# BICYCLE PARKING UTILIZATION DATA COLLECTION
# CITY OF TORONTO

Findings Memorandum

Prepared For: City of Toronto

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# EXECUTIVE SUMMARY

BA Group conducted a bicycle parking utilization data collection study in June 2024, in collaboration with City of Toronto staff. The data collection process consisted of two phases: study site selection in collaboration with City of Toronto staff and on-site bicycle parking utilization data collection undertaken by BA Group field staff. A total of 20 buildings were surveyed with the objective of including residential buildings across the City of Toronto with varied characteristics.

On-site data collection studies were undertaken by BA Group at various sites in August 2024. Each site was visited twice in the same 24-hour period; once in the late morning/early afternoon (between 10 am and 3 pm) and once at night (between 11 pm and 3 am). Observations included counts of total bicycle parking supply, counts of total bicycle parking utilization (i.e. demand), measurements of access aisles in bicycle rooms, and qualitative observations including signs of theft or lack of use (e.g. dust).

Key findings of the study are as follows:

- Theft is a concern. At some of the study sites, on-site property management staff indicated to BA Group field staff that theft is an issue within the building and/or in the area;
- Average resident (long-term) bicycle parking demand was observed to be 0.20 – 0.21 spaces / unit;
- 95th percentile resident (long-term) bicycle parking demand was observed to be 0.58 spaces / unit;
- In buildings that provide horizontal bicycle parking, there is a higher percentage utilization of horizontal bicycle parking than stacked and vertical bicycle parking;
- Proximity to higher-order transit stations is a factor in residential bike parking demand, with the observed relationship of increased bicycle parking demand as distance from higher-order transit stations increases;
- There does not appear to be a statistical relationship between residential bicycle parking demand and proximity to dedicated cycling infrastructure (i.e. cycle tracks, multi-use trails);
- 20% of sites did not have dedicated residential visitor (short-term) bicycle parking supply. 15% of buildings that provided residential visitor (short-term) bicycle parking had no residential visitor demand;
- For residential visitor (short-term) bicycle parking, a majority of the sites had bicycles parked at night and/or no change in bicycle parking demand between the day and night, suggesting that a portion of the 'visitor' bicycles observed parked were resident bicycles;
- Rental apartment demand for resident bicycle parking demand is marginally higher than condominium bicycle parking demand; and
- There is no difference in bicycle parking demand rates between Bicycle Zone 1 and Bicycle Zone 2.

Recommendations for consideration out of the study are as follows:

- Emphasize Horizontal Bicycle Parking;
- Accommodate Oversized Bicycle Parking;
- Ensure Appropriate Aisle Width in Bicycle Parking Rooms;
- Dedicate/Allocate Cycling Paths of Travel;
- De-Emphasize Minimum Bicycle Parking Requirements;
- Extend Payment-in-Lieu Program to all Minimum Bicycle Parking Requirements;
- Eliminate Minimum Bicycle Parking Requirement Rates & Replace with Minimum Bicycle Room Space Requirements; and
- Eliminate Bicycle Zones.

# 1.0 INTRODUCTION

BA Group is retained by the City of Toronto City Planning Division to undertake bicycle parking utilization data collection for residential buildings across the city. The bicycle parking utilization data is intended to be considered by City of Toronto staff in their ongoing effort to review bicycle parking standards in the city-wide Zoning By-law 569-2013.

## 1.1 Background

Requirements for automobile and bicycle parking in newly erected or enlarged buildings are identified in the city-wide Zoning By-law 569-2013. On January 19, 2021, Planning and Housing Committee requested that staff review these requirements to better align them with the objectives of the City's Official Plan.

The initial phase of the review focused on automobile and bicycle parking has since concluded and new regulations related to automobile parking came into force on February 3, 2022, while new regulations related to bicycle parking came into force on July 22, 2022. The latter included an increase to "short-term" bicycle parking rates for residential uses in Bicycle Zone 1 (as identified by the Zoning By-law) and the introduction of a payment-in-lieu of bicycle parking provision, solely applicable to "short-term" bicycle parking requirements for residential uses in Bicycle Zone 1.

Following the conclusion of the initial phase, Planning and Housing Committee directed staff to continue work on the review of parking requirements in the Zoning By-law as part of the City-Wide Parking Strategy, which includes:

- a review of accessible parking requirements;
- a review of bicycle parking requirements; and
- the establishment of a parking monitoring program.

City of Toronto staff are presently undertaking the reviews of accessible parking requirements and bicycle parking requirements. The bicycle parking utilization data collection study that is presented in this memorandum is part of the City of Toronto's review of the city-wide Zoning By-law 569-2013 bicycle parking requirements.

## 1.2 Bicycle Parking Utilization Data Collection Study

### 1.2.1 Process

The study period for the bicycle parking utilization data collection study commenced in June 2024, in collaboration with City of Toronto staff. Initial coordination with City staff included the establishment and confirmation of the objectives of the study, alongside details of the specific data collection studies (outlined in detail in **Section 2.0**). It is noted that, at that time, it was agreed upon to commence the study over the summer months given the likelihood of bicycle parking demand in dedicated residential bicycle parking facilities to be highest, thus allowing observation of peak bicycle parking demand. Cycling activity is highest during summer months and it is typical for some cyclists to move their bicycles into storage or their residential units when it is not in regular use; it was therefore determined that the summer months would be ideal to conduct the study.

Following this initial coordination, BA Group initiated an outreach campaign with the local development industry and property management contacts, all with the objective of obtaining permission to access the bicycle parking facilities located within residential buildings across the City of Toronto. Through this process, BA Group confirmed the potential to access 67 buildings located within the City.

BA Group and City staff, in collaboration (including the City of Toronto provision of architectural plans from building records), analyzed the list of potential sites to study and selected 20 buildings based upon criteria outlined in **Section 2.1**.

Following the selection of residential buildings to conduct bicycle parking utilization studies, BA Group submitted formal access requests to property management contacts at each of the 20 sites informing of dates and times when studies were targeted; a sample access request letter is included in **Appendix C**.

The next stage of the study was the on-site data collection studies, which occurred in August 2024. Data collection was undertaken in accordance with a data collection template which was vetted with City of Toronto staff prior to undertaking the field studies. Of the originally selected 20 buildings, there were several where access to the bicycle parking facilities ultimately could not be facilitated, whether due to miscommunication between the original contact and property management, on-site security concerns, property management vacations, or other reasons. For this reason, a number of sites were subsequently added to the study to bring the total list to 20, matching one of the objectives of the study.

Following the completion of the study of 20 sites, BA Group shared the results of the studies at each of the 20 sites with City of Toronto staff. This memorandum details the findings of the studies to assist the City of Toronto's review of the city-wide Zoning By-law 569-2013 bicycle parking requirements.

### 1.2.2 Influences on Bicycle Parking Demand to Monitor

As part of initial coordination and collaboration with City of Toronto staff, the factors and trends that could be influences on bicycle parking demand in residential buildings were discussed and were determined to be potential influences to be aware of when collecting and reviewing bicycle parking data collection. These factors and trends included:

- Design of bicycle parking facilities (e.g. adequate aisle width and spacing between bicycle parking spaces);
- ease of accessing indoor bicycle parking facilities;
- the perceived security of bicycle parking facilities;
- the size of individual bike rooms and the perception of exclusivity and security;
- type of bicycle parking infrastructure (e.g. stacked and vertical bicycle parking may not be user-friendly);
- proximity to quality on-street and off-street cycling infrastructure and major cycling routes;
- the relationship between the proximity of residential buildings to higher-order transit stations and residential parking demands; and
- weather affecting bike usage during the day.

# 2.0 DATA COLLECTION METHODOLOGY

The data collection process consisted of two phases: study site selection in collaboration with City of Toronto staff and on-site bicycle parking utilization data collection undertaken by BA Group field staff. The processes for each phase are discussed in detail below.

## 2.1 Study Site Selection

### 2.1.1 Candidate Study Sites – Long List

As noted in the previous section, BA Group initiated an outreach campaign with local development industry and property management contacts, all with the objective of obtaining permission to access the bicycle parking facilities located within residential buildings across the City of Toronto. Strategically, outreach was conducted with the knowledge of potential study sites located across the City of Toronto (i.e. not only concentrated downtown Toronto) and varied between condominium developers and property managers who may provide condominium building sites and rental apartment developers and property managers who could provide rental apartment building sites.

Specific criteria and goals of the outreach campaign to establish a long list of candidate survey sites are outlined below:

- At least 50 residential buildings to be included;
- At least 20 apartments buildings and 20 mixed-use buildings to be included;
- Mid to high-rise predominantly residential buildings
- Mix of neighbourhood types;
- Mix of bicycle parking configurations;
- Unfavourable bicycle parking design (e.g. had complaints about bicycle storage on forums or social media platforms)
- Favourable bicycle parking design (e.g. recently constructed / modern bicycle parking supplier);
- Proximity to higher-order transit stations;
- Proximity to Bike Share Toronto stations; and
- Proximity to high-quality on-street or off-street cycling infrastructure.

A total of 67 buildings were ultimately identified and formed the 'long list' of candidate survey sites, which are identified with relevant details in **Appendix A**. **Figure 1** illustrates the locations of the buildings on the long list. It is important to note that sites were added to the long list after the site selection process was complete to account for study sites dropping out in the data collection phase, as outlined in **Section 1.2.1**.

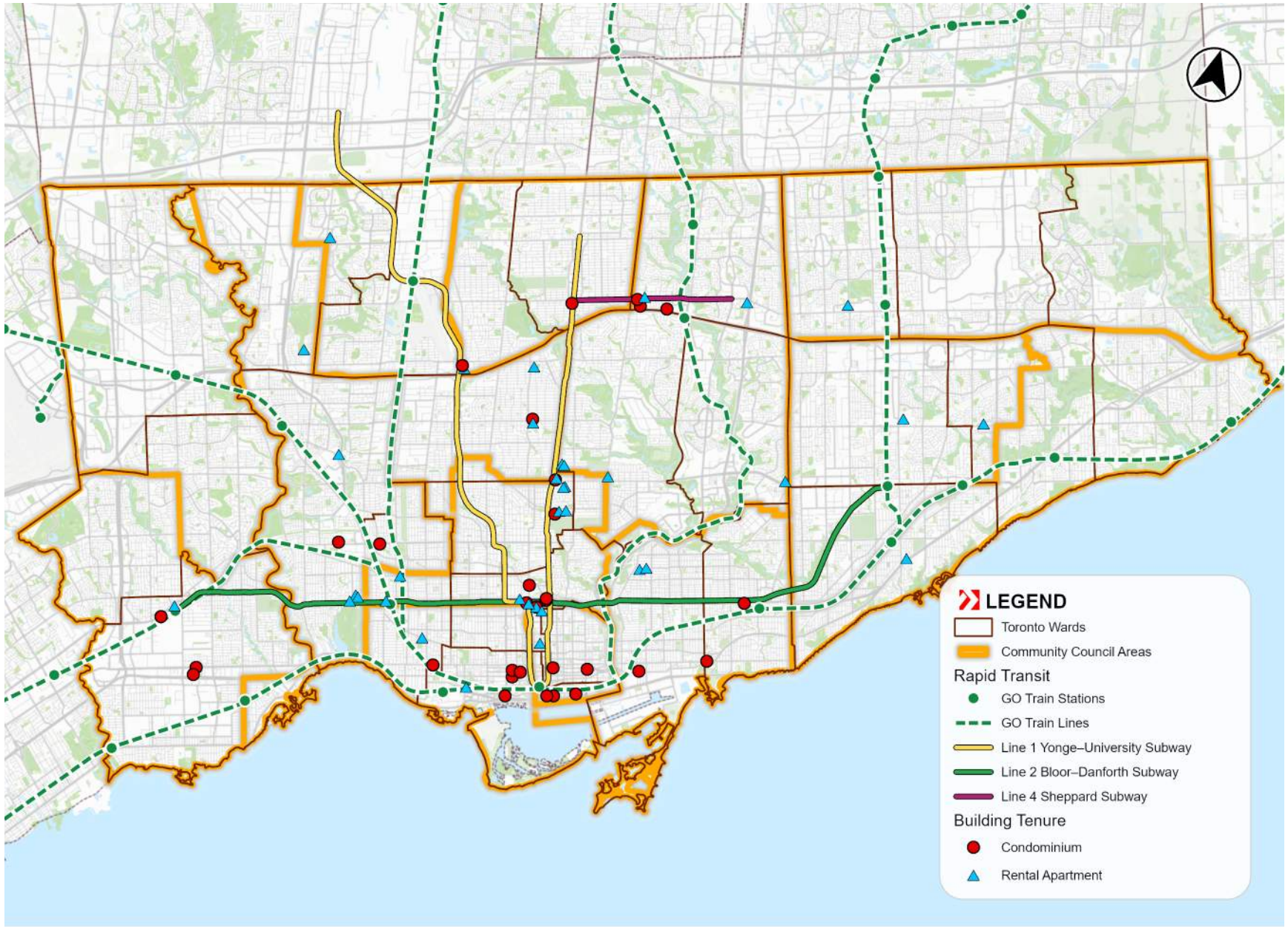


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**FIGURE 1 CANDIDATE RESIDENTIAL BUILDINGS TO UNDERTAKE DATA COLLECTION (LONG LIST)**

### 2.1.2 Selected Study Sites – Short List

BA Group and City staff, in collaboration, analyzed the long list of potential sites to study and selected 20 buildings with the objective of including residential buildings across the City of Toronto with varied characteristics.

Specific criteria that were considered in order to include the variety of buildings are outlined below:

- Year of occupancy;
- Location (ward and community council area);
- Preference for sites approved and built since the current zoning by-law (Zoning By-law 569-2013) came into effect;
- Availability of site plans provided by the City of Toronto.

The 20 buildings selected to be studied are identified with relevant details in Appendix B. Figure 2 illustrates the locations of the selected buildings that were studied, also known as the 'short list'. It is important to note that sites were added to the short list after the site selection process was complete to account for study sites dropping out in the data collection phase, as outlined in **Section 1.2.1**.

## 2.2 Site Selection Analysis

In reflection on the short list of selected sites to study, the following observations are gleaned:

- Approximately half of the selected sites (55%) are located in the Toronto and East York community council area while approximately half (45%) were located outside of this community council area;
- Half (50%) of the selected sites were of condominium residential tenure while half (50%) were rental residential tenure;
- Majority of rental buildings located in Scarborough or Etobicoke identified through the long list process were older (built before 2000) buildings and as such were not ideal sites for the study;
    - Older rental buildings in the City of Toronto were generally built without dedicated residential bike parking and while some have been retrofitted to add bicycle parking, the provided bicycle parking supply is often at lower rates than what Zoning By-law 569-2013 would require if a new residential building were to be proposed today (and since 2013);
- The field study data collection was conducted during August 2024, which – although selected to capture peak bicycle parking demand – was understood to potentially miss some bicycle parking demand associated with post-secondary students who cycle to school, who may move into Toronto residential buildings in September;
- Several sites that initially consented to participate in the study dropped out or had communication issues, resulting in a need to replace them with other suitable study sites that met the objectives and criteria of the study, as outlined in previous sections.


