

Cycling Network Plan Update (2025 - 2027)

Date: May 13, 2024

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

The Cycling Network Plan, most recently updated and endorsed by Toronto City Council in December 2021, seeks to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety.

This report provides a status update for the 2022 – 2024 Near-Term Implementation Program and seeks City Council endorsement of the 2025 – 2027 Near-Term Implementation Program as a roadmap for the delivery of new and renewed cycling infrastructure in Toronto for the next three years.

The Cycling Network Plan consists of three components:

- a Vision for the Long-Term Cycling Network;
- a Network of Major City-Wide Cycling Routes; and,
- a Three Year Near-Term Implementation Program.

The Plan components, objectives and indicators align with and support other City policies and initiatives including the Official Plan, TransformTO Net Zero Strategy, Vision Zero Road Safety Plan, RapidTO Surface Transit Network Plan, and the Congestion Management Plan.

A successful city requires a transportation system that is safe for people of all ages and abilities. Research and experience across North America have shown that when cities do not provide safe and comfortable alternatives to driving, the majority of residents travel by motor vehicle. In growing cities like Toronto, where hundreds of new developments are being constructed every year, if every new resident added another car on the street network, the traffic congestion across all parts of the city would be unmanageable. Travel mode choice is a crucial aspect of creating healthy, livable cities, and requires investing in new transit, bikeway and pedestrian projects.

In 2021, City Council endorsed the 2022 – 2024 Near-Term Implementation Program which committed to 100 km of new bikeways, and 40 km of renewed bikeways which includes upgrades and enhancements to existing cycling routes.

Transportation Services is on track to deliver 75 km of the 100 km new bikeways committed by the end of 2024. While this value falls below the 2022 – 2024 target, it is expected to surpass the previous accomplishment of 65 km over 2019 – 2021 without the unique parameters of the ActiveTO Cycling Network Expansion as a pandemic response program. There are also approximately 25 km of additional projects that have been approved by City Council and are either underway and extending into 2025, or where construction has not yet started due to conflict coordination with other major road projects, or challenges experienced during detailed design.

Approximately 25 km of the projects completed in 2022 – 2023 and expected to be complete by 2024 are on the network of Major City-Wide Cycling Routes, such as Bloor Street West, Eglinton Avenue, and Sheppard Avenue East. These additions bring the total existing Major City-Wide Cycling Routes to over 230 km, or 46% of the 500 km network.

The increase in delivery and the quality of projects have been made possible by previous Council investments in complete streets, including increased funding, additional staff, and a new streamlined by-law reporting process approved as part of the 2021 Cycling Network Plan Update.

Transportation Services is expected to exceed its Council directed goal of 40 km of renewed projects by 8 km, with an anticipated delivery of 48 km of upgrades and enhancements. Investing in improving the safety of existing older bikeways contributes to creating an all ages and abilities bikeway network. These upgrades are important improvements, and for many people who cycle, they feel like new infrastructure and unlock access to more destinations by bike and expand the accessibility of the cycling network.

The City of Toronto has made historic investments in the cycling network over the last three years. In 2023, \$30 million was invested in new and renewed bikeways, representing the single largest financial contribution in one year for bikeways. Transportation Services has increased capacity to deliver transformative complete streets projects with enhanced safety and public realm features. Bikeway projects more regularly include permanent materials such as raised cycle tracks and green infrastructure. Additionally, the scope of cycling projects have grown to focus on all modes by implementing improvements for people driving (such as new turn lanes), for pedestrians and people with disabilities (such as new or wider sidewalks, curb extensions and raised crossings), and for transit (such as transit priority measures), thereby taking a complete streets approach with considerations for all road users.

Further, Transportation Services has focused on enhancing intersection design and is in the process of implementing over 20 protected intersections, as well as protected signal phasing and leading bicycle intervals to improve safety at intersections, where most serious and fatal collisions occur.

In November and December of 2023, Transportation Services undertook a public consultation process for the 2025 – 2027 Cycling Network Near-Term Implementation Program. Consultation activities included an online survey (over 9,000 completed responses), an interactive map (over 5,000 comments), three online workshops with interest groups and one public virtual meeting (over 300 participants), as well as four public drop-in or pop-up events (one in each Community Council district, attended by approximately 160 people in total).

Throughout the public consultation, there was a consistent message from people who cycle: progress is not only measured by the quantity of bikeways installed, but also the quality of design and the feeling of safety and comfort, especially at intersections.

“Safety” was the top recommended factor for deciding where to put new bikeways among respondents of all types. For people who cycle, “connectivity” was the next most important factor. From people who do not regularly cycle, their second top factor was “current cycling demand”, and they recommended prioritizing the avoidance of impacts to other modes of travel (vehicle lanes, parking, transit), when determining the location and type of bikeways to be implemented.

The routes recommended for the 2025 – 2027 Near-Term Implementation Program are based on public input, City policies and priorities, and technical requirements. The prioritization framework and data sets used to analyze potential routes were updated to reflect lessons learned through the consultation process, including greater emphasis on safety, connectivity, and equity.

Technical feasibility reviews were undertaken to assess, at a high-level, impacts and deliverability of candidate routes based on the design emphasis areas of all ages and abilities and complete streets, including an assessment of existing motor vehicle volumes. The coordination of capital works, especially sequencing or bundling with other planned major projects, is an important factor that greatly influences the implementation schedule. In addition to taking advantage of road work opportunities, other delivery emphasis areas of this near-term program include expanding and connecting to Major City-Wide Cycling Routes, as well as advancing recommendations from recent and underway Neighbourhood Streets Plans.

Key projects to be delivered in the 2025 – 2027 Near-Term Implementation Program include:

- Etobicoke Greenway and North Etobicoke Hydro Corridor Trails
- Weston Cycling Connections Phases 2 and 3
- Keele Street from Steeles Avenue West to Finch Avenue West
- Lawrence Heights Cycling Connections and upgrade of Marlee Avenue
- Warden Hydro Corridor Trail
- Sandhurst Circle Cycling Connections
- Several sections of Eglinton Avenue, including the EglintonTOday phases, as well as McCowan Road to Kingston Road
- Dupont Street from Dundas Street West to Lansdowne Avenue (major upgrade) and new from Lansdowne Avenue to Davenport Road
- Parkside Drive from Bloor Street West to Lake Shore Boulevard

Transportation Services is proposing that the 2025 – 2027 Near-Term Implementation Program maintains the ambitious target of 100 km of new and major upgrade bikeway projects. Over the past three years, investments have been made in staff resourcing and budget, better preparing the City of Toronto to achieve this commitment.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council endorse, in principle, the bikeway projects contained in the Near-Term Implementation Program (2025 – 2027) as outlined in Attachment 2 to the report (May 13, 2024) from the General Manager, Transportation Services, as the focus of Transportation Services' cycling budget and capital implementation program, including the initiation of feasibility analyses, public consultation, and detailed design.
2. City Council authorize the General Manager, Transportation Services, to initiate the near-term studies of the Major City-Wide Cycling Routes as outlined in Attachment 3 to the report (May 13, 2024) from the General Manager, Transportation Services, and to bring forward the findings of these studies and recommendations regarding future implementation at the appropriate time.
3. City Council direct the General Manager, Transportation Services, as part of the design, installation, and monitoring of new bikeway projects, to continue to work in consultation with the local Councillors, community representatives, and residents to identify and implement changes to the bikeway projects contained in the Near-Term Implementation Program, before and after installation.
4. City Council direct the General Manager, Transportation Services, to request, as part of the annual budget process, the capital funding required to implement the Near-Term Cycling Implementation Program (2025 - 2027), as well as the operating budget required to fund the maintenance costs of newly constructed bikeways.

