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## Active TO Midtown Complete Street Pilot

Correspondence  
received by the  
Summerhill Residents Association

20 December 2021

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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

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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

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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

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SHEILA MCCRACKEN

**From:** Sheila McCracken <[s.mccracken@sympatico.ca](mailto: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



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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

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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

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JOHN BOSSONS

**From:** "John Bossons" <[jbossons@gmail.com](mailto:jbossons@gmail.com)>  
**To:** "Angela" <[angela.surdi@toronto.ca](mailto:angela.surdi@toronto.ca)>, "Mike Layton" <[councillor.layton@toronto.ca](mailto:councillor.layton@toronto.ca)>, "Marco Bianchi" <[Marco.Bianchi@toronto.ca](mailto: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.



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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](mailto: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

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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

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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

**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 7<sup>th</sup>, 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](mailto:mtcc699@bellnet.ca)

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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

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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

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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

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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 implemented .....I 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

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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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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

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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

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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?

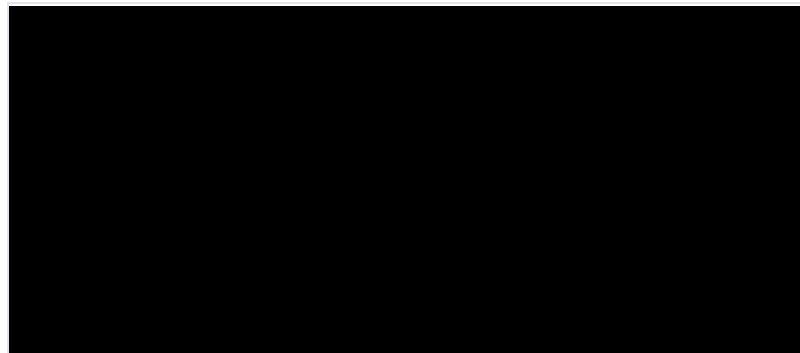
**Reply-To:** MARK GOLDING <mafgolding@rogers.com>

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 ...

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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

---

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](http://www.kearnsandco.co)

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

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

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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 mopedists 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

**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.

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SHEILA MCCRACKEN

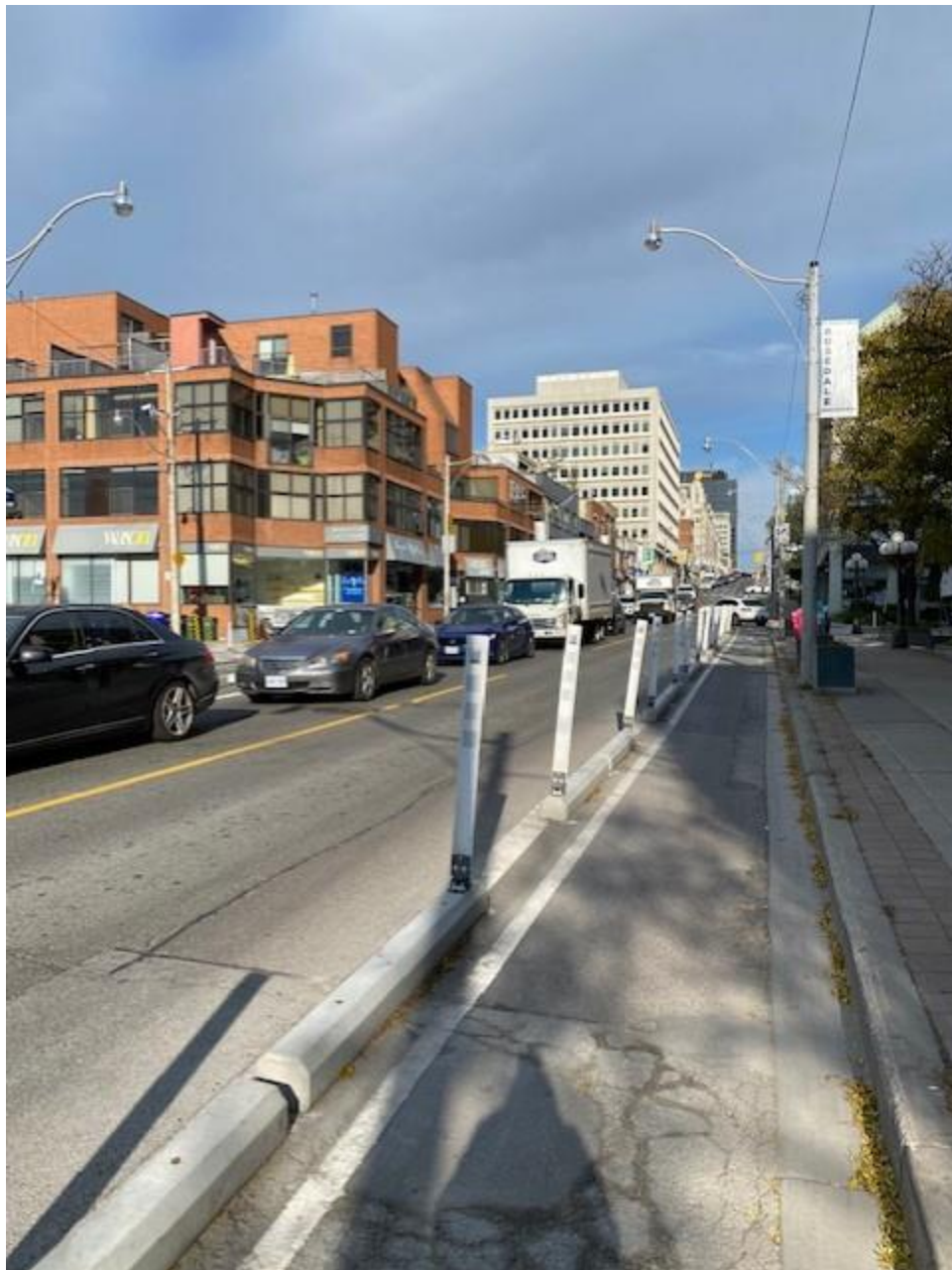
**From:** Sheila McCracken <s.mccracken@sympatico.ca>