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**FIGURE 2 RESIDENTIAL BUILDINGS SELECTED FOR UNDERTAKE DATA COLLECTION (SHORT LIST)**

## 2.3 Residential Building Bicycle Parking Facilities Access

Following the selection of residential buildings to conduct bicycle parking utilization studies, BA Group submitted formal access requests to property management contacts at each of the 20 sites informing of dates and times when studies were targeted; a sample access request letter is included in Appendix C. As part of the access request, BA Group confirmed to site property managers the purpose of the studies including confirmation that no personal information would be documented.

Internally, BA Group coordinated a training session with our field staff in order to establish consistent data collection processes across the 20 sites, given that the simultaneous nature of the studies at various sites necessitated different field crews at different sites.

## 2.4 On-Site Data Collection

The bike parking utilization surveys were undertaken by BA Group at the various sites in August 2024. Each site was visited twice in the same 24-hour period; once in the late morning/early afternoon (between 10 am and 3 pm) and once at night (between 11 pm and 3 am). The study dates are listed below:

- Wednesday August 7th, 2024
- Thursday August 8th, 2024
- Wednesday August 14th, 2024
- Thursday August 15th, 2024
- Tuesday August 20th, 2024
- Tuesday August 27th, 2024

For each study site, BA Group field staff checked in at the primary access concierge and were directed to the on-site bicycle parking facilities to undertake the study. Observations included counts of total bicycle parking supply, counts of total bicycle parking utilization (i.e. demand), measurements of access aisles in bicycle rooms, and qualitative observations including signs of theft or lack of use (e.g. dust). Data collection was undertaken in accordance with a data collection template which was vetted with City of Toronto staff prior to undertaking the field studies (Appendix D).

In conjunction with the field studies, a link to a City of Toronto survey was sent out alongside the access request letters. The purpose of the surveys was to collect feedback of bicycle parking facilities at the same sites where on-site bicycle parking utilization data collection was to be conducted. The results of the online surveys are not discussed as part of this report.

# 3.0 FIELD STUDY OBSERVATIONS & ANALYSIS

Based upon the on-site bicycle parking utilization data collection studies at 20 residential buildings in the City of Toronto, this section outlines the results gleaned from the site visits. Further analysis is provided in this section to parse out trends in the data emanating from the variety of sites selected for the study and the results at each site.

The subsequent sections break down the results into the following categories:

- Field Study Qualitative Observations;
- Resident (Long-Term) Bike Parking Trends;
- Residential Visitor (Short-Term) Bike Parking Trends;
- Condominium and Rental Apartment Comparisons; and
- Bicycle Zone 1 and Bicycle Zone 2 Comparisons.

The complete study results inclusive of qualitative and quantitative observations are included in Appendix E. Summaries and detailed analyses are provided in this section.

## 3.1 Field Study Qualitative Observations

Across the field study sites, there were qualitative observations to note which include situational (e.g. weather) observations, informative commentary provided by on-site property management, visual evidence implicating potential impact on bicycle parking demand (e.g. signs of infrequent use or theft), and more. These are listed below.

- During the study period for each surveyed site and for each respective date, there were no weather-related impacts; there was no rain or other precipitation during the study period.
- The bicycle parking supply that was counted at most of the surveyed sites were typical bicycle parking rooms that were constructed in compliance with City of Toronto Zoning By-law requirements at the time of the respective approvals.
- Some buildings included as part of the study were significantly older and therefore not constructed with bicycle parking; the bicycle parking provided at these sites was retrofitted and not necessarily consistent with contemporary bicycle parking standards (and would not be required to be).
- Some buildings supply bicycle parking as ‘bicycle/storage lockers’; given access constraints and privacy concerns, bicycle parking utilization was not undertaken specifically of this type of facility as part of this data collection study.
- Theft was of concern at several of the sites studied. In some cases, on-site property management staff indicated to BA Group field staff that theft was an issue within the building and/or in the area.
- For most of the surveyed sites, architectural site plans provided by City of Toronto staff, from building records, matched the bicycle parking provisions observed on-site by BA Group field staff. However, this was no universal; bicycle parking facilities at some surveyed sites were changed including location, facility type, and access.
- As is noted in **Section 3.2.2**, qualitative observation is provided to supplement the quantitative observation of bicycle parking utilization by bicycle parking type.

## 3.2 Resident (Long-Term) Bicycle Parking Trends

### 3.2.1 Overall Study Results

Overall resident (long-term) study results are summarized in **Table 1** and illustrated over a map of the City of Toronto in Figure 3. Key findings are outlined below:

- Overall resident bicycle parking demand rates ranged from 0.06 spaces / unit (Bloor / Dundas) on the low end and 0.72 sps / unit (Dufferin / Dundas) on the high end.
- Average resident bicycle parking demand was observed to be 0.20 – 0.21 spaces / unit.
- Median resident bicycle parking demand was observed to be 0.25 – 0.26 spaces / unit.
- 85$^{th}$ percentile resident bicycle parking demand was observed to be 0.45 – 0.48 spaces / unit.
- 95$^{th}$ percentile resident bicycle parking demand was observed to be 0.58 spaces / unit.
- The highest observed bicycle parking utilization in comparison to bicycle parking supply was 450% (45 bicycle parking spaces) for a rental apartment building that had a resident bicycle parking supply of 10 spaces serving 90 units located near Avenue Road / Wilson Avenue.
- The lowest observed bicycle parking utilization in comparison to bicycle parking supply was 6% (26 bicycle parking spaces) for a condominium building that had a resident bicycle parking supply of 426 spaces serving 362 units located near Sheppard / Bessarion.

### 3.2.2 Bicycle Parking Type

Across the surveyed sites, resident bicycle parking supply is characterized as follows:

- 60% of sites provided mostly or only stacked bicycle parking;
- 15% of sites provided mostly or only horizontal bicycle parking;
- 15% of sites provided mostly or only vertical bicycle parking; and
- 10% of sites provided a nearly even split of multiple bicycle parking types.

Utilization per bicycle parking type for residential bike parking is graphed in **Figure 4**. Average peak utilization is as follows:

- Horizontal bicycle parking had on average 61% utilization;
- Stacked bicycle parking had on average 16% utilization; and
- Vertical bicycle parking had on average 29% utilization.

From these results, in buildings that provide horizontal parking, there is a higher percentage utilization of horizontal bicycle parking over stacked and vertical bicycle parking.

BA Group did not quantitatively document the split in utilization between the lower rack and the upper rack, where stacked bicycle parking was provided. However, based upon observations by BA Group field staff where bicycle parking utilization was observed for stacked bicycle parking types, it was typical to observe higher bicycle parking utilization (as a proportion of available spaces) in the lower rack as compared to the higher rack.

Table 1 Residential Bike Parking Summary Results

| ID | Major Intersection | Tenure | Units | Total Resident Bike Parking Supply | Resident Day (Night) Demand | Resident Day (Night) Rate (sps/unit) | Resident Day (Night) % Utilization |
|---|---|---|---|---|---|---|---|
| 4 | Queen / Coxwell | Condominium | 93 | 80 sps | 53 sps (53 sps) | 0.57 (0.57) | 66% (66%) |
| 5 | St. Clair / Runnymede | Condominium | 235 | 290 sps | 41 sps (45 sps) | 0.17 (0.19) | 14% (16%) |
| 9 | Bayview / Sheppard | Condominium | 234 | 157 sps | 59 sps (61 sps) | 0.25 (0.26) | 38% (39%) |
| 10 | Richmond / Parliament | Condominium | 522 | 490 sps | 98 sps (102 sps) | 0.19 (0.20) | 20% (21%) |
| 12 | King / Blue Jays Way | Condominium | 340 | 522 sps | 36 sps (36 sps) | 0.11 (0.11) | 7% (7%) |
| 14 | Bonnycastle / Queens Quay | Condominium | 553 | 238 sps | 149 sps (159 sps) | 0.27 (0.29) | 63% (67%) |
| 15 | Yonge / Eglinton | Condominium | 623 | 77 sps | 78 sps (77 sps) | 0.13 (0.12) | 101% (100%) |
| 29 | Bloor / Dundas | Rental Apartment | 393 | 355 sps | 22 sps (25 sps) | 0.06 (0.06) | 6% (7%) |
| 33 | Kipling / Dundas | Rental Apartment | 333 | 233 sps | 54 sps (54 sps) | 0.16 (0.16) | 23% (23%) |
| 35 | High Park / Bloor | Rental Apartment | 1217 | 513 sps | 281 sps (300 sps) | 0.23 (0.25) | 55% (58%) |
| 39 | Eglinton / Mt. Pleasant | Rental Apartment | 1139 | 608 sps | 171 sps (178 sps) | 0.15 (0.16) | 28% (29%) |
| 41 | Wilson / Allen | Rental Apartment | 521 | 417 sps | 55 sps (55 sps) | 0.11 (0.11) | 13% (13%) |
| 49 | Yonge / Eglinton | Rental Apartment | 79 | 24 sps | 35 sps (39 sps) | 0.44 (0.49) | 146% (163%) |
| 52 | Bay / Bloor | Condominium | 251 | 164 sps | 50 sps (53 sps) | 0.20 (0.21) | 30% (32%) |
| 60 | Dundas / Dufferin | Rental Apartment | 95 | 73 sps | 65 sps (68 sps) | 0.68 (0.72) | 89% (93%) |
| 61 | East Liberty / Strachan | Rental Apartment | 579 | 417 sps | 112 sps (117 sps) | 0.19 (0.20) | 27% (28%) |
| 64 | Wilson / Avenue | Rental Apartment | 90 | 10 sps | 45 sps (43 sps) | 0.50 (0.48) | 450% (430%) |
| 65 | Kingston / Midland | Rental Apartment | 118 | 35 sps | 36 sps (36 sps) | 0.31 (0.31) | 103% (103%) |
| 66 | Sheppard / Birchmount | Condominium | 186 | 50 sps | 37 sps (39 sps) | 0.20 (0.21) | 74% (78%) |
| 67 | Sheppard / Bessarion | Condominium | 362 | 426 sps | 26 sps (27 sps) | 0.07 (0.07) | 6% (6%) |
| | | Minimum | 79 | 10 sps | 22 sps (25 sps) | 0.06 (0.06) | 6% (6%) |
| | | Average | 337 | 236 sps | 54 sps (54 sps) | 0.20 (0.21) | 34% (36%) |
| | | Median | 398 | 259 sps | 75 sps (78 sps) | 0.25 (0.26) | 68% (69%) |
| | | 85$^{th}$ Percentile | 586 | 493 sps | 118 sps (123 sps) | 0.45 (0.48) | 101% (100%) |
| | | 95$^{th}$ Percentile | 1143 | 526 sps | 177 sps (184 sps) | 0.58 (0.58) | 161% (176%) |
| | | Maximum | 1217 | 608 sps | 281 sps (300 sps) | 0.68 (0.72) | 450% (430%) |

