

**From:** [Etobicoke South Cycling Cmtee](#)  
**To:** [Infrastructure and Environment](#); [Councillor McKelvie](#); [Councillor Morley](#); [Councillor Colle8](#); [Councillor Burnside](#); [Councillor Perruzza](#); [Councillor Saxe](#)  
**Cc:** [Matt Cook](#); [Jacquelyn Hayward](#); [Alison Stewart](#); [Clerk](#); [Taneisha Thompson](#)  
**Subject:** [External Sender] 2023.IE4.3 > Cycling Network > Bloor Street West Complete Street Extension, and Superior Avenue  
**Date:** June 5, 2023 2:00:12 AM

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**Attn:** Members of the Infrastructure and Environment Committee (IEC), and Toronto Council

The **Etobicoke South Cycling Committee** (ESCC) advocates for Cycling in our community, and works in conjunction with Cycle Toronto, Community Bikeways Coalition, and City staff, to help make Toronto a more bicycle-friendly City.

We are excited to see that the **Bloor Street West Complete Street** project is being extended further westward into Etobicoke, from *Runnymede Road* to the reconfigured *Six Points* district (Etobicoke's future downtown!). This 5-km stretch of new bikeways will be a key addition to Toronto's safe cycling network, and will strengthen the east-west 'backbone' of the *Major City-Wide Cycling Route* (MCWCR), adopted by Council in 2019.

*Bloor Street West* is a very busy roadway and currently places cyclists in mixed traffic with cars, trucks, buses, and parked vehicles. For many cyclists, this is an uncomfortable and dangerous section of Bloor.

We spoke with City staff at the public drop-in events in April, and perused the materials they made available. Staff has clearly done their homework on this project. Each of the **12** segments along Bloor Street West has different needs that are unique to each neighbourhood; City staff have tailored the changes to each block in response to those requirements, and from public/local feedback.

Complete Streets are not just about "adding bike lanes"; they are designed to improve the flow of people and goods through a corridor, and enhance the livability of those neighbourhoods. The proposed changes also include lower speed limits, and major intersection improvements (notably at *Jane Street* and at *South Kingsway*). We believe that these much-needed upgrades will help to accomplish those goals.

Complete Streets objectives also align with the City's *Vision Zero Road Safety Plan*, as well as the *TransformTO Climate Action Strategy*. With two recent deaths of vulnerable road users in Etobicoke (one along this Bloor corridor), we are reminded that streets must be safe for everyone.

Bloor Street West attracts cyclists with a wide range of experience, from daily commuters riding through this corridor, to families with young children going to school or the park.

Several studies (in Toronto and elsewhere) have shown that adding bike lanes often has a net positive effect on local businesses in that district, as they encourage non-motorized customers to stop and shop, regularly. Also, City staff has documented the fact that there are over 1200 parking spaces in public lots along this stretch of Bloor Street, and this project still retains 65% of the on-street spaces; so, there should be little impact on parking and loading capabilities.

Bloor Street West is destined for a population explosion in the next decade, when several planned developments are built (notably near *Islington* and *Kipling*). All of the residents in this neighbourhood will need safe and practical modes to move around town. Growing cities, that want to reduce congestion, give people more transportation options. Cycling is a space- and cost-efficient mode of travel, but suitable and safe cycling infrastructure must be in place before that mode will be taken up by the general public.

The *ESCC* strongly supports this bold 'Complete Streets' initiative by the City, which will make travelling along Bloor Street West a safer and more enjoyable experience, for all users.

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The addition of a cycle track along the south section of **Superior Avenue** is pragmatic. This safe 200m bikeway will connect the *Waterfront Trail* with other cycle routes NW of *Lake Shore Blvd West* (ie. *Royal York Road*), as well as to the *Mimico Library* and *Mimico GO* station. There are also two elementary schools in this neighbourhood.

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Everyone has a right to feel safe when getting around Toronto, by whichever mode of travel they choose, whether it is via transit, by car, on foot or by bicycle. Cyclists should not be afraid for their life when riding their bikes, for either utilitarian or recreational purposes.

As the population of Toronto continues to grow, the City must adapt its use of our public space to meet the increasing demands of all people who need to move around our City, in any manner which suits them best. Cycling is becoming a larger part of the transportation mix in the 21st Century, and cycling infrastructure across this City must grow to meet these changing requirements.

Sincerely,

*Robert Pylypiw*  
( for **ESCC** )