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Toronto Cyclists Union  
@ Centre for Social Innovation  
720 Bathurst Street, Suite 300  
Toronto, ON M5S 2R4

November 29, 2011

To: [FrontStUnion@toronto.ca](mailto:FrontStUnion@toronto.ca)

Hello Front St. Redesign consultation group,

We are writing as the Toronto Cyclists Union, Ward 28 group. We are a membership-based organization of people who live and/or work in Ward 28 (Toronto Centre), advocating for cycling as a legitimate, accessible, and safe means of transportation.

We are writing regarding the Front St. Environmental Assessment to request a cycling-specific consultation opportunity. We believe that the proposed redesign for Front. St. is an opportunity to enhance cycling / transit interconnectivity and visibility, as part of a larger transit story. We hope to have an opportunity to meet with appropriate representatives to discuss cycling-specific strategies to capitalize on this once-in-a-lifetime chance for a true mobility hub that serves both the broader community and local residents.

For some of us, Union Station is our main access route to public transit from our local neighbourhood. As such, we hope to bring a unique local cycling perspective to the consultation regarding the Front St. redesign in front of Union Station.

In particular, we are seeking opportunities to propose the following enhancements to the Front St. redesign proposal:

- Greatly increased bicycle parking, visibly located in front of and around the station.
- Prominent location of Bixi stands, as a showcase feature of a mobility hub
- Closer consideration of full bike lanes along Front St. to start to connect the Yonge St. and (proposed) Bay St. bike lanes with the lanes on Lower Simcoe St. fostering safety for all road users

We believe that fostering cycling at Union Station can help to alleviate the problems of traffic congestion that is costing our city billions. For each citizen who may safely opt to bike to or from Union Station, one less car or taxi needs to negotiate this highly congested zone.

We support the pedestrians-first philosophy of the Front St. redesign. And we recognize that there are concerns about cyclist/pedestrian conflict. Our contention is that this is addressed by making cycling a visible, prioritized option in this zone. It is for this reason that we support the idea of full bicycle lanes to provide enhanced safety and minimize conflicts between road users.



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We are concerned about the possibility of double-parked vehicles (including buses or taxis) and believe that at least a bicycle lane would provide safety and security for all.

Prominent bike racks could be placed in front of Union Station, perhaps even some of the attractive double-decker designs used in Holland, which address space concerns in an innovative manner.

We would also like to see Bixi stands located prominently at the front of Union Station, where they were until recently. We recognise that Parks Canada is concerned about the historic façade of Union Station. However, this is Canada's largest transit hub. With prominent bikeshare systems exploding in popularity in Paris, London, Montreal, Barcelona and around the world, we believe the Bixi system should be given prominence here as well, for both visitors and commuters. Bixi should be closer than the closest cab. Please consider placing another Bixi stand in a car parking / taxi pick-up spot on south side of Front St. Eight people may ride efficiently to and from Union Station from the space taken by a single car.

Cycling is swiftly gaining popularity in Toronto and around the world. VIA Rail has fully implemented bike racks on many trains throughout the entire Windsor/Quebec City corridor as of last summer. Tourists and travellers are increasingly arriving in Toronto with their bicycles, a further argument for lanes connecting to Union Station. We hope to avoid the need for costly retrofits. It would be a shame to waste the opportunity to do it now.

It is our understanding that Union Station, as the country's biggest transportation station, would constitute a "mobility hub" under Metrolinx's mobility hub guidelines. For more fulsome reference, please refer to:

[http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility\\_hub\\_guidelines.aspx](http://www.metrolinx.com/en/projectsandprograms/mobilityhubs/mobility_hub_guidelines.aspx)

There are global examples of mobility hubs that celebrate cycling through massive bike parking garages, bike lockers, and bicycle lanes. We would be delighted to discuss such global examples with you, from our perspective as commuter cyclists who live and work in this area.

We are thankful for the consultation opportunities presented so far. We believe that a more fulsome exploration of the ideas discussed in this letter would require an in-person discussion opportunity. We believe that cycling can be considered an integral part of the redesign of Front St.

We hope that the redesign can allow everyone to safely transfer from one transportation mode to another, where all transportation options are valued and celebrated. By working together, hopefully we can create a transportation hub that serves the needs of all local residents.



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Please contact us via [ward28@bikeunion.to](mailto:ward28@bikeunion.to)

You may also visit us on Facebook for more information about our group.

Kindly acknowledge receipt of this communication in writing and provide us with notice of any future meetings concerning this proposal.

Thank you for your consideration,

Toronto Cyclists Union, Ward 28 Advocacy Group

cc.

Members of Toronto Cyclists Union, Ward 28 Advocacy Group

Toronto Cyclists Union

Transportation Options

Bixi Toronto

Bike Train Ontario

Councillor Denzil Minnan-Wong, Councillor Pam McConnell, Councillor Adam Vaughan,

Councillor Glen DeBaeremaker, and Public Works and Infrastructure Committee

Dan Egan (City of Toronto Cycling)

Bob Rasmussen, York Quay Neighbourhood Association

St. Lawrence Neighbourhood Association

Toronto Island Community Association

Catherine Porter, Toronto Star

Chris Hume, Toronto Star

Don Peat, Toronto Sun

Marcus Gee, Globe & Mail

Peter Kuitenbrower, National Post

Enzo di Matteo, NOW Magazine