

TORONTO STAFF REPORT

April 16, 2003

To: Works Committee

From: Barry H. Gutteridge, Commissioner, Works and Emergency Services

Subject: Toronto Bike Plan – Year 1 Progress Report
(All Wards)

Purpose:

To provide City Council with the first annual progress report on the implementation of the Toronto Bike Plan.

Financial Implications and Impact Statement:

There are no financial implications resulting from the adoption of this report.

Recommendation:

It is recommended that this report be received for information.

Background:

City Council, at its meeting on July 24, 25 and 26, 2001, adopted as amended Clause 3 of Report No. 8 of the Planning and Transportation Committee, “Strategic Plan for Cycling in Toronto: The Toronto Bike Plan - Shifting Gears”, which, among other things, requested the Commissioner of Works and Emergency Services:

- (a) to establish an inter-departmental Bike Plan Co-ordinating Committee to co-ordinate the implementation of the Bike Plan, in consultation with the Toronto Cycling Committee; and
- (b) to prepare annual progress reports in May to City Council, through the Toronto Cycling Committee, in consultation with the Bike Plan Co-ordinating Committee, documenting the progress of the Bike Plan.

Comments:

Introduction

The Toronto Bike Plan makes 49 recommendations for achieving the two primary goals of the plan: to double the number of bicycle trips made each year and to decrease cycling collisions and injuries.

The Bike Plan is a multi-faceted strategy involving several City departments and agencies, with primary responsibilities shared by Works and Emergency Services, Urban Development Services and Economic Development, Culture and Tourism. This first annual progress report summarizes the accomplishments of Year 1 (2002) and outlines the Bike Plan project priorities for Year 2 (2003). Full details on all new bikeway projects and cycling programs implemented in 2002 are contained in Appendix A, attached to this report. Bike Plan project details are listed in the order consistent with the Bike Plan's six key elements, as listed below:

- Bicycle Friendly Streets
- Bikeway Network
- Safety and Education
- Promotion
- Cycling and Transit
- Bicycle Parking

Establishment of Interdepartmental Bike Plan Co-ordinating Committee

The Bike Plan Co-ordinating Committee (BPCC) recommended in the Toronto Bike Plan is an integral part of the Plan's implementation strategy. The role of the BPCC is to facilitate cooperation and coordination between the City departments and agencies responsible for implementing different elements of the Bike Plan. The Co-ordinating Committee was established in 2002 and is currently comprised of staff representing:

- Pedestrian and Cycling Infrastructure, Transportation Services Division, WES
- Transportation Planning, City Planning Division, UDS
- Parks and Recreation Planning, Policy and Development Division, EDCT
- Capital Projects, Policy and Development Division, EDCT
- Central Services, Parks and Recreation Division, EDCT
- Public Health, Community and Neighbourhood Services

The BPCC is chaired by Transportation Services staff. Membership will be expanded as needed when new projects are advanced in future years.

Annual Progress Reports and Consultation Timeline

City Council, in adopting in principle the Toronto Bike Plan, recommended that annual progress reports be prepared for City Council in May each year. Following discussions by the Bike Plan Co-ordinating Committee and the Toronto Cycling Committee, it is being suggested that the reporting schedule be revised and future progress reports submitted much earlier, in the fall each year, so that they can be considered during the annual budget review process. For example, the annual progress report for Year 2 will be prepared in the fall 2003 and will summarize 2003 accomplishments and outline 2004 priorities. The following annual timeline outlines the key dates for consulting with the Cycling Committee and reporting to City Council on the Bike Plan's progress and future directions.

March/April Cycling Committee Meeting

- Confirmation of approved budgets and projects for the current year
- Begin consultation with the Cycling Committee on next year's priorities

Bike Week (Late May-early June)

- Annual Bike Plan Open House to present next year's priorities, provide progress reports on current and last year's projects

June Cycling Committee Meeting

- Endorsement of next year's priorities

September/October Cycling Committee Meeting

- Status of Bike Plan related capital and operating budget submissions
- Progress Report on current year projects and priorities for coming year

October/November Works Committee

- Submit Annual Progress Report to City Council

Toronto Bike Plan Year 1 – Key Accomplishments

The Toronto Bike Plan approved by City Council in 2001 laid out an ambitious ten year plan for improving cycling conditions in the City and encouraging cycling as an everyday mode of travel. There were several key accomplishments in the first year of the Plan's rollout and a detailed list of Bike Plan projects is contained in Appendix A.

