

From: [Thomas V Cohen](#)
To: [Infrastructure and Environment](#)
Cc: [Josh Matlow](#); [Lindsay Isaac-Lalla](#); [markw@web.ca](#); [Lancelyn Rayman-Watters](#); [Jacquelyn Wint](#); [seboua](#); [Mark](#); [Shari Lash](#); [Lynne Van Buskirk](#); [Emma Kent](#); [Elizabeth S. Cohen](#); [Deborah Tam](#); [Thomas V Cohen](#); [Geri Berholz](#); [David Ticoll](#); [Jane W. Auster](#); "Jim Baker"; [David McMahon](#); [Geoff Kettel](#); [Macdonald, Cathie](#)
Subject: Eglinton Connects - Quick Action
Date: June 30, 2022 12:26:13 PM

Dear Infrastructure and Environment Committee,

I am writing you on behalf of Eglinton Park Residents' Association, in the matter of the swift implementation of Eglinton Connects, using devices easily up-graded later, rather than waiting for an eventual appropriation for permanent new engineering.

As I am writing on short notice, I have not canvassed the EPRA board, but I know their thinking well and cc them here, along with officers of all the other Residents' Associations at Yonge and Eglinton, and the co-chairs of FoNTRA.

Myself, I cycle, and I also drive, so I can hear and understand both sides. And, having walked Eglinton West many a time, from the Allen to Yonge, as a winter commuter outside biking season, I know why, at the most recent public consultation, so many residents from the zone between Bathurst and Dufferin have been pushing to reserve as much asphalt as possible to move the cars along, feeding the Allen and freeing up their local streets from obnoxious traffic.

I myself live with obnoxious overflow traffic, honking, speeding, aggressing, scaring us pedestrians, near Northern District Library, and I can sympathize with the worries. But, as an advocate of cycling, and of a real tilt away from the pro-car city planning of the past fifty years, I feel strongly that we have to lay in the bike lanes, as it is now or never. Once the cars get their hoods into the cycling tent, like those proverbial camels, they just won't leave, so we must keep them out. A temporary all-cars Eglinton will become a permanent all-cars Eglinton, for decades to come.

So let's install the bike lanes now, as part of improving Eglinton, and watch the flow of traffic once all the construction has left the Allen intersection and all those #32 buses have gone away. Let us monitor the evolving flow, and tinker with the lights as needed, and explore traffic calming tricks on side streets. Like any urban project, this one will need time to settle in; motorists, cyclists, shoppers, and strollers will all need to learn new patterns. One big goal, and this is major, is the prosperity of the retail strips: Little Jamaica, Forest Hill, and others along our avenue. Eglinton should be a living street, not just an artery for cars, and bike flow will help them prosper.

In sum, let's do it now, keeping bike lanes all along, and watch how things evolve.

Tom Cohen
Chair, EPRA

Cc Councillor Matlow, the EPRA board, Lindsay Lalla (EPRA), Geri Berholtz (Republic RA), David Ticoll (QuoRA), Jane Auster (SEDRA), David McMahon (Oriole Park RA), Jim Baker (ARECA), Geoff Kettel (FoNTRA), Cathie Macdonald (FoNTRA)