb extension' is positioned in such a way as to make seeing a cyclist coming virtually impossible. This problem doesn't appear to be an issue with Balmoral or Woodlawn. The motorized bikes are a real issue because they appear very unexpectedly.

Bike Lanes

Are there any 'rules of the road' for cyclists? Frequently I see cyclists who appear to have no lights on both the front and back of bikes (and by the way, a reflector is often difficult if not impossible to see at night and is really not safe or adequate); riding on the sidewalks; travelling in the wrong direction; motorized bikes and scooters using the bike lanes; cycling through red lights. I'm totally in favour of bike lanes and cycling but really there have to be some enforced rules and responsibilities for cyclists in order to protect everyone.

Yonge Street

Increased shuttle buses create total gridlock at the Yonge and St. Clair intersection. Additional gridlock is created by cars turning off of Yonge onto side streets; cars turning right onto St. Clair; cars turning left onto St. Clair after 7 pm. Future development planned for this section of Yonge will only add to that gridlock. Emissions are created by cars sitting idling and waiting to move.

Perhaps there's a strategy, but it appears to me that narrowing this area down to 2 vehicular lanes impedes emergency vehicles for the residents who live in this area and beyond.

Non-Through Streets Without Traffic Lights

If they're in their cars, the residents of almost all streets running off Yonge in this area have absolutely no alternative but to use Yonge St. (If this weren't the case, I'd advocate for closing Yonge to all traffic. But as you said to me once, Councillor Matlow, if you limit traffic on one street you have to deal with it on the streets you've driven it onto.) The recent addition of bollards narrowing the corners of Summerhill and Shaftsbury at Yonge, make it doubly hard for those residents to even get out onto Yonge.

Avenue Road has 6 lanes to work with and can provide both turn lanes and access for emergency vehicles. Virtually every residential street running off of it has the choice of using Avenue Road or not. In addition, it wouldn't be a bad idea to slow traffic down considerably on this road.

It would be nice if we could be all things to all people, but that philosophy for this particular stretch of Yonge works only for a small group of people vs the very large number of people who live in this area. Yes, you've flipped things and made things more workable for pedestrians and cyclists and more difficult for cars and I support that. However, unless you make things more difficult for cars from out of the area using Yonge as a transportation corridor, it isn't fair to the people who live off of this stretch of Yonge.

I understand that this is not a 'test', it's a 'pilot project' and as such it's likely here to stay, but I hope you'll take some of my comments into consideration when you evaluate the reasonableness, feasibility, duration, adverse events and improvements upon the design. Thank you.

Sincerely,
Margot Dawson
107 Farnham Ave

TOM BRIANT

From: Tom Briant [REDACTED]
Date: October 18, 2021 at 7:36:19 PM EDT
To: [REDACTED]
Subject: Bike Lanes on Yonge Street

Dear Ms. Briggs,

My wife and I have lived on Shaftesbury Place for 15 years, and although I cycled to work for over 25 years, I am strongly against the hard concrete bike lane barriers on Yonge Street for the following reasons:

1. During busy times of the day (most of the time), there is no room for traffic to pull over to allow emergency vehicles to pass. I watched a fire truck from the Balmoral station try and move up Yonge Street during rush hour, and of course there was no room for traffic to get out of the way. This especially deprives residents of Summerhill of emergency services most of the day. Which needs to be pointed out to our elected councilor. I spoke to a former City of Toronto lawyer, and its possible we would have grounds to suit the City and all of the councilors who voted for this in court as a class action for depriving us of emergency services.
2. The other issue is that they have put barriers up on Shaftesbury at Yonge, so you can't use the full lane to turn right. This slows down traffic, produces more pollution and wastes drivers time.

I walk almost everywhere and also ride my bike, but I also own a car, and find the City's assault on cars crazy.

I gather The SRA have/are making a presentation to the City on the bike lanes, can you please ensure that they are aware of this reduction in emergency services to residents of Summerhill and let them know that some of us might take them to court unless they remove the barriers. I would also like to suggest that the Rate Payers Association consider legal action if the City does not. I expect many folks on both sides of Yonge street would consider pitching in for legal fees to suit the City, the manager of the roads department and all councilors who voted for it. I realize that the City will defend the employees and counsellors, but when people receive a notice of suit in the mail at their homes, or are personally served it tense to sharpen their thought process and makes them more open to other peoples opinions. It also makes them realize that their constituents aren't happy with them.

I will personally send an email to Mr. Layton, perhaps you can also encourage others to do the same.

Thanks,
Tom Briant
11 Shaftesbury Place
416-561-7587

SHEILA MCCRACKEN

From: Sheila McCracken <s.mccracken@sympatico.ca>
Date: October 1, 2021 at 3:46:34 PM EDT
Subject: Bollards st Yonge and Summerhill Ave

Hi

Appreciate much is on the table for our neighbourhood these days!

Noted City has just installed new 'safety poles' (bollards) at Yonge and Summerhill Avenue to ensure cars stay well clear of the newly installed bike lane when making a right hand turn. I'm sure they will be damaged in no time as they have substantially decreased the width of lane & entrance to Yonge Street.

I do not see them at many other street entrances to Yonge Street. It's amazing how the City continues to find ways to block off our community.

I will photo this weekend and send another email to the City.

In case you haven't seen. Here's the new bollards. Not sure how they make it easier to access or exit our community??!!! Actually makes it more dangerous. And likely will be damaged in near future. City is working on closing off our access to Yonge Street.

Will cc you in my email to the City.
Sheila



CAROL HENSLEY

From c.hensley@sympatico.ca <mailto:c.hensley@sympatico.ca>

Sent: Friday, July 30, 2021 7:37 PM

To: Mayor Tory <Mayor_Tory@toronto.ca>; Councillor Matlow
<councillor_matlow@toronto.ca>

Subject: Yonge Street Trial

I travel frequently on Yonge street between Bloor and St. Clair. Currently as you know, there are now patio installations and a bike lane and a few parking spots plus the cars, pedestrians, bikes, motorized scooters, sit on scooters and construction and delivery trucks. The street has been reduced to one lane. I do realize you're trying to make everyone safe and happy.

Yonge was already a busy street in this stretch but still a helpful north south artery with many businesses along it. Delivery and construction trucks could be accommodated as could the few cyclists.

I am hoping it can be returned to its original two lane state soon.

I am wondering how the bicycle traffic is being assessed. I have been on the street at all different times of day and on different days. Each time during the 10-15 minutes each trip involves in that stretch, I have seen a maximum of 2 cyclists. (This is very different to what one sees around the university-trip today- 7 cyclists.)

I see 4 to 5 blocks of idling cars on Yonge now as they slowly navigate the left turners, large construction trucks, back and forth of the delivery trucks trying to turn, as cars pile up.

Are the two cyclists offsetting the pollution of these lines of cars? Is this a concern?

Is it possible to somehow have cyclists obey the traffic signs? Are they exempt? I'm unclear on this based on what I see.

Thanks for your consideration.
Carol Hensley

PS My thanks for your leadership and that of the head Doctor for the city during COVID. Really excellent.

Sent from my iPhone

LIB GIBSON

From: Lib Gibson <lib.gibson@gmail.com>

Date: July 28, 2021 at 10:39:56 PM EDT

To: Summerhillresidentsassociation@gmail.com

With the recent changes to Yonge Street, our neighbourhood is becoming unlivable. Living on wonderful Summerhill Avenue means that our only access to the 'outside world' that is not accessible by public transit is via Yonge Street. As you know, this is now unreasonably hard to do. Gridlock adds a great deal of time to the effort to go anywhere, adds great frustration, and fills the air with excess exhaust from idling cars. I am very supportive of making our city friendlier to bikes and pedestrians, but, really, it doesn't make sense to do that on such a major artery. This will drive people away from living in this superb neighbourhood and contribute to the hollowing out of the city.

Is the Association making any effort to get the city to change the street architecture? At the very least, this should be dismantled for the winter. Winter weather will mean there will be virtually zero bikes using the bike lane and no one eating on the outside patios. It doesn't make sense to have this street architecture during a Canadian winter.

Lib Gibson

DON HUFF

From: Don Huff huffd@ecostrategy.ca
Date: July 18, 2021 at 7:31:27 AM EDT
To: Aviva Coopersmith <Aviva.Coopersmith3@toronto.ca>, Josh Matlow <josh@joshmatlow.ca>, Councillor Layton <councillor_layton@toronto.ca>, Nathan Wener <Nathan.Wener@toronto.ca>, Deborah Briggs debbiejb@outlook.com>, Councillor Matlow <councillor_matlow@toronto.ca>

Subject: For your files LACKIE: Midtown bike lanes causing increased traffic congestion | Toronto Sun

FYI ONLY

I completely agree with the sentiment of the intro to this story -

This article does not touch on the dubious "evaluation" criteria which certainly lack rigour - evaluation in name or concept only?

Any chance we have PM and emission data pre and post bike lane project?

Has fire and ambulance made comment of been asked to make comments -virtually everytime I walk to Bloor or St Clair there is much use of sirens trying to get cars to move aside despite no room - no expert but seems unsafe both on the road and for whoever is suppose to be benefitting from the ambulance and fire truck.

