

April 18, 2016

Honourable Glen Murray, M.P.P.
Minister of Environment and Climate Change
11th Floor, Ferguson Block
77 Wellesley St W
Toronto, Ontario M7A 2T5

Re: Leveraging cap and trade revenue to fund cycling infrastructure

Dear Minister Murray

I am writing to you on behalf of Cycle Toronto to recommend that the provincial cap and trade program be leveraged to ensure that \$50 million per year for the next 4 years be used to fund cycling infrastructure in urban areas across Ontario. This funding commitment will help to achieve the goals set out in Ontario's Climate Change Strategy, and also contribute to meeting objectives in the Province's CycleON Strategy and Action Plan 1.0.

Addressing climate change means investing in low and zero carbon solutions. The transportation sector accounts for 34% of all carbon emissions in Ontario, emitting 57 megatons of CO₂ in 2012.ⁱ Growing population combined with limited road space requires the use of less space per traveler to adequately combat climate change in Ontario and around the world.

Recent studies suggest that wider adoption of cycling can make a meaningful contribution to reducing greenhouse gas emissions. Currently 1% of Ontarians use the bicycle as their primary mode of transportation and another 4.5% ride at least monthly. Researchers suggest that capping global emissions from transportation at 2.3 gigatons of CO₂ means scaling Canadian cycling mode share up from 1% to 11% by 2050.ⁱⁱ

40% of all trips across the GTHA and 55% of all trips in Toronto are less than 7 km which are considered easily bikeable. Investment must be directed towards urban areas to have a meaningful impact on greenhouse gas reductions.



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Ontario's Cycling Strategy offers a bold vision for 2033 including aspirational goals of "Ontario is recognized as the best Canadian province for cycling and ranked among the top 10 jurisdictions worldwide for cycling" and "the built environment in most Ontario communities supports and promotes cycling for all trips under 5 km."ⁱⁱⁱ Investment should be primarily directed towards urban areas to magnify impact.

Today, we're calling on the Province to boost funding to build cycling networks across Ontario. More specifically,

- Ontario should spend \$50 million per year for the next 4 years on cycling infrastructure in a clear and stable funding model funded through cap & trade revenue
- Cycling networks should be intensified in all urban centres across the province and especially around all major transit hubs; investment in cycling infrastructure on provincial highways is much less important in this context and should be deemphasized as it plays a much smaller role in influencing modal shift
- Ontario should set the goal of achieving 6% cycling mode share by 2033 and 11% cycling mode share by 2050 to help reduce greenhouse gas emissions and scale up the funding model over time
- Funding should be available to municipalities on a per capita basis to provide greatest impact in urban areas where greenhouse gas emissions from transportation are most intense
- There should be no funding cap, like there was in the Ontario Municipal Cycling Infrastructure Program; funding should flow to high impact urban projects
- Ontario should invest in better data collection to monitor and evaluate progress on these goals

Global emissions related to transportation are forecast to grow to 4.3 gigatons by 2050 without significant investment in public transportation, cycling and compact communities. While public transportation is a core component of the Province of Ontario's existing strategy, insufficient attention has been paid to investment in cycling.

Public transit will never pick you up at your door or drop you off at your destination. Cycling is unique in how it addresses the first mile / last mile problem. Cycling must be a core component of how we build complete communities across Ontario. However, it will be difficult for more Ontarians to choose to bicycle without complete networks of safe, cycling infrastructure and transit integration.



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Research done by Share the Road Cycling Coalition suggests that 54% of Ontario residents want to cycle more than they currently do. Of those, 67% would be encouraged to cycle more if there were more and better cycling infrastructure available.

Seville, Spain grew cycling mode share from 0.5% to 7% of trips in six years (2006-2012). They did this by installing a backbone network of nearly 130 kilometres of protected lanes throughout the city and with a bike share program with 2,500 bicycles at 258 stations. Other jurisdictions around the world have witnessed similar rapid growth when resources are scaled up.

We encourage the Government of Ontario to significantly scale up investment in cycling infrastructure in urban areas to help tackle climate change.



Jared Kolb
Executive Director
Cycle Toronto

cc: The Honourable Steven Del Duca, Minister of Transportation
Kathryn McGarry, Parliamentary Assistant to the Minister of Transportation
Cheri DiNovo, MPP, Critic, Urban Transportation
Lisa M. Thompson, MPP, Critic, Environment and Cap-and-Trade
Peter Tabuns, MPP, Critic, Environment & Climate Change
Jamie Stuckless, Executive Director, Share the Road Cycling Coalition
Gareth Davies, President, Citizens for Safe Cycling (Ottawa)
Matt Pinder, Co-Chair, Cycle Hamilton Advocacy Committee
Nancy Smith Lea, Director, Toronto Centre for Active Transportation
Franz Hartmann, Executive Director, Toronto Environmental Alliance

ⁱ Ministry of Environment and Climate Change. "Ontario's Climate Change Discussion Paper 2015." Government of Ontario (2015).

ⁱⁱ Mason, Fulton and McDonald. "A Global High Shift Cycling Scenario." The Institute for Transportation & Development Policy and the University of California, Davis (2015).

ⁱⁱⁱ Ministry of Transportation. "#CycleON: Ontario's Cycling Strategy." Government of Ontario (2013).



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