



**TORONTO** STAFF REPORT

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December 11, 2003

To: Works Committee

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

Subject: Toronto Bike Plan – Year 2 Progress Report  
(All Wards)

Purpose:

To provide City Council with the second 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 to prepare annual progress reports to City Council, documenting the progress of the Bike Plan. The first annual progress report was received by City Council at its meeting of May 21, 22 and 23, 2003. This second annual progress report documents the second year of the Bike Plan and outlines Bike Plan priorities being considered for 2004, subject to available funding.

Comments:

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. While these three departments work in close co-operation on many of the Bike Plan projects, each Department leads one or more of the key program areas. Works and Emergency Services is responsible for all of the roadway-related cycling infrastructure, including bicycle parking facilities, bicycle lanes and multi-use paths within the road right-of-way. This would also include bicycle facilities that are provided as part of roadway reconstruction/resurfacing projects in the Capital Works Program. Economic Development, Culture and Tourism is responsible for multi-use paths within the parks system and the delivery of CAN-BIKE cyclist training courses. Urban Development Services is responsible for all of the bicycle promotion and safety programs, including Bike Week, the Road and Trail Safety Ambassadors and safety campaigns. The interdepartmental Bike Plan Coordinating Committee provides a forum for coordinating annual work programs and for delivering effective cycling programs and services.

The Toronto Bike Plan makes 49 recommendations grouped within the Plan's six key program areas, as listed below:

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

A complete summary of the status of the Bike Plan's 49 recommendations is contained in Appendix A, attached to this report. This summary table was developed in consultation with the Bike Plan Coordinating Committee and the Toronto Cycling Committee. Interim status reports were presented to the Cycling Committee at their July 14 and November 17 meetings in 2003.

Toronto Bike Plan Year 2 – Key Accomplishments

Significant progress was achieved in the second year of the Bike Plan in several of the key program areas. 2003 Bikeway Network projects resulted in 7 km of new bicycle lanes and 4.6 km of new and reconstructed multi-use trails.

The new bicycle lane projects include:

- Dundas Street East, between Broadview Avenue and Kingston Road
- Sheppard Avenue East, between Morningside Drive and Meadowvale Road
- Royal York Road, between Lake Shore Boulevard West and Cavell Avenue

Multi-use trail projects completed include:

- York Belt Line, between CN Newmarket Sub and Walter Saunders Park just west of Marlee Avenue
- Mimico Creek Trail, between Martin Grove Road and Kipling Avenue
- Scarlet Mills Trail, south of Eglinton Avenue West

Planning and design work has been substantially completed on several bikeway projects with implementation planned for 2004 or later. A new functional design has been completed for the 11 km Eglinton West Trail which runs between Jane Street and Renforth Drive. The detailed design has been completed for the 1.0 km section between Kipling Avenue and Islington Avenue and construction of this section will be completed in spring 2004. The 1.7 km section between The East Mall and Renforth Drive has been designed and is scheduled to be constructed in 2004 as part of the roadway resurfacing project.

Several bicycle lane projects are currently being reviewed and are at various stages in the detailed design and public consultation process. Implementation of these proposed bicycle lanes are subject to Council approval and available funds. Candidate bicycle lane projects under consideration for 2004 include:

- Dawes Road, between Danforth Avenue and Victoria Park Avenue
- Cosburn Avenue, between Broadview Avenue and Woodbine Avenue
- Richmond-Adelaide, between Bathurst Street and Spadina Avenue
- Simcoe Street, between Front Street and Queens Quay West
- Birmingham-Elder, between 30<sup>th</sup> Street and 22<sup>nd</sup> Street, and between Islington Avenue and Dwight Avenue
- Stanley Avenue, between Royal York Road and Superior Avenue
- Sentinel Road, between Grandravine Drive and the Finch Hydro Corridor
- Conlins Road, between Sheppard Avenue East and Military Trail
- Military Trail, between Conlins Road and Kingston Road

Kilometres of Bikeways by Type and Status – 2003

<u>Bikeway Type</u>	<u>Existing (km)</u>	<u>Proposed (km)</u>	<u>Total</u>
Bike Lanes	59	426	485
Off-Road	159	124	283
Paths			
Signed Route (Shared Roadway)	33	200	233
Total	251	750	1001

