

MAJOR CYCLING ACHIEVEMENTS IN 2023

In 2023, Transportation Services made strides in Toronto's cycling network by implementing 19.6 km of new bikeways. Additionally 16.2 km of existing bikeways were upgraded.

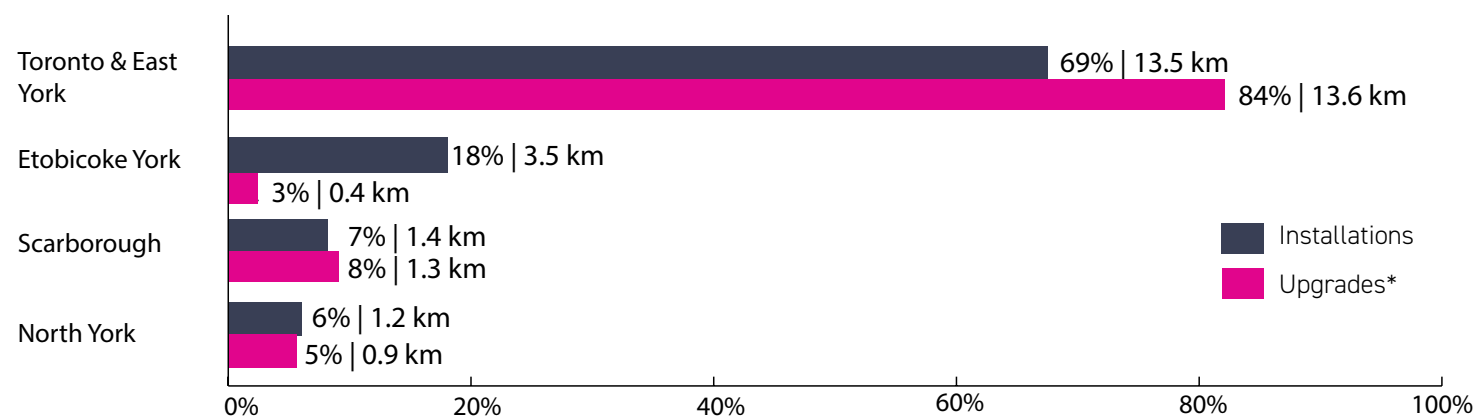
The Cycling Network Plan's upgrades and renewals program is central to the work of creating a safe and accessible cycling network. Renewal projects encompass improvements, such as standardizing pavement markings, transforming bicycle lanes into cycle tracks, and integrating modular or permanent platforms at bus stops and pick-up/drop-off loading zones. Other enhancements include the implementation of poured-in-place concrete medians and the integration of green infrastructure. Please refer to Page 6 for further details about Cycling Upgrades and Renewals.

NEW BIKEWAY INSTALLATIONS IN KM 2016-2023*

Bikeway Type	2016	2017	2018	2019	2020	2021	2022	2023	Network Total
Multi-use Trails	3.5	4.0	4.8	1.8	2.8	1.7	2.0	4.2	392.3
Cycle Tracks (includes bi-directional tracks)	2.8	3.1	1.8	1.5	24.4	9.0	3.9	7.3	86.2
Bicycle Lanes (includes buffered and contra-flow)	0.7	4.2	5.4	1.3	5.7	8.7	5.4	5.6	142.2
Shared Lane Markings	1.1	0.6	3.2	0.6	2.8	3.3	6.5	2.5	57.9
TOTAL	8.1	11.9	15.2	5.2	35.7	22.7	17.8	19.6	678.6

*Along with the km delivered in 2023, there were an additional 27 km of bikeway installations and upgrades under construction as of December 2023.
 **All kilometres are reported in centreline, which measures the length of the road / trail segment. Reporting excludes signed routes, which were counted in the previous year.

2023 BIKEWAY INSTALLATIONS AND UPGRADES BY DISTRICT



*Bikeway upgrades are included in the table on Page 5.

CYCLING NETWORK BUDGET - PROGRESS (2019-2023) AND PROPOSED (2024)

\$ (in millions)	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual*	2019-2023 Total	2024 Proposed**
Bikeway implementation (i.e., multi-use trails, cycle tracks, bicycle lanes, shared lane markings)	14.4	24.6	18.9	21	33.4	112.3	42.9

* 2023 delivered on the highest annual investment ever recorded for cycling infrastructure in the history of the City of Toronto.
 ** Includes the West Toronto Railpath Extension funding.

BIKE SHARE TORONTO



BICYCLE PARKING

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

Installations by Transportation Services in 2023	
Bicycle Corrals	2
Multi-bicycle Racks	38
Bicycle Locking Rings	492

Overall Total Bike Parking Managed by Transportation Services in 2023	
Bicycle Corrals	33
Bicycle Locking Rings	17,559
Multi-bicycle Racks	271
Bicycle Lockers	21
Bicycle Stations	4

Bike Share Toronto is operated by the Toronto Parking Authority. Tangerine Bank is the Exclusive Presenting Partner of the Bike Share Toronto program.

