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To: [Infrastructure and Environment](#)
Subject: Cycling Network Plan Update - Item IE6.11 - COMMENT SUBMISSION
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Cycling Network Plan Update - Item IE6.11

8 80 Cities is a non profit organization based here in Toronto. Our mission is to improve the quality of life for people living in cities no matter their age, ability or socioeconomic background. We have been challenging cities over the last 12 years on how they design and manage their streets and public spaces by asking a simple but we think powerful question...what if everything we did on our streets and public spaces was great for an 8 year old and 80 year old? We believe if you do you will create better places for everyone. Our advice is often sought out for mobility and public spaces project around the world and it is always a privilege to have the opportunity to share our thoughts and experience on creating inclusive, age friendly and people-centered spaces for the city we call home.

8 80 Cities supports a strategic integrated approach to building safe cycling corridor connections such as the Danforth pilot protected bike lane and the Bloor St cycle track extension. We strongly believe that the extension of the Bloor cycle track will improve safety and reduce risk for all road users and that it will significantly benefit the community.

We suggest that the City accelerate action and investment on planning, building and maintaining safe infrastructure that will make it irresistible for more Torontonians of all ages and abilities to choose to ride a bicycle. Toronto is falling behind cities around the world and in Canada when it comes to its investment in infrastructure that facilitates more people, especially children and youth, women, and older adults, riding a bike more often. The cities with the highest quality of life are investing in cycling not because it's a nice thing to do but because it is giving them a competitive advantage, it makes sense for the local economy, the environment, health and equity.

We commend the City's goal to have everyone within 1km of a "designated cycling route." However, we encourage the city to amend this goal to an "all ages all abilities cycling route" so as to ensure a more age-friendly and equitable approach to its infrastructure investment. We do not need more investments in cycling infrastructure that only serve the most elite or experienced cyclist. A data-driven and evidenced based approach gives us the proven solutions for safety and accessibility for all ages on our streets. The most bicycle-friendly cities are the ones that invest in a connected grid of protected cycle tracks on arterials and comprehensive speed limits reductions with traffic calming on residential streets.

Thank you for your attention

8 80 Cities