Somebody better get Active TO to recruit some bike riders so somebody can count them and pump the #'s the day they do the evaluation counts - since it is not exactly an example of "build it and they will come"

Regards

Don Huff
ECO Strategy
huffd@ecostrategy.ca
[REDACTED]
42A Shaftesbury Ave
Toronto Canada
M4T 1A2

<https://torontosun.com/opinion/columnists/lackie-midtown-bike-lane-pilot-project-causing-increased-traffic-congestion-and-pollution>

SHEILA MCCRACKEN

From: Sheila McCracken <s.mccracken@sympatico.ca>
Date: July 7, 2021 at 5:32:33 PM EDT
To: Mike Layton <councillor_layton@toronto.ca>
Cc: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>, Sheila McCracken
<s.mccracken@sympatico.ca>, David McCracken
<david.mccracken@sympatico.ca>, active_TO@toronto.ca

Subject: Where are the cyclists?

Councillor Layton,

We have lived in the Summerhill area for 14 years. I walk everyday and I'm at cyclist (on cycle paths). We support local - even more so during the past year.

The past two years Yonge Street has become an obstacle course to walk and drive because of major condominium developments and infrastructure upgrades happening at every major corner.

Now with the introduction of bike lanes we are facing major traffic delays. Delivery people are struggling to reach our homes. Fire and police are being held back as there is no room for cars to pull over.

The introduction of bike lanes is making our much loved community a nightmare to live in.

Today I saw very few cyclists only wall to wall traffic. It is obvious the few cyclists who use the lanes will treat it as a highway, not stop to 'shop or dine local'.

It was a rushed and poorly planned out decision by the City and Active TO.

Please let us know how you plan to address our communities valid concerns.

Sheila McCracken
(416)522-3372

SHEILA McCRACKEN

From: Sheila McCracken <s.mccracken@sympatico.ca>

Date: June 22, 2021 at 5:34:05 PM EDT

To: Summerhill Residents Association
<summerhillresidentsassociation@gmail.com>

Subject: People are already complaining about the new bike lanes on Yonge Street

In case you missed this. I agree 100 percent. It's just nuts! City is overtaking our neighbourhood with no real thought to the residents. Every corner major construction and now this. I've emailed Mike Layton twice since April. Will do so again.

<https://www.blogto.com/city/2021/06/people-already-complaining-bike-lanes-yonge-street/>

Sent from my iPhone

From: Pauline Thompson <pauline.thompson@utoronto.ca>

Date: March 23, 2022 at 1:07:25 PM EDT

To: iec@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_layton@toronto.ca, councillor_matlow@toronto.ca, berationalto@gmail.com

Subject: Yonge Street Bicycle Lanes

To members of the Infrastructure Committee

PLEASE READ THIS!

I understand that the decision about whether to make the ActiveTO Midtown Pilot for Bicycle Lanes permanent is coming before you on March 29 and to City Council on April 6.

While I support the idea of providing bicycle lanes and reducing carbon emissions in general, I am far from convinced that the transformation of Yonge Street between Bloor and St Clair is a good idea.

1. The street is too narrow to accommodate all the lanes safely.
2. For many months of the year, there is scarcely a bicycle to be seen in the bike lanes,
3. Lines of idling traffic make for short tempers and lots of emissions.
4. It is an obstacle course for a regular driver, and a bit of a nightmare for Emergency vehicles and Fire trucks. **Just yesterday, a car mounted the sidewalk and struck a pedestrian at Shaftesbury Avenue; I understand that she was taken to hospital; a street lamp was knocked over, with glass all over the sidewalk; for over an hour Yonge Street north of Shaftesbury was reduced to one lane, with north and southbound traffic taking turns; the tailback of cars in both directions was as far as the eye could see. The results of this accident were made far worse by the changes to the narrowing of an already narrow artery.**
5. There are **16** landlocked streets (with up to 5,000 residents who can only get anywhere via Yonge Street).
6. **12** major new developments are planned for the Yonge corridor between Bloor and Heath, all creating new travel demands.
7. Why not try Avenue Road? It has 6 vehicle lanes, far fewer shops and restaurants, no landlocked streets and far fewer developments planned.

So, some well-meaning and thoughtful Green planning here – but not, in fact, enough good, rational planning. I urge you to try again rather than make this experiment permanent. **Confirming a fiasco will only make future traffic planning more difficult.**

Sincerely
Pauline Thompson
Shaftesbury Avenue

Pauline Thompson, Ph.D.
Associate Professor Emerita
Centre for Medieval Studies
University of Toronto

From: Marta Tomory <tomorymarta39@gmail.com>
Date: March 23, 2022 at 3:38:17 PM EDT
To: iec@toronto.ca, mayor_tory@toronto.ca
Cc: councillor_minnan-wong@toronto.ca, debbiejb@outlook.com, BeRationalTO@gmail.com
Subject: **ACTIVETO #28-7**

To the attention of IEC and the Toronto City Council

We have read the report submitted by the GM of Transportation Services and would like to add the following comments.

We live at 1177 Yonge Str. with windows facing West and South on to Yonge Str. As a result we not only use but observe the traffic traveling North and South on YS.

My comment has to do with timing.

For the last two years Covid-19 has changed the way we live. As you know, people stopped going to work or anywhere else due to closures of restaurants and all places of entertainment and restrictions on gatherings.

As the City returns to work, and the 8-10 construction projects that are planned for the Yonge Street corridor get started, are we all going to enjoy our friendly, inclusive neighbourhood, or will We all have to learn to ride a bike or move?

Now I have some questions.

Why do we have left turn lanes into dead-end Streets (Scrivener and Jakes) while no left turn into a constantly gridlocked Street like Roxborough?

Was there any input from a) the TO Fire Department b) the Toronto Police Department c) the TO Ambulance services d) the local Small Business Association?

Why was it necessary to install such drastic changes to one of the City's remaining important Arterial Roads ie. Toronto's Main Str?

We could write about the very small number of bikes compared to the road traffic, the cars, delivery trucks, contraction equipment, fire engines, buses (every time line 1 shuts down due to problems or signal upgrades). Bicycles not stopping for traffic lights or pedestrians.

And finally, WHY NOT ON AVENUE RD? It has more lanes, fewer businesses or restaurants.

Thank you for hearing us out,
Marta and Eugene Tomory

From: Hien <hiennguyen_love@yahoo.ca>

Date: March 23, 2022 at 3:54:00 PM EDT

To: iec@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_layton@toronto.ca, councillor_matlow@toronto.ca, berationalTO@gmail.com

Subject: Be green. Be Rational.

Hi,

I'm business owner located on 1177 yonge street named ManiPedi Spa.

Obviously, traffic is always busy at rush hour but it gets worse since the bicycle lane pops up and narrow the road even not in regular peak hour. I'm at work everyday and barely see people riding pass. Bicycle lane is absolutely wasted. I have not supported Bicycle lane becoming permanent. Totally not.

Sent from my iPhone

From: Preston Thom <preston.thom@gmail.com>

Date: March 22, 2022 at 4:56:16 PM EDT

To: iec@toronto.ca, Mayor_Tory@toronto.ca, [Councillor Layton@toronto.ca](mailto:Councillor_Layton@toronto.ca), [Councillor Matlow@toronto.ca](mailto:Councillor_Matlow@toronto.ca), BeRationalTO@gmail.com

Subject: Please don't make bike lanes permanent on Yonge St

The traffic from Heath down to Bloor was always jammed all day long.
It's not fair to residents trying to get either North or South on Yonge coming from any side street.

Please find a better solution...

Preston Thom
42 Summerhill gardens
M4T 1B4
416-726-1109

From: Jill Cameron <jilltcameron@gmail.com>

Date: March 21, 2022 at 12:48:47 PM EDT

To: IEC@toronto.ca, mayor_tory@toronto.ca, councillor_minnan-wong@toronto.ca

Cc: BeRationalTO@gmail.com

Subject: No bike lanes on Yonge

RE: Bike Lanes on Yonge St.

I would like to see the bike lanes relocated - such as on Avenue Road or Mt. Pleasant, where there is clearly more space for safe travel for both bikes and cars.

- o Situating the bike lanes on Yonge St. has resulted in complete gridlock at many times of the day (which will only increase as people resume working in downtown offices post-covid).

- o Idling vehicles have increased pollution for all the affected neighbourhoods.

- o The traffic has caused delays for EMS vehicles.

- o There are 16 landlocked streets which depend on Yonge St. and the bike lanes have caused huge delays for all these residents as they try to exit their streets onto Yonge.

- o The current configuration is unsafe for bicyclists, drivers and pedestrians trying to access Yonge St. from side streets.

- o Cafe TO has also caused lane restrictions - adding the bike lanes has meant another layer of inconvenience for all users of Yonge St.

- o Adding parking to Yonge St. has further constricted passageway on the street and is counter-intuitive to the argument that we need to reduce car usage.

- o For the next decade there will be enormous pressure on Yonge St. from construction vehicles due to 17 new developments coming to Yonge St. between Bloor and Heath St. Adding the bike lanes to this is unsustainable.

- o Very few bicyclists are using the bike lane on Yonge St, clearly proving the lack of demand.