FINANCIAL IMPACT

Capital Plan

The estimated cost to implement the Near-Term Program targeting a total of 100 kilometers of new and major upgrade bikeway projects and 40 km of renewed bikeways is approximately \$35 million per year over the 2025 – 2027 period (\$105 million total). Currently, within the approved general cycling infrastructure budget, \$50 million has been budgeted over the 2025 – 2027 period. The additional capital funding required to implement the cycling initiatives, in the amount of \$55 million, will be included in the Transportation Services budget submission as part of the 2025 to 2034 Capital Budget, subject to Council approval.

Operating Impact

The bikeways proposed in the Cycling Network Plan will require ongoing maintenance once installed. This maintenance service will include winter snow clearing and street sweeping at a level similar to the adjacent roadway (including enhanced winter maintenance on some routes). Additional operating costs for the maintenance of new bikeways will be identified as part of the reporting on specific bikeways proposed for installation. The operating budget impact of these capital investments will be considered as part of the 2025 Operating Budget submission for Transportation Services and future operating budget submissions.

EQUITY IMPACT STATEMENT

Transportation Services broadly understands pursuing equity in transportation to mean making the transportation system universally accessible through targeted strategies that meet the needs of diverse communities. This involves rooting all planning, analysis, and engagement methods in an understanding of the inequitable outcomes and harms of our past and current systems, and how they have produced conditions that link arbitrary social differences like age, ability, income, race, gender identity and sexual orientation to poorer outcomes in mobility, safety, accessibility, and environmental health. Historically, the City of Toronto has not invested equitably in transportation infrastructure, resulting in disparities of transportation-related burdens and benefits across the city. Having safe, convenient, affordable options for travel greatly impacts quality of life and well-being by supporting access to jobs, schools, health care, services, events and activities.

Many communities throughout Toronto have identified the lack of safe cycling infrastructure in their neighbourhoods as an important, unmet mobility need. Toronto's Cycling Network Plan aims to reduce the inequities in spatial access to safe bikeways and to address the growing need for high-comfort bikeways for people of all ages and abilities to safely move throughout Toronto. In this context, 'all ages' means school-aged children through to older adulthood, and 'all abilities' means people who are less confident cycling as well as those with physical and/or cognitive disabilities. The National Association of City Transportation Officials (NACTO) provides examples of users of all ages and abilities to design for: children, seniors, women, people riding bike share, people of colour, low-income riders, people with disabilities using adaptive bicycles, and people moving goods or cargo¹.

Many people in Toronto rely on cycling as an essential mode of travel, including in areas of the city currently underserved by safe cycling and pedestrian infrastructure. The absence of bikeways has a disproportionately negative impact on low-income communities and Indigenous, Black and other communities of people of colour when they are forced to choose between feeling safe and following the rules of the road and are more likely to be a target for enforcement.²

¹ NACTO (2017). Designing for All Ages and Abilities https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf

² Doran, A., El-Geneidy, A. & Manaugh, K. (2021). The pursuit of cycling equity. *Journal of Transport Geography*, 90, 1-9.

The prioritization framework of the Cycling Network Near-Term Implementation Program has been updated based on input from community organizations and interest groups, other divisions and agencies, and the public. The cycling impact analyses align with other City initiatives, including the Vision Zero Road Safety Plan and the Poverty Reduction Strategy. There are two analyses explicitly identified in the category of equity (priority populations and cycling access to employment), and many other analyses that also support equitable transportation (such as vulnerable road user collisions and connectivity to transit).

Transportation Services is committed to advancing transportation equity and reconciliation. In addition to the equity-focused analyses for programming future bikeways, the following initiatives are underway to improve upon past practices related to cycling and broader transportation projects:

- Conducting accessibility-focused site visits and updating design guidance based on feedback from people with disabilities, including those who are blind or have sight loss, those that use guide dogs and cane users, and those using mobility aids, including walkers, manual and power wheelchairs, and individuals with cognitive disabilities.
- StreetARToronto ('StART') projects, including projects on cycle track barriers throughout Toronto, are rooted in a set of values that demonstrate the positive and powerful impacts of reconciliation, diversity, equity and inclusion. These projects foster community engagement, a sense of belonging and civic pride, mentor emerging talent and contribute to their skills development, add colour and vitality to neighbourhoods, encourage active transportation, and showcase Toronto artists. Current examples include the [Just Us Arts Call](#) and [Beyond Barriers](#) program.
- A historical and archival review of major transportation infrastructure developments in Toronto and their impacts on Indigenous, Black and other communities of people of colour and low-income communities. Findings from this report will contribute to internal capacity building efforts and shape future transportation planning initiatives and community engagement processes.
- A Transportation Equity Policy Framework, pursued collaboratively with City Planning, Social Development Finance and Administration, and Toronto Transit Commission, that will develop an aligned, policy-driven and measurable approach to advancing transportation equity across a range of transportation projects and programs.

DECISION HISTORY

On April 17, 2024, City Council adopted a Report from the Environment and Climate Division on Toronto's Climate Change Readiness: Updates on commitments and a refreshed mandate for coordinating resilience activities, including a report on Net Zero progress and accountability.

(<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE12.3>)

On December 15, 16, and 17, 2021, City Council adopted the 2021 Cycling Network Plan Update, and endorsed the new bikeway projects contained in the Near-Term

Implementation Program (2022 – 2024) and the Major City-Wide Cycling Routes.
(<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE26.9>)

On October 27, 28 and 30, 2020, City Council adopted a report from the City Manager on Towards Recovery and Building a Renewed Toronto, including the COVID-19: Impacts and Opportunities Report, providing a roadmap towards recovery and rebuild amidst the evolving pandemic.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX17.1>)

On July 16, 17, and 18, 2019 Toronto City Council approved the Cycling Network Plan Update, which established a new timeframe for cycling network programming and planning to improve road work coordination, accountability, and implementation.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11>)

On July 16, 17, and 18, 2019, as part of consideration of [IE6.8 Vision Zero 2.0 Road Safety Plan Update](#), City Council directed the General Manager, Transportation Services to plan and design road reconstruction projects using a complete streets approach, including safety improvements such as vehicle lane width reductions, tightening curb radii, widening sidewalks and the potential for bicycle lanes, at the outset of all road reconstruction projects, in consultation with local councillors and stakeholders.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>)

On July 4, 5, 6, and 7, 2017, City Council adopted TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto – Report 2 – The Pathway to a Low Carbon Future. The report brought forward a series of long-term goals with necessary measures to realize a low-carbon Toronto in 2050 that achieves an 80 percent reduction in greenhouse gas emissions against 1990 levels.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PE19.4>)

On February 28, 2017, the Complete Streets Guidelines were presented to the Public Works and Infrastructure Committee for information. The Complete Streets Guidelines, with their emphasis on safety of the most vulnerable – including those who walk and cycle – are an important tool for the implementation of the Cycling Network Plan.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW19.3>).

