

From: [Friends and Families for Safe Streets](#)
To: [Infrastructure and Environment](#)
Subject: [External Sender] Comments for 2024.IE10.3 on January 9 2024
Date: January 8, 2024 4:12:53 PM
Attachments: [2024-01-09 IE 10.3 Bike Lanes that are Safe and Passable for Bikes.pdf](#)

To the City Clerk:

Please add our comments (see attached pdf) 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.

Thank you,
Jessica Spieker, spokesperson

January 9, 2023
Toronto City Hall
Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON M5H 2N2

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

To Councillors McKelvie, Colle, Pasternak, Peruzza, Morley, and Saxe,

We are writing to convey our extremely strong support for this motion. To allow cycling infrastructure to be impassable in the winter is to willfully and wastefully undermine many of the city's goals: Vision Zero, TransformTO, anything relating to gender equity, reducing car dependence, and so on.

Personally, I have been deterred from riding my bike most winters since the collision that broke my spine and nearly killed me in 2015. It should not be taken for granted that I'm still willing to ride a bike at all, because every time that I do, it makes the city better: reduced car congestion, reduced air and microplastics pollution, improved physical and mental health, and an improved quality of life when I'm not wasting money buying gasoline. If I do screw up my courage to ride after a snowfall, I often feel like the city is actively trying to kill me, by allowing plow operators to do outrageous things like: use cycling infrastructure for snow storage; plow icy, tall, dense windrows into cycling infrastructure at intersections; intentionally leave massive piles of snow in random places in the bike lane, all of which force me out of the lane and in front of potentially rage-fueled, distracted, or impaired drivers who could kill me in a heartbeat, with no consequences whatsoever for the operators who do such a poor job that they put lives at risk. This often happens beside car lanes that are

cleared to bare, dry pavement, a maddening inequity that can feel actively hateful. When I encounter these conditions, I am forced to drive my car for weeks more as I screw up my courage to try again. If I had children, I would *never* ride with them in the winter in the conditions I've experienced in the past. While I am just one person, I know many others who feel the same way when cycling infrastructure is actively rendered impassable by poor snow clearing: deterred and dejected.

Our more caring political leadership in this city has already made heartening strides toward Vision Zero and treating active transportation as a dignified mobility choice worthy of investment and care, and we are extremely pleased to see this motion that will empower more people to use active transportation and reduce their car dependence. The fewer cars on our streets and the more mobility options people have, the safer our streets become.

Sincerely,



Jessica Spieker
Spokesperson, Friends and Families for Safe Streets



January 9, 2023
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Infrastructure and Environment Committee
100 Queen Street West
Toronto, ON M5H 2N2

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