

1. Increasing the role of walking and cycling in Toronto

Walking and cycling (Active Transportation) are the most affordable, healthy and sustainable forms of transportation. In order to seriously tackle the problems of smog, local greenhouse gas emissions, increasing traffic congestion and volatile gas prices, Toronto City Council needs to actively support programs and infrastructure changes that encourage walking and cycling.

Do you support increasing the role of walking and cycling in Toronto's transportation system through improved programs and infrastructure?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: I have produced a document that is called "My Four Circles" which is included in our Educational program called the Vision Changer Project. I trust this demonstrates my full commitment to this principle. My site is down right now – but My Four Circles will be available to you shortly.</p>							

2. Integrating cycling and pedestrian issues into city planning: road reconstruction & resurfacing

The most cost effective way of building bike lanes and adding pedestrian friendly features to roads is to do it when roads are reconstructed or resurfaced. Toronto spends millions of dollars every year reconstructing and resurfacing roads and most of these are done without making changes to the cycling and pedestrian environment. This is a missed opportunity. Every road reconstruction and resurfacing project and new road construction should incorporate design features that will improve conditions for cyclists and pedestrians.

More info: [T-CAT Platform: Integrate - Road Reconstruction](#)

Do you support a new process that will review road reconstruction and resurfacing projects, as well as development plans, to ensure that they include improvements to the active transportation infrastructure?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: More than just by empty words of the Mayor. In addition I think certain areas should have a higher quality of road – to support the roller bladders –and bicycles – especially on Toronto Islands – their process there demonstrates the empty words of Mr. Miller. They are doing a phase in – over a number of years - the worst part of the road between Center and Hanlans is disastrous – this is a tourist attraction and something that should be enhanced immediately and not built with a restrictive Works budget – but with other city budgets. They tested a bike lane idea last month that cost a million dollars and the output was zero. They have gone mad!</p>							

3. Increasing the use of cycling and walking to conduct city business

As the City of Toronto calls on its residents to make the transition to Active Transportation it should lead by example by incorporating cycling and walking into the delivery of its services. It could do this by: a) having more staff use bikes in the course of their duties such as bylaw officers, parking enforcement officers, police and other city employees b) using more bicycle and foot couriers c) improving bicycle parking facilities at city buildings to encourage staff to bike to work and residents to bike to access city programs and services.

More info: [T-CAT Platform: Lead - Increase the use of cycling and walking to conduct city business](#)

Do you support increasing the use of cycling and walking to conduct city business and to access city programs and services?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: There should be a reward program for both – and let's have fun doing it. Each community can develop its own process of reward and we could even have competitions for originality, including stories about, poetry about, people I meet, etc etc. The advantages are so obvious. Takes pressure off TTC, enhances health, etc etc</p>							

Toronto is suffering from an unacceptable number of smog days during which the air is dangerously polluted, and Toronto Public Health reports that motorized transportation sources are a major local source of air pollution. Cities around the world have started to experiment with closing streets to motorized traffic on days when their air quality deteriorates. The City of Toronto should begin a study of the feasibility and potential positive health impact of instituting "clean air corridors" in Toronto on smog days, streets where motorized vehicles are restricted in order to provide citizens with travel routes where the air is cleaner and safer to breathe.

More Info: [T-CAT Platform: Protect - Explore 'Creation of Clean Air Corridors'](#)

Do you support directing Toronto Public Health and Transportation Services to investigate the health benefits and potential routes for clean air corridors?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: While I support this it is based on what I consider faulty thinking – it assumes we are not going to eliminate the smog. I would consider using this energy to encourage other uses of technology – penalize those not driving hybrid cars for example – encourage electric vehicles – but this has to be done with larger thinking – what you are proposing is an interim solution and I would rather think larger than a feasibility study like this. Bonus for walkers, bicycle users etc</p>							

Walking

5. Developing the Pedestrian Master Plan

The city of Toronto has embarked a Pedestrian Master Plan to be developed by 2008. Ideally, this plan should address the pedestrian-related work of all city departments, and provide an ambitious, groundbreaking and detailed blueprint for creating a city that is a joy to walk in throughout its length and breadth.

