

Photo credit: Kwame Newman-Bremang

2024 TORONTO CYCLING YEAR IN REVIEW

TRANSPORTATION SERVICES

The Cycling Year in Review report provides an overview of the cycling achievements and milestones reached in 2024, including new and upgraded bikeways, record-breaking Bike Share Toronto ridership, and near-term plans over the next three years. The report is published annually and draws upon data from intercept surveys, cordon counts, in-ground loop counters, and Bike Share technology.

Since its initial release in 2022, the year-end report has evolved to include statistics about the City's cycling budget, Bike Share Toronto achievements, and highlights of major projects completed within the past year.

The following information is new in the 2024 report:

- A snapshot of winter cycling patterns and winter bikeway maintenance in Toronto (Page 7)
- Results of the 2023 Cycling Public Opinion Survey (Page 10)

TABLE OF CONTENTS

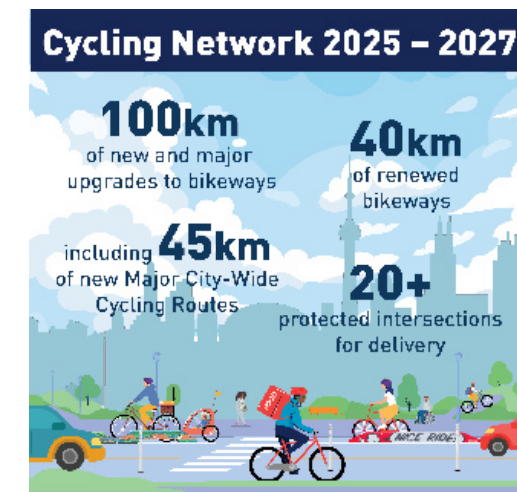
MAJOR CYCLING ACHIEVEMENTS IN 2024	3
NEW BIKEWAY INSTALLATIONS IN KM 2016-2024	4
2024 BIKEWAY INSTALLATIONS AND UPGRADES BY DISTRICT	4
CYCLING NETWORK BUDGET - PROGRESS (2019-2024) AND PROPOSED (2025)	4
BICYCLE PARKING	5
BIKE SHARE TORONTO	5
VISION ZERO ROAD SAFETY PLAN	6
CYCLING SERIOUS INJURIES OR FATALITIES 2016-2024	6
ROAD SAFETY CAMPAIGN	6
WINTER CYCLING IN TORONTO	7
TABLE OF NEW AND UPGRADED PROJECTS IN 2024	8
CYCLING PUBLIC OPINION SURVEY	10

MAJOR CYCLING ACHIEVEMENTS IN 2024

Updates to the 2025-2027 near-term cycling program

Toronto's Cycling Network Plan (CNP) outlines the City's planned investments in the near-term and plans for the long-term. The CNP is an evolution of the 2016 "Ten Year Cycling Network Plan," which identified potential cycling projects that would grow, connect and renew the existing cycling network between 2016 and 2025. Since 2019, the Ten Year plan has evolved to feature a three-year near-term program that better reflects the nature of capital coordination, development planning and feasibility assessments, with an emphasis on safety, equity and connectivity.

In June 2024, City Council approved in principle the 2025-2027 near-term cycling implementation program, which commits to delivering 100 kilometres of new and major upgrade bikeways, 40 kilometres of renew projects, and numerous studies for implementation in 2028 and beyond. Learn more about the City's near-term plans for bikeway projects at toronto.ca/cyclingnetwork.



The first protected intersection in the downtown core

In 2024, the Bloor Street West Reconstruction project was completed between Spadina Avenue and Avenue Road, which features permanent raised cycle tracks that replaced temporary quick-build materials, widened sidewalks and accessibility upgrades, and the city's first protected intersection in the downtown core at St. George Street and Bloor Street West. Featuring concrete corner islands, shortened crosswalks, reduced turning radii and bicycle signals, the intersection reduces conflicts between people cycling or pedestrians and people driving.



Bike Share Toronto reaches new milestones

Toronto's Bike Share system continued to grow in 2024, which included the first e-bike charging hub at Scarborough GO Station to facilitate easier multi-modal travel for commuters. New stations and bikes were added in North York, with seven new stations in Don Valley North. Other Bike Share Toronto milestones in 2024 included 1.1 million total e-bike trips (compared to 400k e-bike trips in 2023), and a daily record of 35,000 trips on September 19 (the previous daily record was 28,000 rides in 2023). Visit bikesharetoronto.com for more details.