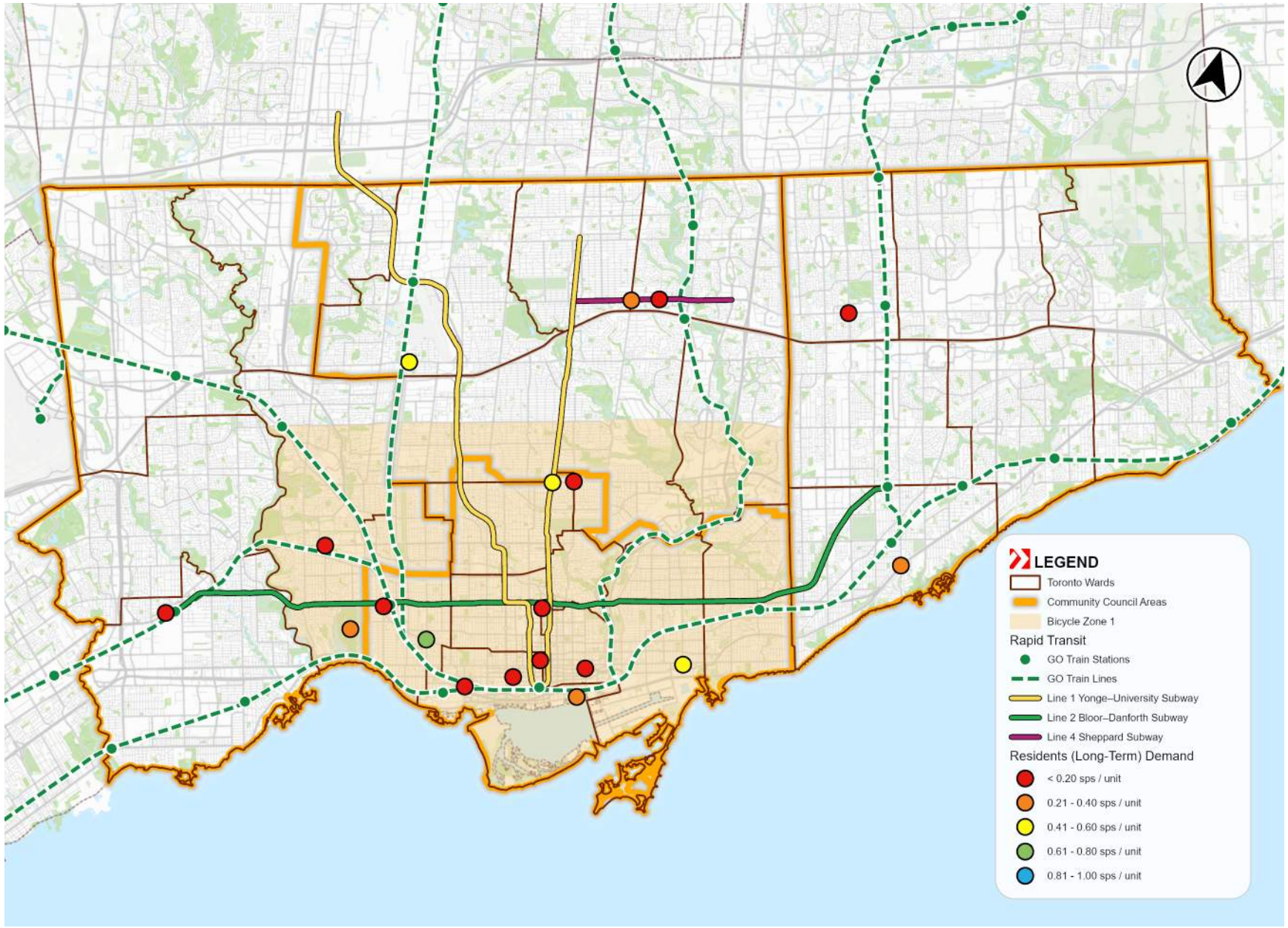


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**FIGURE 3 RESIDENT (LONG-TERM) BICYCLE PARKING DEMAND**

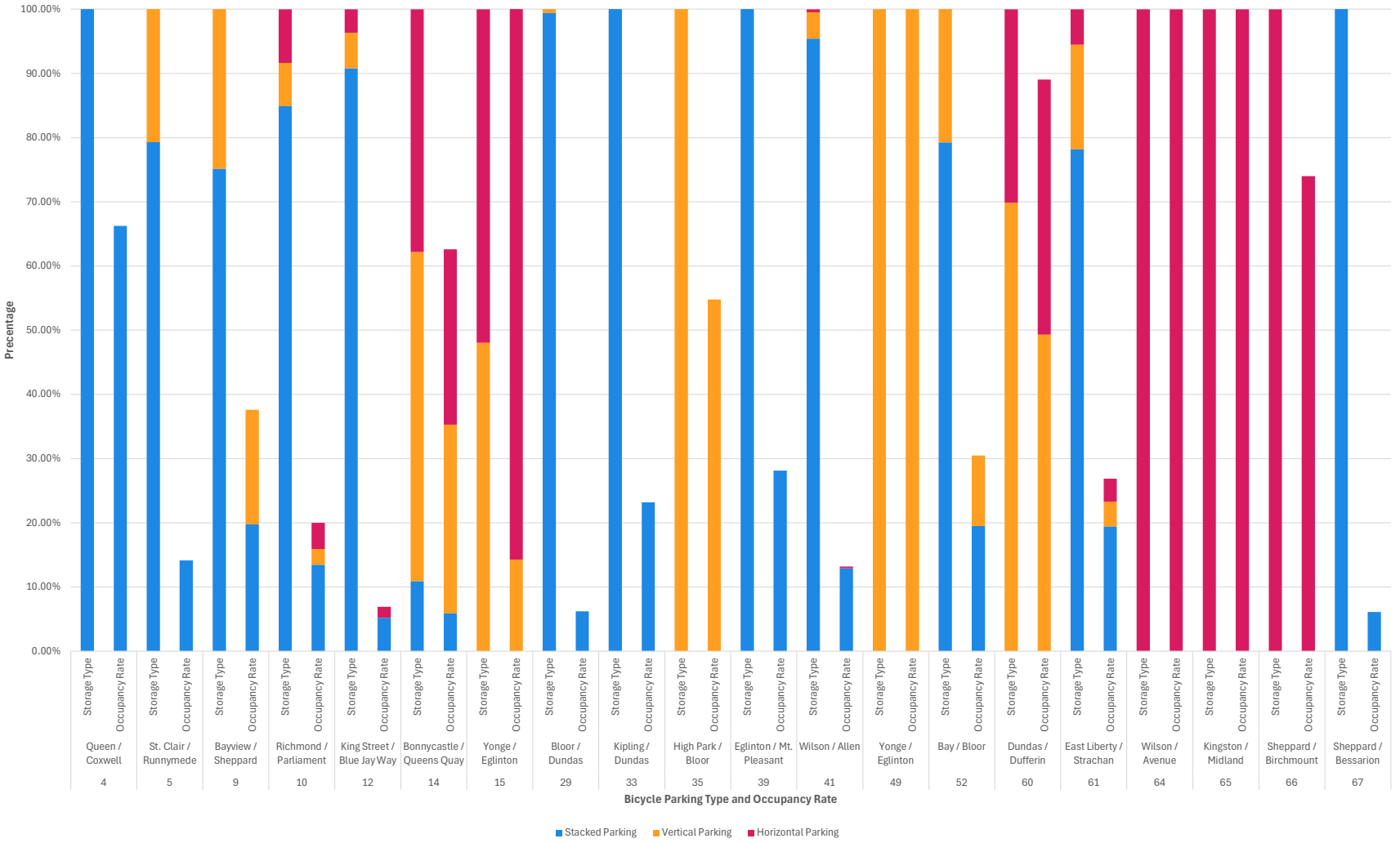


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**FIGURE 4 RESIDENT (LONG-TERM) BICYCLE PARKING UTILIZATION BY TYPE OF BICYCLE PARKING**

### 3.2.3 Spatial Relationships

#### 3.2.3.1 PROXIMITY TO HIGHER-ORDER TRANSIT STATIONS

Resident bicycle parking demand rates in comparison to proximity to higher-order transit stations (TTC subway and GO train stations) are illustrated in **Figure 5**. Proximity to higher-order transit stations is a factor in residential bike parking demand, with the observed relationship of higher bicycle parking demand with greater proximity from transit stations. This relationship is statistically significant, with an $R^2$ value of 0.2513.

#### 3.2.3.2 PROXIMITY TO CYCLING INFRASTRUCTURE

**Figure 6** shows proximity of sites to cycling infrastructure. Overall, there does not appear to be a statistical relationship between residential bicycle parking demand and proximity to dedicated cycling infrastructure (i.e. cycle tracks, multi-use trails).

#### 3.2.3.3 PROXIMITY TO BIKE SHARE

**Figure 7** shows proximity of sites to bike share infrastructure.

It is noted that bike share usage has been increasing in the last few years, with 2024 expected to break ridership records. This study does not investigate the trends in relation to bike share and personal bike ownership and usage in depth, however this may be something to test the relationship between to better understand potential influences of bike share on bike parking utilization.

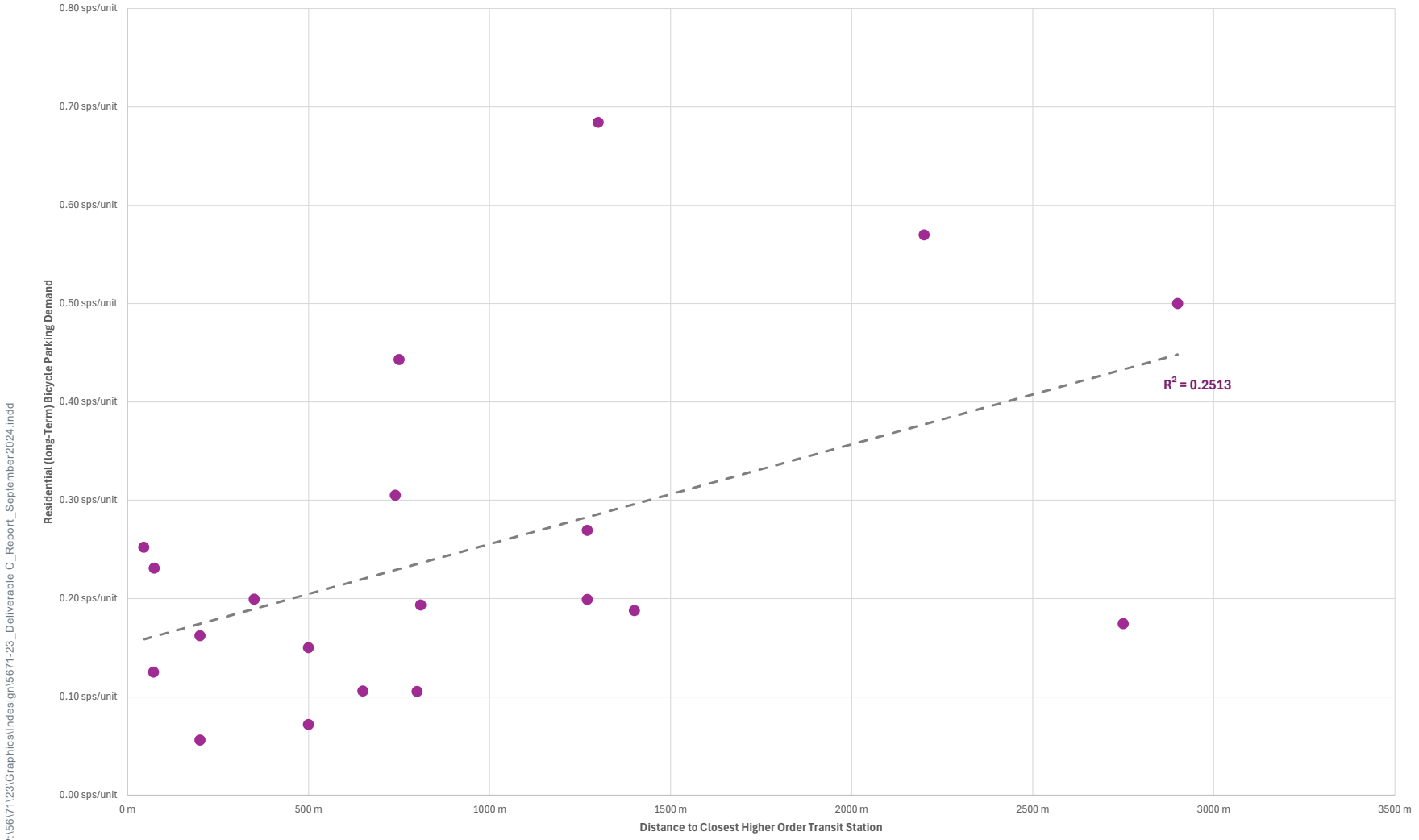


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**FIGURE 5 RESIDENT (LONG-TERM) DEMAND RATE VS. DISTANCE TO RAPID TRANSIT STATIONS**

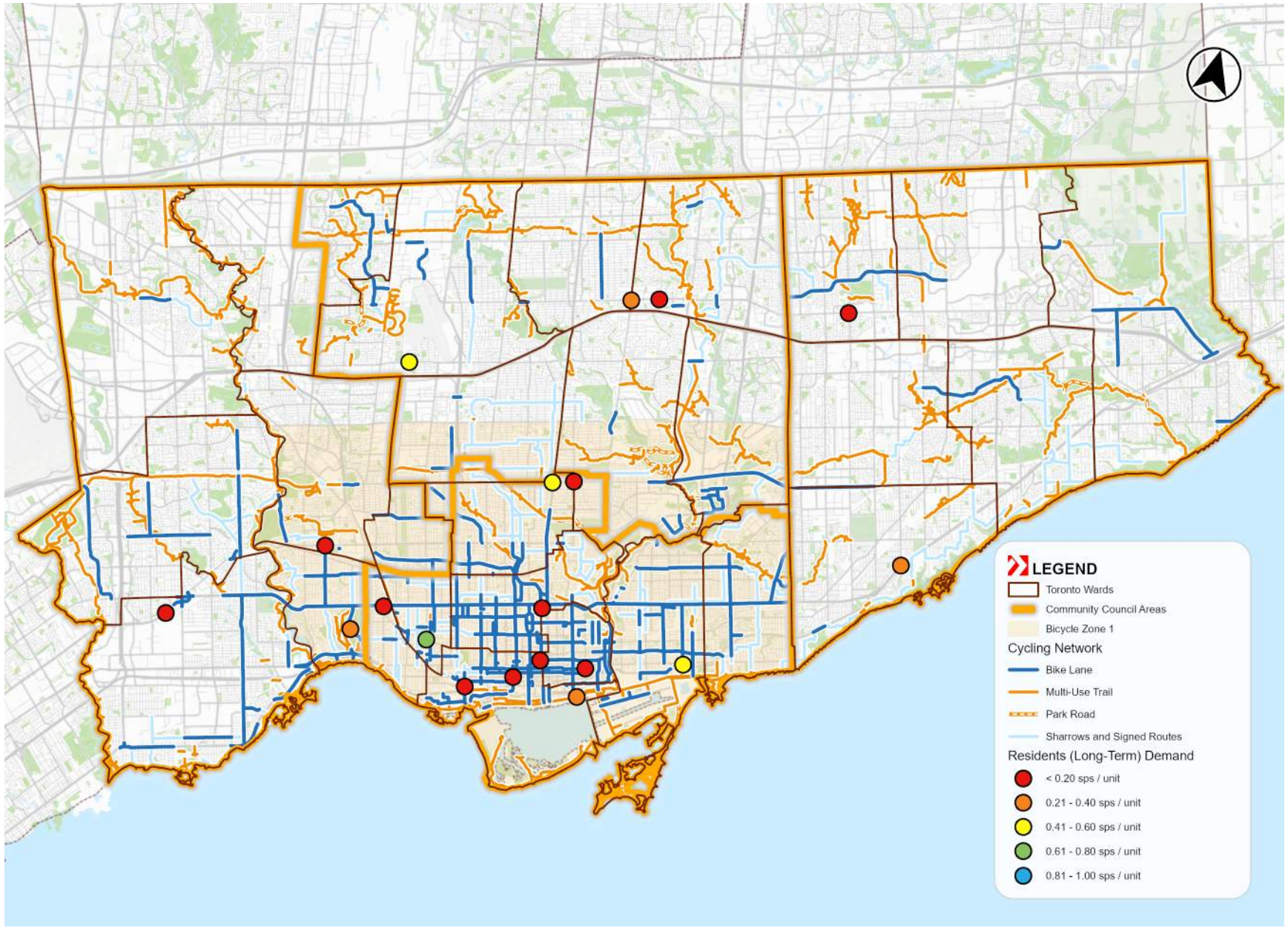


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**FIGURE 6 RESIDENT (LONG-TERM) DEMAND RATES AND CYCLING INFRASTRUCTURE**

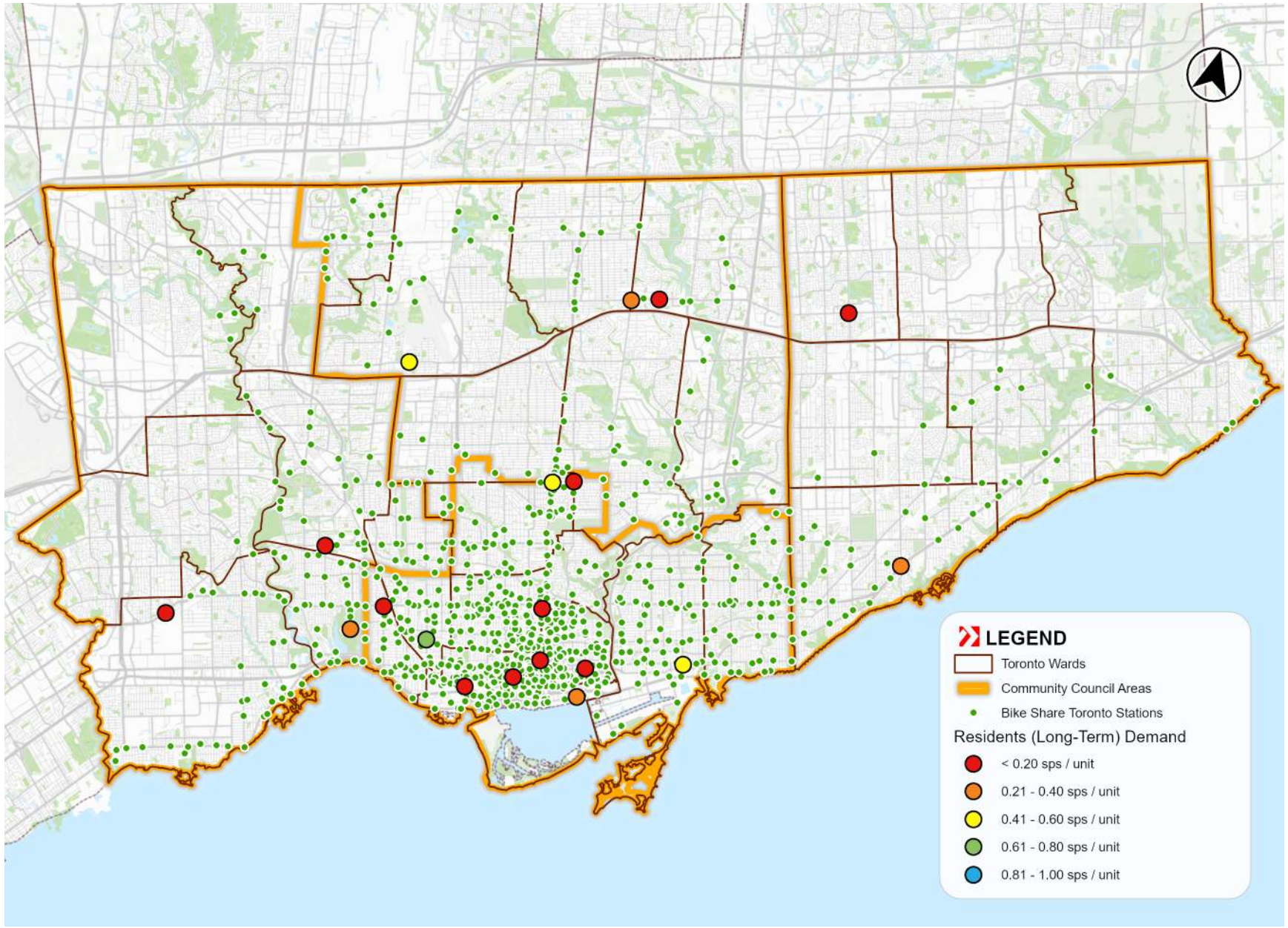


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**FIGURE 7 RESIDENT (LONG-TERM) DEMAND RATES AND BIKE SHARE INFRASTRUCTURE**

