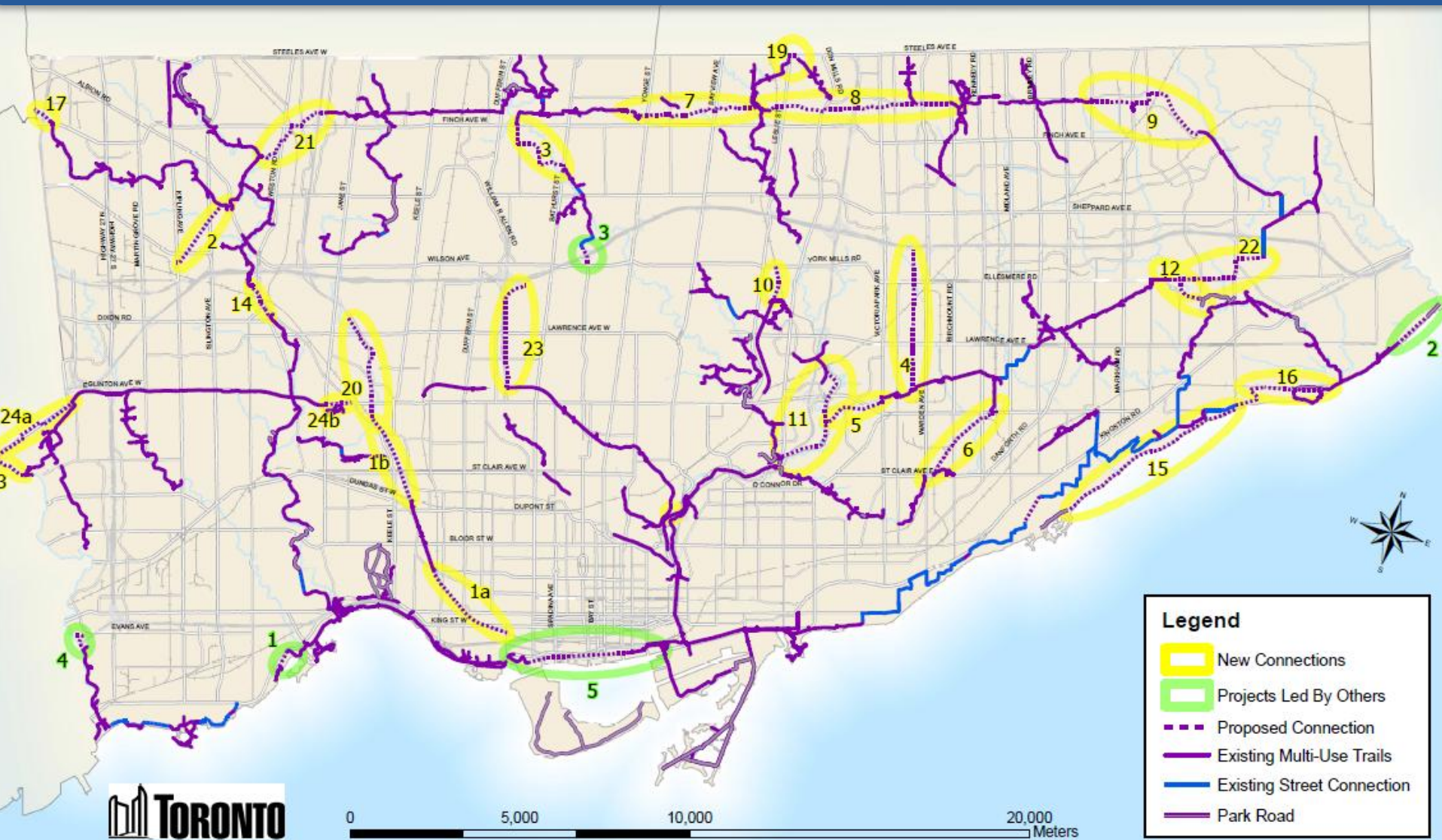


# Trails Plan





# Larger Menu of Cycling Network Designs



# Context Sensitive Cycling Facilities

## Desirable Cycling Facility Pre-selection Nomograph

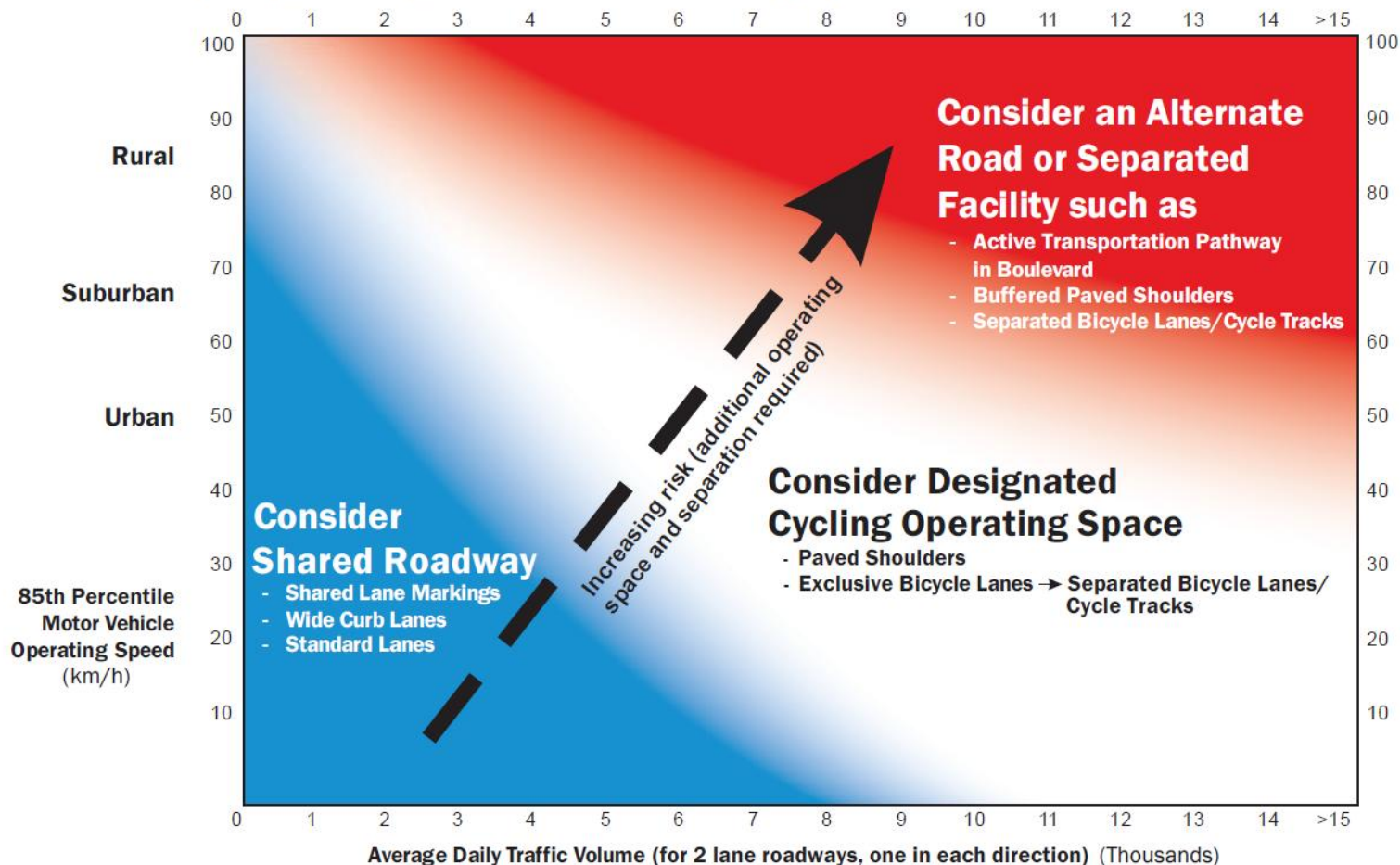
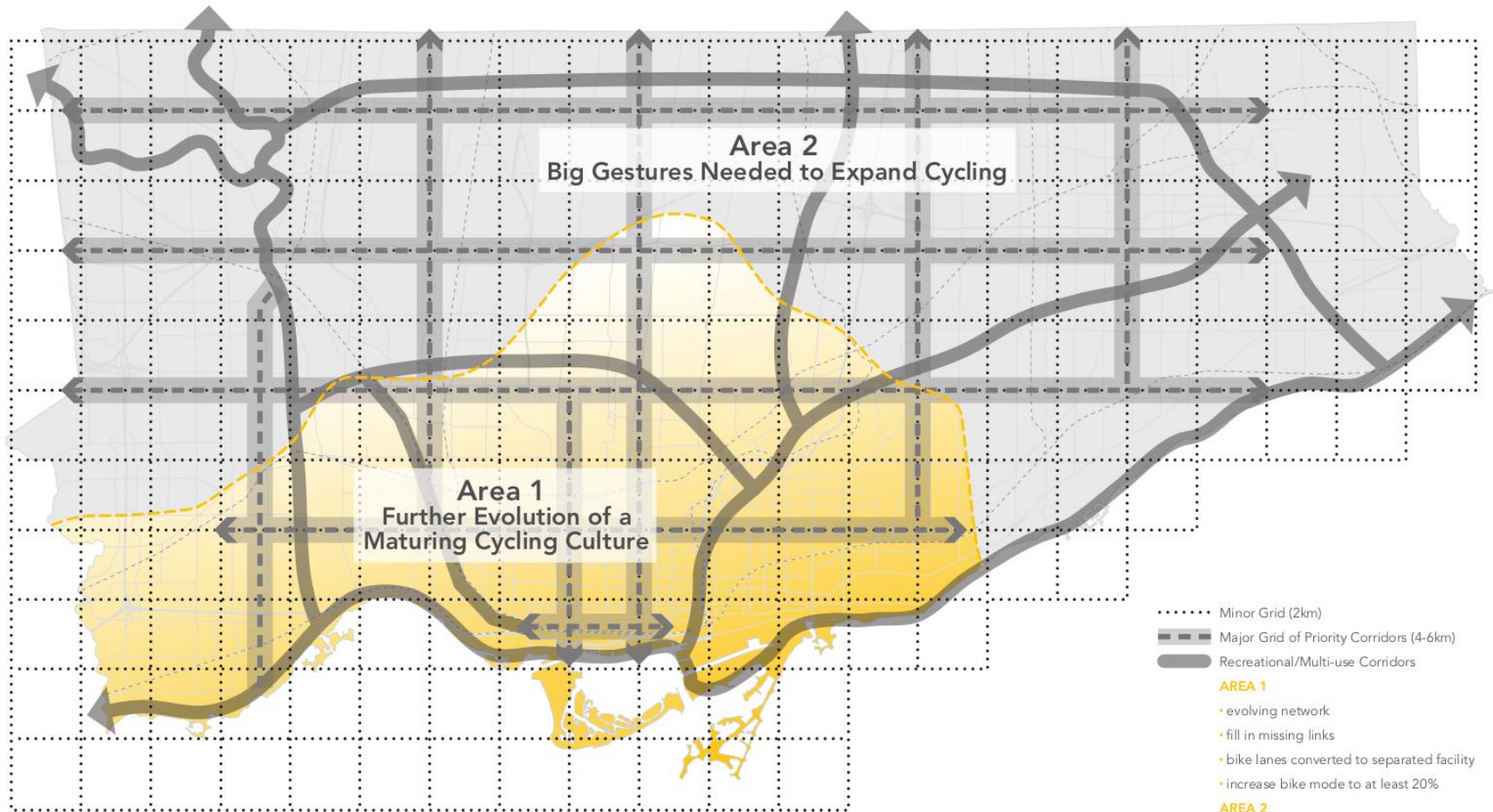


Figure 3.3 – Desirable Bicycle Facility Pre-Selection Nomograph



# Toronto Official Plan



# Cycling Network Plan Objectives

## **Connect – Grow – Renew:**

**Building Toronto's cycling network over the next 10 years.**

**Connect** the gaps in our existing Cycling Network;

**Grow** the Cycling Network into new parts of the City; and

**Renew** the existing Cycling Network routes, where there are opportunities to improve their quality.

# Consultation Overview

## Public Consultation

### Cycle Toronto Workshops

November 2014  
and July 2015

Cycling App

May-June 2015  
Values Survey

June-July 2015  
Online Draft map  
(MetroQuest)

July-August 2015  
Rides, Drop in  
Meetings

## Internal Consultation

January 2015  
Workshop with  
Transportation and  
Planning District  
Staff

March 2015  
Workshop follow up  
meetings with  
Transportation and  
Planning District  
Staff

