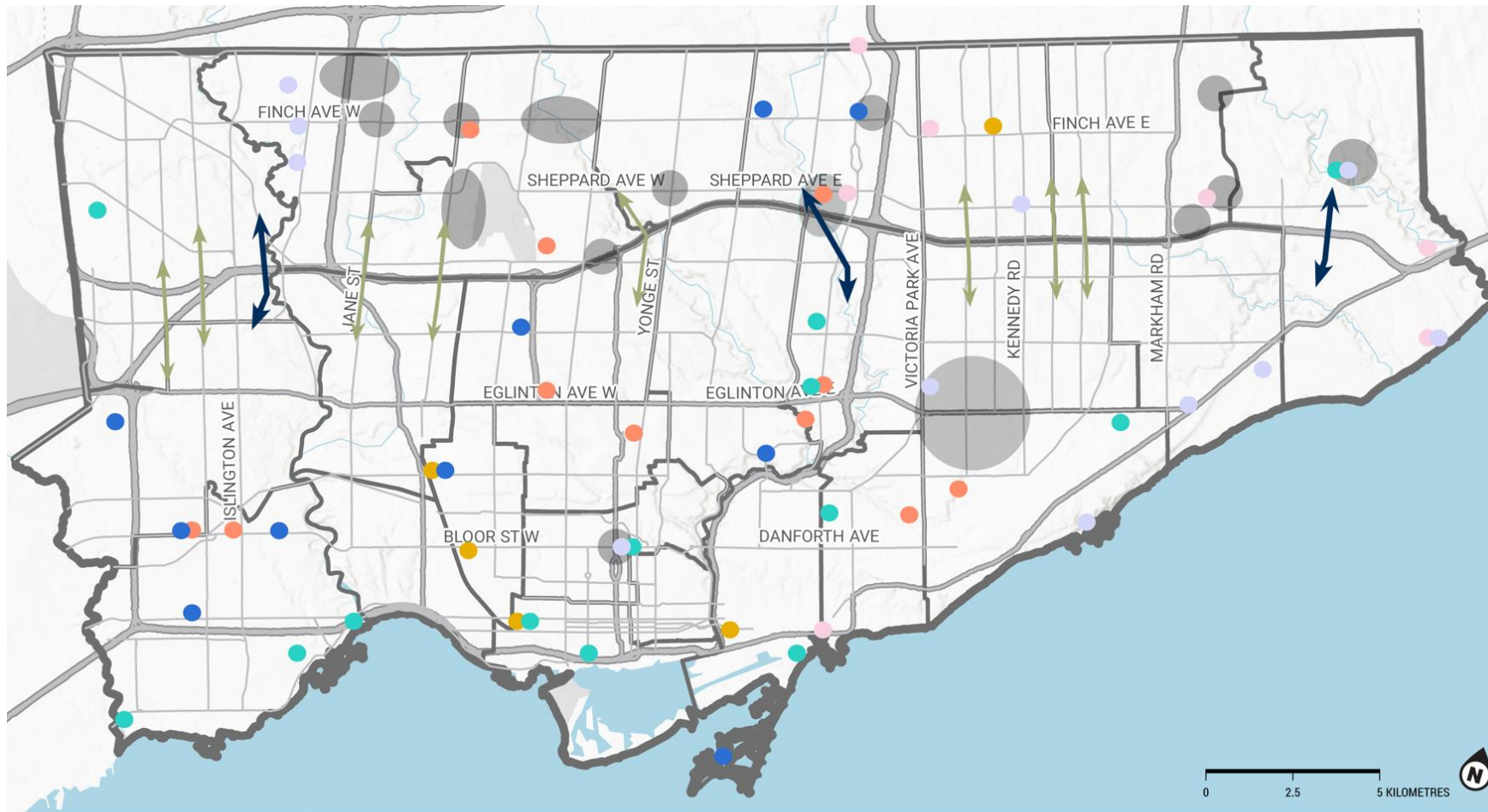




LEGEND

From Stakeholder Workshop 1	DEVELOPMENT PROJECTS	
	●	HOUSING NOW PHASE 1 - CITY OF TORONTO
	●	OTHER DEVELOPMENT OPPORTUNITIES
	TRANSPORTATION PROJECTS	
	●	SMART TRACK STATION - METROLINK
	↔	EXISTING 401 CROSSING - CITY OF TORONTO, TRANSPORTATION SERVICES
	↔	UNDER STUDY 401 CROSSING - CITY OF TORONTO, TRANSPORTATION SERVICES
From Stakeholder Workshop 2	●	STAKEHOLDER OPPORTUNITY - TRANSIT PARTNERS
	●	STAKEHOLDER OPPORTUNITY - CITY PARTNERS
	●	STAKEHOLDER OPPORTUNITY - PUBLIC AGENCIES
	●	STAKEHOLDER OPPORTUNITY - PRIVATE PARTNERS

