

TORONTO STAFF REPORT

August 25, 2005

To: Works Committee

From: Fareed Amin, Deputy City Manager

Subject: Toronto Bike Plan – 3 Year Implementation Strategy
(All Wards)

Purpose:

To provide City Council with a proposed strategy for accelerating the Toronto Bike Plan, particularly the implementation of the Bikeway Network by Transportation Services, for consideration as part of the 2006 budget review process.

Financial Implications and Impact Statement:

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

Recommendation:

It is recommended that this report be forwarded to Economic Development and Parks Committee, Planning and Transportation Committee and the Budget Advisory Committee for consideration during the review of the 2006 Operating and Capital Budgets of the Transportation Services Division, the Parks, Forestry and Recreation Division and the City Planning Division.

Background:

City Council, at its meeting on July 19, 20 and 21, 2005, adopted Clause No. 16 (t) of Report No. 7 of the Works Committee, entitled “Toronto Bike Plan – Year 3 Progress Report (2004)”, which, among other things, referred the following Recommendations (3), (4) and (5) in the communication from the Toronto Cycling Committee to the Acting General Manager, Transportation Services for consideration and report to the Works Committee:

- (3) the Works Committee, the Economic Development and Parks Committee and the Planning and Transportation Committee, be advised that the Toronto Cycling Committee endorses the proposed work plan to develop the Strategy for Accelerating the Toronto Bike Plan as outlined in the report (June 13, 2005) from the Acting General Manager, Transportation Services Division;

- (4) City Council be requested to address the shortfalls in capital funding, the insufficient human resources and the difficulties in the bicycle lane approval process that have stalled the implementation of the Toronto Bike Plan; and
- (5) the Acting General Manager, Transportation Services Division, the Chief Planner and Executive Director, City Planning Division, and the General Manager, Parks, Forestry and Recreation Division, be requested to incorporate the strategy proposed in the report (June 13, 2005) from the Acting General Manager, Transportation Services Division, into their 2006 budget process, in order to assist in the acceleration of the implementation of the Toronto Bike Plan.

Further, the Works Committee directed that the report from the Acting General Manager, Transportation Services, to be submitted to the Works Committee in September, 2005, include comments on development of strategic partnerships within the City and with external organizations charged with enhancing air quality and health issues.

The Toronto Bike Plan - Year 3 Progress Report provided the status of the Plan's 49 recommendations to the end of 2004. The Progress Report also provided a preliminary response to a request by City Council for a joint report by the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation, and the Acting General Manager, Transportation Services, detailing the cost and the human resources needed to implement the Toronto Bike Plan, as originally envisioned through the Operating Budget (Clause No. 16 (f) of Report No. 5 of the Works Committee, entitled "2005 Toronto Cycling Committee Budget", which was received by City Council, at its meeting on May 17, 18 and 19, 2005). The Progress Report advised that a detailed strategy for accelerating the Bike Plan would be prepared, in consultation with the Cycling Committee, and submitted to the Works Committee in September, 2005.

City Council, at its meeting on September 28, 29, 30, and October 1, 2004, adopted Clause No. 31 of Report No. 7 of Toronto and East York Community Council, which, among other things, requested the Commissioner of Works and Emergency Services to report to the Works Committee on an implementation timetable for bicycle lanes in order to better understand the impact on City wide traffic and on the public consultation policy so that residents are consulted in a timely and effective manner.

Comments:

Introduction

The Bike Plan is a multi-faceted strategy involving several City divisions and agencies, with primary responsibilities shared by Transportation Services, City Planning and Parks, Forestry and Recreation. While these three divisions work in close co-operation on many of the Bike Plan projects, each division leads one or more of the key program areas.

This report presents the proposed strategies for accelerating the Toronto Bike Plan over the next three years by each of the divisions responsible for the Plan's implementation.

