

TORONTO STAFF REPORT

June 13, 2005

To: Works Committee and Toronto Cycling Committee

From: W. Leslie Kelman, Acting General Manager, Transportation Services

Subject: Toronto Bike Plan – Year-3 Progress Report (2004)
(All Wards)

Purpose:

To provide City Council with the third annual progress report on the implementation of the Toronto Bike Plan and to outline a strategy for reviewing and accelerating the Bike Plan schedule of implementation.

Financial Implications and Impact Statement:

There are no immediate financial implications resulting from the receipt 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 No. 3 of Report No. 8 of the Planning and Transportation Committee, entitled “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.

City Council, at its meeting on April 12, 13 and 14, 2005, adopted Clause No. 21 of Report No. 4 of the Policy and Finance Committee, entitled “Short-Term Deliverables and Other Requests from the Roundtable on the Environment for Improving Toronto’s Air Quality”, which, among other things, requested the appropriate City staff to provide a report to the Roundtable on the Environment on “the cost estimate for returning to the original schedule of implementation of the Toronto Bike Plan for consideration as part of the 2006 Budget cycle”.

City Council, at its meeting on May 17, 18 and 19, 2005, adopted Clause No. 16 (f) of Report No. 5 of the Works Committee, entitled “2005 Toronto Cycling Committee Budget”, which requested the Chief Planner and Executive Director, City Planning, the General Manager, Parks, Forestry and Recreation, and the Acting General Manager, Transportation Services to prepare a joint report to the Toronto Cycling Committee on June 20, 2005, detailing the cost and the human resources needed to implement the Toronto Bike Plan, as originally envisioned through the Operating Budget.

Comments:

Introduction

This third annual Bike Plan progress report provides the status of the Plan’s 49 recommendations to the end of 2004. This report also sets out a strategy for developing a detailed implementation plan for accelerating the pace of the Bike Plan, particularly the Bikeway Network.

The Bike Plan is a multi-faceted strategy involving several City departments and agencies, with primary responsibilities shared by the Transportation Services, City Planning and Parks, Forestry and Recreation Divisions. 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. The Transportation Services Division is responsible for roadway-related cycling infrastructure, including bicycle parking facilities, bicycle lanes and multi-use paths within the road right-of-way and within some utility corridors. The Parks, Forestry and Recreation Division is responsible for multi-use paths within the parks system and within some utility corridors, and the delivery of CAN-BIKE cyclist training courses. The City Planning Division is responsible for bicycle promotion and safety programs, including Bike Week, the Cycling Ambassadors and safety campaigns. The inter-divisional Bike Plan Co-ordinating Committee provides a forum for co-ordinating annual work programs and for delivering effective cycling programs and services.

The Toronto Bike Plan contains 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; and
- Bicycle Parking.

Key Bike Plan Initiatives in 2004

The following list summarizes some of the key Bike Plan projects and programs undertaken and/or completed in 2004:

- 1,693 new post-and-ring bicycle parking stands;
- bicycle locker pilot project initiated, with the first “test” lockers installed at City Hall;

- 7 km of new bikeways;
- new bikeway sign system developed and tested (rollout beginning in 2005);
- bicycle route map produced and distributed (80,000 copies annually);
- 258 cyclists participated in CAN-BIKE courses;
- 80 police officers trained in the Police Bike Patrol CAN-BIKE 2 course;
- over 100 Bike Week events, involving 60 different sponsoring organizations, and more than 30,000 participants;
- cyclometer e-newsletter sent to 2,500 cyclists each month;
- 10 Cycling Ambassadors attended 275 events, contacting 49,000 people across the city;
- seven local businesses awarded the City's Bike Friendly Business Award;
- 70 Bicycle Users Groups registered, attracting 250 new bike commuters; and
- the TTC approved a pilot project for bike racks on buses.

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 Co-ordinating Committee and the Toronto Cycling Committee. An interim status report was presented to the Cycling Committee at its meeting on January 17, 2005.

Building the Bikeway Network

In the past two years the Cycling Committee has submitted several requests to Standing Committees of Council to increase departmental operating and capital budgets for Bike Plan projects. Since the adoption of the Bike Plan, annual funding for cycling education and promotion programs has remained unchanged, and funding for cycling infrastructure has increased. However, while overall cycling funding has increased, it has not kept pace with the 10-year projection presented in the Plan. The funding shortfall is most noticeable with respect to the Bikeway Network. While building the 1,074 km Bikeway Network is just one of the Plan's 49 recommended actions, it is by far the largest and most visible component of the Bike Plan. The capital cost for building the network represents \$66.8 million of the \$72.8 million projected total cost for the 10-year Bike Plan (based on 2001 figures).

Table No. 1 identifies the completion status of the Bikeway Network by the three bikeway types. As of May 2005, there were 291 km of bikeways in place. A further 783 km of proposed new bikeways remain to be completed. At the current pace of implementation, completing the proposed 1,074 km Bikeway Network within 10 years appears unachievable.