More info: [TCAT platform – Lead – "Pedestrian Plan"](#)

Do you support the development of a Pedestrian Master Plan for the City of Toronto?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: I would want the plan to have benefits built into it – and the concepts do not have to wait until 2008. We can do better building on what has already been learned.</p>							

6. Coordinating pedestrian issues across divisions

Pedestrians are affected by and affect the work of almost all branches of the city government: Transportation, Planning, Parks and Forestry, Health, Licensing and Standards, Police Services, the TTC, social housing, culture, and tourism. Yet there currently exists no mechanism for coordinating the pedestrian-related work of these various divisions, which means that moving forward any kind of complex pedestrian initiative is very difficult. The city needs to establish a strong system for coordinating and leading pedestrian initiatives across city divisions.

More info: [TCAT platform – Lead – "Pedestrian Plan"](#)

Do you support the creation of a mechanism for coordinating pedestrian issues across City divisions?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: Yes. This will be approached with new thinking models that we are encouraging at City Hall – It is called Integrative thinking and is taught at the leading Business schools in the Country – Rotmans. The model includes the following aspects – Saliency, Causality, Sequencing and resolution. I trust we will be using this in your strategy for moving forward</p>							

such a way that, between them, they leave little space for pedestrians to pass. These obstacles can include A-frame advertising boards, street patios, transit shelters and other street furniture. Such blockages are in contravention of the city's accessibility guidelines, and often in contravention of bylaws, which are not enforced. The Harbord Village Resident's Association has proposed a "clearway" concept where street furniture would be placed in such a way to allow an accessible, clear passage for pedestrians, and that bylaws governing sidewalk obstacles would be systematically enforced.

More info: [TCAT Platform – Protect – “Improve bylaw enforcement”](#)

Do you support the establishment of “clearways” for pedestrians on sidewalks?

Strongly support		Somewhat support	<input checked="" type="checkbox"/>	Somewhat oppose		Strongly oppose	
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Comments: I am less aggressive in my support of by-laws with the existing mentality of our enforcement officers. However if we understand that as a problem and the enforcement is done in a good way – “golden rule” treat others as you would like to be treated I would more strongly support this initiative. I truly have difficulty when by-laws are enforced with ignorance and not reasonableness.

8. Improving pedestrian crosswalks

The city has developed a Crosswalk Improvement Program to make crosswalks on major and minor arterial roads safer, and convert dangerous ones into traffic signals. The combined cost of major and minor arterials will be \$10.2 million dollars over four years.

More info: [City of Toronto – Pedestrian Review Proposal \(Major Arterials\)](#) (PDF) and [City of Toronto – Pedestrian Crossover Review \(Minor Arterials\)](#) (PDF)

Do you support the completion of the Crosswalk Improvement Program within four years?

Strongly support		Somewhat support		Somewhat oppose	<input checked="" type="checkbox"/>	Strongly oppose	
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Comments: I would need more information than is provided and have these considerations be more of a local issue. I would want an education program developed and implemented on use of the Cross walks. Most people do not use cross – walks properly – this is a matter of education – I think we could save much of the money with a proper education program in the schools as part of an overall education in social and civic responsibility. I would look to the Police budget for those funds rather than works.

9. Maintaining sidewalks to an adequate standard

Sidewalk maintenance in Toronto has fallen far behind schedule because of budget cuts. Crumbling sidewalks are not just an issue of aesthetics – they reduce accessibility, are a danger to public health, and discourage walking as a form of transportation. The city needs to direct the necessary budgetary resources to sidewalk maintenance to get it back on a reasonable schedule.

More info: [TCAT Platform – Integrate – “Improve maintenance”](#)

Do you support directing additional budgetary resources to eliminate the backlog in sidewalk maintenance?

Strongly support		Somewhat support	<input checked="" type="checkbox"/>	Somewhat oppose		Strongly oppose	
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Comments: the problem of maintenance is a problem that has to do with standards when we build our sidewalks and roads. So I would recommend a combined approach to higher standards when we build, and a reward system for the contractors that maintain what they build. The way it is now – we have an ongoing make work program for works and their standards are not up to scratch – you just have to see what they have done to the Toronto Islands to recognize their lack of thinking. It may be easier there because we have little traffic and the roads still wear out and have to be repaired too often. The

The Civic Improvement Program, managed by the Urban Design Group of Planning, makes significant and visible improvements to the pedestrian environment by expanding, designing and beautifying public spaces. Unfortunately, because its funding is limited, it can only work on a fraction of the potential projects it identifies. If the city is to achieve its goal of becoming a beautiful city that draws pedestrians onto its streets, the work of the Civic Improvement Program must be greatly expanded. TCAT recommends increasing the budget by \$400,000 a year over four years, allowing the program to work on two additional projects a year.

