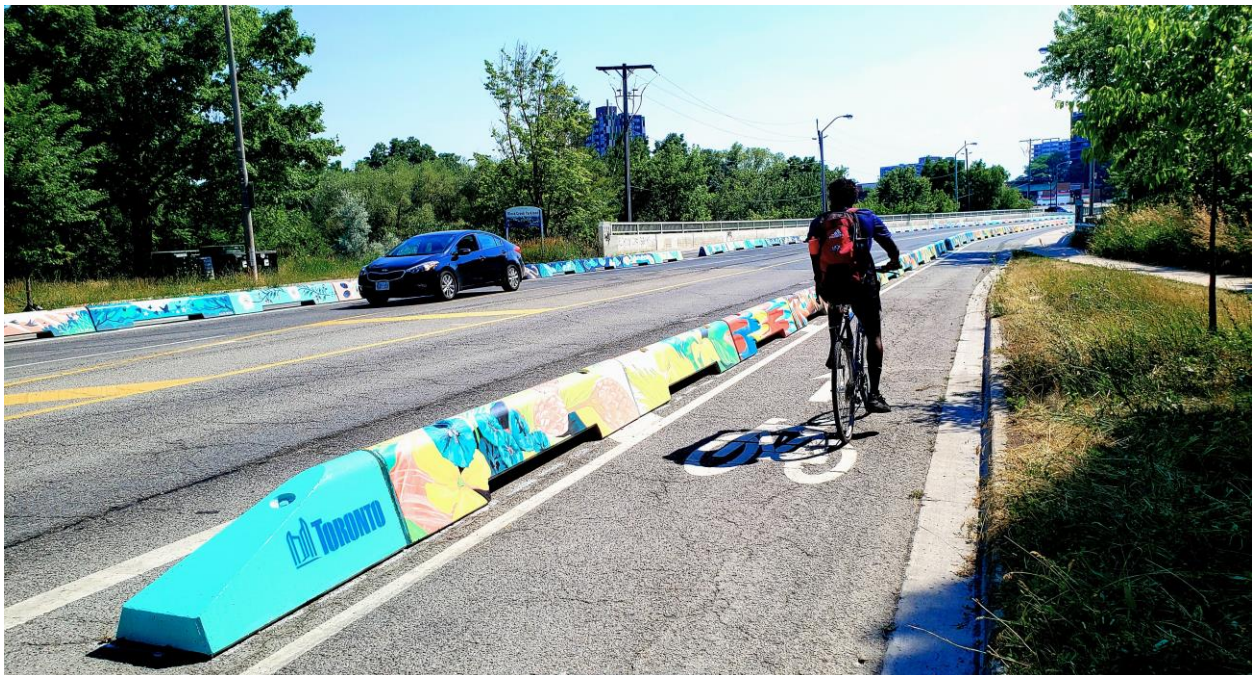


CYCLING NETWORK PLAN UPDATE – EXTERNAL STAKEHOLDERS BRIEFING SUMMARY



June 7, 2021

City of Toronto, Transportation Services

1. Introduction

In [2016](#), Toronto City Council approved the 10 Year Cycling Network Plan to connect, grow and renew Toronto's Cycling Network. In [2019](#), Toronto City Council approved the Cycling Network Plan Update, which included a Near-Term Implementation Program, Major City-Wide Cycling Routes and a Long-Term Cycling Network Vision.

Transportation Services is preparing the roll out of the second near-term program to 2023, with a report to City Council in the Fall of 2021.

The 2021 Cycling Network Plan Update report will provide information on completed projects in 2019 and 2020, implementation progress for 2021, and to seek endorsement of proposed projects in 2022 and 2023, as well as the initiation of new Major City-Wide Corridor studies.

The 2021 Cycling Network Plan Update report will also include responses to a number of recent cycling-related City Council motions, as well as metrics, goals, and targets outlined in City policies such as TransformTO, Vision Zero and the Toronto Office of Recovery and Rebuild COVID-19: Impacts and Opportunities Report. The report will also include information on opportunities and challenges with cycling infrastructure and ActiveTO delivery projects.

2. Event Overview

On Monday, June 7, 2021, the City of Toronto Transportation Services Division hosted a briefing on Webex (an online platform) to present materials in the upcoming 2021 Cycling Network Plan Update, answer questions, and receive feedback from invited stakeholders.

There were 26 external stakeholder participants at the virtual meeting.

Matthew Davis, Manager of Capital Projects & Program, opened the meeting and provided the policy background of the presentation. Katie Wittmann, Project Lead in Capital Projects & Program, provided an overview of the evolution of the Cycling Network Plan, enhancements to the prioritization framework of the near-term program, upcoming major city-wide corridors, and areas of focus and improvement. Becky Katz, Manager of Cycling & Pedestrian Projects, presented the recent achievements from 2019 and 2020 and other indicators of progress that will be shared in greater detail in the forthcoming report. Jennifer Hyland, Senior Project Manager in Capital Projects & Program, facilitated the Question & Answer portion of the meeting.

Participants had the opportunity to ask questions in writing through the Q&A function on Webex, as well as verbally through the Raise Hand function.

The slide deck presented is included in the appendix of this summary report, and a summary of the questions and answers are provided below.

