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Dear Daniel Egan,

As the consultation period for the integration of separated bike lanes on Sherbourne nears its end, I would like to outline a few significant items which I feel remain incompletely addressed. These items include residential accessibility, potential restrictions to long-term economic revitalization, replacement of street parking, and the non-inclusion of a streetscaping strategy that would contribute to the immediate community's lived experience.

Firstly, I do wish to commend your work on this file. Toronto is a city that is sadly lacking in infrastructure for cyclists and other alternatives to personal motorized vehicles. You and your team have brought together a lot of information and technical expertise to fit a wonderful idea used around the world into the context of Toronto. Regrettably, I feel the areas mentioned above merit serious consideration when planning for a road as sensitive, and in as much need, as Sherbourne.

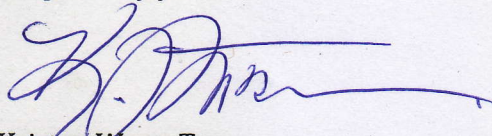
An issue that was raised for me during the open-house your team hosted was access to businesses and residential buildings for residents of the Sherbourne community with physical disabilities. Family members who wish to be able to pick up elderly relatives, for example, may have to park significantly further from their homes.

Similarly, parking along this route could be part of a longer-term revitalization strategy for this road. The income disparity within Ward 27 is self-evident to anyone who has commuted from the residential areas of its south-east portion to the more affluent neighbourhoods in its north. While pressures presently have mandated the removal of bike lanes on Jarvis to enable speedy access to the downtown, we are now looking at cutting off an important mode of accessing Sherbourne.

Finally, as I have expressed previously, it seems like a lost opportunity to conduct a repaving and segregated lane project while ignoring the serious streetscaping needs of Sherbourne. The area needs public realm improvements, whether in the planting of more trees, lighting enhancements, or other forms of street beautification.

It is my impression today that the permanent alterations intended for Sherbourne would not address the concerns I have detailed above. For this reason, I feel that it would be appropriate to execute any segregated bike lane strategy as a pilot, with the ability to adjust this feature at a later date.

Respectfully yours,



Kristyn Wong-Tam  
Councillor, Ward 27  
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