Two other important Bikeway Network related projects were completed in 2003. A new Toronto Bicycle Map was launched at the Toronto International Bicycle Show in March and 90,000 copies of the new map were distributed across the City through civic centres, libraries, community centres, bicycle stores and hundreds of public events. The Bicycle Map is an

excellent tool for promoting Toronto's bicycle routes and programs, as well as for getting bicycle safety information into the hands of cyclists. A new Bikeway Network signage system for on-street bikeways was developed and tested over the summer months. The signage system was created from an extensive review of North American and European wayfinding systems for cyclists. This signage will not only complement the existing signage for dedicated bicycle lanes (as per Ontario Traffic Manual) but will also harmonize the varied wayfinding signage currently in place for cyclists. Based on the evaluation results, the sign design is being finalized and the new signs will be installed on all existing and future bikeways, beginning in 2004. Further development will be undertaken in 2004 to test a similar Bikeway Network sign for off-street bikeways in parks. The new signage will provide an easy-to-follow wayfinding system and enable seamless connections between bikeways on roadways and bikeways within the parks system. In addition, staff are nearing completion of new Bikeway Design Guidelines which will guide the design of all future bikeway projects and ensure a consistent and high quality design in all City districts.

The bicycle parking program had another busy year with 2,371 new post-and-ring bicycle racks installed on City sidewalks and boulevards. Toronto now ranks number one among North American cities with over 13,000 bicycle parking racks provided on City streets. Research has been completed on the Bicycle Locker Pilot Project and a bicycle locker product will be selected and installed at several locations in the spring of 2004. This pilot project is modelled on successful bicycle locker programs in other cities. The new bicycle lockers will be operated for one year and the evaluation results will determine if bicycle lockers should become a core service of the bicycle parking program. In addition, an informative Bicycle Parking Guide has been published and distributed to advise employers, building managers and property owners how to provide high quality bicycle parking facilities for their tenants and employees.

Bicycle Promotion and Safety programs achieved several important advancements in 2003. The Annual Bike Week celebration was expanded with over 100 events designed to promote Toronto's cycling infrastructure and programs and the City's diverse bicycle culture. More than 50 organizations hosted events and over 25,000 people participated in Bike Week. The Road and Trail Safety Ambassador Program had a successful season with 10 summer staff, forming two teams covering the whole city. The Safety Ambassadors participated in a wide range of activities, ranging from the evaluation of the Bikeway Network Signage Pilot Project to delivering CAN-BIKE cyclist training courses. They attended 187 events and made direct contact with 31,000 people.

The Bicycle Safety Partnership (BSP) has been formalized under the umbrella of the Road Safety Coalition of Greater Toronto. The BSP recently completed the 2-4-1 Helmet Poster Campaign and is currently seeking partners and sponsors to develop a Toronto Cycling Guide. The Cycling Guide will be launched in 2004, pending funding availability. The CAN-BIKE training courses were offered at 14 community centres and were well attended. The Toronto Bicycle – Motor Vehicle Collision Study was published, distributed to bicycle and safety organizations and posted on the City website. The Study findings have already been incorporated into the CAN-BIKE course materials and other bicycle safety materials. The collision study has generated a wealth of information on the nature and causes of Toronto bicycle collisions and will form the

basis for development of collision countermeasures aimed at reducing specific types of bicycle collisions, beginning in 2004.

The Bicycle User Group (BUG) Network is in the second year of a five-year plan. To date there are 50 BUGs participating in the program, located in 15 of the City's 44 wards. One of the program's goals is to have BUGs active in all City wards by the fifth year of the program. The purpose of the BUG program is to assist groups and organizations that want to encourage cycling within their workplace or community. City staff offer a number of services, such as on-site consultations on providing secure bicycle parking, showers and change rooms, to provide BUGs with the skills and knowledge to successfully promote cycling within their sphere of influence.

The 2003 Bicycle Friendly Business Awards were presented at a special ceremony in October, with winners chosen by an expert panel comprised of City Councillors, staff and bicycle planning, design and retail representatives. The 2003 Bicycle Friendly Business Award Winners are:

- Best Bike Parking Award: Global Village Backpackers
- Bicycle Commute Award: International Financial Data Services
- Bicycle Friendliest Suburban Business Award: York University
- Best Small Business Award: Grassroots Environmental Products
- Best Large Business Award: Ticketmaster
- Best Skills Development Award: Community Bicycle Network
- Best Overall Award: La Palette Restaurant

#### Toronto Bike Plan Funding

Funding for Toronto Bike Plan projects is reviewed each year as part of the budget review process for each of the City departments involved in the Bike Plan. The approved budget amounts for the first two years of the Bike Plan are listed below. Funding levels for Year 3 will be approved by City Council as part of the City's overall 2004 budget.