3. Invited Stakeholders

External stakeholder organizations invited to attend the workshop to share information and gather input and feedback on the Cycling Network Plan Update:

1. 8 80 Cities
2. Canadian Automobile Association (CAA)
3. Charlie's FreeWheels
4. CultureLink Settlement & Community Services
5. Cycle Toronto
6. David Suzuki Foundation
7. Doctors for Safe Cycling
8. Friends and Families for Safe Streets
9. Gateway Bike Hub
10. Green Communities Canada
11. ManDem Cycling Club
12. Metcalfe Foundation
13. Our Greenway
14. Pembina Institute
15. Registered Nurses' Association of Ontario
16. Ryerson University and City Building Institute
17. Scarborough Cycles
18. Share the Road
19. South Riverdale Community Health Centre
20. The Centre for Active Transportation
21. Tobermory Bike Hub
22. Toronto Accessibility Advisory Committee
23. Toronto Bike Brigade
24. Toronto Community Bikeways Coalition
25. Transportation Equity Toronto
26. Transportation Options
27. TTC Advisory Committee on Accessible Transit
28. University of Toronto (Cycling Think & Do Tank, School of Cities, Spatial Analysis of Urban Systems Lab, and Transportation Research Institute)
29. Walk Toronto
30. Waterfront Regeneration Trust
31. Women's Cycling Network

Approximately 60% of invited stakeholder organizations were represented at the meeting on June 7th, with several follow up meetings for organizations unable to attend that day.

This meeting focused on city-wide cycling network issues and thus stakeholders with city-wide missions were invited to participate. Neighbourhood-centric stakeholders focused on specific neighbourhoods and streets are also vital to the process. Transportation Services is committed to working with these stakeholders through each project.

Q&A Discussion

Q1: What is the timing of the report, and what are the timelines when external stakeholders can provide feedback on what could be incorporated as part of the council report submission. What kind of information will be available for public viewing?

On a regular basis, Transportation Services receives route suggestions and encourages stakeholders to continue sending input through email (cycling@toronto.ca) or the Councillor's office. Transportation Services tracks requests, but recommends the requests are not only project-based projects (that is, not just specific routes).

This briefing, in addition to sharing details of the plan, is intended to gather feedback from external groups on what challenges they face that speak to what type of policies and recommendations from a city-wide level should be implemented.

Transportation Services will complete a draft report in the summer, but is anticipating the report be brought forth to the September Infrastructure and Environment Committee Meeting on September 14, 2021. Transportation Services requests that stakeholder feedback in writing be submitted by the end of June to review and integrate it in the report.

Q2: Are there opportunities to have annual reporting for cycling?

Transportation Services is having internal discussions on annual reporting on cycling and sidewalk delivery.

In the meantime, many advocacy groups have annual events and check-in points with City partners and Councillors where Transportation Services staff participate. Transportation Services welcomes annual events participation. As the City resumes normal working activities, Transportation Services remains committed to building strong and long-lasting relationships with stakeholders to achieve a well-connected cycling network.

Q3: Applying an equity lens to cycling projects is a great idea, and your equity map is excellent. What bike lanes will be installed this year in the "red" areas of the equity map?

Transportation Services has recently increased attention on the "red" areas, so greater numbers of routes will be installed in 2023 and beyond (given timelines for programming and consulting on projects).

Some examples of projects in the near-term (2021 to 2023) are identified below:

- a) Silverthorn Ave – a neighbourhood route to connect up to Eglinton Ave W;
- b) Weston neighbourhood connections extending from Silverthorn Ave and Trethewey Dr that were part of the 10-year plan and will connect to the Mid-Humber trail and closure of the gap (consultation is coming up this week for the Mid-Humber gap!)
- c) Eileen connections neighbourhood route connecting Scarlett Rd to Runnymede Rd

- d) York University connections – several routes of which have been installed, and more coming this year
- e) Finch West LRT with bikeway
- f) Regent Park neighbourhood routes
- g) Parkdale neighbourhood routes
- h) Scarborough Golf Club Rd and its connections east, west and south

In parallel, Transportation Services is initiating more cycling work in the "red" zone areas for major corridor studies such as Jane St and Keele St. Going forward, Transportation Services is providing greater emphasis on implementing cycling routes to address transportation equity. As Transportation Services continues to implement bikeways, more maps will be included in regular updates for people to know where the planned cycling work is.

Q4: Does the City's prioritization framework give any kind of weight for cycling facilities coming from neighbouring municipalities?

Transportation Services agrees that connecting cycling facilities to neighbouring municipalities is important and will continue to look for opportunities to coordinate with surrounding municipal partners. Transportation Services engages with municipal partners and agencies, and will incorporate their feedback into the Cycling Network Plan.

Q5: Is the plan available to be published?

The final plan will be public shortly before the Infrastructure and Environment Committee meeting. The draft materials can be found at: [Cycling Network Plan – City of Toronto](#).

Q6: For the suitability score, is it weighted differently, and how does Transportation Services measure collisions? And how do you measure potential cycling demand?

For the suitability score, it is weighted differently where safety, current cycling demand, and network coverage each have a higher weight, stemming from the priorities identified in the public consultation for the Ten Year Cycling Network Plan. [Note: In the live Q&A, potential cycling demand was cited instead of current cycling demand, but has been corrected after confirming from the data source].

Transportation Services receives and processes collision data at mid-block and intersections. The data is received from the Toronto Police Services.

The potential demand mapping is based on the Transportation Tomorrow Survey (TTS) data of trips under 5 kilometres that are not taken by cycling. The current demand uses all current cycling trips, which come in the form of origins and destinations. Transportation Services staff created a model using Network Analyst to route the origin and destination pairs to model what streets people would take. The model favoured existing cycling routes with a certain percentage allocated for a detour ratio, to guide the

model in terms of how far people are willing to go out of their way for that route or not. For the potential demand modelling, it was based on shortest distance path.

Transportation Services can share more about the data and modelling for those seeking detailed follow up.

Q7: [Follow-up question from Q6]: Are collisions only counted that took place, so other collisions like near-misses would not be counted in the suitability score?

In this particular safety category, it is based on collisions that took place. There are separate projects underway to review collisions through a systematic approach. For example, identifying the common characteristics of those locations that have seen collisions and what kind of preventative measures should be undertaken not only at the locations where collisions have taken place, but also at the locations that share these characteristics. Through this approach, Transportation Services can prioritize locations that have not yet had collisions and prevent them in the future. Through the more recent addition of the Aligned Initiatives lens to the cycling program prioritization, part of the intention is to pay closer attention to other units' priorities, including the systematic approach described here through the Vision Zero Projects Unit.

