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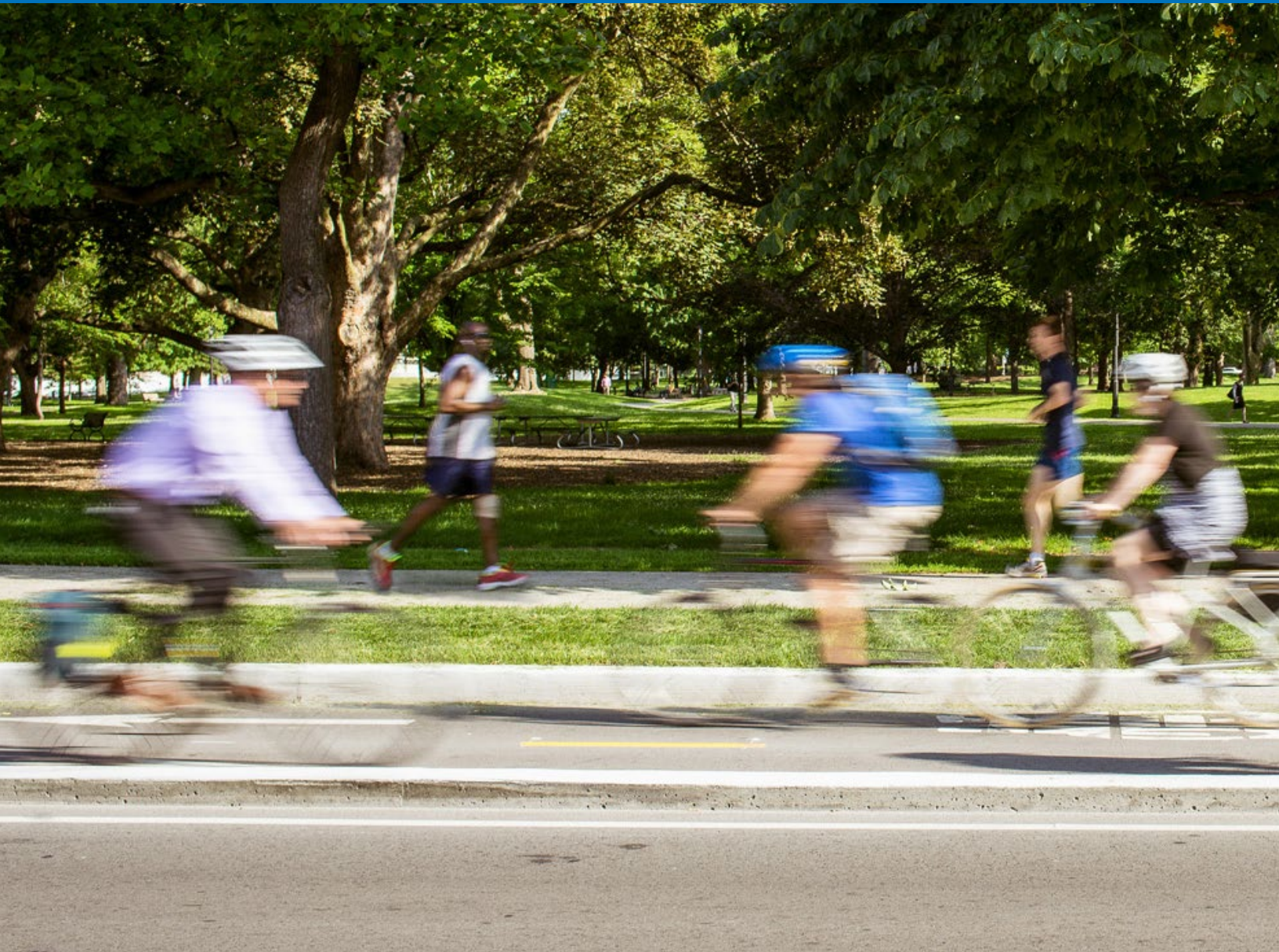
Green
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Papers

EXECUTIVE SUMMARY

Building a 21st Century Cycling City:

Strategies for Action in Toronto

—
by Trudy Ledsham and Dr. Beth Savan



**Half the trips
taken in the city
are short enough
to be comfortably
and quickly
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by bike.**



SUMMARY

Urban mobility is a critical issue in cities around the world. Travel times and congestion have led to citizen discontent. In Toronto, the current population and methods of transport have resulted in streets being clogged with automobiles and our transit system being overcrowded. With the city's population expected to grow significantly over the next couple of decades, we will only be able to efficiently move a larger population by using less space, per person, on our roads. The situation is urgent and demands a new approach to urban mobility.

