



Safe streets  
Healthy city  
Vibrant voice

215 Spadina Ave, Suite 149  
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June 27, 2017

**RE: Avenue Rd - Hwy 401 Bridge Reconstruction Design Inconsistent With Principles of Ontario Cycling Strategy**

Dear Honorable Steven Del Duca, Minister of Transportation,

We are dismayed to see that the latest plans for the Avenue Road bridge over Highway 401 don't include dedicated cycling infrastructure designed with safety in mind. We call for, at a minimum, protection for people on bikes: a separated bike lane and a modern crossing over the free-flowing highway onramps that cyclists feel safe to use.

Earlier this month, we learned that the Ministry of Transportation's latest plans call for a widened curb lane, to be shared between bicycles, automobiles and heavy trucks and buses. This does not include any protection at all for people on bikes.

This design is in stark opposition to all the Provincial commitments to safer cycling infrastructure over the last 3 years. The very first [#CycleON Action Plan 1.0](#) released in 2014 pledged to:

*2.3. Incorporate design features for cyclist and pedestrian facilities and safety improvements on provincial road and bridge projects using appropriate criteria, unless justification exists for exemption – MTO*

Later, in the [2015 #CycleON announcement](#), you pledged "... \$15 million for cycling routes that provide key connections and linkages on provincial highways, such as ... barriers on bridges that separate cyclists from vehicles." And in your 2016 mandate letter, the province committed to "*Leading the development of measures to ensure safety for all road users, particularly by addressing areas of highest risk including pedestrian, cycling and truck safety, driver distraction and impaired driving.*"

The terms "shared lanes" or "sharrows" do not appear in #CycleON - for a reason. Sharrows do not provide any meaningful protection to people on bikes, and [Cycle Toronto does not support the use of sharrows](#) as a substitute for proper, safer cycling infrastructure. In fact, a recent study shows [they may even make cycling more dangerous](#). Moreover, wider traffic lanes reduce safety and increase the severity of injuries because of increased automobile travel speeds, which is why the [City of Toronto](#)



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is narrowing lanes to improve safety.

The #CycleON Action Plan objectives include improving infrastructure and making streets safer, with the ultimate goal of facilitating and encouraging cycling. Our suggestions promote those objectives. The proposed sharrows model undermines them. We urge you Minister Del Duca to take action to ensure the Avenue Rd - Hwy 401 bridge is not reconstructed with an unsafe design for cyclists.

Sincerely,

Jared Kolb  
Executive Director  
Cycle Toronto

Cc: Honorable Eleanor McMahon, Minister of Tourism, Culture and Sport  
Honorable Glen Murray, Minister of the Environment and Climate Change  
Shawn Dillon, Manager of Cycling Infrastructure & Programs, City of Toronto  
Jamie Stuckless, Executive Director, Share the Road Cycling Coalition