The Bikeway Network, the largest component of the Plan, was expanded modestly in 2002, with 8 km of new bike lanes and 5 km of new and reconstructed trails. In addition, design and consultation was started on several other bikeway routes which will come on stream over the next few years. The Bikeway Network currently has 50 km of bike lanes and 135 km of trails, with 18 km of new bike lanes and 7 km of new and reconstructed trails planned for 2003.

In addition to the new bikeway projects, Works and Emergency Services has made significant progress in ensuring that bicycle friendly designs are routinely considered in the construction of new roads and the reconstruction of existing roads and bridges. For example, in 2002 bicycle lanes were included in the construction of Fort York Boulevard, between Bathurst Street and Lake Shore Boulevard West, and a new off-street trail was completed along the north side of the reconstructed Lake Shore Boulevard East, between Coxwell Avenue and Don Roadway.

Another significant achievement of Year 1 was the development of a draft provincial protocol for secondary uses within hydro corridors. The Hydro Corridors Working Group, lead by the CAO's office, worked with the province and other Ontario municipalities to establish the draft protocol, which will ultimately enable the City to pursue several important bikeway projects within active hydro corridors, as recommended by the Bike Plan.

Several bicycle safety and promotion projects were successfully carried out in Year 1, including development of a new route map for cyclists, new cycling safety campaigns and CAN-BIKE courses offered in 16 community centres across the City. An expanded Bike Week attracted 25,000 participants and featured over 80 events in all districts of the City. The Cycling News email newsletter was launched to promote the City's many cycling projects and events and currently reaches more than 1,000 subscribers monthly. Approximately 1,500 new post-and-ring bicycle stands were installed on city sidewalks and boulevards and at parks and recreation facilities.

Toronto Bike Plan Funding

On a City wide basis, funding for cycling projects has increased significantly with the adoption of the Toronto Bike Plan. Several large bikeway projects are still in the planning and design stages and will be rolled out over the next several years, subject to funding being available. The Bike Plan Co-ordinating Committee is working closely with the Cycling Committee to identify priorities among the many potential Bike Plan projects. Funding for Bike Plan projects will be reviewed each year as part of the budget review process for each of the City departments responsible for the various elements of the Plan. Future Bike Plan Progress Reports will be submitted in the fall so that they can be considered as part of the annual budget review process. The approved budget amounts for Bike Plan projects for Year 1 and Year 2 of the Bike Plan are noted below.

Approved Budgets by Department:

<u>Dept.</u>	<u>2002</u>	<u>2003</u>
WES	1,500,000	782,000
EDCT	1,300,000	615,000
UDS	108,000	150,000
Total	2,908,000	1,547,000

Approved 2003 Budget by Program Area:

Bicycle Parking	157,000	WES
Bikeway Network	1,200,000	WES/EDCT
Safety and Education	54,000	UDS
Promotion	96,000	UDS
Implementation/Monitoring	40,000	WES

Bicycle Lane Public Consultation and Notice Process

The new Ontario Municipal Act, which came into effect on January 1, 2003, no longer requires Municipalities to provide public notice of intent to pass a by-law to establish bicycle lanes, unless the proposed bicycle lane will deprive any person of the sole means of motor vehicle access to and from the person's property. Nevertheless, a consistent and accessible public consultation and notice process is important to ensure that communities affected by bicycle lanes have an opportunity to provide input on a bicycle lane proposal.

