

LOW CARBON MOBILITY WORKSHOP

Summary & Report

June 14, 2023



UNIVERSITY OF
TORONTO



SDGs@UofT



WORKSHOP DETAILS

- **What:** SSHRC Connections grant funded workshop to surface barriers and find solutions for meeting Toronto's TransformTO 2030 goal – *75% of trips under 5 km to work/school are walked, cycled or by transit* – and achieving co-benefits that align with the Sustainable Development Goals (SDGs).
- **Where:** Canoe Landing Community Recreation Centre (45 Fort York Blvd.)
- **When:** Wednesday, June 14, 12PM to 4PM



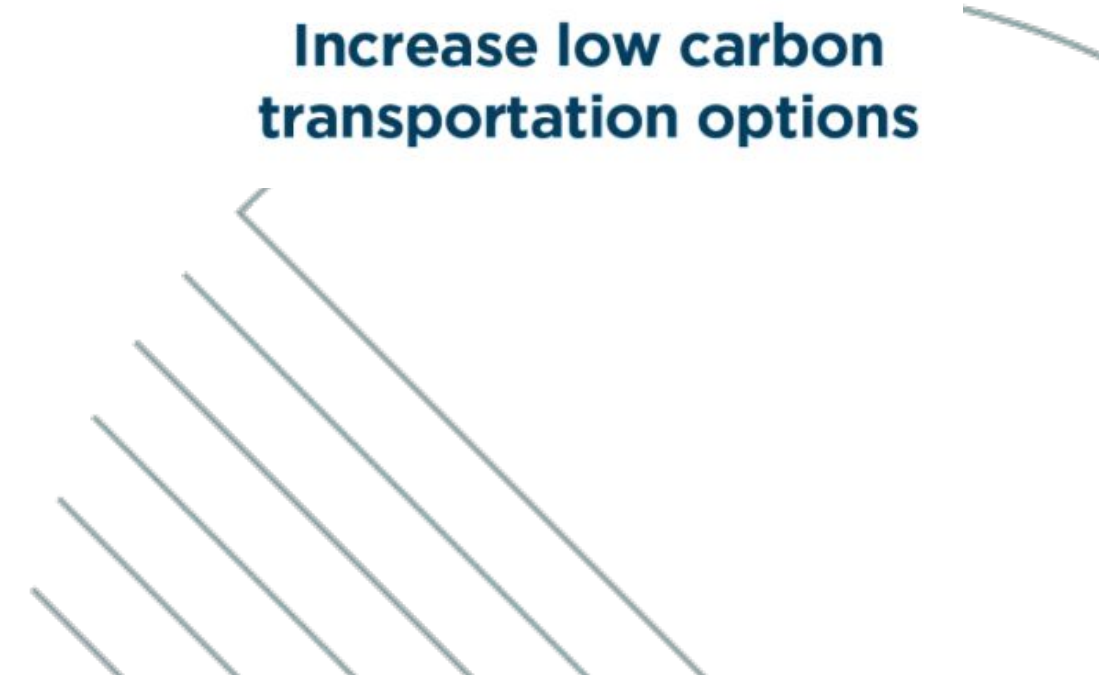
WORKSHOP RATIONALE

1. To meet the City's net zero by 2040 goal, emissions from mobile sources, currently the second largest source of emissions, must be drastically reduced.
2. Multi-sectoral solutions, dialogue, and swift collaborative action are needed to take the critical step of increasing low carbon mobility options, notably for shorter commuting trips (under 5 km)

75% 
of school/work trips under 5km
are walked, biked or by transit



**Increase low carbon
transportation options**



HOSTS

- Urban Climate Action Project (UCAP)
- In partnership with:
 - Mobility Network ISI
 - SDG ISI
 - Climate Positive Energy ISI
 - City of Toronto



