



CHANGING GEARS

TORONTO FOR CYCLISTS

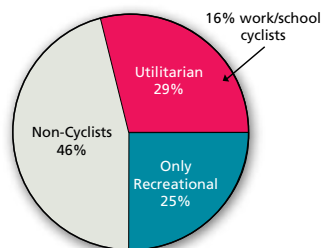
You can see it. You can sense it.

More and more people are cycling.

Whether it's a trip to the grocery store, commuting to work or spending a day on the trails with the whole family, more people are cycling in Toronto than ever before.

More than half of all adults in Toronto are cyclists. Over half of these cyclists use their bicycles for practical purposes – for work, school, shopping and other errands. The 2009 Toronto Cycling Study shows that bike commuters are also riding more often and for longer distances than they did 10 years ago.

Toronto Residents by Cycling Activity, 2009



Thirty-six percent of residents in the central core of the city are cycling for practical day-to-day purposes. However, practical cycling is no longer just a "downtown" activity. In fact, the greatest growth over the past decade has been in Etobicoke-York, North York and Scarborough.

Percentage of Toronto residents who are practical cyclists, by district

	1999	Growth	2009
Etobicoke-York	15%	11%	26%
North York	11%	14%	25%
Scarborough	14%	8%	22%
Toronto-East York	30%	6%	36%



A majority of adults in Toronto are now cyclists. 54% of Toronto adults are cyclists, up from 48% in 1999.

We've come a long way...

The Toronto Bike Plan, adopted by City Council in 2001, sets out an ambitious agenda for making Toronto a great city for cycling. Over the years, our city has made great strides including...

Toronto Bike Plan Achievements

- The Bikeway Network (bike paths, bike lanes and routes) has expanded from 166 km in 2001 to 418 km in 2009.
- There are over 16,000 post-and-ring bicycle racks installed city-wide – more than any other North American city.
- Toronto's first Bicycle Station, a high-security bicycle parking facility, opened at Union Station in 2009.
- The new zoning-by-law and bicycle parking guidelines for developers will ensure that all new buildings provide secure bicycle parking.
- 85% of TTC bus routes have been equipped with bike racks.
- Every year, 150,000 cycling maps are distributed free of charge.
- Toronto's ground-breaking study of bicycle/motor-vehicle collisions is being used to support safety programs and infrastructure improvements.
- Award winning Kids CAN-BIKE Camps teach young people to ride their bikes safely on city streets.
- More Toronto staff are using bicycles as part of their jobs. Police Officers, By-law inspectors, EMS staff, parks and transportation staff use bikes with the support of the employee CAN-BIKE training program.
- Bike Month celebrates Toronto's cycling culture with more than 100 City and community-led events each spring.
- Bicycle Friendly Business Awards have been awarded to 56 businesses.
- The Martin Goodman Waterfront Trail has been upgraded substantially and is now being cleared of snow in winter.



That was a good start. Now, it's time to **change gears** to focus on Toronto's new cycling priorities.

The City of Toronto has committed more than \$100 million to cycling infrastructure over the next 10 years.

Toronto's Priorities for Changing Gears into the future.

- 1 Connecting the Bikeway Trails:
Taking it off-road
- 2 Completing the Downtown Bikeways:
Building a solid core
- 3 Providing Secure Bicycle Parking Options:
Protecting your bicycle
- 4 Launching a Public Bicycle Program:
Making cycling more convenient
- 5 Research & Data to Guide Investments in Cycling:
Making the business case
- 6 Engaging Communities to Support Cycling:
Building successful programs together
- 7 Training Cyclists and Drivers:
Improving safety for all road users

More than 65% of Toronto households own at least one bicycle.



