



DEPUTATION RE: IEC 1.1.4

Monday Jan 30, 2023

To the Chair, Jennifer McKelvie, members of the Infrastructure and Environment Committee, and Councillor Matlow,

I am 71 and have been a cyclist in Toronto for 45 years since 1978. When I cycle I look for the safest possible routes to my destination, and those are also the most enjoyable. But when I go downtown it gets difficult. Many streets are very dangerous. The death of a cyclist on Avenue Road is one recent tragic result of road design favouring the car and endangering those using active transportation. Beyond my personal interest in getting around TO on a bike I know that I am helping the city meet its carbon reduction targets, as laid out in the Net Zero by 2040 plan. But we are not going to achieve the target of 75% of local trips (5 km or less) being made by bike, transit or walking, if we do not make it much safer to cycle and walk on our streets.

For 18 years I lived on Beverley St. and in 1991 I attended a mayoral debate with Jack Layton and June Rowland with my daughter who was 9 years old at the time. TV cameras caught her asking for bike lanes. Two years later, in 1993, bike lanes appeared on Beverley/St. George joining the first few lanes in the city. It's now 30 years later! We cannot possibly still be debating the need for bike lanes. My children wanted safe streets to cycle on, and Beverley St. was a start – but we won't get a big shift into cycling unless we have an extensive network.

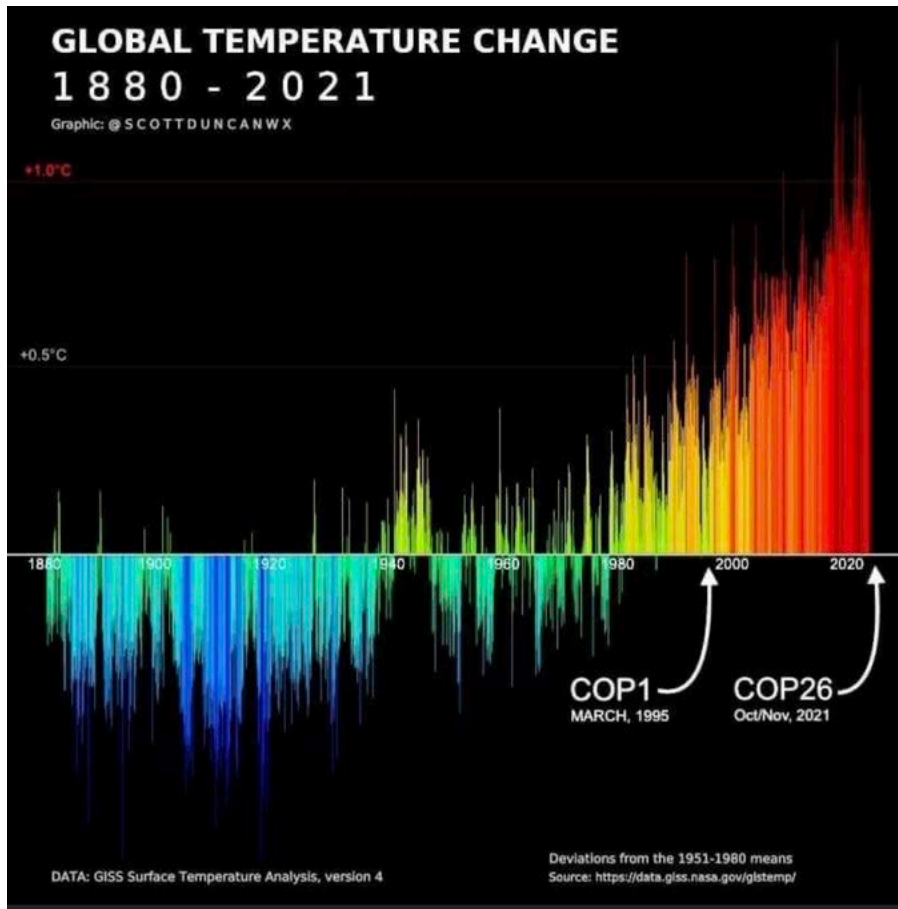
This is exactly what we would have liked to see - not just on Beverley - but everywhere.



We have an understanding now of what it takes to make a complete street – one that works for all road users – and doesn't advantage the car in a way that disadvantages others on bikes or on foot.

We also understand the enormous importance of cutting our carbon emissions in half by 2030 and in case we don't have it in the front of our minds, I'd like to remind us of just how important it is to cut our emissions.

