



Safe streets  
Healthy city  
Vibrant voice

# IE15.9.11

192 Spadina Ave, Suite 215  
Toronto, ON M5T 2C2  
416-644-7188 | cycleto.ca

September 17, 2020

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

Dear Members of the Infrastructure and Environment Committee,

## **RE: IE15.9 Improving Toronto's Bike Share Program**

**Cycle Toronto enthusiastically supports the set of Bike Share Toronto improvements outlined in IE15.9** as a crucial step forward to making Bike Share Toronto a more accessible, equitable, and successful network:

### **1. Extending Rental Duration**

Increasing the time available for rentals will make the program more attractive and affordable to users. As the network now spans 200 square kilometres, 30 minutes may be inadequate for users to reach their destinations or even re-dock to continue on their trips, particularly in the North York and Scarborough pilot areas where stations and destinations may be spread out more. Extending the rental time will also support users of all ages and abilities that have been seeking to use the system for recreational use to maintain physical and mental wellbeing during the COVID-19 pandemic.

### **2. Low-income Pass**

The introduction of a low-income, barrier-free access pass will help unlock this public asset for the most underserved communities for whom the upfront and ongoing costs of bicycle ownership or a traditional Bike Share membership may be inaccessible. Low-income residents may be unable to afford the cost of both an annual Bike Share membership and a monthly TTC pass, for example, though both systems could greatly enhance one another's service. All of us deserve to have access to affordable, physically distant, and healthy ways of getting around. Hamilton's Everyone Rides Initiative, for example, has been recognised as an award-winning equity initiative that includes a bike share basics intro that can be used as a blueprint for success for subsidised memberships.

### 3. Alignment of BikeShare with new Bike Lanes

Lastly, aligning Bike Share stations with new bike lanes is key to supporting Torontonians who are interested in cycling but are concerned for their safety. There is immense latent demand for cycling across the city. It is crucial that while access to bicycles is being improved through the Bike Share network expansions, it must be done in conjunction with implementation of the Cycling Network Plan. This summer's Bike Share expansion that failed to align with new ActiveTO bike lanes in the suburbs was a missed opportunity that should be mitigated in the future.

### Conclusion

Bike Share Toronto is a crucial public resource. It adds resilience to our broader transportation network while offering recreational opportunities for residents and visitors. The recent expansion of the network and the addition of pedal assist e-cycles to the rental fleet are significant improvements that will help increase access, extend range, and overcome barriers such as hills or mobility issues.

Through the expansion and improvement of Bike Share, Toronto can further its Vision Zero road safety goals, TransformTO climate action goals, congestion management objectives, all while being compliant with public health guidelines throughout the COVID-19 pandemic. Reporting back on the improvements outlined above is a crucial step towards making the Bike Share network even more accessible, equitable, and successful.

Sincerely,



Michael Longfield

Interim Executive Director  
Cycle Toronto

*Cycle Toronto is a non-profit organization representing 3,000 members that is advocating for Toronto to become a safe, healthy, and vibrant cycling city.*