Updated construction design standards for bikeway elements

The City's construction design standards help achieve consistent high quality design outcomes for all streets under construction. Floating bus stops are becoming more commonly implemented in Toronto where bikeways intersect with transit, in an effort to balance needs of all road users. In 2024, standards were created to ensure best practices are followed and a consistent design is in place across all locations. The floating bus stop design standards aim to decrease conflicts, lower barriers, improve safety, and enhance comfort for seniors, people with disabilities and other vulnerable users. The standards were created in consultation with the TTC Advisory Committee on Accessible Transit, and were informed by Ontario Traffic Manual (OTM) Book 18: Cycling Facilities, Toronto Accessibility Design Guidelines, CNIB Report and Recommendations, and accessibility site visits by City staff. These standards can be found under [Standard Cycling Infrastructure Drawings](#).



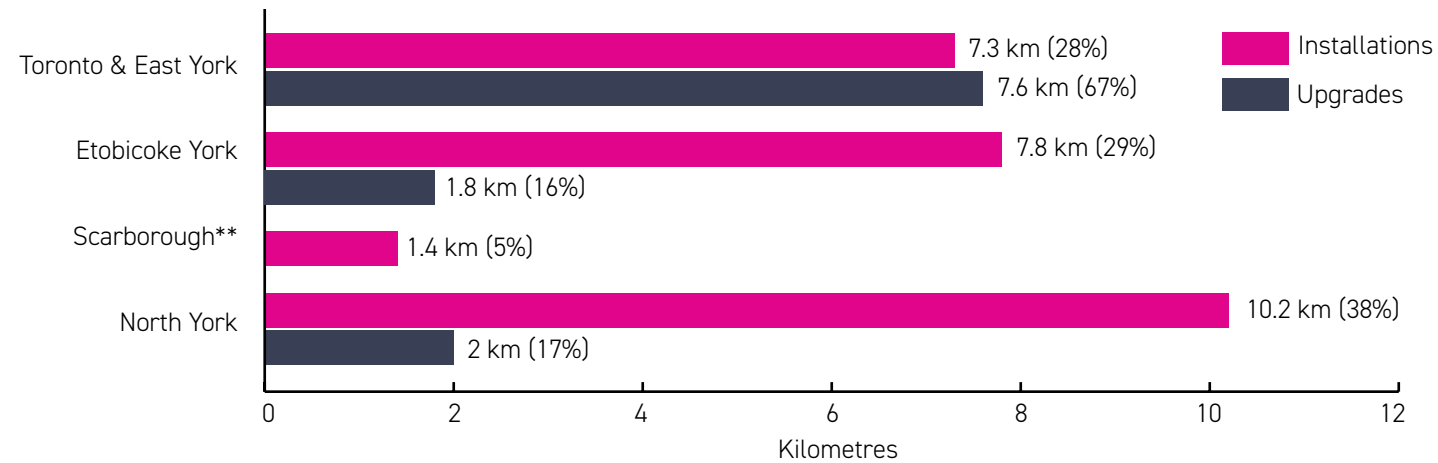
NEW BIKEWAY INSTALLATIONS IN KM 2016-2024*

26.7 kilometres of bikeways were installed in 2024. More than half of these installations were protected cycle tracks or multi-use trails.

Bikeway Type	2016	2017	2018	2019	2020	2021	2022	2023	2024	Network Total
Multi-use Trails	3.5	4.0	4.8	1.8	2.8	1.7	2.0	4.2	4.0	396.7
Cycle Tracks (includes bi-directional tracks)	2.8	3.1	1.8	1.5	24.4	9.0	3.9	7.3	11.0	104.3
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	140.2
Shared Lane Markings	1.1	0.6	3.2	0.6	2.8	3.3	6.5	2.5	7.6	89.9
TOTAL	8.1	11.9	15.2	5.2	35.7	22.7	17.8	19.6	26.7	731.1

*Along with the 26.7 km of bikeways delivered in 2024, there were an additional 25 km of bikeway installations and upgrades under construction as of December 2024. 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. Minor discrepancies exist between the network total kilometres that appear in the 2023 and 2024 reports due to a data cleanup that occurred in the past year.