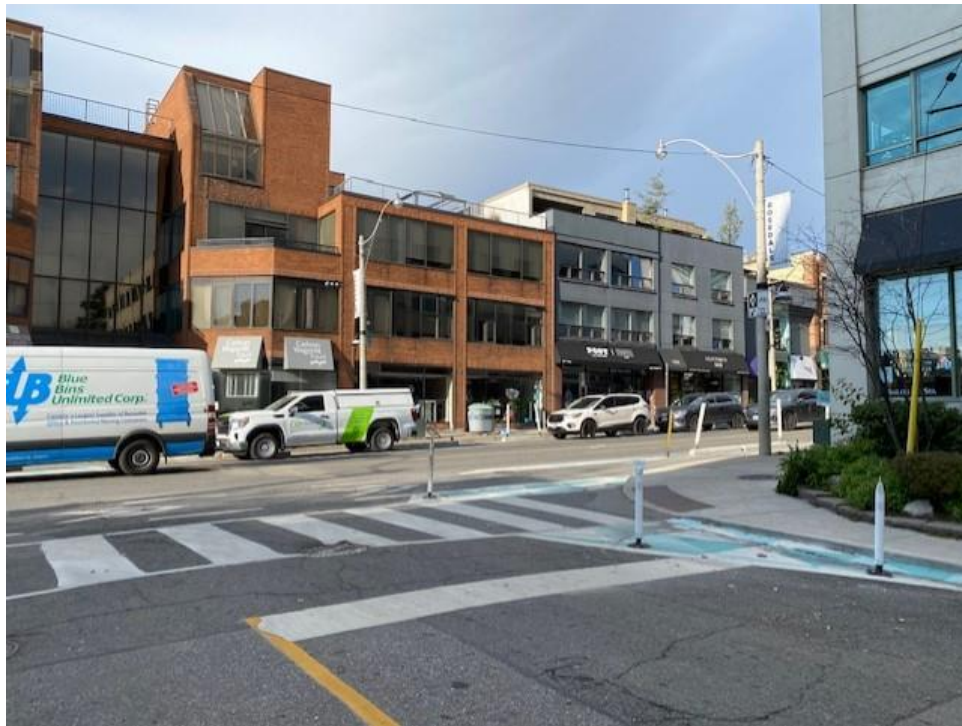
**Date:** November 11, 2021 at 8:49:49 AM EST

**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.





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PAUL AND BARBARA SOREN

**From:** [sorenbarbara@yahoo.com](mailto:sorenbarbara@yahoo.com)  
**Date:** November 14, 2021 at 2:07:26 PM EST  
**To:** [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca)  
**Cc:** [councillor\\_layton@toronto.ca](mailto:councillor_layton@toronto.ca), [councillor\\_matlow@toronto.ca](mailto:councillor_matlow@toronto.ca),  
[councillor\\_mckelvie@toronto.ca](mailto:councillor_mckelvie@toronto.ca), [Barbara.Gray@toronto.ca](mailto:Barbara.Gray@toronto.ca),  
[gregg.lintern@toronto.ca](mailto:gregg.lintern@toronto.ca), [Maogosha.Pyior@toronto.ca](mailto: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