The existing consultation and notice process has been modified to ensure adequate community notice and opportunity for input. The new process consists of two stages – *Community Consultation* and *City Council Review and Decision*. The public consultation and notice process will commence after Transportation Services staff have conducted a technical assessment, prepared a draft geometric design and consulted with the affected City Councillors. A public meeting will be held in the community, in consultation with the Ward Councillor(s), for any bicycle lane proposal which has an impact on parking, traffic operations or abutting properties, after which the proposal could be modified based on community input before the draft report and geometric design are finalized. The proposal may also be abandoned in the absence of community support.

Following the Community Consultation stage and in consultation with the affected Ward Councillors, a staff report will be submitted to Community Council as a deputation item. For bicycle lanes proposed on major arterial roads, a staff report will be submitted to the Works Committee. The consultation and notice process is described in full detail in Appendix B of this report.

Conclusions:

2001 was Year 1 of the implementation of the Toronto Bike Plan, an ambitious ten year plan for making Toronto more bicycle friendly. The Plan's implementation strategy recommends an interdepartmental coordinating committee and annual progress reports to assist in keeping the Plan on track. The Bike Plan Co-ordinating Committee was established in Year 1 and has become an effective means of coordinating cycling projects (timing and budget resources) between City departments and agencies responsible for implementing different elements of the Bike Plan. On behalf of the Bike Plan Co-ordinating Committee and in consultation with the Toronto Cycling Committee, Works and Emergency Services will submit annual progress reports to the Works Committee in the fall each year, so that they can be considered during the annual

budget review process. The annual progress reports will describe in detail the accomplishments of the current year and outline priorities for the next year. The list of Year 1 projects and 2003 priorities are contained in Appendix A – Toronto Bike Plan Progress Report – Year 1 Summary.

This Bike Plan Progress Report has been prepared with the input of both the Toronto Cycling Committee and the Bike Plan Co-ordinating Committee.

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List of Attachments:

Appendix A - Toronto Bike Plan Progress Report - Year 1 Summary
Appendix B - Public Consultation and Notice Process for Bicycle Lanes

APPENDIX A
Toronto Bike Plan Progress Report – Year 1 Summary

The Toronto Bike Plan sets out a ten year strategy for improving cycling conditions and encouraging cycling. An annual Bike Plan Progress Report will be submitted to City Council each year. This first progress report has been developed in consultation with the Toronto Cycling Committee and the interdepartmental Bike Plan Co-ordinating Committee. This report documents the accomplishments of Year 1 (2002) and outlines priorities for Year 2 (2003).

The projects listed in this progress report are organized along the six key elements of the Toronto Bike Plan, and the implementation and monitoring strategy, as follows:

1. Bicycle Friendly Streets
2. Bikeway Network
3. Safety and Education
4. Promotion
5. Cycling and Transit
6. Bicycle Parking
7. Implementation and Monitoring

1. Bike Friendly Streets

Works and Emergency Services has initiated a process for reviewing all road reconstruction and resurfacing projects and bridge rehabilitation projects to ensure that bicycle accommodation is included wherever feasible. The Year 2 progress report will identify cycling improvements achieved through this process.

2003 Bike Friendly Streets Projects (WES)	Rec. No
Bicycle Traffic Signals Review and Policy	4-1
Review process for cyclists to report hazards	4-7

2. Bikeway Network

Bicycle Lanes – Designed/Installed in 2002 (WES)			
Street Name(s):	To – From	District	Km
Shuter Street	Victoria Street to River Street	1	1.9
River Street	Queen Street E. to Gerrard Street E.	1	0.8
Montrose Ave (contra-flow)	Harbord Street to Bloor Street	1	0.4
Fort York Boulevard	Bathurst St. to Lake Shore Blvd. W.	1	0.5
Brown’s Line	Lake Shore Blvd W. to CN railway bridge	2	0.4
Martin Grove	Rathburn Av. to Notting Hill Gate	2	1.8
Sheppard Ave. East	Kingston Rd. to Meadowvale Rd.	4	2.4
Sub-total			8.2