Connecting the Bikeway Trails: Taking it off-road

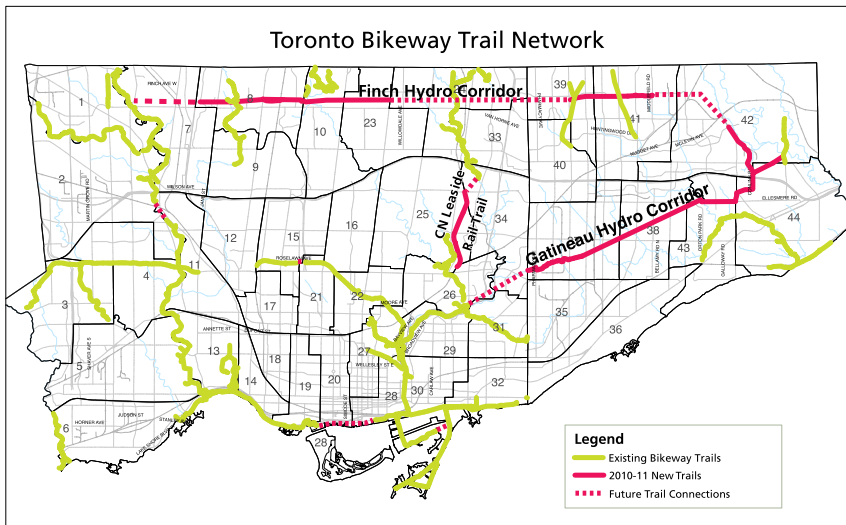
Toronto cyclists identified exercise and health as the most important reason for cycling. And what could be more enjoyable (and good exercise) than riding along Toronto's waterfront or the cool, shady ravine trails? Our city has more than 160 km of bikeway trails which are an integral part of the bikeway network.

Over the next few years, Toronto will continue to build the most ambitious bikeway trail expansion in our history. The Martin Goodman Trail along the waterfront is being upgraded and an exciting new trail along Queen's Quay will connect the network in the central section. More than 30 km of new bikeway trails will be constructed in the Gattineau and Finch hydro corridors across North York and Scarborough.

In addition, the new CN Leaside Rail Trail will begin to close the gap in the Don Trail system to connect the Waterfront to Steeles Avenue, which will form part of the bikeway that Toronto and York Region are planning to connect Lake Ontario to Lake Simcoe.

In addition to being a great place to enjoy Toronto's green spaces and natural features, the bikeway trails are a safe place for families to cycle together and to develop the skills and comfort level necessary to venture onto the on-street bikeways. The trails will also serve a very practical function – by providing direct access for students to York University and University of Toronto Scarborough Campus. And, bicycle commuters will soon be able to connect with the Yonge and Spadina subway lines and GO stations.

Most cyclists are also drivers - 81% of recreational cyclists have access to a motor vehicle compared to 67% of adult non-cyclists.



Completing the Downtown Bikeways: Building a solid core

Continuing to expand and improve the downtown bikeways is imperative for the comfort and safety of cyclists.

Many of the downtown bikeways recommended in the Bike Plan have already been installed. As a result, the City will be focusing on linking these bikeways into a fully connected network and expanding bikeways beyond the Bike Plan's original recommendations. Although 72% of Toronto residents feel that there has been an improvement in the overall quality of cycling routes and facilities over the last 10 years, they have also told us they want more bikeways.

Key goals for the downtown include:

- Completing the downtown bikeways;
- Installing new bikeway designs like bike boxes, conflict zone markings and sharrows (shared-lane markings); and
- An Environmental Assessment Study for a bikeway along the Bloor-Danforth corridor.

On-street bicycle lanes and routes will continue to be expanded outside the central area as well. Special emphasis will be placed on connecting on-street bikeways and off-road trails to create continuous, uninterrupted routes throughout the city.

More than 90% of cyclists and 84% of non-cyclists said more bicycle lanes on-street would improve cycling in Toronto.



Providing Secure Bicycle Parking Options: Protecting your bicycle

Storing your bike in a secure location is as important as having a safe bikeway network to take you to and from your destination.

