



Safe streets  
Healthy city  
Vibrant voice

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April 25, 2023  
Toronto City Hall  
Infrastructure and Environment Committee  
100 Queen Street West  
Toronto, ON M5H 2N2

**RE: IE3.3 - TransformTO 2022 Annual Report: Laying the Foundation for Net Zero (Ward All)**

Dear Chair McKelvie and Members of the Infrastructure and Environment Committee,

In 2021 Cycle Toronto supported the city's adoption of the TransformTO Net Zero by 2040 report. We were particularly pleased with accelerated targets for the city's transportation network to have **75% of trips under 5 km be taken on foot, transit, or bike by 2030**. With less than eight years away, there is much work ahead to ensure that more Torontonians have safe and convenient access to active transportation options to achieve this target. Even with the recent expansion of the cycling network, there are still too many parts of the city where making even a short trip on a bike or on foot is unsafe.

**We are writing in support of the recommendation of the Executive Director, Environment & Climate for City Council, to adopt the Corporate Policy on Submissions and Filings which sets out the standards and processes to be followed across the City to ensure that TransformTO Net Zero Strategy goals and targets are met.** This request directs the City Council to direct the Chief Planner and Executive Director, City Planning to ensure the Official Plan, Zoning Bylaws, and various planning policies and guidelines support achieving the Net Zero Strategy. An important part of achieving net zero includes encouraging active modes of transportation and transit for short trips and reducing the number of trips taken by cars.

In addition to this policy, we recommend that the following policies be taken in order to support the reduction of GHG-emissions generated by emissions coming from passenger cars and trucks:

1. **Increase financial and resource investment and incentives to encourage the uptake of bikes/e-bikes or other transit/active infrastructure:**
  - a. Immediately reverse the fare increases to TTC and Bike Share Toronto which both took effect on April 3 - and integrate TTC fare with Bike Share
  - b. Expand and accelerate ActiveTO and RapidTO programs
  - c. Mandate that complete street guidelines be implemented for all major road rehabilitations

- d. Implement subsidies to people purchasing a bike or e-assist bike, including cargo bikes
  - e. Direct revenues generated from the city's ASE program and parking ticket infractions to implement road safety improvements
- 2. Grant delegated authority to Transportation Services to implement the Cycling Network Near Term Plan once it is approved by Council:**
- a. Maximize efficiencies by removing unnecessary red tape and barriers to transportation services staff implementing their approved plans and budgets which will also reduce the polarizing debate over adding bike lanes and reducing traffic lanes to implement Complete Street guidelines.
- 3. Expand the City's Electric Vehicle (EV) Strategy to include e-bikes and other electric micromobility devices:**
- a. While moving away from gas and diesel powered vehicles is an important part of TransformTO, the city's EV strategy should not seek to replace every single car with an electric one and should instead prioritize reducing single car use occupancy trips.
  - b. The roll out of public EV charging stations should prioritize commercial vehicles and should accommodate e-bikes, and not impinge on existing or future installations of bike lanes and cycle tracks.
  - c. The city should replace some on-street car permit parking spaces with bike pods or hangers, safe protected storage units that people who, like 'garage orphans', have no place to safely secure their vehicle.

Cycle Toronto would like to applaud the city's success at advancing and making progress towards achieving Net Zero 2040, as this progress report demonstrates. This said, with the strengthening of the accountability systems to scale up and implement the programs and policies outlined in TransformTO Net Zero 2022 Annual Report, the past few months have seen the city make decisions that are counter to achieving Net Zero 2040.

In order to increase access to low carbon transportation options, including walking, biking, public transit and electric vehicles, **the City must systematically invest in expanding active and multi-modal transportation infrastructure and programs across the city - even when it inconveniences the privileged minority of single use car drivers.** The city urgently needs to prioritize active modes of transportation over single car use occupancy, and this includes removing barriers for people walking, wheeling, biking and connecting to transit.

#### Walking, Cycling, Public Transit & ActiveTO:

The City has made much progress in implementing its Cycling Network Plan and Missing Sidewalk Link programs, but if this progress isn't expedited, the city will not reach its TransformTO goals. Nor will it achieve its commitments to Vision Zero, Public Health and Equity. Besides which, without a reduction of single use car occupancy rates, the city will continue to experience the loss of productivity related to traffic congestion.

- While there was progress on walking and biking networks, equitable access to affordable and convenient public transit has seen a reduction in investment which will drive people away from transit. Despite the urgent need to support and encourage active modes of

transportation, and entice more people to travel by TTC, City Council made the decision to make budget cuts and increase user fares for accessing the TTC. Additionally, Bike Share Toronto increased user fees for accessing the public program implemented to support Toronto's multi-modal transportation network.

- The existing bus and streetcar service levels have also been reduced, leaving many wondering how the TTC expects to meet its objective to move more people, more efficiently. Additionally, RapidTO, a program established to prioritize bus lanes and improve the reliability, speed and capacity on busy routes has failed to meet its potential and buses continue to get stuck in traffic.
- ActiveTO, a popular program launched during the pandemic, saw its reduction and diminishment in 2022. Despite making a commitment to ActiveTO, the city made the decision to prioritize a minority of car drivers over the majority of people visiting Toronto on public transportation.

With the adoption of the Corporate Policy on Submissions and Filings (outlined in Attachment 4 of the report), Toronto will be taking an important administrative step towards achieving the targets outlined in TransformTO Net Zero Strategy. This step is also integral to meeting our climate action, equity, and public health goals as a city.

Thank you for your consideration in this matter.

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.*