Off-street Bikeways – Designed/Constructed in 2002				
Pathway Name	To – From	Lead	Dist.	Km
Lake Shore Blvd pathway - new	north side – Coxwell to Carlaw	WES	1	3.0
Martin Goodman Trail - reconstruct	south side – Coxwell to Leslie	WES	1	1.2
Martin Goodman Trail - reconstruct	Boulevard Club to R.C. Legion	WES	1	0.9
Waterfront – Humber connection	new path under Humber bridges	WES	2	NA
York Belt Line Path – detailed design	Marlee to CN Newmarket	EDCT	1	NA
Eglinton West Path functional design	Jane St. to Renforth Drive	WES	1 & 2	NA
Albion Road bridge E.A. study	To replace existing bridge for bicycles and pedestrians	WES	2	NA
East Don/Newtonbrook path – bridge engineering and design	Various bridges	EDCT	3	NA

Bicycle Lanes – Priorities for 2003 (WES)			
Street Name(s):	To – From	District	Km
Dundas Street East	Broadview Av. to Kingston Rd.	1	2.3
Cosburn Av.	Broadview Av. to Gledhill Av.	1	2.2
Dawes Road	Victoria Park to Danforth Av.	1	2.2
Harbord Street	Grace St. to Montrose Av.	1	0.2
Birmingham Street	30 th Street to Dwight St.	2	4.6
Royal York	Lake Shore Blvd. W. to The Queensway	2	2.6
Shaver Av.	Dundas Av. West to North of Bloor St. West	2	0.9
Morningstar Dr.	Humberwood Blvd. to City boundary	2	0.2
Pharmacy Av.	Ellesmere Av. to Gatineau Hydro Corridor	4	3.3
Sub-total			18.5

Off-street Bikeways - Priorities for 2003				
Pathway Name	To – From	Lead	Dist.	Km
York Belt Line Path - new	Marlee Av. to CN Newmarket	EDCT	1	1.8
Kay Gardner Belt Line Trail –new (2003-04)	Yonge St. to Mt. Pleasant Rd.	EDCT	1	0.8
Lower Bayview Corrdior – functional design	River Street to Moore Av. & connections to Lower Don	WES	1	NA
Eglinton W. Path - reconstruct	Renforth Dr. and East Mall	WES	2	1.7
Scarlet Mills - reconstruct	Eglinton Av. West, southerly through Scarlett Mills Park	EDCT	2	1.3
West Deane Park – upgrade of pathway and bridge (2003-04)	Eglinton Av. West to Martin Grove	EDCT	2	

Mimico Creek - reconstruct	Martin Grove Rd. to Kipling Av., traversing 3 park blocks and a hydro corridor	EDCT	2	1.8
CN Leaside – begin functional design	York Mills to Leslie (north of Eglinton	EDCT	3	
CP PS Lead rail spur – acquisition and begin design	Cariboo Rd. to Dundas Street West	EDCT	1	

Other Bikeway Network Projects – Priorities for 2003 (WES & EDCT)	Rec. No.
Bikeway Network Information System study – Phase 1 -- to develop overall strategy, evaluate new signage system, develop signage guidelines and signage program	5-3
Produce Inventory of existing and future planned trails in Hydro corridors - response to new provincial city protocol for secondary uses in hydro corridors	5-1
Establish new public consultation and notice process for bicycle lane projects	5-1