## 3.3 Residential Visitor (Short-Term) Bicycle Parking Trends

### 3.3.1 Overall Study Results

Overall residential visitor (short-term) study results are summarized in **Table 2** and illustrated over a map of the City of Toronto in **Figure 8**. Key findings are outlined below:

- 20% of sites did not have dedicated residential visitor bicycle parking supply;
- 15% of buildings that provided residential visitor bicycle parking had no visitor demand;
- Overall residential visitor bicycle parking demand rates ranged from no demand (i.e. 0 spaces / unit) on the low end and 0.09 sps / unit (Sheppard / Birchmount) on the high end;
- A majority of the sites had bicycles parked at night and/or no change in bicycle parking demand between the day and night, suggesting that a portion of the 'visitor' bicycles observed parked were resident bicycles. Therefore, residential visitor bicycle parking demand reported herein may be inflated in some instances and conversely, at these sites, resident bicycle parking demand may be higher than reported herein (**Section 3.2.1**);
- The highest bicycle parking utilization in comparison to bicycle parking supply was 106% (17 bicycle parking spaces) for a rental apartment building at Sheppard / Birchmount that had a supply of 16 spaces. Generally, residential visitor bicycle parking demand was not constrained by residential visitor bicycle parking supply at most sites; and
- Several sites had no residential visitor bicycle parking demand in spite of there being available residential visitor bicycle parking supply.

### 3.3.2 Bicycle Parking Type

Across the surveyed sites, residential visitor bicycle parking supply is characterized as follows:

- 55% of sites provided mostly or only horizontal bicycle parking;
- 10% of sites provided mostly or only vertical bicycle parking; and
- 15% of sites provided mostly or only stacked bicycle parking.

Supply and demand for visitor bicycle parking is graphed in **Figure 9**.

Average peak utilization is as follows:

- Horizontal bicycle parking had on average 28% utilization;
- Stacked bicycle parking had on average 8% utilization; and
- Vertical bicycle parking had on average 4% utilization.

Table 2 Residential Visitor Bike Parking Summary Results

| ID | Major Intersection | Tenure | Units | Total Visitor Bike Parking Supply | Visitor Day (Night) Demand | Visitor Day (Night) Rate (sps/unit) | Visitor Day (Night) % Utilization |
|---|---|---|---|---|---|---|---|
| 4 | Queen / Coxwell | Condominium | 93 | 0 sps | -- (--) | -- (--) | -- (--) |
| 5 | St. Clair / Runnymede | Condominium | 235 | 36 sps | 13 sps (16 sps) | 0.06 (0.07) | 36% (44%) |
| 9 | Bayview / Sheppard | Condominium | 234 | 13 sps | 9 sps (12 sps) | 0.04 (0.05) | 69% (92%) |
| 10 | Richmond / Parliament | Condominium | 522 | 52 sps | 16 sps (16 sps) | 0.03 (0.03) | 31% (31%) |
| 12 | King / Blue Jays Way | Condominium | 340 | 0 sps | -- (--) | -- (--) | -- (--) |
| 14 | Bonnycastle / Queens Quay | Condominium | 553 | 80 sps | 6 sps (6 sps) | 0.01 (0.01) | 8% (8%) |
| 15 | Yonge / Eglinton | Condominium | 623 | 61 sps | 10 sps (6 sps) | 0.02 (0.01) | 16% (10%) |
| 29 | Bloor / Dundas | Rental Apartment | 393 | 46 sps | 0 sps (0 sps) | 0.00 (0.00) | 0% (0%) |
| 33 | Kipling / Dundas | Rental Apartment | 333 | 12 sps | 0 sps (0 sps) | 0.00 (0.00) | 0% (0%) |
| 35 | High Park / Bloor | Rental Apartment | 1217 | 75 sps | 31 sps (40 sps) | 0.03 (0.03) | 41% (53%) |
| 39 | Eglinton / Mt. Pleasant | Rental Apartment | 1139 | 118 sps | 42 sps (43 sps) | 0.04 (0.04) | 36% (36%) |
| 41 | Wilson / Allen | Rental Apartment | 521 | 68 sps | 0 sps (0 sps) | 0.00 (0.00) | 0% (0%) |
| 49 | Yonge / Eglinton | Rental Apartment | 79 | 9 sps | 5 sps (5 sps) | 0.06 (0.06) | 56% (56%) |
| 52 | Bay / Bloor | Condominium | 251 | 68 sps | 4 sps (3 sps) | 0.02 (0.01) | 6% (4%) |
| 60 | Dundas / Dufferin | Rental Apartment | 95 | 12 sps | 7 sps (7 sps) | 0.07 (0.07) | 58% (58%) |
| 61 | East Liberty / Strachan | Rental Apartment | 579 | 44 sps | 17 sps (8 sps) | 0.03 (0.03) | 39% (18%) |
| 64 | Wilson / Avenue | Rental Apartment | 90 | 0 sps | -- (--) | -- (--) | -- (--) |
| 65 | Kingston / Midland | Rental Apartment | 118 | 0 sps | -- (--) | -- (--) | -- (--) |
| 66 | Sheppard / Birchmount | Condominium | 186 | 16 sps | 17 sps (17 sps) | 0.09 (0.09) | 106% (106%) |
| 67 | Sheppard / Bessarion | Condominium | 362 | 84 sps | 19 sps (22 sps) | 0.05 (0.06) | 23% (26%) |
| | | Minimum | 79 | 0 sps | 0 sps (0 sps) | 0.00 (0.00) | 0% (0%) |
| | | Average | 490 | 53 sps | 12 sps (12 sps) | 0.03 (0.03) | 30% (29%) |
| | | Median | 457 | 57 sps | 9 sps (7 sps) | 0.03 (0.03) | 27% (22%) |
| | | 85th Percentile | 649 | 80 sps | 20 sps (23 sps) | 0.06 (0.06) | 56% (56%) |
| | | 95th Percentile | 1166 | 96 sps | 35 sps (41 sps) | 0.08 (0.08) | 75% (75%) |
| | | Maximum | 1217 | 118 sps | 42 sps (43 sps) | 0.09 (0.09) | 106% (106%) |

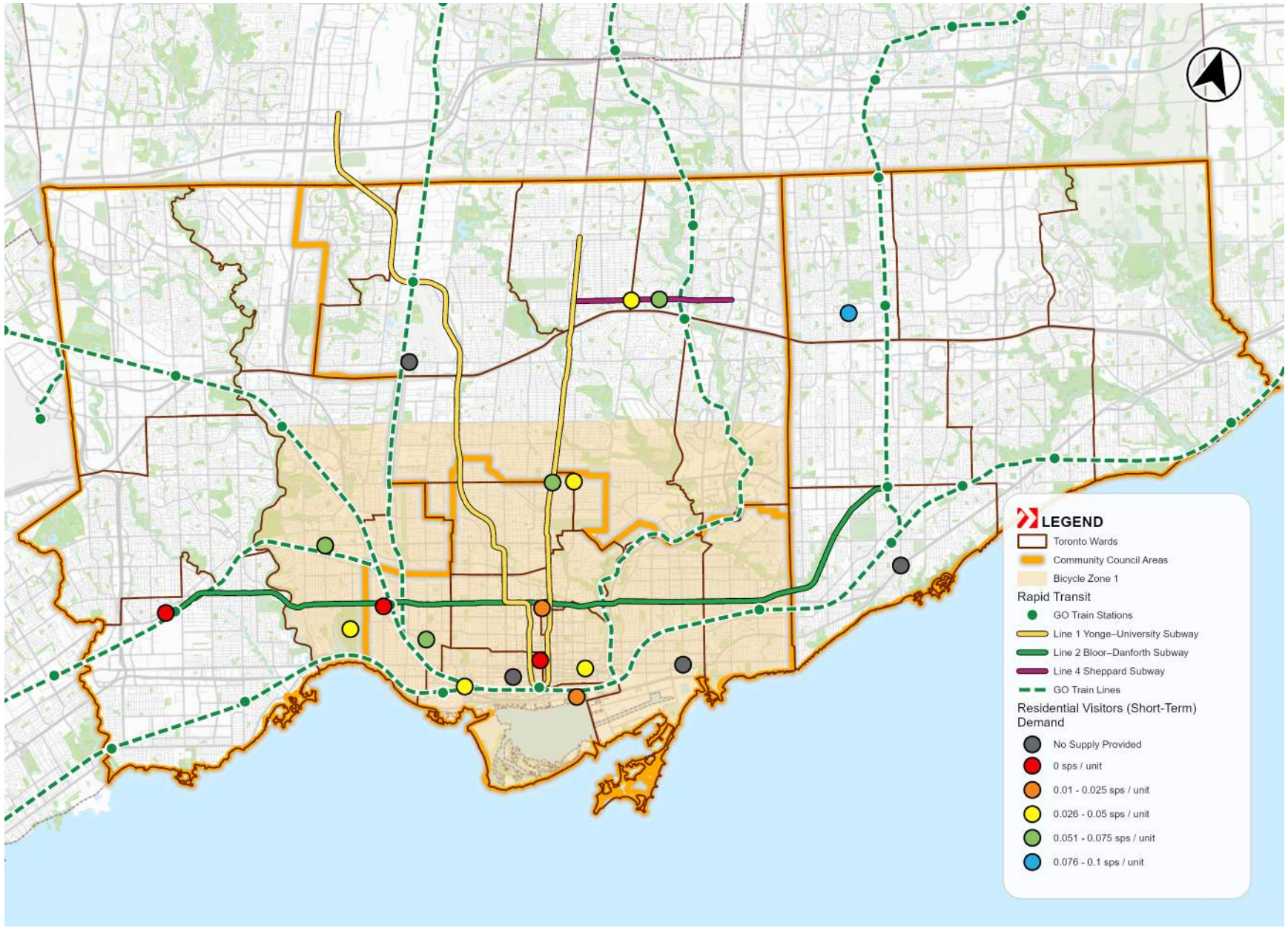


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**FIGURE 8 RESIDENTIAL VISITOR (SHORT-TERM) BICYCLE PARKING DEMAND**

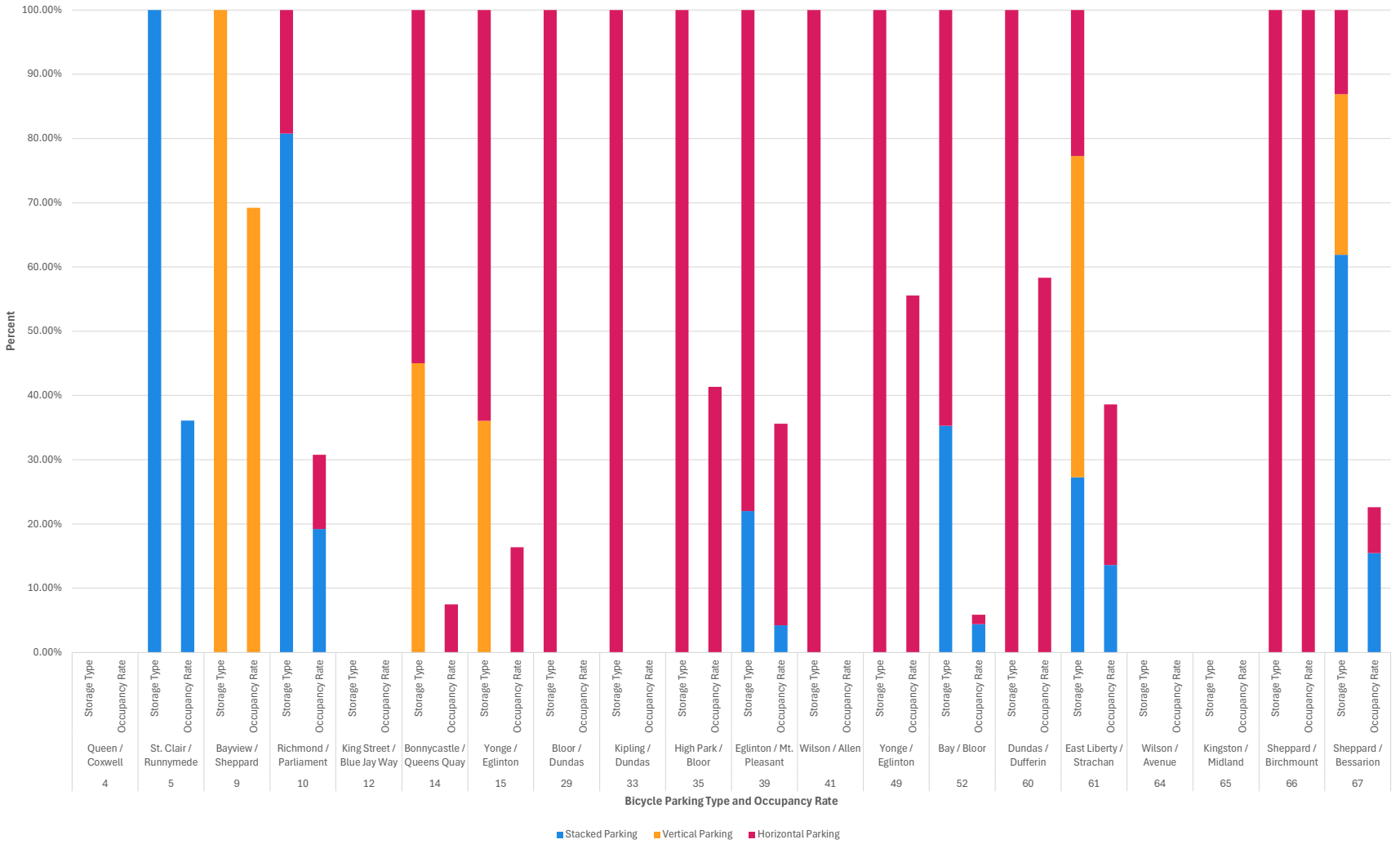


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**FIGURE 9 VISITOR BICYCLE PARKING UTILIZATION BY TYPE OF BICYCLE PARKING**

## 3.4 Condominium and Rental Apartment Comparison

A comparison of condominium and rental apartment study results are summarized in **Table 3**. The average residential bike parking demand rates for rental apartments are marginally higher than condominium demand (0.05 – 0.06 sps/unit higher). Overall there is a small different between condominium and rental apartment demand.