#### Bike Plan - related Budgets by Department:

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

When the Toronto Bike Plan was first presented to City Council in July 2001, it was described as an ambitious 10-year plan. Due to the budget pressures facing the City, funding levels have not kept pace with the levels anticipated in the Bike Plan. The experience gained in the first two years of implementation suggests that fully implementing the Bike Plan, particularly the complete 1,000 km Bikeway Network, cannot be achieved in 10 years. Many of the roadways which form part of the proposed Bikeway Network are not scheduled for capital work within the 10-year horizon. It is far more cost effective to make physical changes, where necessary, as part

of the scheduled capital works program. For these reasons, the Bike Plan is more realistically a 20-year plan of work. Despite the extended timeline of the Bike Plan, there are still a considerable number of new bikeways and bicycle friendly improvements to be achieved each year.

#### 2004 Bike Plan Consultation and Monitoring Process

Monitoring the Bike Plan's progress involves ongoing review and consultation with the respective departments through the Bike Plan Coordinating Committee and with the Toronto Cycling Committee. The 2004 timeline for monitoring progress and developing priorities for the following year is outlined below.

##### May: Cycling Committee Meeting

- Confirmation of 2004 approved budgets and projects
- Begin consultation with the Cycling Committee on next year's priorities

##### June: Bike Plan Open Houses

- Bike Plan Open Houses to present 2004 projects and solicit input on the 2005 program

##### July: Cycling Committee Meeting

- Endorsement of 2005 priorities by the Cycling Committee

##### 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

##### December: Works Committee

- Submit Third Annual Progress Report to City Council

#### Conclusions:

Significant progress was achieved in the second year of the Toronto Bike Plan, in several of the key program areas. Toronto now ranks number one in North America in bicycle parking, with more than 13,000 post-and-ring bicycle racks provided on City streets. More than 2,300 new bicycle racks were installed in 2003. The first two years of the Plan saw modest growth in the Bikeway Network with 15 km of new bicycle lanes constructed and almost 10 km of new and reconstructed multi-use trails. The Bikeway Network now consists of 59 km of bike lanes, 159 km of multi-use trails and 33 km of signed routes. The development of the new Bikeway Network signage system and Toronto Bikeway Design Guidelines, when completed in 2004, will assist staff in more effectively implementing the Bikeway Network as the Bike Plan continues to be rolled out.

Despite the anticipated accelerated pace of bikeway development, fully implementing the 1,000 km Bikeway Network is more realistically a 20-year plan of work, rather than the 10-year plan as originally envisioned by the Bike Plan. Bicycle promotion and safety programs achieved several important advancements in 2003, including an expanded Bike Week, the establishment of the Bicycle Safety Partnership, a growth in the number of Bicycle User Groups and the expansion of the Road and Trail Safety Ambassadors Program, with ten summer staff promoting bicycle safety at hundreds of public events across the City.

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List of Attachments:

Appendix A - Toronto Bike Plan - Year 2 (2003) Year-end Progress Report

**APPENDIX A**  
**TORONTO BIKE PLAN - YEAR 2 (2003)**  
**Year-end Progress Report**

The Toronto Bike Plan sets out a multi-year strategy for improving cycling conditions and encouraging cycling. An annual Bike Plan Progress Report will be submitted to City Council each year. This second 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 2 (2003).

The following tables provide the status of the Bike Plan's 49 recommendations in the order in which they are presented in the Toronto Bike Plan report. The recommendations are organized by program area in chapters 4 through 10, as described below.

Chapter	Program Area
4.	Bicycle Friendly Streets
5.	Bikeway Network
6.	Safety and Education
7.	Promotion
8.	Cycling and Transit
9.	Bicycle Parking
10.	Implementation and Monitoring

<b>CHAPTER 4</b>	<b>BICYCLE FRIENDLY STREETS</b>	<b>TORONTO BIKE PLAN</b>	
<b>Rec. No.</b>	<b>Recommendations</b>	<b>Timing</b> <small>(Schedule A, Toronto Bike Plan, p. 10-2)</small>	<b>Lead Dept.</b>
<b>4-1</b>	Improve Bicycle Detection at Traffic Signals	2003/ongoing	WES
	Status: - Transportation staff participating on Transportation Association of Canada Technical Committee to develop national standard for bicycle traffic signals. - draft Toronto bicycle signal policy under development. - review of detection technology to begin in 2004.		
<b>4-2</b>	Amend By-laws to Exempt Bicycles	Ongoing	WES
	Status : in response to requests		
<b>4-3</b>	Enhance Safety and Maintain Access Through Traffic Calming Projects	Ongoing Complete	WES
	Status : - Toronto Traffic Calming Policy (adopted by City Council April 16,17,18, 2002-Clause 1 of Report No.4 of the Works Committee) states that one of the goals of traffic calming is to promote bicycle use. Traffic calming installation are sensitive to bicycle safety and access.		