Figure 2. Summary map of stakeholder-identified opportunities for bike share expansion

4.0 Engagement Touchpoints – Summary of Meetings

4.1 Stakeholder Engagement

The two sets of stakeholder workshops were organized into the following groups to allow for context-specific discussions. The first round of workshops addressed (1) introducing the Four-year Growth Plan objectives and (2) soliciting general feedback on opportunities for bike share. **Attachment A.1** contains the materials presented to stakeholders during the first found of workshops.

The second round of workshops focused on (1) sharing the analysis methodology and asking for feedback, (2) displaying how feedback is integrated into expansion planning, and (3) continuing to identify any opportunities for bike share expansion not addressed in the first workshop. **Attachment A.2** contains the materials presented to stakeholders during the second found of workshops.

1. City of Toronto Partners

Department Contacted
City Planning
Area Transportation Planning
Human Service Integration
Poverty Reduction Office
Cycling and Pedestrian Projects (Transportation Services)
Traffic Management (Transportation Services)
Permits and Enforcement (Transportation Services)
Capital Projects and Programs (Transportation Services)
Strategic Policy and Innovations (Transportation Services)
Infrastructure and Development Services
Waterfront Sector (City Planning)
BIA Office (Economic Development)
CreateTO
Corporate Real Estate Management (CREM)
Parks Forestry and Recreation (PFR)
Waterfront Toronto
Environment & Energy Division

2. Transit Partners (TTC and Metrolinx)

Department Contacted
Metrolinx
Stations Planning / Transit Integration
Sponsor Office
Rapid Transit Planning
Project Planning
Transportation Policy
TTC
Strategy and Foresight
System Accessibility
Racial Equity Office
Transit Systems Planning

3. Other Public Institutions (outside the City of Toronto)

Department Contacted
Toronto Catholic District School Board
Centennial College
University of Toronto
Canada Lands Company
Seneca College
North York General Hospital
Toronto and Region Conservation Authority (TRCA)
Toronto District School Board
Toronto Public Library
Parks Canada
University of Toronto Scarborough
York University/Glendon Campus
Infrastructure Ontario

Department Contacted
Toronto Community Housing Corporation (TCHC)
Toronto Zoo

4. Private Partners

Department Contacted
Business Improvement Areas (BIAs)
Downtown Yonge
Financial District
Waterfront
Junction
Emery Village
Bloordale
Mirvish Village
Willowdale
TABIA
Other
Daniels Corporation
Rio Can Real Estate
Yorkdale Shopping Centre
Point A (Smart Commute)
Toronto Hydro
Parkway Centre Business Association
BILD Toronto

Summary of Observations – Stakeholder Engagement #1

Each stakeholder engagement provided fruitful conversation to support bike share expansion across the city. The following is a summary of the opportunities and challenges discussed with stakeholders, organized by stakeholder group for engagement #1.

Opportunities

City Partners

- The City has secured Bike Share Toronto memberships for residents and on-site stations with some developers – TPA has coordinated with City of Toronto staff in reviewing development applications to identify and secure locations for bike share stations.
- Consider alignment in development of the Four-year Growth Plan and the Toronto Poverty Reduction 2023-2025 Action Plan.
- A nodal network for expansion (reflective of key trip generators and destinations) can help set the stage for expansion, but a full network will need to consider expansion beyond the nodes.
- The City's cycling program has expanded considerably over the last few years; bike share expansion can build on the momentum for increasing cycling as a transportation mode outside the downtown area.
- The City's near-term implementation plan for the Cycling Network Plan (2022-2024) has been approved by Council – much of this is bundled with state of good repair road work in Scarborough and North York; opportunity for alignment of bike share stations with new infrastructure.
- The City's long-term cycling network vision is in development and includes equity criteria; the next RapidTO corridor will be on Jane Street – opportunity for bike share to coordinate with these processes to identify potential for stations.
- Bike share can fill the lack of bike parking outside the downtown core – challenges related to older apartment buildings not having safe or adequate parking.
- Consider framing of "key destinations" when planning for areas outside the downtown core – destinations other than transit and offices are important too (such as community centres).
- Existing and upcoming trail networks in Scarborough (such as the Meadoway) should see more bike share stations.