Table 3 Comparison of Condominium and Rental Apartment Study Results

| Variable | Condominium | Rental Apartment |
|---|---|---|
| Average Resident (Long-Term) Bike Parking Demand Rate (Afternoon) | 0.22 sps / unit | 0.28 sps / unit |
| Average Resident (Long-Term) Bike Parking Demand Rate (Night) | 0.23 sps / unit | 0.29 sps / unit |
| Average Residential Visitor (Short-Term) Bike Parking Demand Rate (Afternoon) | 0.03 sps / unit | 0.02 sps / unit |
| Average Residential Visitor (Short-Term) Bike Parking Demand Rate (Night) | 0.03 sps / unit | 0.02 sps / unit |

## 3.5 Bicycle Zone 1 and Bicycle Zone 2 Comparison

A comparison sites located within Bicycle Zone 1 and Bicycle Zone 2 are summarized in **Table 3**. There is no difference between the demand rates within the different bicycle zones.

Table 4 Comparison of Bicycle Zone 1 and Zone 2 Study Results

| Variable | Bicycle Zone 1 | Bicycle Zone 2 |
|---|---|---|
| Average Resident (Long-Term) Bike Parking Demand Rate (Afternoon) | 0.25 sps / unit | 0.25 sps / unit |
| Average Resident (Long-Term) Bike Parking Demand Rate (Night) | 0.26 sps / unit | 0.25 sps / unit |
| Average Residential Visitor (Short-Term) Bike Parking Demand Rate (Afternoon) | 0.03 sps / unit | 0.03 sps / unit |
| Average Residential Visitor (Short-Term) Bike Parking Demand Rate (Night) | 0.03 sps / unit | 0.03 sps / unit |

# 4.0 RECOMMENDATIONS

Based upon the key findings and analyses provided above and based on BA Group's collective experience in planning and designing bicycle parking facilities, recommendations are provided herein for the City of Toronto's consideration that are intended to improve the bicycle parking facilities that are ultimately constructed and maintained in new development.

Generally, the City of Toronto is advised to shift the primary focus in bicycle parking policy towards facilitating and fostering high quality bicycle parking facilities and to decrease the emphasis on requirements for bicycle parking quantity in new development. A nearly universal finding of this bicycle parking utilization data collection study is that bicycle parking demand is significantly lower than bicycle parking supply at residential buildings across the City of Toronto. A shift in focus to improving bicycle parking quality is aimed at increasing bicycle parking utilization by providing attractive bicycle parking facilities that residents and residential visitors of new development will be more comfortable using.

A recommendations list is provided below, each of which are provided for the City of Toronto to consider as part of work currently ongoing to review bicycle parking requirements in policies, including the Zoning By-law.

## 4.1 Emphasize Horizontal Bicycle Parking

A consistent finding of the bicycle parking utilization data collection study was that horizontal (ground-based) bicycle parking was typically utilized more efficiently (i.e. higher percentage of supply was utilized) in comparison to forms of bicycle parking that require lifting a bicycle including vertical and stacked bicycle parking. Consider implementing a restriction or percentage 'cap' of total bicycle parking which can be vertical or stacked bicycle parking, to ensure that bicycle parking supply in new development always consists of a proportion that is horizontal and ground-based.

## 4.2 Accommodate Oversized Bicycle Parking

There is increasing demand in the City of Toronto for forms of 'oversized' bicycle parking which accommodate new and emerging bicycle types including front-loaded cargo bicycles, typical bicycles with attached trailer, and others. These bicycle types increase the utility of the bicycle allowing it to be used to haul larger materials or to carry a child or pet. The City of Toronto presently includes minimum dimensions for bicycle parking which are oriented to typical bicycles. Consider implementing a requirement for oversized horizontal bicycle parking in new development to promote these emerging bicycle types.

## 4.3 Ensure Appropriate Aisle Width in Bicycle Parking Rooms

In a space-constrained bicycle parking room, it is necessary to ensure that there is sufficient space for a cyclist to walk their bicycle to the bicycle parking space and to be able to manoeuvre the bicycle into and out of the bicycle parking space. While the City has provided guidance on appropriate minimum aisle widths in documents like Guidelines for the Design and Management of Bicycle Parking Facilities (2008), the City should consider implementing minimum aisle widths in the contemporary Zoning By-law to ensure adequate aisle widths in bicycle parking rooms.

## 4.4 Dedicate/Allocate Cycling Paths of Travel

An influence on personal bicycle usage – and therefore, bicycle parking demand – is the ease of access between public streets and the bicycle parking facilities within a building for cyclists. Design features that can be specifically designed to enhance cyclist experience include dedicated bicycle elevators which may provide direct access to a bicycle parking room, dedicated cycling ramps (or a widened vehicular ramp with separated dedicated cycle tracks), interior cycling wayfinding and signage, or direct access to a bicycle parking room at the ground floor from the building exterior.

Consider development of bicycle access guidelines for new development to provide guidance with these and other design options.

## 4.5 De-Emphasize Minimum Bicycle Parking Requirements

Bicycle parking requires physical space within a new development and Recommendations #1-4 listed above all would have the effect of increasing the amount of physical space required to provide a bicycle parking space, on average. Commensurately, if policy changes are enacted to improve the quality of bicycle parking facilities, which will increase the physical space requirements for bicycle parking, then the City must consider a reduction in the minimum bicycle parking requirement rates included within the contemporary Zoning By-law or a general de-emphasis on mandating requirements for bicycle parking quantity as part of new development. Recommendations #6 and #7 below provide options in this regard.

## 4.6 Extend Payment-in-Lieu Program to all Minimum Bicycle Parking Requirements

In 2022, the City of Toronto introduced a payment-in-lieu of bicycle parking option for new development, permitting development projects located in Bicycle Zone 1 to provide a minimum of 50% of the short-term residential bicycle parking requirement while for every bicycle parking space not provided, $500 (indexed to inflation on annual basis) would be required as payment to the City of Toronto to fund Bike Share Toronto network expansion. Consistent with Recommendation #5 above, the City can consider extending this program across the City of Toronto and to make it applicable to long-term residential bicycle parking requirements as well as short-term residential. This option would allow new developments to design higher quality bicycle parking design and to contribute funds to the successful and growing Bike Share Toronto program.

## 4.7 Eliminate Minimum Bicycle Parking Requirement Rates & Replace with Minimum Bicycle Room Space Requirements

In the contemporary Zoning By-law, amenity space is required for residential development as a quantity of space per dwelling unit. This allows the amenity space, in plan, to remain flexible; it can respond to changes in interest at occupancy and as the building matures. Similarly, the City can consider replacing minimum bicycle parking rates, per unit, with minimum bicycle room space, per unit, to allow bicycle parking areas and rooms to be flexible. For example, if cargo bicycles continue their growth in popularity, re-purposing a bicycle parking room for only cargo bicycles would allow for growth in cargo bicycle accommodation in such a manner that would be of greater difficulty if a building was required to continue to meet minimum bicycle parking rates.

## 4.8 Eliminate Bicycle Zones

The contemporary City of Toronto Zoning By-law currently distinguishes two Bicycle Zones; Bicycle Zone 1 is bounded by Humber River to the west, Lawrence Ave. to the north, Victoria Park Ave. to the east and Lake Ontario to the south, while Bicycle Zone 2 comprises the remainder of the City surrounding these boundaries. The two Bicycle Zones have different minimum bicycle parking requirements; Bicycle Zone 1 which generally comprises the central areas of the City has higher minimum bicycle parking requirements than Bicycle Zone 2 which is more suburban in nature. The results of this bicycle parking utilization study do not indicate any pattern of higher bicycle parking demand in Bicycle Zone 1 and some of the highest observed bicycle parking demand was observed in sites located in Bicycle Zone 2. The City can consider eliminating the distinction between Bicycle Zone 1 and Bicycle Zone 2, on this basis.

# Appendices

# Appendix A:
# Long List of Candidate Residential Buildings to Undertake Data Collection

BA Group

## Toronto Bike Parking Utilization Study – Deliverable A: Long List (67 Sites)

| ID | Nearest Major Intersection | Tenure | Occupancy Year / Building Completion | Ward | Planning District |
|---|---|---|---|---|---|
| 1 | Queen / Dufferin | Condominium | 2011 | Davenport | Toronto & East York |
| 2 | Bayview / Sheppard | Condominium | 2003 | Don Valley North | North York |
| 3 | Queensway / Kipling | Condominium | 2023 | Etobicoke-Lakeshore | Etobicoke York |
| 4 | Queen / Coxwell | Condominium | 2021 | Beaches-East York | Toronto & East York |
| 5 | St. Clair / Runnymede | Condominium | 2022 | York South-Weston | Etobicoke York |
| 6 | Danforth / Woodbine Avenue | Condominium | 2020 | Beaches-East York | Toronto & East York |
| 7 | Queensway / Kipling | Condominium | 2023 | Etobicoke-Lakeshore | Etobicoke York |
| 8 | Yonge / Davisville | Condominium | 2016 | Toronto-St. Paul's | Toronto & East York |
| 9 | Bayview / Sheppard | Condominium | 2018 | Don Valley North | North York |
| 10 | Richmond / Parliament | Condominium | 2022 | Toronto Centre | Toronto & East York |
| 11 | Yonge / Richmond | Condominium | 2021 | Toronto Centre | Toronto & East York |
| 12 | King Street / Blue Jay Way | Condominium | 2022 | Spadina-Fort York | Toronto & East York |
| 13 | Yonge / Bloor | Condominium | 2024 | University-Rosedale | Toronto & East York |
| 14 | Bonnycastle / Queens Quay | Condominium | 2019 | Spadina-Fort York | Toronto & East York |
| 15 | Yonge / Eglinton | Condominium | 2019 | Toronto-St. Paul's | Toronto & East York |
| 16 | Yonge / Roehampton | Rental Apartment | 2019 | Toronto-St. Paul's | Toronto & East York |
| 17 | Yonge / Yorkville | Condominium | 2021 | University-Rosedale | Toronto & East York |
| 18 | Yonge / Sheppard | Condominium | 2015 | Willowdale | North York |
| 19 | Bloor / Avenue | Condominium | 2017 | University-Rosedale | Toronto & East York |
| 20 | St. Clair / Keele | Condominium | 2023 | Davenport | Toronto & East York |
| 21 | Logan / Eastern | Condominium | 2023 | Toronto-Danforth | Toronto & East York |
| 22 | Lawrence / Avenue | Condominium | 2023 | Eglinton-Lawrence | North York |
| 23 | Peter / Adelaide | Condominium | 2022 | Spadina-Fort York | Toronto & East York |
| 24 | Queens Quay / Yonge | Condominium | 2023 | Spadina-Fort York | Toronto & East York |
| 25 | Bay / Harbour | Condominium | 2011 | Spadina-Fort York | Toronto & East York |
| 26 | Dundas / Kipling | Condominium | 2023 | Etobicoke-Lakeshore | Etobicoke York |
| 27 | Adelaide / John | Condominium | 2022 | Spadina-Fort York | Toronto & East York |
| 28 | High Park / Bloor | Rental Apartment | 1969 | Parkdale-High Park | Toronto & East York |
| 29 | Bloor / Dundas | Rental Apartment | 2022 | Parkdale-High Park | Toronto & East York |
| 30 | High Park / Bloor St | Rental Apartment | 1967 | Parkdale-High Park | Etobicoke York |
| 31 | Lakeshore / Spadina | Condominium | 2008 | Spadina-Fort York | Toronto & East York |
| 32 | Avenue / Davenport | Condominium | 2020 | University-Rosedale | Toronto & East York |

| ID | Nearest Major Intersection | Tenure | Occupancy Year / Building Completion | Ward | Planning District |
|---|---|---|---|---|---|
| 33 | Kipling / Dundas | Rental Apartment | 2021 | Etobicoke-Lakeshore | Etobicoke York |
| 34 | Symmington / Dupont | Rental Apartment | 2023 | Davenport | Toronto & East York |
| 35 | High Park / Bloor | Rental Apartment | 2021 | Parkdale-High Park | Etobicoke York |
| 36 | Eglinton / Mt. Pleasant | Rental Apartment | 2009 | Toronto-St. Paul's | Toronto & East York |
| 37 | Bloor / St. George | Rental Apartment | 1968 | University-Rosedale | Toronto & East York |
| 38 | Bayview / Sheppard | Rental Apartment | 1970 | Don Valley North | North York |
| 39 | Eglinton / Mt. Pleasant | Rental Apartment | 2019 | Toronto-St. Paul's | Toronto & East York |
| 40 | Yonge / Davisville | Rental Apartment | 2016 | Toronto-St. Paul's | Toronto & East York |
| 41 | Wilson / Allen | Rental Apartment | 2022 | York Centre | North York |
| 42 | Wilson / Allen | Condominium | 2024 | York Centre | North York |
| 43 | Jane / Wilson | Rental Apartment | 1967 | Humber River-Black Creek | Etobicoke York |
| 44 | Jane / Finch | Rental Apartment | 1974 | Humber River-Black Creek | North York |
| 45 | Bayview / Eglinton | Rental Apartment | 1972 | Don Valley West | North York |
| 46 | Broadview / Cosburn | Rental Apartment | 1976 | Toronto-Danforth | Toronto & East York |
| 47 | Pape / Cosburn | Rental Apartment | 1972 | Toronto-Danforth | Toronto & East York |
| 48 | Davisville / Mt. Pleasant | Rental Apartment | 1960 | Toronto-St. Paul's | Toronto & East York |
| 49 | Yonge / Eglinton | Rental Apartment | 2016 | Don Valley West | North York |
| 50 | Yonge / Eglinton | Rental Apartment | 1969 | Don Valley West | North York |
| 51 | Sheppard / Don Mills | Rental Apartment | 2006 | Don Valley North | North York |
| 52 | Bay / Bloor | Condominium | 2018 | University-Rosedale | Toronto & East York |
| 53 | Bay / Bloor | Rental Apartment | 1928 | University-Rosedale | Toronto & East York |
| 54 | Avenue / Bloor | Rental Apartment | 2021 | University-Rosedale | Toronto & East York |
| 55 | Eglinton / Victoria Park | Rental Apartment | 1985 | Don Valley East | North York |
| 56 | Bay / Gerrard | Rental Apartment | 1977 | University-Rosedale | Toronto & East York |
| 57 | Bay / Bloor | Rental Apartment | 1970 | Toronto Centre | Toronto & East York |
| 58 | Trethewey / Black Creek | Rental Apartment | 1970 | York South-Weston | Etobicoke York |
| 59 | Eglinton / Avenue | Rental Apartment | 2006 | Eglinton-Lawrence | North York |
| 60 | Dundas / Dufferin | Rental Apartment | 2016 | Davenport | Toronto & East York |
| 61 | East Liberty / Strachan | Rental Apartment | 2021 | Spadina-Fort York | Toronto & East York |
| 62 | Midland / Lawrence | Rental Apartment | 1961 | Scarborough Centre | Scarborough |
| 63 | Markham / Lawrence | Rental Apartment | 1963 | Scarborough-Guildwood | Scarborough |
| 64 | Wilson / Avenue | Rental Apartment | 1965 | Eglinton-Lawrence | North York |
| 65 | Kingston / Midland | Rental Apartment | 1960 | Scarborough Southwest | Scarborough |
| 66 | Sheppard / Birchmount | Rental Apartment | 1971 | Scarborough-Agincourt | Scarborough |
| 67 | Sheppard / Bessarion | Condominium | 2022 | Don Valley North | North York |

