



- A Stroll in The Park
- Advocacy for Respect for Cyclists
- Bicycle Trade Association of Canada
- Bikechain
- The Bike Joint
- bikeToronto
- Bike Train
- Bikes Without Borders
- BikingToronto
- BIG (Bloor Improvement Group)
- Centre for City Ecology – Jane's Walk
- 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 the Don East
- Friends of Fort York
- Go for Green
- Grassroots Environmental Products
- Green Communities Canada
- GreenHere
- Harbord Village Residents' Association
- Hoof & Cycle Active Transport Workers Guild
- I Bike TO
- The Institute for Clinical Evaluative Sciences (ICES) BUG
- LEAF (Local Enhancement & Appreciation of Forests)
- Mountain Equipment Co-Op
- National Round Table on the Environment and the Economy
- Ontario College of Family Physicians
- Ontario Smart Growth Network
- Parkdale Community Legal Services BUG
- Pollution Probe
- PPS (Project for Public Spaces)
- The Running Room
- Sierra Club of Canada (Toronto Group)
- smartliving St. Lawrence
- South East Toronto BUG
- South Riverdale Community Health Centre
- St. Clair West BUG
- Streets Are For People!/P.S. Kensington
- Take the Tooker
- Toronto Bicycling Network
- Toronto Community Foundation
- Toronto Cyclists Union
- Toronto Environmental Alliance
- Toronto Green Community
- Toronto Public Space Committee
- Toronto Urban Renewal Network (TURN)
- Tour de Greenbelt
- TransActive Solutions

About TCAT:

The Toronto Coalition for Active Transportation (TCAT) was formed in 2006 to give a unified voice to the many groups working for a better cycling and pedestrian environment in Toronto.

Mission Statement:

The Toronto Coalition for Active Transportation (TCAT) works to create a better city for cycling and walking.

We do this by:

1. Conducting research, developing policy, and creating opportunities for knowledge sharing
2. Working with City staff and councillors and other governments and agencies
3. Identifying and communicating opportunities to influence government decision making

The TCAT Platform:

The City of Toronto Official Plan envisions a city where walking and cycling help to relieve congestion, improve air quality and encourage healthy living. Yet less than 2% of the City of Toronto transportation budget is dedicated to walking and cycling infrastructure. Toronto City Council needs to treat active transportation as a serious form of transportation that is just as important as cars, trucks and public transit.

The TCAT plan for active transportation emerged out of consultation with environmental, health and transportation groups from across Toronto in 2006. The result is a practical yet visionary plan for how Toronto City Council can make active transportation a central part of transportation planning.

TCAT's plan lays out concrete steps and recommendations in five key areas:

- Build
- Integrate
- Promote
- Protect
- Lead

Build (<http://torontocat.ca/main/platform/build>) better cycling infrastructure and increase the cycling budget to make up for lost time on the bike plan.

Active Transportation requires a continuous and safe network of bike lanes, sidewalks and trails that is well connected with other modes of transportation.

TCAT calls on the City of Toronto Council to:

1. Add 285 kilometers of bike lanes and paths to the Bikeway Network by 2010.
2. Create a plan for a coherent and safe pedestrian network as part of the Pedestrian Plan due in 2008. Build upon and integrate current pedestrian initiatives to:
 - 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.
3. Increase staff resources to plan, design and implement cycling and pedestrian infrastructure projects. Increase the number of staff working on planning designing and implementing cycling and pedestrian infrastructure.
 - 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.
4. Build links between cycling and transit and improve pedestrian access to transit stops and stations. Integrate cycling into the transit system by:
 - 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.
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.

Integrate (<http://torontocat.ca/main/platform/integrate>) cycling into City planning by ensuring that improvements to cycling infrastructure are integrated into the plans for ALL major road reconstruction and road resurfacing operations and ALL development plans.

Improvements to cycling and pedestrian infrastructure are taking too long because city procedures often miss opportunities to make things better. In addition they often get stalled because of lack of support from local councillors - as a result in 2005 only 1km of bike lane was actually built!

TCAT calls on the City of Toronto Council to:

6. Support and abide by a new 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.
7. Support the bike lane projects in their Ward
 - 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).
8. Include cycling and pedestrian infrastructure improvements in every road reconstruction or resurfacing. 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.
9. Improve road maintenance on high volume cycling and pedestrian corridors. Direct City Staff to identify high volume cycling and pedestrian corridors for prioritization in routine maintenance (e.g. snow clearing) and repair (e.g. road patches).

Promote (<http://torontocat.ca/main/platform/promote>) active transportation as a healthy, fun and convenient alternative to other modes.

The City does not provide enough resources and staffing to promote active transportation. For example, the annual cycling education, safety and promotion budget is only \$159,000!

TCAT calls on the City of Toronto Council to:

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.

- Walk and Bike to School program.
- Sidewalk cycling countermeasure program.
- School based active transportation education programs.
- Cycling Ambassadors.
- Bike User Group Program.

11. Partner with the federal government to support Active Transportation. 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.

12. Partner with community groups to promote Active Transportation. Set up an annual grant to fund Community group projects that promote Active Transportation.

Protect (<http://torontocat.ca/main/platform/protect>) vulnerable road users through better policy and design.

Many people do not cycle or walk because street design does not adequately protect vulnerable road users from motorized vehicles.

TCAT calls on the City of Toronto Council to:

13. The City of Toronto should implement all recommendations from the Coroner's report that fall under the city's jurisdiction.

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.

15. Start using innovative bicycle and pedestrian pavement markings and signals.

- 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.

16. Improve education and enforcement of all laws/bylaws regarding pedestrian and cyclist safety or convenience, including:

- vehicular parking in bike lanes
- bylaws regarding obstruction of sidewalks
- highway traffic act laws; including vehicles respecting crosswalks

17. Implement measures to make roads safer and prevent sidewalk cycling.

18. Create a Toronto Police Services Bike Theft Task Force to reduce the problem of bike theft.

Lead (<http://torontocat.ca/main/platform/lead>) in innovation to support active transportation.

Toronto can and should be a leader in finding innovative ways to change North American cities into cycling-supportive and walkable cities.

19. Create "Clean Air Corridors" during smog days. 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.

20. Commit to making the pedestrian plan an ambitious, groundbreaking and detailed blueprint for a walkable city by:

- 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.

21. Integrate Active Transportation into the City of Toronto's Programs and services by:

- 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.

22. Finish the cycling corridors called for in 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:

- 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

23. Make it easier to create temporary and permanent pedestrian-only zones.