PARTICIPANTS

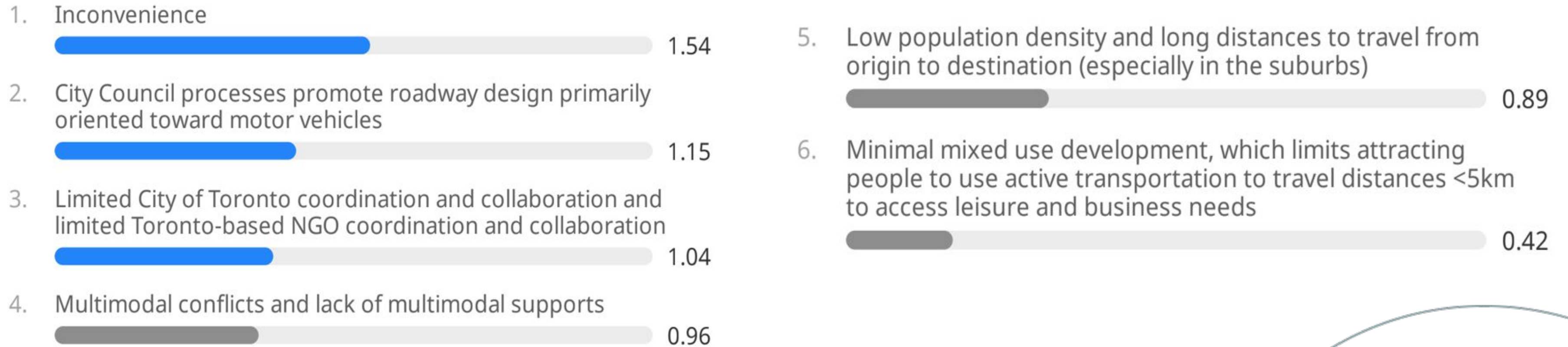
- Transit providers
- Urban and transportation planners
- Cycling advocates
- Climate and transportation researchers

WORKSHOP FORMAT

- Half-day, in-person event with two plenary and two breakout sessions.
- Slido was used as an engagement and feedback tool with participants.
- **Plenary #1, Prioritizing the Barriers:** Presentation on research summarizing barriers that affect low carbon mobility options within Toronto. Participants discussed and ranked which barriers to prioritize in the workshop.
 - Pre-research on barriers was circulated in advance to help inform the discussion.
- **Breakout #1, Developing Solutions:** Participants breakout into assigned groups to analyze the barriers and develop potential solutions to overcoming these challenges.
- **Breakout #2, Next Steps with Roles and Responsibilities:** Participants identify short-term (within 12 months) and long-term (within 5 years) actions that correspond to the developed solutions. Participants identify actors that can assume responsibility of these next steps.
 - Note synergies, trade-offs, co-benefits
- **Plenary #2, Reporting out, Reflections and Cross-cutting Themes:** Breakout groups summarize and report key findings, synergies, trade-offs, and co-benefits of developed solutions and next steps.

BARRIERS ANALYSIS

Six breakout groups analyzed six different barriers challenging low-carbon and renewable energy development within Toronto.



BARRIERS ANALYSIS AND SOLUTIONS DEVELOPMENT

Six breakout groups analyzed six different barriers challenging low-carbon mobility within Toronto and developed solutions for each:

1. Inconvenience
2. Auto-centric mobility culture/hegemonic culture of cars
3. Limited City of Toronto coordination and collaboration among divisions
4. Multimodal conflicts (i.e., lack of complete networks)
5. Citizen engagement and awareness of TransformTO & low-carbon mobility
6. Maintenance of bike lanes and sidewalks

1. INCONVENIENCE

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● Feeling (un)safe while cycling● Perception that changing modes is difficult● Limited street closures for community-level events	<ul style="list-style-type: none">● Cycling 'buses'<ul style="list-style-type: none">○ cycling programs to pick up kids on the way to school (cycling in groups is safer)○ students of all ages who could mentor other younger students○ plan in first 12 months: a few pilots○ 2-5 years: TDSB-wide○ co-benefits: early skills development → greater confidence on the road● Campaigns to encourage behaviour change<ul style="list-style-type: none">○ city-led and/or community-led○ e.g. #NoVehicle NoVember○ street socials (City to waive admin/application fees for these when they include service to City, e.g. street clean up, cycling education, etc.)○ plan in first 12 months: pilot○ 2-5 years: citywide● Other Solutions: on-demand cargo bikes for kids, green corridors (walking and cycling), transition pathways from bike lanes to sidewalk



