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Streets**

tcat toronto centre for
active transportation 



Sep 19, 2013

RE: PW 25.3 – Extending the Bay Street Bicycle Lanes

Dear Chairman Minnan-Wong and Members of the Public Works and Infrastructure Committee,

I am writing on behalf of the Toronto Centre for Active Transportation (TCAT), a project of Clean Air Partnership. TCAT conducts research and education that supports a vision for cities that are safe, convenient, and enjoyable communities to walk and bike.

I am writing to urge you to reject the staff recommendation to receive the previous report for information. Instead I ask that you support the extension of the Bay Street bicycle lanes for the following reasons:

- 1) As the earlier staff report indicates, there are at least three times as many bicyclists travelling through that intersection every day than there are left-turning vehicles
- 2) Staff determined that prohibiting left turns would be feasible given the relatively low number of left-turns
- 3) Left-hand turns contribute to an increased level of congestion
- 4) Left-hand turns increase the risk to pedestrians and cyclists
- 5) The previous staff report recommended a bike lane, not a shared lane marking (sharrow). According to the NACTO Urban Bikeway Design Guide: “Shared lane marking should not be considered a substitute for bike lanes, cycle tracks, or other separation treatments where these type of facilities are otherwise warranted or space permits.” (<http://nacto.org/cities-for-cycling/design-guide/bikeway-signing-marking/shared-lane-markings/>)

For these reasons we encourage you to support the original recommendation for the installation of bike lanes, not sharrows, on Bay Street.

Sincerely,



Nancy Smith Lea
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Clean Air Partnership
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