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To the Environmental Policy Office,

I am writing to express my strong opposition to Bill 212, which seeks to remove crucial bike infrastructure in Toronto and halt the development of new bike lanes. As a future educator studying at OISE with the goal of teaching in the Toronto District School Board, I see cycling infrastructure as vital to Toronto's sustainable growth, response to climate change, and the mobility and safety of its residents.

Cycling is an essential part of our city's transportation ecosystem, offering an environmentally friendly, affordable, and healthy alternative to car-based transit. Removing bike lanes, as proposed in Bill 212, would discourage cycling and intensify gridlock by forcing more residents back into cars. Studies repeatedly show that increased cycling infrastructure can alleviate traffic congestion rather than worsen it. For example, a 2016 study conducted by the FLOW Project found that New York bike lanes had minimal impacts on congestion and even improved travel times in some corridors. In the 2019 City of Toronto Cycling Study, the vast majority of those surveyed (including residents of North York, Scarborough, and Etobicoke) stated that they want to travel more by bicycle. Residents are continually pushed into car travel due to concerns over cycling safety, which will almost certainly be exacerbated by removing essential and safe cycling infrastructure on Bloor, Yonge, and University.

Moreover, Toronto has committed to ambitious climate action goals through its TransformTO Net Zero Strategy, targeting net-zero emissions by 2040. Expanding bike infrastructure is essential to achieving these goals. Active transportation reduces reliance on fossil fuels, directly supporting Toronto's climate action strategy. Limiting or removing bike lanes runs counter to these commitments and undermines the city's environmental leadership.

Furthermore, the lack of bike lanes disproportionately affects lower-income residents and young people, who may rely on cycling as an affordable and accessible mode of transportation. Cutting down bike lanes limits their mobility, amplifies inequalities, and creates further dependence on costly and sometimes unreliable public transit options.

Bill 212 threatens Toronto's progress toward a sustainable, resilient future. Investing in safe, efficient cycling infrastructure is not merely a financial expense but an essential commitment to public health, equity, and environmental stewardship. Access to safe transportation should be a universal right, not a partisan issue. This bill is a blatant attempt to serve the premier's political ambitions rather than the best interests of Toronto's residents. I urge the committee to consider the long-term impact of this legislation and advocate for expanding—not dismantling—Toronto's cycling infrastructure.

Sincerely,
A Concerned Toronto Resident

FLOW Project (2016). *The Role of Walking and Cycling in Reducing Congestion: A Portfolio of Measures*. Retrieved from <http://www.h2020-flow.eu>.

Nanos for the City of Toronto (2019). *City of Toronto Cycling Study*. Retrieved from <https://www.toronto.ca/wp-content/uploads/2021/04/8f76-2019-Cycling-Public-Option-Survey-City-of-Toronto-Cycling.pdf>

City of Toronto. (2017). *TransformTO Net Zero Strategy*. Retrieved from <https://www.toronto.ca/services-payments/water-environment/environmentally-friendly-city-initiatives/transformto/>