Table No. 1					
Status of the Bikeway Network by Bikeway Types – May 2005					
Bikeway Type	km at start of Bike Plan	km added in Years 1 – 3 2002 - 2004	km added in Year 4 2005	Proposed New km to be added	Total km at completion of Network
Bike Lanes	35	28	0	421	484
Shared Roadways	37	0	32	236	305
Off-Road Paths	150	9	0	126	285
Total	222	37	32	783	1074

The Bikeway Network is behind the original 10-year schedule for three reasons:

- annual capital funding levels have not matched the original projections;
- existing staffing resources are not sufficient to deliver projects at the required accelerated rate; and
- the approval process for new bicycle lanes has been longer and more difficult than anticipated.

These three issues, described in more detail below, must be addressed in order to develop a realistic plan for accelerating the growth of the Bikeway Network.

(i) Capital Funding Levels

Table No. 2 shows the actual level of funding allocated to cycling infrastructure in the Transportation Services capital budget in the first four years of the Bike Plan (2002-2005). Due to budget pressures, annual capital funding for cycling infrastructure has not matched the original 10-year projection. City Council has approved \$6.28 million within Transportation Services' annual capital budgets, which is \$4.7 million less than the original projection. It would cost \$10.7 million in 2006 to bring the Transportation Services' Bike Plan funding level up to the original funding schedule in a single year (\$4.7 million shortfall to date plus \$6.0 million originally projected for 2006). Alternatively, an annual average expenditure of \$8.2 million for the years 2006 to 2011 would be required to match the original funding projection by distributing the backlog equally over the remaining six years of the 10-year plan.

Table No. 2 Transportation Services – Annual Cycling Infrastructure Funding To Date			
Year	\$ Projected	\$ Actual	\$ Difference
2002	1,500,000	1,500,000	0
2003	2,000,000	782,000	- 1,218,000
2004	3,000,000	1,800,000	- 1,200,000
2005	4,500,000	2,200,000	- 2,300,000
Total	11,000,000	6,282,000	- 4,718,000

City Council has also approved \$3.7 million within the Park, Forestry and Recreation Divisions’ annual capital budgets in the first four years of the Bike Plan, compared with the original projection of \$4.0 million. An annual average expenditure of \$1.5 million for the years 2006 to 2011 would be required to match the original funding projection of the 10-year plan.

(ii) Staffing Resources

The projected capital cost for building the Bikeway Network does not include the design, public consultation and project management costs. The Parks, Forestry and Recreation Division generally retains consultants to undertake design and consultation for major path projects. For Transportation Services’ projects, this work has been performed primarily by City staff. Existing staff resources have been adequate for delivering bikeway projects at the rate set by the relatively modest annual increase in cycling infrastructure funding. However, significantly increasing the cycling infrastructure capital budget to deliver more projects each year will require a corresponding increase in staff resources or an increased reliance on external engineering/design consultants to deliver the bikeway projects. Design and project management costs generally add 20 percent to the overall project cost. This represents approximately \$15 million in additional costs to build the Bikeway Network at a significantly faster pace.

(iii) Consultation and Approval Process

Increasing funding and staff resources to deliver more bikeway projects each year will only be effective if the approval process for these projects is streamlined, particularly for new bicycle lanes. The bicycle lanes recommended in the Bike Plan have been selected to strike a balance between providing direct, continuous and connected routes for cyclists while minimizing, as much as possible, the impacts on parking, traffic and transit operations and on the adjacent properties. However, in a built environment like Toronto, most bicycle lane projects will have some level of impact.

In the first few years of the Bike Plan, staff focussed on the “easiest” bicycle lane projects first because most neighbourhoods had no previous experience with 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 considerable community resistance (e.g. Cosburn Avenue). This resistance has resulted in project

timelines being extended to accommodate additional community meetings. Some bicycle lane projects went through detailed analysis, design and public consultation only to be deferred indefinitely because the community didn't support the proposed change (e.g. Senlac Avenue). Project delays and deferrals have reduced staff's capacity to deliver projects on time. Staff places a high value on community consultation, however, a more streamlined approval process is needed if City Council wants more kilometres of bicycle lanes implemented each year.

Bikeway Network – Three Distinct Implementation Programs

As shown on Table No. 1, the Bikeway Network is comprised of three bikeway types: off-road paths; shared roadway routes; and bike lanes. The different bikeway types require different levels of funding, staff resources and public and political support.

Shared roadway routes represent 28 percent of the completed Bikeway Network but less than two percent of the cost. Further, because these routes are on lightly travelled roads and are identified, for the most part, by route signs only (no pavement markings), there are no impacts on other road users or adjacent properties. Development and testing of the new bikeway route signs was completed in 2004 and the rollout of new signs began in the spring of 2005. No changes in funding or staff resources are needed to complete the full 305 kilometres of shared roadway routes within the original 10-year schedule.

Off-road paths account for 27 percent of the completed Bikeway network, with more than half of the total length currently in place. While the remaining off-road paths account for relatively few kilometres, they are the most costly element of the Bikeway Network, requiring approximately \$50 million to complete. The majority of new off-road path projects are contained within utility corridors, including both active and abandoned rail and hydro corridors. The off-road path cost includes upgrading some existing paths to current standards, and constructing new paths, bridges, overpasses, arterial road crossings and related improvements, but does not include landscaping, parks amenities, or acquisition/leasing and soil remediation in abandoned rail corridors. These additional costs can be significant, especially for corridors which are being converted to linear parks. In these new linear parks the multi-use path construction is just one component of the overall park improvement cost.

