

**From:** [Pefko Management](#)  
**To:** [Mayor Tory](#); [Councillor MFord](#); [Councillor Holyday](#); [Councillor Grimes](#); [Councillor Perks](#); [Councillor Nunziata](#); [Councillor Pasternak](#); [Councillor Perruzza](#); [Councillor Colle8](#); [Councillor Bailao](#); [Councillor Cressy](#); [Councillor Layton](#); [Councillor Matlow](#); [Councillor Wongtam](#); [Councillor Fletcher](#); [Councillor Jaye Robinson](#); [Councillor Minnan-Wong](#); [Councillor Carroll](#); [Councillor Filion](#); [Councillor Bradford](#); [Councillor Crawford](#); [Councillor Thompson](#); [Councillor Karygiannis](#); [Councillor Lai](#); [Councillor Ainslie](#); [Councillor McKelvie](#)  
**Cc:** [councilmeeting](#); [councilmeetings@toronto.ca](#)  
**Subject:** Re: Proposed Danforth Bike Lanes - for meeting May 28, 2020 - Agenda Item CC2120  
**Date:** May 28, 2020 9:34:43 AM  
**Importance:** High

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Please attach this letter to the communication record for item 21.20. Thank you

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**From:** pefkomgt@gmail.com  
**Sent:** May 27, 2020 6:41 PM  
**To:** mayor\_tory@toronto.ca; councillor\_mford@toronto.ca; councillor\_holyday@toronto.ca; councillor\_grimes@toronto.ca; councillor\_perks@toronto.ca; councillor\_nunziata@toronto.ca; councillor\_pasternak@toronto.ca; councillor\_perruzza@toronto.ca; councillor\_colle8@toronto.ca; councillor\_bailao@toronto.ca; councillor\_cressy@toronto.ca; councillor\_layton@toronto.ca; councillor\_matlow@toronto.ca; councillor\_wongtam@toronto.ca; councillor\_fletcher@toronto.ca; councillor\_robinson@toronto.ca; councillor\_minnan-wong@toronto.ca; councillor\_carroll@toronto.ca; councillor\_filion@toronto.ca; councillor\_bradford@toronto.ca; councillor\_crawford@toronto.ca; councillor\_thompson@toronto.ca; councillor\_karygiannis@toronto.ca; councillor\_lai@toronto.ca; councillor\_ainslie@toronto.ca; councillor\_mckelvie@toronto.ca  
**Cc:** councilmeeting@toronto.ca  
**Subject:** Proposed Danforth Bike Lanes - for meeting May 28, 2020 - Agenda item CC2120

To: Mayor John Tory, [Councillor Michael Ford](#), [Councillor Stephen Holyday](#), [Councillor Mark Grimes](#), [Councillor Gord Perks](#), [Councillor Frances Nunziata](#), [Councillor James Pasternak](#), [Councillor Anthony Perruzza](#), [Councillor Mike Colle](#), [Councillor Ana Bailão](#), [Councillor Joe Cressy](#), [Councillor Mike Layton](#), [Councillor Josh Matlow](#), [Councillor Kristyn Wong-Tam](#), [Councillor Paula Fletcher](#), [Councillor Jaye Robinson](#), [Councillor Denzil Minnan-Wong](#), [Councillor Shelley Carroll](#), [Councillor John Filion](#), [Councillor Brad Bradford](#), [Councillor Gary Crawford](#), [Councillor Michael Thompson](#), [Councillor Jim Karygiannis](#), [Councillor Cynthia Lai](#), [Councillor Paul Ainslie](#), [Councillor Jennifer McKelvie](#)

**Re: Proposed Danforth Bike Lanes**  
**Re: to be included for Agenda item CC2120**

Dear Mayor Tory and City of Toronto Councillors:

As long time Danforth business and property owners we write to strongly oppose the City's proposed bike lanes on Danforth Avenue especially between Pape/Jones and Broadview Avenues which is the most vibrant part of Danforth and home to the Taste of the Danforth, and we urge you to vote against this proposal.