2. AUTO-CENTRIC MOBILITY CULTURE

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● 80 years of car planning in Toronto (and other NA cities)<ul style="list-style-type: none">○ Minimal space for cyclists and pedestrians● Current culture of mobility (i.e. car centered)<ul style="list-style-type: none">○ Cars are 'cool'/prestigious	<ul style="list-style-type: none">● More education campaigns about the true cost of driving, the● Charrettes for redesigning road space and use● Going guerilla (e.g. Dave Meslin guerrilla paint)● City signage as important piece of the conversation● E.g. crosswalks: who has priority? No one knows● Competitions and prizes● Education in TDSB and TDCSB continuous: cycling, benefits● Education of drivers● Education through enforcement: speeding tickets● Longer term: congestion charges, road diets



3. LIMITED COORDINATION / COLLABORATION BETWEEN CITY DIVISIONS

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● Lack of overarching plan and vision● 'Silos' and unaligned budgets and priorities● Scale and size	<ul style="list-style-type: none">● Create a transportation master plan (more integrated planning; to be undertaken by planning department)<ul style="list-style-type: none">○ Stronger message and incentives (e.g. climate, congestion, and road safety)○ Different approach for different parts of the city○ Integrate both local and city-wide issues● Overcome silos within City and within NGOs<ul style="list-style-type: none">○ Need more City staff and NGO staff○ Flexibility in standards and projects○ Empower staff to make change (more flexibility)○ Re-establish and empower (cross)sectoral committees<ul style="list-style-type: none">■ Bring back the City-school board liaison (which existed previously)● Strengthen industry associations<ul style="list-style-type: none">○ City resources and initiatives for this



4. MULTIMODAL CONFLICTS / LACK OF COMPLETE NETWORKS

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● Competition between modes – i.e. space on roads for suitable infrastructure● Separate prioritization frameworks: no transportation master plan● Inconvenient networks● Restrictive zoning and barriers to redevelopment● Fixation on a perfect solution	<ul style="list-style-type: none">● Separate programming for the different modes: need variety of solutions for each mode● City-wide transportation master plan: priority solution● More collaboration and deepening relationships between levels of government● Stakeholder engagement and ambassadors programs,● Leadership for shared goals and objectives across government and organizations● Connect all modes in a way that is not competitive



5. CITIZEN ENGAGEMENT AND AWARENESS OF TRANSFORMTO & LOW CARBON MOBILITY

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● Most people not aware of TransformTO● Distance to be travelled is a mode deciding-factor● Lack of knowledge of LCM modes (e.g. skill to ride a bike, unaware of LCM pathways)● Inconvenience (real or perceived)● Safety● Social acceptance with peers● Connection to personal values and experiences	<ul style="list-style-type: none">● Normalizing with civic leaders (political, religious, business, etc.)● Advertising (public → private)● Schools as multimodal hubs● Cost breakdown education campaign● Car usage penalties and multimodal incentives● Better understanding of personal barriers from non-supporters of LCM



6. MAINTENANCE OF BIKE LANES AND SIDEWALKS

Barrier Factors	Proposed Solutions
<ul style="list-style-type: none">● Maintenance is prioritized for cars (e.g. snow removal)● Road wear and tear by trucks and cars● Weather patterns changing, changing maintenance patterns● Lack of accountability for maintenance work● Disconnect between City-performed maintenance and contractors● Walking and cycling not seen as viable modes	<ul style="list-style-type: none">● Develop KPIs that incorporate TransformTO goals as KPIs● Climate lens to maintenance budget decisions● Prioritize snow clearance of walking and safety zones● Do more maintenance in-house● Bike lane inspection by cycling (instead of by car or truck)● Bike lanes should be prioritized even if not on arterial roads● Procurement language for contractors who are repairing/maintaining the roads to focus on walking and cycling infrastructure● When TTC lines are closed for maintenance, create shuttle bus lanes to incentivize use of public transit● Better pedestrian and cyclist collision reporting mechanism

PROPOSED ACTIONS

Immediate Next Steps (within 12 months):

