



Insurance  
Travel  
Roadside  
Rewards

**PW24.9.439**

October 17, 2017

**Submitted by email**

City Clerk's Office  
Toronto City Hall  
100 Queen Street West  
10FL West Tower  
Toronto, Ontario M5H 2N2

Dear Chair Robinson and Members of the Public Works and Infrastructure Committee,

**Re: PW24.9 – Bloor Street West Bike Lane Pilot Project Evaluation**

On behalf of CAA South Central Ontario (CAA), I am writing to provide comments regarding the City of Toronto's recommendations on the Bloor Street Bike Lane Pilot Project.

CAA is supportive of the City of Toronto's commitment toward the 10-year bike plan and efforts to promote and expand the cycling network. As you know, the City's Transportation Services Division is leading or involved with a number of ongoing projects to provide safe and reliable transportation options for the traveling public. These include initiatives around School Zone Safety, Curbside Management, Pedestrian Safety and Connected Streets, to name a few. CAA has been actively involved in these discussions and has provided feedback on numerous proposals to date.

Projects requiring reconfiguration of a road can potentially impact all modes of transportation in which they service and can have consequences on travel times and result in delays. The City needs to be able to determine a baseline and criteria on what an acceptable delay (in minutes) is and determine what makes a project a success or a failure.

CAA has been actively involved with the conversations around road safety and has advocated for increased safety measures for cyclists to ensure that all road users can share the road and remain safe, regardless of their transportation mode. CAA also provides educational materials through our Watch For Bikes program, which encourages motorists to be more aware of their surroundings when it comes to cyclists and also service bicycles facing mechanical issues through the CAA Bike Assist program.

The pilot project evaluation has determined some strong positive findings towards the objectives and the 10-year bike plan. The evaluation and report also confirms some concerns that need to be addressed and further evaluated should the bike lanes become permanent and are equally important for achieving objectives of other plans, projects and initiatives. These include:

- Drop off and pick up issues for passengers with and without accessible needs
- Goods and service delivery needs and zones to do these safely
- Sightline obstructions for all road users
- Efforts required to reduce the increase in bike/pedestrian conflicts, particularly at a time when pedestrian and cycling conflicts and injuries have been increasing at alarming rates

- Keeping increased vehicle travel times low
- Continued monitoring for a longer period of traffic volume impacts and neighbourhood traffic volume infiltration
- Monitoring parking supply and demand

With congestion and gridlock among key City concerns, increases in delay of vehicular traffic have implications for the efficient flow of goods, services and people. On a go forward basis and as the City develops its On-Street Bikeway Design Guidelines, some consideration should be given as to what an acceptable traffic volume delay is or should be.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Chan', written in a cursive style.

Raymond Chan  
Government Relations Specialist  
CAA South Central Ontario (CAASCO)