



REPORT FOR ACTION

Improving Toronto's Bike Share Program

Date: October 20, 2020

To: Board of Directors, Toronto Parking Authority

From: Acting President, Toronto Parking Authority

Wards: All

SUMMARY

This report responds to City Council's request to the Toronto Parking Authority Board of Directors to direct the Acting President, Toronto Parking Authority (TPA) to report back to the City of Toronto Infrastructure and Environment Committee by the end of fourth quarter 2020, to report on: the feasibility of increasing the overcharge threshold; exploring low-cost options; and a strategic plan to align with ActiveTO bike lanes.

RECOMMENDATIONS

The Acting President, Toronto Parking Authority recommends that:

1. The Board of Directors of Toronto Parking Authority forward this report to the Infrastructure and Environment Committee for information.
2. The Board of Directors, Toronto Parking Authority request the Manager, Bike Share Toronto to initiate a study in 2021 to investigate how to optimize connectivity at key transportation nodes by reducing obstacles to transition between these modes.

FINANCIAL IMPACT

The financial impact of completing a study will be reviewed with the Board of Directors, Toronto Parking Authority as part of the procurement process.

DECISION HISTORY

City Council, on September 30, October 1 and 2, 2020, adopted the following:

1. City Council request the Toronto Parking Authority Board of Directors to direct the Acting President, Toronto Parking Authority to report back to the Infrastructure and Environment Committee by the end of fourth quarter 2020 on the feasibility of increasing the "overcharge threshold" for Bike Share Toronto from 30 minutes to 45 minutes or more to support longer trips across the growing network, notably in the areas where distances between stations is longer.
2. City Council request the Toronto Parking Authority Board of Directors to direct the Acting President, Toronto Parking Authority to report back by end of fourth quarter 2020 on a strategy to explore a low-cost, barrier-free option for low-income users, reviewing discounted models such as Mo Go Detroit through its \$5 per year program and Hamilton Bike Share with a \$1 per month program with the goal of establishing more equitable access to Toronto's Bike Share system such as through the #Bikes4All program.
3. City Council request the Toronto Parking Authority Board of Directors to direct the Acting President, Toronto Parking Authority to consider as a strategic plan to align current and future bike share stations along newly installed ActiveTO bike lanes.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE15.9>

At its meeting on November 25, 2019, Budget Committee adopted the 2020 Operating Budget for Toronto Parking Authority, including the following report:

Feasibility and Financial Impact of Extending Bike Share Toronto Travel Times and Ridership Impact from the Implementation of the Richmond-Adelaide and Bloor Street West Bike Lanes

<https://www.toronto.ca/legdocs/mmis/2019/pa/bgrd/backgroundfile-137270.pdf>

COMMENTS

Bike Share, as an integral component in the city's transportation, transit and mobility network, has been designed and implemented to provide accessible and reliable shared usage of bicycles. Bike Share offers numerous benefits to the City and its residents/visitors, ranging from a viable, healthy active transportation and mobility alternative, environmentally friendly green mode of travel in reducing congestion and emissions, and augmenting the public transit systems as a "first/last mile" alternative, expected in a modern city.

The feasibility of increasing the "overcharge threshold" for Bike Share Toronto from 30 minutes to 45 minutes

The current Bike Share Toronto pricing structure includes a fixed fee for the first 30 minutes and an overage fee of \$4 is charged for each additional 30 minutes (maximum in 24 hours - \$100). This system encourages riders to dock their bicycles while not in use in order to ensure bicycle availability and predictability for the ridership.

In 2020, 97 percent of Bike Share Toronto's annual member's trips were below 30 minutes. Only 0.01% of annual members consistently take trips longer than 30 minutes. As our network has expanded, we have seen consistent annual member trip time averages and a decrease of casual member trip time averages over the last two years. This is shown in Table 1.

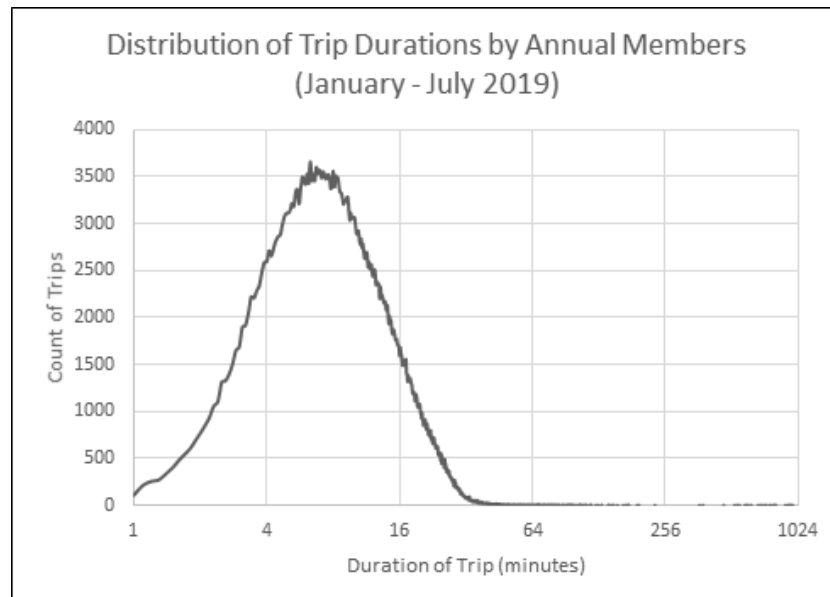
Table 1: Average Duration of Trips from 2016 to Present

Year	2016	2017	2018	2019	2020*
Average Annual Member Trip Time	13m 52s	13m 6s	12m 48s	12m 59s	14m 10s
Average Casual Member Trip Time	39m 23s	40m	42m 40s	30m 8s	33m 5s
Number of stations	200	270	360	465	625
System size (km ²)	25	54	75	100	200

*2020 ridership includes figures from January 1-September 31
(m = minutes / s = seconds)

Figure 1 illustrates that approximately 69 percent of all annual member trips are between four and 16 minutes in duration.