June 15  
All Councillor  
Draft Map  
Review and  
Project Briefing

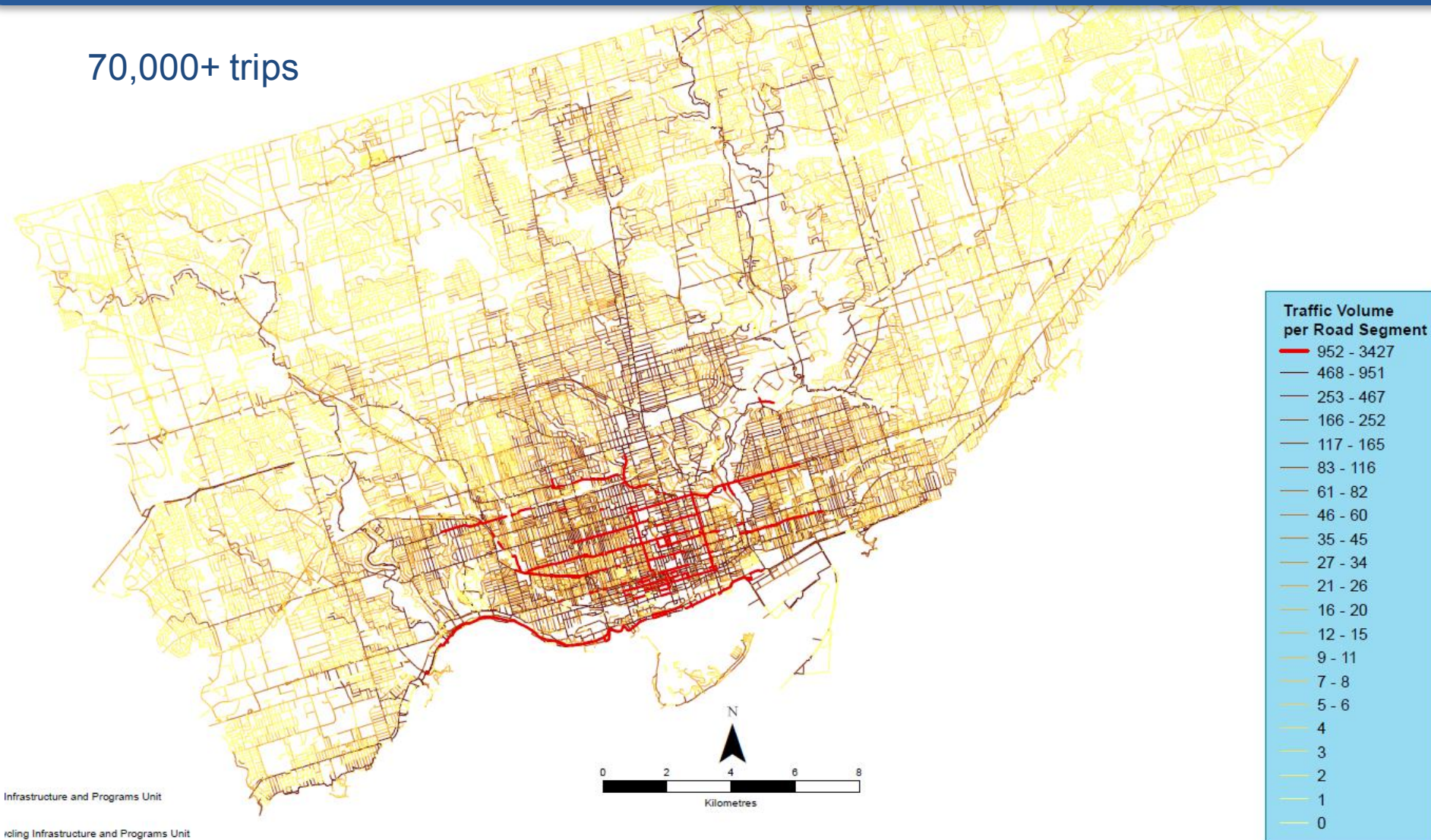
July 2015  
Engage TTC, Fire, EMS  
Parking, neighbour  
municipalities to  
comment on draft map