# Appendix B:
# Short List of Residential Buildings Selected for Undertake Data Collection

BA Group

## Toronto Bike Parking Utilization Study – Short List (20 Sites)

| ID | Nearest Major Intersection | Tenure | Occupancy Year / Building Completion | Ward | Planning District | Subway Station Distance |
|---|---|---|---|---|---|---|
| 4 | Queen / Coxwell | Condominium | 2021 | Beaches-East York | Toronto & East York | 2.2km |
| 5 | St. Clair / Runnymede | Condominium | 2022 | York South-Weston | Etobicoke York | 2.9km |
| 9 | Bayview / Sheppard | Condominium | 2018 | Don Valley North | North York | 45m |
| 10 | Richmond / Parliament | Condominium | 2022 | Toronto Centre | Toronto & East York | 1.4km |
| 12 | King Street / Blue Jay Way | Condominium | 2022 | Spadina-Fort York | Toronto & East York | 650m |
| 14 | Bonnycastle / Queens Quay | Condominium | 2019 | Spadina-Fort York | Toronto & East York | 1.5km |
| 15 | Yonge / Eglinton | Condominium | 2019 | Toronto-St. Paul's | Toronto & East York | 72m |
| 29 | Bloor / Dundas | Rental Apartment | 2022 | Parkdale-High Park | Toronto & East York | 250m |
| 33 | Kipling / Dundas | Rental Apartment | 2021 | Etobicoke-Lakeshore | Etobicoke York | 230m |
| 35 | High Park / Bloor | Rental Apartment | 2021 | Parkdale-High Park | Etobicoke York | 74m |
| 39 | Eglinton / Mt. Pleasant | Rental Apartment | 2019 | Toronto-St. Paul's | Toronto & East York | 500m |
| 41 | Wilson / Allen | Rental Apartment | 2022 | York Centre | North York | 800m |
| 49 | Yonge / Eglinton | Rental Apartment | 2016 | Don Valley West | North York | 750m |
| 52 | Bay / Bloor | Condominium | 2018 | University-Rosedale | Toronto & East York | 350m |
| 60 | Dundas / Dufferin | Rental Apartment | 2016 | Davenport | Toronto & East York | 1.3km |
| 61 | East Liberty / Strachan | Rental Apartment | 2021 | Spadina-Fort York | Toronto & East York | 3.5km |
| 64 | Wilson / Avenue | Rental Apartment | 1965 | Eglinton-Lawrence | North York | 2.9km |
| 65 | Kingston / Midland | Rental Apartment | 1960 | Scarborough Southwest | Scarborough | 3.2km |
| 66 | Sheppard / Birchmount | Rental Apartment | 1971 | Scarborough-Agincourt | Scarborough | 4.4km |
| 67 | Sheppard / Bessarion | Condominium | 2022 | Don Valley North | North York | 500m |

# Appendix C:
# Sample Residential Building Access Request Letter

TORONTO

**Kyle Knoeck, M.Sc.Pl., MCIP, RPP**
Interim Chief Planner & Executive Director
**City Planning**

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www.toronto.ca/planning

August xx, 2024

Property Management Contact

**RE: CITY OF TORONTO BICYCLE PARKING UTILIZATION DATA COLLECTION STUDY**

**To whom it may concern:**

The City of Toronto Development and Growth Services, City Planning division (Transportation Planning, Policy and Analysis Unit) has retained BA Consulting Group Ltd. to undertake a Bicycle Parking Utilization Data Collection study. A key component of the study involves bicycle parking surveys to capture typical existing residential (resident and visitor) bicycle parking demand, once during the daytime and once overnight.

We are requesting to conduct the surveys at this address on the following dates and times:

- _____, August __, 2024 (10am-3pm, once)
- _____, August __, 2024 (11pm-5am, once)

_____(address)___ has been selected as a residential building to undertake a survey for this study. Please ensure that on-site property management and/or security staff are aware that field staff representing BA Consulting Group Ltd. will be present during the above noted dates and times. Should assistance with access (e.g. to a secure bicycle parking room) be required, please facilitate this access. Please note personal information, such as license plate information, will not be collected; only bicycle parking stall occupancy (i.e. occupied or not) is recorded. Additional qualitative bicycle parking observation will be recorded, which may include but is not limited to type of bicycle parking (e.g. rack), location of bicycle parking (e.g. underground parking garage), evidence of theft (e.g. missing wheel), and evidence of lack of use (e.g. dust).
If you have any questions or concerns about the work being undertaken, please contact any of the following project team members:

**Andrew Pasco**
**BA Consulting Group Ltd.**
Manager, Data Collection
Office: 416-961-7110, ext. 168
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**Michael Giallonardo**
**BA Consulting Group Ltd.**
Associate
Office: 416-961-7110, ext. 230
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Yours truly,

James Perttula
Director, Transportation Planning

# Appendix D:
# Field Study Data Collection Template

BA Group

# BIKE PARKING ACCUMULATION

**Job #:** 5671-23 **Project:** City of Toronto Bicycle Parking Utilization Data Collection **Study Time:**

**Location:**

**Name:** **Date:** **Weather:**

| Location | | Stacked | | | | | | | | | Vertical (In File, Staggered, Angled) | | | | | | | | | Horizontal (In File, Staggered, Angled) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Bike Room 1 | Supply | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parking Level: | Demand | Adult | | | | | Child | | | | Adult | | | | | Child | | | | | Adult | | | | | Child | | | |
| | | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Room Name: | Comments | Signs of Theft? | | | | | | | | | Secure or Open Area Bike Parking: | | | | | | | | | Type of Access (elevator, ramps, stairs): | | | | | | | | |
| | | Variations from Site Plans: | | | | | | | | | Number of Access to Bike Room: | | | | | | | | | Other Observations: | | | | | | | | |
| Res or Vis? | | Bike Repair Station: | | | | | | | | | Bike Aisle Width: | | | | | | | | | | | | | | | | | |
| Bike Room 2 | Supply | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parking Level: | Demand | Adult | | | | | Child | | | | Adult | | | | | Child | | | | | Adult | | | | | Child | | | |
| | | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Room Name: | Comments | Signs of Theft? | | | | | | | | | Secure or Open Area Bike Parking: | | | | | | | | | Type of Access (elevator, ramps, stairs): | | | | | | | | |
| | | Variations from Site Plans: | | | | | | | | | Number of Access to Bike Room: | | | | | | | | | Other Observations: | | | | | | | | |
| Res or Vis? | | Bike Repair Station: | | | | | | | | | Bike Aisle Width: | | | | | | | | | | | | | | | | | |
| Bike Room 3 | Supply | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Parking Level: | Demand | Adult | | | | | Child | | | | Adult | | | | | Child | | | | | Adult | | | | | Child | | | |
| | | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon | Ebike | Standard | Flat Tires | Cargo | Abandon | Ebike | Standard | Flat Tires | Abandon |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Room Name: | Comments | Signs of Theft? | | | | | | | | | Secure or Open Area Bike Parking: | | | | | | | | | Type of Access (elevator, ramps, stairs): | | | | | | | | |
| | | Variations from Site Plans: | | | | | | | | | Number of Access to Bike Room: | | | | | | | | | Other Observations: | | | | | | | | |
| Res or Vis? | | Bike Repair Station: | | | | | | | | | Bike Aisle Width: | | | | | | | | | | | | | | | | | |

# Appendix E:
# Complete Study Results

## Toronto Bike Parking Utilization Study - Overall Study Results: Study Information and Qualitative Study Notes

| Site ID | Major Intersection | Occupancy | Ward | Community Council Area | Unit Count | Tenure | Proximity to Rapid Transit Station | Date of Study | Weather During Study | Signs of Theft | Bike Repair Station | Secure or Open Space | # of Accesses | Bike Aisle Width | Type of Access | Other Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 41 | Wilson / Allen | 2022 | York Centre | North York | 521 | Rental Apartment | 800 m | Thursday, August 8, 2024 | Overcast | None* | None | Majority of resident bike parking in P1 - P2 garage open area (not in separate secure room). Visitor bike parking on ground floor, open area | Secure bike room has 2 accesses | 1.83 - 3.66 m | Ramp access for residential, outdoor for visitor | *Majority of residential bike parking located in open area of garage. While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 64 | Wilson / Avenue | 1965 | Eglinton-Lawrence | North York | 90 | Rental Apartment | 2900 m | Thursday, August 8, 2024 | Overcast | None* | None | Open area on P1 level of garage | 1 | N/A | Ramps | Only 10 actual bike racks were installed, however there is space to park many more bikes in the vicinity. Many bikes not seeing frequent use. Messy bike parking area.<br>No dedicated visitor bike parking.<br><br>*While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 10 | Richmond / Parliament | 2022 | Toronto Centre | Toronto & East York | 522 | Condominium | 1400 m | Wednesday August 7, 2024 | Overcast | None* | None | Majority of bike parking located in secure rooms. 1 resident and 1 visitor bike parking area on P1 level are open access | 1 | 1.22 - 1.83 m | Ramps access for majority of bike rooms. Stairs access for 2 of the secure resident parking areas on P1 | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 61 | East Liberty / Strachan | 2021 | Eglinton-Lawrence | Toronto & East York | 579 | Rental Apartment | 3500 m | Wednesday August 7, 2024 | Sunny & Clear | Yes. Abandoned locked wheels in open access visitor bike parking area | 1 located near resident entrance | Resident bike parking in secure rooms, visitor bike parking areas had open access | 1 access in all rooms except 1, which had 2 accesses | 1.45 - 2.82 m | Elevator for P1 - P2 bike areas | In resident secure rooms: Some vertical spaces used improperly (bikes stored horizontally)<br>1 E-bike observed not locked, just leaning against the wall.<br>In stacked stalls, no locks on several of the bikes |
| 33 | Kipling / Dundas | 2021 | Etobicoke-Lakeshore | Etobicoke York | 333 | Rental Apartment | 230 m | Wednesday August 7, 2024 | Sunny & Clear | None* | None | Resident bike parking in secure room on P1. Visitor bike parking located outdoors, unsecured | 2 | 1.83 - 2.29 m ** | Ramp access for residential, outdoor for visitor | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |

| Site ID | Major Intersection | Occupancy | Ward | Community Council Area | Unit Count | Tenure | Proximity to Rapid Transit Station | Date of Study | Weather During Study | Signs of Theft | Bike Repair Station | Secure or Open Space | # of Accesses | Bike Aisle Width | Type of Access | Other Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 60 | Dundas / Dufferin | 2016 | Davenport | Toronto & East York | 95 | Rental Apartment | 1300 m | Wednesday August 7, 2024 | Sunny & Clear | Property management staff cautioned that theft is an issue and reaffirmed the need to lock all doors during the study. Visitor bike parking areas or publicly accessible felt unsafe | None | Resident bike parking in secure rooms | 1 - 2 accesses | 2.36 - 3.58 m | Elevator access for residential, door from outside for visitor | Secure bike rooms felt unpleasant to be in.<br><br>Visitor bike parking located in a fenced area that is accessible via a locked door at the rear of the building. Weather exposed and unsafe access at night. |
| 35 | High Park / Bloor | 2021 * | Parkdale-High Park | Etobicoke York | 1217 | Rental Apartment | 74 m | Thursday, August 8, 2024 | Overcast | None in resident bike parking area. Staff advised that theft has been noticed in past in the visitor bike parking area | None | Resident bike parking in secure rooms. Visitor bike parking is outdoors on ground floor | 1 - 3 accesses (mostly 1 access) | 2.47- 3.10 m** | Elevator | * Bike Parking is applicable to 4 buildings total (2 older and 2 newer)<br>** Dimensions taken from site plans |
| 5 | St. Clair / Runnymede | 2022 | York South-Weston | Etobicoke York | 235 | Condominium | 2900 m | Thursday, August 8, 2024 | Overcast | None* | None | Resident bike parking in secure rooms. Visitor bike parking is outdoors on ground floor | 1 | 1.24 -1 .90 m ** | Elevator access for residential, outdoor for visitor | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |
| 9 | Bayview / Sheppard | 2018 | Don Valley North | North York | 234 | Condominium | 45 m | Wednesday August 14, 2024 | Sunny & Clear | None* | None | Resident bike parking in secure rooms. Visitor bike parking is located in open area on P1 level of garage | 1 | 2.29 - 5.74 m | Ramps | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 12 | King / Blue Jays Way | 2022 | Spadina-Fort York | Toronto & East York | 340 | Condominium | 650 m | Wednesday August 14, 2024 | Sunny & Clear | None | None | Entirety of B1 and B2 are bike parking. Requires fob to access elevator to those floors | 3 | 2.13 - 2.72 m | Private Bike Only Elevator | 1 fancy bike wash station located on B2 level. No dedicated visitor bike parking at Site |
| 66 | Sheppard / Birchmount | 2022 | Scarborough-Agincourt | Scarborough | 186 | Condominium | 4400 m | Thursday August 15, 2024 | Sunny & few clouds | None* | None | Resident bike parking in secure room. Visitor bike parking is outdoors on ground floor | 1 | 2.44 m | Ramp | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 65 | Kingston / Midland | 1960 | Scarborough Southwest | Scarborough | 118 | Rental Apartment | 3200 m | Thursday August 15, 2024 | Sunny & few clouds | None | None | Secure room on ground floor | 2 | 3.66 m | Doors | No dedicated visitor bike parking at Site |