Off-road path projects generally require much longer lead-times for planning, design and public consultation. The most effective way to accelerate the off-road bikeway projects is to retain more external engineering/design consultants to undertake the design, public consultation and project management. However, consultant contracts must be managed by staff, and increasing the number of contracts will require staff resources to manage those contracts.

Once the design/consultation stage for path projects has been completed, the construction phase will require increased multi-year capital funding to phase the work over several years. For example, the master plan for upgrading the 8.3 km Eglinton West Path was completed in 2003 and the construction work is being phased over several years beginning in 2004. The Parks, Forestry and Recreation Division has retained consultants to undertake the functional plan and design for two abandoned rail corridors: The CP PS Lead Spur in the Toronto and East York

District; and the CN Leaside Branch in the North York District. The next major off-road path projects scheduled to begin the planning and design phase by Transportation Services include: the Finch Hydro Corridor in the North York and Scarborough Districts; and the Gattineau Hydro Corridor in the Scarborough District. These projects will also require coordination and negotiation with the province, the owner of the hydro corridor lands.

Bike lanes comprise about 45 percent of the completed Bikeway Network. However, bicycle lanes have a much lower cost per kilometre than off-road paths to implement – the cost being primarily for pavement markings and signs. The cost of implementing the remaining 421 kilometres of proposed new bike lanes is approximately \$10 million, compared to \$50 million for off-road paths. As discussed earlier in this report, bicycle lanes are the most challenging part of the network to implement because they have greater impacts on transit and traffic operations, parking and on community residents and businesses. As a result, even proposed roadway changes with minimal impact have encountered community concern and opposition. For this reason, bike lanes require considerably more staff resources per kilometre for design and consultation, despite their much lower capital cost per kilometre to install. Transportation Services is currently reviewing various options for increasing the resources dedicated to design, public consultation and project management for bicycle lane projects. These options could include: creating new staff positions; re-allocating staff resources; and retaining external professional services.

Strategy for Accelerating the Bikeway Network

Over the next few months, Transportation Services, City Planning and Parks, Forestry and Recreation staff will be developing a detailed strategy for accelerating the implementation of the Bike Plan, including cycling education and promotion programs and the Bikeway Network. A report detailing the strategy will be prepared, in consultation with the Cycling Committee, and submitted to the Works Committee in September, 2005. Potential components of the strategy could include:

- increasing capital and operating funding;
- increasing City staffing;
- using external engineering consultants for design and public consultation;
- streamlining the bicycle lane approval process; and
- investigating potential external funding sources.

This implementation strategy will focus on the next three years. Further reviews will be conducted each year to assess the success of the strategy and to update the strategy for the subsequent three years, with a view to meeting the original 10-year implementation schedule.

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:

There were several notable achievements in Year-3 of the Bike Plan, including: 1,693 new post-and-ring bicycle stands and 7.0 km of new bikeways were installed; over 60 organizations and 30,000 individuals participated in Bike Week; 258 cyclists and 80 police officers completed CAN-BIKE training; and the TTC approved a pilot project for bike racks on buses. A complete summary of the status of the Bike Plan's 49 recommendations is contained in Appendix A.

Annual overall funding for cycling programs and infrastructure has increased since the first year of the Bike Plan, in 2002, but it has not kept pace with the original 10-year schedule. Funding is not the only factor affecting implementation of the Bikeway Network, which is the most costly and visible component of the Bike Plan. Staff will be reviewing the Bike Plan and developing a new implementation strategy, in consultation with the Cycling Committee, with a view to meeting the original 10-year schedule. The detailed strategy, including cycling education and promotion programs and cycling infrastructure, will be reported to the Works Committee in September, 2005.

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List of Attachments:

Appendix A - Toronto Bike Plan, Year-3 Progress Report – (2004)
Status of the Bike Plan's 49 Recommendations

Appendix A
TORONTO BIKE PLAN
Year-3 Progress Report – (2004)
Status of the Bike Plan's 49 Recommendations

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 third 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-3 (2004).

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

Lead Division Key:

- CP City Planning Division
PFR Parks, Forestry and Recreation Division
TS Transportation Services Division

CHAPTER 4		BICYCLE FRIENDLY STREETS	TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing (Schedule A, Toronto Bike Plan, p. 10-2)	Lead Division.	
4-1	Improve Bicycle Detection at Traffic Signals Status: <ul style="list-style-type: none"> • Transportation Services continues to install 3-dots on the pavement to identify where cyclists should position themselves to be detected by a semi-actuated traffic signal for all new signal installations. Transportation staff participated in Transportation Association of Canada study to develop national guidelines for bicycle traffic signals (including bicycle detection) - final report adopted by TAC but not yet published. • Transportation Services have tentatively adopted the TAC bicycle traffic signals guidelines, however municipalities in Ontario don't have authority to install bicycle signals yet. • Transportation staff are participating in a new Transportation Association of Canada study to develop national guide • Lines for bicycle pavement markings, including a new marking to identify where cyclists should position themselves to be detected by a semi-actuated traffic signal (this would replace the 3-dot program if adopted). • Transportation staff are participating in the MTO review/update of the Ontario Traffic Manual, Book 12, Traffic Signals. The update manual will for the first time set out Ontario guidelines for bicycle traffic signals. 	2003/ongoing	TS	

