

PLATFORM ITEM				RESULTS			
1. Add 285 kilometers to the Bikeway Network by supporting the budgets outlined below:							
Transportation Services				While increasing substantially since 2006, the recommended and approved capital budgets for Transportation Services have not kept pace with TCAT's platform and the schedule required to complete the Bike Plan's Bikeway Network by 2012. In many years staff face difficulties spending all of their capital budget, though the exact spending is not reported nor easily provided by staff.			
Year	Platform		Completed		<p>In December 2009 Council approved a 10-year capital budget including the following for cycling infrastructure:</p> <p>2011 - \$7.3 million 2014 - \$9.4 million 2017 - \$9.1 million 2012 - \$8.0 million 2015 - \$9.5 million 2018 - \$8.1 million 2013 - \$8.9 million 2016 - \$9.7 million 2019 - \$8.3 million</p> <p>Note: The budget and kilometre numbers reported are based on interim City reports, publicly released proposed budget documents, as well as information estimated by City staff. TCAT has made all efforts to provide accurate and up-to-date data, though we acknowledges that their may be some minor discrepancies.</p>		
2007	35 km	\$6.00 million	\$3.00 million				
2008	60 km	\$6.20 million	\$5.50 million				
2009	68 km	\$7.80 million	\$7.04 million				
2010	72 km	\$9.20 million	\$5.17 million (budget); \$22.62 with RInC & ISF				
Parks Forestry and Recreation (new trails)				Prior to 2009 new Bikeway Network trails in parks were funded by the Parks Forestry and Recreation budget line called 'Toronto Bike Plan-CW Expansion (TBP)' which was about \$400,000 per year. Funds in this budget may not have been spent in the year budgeted, so money was carried forward in some years. This budget paid for new trails development and the installation of Bikeway Network wayfinding signs along existing Bikeway Network routes. In 2009 the responsibility for these projects was transferred to the Transportation Services Division, and the funding in this line is now under the project name 'Cycling Infrastructure'. This change is described in a briefing note on the Bike Plan that was released with the 2009 budget.			
Year	Platform		Completed				
2007	8 km	\$845,000	2 km	\$400,000			
2008	8 km	\$895,000	1.8 km	\$400,000			
2009	9 km	\$990,000	2.1 km	\$500,000			
2010	10 km	\$790,000		\$1,850,000			

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Parks Forestry and Recreation (State of Good Repair)			<p>In 2007, 2008 and 2009 only six Toronto Bike Plan related projects were budgeted for in the Parks Forestry and Recreation trails and pathways state of good repair budget. In addition, in 2009, a major bridge replacement on the Highland Creek Trail in Colonel Danforth Park was completed.</p> <p>In 2009 stimulus funds were secured under the Recreational Infrastructure Canada Program (RInC) and the Infrastructure Stimulus Fund (ISF) to cover a number of Trail and Pathway projects. In 2010 a total of 14 Toronto Bikeway Network related trails from the Parks Forestry and Recreation State of Good Repair backlog are among the lists of RInC and ISF funded projects. The total allotted for the Bikeway Network related trails repair is \$3.225 million. This will accelerate the work to clear the current backlog, but it still leaves 51 Toronto Bikeway network Trails in the State of Good Repair backlog for a total of \$13.65 million needed to get these trails into a state of good repair.</p> <p>The RInC and ISF program also includes other trail projects that are not identified as Toronto Bike Plan routes in the PF&R backlog documents but are shown on the Toronto Bike Map as 'minor multi-use pathway' Bikeway Network Trails. These trails are shown as routes on the bike map, often with broken green lines. That often indicates that the trail is not up to design standards or in a poor state of repair. This funding gives the opportunity to bring these up to the proper trail design standards and then have them recognized as important routes and links in the Bikeway Network. Other shorter trails not identified as bike routes would serve to connect local neighbourhoods to a bikeway network route. The total funding for all the trail projects is approximately \$5 million.</p>
Year	Platform	Completed	
2007	\$655,000	\$832,000	
2008	\$655,000	\$195,000	
2009	\$610,000	\$1,375,000	
2010	\$810,000	Over \$5,000,000	
Park Corridor Trails			<p>Another source of funding for Bikeway Network trails from the Parks Forestry and Recreation Budget is park development projects that include trails as one component of the project. Three of the trails recommended in the platform did get funding in this way.</p>
Trail	Platform	Completed	
CP PS Lead Rail Trail (West Toronto Rail path)	6.5 km	2.1 km	
CN Rail Trail	3.5 km		
Scarborough Expressway Trail (McCowan District Park Trail)	4.0 km	2 km	
Humber Trail Gap	1.0 km		