On June 7, 8, and 9, 2016, the Ten Year Cycling Network Plan was adopted, in principle, with amendments by City Council.
(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>)

COMMENTS

Toronto is a Growing City

In growing cities like Toronto, where hundreds of new developments are being constructed every year, if every new resident added more motor vehicle trips on the street network, the traffic congestion across all parts of the city would be unmanageable. On average between 2017 – 2021, there were over 16,000 dwelling

units completed per year in Toronto. Since 2016, about 0.6 parking spaces have been added for each new dwelling unit. In dense urban areas, widening roadways and creating large parking lots to accommodate more cars is not a viable option, and many people are already living in or moving to Toronto without a car. A successful city requires a transportation system that is safe and usable for people of all ages and abilities and gives people choices of how they get around.

Some people may need to travel by car, for some or all of their trips. People who rely on motor vehicle travel also benefit from bikeways when enough other people choose to leave their car at home. Investing in convenient alternatives to driving, such as bikeways and public transit, is a necessary component of a successful traffic congestion management strategy. The greatest opportunities for mode shift away from personal vehicle travel are for short trips under 5 km. About half of car trips made by Toronto residents are under 5 km in length. The more people that walk, cycle, or take transit, the fewer cars there are competing for the limited roadway space.

The safer and more connected the city-wide cycling network becomes, the more people will choose to travel by bicycle. There are also people who rely on cycling out of necessity, not as a choice. Cycling offers an affordable alternative compared to motor vehicle travel and can improve access to social services and employment opportunities. Having access to a bicycle can also provide additional employment options, demonstrated by the growing population of food delivery cyclists in Toronto. For people who rely on cycling for utility, school, and employment, the quality, maintenance, and coverage of the cycling network is essential.

Cycling Network Plan

The goals of the Cycling Network Plan are to **Connect**, **Grow**, and **Renew** Toronto's cycling network, with objectives and indicators that correspond to the City's overarching goals and policies, such as the Official Plan, TransformTO Net Zero Strategy, and Vision Zero Road Safety Plan, by providing additional measures for evaluating success.

Goal	Objectives
Connect gaps in the cycling network, and people to places	Connect to and between existing bikeways
	Connect to transit
	Connect to parks and natural areas, and to destinations serving daily needs like schools and employment areas
	Connect across barriers (such as highways and rail corridors)
Grow the cycling network into new parts of the city	Expand the network outside the downtown core
	Serve areas with latent cycling demand where infrastructure is lacking

Goal	Objectives
	Expand the network in equity-deserving neighbourhoods
Renew the existing cycling network routes where there are opportunities to improve quality	Upgrade existing bikeways for improved safety and comfort
	Upgrade infrastructure for convenience and clarity
	Improve cycling routes to schools and community hubs

Since 2019, the Cycling Network Plan follows a revised approach of short-term programming (Near-Term Implementation Program) paired with longer-term planning (Long-Term Cycling Network Vision and Major City-Wide Cycling Routes) that better reflects the nature of capital infrastructure coordination, development planning, and timelines for feasibility assessments.

Bikeway is the general term used to describe many types of cycling routes. Bikeways include multi-use trails, cycle tracks, bike lanes, contra-flow bike lanes, neighbourhood greenways, and wayfinding sharrows.

- Multi-use trails: shared by people cycling, walking, and using mobility aids. Some are on-street, some are through ravines or hydro corridors; and some have sidewalks adjacent.
- Cycle tracks: dedicated part of the roadway for people cycling, separated from vehicle traffic by concrete curbs, planter boxes, bollards, parked cars, or raised from street level.
- Bike lanes: dedicated part of the roadway for people cycling, identified with pavement markings.
- Contra-flow bike lanes: allow people to cycle in the opposite direction on a street that is one-way for motor vehicles.
- Neighbourhood greenways: streets where people cycling and walking are given priority by creating an environment with low motor vehicle volumes and speeds.
- Wayfinding sharrows: streets where people cycling and driving share space and there are pavement markings and signage that guide people cycling.

2022 – 2024 Implementation and Measures of Progress

Toronto's cycling network continues to grow. Transportation Services is anticipated to deliver 75 km of New, and 48 km of Renew (including Major Upgrades) bikeways between 2022 and 2024.

In 2022 and 2023, 37 centreline km⁽³⁾ of new bikeways were installed:

- 11 km of cycle tracks;
- 11 km of bike lanes and contraflow bike lanes;

³ Centreline kilometres measure the length of the road / trail segment. This is different to lane kilometres, which counts infrastructure on both sides of the street. All kilometres referenced in this report are in centreline.

- 6 km of multi-use trails;
- 9 km of sharrows with traffic calming and wayfinding sharrows.

Additionally, 38 km of existing cycling routes received significant upgrades and enhancements to improve safety and align with today's best practices of design.

In 2024, there are 38 km of new bikeway projects underway that are expected to be completed, such as Sheppard Avenue East from Bayview Avenue to Bonnington Place, the Finch West LRT's cycle tracks from Keele Street to Highway 27, and the West Parkdale Cycling Connections. Additionally, another 10 km of upgrades are expected to be completed in 2024, such as Leaside Bridge from Overlea Boulevard to Pape Avenue.

There are approximately 25 km of additional projects that have been approved by City Council and are either underway and extending into 2025, or where construction has not yet started due to conflict coordination with other major road projects, or challenges experienced during detailed design.

The map of 2022 – 2024 Completed and Expected to be Completed Bikeways and a detailed table of the status of all projects is provided in Attachment 1.

2022 – 2024: Major City-Wide Cycling Routes

The network of Major City-Wide Cycling Routes consists of approximately 500 km. From 2022 to 2024, including those expected to be completed this year, approximately 25 km of Major City-Wide Cycling Routes were constructed, and 20 km were upgraded or enhanced. Today there are approximately 230 km of this network in place, which accounts for approximately 46% of the Major City-Wide Cycling Routes network. In the 2019 Cycling Network Plan Update, City Council committed to a target of delivering the full network by 2041.

A map of the status of all Major City-Wide Cycling Routes is provided in Attachment 3. A few highlights of projects completed and expected to be completed this year include:

- Finch Avenue West from Keele Street to Highway 27
- Finch Hydro Corridor Trail from Pharmacy Avenue to Birchmount Road
- Eglinton Avenue East from Avenue Road to Yonge Street
- Gattineau Corridor Trail from East Don River Trail to Bermondsey Road
- Bloor Street West from Runnymede Road to the Six Points intersection

2022 – 2024: The Value of Major Upgrades

The 2022 – 2024 Near-Term Program grouped all upgrades to existing bikeways in the category of Renew, which represented a wide variety of changes from simple pavement marking refreshes to conversions from painted bike lanes to raised cycle tracks.

