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Councillor Gary Crawford, Chair
Toronto Budget Committee
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

ON TRANSPORTATION

Our priority has been to move cars, not people. As such, we keep moving Traffic instead of establishing Mobility.

For the past 2 decades, we have excelled in band-aid solutions by tokenism... both ineffective, Economically and Socially. Two of which are the latest example of ticketing parking in downtown core during rush hour and accelerate the city's traffic signal re-timing.

We refuse to introduce disincentives to make the car both expensive and inconvenient. We have prioritize and heavily subsidized auto transport, at society's expense.

Economic efficiency and equity can not survive in our cities under such unsustainable and regressive strategies, without investing and balancing options toward a multimodal transport system. According to the C.D. Howe Institute the gridlock price tag, is around \$6 billion for the GTA, and with the social cost could be closer to \$11 billion.

Strategies

- **Re-Instate & Increase registration fees** for passenger vehicles and trucks and transfer the revenue to public transit.
- **Road Pricing** Work in partnership with municipalities and Queen's Park to create a comprehensive vision that includes GPS-based **road pricing** as part of the transportation mix. (Pricing all vehicles by time, distance, vehicle type and then phasing out transport-related property taxes, but retaining gas taxes, Transfer revenues to both transit and infrastructure, to be fair and just, and we will breathe easier at the end.)
- **Assign congestion and pollution taxes** to automobile owners and users and transfer revenue to

public transit; so far it has been the taxpayers, not the polluters, who have paid pollution costs in the millions of dollars. (Air, water, soil, space pollution.)

- **Combine transit and cycling** to provide a high level of mobility comparable to automobile travel. Copenhagen allocates 25% of Transportation Budget to Cycling, their goal has been to have 50 % modal share. Yet, a bike trip vs. one car trip that saves individuals and society \$2.73 per mile, we allocate, less than 2% !
- **No parking** should be allowed on arterial roads. Parking subsidies are an inefficient way to support downtown economic development, according to studies in Europe and US.
- **Car-Free areas**, to facilitate and increase walking. (Deputations: City Hall, 2001 -2003)

http://www.thestar.com/bigideas/infrastructure/2014/02/04/permanent_carfree_zones_lela_garys_big_idea.html

Leadership, is not the result of vote statistics, but of Vision and Courage to act on that vision.

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