Building bike lanes is essential - I am a bike rider and support more bike lanes in the city. I would encourage you to build safer barriers for bikes beside the roadways as space permits - and ensure the many orphan bike lanes are linked to create a seamless network throughout the city. But please build bike lanes on our widest main thoroughfares where there is space for all to coexist comfortably and safely - not on Yonge St.

best,

Jill Cameron

From: Kerry Gibson <silverkgibson@gmail.com>

Date: March 21, 2022 at 9:16:20 PM EDT

To: councillor_minnan-wong@toronto.ca, iec@toronto.ca, mayor_tory@toronto.ca, councillor_matlow@toronto.ca, councillor_layton@toronto.ca, councillor_mckelvie@toronto.ca

Cc: berationalto@gmail.com

Subject: Active TO Pilot Project for the Yonge Corridor

To the Decision Makers,

I have lived in the Summerhill neighbourhood for over 20 years, at 1231 Yonge Street. Until recently, it has been a delight to enjoy this midtown location in the vibrant city of Toronto.

The ActiveTO reconstructed lanes have made coming home a nightmare. I know you have heard them all before, concerns re those of us on landlocked streets with only Yonge as our exit (I am on the corner of Summerhill and Yonge)...

- the blocked lanes which make it at times impossible for EMS vehicles to make speedy progress
- the odd posts at the edge of the decorative curb extensions which make turning more, not less dangerous
- the cars that use intersections to detour around left turning cars, which make it more dangerous for cyclists, not less
- the extremely narrow bike lanes which make it impossible for cyclists to pass each other, and thus make it more likely for bikes to move into the vehicle lanes
- the concerns re the numerous new builds along this stretch of Yonge and what that will do to traffic patterns
- the lack of real time (NOT COVID IMPACTED) data re the use of the bikes lanes, if they are used at all

The list goes on. When there are others streets (namely Avenue, where traffic NEEDS to be slowed down) that could have more reasonably been used as bike lanes, it is baffling why this portion of Yonge was so drastically renovated with no apparent thought to the myriad of issues that have been plaguing residents since the pilot started.

In closing, all I can most sincerely implore is for the decision makers to hear the voices and concerns of the local residents, gather data and then make data driven decisions for the good of Torontoians.

Sincerely,

Kerry Gibson

404 - 1231 Yonge Str

From: Joe Pal <jpal@palltd.com>

Date: March 21, 2022 at 11:18:21 AM EDT

To: "iec@toronto.ca" <iec@toronto.ca>, "mayor_tory@toronto.ca" <mayor_tory@toronto.ca>

Cc: "councillor_layton@toronto.ca" <councillor_layton@toronto.ca>, "councillor_matlow@toronto.ca" <councillor_matlow@toronto.ca>, "berationalto@gmail.com" <berationalto@gmail.com>

Subject: Yonge Street - Bike Lanes

Infrastructure and Environment Committee
City of Toronto
BY EMAIL (iec@toronto.ca)

Good Morning:

RE: ActiveTO Midtown Pilot for Bicycle Lanes status review March 29, 2022

I write to you as the owner of several buildings on Yonge Street (1046, 1052 & 1133). I would like my position to be recorded as opposed to the permanency of the bicycle lanes on Yonge Street.

I don't believe that we have received any survey addressed to us either on the initial project, or on the proposal for permanent bike lanes. As a resident with a direct connection to the project area of Yonge Street, we are concerned that we have not been proactively consulted. The bicycle lanes have created serious challenges to our enjoyment of life in the community, including:

- Constant vehicular traffic gridlock.
- An important increase in noise pollution from gridlocked vehicles and slowed EMS vehicles; an increase in carbon exposure for residents and pedestrians.
- Worsened sight lines for vehicles accessing or exiting cross streets along Yonge Street
- A visual and physical deterrent to a business and entertainment centric area. This is exaggerated in winter months by impediments to snow removal and destruction of many of the bicycle lane components.
- Reduced parking opportunities for area businesses and visitors.

The reduction of vehicular traffic lanes on one of the most important thoroughfares in our City is surely not a good idea. The municipality has rightly encouraged continued development in the area, with the resulting increase in population. Distances, weather and the historical lack of development in underground public transportation in our city will continue to favor a reliance on private vehicle traffic. If we are to remain a competitive and vibrant city, we need to accept our situation and shortcomings and improve the flow of vehicular traffic, not impede it.

We are not against bicycle use, but there are surely more efficient alternatives to this project that be less detrimental to our community.

Regards

Joseph M Pal

c.c. Mayor John Tory (mayor_tory@toronto.ca)
Councilor Layton (councillor_layton@toronto.ca)
Councilor Matlow (councillor_matlow@toronto.ca)
BeRationalTO Organization (berationalto@gmail.com)

From: "Susan B. Raphael" <susan@susanraphael.ca>

Date: March 20, 2022 at 8:01:49 PM EDT

To: iec@toronto.ca, mayor_tory@toronto.ca, councillor_layton@toronto.ca, councillor_matlow@toronto.ca, BeRationalTO@gmail.com, councillor_minnan-wong@toronto.ca

Subject: BIKE LANE PILOT CONCERNS

Dear John Tory, Infrastructure Committee & Councillors,

(letter attached & enclosed & pictures enclosed)

As residents and business owner in the Yonge and Summerhill area since 1999, my husband and I have concerns regarding the long-term sustainability of the pilot bike lane project.

The traffic on Yonge Street since the bike lane pilot in conjunction with CafeTO now makes the street an unviable major artery for vehicles. We are only able to exit our area by car via Yonge Street. The poles/barricades pose a risk to vehicles. Poles have been knocked over by construction, garbage and snow removal vehicles and these cause an additional risk to pedestrians and cyclists.

Also of concern is safety. The placement of the barriers makes it difficult to see pedestrians and cyclists when driving or walking to and from my home and my business. The traffic congestion has increased (see pics attached) and emergency vehicles can't maneuver efficiently with only one lane on Yonge Street each way. As a driver turning onto Yonge, which is our only way to exit from Summerhill, I need to look rigorously, for pedestrians, dogs, strollers and now both ways for cyclists and motorized bikes. It is impossible to do this safely and properly. For example, as I inch my vehicle towards Yonge I can't help but block the bike lanes in order to accommodate pedestrians and effectively make a turn onto Yonge.

Idling vehicles and traffic congestion increase pollution. The higher green house emissions from these idling vehicles are not good for our community nor our environment.

ActiveTO has created confusion and congestion on Yonge Street, especially from St. Clair to Roxborough particularly between Jackes and Marlborough. There are 16 landlocked streets affecting 5,000 residents. In addition, there are approved developments and proposed developments which aim to bring another 10,000 residents between these streets. ActiveTO would be much better situated on Avenue Road where there is no CafeTO.

To support ActiveTO it should be moved to Avenue Road where there is no CafeTO, no big Developments approved or being approved and is 6 lanes of Road.

Thank you for your attention to this important matter.

Sincerely,

Susan Raphael,
Owner Sustainable Recovery Counselling & Addiction Services
23 Summerhill Gardens
Toronto, ON
M4T 1B3
Tel: (416) 271-1117



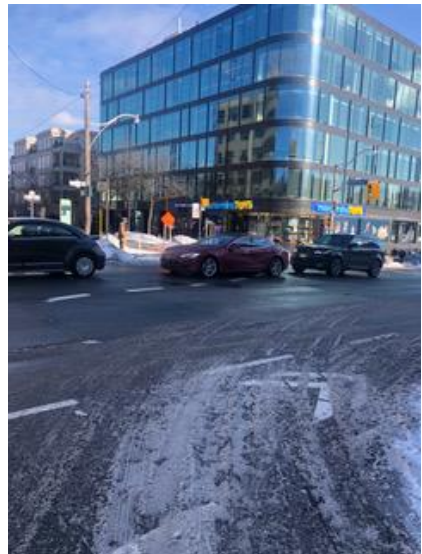
Fri Feb 25th 3:35pm



Fri Feb 25th 3:37pm



Fri Feb 25th 3:37pm



Fri Feb 25th 3:37pm



Wed Mar 2 8:40am broken
poles/barricades

k <susan.stock@me.com>

Date: March 20, 2022 at 12:00:12 PM EDT

To: iec@toronto.ca

Cc: "Mayor John Tory(Chair)" <mayor_tory@toronto.ca>, Councillor Layton <councillor_layton@toronto.ca>, Councillor Matlow

<councillor_matlow@toronto.ca>, BeRationalTO@gmail.com

Subject: No Bike Lanes on Yonge St.

To: Infrastructure Committee

I am writing in opposition to the bike lanes on Yonge St. between Heath St. and Bloor St.

With all the transit focused on Yonge St. already, accessibility to transit in all other areas of the City remains dismal. Yonge St. has the subway line and periodic bus service. Who made the decision that the best place for a bike corridor is Yonge St. out of all the north south streets in the City? A very poor decision.

Yonge St. was a pedestrian friendly zone. It is an area filled with small shops and restaurants. Perfect for walking and browsing. It supports a lot of independent business owners. The narrow sidewalks are filled with people especially when the subway is down(frequently). Many cyclists do not follow the rules of the road and swerve on and off the sidewalks to speed up their journey. As a pedestrian, avoiding cyclists is real problem.

I have to drive to my 93 year old mothers. It makes me a nervous wreck. Do I have 360 degree vision??? You need it on Yonge St. now. Ambulance, Police and Fire trucks screaming and weaving thru gridlock to try and get thru. Cyclists speeding in every direction. For example, I saw two cyclists on Thursday mid morning; one cut me off just south of St. Clair. He was going north in the bike lanes and as traffic started to move, he swerved his bike left, in front of my car, to cross Yonge to go to the Bagel Shop. Totally illegal. The other, ran a red light at Woodlawn at full speed going south on Yonge. Does it matter that there are bike lanes when behaviours like this are hazards to both cars and pedestrians?

