



Safe streets  
Healthy city  
Vibrant voice

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March 2, 2023

## RE: PA2.4 - Modernizing Bike Share Toronto Rate Structure

Dear Members of the TPA Board of Directors,

Cycle Toronto would like to applaud Bike Share Toronto for delivering and successfully expanding an incredible public program. The popularity of the service, backed by 4.6 million rides taken in 2022, a 30% percent increase compared to 2021, demonstrates that Bike Share Toronto is an important part of Toronto's transportation network, and that it is integral to expanding access to the city's active transportation options. In order for Toronto to meet its TransformTO goals and alleviate traffic congestion, prioritizing public transit over single car occupancy is critical.

In 2021, Cycle Toronto advocated for Bike Share Toronto to expand its service across the city, increase the ride duration for those faced with longer trips, and to introduce a low-income pass. With the latter item included in PA2.4 - Modernizing Bike Share Toronto Rate Structure, we are thrilled to see that these three important initiatives have been successfully implemented. Thanks to the continuous improvement of Bike Share Toronto, more Torontonians across every ward will be able to discover the convenience, affordability and efficiency of biking to facilitate their commute. Additionally, Bike Share Toronto's plan to increase its fleet of e-assist bikes has already been revolutionary for those who have further to travel, or have access to fewer transportation options. The e-assist function is also helpful for older people, or those with health issues and need the additional support.

We are writing in support of those who live in the inner suburbs. They have longer distances to travel, more transit connections to make, paired with access to fewer Bike Share stations, and virtually no safe bike infrastructure. While the proposed annual membership cost increase is modest for both the 30 and 45 minute annual memberships (a respective 6% and 4.35%), the additional per minute usage fee of \$.10 per minute for the use of an e-bike represents a significant barrier to those most in need of the service.

We are writing to make the following four recommendations:

1. **Reduce the proposed \$0.10 per min for annual members who use e-bikes.** For those that travel from the inner suburbs, that will add \$4.50 for a 45 min ride, and this

doesn't include the cost of connecting to the TTC, which adds another \$3.35. For those traveling even farther, and who rely on GO transit, it becomes an even bigger barrier to accessing opportunities in Toronto.

2. **Consider alternative revenue tools or revisit the pricing structure to take a more equitable approach** to addressing the ridership needs of those who are most impacted by transportation inequities simply because of where they live.
  - a. The hourly cost of parking in Green P parking lots, for example, could be increased to better reflect the cost of the land use and maintenance, which will help the city move away from the over reliance of single car use occupancy.
3. **Postpone the implementation of the new rate structure**, which is currently slated to take effect on April 3, 2023, to allow time to revisit the pricing structure and to give people who rely on the service time to plan for any added expense to the growing cost to take public transportation.
4. **Promote the low income pass** widely and in such a way that those who qualify can take advantage of the program.

Thank you for your time and consideration.

Sincerely,



Alison Stewart  
*Acting Co-Executive Director, Advocacy and 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 Torontonians and engaging and collaborating with community groups and people across the city.*