Q8: What will happen in Toronto with the recent funding from the Federal Government for Active Transportation?

There are no details yet about the dedicated funding from the Federal Government for active transportation. At this point in time, Transportation Services has no parameters of which projects will qualify for the federal program (criteria have not been provided to municipalities yet), nor the timelines. The City and some of those on the call have issued a letter to the Federal Government expressing desires and ideas for the process.

Q9: What is standing in the way of doing more to upgrade current cycling facilities like College St in downtown that is just paint on the road and upgrade it to a protected cycle track?

In the past year and a half, Transportation Services has significantly increased the amount of concrete separation on existing bikeways. Richmond St, Adelaide St, Shuter St, sections of Harbord St, sections of Dundas St are some examples of where there have been upgrades with physical separation.

There are a few challenges with upgrading every existing painted bike lane. One of the key challenges is parking removal. When parking removals are required, the City needs to undertake consultation and design processes, and then go to Council for approval. This requires staff capacity and time for that detailed work. Transportation Services has already identified and upgraded 'low hanging fruit' projects – the locations where these additional processes were not necessary in order to upgrade the route.

The other challenge is the existing physical constraints of the road space. For example, a section of College St has no parking, but the space is too narrow without full lane

removals on a streetcar route. Similar to parking removal, lane removal requires consultation and Council approval.

Lastly, Transportation Services also looks to align cycling projects with other major work that affects the roadway. For example, Jones Ave and Greenwood Ave have upcoming watermain and road resurfacing work, and Transportation Services plans to bundle with that work to expand capacity.

Q10: Is there coordination with Toronto Public Health to encourage a unified message about cycling / active transportation as a recovery tool in the wake of the pandemic?

Throughout the pandemic, the programs Transportation Services has led have been hand in hand with Toronto Public Health. Toronto Public Health reviews and advises on potential strategies.

Due to the nature of the pandemic, Toronto Public Health staff have been especially challenged and stretched. When the City begins resuming more regular operations, Transportation Services staff look forward to working even more closely with the Toronto Public Health staff to improve our programs and communications.

Q11: Vision Zero and Cycling are constantly viewed as separate groups but they should be treated as one group trying to achieve the same goals. For example, traffic calming is cycling infrastructure, and it is one of the best tools in the City's toolbox to narrow the gap on unsafe streets. Is there a way to shift this thinking, and communicate this message to the public through advocacy groups? How can Families and Friends for Safe Streets (FFSS) help advocate this thinking?

Transportation Services wants to thank FFSS for their ongoing involvement and advocacy pushing for safer streets; it's making a difference and informs the City's work. The City takes people's lives seriously, and through daily work staff are striving for roads that are safe and free of collisions. The Vision Zero Projects Unit is actively working on tools that are effective on streets, and the Cycling & Pedestrian Projects Unit is constantly in communication with the Vision Zero Projects Unit to see how to best design safe streets, within a process that includes public consultation.

While units by different names exist, Transportation Services does view cycling infrastructure as Vision Zero projects and reports cycling infrastructure as part of road safety measures. In public consultations, Transportation Services has shifted more of the messaging from cycling projects to complete streets projects, and the overarching improvements to the roadway. Hearing that it doesn't always feel this way to the public, staff will take that feedback back and think about how to improve communications.

Q12: Is there a way that the City can incorporate a tourism lens to the cycling network plan and prioritization? For example, creating connected loops and trails to various attractions/parks/trails/neighbourhoods/connections to other regions' routes?

Though not for the explicit purpose of tourism, the Cycling Network Plan emphasizes building connectivity, which in many ways achieves the same goals of tourism as it relates to connecting people to destinations and closing gaps in routes. Transportation Services is working with many partners such as TRCA and Parks, Forestry and Recreation Division on trails, such as the Loop Trail, as many of these gaps are important from the cycling network perspective as well.

The Cycling Network Plan aligns with the Ravine Strategy, which presented the Loop Trail and includes hub development along the route. Community hubs focus on existing infrastructure, amenities, and organizations to create civic common spaces. Hubs will help strike a balance between inviting residents and visitors to enjoy and protect ravine lands.

Transportation Services works with agencies and municipal partners to ensure connections to the expanding cycling network include recreational corridors, as well. For example, The Waterfront Trail connects Mississauga and Pickering, with both the Humber and Don Trails connecting to the northern municipalities in York and Peel Region.

Q13: Bloor-Danforth was slated for a major corridor study, but was completed without one because of the pandemic and is now one of the City's most successful bike lanes after decades of delay. What was learned from that process in terms of speeding up bikeway projects?

Transportation Services has learned that the first kilometre on a corridor with few or no cycling connections is the hardest. Additionally, the first kilometre requires a deeper level of consultation than the kilometres that follow.

Transportation Services is mindful that in the downtown, where land uses support lots of cycling trips and where that first kilometre has been passed, accelerated strategies can be pursued without much resistance from the public and has strong public support. Yonge St is an example of an accelerated strategy that staff are undertaking right now.

Conversely, cycling projects in communities such as Neighbourhood Improvement Areas with less existing connectivity and less familiarity with quick build cycling projects will require deeper consultation, and apply a safety lens perspective and complete streets approach. In these areas, Transportation Services will need to work with the communities on a deeper level, not to have a referendum on if cycling should be there or not, but to determine how cycling fits and be incorporated in a way that meets the communities' needs.

Based on research, the first kilometre in an area that has no connections will not see an increase in ridership exponentially overnight. The mindset that there needs to be very high volumes of cycling on new routes needs to be changed; the focus should not just be on ridership but also on the safety benefits as the network is expanded in suburban areas.