More info: [City of Toronto – Civic Improvement Program](#)

Do you support increasing the budget of the Civic Improvement Program by \$400,000 a year over four years?

Strongly support		Somewhat support	<input checked="" type="checkbox"/>	Somewhat oppose		Strongly oppose	
Comments: need to know more. To have 2 projects a year – or 20? What is the criteria for the decision making. What is the timelines involved? Why are we thinking so limited with change. Are we intending to be a world class city or should we continue to think with poverty consciousness?							

11. Increasing pedestrian unit staffing

The Transportation Division currently only devotes one full-time staff position and half of a managerial position to pedestrians. As a result, those pedestrian initiatives that the city begins are often delayed for years in their execution because of a lack of available staff time and expertise. If Toronto is to make walking an essential part of its transportation policy, as indicated in the official plan and envisaged in the Pedestrian Plan project, then it must provide the requisite staff resources.

More info: [TCAT platform – Build – “Increase staff resources”](#)

Do you support increasing the number of full-time staff positions dedicated to pedestrian projects?

Strongly support		Somewhat support		Somewhat oppose	<input checked="" type="checkbox"/>	Strongly oppose	
Comments: This should and should be done with more resources for sure – but not from City budgets – rather they should come from other budgets that are already being spent. Consider TTC and the Police budgets for these positions. Of course this has to be done with a view to making the whole city work better and should not be considered a make work project. I think to have one person for the whole city for anything is a bad joke – including the Mayor. The Mayor works with Council and this is how our City should work – co-operatively – not the old way where you have councilors yelling at each other because both are not doing their job.							

Cycling

12. Streamlining the Bike Lane Approval Process

One of the issues holding up the construction of the Bikeway Network is the lack of an effective bike lane approval process. In 2005 only 1 km of bike lane was built even though 16 km were proposed. In 2006 only 6 km of the 30 kms of funded projects were approved. Councillor support is crucial to ensure bike lanes are built in the year that they are proposed for construction by city staff. Councillors need to expedite the bike lane approval process by consulting with all stakeholders in a timely manner and still ensuring bike lanes go through the Council approvals without delay.

More info: [T-CAT Platform: Integrate - Bike lane approval process](#)

Do you support a new streamlined bike lane approval process that will ensure bike lanes are constructed in the year proposed for their implementation by city staff?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support		Somewhat oppose		Strongly oppose	
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in Toronto / City and Provincial – the City roads we could delegate to the local committees and the Provincial ones Stay with the City Council. I probably need to learn more of the obstacles to the process but I do not believe City Council should be bothered with this kind of decision. What does the councilor in North York know or care about a road on the Islands - obviously none of the councilors give a damn for the Islands.

Active transportation is crucial link in any public transit system. If people can't comfortably and safely walk or cycle to the bus or subway they won't take public transit. Combining cycling and transit can increase ridership by making transit more accessible and effective for people giving them door-to-door convenience. This can be done by funding the expansion of the bus bike rack project to all TTC routes by 2010, installing a full Bike Station that includes supervised bike parking and change facilities at Union Station as part of its reconstruction and by providing enhanced bike parking such as bike lockers or bike stations at *all* TTC subway stations and transit hubs by 2010.

More info: [T-CAT Platform: Build links between cycling and transit](#)

Do you support funding the following programs to build links between cycling and transit?

-Funding the expansion of the bus bike rack project to all TTC routes by 2010

-Providing enhanced Bike Parking or Bike Stations at all TTC subway stations and transit hubs by 2010

-Installing a full Bike Station that includes supervised bike parking, change facilities and other services at Union Station as part of its reconstruction.

