

Re: Transportation Master Plan

Dear Mayor and Members of Council,

On behalf of the Crown Point Community Planning Team Executive, we want to express our thanks and appreciation for your careful consideration of our cities Transportation needs.

As the Crown Point Community Planning Team Executive we would like to ask for your consideration of four items contained in the Cycling Master Plan Review and Update and the Pipeline Trail Master Plan. Each issue is critically needed in our neighbourhood to improve active transportation and connectivity to the city.

1. Appendix B of the Cycling Master Plan contains a prioritization list for cycling infrastructure projects. The project currently identified as priority 189 is the Multi-use Recreation Trail, Gage Park to the Escarpment Rail Trail. This legal link to the escarpment is critical since there is a 4km stretch between Wentworth and Kenilworth where there is currently no legal access to the escarpment from the lower city. There is a more than 100 year history of utilizing a switchback trail originating at the south end of Ottawa Street and ending at the Rail Trail. This access was first used as the road to the original city water reservoir and house of the reservoir manager. The recent need for this link is that CP Rail has cracked down on trespassing and is handing out fines for anyone caught crossing the CP Rail lands as the base of the escarpment. The CP Rail response seems to be driven by a recent terrible accident where a young girl in our neighbourhood was severely injured on a nearby rail line. The change in enforcement has essentially cut access to the escarpment, Bruce Trail and Rail Trail from the lower city. The trail to overcome this 4km barrier must be a high priority.



2. Unlisted in the prioritization list is the short trail linking the Kenilworth Access and the Escarpment Rail Trail. Currently the only way to get to the rail trail in the East end is either the Kenilworth stairs or the dirt trail connecting Kenilworth Access and the Rail Trail. Our request is simple, please formalize and pave this 225m trail to provide cycling access to the Rail Trail and thereby providing a vital cycling link to the mountain and downtown.



3. In response to item 7.3 Public Bike Share, in the Cycling Master Plan, we ask that Council work with Sobi bikes to remove the fines for riding and parking a Sobi bike east of Ottawa Street to the Redhill Valley Expressway. Ultimately we would love to see Sobi bike hubs in the Ward 4 but in the short term, removing the fines for riding and parking in Ward 4 would be a great start. Here are two examples of why this is important: First, currently people wanting to access the Centre on Barton must leave their Sobi bike on Ottawa street and walk through the car centric commercial district. There are also Sobi bike users that daily ride east and have to walk from Ottawa Street to Kenilworth in order to avoid steep fines.
4. Section 8.1a of the Pipeline Trail Master Plan, identifies the paths of desire used by residents to access the Escarpment as well as the risks of crossing the railroad tracks. The Plan then recognizes Lawrence Road at Ottawa Street South as "a logical connection to the Pipeline Trail since it follows the pipeline corridor, and connects to the bicycle lanes on Lawrence Road."

Sincerely,

Sean Hurley,

Secretary, on behalf of the Crown Point Community Planning Team Executive.