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<p>2. Build upon and integrate current pedestrian initiatives to:</p> <ul style="list-style-type: none"> • create a comprehensive map of existing and potential pedestrian routes • identify missing and inadequate links in these routes; • ensure that all sidewalks provide a clear, accessible, and spacious walking area that is free from obstructions, • prepare a strategy and rapid timeline for filling these missing links and bringing all sidewalks to a safe and fully accessible standard of usability. 	<p>No map of pedestrian routes has been created, and therefore no work has been completed on identifying and filling in missing links. However, in terms of sidewalks specifically, the Essential Links (Missing Sidewalks) Program has been in place for several years, with an annual budget of \$2 million. Several new sidewalks are constructed every year as part of the capital works program - both sidewalks linked to road reconstruction and resurfacing and stand-alone requests from the public.</p> <p>Clearways are being planned for in new developments using the Green Standards checklist, as part of the development application process, and Vibrant Streets Guidelines, but there is still no strong mechanism for monitoring and enforcement once properties are developed.</p>

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<p>3. Increase the number of staff working on planning designing and implementing cycling and pedestrian infrastructure:</p> <ul style="list-style-type: none"> • Add 4 staff to the Transportation Services Division to work on cycling infrastructure. • Add full-time permanent staff to the Transportation Services Division to work on pedestrian infrastructure. • Increase the funding of the Planning Division's Civic Improvement Program by \$400,000 a year over 4 years, allowing it to add 2 extra projects a year. • Add a senior position of Cycling and Pathways Planner to the Parks Forestry and Recreation Division • Increase funding of the Transportation Services Division missing sidewalks program to keep up with inflation. 	<p>There has been action on this with the centralizing of all cycling-related activity into the Transportation Services division. There was also an increase to about 13 staff focused on cycling infrastructure. This increase should permit more cycling infrastructure projects to be designed and implemented.</p> <p>A cycling and parks planner was not added to Parks Forestry and Recreation. Instead, the responsibility for Park Trails which are used for cycling shifted to Transportation Services in 2009.</p> <p>The responsibility for pedestrian infrastructure has moved to the Public Realm Office. However, there have been continued delays in the hiring of staff and so there is just one dedicated staff member working on pedestrian projects within the unit, despite the fact that staffing costs are to come from the Public Realm Reserve Fund and not from property taxes like most other staff salaries. As of early 2010, the Cycling Infrastructure group is still managing several sidewalk/pedestrian infrastructure projects.</p> <p>There are 18 missing sidewalk locations and 54 TTC bus platforms scheduled for construction in the 2010 Capital Works Program. Transportation Services has allocated approximately \$2.3 million in 2010.</p>