<b>4-4</b>	Investigate Two-way Bike Access on One-way Streets	2006-2007	WES
	Status : scheduled for review in 2006		
<b>4-5</b>	Provide Wide Curb Lanes on Arterial Roadways	Ongoing	WES
	Status : <ul style="list-style-type: none"> <li>- Considered as part of re-striping following road resurfacing projects.</li> <li>- Developing monitoring process for 2004 capital program</li> </ul>		
<b>4-6</b>	Provide Bicycle Friendly Features for Bridges/Underpasses	Ongoing	WES
	Status : <ul style="list-style-type: none"> <li>- All bridge projects reviewed by staff to identify opportunities for bicycle friendly features.</li> <li>- Goal to provide 2.0 m wide bike lanes on Bikeway Network bridges and minimum 1.5m wide shoulders on all other bridges, where feasible.</li> <li>- Developing monitoring process for 2004 capital program</li> </ul>		
<b>4-8</b>	Develop a Pavement Repair Reporting System	2002/ongoing	WES
	Status : <ul style="list-style-type: none"> <li>- Public requests/complaints go to the centralised Road Info Line</li> <li>- The phone number promoted on new cycling map and other print materials</li> <li>- Review opportunities to include other cycling info on new Road Info line</li> </ul>		
<b>4-8</b>	Ensure Street Cleaning Practices Respond to Cyclists' Needs	2003/ongoing	WES
	Status : <ul style="list-style-type: none"> <li>- Regular street sweeping on all major routes</li> <li>- New street cleaning technologies being investigated to improve air quality</li> </ul>		
<b>4-9</b>	Continue Catchbasin Grate Replacement Program	2002/ongoing	WES
	Status: <ul style="list-style-type: none"> <li>- Catch basin grates are being replaced on a request basis and as part of road resurfacing and reconstruction projects.</li> </ul>		
<b>4-10</b>	Review practices for Cyclist Safety during Road Construction	Ongoing	WES
	Status: <ul style="list-style-type: none"> <li>- Staff review Traffic Management Plans for reconstruction projects impacting bikeways.</li> </ul>		

<b>CHAPTER 5 THE BIKEWAY NETWORK</b>		<b>TORONTO BIKE PLAN</b>	
<b>Rec. No.</b>	<b>Recommendations</b>	<b>Timing</b>	<b>Lead Dept.</b>
<b>5-1</b>	Implement a Bikeway Network Status : - 7 km of new bicycle lanes and 4.6 km of new and reconstructed trails in 2003 - several other projects in planning, design and consultation stages (add table of existing and proposed)	2002/ongoing	WES/EDCT
<b>5-2</b>	Demonstrate Innovative Designs Status : - Browns Line “jug handle” to facilitate left turning cyclists - Toronto Bikeway Design Guidelines drafted, to be completed 2004 - Will continue to look for innovative design solutions during bikeway development	Ongoing	WES
<b>5-3</b>	Develop Bikeway Network Information System Status : - New cycling map launched at March 2003 Bicycle Show. - Pilot project to evaluate new Bikeway Network signs completed Fall 2003 - Multi-year plan for roll-out of new Bikeway Network, to begin in 2004 in South District – need to develop and test trail signage in 2004	2004/ongoing	WES/EDCT
<b>5-4</b>	Improve Bikeway Maintenance to Ensure Safe Operation Status : - July TCC meeting reviewed problems and potential solutions for winter maintenance in bicycle lanes. - Proposal to restrict parking on alternate sides to facilitate snow clearing once / week – to be reviewed with Councillors Jan/Feb 04, 2004/05 pilot project	2002/ongoing	WES/EDCT
<b>5-5</b>	Identify High Collision and Injury Locations Status : - Bicycle/motor-vehicle collision study completed in June 2003. - Begin development of countermeasures programs for implementation in 2004.	2004/ongoing	WES
<b>5-6</b>	Increase Enforcement both On-Road and Off-Road Status : - Toronto Police Service Cycle Right Campaign, June 2003	2002/ongoing	Police Service
<b>5-7</b>	Establish Seamless Connections with Neighbouring Municipalities Status : - First route connecting with Mississauga via Morningstar Bridge scheduled for Fall 2003 (note: shoulder bike lane to be painted but will not be designated as a bike lane until connecting routes are approved).	2007/ongoing	WES/EDCT

