

From: [Graeme Kennedy](#)
To: [Infrastructure and Environment](#)
Cc: [Councillor Saxe](#)
Subject: [External Sender] My comments for 2024.IE10.3 on January 9, 2024 Infrastructure and Environment Committee
Date: January 8, 2024 4:43:51 PM
Attachments: [image001.png](#)
[2024-01-08 - Tenblock letter on IEC10.3.pdf](#)

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: Please find attached letter from Tenblock.

Thank you,

Graeme Kennedy
Senior Associate, Development



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January 8, 2023

Via Email

Infrastructure & Environment Committee
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2

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

Dear Chair McKelvie and Committee Members,

Tenblock is a housing developer committed to sustainability, active transportation, design excellence, and complete communities. This includes consistently promoting safe, year-round connectivity options for vulnerable road users in all the communities that we serve.

We wish to express our strong support for Councillor Saxe's motion, IE10.3 – Bike Lanes that are Safe and Passable for Bikes.

We firmly believe that a new snow clearing standard will meaningfully improve the safety of bike lanes in the winter and materially enhance Toronto's winter cycling culture.


Cycling is an essential mode of transportation for many Torontonians. As a city we need to address the realities of cold weather cycling and respond to increasing levels of interest in winter ridership. During the winter, cyclists often need to navigate treacherous conditions in bike lanes, especially after major snowfalls. In many cases the impassability of bike lanes is extended after a snowfall due to road clearing efforts that push snow and debris out of vehicle lanes and into the bike lanes. This discrepancy endangers the safety of cyclists and discourages many from cycling in the winter.

To truly make our bike lanes safe and passable in the winter it is imperative that our bike lane clearing efforts achieve a much higher standard than what is acceptable for cars, one that ensures the removal of snow and debris down to bare pavement.

Establishing bare pavement clearing as standard will help to ensure a consistent approach to wintertime maintenance of our city's growing cycling network and marks a significant step towards achieving our city's shared active transportation objectives. Ensuring safe, passable bike lanes throughout the winter helps support Toronto's climate goals and will encourage more residents to cycle year-round.

We appreciate the City of Toronto's continued commitment to improving cycling conditions in Toronto.

Sincerely,
Tenblock



Graeme Kennedy
Senior Associate, Development