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## **2016 CAPITAL BUDGET BRIEFING NOTE**

### **Transportation Services – Capital Funding for Cycling Infrastructure**

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#### **Issue/Background:**

On January 11, 2016, Budget Committee requested a briefing note addressing current and proposed levels of capital funding for cycling infrastructure.

#### **Key Points:**

Transportation Services is currently developing a ten year plan for expanding and improving the City's cycling network. Once completed, the Ten Year Cycling Network Plan will serve as a comprehensive roadmap and workplan, outlining the City's planned investments in cycling infrastructure over 2016-2025.

A report to the Public Works and Infrastructure Committee in September 2015 (PW7.5) provided an overview of the Ten Year Cycling Network Plan process undertaken to-date and identified the proposed 2016 implementation of this plan, for consideration in the 2016 Capital Budget process. A final report will be submitted to Public Works and Infrastructure Committee in 2016 with options for Ten Year Cycling Network Plan implementation for the remainder of the ten year program.

#### **Questions & Answers:**

- **The capital funding required to build a minimum bicycle grid by 2018, with specific quanta required for 2016, 2017, and 2018.**

As part of the development of the Ten Year Cycling Network Plan, Transportation Services staff have been working closely with community stakeholders such as Cycle Toronto. It is our understanding that Cycle Toronto is strongly supportive of the cycling network and investment approach being proposed through the Ten Year Cycling Network Plan, as a strategy towards achieving their Minimum Grid proposal. Cycle Toronto's proposal for a minimum grid is defined generally as 100 km of separated bike lanes and 100 km of bicycle boulevards.

Providing separated cycle track facilities on 100 km of side path streets and 100 km of bicycle boulevards would require significant investment. To implement separated bike lanes the approximate cost is \$180,000 per km where installed through a retrofit with bollards and planters, with costs escalating up to \$1,000,000 per km for the construction of curb separated

cycle tracks. To implement bicycle boulevards (which consist of signed and marked route / contraflow bike lane with traffic calming), the cost is generally \$75,000 per km.

Note that these costs do not include the cost of any traffic studies, consultations required to determine if the bike lanes were feasible, required modifications to intersections, provision of additional traffic signals or pedestrian crossovers, and any additional modifications that may be necessary.

Dependent on the nature of improvements provided, the level of consultations required and other factors, the approximate cost to implement a minimum grid of this nature is \$50-\$150 million. Further, the delivery of this level of infrastructure by 2018 would be beyond the current delivery capacity of Transportation Services' Cycling Infrastructure Group, and would require the provision of additional staff resources.

- **What is the current 2015 level of bicycle infrastructure funding? What is proposed for 2016? What are the projects under consideration?**

The 2015 Capital Budget for Cycling Infrastructure is \$9.46 million, excluding \$0.5 million previously approved for 2015 and \$0.52 million for bicycle parking and bike share projects.

The estimated cost to implement the Cycling Network Plan 2016 Implementation Program is approximately \$13.5 million, representing a requested increase of approximately \$4 million more than 2015. The total 2016 Capital Budget request for Cycling Infrastructure is \$14.25 million, which also includes funding for bicycle parking and bike share projects.

The financial impact of the remainder of the Ten Year Cycling Network Plan, including options for increasing funding levels to accelerate implementation of the cycling network, will be included in the report to Public Works and Infrastructure Committee in 2016.

- **Specific to the Eglinton corridor alongside the Metrolinx project, what are the costs and strategies around this project? What is the projected timing for this project?**

As part of the Eglinton Connects project, cycling facilities are planned along the full stretch of Eglinton Avenue. In total, the Eglinton Connects project is anticipated to cost approximately \$15 million per year for 10 years for a total of \$150 million. A specific breakout of the cycling component of this project has not been completed at this time.

Currently, the funds for the Eglinton Connects project as a whole have not been included in the 10 year Capital Plan but have been identified as an unfunded capital pressure (classed as a Status 8 project) for the following Capital Budget years:

- 2022: \$15 million
- 2023: \$15 million
- 2024: \$15 million
- 2025: \$15 million

By way of background, unfunded capital pressures classed as Status 8 projects are considered as projects on the horizon but not formally included in the plan. These projects could be included within the plan in future years as additional funds become available. Unfunded

capital pressures include a range of project types including state of good repair, service improvement type projects and growth-related projects such as this one.

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