Report  
to  
PWIC

Report  
to  
Council

# Cycling App City-Wide

70,000+ trips



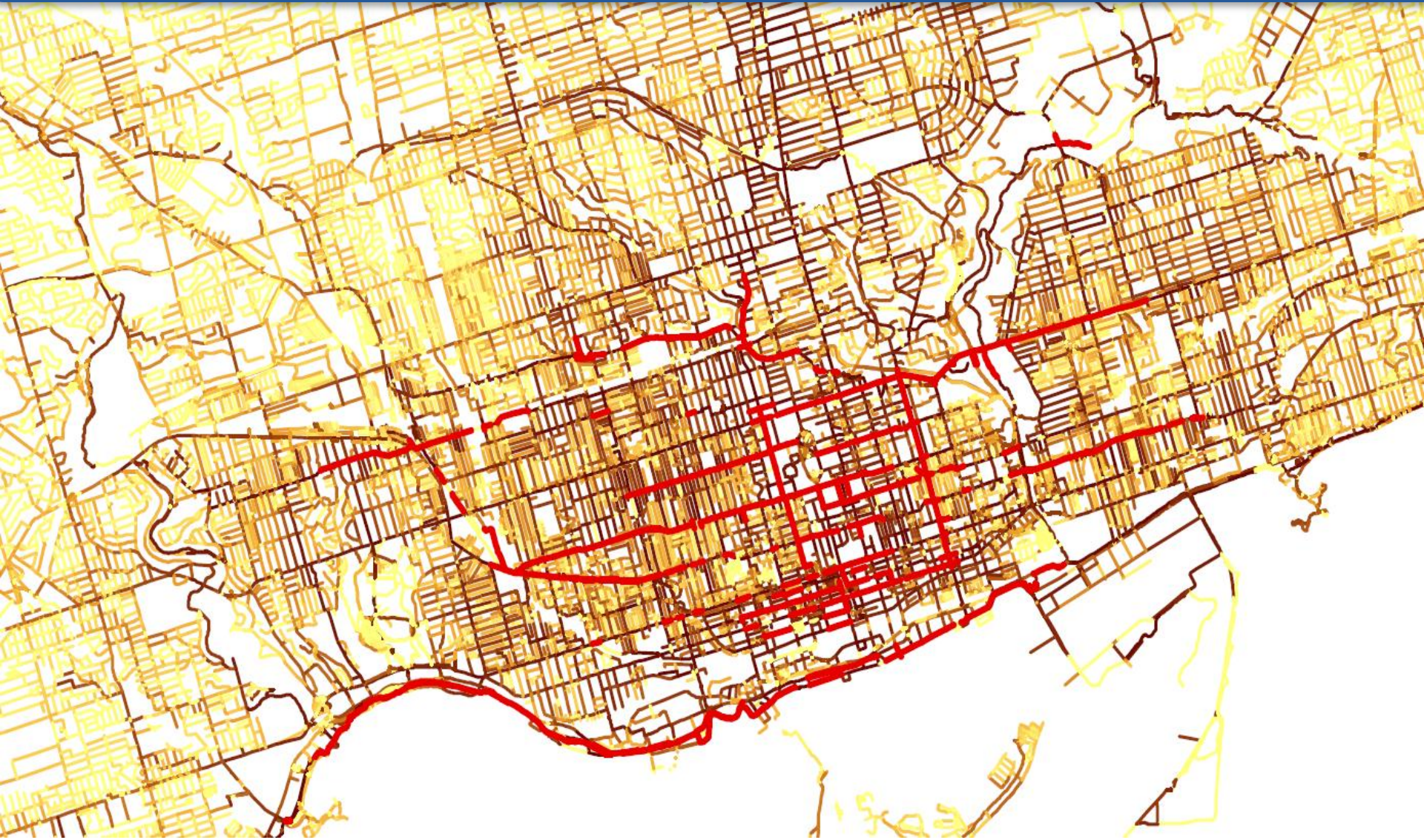


# Cycling App

- Cyclists want direct routes, and this in many cases means routes on arterials, whether they have a bike lane on them or not.
- Cyclists using existing Cycling Network Routes
  - All dedicated facilities show higher than average volumes for road class.
  - More trips logged on signed routes than local/collector streets which are not signed as part of the network.
- Top performing trails city-wide include Waterfront trail Finch Hydro Corridor and Eglinton West Trail. In Scarborough, Etobicoke and North York, Trails may be as popular as on street routes.



# Cycling App Downtown



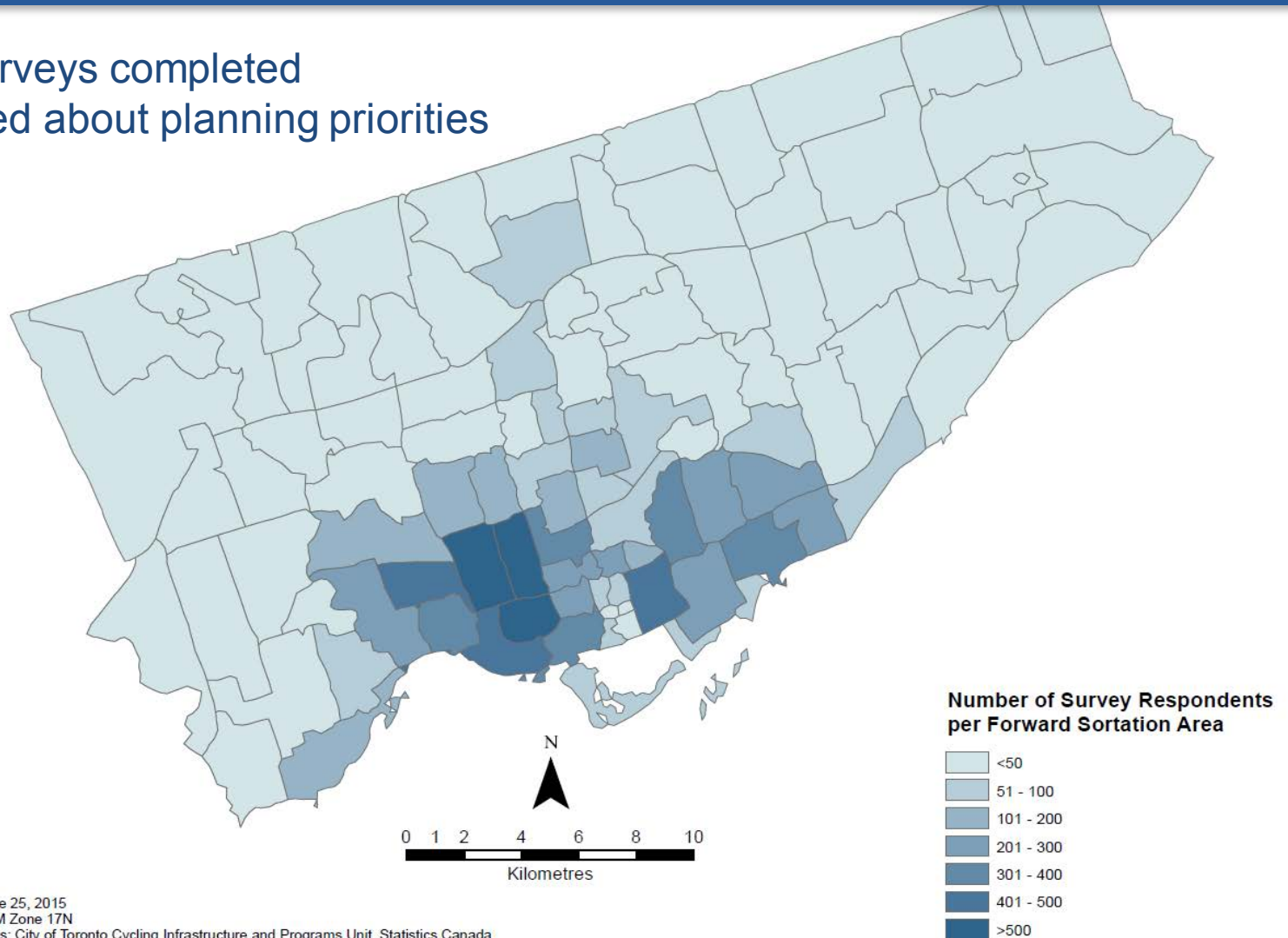
# Cycling App

- West-end Streetcar streets such as College and Dundas need a cycling connection. Since on-street connection will not be possible in the near future, this creates a strong argument for the **funding of the West Toronto Railpath, and the installation of bike lanes on Bloor**. Both these projects have been identified as priorities in the Cycling Network Plan.
- App data reinforces the need to provide good crossings for cyclists where there are barriers (ie tunnels/bridges at rail corridors). For example, the King St. West, Dundas West, Annette-Dupont and Davenport/Poplar Plains Tunnels
- Similarly, the Prince Edward Viaduct, Millwood, Gerrard, Dundas and Lake Shore bridges crossing the Don all had higher than average trips logged for their area. These locations act as pinch points for all vehicles, including people who are cycling.



