

## **For Our Kids Montreal Submission to the**

### **Public Consultation on the Montréal PUM 2050: Plan d'Urbanisme et de Mobilité**

#### **Introduction**

We are a group of families working together for climate justice in Tiohtià:ke (Montréal). We are parents and grandparents who work together at the municipal, provincial, federal and international level to ensure a safe, healthy and just world for our children. In the context of this public consultation on a circular economy for the City of Montreal, we also come to you as consumers, clients, customers, taxpayers and managers of our homes and families.

#### **Our Support**

Un plan de transport public peut avoir un impact significatif sur notre santé et celle de nos enfants. Lorsque nous produisons une tonne de GES (gaz à effet de serre) dans les transports publics, nous évitons 20 tonnes que nous aurions produites en utilisant d'autres formes de transport. Le transport par voiture et par camion est également la principale responsable des particules fines qui augmentent la mortalité et les maladies chez les bébés, les enfants et les adultes, et l'utilisation des transports publics permet également de réduire considérablement ce polluant.

Nous nous félicitons de l'accent mis sur l'amélioration de l'efficacité et de la disponibilité des transports publics. Nous aimerions que les étudiants bénéficient de la gratuité des transports en commun afin qu'ils soient formés à utiliser les transports publics plutôt qu'une voiture dès le début de leur vie. Nous aimerions voir plus d'informations dans les lieux publics sur les avantages de la réduction des émissions pour la santé de nos enfants et de notre planète.

A public transport plan can significantly impact our health and the health of our children. When we produce 1 ton of GHG (planet warming gases) in public transport, we avoid 20 tons that we would have created using other forms of transport. Car and truck transport is also the main cause of fine particulate matter that increases death and illness in babies, childrens and adults and this pollutant is also greatly decreased by the use of public transport.

In addition, the development of safer bike paths and pedestrian sidewalks encourages active transport which has no emission of global warming gases and improves overall health and quality of life.

### **Our Suggestions**

We applaud the focus on improvement of efficiency and availability of public transport.

We would like to see:

- **Free transit for students** so they are trained to use public transport, instead of a car, early in life to help them prepare for a transition away from cars and decrease emissions in the city;
- **Rental cargo bikes for families** from Bixi, to encourage families to take active transport. Many cargo bikes are very expensive, and out of reach to mid- to lower-income families. Providing a rental service would encourage families to use other modes of transport outside of the car.
- **More information in public areas** regarding the benefits of lower emissions on the health of our children and on our planet.
- **A more aggressive approach to managing bike theft:** theft has risen by 18% year-on-year in the city, which may discourage Montreal residents from relying on bikes as a major form of transport.

- **A continued commitment to expanding the city’s metro system:** While it is imperative to continue to provide and expand infrastructure for active transport (biking, walking, skating, skiing), our metro system remains a valuable and indispensable tool for moving all residents around the city, particularly those who may be disabled or unable to participate in active transport. The metro is critical to attaining Montreal’s carbon-neutral ambitions, and while it can be difficult to secure funding, we wholeheartedly encourage the city to continue its metro-building and -maintenance efforts to ensure Montreal retains its accessible, low-carbon public transit system.
- **Increased focus on cracking down on dangerous driving:** The SPVM has increased the number of tickets handed out for dangerous driving in 2024, with the number growing by nearly 100% year-on-year. Dangerous drivers are imperiling pedestrians, which frequently include children; cyclists, who are forced to share many roads with erratic drivers; and other users of active transport (skateboarders, runners, etc).
- **Limit the expansion of the airport:** Montreal should be mindful of the increased greenhouse gas emissions and noise pollution that would result from any expansion of Pierre Elliot Trudeau Airport, and ensure that any action taken by PET is in full compliance with Montreal’s plans to be carbon-neutral by 2050.

We applaud the city’s commitment to increasing density, as urban density leads to less energy use (vehicles have less need to go farther distances) and fewer greenhouse gases.

However, increasing density must be done in a mindful, intentional way, so as to maintain and improve Montreal residents’ quality of life.

In this vein, we would like to see:

- **Favouring the construction of buildings between 4 and 6 storeys high,** as opposed to high-rise skyscrapers, which will allow residents to continue strengthening their communities and interacting with all residents and resident children;

- Ensuring that with the construction of much-needed additional housing, the City of Montreal makes certain that **green spaces** (local parks, larger area parks, gardens, and green ruelles) are plentiful and within easy access to local residents;
- The City of Montreal can **plant fruit trees** throughout the city, both to provide shade and sustenance to local residents;
- Children can also benefit from **the inclusion of indoor play spaces** where they can gather during Montreal's long and cold winters;
- **Creating plenty space for bike and active transport-related parking**, to both encourage greater adoption of active transport and discourage the use of cars. This will have the double impact of decreasing emissions while also increasing safety for our children;

We at For Our Kids/Pour Nos Enfants also support the city's aim in both reducing the environmental impact of buildings and infrastructure as well as reinforcing these structures, which will be necessary as the formidable impacts of climate change (extreme heat, increased intense storms, rising rates of flooding, etc) become more frequent.

**Requiring new buildings to have a minimum amount of bike parking:** We applaud the city for eliminating minimum car-parking space requirements for both residential and commercial buildings. However, we believe it is imperative to include a requirement to provide adequate bicycle parking that is protected from the elements (and includes an overhang). Given the difficulty in securing bikes from theft and weather challenges, we

believe a requirement to provide bike parking will greatly increase Montrealers' likelihood in choosing cycling as a form of active transport.

**Requiring new buildings to have access to showering facilities:** As important as it is to have a safe, protected area in which to store bikes, it is equally important to have access to safe and clean showering facilities to encourage more residents to opt for bike travel.

Thank you very much for taking the time to read through our commentary, and I look forward to meeting you when we present on October 1.

Merci,

Jax Jacobsen, on behalf of For Our Kids/Pour Nos Enfants