

## Official Plan Review - Draft Official Plan Changes

Colour coding legend:

Policy

Introductory Text

Sidebar

### **Cycling Framework**

#### **1. *Develop a bicycle policy framework***

**There is no existing policy regarding the establishment of a bicycle policy framework.**

#### **Revisions requiring further discussions:**

New introductory text will be added to Section 2.4 as follows:

Cycling is gaining popularity in the city as a travel mode with more people cycling for more of their trips. The long-term vision for the cycling network supports further growth of cycling and consists of dedicated priority cycling and multi-use corridors (which accommodate cycling and other modes of active transportation) spaced at approximately 4km, overlain with a minor grid of dedicated or designated secondary corridors spaced at 2km or less, which ensure every resident is within no more than 1km of a designated cycling facility. Additional initiatives will be needed in some areas to overcome less inviting cycling environments and substantially increase cycling use. Particular attention will be given to enhancing cycling connections between the cycling network and nearby neighbourhood amenities, as well as to transit stations, to facilitate the use of the bicycle for short trips and multi-modal trips.

#### **2. *Strengthen the existing policy promoting cycling***

##### **Existing policy 2.4(13):**

Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:

- a) An expanded bicycle network;
- b) Provision of bicycle parking facilities in new developments;
- c) Provision of adequate and secure bicycle parking at higher-order transit stations; and

- d) Measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

### **Existing Sidebar on Toronto's Bike Plan**

In July 2001, Council adopted, in principle, the recommendations of the Toronto Bike Plan - Shifting Gears. The Bike Plan is a 10-year strategy to guide the development of new policies, programs and infrastructure to create a bicycle friendly environment that encourages the future use of bicycles for everyday transportation and enjoyment. The two primary goals of the Bike Plan are to double the number of bike trips by 2011 and decrease the number of bicycle collisions and injuries. The Bike Plan recommends advancing cycling in the City across six broad fronts:

- adopting bicycle friendly street policies that give bicycles the same consideration as vehicles on the City's street system;
- developing a 1,000 km bikeway network of off-road trails and on-road bike lanes and routes;
- implementing enhanced safety and education programs;
- more extensive promotion of cycling for both recreational and everyday transportation purposes;
- better links with transit services to encourage "bike and ride" trips; and
- ensuring the provision of adequate bicycle parking facilities.

To be effective in achieving the Bike Plan's two primary goals, the six component points must be implemented together as part of a multi-faceted strategy.

### **Revisions requiring further discussions:**

The existing policy will be replaced and strengthened as follows:

Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages to bicycle for everyday transportation and recreation, including:

- a) expanding the Cycling Network to make it possible for every resident of the city to be within one kilometer of a designated cycling route by:
- i) developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard, designed with a degree of separation appropriate to the street's speed, volume and network context;

- ii) developing the off-street system of multi-use trails;
  - iii) developing a network of neighbourhood greenways and implementing a wayfinding strategy to guide people along quiet, local streets between higher-order infrastructure; and
  - iv) filling key gaps in the Cycling Network to increase connectivity and to provide more direct routes, including the acquisition of land for cycling infrastructure, such as bike lanes and trails, as opportunities arise through the development approval process;
- b) enhancing the convenience and attractiveness of the Cycling Network by:
- i) connecting to neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;
  - ii) connecting to cycling networks in adjacent municipalities to help create a regional cycling network;
  - iii) connecting to transit stations and stops to facilitate multi-modal trips;
  - iv) expanding public bicycle-sharing facilities and programs in those areas where there is a high demand for short bicycle trips, including at higher-order transit stations;
  - v) identifying priority bicycle corridors where the use of road space can be reallocated using a Complete Streets approach; and
  - vi) reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;
- c) making cycling a safer travel mode by such means as:
- i) designing and maintaining high-quality cycling infrastructure to be safe and comfortable for people of all ages and abilities, and, where appropriate, well-lit;
  - ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
  - iii) developing bicycle education and awareness programs for all road users to support the creation of a city in which people of all ages can cycle safely; and
- d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the city by:
- i) establishing requirements for short-term and long-term bicycle parking spaces in new developments, including higher-order transit stations;
  - ii) encouraging retrofitting of existing buildings and facilities, particularly workplaces, schools and higher-order transit stations, to incorporate additional long-term and short-term bicycle parking spaces;
  - iii) retrofitting City workplaces and facilities to provide secure bicycle parking;

- iv) encouraging provided bike parking to be secure and weather protected; and
- v) providing community bicycle parking hubs in areas of high bicycle parking demand.

The existing sidebar describing Shifting Gears will be replaced with the following:

### **Bicycle Policy Framework**

In 2001, Council adopted the “Toronto Bike Plan - Shifting Gears”, a strategy to guide the development of policies, programs and infrastructure to create a bicycle-friendly environment that encourages the greater use of bicycles for everyday transportation and enjoyment across the city. The Bike Plan remains the foundation upon which more recent cycling initiatives have evolved.

The implementation of cycling infrastructure is guided by the Ten Year Cycling Network Plan (2016) which identifies investments in cycling projects over the 2016-2025 period in order to:

- **Connect** the gaps in the Cycling Network;
- **Grow** the Cycling Network into new parts of the city, and
- **Renew** the existing Cycling Network routes to improve their quality.

The Cycling Network Plan combines elements of the earlier Bike Plan’s cycling network proposal, the more recent “Toronto Bikeway Trails Implementation Plan” (2012), Secondary Plans and Transportation Master Plans to create an integrated network of on-street and off-street routes.

To further support cycling, the City is undertaking measures to increase the availability of bicycle parking facilities in terms of its amount, quality and convenience and expanding the Bike Share Toronto system..

The MTO has authority over roads in the vicinity of 400-series highways and is not always open to City efforts to improve conditions for pedestrians and cyclists. Suggest new policy following existing Policy 2.4(14) as follows:

The City will work with the Province to improve safety and connectivity for pedestrians and cyclists travelling in the vicinity of 400-series highway infrastructure.

An additional sidebar describing the Active and Sustainable School Travel program will also be added as follows:

**Active and Sustainable School Travel (ASST) programs aim to increase the proportion of youth walking, biking, wheeling, and taking transit. It focuses on creating safer environments for school-aged travellers of all abilities,**

**and fostering healthier and more sustainable transportation habits from an early age. Creating environments that support ASST requires actions, including:**

- **Developing programs, resources, and policies to promote active transportation and provide road safety education to all road users.**
- **Implementing safety enhancements and traffic calming measures to support walking and cycling.**
- **Establishing safer active school travel as a goal of City planning and infrastructure projects, and implementing improvements through these opportunities.**
- **Pursuing joint outcomes through the Toronto ASST Hub Committee, and between various City departments and external organizations, including school boards, police, and non-governmental organizations.**