CHAPTER 6 SAFETY AND EDUCATION		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Dept.
6-1	Establish a Bicycle Safety Partnership	2002/ongoing	UDS
	<p>Status :</p> <ul style="list-style-type: none"> <li>- Ad hoc committee from 2002 has been formalized under the umbrella of the Road Safety Coalition of Greater Toronto meets once a month to share expertise and resources.</li> <li>- Membership is expanding and includes: City of Toronto, ThinkFirst Foundation, SafeKids Canada, 2 Wheel Drive, Community Bicycle Network, Canadian Automobile Association, Ministry of Transportation, Toronto Public Health, Ontario Cycling Association, Bicycle Trade Association of Canada, Toronto Bicycle Dealers Association, SmartRisk Foundation, Canadian Health Injury Prevention Program, St. Michael's Hospital Injury Prevention Research Office, Dynatex Textiles Inc., VeloOntario and Toronto Police Traffic Service.</li> <li>- BSP successfully completed the 2-4-1 Helmet Poster Campaign in 2003 and is currently working on developing a 2004</li> <li>- New Toronto Cycling Guide being planning for 2004</li> </ul>		
6-2	Develop and Implement Safety Programs	2002 - 2010	UDS
	<p>Status :</p> <ul style="list-style-type: none"> <li>- Four campaigns this year:</li> <li>- 2-4-1 helmet poster campaign – poster developed, printed and launched on June 2<sup>nd</sup> with 250 posters displayed in OMG boxes in June-promoting correct helmet fit.</li> <li>- Watch for Bikes sticker campaign – taxicab bylaw requires cabs to post stickers on drivers side mirror and passengers side windows to remind occupants to open look for bikes before opening car door. Public program and free stickers rolled out in August to Community Centres, Police Stations and Libraries. Campaign will be continued in spring 2004.</li> <li>- Pass Bikes Safely bus cards – looking for sponsor to assist with funding for posting cards on the backs of buses- encouraging drivers to leave at least one metre space when passing cyclists. Funds were not found to carry out this program in 2003.</li> <li>- Sidewalks are for Pedestrians – awareness of dangers of sidewalk cycling for cyclists and pedestrians. Distribution of posters continued by request. New material and awareness campaign planned for 2004</li> <li>- Two new projects are in development: Toronto Bike Plan Display – on-going work to create a display that will be used year-round in 2004 to publicize the Toronto Bike Plan. Tentative schedule developed for 2004.</li> <li>- Development of a bike bus program – initial stages of developing a network of teachers who are interested in cycling.</li> <li>- Added new content to Cycling/Safety website. Unit on Helmets is complete and Licensing should be complete by year end.</li> <li>- On-going work as cycling rep on Coalitions: Road Safety Coalition of Greater Toronto, Toronto Injury Prevention Coalition, Road Safety Educators Association, Community Police Liaison Committee.</li> </ul>		