4-2	Amend By-laws to Exempt Bicycles	Ongoing	TS
	Status : in response to requests		
4-3	Enhance Safety and Maintain Access Through Traffic Calming Projects	Ongoing Complete	TS
	Status : <ul style="list-style-type: none"> 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. 		
4-4	Investigate Two-way Bike Access on One-way Streets	2006-2007	TS
	Status : scheduled for review in 2006		
4-5	Provide Wide Curb Lanes on Arterial Roadways	Ongoing	TS
	Status : <ul style="list-style-type: none"> Considered as part of re-striping following road resurfacing and reconstruction projects. 		
4-6	Provide Bicycle Friendly Features for Bridges/Underpasses	Ongoing	TS
	Status : <ul style="list-style-type: none"> All bridge projects reviewed by staff to identify opportunities for bicycle friendly features. 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. 		
4-8	Develop a Pavement Repair Reporting System	2002/ongoing	TS
	Status : <ul style="list-style-type: none"> Public requests/complaints go to the Transportation Services Center at 416-338-9999 or Access Toronto at 416-338-0338. The phone number is promoted on new cycling map and other print materials 		
4-8	Ensure Street Cleaning Practices Respond to Cyclists' Needs	2003/ongoing	TS
	Status : <ul style="list-style-type: none"> Regular street sweeping on all major routes by Transportation Services New street cleaning technologies being investigated could improve air quality, especially for pedestrians and cyclists. 		
4-9	Continue Catchbasin Grate Replacement Program	2002/ongoing	TS
	Status: <ul style="list-style-type: none"> Catch basin grates are being replaced on a request basis and as part of road resurfacing and reconstruction projects. 		
4-10	Review practices for Cyclist Safety during Road Construction	Ongoing	TS
	Status: <ul style="list-style-type: none"> Staff review Traffic Management Plans for reconstruction projects impacting bikeways. Need to review strategies for minimizing the potential hazard of streetcar tracks during construction projects on streetcar routes (eg College-Carlton-Gerrard in 2004) 		

CHAPTER 5		THE BIKEWAY NETWORK	TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division	
5-1	Implement a Bikeway Network	2002/ongoing	TS/PFR	
	<p>Status :</p> <ul style="list-style-type: none"> The Bike Plan recommends a 1074 km Bikeway Network - 259 km currently in place; additional 815 km remaining. (see table below) <p><u>Bicycle Lanes</u> - 5 km of new bicycle lanes were installed in 2004, including:</p> <ul style="list-style-type: none"> Cosburn Ave, between Broadview Avenue and Oak Park Avenue Birmingham from Kipling to Islington Colborne Lodge Drive, contra-flow South of West Road in High Park Filled in two gaps in existing bicycle lanes with new bicycle lane on North side of College Street, between Brunswick and Borden, and on the approaches to the Gerrard-Church Street intersection <p><u>Shared Roadway Routes</u> - no new routes were installed in 2004</p> <ul style="list-style-type: none"> See Recommendation 5-3 below <p><u>Off-road Paths</u> - 2 km of off-road paths upgrades were completed in 2004 including:</p> <ul style="list-style-type: none"> West Eglinton Path, between Kipling Avenue and Islington Avenue Bridge over Humber River near Albion and adjacent pathway connections <p>In addition, the following path projects were initiated:</p> <ul style="list-style-type: none"> Contract awarded for reconstruction of Eglinton West Path between Mimico Creek and Kipling Avenue, construction to be completed in Spring 2005 Request for Proposals issued for functional design for CN Leaside Branch rail-trail-design to commence in 2005 Mapping for all future Hydro corridor path projects completed for review by Council and to be submitted to the province of Ontario in summer 2005 as part of the Secondary Uses in Hydro Corridors Study Functional Design begun for CP PS Lead rail-trail (West Toronto Railpath) Contract awarded for upgrade of two sections of Martin Goodman Trail: Marilyn Bell Park (0.6 km) and Eastern Beaches East of Coxwell (2.8 km), construction to be completed in Spring 2005 			

Status of the Bikeway Network by Bikeway Types – December 31, 2004

Bikeway Type	km at start of Bike Plan	km added in Years 1 – 3	Proposed New km to be added	Total km at completion of Network
Bike Lanes	35	28	421	484
Shared Roadways	37	0	268	305
Off-Road Paths	150	9	126	285
Total	222	37	815	1074