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<p>4. Integrate cycling into the transit system by:</p> <ul style="list-style-type: none"> • Funding the expansion of the bus bike rack project to all TTC routes by 2010. • Providing enhanced Bike Parking such as bike lockers or Bike Stations at all TTC Subway Stations and Transit Hubs by 2010. ' • Install a full Bike Station at Union Station. 	<p>There is an ongoing program to add bike racks on existing buses, and new buses are purchased with bike racks installed. Full implementation of the bike racks on buses program has been pushed back to 2012 from the original 2010 date. Currently about 145 out of 168 routes have bike racks; equivalent to approx. 85%.</p> <p>A bike station has been installed at Union station, and Victoria Park subway station has plans for a bike station.</p> <p>The TTC and City staff have developed draft standards for secure bike parking at transit stations. Priority implementation of these standards will be at the new University/Spadina subway extension stations and Victoria Park station, but there is no dedicated funding yet. Pape and Dufferin stations are next in line with 100% of funding from Transportation Services.</p> <p>Staff have been requested to pull together a team of staff and bicycle advocates in the city to form a committee to develop an official TTC bicycle plan.</p> <p>The language in the plans for the new Transit City LRT routes regarding cycling infrastructure is somewhat weak, and it may continue to be a battle to ensure that bike lanes are included. The City's official policy with regards to Transit City is to include bike lanes in all Transit City projects. If the route is in the Bike Plan then bike lanes will be included without exception. If the route is not in the Bike Plan then bike lanes will be added unless the right of way is too narrow. Several new suburban bike lanes that were not anticipated in the Bike Plan are being achieved through Transit City (e.g., Don Mills and Finch). Narrow rights of way, such as on Jane Street (also not in the Bike Plan) will not have bike lanes.</p>
<p>5. Integrate walking into the transit system by ensuring that all transit stops are in practical and pleasant locations for pedestrians, near safe crossings and with sidewalk access.</p>	<p>This is difficult to measure and so there is insufficient information to assess the City's progress. It is also difficult to evaluate this without specific location complaints. According to the TTC, with over 10,000 stops in the system there is no detailed analysis conducted for each and every stop. The TTC only locates stops, while the City takes care of access issues and transit shelters. Requests to move stops are received by the TTC, assessed, and stops are moved in some cases. However, it is more logical and practical for the TTC and City to improve the environment at transit stops rather than relocating stops.</p>
<p>6. Support and abide by a streamlined bike lane approval process that ensures that bike lanes are implemented in the same year for which they receive funding and are planned/designed.</p>	<p>The bike lane approval process has been streamlined with all bike lane reports going to the Public Works and Infrastructure Committee in batches, rather than individually. The new streamlined bike lane approval process is not without its problems, but it has made a huge difference in City staff's ability to get bike lane reports before City Council. Unfortunately, staff continue to operate in a political environment in which 40% of the recommended bike lanes can be deferred (as they were on August 5, 2009) without any debate at Council.</p>

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<p>7. Support the bike lane projects in their Ward</p> <ul style="list-style-type: none"> • Clear the backlog of bike lanes that have been proposed in 2005-06 but have not yet passed through public consultation for approval. • Approve the bike lane projects proposed for the next term of Council (2007 - 2010) 	<p>Despite the new streamlined approval process and bike lane priority strategy, in 2009 40% of proposed projects were deferred at council. There are many bike lane projects that do not even make it to the council report stage because some councillors demand more public meetings (than are necessary) or, in some cases, direct staff not to bring forward any bike lanes in certain wards. For example, there has not been a single bike lane project recommended in wards 10, 23, 35, 37 and 39 in 2009 or 2010.</p>
<p>8. Create a cross-divisional active transportation committee that will allow staff to review road reconstruction and resurfacing plans, as well as development plans, to ensure that they include improvements to the active transportation infrastructure</p>	<p>No such committee has been created. Cycling infrastructure staff now receive road reconstruction/resurfacing schedules up to 3 years in advance - and they not only look out for Bike Plan proposed bike lanes; they also look for any new bike lane opportunities ("every street is a cycling street"), but that doesn't mean proposed bike lanes always make it into the final design since pushing for a bike lane is often dependent on the Cycling Infrastructure group's time.</p> <p>Streets are now rebuilt to new design standards (e.g., zebra striping, etc.) so there are some automatic improvements. The Public Realm Office will not be able to review each and every infrastructure project, so the focus is on training and policy dissemination to all City staff. The other strategy is to get staff to embed design elements earlier in the project planning - this is more cost efficient and results in a more beautiful street rebuild. These improvements can come out of the Public Realm Office's capital budget.</p>
<p>9. Direct City Staff to identify high volume cycling and pedestrian corridors for prioritization in routine maintenance (e.g. snow clearing) and repair (e.g. sidewalk maintenance, road patches).</p>	<p>The City implemented a pilot program of winter maintenance on selected bike paths, bike lanes, and sidewalks on main streets, and will be expanding the pilot to more routes. The City has budgeted for winter maintenance on the Martin Goodman Trail in 2009 and 2010. The approximate cost in 2009 was \$200,000.</p> <p>The new 311 phone portal is supposed to have a 5-day response time for any public reports of damaged roads or sidewalks in need of repair.</p>