And who designed the bollards at every corner? What a menace! You can't see pedestrians around them! And the turning center of a car does not go easily around them as you enter traffic lanes. And how do all the construction vehicles make these tight turns???? I see many have been knocked down. What a waste of money!!!!!!

In this climate, at the very least, the bike lanes should be seasonal and removable for the winter months. The amount of tax payers dollars spent on clearing snow from bike lanes is insane. No one was using them! At the same time, the snow clearance on my sidewalks and road was nonexistent. NO snow removal, only salt dumping. This is NOT environmentally friendly.

My neighbourhood is landlocked and when I drive, I have no choice but to join the gridlock of idling cars. Who wants to walk or cycle thru all that pollution?

There are so many reasons why bike lanes should NOT be on Yonge St. Go back to City Planning and start making our roads & sidewalks wider and back to Transportation Services to find another more sensible road for these vehicles because bikes used for transportation are vehicles!

Susan Stock
118 Shaftesbury Ave
M4T 1A5
March 20, 2022

From: Carol Gray <carolgray36@gmail.com>
Date: March 19, 2022 at 3:04:39 PM EDT
To: IEC@toronto.ca, mayor_tory@toronto.ca, councillor_minnan-wong@toronto.ca, councillor_mckelvie@toronto.ca
Cc: BeRationalTO@gmail.com
Subject: Active TO on Yonge St

Dear Mr Tory,

I am a resident of the Summerhill neighbourhood and I am writing to express my concern over the disruption being caused by the Yonge St bike lanes between Bloor and Davisville. The area between Crescent Rd and Jackes Avenue is particularly affected. The neighbourhood of Summerhill is landlocked and has no other vehicular access or egress. In fact there are 16 such streets between Jackes Ave and Price St that rely exclusively on Yonge St. Other streets in this area are able to access Mt Pleasant or Avenue road as alternative routes.

The traffic congestion caused by the reduction of lanes from 4 to 2 lanes and the absence of south bound left turning lanes at Summerhill and Shaftsbury cannot be overstated. The addition of parking on this section of Yonge only makes the congestion worse. Historically there has never been parking on the section of Yonge and to allow it at the sametime as reducing the lanes , makes little sense.

Access for Emergency Vehicles. With the lane reductions and the street parking, a major concern is the access for Fire, Police and Ambulance. There is little or no room for traffic to pull over to allow emergency vehicles to pass. For those of us living in a neighbourhood , only accessible from Yonge Street, this has the potential of being a dangerous perhaps deadly situation.

Current and future developments along this section of Yonge include sites at Scrivener Sq, Marlborough , Birch , Woodlawn and Jackes. In addition there are many more to the immediate north around St Clair. The congestion caused but these developments will only cause even more traffic congestion in the next decade.

I ask that you recognize the impacts arising from this substantial reduction of Yonge Streets carrying capacity.

Carol Gray
36 Summerhill Gdns

From: George theo <urbaneden@bellnet.ca>

Date: March 19, 2022 at 5:39:21 PM EDT

Subject: Bike Lanes

Attn: infrastructure committee,

I'm writing this letter of opposition for bike lanes on Yonge street (Active TO). As a resident on Shaftesbury Avenue and cyclist I find these bike lanes are causing crippling traffic! What normally would take me 10 mins now takes me 30 and as a cyclist I found Yonge street just fine the way it was between St. Clair and Bloor street. I appreciate bike lanes but I don't find they work in this neighborhood for the amount of use they get, and the traffic jams they have caused during this pilot project.

Many Thanks

George Theo

106 Shaftesbury Avenue

From: Douglas Young <jdouglasyoung@hotmail.com>

Date: March 16, 2022 at 12:04:06 PM EDT

To: "IEC@toronto.ca" <IEC@toronto.ca>, "mayor_tory@toronto.ca" <mayor_tory@toronto.ca>, "[councillor minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca)" <[councillor minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca)>, "BeRationalTO@gmail.com" <BeRationalTO@gmail.com>

Cc: Summerhill Residents Association <summerhillresidentsassociation@gmail.com>

Subject: Increase Safety and Reduce Emissions along Yonge Street

Hi,

I am a current resident in the Summerhill area, living on Shaftesbury Avenue. Rather than continue to complain to my neighbors and anyone that would listen, I thought it was important that I express my concern for the safety of the residents in our neighborhood.

I am writing specifically about Active TO and the bike lanes added to Yonge Street, which effectively reduced lanes from **four down to two lanes**. One lane to support the addition of the bike lane, and another for parking or wasted space.

I understand the objective of improving accessibility of other modes of transportation other than vehicles, but I feel there could be other alternatives north and south (Avenue or Mount Pleasant) that would allow for better flow of traffic, while reducing vehicle emissions and accidents along Yonge Street.

The main issues, in my opinion, are as follows:

1. **The impacts on traffic congestion;** increased emissions from idling cars, reduced emergency services response times arising from the existence of 16 land-locked streets in the centre of the pilot has been ignored.
2. The massive ongoing land use intensification of the Yonge Street corridor with tens of thousands of new residential units currently in the development pipeline, **including at least 12 major new developments between Bloor Street and Heath Street alone**, was never even considered, or compared to other alternatives. It was decided to use the street with the most disruption long-term.
3. The latest construction at the Summerhill Subway station has created a health and safety risk for all residents on Shaftesbury Avenue, Summerhill Gardens and Summerhill Avenue. There is only one route out of the neighborhood onto Yonge Street with no lights. How would emergency response enter the neighborhood? How could residents exit quickly in the case of a gas leak or emergency?

Along Yonge Street, emergency vehicles, construction trucks and equipment, delivery vans, taxis, commuter traffic, TTC buses, snow clearing machines in winter, etc., are all challenged to operate normally. In addition, there was little thought to left-turn lanes, creating more back-ups on Yonge Street – both north and south.

In summary, as a resident that relies on access to Yonge Street, I am opposed to Active TO and appalled there was ZERO consultation with the residents in my community.

Doug Young
110 Shaftesbury Avenue
Toronto ON.

From: alicia <emailalicia@me.com>

Date: March 16, 2022 at 8:11:47 PM EDT

To: iec@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_layton@toronto.ca, councillor_matlow@toronto.ca, beratio_nalto@gmail.com

Subject: Pease stop the Yonge Street Pilot Project: Be Green, Be Rational

Dear Major Tory,

Thank you for trying to better the community, however on this on best intention projects such as this need to hold realistic value. It doesn't. Someone needs to accept it just isn't a good idea and nix it.

Mayor Tory you live in the area, we see you lighting the local xmas tree at the LCBO - that small tradition may not happen if people have to think twice about simply attending local community affairs. This isn't bringing the community together its dividing it.

I live at 1177 Yonge Street and this has caused no end of problems.

1) **Life saving essential services are slowed down:** Ambulance, Police and Fire have to park on Summerhill ave and walk back to the main doors on Yonge Street to gain access to the condo, this has the potential to risk precious seconds and lives because of the bike lane blocking the front main condo door access point.

2) **Deliveries / moving in out means entire context have to be dragged a1/2 block since vehicles cant stop in front of the building as before.** It increases cost of delivery, time and also means there is a lack of privacy in transport of personal effects since it has to be dragged 1/2 block along yonge street. What a nightmare.

3) **Street Crossing is now an assault course.** One has to look each way to cross the biker lane, then the same for each north/south direction of car traffic and then again for the opposite side for bikes. In the winter this means MOUNDS of snow piles to hoist over to get the other side its like an assault course. How is this better? Its not.

4) **Pollution is worsened so a healthy walk now makes for unhealthy lungs from car exhaust.** Walking on Yonge Street now means that pedestrians have to inhale the added exhaust fumes due to the line ups of cars waiting, waiting, waiting to inch their way up or down the road. Its crazy. This is black not green.

5) **Businesses are impacted.** Covid hit them hard enough but now the city is doing it to them too! Its local businesses that help make it a community and you are depriving them of the ability to draw in customers with this assault course and challenge to get to the area.

Please choose an alternative road that is wider and not a main artery of the city. This seems the least thought out pilot project and begs the question of how it ever got a green light in the first place. With more condos coming this is only going to get worse, not better.

Further older people live in our building, Major Tory your mothers good friend lives here. Seconds matter for medical emergencies or anyones for that matter. People eating at tables outside and bikes going up and down should not cause a person to die because essential services cannot get in/out to a place quickly. This plan could take someones life if medical reaction is slowed as it has been.

Please stop this madness. Choose a less vital road and a wider one.

Help make Yonge Street great again. We love Yonge Street, just not like this.