Transit Agencies

- Transit agencies are interested in Bike Share as first and last mile support – opening lines of communication and setting up consistent check-ins is a first step to a more integrated process.
- TTC identified the top 20 intersections for boardings and alightings across the network; opportunity to align bike share expansion with these.

Transit Agencies (continued)

- TTC works closely with third party developers related to condo development near stations; opportunity to coordinate bike share with this process.
- Smart Track station planning is ongoing, and construction will start end of the year; opportunity to influence planning now.
- There are opportunities to place bike share stations along RapidTO corridors (shared bus and cycling lanes).

Other Public Institutions

- There are opportunities for Bike Share to support both inter-campus and intra-campus travel for post-secondary institutions in suburban areas such as Humber College, Centennial College
- Connecting campuses to new and existing transit infrastructure, such as Centennial's Ashtonbee Campus with the Eglinton Crosstown LRT, is an opportunity for first/last-mile support by bike share.
- Bike share alignment with upcoming bike infrastructure on Sheppard can support staff access to North York General Hospital.
- Downsview Park would benefit from bike share to connect the post-secondary institutions and transit access points to/through the park.

Private Partners

- As part of Bike Share Toronto's upcoming Pricing Strategy review, consideration should be given to options that support recreational/tourism trips, student-based discounts/pricing, and permitting high-school aged students to use bike share.
- BIAs are interested in receiving advanced notice prior to station installation; BIAs may have insight on future plans that may be impact station siting after receiving notice.
- To integrate bike share in large development projects, a long lead time is needed to coordinate with developers to reserve space for bike share as site plans are created; it is important to start conversations now for projects that will be complete beyond the scope of the Four-year Growth Plan.

Challenges

City Departments

- Working with developers to set aside bike share station space outside the downtown core is a challenge prior to expansion; developers don't see the benefit until the network expands.
- Recommended coordination between Toronto Hydro and TPA for e-station construction as part of state of good repair roadworks.
- There are limited opportunities for safe Highway 401 crossings by bike; existing crossings are limited to Humber River Recreational Trail, Don Trail, and Conlins Road (east Scarborough) – in future, Jane/Keele and Midland/Brimley will be studied, but timelines for a central Highway 401 crossing are uncertain.
- Proactively reviewing development applications for potential bike share stations may be onerous due to the volume of development applications received.