In the 2022 – 2024 Near-Term Program, approximately 10 km of bikeway upgrades within the Renew category consisted of major upgrades representing significant investments in public consultation, funding, design complexity, and / or an upgrade of facility type (such as bike lanes to cycle tracks).

These upgrades are important improvements, and for many people who cycle, they feel like new infrastructure and contribute to making a network that is appropriate for all ages and abilities. For people who are ‘interested but concerned’ about cycling (typically around 60% of the population⁴), major upgrade projects unlock new access to destinations by bike and expand the accessibility of the cycling network.

Examples of major upgrade projects in 2022 – 2024 include College Street from Bathurst Street to Manning Avenue, Douro Street / Wellington Street from King Street West to Niagara Street, and Davenport Road from Dupont Street to Bay Street.

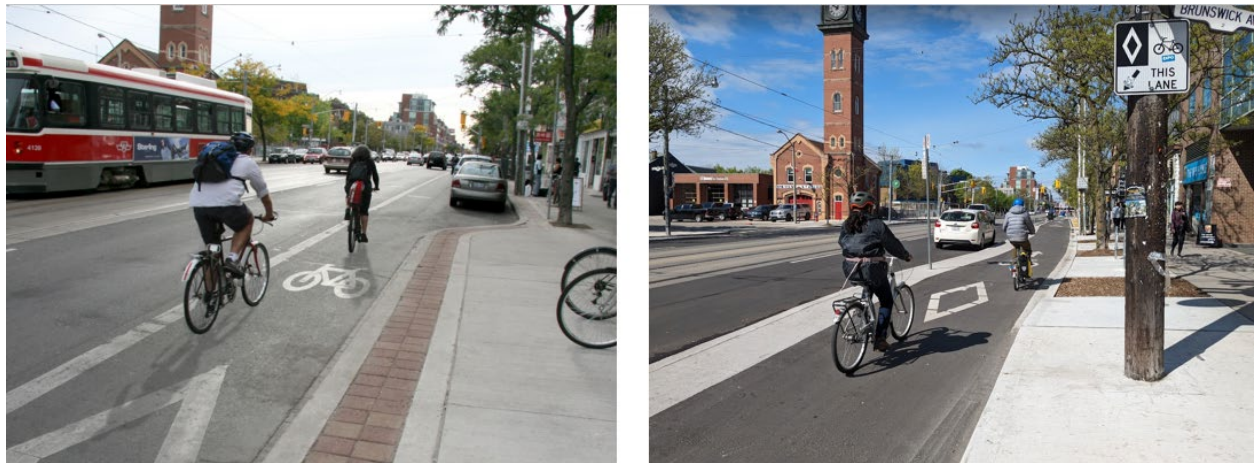


Figure 1: College Street Upgrade – Before (left) and After (right) Photos



Figure 2: Wellington Street Upgrade - Before and After Photos

⁴ Dill, J. & McNeil, N. (2013). Four Types of Cyclists?: Examination of Typology for Better Understanding of Bicycling Behavior and Potential. *Transportation Research Record*, 2387 (1):129-138.

Multi-use Trail Implementation

In 2012, City Council adopted the Bikeway Trails Implementation Plan. The Plan identified 26 new trail projects totalling 77 km to build on the existing 286 km of bikeway trails. Since the Trails Plan was adopted, 95% of the projects are now complete or in progress; excluding three cancelled or reworked projects. Within the last 15 years the trail program has grown to include approximately 100 km of new and major upgraded bikeway trails constructed, as well as 15 new pedestrian-cycle bridges.

Since 2016, trails have been incorporated in the overall Cycling Network Plan and are included in the three-year Near-Term Programs and the Major City-Wide Cycling Routes, when appropriate. New trails will continue to be identified for implementation, drawing from the Cycling Network Long-Term Vision, as well as new opportunities that emerge over time and through partnerships.

How Toronto Compares to other Cities

Cities in Canada and across the world have been growing their investments in delivering high quality, connected and safe cycling networks.

The City of Montreal has a 2023 – 2027 cycling plan to expand the City's network by 200 km of bikeways in the next five years (40 km per year on average). In 2024, 17 km of bikeways will be added to the network and about 17 km will be improved during maintenance work. The 200 km includes 60 km (12 km per year on average) as part of the second phase of Montreal's express bike network known as the REV.

The City of Vancouver also has a 2023 - 2027 Active Mobility Plan (AMP) that aligns with its Transportation 2040 strategy. The plan provides near-term infrastructure priorities for five years with a total of 114 km of major corridor projects for walking, rolling and cycling (28.5 km per year on average). In the previous five years (2018 – 2022), they identified 68 km of routes in the AMP and completed 29 km.

2022 – 2024: Implementation Outcomes

Growth in bikeways since the approval of the 2021 Cycling Network Plan Update has expanded the reach of the cycling network to serve more people and has supported more people choosing to cycle.

Cycling Network Coverage and Access

In 2021, 45.9% of people and places of employment were within 250 metres of a dedicated bikeway. This will increase to 49.6% based on the new bikeway projects completed and expected to be complete by the end of 2024. This percentage increase translates to approximately 150,000 more people living and working with close access to a bikeway as compared to 2021.

The Official Plan goal seeks to bring all people and jobs within 1 km of a cycling route. Today, approximately 91.2% of all people and jobs are within that target when including all types of cycling routes, and 89.0% specifically for dedicated bikeways. The table below uses population data from the 2021 Census and employment data from the 2021 Toronto Employment Survey.

Cycling Network Coverage – Dedicated Bikeways*				
	2021	2022	2023	2024
Percentage of population and employment within 250 m of a cycling route	45.9%	46.7%	47.2%	49.6%
Percentage of population and employment within 500 m of a cycling route	67.1%	67.5%	67.9%	70.5%
Percentage of population and employment within 1 km of a cycling route (Official Plan Goal)	87.7%	88.1%	88.2%	89.0%

*Dedicated bikeways refer to bike lanes, cycle tracks, and multi-use trails. This calculation excludes edge lines, all types of sharrows, signed routes, and park roads.

Cycling Network Kilometre Totals

The number of bikeway projects completed and upgraded is not the only measure of progress, but it is important to track and document the growth of the total network. All kilometres are reported in centreline, which measures the length of the road / trail segment.

Completed and Expected to be Complete New Bikeway Projects 2022 – 2024 ⁵				
Bikeway Type	2022	2023	2024 Expected	Total Network Status
Multi-use Trails	2	4	7	399
Cycle Tracks (includes bi-directional tracks)	4	7	21	107
Bicycle Lanes (includes buffered and contra-flow)	5.5	5.5	4.5	147
Shared Lane Markings	6.5	2.5	5.5	63
TOTAL	18	19	38	716

Cycling Collisions

Expanding the cycling network and improving existing bikeways makes cycling safer and supports physical health by encouraging more people to cycle. The rates of serious injuries and fatalities in the table below do not reflect the growth in cycling

⁵ The totals exclude signed routes, which were counted in previous Year in Review reports, at toronto.ca/cycling. The total network status column includes the expected 2024 projects.

ridership across Toronto. No loss of life as a result of traffic collisions is acceptable in a Vision Zero approach, and addressing road safety continues to be a priority.