# Public Consultation Phase 1

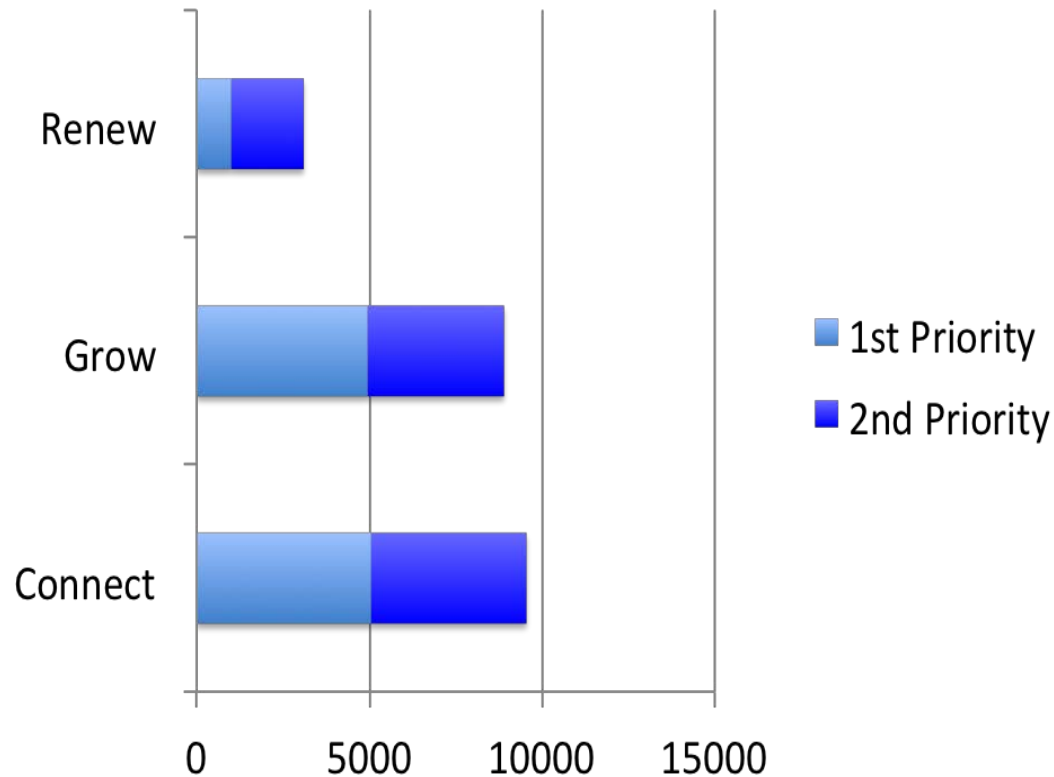
- 12,210+ surveys completed
- Survey asked about planning priorities



Created June 25, 2015  
WGS84 UTM Zone 17N  
Data Sources: City of Toronto Cycling Infrastructure and Programs Unit, Statistics Canada

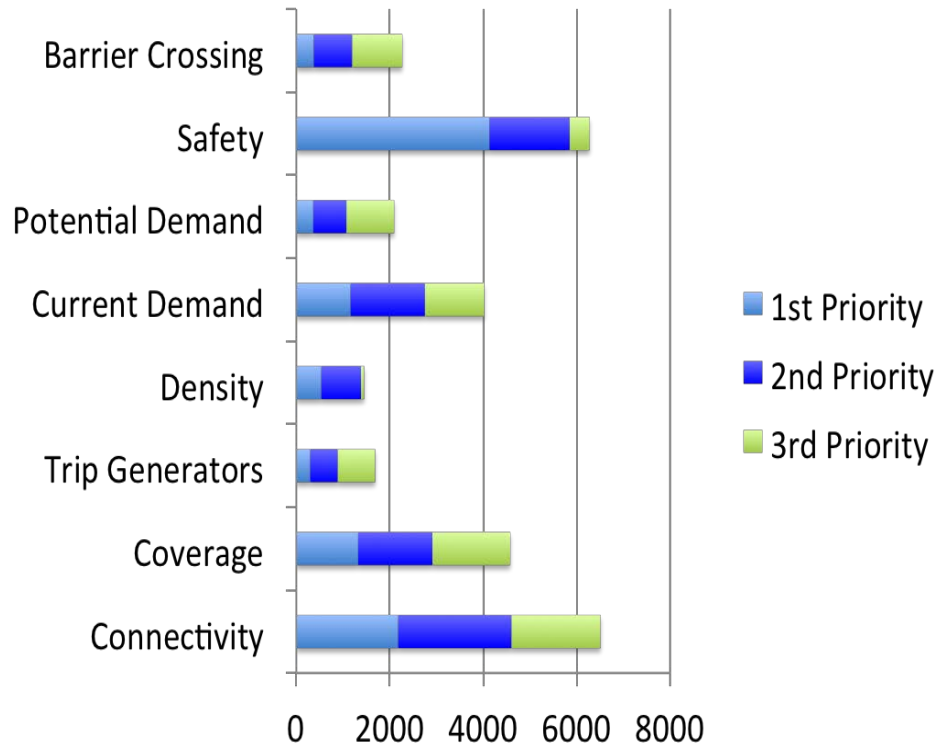


# Priorities



- Connect and grow the network first, upgrading existing facilities is secondary
- Focus on commuter routes (rather than recreational)

