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City of London  
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**RE: 4.4 - Mode Share Targets**

Dear Mayor and Councillors,

We strongly urge you to adopt mode share **option 3, as a bare minimum** as a higher target would be more consistent with the many objectives and desirable outcomes we detail below. The mode share target is a 2050 target that will shape the way the City grows far beyond the next 25 years as it sets the foundational development patterns. It means that in 2050, 65% of trips are still in a personal vehicle (50% personal vehicle and 15% passenger). Based on a projected population increase to 675,000 residents, that will mean about 100,000 more vehicles on the road than today. We need to decrease vehicle use, not increase it.

**Foundational item to reduce GHG emissions** - Personal use vehicles are the number one source of GHG emissions in the City. Establishing a more aggressive target is key to meeting the CEAP targets.

**Walk Score / Walkable Neighbourhoods** - As noted in the National Climate League Standings, London ranks poorly in walkability according to WalkScore. More aggressive targets for walkability increase liveability for residents and make London more attractive for young professionals.

**Air Quality** - Even in light of continued adoption of EVs, use of Internal Combustion Engine vehicles will still dominate for decades. Gasoline and diesel exhaust fumes contain a number of dangerous pollutants, including particulate matter, volatile organic compounds (VOCs), nitrogen oxides and carbon monoxide. Getting a greater percentage of people out of their vehicles will improve health outcomes for all Londoners.

**Equity / Mobility Poverty** - Many Londoners cannot afford a personal vehicle. Not prioritising transit and active modes of transportation will leave many unable to get to places of work or education.

**Economic Growth** - A key element to continued economic growth is getting all Londoners to their places of employment and creating a City that will attract or retain young professionals. Graduates from post secondary institutions have greater expectations that cities are more walkable and easier to navigate without a vehicle.

**Primary Transit Area & Transit Corridors / Transit Hubs / Rapid Transit** - London has invested significant funds on primary transit areas, rapid transit infrastructure, intensification along transit corridors and secondary plans around transit hubs. For these investments to be effective uses of taxpayer's dollars, the entire City transportation growth plan should be consistent with these plans which would require an aggressive mode share target.

**City's Financial Future** - A low or moderate mode share target for transit, cycling and walking is to continue the status quo which includes many additional infrastructure costs not paid for via development fees. A more aggressive mode share target for 2050 will have long term benefits for the financial sustainability of London.

We view the many co-benefits of establishing a higher mode share target as an important **investment that will benefit London for years**. London is at a critical inflection point and must invest in the infrastructure and services that will support affordability and continue to allow economic prosperity while striving to be one of the greenest cities in Canada.

On Behalf of Climate Action London

Bob Morrison  
Mary Ann Hodge