The Toronto post-and-ring bike parking program has been a leader in North America for more than 25 years.

More than 16,000 of our popular post-and-ring racks are available for cyclists in the city.

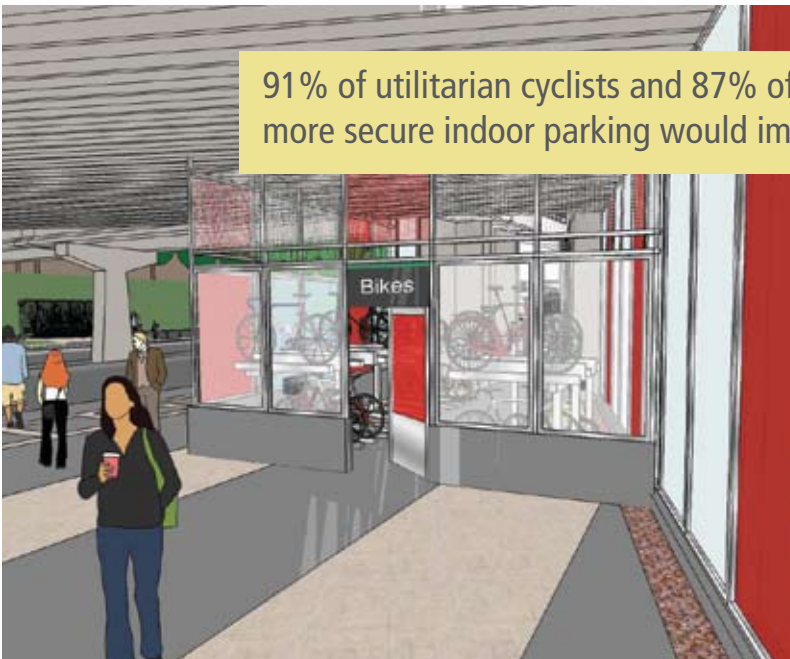
While post-and-rings are great for short term parking, nine out of ten cyclists have told us that more secure indoor parking would improve their cycling experience in Toronto. And 74% of utilitarian cyclists say they would combine cycling and public transit more often if secure bicycle

parking was provided at subway stations. This inter-connecting travel experience is at the heart of meeting the needs of commuting cyclists.

Following on the success of Toronto's first Bicycle Station at Union Station, several more high-security bicycle parking facilities will be constructed over the next few years, including:

- Victoria Park and Pape Subway Stations - opening in 2010;
- Nathan Phillips Square - opening in 2011; and
- New bicycle stations along the Spadina Subway extension to York Region.

91% of utilitarian cyclists and 87% of recreational cyclists say that more secure indoor parking would improve cycling in Toronto.



Launching a Public Bicycle Program: Making cycling more convenient

Imagine if you could step out of the subway station, use your membership card to unlock a public bicycle, ride it to your destination and park it at a conveniently located bicycle docking station. All for the low price of an annual membership or monthly pass. No worries about parking, bike repairs or bike theft.

That's the theory behind the public bicycle program.

Plans are underway to launch a public bicycle program in Toronto in 2011. With a small annual fee, members will have unlimited access to the fleet of bicycles. There is no charge for the first 30 minutes of a trip. A modest rental fee would be charged for any trip longer than 30 minutes.

Pick up a bicycle at any bicycle docking station and drop it off at the station closest to your destination. Tourists and non-members can purchase a day pass on-line or at any of the bicycle docking stations.

The bicycle parking stations will be spaced closely together, generally no more than 250-300 metres apart, to provide maximum convenience for users. The public bicycles will be deployed across Toronto's central area and the number of bicycles and bicycle docking stations will be expanded on a year-by-year basis, depending on customer demand. The program will make it even more convenient to make those short trips on a bicycle.




Cyclists are well educated - more than 84% have completed post-secondary education.