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<p>10. Double Staffing for Cycling and Pedestrian Safety Education and Promotion programs offered by the City of Toronto to allow the following programs to be offered.</p> <ul style="list-style-type: none"> • Walk and Bike to School program • Sidewalk cycling countermeasure program. • School based active transportation education programs • Cycling Ambassadors • Bike User Group Program 	<p>There are approximately 3 full-time equivalent (FTE) staff working on cycling promotion in Transportation Services and 1 FTE working on cycling safety education in Parks Forestry & Recreation.</p> <p>There is no one specifically assigned to pedestrian safety education and promotion.</p>
<p>11. Support the “2% Solution for Active Transportation” put forward by Green Communities Canada which calls for 2% of new gas tax money from the Federal Government to be dedicated to education and promotion regarding Active Transportation.</p>	<p>About 4.2% of the Federal/Provincial infrastructure stimulus funds the City receives will be spent on cycling infrastructure.</p>
<p>12. Set up an annual grant to fund Community group projects that promote Active Transportation.</p>	<p>No such grant program exists. Transportation Services provided funding for TCAT and the Clean Air Partnership’s Bike Summits in 2008 and 2009 and has funded partnership activities with the Toronto Cyclists Union.</p>
<p>13. The City of Toronto should implement all recommendations from the Coroner’s report that fall under the city’s jurisdiction</p>	<p>It is not clear if there has been any movement on implementing the coroner’s recommendations, but there certainly has been no significant impact.</p>

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<p>14. The City of Toronto should advocate for action on the Coroner's report recommendations that apply to the Federal and Provincial Governments and report annually to the Toronto Cycling Committee on progress made</p>	<p>It is not clear if there has been any movement on advocating for action by the Federal and Provincial on the coroner's recommendations, but there certainly has been no significant impact.</p>
<p>15. Start using innovative bicycle and pedestrian pavement markings and signals.</p> <ul style="list-style-type: none"> • Where necessary ask the Provincial Government to make the required amendments to the Highway Traffic Act. • Review locations where innovative designs can be used and start implementing them without delay. 	<p>The City has started using sharrows, and plans to install some pilot bike boxes in 2010.</p> <p>The City has installed cross-bikes on Lakeshore Blvd. from the Martin Goodman Trail without any specific designation from the Province.</p> <p>The City has installed 2 "pedestrian scramble" intersection signals at Yonge & Dundas and Yonge & Bloor, with 2 more proposed locations at Bay & Dundas and Bay & Bloor.</p> <p>The City has installed at least 1 "leading pedestrian interval" at University & Adelaide.</p>
<p>16. Improve education and enforcement of all laws/bylaws regarding pedestrian and cyclist safety or convenience, including:</p> <ul style="list-style-type: none"> • vehicular parking in bike lanes, • bylaws regarding obstruction of sidewalks, • highway traffic act laws; including vehicles respecting crosswalks; 	<p>With regard to parking in bike lanes, no changes to by-laws are needed since there is nothing currently prohibiting parking enforcement officers from handing out tickets in all bike lane zones. There could potentially be a new by-law specifically for no stopping in a bike lane, but that is not necessary. Unfortunately, the issue of cars stopping and parking in bike lanes is not taken very seriously by the leadership at the top of the Toronto Police Service.</p>
<p>17. Implement measures to make roads safer and prevent sidewalk cycling.</p>	<p>Temporal analysis of detailed collision statistics with a summary is not publicly available, and so it is difficult to chart progress. At face value, there has been no significant drop in cyclist and pedestrian collisions, injuries and fatalities.</p>

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18. Create a Toronto Police Services Bike Theft Task Force to reduce the problem of bike theft.	There does not appear to be a specific bike theft task force at the Toronto Police Service, though the force was successful in finally prosecuting Toronto's most infamous bike thief and also setting up an on-line bicycle registration system.
19. Ask Toronto Public Health to collaborate with Transportation Services Division on a report investigating the health benefits of clean air corridors and identification of potential routes for them.	No work has been done on this.
20. Commit to making the pedestrian plan an ambitious, groundbreaking and detailed blueprint for a walkable city by: (*18. on website) <ul style="list-style-type: none"> • ensuring that the pedestrian plan is comprehensive, incorporating all city divisions that affect pedestrians, • including in the plan a strategy for coordinating and leading pedestrian-related work across city divisions, • providing additional resources in staff and budget to the process of developing the pedestrian plan, • collecting the data and statistics on pedestrians in Toronto that are required to make a comprehensive plan. 	The Walking Strategy was developed through an open and consultative process, and was approved by Council in May 2009.