Transportation Services Division

The Transportation Services Division is responsible for roadway-related cycling infrastructure, including bicycle parking facilities, bicycle lanes, shared-roadway bicycle routes and multi-use paths within the road right-of-way and within some utility corridors. The Transportation Services Division's bicycle parking program has exceeded the schedule recommended in the Bike Plan, with 5,567 new post-and-ring bike racks installed in the first three years of the Plan. Toronto has installed more bicycle racks than any other North American city, with more than 15,000 post-and-ring bicycle racks installed to date. No additional resources are required to maintain the bicycle parking program at the current rate of implementation.

The Toronto Bike Plan Year-3 Progress Report acknowledged that implementation of the Bikeway Network is behind the 10-year schedule recommended in the Bike Plan. In response to the Works Committee's request, Transportation Services has developed a detailed strategy for accelerating the Bikeway Network over the next three years. To be successful, this strategy requires three actions: annual capital funding levels must be increased to deliver more bikeway projects; staff resources must be increased in line with the increased activity; and options for streamlining the approval process, where practical, must be considered. Transportation Services staff have reviewed all of the Bike Plan's recommended bikeway projects and propose the following strategy.

(i) Increased Capital Funding

Transportation Services proposes increasing capital funding for cycling infrastructure from \$2.3 million in 2005 to \$3.0 million in 2006, \$6.0 million in 2007 and \$6.2 million in 2008, as illustrated in the table below. If funding is maintained at this level beyond 2008, the Bikeway Network would be completed in 2015, which represents a 14-year schedule for the Bike Plan, compared with the original 10-year schedule.

Proposed 2006 to 2008 Cycling Infrastructure Project Funding – Transportation Services			
Cycling Infrastructure	2006 (\$000)	2007 (\$000)	2008 (\$000)
Bicycle Parking Program	260	260	260
Signed Routes Program	100	56	65
Bike Lane Installation	606	564	990
Trail Design	854	600	415
Trail Installation	880	2920	2070
Crossing Design	100	400	300
Crossing Installation	0	900	1800
Project Management	200	300	300
Total	\$3,000	\$6,000	\$6,200

This level of funding over the next three years would enable Transportation Services to deliver approximately 100 km of new bicycle lanes, and undertake the detailed design and begin construction on some of the major bikeway trails projects, such as the Finch hydro corridor bikeway which will provide a continuous route across the top of the city. A full list of Transportation Services' proposed bikeway projects for the years 2006 to 2008 is contained in Appendices A, B and C. The three year list, described above, represents those bikeway projects which staff consider the most "implementable" in the near term.

The bikeway implementation schedules, contained in Appendices A, B, and C, do not include several new bikeways which are being incorporated in the city's waterfront redevelopment plans. There are also a few downtown bikeways recommended in the Bike Plan which are critically important to cyclists, but do not appear on the schedule because they have unresolved issues. For example, the future of the Gardiner Expressway needs to be resolved before staff investigate the feasibility of an east-west route through the core, in the Richmond-Adelaide-Wellington corridor. There is also a critical gap in the Queen's Quay bicycle lane, between Spadina Avenue and Yonge Street. With the increased focus on creating a beautiful, liveable waterfront, opportunities may arise to connect this important route. Given the importance of these downtown routes, they will be added to the schedule as priority projects as opportunities arise to implement them.

The bikeway project schedule will be evaluated annually, with revisions made as necessary, in consultation with the Cycling Committee. If a bikeway project is going to be delayed beyond a particular year's program, a project from the next year will be brought forward in its place. Annual bike plan progress reports will be presented to the Works Committee to be considered during the budget review process. The annual reports will present the results for that year and the proposed schedule and budget for the subsequent 3-year period.

(ii) Increased staff

Significantly increasing the number of bikeway projects, as described above, will require a corresponding increase in staff resources to undertake planning, design, public consultation, project management and installation. The new staff positions would be funded through the capital budget, with the staffing level dependant on the number of funded bikeway projects. If the increased funding is approved, as described above, the estimated staffing cost would be \$200,000.00 in 2006 and \$300,000.00 per year in 2007 and 2008.