Ultimately, Transportation Services understands some projects should be fast-tracked, as seen with the implementation strategy on Yonge St, and other projects need to go through a slightly longer, transparent directive process with clear timelines and goals. The Cycling & Pedestrian Projects Unit is growing and excited to work to meet the demands of building out the cycling network, with much of that demand thanks to the advocacy work of those on the call, helping drive the City's successes.

Q14: What is the future of the ActiveTO program after 2021? Will these types of "quick build" bikeways be part of the City's toolkit going forward?

There were three programs within ActiveTO. First, major road closures / openings. Staff on the call today aren't leading that work, and don't have further details at this time.

Second, the quiet streets program, which focused on temporary local traffic calming, is not being continued in that form. Efforts on those routes are being redirected through the Cycling Network Plan and other capital work programs, so that measures like contra-flow bike lanes and other permanent traffic calming measures can be implemented. Examples are Woodfield Rd, Winona Dr, The Esplanade, and Mill St, which were all part of quiet streets last year, and now they are being consulted on and designed as bikeways, and will go to Council in June for approval of permanent changes.

Third, bikeway improvements that accelerate cycling projects will continue past the pandemic. There is a noteworthy difference between projects through ActiveTO that are quick-build projects and deemed temporary, separate from permanent quick-build projects, like Bloor St W from Runnymede Rd to Shaw St, which was built in a similar style as some of the ActiveTO projects, but is permanent and not temporary.

Participant Comments

The existing cycling routes are not as apparent as they should be for the maps shown in the slide deck. It would be nice to have the existing routes more pronounced in the maps to see the cycling routes connecting people and neighbourhoods. The maps can help Transportation Services secure further support for cycling and illustrate how the existing routes connect communities.

Appendix

The following City staff attended, presented, supported, and facilitated the meeting:

Transportation Services

Capital Projects & Program

Matthew Davis, Manager

Jennifer Hyland, Senior Project Manager

Katie Wittmann, Project Lead

Stephanie Tsui, Planner

Cycling & Pedestrian Projects

Becky Katz, Manager

Kanchan Maharaj, Senior Engineer

Vision Zero Projects

Adam Sweanor, Project Lead

For more information, please visit toronto.ca/cyclingnetwork

To submit feedback and questions, please email cycling@toronto.ca

2021 Cycling Network Plan Update

External Stakeholder Briefing

June 2021

Transportation Services



Land Acknowledgement for Toronto

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded

Agenda

- 3:00 pm Introduction and overview
- 3:10 pm Cycling network plan presentation
- 3:30 pm Surface transit and cycling coordination
- 3:35 pm Break
- 3:40 pm Questions and discussion
- 4:25 pm Thank you, next steps, and closing remarks

Invited Stakeholder List

8 80 Cities

Bike Hubs (Gateway, Tobermory)

Canadian Automobile Association

Charlie's FreeWheels

CultureLink Settlement & Community Services

Cycle Toronto

David Suzuki Foundation

Doctors for Safe Cycling

Friends and Families for Safe Streets

Green Communities Canada

ManDem Cycling Club

Our Greenway

Park People

Pembina Institute

Registered Nurses' Association of Ontario

Ryerson University and City Building Institute

Scarborough Cycles

South Riverdale Community Health Centre

Share the Road

The Centre for Active Transportation

Toronto Accessibility Advisory Committee

Toronto Bike Brigade

Toronto Community Bikeways Coalition

Transportation Equity Toronto

Transportation Options

TTC Advisory Committee on Accessible Transit

University of Toronto and UTTRI

Walk Toronto

Waterfront Regeneration Trust

Women's Cycling Network

Code of Conduct

- **Be patient:** Virtual meetings are different than in person meetings.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

We want to hear from you – all questions are good questions!

Webex Audio Trouble?

Webex can call you!

1. Click **the arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges

The image shows a sequence of steps to switch audio in a Webex meeting. At the top, a system tray menu is open, showing options for Speaker and Microphone. A red arrow points to the 'Switch audio' option, which is highlighted in yellow. Below this, the Webex meeting toolbar is visible, with the 'Mute' button also highlighted in yellow. A second red arrow points to the 'Mute' button. Below the toolbar, an 'Audio connection' dialog box is shown. It displays a headset icon and the text 'You're using computer for audio.' with a gear icon. A red 'Disconnect' button is present. Below the dialog, the 'Switch audio' section is visible, showing a 'Call me at' field with a dropdown menu, a phone number '+1 4163957178', and a green 'Switch' button. A red arrow points to the 'Switch' button. At the bottom, there is a 'Call in' section.