Cycling Serious Injuries and Fatalities 2019-2023					
Cycling Safety City-Wide	2019	2020	2021	2022	2023
Number of fatalities	1	4	1	2	1
Number of serious injuries	36	27	20	25	27
Rate of cycling fatalities per 100,000 resident population*	0.03	0.13	0.03	0.07	0.03
Rate of people seriously injured while cycling per 100,000 resident population	1.21	0.90	0.68	0.83	0.89

* Statistics Canada, 2019 – 2022 Population Estimates by Census Division

As of May 13, there have been 4 cycling fatalities in 2024 to date; a concerning increase demonstrating the need to expand and improve all ages and abilities bikeways in Toronto.

Budget Tracking

The City of Toronto has made historic investments in the cycling network over the last three years. In 2023, \$30 million was invested in new and renewed bikeways representing the single largest financial contribution in one year for bikeways in the City. 2024 is proposed to continue that growth, including a substantial investment in the West Toronto Railpath Extension, for which construction is expected to be underway.

Cycling Network Budget – 2022-2023 and Proposed (2024)				
\$ (in millions)	2022 Actual	2023 Actual	2022-2023 Total	2024 Proposed*
Bikeway implementation (i.e., multi-use trails, cycle tracks, bicycle lanes, shared lane markings)	21.0	33.4	54.4	42.9

*Includes the West Toronto Railpath Extension funding.

Ridership – Cycling Counts

Another indicator of progress tracked by the City is the growth in ridership. Historic counts of the number of people cycling during the growth of Toronto's cycling network have demonstrated increases in the number of people travelling by bicycle on dedicated bikeways. Examples of ridership growth at specific locations documented through counts taken on specific dates over a period of 7:00 am to 7:00 pm are shared below.

Sample Cycling Counts Taken in 2013 and 2022			
Location	2013	2022	Percentage Increase 2013 to 2022
Adelaide Street West and Richmond Street West at Spadina Avenue	562 (September 26)	3,763 (October 6)	570%
Adelaide Street East and Richmond Street East at Jarvis Street	492 (October 1)	2,212 (October 6)	350%
Queen's Park Circle at Bloor Street	668 (October 3)	1025 (October 6)	53%
The Esplanade at Lower Jarvis Street	320 (September 26)	524 (October 6)	69%
Eglinton Avenue West at Martin Grove Road	129 (April 18)	330 (September 11)	156%

Ridership – Bike Share Trips

One of the most distinct areas of ridership growth is demonstrated through the number of Bike Share Toronto memberships and rides. Bike Share Toronto is operated by the Toronto Parking Authority. Tangerine Bank is the Exclusive Presenting Partner of the Bike Share Toronto program.

In 2023 alone, Bike Share Toronto riders made 5.7 million trips by bicycle, nearly doubling the 2.9 million rides taken in 2020. The number of yearly memberships purchased grew over this same period from over 18,000 in 2020 to over 35,000 in 2023. In recent years, ridership volumes in winter have also increased. The weather plays a large role in the number of people choosing to ride on any given day, but the trend of people cycling through winter has been steadily increasing. Using the month of December for example, in 2020 there were over 95,000 trips by bicycle. In 2021 this grew to over 145,000, in 2022 to over 180,000, and in 2023 to over 256,000.

Bike Share Toronto	2020	2021	2022	2023	System Total
Bike Share Stations Installed	140	13	38	131	756
Total Number of Bikes in System	6,815	6,815	7,140	8,970	8,970 (includes 1,815 e-bikes)
Yearly Memberships Purchased	18,855	25,118	31,838	35,555	163,208 (since 2015)
Number of Rides (year-to-date in millions)	2.9	3.4	4.5	5.7	21.6 (since 2011)

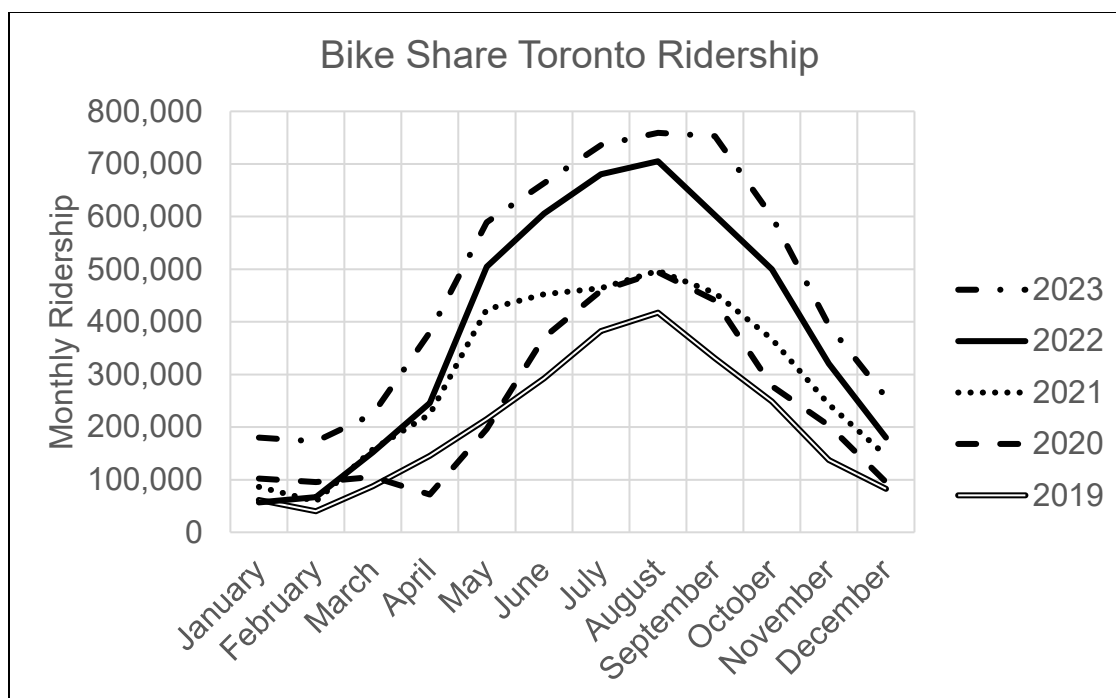


Figure 3: Bike Share Toronto Ridership by Month and Year

Cycling Network Near-Term Implementation Program: 2025 – 2027

Transportation Services is proposing that the 2025 – 2027 Near-Term Implementation Program maintains the ambitious target of 100 km of new and major upgrade bikeway projects. Over the past three years, investments have been made in staff resourcing and budget, better preparing the City of Toronto to achieve this commitment.

The recommended routes are based on public input, City policies and priorities, and technical requirements. The prioritization framework and data sets used to analyze potential routes were updated to reflect lessons learned through the consultation process, including greater emphasis on safety, connectivity, and equity.