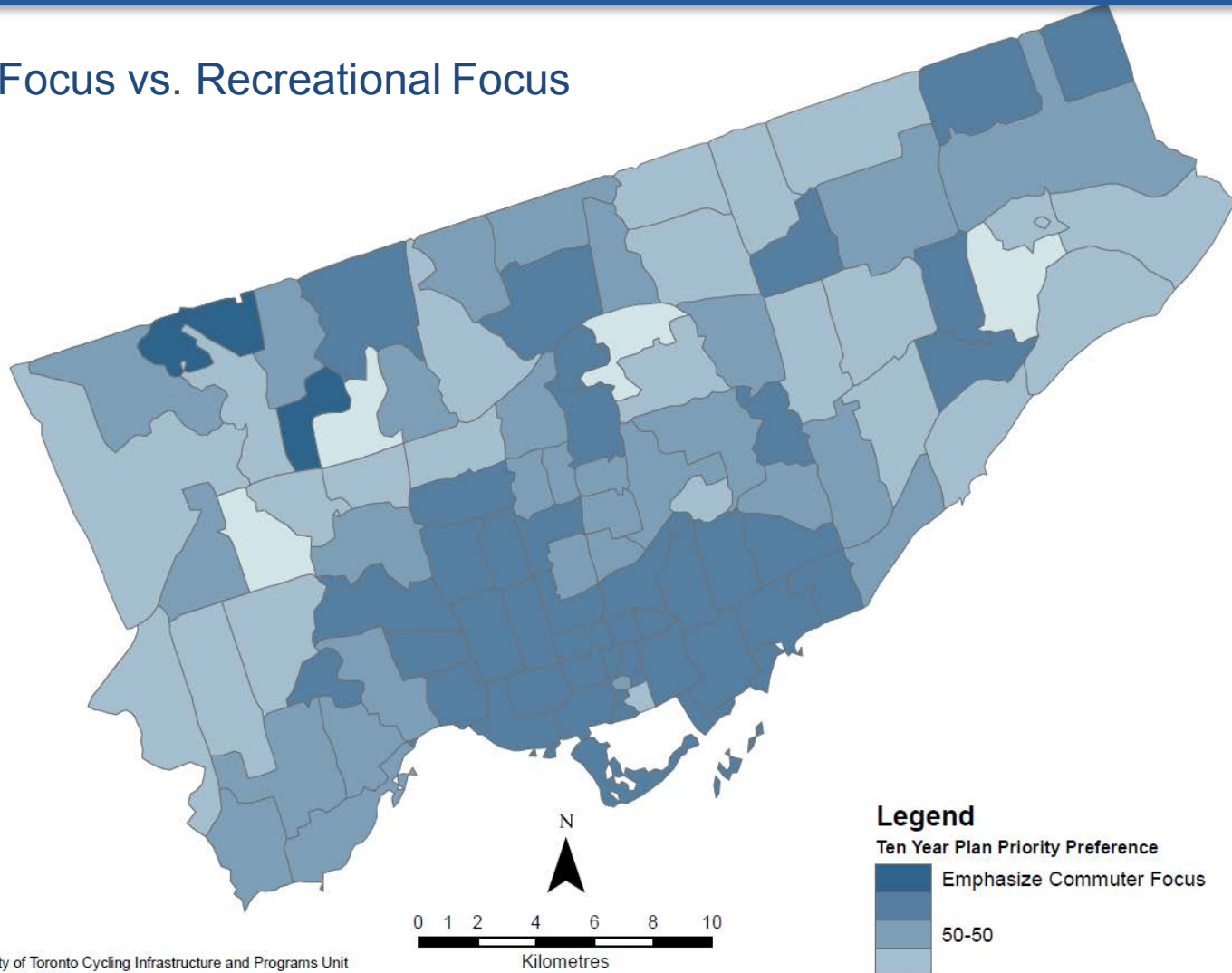
# Priorities



- Improving cyclist safety should be the number one objective, followed by connectivity.
- Cycle tracks (protected bike lanes) are the preferred network route type, followed by painted bike lanes
- Prioritize building cycling network routes where there is existing demand, while balancing future cycling growth outside of the downtown

# Priorities Survey

## Commuter Focus vs. Recreational Focus

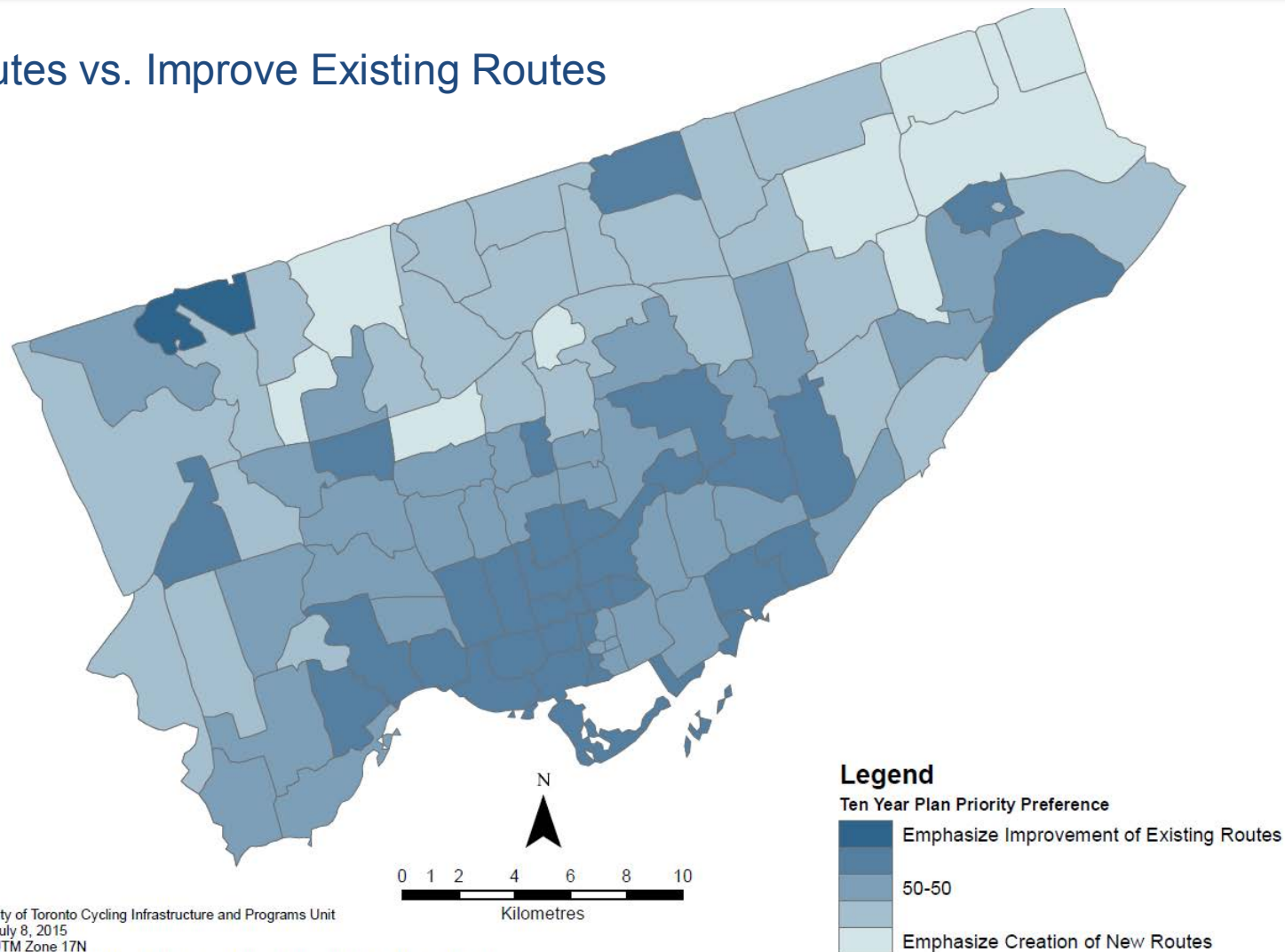


Author: City of Toronto Cycling Infrastructure and Programs Unit  
Created July 8, 2015  
WGS84 UTM Zone 17N  
Data Sources: City of Toronto Cycling Infrastructure and Programs Unit, Statistics Canada