Once the Transportation Services capital budget is approved, it will take a few months to advertise, interview, hire and train new staff to begin working on new bikeway projects. The relatively modest proposed funding increase, from \$2.3 million in 2005 to \$3.0 million in 2006, reflects the delay between budget approval and achieving a full staff complement. Realistically, new staff hired in 2006 would be focusing on projects for 2007 and beyond.

(iii) Consultation and Approval Process

To effectively deliver an increasing number of bikeway projects each year will also require a more effective and timely approval process, particularly for bicycle lanes. Unfortunately, many

bicycle lane projects which have been advanced by staff to date, even those with minimal impacts on traffic and parking, have met with community resistance. This resistance has resulted in project timelines being extended to accommodate additional community meetings and, sometimes, deferred indefinitely. Project delays and deferrals reduce staff's capacity to deliver projects on time. Increasing staff resources, as described above, will assist in having bicycle lane project reports submitted to Council in the year prior to implementation, or early enough in the year to be installed in the same year.

Community consultation plays an important role in many bikeway projects, however, there are some projects where it may be appropriate not to have a traditional public meeting. For example, for projects where there are no changes to parking or the number of traffic lanes, an information notice delivered to households, with a mail-back response form, may be an effective tool for encouraging community input. Transportation staff will continue to explore alternate consultation strategies and will work with Councillors to determine a preferred consultation approach for projects in their wards.

Assessing the potential impacts of the Bikeway Network on city-wide traffic is not practical given the relatively small number of streets where bicycle lanes are proposed. Further, one of the objectives in developing the Bike Plan was to identify streets for bicycle lanes which balance the need to provide direct, continuous routes for cyclists and the need to minimize impacts on traffic capacity, parking and transit service. Where significant traffic impacts are identified, these impacts will be included in the bicycle lane feasibility report submitted to Community Council or the Works Committee. Completing the Bikeway Network is an important part of the City's overall effort to improve air quality as set out in the Official Plan. Achieving these goals will require some trade-offs between providing safer, more comfortable cycling conditions and introducing potential delay for motorists.

Parks, Forestry and Recreation Division

The Parks, Forestry & Recreation Division (PF&R) addresses the development of cycling infrastructure, as outlined in the Toronto Bike Plan, through the planning and implementation of a network of off-road trails in parks. While cycling is one of the core uses of this trail system, other users such as pedestrians, runners and in-line skaters are also accommodated on these multi-use trails.

The proposed capital commitment for cycling-related trail work within PF&R for the period 2006 to 2008 is currently focusing on the construction of the CP PS Lead Railpath, a significant trail greenway in the west downtown area and on a year-by-year expansion of the trail / bikeway system through the development of new trails, as presented in Appendix D. The three year Capital projection for these projects is currently shown as \$4.1M, which is generally consistent with the original Bike Plan projection.

The CN Leaside rail-trail is not included in the 2006 to 2008 work program at this time because preliminary design work and further environmental study is currently being carried out by consultants and is expected to be completed in 2006 (currently this project is shown as \$3.5M in

2010). The results of this work will inform the future capital construction program for this project.

Also not shown at this time in the proposed PF&R capital budget for Toronto Bike Plan is a project list for the upgrade of existing trail infrastructure (pathways and bridges) through the Capital Asset Management – State of Good Repair program. A multi-year commitment to this work is proposed through the capital budget process but is awaiting the completion of state-of-good-repair audits by consultants (anticipated in the Fall 2005) to establish budget amounts and priority rankings for specific projects. Projects to upgrade Toronto Bike Plan trails are anticipated to come on-stream in the 2006 to 2008 time period, but are not yet shown in the proposed PF&R capital budget at this time.

City Planning Division

City Planning is chiefly responsible for carrying out the cycling safety and education, promotion, and the cycling and transit recommendations of the Toronto Bike Plan. At present, there are two full-time staff (Bicycle Safety Planner and Bicycle Promotions Coordinator) who develop and implement programs across the whole city.

