

**From:** [Bicycle Mayor](#)  
**To:** [Mayor Chow](#); [councilmeeting](#)  
**Cc:** [Councillor Saxe](#); [Councillor Morley](#)  
**Subject:** [External Sender] My comments for CC23.1 - Respecting Local Democracy and Cities 2024.MM23.14 on November 13, 2024 City Council  
**Date:** November 10, 2024 10:06:13 PM  
**Attachments:** [CC23.1 Respecting Local Democracy and Cities and MM23.14 Bicycle Mayor of Toronto Nov 10 2024.pdf](#)

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To the City Clerk:

Please add my attached comments to the agenda for the November 13, 2024 City Council meeting on item CC23.1 - Respecting Local Democracy and Cities and 2024.MM23.14, Provincial Overreach and Toronto's Infrastructure - by Councillor Dianne Saxe, seconded by Councillor Amber Morley

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Please confirm the receipt of this email as well as adding it to the public record.

Warm regards,

Alison

**Alison Stewart, MPPAL**

[Bicycle Mayor of Toronto](#)

*Je suis bilingue et vous invite à communiquer avec moi en français.*

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November 10, 2024

Mayor Olivia Chow and Toronto City Council  
100 Queen St. W.  
Toronto, M5H 2N2

**Re: CC23.1 Respecting Local Democracy and Cities and MM23.14 - Provincial Overreach and Toronto's Infrastructure**

Dear Mayor Chow and members of City Council,

I am writing to express my appreciation for your leadership in the face of the provincial government's unprecedented and incredible overreach into municipal affairs. Besides which, the reference to outdated and irrelevant data the Minister of Transportation is using to justify Schedule 4 of Bill 212 is an egregious manipulation of "*the facts*". The October 31 addendum to *the Act*, specifying the removal of unspecified sections of existing cycling infrastructure on Yonge St, Bloor St and University Ave is a particularly targeted and petty addition to legislation that, if adopted, will lead to increased congestion and dangerous conflicts on Toronto's streets and roads.

As the Bicycle Mayor of Toronto, I represent a global network coordinated by BYCS in the Netherlands to accelerate the changes municipalities around the world need to build livable and sustainable cities under the simple premise that bicycles transform cities, and cities transform the world. Over the past five years Toronto has begun its transformation into a vibrant cycling city, as demonstrated by the 285% increase in ridership of Bike Share Toronto since 2019.

An important contributing factor to Bike Share Toronto's growth has been the implementation of over 85 km of new cycling infrastructure which has resulted in expanding the population of people who feel comfortable biking in Toronto. As a woman who has been biking in Toronto since 1992, it has been particularly wonderful to see the increase in the number of women and children biking. Additionally, large populations of postsecondary students, many of whom rely on food delivery gig work, deserve access to protected infrastructure to provide them with a safe work environment.

The most troubling part of Bill 212 lies in its covert racism, misogyny and oppression, which discounts the needs and safety of populations of mostly women, racialized and low income people who rely on public transit, biking and walking to get around.

A handwritten signature in black ink, appearing to read "Alison Stewart".

**Alison Stewart, MPPAL**

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