Technical feasibility reviews were undertaken to assess, at a high-level, impacts and deliverability of candidate routes based on the design emphasis areas of all ages and abilities, complete streets, including an assessment of existing motor vehicle volumes. The coordination of capital works, especially sequencing or bundling with other planned major projects, is an important factor that greatly influences the implementation schedule. In addition to taking advantage of road work opportunities, other delivery emphasis areas of this near-term program include expanding and connecting to Major City-Wide Cycling Routes, as well as advancing recommendations from recent and underway Neighbourhood Streets Plans.

- Neighbourhood Streets Plans (NSPs):** Neighbourhood Streets Plans are a new service for neighbourhoods where traffic and travel patterns challenge the safety and mobility of people using the streets. NSPs consider the needs of all road users and emphasize the safety of vulnerable road users such as seniors, school children, pedestrians, and people cycling. The Near-Term Program for 2025 – 2027 shows the locations of the active NSPs, and possible cycling routes that may be recommended. The outcomes of the NSPs will determine which streets

move forward to detailed design with cycling scope, and potential phases of implementation starting in this near-term.

- **Complete Streets:** Complete streets are streets that are designed to be safe for all users: people who walk, cycle, take transit or drive, and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities, and stormwater management. Recommended routes in the Cycling Network Plan take a complete streets approach to design and implementation.

2025 – 2027 Near-Term Implementation Program Routes

The proposed 2025 – 2027 Program recommends an endorsement of 100 km of priority bikeways for implementation. To recognize the effort, scope, and impact of Major Upgrade projects that are of the same scale (cost and consultation) as new bikeways, these are included in the target and are a shared category on the map but distinguished in the table. The 2025 – 2027 Program also commits to 40 km of Renew projects, which refer to enhancements and improvements that are less intensive in the areas of staff time and public consultation. Investing in improving the safety of existing older bikeways contributes to creating an all ages and abilities bikeway network.

Attachment 2 includes maps and tables of the 2025 – 2027 Program, and identifies projects in the following categories:

- **Underway:** Projects with design or construction underway, expected to be complete within the 2025 – 2027 near-term program.
- **New and Major Upgrade:** Proposed routes expected to be complete within the near-term program, pending detailed design, public consultation, and approvals. Some projects are delivered in partnership with others, such as Hydro One, Metrolinx, developers, and Toronto and Region Conservation Authority.
- **Renew:** Enhancements to existing routes (such as upgrades to physical separation materials for cycle tracks, and wayfinding sharrows on previously signed-only routes) expected to be complete within the near-term program.
- **Study or Design:** Proposed routes requiring review of parallel options or substantial feasibility analysis or design preparation for upcoming bundling opportunities. Some may be achievable within the near-term program, while most will extend to 2027+ for installation, pending study and design results. Details about the type of study or design for each project are included in the table of Attachment 2.
- **Approved for Future Implementation:** Major growth projects with approved Environmental Assessments or other Council-approved studies and projects expected to be completed beyond the current 2025 – 2027 near-term program.

Key projects recommended for installation in the 2025 – 2027 Near-Term Implementation Program include:

- Etobicoke Greenway and North Etobicoke Hydro Corridor Trails
- Weston Cycling Connections Phases 2 and 3
- Keele Street from Steeles Avenue West to Finch Avenue West
- Lawrence Heights Cycling Connections and upgrade of Marlee Avenue
- Warden Hydro Corridor Trail

- Sandhurst Circle Cycling Connections
- Several sections of Eglinton Avenue, including the EglintonTODay phases, as well as McCowan Road to Kingston Road
- Dupont Street from Dundas Street West to Lansdowne Avenue (major upgrade) and from Lansdowne Avenue to Davenport Road (new)
- Parkside Drive from Bloor Street West to Lake Shore Boulevard West

Projects identified in the categories of New, Major Upgrade, and Study or Design will undergo further feasibility and design work that will lead to preferred alternative(s) to be carried forward for technical review from other divisions and agencies, followed by Councillor and public consultation. Confirmation of the preferred bikeway type and route is a result of both technical analysis and community input. The preferred option would then be recommended in an implementation report to the Infrastructure & Environment Committee for Council approval, before the finalized design is installed.

The table in Attachment 2 also identifies a short list of projects of secondary priority not included in the maps. Projects on the list may be brought into consideration for the near-term program in the event that a number of currently programmed projects are deferred due to capital coordination conflicts or further increases in capacity, provided that these changes take place early in the 2025 – 2027 timeframe.

Planned Major City-Wide Cycling Routes

Attachment 3 provides a map of the Major City-Wide Cycling Route network, including routes proposed to be initiated in 2025 – 2027. Some projects are feasibility studies in this timeframe, and their implementation timing will depend on the outcomes of the study. Others are in phases of design, including several bundled with major road work that is planned for this near-term, but timing is less certain due to the complexity of design and construction. Some projects are identified as new or underway, and there is more confidence in their delivery in 2025 – 2027.

Key Major City-Wide Routes recommended for implementation in 2025 – 2027 include:

- Eglinton Avenue (EglintonTODay phases and McCowan Road to Kingston Road)
- Victoria Park Avenue from Danforth Avenue to Dawes Road (and second phase to Gatineau Trail planned with road rehabilitation)
- Warden Hydro Corridor Trail (first phase south of Highway 401)
- Mid-Humber Gap Trail⁶
- Finch Hydro Corridor Trail from Pineway Boulevard to Don Mills Road

Key Major City-Wide Routes advancing to near-term study or design include:

- Bloor Street West from Kipling Avenue to the Mississauga Border
- Kipling Avenue from Bloor Street West to Lake Shore Boulevard
- Many sections of Sheppard Avenue East, including from the Betty Sutherland Trail to Brian Drive
- The full limits of the Eglinton East LRT, along Kingston Road, Morningside Avenue, and Sheppard Avenue East
- The Eastern Avenue Bridge over the Don River

⁶ Contingent on Council authority to transact on required realty agreements to secure land.

The type of study, design, and public engagement needed for each corridor may take different forms for different streets depending on the corridor's complexity of current and future uses, and the associated impacts. Some routes may include analysis of parallel streets to confirm the most feasible alignment of the route. For some of the longer corridors (over 5 km), the segments and phases of study have yet to be confirmed and will be determined with input from local Councillors and communities.

All studies will apply a complete streets design and Vision Zero approach to road safety, and coordination with the RapidTO: Surface Transit Network Plan, where appropriate.

Public Consultation

In November and December 2023, Transportation Services invited public input to inform the prioritization of which bikeway projects to study, build, and upgrade in 2025 to 2027. Feedback was invited mainly through online opportunities detailed on the project's interactive web page titled "[Cycling Network 2025-2027 Public Input](#)".

Outreach to promote the consultation opportunities included online advertising, social media posts, inclusion in City affiliated e-newsletters and email outreach to interest group contacts. As a result, the web page was visited by 16,267 individual users.

Between various online and in-person activities, the Cycling Network Plan public consultation process saw the participation of over 10,000 people.