Kind thanks,

Alicia

From: Stewart Ellis <stewart@gmail.com>

Date: March 16, 2022 at 2:04:00 PM EDT

To: BeRationalTO@gmail.com

Subject: Formal Objection and a NO to the Approval of the Active TO Midtown Bicycle Lanes

March 16, 2022

I am writing to all suggested levels of government to add my voice to the many I have talked with respect to **Active TO Midtown Pilot for Bicycle Lanes. I am 100% opposed to the lanes becoming permanent given the present situation with the PILOT lanes and the chaos they have caused to traffic and the safety of people.** I live on Ottawa street and both and walk nearly every day (and bike the 6 months it is feasible) and cannot understand how these pilot lanes are even considered on Yonge Street – A tight road to begin with and a road with many businesses and side streets that have no other exit options but to spill onto Yonge Street. As I live on Ottawa street the only option of exit is Shaftesbury and Summer Hill Avenue both onto Yonge Street. NO streets to the east due to the ravine.

The many points people are making are true to the argument but let me further add color **as I do have a unique perspective in that I spend far more time on Yonge street between St.Clair and Bloor – both walking, biking, and driving our 1 car.** (Not two cars, like many people who ironically will say they support bike lanes but rarely bike – witness the line of cars outside the YORK School idling and blocking the only lane left while picking up their kids!)

- Over the past 4 months I have witnessed far more electric E-bikes delivering food than any bicyclists between St. Clair and Bloor. Many of these E-bikes are silent and often race through red lights as they are paid by the delivery and saving time. I can assure you that this will lead to accidents if not so already.
- How does the city balance an influx of UBER cars and others that have added over 50,000 cars to the downtown area over the past several years? Where and how is this considered as this has furthered caused massive gridlock in the area in question.
- As I live in the area, I am witness to the ugliness of these lanes over the past 4 months. There many broken reflectors, many broken concrete parking blocks, blocks that have been pushed around , and many days a bike lane that is a mess with salt and snow – NOT PASSABLE. I have had visitors to Summerhill joking that they thought this was a nice part of Toronto – not streets that look like a broken PINBALL machine.
- I am also understandably upset that the parking spaces we pay for in the 10A parking area were never cleared after the winter storm of Monday January 17. NEVER. Piles of snow that occupy spaces that should be available to park in were still mounds of snow last week ! The priority was given the bike lanes - clearly resources are now being utilized to clear the bike lanes ahead of parking - that – ui repeat - we pay for with after tax dollars.
- **What numbers has the city collected on use particularly in the months October to April. This is half the year.** And to those in city council who refer to Copenhagen. Toronto is not Copenhagen. Copenhagen is much flatter and gets very little snow. It also has far less extreme cold temperatures.
- I would also note that Copenhagen has levied far heavier taxes on gas making their present gas price \$2,80 a litre (CDN). WHY should we allow such tax increases which I am sure will be proposed in the future. How high does city hall think can taxes go ??

· I have also been in my car while trying desperately to clear the way for both an ambulance and a fire truck which were slowed to a crawl on many parts of Yonge between Summerhill and crescent Avenue.

A policy question I do have is why and how are bikers directly charged to use bike lanes around the city. I have never been required to have a licence for my bike. Why do the thousands of uber bikes and uber eat e-bikes not pay ?? These are trillion dollar US companies using our infrastructure for free.

It is quite easy to ask someone who lives south of Bloor if they would like more bike lanes along Yonge Street up to St Clair and beyond. They no doubt will say yes because they do not have to experience living in the area most effected.

I do repeat to the City Council is **where are the numbers and statistics as to the use of these bike lanes particularly in the winter months.** And the feedback from both people who live in the area and businesses in the area.

I have heard NO to these bike lanes from many in the area and I join in this group to direct the City to go back to the drawing board and find a solution that works – this one does not.

Stewart Ellis – Ottawa Street Resident – Yonge and Summerhill.

From: Lib Gibson <lib.gibson@gmail.com>

Date: March 15, 2022 at 11:13:32 PM EDT

To: Mayor Tory <Mayor_Tory@toronto.ca>, BeRationalTO <berationalto@gmail.com>

Subject: Yonge Street bike lanes

Dear Mayor Tory

Firstly, I want to make it clear that I am a 'green advocate'. I use my vote to support green policies and I behave in ways to minimize my own carbon footprint. I support the city of Toronto in trying to be greener.

Having said that, I strongly believe that decisions need to be evidence-based, and that the city needs to behave *rationally* in its quest to lower collective carbon footprint.

Unfortunately, narrowing Yonge Street to provide bike lanes between Crescent and St. Clair is not rational:

- Yonge Street is already narrow for a main thoroughfare. The loss of two lanes has led to gridlock, affecting residents and emergency services.
- There are 16 landlocked streets running east and west off Yonge between Jackes and Marlborough, as well as many apartment and condo buildings on Yonge itself. They can only get to and from their homes via Yonge.
- These residents are soon to be joined by residents in a plethora of new high-rise developments applied for, approved (as they all seem to be), or in progress along Yonge Street. These developments – 22 at the latest count – will tend to transform Yonge into an urban canyon and add more people dependent exclusively on Yonge to enter or leave their homes.
- For people seeking a greener transportation alternative, there is already the subway.

Avenue Road would be a rational choice for bike lanes: it's 35% wider, there are only 3 landlocked streets, and people cannot choose the subway as alternate transportation.

I look forward to the upcoming meetings about this issue, expecting complete transparency from the city. Since this has been a pilot, I look forward to full and timely data on the usage and impact of these bike lanes as City Council prepares for a decision.

Sincerely

Lib Gibson

29 Summerhill Avenue, a land-locked street running east off Yonge

From: Astrid Pinnington <astridpinnington@gmail.com>
Date: March 15, 2022 at 9:18:44 PM EDT
To: mayor_tory@toronto.ca, BerationalTO@gmail.com
Cc: councillor_layton@toronto.ca, councillor_matlow@toronto.ca
Subject: Active TO Midtown Pilot for Bicycle Lanes

Dear Committee ,

We are fully aware that adjustment for changes takes time regarding introduction of restaurant patios and dedicated bike lanes.

Currently living on Summerhill Avenue in the middle of this project we see the effects of these temporary implemented changes on a daily basis.

We love the feel of neighbourhood restaurants and bikes abounding but in truth this project / format does NOT work and here are the reasons.

1) we specifically bought in this neighbourhood for the greenery / ravines and now have the unwelcoming smell of fumes due to cars sitting and unable to move on Yonge street. Cars / drivers out of frustration divert into the neighbourhood to dodge the main road which is intended to move traffic.

2) gridlock abounds on Yonge street at any given time of the day ,there will always be cars as it is a major arterial route / thoroughfare for the city of Toronto. I believe the longest street in the world. This narrowing of this major street is causing cars /trucks to come into our neighbourhood which is a danger with young families , children and pets.

Cars / drivers are not going away on a main thoroughfare , they just look for different moving routes through the neighbourhood. This issue is of concern as there are quite a few schools in the neighbourhood such as The York School , Cottingham Public School and The Linden School to name a few.

3) I have sadly witnessed on more than one occasion an Emergency Vehicle trying to urgently proceed in a totally blocked 2 lane road. With the restaurant patio footprint expanded and bike lanes installed there is now NO room on either side of Yonge street to pull over so an emergency vehicle can pass. This is extremely dangerous and adds greatly to the time an emergency vehicle can attend an event. There is a fire station on Balmoral Avenue at Yonge Street. They are very well informed of the issue impeding their efforts.

4) Bikes are seen in mostly the summertime only at best I never see more than a few. Has a study been done on the usage ? Seems illogical to dedicate this space that is hardly ever used. What seems to be visible are the electric bikes and delivery service electric bikes using these dedicated lanes.

Are we servicing delivery services by giving them a dedicated lane ?

5) Planters and Cement blocks are placed to dedicate and protect restaurant guests. I have seen these pushed and damaged by cars and trucks. On busy Yonge Street I'm 100% sure I would never sit outside at these fume filled extended restaurant patios. It is not safe ! They are a liability to the city.

6) Developments, with at least 5 major condo / apartment developments approved we are extremely concerned about traffic patterns once these developers begin their projects.

Overall I am not impressed with these changes and I feel that our tax dollars should be spent on something (bike lanes and extended restaurant patios) that is used more than 5 months out of the year.

I sincerely hope that our neighbourhood voices will be heard and measured in your decision making process at the Infrastructure Committee meeting to be held on March 29 , 2022

I look forward to a response.

Regards , Astrid Pinnington
95 Summerhill Ave
Unit 4
Toronto, Ontario

From: Tom Briant <tom.briant@hotmail.com>

Date: March 15, 2022 at 3:11:12 PM EDT

To: "IEC@toronto.ca" <IEC@toronto.ca>, "mayor_tory@toronto.ca" <mayor_tory@toronto.ca>, Councillor Layton <councillor_layton@toronto.ca>, Councillor Matlow <councillor_matlow@toronto.ca>, "councillor_minnan-wong@toronto.ca" <councillor_minnan-wong@toronto.ca>, "counillor_mckelvie@toronto.ca" <counillor_mckelvie@toronto.ca>

Cc: "BeRationalTO@gmail.com" <BeRationalTO@gmail.com>, Heather Briant <briant.heather@gmail.com>, "tom.briant@rogers.com" <tom.briant@rogers.com>

Subject: City of Toronto bicycle lanes on Yonge Street from Price Street to Jackes Avenue

March 15, 2022

Dear Sir/Madam,

Re: Bicycle Lanes on Yonge Street from Price Street to Jackes Avenue

As a 15-year resident in the Summerhill area, living on a street that is only accessible from Yonge Street, my wife and I are significantly disadvantaged by the introduction of the Yonge Street trial bike lanes. It means a significant increase in traffic as Yonge Street's capacity is reduced by half. It also means that emergency vehicles, like fire trucks, ambulances and police cars cannot effectively access this area during the six hours of rush hour as traffic cannot move out of the way due to the high barriers.

