



- Advocacy for Respect for Cyclists
- The Bike Joint
- Bike Toronto
- The Clean Air Partnership
- Community Bicycle Network
- The Conservation Council of Ontario
- Conservation Development Association
- Cycle Ontario
- DIG IN (Dupont Improvement Group)
- East Toronto Climate Action Group
- Feet on the Street
- Friends of Fort York
- Green Communities Canada
- Harbord Village Residents' Association
- Hoof & Cycle Active Transport Workers Guild
- The Institute for Clinical Evaluative Services (ICES) Bicycle User Group
- LEAF (Local Enhancement & Appreciation of Forests)
- Mountain Equipment Co-Op
- National Round Table on the Environment and the Economy
- Ontario College of Family Physicians
- Parkdale Community Legal Services Bicycle User Group
- Pollution Probe
- PPS (Project for Public Spaces)
- Sierra Club of Canada (Toronto Group)
- smartliving St. Lawrence
- South Riverdale Community Health Centre
- Streets Are For People!/P.S. Kensington
- Toronto Bicycling Network
- Toronto Green Community
- Toronto Public Space Committee
- Urbane Cyclist
- Walk & Bike for Life

2007 Bike Plan Priorities

The Toronto Coalition for Active Transportation (TCAT), representing more than 25 community organizations across Toronto, was formed in 2006 to give a unified voice to the many groups working for a better cycling and pedestrian environment in Toronto.

Toronto's Bike Plan (www.toronto.ca/cycling/bikeplan) was approved by Council in July 2001 for implementation beginning in 2002 until 2011, with an estimated cost of \$66.8 million over the 10 years. Many of the plan's short and medium-term goals have not been met. Immediate action is needed to catch up and then continue to meet the plan's targets by 2012. TCAT has identified the following priorities relating to the Bike Plan's major focus areas.

Bicycle Friendly Streets

⇒ The City must develop a process to ensure that bike lanes are installed on roads identified as part of the Bikeway Network in the Bike Plan when road reconstruction and resurfacing projects are undertaken. For streets that are not part of the Bikeway Network, the City should also adhere to the Bike Friendly Streets recommendations in the Bike Plan, under the guiding principle that *Every Toronto Street is a Cycling Street*.

Bikeway Network

Halfway through the Bike Plan's 10-year implementation, only 148 km of the planned 852 km of new bikeways have been added. This included only 34 km of new bike lanes and 12 km of new off-road paths; the rest were on-road signed routes.

- Capital Budget:
 - **Transportation Services:** Cycling infrastructure funding has not kept pace with Bike Plan recommendations, accumulating a 5-year deficit of approximately \$12.5 million.
 - ⇒ This budget must be increased under the following schedule: 2008 - \$6.2 million; 2009 - \$7.8 million; 2010 - \$9.2 million; 2011 - \$9.9 million; 2012 - \$10.1 million.
 - **Parks, Forestry and Recreation:**
 - State of Good Repair: The allocation for Trails and Pathways has been severely under-funded. In order to meet annual needs and to address the current backlog, in 2008:
 - ⇒ The overall budget needs to be increased by 30% from \$21.1 million to \$27.5 million; and
 - ⇒ Trails and pathways should get 25% of that budget or \$6.9 million.
 - Bikeway Network Expansion: This item has also been severely under-funded and many projects have not yet been identified by staff.
 - ⇒ This budget item needs an annual allocation of approximately \$800,000, and all projects must be identified for completion before 2012.
- Operating Budget: The Parks department currently has no staff dedicated to trails planning or development – a position which is critical to ensuring that the off-road portions of the bike network are completed.
 - ⇒ The 2008 Budget must ensure that Parks (1 new full-time position) and Transportation receive adequate staff resources to plan, consult, build and maintain Bikeway Network infrastructure projects.

Bicycle Parking

- ⇒ Bicycle parking for everyday use is the highest priority. The expansion of regular bicycle stands (currently post and ring) is important and affects all cyclists on an everyday-basis. The City must ensure that its standard design for bicycle stands is secure, and accelerate its program of installing them around the City.
- ⇒ The City should increase the number of bike lockers around the city, improve the convenience of using them, and work to include Toronto's first bike station in the redesign for Nathan Phillips Square or at TTC stations due for renovation (e.g., Union Station, Victoria Park).

Promotion, Safety and Education

- These programs have long been under-funded, with no Cycling Ambassador program in 2007.
- ⇒ The Planning Division must double the existing annual staff and program budget from approximately \$280,000 to \$560,000.

Cycling and Transit

- In order to encourage multi-modal trips, the TTC should:
 - ⇒ Accommodate bicycles on all TTC vehicles, either inside or on exterior racks.
 - ⇒ Have enhanced bike parking, including secure short-term options, as well as long-term options such as bike lockers or bike stations, at all its subway stations.