City Planning has achieved a number of successes implementing the Toronto Bike Plan. In safety and education area new projects have been developed, like the Pass Bikes Safely and the Watch for Bikes campaigns, to influence drivers' and cyclists' attitudes and behaviour. In the bicycle promotion area, established programs such, as the Bicycle User Group Network and Bicycle Friendly Business Awards, have been implemented in response to the Bike Plan's recommendation to encourage employers to promote bicycle commuting. The Road and Trail Safety Ambassador Program has been successful in reaching out to Toronto's diverse communities to promote all types of cycling and safe use of the City's cycling infrastructure. Working with the Toronto Transit Commission, City Planning staff have assisted with the Bike Rack on Buses pilot project launched this year.

Several other cycling safety and promotion programs are currently in development by City Planning staff, in response to the recommendations of the Bike Plan. These programs include: the Door Prize – Watch for Bikes campaign; expanding and improving access to CAN-BIKE courses; developing a bike to school program for university students; a bicycle parking guide for developers; developing bike-and-ride strategies for encouraging bicycle-transit trips; and encouraging and supporting cycling by City of Toronto employees. In every case, the challenge has been to find the staff time and the funding resources to develop, implement and maintain these programs.

The Toronto Bike Plan makes it quite clear that in order to achieve the goal of doubling the number of cyclists and reducing cycling injuries and fatalities, many cycling program areas need to be addressed. While capital spending to develop the infrastructure associated with the Bikeway Network is important, the operational activities of delivering cycling safety and education programs and promoting cycling are equally critical components of the Bike Plan. Indeed, public concerns about how drivers and cyclists use the roads, the increasing incidence of road rage, and fear of traffic are well documented. Additionally, the public health imperative to

have people become more physically active and to improve the air quality in Toronto requires a concerted effort to promote cycling as a beneficial form of sustainable transportation.

The annual base budget (\$150,000.00) for cycling safety and promotions programs has not increased since 2001. Since that time, administrative changes and inflationary pressures have caused wage and benefits costs to increase by approximately 30 percent. This erosion of purchasing power is likely to continue into the future and will impact negatively on program delivery. Under these conditions, it is difficult to expand existing programs or develop the new programs recommended in the Bike Plan. As a result, the City Planning Division's ability to provide programming in all communities across Toronto and to provide translation services is becoming increasingly restricted.

Staff devote a considerable amount of time looking for grants to augment the budget for programs. However, the amount of staff time needed to submit grant applications and to evaluate successful grants is often out of proportion to the money received. Program goals must sometimes be changed to meet the requirements of the funding source. Also, employing staff resources to find outside funding takes time away from program development and implementation.

In addition to the programs described above, the Bike Plan recommends several new cycling programs which have not been undertaken to date. To restore the Bike Plan to schedule and fulfill all the requirements of the Plan's recommendations, additional staff and funding would be needed to accelerate and expand the bicycle safety, education, promotion and transit programs. To fully meet these commitments would require something like a doubling of current City Planning Division staff and funding levels. Without an increase in resources, achieving a number of the Bike Plan's recommendations and overall targets will be further delayed.

A complete list of bicycle safety and education, promotion, and cycling and transit recommended by the Toronto Bike Plan is contained in Appendix E.

Indeed, if resource levels remain where they are today, there is the very real danger that some existing programs may have to be reduced or cancelled. The ability to bring on new programs is presently limited by the need to find funding from within the City Planning Division's existing budgetary envelope.

However, any proposals to increase the current staffing and funding levels for bicycle safety, promotion and transit programs have to be framed and evaluated within the context of the Planning Division's annual operating budget, taking into consideration all the other competing budget demands. Consequently, this report makes no specific recommendations at this time with respect to changes to the cycling component of Planning's budget. Such changes would be considered during Planning's comprehensive budget review process and brought forward as part of the overall 2006 operating budget submission.