<b>6-3</b>	Expand and Improve Access to CAN-BIKE courses	2002, 2003/ ongoing	UDS/EDCT
<p>Status :</p> <ul style="list-style-type: none"> <li>- The main emphasis for 2003 has been to promote courses and to support instructor development. CAN-BIKE courses scheduled at 14 Parks and Rec. centres and preliminary results show that course registration is full with waiting lists.</li> <li>- CAN-BIKE posters in Transit Shelters during month of April and CAN-BIKE mini posters at work places.</li> <li>- CAN-BIKE article published in June issue of Canadian Living Magazine from last year's media CAN-BIKE course.</li> <li>- Kids CAN-BIKE quiz published in Own Magazine in June in partnership with OCA.</li> <li>- Worked with Canadian Cycling Association and provincial organizations to post CAN-BIKE materials on websites nationally. Held one instructor workshop in March 2003.</li> <li>- Completed curriculum review for Cycling Freedom course for women – new material to be sent to instructors.</li> <li>- Working on communication tool that will allow instructors to communicate and share ideas. Set up national CAN-BIKE instructor list serve as a communication tool for instructors.</li> <li>- Developed a new Kids CAN-BIKE Festival training package to be offered in schools. Trained 8 CAN-BIKE instructors to deliver the program.</li> <li>- Completed curriculum development on the four day Instructor Workshop and held two additional workshops in October and November.</li> <li>- Developed and piloted new CAN-BIKE demo for use at public/media events and at Ambassador events</li> </ul>			
<b>6-4</b>	Complete CAN-BIKE Driver-Training Unit	2002/ongoing	UDS
<p>Status :</p> <ul style="list-style-type: none"> <li>- Piloted in 2002 at the Road Safety Educators' Association annual conference (association of driver trainers)</li> <li>- Needs improvements and marketing plan to be developed in 2003/04</li> <li>- Still in progress. Being prepared in CD Rom format.</li> </ul>			
<b>6-5</b>	Review Bicycle Collisions	Ongoing	WES
<p>Status :</p> <ul style="list-style-type: none"> <li>- Bicycle/Motor-vehicle Collision Study completed June 2003, distributed to bicycle and safety organisations and posted on City website</li> <li>- Begin to develop countermeasure programs for 2004 implementation</li> </ul>			
<b>6-6</b>	Develop Educational Material to Assist Cyclists Involved in Collisions	2004/ongoing	UDS/WES
<p>Status :</p> <ul style="list-style-type: none"> <li>- Information provided on new Cycling Map, 100,000 copies distributed</li> <li>- Develop complete information package in 2004 in connection with Advocacy for respect for cyclist and Toronto Police Service – hard copy and website formats</li> </ul>			

<b>6-7</b>	Continue Toronto Police Service Role in Bicycle Safety	Ongoing	Police Service
Status : - Police training constables instructed the annual Media, Police, Courier CAN-BIKE course in May 2003 - Police continue CAN-BIKE training for Police Bicycle Patrol and Parking enforcement officers on bikes, as do Emergency Medical Services Paramedics on Bike Patrol. - Staff now sit on a new Traffic Safety Community Police Liaison Committee			
<b>6-8</b>	Request MTO to Develop/Implement Bicycle Safety Strategies	2002	UDS
Status : - Provided comments on the Cycling Skills Booklet (MTO reprinting date not determined). - Providing ongoing comments on the Official Drivers Handbook			

CHAPTER 7		PROMOTION	TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Dept.	
7-1	Expand Bike Week	Ongoing	UDS	
	Status : Bike Week 2003 - Over 100 events that have promoted both cycling and the Toronto Bike Plan. - Events were designed to promote Toronto's cycling infrastructure, policies, programs and the diversity in Toronto's bicycle culture. - Over 50 different organizations in the cycling community hosted over 100 self-funded community events. - Over 200 media hits in print, radio, television and the Internet. - Over 25,000 people attended Bike Week events.			
7-2	Develop a Bike-to-School Program	2004, 2005/ ongoing	UDS	
	Status : - Working with TCC school board reps to develop a network of teachers interested in cycling. - Questionnaire was sent out in 2003 to assess interest. - Network is in development and will lead into the Bike Bus Program and BUG's at schools.			
7-3	Promote Cycling Programs, Facilities and Events	Ongoing	UDS / WES	
	Status : - The 2003 Cycling Map was produced and distributed for the first time as part of the Bike Plan with 100,000 copies printed. The map promotes the Toronto Bike plan and cycling resources. - The City of Toronto cycling web-site continues to be updated and expanded. Highlights include safety tips, commuter tips, the Bike Map, BUG Network and bike Plan expanded resources. - In 2003, nine events were organized by City staff to highlight various aspects of the Toronto Bike Plan. These events provided the staff with an opportunity to highlight the City's commitment to cycling programs and infrastructure as outlined in Chapter Two of the Official City's Official Plan. Events were organized to showcase the six elements, or "spokes", of the Toronto Bike Plan. - The Transportation Services newsletter featured articles on the Bike Plan, Bike Parking Program and the New Cycling Map - Distributed to all households in the city. - Cyclometer newsletter was sent out monthly in 2003 through our email subscription service. New content was posted each month on our website home page to coincide with that month's issue of Cyclometer.			