As a long-term bicycle commuter (25 years), I appreciate some designated bicycle lanes, and used the one on Bay Street daily when I rode to work (a significantly wider road above Queen), but Yonge Street is too narrow and taking a full lane out, reducing the streets capacity. In addition, the city has blocked off most intersections with barriers, so only one lane can turn at a time, adding to the delay for no appreciable benefit.

The roads department seems to have forgotten that Toronto does receive snow, which this year was not plowed in the Summerhill area streets on the east side of Yonge for five weeks. This snow piled up at the corners and reduced Shaftesbury Avenue to one lane, so reducing Yonge Street capacity added to the delays of trying to access our homes. I invite all of you to drive your car, or a city car up Yonge Street anytime from 8 to 10:30 am or 3 to 7 pm in the afternoon during the week, or most anytime Saturday or Sunday from 11 am on.

On a recent call with the Summerhill Residents Association, Michael Layton suggested we all get cargo bikes and sell our cars; however, I have a 91-year-old Mother, who greatly enjoys coming to our house for a meal, who cannot be transported on a bike. We also have a summer cottage located a three-hour drive from Toronto, so selling our car is not an option. I think we have a situation where a very small vocal minority is running city hall and common sense has left the building. As a reminder, sensible people who work and pay taxes do vote and expect their elected representatives to work on their behalf, so I strongly recommend that elected councilors do their best to represent the best interests of their constituents not a few hundred vocal bikers.

T

he city seems to be trying to reduce road capacity while significantly increasing population density. I think most people would not consider reducing street capacity a reasonable answer. Perhaps reducing density and/or increasing road capital is.

Yours truly,

Tom & Heather Briant

11 Shaftesbury Place

From: Michael Blackmore <drmgb@rogers.com>

Date: March 15, 2022 at 10:13:55 AM EDT

To: IEC@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_minnan-wong@toronto.ca, Deborah Briggs <Debbiejb@outlook.com>, BeRationalTO@gmail.com, MTCC699 Property Manager <mtcc699@bellnet.ca>

Subject: "BIKE LANES"

It's Dr. Michael G. Blackmore, and I live at 1177 Yonge St.

I was asked by our management, who I have cc'd this message, to supply an evaluation of the "Yonge Street Pilot Project".

I'm a 57 y.o. single, Rheumatologist, trying to maintain my career and going in to my office daily, Monday-Friday, to see my patients.

I should also add, I'm physically impaired, with R-sided weakness from a severe stroke I suffered in 2006.

I am not allowed to drive, so I use TTC and, on occasion taxi.

When this "Project" was implementedI was agog!

I couldn't help repeating to myself: "You've got to be kidding: A MAJOR CITY ARTERIAL ROUTE THROUGH CANADA'S LARGEST CITY" is becoming a 2 lane path for cars..... leaving bilateral bike paths, lined with plants/shrubbery and room for sidewalk cafes.....**WHAT?**

I STILL STRUGGLE.....just to get in front of my home and not have to manoeuvre around hideous planters or be yelled at....YES YELLED AT by ferocious speeding bikers. The traffic is a profound nightmare and anyone who thinks the bushes save the atmosphere are sadly mistaken by the carbon emissions of idling traffic both along the now congested Yonge Path AND the the side roads.

It's A FAT NO from me.....just for safety..... and I mean that in every sense of the word....personal safety. I won't even go near the aesthetic atrocity...except to call it that.

Michael G. Blackmore MD FRCPC Int Med/Rheumatology
1177 Yonge St. Suite 205
Toronto ON M4T 2Y4
416-551-9157 Office: 647-352-6440

From: Iris Toppings <iristoppings@gmail.com>

Date: March 14, 2022 at 1:24:48 PM EDT

To: iec@toronto.ca

Cc: berationalTO@gmail.com

Subject: Bike lanes on Yonge

Hi:

Am glad you are looking into bike lanes on Yonge.

It has been a headache and a huge step backwards.

My contractor refused to do a job, because he said it took him 40 minutes to come from Belmont to Shaftesbury Ave.

For a very few bicycles , drivers in cars are left hostage to long delays and further gridlock.

Heard from Councillor Layton about the upcoming high rises going to be built on this corridor, and this will only add to traffic, congestion and influx of people. Have seen ambulances caught in these traffic jams and finding it hard to get to their destinations.

For a few councillors who are not in favour of cars, it is not fair to lay down their high moral superiority on the rest of us.

For people living in some areas East of Yonge, our only exit is out on Yonge street. We are the forgotten group.

If you are so worried about pollution why are you not giving us permission to buy electric cars, and allow us to park in our front yards.

Councillor Layton refused me permission to park in my front yard (have a parking pad) when I wrote to him asking permission to use my pad, to buy an electric car.

Thank you for looking into this.

Sincerely,

Iris Toppings

From: John van Nostrand <jvannostrand@svn-ap.com>

Date: March 14, 2022 at 9:58:55 AM EDT

To: iec@toronto.ca

Cc: Mayor_Tory@toronto.ca, Councillor_Layton@toronto.ca, Councillor_Matlow@toronto.ca, BeRa_tionalTO@gmail.com, debbiejb@outlook.com

Subject: Should the Yonge Street Bicycle Lanes be made Permanent? - Infrastructure Committee (March 29 / 2022)

To The Infrastructure Committee:

Background

I am the Founding Partner of **SvN Architects and Planners** (known then as van Nostrand Hanson DiCastrì Architects and then architectsAlliance) and we were responsible – with **Brown and Storey Architects** - for the revitalization of St. George Street (from College Street to Bloor Street [1994-98] and, following that, the Bloor Street Revitalization (from Yonge Street to Avenue Road [1998-2002]). These were the first two streets to incorporate a combination of bicycle lanes, parking and vehicular lanes within a common right-of-way in Toronto. Since then, I have had a good deal of similar professional experience addressing the planning and design of other significant shared streets in Toronto including those serving the *2015 Pan-AM Games Athletes Village* (now known as *Canary Wharf*); as well as those streets forming part of the redevelopment of the *Six Points* (former *Dundas Bloor Interchange*); and finally the improvement of *Yonge Street from College to Front Street* ; and others.

Given the extent of our previous experience and interest in integrated street design, I welcomed the proposed *Midtown Pilot for Bicycle Lanes* with an open and optimistic mind. I followed its design and construction with particular interest as I have lived directly adjacent to the ActiveTO Pilot Area ('the Pilot') - on Summerhill Gardens - for over 50 years. As a result, my family and I are active, everyday users of the Pilot Corridor - from its intersection with Summerhill Avenue north to Bloor and south to Roxborough from both Summerhill and Shaftesbury Avenues.

Summary Overall Experience Of The Pilot in My Neighbourhood

I am sure that you will hear a litany of problems from most respondents and I am not about to repeat all of these. A summary of mine comments follows:

Automobile Traffic on normal week-days was reduced (within the COVID period which corresponded roughly with the Pilot) from its numbers before COVID. Even with the reduction, auto-traffic entering or exiting to-and-from Yonge Street BEFORE traffic lights were adjusted/added (i.e., within the last 6 months or so) was MORE congested in both the morning and afternoon peak hours – to the extent that auto-drivers would exit onto adjacent side streets – many of which – including both Shaftesbury and Summerhill are “dead-ends” in terms of travelling east or west to Mt. Pleasant or Avenue Road respectively. As a result, a good deal of traffic was diverted into local communities where it was further congested by EMS and City Services (e.g. Garbage Collection and Street Cleaning) creating serious delays – which were even further congested on snowy days, and/or with added (much-increased) delivery services and increased house renovation traffic and deliveries. This was further aggravated in our neighbourhood by the closure of Reservoir Park and the detouring of bicycle and pedestrian traffic back out to Yonge Street

As if the conditions above were not difficult enough to deal with on “normal” days - when EMS Services were called in or above all, when the Subway was closed or under construction, as it was often throughout the Pilot Period (often requiring closure of the Shaftesbury entrance) – and added buses and pedestrian traffic on Yonge was experienced - the system broke down entirely. In summary the best of days certainly resulted traffic confusion within the neighbourhood, especially at certainly at the Yonge/Summerhill and Yonge/Shaftesbury intersections; and the worst of days were bad. Exiting and entering Yonge – while ensuring one allowed for N-S pedestrian traffic in both directions – was challenging – although drivers were also more polite in terms of accommodating turning traffic.

Additional traffic confusion for all modes of travel has increased with not only increased house renovations (on dead-end (“land-locked” Streets) but also the start-up of major new residential developments within and near Scrivener Square; and within the Yonge Corridor from Birch to Bloor.

Traffic on both Summerhill Avenue and Summerhill Gardens has increased significantly – at the same time that the travel lanes on Yonge had been reduced by 50%.