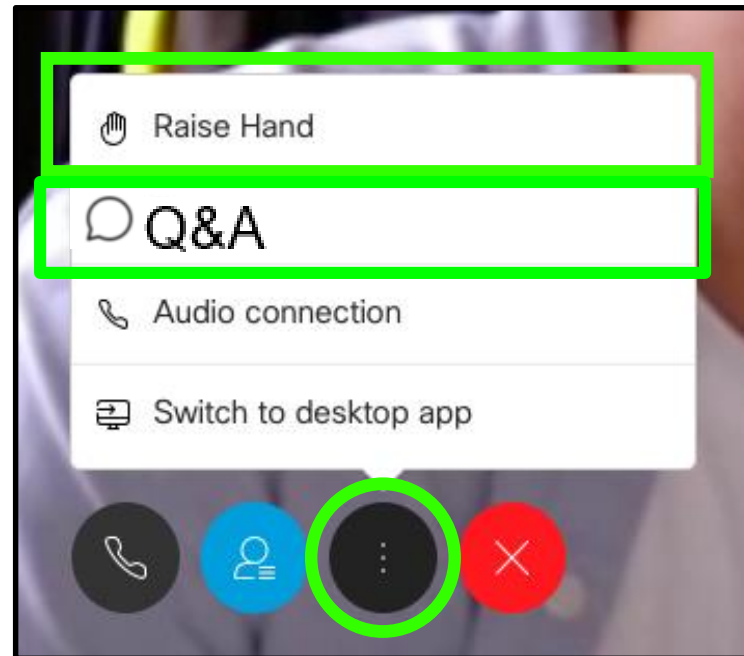
Participating by Computer

Raise your hand or type your question



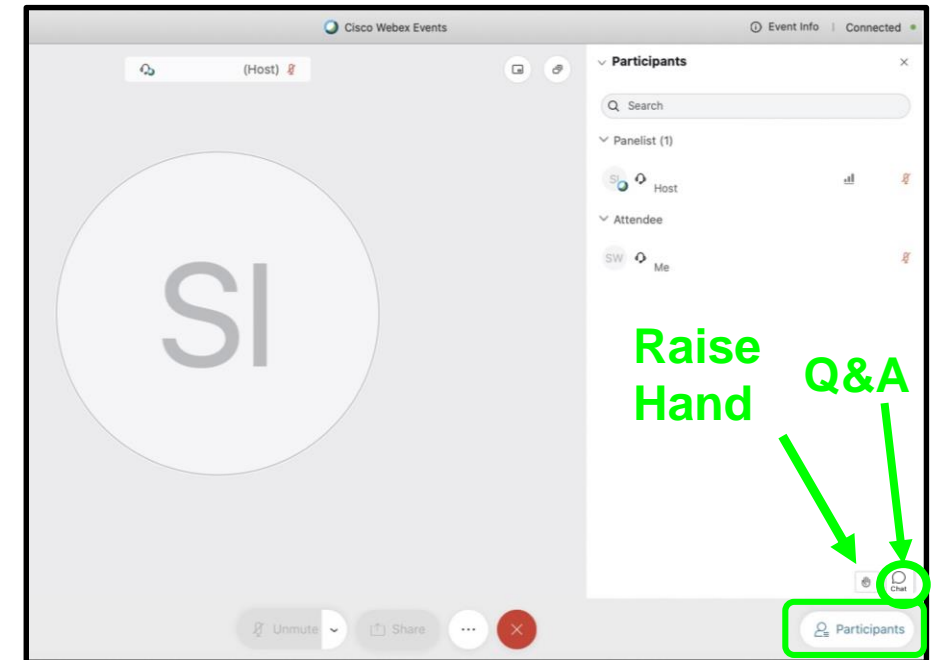
Via the internet browser

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Raising your hand by Phone



- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak



2021 Cycling Network Plan Update

Report coming to Infrastructure & Environment Committee

Background and Policy Guidance



Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by **2050**



Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Background and Policy Guidance

Office of Recovery and Rebuild COVID-19: Impacts and Opportunities Report

Accelerate or make permanent transit initiatives the City undertook quickly to support crisis response and restart, such as **instituting priority bus lanes, improved bikeways**, expansion of bike share, and weekend recreational street closures, among others.

Build upon initiatives put in place during COVID-19 to accelerate progress toward a **modern, green and less car dependent City, which is a network of connected complete communities**, and includes a more **extensive, integrated public transit system supporting complete streets** – for all uses, all ages, all abilities – and public spaces with quality materials, shade, public art and green space.

Apply a wellness lens to transportation planning, as both a preventive health measure and to ensure equitable access to green space, social opportunity and other contributors to well-being, **emphasizing public transit and active transportation, including building on the additional cycling routes** opened in the pandemic to accelerate progress toward increased provision of safe, protected cycle routes.


Cycling Network Plan Evolution

Green text = updated / revised approach

2016
Ten Year
Cycling
Network Plan

2019
Cycling
Network Plan
Update

2021
Cycling
Network Plan
Update



Timeframe: Static 10 Year Plan	Timeframe: Rolling Near Term Program + Long Term Plan	Timeframe: Rolling Near Term Program + Long Term Plan
Budget: \$16 mill/year	Budget: \$16 mill/year	Budget: Requesting \$20 mill + increases per year
Extensive public consultation	Substantial targeted stakeholder engagement, including NIAs	Limited stakeholder engagement
Established cycling impact analysis framework	Updated data sources for analysis, improved demand modelling methods and safety review, added category for equity	Enhanced prioritization process for project selection, incorporating emerging analyses related to social equity, health and wellness

Implementation Progress

In 2017 and 2018, 25 centreline km (35 lane km) of new bikeways were installed, and approximately 42 centreline km (80 lane km) of existing cycling routes received upgrades and enhancements.

In 2019 and 2020, **41 centreline km (70 lane km) of new bikeways** were installed:

- 21.31 centreline km (42.6 lane km) of cycle tracks*
- 10 centreline km (20 lane km) of bike lanes*
- 3.5 centreline km (3.5 lane km) of contra-flow bike lanes
- 4.23 centreline km of multi-use trails

*21 centreline km of cycle tracks & bike lanes were through ActiveTO and are temporary

And approximately 45 centreline km (85 lane km) of existing cycling routes received upgrades and enhancements to improve safety.

In 2021, 25 centreline km (46 lane km) of new bikeways are anticipated to be delivered (which includes 5 centreline km of ActiveTO temporary bikeways), and approximately 20 centreline km of upgrades to existing routes. This includes Toronto's first protected intersections at Eglinton and Jane and Murray Ross and Keele Street

Completed Projects 2019 – 2020 (Draft, Improving for Report)



