



Safe streets
Healthy city
Vibrant voice

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August 31, 2023

Her Worship Olivia Chow
Mayor, City of Toronto

Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

RE: EX7.1 - Updated Long-Term Financial Plan

Dear Mayor Chow and City Council,

Cycle Toronto is writing in support of the recommendations outlined in EX7.1 - Updated Long-Term Financial Plan, which is an important first step in moving Toronto towards a more economically sustainable and fiscally responsible future by approving new revenue tools.

For far too long, we have been heavily subsidizing private car use over public transit and active modes of transportation to the detriment of our public realm, health, safety, and economic vibrancy. Cycle Toronto is committed to helping the city meet its ambitious TransformTO target of moving 75% of all trips under 5 km by active modes of transportation such as public transit, walking and biking by 2030. In order to achieve this, it is imperative that Torontonians have equitable access to convenient, connected, and affordable public and active transportation options. Doing so will ensure the city's economic recovery prioritizes and supports those most in need, such as shift workers, women, and low-income and racialized people.

Cycle Toronto enthusiastically supports new revenue tools that represent a more equitable approach to how it funds its transportation infrastructure by:

1. **Implementing a commercial parking levy on non-residential parking**, which will go a long way towards funding the TTC in a way that will attract more people to public transit.
 - a. We are also calling for the **integration of the cost of Bike Share Toronto with TTC fares** to remove financial barriers to those seeking to shorten their travel time by giving them better integrated transit options.
 - b. We would also like to see this funding support **the necessary cycling and pedestrian infrastructure needed to meet Toronto's active transportation target of reducing the number of single car occupancy trips**. The

combination of cycling and transit is integral to bridging gaps in access to the transportation network while reducing the reliance on single occupancy car trips, alleviating traffic congestion and reducing collisions.

2. **Increasing the cost of on-street parking.** It shouldn't be cheaper to drive, but with the current on-street parking rate capped at just \$5 per hour, it often is.
 - a. We are calling for increased revenues from car parking to **support expanding and improving access to safe and secure bike parking across the city.** Most Torontonians live in apartments and don't have access to secure bike parking, which is a barrier to many owning a bike or e-bike.

We all want to live and thrive in a city that is safe, healthy, and economically vibrant. With a mission to make cycling a viable option for all Torontonians, Cycle Toronto shares the city's goal of having a transportation network that supports vibrant communities by connecting residents and businesses to accessible, reliable and affordable active transportation options.

The way the City allocates funds is a direct reflection of what and who it prioritizes, and we urge you to vote in support of the new revenue tools and recommendations outlined in the Updated Long-Term Financial Plan. Until the city succeeds in negotiating a better deal with the other levels of government, Toronto must demonstrate fiscal leadership by diversifying its revenue streams.

Thank you for your consideration,



Alison Stewart, Director of Advocacy & Public Policy

Cycle Toronto is a charity that works to make Toronto a healthy, safe and vibrant city for all by working to shape policy and infrastructure by pursuing evidence-based solutions that make cycling a viable option for all Torontonians and engaging and collaborating with community groups and people across the city.

