

From: [Dylan Reid](#)
To: [Infrastructure and Environment](#)
Subject: [External Sender] My comments for 2023.IE4.3 on June 5, 2023 Infrastructure and Environment Committee
Date: June 2, 2023 8:34:17 AM
Attachments: [Bloor West extension letter.pdf](#)

To the City Clerk:

Please add my comments to the agenda for the June 5, 2023 Infrastructure and Environment Committee meeting on item 2023.IE4.3, Cycling Network Plan - 2023 Cycling Infrastructure Installation - Third Quarter Updates. The comments are submitted on behalf of Walk Toronto.

The comments are attached in PDF format. Please link to the PDF on the agenda web page.

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.

Thank you,

Dylan Reid

On behalf of Walk Toronto.



June 2, 2023

To: Infrastructure and Environment Committee

From: Walk Toronto

Re: Extension of Bloor Street West complete street, Runnymede Road to Resurrection Road (in IE4.3 - Cycling Network Plan - 2023 Cycling Infrastructure Installation - Third Quarter Updates)

Dear Committee members,

Walk Toronto is writing to support the extension of the Bloor Street West complete street from Runnymede Road to Resurrection Road.

We are especially supportive of the plan to reduce the speed limit between Runnymede Road and Kipling Avenue to 40 km/hr. Many studies have shown that pedestrians are far more likely to survive a collision at slower speeds. In addition, slower vehicle speeds create a more pleasant overall environment for walking.

Speed limit reductions are most effective when accompanied by infrastructure changes to calm vehicle traffic. Separated cycling lanes, and the various other proposed changes related to them, will contribute to creating an environment that encourages slower driving speeds. Cycle lanes also create a buffer zone between pedestrians and moving vehicles that contributes to a more attractive walking environment.

At the difficult intersections identified in the report, we remind city staff to consider the safety and convenience of pedestrians in addition to private and TTC vehicles, and cyclists.

Regarding adding a painted pedestrian lane on the south side between Kingscourt Drive and Prince Edward Drive, where there is currently no sidewalk, the proposed solution, where pedestrians share a narrow strip of the road beside cyclists, appears to be less safe than the current informal desire line along the separated grass boulevard. We urge the City to move to install a proper sidewalk at this location, wide enough to meet accessibility requirements, in conjunction with the bike lane construction. We note that the City has a dedicated fund for filling in missing sidewalks, especially on arterial roads. Removing the existing desire line to make pedestrians walk on the road does not appear to be an improvement.

Overall, we urge the committee to support the extension of the Bloor Street West complete street, while asking staff to revisit the plans for the missing sidewalk location.

Thank you,

Dylan Reid, on behalf of Walk Toronto