A Sample of 2019-2020 Completed (or Nearly Completed) Projects



Shaw St Upgrade



Don Mills Access to Don Trail



Shoreham Drive



East Don Trail Extension Phase 2



Six Points



Bloor St W Extension

A Sample of 2021 Projects

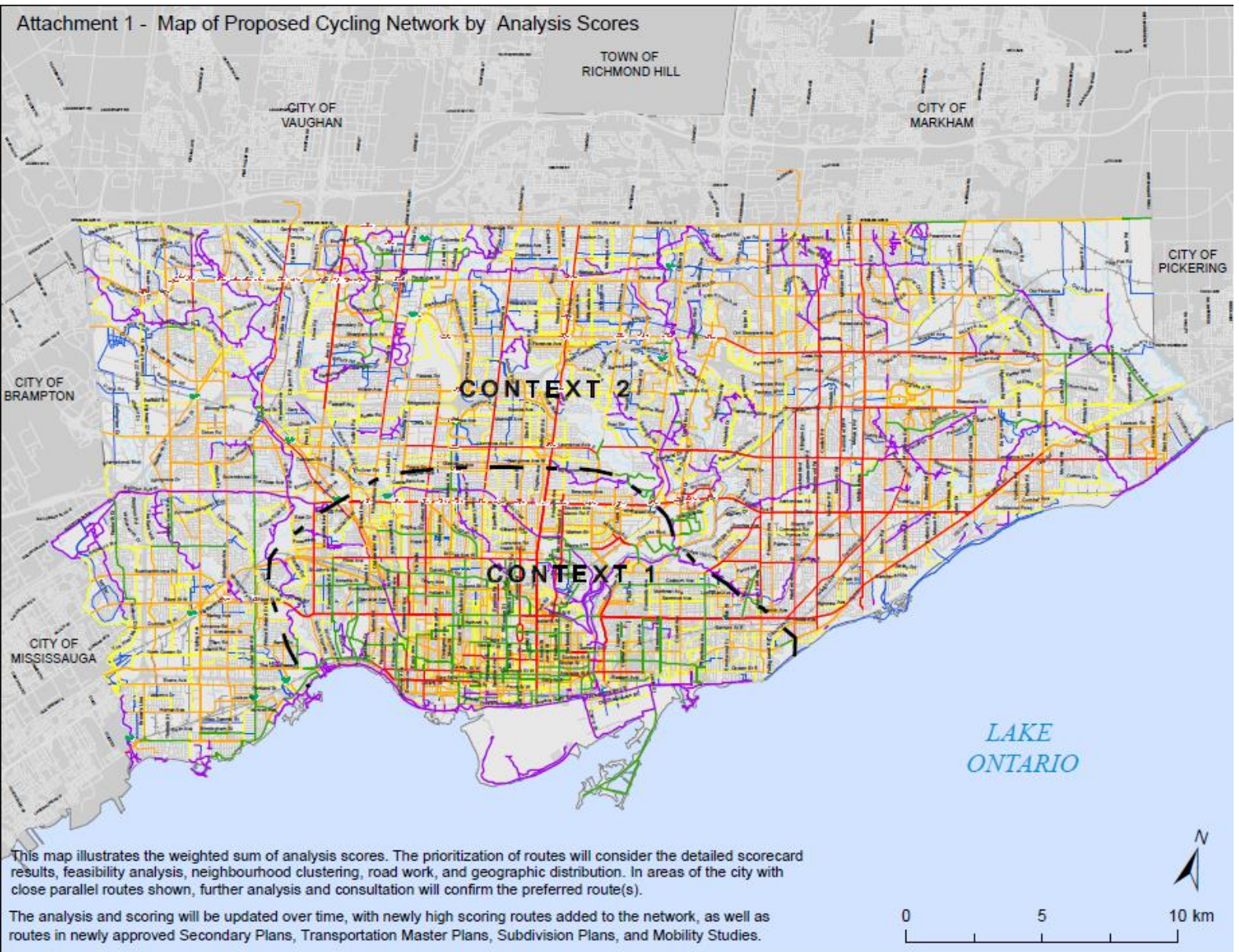


Implementation Progress

Examples of data being prepared for report:

- Network coverage percentage (people living and working within set distances of bikeways)
- Percentage and kilometres of major-city wide network completed
- Level of Traffic Stress (LTS) benchmarks in relation to TransformTO goals

Long Term Vision by Analysis Scores (2022+)



