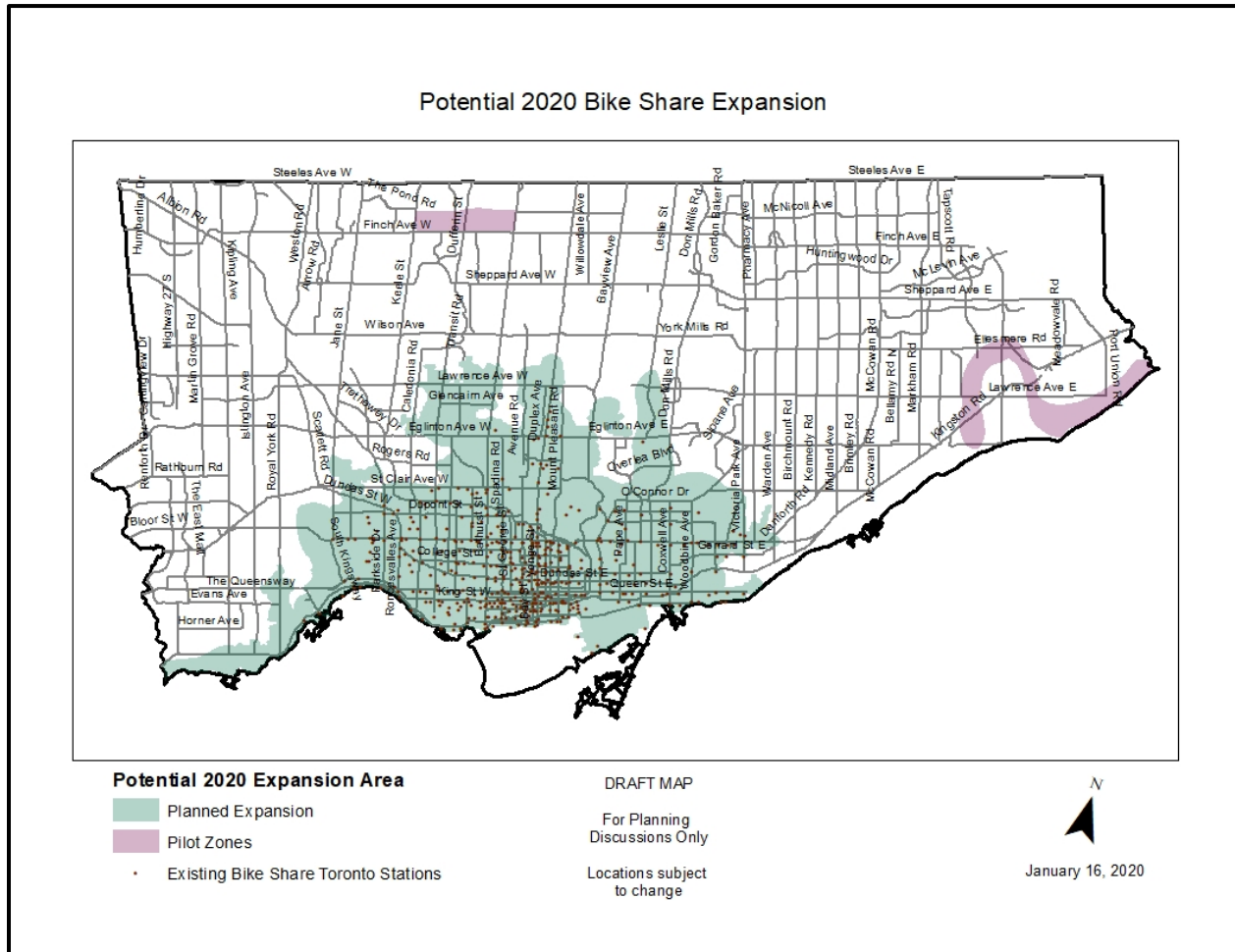


# PA13.1 Appendix B

## APPENDIX B: 2020 BIKE SHARE EXPANSION PLAN



In 2020, the system expansion will focus on expanding into areas outside of the downtown core, providing service into five more Wards, increasing Bike Share presence in 18 of the City's 25 Wards. As pictured above, the planned expansion and pilot zones are indicated in green and pink with square kilometer coverage increasing approximately 50 percent.

