



## Benchmarking Toronto's Bicycle Environment: Comparing Toronto to other World Cities

On the eve of Bike Summit 2008 – a one-day conference aimed at sharing international and Canadian best practices and perspectives on putting bicycle policy into action – the Toronto Coalition for Active Transportation releases this interim report card on cycling investment in Toronto. With broad plans announced by the City of Toronto to ramp up investment in cycling and other sustainable modes of transportation, it's a good time to take stock of where Toronto is right now, and how it compares to other cities around the world. Many of these cities compete directly with Toronto for business activity, tourism, and attracting a myriad of other economic and social capital. Being a leader in environmental initiatives, fighting climate change, and fostering a healthier society are also important, and Toronto can do a lot by further investing in its bicycle environment.

### ***On-Street Bike Facilities<sup>1</sup>***

(dedicated or shared km)

|               |      |
|---------------|------|
| Berlin        | 1040 |
| London        | 551  |
| New York City | 476  |
| Amsterdam     | 400  |
| Portland      | 321  |
| Copenhagen    | 300  |
| Toronto       | 214  |
| Chicago       | 193  |
| Montreal      | 180  |
| Seattle       | 114  |
| Vancouver     | 106  |

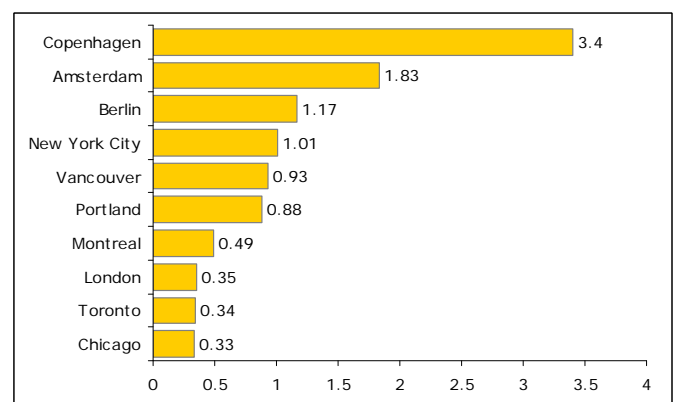
Toronto is doing well compared to its Canadian counterparts when it comes to on-street bike facilities. However, only 76 km of the total 214 km are dedicated on-street bicycle lanes. People want bike lanes that

clearly show drivers the space that is reserved for them so that they feel safer, and will consider riding their bikes more often. In comparison to other world-class cities, like New York or London, Toronto has a long way to go. Berlin leaves all other cities in its dust.



### ***Density of On-Street Bike Facilities<sup>1</sup>***

(km of on-street bike facilities – dedicated or shared – per km<sup>2</sup>)



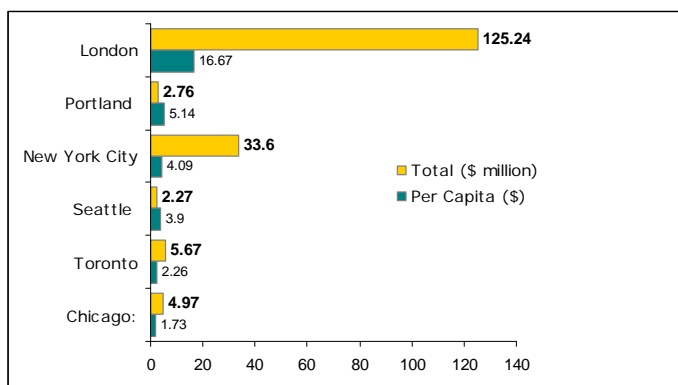
When we compare the supply of on-street bike facilities to the total amount of land available in Toronto, we see that very little land is devoted to bike infrastructure – just 0.3 km per km<sup>2</sup>. In comparison, we see as much as 3.4 km in Copenhagen, and about 1.0 km in New York City.