5-2	Demonstrate Innovative Designs	Ongoing	TS
Status : <ul style="list-style-type: none"> • College Street reconstruction double-width (20 cm wide) bike lane lines and diamonds installed in the College Street reconstruction as a pilot project • Bicycle Lane Design Guidelines drafted, to be completed 2005 • Bikeway Trail Design Guidelines begun, to be completed in 2005 • Transportation Services participating in the Transportation Association of Canada study to develop Canadian guidelines for bicycle pavement markings, including coloured bike lanes, bike boxes and other innovative designs (Fall 2004 to Fall 2005). 			
5-3	Develop Bikeway Network Information System	2004/ongoing	TS/PFR
Status : <ul style="list-style-type: none"> • 80,000 copies of 2004 cycling map were distributed to cyclists. • New mini cycling map (2,000 copies) pilot project and evaluation. • Bikeway network trail signs pilot project - new signs installed and evaluated on the Lower Don Trail by Parks, Forestry and Recreation – completed Fall 2004. • Bikeway Network route signs final design completed • Production of signs for Phase 1 rollout completed – installation of 69 km of bike route signs in South District to be completed by April 2005 (35 km existing routes and bicycle lanes, and 34 km of new routes) 			
5-4	Improve Bikeway Maintenance to Ensure Safe Operation	2002/ongoing	TS/PFR
Status : <ul style="list-style-type: none"> • Ongoing review of winter operations for on-road facilities • No action on winter maintenance for off-road paths 			
5-5	Identify High Collision and Injury Locations	2004/ongoing	TS
Status : <ul style="list-style-type: none"> • Bicycle/motor-vehicle collision study completed in June 2003. (see recommendations 6.5) • Ryerson Geography students continued the study’s geographic analysis in 2004 to develop methods of locating collision “hot-spots”). Work will be continued by staff in 2005 			
5-6	Increase Enforcement both On-Road and Off-Road	2002/ongoing	Police Service
Status : <ul style="list-style-type: none"> • Toronto Police Service Cycle Right Campaign, June 2003 – developed in consultation with the Cycling Committee and City staff 			
5-7	Establish Seamless Connections with Neighbouring Municipalities	2007/ongoing	TS/PFR
Status : <ul style="list-style-type: none"> • No new cross-boundary connections in 2004 			

CHAPTER 6 SAFETY AND EDUCATION		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division.
6-1	Establish a Bicycle Safety Partnership (BSP)	2002/ongoing	CP
	<p>Status :</p> <ul style="list-style-type: none"> BSP meets as required to carry out a number of bicycle safety initiatives. The 2-4-1 Helmet Poster campaign was posted on OMG boxes in June using existing poster stock. The BSP collaborated with the Toronto Star and other retail, wholesale and community groups to investigate producing a Toronto Cycling Guide in 2004. The project was deferred until 2005 in order to acquire the necessary funds. The BSP had been established under the umbrella of the Road Safety Coalition of Greater Toronto. In 2004, this coalition merged with the Toronto Injury Prevention Coalition to become the Toronto Area Safety Coalition (TASC). The BSP will become a standing subcommittee of TASC in 2005. 		
6-2	Develop and Implement Safety Programs	2002 – 2010	CP
	<p>Status :</p> <p>Public Awareness Campaigns:</p> <p><u>'Watch for Bikes' sticker campaign:</u></p> <ul style="list-style-type: none"> The stickers and posters were distributed through civic centres and bicycle stores in 2004. A new display was created for use at public events to publicize both the public program and the new taxicab bylaw requiring taxicabs to have stickers on the driver's side mirror and the passenger side windows. <p><u>2-4-1 Helmet Poster:</u></p> <ul style="list-style-type: none"> The City of Toronto, ThinkFirst Foundation and the Hospital for Sick Children produced flip cards (based on the 2-4-1 graphic) which are used at the Hospital for Sick Children by emergency room staff to assist parents whose children have been injured while riding their bikes. The original poster was also posted in OMG boxes during the month of June. <p><u>Pass Bikes Safely Bus Card:</u></p> <ul style="list-style-type: none"> No funding was available for this project this year. <p><u>Sidewalks are for Pedestrians campaign:</u></p> <p>Poster distribution continued at public events and by demand. A public outreach campaign on the issue of cycling on the sidewalk is in development for 2005.</p> <p><u>Cycling Guide:</u></p> <p>The City of Toronto issued a Request for Proposals and selected a consultant to fund raise and produce a Toronto Cycling Guide for 2005.</p>		