Pilots will take place during the summer of 2020 in Wards 6 (York Centre), 24 (Scarborough-Guildwood) and 25 (Scarborough-Rouge Park) to encourage suburban usage of the service, and extend deployment beyond the boundaries of the Toronto & East York district. Two pilot areas, Ward 6 and Wards 24 and 25 will consist of 4 to 8 stations. The Ward 24 and 25 pilot area will include Highland Creek trail and the waterfront trail to the Rouge GO station. The Ward 6 pilot area will include the Finch Hydro Corridor. TPA will monitor the stations for number of trips and pass sales. If the performance of the stations is far below the system average, TPA will consider relocating the stations.

The expansion zones include the following areas of interest in the City:

• Mimico	• Lambton Baby Point	• Don Trail
• New Toronto	• Finch Hydro Corridor	• East-End Danforth
• Long Branch	• Lawrence Heights	• O'Connor Parkview
• Humber Trail	• Bedford Park	• Guildwood GO Station
• Rockcliffe-Smythe	• Lawrence Park South	• Highland Creek
• Mount Dennis	• Forest Hill	• University of Toronto (Scarborough)
• High Park-Swansea	• Leaside	• Rouge Hill GO Station
• Runnymede-Bloor West Village	• Sunnybrook Hospital	• The Islands
• Junction Area	• Mount Pleasant East	

The Bike Share Toronto system will be operated according to the agreement with Shift Transit Inc. In 2019 TPA conducted an open request for proposal (RFP) to select an exclusive operator for the system. Shift Transit Inc. was the successful proponent of the RFP and is responsible for operating all existing and future Bike Share Toronto equipment. The 2020 expansion equipment, including the pilot zones, will be operated to the same service level requirements as the existing equipment. All equipment will be monitored by the same Key Performance Indicators (KPIs), and the maintenance must meet the standards outlined in the supply agreement with PBSC.

## Planning Process

The planning process is currently underway to secure new locations. Every location follows a standardized process to ensure that the location meets the criteria for a Bike Share station. In the initial planning phase, locations are identified that enhance and strengthen the existing network. It is ideal to have a 300 metre grid network of stations. This continuous network ensures that stations are within a walkable distance from both a customer's origin and destination.

Bike Share planners look for locations in highly visible areas that can accommodate large stations. They also look for spaces near cycling facilities, landmarks or tourist destinations, transit hubs and corridors, areas of high employment density, retail destinations and college/university campuses. Once an area has been initially identified, planners evaluate the spaces. Property lines are reviewed and measurement tools are used to identify the footprint. Next, on-site investigations occur to take exact measurements and confirm that there is no street furniture, underground vaults or venting obstructing the space. Additionally, we adhere to the City of Toronto's Vibrant

Streets: Toronto's Coordinated Street Furniture Program guidelines, which identify required clearances to maintain a functional public realm. In addition City Councillors are informed of the proposed locations in their Ward.

If a station meets all of the criteria, site photos and measurements are sent to the City's Transportation Services, Right of Way Management for confirmation. Right of Way Management reviews the site applications and cross references them with existing work orders and construction. They ensure that the required clearances are maintained, and the sites can accommodate the installation of a station. If the station is approved, this location is reserved for the installation of a Bike Share station. Even after taking time to carefully plan locations, last minute changes can occur when utility work and capital work (example: road reconstruction, sidewalk repairs) take place in the right of way. The majority of the Bike Share Toronto stations are located in the road allowance, and follow this approval process.

The 2020 expansion will likely see an increased number of stations located in roadways, displacing on street and boulevard parking spaces. On average, a bike share station with 15 bicycle docking points occupies the same space as two to four car parking spaces. Stations are expected to see thirty to sixty rides per day. Bike share stations may see more turnover and rides than a parking space. As the Bike Share system continues to expand beyond the downtown core, availability of space in the right of way decreases. Neighbourhoods outside of the downtown core tend to have more limited spaces in the right of way and fewer plaza spaces. Planners will be working closely with the City's Transportation Services to identify appropriate locations in the roadway.