

**From:** [Robin Richardson](#)  
**To:** [Infrastructure and Environment](#)  
**Subject:** [External Sender] My comments for 2024.IE10.3 on January 9, 2024 Infrastructure and Environment Committee  
**Date:** January 8, 2024 3:20:40 PM  
**Attachments:** [Robin Richardson letter re IE10.3.pdf](#)

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To the City Clerk:

Please add my comments to the agenda for the January 9, 2024 Infrastructure and Environment Committee meeting on item 2024.IE10.3, Bike Lanes that are Safe and Passable for Bikes

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:

January 8, 2024

**RE: IE10.3 - Bike Lanes that are Safe and Passable for Bikes**

To: Committee Chair McKelvie and members of the Infrastructure and Environment Committee,

I strongly support Councillor Saxe's recommendation that "Council direct the General Manager, Transportation Services, to take all reasonable steps to make designated bike lanes safe and passable for bicycles during the winter season."

I am a resident of Midtown, a mother of three, and the owner of Happy Fiets, a small bicycle rental business which relies on safe cycling infrastructure for my customers and employees.

As a parent, I love the independence that bike lanes offer my teenagers. They ride their bikes to school, to activities, and to friends' houses, and the expanding bike network is critical for them to be able to do so safely.

As a business owner, my success depends on being able to deliver my products and services across Toronto, as well as my customers being able to use them safely during their rental.

In the past, the condition of the bike lanes has not been reliable following a snowfall or period of freezing rain. It discourages year-round use of our bike network when users cannot be sure that their route will be safely cleared in time for school drop off or their morning commute; people revert to driving, which increases traffic, air pollution, and motor vehicle crashes. To meet our TransformTO and Vision Zero goals, it is imperative to empower people to ride bicycles year-round.

On behalf of my family, my staff, and my customers, I ask for the following to be added to the definition of “safe and passable” for bike lanes:

- Snow, leaves, and ice to be removed to bare pavement for the full width of the lane
- Minimal salt applied to avoid damage to bicycles, animals, and Lake Ontario; grit preferred
- Windrows to be cleared out of bike lanes, not left blocking them at the ends of blocks or at driveways
- All curbs, flex-posts, bus ramps, and low wall barriers to be maintained in their existing location/condition, and replaced/repaired if damaged or moved
- Prohibition against pushing snow from sidewalks and private property into bike lanes

Lastly, I would ask this committee to prioritize the clearing of sidewalks and bike lanes at or above the clearing of motor vehicle lanes. When motor vehicle lanes are cleared before bike lanes, the result is cyclists being forced to use the traffic lanes or sidewalks - a dangerous and frustrating situation for all.

Please vote to approve **IE10.3 - Bike Lanes that are Safe and Passable for Bikes** so

Toronto's roads are safe for all users, year-round.

Sincerely,

Robin Richardson

Owner, Happy Fiets Canada

[robin@happyfiets.ca](mailto:robin@happyfiets.ca)

<http://www.happyfiets.ca>



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