2024 BIKEWAY INSTALLATIONS AND UPGRADES BY DISTRICT



**There were no cycling upgrades in Scarborough in 2024.

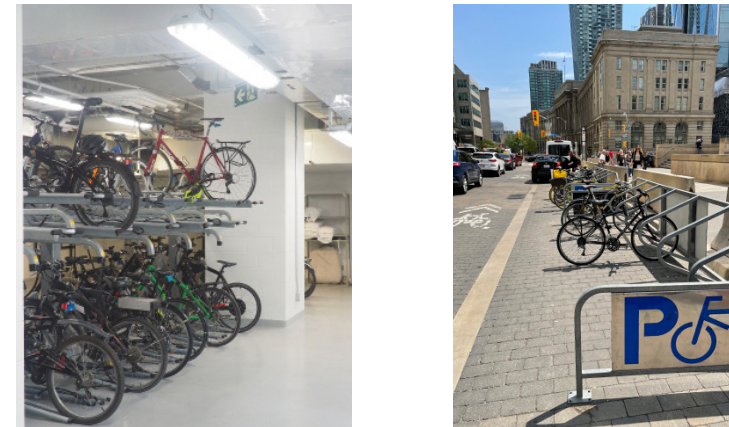
CYCLING NETWORK BUDGET - PROGRESS (2019-2024) AND PROPOSED (2025)

\$ (in millions)	2019 Actual	2020 Actual	2021 Actual	2022 Actual	2023 Actual	2024 Actual	2019-2024 Total	2025 Proposed***
Bikeway implementation (i.e., multi-use trails, cycle tracks, bicycle lanes, shared lane markings)	14.4	24.6	18.9	21	33.4	45.2	157.5	45

*** Includes \$10 million for the West Toronto Railpath Extension funding.

BICYCLE PARKING

The City of Toronto provides paid long-term secure parking through the public bike locker and bicycle station programs, and free short-term parking through bicycle locking rings, and other higher capacity bicycle racks and corrals in the public right of way.



Installations by Transportation Services in 2024	
Bicycle Corrals	10
Multi-bicycle Racks	50
Bicycle Locking Rings	500

Overall Total Bike Parking Managed by Transportation Services in 2024	
Bicycle Corrals	43
Bicycle Locking Rings	18,059
Multi-bicycle Racks	321
Bicycle Lockers	21
Bicycle Stations	4

BIKE SHARE TORONTO



	2020	2021	2022	2023	2024	System Total
Bike Share Stations Installed	140	13	38	131	82	838 (includes 70 solar stations and 12 e-stations)
Total Number of Bikes in System	6,815	6,815*	7,140	8,970	9,350	9,350 (includes 1,863 e-bikes)
Yearly Memberships Purchased	18,855	25,118	31,838	35,555	40,460	203,668 since 2015
Number of Rides (year-to-date in millions)	2.9	3.4	4.5	5.7	6.9	28.5 million since 2011

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.



Bike Share Toronto's first e-bike charging station at Scarborough GO Station. Photo credit: Bike Share Toronto.