Strategic Partnerships

The Bike Plan Coordinating Committee provides an opportunity for staff representing Transportation Services, City Planning, and Parks, Forestry and Recreation to share ideas and coordinate their divisional cycling programs and projects. Staff are also working closely with the Toronto Police Services, the TTC and Toronto Public Health on specific Bike Plan – related issues and projects. The Bicycle Safety Partnership, led by City Planning staff is being developed to bring together road safety organizations to better coordinate bicycle safety information and programs. Most of the bicycle promotion programs, such as Bike Week, Bicycle User Group Network, and Bicycle Friendly Business Awards, are focused on developing strategic partnerships to promote cycling for transportation and recreation. Staff will continue to develop partnerships with a view to advancing the City's Bike Plan objectives and to secure potential new funding sources.

Consultation with the Cycling Committee

Staff representing Parks, Forestry and Recreation, City Planning and Transportation Services presented the proposed strategy to the Cycling Committee, at a special meeting held on August 22, 2005. While the Cycling Committee was generally supportive of the approach proposed by staff, the Committee adopted several recommendations requesting that additional funds be provided for cycling projects within the City Planning Division's operating budget and the Transportation Services Division's capital budget. The Cycling Committee will be communicating their recommendations to the Works Committee.

This report has been prepared in consultation with the General Manager of Parks, Forestry and Recreation and the Chief City Planner and Executive Director of City Planning.

Conclusions:

Transportation Services has presented a strategy for accelerating implementation of the Bikeway Network, including significantly increasing capital funding and staff resources dedicated to cycling infrastructure projects, at a cost of \$15.2 million over the next three years. Parks, Forestry and Recreation has identified \$4.1 million in capital funding for Bikeway Network related new trail projects for the next three years, which is consistent with the original Bike Plan projection. When the PF&R state-of-good-repair audits are completed this Fall, additional trail upgrade projects will also be identified for future capital budgets. City Planning Division has maintained base funding for bicycle safety, education and promotion projects within its operating budget, at the current level of \$150,000.00. Changes to the City Planning budget would be considered as part of the 2006 budget process.

Ultimately, staff's ability to deliver an accelerated Bike Plan will be determined by the level of funding provided in the divisional operating and capital budgets for 2006 and subsequent years.

Contacts:

Daniel Egan
Manager, Pedestrian and Cycling Infrastructure
Transportation Services Division
Tel: 416-392-9065
Fax: 416-392-4808
Email: degan@toronto.ca

Gary Welsh, P. Eng.
General Manager, Transportation Services

Fareed Amin
Deputy City Manager

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List of Attachments:

Appendix A - Transportation Services – 2006 Proposed Bikeway Projects
Appendix B - Transportation Services – 2007 Proposed Bikeway Projects
Appendix C - Transportation Services – 2008 Proposed Bikeway Projects
Appendix D - Parks, Forestry and Recreation Division 2006 to 2008 Capital
Cycling Infrastructure Projects
Appendix E - City Planning Division Cycling Programs Responding to the Bike Plan

Appendix A

Transportation Services - 2006 Proposed Bikeway Projects				
Bike Lanes				
District	Name	Between	Ward	Km
Toronto & East York	Annette	Dundas to Jane	13, 14	2.5
	Yonge	Queens Quay to Front	28	0.6
	Carlaw	Riverdale to Colgate	30	1.0
	Logan	Gerrard to Dundas	30	0.4
Etobicoke York	Norseman	Royal York to Kipling	5	2.0
	Stephen	The Queensway to Berry	5	0.8
	Wilson - Walsh	Weston to Beverly Hills	7	1.7
	Mill	Rathburn to Bloor	3	2.0
	Rathburn	East Mall to Renforth	3	1.3
	Centennial Park	Eglinton Path to Rathburn	3	1.2
North York	Elmridge - Roselawn	east of Allen to Salinas	15	1.0
Scarborough	Pharmacy	Gatineau Trail to Ellesmere	37	3.4
	Orton Park	Ellesmere to Lawrence	43	2.1
	Galloway	Guildwood to Lawrence	43	1.9
	Huntingwood	Victoria Park to McCowan	40, 41	5.8
Trails				
District	Name	Activity	Ward	Km
Toronto & East York	Greenwood Yard Trail Connector	Installation	30	0.4
North York	Finch HC - Black Creek to East Don	Design	8, 10, 23, 24	12
North York	Finch HC - Keele to Dufferin	Installation	8	2
Scarborough	CP Scarborough Rail Spur	Design	42	3.5
Scarborough	Gatineau HC - upgrade Victoria Park to Kennedy	Design	37	4.2
Scarborough	Kingston Rd. - 401 Ramp to Rouge Park	Installation	44	0.8
Crossings				
District	Name	Activity	Ward	
Etobicoke York – North York	Bentworth North Park underpass	Design	12, 15	

