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2026 CAPITAL BUDGET BRIEFING NOTE

Cycling Network Plan – 2025 Implementation and 2026 Funding

Background:

On January 15, 2026, the Budget Committee requested that the Chief Engineer and Executive Director, Engineering and Construction Services, in consultation with the General Manager, Transportation Services, provide a briefing note outlining the 2025 actual and 2026 projected financial impact of uncertainty related to cycling infrastructure, along with the impact on 2025 actual and 2026 projected delivery rates, and on cyclist safety and safe mobility across Toronto.

Key Points:

- As adopted by City Council, the Cycling Network Plan (CNP) is a key Transportation Services initiative to ensure that city streets are designed and operated to be safe for all users, including people who walk, cycle, take transit or drive, and people of varying ages and abilities. The CNP aims to connect, grow, and renew Toronto's cycling network. The Plan is a key component of the Vision Zero Road Safety Plan and contributes towards meeting other City Council policies and initiatives such as the Official Plan, TransformTO Net Zero climate action strategy, and the Congestion Management Plan.
- Many communities throughout Toronto have identified the lack of safe cycling infrastructure in their neighbourhoods as an important, unmet mobility need. Toronto's CNP aims to reduce the inequities in spatial access to safe bikeways and to address the growing need for high-comfort bikeways for people to safely move throughout the city. Below metrics illustrate improvements in cycling accessibility and safety.

Improvements in Cycling Accessibility and Safety	
% of people and employment within 250 metres of a dedicated bikeway	From 44% in 2020 to 50% in 2025 (150,000 more people living and working with close access to bikeway)

Improvements in Cycling Accessibility and Safety	
Number of new and upgraded bikeways	From 570km in 2016 to 740km in 2025
Bike Share ridership	Trips: From 2.9 million trips in 2020 to 7.8 million trips in 2025 Membership: From 19,000 in 2020 to 44,000 in 2025
Number of serious injuries and fatalities of people cycling	2024: 36 collisions and 6 fatalities 2025: 30 serious injuries and 2 fatalities

Planned CNP Delivery Targets and Approach to Managing Uncertainty

- The 2025-2027 Near-Term Implementation Program, endorsed by Toronto City Council in June 2024, included an ambitious target of 100 km of new and major upgrade bikeway projects, and 40 km of renewal projects.
- Changes to Provincial legislation (Bill 212 and Bill 60) since November 2024 are likely to impact some planned projects in the CNP.. These were detailed to City Council in [2024.CC.23.1](#).
- The City of Toronto continues to advance bikeway projects that do not involve motor vehicle lane removals. For example, the projects in the most recent Cycling Infrastructure Quarterly Update Council Report, [2025.IE26.6](#) did not include any with motor vehicle lane removals.
- Approximately 30% of the projects in the 2025-2027 CNP need to be addressed using one of the following approaches before they can be advanced:
 - *Amending the cycling project* – to a feasible bikeway design alternative that maintains all motor vehicle lanes. This would impact the project schedule, delivery timelines of other capital works that would be delayed to allow time to redesign, and project cost but the project will ultimately advance (for example, Kingston Road from St. Clair Avenue West to Scarborough Golf Club Road).

This approach includes consideration of the potential to construct in the boulevard instead of within the existing roadway. Constructing in the boulevard usually requires tree removal and utility relocations, which has additional environmental and cost impacts.
 - *Pausing the cycling project* - Where the only feasible option for including a bikeway involves motor vehicle lane removal, and where the work is either planned as standalone bikeway delivery or bundled with capital works that are

not critical to advance now, the project is being paused, until the process for obtaining exemption to proceed with the project is confirmed and approved (for example, Sheppard Avenue East from Bayview Avenue to Leslie Street).

- *Deferring the cycling project* - Where a bikeway project is bundled with capital works that cannot be delayed (such as priority watermain replacement works), the new roadway design will not include a dedicated bikeway at this time, but will prioritize other road safety improvements, such as wider sidewalks and crosswalks where feasible to do so (such as Dupont Street between Spadina Road and Davenport Road).
- While consideration of these approaches has resulted in some changes to planned delivery timelines and schedule reliability for particular projects, this has been managed carefully by Transportation Services in partnership with Engineering and Construction Services, Toronto Water, and the Strategic Capital Coordination Office to reduce the impact on the City's overall coordinated capital program.

2025 Deliverables and Expenditures

- The 2025 Cycling budget of \$35 million has delivered approximately 22.1 km of bikeways (13.1 km New / 9 km Upgrade and Renewal) with an additional 16.6 km of bikeways commenced to be completed within the 2025-2027 time period. The 2025 budget is anticipated to be fully spent pending confirmation from the 2025 year-end financial closing process.
- *New Bikeways*: The table below summarizes the length (km) of new bikeway installations from 2016-2025:

Bikeway Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Network Total
Multi-use Trails	3.5	4.0	4.8	1.8	2.8	1.7	2.0	4.2	4.0	1.6	398.3
Cycle Tracks (includes bi-directional tracks)	2.8	3.1	1.8	1.5	24.4	9.0	3.9	7.3	11.0	7.9	112.2
Bicycle Lanes (includes buffered and contra-flow)	0.7	4.2	5.4	1.3	5.7	8.7	5.4	5.6	4.1	3.6	143.8
Shared Lane Markings	1.1	0.6	3.2	0.6	2.8	3.3	6.5	2.5	7.6	0	89.9
TOTAL	8.1	11.9	15.2	5.2	35.7	22.7	17.8	19.6	26.7	13.1	744.2

- *Upgraded Bikeways*: In 2025, there were approximately 9 km of major renewals to the cycling network including: Sentinel Road from Sheppard Avenue West to Lamberton Boulevard, Harbord Street / Hoskin Avenue from Ossington Avenue to Queen's Park Crescent, and Huntingwood Drive from Kennedy Road to Pharmacy Avenue.

These projects represent significant investments in public consultation, funding, design complexity, and/or an upgrade of facility type (such as bike lanes to cycle tracks). These upgrades are important improvements, and for many people who cycle, they feel like new infrastructure and contribute to making a network that is appropriate for all ages and abilities. For people who are 'interested but concerned' about cycling (typically around 60% of the population), major upgrade projects unlock new access to destinations by bike and expand the accessibility of the cycling network.

2026 CNP Planned Deliverables and Funding

- The 2026 Cycling budget of \$35 million plans to deliver 28.5 km of new / renewal bikeways (24.5 km New / 4 km Upgrade and Renewal). These take account of available budget, capital coordination, and more recently, provincial legislative changes.

Related Investments and Priorities

- Other investments, for state of good repair and growth-related projects, included in the Transportation Services 2026 budget also provide improvements to the cycling network and contribute to improving road safety and meeting Vision Zero Road Safety Plan objectives. Examples in the 2026 budget include the Broadview Extension, St. Clair Transportation Master Plan, and the Dundas/Scarlett/St. Clair underpass.

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