

BU15.2.36

From: [Gideon Forman](#)
To: [Budget Committee](#)
Subject: Submission to Budget Committee
Date: January 21, 2020 4:22:34 PM
Attachments: [Outlook-cpz4gdst.png](#)

Dear Sir or Madame,

The following statement is from the David Suzuki Foundation. Could you please forward it to the Budget Committee and make it available to the public?

Also: could you please confirm you received this?

Thank you very much.

Let's spend more on bike lanes, far less on the Gardiner

Comments to City of Toronto Budget Committee (January 2020)

We appreciate city council's contribution to climate change mitigation and its declaration of a climate emergency. These express Toronto's clear recognition that we face a crisis.

But we also believe some of the priorities articulated in this year's capital budget are highly problematic. For example, we would like to see far more money spent on electric buses and protected bike lanes and far less on rehabilitating the Gardiner Expressway.

During a climate emergency, we don't see the wisdom in committing over \$2.1 billion to the Gardiner, which primarily serves private, gasoline-burning vehicles.

Interestingly, a recent study shows only 41 per cent of residents name the car as their main mode of daily transportation. The city is planning to spend billions of dollars renovating the Gardiner at a time when nearly six in 10 Torontonians take public transit, walk or cycle.

Given that the majority of residents embrace these *non-car* options, wouldn't it make sense to put more money into them and less into expressways?

The future of cycling is especially bright. That's not just the view of environmentalists.

A report released in late 2019 by the international consulting firm Deloitte says, "More and more cyclists are taking to the roads, and they're not going away anytime soon."

Deloitte says by 2022 we'll see "tens of billions" more bike trips globally each year, translating into "fewer car trips and lower emissions, with spillover benefits for traffic congestion and urban air quality."

Yes, the global giant Deloitte says getting folks onto two wheels cleans the air and busts congestion!

But the company suggests bikes need their own section of the street: "Many people who might otherwise embrace cycling are frightened off by the prospect of sharing a crowded

road with big metal vehicles... The good news is that there is plenty of space to reallocate.”

Deloitte suggests bikes need separated lanes, and our streets can accommodate this. Certainly, thoroughfares such as Danforth are wide enough to permit both cycle tracks and parking.

Instead of spending billions to facilitate the movement of fossil-fuelled vehicles, the city should provide more money for bike lanes. Over \$60 million of the city’s Bike Plan (2022 to 2029) is unfunded. These dollars should be added to the budget in short order.

Doing so would clean the air and address the climate emergency.

It would help reduce congestion.

It would respect the needs of Toronto residents, the majority of whom do *not* rely on the car for their daily transportation.

And it would show that city council is carefully following international trends and preparing our city for the years ahead. Deloitte believes cycling will “become more widespread in the future” and argues that “a growing number of cities are beginning to reallocate available space to accommodate other forms of transport, including bicycles.”

If Toronto doesn’t want to be left behind by other major cities, it needs to spend more on active transportation and far less on highways.

Thank you.

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