



October 09, 2023

Mr. Rick Leary, CEO  
Toronto Transit Commission  
1900 Yonge Street,  
Toronto, Ont M4S 1Z2

Mr. Justin Hanna, Executive Director  
BikeShare, Toronto  
33 Queen St East,  
Toronto, Ont M5C 1R5

*Sent by electronic mail*

Dear Rick Leary and Justin Hanna,

***RE: 250 Davenport Road, and support for call by local residents for return of TTC bus stop***

We fully support the call by local residents (including individuals with mobility disabilities and seniors who do not have the stamina to walk very far) for the reinstatement of the local TTC bus stop to the entrance of 250 Davenport Road.

We understand that TTC policy is to try to place its surface transit stops at intersections, preferably those which are signalized. However, we note that there are at least three bus stops on Davenport Road to the west of this location that do not have signalized crossings nearby. They are in the vicinity of Dartnell Avenue, Wychwood Park, and Lightbourn Avenue. More importantly, we believe that whatever the TTC policy, an exception should be made in this case for the benefit of the many residents who rely on the TTC, including those for whom the walk up the block is physically challenging.

The TTC's concern about locating a bus stop at a substantial distance from a signalized intersection stems from the dangers faced by transit users who make mid-block road crossings

without the benefit of traffic signals when they are trying to walk from the opposite side of the road to a bus stop — or vice versa. Although this would be a major consideration at most locations, we believe that it is of less importance on Davenport between Avenue and Bedford Roads. This is because the eastbound 26 Dupont bus turns from Davenport, going south down Bedford to reach the terminus at St. George Station. Therefore, no bus stop has existed on the south side of Davenport opposite 250 Davenport Road; the only stop would be on the north side, serving westbound buses. Moreover, the principal transit trip generators and destinations on this stretch are also on the north side of Davenport, which has existing and proposed multi-residential buildings. The south side of the road is mostly occupied by low-rise commercial buildings that few bus passengers are going to/from. Consequently, we expect that a reinstatement of the bus stop to the north side near 250 Davenport will result in few additional mid-block pedestrian crossings.

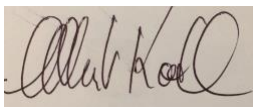
Indeed, we assume that the intention of many users of the stop would simply be to get on the bus at the St. George subway station and get off near the door to their building. It is by providing small conveniences such as this that the City can help seniors and people with disabilities to continue to live independently.

If the TTC's concern is about the safety of cyclists at a mid-block stop, we believe that proper signage can be put in place to serve as a warning. In any case, whether at mid-block or at the nearby intersection, the bus will have to pull into the bike lane, and the driver will only do so after taking necessary precautions. Furthermore, we note that the entrance to 250 Davenport is similar to an intersection, given its substantial width.

In terms of the location of the BikeShare station, we are confident that an alternate, suitable location can be found nearby on Davenport Rd. Finally, we note that the City has proposed to narrow Avenue Rd. to four lanes for safety reasons, which would offer an opportunity to relocate the BikeShare station to that roadway.

Thank you for your attention to our letter and our suggested course of action. We would be happy to follow up with you, at your convenience.

Sincerely,

A rectangular box containing a handwritten signature in dark ink. The signature appears to read "Albert Koehl" in a cursive, slightly stylized script.

Albert Koehl, Coordinator  
Community Bikeways



Mary Ann Neary, Coordinator  
Community Bikeways



Michael Black, Steering Committee  
Walk Toronto

Cc University-Rosedale Councillor Dianne Saxe  
John Corso, 250 Davenport Rd  
Annex Residents' Association

*[Walk Toronto](#) is a grassroots pedestrian advocacy group that works with various levels of government, community groups and citizens to improve walking conditions and safety in Toronto.*

*[Community Bikeways](#) is a volunteer-run advocacy organization founded in 2020 to call for the establishment of 100 km of bikeways for the benefit of otherwise transit-reliant residents and essential workers, who were at the time wary of taking the TTC due to the pandemic. Today, we focus on holding the city to account for its climate, cycling, and road safety plans and policies.*