- Find ways to make LCM knowledge more accessible
 - Language translation
 - Clear and consistent messaging that connects to individual motivations
 - Relevant / adapted to different areas
 - Connect to emotional aspects
- Target key audiences
 - Consider early adopters vs. mainstream
 - Consider specific barriers for each group
 - Identify and prioritize audiences over time

2–5 years:

- Create transportation master plan
- Road diets (congestion charges)
- Cycling to and from school programs

Roles & Responsibilities:

- City of Toronto and Government of Ontario
 - Education
 - true costs of driving and benefits of walking, cycling, and transit
 - (Re)education of drivers of LCM rules
 - cycling clinics
 - Enforcement: speeding tickets, cameras
 - Transportation Master Plan
 - Charrettes for redesign of streets
 - Pilot projects
 - City signage as education
 - Marketing campaigns
- School boards (TDSB, TDCSB, private)
 - embed cycling in the curriculum
 - develop to/from school LCM programs
- Academia: research (non)LCM motivations
- NGOs and civil society (groups)
 - share recommendations with decision-makers
 - collaborate with all levels of government

Resources and Opportunities:

- City website
- City flyers/literature
 - ensure these are clear and directive
- Leverage marketing expertise in Toronto
- Make use of university resources



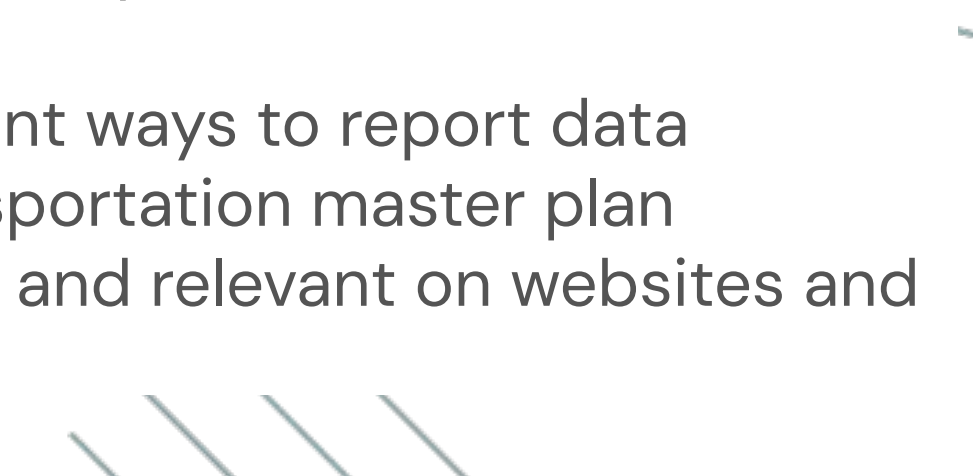
Sharing your answers:

WHAT IS ONE STEP YOU OR YOUR ORGANIZATION CAN TAKE TO ADVANCE THE SOLUTIONS WE HEARD TODAY?

- Collaborate
 - Internal communication and collaboration – identify key messages on prioritizing alternative transportation and the TTO 2030 goals
 - Collaboration with external organizations as well.
 - Debunk false narratives
 - Continue advocacy for expansion of pedestrian and cycling infrastructure (Walk TO) and increased collaboration with other like minded groups
 - Design multi-use trails
 - Pushing for cargo bike hubs and improved infrastructure to leverage the cycling / active transport potential of local communities
 - Run for office
 - Strategic working groups, with both internal and external stakeholders
 - More collaboration with other departments
 - Encourage more 311 reports!
 - Looking to use data and information to support policy change and ultimately provide mode shift
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Sharing your answers:

WHAT IS ONE STEP YOU OR YOUR ORGANIZATION CAN TAKE TO ADVANCE THE SOLUTIONS WE HEARD TODAY?