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LIB GIBSON

**From:** Lib Gibson <[lib.gibson@gmail.com](mailto:lib.gibson@gmail.com)>  
**Date:** November 17, 2021 at 10:38:33 AM EST  
**To:** Councillor Layton <[councillor\\_layton@toronto.ca](mailto:councillor_layton@toronto.ca)>  
**Cc:** Summerhill Residents Association  
<[summerhillresidentsassociation@gmail.com](mailto: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

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RONALD BIRKIN

**From:** MTCC #802 <[mtcc802@rogers.com](mailto:mtcc802@rogers.com)>

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

**To:** "<[councillor.layton@toronto.ca](mailto:councillor.layton@toronto.ca)>"

<[councillor.layton@toronto.ca](mailto:councillor.layton@toronto.ca)>, "<[councillor.matlow@toronto.ca](mailto:councillor.matlow@toronto.ca)>"

<[councillor.matlow@toronto.ca](mailto:councillor.matlow@toronto.ca)>, "<[layton@toronto.ca](mailto:layton@toronto.ca)>"

<[layton@toronto.ca](mailto:layton@toronto.ca)>, "<[matlow@toronto.ca](mailto:matlow@toronto.ca)>"

<[matlow@toronto.ca](mailto:matlow@toronto.ca)>, ronald birken <[rbirken1943@gmail.com](mailto:rbirken1943@gmail.com)>, Ted

Batcher <[tbatcher@rogers.com](mailto:tbatcher@rogers.com)>, Shep Gangbar

<[shepgangbar@gmail.com](mailto:shepgangbar@gmail.com)>, "<[marcus@scoler.com](mailto:marcus@scoler.com)>"

<[marcus@scoler.com](mailto:marcus@scoler.com)>, Lynne Waugh

<[lynnewaugh@rogers.com](mailto:lynnewaugh@rogers.com)>, <[debbiejb@outlook.com](mailto:debbiejb@outlook.com)>"

<[debbiejb@outlook.com](mailto:debbiejb@outlook.com)>, MARK GOLDING

<[mafgolding@rogers.com](mailto: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

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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

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LIB GIBSON

**From:** Lib Gibson <[lib.gibson@gmail.com](mailto:lib.gibson@gmail.com)>  
**Date:** November 22, 2021 at 2:01:54 PM EST  
**To:** Councillor Layton <[councillor.layton@toronto.ca](mailto:councillor.layton@toronto.ca)>  
**Cc:** Summerhill Residents Association  
<[summerhillresidentsassociation@gmail.com](mailto: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

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CAROL GREY

**From:** Carol Gray <[carolgray36@gmail.com](mailto:carolgray36@gmail.com)>

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

**To:** [mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca)

**Cc:** Councillor Layton <[councillor\\_layton@toronto.ca](mailto:councillor_layton@toronto.ca)>, Councillor Matlow <[councillor\\_matlow@toronto.ca](mailto:councillor_matlow@toronto.ca)>, [councillor\\_mckelvie@toronto.ca](mailto:councillor_mckelvie@toronto.ca), [barbara.gray@toronto.ca](mailto:barbara.gray@toronto.ca), [gregg.lintern@toronto.ca](mailto:gregg.lintern@toronto.ca), Summerhill Residents Association <[summerhillresidentsassociation@gmail.com](mailto: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

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GRAEME LAING

**From:** [graeme.urbaneden@bellnet.ca](mailto:graeme.urbaneden@bellnet.ca) [graeme.urbaneden@bellnet.ca](mailto:graeme.urbaneden@bellnet.ca)  
<[graeme.urbaneden@bellnet.ca](mailto:graeme.urbaneden@bellnet.ca)>

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

**To:** "(Mayor of Toronto)" <[mayor\\_tory@toronto.ca](mailto:mayor_tory@toronto.ca)>, "(Michael Layton)" <[councillor\\_layton@toronto.ca](mailto: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

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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

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LIB GIBSON

**From:** Lib Gibson [mailto:[lib.gibson@gmail.com](mailto:lib.gibson@gmail.com)]  
**Sent:** December 9, 2021 1:29 PM  
**To:** Councillor Layton <[councillor\\_layton@toronto.ca](mailto:councillor_layton@toronto.ca)>  
**Cc:** Summerhill Residents Association  
<[summerhillresidentsassociation@gmail.com](mailto: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

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

**Name**

Michael Charles

**Email**

[michael.charles@rogers.com](mailto: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

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TOM BRIANT

**From:** Tom Briant <[tom.briant@hotmail.com](mailto:tom.briant@hotmail.com)>

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

**To:** "[councillor matlow@toronto.ca](mailto:councillor_matlow@toronto.ca)" <[councillor matlow@toronto.ca](mailto:councillor_matlow@toronto.ca)>, Deborah Briggs <[Debbiejb@outlook.com](mailto: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

20<sup>th</sup> 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