| Site ID | Major Intersection | Occupancy | Ward | Community Council Area | Unit Count | Tenure | Proximity to Rapid Transit Station | Date of Study | Weather During Study | Signs of Theft | Bike Repair Station | Secure or Open Space | # of Accesses | Bike Aisle Width | Type of Access | Other Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 49 | Yonge / Eglinton | 2016 | Don Valley West | North York | 79 | Rental Apartment | 750 m | Wednesday August 14, 2024 | Sunny & Clear | None* | None | Resident bike parking in secure room. Visitor bike parking is outdoors on ground floor | 1 | 1.8 - 2.15m ** | Elevator access for residential, outdoor for visitor | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |
| 52 | Bay / Bloor | 2018 | University-Rosedale | Toronto & East York | 251 | Condominium | 350 m | Thursday August 15, 2024 | Sunny & few clouds | None* | None | Resident bike parking in secure rooms on ground floor and P1. Visitor bike parking outdoor on ground floor and in open area on P1 | 1 - 2 accesses | 1.59 - 1.90 m ** | Elevator for P1 bike parking, doors for ground floor | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |
| 29 | Bloor / Dundas | 2022 | Parkdale-High Park | Toronto & East York | 393 | Rental Apartment | 250 m | Thursday, August 8, 2024 | Overcast | None* | None | Resident bike parking in secure rooms on ground floor and P1. Visitor bike parking outdoor on ground floor. | 1 - 2 accesses | 1.34 - 2.33 m ** | Door for Ground floor residential bike parking. Ramp for P1 residential bike parking. Outdoor for visitor bike parking | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |
| 39 | Eglinton / Mt. Pleasant | 2019 | Toronto-St. Paul's | Toronto & East York | 1139 | Rental Apartment | 500 m | Thursday August 15, 2024 | Sunny & few clouds | None* | None | Resident bike parking in secure rooms on the ground floor. Visitor bike parking outdoor on ground floor. | 1 - 2 accesses | 1.80 - 1.96 m ** | Door and ramp for Ground floor residential bike parking. Outdoor for visitor bike parking | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas<br><br>** Dimensions taken from site plans |
| 15 | Yonge / Eglinton | 2019 | Toronto-St. Paul's | Toronto & East York | 623 | Condominium | 72 m | Thursday August 15, 2024 | Sunny & clouds | None | None | Resident bike parking in secure rooms on P1. Visitor bike parking outdoor on ground floor. | 2 - 3 accesses | 1.32 - 2.5 m | Elevator access for residential bike parking, and for P1 visitor, outdoor for ground floor visitor bike parking | In residential bike parking area, Wall mounted vertical spaces are used correctly, Mid room Vertical rack are being used as horizontal bike parking spaces.<br><br>Visitor bike parking spaces are shared with 15 Roehampton.<br><br>Some resident lockers have bike stored in them |

| Site ID | Major Intersection | Occupancy | Ward | Community Council Area | Unit Count | Tenure | Proximity to Rapid Transit Station | Date of Study | Weather During Study | Signs of Theft | Bike Repair Station | Secure or Open Space | # of Accesses | Bike Aisle Width | Type of Access | Other Comments |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | Queen / Coxwell | 2021 | Beaches-East York | Toronto & East York | 93 | Condominium | 2200 m | Tuesday August 20, 2024 | Sunny & clouds | None | None | Resident bike parking in secure room on ground floor. | 1 | 1.63 m | Door to outside | No dedicated visitor bike parking at Site |
| 67 | Sheppard / Bessarion | 2022 | Don Valley North | North York | 362 | Condominium | 500 m | Tuesday August 27, 2024 | Cloudy with some sun | None* | None | Resident bike parking in secure room and in open area on P1. Visitor bike parking in open area on P1 | 3 | 1.52 - 1.83 m | Ramp | *While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |
| 14 | Bonnycastle / Queens Quay | 2019 | Spadina-Fort York | Toronto & East York | 553 | Condominium | 1500 m | Tuesday August 27, 2024 | Cloudy with some sun | None* | None | Resident bike parking rooms are in secure rooms on the P1, P2, and ground floors. Visitor bike parking is located outdoors | 1 | 1.52 - 1.83 m | Ramp access for residential bike parking on P1 and P2 | Several secure bike rooms (not currently counted as part of supply) are currently unused for bike parking and are instead used for general storage<br><br>*While no signs of theft were seen, bicycle parking theft is more likely in unsecured areas |

## Site ID 41 - Wilson / Allen: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 398 sps | 2 | 23 | 14 | 0 | 0 | 0 | 11 | 4 | 0 | 54 sps | 14% | 0.10 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 17 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 2 sps | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 sps | 50% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **417 sps** | **2** | **24** | **14** | **0** | **0** | **0** | **11** | **4** | **0** | **55 sps** | 13% | 0.11 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 398 sps | 2 | 23 | 14 | 0 | 0 | 0 | 11 | 4 | 0 | 54 sps | 14% | 0.10 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 17 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 2 sps | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 sps | 50% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **417 sps** | **2** | **24** | **14** | **0** | **0** | **0** | **11** | **4** | **0** | **55 sps** | 13% | 0.11 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 68 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **68 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 68 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **68 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 64 - Wilson / Avenue: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 10 sps | 0 | 14 | 20 | 0 | 0 | 0 | 3 | 8 | 0 | 45 sps | 450% | 0.50 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **10 sps** | **0** | **14** | **20** | **0** | **0** | **0** | **3** | **8** | **0** | **45 sps** | 450% | 0.50 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 10 sps | 0 | 12 | 20 | 0 | 0 | 0 | 3 | 8 | 0 | 43 sps | 430% | 0.48 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **10 sps** | **0** | **12** | **20** | **0** | **0** | **0** | **3** | **8** | **0** | **43 sps** | 430% | 0.48 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 10 - Richmond / Parliament: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 13:00 | Day | stacked | 416 sps | 2 | 44 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 66 sps | 16% | 0.13 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | vertical | 33 sps | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 sps | 36% | 0.02 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | horizontal | 41 sps | 2 | 15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 20 sps | 49% | 0.04 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | **total** | **490 sps** | **5** | **65** | **25** | **0** | **0** | **0** | **3** | **0** | **0** | **98 sps** | 20% | 0.19 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | stacked | 416 sps | 3 | 45 | 17 | 0 | 0 | 0 | 3 | 0 | 0 | 68 sps | 16% | 0.13 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | vertical | 33 sps | 1 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 12 sps | 36% | 0.02 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | horizontal | 41 sps | 2 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 22 sps | 54% | 0.04 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | **total** | **490 sps** | **6** | **68** | **25** | **0** | **0** | **0** | **3** | **0** | **0** | **102 sps** | 21% | 0.20 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 13:00 | Day | stacked | 42 sps | 0 | 7 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 10 sps | 24% | 0.02 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | horizontal | 10 sps | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 60% | 0.01 sps/unit |
| Wednesday August 7, 2024 | 13:00 | Day | **total** | **52 sps** | **0** | **11** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **16 sps** | 31% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | stacked | 42 sps | 0 | 8 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 11 sps | 26% | 0.02 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | horizontal | 10 sps | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 sps | 50% | 0.01 sps/unit |
| Wednesday August 7, 2024 | 2:00 | Night | **total** | **52 sps** | **0** | **11** | **4** | **0** | **0** | **0** | **1** | **0** | **0** | **16 sps** | 31% | 0.03 sps/unit |

## Site ID 61 - East Liberty / Strachan: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 12:30 | Day | stacked | 326 sps | 0 | 78 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 81 sps | 25% | 0.14 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | vertical | 68 sps | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 sps | 24% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | horizontal | 23 sps | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 sps | 65% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | **total** | **417 sps** | **1** | **108** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **112 sps** | 27% | 0.19 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 326 sps | 1 | 78 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 84 sps | 26% | 0.15 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 68 sps | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 sps | 25% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 23 sps | 2 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 sps | 70% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **417 sps** | **3** | **109** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **117 sps** | 28% | 0.20 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 12:30 | Day | stacked | 12 sps | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 50% | 0.01 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | vertical | 22 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | horizontal | 10 sps | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 sps | 110% | 0.02 sps/unit |
| Wednesday August 7, 2024 | 12:30 | Day | **total** | **44 sps** | **0** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **17 sps** | 39% | 0.03 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 12 sps | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 50% | 0.01 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 22 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 10 sps | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 sps | 20% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **44 sps** | **0** | **8** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8 sps** | 18% | 0.01 sps/unit |

## Site ID 33 - Kipling / Dundas: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 12:00 | Day | stacked | 233 sps | 1 | 44 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 54 sps | 23% | 0.16 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | **total** | **233 sps** | **1** | **44** | **0** | **1** | **0** | **0** | **8** | **0** | **0** | **54 sps** | 23% | 0.16 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 233 sps | 1 | 44 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 54 sps | 23% | 0.16 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **233 sps** | **1** | **44** | **0** | **1** | **0** | **0** | **8** | **0** | **0** | **54 sps** | 23% | 0.16 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | horizontal | 12 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 12:00 | Day | **total** | **12 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 12 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **12 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 60 - Dundas / Dufferin: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 14:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | vertical | 51 sps | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 sps | 71% | 0.38 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | horizontal | 22 sps | 0 | 26 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 29 sps | 132% | 0.31 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | **total** | **73 sps** | **0** | **62** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **65 sps** | 89% | 0.68 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 51 sps | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 sps | 75% | 0.40 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 22 sps | 0 | 27 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 30 sps | 136% | 0.32 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **73 sps** | **0** | **65** | **0** | **0** | **1** | **0** | **2** | **0** | **0** | **68 sps** | 93% | 0.72 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 7, 2024 | 14:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | horizontal | 12 sps | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 sps | 58% | 0.07 sps/unit |
| Wednesday August 7, 2024 | 14:00 | Day | **total** | **12 sps** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7 sps** | 58% | 0.07 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | horizontal | 12 sps | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 sps | 58% | 0.07 sps/unit |
| Wednesday August 7, 2024 | 0:00 | Night | **total** | **12 sps** | **0** | **7** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **7 sps** | 58% | 0.07 sps/unit |

## Site ID 35 - High Park / Bloor: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 513 sps | 6 | 254 | 8 | 4 | 0 | 0 | 9 | 0 | 0 | 281 sps | 55% | 0.23 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **513 sps** | **6** | **254** | **8** | **4** | **0** | **0** | **9** | **0** | **0** | **281 sps** | 55% | 0.23 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 513 sps | 6 | 275 | 8 | 4 | 0 | 0 | 7 | 0 | 0 | 300 sps | 58% | 0.25 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **513 sps** | **6** | **275** | **8** | **4** | **0** | **0** | **7** | **0** | **0** | **300 sps** | 58% | 0.25 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 75 sps | 0 | 28 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 31 sps | 41% | 0.03 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **75 sps** | **0** | **28** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **31 sps** | 41% | 0.03 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 75 sps | 0 | 35 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 40 sps | 53% | 0.03 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **75 sps** | **0** | **35** | **0** | **0** | **0** | **0** | **5** | **0** | **0** | **40 sps** | 53% | 0.03 sps/unit |

## Site ID 5 - St. Clair / Runnymede: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 230 sps | 3 | 35 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 41 sps | 18% | 0.17 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 60 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **290 sps** | **3** | **35** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **41 sps** | 14% | 0.17 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 230 sps | 4 | 38 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 45 sps | 20% | 0.19 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 60 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **290 sps** | **4** | **38** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **45 sps** | 16% | 0.19 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 36 sps | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 sps | 36% | 0.06 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **36 sps** | **0** | **13** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **13 sps** | 36% | 0.06 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 36 sps | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 sps | 44% | 0.07 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **36 sps** | **0** | **16** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **16 sps** | 44% | 0.07 sps/unit |

## Site ID 9 - Bayview / Sheppard: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 118 sps | 0 | 7 | 20 | 0 | 0 | 0 | 3 | 1 | 0 | 31 sps | 26% | 0.13 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 39 sps | 0 | 14 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 28 sps | 72% | 0.12 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **157 sps** | **0** | **21** | **31** | **0** | **0** | **0** | **3** | **4** | **0** | **59 sps** | 38% | 0.25 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 118 sps | 0 | 9 | 20 | 0 | 0 | 0 | 3 | 1 | 0 | 33 sps | 28% | 0.14 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 39 sps | 0 | 14 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 28 sps | 72% | 0.12 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **157 sps** | **0** | **23** | **31** | **0** | **0** | **0** | **3** | **4** | **0** | **61 sps** | 39% | 0.26 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 13 sps | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 sps | 69% | 0.04 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **13 sps** | **0** | **8** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **9 sps** | 69% | 0.04 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 13 sps | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 sps | 92% | 0.05 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **13 sps** | **0** | **11** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **12 sps** | 92% | 0.05 sps/unit |

## Site ID 12 - King / Blue Jays Way: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 474 sps | 3 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 27 sps | 6% | 0.08 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 29 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 19 sps | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 sps | 47% | 0.03 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **522 sps** | **3** | **31** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **36 sps** | 7% | 0.11 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 474 sps | 3 | 21 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 26 sps | 5% | 0.08 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 29 sps | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 sps | 3% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 19 sps | 0 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 9 sps | 47% | 0.03 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **522 sps** | **3** | **30** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **36 sps** | 7% | 0.11 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 66 - Sheppard / Birchmount: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 50 sps | 0 | 15 | 9 | 0 | 0 | 0 | 9 | 4 | 0 | 37 sps | 74% | 0.20 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **50 sps** | **0** | **15** | **9** | **0** | **0** | **0** | **9** | **4** | **0** | **37 sps** | 74% | 0.20 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 50 sps | 1 | 16 | 9 | 0 | 0 | 0 | 9 | 4 | 0 | 39 sps | 78% | 0.21 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **50 sps** | **1** | **16** | **9** | **0** | **0** | **0** | **9** | **4** | **0** | **39 sps** | 78% | 0.21 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 16 sps | 0 | 3 | 3 | 0 | 0 | 0 | 5 | 6 | 0 | 17 sps | 106% | 0.09 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **16 sps** | **0** | **3** | **3** | **0** | **0** | **0** | **5** | **6** | **0** | **17 sps** | 106% | 0.09 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 16 sps | 0 | 2 | 3 | 0 | 0 | 0 | 6 | 6 | 0 | 17 sps | 106% | 0.09 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **16 sps** | **0** | **2** | **3** | **0** | **0** | **0** | **6** | **6** | **0** | **17 sps** | 106% | 0.09 sps/unit |

## Site ID 65 - Kingston / Midland: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 35 sps | 0 | 16 | 17 | 0 | 0 | 0 | 0 | 3 | 0 | 36 sps | 103% | 0.31 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **35 sps** | **0** | **16** | **17** | **0** | **0** | **0** | **0** | **3** | **0** | **36 sps** | 103% | 0.31 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 35 sps | 0 | 16 | 17 | 0 | 0 | 0 | 0 | 3 | 0 | 36 sps | 103% | 0.31 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **35 sps** | **0** | **16** | **17** | **0** | **0** | **0** | **0** | **3** | **0** | **36 sps** | 103% | 0.31 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 49 - Yonge / Eglinton: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 24 sps | 0 | 24 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 35 sps | 146% | 0.44 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **24 sps** | **0** | **24** | **8** | **0** | **0** | **0** | **3** | **0** | **0** | **35 sps** | 146% | 0.44 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 24 sps | 0 | 28 | 8 | 0 | 0 | 0 | 3 | 0 | 0 | 39 sps | 163% | 0.49 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **24 sps** | **0** | **28** | **8** | **0** | **0** | **0** | **3** | **0** | **0** | **39 sps** | 163% | 0.49 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wednesday August 14, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | horizontal | 9 sps | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 sps | 56% | 0.06 sps/unit |
| Wednesday August 14, 2024 | 12:00 | Day | **total** | **9 sps** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5 sps** | 56% | 0.06 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | horizontal | 9 sps | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 sps | 56% | 0.06 sps/unit |
| Wednesday August 14, 2024 | 0:00 | Night | **total** | **9 sps** | **0** | **4** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **5 sps** | 56% | 0.06 sps/unit |