Going Forward

From the outset, I expressed the opinion that the Pilot needed to be designed and planned in joint consideration with both the *Mount Pleasant and Avenue Road Corridors*, as together, all three create a metropolitan-scale transportation corridor serving Toronto's Downtown. To the best of my knowledge, this advice was ignored in favour of focusing on Yonge Street alone. I believe this to be even more the case now, given the lessons learned from the Pilot. I would recommend the following; going forward:

1. Current Traffic counts need to be prepared (or updated as the case may be) for ALL FOUR MODES OF TRAVEL including automobile, bus-subway, bicycle and pedestrian traffic on Yonge, Mount Pleasant and Avenue Road (from St. Clair to Bloor) and significant east-west link between them, during the same time period e.g. this Spring).
2. Estimated traffic counts need to be prepared for each of these Corridors for the next say 5, 10 and 25 year periods; along with comparable, cross-sectional and at-grade plans for each corridor to accommodate existing and projected traffic in all four modes, assuming each accommodates its own projected traffic going forward
3. Traffic Re-Distribution ('Re-Balancing' is the descriptor we used on St. George and Bloor Streets) – plans and cross sections need to be prepared for alternative forms of re-distribution of all four modes of traffic and projected land-use across all three corridors – with the objective of distributing vehicular and bus/subway in an attempt to reduce congestion - or public review and discussion, including plans for key east-west linkages between the corridors; and those extending East from Mt. Pleasant and West from Avenue Road.
4. Prepare new Neighbourhood Growth Plans for each existing Neighbourhood within the overall Mount Pleasant/Yonge/Avenue Road Corridor – in two phases – the first from Bloor to Avenue Road, and the second from St. Clair to Eglinton.

When we asked the City to undertake this exercise on St. George Street in 1995, traffic counts revealed that the balance before changes were made - was that 30% of use was by people in cars and the remaining 70% by pedestrians (given that it ran through a university campus) – yet 75% of the ROW was set aside for cars and parking, and 25% for pedestrians and cyclist. The Plans that were approved and constructed rebalanced the space allocation to 50/50 for cars and pedestrians which allowed for significant tree planting as well.

Happy to discuss this further

John van Nostrand, FCIP, FRAIC
Resident - 14 Summerhill Gardens (Apartment #1)

Founding Principal

SvN Architects + Planners

110 Adelaide Street East, 4th Floor
Toronto, Ontario M5C 1K9 Canada

Direct: 416 907 7224

Cell/Text: 416 801 3199

jvannostrand@svn-ap.com

www.svn-ap.com

From: james mackay <jimmackay33@gmail.com>

Date: March 12, 2022 at 5:17:49 PM EST

To: iec@toronto.ca

Cc: BeRationalTO@gmail.com

Subject: ActiveTO Midtown Pilot for Bicycle Lanes

I live at 33 Shaftesbury Avenue, opposite the Summerhill Subway Station.

I can personally attest to the problems caused in this neighborhood by the Active TO Midtown Pilot .

I agree with the concerns about air pollution. In addition to the direct effect on global warming, there is the question of long term health effects on pedestrians and local service providers which must be addressed.

The concerns about being landlocked and problems with emergency and fire
James MacKay

PS I have been unable to copy this email to Mayor Tory and Councillors Layton and Matlow ,could one of you send it on for me please.

From: "David J Agro" <dagro@davidagro.ca>
Date: March 11, 2022 at 7:32:26 PM EST
To: <iec@toronto.ca>, "'Councillor Layton'" <councillor_layton@toronto.ca>, <mayor_tory@toronto.ca>, "'Councillor Matlow'" <councillor_matlow@toronto.ca>
Cc: <berationalto@gmail.com>
Subject: FW: ACTIVE TO

Dear Mayor and Councillors

We received a flyer from "Be Rational TO" in our mailbox.

While I agree with their position about the traffic, I think the bike lanes should be made permanent on Yonge Street but with modifications as suggested below. I sent the email below in November and made some modifications after thinking about it more over the last few months.

As we are all realising, the downtown neighbourhoods are going to be highly congested with all the unfettered development forced on us by the province.

From: David J Agro [<mailto:dagro@davidagro.ca>]
Sent: November-14-21 10:41 AM
To: 'mayor_tory@toronto.ca' <mayor_tory@toronto.ca>; 'councillor_layton@toronto.ca' <councillor_layton@toronto.ca>; 'Councillor Matlow' <councillor_matlow@toronto.ca>; 'councillor_mckelvie@toronto.ca' <councillor_mckelvie@toronto.ca>; 'Barbara.Gray@toronto.ca' <Barbara.Gray@toronto.ca>; 'gregg.lintern@toronto.ca' <gregg.lintern@toronto.ca>; 'Maogosha.Pyior@toronto.ca' <Maogosha.Pyior@toronto.ca>
Subject: ACTIVE TO

Dear Mayor and Councillors

I am writing about the ACTIVE TO program in Toronto, but in particular about the stretch on Yonge Street between Saint Clair and Crescent Road (I live on 105 Summerhill Ave).

In general, I support the provision of a dedicated lane for bicycles and non-car transit throughout the city. In the short time the lanes have been in place, I have seen the volume of people who use them increase substantially. I hope these lanes will become permanent.

I also really like the provision of street space for the cafes and businesses and wish this could also continue. It is good for business and enlivens our generally ugly streetscapes

That said, these initiatives are providing a lot of traffic problems – and it can take up to ½ hour to get from Rosehill to Rosedale by car! There are numerous design aspects of the ACTIVE TO which contribute to this, which I'm sure can be resolved by traffic consultants. To me design aspects could include:

- 1) Allowing for cars to by-pass left turn lanes
- 2) Better parking patrol of people who stop illegally
- 3) Removal of busses on Yonge Street which duplicate the subway transit)
- 4) Removal of the left turn provision going south on Yonge at St Clair (except for public transit and busses)
- 5) Removal of the no right turn on red from Avoca to St Clair. there is an advanced green for turning left from St Clair on to Avoca during which time traffic turning right from Avoca on to St Clair is held up because of the red light. Pedestrians are prevented from crossing because of the advanced green. It would seem to me to make sense to allow both turns to happen simultaneously so that traffic doesn't build up on Avoca (especially when TTC busses are running and there isn't a lot of room.
- 6) Allowing the flow of Avenue, Yonge and Mt Pleasant to be more efficient for traffic flow (timed lights to facility traffic flow?)

- 7) Enact some control over the density of building permits (especially big projects) in the downtown core neighbourhoods to alleviate construction traffic
- 8) Coordinating and providing communication about road closures (Toronto Hydro is the worst for this)
- 9) Removing some of the new traffic lights that have been installed (there are now traffic lights at almost every intersection between St Clair and Bloor)
- 10) Remove the constrictions that prevent people turning right beside a car that is turning left onto Yonge Street
- 11) Manage (restrict) the concentration of building permits within a given zone – with the explosion of construction – there is no room for all the contractors and their vehicles to move in the neighbourhoods
- 12) Remove parking requirements for some of the new developments to reduce the numbers of cars on the streets.
- 13) Build more subways and find a way to make their planning not subject to the whims of provincial political parties when they win.
- 14) Do something similar with Avenue Road and other north-south roads

If measures aren't taken to improve the flow of traffic, much of the population will not support the improvement of public infrastructure. The pressures are only going to get more extreme as the province is now allowing unfettered development throughout the city and there is nothing the city can do about it.

I'm not sure what all the answers to all of this are, but right now traffic in Toronto is a mess and will soon get worse. It is clear the subway and transit system is crowded and does not function very well. Initiatives like taking down the Gardiner might seem like great ideas, but with the increase of density in the city, people need to be able to move around more effectively. It is a failure of imagination that politicians quibble about where to put one new subway line, where the real discussion should be – how many subway or other kinds of transit lines should we build and how do we pay for it so that it can get done. We desperately need that type of imagination and implementation in Toronto now.

Sincerely

David J Agro OAA LEED

David J Agro Architect Inc

108 – 321 Carlaw Avenue Toronto M4M 2S1 M: 416 300 0656

From: Mary Beth Lato <marybeth.lato@gmail.com>

Date: March 11, 2022 at 3:14:40 PM EST

To: iec@toronto.ca

Cc: Mayor Tory <mayor_tory@toronto.ca>, Councillor Layton <councillor_layton@toronto.ca>, councillor_matlow@toronto.ca, berationalTO@gmail.com

Subject: Active TO midtown pilot for bicycle lanes

Hello,

I received a flyer in the mail today regarding the bicycle lanes on Yonge St.

I want to express my enthusiastic support for making the bike lanes permanent. They are a great addition to the neighbourhood.

I live on one of those land locked streets and must go to Yonge to get anywhere - which is why prior to those bike lanes I was always concerned about cycling anywhere, let alone with my children. However now that the bicycle lanes are there I can safely cycle w my entire family to places within the neighbourhood and across the city.

With all of the new buildings coming in on this corridor the best way to encourage green living is to support the growing population to travel by ttc, foot or bicycle. We should be discouraging people commuting by car on a daily basis rather than making it easier for them when this part of the city is well served by public transportation.

Many thanks for the small improvements across the city like bike lanes that serve to make the city more liveable and more enjoyable for everyone. Especially those looking to reduce our ghg emissions.

Mary Beth
27 Summerhill Ave

From: Stephen Perry <stephenperry063@gmail.com>

Date: March 11, 2022 at 6:44:35 PM EST

To: iec@toronto.ca

Cc: [Mayor Tory@toronto.ca](mailto:Mayor.Tory@toronto.ca), BeRationalTO@gmail.com, [councillor matlow@toronto.ca](mailto:councillor_matlow@toronto.ca)

Subject: Active TO Pilot -Yonge Street

Having visited many countries in Scandinavia, I know how successful reserved cycling lanes can be. Typically, they form part of the sidewalk, not the roadway.