Online input was received through an interactive map (over 5,000 comments), an online survey (over 9,000 completed responses), three online workshops with interest groups and one public virtual meeting (over 300 participants). In-person engagement included four public drop-in or pop-up events (one in each Community Council district) which saw total participation from approximately 160 people. Participation included people from every demographic (all race categories and levels of income) and from all parts of the city, including approximately 50% outside of Old Toronto (downtown), and significant numbers of youth and seniors. Input was received from all types of road users including people who cycle frequently, occasionally, and not at all. The online workshops were organized specifically for cycling and safety advocacy organizations, schools, youth, and community groups, and food delivery cyclists.

Overall, public feedback varied most between those participants who do not regularly travel by bike and those who do. "Safety" was the top recommended factor for deciding where to put new bikeways among respondents of all types. For people who cycle, "connectivity" was the next most important factor. These priorities were also expressed in comments about frustrations with bikeways ending without a connection that felt safe, such as being forced into mixed traffic to reach their destination or to connect to the next bikeway. Among people who cycle regularly, there was a consistent message to prioritize physically separated cycle tracks on major streets and improve safety at intersections.

From people who do not regularly cycle, the next factor most commonly selected after safety was "current cycling demand", suggesting that bikeway installations be prioritized where the most people are already observed to be cycling. Their top recommendations

for cycling network planning were to avoid major streets and minimize impacts to other modes of travel (i.e., vehicle lanes, parking, transit).

Analysis of the multiple-choice opinion questions from those who indicate that they cycle one day a week or more did not reveal significant differences in opinion among people of different race categories, income, age or other demographics. That said, there were other insights related to cycling safety from equity-deserving groups, including the following:

- Women reported feeling less comfortable cycling on shared streets (with motor vehicles) than men.
- Low-income respondents were more likely to rely on cycling for utility, school and employment, and thus most dependent on the quality and maintenance of on-street infrastructure.
- People with mobility disabilities sometimes find the changes to on street parking (as a result of cycle tracks) reduce convenience and comfort of accessible loading; they do appreciate when bikeways help reduce the number of people cycling on sidewalks.

The full Public Consultation Report is available online at toronto.ca/cyclingnetwork

How Public Input is Being Used

Updates to Prioritization Framework: Safety and connectivity were the top factors recommended by the majority of participants. These categories were updated with new data and include two analyses each, and carry greater weight in the overall analysis, along with equity (the top factor recommended through interdivisional engagement).

Consideration of Bikeway Type Preferences: Among those who cycle, “low wall barriers”, “raised cycle tracks” and “poured in place concrete” were consistently favoured (over flex posts, paint, and parking), and will be considered in the feasibility reviews and design recommendations.

More Emphasis on Feasibility Reviews and Understanding Impacts as part of the Near-Term Prioritization: Among those who do not cycle, minimizing impacts to other modes (such as motor vehicles and transit) was their top recommendation for cycling network planning. Recognizing the concerns around potential removal of vehicle lanes, more detailed feasibility reviews were conducted at this stage of planning. Key components of technical feasibility reviews include:

- Vehicle volumes and speeds
- Existing curb to curb widths and right-of-way
- Intersection design options
- Potential cross-sections based on the On-Street Bikeway Design Guidelines
- Documentation of potential impacts (e.g. parking removal, vehicle lane removal, tree or utility impacts)
- Cost estimates

Areas to Improve on Tracking and Reporting: “Ridership (counts of people cycling)” and “number and rate of cycling collisions (fatalities and serious injuries)” were the most commonly recommended measures to track progress for the cycling network.

Transportation Services is taking steps to improve the proactive monitoring of cycling as

it continues to expand cycling infrastructure in an effort to make roads safer for all road users. The monitoring is being designed to track the changes in cycling demand in the city, understand who is making use of the cycling infrastructure and to measure the impacts on road safety. Specific elements of this monitoring include:

- Working through initiatives of the Congestion Management Plan to expand the network of permanent count stations and intelligent intersections particularly where there is dedicated cycling infrastructure;
- Initiating a rotating bicycle count program that will count people cycling at specific locations around the city on a routine basis;
- Conducting a regular cordon count that will classify people cycling and other micro-mobility users to better understand evolving trends and patterns; and
- Building analytical tools with the City's collision data and exploring and leveraging emerging technologies to be able to better measure the safety impacts of cycling projects.

Suggested Connections: After narrowing down the candidates list to the top priorities, connections recommended by the public were reviewed and those that could feasibly be grouped with the priority candidate projects for design and delivery were added to the program. Long proposed connections and those not possible to group with priority projects in this near-term will be considered for the 2028 – 2030 program.

Prioritization Emphasis Areas

The Cycling Network Near-Term Implementation Prioritization Framework builds on the process originally established for the 2016 Ten Year Cycling Network Plan, which was the culmination of significant research, analysis, and public consultation.

There are nine categories in the cycling analysis section of the framework:

- **Safety:** based on vulnerable road user collisions and motor vehicle speeds.
- **Connectivity:** based on links and gaps in the existing cycling network and an accessibility measure based on level of traffic stress data.
- **Equity:** based on priority populations and cycling access to employment.
- **Current Cycling Demand:** based on cycling trip data from the 2016 Transportation Tomorrow Survey.
- **Potential Cycling Demand:** based on non-cycling trip data from the 2016 Transportation Tomorrow Survey (under 5 km for motor vehicle and transit, and over 1 km for walking).
- **Transit Access:** primary focus is supporting multi-modal trips, based on commuter demand, proximity to transit stations, and availability of bike parking and Bike Share at stations. Secondary focus is providing alternatives to transit, based on headway and weekday coverage data from Toronto Transit Commission (TTC).
- **Barrier Crossings:** based on crossings of highways, railway lines, and waterways.
- **Network Coverage:** based on a 250 m buffer around existing cycling routes, prioritizing areas beyond the buffer.
- **Trip Generators:** based on density of destinations serving daily needs, counting those within 250 m of proposed routes.

The analyses supporting each of the nine categories were used to evaluate the candidate cycling projects. Based on engagement with City staff, technical advisors, and the public, the categories of safety, connectivity, and equity carry greater weight in the overall analysis of projects. These categories reflect only the cycling impact analysis section of the prioritization framework, which is separate from technical requirements such as feasibility reviews, cost and complexity, and capital coordination.

A more detailed overview of the prioritization framework and cycling impact analysis are shared in Attachments 4 and 5.

Challenges Delivering Current and Future Bikeways

There are ongoing challenges with delivering new bikeways.

Design and Multi-Party Complexity

The City of Toronto has scaled up its implementation of permanent bikeways with features such as raised cycle tracks, protected intersections, and ravine trails with key bridge structures. These types of projects have longer lead times. For example, moving a hydro pole can take 18 months; securing third-party access permits can take 24 months. The design and infrastructure outcomes are high-quality complete streets and accessible trails, but the complexity of the design, construction, and permitting means scaling-up in the near term and balancing current ‘quick-build’ and other on-going delivery projects is challenging.

State-of-Good-Repair Quantity

In 2019, City Council directed staff to take a complete streets approach to all state-of-good-repair projects (SOGR) ([IE6.8](#)). SOGR projects, particularly major reconstructions, present a once in a generation opportunity to bundle new or enhanced bikeways with permanent materials. It is also the most cost-effective approach for bikeways requiring civil construction, and limits impacts of construction on the community.