There is one approach that can, with political will, be implemented fairly quickly and inexpensively. Given that **half the trips taken in the city are short enough to be comfortably and quickly accomplished by bike,¹ we can liberate significant road space if a greater portion of people travel by bicycle for some or all of their trips.** Bicycling is the most energy efficient transportation choice. It allows people to easily access services and activities in an area **more than ten times greater than by walking,² and at least as quickly as by car or transit for distances of 5 km or less** in many urban areas.³

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- 1 Toronto Public Health. (2012a). Road to Health: Improving Walking and Cycling. Retrieved September 3, 2015 from <http://www.toronto.ca/legdocs/mmis/2012/hl/bgrd/backgroundfile-46520.pdf>.
 - 2 Woodcock, J. Banister, D. Edwards, P. Prentice, A. & Roberts, I. (2007). Energy and transport. *The Lancet*, 370 (9592) 1078-88.
 - 3 Dekoster J, & Schollaert, U. (1999). Cycling: the way ahead for towns and cities. Belgium: European Communities. Retrieved November 13, 2015 from http://ec.europa.eu/environment/archives/cycling/cycling_en.pdf; Toronto Public Health, 2012a.

This report identifies issues and incorporates relevant best practices from other locales into recommendations to **increase bicycling for transportation** in Toronto over the next five years. Our recommendations were developed through a three-stage process of consultation and research. We propose **tangible, achievable, and results-oriented ideas** and consider co-beneficial outcomes such as a healthy environment, cost savings, improved human health, equity, vibrant commercial districts, reduced congestion, and increased resiliency.

Cycling for transportation is always best facilitated through a combination of policy, infrastructure and programming, and a vision of a prosperous, healthy city. Our key proposals include: an integrated master transportation plan for the city with a clear vision of sustainable mobility and measurable mode share and safety goals; mode share goals for the province and country; a connected network of cycling infrastructure, policy, and programming investments; providing not-for-profit bike repair hubs in under-served areas of the city; provision of free bikes or bike share memberships to low-income individuals; implementing marketing and cycling uptake programs to promote benefits and combat fears associated with cycling; and many other practical, yet transformative recommendations.



**Between 2006–2011,
daily cycling trips
in Toronto increased
by 75%.**



RECOMMENDATIONS

| Policy and infrastructure | |
|---|--|
| MAJOR RECOMMENDATION | SUB RECOMMENDATIONS |
| <p>1 Implement a visionary transportation plan</p> | <ul style="list-style-type: none"> A. Create a concrete and visionary sustainable transportation plan B. Adopt mode share targets C. Adopt Vision Zero D. Integrate transportation plan with land use plans E. Provincial Policy Statement should require complete streets approach F. Outreach to business and residential communities |
| <p>2 Invest in Class I and II cycling infrastructure</p> <p>Class I bike paths are physically separated from motor vehicle and pedestrian traffic.</p> <p>Class II on-street bike lanes are defined by a painted stripe.</p> | <ul style="list-style-type: none"> A. Invest in Class I and II cycling infrastructure and align transportation infrastructure investment with latent demand, mode share, and safety goals B. Establish safe and consistent connectivity between the extensive system of off-road trails and the on-road system C. Multi-unit housing focus—develop program to help landlords increase bicycle parking D. Multi-unit housing focus—develop program to help landlords increase bicycle parking E. Increase provincial investment in cycling infrastructure using funds proportionally from recently introduced Cap & Trade System F. Federal Investment—ensure gas tax funds are used for sustainable transportation infrastructure especially active transportation |
| <p>3 Develop linked monitoring framework</p> | <ul style="list-style-type: none"> A. Link all transportation infrastructure investments in Toronto to enhance decision-making, monitoring, and evaluation B. Improve data collection by federal and provincial governments |