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments: My support here is qualified. I would like to know why we do not engage in a free bicycle supply at all major areas (subways) large buildings – and instead of having to fund security features we supply bicycles sufficient – according to a demand use consideration – where by bicycles carry advertising and advertisers pick up the incremental costs. I do not envision developing savings here but it would create an interesting dynamic in each community. Put the ad licensing up for bids. I think it might be an interesting model that I have heard about in other cities.</p>							

14. Improving road maintenance in curb lanes and bike lanes

Cycling is a year-round mode of transportation. The hazards that cyclists face on the road vary according to the season. In the spring potholes in the road make navigating bike lanes and the curb lane tricky, in the summer and fall it is dirt and debris that accumulate along the curb, in the winter snow piles up in the bike lanes. The City of Toronto needs to give priority to routine maintenance in the bike lanes and curb lanes of the road where cyclists ride.

More info: [T-CAT Platform: Integrate - Improve Maintenance](#)

Do you support prioritizing routine maintenance in high volume cycling corridors such as road patching, street cleaning and snow removal from bike lanes?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
<p>Comments:</p>							

15. Promoting cycling as safe, sustainable transportation

The Toronto Bike Plan in 2001 recommended several new programs to promote cycling and provide cycling education and safety programs to cyclists. However, City Council has not yet increased the budget for these programs. The *Toronto Bike Plan 3 year Implementation Strategy* report (2005) stated that a doubling of staff was needed to implement the programs recommended. To do this would require adding \$270,000 to the Planning Division's cycling programs budget.

More Info: [T-CAT Platform: Promote - Increase funding for cycling safety, education and promotion programs](#)

Do you support doubling the funding for the Cycling Safety Education and Promotion programs offered by the City of Toronto by adding \$270,000 to that budget?

Strongly support	<input type="checkbox"/>	Somewhat support	<input checked="" type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
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how do we make the job delivery more effective? Shudder shudder – the Unions will not approve. – well the Unions are going to have to look at the problems deeper and learn integrative thinking themselves – with a rewards program for how they achieve this. They do not like to do anything that is not in their contract.

In 1988 the Regional Coroner published a report on Cycling Fatalities in Toronto. It made a number of recommendations to improve the safety of cyclists most of which have yet to be implemented. Some of these require the cooperation of the Federal and Provincial governments but others are under the jurisdiction of the City. The Mayor and Councillors need to ensure that the city implements these recommendations. They also need to demand that the province and federal governments follow up on the recommendations that apply to them.

More Info: [T-CAT Platform: Protect - Implement recommendations of Coroner's Report](#)

Do you support implementing the recommendations of the Regional Coroner's Report on Cycling Fatalities in Toronto (1998) that apply to the City of Toronto and working with the Provincial and Federal Governments to ensure that they do the same?

Strongly support	<input checked="" type="checkbox"/>	Somewhat support	<input type="checkbox"/>	Somewhat oppose	<input type="checkbox"/>	Strongly oppose	<input type="checkbox"/>
Comments: Why is this a question? How long does it take for a city to wake up?							

17. Increasing funding to build the Bikeway Network:

Construction of the Bikeway network has lagged well behind the schedule set out in the Toronto Bike Plan. Part of the reason is that capital funding has been less than half of what was recommended in the Bike Plan. The *Toronto Bike Plan 3 Year Implementation Strategy* that was presented to Works Committee in August 2005 sets out a budget plan to get the Bikeway Network construction back on track. To see the bike plan implemented Council needs to approve these budget amounts and ensure that the requisite staff are in place to work on implementing these projects.

More info: [T-CAT Platform: Build the Bikeway Network](#)

Do you support adding 285 kilometers to the Bikeway Network by 2010 by supporting the budgets outlined below?

Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
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	Transportation Services		Parks Forestry and Recreation			
Year	Km	Cycling Infrastructure (millions)	Km	Bikeway Network Expansion	Trails and Pathways State of Good Repair Bikeway Network**	PF&R Total (millions)
2007	35	\$6.0*	8	\$845,000	\$655,000	\$1.50
2008	60	\$6.2*	8	\$895,000	\$655,000	\$1.55
2009	68	\$7.8	9	\$990,000	\$610,000	\$1.60
2010	72	\$9.2	10	\$810,000	\$790,000	\$1.65

*Toronto Bike Plan - 3 year implementation Strategy (2005) recommendation

**State of Good Repair trail upgrades

If "No" What level of funding would you support? (indicate in the table below)

	Transportation Services		Parks Forestry and Recreation			
Year	Km	Cycling Infrastructure (millions)	Km	Bikeway Network Expansion	Trails and Pathways State of Good Repair Bikeway Network**	PF&R Total (millions)
2007						
2008						

The Toronto Bike Plan recommends increasing the level of funding available for building cycling infrastructure. This will require a corresponding increase in the level of staff time to plan, design and implement these projects. Part of the reason that there has been a backlog of bike lane projects is the shortage of staff to work on them. To get these projects back on track the City of Toronto needs to dedicate more staff to building the Bikeway Network.