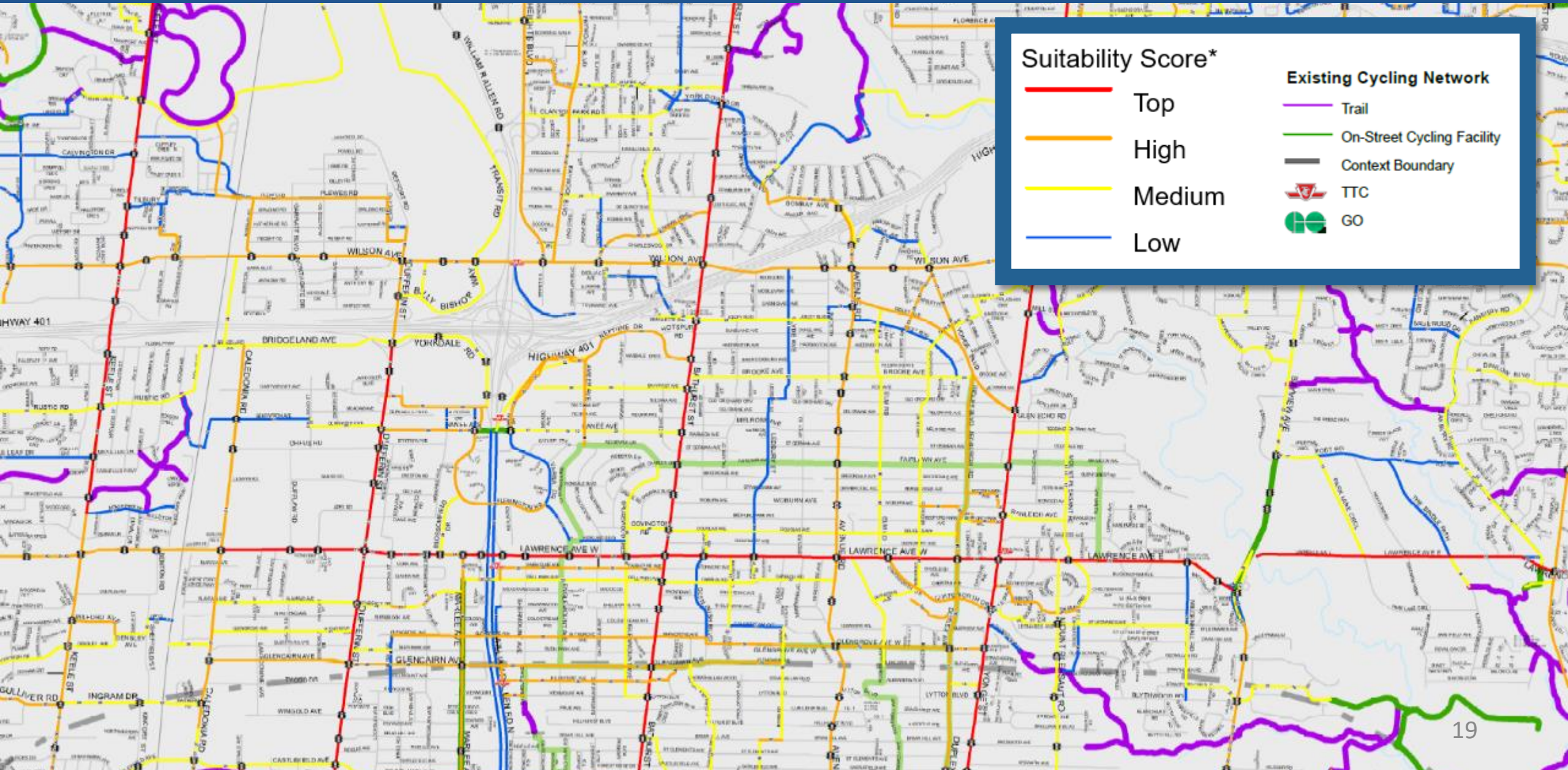
- Suitability Score***
- Top
 - High
 - Medium
 - Low

- Existing Cycling Network**
- Trail
 - On-Street Cycling Facility
 - Context Boundary
 - TTC
 - GO

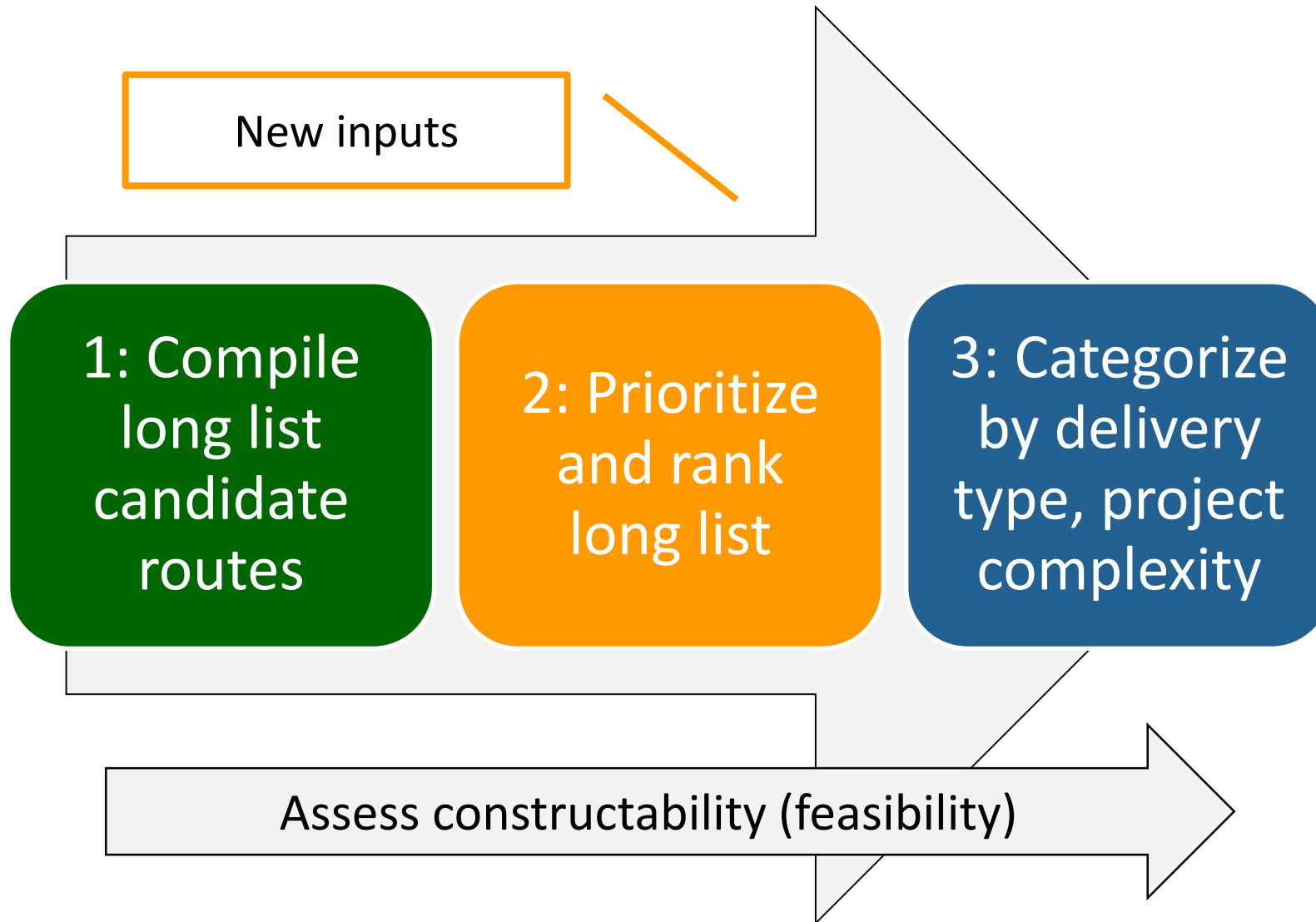
Current cycling demand	Potential cycling demand
Trip generators	Transit access
Connectivity	Network coverage
Barrier crossings	Safety
Equity	



