



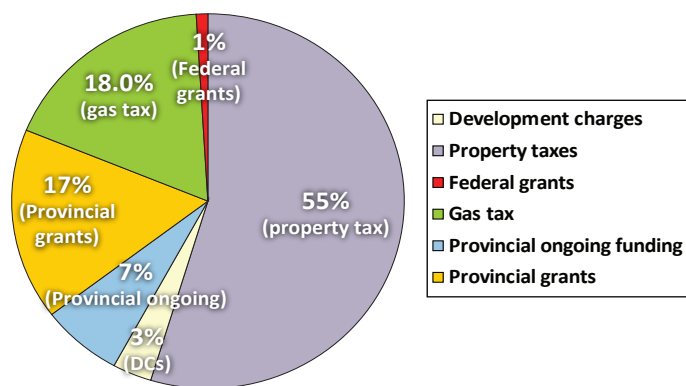
ACTIVE TRANSPORTATION INITIATIVES ACROSS CANADA

The Transportation Association of Canada is in the process of surveying its 250 municipal, regional, Provincial, and Federal members across Canada, on their **active transportation** initiatives to discover **who** is getting things done and **what** has been effective. This is not intended to be an exhaustive list, but rather, it will inform the subsequent stage of research, exploring **how** these municipalities have succeeded.

Below are a few of the survey's preliminary findings related to cycling. Note that the survey is still open for Provincial and Federal levels of government, as well as municipalities responding in French.

Sources of Funding

For 2008, although no municipalities cited any source of Federal funds dedicated to cycling, many are channeling significant gas tax revenue to active transportation; Toronto is one notable exception. Transport Canada plans to release a national active transportation strategy in the fall of 2009.



Municipalities in Alberta and British Columbia indicated having received Provincial grant funding. Similarly, ongoing provincial funding was only reported in Alberta, British Columbia, and Newfoundland. In Toronto, 20% of cycling funding for 2008 came from the Province (through Metrolinx) and the remaining 80% from property taxes.

Policy and Planning Initiatives

Of the 59 municipalities that responded, 27 (46%) reported having a dedicated cycling plan or policy. Public advisory bodies on active transportation are established for at least 13 (22%) of those municipalities and 26 (44%) reported at least one full-time equivalent staff member dedicated to planning and implementing active transportation initiatives.

Roadway Standards

Saskatoon, Edmonton, Abbotsford, and Kelowna cited new standards requiring bikeway facilities on roadways. Edmonton and Abbotsford require them for all new collector and arterial roads, while Kelowna requirements are coordinated with its network plan.

Practitioner Training Initiatives

Vancouver cited ongoing training on active transportation issues for staff across a broad range of departments.

Initiatives with Police Departments

Whistler and Toronto noted embarking on bait bike programs, the latter resulting in the well-publicized arrest of Toronto's most infamous bike thief.

Evaluating Progress

Routine bike planning progress reports, public opinion surveys on cycling, cycling safety data collection, and city-wide cyclist counts remain the exception.

Travel Facility Initiatives

Many large municipalities are experimenting with different facilities to support cyclists at street crossings. Vancouver cited a particularly diverse range of measures, including:

- cyclist pushbuttons
- 6 bike boxes
- ongoing removal of right turn channelization
- bicycle hook turn refuges
- bikeway markings through intersections
- extensive traffic calming along bike boulevards

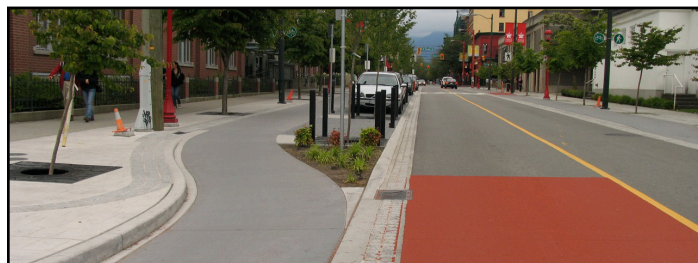


Photo by Ashley Fisher

Off-street paths and facilities for crossing physical barriers were widely evaluated as having significantly improved cycling. For example, Vancouver's Greenways; Toronto, Renfrew, and Victoria's rail corridors; and Brantford, Surrey, Mississauga, Caledon, Prince George, and Edmonton's new bike-supportive bridges for crossing major expressways.

Toronto, Abbotsford, Vancouver, Prince George, Calgary, and Ottawa reported removing motorized traffic lanes to install on-street bikeways.



Thursday, May 28th
Novotel Toronto Centre

For Bike Summit details: www.TorontoCAT.ca
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