****There was no increase between 2020 and 2021, as 2020 marked the last year of the previous four-year expansion.

CYCLING SERIOUS INJURIES OR FATALITIES 2016-2023

	2016	2017	2018	2019	2020	2021	2022	2023
Number of fatalities	1	4	4	1	4	1	2	1
Number of serious injuries	37	48	39	36	27	20	25	27
Rate of cycling fatalities per 100,000 resident population	0.04	0.15	0.15	0.04	0.15	0.04	0.07	0.04
Rate of people seriously injured while cycling per 100,000 resident population	1.35	1.76	1.43	1.32	0.99	0.73	0.92	0.99

Toronto's Vision Zero Road Safety Plan is a five-year strategy for eliminating traffic-related deaths and serious injuries on City of Toronto roads. The City is committed to Vision Zero and supports its fundamental message: Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero. toronto.ca/visionzero

2023 CYCLING UPGRADES AND RENEWALS

The Cycling Network Plan, adopted by City Council in 2019, commits to renewing existing parts of Toronto's bikeways to improve safety. Upgrading and improving existing bikeways presents major opportunities to improve the quality of the cycling experience, the public realm and to meet modern standards of cycling design.

In 2023, the City upgraded more than 16 km of existing bikeways and multi-use trails, which consisted of implementing new line markings, bundling with state-of-good-repair road or water projects, or standalone cycling and intersection improvements. Examples of upgrade and renewal projects completed in 2023 are shown on pages 7 to 11. Visit toronto.ca/cyclingupgrades for more details.

Renewing existing cycling network routes may include:



Upgrading existing bicycle lanes or cycle tracks for safety and comfort by adding physical protection such as pre-cast curbs, planters or poured-in-place concrete medians.



Upgrading existing intersections for safety and comfort by adding protected features such as poured-in-place concrete medians, corner islands or reducing curb radii.



Enhancing bikeways for convenience and clarity by refreshing line markings or creating wayfinding routes to guide people cycling between existing trails and on-street bikeways.



Adding public art to existing infrastructure or at intersections to draw attention to the presence of people cycling and pedestrians, and to encourage active transportation.

PROJECT OVERVIEW

College Street - Bay Street to Manning Avenue



BEFORE

Original installation year:
2001

Years upgraded:
2022-2023

Number of kilometres upgraded:
2.24

Project webpage:
toronto.ca/collegeupgrades



AFTER

Project details:

College Street is one of the busiest cycling corridors in Toronto with over 6,800 cycling trips/day in the summer and 2,500 cycling trips/day in the winter. Between 2022 and 2023, the City and TTC completed the replacement of streetcar tracks and pedestrian safety improvements, and upgraded the existing bicycle lanes to cycle tracks.

The project included adding concrete curbs at street level between Bay Street and Spadina Avenue, and constructing raised cycle tracks between Spadina Avenue and Manning Avenue.

PROJECT OVERVIEW

Danforth Avenue and Kelvin Avenue Intersection



BEFORE

Original installation year:
2022

Year upgraded:
2023

Number of kilometres upgraded:
0.1

Project webpage:
toronto.ca/danforth



AFTER

Project details:

At the intersection of Danforth Avenue and Kelvin Avenue, Transportation Services incorporated bioretention planters to enhance the pedestrian realm and create a more robust protected cycle track.

On Danforth Avenue, a bioretention planter was used to provide a physical barrier between the cycle track and the roadway, while also capturing and filtering stormwater. Bioretention curb extensions were constructed on the east and west side of Kelvin Avenue, along with widened sidewalks and a raised crosswalk. These elements narrow the intersection, creating safer conditions for pedestrians.

PROJECT OVERVIEW

Dundas Street East - Greenwood Avenue to Alton Avenue



BEFORE



AFTER

Original installation year:
2003, with Vision Zero Road Safety
Plan upgrades in 2020

Year upgraded:
2023

Number of kilometres upgraded:
0.22

Project webpage:
toronto.ca/cyclingupgrades

Project details:

In 2023, Transportation Services upgraded Dundas Street East from Greenwood Avenue to Alton Avenue. Upgrades included moving the cycle track beside the sidewalk and adding permanent concrete curbs for protection, reducing corner radii, and constructing a bioretention planter at the northwest corner of Dundas Street East and Hiltz Avenue.

PROJECT OVERVIEW

Lawrence Avenue East - East Avenue to Rouge Hills Drive



AFTER

Original installation year:
2019

Year upgraded:
2023

Number of kilometres upgraded:
1.32

Project webpage:
toronto.ca/lawrencebikelanes

Project details:

In 2019, the former signed cycling route along Lawrence Avenue East between Port Union Road and East Avenue was converted to bicycle lanes as part of a road resurfacing project. In 2023, Lawrence Avenue East between East Drive and Rouge Hill Drive was resurfaced and additional upgrades were implemented including raised bus/bike platforms and a widening of the bicycle lane.

