

alert the moderator!

Look at what the FMTA cretins will stoop to, to try and draw attention to themselves. They would try to claim credit for the sun shining. Here, they comment on a newspaper story about an issue they have nothing to do with, like they are trying to get free advertising.

Below is the comment, below if you need it is the Toronto Star article of March 21, 2010, which they were tagging onto. It was up for 24 hours and all comments disappeared shortly after I recorded it. Some one should suggest to The Star and all other Toronto papers that it is time they put a complete ban on FMTA.

They are juvenile thugs with a lock on public money for largely mysterious reasons. "Dan Wayne" is Wayne MacIntyre, the director of FMTA. The main benefit to joining FMTA would be to pay them \$15 for services they are already being paid by the city to provide, to have them try to sell you an insurance policy, and to be pressured to organize a meeting in your building so they can come and collect membership fees.

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DanWayne

Mar 22, 2010 3:49 PM

Great group

Geordie Dent's group the Federation of Metro Tenants' Associations has long advocated that there should be bicycle lanes on all major Toronto Streets from Etobicoke through Scarborough from the lake to Steeles. You should check out their site <http://www.torontotenants.org> and there are lots of benefits to joining!

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A better way for bicycles

A route-finding website, launched by Americans, is impressing Toronto's well-who crowd

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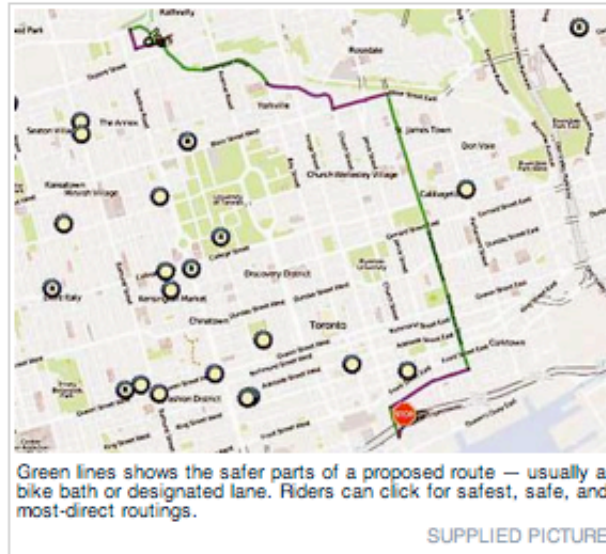
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Leslie Scrivener
Feature Writer

The Toronto Transit Commission, looking for feedback on its new online trip planner, might do well to consult [Ride the City](#), a newly launched route planner for cyclists.

Ride the City is clean, simple and fast. Enter your starting point, destination and voila. You can choose one of three routes – safe, safer and most direct. You'll also see trip distance, estimated travel time, written directions and a map outlining the route. Local bike shops are also marked. You can have directions sent to your phone. It couldn't be more efficient.



SUPPLIED PICTURE

The site was started by Valdila Kungys, a New York City planner, and his former New York University classmate Jordan Anderson. They are still tweaking it and want Toronto cyclists to suggest improvements via a feedback tab.

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We asked some local cyclists to test Ride the City. They were impressed. "It's fabulous. I'd give it an A plus, plus," says city Councillor Glenn De Baeremaeker, who cycles from McCowan Rd. and Eglinton Ave. in Scarborough to City Hall on Queen St. W., a 20-kilometre trip.

"It makes the city seem more accessible," says Kristin Schwartz, newcomers' cycling outreach co-coordinator for the settlement agency, CultureLink.

"It's quite useful on distances, good routes and safety," says Geordie Dent, who works for the Federation of Metro Tenants' Associations. "I kind of wish we had a transit trip planner that was as useful."

So do we. Bloggers commenting on the TTC trip planner, still in the test stage, found it "confusing" and "less than intuitive." TTC activist Steve Munro wrote that it looked like the mapping data was created by people who don't use transit and aren't familiar with the city. Like Ride the City, the TTC is soliciting comment and recommendations from transit users.

As much as they liked the notion of the Ride the City, regular riders also noted its shortcomings, bugs that need to be sorted out.

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Architect Martin Kohn, who doesn't own a car, rides to job sites across the city, as do other members of the firm Kohn Shnier. "It's a good thing to have," he says. Especially for cyclists not sure of the routes to new destinations. Still, he questioned a given rise in elevation of nearly 300 metres from his Spadina Ave. practice to Thorncliffe Park.

Cycling advocate Rick Conroy tried a dozen routes, but found his own experience as a cyclist – he rides to York University from the Annex – trumped the routes suggested by the planner. "Not once did they come up with the routes I would take. Is this because I know the city a whole lot better than most? Or is there not enough input into the map?"

But a novice cyclist or visitor would do well on the routes suggested, he says, though some of the "direct" routes were intimidating.

De Baeremaeker noticed that the trip planner suggested he take busy main streets like St. Clair Ave. or Kingston Rd. – not parallel side streets that are safer and sometimes faster. He also questioned the estimate of 78 to 103 minutes, for a ride that takes him about 55 minutes. This inflated time – based on his experience – might discourage would-be cyclists from riding into the city, he says.

Kungys and Anderson launched Ride the City in New York in 2008; it's now in six other U.S. cities. Kungys took a short holiday in Toronto and was struck by Toronto's cycling culture. He also took note of a 2009 City of Toronto cycling report that showed the number of cyclists who used their bikes to get to work, school or stores increased from 20 per cent to 29 per cent between 1999 and 2009.

Ride the City uses digital mapping data from Geographical Information Systems over which is laid more detail, including number of lanes of traffic, speed limits, whether the road has a median or a bike lane or steep hills, and so on. Then, they turn to cycling advocates who know the streets for the fine-tuning.

The site is still in a test stage, but with Google's recent addition of a bike route application for 150 U.S. cities Kungys says that they wanted to make the Toronto site available quickly. Since both have full-time jobs, they haven't gone hunting for advertising. So far, despite its impressive debut, Ride the City is not a money maker.

Also see:
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“ Great Idea!!!: I quickly plugged in departure and destination points of trips I regularly bike and couldn't believe.....
 Geoff_D

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