With current capital funding and staffing levels within Engineering and Construction Services and Transportation Services, there is not sufficient capacity to bundle the design and construction of complete streets including bikeways with all programmed road rehabilitation work.

On average, the City completes 31 to 35 km of major road rehabilitation and 75 to 80 km of local road rehabilitation each year. From a resource perspective, including outsourcing work through consultants, there is currently only capacity for approximately 10 km of bundled bikeway projects per year including major and local road work.

Thus, a large gap exists between the number of state-of-good-repair projects that can be implemented with bikeways and the number of potential missed opportunities. Additional resources in both Transportation Services and Engineering and Construction Services (ECS) would be necessary to work towards closing this gap and sustain a high delivery rate of bikeways beyond the 2025 – 2027 Near-Term Implementation Program.

Transportation Services Delivery Mechanisms

Transportation Services oversees the delivery of a significant portion of the Cycling Network Plan projects, primarily 'quick-build' projects, through electrical, pavement marking, pre-cast items and civil focused construction. Over time, Transportation Services has enhanced its delivery models, creating new material standards like the internationally recognized low wall curbs and developing a Request for Supplier Qualifications for smaller civil focused projects.

However, the same staff that oversee the preliminary and detailed design and public consultation processes, also oversee the delivery of projects, creating staff resourcing challenges balancing starting new projects and delivering existing projects. Further, due to procurement mechanisms, some projects can require up to five different contractors to accomplish the project, requiring a significant amount of coordination.

Due to the size of the program and competition with nearby municipalities, Transportation Services regularly experiences contractor capacity constraints causing delays to projects due to the lack of available contractor staff and material supply.

Construction Coordination and Conflicts

A growing challenge with bikeway delivery is the scale of construction across the city. Many types of construction, from new developments to sewer rehabilitation to major transit infrastructure construction, present opportunities as well as challenges. Sometimes it is possible to bundle cycling scope into other capital work and take advantage of other delivery mechanisms. However, as described above, the capacity to bundle bikeways with other capital work is limited. In addition, major construction projects lead to less time and space available on streets to work without conflicts. These other forms of construction are necessary and will ultimately improve City infrastructure and services, but while they are in progress, they restrict access for other projects, such as bikeway implementation.

Post Implementation Monitoring and Adjustments

After a bikeway is installed, the City's work is not done. Transportation Services monitors and reports on its bikeway projects in ways that are specific to each project context and community. Addressing concerns requires additional site investigations, counts and traffic analysis, community meetings, or reports to modify the cycling infrastructure that was installed, in some cases long after the initial installation.

Achieving Net Zero

A key goal in the TransformTO Net Zero Strategy is that by 2030, 75% of school/work trips under 5 km are walked, biked, or taken by transit. The December 2021 Technical Report identifies cycling specific targets, including 14% bike/e-bike mode share by 2030. Based on 2016 data from the Transportation Tomorrow Survey, Toronto's bike mode share for school/work trips under 5 km is currently 5.63%. To more than double current ridership, significant expansion of cycling network coverage and connectivity is required, with all ages and abilities bikeways.

Investments made by Council over the past three years in capital funding and staff resourcing have better prepared Transportation Services to deliver 100 km of new

bikeways over the next three years, as proposed for the previous near-term program. The TransformTO Net Zero Strategy indicates this pace of investment and expansion will fall below the City's commitments to the Strategy. Previous research by the University of Toronto Department of Civil and Mineral Engineering reached the same conclusion, based on an analysis of cycling accessibility using level of traffic stress. The results suggested another 1,200 km of new safe and comfortable bikeways would be required to support such a substantial shift in travel modes.

The 100 km target for the 2025 – 2027 Near-Term Implementation Program is an increase of 25 km of delivery over the past three-year accomplishment of 75 km. Implementation of the Cycling Network Plan has continued to demonstrate progress, but in order to meet the ambitious goals of the TransformTO Net Zero Strategy, even greater growth in delivery rates of bikeways is needed.

Transportation Services is actively working on strategies to increase delivery rates within current resources and capacity. Improvements in the following areas are ongoing:

- Grouping nearby projects together for design, consultation and reporting (programming fewer short or isolated routes);
- Scaling public consultation appropriately (scaling down on projects with little to no impact, such as no vehicle lane or parking removal), and continuing with more in depth consultation on those with greater impacts; and
- Collaborating with other teams, divisions, and agencies to plan and deliver projects in partnership, and to build on efforts already underway (such as delivering on recommendations from Neighbourhood Streets Plans).

These improvements, alongside appropriate levels of capital funding and staff resources, will contribute to the success of the 2025 – 2027 Near-Term Program and help make an increase of 25 km over the recent accomplishment more achievable.

To be in a position to achieve a higher target in the 2028 – 2030 Near-Term Implementation Program, while maintaining high quality design, more durable materials, and meaningful community engagement, Transportation Services and partner Divisions would require increased staff capacity in the areas of planning, design, consultation, and delivery over the coming years.

Council Requests and Specific Project Implementation

A variety of City Council motions have included requests related to the cycling network, which were evaluated for this report and addressed in detail in Attachment 6:

- Sheppard Avenue West at Sunfield Road (IE28.7)
- Sentinel Road Safety Improvements (IE28.7)
- College Street Bikeways Extension (IE2.7)
- Southwest Agincourt Transportation Connections (IE2.4)
- Queen Street, Peter Street, Soho Street (IE31.12)
- Etobicoke Greenway (IE31.12)
- Scarborough West Rail Tail (MM47.60)
- Wilson Avenue Diamond Lane (IE26.10)
- Cycling Connection – Balmoral Park to Earl Bales Park (IE26.10)

- Downsvie Loop (IE26.10)
- Finch Hydro Corridor Trail – Grade Separated Crossing (IE26.9)
- East Liberty Street and Liberty Street (IE26.9)

Next Steps

Newly identified projects in the categories of New, Major Upgrade, and Study or Design will undergo further feasibility and design work that will lead to preferred alternative(s) to be carried forward for technical input from other divisions and agencies, followed by Councillor and public consultation. Confirmation of the preferred bikeway type and route is a result of both technical analysis and community input. The preferred option would then be recommended in an implementation report to the Infrastructure & Environment Committee for City Council approval, before the finalized design is installed.

Transportation Services staff will prepare an update on the progress of the Cycling Network Plan in 2027. The update will provide information about completed and underway bikeways in 2025 to 2027, the status of Major City-Wide Cycling Routes, and the recommended 2028 – 2030 Near-Term Implementation Program.

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ATTACHMENTS

Attachment 1 – Completed Bikeways 2022 – 2024 and Status of Projects
Attachment 2 – 2025 – 2027 Near-Term Implementation Program
Attachment 3 – Major City-Wide Cycling Routes
Attachment 4 – Cycling Network Near-Term Implementation Prioritization Framework
Attachment 5 – Cycling Impact Analysis
Attachment 6 – Project-specific Council Request Responses