Transit Agencies

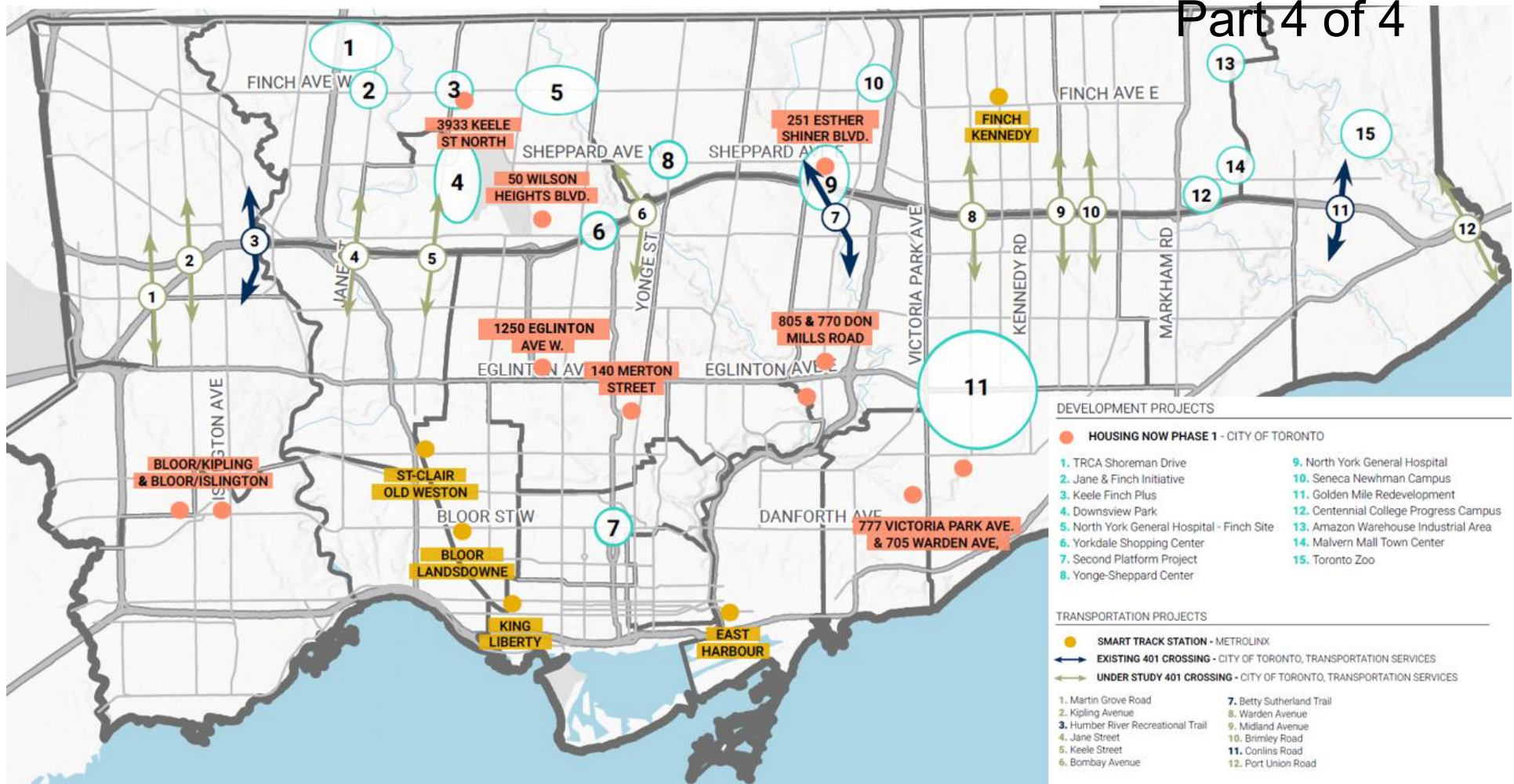
- The TTC does not own any land beyond station property; planning is out of the TTC's control and space cannot be guaranteed for bike share stations (this is a similar challenge for Metrolinx, where urban stations are constrained).
- For station siting at TTC stations, emergency exits and sightlines for buses are a constraint.
- There is a lack of clear process on when the appropriate timelines are to engage Bike Share Toronto for large infrastructure projects, such as the Ontario Line or Eglinton Crosstown stations; this has a potential to lead to missed opportunities.

Other Public Institutions

- Siting stations at/near post-secondary schools only benefits staff, currently, as the existing pass structure is restrictive for riders under 18 years of age.
- Recreational opportunities for bike share use are limited due to 30 minute time limit.
- Centennial's Progress Campus (Markham/Highway 401) is surrounded by wide arterial roads – there could be opportunity to integrate bike share stations should the surrounding roads be re-designed or re-constructed in the future to accommodate cycling infrastructure.

Private Partners

- Private landowners outside the downtown core have hesitations related to whether or not hosting a bike share station would require them to pay a fee (particularly related to electrical connections).
- To integrate Bike Share into new developments, a longer lead time is needed – it won't fit into the Four-year Growth Plan, but it's important to set the stage now.



³ Under study Highway 401 crossings from

<https://www.toronto.ca/legdocs/mmis/2021/ie/bgrd/backgroundfile-173665.pdf>

Figure 3. Map of opportunities from Stakeholder Engagement #1

Summary of Observations – Stakeholder Engagement #2

The second set of stakeholder workshops provided further insights into opportunities and strategic considerations for implementation of the Four-year Growth Plan. Participants were asked to add ideas to a shared MURAL board, an online whiteboarding tool. The following is a summary of the comments and feedback collected on the online MURAL board.