Our opposition is based on many factors which we would like to bring to your attention, including the following:

1. There has been no community consultation with those who will be most directly affected by your proposed action --- the property owners and the

businesses on the Danforth;

2. instead City Council appears to be favouring the strong bike lobby at the expense of the property owners – who are the ones paying the property taxes to fund the City – and the business owners;
3. quickly adding bike lanes in the midst of the covid-19 pandemic is ill-thought and is not based on any credible evidence that bike lanes will in any way whatsoever help the Danforth businesses recover from the closures. In fact the opposite will occur, as it will make the Danforth less attractive to customers and consumers causing even more business losses to the owners of the businesses and properties;
4. The process adopted by the City in ramming through the Danforth bike lanes while a lot of the business continue to remain closed has deprived the business and property owners of their right to be heard and their voices to be taken into consideration by City Council.
5. As things stand now, the decision is being made by strangers to the Danforth community and by people who have no idea what the Danforth community is all about or what it needs to help revive it after the coronavirus pandemic. One thing is for sure and the Danforth owners are united on this **IT DOES NOT NEED OR WANT BIKE LANES. BIKE LANES WILL HURT THEIR BUSINESSES.**
6. GreekTown BIA also opposes the proposal for Danforth bike lanes;
7. The process adopted by City Council appears undemocratic and Council appears ready to impose something that the community does not want;
8. The bikers that you intend to use Danforth as a thoroughfare are not part of the community and will never be. They are simply passing through. They do not contribute to the local economy. There are bikers that use the Danforth now and they do not stop to eat or shop here. Business owners can attest to that.
9. In over 40 years of being on the Danforth we have never seen a biker stop by and visit a shop and spend money there or eat at a restaurant.
10. A family wanting to come for dinner on the Danforth is not going to come by bike.
11. Many people from all over the city visit the Danforth and come here to dine and they will not come here by bikes.
12. Bike lanes are not very successful despite what the powerful bike lobby wants City Council to believe. This is easily demonstrated by going down to Richmond Street for example, and staying there all day and count the number of bikers that actually use the bike lanes. The number is extremely low and comes at a cost of loss of valuable road for cars, causing loss of valuable time to drivers going to work because of the congestion caused by the bike lanes that sit empty

for the most part, or hardly used. This is especially so in inclement and winter weather.

13. Invariably, cyclists are not the ones who pay commercial taxes to the City;
14. See also the bike lanes on Cosburn Avenue. If you do a daily or weekly etc number count you will see that they are practically never used. In over 10 years I have only seen two cyclists ever use those lanes. A total waste of road space and expense by the City. And a great inconvenience to drivers using Cosburn.
15. There is no credible evidence whatsoever that adding bike lanes to the Danforth will in any way help “revive” the Danforth;
16. Danforth needs help, but not bike lanes. Bike lanes are not the answer;
17. A good first step for the City is to reduce the commercial tax burden that it imposes on the business and owners. Most of the buildings are small business mom and pop type owners who are struggling to pay bills especially the incredibly high commercial property taxes that the City imposes on them. Bike lanes will not help owners pay the taxes. The City needs to focus helping small business and owners survive instead of spending millions of dollars on unnecessary and unwanted bike lanes that will do nothing to help the local economy.
18. By adding bike lanes you will be competing with the TTC and working against the TTC instead of encouraging commuters to use TTC; Everyone would agree that TTC can use all the riders it can get.
19. The city staff study cannot be credible when it has not consulted or heard from a single Danforth property or business owner; It is biased and unfair and Council should not blindly rubber stamp and adopt it.
20. The City has never commissioned a proper independent study of proposed Danforth bike lanes;
21. The Bloor street businesses disputed the City’s contention that there was increased business from the Bloor bike lanes. In fact, the business contended the exact opposite – business losses!! They are the ones that know the facts, not City staff sitting in their offices.
22. Any alleged figures from Moneris cannot be credible to support a proposition that the Bloor bike lanes were the reason for allegedly “higher” credit card charges. Also, privacy provisions would prevent accurate information to be released and hence it appears unfair and unreliable for the City to tout this as a reason in support of bike lanes. The shop owners were never asked. That’s who the City should be talking to. They are the ones who know first hand whether their business improved. If their businesses did in fact improve then they would be in support of bike lanes but as City Council knows that is not the case. Further

there is no evidence that any alleged increase in Moneris charges actually came from the cyclists. It would appear that this kind of information would be impossible for the City to obtain. Accordingly, any reliance by the City on such kind of information is improper and not justified or fair. It permits the City to skew the argument in favour of the bike lobby and attempt to justify what cannot be justified.

23. Even so, an alleged 4% increase is minimal considering sales taxes etc. For example in \$1000 of sales 4% would be \$40. This is not a “revival” of business any way you look at it. And in the midst of the pandemic, there will not be any increase of sales due to bike lanes. That is just a non-starter.