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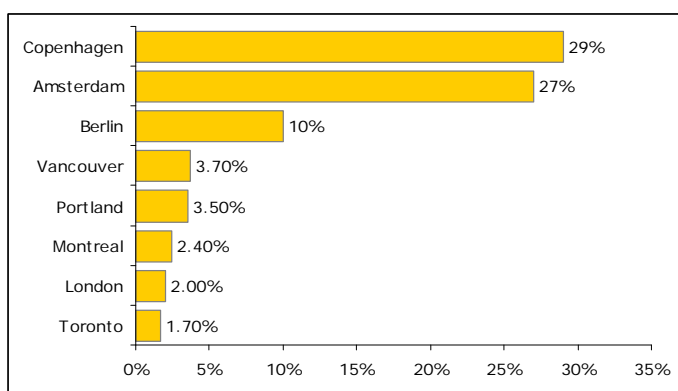
### Annual Municipal Cycling & Pedestrian Budget<sup>2</sup>

(most recent year reported)



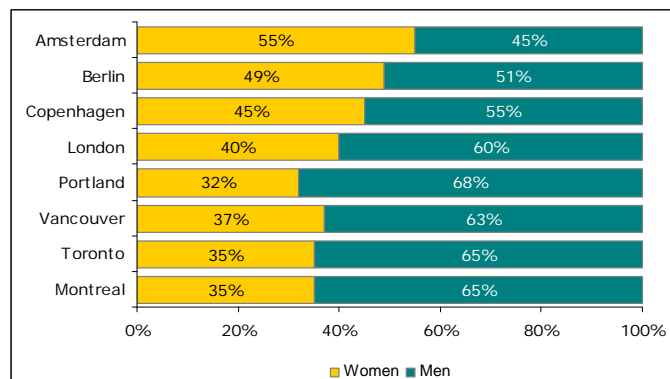
Toronto almost doubled its budget for cycling in 2008 to just under \$6 million. However, per capita spending is low compared to other cities at just over \$2.25 per capita.

### Cycling Mode Share<sup>3</sup> (for work trips)



Across the entire City of Toronto, very few commuters use their bike to get to work; though the number is higher in the more central part of the city (around 4%). The current North American target appears to be 5%, while in Europe, Copenhagen and Amsterdam show that it's not impossible to experience one-third of trips by bike.

### Percentage of Bike Trips by Gender<sup>4</sup>



In Europe, women contribute to a larger proportion of overall bicycle trips. In Toronto, only one-third of bicycle trips are made by women.

### General Comparison

| City          | Population | Area (km <sup>2</sup> ) | Population Density (pop./km <sup>2</sup> ) |
|---------------|------------|-------------------------|--|
| New York City | 8,214,426  | 786                     | 10,456                                     |
| London        | 7,512,400  | 1577                    | 4,764                                      |
| Berlin        | 3,405,000  | 892                     | 3,817                                      |
| Chicago       | 2,873,321  | 588                     | 4,884                                      |
| Toronto       | 2,503,281  | 630                     | 3,973                                      |
| Montreal      | 1,620,693  | 365                     | 4,439                                      |
| Amsterdam     | 742,884    | 219                     | 3,392                                      |
| Vancouver     | 587,891    | 115                     | 5,127                                      |
| Seattle       | 582,174    | 369                     | 1,577                                      |
| Portland      | 537,081    | 377                     | 1,427                                      |
| Copenhagen    | 503,699    | 88                      | 5,708                                      |

<sup>1</sup> Sources cited: City of Toronto; CBC News; City of Vancouver; City of Chicago DOT; New York City Department of City Planning; Seattle DOT; City of Amsterdam; City of Portland, Office of Transportation; *Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany*, Pucher & Buehler (2008); London Cycle Network.

<sup>2</sup> Sources cited: City of Toronto; Velo Quebec; Transport for London Annual Report (2007); *Bicycling & Walking in the U.S.*, Thunderhead Alliance (2007).

<sup>3</sup> Sources cited: Statistics Canada 2006 Census; *Making Cycling Irresistible: Lessons from the Netherlands, Denmark, and Germany*, Pucher & Buehler (2008); *Bicycling & Walking in the U.S.*, Thunderhead Alliance (2007).

<sup>4</sup> Ibid + *London Travel Report*, Transport for London (2007).