



University of Toronto, Cumberland House, 33 St. George Street, Toronto, ON M5S 2E3

His Worship Mayor Ford,

Sir,

I am writing to you today on behalf of the 50,000 students at the St George Campus of the University of Toronto. I am expressing my concern regarding the PWI Committee's recommendation that the Jarvis bicycle lane, amongst others, be removed.

As quoted in the 19th May 2011 article from the National Post, you stated that removing these lanes was not a priority, and that you had not seen any documentation that would allow you to make a balanced decision.

City staff have released a report showing the increase in cycling traffic at upwards of 300%, demonstrating the benefit to tax payers in having these cycling lanes present. It has been reported by city staff that there has been negligible increase in automobile travel times southbound, and a 4-minute increase in northbound travel times. Staff attributed that delay to vehicles queuing in a left turn lane, which they hope to address by allowing cars to turn on an advance signal, nothing to do with bicycle lanes. Cycle lanes have increased the volume of people travelling on Jarvis, with little impact on the travel of motor vehicles.

The math here bears out to show a great economic improvement for Toronto's economy. According to Toronto Board of Trade CEO Carol Wilding, referencing *Reaching Top Speed Infrastructure: Unleashing Ontario's Ability to Grow*, 'failure to act would boost the [Toronto] region's 80-minute average commute to nearly two hours a day, and the \$6 billion hit the economy takes from congestion will spike to \$15 million within 20 years. The lanes on Jarvis are relieving that congestion.

Fewer cycling lanes means that fewer people will choose bicycles. This means more people in private automobiles. This means increasing congestion, which is costing Toronto's economy. This does not include the health consequences, reduced safety of individuals in the public realm, or the costs to the city of removing the cycle lanes.

Not only would this removal mean that the city would be spending money to reduce the efficiency of our roadways, but would continue to suppress Toronto's ability to thrive as a liveable and economically productive municipality.

There is no way to argue that these consequences show respect for taxpayers, citizens, or the future of Torontonians.

Best Regards,

Toby Bowers
Coordinator, Bikechain
University of Toronto



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cc:

Adam Vaughn, Toronto Ward 20 Councillor;
Kristin Wong-Tam, Toronto Ward 27 Councillor;
Toronto Executive Committee;
Toronto Public Works and Infrastructure Committee

For your reference, please consult the following;

<http://news.nationalpost.com/2011/05/19/no-immediate-plans-to-scrap-jarvis-bike-lanes-ford/>

http://www.toronto.ca/cycling/reports/pdf/jarvis_dundas.pdf

<http://www.thestar.com/news/transportation/article/1015965--we-need-to-get-creative-with-transit-not-force-tolls-doug-ford>