



Safe streets
Healthy city
Vibrant voice

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March 28, 2023

Deputy Mayor McKelvie and members of City Council
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE: IE2.6 - Modernizing Bike Share Toronto Rate Structure

Dear Deputy Mayor McKelvie and members of City Council,

Bike Share Toronto has been incredibly successful at moving more Toronto residents sustainably, affordably and efficiently. Cycle Toronto applauds the work done by the Bike Share Toronto staff and their partners and seek to support Bike Share Toronto becoming the world's best public bike rental program in the world. This said, **we have expressed our concerns about both the process and timing with which the proposed fee structure was prepared, and even more concerns about the impact the \$.10 per minute fee will have on both existing Bike Share members, and future members who reside in the inner suburbs and who don't currently have equitable access to Bike Share stations.**

We were pleased that the Infrastructure and Environment Committee heard our concerns and were overwhelmingly supportive of making Bike Share Toronto more accessible and affordable for all, especially those in the inner suburbs who are faced with the overwhelming majority of transportation inequities. We urge you to vote in favour of the IEC's recommendation. Additionally **we are asking that City Council direct Bike Share Toronto to defer implementing the new pricing structure until they address the following concerns:**

- An option to pay the yearly memberships in monthly installments, as the program is marketed.
- Reduce or waive the E-bike per minute charge until an equity based investigation is prepared.
- Link the annual Bike Share Toronto Low-Income Program Membership Fee of \$5.00 to E-bikes without additional cost.
- Toronto Parking Authority to report back to the Infrastructure and Environment Committee in the fourth quarter of 2023 on:
 - An equity based affordable rate plan for people with disabilities and seniors, for whom usage of E-bikes is an accessibility issue;
 - A proposal for subsidizing the Bike Share program's expansion and user rate structure with increased on and off street parking levies; and

- An equity based investigation into the impact of these rates on users from the inner suburbs who already have fewer modes of active transportation available than users in the downtown core.

We would like to see Bike Share Toronto revisit their cost recovery model in conjunction with on and off-street parking with the objective of ensuring that the cost of Bike Share is priced equitably, and within context. It shouldn't be cheaper to drive and park in Toronto than riding a bike. Finding a way to remove, or significantly reduce the proposed \$.10 per minute fee to use an e-bike will go a long way to ensuring that Bike Share will continue to increase its ridership, especially to the inner suburbs, where Bike Share aims to grow its membership base.

If Toronto is serious about prioritizing public health, climate action, and transportation equity, making public transportation more accessible, affordable and convenient must be prioritized over private vehicular travel. This includes keeping Bike Share Toronto very affordable and accessible for Torontonians across all wards.

Thank you for your consideration on this important issue.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Alison Stewart'.

Alison Stewart
Interim Co-Executive Director, Advocacy and Public Policy
Cycle Toronto

Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.