3. Education and Safety

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Establish a Bicycle Safety Partnership	6-1	UDS	various
Comments and Status:			
<ul style="list-style-type: none"> • Ad hoc partnerships established in 2002 • Partners include Toronto Injury Prevention Coalition; Road Safety Coalition of Greater Toronto; Canadian Cycling Association; Ontario Cycling Association; VeloOntario; Safe Kids Canada; SmartRisk; Ministry of Transportation and Bike Week partners. • more formal partnership to be developed in 2003 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Develop and Implement Safety Programs	6-2	UDS	WES
Comments and Status:			
<ul style="list-style-type: none"> • Pass Bikes Safely poster on Viacom Bus Cards from August 12 to September in partnership with Ministry of Transportation • Pass Bikes Safely poster on transit shelters and curb-side OMG garbage/recycling bins • Launched “Please Walk Your Bike on the Sidewalk” poster campaign • 1,500 “walk bike on sidewalk” stickers attached to new post and ring racks (WES) • City Council adopted by-law requiring “Watch for Bikes” stickers on all taxicabs – program launched in partnership with Canadian Automobile Association and Taxicab Advisory Committee • Worked with Taxi Training School to add cycling content to new curriculum 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Expand CAN-BIKE Courses	6-3	EDCT/UDS	
Comments and Status:			
<ul style="list-style-type: none"> • courses offered in 16 Community Centres • held two instructor workshops to train new instructors • held one CAN-BIKE instructor refresher courses in April • 172 participants for CAN-BIKE courses in 2002 • 100 Police Bike Patrol Officers trained through Police Vehicle Operations • 24 bike medics trained through Emergency Medical Services (EMS) • Police Media Courier Course resulted in articles in Community newspapers • ads placed in NOW magazine to promote courses • distributed new CAN-BIKE posters in the community • EDCT and UDS have developed an operating agreement to clarify the roles and responsibilities for the two departments and to define a process for planning and delivering CAN-BIKE courses. 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Cycle Right Campaign - June 10 - 23, 2002	6-7 & 4-6	Police Service	
Comments and Status:			
<ul style="list-style-type: none"> • Toronto Police Service 3rd annual bicycle safety and enforcement campaign • approximately 700 tickets and 700 cautions issued to cyclists • 25 children's bicycle safety rodeos conducted in schools by Police Officers • 216 parking tags issued to vehicles parked in bicycle lanes and 18 vehicles towed 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Bicycle/Motor Vehicle Collision Study	6-5	WES	various
Comments and Status:			
<ul style="list-style-type: none"> • analysis completed • external review by Cycling Committee, ARC, Toronto Police Service completed February • final report to be published May 2003 			

2003 Education & Safety Projects	Rec. No.	Lead Dept.	Other Depts
Publish Bicycle Collision Study	6-5	WES	UDS
CAN-BIKE training courses	6-3	EDCT	UDS
Bicycle Safety Partnership	6-1	UDS	Various
New Bicycle Safety Campaigns	6-2	UDS	
Cycle Right Campaign – June 2003	6-7 & 4-6	Police Service	

4. Promotion

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Develop a Bike-to School Program	7-2	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • Questionnaires and cycling safety packages sent to all schools in the Toronto District School Board and Toronto Catholic District School Board and private/independent schools. • App. 100 questionnaires returned and will be used as a basis for developing school-based cycling initiatives and communications. 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Bike Week 2002, May 26 – June 9	7-1	UDS	various
Comments and Status:			
<ul style="list-style-type: none"> • 49 print media hits in 9 separate papers, newsletters and magazines • 80 events presented by the City, individuals, community groups, businesses and other partners • 25,000 people participated in the various events • 10,000 brochures produced to encourage community members to host Bike Week events • 10,000 calendars distributed to politicians, bicycle-related businesses, community centres, environmental organizations and individuals • 13,000 flyers distributed in participant packs for the Heart and Stroke Foundation's Becel Ride for Heart • two Bike Week staff 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
New Toronto Bike Map	7-3 & 5-3	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • Map produced in 2002 for distribution in 2003, showing Bikeway Network and brief description of the Toronto Bike Plan and complete listing of City community not-for profit bicycle programs. • 100,000 maps to be distributed via civic centres, community centres, libraries, bike stores and special events 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Promoting cycling programs and facilities	7-3	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • developed and launched Cycling News! email subscription service in February 2002 – available on-line at www.toronto.ca/cycling • Cyclometer Newsletter issued monthly to 1,000 new subscribers by year end with subscribers in all City Wards • hosted a promotional booth at the Toronto International Bike Show 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Road and Trail Safety Ambassadors	7-4	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • 5 Ambassadors hired for May through August • Ambassador team covered all four City districts • Due to funding constraints, the program was scaled down from 2001 (see table below) • Ambassadors were unable to attend, host or meet 20 event requests from the community 			

The table below compares the number and type of events in 2002 with previous years.