6-3	Expand and Improve Access to CAN-BIKE courses	2002, 2003/ ongoing	CP/PFR
<p>Status :</p> <p>Program Delivery:</p> <ul style="list-style-type: none"> • CAN-BIKE courses were offered at 13 Community Centres across Toronto, 338 participants, including Toronto Police staff. Listed below are the types of courses, number of courses offered and number of students: • Adult Learn to Ride 1 – 37 courses - 59 students • Adult Learn to Ride 2 – 13 courses – 20 students • CAN-BIKE 1 – 2 courses - 6 students • Cycling Freedom for Women – 1 course – 3 students • Kids CAN-BIKE – 18 courses – 67 students • CAN-BIKE 2 – 18 courses – 89 students • CAN-BIKE 2 Instructor Workshop – 2 courses – 14 students • Police Bike Patrol CAN-BIKE 2 – 80 students • Adult Learn to Ride programs are most popular and account for more than one half of all courses offered through Parks and Recreation in 2004. Most CAN-BIKE courses are now being offered in the East, West and North districts. Need to increase the number of courses offered in the South district in order to increase enrolment. In 2004 (excluding the Police CAN-BIKE programs) 110 students were male and 148 students were female. <p><u>Promotion:</u></p> <ul style="list-style-type: none"> • CAN-BIKE transit shelter posters were displayed in May. <p><u>Administration:</u></p> <ul style="list-style-type: none"> • Parks, Forestry and Recreation established a new Committee made up of four Recreationists from each district to assist with the delivery of CAN-BIKE at local centres. A new resource guide was developed for Recreationists. Work commenced on a new layout for the CAN-BIKE page in the 2005 FUN Guide. • On-going work with the Ontario Cycling Association and the Canadian Cycling Association. The Ontario Cycling Association set up an Ontario-wide CAN-BIKE committee to assist in promotion and instructor support. 			
6-4	Complete CAN-BIKE Driver-Training Unit	2002/ongoing	CP
<p>Status :</p> <ul style="list-style-type: none"> • Still in progress. Animation and video are being added to this educational program to make it more user-friendly and inter-active. 			
6-5	Review Bicycle Collisions	Ongoing	TS
<p>Status :</p> <ul style="list-style-type: none"> • Bicycle/Motor-vehicle Collision Study completed in June 2003 • The 2004 Cycling Map featured illustrations and tips for preventing the eight most frequent bicycle collision types. Each future map will focus in more detail on one or two collision types • Traffic Data Centre and Safety Bureau developing a process for on-going analysis of motor-vehicle collisions involving pedestrians and cyclists based on the collision typology developed in the Bicycle/Motor-vehicle Collision Study 			
6-6	Develop Educational Material to Assist Cyclists Involved in Collisions	2004/ongoing	CP/TS
<p>Status :</p> <ul style="list-style-type: none"> • Educational material featured on 2004 Cycling Map • Continued to provide assistance to cyclists through phone and email support 			

6-7	Continue Toronto Police Service Role in Bicycle Safety	Ongoing	Police Service
Status:			
<ul style="list-style-type: none"> • 80 new CAN-BIKE graduates trained to work on the Bicycle Patrol Unit. • 15 CAN-BIKE instructors in place at the Divisional Level • 170 bicycles are deployed at police divisions across the city • Traffic Safety Community Liaison Committee is on-going • Cycle Right Campaign carried out in June 			
6-8	Request MTO to Develop/Implement Bicycle Safety Strategies	2002	CP
Status:			
<ul style="list-style-type: none"> • Community Grants program was available for communities across Ontario to undertake road safety initiatives-funds were provided for cycling education in Toronto • Ministry is developing policy/legislation related to the use of electric bicycles • City will work with Serco DES Inc. to promote bicycle safety issues. Serco DES has been contracted by the Ministry of Transportation to implement driver testing across the Province. 			

CHAPTER 7 PROMOTION		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division.
7-1	Expand Bike Week	Ongoing	CP
Status :			
Bike Week 2004			
<ul style="list-style-type: none"> • The Mayor lead the biggest Group Commute to date (400+ cyclists) • Nearly 200 media hits in print, radio, television and the Internet. • Over 30,000 people attended Bike Week events. • Media partnership with City TV included over 70 televised spots, featuring the Mayor, promoting the Group Commute, and bicycle commuting in general • Staff co-ordinated a professional European style bicycle race in High Park attended by over 1,000 spectators. • Events were designed to promote Toronto's cycling infrastructure, policies, programs and the diversity in Toronto's bicycle culture. • 60 different organizations in the cycling community hosted over 100 self-funded community events. 			
7-2	Develop a Bike-to-School Program	2004, 2005/ ongoing	CP
Status :			
<ul style="list-style-type: none"> • Development work began with the TDSB on a possible research project to provide CAN-BIKE training to high school students. The results would measure the impact CAN-BIKE training has on how often students chose to ride a bike and on safety. 			

7-3	Promote Cycling Programs, Facilities and Events	Ongoing	CP/TS
<p>Status :</p> <ul style="list-style-type: none"> • Toronto Cycling programs, facilities and events were promoted in the 2004 Cycling Map was produced and distributed (80,000). • The City of Toronto cycling web-site continues to be updated and expanded. Highlights include the Bike Map, Bike Week, safety tips, BUG Network and Bike Plan expanded resources. • In 2004, three events were organised by staff to highlight various aspects of the Toronto Bike Plan and the City's commitment to cycling programs and infrastructure as outlined in Chapter Two of the Official Plan. • Four "Community Bicycle Festivals" were organised for the first time in 2004, to draw attention to the bikeway Network. These events provided the community with an opportunity to speak with staff and local Councillors regarding cycling issues in their neighbourhood • Cyclometer newsletter was sent out each month, via e-mail, to 2,500 subscribers in 2004. In addition, the online version of Cyclometer received over 7,000 hits. The City of Toronto cycling home page had 25,000 visits. The top hits on the website were for the map, the Bike Plan, Cyclometer, Bike Week, CAN-BIKE, and the Toronto Cycling Committee. 			
7-4	Maintain the Road and Trail Safety Ambassador Program	Ongoing	CP
<p>Status :</p> <ul style="list-style-type: none"> • In 2004, Cycling Ambassadors comprised of 10 staff, forming two teams, covering the east and west parts of the City. Each team consisted of four Ambassadors and one Team Leader. • The Ambassadors delivered a wide range of cycling related initiatives, like bicycle safety, the Bicycle Friendly Business Awards, Bike Week, the Bicycle User Group Network, promoted CAN-BIKE, hosted "Community Bicycle Festivals", evaluation of the PFR Bikeway Network Signage Pilot Project and promoted the Bike Plan. • The Ambassador attended 275 events, contacted 49,000 people and had 33 media hits. 			
7-5	Encourage and Support Cycling by City Employees	2003, 2004/ ongoing-	CP
<p>Status :</p> <ul style="list-style-type: none"> • Implemented in-door bike parking at the East York Civic Centre-offers high quality secure parking for 25 cyclists. • In March, Fleet Services issued a Safe Driving Bulletin to all City staff with tips on how to share the road with cyclists. • Fleet Services offered six CAN-BIKE 2 courses to employees who use bikes on the job. Thirty-seven employees received training in 2004. • In June, Municipal Standards Officers who are responsible for enforcing various bylaws around the city initiated an Officer Bicycle Program. Ten officers completed CAN-BIKE 2 training and were issued a bike and equipment for the job. 			