VISION ZERO ROAD SAFETY PLAN

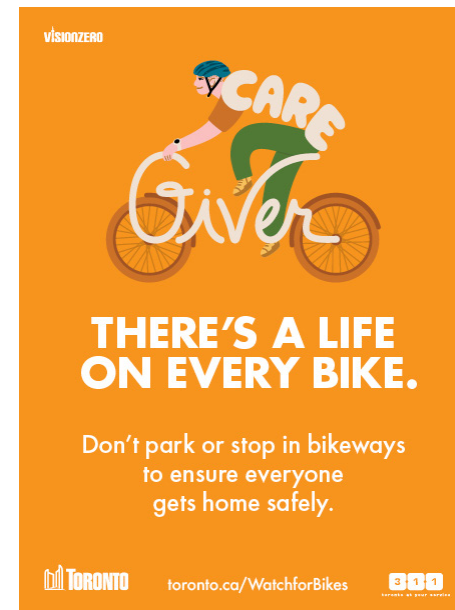
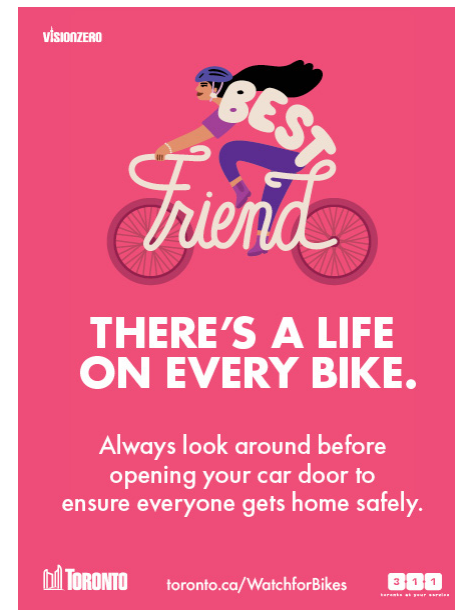
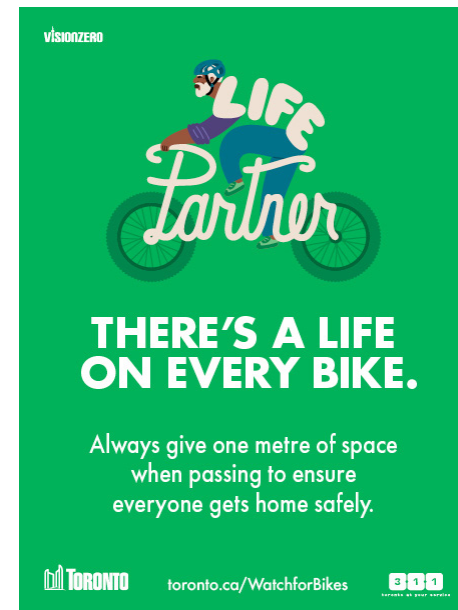
Toronto's Vision Zero Road Safety Plan is a five-year strategy for eliminating traffic-related deaths and serious injuries on City of Toronto roads. The City is committed to Vision Zero and supports its fundamental message: Fatalities and serious injuries on our roads are preventable, and we must strive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

CYCLING SERIOUS INJURIES OR FATALITIES 2016-2024

	2016	2017	2018	2019	2020	2021	2022	2023	2024
Number of fatalities	1	4	4	1	4	1	2	1	6
Number of serious injuries	37	48	39	36	27	20	25	27	22
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	0.21
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	0.79

Fatality and seriously injured rate is based on Toronto's 2021 population of 2,7954,356 (Source: Statistics Canada).

ROAD SAFETY CAMPAIGN



In June 2024, Toronto launched a road safety campaign targeted to drivers to draw awareness to driving carefully around vulnerable road users, which includes people cycling. Designed by marketing agency Publicis, the campaign featured the message "There's a Life on Every Bike," which is intended to remind people driving in Toronto of the safety measures to be taken when sharing roads with people who cycle to reduce injuries and fatalities.

The campaign was the recipient of a 2025 [Applied Arts Award](#) in the Illustration category, and is showcased in the Applied Arts Summer 2025 magazine and their winners' online gallery.

The campaign ran for four weeks, and was posted on billboards in public spaces and on social media. To view the full campaign, please visit toronto.ca/watchforbikes.

WINTER CYCLING IN TORONTO

The City of Toronto clears over 700 km of bikeways and major trails across the city of snow and ice each winter. Winter maintenance of all bikeways is activated when 2 cm of snow accumulates. Bikeways are serviced using smaller snow plow equipment and are serviced independently of all other infrastructure.

Visit the City of Toronto's [Winter Cycling](#) page to learn tips and techniques for cycling safely in winter conditions.



Bike Share Toronto winter ridership continues to grow as the system expands each year