Year	No. of Amb'rs	Media interviews	SPACE events	OASIS events	CAN-BIKE events	Community events	No. of people contacted	Total No. events
1995	6	16	14	23	40	27	N/A	104
1997	7	18	9	10	50	25	10,000	94
1998	15	46	13	20	51	62	58,281	146
1999	20	47	6	48	76	256	55,297	386
2000	20	47	1	41	103	204	53,352	349
2001	6	40	0	22	36	59	13,299	140
2002	5	23	0	14	9	103	15,488	126

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Bicycle Parking Guide	7-6	UDS	WES
Comments and Status:			
<ul style="list-style-type: none"> • To assist employers to promote bicycle commuting by their employees, a Bicycle Parking Guide is being produced to be available in 2003, as part of the Bicycle User Group Network "Toolbox" • the Guide will provide how-to information for providing bicycle parking facilities • the Bicycle Parking Guide is now available on the Web-site at http://www.city.toronto.on.ca/bug/ 			

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Bicycle User Group (BUG) Network	7-6	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • The Bicycle User Group (BUG) Network supports people in their workplace, neighbourhood, school and community in choosing bicycle transportation. A BUG is a group of people who come together to improve conditions for commuter cycling, or to enjoy cycling together. The City of Toronto supports BUGs through the BUG Network with special events, a newsletter, seminars and an interactive website • The Bicycle User Group Network Five Year Plan was completed in 2001 • BUG Network was launched at an event during Bike Week 2002, attended by 1000 cyclists • 9,000 flyers produced to promote program • 5,000 cold weather cycling and 2,000 theft-prevention brochures produced for the BUG Network "Toolbox" • Action Plan for year one required a budget of \$60,500, however, the operating budget has been restricted to \$25,000 received from the Toronto Atmospheric Fund, with an additional \$12,000 from the Environmental Youth Corp. • Year 1 targets were not reached due to funding limitations (see below). 			

Bicycle User Group Network Indicator:	2001 Target	2002 Target	As at Nov. 2002
Number of Bugs	10	30	30
Number of Wards with at least one BUG	--	10	12
Total number of BUG members	100	500	200
Number of partners	--	2	2
Number of Sponsors	--	2	2
Total number of new bicycle commuters	--	200	50
Number of BUGs that have provided facilities	--	5	2
Number of business BUGs	1	10	7

2002 Bike Plan Project:	Rec. No.	Lead Dept.	Other Depts.
Bicycle Friendly Business Awards - Oct. 9, 2002	7-6	UDS	
Comments and Status:			
<ul style="list-style-type: none"> • The Bicycle Friendly Business Awards recognize and thank businesses and organizations in the City of Toronto that support and promote cycling for employees, clients and or/customers. That support can include providing infrastructure or social programming. The winners are examples to other businesses of how to integrate cycling into the workplace, and the advantages that integration can provide. • 11,000 nomination forms (including a listing of cycling programs in the City, and suggested tips for integrating cycling into the workplace as well as information on the Awards) were created and distributed to cyclists. • A total of 86 businesses in the City of Toronto were nominated for one or more Awards • Six Awards were presented (no suitable candidate was found for the Bicycle-Friendliest Suburban Business Award). The six Awards were presented to the following businesses: <ul style="list-style-type: none"> • Best Bike Parking Award: Intellaware Development Inc. • Bicycle Commute Award: E.R.A. Architects Inc. • Best Skills Development Award: Grassroots Environmental Products • Best Small Business Award: La Palette • Best Large Business Award: Ontario Power Generation • Best Overall Award: Ticketmaster 			

2003 Promotion Projects	Rec. No.	Lead Dept.	Other Depts.
Expand Road and Trail Ambassador Program	7-4	UDS	
Expand Bike Week, May 26 – June 8	7-1	UDS	various
Increase subscriptions to Cycling News	7-3	UDS	
Develop new Cycling Map for 2004	7-3 & 5-3	WES	UDS, EDCT
Booth at Toronto Bicycle Show	7-3	UDS	WES, EDCT
Expand Bicycle User Group Network	7-6	UDS	
Publish Bicycle Parking Guide	7-6	UDS	WES
Bicycle Friendly Business Awards	7-6	UDS	various

