



Safe streets
Healthy city
Vibrant voice

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March 17, 2023

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

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

Dear Members of the Infrastructure and Environment Committee,

Bike Share Toronto has been incredibly successful at moving more Toronto residents sustainably, affordably and efficiently. They have grown their ridership by 70% since 2019, with 4.6 million rides in 2022 alone. 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.

It is through equitable initiatives that remove barriers of access to their program that Bike Share will set a best practice in moving and connecting more people to active modes of transportation. With the introduction of a low income pass and the expansion of their corporate discount program, Bike Share Toronto is demonstrating its commitment to providing Toronto with an exceptional public service.

It is Cycle Toronto's objective to support Bike Share Toronto as it expands, and increasingly becomes an integral part of Toronto's transportation network. It is an important program that will help the city meet its climate mitigation targets and alleviate the city's traffic congestion linked to single car use occupancy. This said, we have the following concerns about the proposed new fee structure :

1. **Process and timing:**
 - a. The proposed fee structure was made public on Feb 28, 2023, just 3 days in advance of the TPA Board meeting, leaving little time for review and discussion.
 - b. There was no public consultation concerning the proposed new rate structure with local communities and diverse perspectives (in particular those in the inner suburbs who will be impacted the most by the program expansion).
 - c. The proposed rate structure review doesn't include an equity impact assessment.
2. **Increasing the cost of accessing e-bikes (with proposed \$.10 per minute fee) is a barrier to moving more people and discriminates against those who live in the inner suburbs and who**

are faced with transportation inequities (farthest distance to travel to access transit stations, access to fewer Bike Share stations, and very little safe bike infrastructure)

3. The **income sharing and cost recovery model being used by the Toronto Parking Authority (TPA) to fund Bike Share Toronto is not being presented or considered holistically** with their on and off-street parking programs and the EV charging program:
 - a. The TPA's 2023-2032 Capital Budget and Plan has earmarked \$343.2 million of capital investment funds for the Electric Vehicle charging program, 4-year Bike Share expansion and Garage and Infrastructure Revitalization - just 8% of this is going to support Bike Share expansion leaving 92% of these funds to build out more car infrastructure, which benefits only those that can afford access to a car.

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. For those that qualify for the low income pass, it must include having free access to the ebikes. We would also like the modernization of the fee structure to include the ability for people to purchase the annual membership on a monthly basis, removing the barrier for those that can't afford to pay the annual cost in one lump sum.

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.

Thank you for your consideration on this important issue.

Sincerely,



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.