- Initiate a community based solution in the neighbourhood I live in
 - Seek out opportunities to collaborate
 - Connect community grassroots groups working on cycling adoption with municipal decision makers
 - Educate university students and faculty about importance of active transportation
 - Communication of research results with civil society and city actors
 - Reach out to other NGO's to build a Safe Streets/Active Transportation Advisory Committee
 - Incorporate clearer objectives around low-carbon mobility in the City's Official Plan
 - Continue to improve internal collaboration
 - Interim improvements to coordinated prioritization across modes in advance of a TMP
 - Increasing education about different ways to report data
 - Learn more about barriers to transportation master plan
 - Make information more accessible and relevant on websites and in reports
 - Policy-oriented research
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GENERAL LEARNINGS & FINDINGS

Barriers are:

- complex
- exacerbated by uncertainty
- inertia, resistance to change and ease of business-as-usual, have perverse incentives
- multi-jurisdictional, multi-sectoral in scope
- conditioned by a mix of real and perceived constraints
- a need for examples / demonstration projects to serve as catalysts

Solutions should:

- be multi-pronged (regulatory change + financing + infrastructure + supply chain)
- be depoliticized
- be transparent
- apply best practices
- be scalable
- mobilize private investment
- entail regulatory change (distribution code)
- be integrated across municipal, provincial, federal plans, policies rate cases
- help to mature technologies, supply chain, grid
- overcome inertia
- be backed by a strong business case
- be data-driven



SIGNIFICANCE OF FINDINGS TO THE CITY

- There is strong appetite for a Transportation Master Plan (TMP)
- Collaboration (between different levels of government and civil society groups) is at the heart of many of the solutions proposed; City could play a convening role
- Advocacy by residents and civil society is seen as necessary for bike lanes and more transit service; how can low carbon mobility be integrated into the Community Plan and just be part of the way things are done rather than in need of advocacy/lobbying?
- Repairs and upgrades of civic infrastructure (e.g., sweeping shoulders, bike trails) is currently complaints-based and seen through an insurance and risk-based lens— how might this process be adjusted to be more proactive and progressive?
- There are opportunities for streamlining and standardizing processes and policies
- The city designing mobility infrastructure for multi-use enhances overall accessibility



CONCLUDING COMMENTS

- Room for improvement on how people and organizations collaborate and communicate, but also to do so with the community
- We all know the problems and solutions (we keep bringing them up), but we aren't being efficient enough – why?
- Youth education (including collaboration with school boards)
- We need to scale solutions (e.g. 'bike to school' program) and transfer best practices
 - City can facilitate this (e.g. connect with CultureLink, TDSB, etc.)
 - Increase awareness of the initiatives/programs to apply for
- How do we fund these things? Putting them as line items on the infrastructure budget?
- Province is a saboteur in low-carbon mobility – uploaded school funding and control to themselves and reduced size of City Council, cut TTC budget, school boards used to be funded to a local degree
- How might we use en masse force to influence the provincial gov't?
 - Coordination across groups (e.g. following example of nurses unions)
 - Partnership amongst many municipalities in Ontario
 - Look to other municipalities that are ahead of Toronto
 - Other municipalities are taking advantage of FCM to help be a funding source to some initiatives

Sharing your answers:

WHICH OF THE SOLUTIONS YOU HEARD TODAY ARE YOU MOST EXCITED ABOUT?

- Citywide TMP / Strategy + leveraging schools
- Community collaboration
- Looking at how smaller cities in Ontario are able to move ahead more quickly on AT
- Reintroduction and expansion of Active TO
- Reframing the road priorities from a policy perspective
- Communications and advocacy - really important. Greater collaboration with stakeholders. Best practices, pilot projects and scaling up.
- Cross-Discipline prioritization and leadership
- Education in schools
- Sectoral committees city-civil society
- Changing road rules to prioritize active transport
- KPI development
- Developing a hierarchy of needs or prioritizing action areas within Transform TO
- Community liaison / advocacy groups
- TMP



Sharing your answers:

WHICH OF THE SOLUTIONS YOU HEARD TODAY ARE YOU MOST EXCITED ABOUT?

- Better maintenance
- School bike bus
- marketing promoting active travel
- The strategies for improving maintenance of bike/ped routes
- Transportation master plan
- Changing road rules e.g. right on red
- Goal-Focussed Transportation Master Plan
- KPI changes
- Transportation master plan
- Transit Master Plan
- Transportation master plan
- Bike Buses
- City wide TMP



THANK YOU



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