# Priorities Survey

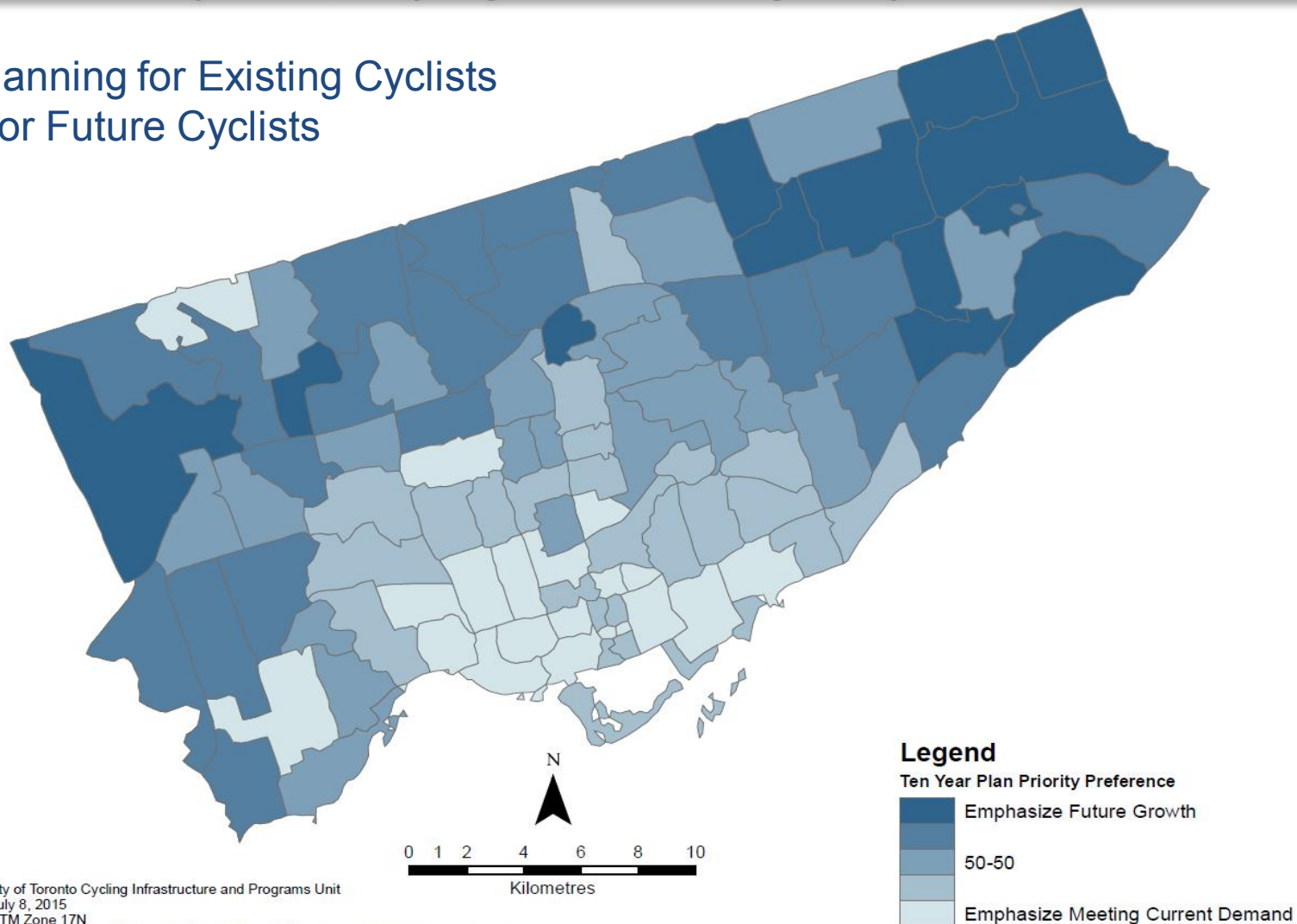
## Build New Routes vs. Improve Existing Routes



Author: City of Toronto Cycling Infrastructure and Programs Unit  
Created July 8, 2015  
WGS84 UTM Zone 17N  
Data Sources: City of Toronto Cycling Infrastructure and Programs Unit, Statistics Canada