City Partners

- Understanding that Bike Share Toronto is currently constrained to expansion within the City of Toronto borders, consider how to address edges of network with frequent travel to adjacent municipalities (for example, edge stations near Mississauga, Vaughan, supporting the Jane-Finch community access north of Steeles, etc.).
- Consider strategic implementation of “islands” of stations as needed – these could be aligned with secondary planning efforts, such as within Etobicoke Centre and Golden Mile.

Transit Partners

- Consider overlaying hexagon maps with the top 20 TTC stops identified by TTC to assess alignment and identify potential gaps (i.e., bike share stations should support these top TTC stops).
- Bike share stations should be placed near bus stops that are feeders to the subway – they could relieve some pressure on feeder routes.
- Bloor-Yonge second platform project has a long timeline and will conclude in 2030; however there is opportunity now to discuss potential integration.
- Spatial analysis demand layer doesn't seem to address potential for recreational travel as much as utilitarian travel; consider extra attention on potential for recreation.
- Ensure we are aware of groups that are not being represented in engagement – are we speaking to people in lower socioeconomic segments?
- There is a tension between allocating constrained transit station space for short-term bike parking that could potentially be used for bike share stations instead (or additionally) – potential to have discussions on space allocation priorities.

Other Public Institutions

- There are cross boundary opportunities or potential near edges of City – Mississauga, Vaughan – for bike share to potentially help facilitate (such as a solution to the double fare access issue to York University that students face when connecting to Pioneer Village Station via GO Transit – they could take bike share to campus vs. paying an extra fare for one stop on the TTC subway).
- Consider bike share expansion in parallel with other City active transportation initiatives, such as bike lockers at transit stations.

Private Partners

- Consider communications and ease of understanding around pass structure when expanding system. For example, 45 minutes is a difficult number to calculate – a one-hour pass would be easier to comprehend. A public communications campaign could advertise new stations in areas that haven't had bike share previously.
- Smart Commute North Toronto Vaughan can help socialize and promote bike share to local businesses.
- Consider state of good repair in planning for expansion to ensure rusty stations are dealt with in a timely manner.

Gaps/Additions to Note

- Map of expansion areas under consideration shows a north/south gap between Westway and Queensway.
- Mimico GO station has a transit-oriented community development underway with a greenway that will extend east – suggest emphasis here.
- Many empty or full stations at the waterfront during peak season – for example, near Sunnyside Pavilion (beach and pool access); consider enhancing offering at key recreational sites.

4.2 User Engagement

Survey

Bike share users were invited to participate in a survey to capture information on trip behaviour, challenges and barriers, and how potential trips that users may take with upcoming station expansion. The survey contained 21 questions and was promoted through two Bike Share Toronto newsletters on May 10 and June 8. Upon close on June 13, the survey had 177 responses. A detailed summary of user survey results can be found in **Attachment A.3**.

User Workshops

Building on findings from the survey, two user workshops were held to solicit greater context on key results. Participants were selected from survey respondents who indicated they would be willing to attend a focus group. The one-hour user workshops were held virtually on July 15 and July 16. Topics discussed covered:

- User purpose for using bike share
- Barriers to using bike share
- Trip length and pass types
- Potential use of e-bikes

Participants were also asked to contribute to a group MURAL board to draw their regular bike share routes and how that may change with greater access to e-bikes. A summary of the comments collected through the online MURAL board can be found in **Attachment A.4**. An overview of key insights collected from the user workshops is contained in **section 3.0**.

Trip Purpose Discussion - 1

- What is the primary function for bike share in your life? How does bike share improve that function for you?
- Have you changed your bike share habits since the beginning of the pandemic and how exactly?



Figure 4. Snapshot from slide used at the User Workshop

Public Information Session

On August 8, a one-hour public information session was held virtually to share information about the upcoming expansion. The session was promoted through Bike Share Toronto media channels and had 87 participants. Bike Share Toronto and consultant staff gave a presentation on the context of expansion, the methods for developing the Four-year Growth Plan, and the areas under consideration for expansion. Questions from participants were asked via the chat function and included:

- How is Bike Share considering equity when they consider new stations?
- Any plans to integrate with PRESTO?
- Why would bike share not go 100% electric?
- Is the expansion aligned with the City's cycling infrastructure plans?

The presentation material used for the public information session is included in **Attachment A.5**.



Figure 5. Snapshot from slide used at Public Information Session