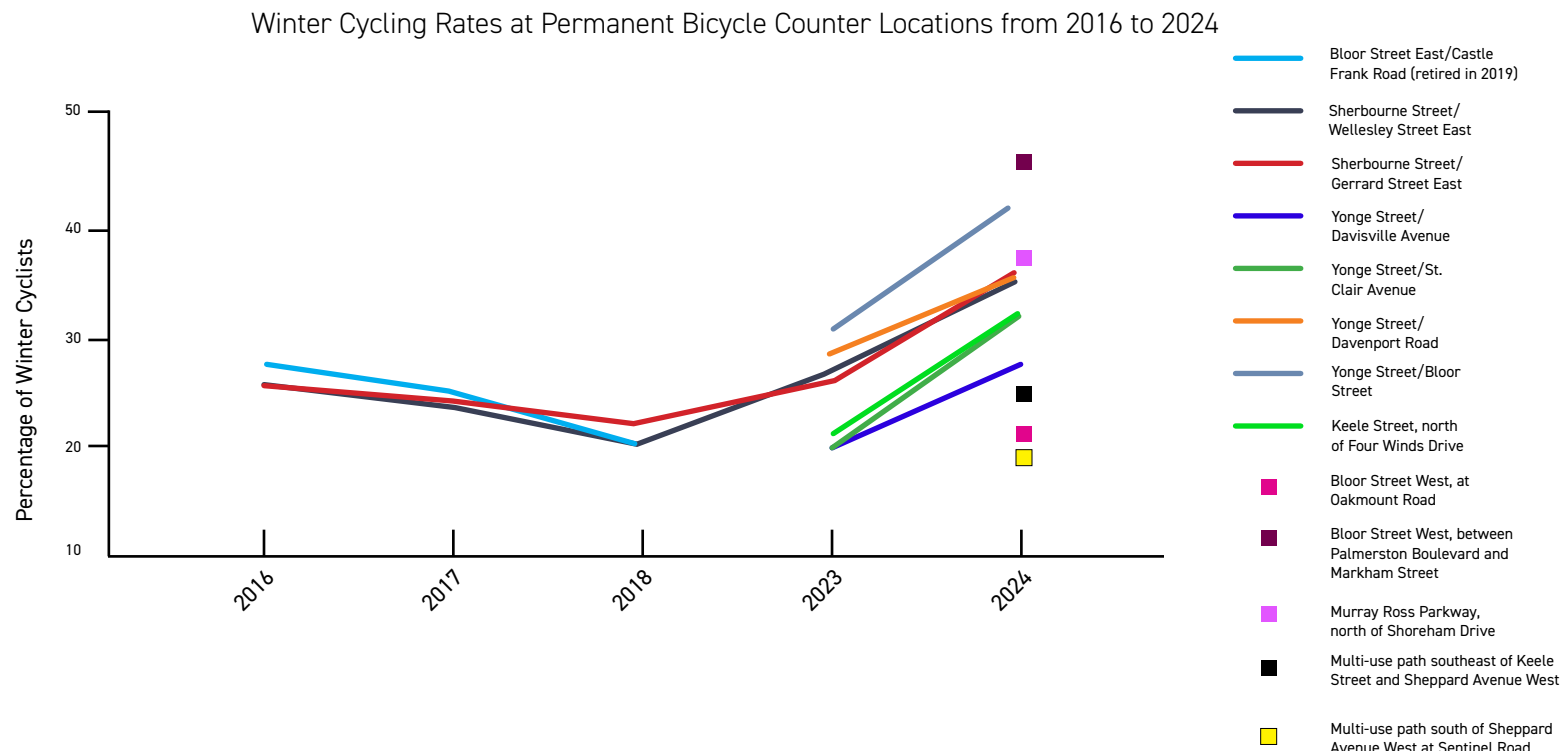
Bike Share Toronto operates 365 days a year. Since 2022, which marked the beginning of a new system-wide expansion, ridership increased by 170% from January to March between 2022 and 2024.



Learn more about accessing [Bike Share Toronto ridership data from 2014 to 2024](#).

Winter cycling rates are at least 19% of those in the summer months

Winter cycling rates have remained steady between 19% and 45% between 2016 and 2024, and have increased considerably at permanent bicycle counter locations on Sherbourne Street and Yonge Street, and on Keele Street north of Four Winds Drive. Winter months are defined as December, January and February, while summer months are defined as June, July and August. Learn more about [permanent bicycle counters](#), and view bicycle counts at various locations throughout Toronto.



Source: Open Data Toronto, 2025.

