

From: [Bike Chain](#)
To: [Mayor Tory](#); [Councillor Jaye Robinson](#); [Councillor Carmichael Greb](#); [Councillor Holyday](#); [Councillor Lee](#); [Councillor Mammoliti](#); [Councillor Perruzza](#); [Public Works and Infrastructure Committee](#)
Cc: [Cycle Toronto](#)
Subject: Letter of Support for the Bloor st. Bike Lanes
Date: Friday, September 29, 2017 4:11:42 PM
Attachments: [Bloor_st_bikelanes_letter_of_support.pdf](#)

To the members of the Public Works and Infrastructure Committee,

Please find attached the Bikechain at University of Toronto's letter of support for the Bloor St. Bike Lanes.

Thank you,

Beth Austerberry
Executive Director

Bikechain
563 Spadina Crescent
North Borden Building
Toronto ON M5S 2J7

416-978-6849
bikechainuoft@gmail.com
<http://www.bikechain.ca>

[Twitter](#) | [Facebook](#)

To: Members of the Public Works and Infrastructure Committee
Councillor Jay Robinson (Chair, Public Works and Infrastructure committee)
Councillor Stephen Holyday (Vice Chair, Public Works and Infrastructure committee)
Councillor Christin Carmichael Greb
Councillor Chin Lee
Councillor Giorgio Mammoliti
Councillor Anthony Perruzza

September 27, 2017

Dear Members of the Public Works and Infrastructure Committee:

The Bikechain at the University of Toronto would like to express our strong support for making the Bloor Street Bike Lane permanent. We also urge members of PWIC to extend the lanes east and west, to improve connectivity with other cycle routes.

Bikechain is a do-it-yourself bicycle repair shop serving the University of Toronto and city of Toronto Wards 19 and 20. We are open to everyone on a pay-what-you-can basis and free to the University of Toronto community. Last year, our services were accessed over 4,000 times.

Cycling has many benefits for our students and community members. It is a low cost means of transportation that produces no direct emissions, and does not contribute to air quality issues or climate change. It is accessible and convenient, and can be a great way for students new to Toronto to discover our city.

Bloor Street is a major east-west cycle route thanks to its lack of hills and streetcar tracks, and its proximity to schools, universities, shops, restaurants, and residential neighbourhoods.

Since the installation of the pilot Bloor bike lanes in August 2016, the volume of people using the lanes has increased by more than a third to around 5,000 per day. A majority (75%) of local residents support the lanes, and drivers feel more comfortable now that people on bicycles have a dedicated space. And 85% of cyclists on Bloor say they feel 'safe' or 'very safe' using the lanes, compared to just 3% prior to their installation.

Creating a permanent separated bike lane on Bloor will help achieve Toronto's Vision Zero objective to reduce traffic-related deaths and injuries. Studies have found that separated bike lanes reduce the risk of injury by 89%, and in New York City they reduced collisions 57% for cyclists and 29% for pedestrians. There is also a demonstrated "safety in numbers" effect created when larger numbers of people ride bikes.

This safety benefit is critical, because more than 1,000 people on bikes were hit by cars in 2016, and at least 33 cyclists have been killed in Toronto since 2005 – including 5-year old Xavier

Morgan and 70-year old Gary Sim in 2017. The Bloor bike lanes have significantly reduced the risk of 'dooring' on the driver's side, and of crashes involving parking cars.

We applaud your commitment to taking an evidence-based approach to the Bloor Street pilot, and we urge you to follow through on the resounding success and popularity of the bike lanes by making them permanent, and extending them east and west so that more of our students can utilize them.

Yours sincerely,

Beth Austerberry
Executive Director

Bikechain
563 Spadina Crescent
North Borden Building
Toronto ON M5S 2J7