# Priorities Survey

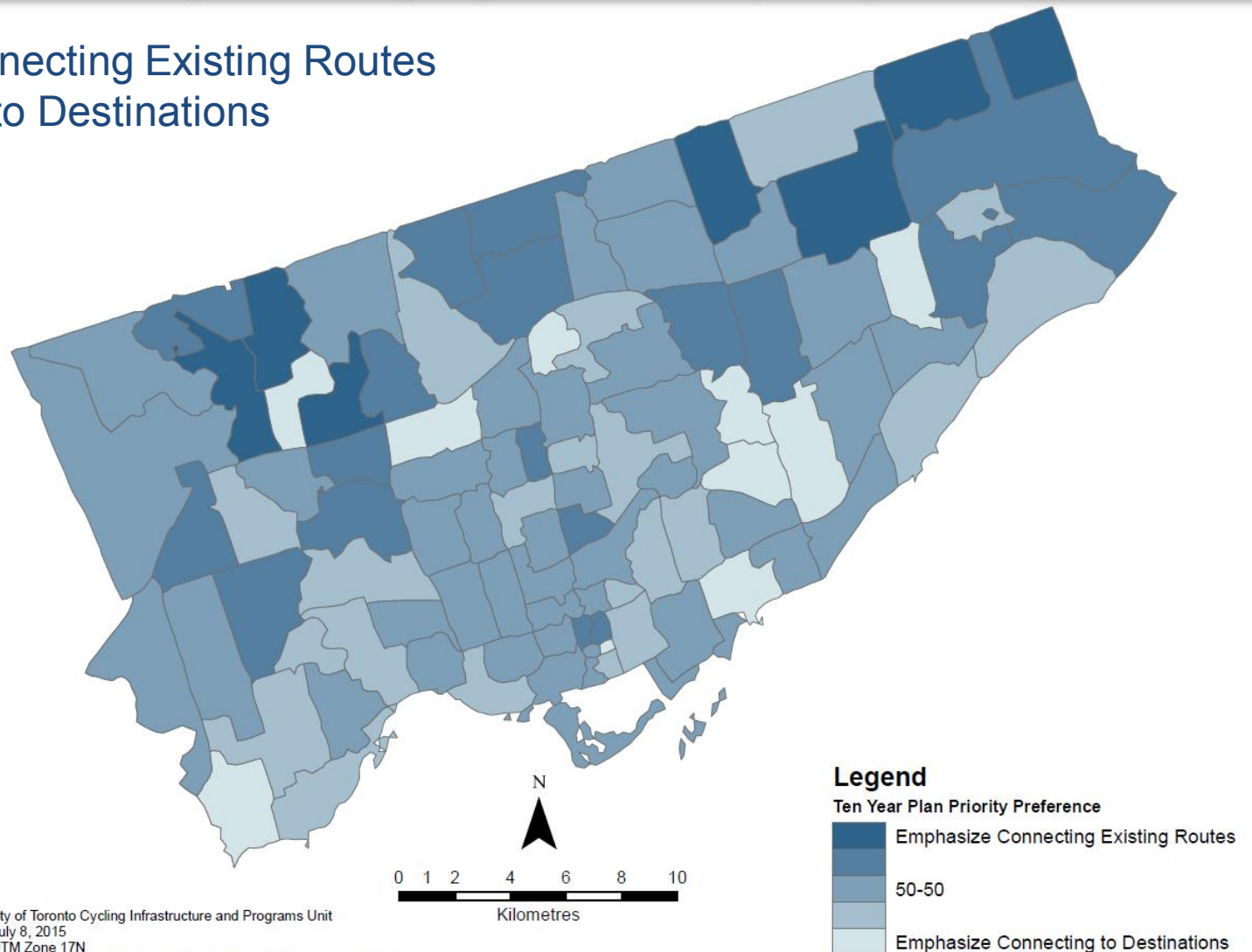
Emphasize Planning for Existing Cyclists  
vs. Planning for Future Cyclists



Author: City of Toronto Cycling Infrastructure and Programs Unit  
Created July 8, 2015  
WGS84 UTM Zone 17N  
Data Sources: City of Toronto Cycling Infrastructure and Programs Unit, Statistics Canada

# Priorities Survey

Emphasize Connecting Existing Routes  
vs. Connecting to Destinations



Author: City of Toronto Cycling Infrastructure and Programs Unit  
Created July 8, 2015  
WGS84 UTM Zone 17N  
Data Sources: City of Toronto Cycling Infrastructure and Programs Unit, Statistics Canada



# Draft Map

## **Preliminary analysis and Consultation has identified 95 Candidate Projects - 436 km**

- Major Corridor Studies – 87 km (56%) (Cycle TO: 57%)
- Fast Busy Streets – 160 km
- Quiet Streets – 189 km (43%) (Cycle TO: 40%)

## **Candidate Project Distribution**

- 42 projects in Core Network area (44%)
- 53 projects in City-wide Network area (55%)

# Phase 2 - Draft Map Online Consultation

INTRODUCTION

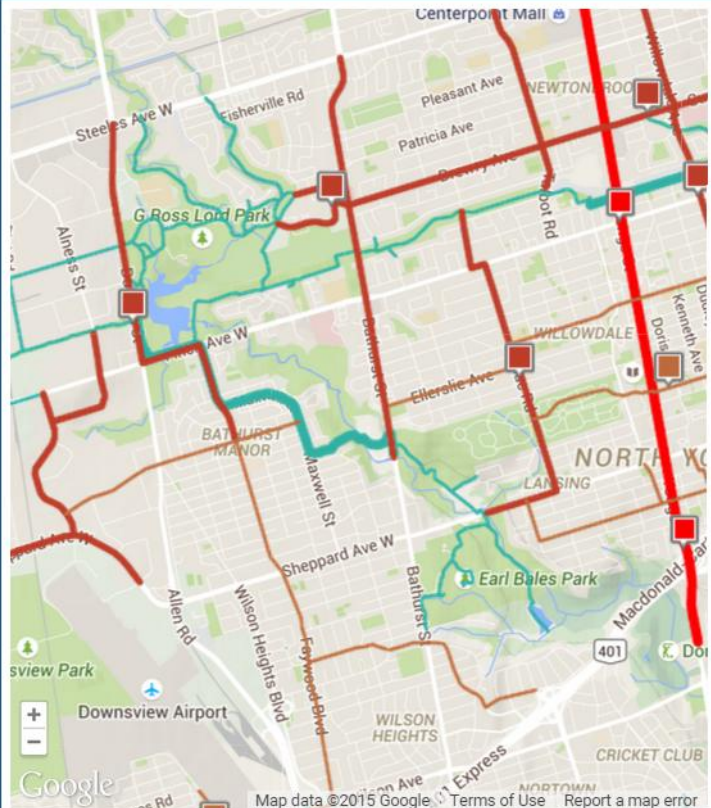
2 Identifying Priorities

Instructions

3 CITY-CORE MAP

4 PREFERENCES

5 STAY INVOLVED



Choose your task:

Choose priority projects

Upgrade existing bikeways

Propose new bikeways

Each project has a marker.

Click the marker to view details about the project, and choose it as a priority.

You can also identify projects which you do not support.

0 / 10 Projects Prioritized

Legend

Zoom to...

Next

# Metro Quest Feedback

3,000+ Respondents have provided 19,207+ data points for analysis





# Studying Toronto

**Candidate projects being mapped in GIS for analysis against several variables, including:**

- Population/employment density – cycling growth potential
- Non-cycling trips <5 km – potential shift to cycling trips
- Current cycling demand – improving safety/connectivity
- Physical barriers – removing barriers to cycling
- Key transit hubs – potential multi-modal trips
- Planned road and bridge work – cost-effective opportunity for change
- O.P land-use designations – serving employment lands & future growth

# Reporting on Network Recommendations



- Metro Quest Draft Map released Mid Summer 2015
- Report to PWIC, then Council