Appendix B

Transportation Services - 2007 Proposed Bikeway Projects				
Bike Lanes				
District	Name	Between	Ward	Km
Toronto & East York	Wellesley	Queens Park to Parliament	27,28	2.0
	Dupont	Dundas to Lansdowne	18	1.0
Etobicoke York	Horner - Judson	Browns Line to Islington	6	3.3
	Lake Shore	First to Norris	6	1.3
	Stanley contraflow	Royal York to Superior	6	0.6
	Martin Grove	Rathburn to Burnhamthorpe	3	1.1
	Wilson - Walsh	Weston to Beverly Hills	7	1.7
	Beverly Hills	Wilson to Jane	7	1.0
	Jane	Beverly Hills to Falstaff	7, 12	0.4
North York	Lawrence	Park Place to Victoria Park	25, 34	5.2
Scarborough	Pharmacy	Denton to Gattineau	35, 37	4.2
	Nuggett	McCowan to Neilson	41, 42	3.7
	Conlins	Sheppard to Military Trail	44, 42	2.7
Trails				
District	Name	Activity	Ward	Km
North York	Finch HC - East Don to Birchmount	Design	24, 39	5.7
North York	Finch HC – Dufferin to Yonge	Installation	10, 23	4
Scarborough	Gattineau HC – Kennedy to Ellesmere	Design	37, 38, 43	6.3
Scarborough	Gattineau HC - upgrade Victoria Park to Kennedy	Installation	37	3.2
Crossings				
District	Name	Activity	Ward	
Etobicoke York – North York	Bentworth North Park underpass	Installation	12, 15	
North York	Finch HC - 404 Crossing	Design	24, 39	
Scarborough	Pharmacy 401 Crossing	Design	40	

Appendix C

Transportation Services - 2008 Proposed Bikeway Projects				
Bike Lanes				
District	Name	Between	Ward	Km
Toronto & East York	Broadview	Cosburn to Chester Hill	29	0.8
	Simcoe	Queens Quay to Queen	20	1.3
	Bayview	River to Moore	26, 28, 29	3.9
	Bay	Queens Quay to Front	28	0.6
Etobicoke York	Finch	427 to Weston	1, 7	7.3
	Martin Grove	Eglinton to Steeles	1, 2	9.8
	Shaver	Swan to Dundas	5	1.5
	Shorncliffe	Dundas to North Queen	5	1.1
North York	Willowdale	Sheppard to Steeles	23, 24	4.0
	Moore	Bayview to Welland	22, 26	0.8
	Van Horne	Don Mills to Hwy 404	33	1.1
Scarborough	Bellamy	Progress to Eglinton	38	4.4
	McCowan	Huntingwood to Nuggett	41	0.8
	Middlefield	McCowan to Steeles	41	4.3
	Nuggett	McCowan to Morningside	41, 42	5.4
	Pharmacy	Sheppard to McNicoll	39,40	3.2
	Lawrence	Victoria Park to Pharmacy	37	0.4
	Lawrence	Orton Park to Galloway	43	0.8
	Ellesmere	Conlins to Kingston	43, 44	2.5
Kingston	Ellesmere to Sheppard	44	0.9	
Trails				
District	Name	Activity	Ward	Km
North York – Etobicoke York	Finch HC – Black Creek to Humber	Design	7, 8	4.1
North York	Finch HC –Yonge to East Don	Installation	10, 23	4
Scarborough	Finch HC – Brimley to Neilson	Design	41, 42	4.2
Scarborough	Gatineau HC – Birchmount to Kennedy	Installation	37	0.6
Crossings				
District	Name	Activity	Ward	
Etobicoke York – North York	Glencairn Hafis underpass	Design	12, 15	
Etobicoke York – North York	Finch HC – 400 Crossing	Design	24, 39	
Scarborough	Pharmacy - 401 Crossing	Installation	40	