## Site ID 52 - Bay / Bloor: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 130 sps | 1 | 20 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 32 sps | 25% | 0.13 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 34 sps | 2 | 7 | 7 | 0 | 1 | 0 | 1 | 0 | 0 | 18 sps | 53% | 0.07 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **164 sps** | **3** | **27** | **16** | **0** | **1** | **0** | **3** | **0** | **0** | **50 sps** | 30% | 0.20 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 130 sps | 2 | 21 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 34 sps | 26% | 0.14 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 34 sps | 2 | 10 | 5 | 0 | 1 | 0 | 1 | 0 | 0 | 19 sps | 56% | 0.08 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **164 sps** | **4** | **31** | **14** | **0** | **1** | **0** | **3** | **0** | **0** | **53 sps** | 32% | 0.21 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 24 sps | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 sps | 13% | 0.01 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 44 sps | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 sps | 2% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **68 sps** | **0** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **4 sps** | 6% | 0.02 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 24 sps | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 sps | 13% | 0.01 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 44 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **68 sps** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **3 sps** | 4% | 0.01 sps/unit |

## Site ID 29 - Bloor / Dundas: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 353 sps | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 sps | 6% | 0.06 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 2 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **355 sps** | **0** | **22** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **22 sps** | 6% | 0.06 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 353 sps | 1 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 sps | 7% | 0.06 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 2 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **355 sps** | **1** | **24** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **25 sps** | 7% | 0.06 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday, August 8, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | horizontal | 46 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 12:00 | Day | **total** | **46 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | horizontal | 46 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday, August 8, 2024 | 0:00 | Night | **total** | **46 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 39 - Eglinton / Mt. Pleasant: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 608 sps | 4 | 127 | 35 | 0 | 1 | 0 | 4 | 0 | 0 | 171 sps | 28% | 0.15 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **608 sps** | **4** | **127** | **35** | **0** | **1** | **0** | **4** | **0** | **0** | **171 sps** | 28% | 0.15 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 608 sps | 4 | 134 | 35 | 0 | 1 | 0 | 4 | 0 | 0 | 178 sps | 29% | 0.16 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **608 sps** | **4** | **134** | **35** | **0** | **1** | **0** | **4** | **0** | **0** | **178 sps** | 29% | 0.16 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 26 sps | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 sps | 19% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 92 sps | 0 | 28 | 8 | 0 | 0 | 0 | 1 | 0 | 0 | 37 sps | 40% | 0.03 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **118 sps** | **0** | **31** | **10** | **0** | **0** | **0** | **1** | **0** | **0** | **42 sps** | 36% | 0.04 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 26 sps | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 23% | 0.01 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 92 sps | 0 | 27 | 8 | 0 | 0 | 0 | 2 | 0 | 0 | 37 sps | 40% | 0.03 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **118 sps** | **0** | **31** | **10** | **0** | **0** | **0** | **2** | **0** | **0** | **43 sps** | 36% | 0.04 sps/unit |

## Site ID 15 - Yonge / Eglinton: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 37 sps | 0 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 sps | 30% | 0.02 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 40 sps | 3 | 59 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 67 sps | 168% | 0.11 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **77 sps** | **3** | **69** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **78 sps** | 101% | 0.13 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 37 sps | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 sps | 32% | 0.02 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 40 sps | 3 | 57 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 65 sps | 163% | 0.10 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **77 sps** | **3** | **69** | **0** | **0** | **1** | **0** | **4** | **0** | **0** | **77 sps** | 100% | 0.12 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Thursday August 15, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | vertical | 22 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | horizontal | 39 sps | 2 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 10 sps | 26% | 0.02 sps/unit |
| Thursday August 15, 2024 | 12:00 | Day | **total** | **61 sps** | **2** | **7** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **10 sps** | 16% | 0.02 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | vertical | 22 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | horizontal | 39 sps | 2 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 sps | 15% | 0.01 sps/unit |
| Thursday August 15, 2024 | 0:00 | Night | **total** | **61 sps** | **2** | **3** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **6 sps** | 10% | 0.01 sps/unit |

## Site ID 4 - Queen / Coxwell: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 20, 2024 | 12:00 | Day | stacked | 80 sps | 1 | 29 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 53 sps | 66% | 0.57 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | **total** | **80 sps** | **1** | **29** | **22** | **0** | **0** | **0** | **0** | **1** | **0** | **53 sps** | 66% | 0.57 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | stacked | 80 sps | 1 | 29 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 53 sps | 66% | 0.57 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | **total** | **80 sps** | **1** | **29** | **22** | **0** | **0** | **0** | **0** | **1** | **0** | **53 sps** | 66% | 0.57 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 20, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 12:00 | Day | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 20, 2024 | 0:00 | Night | **total** | **0 sps** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0 sps** | 0% | 0.00 sps/unit |

## Site ID 67 - Sheppard / Bessarion: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 27, 2024 | 12:00 | Day | stacked | 426 sps | 0 | 12 | 9 | 0 | 0 | 0 | 2 | 3 | 0 | 26 sps | 6% | 0.07 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | **total** | **426 sps** | **0** | **12** | **9** | **0** | **0** | **0** | **2** | **3** | **0** | **26 sps** | 6% | 0.07 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | stacked | 426 sps | 0 | 13 | 9 | 0 | 0 | 0 | 2 | 3 | 0 | 27 sps | 6% | 0.07 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | vertical | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | horizontal | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | **total** | **426 sps** | **0** | **13** | **9** | **0** | **0** | **0** | **2** | **3** | **0** | **27 sps** | 6% | 0.07 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 27, 2024 | 12:00 | Day | stacked | 52 sps | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 13 sps | 25% | 0.04 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | vertical | 21 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | horizontal | 11 sps | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 6 sps | 55% | 0.02 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | **total** | **84 sps** | **0** | **10** | **4** | **0** | **0** | **0** | **2** | **3** | **0** | **19 sps** | 23% | 0.05 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | stacked | 52 sps | 0 | 7 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 13 sps | 25% | 0.04 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | vertical | 21 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | horizontal | 11 sps | 1 | 5 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 9 sps | 82% | 0.02 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | **total** | **84 sps** | **1** | **12** | **4** | **0** | **0** | **0** | **2** | **3** | **0** | **22 sps** | 26% | 0.06 sps/unit |

## Site ID 14 - Bonnycastle / Queens Quay: Study Results

### Resident Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 27, 2024 | 12:00 | Day | stacked | 26 sps | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 sps | 54% | 0.03 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | vertical | 122 sps | 0 | 36 | 32 | 0 | 0 | 0 | 2 | 0 | 0 | 70 sps | 57% | 0.13 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | horizontal | 90 sps | 5 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 65 sps | 72% | 0.12 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | **total** | **238 sps** | **5** | **82** | **60** | **0** | **0** | **0** | **2** | **0** | **0** | **149 sps** | 63% | 0.27 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | stacked | 26 sps | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 14 sps | 54% | 0.03 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | vertical | 122 sps | 3 | 38 | 32 | 0 | 0 | 0 | 2 | 0 | 0 | 75 sps | 61% | 0.14 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | horizontal | 90 sps | 5 | 45 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 70 sps | 78% | 0.13 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | **total** | **238 sps** | **8** | **89** | **60** | **0** | **0** | **0** | **2** | **0** | **0** | **159 sps** | 67% | 0.29 sps/unit |

### Residential Visitor Bicycle Parking

| Study Date | Study Time | Study Time of Day | Bike Parking Type | Bike Parking Supply | Adult E-Bike | Adult Standard | Adult Flats | Adult Cargo | Adult Broken | Child E-Bike | Child Standard | Child Flats | Child Broken | Total Demand | Percent Utilization | Demand Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Tuesday August 27, 2024 | 12:00 | Day | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | vertical | 36 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | horizontal | 44 sps | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 14% | 0.01 sps/unit |
| Tuesday August 27, 2024 | 12:00 | Day | **total** | **80 sps** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6 sps** | 8% | 0.01 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | stacked | 0 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | vertical | 36 sps | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 sps | 0% | 0.00 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | horizontal | 44 sps | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 sps | 14% | 0.01 sps/unit |
| Tuesday August 27, 2024 | 0:00 | Night | **total** | **80 sps** | **0** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6 sps** | 8% | 0.01 sps/unit |

## Toronto Bike Parking Utilization Study – Complete Study Results: Individual Bike Room Data

| ID | ID: Major Intersection | Council Area | # of Bike Rooms | Parking Level | Supply | Demand | Usage |
|---|---|---|---|---|---|---|---|
| 4 | Queen / Coxwell | Toronto & East York | 1 | Ground | 80 | 53 | 66.25% |
| 5 | St. Clair / Runnymede | Etobicoke York | 4 | 2nd Floor | 50 | 17 | 34.00% |
| 5 | St. Clair / Runnymede | Etobicoke York | 4 | 2nd Floor | 90 | 3 | 3.33% |
| 5 | St. Clair / Runnymede | Etobicoke York | 4 | 2nd Floor | 120 | 10 | 8.33% |
| 5 | St. Clair / Runnymede | Etobicoke York | 4 | 2nd Floor | 30 | 11 | 36.67% |
| 9 | Bayview / Sheppard | North York | 3 | P1 | 22 | 17 | 77.27% |
| 9 | Bayview / Sheppard | North York | 3 | P1 | 120 | 31 | 25.83% |
| 9 | Bayview / Sheppard | North York | 3 | Ground | 15 | 11 | 73.33% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P1 | 54 | 28 | 51.85% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P1 | 5 | 0 | 0.00% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P1 | 142 | 9 | 6.34% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P1 | 106 | 29 | 27.36% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P2 | 16 | 5 | 31.25% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P2 | 10 | 4 | 40.00% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P2 | 125 | 4 | 3.20% |
| 10 | Richmond / Parliament | Toronto & East York | 8 | P2 | 16 | 14 | 87.50% |
| 12 | King Street / Blue Jay Way | Toronto & East York | 3 | P2 | 319 | 19 | 5.96% |
| 12 | King Street / Blue Jay Way | Toronto & East York | 3 | P1 | 164 | 17 | 10.37% |
| 12 | King Street / Blue Jay Way | Toronto & East York | 3 | P3 | 39 | 0 | 0.00% |
| 14 | Bonnycastle / Queens Quay | Toronto & East York | 5 | Ground | 26 | 18 | 69.23% |
| 14 | Bonnycastle / Queens Quay | Toronto & East York | 5 | P1 | 58 | 43 | 74.14% |
| 14 | Bonnycastle / Queens Quay | Toronto & East York | 5 | P1 | 20 | 18 | 90.00% |
| 14 | Bonnycastle / Queens Quay | Toronto & East York | 5 | P1 | 54 | 28 | 51.85% |
| 14 | Bonnycastle / Queens Quay | Toronto & East York | 5 | P2 | 80 | 42 | 52.50% |
| 15 | Yonge / Eglinton | Toronto & East York | 1 | 2nd Floor | 77 | 78 | 101.30% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | Ground | 69 | 0 | 0.00% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | Ground | 31 | 9 | 29.03% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | Ground | 39 | 0 | 0.00% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | P1 | 107 | 10 | 9.35% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | P1 | 26 | 1 | 3.85% |
| 29 | Bloor / Dundas | Toronto & East York | 6 | P1 | 83 | 2 | 2.41% |
| 33 | Kipling / Dundas | Etobicoke York | 1 | P1 | 233 | 54 | 62.65% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P1 | 53 | 50 | 94.34% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P1 | 312 | 161 | 51.60% |

| ID | ID: Major Intersection | Council Area | # of Bike Rooms | Parking Level | Supply | Demand | Usage |
|---|---|---|---|---|---|---|---|
| 35 | High Park / Bloor | Etobicoke York | 7 | P1 | 20 | 1 | 5.00% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P1 | 26 | 19 | 73.08% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P2 | 22 | 16 | 72.73% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P2 | 20 | 3 | 15.00% |
| 35 | High Park / Bloor | Etobicoke York | 7 | P2 | 60 | 31 | 51.67% |
| 39 | Eglinton / Mt. Pleasant | Toronto & East York | 1 | P1 | 608 | 171 | 28.13% |
| 41 | Wilson / Allen | North York | 7 | P1 | 164 | 14 | 8.54% |
| 41 | Wilson / Allen | North York | 7 | P1 | 58 | 7 | 12.07% |
| 41 | Wilson / Allen | North York | 7 | P1 | 54 | 22 | 40.74% |
| 41 | Wilson / Allen | North York | 7 | P1 | 23 | 9 | 39.13% |
| 41 | Wilson / Allen | North York | 7 | P2 | 58 | 0 | 0.00% |
| 41 | Wilson / Allen | North York | 7 | P2 | 40 | 0 | 0.00% |
| 41 | Wilson / Allen | North York | 7 | P2 | 20 | 3 | 15.00% |
| 49 | Yonge / Eglinton | North York | 1 | P1 | 24 | 35 | 145.83% |
| 52 | Bay / Bloor | Toronto & East York | 3 | Ground | 21 | 16 | 76.19% |
| 52 | Bay / Bloor | Toronto & East York | 3 | P1 | 8 | 4 | 50.00% |
| 52 | Bay / Bloor | Toronto & East York | 3 | P1 | 135 | 30 | 22.22% |
| 60 | Dundas / Dufferin | Toronto & East York | 3 | P1 | 9 | 19 | 211.11% |
| 60 | Dundas / Dufferin | Toronto & East York | 3 | P1 | 40 | 36 | 90.00% |
| 60 | Dundas / Dufferin | Toronto & East York | 3 | P2 | 24 | 10 | 41.67% |
| 61 | East Liberty / Strachan | Toronto & East York | 4 | P2 | 31 | 7 | 22.58% |
| 61 | East Liberty / Strachan | Toronto & East York | 4 | P2 | 275 | 53 | 19.27% |
| 61 | East Liberty / Strachan | Toronto & East York | 4 | P1 | 31 | 11 | 35.48% |
| 61 | East Liberty / Strachan | Toronto & East York | 4 | P1 | 80 | 41 | 51.25% |
| 64 | Wilson / Avenue | North York | 1 | P1* | 10 | 45 | 450.00% |
| 65 | Kingston / Midland | Scarborough | 1 | Ground | 35 | 36 | 102.86% |
| 66 | Sheppard / Birchmount | Scarborough | 1 | P1 | 50 | 37 | 74.00% |
| 67 | Sheppard / Bessarion | North York | 2 | P1 | 410 | 26 | 6.34% |
| 67 | Sheppard / Bessarion | North York | 2 | P1 | 16 | 0 | 0.00% |