

## **Streamlining the Bicycle Lane Approval Process**

<b>Date:</b>	December 18, 2007
<b>To:</b>	Executive Committee
<b>From:</b>	General Manager, Transportation Services
<b>Wards:</b>	All Wards
<b>Reference Number:</b>	p:\2008\ClusterB\tra\tim\ec08001tim

### **SUMMARY**

---

This report recommends a new streamlined reporting and approval process for bicycle lanes. Rather than having bicycle lane matters considered by the four Community Councils and, if the bicycle lane traverses more than one Community Council area, by the Public Works and Infrastructure Committee, all bicycle lane matters would be considered by one standing committee, the Public Works and Infrastructure Committee. Simplifying the bicycle lane approval process is an important step in accelerating the implementation of the Bike Plan, which was approved by City Council in 2001.

### **RECOMMENDATIONS**

---

The Transportation Services Division recommends that:

1. City Council rescind the delegation to Community Councils of final decisions on bicycle lane matters;
2. City Council direct that all bicycle lane matters be routed to Council through the Public Works and Infrastructure Committee in order to streamline the City's bicycle lane approval process;
3. City Council amend City of Toronto Municipal Code Chapter 27, Council Procedures to rescind the delegation to Community Councils of final decisions on bicycle lane matters; and
4. the City Solicitor submit the required bills to give effect to these recommendations.

## **Financial Impact**

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

## **DECISION HISTORY**

City Council, on November 19 and 20, 2007, re-opened Executive Committee Item 2.5 (adopted by City Council on February 5 to 8, 2007), only as it relates to the delegation of authority for approving bicycle lanes to Community Councils, and adopted a motion directing the General Manager, Transportation Services, to report to the Executive Committee on streamlining the bicycle lane approval process, including any necessary by-law amendments.

## **ISSUE BACKGROUND**

City Council, at its meeting on February 5 to 8, 2007, delegated final decision-making authority to Community Councils for bicycle lane matters, which are compliant with City by-laws and policies. Council also required proposals that necessitated amendments to on-street parking, standing and stopping regulations on roads where there are established TTC routes to be approved by City Council. Given that most bicycle lane proposals involve amendments to on-street, parking, standing and stopping regulations on roads where there are established TTC routes, most bicycle lane proposals brought forward since the delegation have required Council approval.

Currently, bicycle lanes are considered by four Community Councils and one Standing Committee. Specifically, proposed bicycle lanes within a single Community Council area are reported to the respective Community Council. In cases where the bicycle lane proposal spans more than one Community Council area, they are reported to the Public Works and Infrastructure Committee.

## **COMMENTS**

The Bikeway Network, approved by Council in 2001, is a city-wide system of bikeways, comprised of on-street bicycle lanes and shared roadway routes, and off-street paths. To complete the bicycle lane component of the Bikeway Network by 2012, as directed by Council, Transportation Services has set a target to implement 50 kilometres of bicycle lanes in 2008, with the number of bicycle lane kilometres increasing each year to 2012. In order to achieve the annual targets, Transportation Services has increased funding for cycling infrastructure within the Transportation Services 2008 Capital Budget and is hiring additional technical staff to design and deliver this level of bicycle lane projects.

Achieving the annual bicycle lane implementation targets will also require a more streamlined reporting and approval process. To streamline the reporting process, Transportation Services proposes to report on several bicycle lane projects within a single report rather than reporting separately on each bicycle lane proposal. The proposed streamlined process can only be effective if all bicycle lanes matters are considered by

one standing committee rather than the current practice, in which bicycle lane matters are considered by the four Community Councils as well as the Public Works and Infrastructure Committee.

Implementing the Bikeway Network is a city-wide initiative, therefore, it is important that bicycle lane proposals be considered as part of a connected, city-wide system. For this reason, Transportation Services recommends that all bicycle lane matters be considered by the Public Works and Infrastructure Committee, which deals with city-wide transportation issues.

In the proposed streamlined approval process, City Council will have the final decision-making authority for all bicycle lane proposals, which gives the affected Ward Councillors the opportunity to speak to matters in their respective Wards. Staff will continue to consult with Ward Councillors and their respective communities in developing and evaluating the bicycle lane projects. In addition to providing input through the normal bicycle lane consultation process, the public would also have an opportunity to make a deputation at the Public Works and Infrastructure Committee on any bicycle lane matter before the Committee.

## **CONTACT**

Daniel Egan  
Manager, Pedestrian and Cycling Infrastructure  
Telephone: 416-392-9065  
Fax: 416-392-4808  
E-mail: [degan@toronto.ca](mailto:degan@toronto.ca)

---

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

DE/nb