Infrastructure and Environment

From:	Gideon Forman <gForman@davidsuzuki.org>
Sent:	November 3, 2020 11:07 AM
To:	Infrastructure and Environment
Subject:	My comments for 2020.IE17.4 on November 5, 2020 Infrastructure and Environment Committee

Categories:	Communication

To the City Clerk:

Please add my comments to the agenda for the November 5, 2020 Infrastructure and Environment Committee meeting on item 2020.IE17.4, Updates on Improvements to the Bike Lanes on Dundas Street East and Other By-Law Amendments

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

Dear IEC Members,
Thank you for your leadership during the COVID-19 pandemic. Your efforts to help Torontonians remain active – and embrace active transportation – are very much appreciated.

I am writing to offer strong support for improved bike lanes on Dundas Street East and the other roadways mentioned in IE17.4. As a cyclist myself, I understand the importance of building protected bike lanes which separate bike-riders from motorists.

I very much appreciate the rollout this year of cycle tracks on Danforth, Bloor and University. The current proposal to upgrade bike lanes on Dundas and other streets will further strengthen the cycling network and make our roads safer for everyone.

Let me stress that the city should always strive to build *physically separated* cycling infrastructure – not just painted lines on the road. It is the physical separation – ideally with cement barriers – that saves lives and reduces injury. A recent study from Ryerson University, *Lane Change: New Research on Cycling and Safety* (Sept 2020) found "that permanent, fully separated cycling facilities can do more than facilitate mobility—they can support public health by preventing injuries and fatalities…" The report found that "fully separated cycling facilities (like cycle tracks) could reduce the number of injuries along Bloor-Danforth by 89%." And it concludes: "Fully separated cycle tracks are significantly safer and prevent more injuries than other types of cycling infrastructure, like partially separated lanes and painted lanes."

Finally, I would add that the proposed cycling network improvements will be welcomed by your constituents. Bike lanes are strongly endorsed by Torontonians. A poll of 800 Toronto residents conducted in September 2020 by EKOS Research found **84 per cent** of those polled support the building of protected bike lanes. In a word, the proposed improvements will be very popular!

I very much hope you will support item IE17.4.
Thank you for taking the time to read my email.

Yours,
Gideon Forman
Climate Change and Transportation Policy Analyst
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