



**STAFF REPORT
ACTION REQUIRED**

Bike Share Toronto operations outside the City of Toronto

Date:	February 24, 2016
To:	Executive Committee
From:	President, Toronto Parking Authority
Wards:	All
Reference Number:	

SUMMARY

Chapter 179 of the Toronto Municipal Code provides the Toronto Parking Authority (TPA) with authority for the ownership, acquisition, management, maintenance and operation of the bike share program within the City of Toronto, known as Bike Share Toronto (BST). In 2015 with Board approval, Metrolinx and the TPA entered into an agreement to fund the expansion of BST. Although the majority of the expansion is within Toronto's geographic boundaries, the agreement provides for some bikes and docking stations to be set up in willing host municipalities within the Greater Toronto and Hamilton Area (GTHA). This report seeks to amend Chapter 179 to provide TPA the authority to operate and maintain the bike share program in other municipalities, outside the City of Toronto.

RECOMMENDATIONS

The President, Toronto Parking Authority, recommends that:

1. City Council amend Chapter 179 of the Toronto Municipal Code to delegate to the Toronto Parking Authority the responsibility and authority for the ownership, acquisition, management, maintenance and operation of the bike share program (known as Bike Share Toronto) outside the geographical boundaries of the City of Toronto, provided that TPA obtains the consent of any municipality in which such authority is to be exercised and provided that TPA's exercise of such authority is in keeping with the purposes of enhancing the long term viability of Bike Share Toronto, building and developing the Bike Share Toronto brand, and promoting cycling.
2. City Council direct that all surplus generated from the bike share program's operations occurring outside the geographic boundaries of Toronto, shall be deposited in the Bike Share Program reserves to be used for the purposes of reinvesting in the operations of BST in the GTHA.

DECISION HISTORY

At its meeting of November 13, 2013, City Council adopted item EX35.8, Strategy for Continuing Toronto's Bike Share Program.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.EX35.8>

At its March 26, 2015 meeting, the Board of Directors of the Toronto Parking Authority authorized staff to enter into an agreement with Metrolinx for an investment of up to \$4.9 million as part of the expansion of BST.

ISSUE BACKGROUND

Chapter 179 of the Toronto Municipal Code delegates to TPA the responsibility and authority for the ownership, acquisition, management, maintenance and operation of the bike share program on behalf of the City of Toronto (the "City").

In March 2015 with Board approval, the TPA entered into an agreement with Metrolinx, a Provincial Crown Corporation established pursuant to the *Metrolinx Act, 2006*, to fund the expansion of BST within the City's geographic boundaries, together with a simultaneous pilot to expand BST to certain areas outside the geographic boundaries of Toronto. The latter was subject to TPA obtaining Council authority in accordance with the *City of Toronto Act, 2006*, and other applicable law. Under the terms of the agreement, Metrolinx allocated \$4.9 million to the TPA for expanding the City's bike share program. This agreement also requires the City to locate in the GTHA, outside the geographic boundaries of the City, a target of 20% to 30% of the new infrastructure resulting from the \$4.9 million.

COMMENTS

The TPA recognizes the importance of expanding BST, by building and developing the BST brand, and encouraging City residents travelling outside the geographic boundaries of Toronto to cycle, which brings with it economic, environmental, health, social and other benefits. Currently, BST has more than 4,000 active users.

Metrolinx and the TPA entered into an agreement in March 2015 to fund the expansion of BST, which will expand the current network of BST to twice its current size and allow more people to take advantage of continuous transportation options.

In conjunction with Metrolinx operations, the Ontario Cycling Strategy aims to encourage the growth of cycling and improve safety for cyclists across the province. Through the partnership with the TPA, Metrolinx has provided funds to allow the purchase of up to \$4.9 million worth of bikes and docking stations to expand the existing BST network while the TPA sources and deploys the bikes and docking stations. In part, the expansion will aim to locate BST stations in high-demand areas of bike use and near transit stations in order to connect users to transit.

Though it is anticipated that the majority of the expansion (70% to 80%) is within the geographic boundaries of Toronto, the agreement also provides a target of 20% to 30% of the bikes and docking stations to be set up in willing host municipalities within the GTHA, with best efforts to ensure any surplus earned from the GTHA assets are reinvested in the GTHA. This part of the agreement is a two-year pilot program to be implemented by December 2017.

Under Section 15(2) of City of Toronto Act, the City has the "power[] to provide a municipal system for the provision of a service or thing in an area in another municipality or in unorganized territory if one of the purposes for such acting is for its own purposes" and if, among other things, the other municipality – whether single-tier, lower-tier, or upper-tier – provides the requisite consent.

By expanding BST to core commercial areas and transit hubs in consenting GTHA municipalities outside of Toronto, BST members can enjoy the benefits of a bike share program when visiting other locations outside the City of Toronto. In addition to promoting cycling in this way, such expansion also can enhance the long term viability of BST, and build and develop the BST brand.

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SIGNATURE

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