When Antonio Guterres, UN secretary general, speaks of 'Code Red for the Planet' this is what he is warning us about:



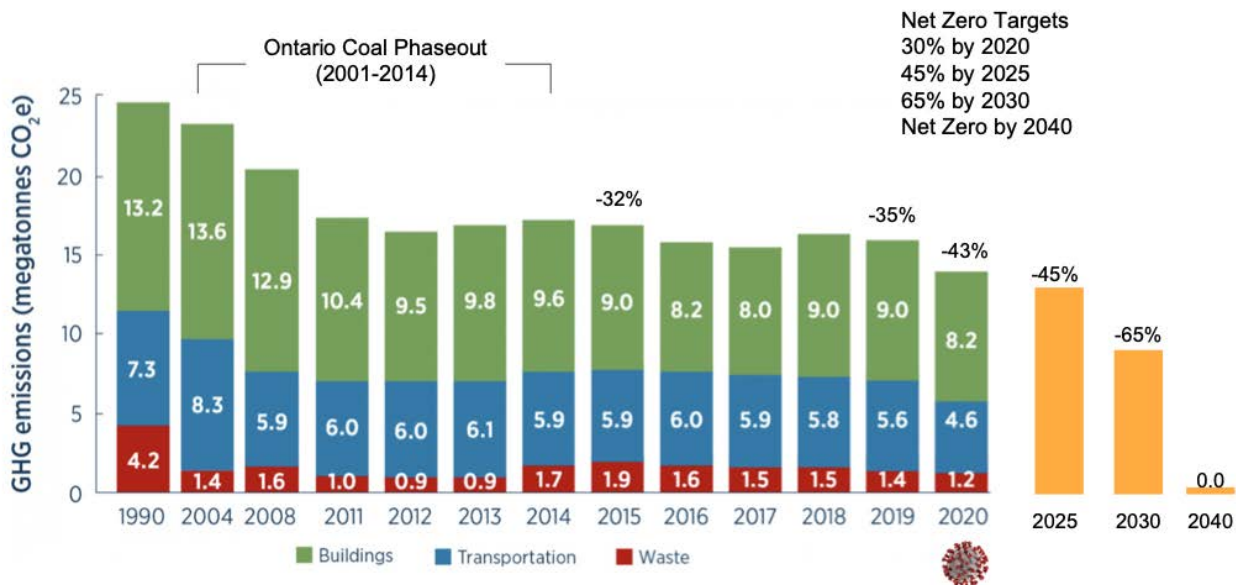
The red on the right hand side will continue to soar upwards if we do not cut our emissions.

Scientists have urged all countries to cut emissions in half by 2030. Canada's goal is 40 – 45% emissions cut by 2030. To achieve we are going to need major changes. This will be exciting and will lead to a healthier and happier and safer city. But we need to move quickly to get there.

Other cities have done so, for example Paris which made their downtown streets complete streets over an 8 year period from 2012 to 2020. Montreal, which is smaller and colder than Toronto, installs 30 km of bike paths each year.

Our city has too many cars, and the exhaust from those cars is causing enormous pollution with health risks including asthma along with the injuries and death caused by cars. I am a long-time cyclist and I have experienced each of the 3 most common dangerous experiences. I have nearly been crushed by a right turning van, I was thrown off my bike when the wheel caught in a streetcar track, and I was 'doored' by a driver who parked on Dundas St. and didn't look in her mirror. Luckily I was wearing my helmet. We need to ensure that our streets are safer so such incidents are rare, in order to encourage more people to take to cycling.

# Toronto Greenhouse Gas Emissions (CoT)



And we need people to take to cycling!

Our City of Toronto goal is to cut emissions 65% from 1990 levels by 2030. That will require a 22% cut in just 7 years. It took us 21 years to cut emissions 43% and that was mostly a result of the provincial coal phaseout. Since then we have largely stalled, there's a little dip for COVID. .

By 2041, Toronto's population is expected to increase by 35% to almost 4 million people. Meanwhile, downtown's population is expected to double, its density growing vertically and intensively within a small footprint. Faced with this much growth, it is essential that we make a shift away from car dependence.

What more important place is there to do this than on our most iconic downtown street, Yonge St.?

I urge you to vote in favour of the staff recommendations outlined in IE1.4 - Cycling Network Plan: 2021 ActiveTO Cycling Network Expansion Project Updates (Ward 10, 11, 12, 13) to make both the Midtown Yonge Complete Street Pilot and the ActiveTO Bayview Cycling Network Expansion project permanent.

This would send a signal to our communities that transportation planning has in fact shifted in favour of meeting the goals of the Net Zero by 2040 plan. If we do not make substantial changes we will not achieve our emissions reductions targets, it's as simple as that. So let's take the lead. As Canada's largest city and on our very visible and active Yonge St. corridor, let's show the way.

