

62 Beverley Street
Toronto, ON
M5T 1X9

June 20, 2011

Public Works and Infrastructure Committee
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

Re: Bikeway Network – 2011 Update

I am writing on behalf of the Grange Community Association whose boundaries are: College, University, Queen and Spadina.

Grange residents are long-time supporters of increased bicycle use in the City and we were *actively* involved with the introduction of the bike lane on St. George and Beverley Streets. Our members have followed the current debates about bike lanes very closely and this matter has been discussed at our board meetings.

Beverley and St. George Streets

Our comments are focussed upon St. George, Beverley and John Streets. We have reviewed the staff report and are in agreement with their conclusions. The report states:

“Given the positive outcome of the St. George Street revitalization, Transportation Services recommends that separated bicycle lanes not be considered on Beverley and St. George Streets because they are already comfortable streets for cycling.” (p.37)

With respect to Beverly Street, the staff report also addressed the accommodation of uni-directional bicycle lanes, and noted that this

“would require the removal of left turn lanes and all of the on-street parking. Beverley Street is a residential street and the residents rely on the on-street parking. Transportation Services recommends that separated lanes not be considered for Beverley Street.” (p.38)

In discussions with area residents, the GCA found that residents were also concerned about Wheeltrans access across curbed bike lanes, as well as potential for problems with waste management, snow removal and street cleaning.

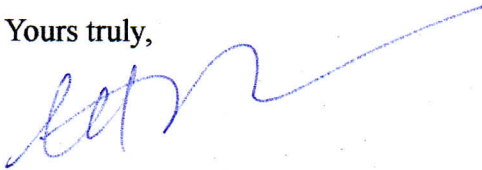
John Street

With respect to the route, GCA members are supportive of the efforts to pedestrianise John Street and believe that *a north-south route should utilize Peter and Simcoe Streets.*

Richmond and Adelaide Streets

Finally due to the increasing residential nature of Richmond and Adelaide Streets, it is our view that the consideration of bike lanes on these two streets should be undertaken *within the context of the introduction of two-way traffic on both of these streets.* The situation with MMVA Awards this past weekend demonstrates the need for Adelaide to become two-way, given the frequency of activities undertaken at 299 Queen Street which often involves removing lanes of traffic on Richmond as well as Duncan and Simcoe Streets.

Yours truly,



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Honorary President
Grange Community Association

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