7-4	Maintain the Road and Trail Safety Ambassador Program	Ongoing	UDS
<p>Status :</p> <ul style="list-style-type: none"> <li>- In 2003, Cycling Ambassadors comprised of 10 staff, forming two teams, covering the east and west parts of the City. This is the first year the program has been run with two Team Leaders. Each team consisted of four Ambassadors and one Team Leader.</li> <li>- The Ambassadors delivered a wide range of cycling related initiatives, like the Bicycle Friendly Business Awards, Bike Week, the Bicycle User Group Network, CAN-BIKE, evaluation of the Bikeway Network Signage Pilot Project and promote the Bike Plan.</li> <li>- The Ambassador attended 187 events, contacted 31,000 people and had 32 media hits.</li> </ul>			
7-5	Encourage and Support Cycling by City Employees	2003, 2004/ ongoing-	UDS
<p>Status :</p> <ul style="list-style-type: none"> <li>- Implemented in-door bike parking in a civic building. The pilot project is located at 590 Jarvis and offers dedicated high quality secure parking for 50 staff with security card access.</li> <li>- New publication of City of Toronto's Driver Manual (Section 10.00 Bicycles) requires all employees who ride a bicycle as part of their job take CAN-BIKE 2, wear a certified helmet and wear a reflective vest or reflective cycling gear. Courses are offered through the City's Driver Training School by CAN-BIKE certified instructors.</li> </ul>			

7-6	Encourage Employers to Promote Bicycle Commuting	2006, 2007/ ongoing	UDS
<p>Status:</p> <ul style="list-style-type: none"> <li>- The 2003 Bicycle Friendly Business Awards were presented to the winners at a special ceremony that took place on Thursday, October 9th, 2003 in the Main Rotunda of Toronto City Hall: Best Bike Parking Award Winner: Global Village Backpackers Bicycle Commute Award Winner: International Financial Data Services Bicycle-Friendliest Suburban Business Award Winner: York University Best Small Business Award Winner: Grassroots Environmental Products Best Large Business Award Winner: Ticketmaster Best Skills Development Award Winner: Community Bicycle Network Best Overall Award Winner: La Palette.</li> <li>- The Bicycle Friendly Business Awards 2003 was judged by: Councillor Olivia Chow, Councillor Joe Mihevc, Councillor David Miller, Councillor Joe Pantalone, Councillor Jane Pitfield, Councillor Kyle Rae, Dave Robinson, Mountain Equipment Co-op, Jay Cranstone, Senior Landscape Architect and Rod McPhail, Director of Transportation Planning, UDS, City of Toronto.</li> <li>- The BUG Network is in the second year of a five-year plan and the target this year is 60 BUGs, 200 new commuters, BUGs in 20 wards. To date there are 50 BUGs in 15 Wards and 200 new commuters. The following are projects being implemented in 2003 for the BUG Network members.</li> <li>- BUG Commuter Challenge – the BUG that has the most number of cyclists in the Bike Week Group Commute/Pancake Breakfast was AT&amp;T Canada.</li> <li>- Commuter Tips Video – the video is being edited and will demonstrate the basics principles of commuter cycling.</li> <li>- On-site Consultation Service – staff visit potential and existing BUG locations as requested to discuss solutions to cycling related issues (such as secure bicycle parking, installation of lockers or showers).</li> <li>- Membership Seminar – All BUG Members will be invited to a seminar in the fall to discuss a cycling related topic in detail.</li> <li>- Special events – The 590 Jarvis BUG Breakfast was planned by Staff and was part of Bike Week.</li> <li>- Annual Evaluation Forms – Each BUG Member will fill out a survey at the end of every year. This tool will be used in measuring the effectiveness of the BUG program and will help assess the goals of the program.</li> </ul>			
7-7	Encourage Bicycle Tourism in Toronto	2010 – 2011	UDS/EDCT
<p>Status :</p> <ul style="list-style-type: none"> <li>- Started working with EDCT and established a partnership with the Green Tourism Association a non-profit organization working to develop and cultivate a green tourism industry in Toronto.</li> </ul>			



<b>CHAPTER 8 CYCLING AND TRANSIT</b>		<b>TORONTO BIKE PLAN</b>	
<b>Rec. No.</b>	<b>Recommendations</b>	<b>Timing</b>	<b>Lead Dept.</b>
<b>8-1</b>	Undertake Bike-and-Ride Survey	2002, 2005, 2008, 2011	TTC / WES
	Status : - Some Bike-and-Ride user data will be captured in the Spring 2004 Cycling Survey by Transportation Services.		
<b>8-2</b>	Undertake Demonstration of Bike Racks on Buses	2003, 2004	TTC
	Status : - Program to be developed with TTC in 2005/2006		
<b>8-3</b>	Review Access to Transit Stations & Implement Improvements	2004, 2005, 2006	WES/TTC
	Status : - Scheduled to commence in 2004		
<b>8-4</b>	Develop Bike-and-Ride Promotion Strategies	2002-2003/ongoing	TTC
	Status : - No action by TTC in 2003. - Bike-and-Ride promoted on 2003 Toronto Cycling Map, through 2003 Bike Week events and through the BUG program. - Cycling Committee working group met once only and is now inactive		

