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April 19, 2016

Dela Ting
10th floor, West Tower, City Hall
100 Queen Street West
Toronto, Ontario, M5H 2N2

Dear Members of the Public Works and Infrastructure Committee (PWIC),

RE: PW12.1 (Bloor Street Design Feasibility Study and Bike Lane Pilot Project)

After almost twenty-five years of work by planners and advocates, this is the moment Toronto's cycling community has been waiting for. The installation of a bike lane pilot project on Bloor Street from Shaw Street to Avenue Road would be a game changer for Toronto and get this city back on track to becoming bike friendly. Especially considering as recently as four to five years ago, Toronto removed bike lanes on Jarvis Street, Birchmount Road, and Pharmacy Avenue.

While the pilot project area is outside of Ward 14, making it successful is key to extending it west to Keele Street and beyond. Not only do members of the Cycle Toronto Ward 14 Advocacy Group support this pilot project and extension as they will cite in their letters, but also the West Bend Community Association, which is the primary resident association along Bloor in our ward. The section of Bloor Street in our ward (Dundas Street West to Keele Street) is at least 16 metres wide, which is sufficient to install protected bike lanes and keep on-street parking on both sides; thus addressing one of the main concerns from businesses.

Calls for extension of bike lanes across the entire corridor are also on the rise in Toronto's east end. Having personally used Danforth Avenue when getting to/from work in Pickering by bicycle and GO Transit, I noticed Danforth Avenue is also at least 16 metres wide and can easily accommodate bike lanes. During my bike and transit commute home yesterday, I decided to take Bloor-Danforth from Main Street all the way to Shaw Street. Between Shaw Street and Spadina Avenue, Bloor Street is narrow enough that I had to take the lane to avoid getting doored; something many cyclists are not comfortable doing out of fear of getting honked at. By approving this pilot project, cyclists would no longer be subject to this fear thanks to the fact that at least 80% of the bike lanes will be separated and studies have shown cyclists will come when properly separated bike lanes are built. On Richmond and Adelaide Streets, the first part of the bike lane pilot project installed in 2014 led to the tripling of cycling volumes within the first year, which prompted the extension to Parliament Street.

Given the level of support for Cycle Toronto's "Bloor Loves Bikes" campaign - almost 11,000 signatures, over 80 businesses with their window stickers, and Councillors Layton and Cressy - I urge that PWIC members support the Bloor bike lane pilot project, as well as extend it to Keele Street as soon as possible. I thank you for taking the time to consider this submission and feel free to contact me should you wish to discuss it further.

Sincerely yours,



Robert Zaichkowski, CPA, CMA
Co-Captain, Cycle Toronto Ward 14 Advocacy Group

CC: Mayor John Tory
Councillor Gord Perks
Jared Kolb (Executive Director, Cycle Toronto)
Timothy Noronha (Chair, West Bend Community Association)