Appendix D

Parks, Forestry & Recreation Division 2006 to 2008 Capital Cycling Infrastructure Projects

2006

District	Trail / Location	Ward	Km	Cost (\$000's)
Toronto & East York	CP PS Lead Railpath PHASE 1 (Cariboo to Bloor)	18	1.0	1100
City-Wide	Toronto Bike Plan – City-Wide Expansion - New Trails*	var.	na	500
Total 2006				1600

2007

District	Trail / Location	Ward	Km	Cost (\$000's)
Toronto & East York	CP PS Lead Railpath PHASE 2 (Bloor to Dundas W)	18	1.0	1500
City-Wide	Toronto Bike Plan – City-Wide Expansion - New Trails*	var.	na	500
Total 2007				2000

2008

District	Trail / Location	Ward	Km	Cost (\$000's)
City-Wide	Toronto Bike Plan – City-Wide Expansion - New Trails*	var.	na	500
Total 2008				500

Note:

* Potential Projects for TBP City-Wide Expansion Include:

- West Humber Trail Extension (from current north terminus to Claireville Conservation Area)
- East Point Park to new bridge at mouth of Highland Creek
- York Beltline Extension (Walter Saunders Park to Marlee Ave)
- McCowan Road District Park: new trail (Bellamy Rd. to Brimley Rd.)

Appendix E

Status of City Planning Division Cycling Programs Responding to the Bike Plan

Bike Plan Recommendation	Safety and Education, Promotion and Cycling and Transit Programs
<p>7-1 7.3 7.6</p>	<p>Established Programs/ Projects</p> <p>Expand Bike Week</p> <p>Cyclometer newsletter</p> <ul style="list-style-type: none"> • Web page development <p>Encourage Employers to Promote Bicycle Commuting</p> <ul style="list-style-type: none"> • Bicycle User Group Network • Bicycle Friendly Business Awards
<p>6.1 6.2 6.3 6.4 7.2 7.3 7.4 7.5 7.6 8.1 8.2 8-4</p>	<p>Programs Currently in Development</p> <p>Bicycle Safety Partnership</p> <p>The Door Prize – Watch for Bikes Campaigns</p> <p>Expand and Improve Access to CAN-BIKE courses</p> <p>“Driving with Bikes” CD ROM project for drivers</p> <p>Develop a Bike to School Program - university program</p> <p>Promote cycling programs, facilities and events</p> <p>Maintain the Road and Trail Safety Ambassador Program</p> <p>Encourage and support cycling by City Employees</p> <p>Bicycle parking guide for builders and developers part 2</p> <p>Undertake a Bike and Ride Survey</p> <p>Undertake Demonstration of Bike Racks on Buses</p> <p>Bike-and-Ride promotion strategies</p>
<p>6.2 6.2 6.6 7.2 7.3 7.7 8-3 9.5</p>	<p>Programs Yet to Get Underway</p> <p>Sidewalk Safety Campaign</p> <p>Bike Bus Program</p> <p>Develop Educational Materials to assist cyclists involved in collisions</p> <p>Develop a Bike to School Program - elementary and secondary schools</p> <p>Produce an annual cycling guide</p> <p>Encourage Bicycle Tourism in Toronto</p> <p>Review Access to Transit Stations & Implement Improvements</p> <p>Develop a strategy for reducing bicycle theft</p>