More info: [T-CAT Platform: Build - Increase staffing](#)

Do you support increasing the number of staff working on planning designing and implementing cycling infrastructure by:

- ***adding 4 staff to the Transportation Services division to work on cycling infrastructure.***
- ***adding a senior position of Cycling and Pathways Planner to the Parks Forestry and Recreation Division***

Strongly support		Somewhat support	x	Somewhat oppose		Strongly oppose	
<p>Comments: I think you need to do this differently. I would rather ask the question. What is the vision of the future – look at the GO green initiative and how do we implement the vision. This piecemeal approach – while politically expedient is not the way I would like to see things happen. Make a decision on how we would like it to be – and then in the words of Mr. Picard – Make it so.</p>							

19. Eliminate delays in building the Bikeway Network

Active Transportation requires a network of bike lanes and paths that span the city. To enable this to happen each bike lane project should be approved and built in the year that it is proposed for construction by city staff. Transportation Services staff have proposed projects for 2007 and 2008. Projects for 2009 and 2010 have not been determined yet. There is still a backlog of projects proposed for 2005 and 2006. If the backlog of projects is to be cleared up and the future projects are to be built on time the Mayor will have to play a leadership role to ensure that the issues plaguing the implementation of the Bikeway Network, as recommended in the Toronto Bike Plan, are resolved.

More info: [TCAT – Bikeway Network projects by Ward](#)

How will you show leadership and what measures will you take over the next 4 years to deal with the delays plaguing the implementation of the Bike Plan to ensure that the bike lanes proposed over the next 4 years go through the approval process and are constructed on time?

This is a local community decision process. Those communities that want this enhancement – let them have it quickly – not tied up in bureaucratic process.

Many of the ideas that have budgets attached are cross linked to TTC and Police. There may be others that have concerns. Bring all the parties together, agree on the larger vision – and then go into an implementation strategy that is not time for delays.

First salience, then causality, then sequencing then resolution. Integrative Thinking works well here.

Working backwards – what is it we want to have – the future Vision / what are the processes for achieving same – then let's do it.

Toronto should not be limited by the mindsets of the past but rather we should Go for Gold – excellence.

How we think about the solution is how it gets resolved not because of bureaucrats playing politics.

How many roads can you build with a broom? Or empty words?

Note I have not answered question 17. I think a larger position should be adopted. If the Islands is any indication I think the islands should be fixed up immediately and any budget that has been allocated there should come from the Tourism budget and take the

Current island allocation and give it all to the City NOW to catch up on backlog. This would do two things – it would show the City how the islanders care about the city and it would show the Tourists how we care for them. I talked with a woman the other day who comes in from Bowmanville with her two children to roller blade here. The children complained about the quality of the roads. That is why they had to go home early. I asked them to write a letter to the Parks department. We will see if we can wake up Parks to do the right thing on the island. They fixed up the Disc Golf this year after many years and now our World Class Disc Golf course is even better – major tournaments will look to come here – some of these guys make as much as \$50k per year – and their industry is growing. Roller blading and skateboarding could be enhanced as well. But the roads need to be done first and the existing process does not work for any one. Is the rest of the city the same? Most likely.

Please enter the relevant information for your campaign, which will be posted on the [TCAT website](#) with your answers to the survey.

Candidate for Ward : for Mayor Go FOR GOLD _____

Candidate Name: Mitch Gold _____

Campaign contact person: Mitch GOLD _____

Campaign Phone Number: 416-924-4449 _____

E-mail address: mgold@homeplanet.org _____

Web Site URL: www.homeplanet.org _____

Campaign Office Address: 2 Bloor St West 100-209 Toronto ON M4w 3E2

G Wall & Assoc 34 Huntley St M4L2L1 _____