



Safe streets
Healthy city
Vibrant voice

192 Spadina Ave, Suite 215
Toronto, ON M5T 2C2
416-644-7188 | cycleto.ca

February 25, 2019

Cycle Toronto comments on Official Plan Review Consultation

Dear Michael Hain and Members of Transit and Transportation Planning Toronto,

Please find attached Cycle Toronto's suggested amendments to the Draft Official Plan Review Changes to the Cycling Framework. We are enthusiastic about the review's strengthening of the existing framework and its goal of making cycling safer and more accessible for all throughout the city. To that end, we have a few changes we would like to suggest. The motivations behind our changes are outlined here.

1. Replacement of "designated cycling facility" with a more specific vision: we would like to see every resident within no more than 1 kilometre of a **protected** bike lane. Specifically, we would like to avoid having sharrows count as a "designated cycling facility."
2. The broadening of the entire framework to include what we have termed "active transportation." We believe that making bike lanes accessible to all means building lanes that can accommodate other forms of "micromobility" or "active transportation," including larger cargo bikes, motorized wheelchairs, etc. This means that lanes will be wide enough to allow for different speeds and in-lane passing. Such a broadening of the vision of what "cycling" is means many more people will be able to use and benefit from bike lanes, not just the narrower class of single-user cyclists.
3. Ensuring designated cycling facilities (e.g. protected bike lanes) are considered by default as roads are resurfaced or reconstructed, as well as when new developments are designed and built; both within the public realm and within the street right-of-way.
4. The small addition of the word "commercial." Active transportation is not just for recreational and personal use, but for commercial activity as well. We would like to see that reflected in the Official Plan.
5. Need to develop accurate volume of use modelling tool: we believe there needs to be modelling that correctly projects users and variables. Just as we do not use

past car use as the justification to build a new road, it is insufficient to use the past as a benchmark for projected lane usage. This model needs to take into account other forms of low speed local transport, as well as future personal and commercial trips.

6. Specific mention of snow removal from bike lanes.

Thank you for considering our comments; we look forward to the next round of consultations.

Sincerely,

Laura Bast, John Taranu, Robert Zaichkowski, Darnel Harris and Nicholas Sanderson,
Cycle Toronto Advocacy Committee

Jared Kolb, Cycle Toronto Executive Director