TABLE OF NEW AND UPGRADED PROJECTS IN 2024

Project Name/Type	Street	From	To	Bikeway Type	Program	Kms
Adelaide Street Cycle Track Relocation	Adelaide Street	York Street	Victoria Street	Cycle Track	Upgrade	0.56
Avenue Road Study	Avenue Road	Bloor Street West	Davenport Road	Cycle Track	New	0.70
Bloor Street West Complete Street Extension	Bloor Street West	Resurrection Road	Aberfoyle Crescent	Cycle Track	New	0.98
Bloor Street Reconstruction	Bloor Street West	Spadina Avenue	Avenue Road	Cycle Track	Upgrade	0.79
Cycling Installations	Eglinton Avenue	Avenue Road	Holly Street	Cycle Track	New	0.98
	Eglinton Avenue West	Weston Road	Jane Street			0.80
	Sheppard Avenue East	Bonnington Place	Clairtrell Road			1.40
	Steeles Avenue East	Midland Avenue	Brimley Road			0.84
	University Avenue	Wellington Street West	100 m south of Wellington Street West			0.12
	York Street	Richmond Street West	King Street West	Contra-flow Cycle Track		0.30
		Richmond Street West	Queen Street West	Sharrows		0.10
	Gladstone Avenue	Queen Street West	Peel Avenue	Bicycle Lane		0.17
	Martin Grove Road	Rathburn Road	Burnhamthorpe Road			1.10
	Superior Avenue	Lake Shore Boulevard West	Stanley Avenue			0.18
Peel Avenue	Gladstone Avenue	Dufferin Street	Sharrows		0.12	
Cycling Upgrades	Wellesley Street East	Yonge Street	Jarvis Street	Cycle Track	Upgrade	0.51
	Bloor Street West	Symington Avenue	Dundas Street West			0.40
	Dundas Street East	Logan Avenue	Pape Avenue			0.40
	University Avenue (west side)	College Street	Dundas Street West			0.60
	St. George Street	Bloor Street West	Prince Arthur Avenue			0.13
	Woodbine Avenue	Cosburn Avenue	O'Connor Avenue			0.43
	Lake Shore Boulevard West	23rd Street	40th Street			1.70
	Davenport Road	Bathurst Street	50 m west of Bathurst Street	Bicycle Lane		0.05
		Shaw Street	20 m west of Shaw Street			0.02
	Martin Grove Road	Rathburn Road	122 m north of Rathburn Road	0.12		
	Winona Drive	St. Clair Avenue West	Barrie Street	Neighbourhood Greenway (bicycle lanes, sharrows and contra-flow bicycle lanes)		0.05
	Palmerston Avenue	London Street	Queen Street West			2.30
	Tecumseth Street	Queen Street West	Niagara Street			0.60
	Shaw Street	Bloor Street West intersection				0.03
	Faywood Boulevard	Sheppard Avenue West	Wilson Avenue			Sharrows
eglingtonToday Complete Street (First segment of Phase 1)	Eglinton Avenue West	Avenue Road	Chaplin Crescent	Cycle Track	New	0.75
Ferrand Area Road Safety Improvements	Ferrand Drive	Rocheffort Drive (east)	Rocheffort Drive (west)	Cycle Track	New	0.77
	Deauville Lane	St. Dennis Drive	Rocheffort Drive			0.12
	Rocheffort Drive	Don Mills Road	Deauville Lane			0.49
Leaside Bridge to Danforth Avenue Cycling Connections	Broadview Avenue	Cosburn Avenue	O'Connor Drive	Cycle Track	New	0.41
	O'Connor Drive	Broadview Avenue	Pape Avenue			0.46
	Hopedale Avenue	O'Connor Drive	Pape Avenue	Sharrows		0.56
	Cosburn Avenue	Logan Avenue	Broadview Avenue	Bicycle Lane		Upgrade

List of installations and upgrades continued on next page.