7-6	Encourage Employers to Promote Bicycle Commuting	2006, 2007/ ongoing	CP
<p>Status:</p> <p>The seven winners of the 2004 Bicycle Friendly Business Awards were: Best Bike Parking Award: Quadrangle Architects Limited Bicycle Commute Award: Canadian Broadcasting Corporation (CBC) Bicycle-Friendliest Suburban Business Award: Toronto and Region Conservation Authority Best Small Business Award: Jet Fuel Coffee Shop Best Large Business Award: The University Health Network Best Skills Development Award: Ticketmaster Best Overall Award: International Financial Data Services</p> <ul style="list-style-type: none"> • The BUG Network is in the third year of a five-year plan and the target this year was 100 BUGs, 400 new commuters, BUGs in 30 wards. At year-end there are 70 BUGs in 24 Wards and 250 new commuters. The following projects were implemented in 2004 for the BUG Network members. • Start a BUG and Improve Conditions for Cycling brochure: completed and distributed • Staff conducted several On Site Consultation visits to discuss bicycle parking, showers, change rooms, and bicycle friendly policies. • The Ride to Work Program: was conducted this year with the Cycling Ambassadors riding with novice cyclists. The Ambassadors held a special media event to promote the service. • BUG Commuter Challenge: the Canadian Broadcasting Corporation BUG had the most cyclists in the Bike Week Group Commute/Pancake Breakfast • Commuter Tips Video: the video started in 2003 was completed in 2004. The video will be duplicated and distributed in 2005. 			
7-7	Encourage Bicycle Tourism in Toronto	2010 – 2011	CP/PFR
<p>Status :</p> <ul style="list-style-type: none"> • Development of strategy and programs continued in 2004. 			

CHAPTER 8 CYCLING AND TRANSIT		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division
8-1	Undertake Bike-and-Ride Survey	2002, 2005, 2008, 2011	TTC / TS
<p>Status :</p> <ul style="list-style-type: none"> • Some Bike-and-Ride user data will be captured in the Spring 2005 Cycling Survey by Transportation Services (see Recommendation 10-7) 			
8-2	Undertake Demonstration of Bike Racks on Buses	2003, 2004	TTC
<p>Status:</p> <ul style="list-style-type: none"> • The Toronto Transit Commission has approved a pilot project for bike racks on buses. • Planning and Transportation staff are working with the TTC and the Cycling and Transit Working Group to develop project details, including the test routes and evaluation process. 			

8-3	Review Access to Transit Stations & Implement Improvements	2004, 2005, 2006	TS/TTC
	Status : <ul style="list-style-type: none"> • Access review will be carried out in conjunction with the bicycle locker program • Access improvement needs will identified as stations are scheduled for bicycle locker installations, beginning in 2005 (see Recommendation 9-2) 		
8-4	Develop Bike-and-Ride Promotion Strategies	2002-2003/ongoing	TTC/CP
	Status : <ul style="list-style-type: none"> • Bike-and-Ride promoted on 2004 Toronto Cycling Map. • New Cycling and Transit Working Group established to research and develop detailed proposals 		

