

The Fixer: Cycling on Kew Gardens paths is no crime after all

May 14, 2012

Jack Lakey

It's full speed ahead for cyclists at Kew Gardens, even if it rattles pedestrians who must legally share the paths with them.

We reported last July 15 that bike riders were ignoring signs prohibiting cycling on the paths in the waterfront park, after a reader told us cyclists were riding too fast and too close to people.

We'd forgotten about it until a recent note from Ryan Leroux, a volunteer with [Google Maps](#), who said he did some digging after the [Kew Gardens](#) paths began showing up on maps as allowing bicycle traffic.

So Leroux went to the park and "couldn't find any of the signs pictured in your article. I ended up finding just one sign, deep within the park."

He did a computer search on the bylaw noted on the signs — 319-69 — which later became 1969-319, and "it turns out the [bylaw was repealed](#) 15 years ago and the city just hadn't taken down the signs."

Between the date of our column and Leroux's investigation, all but one sign was removed, he said, noting that "the entire Fixer article is incorrect."

But how were we to know the bylaw was no longer in force and the signs were invalid?

As we told Leroux, we do not examine bylaws that form the basis for street signs we write about, but take them at face value. We weren't told by anyone we talked to with the city that it no longer applied.

He emailed back to say "you are correct in that you really can't be blamed for poor organization by the city. I found my information relatively easily, but in hindsight, it was all published after your article."

But if the bylaw was conceived to keep cyclists away from people walking on the paths, has that problem disappeared in the past 15 years?

Absolutely not. Cycling is more popular than ever, and the reader who first told us about riders buzzing pedestrians made an accurate observation, based on what we saw.

Leroux suggested a cycling path through the park to connect Queen St. with the Martin Goodman Trail along the waterfront, "but this assumes the city has any intention or a desire to fix the issue."

STATUS: We've asked Dan Egan, who's in charge of cycling infrastructure, if he can find out why the bylaw was repealed long ago, and if a separate cycling path is needed, or even a new bylaw.

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Last July, a cyclist rides past a sign that says a city bylaw prohibits cycling on sidewalks in Kew Gardens, which extends from the south side of Queen St. E. to the beachfront boardwalk. It turns out the sign shouldn't have been there, as the bylaw was changed 15 years ago.

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