<b>CHAPTER 9</b>		<b>BICYCLE PARKING</b>		<b>TORONTO BIKE PLAN</b>	
<b>Rec. No.</b>	<b>Recommendations</b>	<b>Timing</b>	<b>Lead Dept.</b>		
<b>9-1</b>	Manage City-wide Bicycle Parking Strategy	Ongoing	WES		
	Status : - 2,371 post-and-ring bike stands installed this year. Now more than 13,000 city-wide				
<b>9-2</b>	Research Enhanced Bicycle Parking Facilities	2004, 2005/ ongoing	WES		
	Status : - RFQ developed for 30 bicycle lockers. Research completed on bicycle locker designs and state-of-the-art bicycle locker programs. - Bicycle locket pilot project being developed for launch in Spring 2004.				
<b>9-3</b>	Determine Viability of Operating a Bikestation	2007, 2008	WES/UDS		
	Status : - Scheduled to commence in 2007				
<b>9-4</b>	Evaluate Zoning By-laws for Bicycle Parking Requirements	2002, 2003/ ongoing	UDS		
	Status : - Being considered as part of the By-law harmonization process being undertaken by UDS.				
<b>9-5</b>	Produce Bicycle Parking Guidelines for Developers	2005, 2006	UDS		
	Status : - BICYCLE PARKING - a Guide for Business Owners and Cyclists in the City of Toronto. 10,000 copies of 4 colour 12 page booklet.				
<b>9-6</b>	Develop a Strategy for Reducing Bicycle Theft	2006	UDS/WES		
	Status : - Developed and produced printed material on bicycle parking. - TIPS For Bicycle Parking Users. 2,000 copies of one colour brochure.				

<b>CHAPTER 10</b>		<b>IMPLEMENTATION</b>		<b>TORONTO BIKE PLAN</b>	
<b>Rec. No.</b>	<b>Recommendations</b>	<b>Timing</b>	<b>Lead Dept.</b>		
<b>10-1</b>	Establish Inter-Departmental Bike Plan co-ordinating Committee	2002/ongoing	WES, EDCT, UDS, Public Health		
	Status : - Bike Plan Coordinating Committee established in 2002 - Regular meetings to review budgets and co-ordinate programs.				
<b>10-2</b>	Prepare Annual progress Report to Council	Ongoing	WES		
	Status : - Year 1 Annual progress Report received by Council on May 21,22 and 23, 2003 (Clause 17 of Works Committee Report No.4) - Year 2 Annual Progress Report submitted to January 2004 Works Committee.				
<b>10-3</b>	Review Staff Resources Required for the Bike Plan	2002	WES/UDS/EDCT		
	Status : - No resources available within existing Operating Budgets to increase staff complements.				
<b>10-4</b>	Detailed Design and Public Consultation for Bikeway Routes	Ongoing	WES		
	Status : - New Design and Public Consultation Process for bike lanes established to reflect the new Municipal Act which came into effect January 1, 2003. - Developing new consultation approach for 2004 – involving community open house / cycling Festival to present Bikeway Network plans for whole community / larger area and to present other cycling programs and services at the same time.				
<b>10-5</b>	Commit Funding for Implementation of Toronto Bike Plan	2002/ongoing	WES/EDCT/UDS		
	Status : - <u>2003 Base Funding</u> WES - \$ 782,000 EDCT - \$ 615,000 UDS - \$ 150,000 Total - \$ 1,547,000				
<b>10-6</b>	Explore Alternate funding Source	Ongoing	UDS/WES		
	Status : - Funding support has been provided by Ontario Power Generation, Canadian Council for Human Resources in the Environment Industry, Toronto Parking Authority, the Toronto Atmospheric Fund and TD Canada Trust for bicycle promotion program.				
<b>10-7</b>	Collect and Analyze Cycling Data	2002/ongoing	WES		
	Status : - Second Toronto Cycling Survey to be conducted Spring 2004.				