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Ref: [https://www.torontomu.ca/content/dam/city-building/reports/TorontosGreatStreets\\_2018-07-13\\_web.pdf](https://www.torontomu.ca/content/dam/city-building/reports/TorontosGreatStreets_2018-07-13_web.pdf)



# GLOBAL TEMPERATURE CHANGE 1880 - 2021

Graphic: @SCOTTDUNCANWX

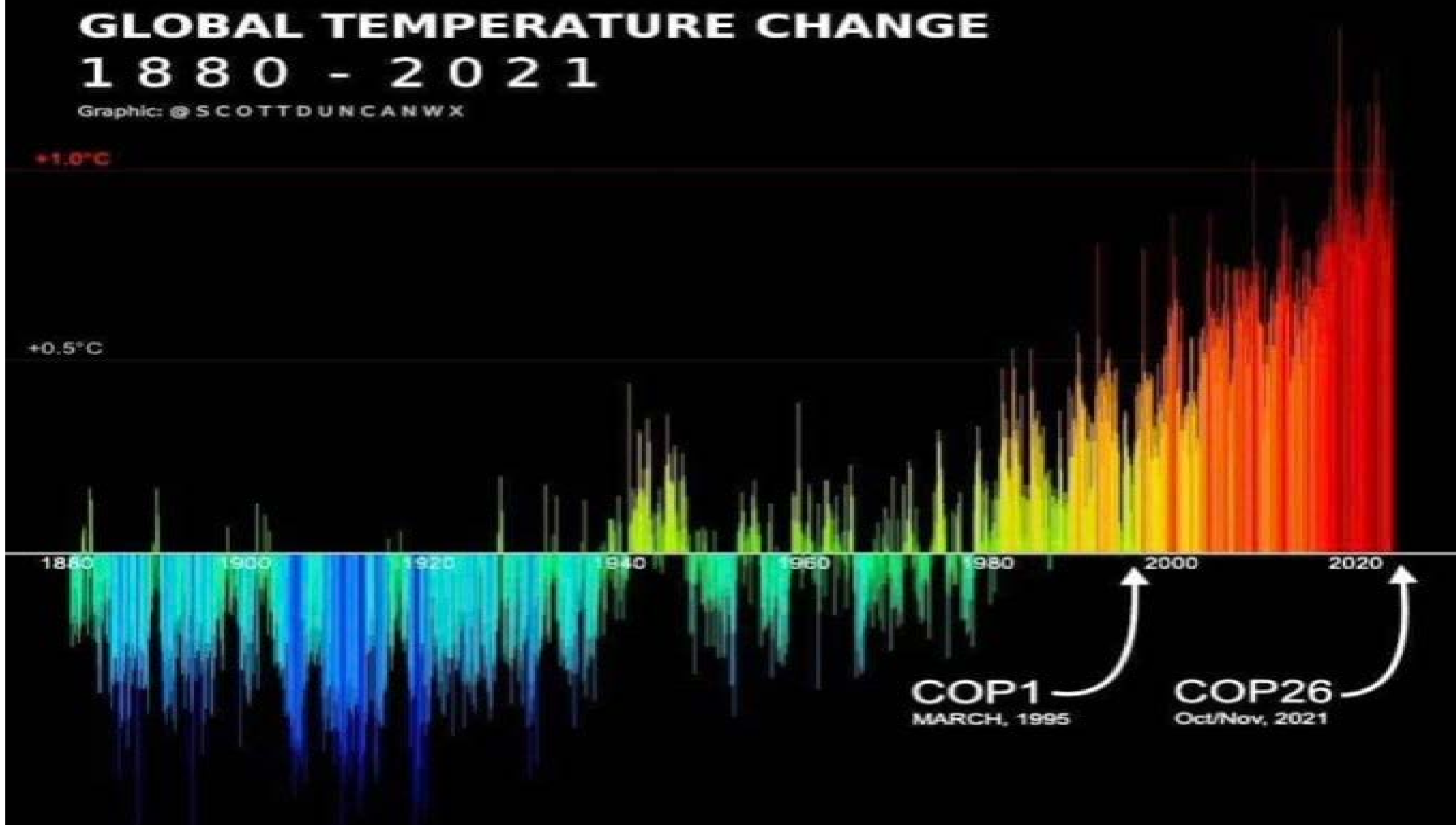
+1.0°C

+0.5°C

1880 1900 1920 1940 1960 1980 2000 2020

COP1  
MARCH, 1995

COP26  
Oct/Nov, 2021



# Toronto Greenhouse Gas Emissions (CoT)