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<p>21. Integrate Active Transportation into the City of Toronto's Programs and services by:</p> <ul style="list-style-type: none"> • increasing the number of employees using bikes in the course of their duties • increasing the use of bike and foot couriers • providing safe and secure bike parking facilities and change room facilities at all City owned buildings. 	<p>Staff are currently developing policies for city bike use, including bike parking in City buildings and encouraging bike use by compensating for work trips taken by bike. Safety and liability concerns are the biggest barrier. A staff bikeshare program was launched in 2009.</p> <p>No official policy on bike parking and change room facilities exists yet, but one is coming eventually. It has been a complicated process involving Facilities & Real Estate and Corporate Services, which would be responsible for implementing such a policy</p>

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<p>22. Finish the cycling corridors called for the Bike Plan that span the City, north to south, east to west and go beyond the Bike Plan to create new pedestrian and cycling supportive active transportation corridors starting with:</p> <ul style="list-style-type: none"> • Bloor-Danforth Bike Lanes • Queens Quay Martin Goodman Trail • Finch Hydro Corridor Pedestrian and Cycling Path • Junction to Downtown Pedestrian and Cycling Path (next to the rail corridor) • Pharmacy Avenue Bike lanes • Bayview Bike lanes • Royal York Road Bike lanes 	<p>Bloor-Danforth – This project is on hold until after a full Environmental Assessment process that will include a year-long comprehensive transportation study for the entire corridor from Resurrection Road to Kingston Road</p> <p>Queens Quay Martin Goodman Trail - The design option for the Queen's Quay Martin Goodman trail has been approved. This includes a two-way trail in the right-of-way south of the streetcar tracks between Richardson and Spadina, separated from traffic. Between Spadina Ave. and Bathurst St. the design retains an automobile lane in both directions with bike lanes. This still leaves a gap in the Martin Goodman Trail between Spadina Ave and Bathurst St. The go-ahead to start the construction on this project has not yet been given.</p> <p>Hydro and Transportation Corridor Trails - In 2009 \$23 million in stimulus funds were secured under the Recreational Infrastructure Canada (RinC) Program to cover 7 Trail and Pathway projects, including CN Leaside trail, 3 Finch Corridor trail sections and 3 Gatineau Corridor trail sections. The contracts for detailed design for these projects were awarded in 2009, and are to be constructed by the end of 2010. A 10.2 km section of the almost 30 km proposed Finch Hydro Corridor trail received Federal/Provincial stimulus funds and will be designed and built by outsourced consultants. A 10 km section of the 13.4 km Gatineau Hydro Corridor and 3.5 km CN Leaside trail will be completed by December 2010. The completion of these trail projects will result in the largest one-year expansion of the Toronto trail system ever (approximately 30 km). The completion of the full Finch corridor is in the 2010 budget's 5-year capital plan.</p> <p>West Toronto Rail Path – The first 2.1 km of this trail (the Northern section) was completed in 2009. The southern section is on hold until the airport rail link plans are finalized; Metrolinx, which is responsible for further planning of the corridor, understands that the preference is to also include a trail in the design.</p> <p>Pharmacy - The first 3.4 km of this bike lane between Denton and Alvington were installed in 2008. There still remains 7.7 km of bike lane and 1.9 km of signed route to be completed. Also the cycling and pedestrian bridge linking the north and south sections of Pharmacy needs to be completed, but has been stalled by the local councillor.</p> <p>Bayview North – City staff is working with the local councillor on a possible design, but countless meetings have been called when the project could have been implemented a year ago.</p> <p>Royal York - In 2008 bike lanes were added to two sections of Royal York Road: Delroy Dr. to Mimico Creek and Cavell Ave. to Manitoba St., for a total of 2.5 km. There are still sections to be completed: Usher Ave. to Ashley Rd. (0.8 km) and Braecrest Ave. to Dixon Road (0.5 km). There is still the section from Mimico Creek to Usher Ave. that has edge lines which are not of sufficient width to be signed as bike lanes.</p>
<p>23. Make it easier to create temporary and permanent pedestrian-only zones</p>	<p>According to one community group experienced in organizing car-free events, the City has not made the process any easier.</p>