



**Complete  
Streets**

**tcat** toronto centre for  
active transportation 



May 13, 2014

RE: PW 31.6 – Harbord Street and Hoskin Avenue Bicycle Lane Upgrades

Dear Chairman Minnan-Wong and Members of the Public Works and Infrastructure Committee,

I am writing on behalf of the Toronto Centre for Active Transportation (TCAT), a project of the registered charity Clean Air Partnership. TCAT's mission is to advance knowledge and evidence to build support for safe and inclusive streets for walking and cycling.

Overall we are pleased to support the proposed recommendations in regard to Harbord Street and Hoskin Avenue Bicycle Lane Upgrades. In particular we are fully supportive of closing the existing gaps in the existing bicycle lane on Harbord Street and the addition of new bike boxes to facilitate connections with key north-south routes at Shaw and Palmerston.

We also offer our support for the recommendation to convert part of the existing bicycle lane into cycle tracks or buffered bike lanes. We believe the installation of buffered bicycle lanes and cycle tracks will increase safety for cyclists which are noted to represent approximately 40% of total vehicular traffic within this corridor. In following the lead of other Canadian cities including Montreal, Vancouver, Ottawa and Calgary, separated facilities are demonstrated to increase overall safety in the reduction of collisions and increase understanding that cycling is for everyone by eliminating or minimizing the intrusion by motor vehicles (parked or moving) into the bicycle facility. We believe these efforts will encourage an increase in the bicycle mode share, support local businesses by those who walk or cycle, and provide a continuous east-west connection that provides greater safety.

One concern we have is there seems to be an insufficient buffer proposed between the bike lanes and the on-street parking between Huron and Borden. If feasible, we recommend shifting some of the proposed buffer to the other side of the bike lane to provide space for cyclists to avoid getting "doored" when motorists suddenly open their cars into their path.

Based upon the public consultation discussed in the report, the Harbord Street and Hoskin Avenue improvements will close gaps in the bicycle lanes in terms of continuity, increase intersection safety while alternating on-street parking in commercial/retail sections at the request of the BIA. As such, we call upon the Committee to endorse the Harbord/Hoskin Bicycle Lane Upgrades.

Thank you for the opportunity to comment.

Sincerely,



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