Figure 1: Count of All Annual Member Trips from January-July 31 2019 by their Duration



In 2020, as part of Bike Share Toronto's 2020 expansion, TPA launched two pilot programs consisting of eight (8) stations outside the central bike share system - one in Ward 6 (York Centre) and one in both Ward 24 (Scarborough-Guildwood) and Ward 25 (Scarborough-Rouge Park) - to measure and encourage suburban usage of the service and to explore deployment beyond the boundaries of the Toronto and East York district. The Ward 24 and 25 pilot area includes Highland Creek trail and the waterfront trail to the Rouge GO station. The Ward 6 pilot area includes the Finch Hydro Corridor.

The pilot programs were launched in August 2020 and will run for a full year. During the pilot, TPA will monitor and measure ridership, trip length and pass sales. This will allow TPA to evaluate whether an extension in the overage threshold from 30 minutes to 45 minutes is required outside of the core. TPA will bring forward a report to Toronto Parking Authority Board after the pilots are complete and reviewed as at this time, there is insufficient data.

A strategy to explore a low-cost, barrier-free option for low-income users:

Bike Share Toronto currently offers an annual membership for \$99 dollars or \$8.25 a month, for unlimited thirty minute trips all year round. Other options include a seventy-two hour pass for \$15 and a twenty-four hour pass for \$7. Single trip pricing is \$3.25 for thirty minutes.

Bike Share Toronto's strategy to support the diversification of Toronto's multimodal transportation options is to function as an extension of existing public transportation networks. Transit is most effective for moderate and long-distance trips surrounding high capacity transit corridors, while cycling is effective for short distances with multiple stops. Combining transit and cycling can provide a highly efficient mobility system.

Bike Share Toronto staff will initiate a study in 2021 to investigate how to optimize connectivity at key transportation nodes by reducing obstacles to transition between these modes. The study will evaluate how better integration with transit, and transit programs aimed at low-income and marginalized communities can benefit social and economic development of these communities

The overarching objective of this study will be to identify opportunities for trip integration between Bike Share Toronto and local transit, including Toronto Transit Commission (TTC) and Metrolinx. This study will work towards identifying how to establish mutually supportive, and seamless multimodal transit connections.

For the purpose of this scope of work, the following groups have been identified for the oversight of this project: Toronto City Planning, Transportation Services, Metrolinx, TTC and Toronto Employment & Social Services.

As part of the study, Bike Share Toronto will explore options through the City's employment and social services teams to determine if there are opportunities to leverage existing programs serving low income and marginalized communities.

A strategic plan to align current and future bike share stations along newly installed ActiveTO bike lanes:

As part of Bike Share's 2020 system expansion, seventeen bike share stations were installed along ActiveTO cycling routes. These locations were selected in coordination with Transportation Services to support the anticipated growth of cycling along these corridors. Thus far, these stations have generated over 60,000 trips for the system.

Table 1: *List of Bike Share stations Installed in Coordination with ActiveTO:*

1	University Ave / Gerrard St W (West Side)
2	University Ave / Richmond St W
3	Elm St/ University Ave (East)
4	Bloor St W / Gladstone Ave
5	Bloor St W / Indian Rd
6	Bloor St W / Pacific Ave
7	Danforth Ave / Dewhurst Blvd
8	Bloor St W / Brock Ave
9	Langford Ave / Danforth Ave - SMART
10	East Lynn Ave / Danforth Ave
11	Amroth Ave / Danforth Ave
12	Bloor St W / Pauline Ave
13	Emerson Ave / Bloor St W - SMART
14	Bayview Ave / Lawren Harris Square
15	Front St E / Bayview Avenue
16	Lake Shore Blvd W / Colborne Lodge Dr
17	Orde St / McCaul St - SMART

TPA continues to work with the appropriate groups within Transportation Services to ensure space for Bike Share is included in the design of future cycling infrastructure. As the City continues to build out the Council-approved cycling network plan and ActiveTO routes, TPA will work with Transportation Services to incorporate Bike Share stations in their designs where possible.

At this time, Bike Share is not budgeting for a 2021 expansion as the five-year expansion plan established by the 2016 Feasibility Study has now been completed. Upon assessment of the pilot expansion areas and the adoption of the e-bike program, Bike Share Toronto will bring forward recommendations to further improve the cycling network, including improved connections to public transit.

Over the past five years, TPA has expanded the service area of the Bike Share system alongside the implementation of the City's cycling network plan. Incorporating Bike Share Toronto stations along designated cycling and multi-use routes will positively contribute to the continued growth of cycling rates and provide residents with access to publicly available bicycles.

CONTACT

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SIGNATURE

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