TABLE OF NEW AND UPGRADED PROJECTS IN 2024 CONTINUED

Project Name/Type	Street	From	To	Bikeway Type	Program	Kms	
Millwood Safety Improvements	Millwood Road/Leaside Bridge	150 m south of Overlea Boulevard	Pape Avenue	Cycle Track	Upgrade	0.50	
	Pape Avenue	Leaside Bridge	Hopedale Avenue			0.11	
	Donlands Avenue	Pape Avenue	Chilton Road		New	0.10	
Multi-use Trail Installations	Centennial Park Boulevard	Eglinton Avenue West	Rathburn Road	Multi-use Trail	New	1.78	
	Rathburn Road	Centennial Park Boulevard	40 m west of Melbert Road			0.72	
	Centennial Park Road	Rathburn Road	Trail connection at Centennial Park Arena			0.90	
	The Meadoway	Military Trail	Morningside Avenue			0.56	
Portland-Dan Leckie Cycling Connections (Phase 1)	Dan Leckie Way	Queens Wharf Road	Queens Quay West	Cycle Track	New	0.43	
Steepprock-Bathurst Manor Cycling Connections	Maxwell Street	Overbrook Place	Waterloo Avenue	Sharrows	New	0.73	
	Overbrook Place	Dufferin Street	Maxwell Street			1.27	
	Codsell Avenue	Hove Street	Bathurst Street			0.27	
	Combe Avenue	Maxwell Street	Dufferin Street			1.32	
	Dufferin Street	Waterloo Avenue	Combe Avenue			0.37	
	Hove Street	Waterloo Avenue	Codsell Avenue			0.11	
	Waterloo Avenue	Dufferin Street	Hove Street			1.70	
	Steepprock Drive	Dufferin Street	Chesswood Drive			Cycle Track	0.90
	Rimrock Road	Whitehorse Road	Dufferin Street			Bicycle Lane	0.51
	Whitehorse Road	Steepprock Drive	Rimrock Road			0.25	
West Parkdale Cycling Connections	Glendale Avenue	The Queensway	Merrick Street	Neighbourhood Greenway (bicycle lanes, sharrows and contra-flow bicycle lanes)	New	0.08	
		Merrick Street	Parkdale Road			0.09	
	Claude Street	Merrick Street	The Queensway			0.08	
	Merrick Street	Claude Street	The Queensway			0.08	
	Parkdale Road	Glendale Avenue	Sunnyside Avenue			0.15	
	Sunnyside Avenue	Galley Avenue	Pearson Avenue			0.10	
	Galley Avenue	Sunnyside Avenue	Macdonnell Avenue			0.86	
	Macdonnell Avenue	Galley Avenue	Seaforth Avenue			0.25	
	Seaforth Avenue	Macdonnell Avenue	Lansdowne Avenue			0.10	
		Lansdowne Avenue	Brock Avenue			0.36	
Weston Cycling Connections (Phase 1)	Pine Street	Church Street	Wright Avenue	Bicycle Lane	New	0.68	
	Wright Avenue	Pine Street	Sam Frustaglio Drive	Sharrows		0.18	
	Sam Frustaglio Drive	Wright Avenue	Denison Avenue			0.43	
				TOTAL NEW		26.71	
				TOTAL UPGRADES		11.46	

Finch Avenue West cycle tracks from Keele Street to Highway 27 are not included in the 2024 total, as the construction for the Finch West Light Rail Transit is still ongoing by Metrolinx, and the street has not been transferred to the City. It is anticipated that the project will be completed and assumed by the City in 2025.

2023 CYCLING PUBLIC OPINION SURVEY

In 1999, the City of Toronto launched its first city-wide public poll on cycling, which captured information on cycling in Toronto, perceptions of cycling safety, and awareness of municipal active transportation programs and initiatives. Similar polls were held in 2009 and 2019, which have helped inform transportation policy and decision making.

In order to better understand mode shifts over time, in 2023 the City worked with Research Co., an independent polling company to administer a survey among 1,681 Toronto residents from October 31 to November 7 and November 25 to December 5. The sample is geographically and demographically stratified to be representative of Toronto. Topics included travel behaviour, bicycle ownership, motivation and barriers, satisfaction and infrastructure. The results were analyzed and finalized in 2024.

To download a full summary report of the survey, please visit toronto.ca/cyclingdata.

2023 CYCLING PUBLIC OPINION SURVEY KEY FINDINGS

Utilitarian cycling continues to increase

- Fifty-one percent (51%) of respondents cycle in good weather, either to get to work, school, appointments or run errands. This has more than doubled over the past 25 years (20% in 1999, 29% in 2009, and 44% in 2019).

People want to cycle more often on safer infrastructure

- Sixty-one percent (61%) of respondents agreed with the statement that they would like to travel by bike more than they currently do, which is consistent across geography, gender, racial identity and income level.
- Fifty-nine percent (59%) of respondents have a strong preference for bikeways that include a clear physical barrier, such as raised cycle tracks.

Older adults prefer cycling on separated bikeways

- Fifty percent (50%) of older adults reported feeling comfortable riding on these types of bikeways.
- Separated bike lanes from traffic, better enforcement of laws, and better education for people cycling were also common factors identified by older adults for improving cycling in Toronto.

Bike ownership is widespread, but not equal

- Sixty-five percent (65%) of all respondents have at least one bike in their household.
- Fifty-eight percent (58%) of women own a bike compared to 70% of men, and respondents with yearly household incomes of \$180,000 or more are three times as likely to live in a household with a bike than those whose incomes are less than \$40,000.

Access to Bike Share is essential for combining cycling and transit trips

- Fifty-one percent (51%) of Torontonians surveyed said that access to Bike Share from a transit station is an important factor in encouraging them to combine their cycling and transit trips.