Research & Data to Guide Investments in Cycling: Making the business case

For cycling to continue to play a major role in our overall transportation plan, we need to determine what the future needs will be and then plan for those needs. Collecting data and researching cycling behaviours will help guide decisions to deliver the City's cycling infrastructure, services and programs more effectively, encouraging new bicycle trips and reducing collisions.

Some of these research activities include:

- Bicycle traffic count program to monitor variations in ridership levels on the bikeway network during different times of the day, week, month, and year;
- Regular surveys of Toronto residents to understand trends in cycling activity and attitudes towards cycling in the city;
- Analysis of Census Canada data, the Transportation Tomorrow Survey, and other available data, to monitor bicycle ridership levels and trends at both the city-wide and the census tract level;
- Regular analysis of bicycle collision data; and
- A survey about cycling behaviours, repeated every four years, to collect data on cycling activity and attitudes that can be used for multi-year analysis.



Cyclists are twice as likely to have a household income greater than \$100,000 than non cyclists - 30% vs. 14%.

Engaging Communities to Support Cycling: Building successful programs together

Public consultation and community involvement are essential in order to improve cycling in Toronto.

Residents have the practical local knowledge of what kind of cycling networks would work best in their own neighbourhoods, and what is required to make the city a great place to ride. By sharing information, experiences and working together, we will be able to not only fine tune projects, but also provide direction for cycling in Toronto. The City will encourage and support ward-based cycling groups to provide input on local improvements that will make cycling safer and more comfortable in their neighbourhoods.

The City has expanded its communications efforts to include social media and e-updates. RSS news feeds are now available for cyclists to receive updates on their mobile devices. Some events have also been publicized using social media sites such as Facebook, and the City even has an official Youtube channel playlist for cycling.

Cyclometer, a monthly e-newsletter published by Transportation Services, will continue to enable subscribers to receive notices of public meetings and updates about current cycling projects and issues. Making information more accessible will encourage more people to participate and have a say in the cycling issues they care about.



Awareness of the cycling infrastructure is growing. The percentage of Toronto residents who can identify how close they are to the nearest bike lanes has increased from 56% to 87%.

toronto.ca/cycling

is your portal to information about bikeways, bicycle parking, cycling programs and more.

Training Cyclists and Drivers: Improving safety for all road users

The number of people riding their bikes is increasing every year, and while the numbers of riders has increased, the number of bicycle-motor vehicle collisions has not. New bike lanes, sharrows, bike boxes and pavement treatments all contribute to providing a safer environment for the growing number of cyclists using city streets. Cycling safety and education programs complement the expanding cycling infrastructure, and are an important part of the City's effort to make the road safer for all of us. The City provides education through the CAN-BIKE training program offered at Recreation Centres in Toronto.



New Courses for 2010

- **One-Day Urban Cycling Course for Downtown Cyclists**

Have you been squeezed off the road, scared by a suddenly opened car door or found yourself stuck in a tight spot in traffic? Under the guidance of our expert instructors, you will learn to see the dynamics of urban traffic flow in a new way, sharpen your bike-handling skills and improve your confidence to tackle the most challenging urban routes on two wheels.

- **Safety Workshop for Drivers, Cyclists and Pedestrians**

This two-hour in-class workshop presents road safety information from a cycling perspective and helps you to make decisions in all kinds of real-life traffic situations, whether you're driving, cycling or walking.

- **Kids Course and Camps**

Learning to ride a bike as a child allows a young person to increase their mobility and have fun. For parents comes the worry: "Do my kids know how to ride safely?" The Kids CAN-BIKE program can turn your child into the cycling expert in the family. Register for CAN-BIKE skills training for you and your children and ride together as a family.

For more information about these new courses and the many other CAN-BIKE Courses available, please visit toronto.ca/cycling

Over 80% of Torontonians agree that there is a need for better education and training for cyclists and motorists.

toronto.ca/cycling