I recognize the need for bicycle lanes in Toronto.

Unfortunately, the Active TO pilot on Yonge street is a failure. Yonge street is simply too narrow to accommodate both cyclists and drivers. The result has been significant gridlock, with a marked increase in automobile exhaust fumes.

What could possibly work is moving Active TO to Avenue Road, which has much more room to accommodate both cyclists and drivers.

This is a clear example of a great initiative in the wrong location.

Please do not permit the Active TO Midtown Pilot for Bicycle Lanes to become permanent, and consider relocating the bicycle lanes to Avenue Road.

Kind regards,

Stephen J. Perry

From: Denise MacDonald <denisemacdonald90@gmail.com>

Date: March 11, 2022 at 5:11:14 PM EST

To: iec@toronto.ca

Cc: [Councillor Layton@toronto.ca](mailto:Councillor_Layton@toronto.ca), [Mayor Tory@toronto.ca](mailto:Mayor_Tory@toronto.ca), [Councillor Matlow@toronto.ca](mailto:Councillor_Matlow@toronto.ca), BeRationalTO@gmail.com

Subject: Remove Bike Lanes From Yonge Street

Please listen to your constituents who live and work in this area, when they tell you how distracting and unsafe these bikes are. It is only a matter of time until a very serious incident occurs, and once it does, the emergency departments will not be able to respond.

1. Where is the data from the Directors of Fire, Paramedic and Transportation?
2. What are the benefits to the business community?
3. I have not seen a single cyclist using the lanes. We live in a climate that does not support biking at least 4 months of the year.
4. Data beyond September 2021 is necessary to evaluate especially given that the lanes are covered in snow December 2021 to March 2022.
5. Who is paying for this additional infrastructure?
6. The snow removal from the winter of 2022 was a disaster. Snow was pushed from the bike lanes onto the side streets creating even more dangerous sight lines.

Respectfully,

Denise MacDonald.

From: Dean R <deanbrmarketing@gmail.com>

Date: March 11, 2022 at 4:39:39 PM EST

To: iec@toronto.ca

Cc: mayor_tory@toronto.ca, councillor_layton@toronto.ca, Councillor_Matlow@toronto.ca, BeRatio.nalTO@gmail.com, Sandra Bezic <sbezic@smbcreative.ca>

Subject: Active TO Midtown Pilot for Bicycle Lanes Should Not Be Permanent

Good afternoon Mayor Tory and Councillors Layton and Matlow,

I hope you are all doing well.

I am writing to you as a concerned citizen / taxpayer regarding the proposal for the ActiveTO Midtown Pilot for Bicycle Lanes to become permanent on April 6th 2022.

As a resident of The Ports Condominium at 1177 Yonge Street, M4T 2Y4, Toronto ON, I have seen firsthand the consequences of this inefficient and dangerous pilot project.

1) Very few bicycles use these lanes during winter months. Often, motorized two-wheeled vehicles such as e-bikes operate on these lanes, posing additional dangers to pedestrians crossing at crosswalks. They move at very high speeds. Moreover, these bicyclists and e-bikers often do not obey traffic signals and give pedestrians the right of way. This is very dangerous considering that many children and senior citizens live in the area. I have witnessed firsthand, many dangerous near-misses.

2) Traffic is now constantly at a standstill due to the elimination of two lanes from this stretch of Yonge Street. This poses huge health risks to our community, i.e the ability for EMS vehicles to safely and efficiently reach their destinations. There is not enough room now for cars to pull over and allow emergency vehicles to pass. Unfortunately, we still do not have the public transit infrastructure that many European cities have. While I do understand the impulse to add more bike lanes to city streets in Toronto for environmental purposes, we are still very much a car-using city, and many of our citizens rely on our major roads and arteries to reach their offices and places of work from the GTA. Eliminating two full lanes from one of these main arteries has created gridlock, leading to more pollution from idling vehicles on Yonge, thereby defeating the environmental goals of this project.

3) In tandem with this pilot project are twelve major new developments on Yonge Street, which will only worsen the gridlock over time due to population density increases. This will lead to increased greenhouse gas emissions, (as well as the aforesaid issues relating to safety, commute time and EMS transport efficiency).

In my opinion, although the initiation of this pilot project came from the right place of wanting to make transportation in our city more healthy and environmentally friendly by encouraging biking, it is in fact causing negative externalities and negative safety/health consequences for citizens, thereby having the opposite effect from what it is intending to achieve.

Furthermore, now that indoor restrictions will soon be lifted, restaurants will also no longer be needing the additional space on the road provided by this pilot project in order to function and remain profitable.

I sincerely hope that your team will take heed of these observations, as this pilot project has numerous consequences to the quality of life of Torontonians living on this portion of the Yonge corridor.

Warm regards,

Dean Ricci

416 602 0059

Resident of the Ports Condominium, 1177 Yonge Street, M4T2Y4. Toronto ON Canada

From: Alina Iordache <alina.t.iordache@gmail.com>

Date: March 11, 2022 at 4:29:02 PM EST

To: iec@toronto.ca

Cc: [Mayor Tory@toronto.ca](mailto:MayorTory@toronto.ca), [Councillor Layton@toronto.ca](mailto:CouncillorLayton@toronto.ca), [Councillor Matlow@toronto.ca](mailto:CouncillorMatlow@toronto.ca), BeRationalTO@gmail.com

Subject: ActiveTO - Yonge & St Clair

Dear Infrastructure Committee,

I am a resident at 1177 Yonge Street (and previously on Woodlawn Avenue). I am writing to you to provide some feedback on the ActiveTO pilot project along Yonge Street.

By way of background, I am a young professional in my 30s and a believer in 'green' solutions for our city. The ActiveTO project certainly tries to make changes in the direction I would like our city to go, and I do hope we will continue to try out projects until we find something that works and achieves our City's 'green' objectives. And, to this end, please let me know if there is anything I could get involved with or assist you with. I work in commercial real estate finance and would love the opportunity to get involved.

That being said, unfortunately, I don't believe the ActiveTO pilot project is achieving the desired results along Yonge Street, along the short stretch south of St Clair to the Rosedale subway station. Unfortunately, the combination of CafeTO, usual traffic along Yonge Street and the added bike lanes have reduced driving lanes to one lane in each direction and has been creating extreme congestion along this short stretch of Yonge Street. Many residents, including myself, have no option but to use Yonge Street to go to and from home, and it takes an extremely long time to travel between Rosehill Avenue to Roxborough Street (a total of just 8 streets). There are many businesses and homes along Yonge Street, so there are people turning right and left at each street, and with only one driving lane in each direction, this stalls the rest of traffic each time someone turns left or right. Even guests who have come to visit have mentioned the chaos along this short stretch on Yonge Street.

While I would like the idea of ActiveTO to continue, I hope you will consider closing the bike lanes along this stretch and perhaps relocating them to Avenue Road where there are more lanes available.

Best regards,
Alina Iordache

From: David Hamilton <dlhamilton@rogers.com>

Date: March 11, 2022 at 3:16:58 PM EST

To: iec@toronto.ca, tory@toronto.ca, councillorlayton@toronto.ca, councillormatlow@toronto.ca, berationalto@gmail.com

Subject: Bike lanes on Yonge St

To whom it may concern:

Please, please move the bike lanes on Yonge St between Bloor St and Shaftesbury and up north to StClair Ave, onto Avenue Rd where there is a lot more room.

Every day, this stretch of Yonge St is almost permanently at a standstill after 10AM!

Apart from only one traffic lane each way, between Crescent Rd(Rosedale subway station) and the Summerhill LCBO, there are now a total of 6 traffic lights to further slow the traffic to a standstill.Of course, we all want to slow down traffic but not to almost zero, and the pollutants generated by stationary vehicles is certainly not offset by the very limited use of the bike lanes that we have been observing.

Frankly, the whole project is a white elephant and needs to be scrapped as soon as possible. It is absurd!

Yours truly,

David Hamilton.

From: Barbara Captijn <bcaptijn@gmail.com>

Date: March 10, 2022 at 4:50:03 PM EST

To: iec@toronto.ca

Cc: Mayor Tory <mayor_tory@toronto.ca>, councillor_layton@toronto.ca, Councillor Matlow <councillor_matlow@toronto.ca>, "berationalto@gmail.com" <berationalto@gmail.com>

Subject: Re: Midtown Pilot for bicycle lanes

Dear City Council,
Infrastructure Committee,

As a resident of the Summerhill/Yonge St area, I am opposed to keeping the bike lanes on Yonge Street.

Yonge Street has become a source of more gridlock and extreme frustration for residents and motorists trying to move up and down the street. And shopkeepers are finding it more difficult to attract customers. Everyone tries to avoid Yonge St.

The street is just too narrow for two bike lanes.

Why not use Avenue Road? I rarely see any bikes using the Yonge St lanes anyway. Winter has been an increased problem, and a joke of inaccessibility.

I am not opposed to a bit of restaurant cafe space being used on sidewalks, where they are wider, to support the local restaurants.

Please take this into account in your decision about whether to continue the pilot bicycle lanes on Yonge St. I am firmly against.

Sincerely,
B. Captijn