24. It is ironic that the people who pay all the property taxes to fund the City of Toronto have never been consulted or given a voice, and City seems poised to ignore their wishes;

25. The City is more focused on bike lanes for non-community members instead of providing incentive and tax breaks to the local community businesses and owners. Whose sacrifices are what have made Danforth the vibrant community that it was before the pandemic hit and hopefully again after things begin to get back to “normal”. And from there the City reaps millions in taxes.

26. The City and the councillors should be working with the Danforth community business and owners and not against them.

27. An alternative for the City to look at is to install bike lanes on Mortimer Avenue, from Woodbine to Broadview, which runs parallel to Danforth. This would take the pressure off Danforth, and permit the cyclists to ride safely in a less busy street and still mimic a Danforth route, and not take away vital Danforth road space. So the local businesses at least have a chance to try to regain some of their sales as businesses slowly start to open up.

28. Owners and businesses have experienced devastating and unrecoverable losses due to the pandemic. All the while the Mayor and councillors continue to collect their salary without any reduction.

29. The City seems more interested in supporting bikers than the Danforth people who support the city by paying property taxes; We’d suggest you focus more on trying to help the owners by reducing property taxes, THAT is something that will help re-vitalize the area;

30. Bike lanes and reduced road space and parking will discourage people from other parts of Toronto from visiting the Danforth. This will mean a loss of business for the local owners.

31. Please reconsider the Danforth bike lanes and do not approve them now. It is not the time or the place. Please spend our tax dollars wisely in a way that will actually help our community.

32. What is the reason the City is so intent on imposing bike lanes on their

community when the property owners and businesses vehemently oppose them?  
Something doesn't sound right here.

33. You are disregarding the views and wishes of those who pay the taxes to the City. It seems like you are not listening to them at all.
34. The City has not provided a single iota of credible evidence as to why it puts the interests of non-commercial property tax bikers (who are not members of the community, and who don't shop or eat in the area) above and in priority to the interests of the community owners who pay the actual commercial taxes to the City.
35. Why are they being given preference and preferential treatment?
36. You will be imposing bike lanes his against the owners' wishes and at their expense.
37. Create a different thoroughfare conduit for bikers because that's all the bike lanes will be. They are not wanted by the community and will not help the community. Please don't put bike lanes on the Danforth. Let the TTC me the conduit since it already exists all along the Danforth. We don't need or want another intrusive conduit over the same route.
38. Past Mayor, the late Rob Ford had the courage to remove the ill thought of Jarvis bike lanes after seeing what a disaster and inconvenience they created.
39. Bikers out to be licensed and be insured for everyone's safety. Now they get a "free ride". Bikes should be equipped with proper lights, reflectors, etc.
40. If you approve bike lanes, then you should also have bikers contribute in a monetary way, for example such as licence fees. If they use the road, they should contribute like all motorists using the road, for example for road maintenance, City snow plowing etc. Why should they get a "free ride" when everyone else is burdened with fees and taxes? Fairness dictates that everyone pitches in and pays.
41. Keep in mind also that bike lanes would only be used for a few months of the year while the damage to the local businesses would be 12 months a year. No one will be riding bikes in the middle of winter and snow etc. So for most of the year they will sit empty while taking up valuable road space.
42. The reality is the majority of people who spend money on the Danforth drive to the Danforth and bike lanes will not change that. Bike lanes will not make them bike to the Danforth. It will only frustrate them and cause them to avoid the Danforth. Families and groups do not bike to the Danforth, they drive or use TTC.
43. There is no credible study – or any study as far as we know – that says that bike lanes will help post covid-19 recovery.

44. While the City says that bikers “can” increase local sales as a reason in support of bike lanes, the reality is that they don’t increase local sales. No credible evidence to the contrary has been provided by the City.
45. Bike lanes will only add to the congestion on Danforth.
46. Bike lanes will increase possibility of accidents especially with children and the elderly, especially during crossings, turnings, intersections.
47. Another thing the City can do to help local Danforth businesses is to cease the aggressive parking ticketing. Parking officers constantly patrol the Danforth, especially between Pape and Danforth, while on Queen Street East for example by the Beaches there is not a parking officer in sight. Someone parking on the Danforth for dinner will be ticketed immediately upon time expiry, while on Queen they are not.

Your accelerated timetable on the voting has made it difficult for people to submit their concerns to you and seems to be intended to prevent people from voicing their opposition and getting something on the agenda. Please make sure these concerns are before you at the meeting on May 28.

Submitted for your kind and serious consideration before voting on the Danforth bike lanes. Please listen to the community you are about to impact most!

Support and vote in favour of the Danforth local businesses and property owners --- Vote against the Danforth Bike Lanes.

Thank you.

## **Pefko Management**

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