

Jay Brown  
Toronto, ON M9A 1H8

April 30, 2024

Infrastructure and Environment Committee  
Toronto City Hall  
100 Queen Street West  
Toronto ON M5H 2N2

Dear Chair McKelvie and Members of IEC,

### **2024 IE13.2 - eglintonTOday Phase 1 Complete Street Project**

This letter is being submitted on behalf of the approximately 200 members of the Etobicoke Cycling Club. The majority of our members strongly support the implementation of the eglintonTOday Phase 1 complete street for the following reasons:

- **Safety for all:** A narrower road, by design, lowers motor vehicle speeds. In addition, bike lanes offer a protected buffer lane between sidewalk pedestrians and motor vehicles. All of this contributes to greater safety for everyone: pedestrians, cyclists, and motorists themselves.
- **Build for growth:** Bike lanes have a significant impact on reducing traffic congestion. By providing a safe, dedicated space for cyclists, bike lanes reduce the number of cars on the road. With increased density along the Eglinton corridor, it is essential to build safe, efficient transportation infrastructure before future residents move in.
- **Greater equity:** Studies have shown that more women will use bicycles in urban settings if they believe they can do so safely. Newcomers to Canada and others who may not have the resources to purchase and operate a car should have access to other forms of urban transportation. Younger people living in cities, who tend to eschew car ownership or use, should be able to move about via other forms of safe, efficient transportation.
- **More transportation choices:** Cities work best when people can wake up each day with options about how to get around: Should I drive today? Take transit? Cycle? Walk? Growing cities that want to reduce congestion make transit/cycling/walking the best choices. Making Eglinton a complete street is essential to the success of the City of Toronto's official Climate Change Strategy: to ensure that 75% of all trips of less than five kilometers are carried out by foot, on bicycle, or via transit by 2030.

Several north-south connections have been addressed with this project and others. However, immediate priority should be given to extending the Midtown Yonge

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bikeway one kilometre north from Davisville to Eglinton. This extension is needed to maximize cycling volumes on both the Eglinton and Yonge corridors.

We would also encourage the City to expedite Phase 2 of the eglintonTOday project to extend east to Brentcliffe Road. We look forward to seeing a continuous bikeway on Eglinton from Mississauga to Kennedy station by the end of next year.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Brown". The signature is fluid and cursive, with the first name "Jay" being more prominent and the last name "Brown" following in a similar style.

Jay Brown  
Director, Etobicoke Cycling Club

CC: Mayor Olivia Chow  
Councillor Alejandra Bravo  
Councillor Josh Matlow  
Councillor Frances Nunziata  
Councillor Jaye Robinson  
Chris Kirkpatrick, President Etobicoke Cycling Club  
Cycle Toronto