

October 22, 2013

C-6

Dear GSO and TTC Commissioners

There is a cheap way of alleviating some Bloor/Danforth subway pressures arising through the PWIC approval yesterday of item 26.5 which urges the eventual re-starting of an EA study process of a core Bloor St. bikeway, though it is also linked with Dupont St. bikeway issues.

There is - or should be - a clear and obvious benefit of having the transit interests incorporated - and thus far it seems that the scoping of the EA will not necessarily be looking at these benefits, and that's wrong.

The thinking is: crowding is soo bad in crush hours - or at times I've heard this - that the system is creaking and groaning, but some people will rule out biking instead of transit because of the dangers, which can be real, including your streetcar tracks. So if the biking is made safer, with good maintenance and connectivity odds are good that some folks will try biking, and an efficiency boost is obtained for the price of paint.

That's a really good deal for taxpayers and riders - but despite nudgings transit benefits seems not to be so clearly integrated into these processes, which nonetheless I'm pleased to say passed 5 to 1, shunting it to the next Clowncil as I sometimes refer to this body now.

The Decision History ignored a couple of things: Bloor was deemed the best place for an east-west bikeway in 1992, and near-zilch has been done, including the tiny bit of Bloor between Church and Sherbourne in the Bike Plan since 2001. In 2005, we got some progress with an approval of Council almost exactly 8 years ago to study this same core 8kms between High Park and Keele, and over time, the scope of the study was expanded and scoped and details determined, and eventually we got to the point of having a full EA signed-contract study which was killed off about 2 years ago in a 26-19 vote to save c. \$500,000. This is about the same amount of severance for Mr. Webster, so some of us don't think highly of some concepts of savings, now extended to the \$85,000,000 in sunk costs for the Scarborough LRT, which could give us 3200 kms of bike lanes to make the 8kms of Bloor maybe getting studied in 2014/15 a tiny step forward.

I'd like at bare minimum for the Councillors who are also Commissioners to wear their TTC hats at the upcoming Council meeting to urge this study forward, though with the climate emergency and cycling hazards, and road reconstruction in a truly vital part of any network, this needs doing Right Now! - and how difficult is it to actually repaint lines on a road in the most logical place in Southern Ontario thanks to the B/D subway, also including parking atop it.

Having a motion from the TTC Commission itself in support of this study would also be useful.

PRESENTED TO
THE COMMISSION

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This is shorter notice of course; but it's hard keeping track of things as a volunteer.

In the London Mayor's Vision for Cycling in London of March of this year from TfL on p. 32-ish
<http://www.london.gov.uk/sites/default/files/Cycling%20Vision%20GLA%20template%20FINAL.pdf>
there's this:

"Many journeys are short and very cyclable. Cycling can relieve significant pressure on the public transport network, freeing space on the Tube, buses and trains for people who might never themselves cycle".

Hoping there will be some institutional support from an obvious beneficiary, and maybe we can reduce hazards to cyclists too as it's been 30 years of knowing that there are extra risks in E/W core streets, but scant change.

Carmudgeonly

Hamish Wilson