5. Cycling and Transit

- Staff reports by both the TTC (November 20, 2002) and GO Transit (November 8, 2002) have not supported requests to consider bike racks on buses and other bike and ride encouragement initiatives
- the Cycling Committee established a Bike and Ride Working Group to research and prepare a more detailed business case for improving cycling and transit integration
- new bike and ride information will be captured in 2003 cycling survey

6. Bicycle Parking

Bicycle Parking Installations (WES)	Rec. No.	2002 Actual	2003 Projection
Post-and-ring requests (various sidewalks/boulevards)	7-1	692	850
Post-and-ring conversion from parking meters (pay & display)	7-1	719	1200
Post-and-ring parks and recreation locations	7-1	92	50
Total Post-and-Ring		1503	2100
Bicycle Locker Pilot Project	7-2	0	20

7. Implementation Strategy/Monitoring

Implementation Strategy/Monitoring (WES)	Rec. No.
Bike Plan Co-ordinating Committee established – WES, EDCT, UDS, Public Health	10-1
Prepare annual progress report to Cycling Committee/Council – new reporting timelines established	10-2
Cycling Survey – follow up to 1999 survey scheduled for 2003	10-7

APPENDIX B

Toronto Transportation Services PUBLIC CONSULTATION AND NOTICE PROCESS FOR BICYCLE LANES

Introduction:

The new Municipal Act, which came into effect in January 1, 2003, no longer requires municipalities to provide public notice of intent to pass a by-law to establish bicycle lanes. Nevertheless, a clear and understandable public consultation and notice process is important to ensure that communities affected by bicycle lanes have an opportunity to provide input on a bicycle lane proposal.

The current Transportation Services' consultation and notice process consists of two stages – *Community Consultation* and *City Council Review and Decision*, as described below.

Community Consultation:

This public consultation and notice process will commence after Transportation staff have conducted a technical assessment, prepared a draft geometric design and consulted with the affected City Councillors. A public meeting will be held in the community, in consultation with the Ward Councillor(s), for any bicycle lane proposal which has an impact on parking, traffic operations or any other impacts on the abutting properties.

1. Notice flyer will be delivered to all properties abutting the section of roadway where bicycle lanes are proposed, at least two weeks in advance of the Community meeting.
2. Notice will be published once in a community newspaper, at least two weeks before the community meeting.
3. Notice will be posted on the City's web site for at least the two-week period, immediately preceding the community meeting.
4. Notice flyer and newspaper advertisement will include a brief description of changes proposed, community meeting date, time and location, and instructions for obtaining further information and submitting comments.
5. Meeting notes consisting of comments and suggestions made at the community meeting will be produced and circulated following the meeting to all participants and any other persons who request it by adding their name to a 'contact list'.
6. Community comments will be summarized in the staff report submitted to Community Council or to the Works Committee.

Following public input at the community meeting, the proposal may be modified before the draft report and geometric design are finalized. The proposal may also be terminated at this point, if there is not sufficient community support to proceed.

City Council Review and Decision:

Following the Community Consultation and in consultation with the affected Ward Councillors, a staff report will be submitted to Community Council. For bicycle lanes proposed on major arterial roads, the staff report will be submitted to the Works Committee.

1. Notice will be posted on the City's web site for at least the two-week period, immediately preceding the Council Committee meeting.
2. Notice will be mailed to every person who has requested specific notice by adding their name to the contact list at or following the Community meeting.
3. The staff report will be held as a deputation item at the Council Committee considering the matter so that members of the public will have an opportunity to make a deputation.
4. If the Community Council (or Works Committee) adopts the report, it will be forwarded along with the draft by-law to City Council for final consideration.
5. If approved, bicycle lanes will be installed as soon as practical, following the Council meeting, subject to available funding.