CHAPTER 9 BICYCLE PARKING		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division.
9-1	Manage City-wide Bicycle Parking Strategy	Ongoing	TS
	Status : <ul style="list-style-type: none"> • 1,693 new post-and-ring bike stands installed in 2004, including 1,484 in response to requests and 209 to replace parking meters removed as part of the Toronto Parking Authority Pay-and-Display conversion program 		
9-2	Research Enhanced Bicycle Parking Facilities	2004, 2005/ ongoing	TS
	Status : <ul style="list-style-type: none"> • RFQ for acquisition of 30 bicycle lockers was unsuccessful. All three bidders were disqualified for not complying with RFQ requirements. • Revised pilot project – four lockers acquired from the three bidders to be tested/evaluated over the winter/spring 2005. • Based on the evaluation a preferred bicycle locker supplier will be recommended. • 30 bicycle lockers will be purchased in Spring 2005 for installation in summer 2005. 		
9-3	Determine Viability of Operating a Bikestation	2007, 2008	TS/CP
	Status : <ul style="list-style-type: none"> • Scheduled to commence in 2007 		
9-4	Evaluate Zoning By-laws for Bicycle Parking Requirements	2002, 2003/ ongoing	CP
	Status : <ul style="list-style-type: none"> • Being considered as part of the Zoning By-law Harmonization process being undertaken by CP. 		
9-5	Produce Bicycle Parking Guidelines for Developers	2005, 2006	CP
	Status : <ul style="list-style-type: none"> • BICYCLE PARKING – a Guide for Business Owners and Cyclists in the City of Toronto was produced in 2003 (10,000 copies of 4 colour 12 page booklet printed). • More detailed “developer’s guide” to be produced following the Zoning By-law Harmonization process underway by CP/City Planning Division. 		

9-6	Develop a Strategy for Reducing Bicycle Theft	2006	CP/TS
	Status : <ul style="list-style-type: none"> • Media event held by the Cycling Ambassadors to raise awareness of the problem of bicycle theft. • Toronto Police Service and the Municipal Licensing and Standards Division, in conjunction with Business Watch International, undertook a pilot project to improve monitoring and reduce the administrative and enforcement costs involved in regulating City-licensed, second hand dealers, pawnbrokers and salvage shops. The pilot project was specifically aimed at curbing the trade of stolen goods obtained through property crime and included the development of a national Bike Watch database to track stolen and recovered bicycles. The Police Services Board recommended that automated pawn reporting be mandatory in the City of Toronto and, if implemented would require an amendment to the City of Toronto Municipal Code, Chapter 545 – Licensing. Planning and Transportation Committee at its October 4th meeting requested a report from the Commissioner of Urban Development Services on this issue. (Clause No. 5 (f) of Report No. 7 of the Planning and Transportation Committee, received by City Council on October 26, 27, and 28, 2004 		

CHAPTER 10		IMPLEMENTATION		TORONTO BIKE PLAN	
Rec. No.	Recommendations	Timing	Lead Division		
10-1	Establish Inter-Departmental Bike Plan Co-ordinating Committee	2002/ongoing	TS, CP, PFR		
	Status : <ul style="list-style-type: none"> • Bike Plan Coordinating Committee (BPCC) established in 2002 – involving staff from Transportation Services, City Planning, Parks, Forestry and Recreation City Planning, Toronto Public Health (TTC staff to be invited in 2005). • BPCC meets regularly to review budgets and co-ordinate programs across departments 				
10-2	Prepare Annual progress Report to Council	Ongoing	TS		
	Status : <ul style="list-style-type: none"> • Year 2 Annual Progress Report received by Council on January 27, 28 and 29, 2004 (Clause 15 of Works Committee Report No.1, 2004). • Year 3 Annual Progress Report to be submitted to Works Committee for June 29, 2005 meeting. • Year 4 Annual Progress Report (2005) to be submitted to Works Committee – November 16, 2005 				
10-3	Review Staff Resources Required for the Bike Plan	2003	TS/CP /PFR		
	Status : <ul style="list-style-type: none"> • No resources available within existing Operating Budgets to increase staff complements in 2004. 				

10-4	<ul style="list-style-type: none"> Detailed Design and Public Consultation for Bikeway Routes 	Ongoing	TS
Status :			
<ul style="list-style-type: none"> Several public open houses and public meetings were held for bicycle lane projects. Four Cycling Festivals were held in different neighbourhoods, in part to present and invite community comment on the overall Bikeway Network and other cycling programs and services. This pilot project was intended to test if presenting the city-wide Bikeway Network would a useful first step in introducing new bikeway proposals before seeking input on specific bicycle lane projects. Unfortunately the festivals were not well attended, and although several good suggestions were received on the proposed Bikeway Network, the events were not effective in presenting the overall Network to the Community. Holding meetings on specific bikeway projects is far more successful in reaching those members affected by the proposed project. The Bicycle Festival concept will not be considered further as a means to promote and seek input on Bikeway network projects. 			
10-5	Commit Funding for Implementation of Toronto Bike Plan	2002/ongoing	TS/PFR / CP
Status :			
<ul style="list-style-type: none"> <u>2004 Approved Funding</u> TS 1,800,000 PFR 910,000 CP 150,000 Total 2,860,000 Toronto Cycling Committee requested that funding be increased for Transportation Services, City Planning Division and Parks, Forestry and Recreation for acceleration of the Bike Plan implementation – not approved during 2005 budget review process 			
10-6	Explore Alternate funding Source	Ongoing	CP/TS
Status :			
<ul style="list-style-type: none"> Funding support has been provided by Mountain Equipment Co-op, Ontario Power Generation, Ontario Ministry of Transportation and the Toronto Parking Authority for bicycle promotion and safety programs 			
10-7	Collect and Analyze Cycling Data	2002/ongoing	TS
Status :			
<ul style="list-style-type: none"> Second cycling survey deferred to 2005 to capture bike and ride information to support Cycling and Transit Working Group proposals and TTC pilot project for "bike racks on buses". 			