| MAJOR RECOMMENDATION | SUB RECOMMENDATIONS |
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| <p>4 Protect vulnerable road users</p> | <ul style="list-style-type: none"> A. Introduce Vulnerable Road Users' Legislation and adopt Vision Zero B. Adopt speed reduction measures including lower speed limits, rigorous speed limit enforcement, and road diets C. Include specific targets in Canada's Road Safety Strategy to reduce morbidity and mortality among vulnerable road users and also adopt Vision Zero D. Adopt Ontario Traffic Manual Book 18: Cycling Facilities guidelines E. Prioritize arterials and intersections for cycling infrastructure F. Price car parking appropriately to meet safety and mode share goals |
| <p>5 Integrate transit and cycling</p> | <ul style="list-style-type: none"> A. Transit stations should be treated as mobility hubs with cycling lanes and cycling friendly intersection protocols radiating into 5 km catchment areas B. Develop multi-agency task force (City, Metrolinx, TTC, Bike Share/Toronto Parking Authority) C. Metrolinx should link their investments to their active transportation mode share goals |
| <p>6 Prioritize outer ward investment</p> | <p>Strategically invest in cycling in the outer wards building support for change through programming, infrastructure, and policy</p> |
| <p>7 Implement on-route cycling wayfinding</p> | <p>Fast-track implementation of the planned Toronto 360° Wayfinding Strategy for cyclists ensuring that signage can be read by cyclists without dismounting</p> |
| <p>8 Prioritize bicycle parking strategy</p> | <p>Prioritize development and implementation of the new bicycle parking strategy</p> |

| MAJOR RECOMMENDATION | SUB RECOMMENDATIONS |
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| 9 Improve winter maintenance | Offer winter maintenance of the entire network of on-street bike lanes and off-street bike boulevards as a basic service |



| Behavioural factors | |
|---|---|
| MAJOR RECOMMENDATION | SUB RECOMMENDATIONS |
| 1 Promote multi-modality and bicycling | <ul style="list-style-type: none"> A. Create a high profile bicycle marketing program B. Create conspicuous role models through expansion of Toronto Police Service and Emergency Management Services bicycle fleets and use their expertise to develop agency fleets for other services C. Establish bike corrals at all city events |
| 2 Promote net health and benefits | <ul style="list-style-type: none"> A. Through a partnership between Transportation and Public Health broadly recognize the co-benefits of bicycling especially as they relate to health B. Publicize investments made to improve unsafe spaces and protect vulnerable road users |
| 3 Increase bicycling programming | <ul style="list-style-type: none"> A. Invest in community-based bicycle programmings B. Expand Open Streets and Ciclovias C. Expand Bike to Work Day D. Invest in school-based bicycle programming for all students E. Create and fund development of a bicycle club framework for high schools F. Add bicycle mechanic courses to specialist High Skills Major transportation programs in secondary schools G. Fund bicycle training & support hubs |



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| Cycling economy | |
|--|---|
| MAJOR RECOMMENDATION | SUB RECOMMENDATIONS |
| 1 Promote the economic benefits of cycling | <ul style="list-style-type: none"> A. Develop a broad-based understanding of the economic benefits of cycling for business and city residents B. Create a business based advocacy group for businesses interested in reliable, safe and healthy transportation for their employees and customers C. Target neighbourhoods due for road reconstruction with a coordinated education campaign regarding the positive economic impacts of bicycling D. Monitor and measure the economic benefits of cycling by studying areas with planned interventions to increase bicycling |
| 2 Research and pilot cargo bikes for last mile small parcel delivery | <ul style="list-style-type: none"> A. Develop a program to research regulatory barriers and changes needed for major carriers to pilot widespread small package delivery by cargo bike in order to improve economic efficiency, traffic congestion and air quality in the core B. Include cargo bikes in the Green Commercial Vehicle Program in the Climate Change Action Plan |
| 3 Provide cycle service & repair facilities in low-cycling neighbourhoods | <ul style="list-style-type: none"> A. Create city-wide access to bicycling service and repair by seeding not-for-profit bike hubs in underserved areas to support the cycling public in the absence of for-profit commercial facilities B. Engage the Province's Community Hub initiative to incorporate cycling hubs and facilities C. Create universal access to bicycles by spreading a variety of short and long term bike share/ bike library programs and providing subsidized access to high needs populations |



Download the full paper:
metcalffoundation.com/building-a-cycling-city

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