Long Term Vision by Analysis Scores (2022+) – Sample Zoom



Cycling Network Plan: Evolving Prioritization Framework



Prioritizing for Delivery (Near-Term Implementation Program)

STEP 1: Compile Long List Candidate Routes

- State of Good Repair Program
- Past Plans and Commitments
- Extensions / Connections
- Top Scoring Standalone (Quick Build) Projects
- Requests (including Councillor input)

Prioritizing for Delivery (Near-Term Implementation Program)

STEP 2: Prioritize / Rank Long List

Network Plan Category

1. Major city-wide corridor
2. 2016 10 year plan
3. Long term vision
4. Existing (renew)
5. Other (includes new requests)

Equity Indices

1. Cycling Equity Index (limited bikeways + social inequity)
2. Neighbourhood Improvement Area
3. Emerging Neighbourhood
4. Consideration for Geographic Distribution



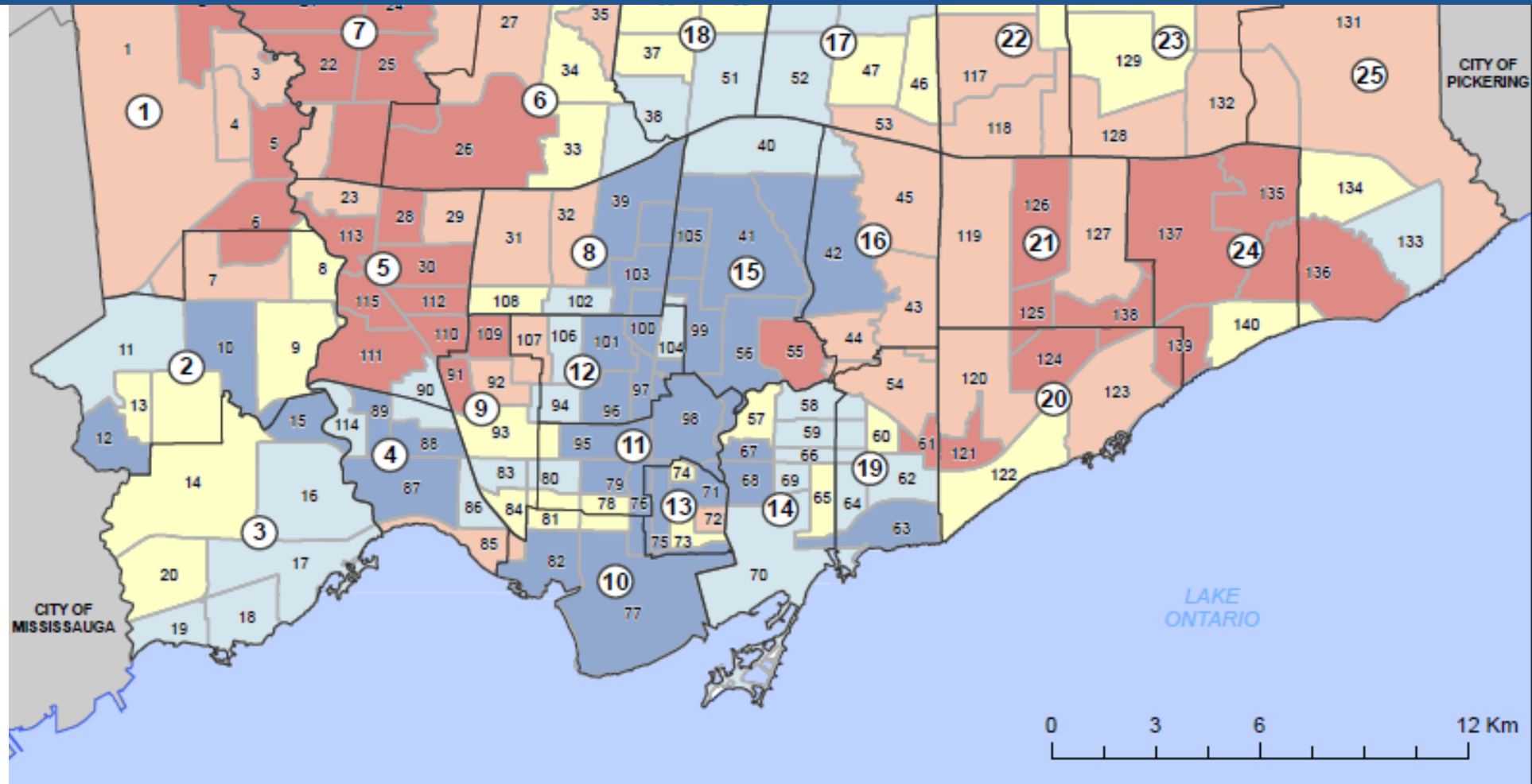
Cycling Suitability Score – Top/High/Medium/Low

1. Current cycling demand
2. Potential cycling demand
3. Trip generators
4. Transit access
5. Connectivity
6. Network coverage
7. Barrier crossings
8. Safety (collisions)
9. Equity (Neighbourhood Improvement Areas)

Aligned Initiatives (evolving)

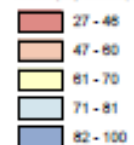
1. Health and wellness (COVID-19 cases, overcrowded transit, parkland deficient neighbourhoods, other)
2. Transportation Services (Vision Zero priorities, outcomes of EAs & area transportation planning studies, other)
3. Inter-divisional (City Planning priorities, PFR priorities, development, other)

Cycling & Social Equity



Legend

Combined Score of Cycling Service and Equity Index (out of 200)



Notes:

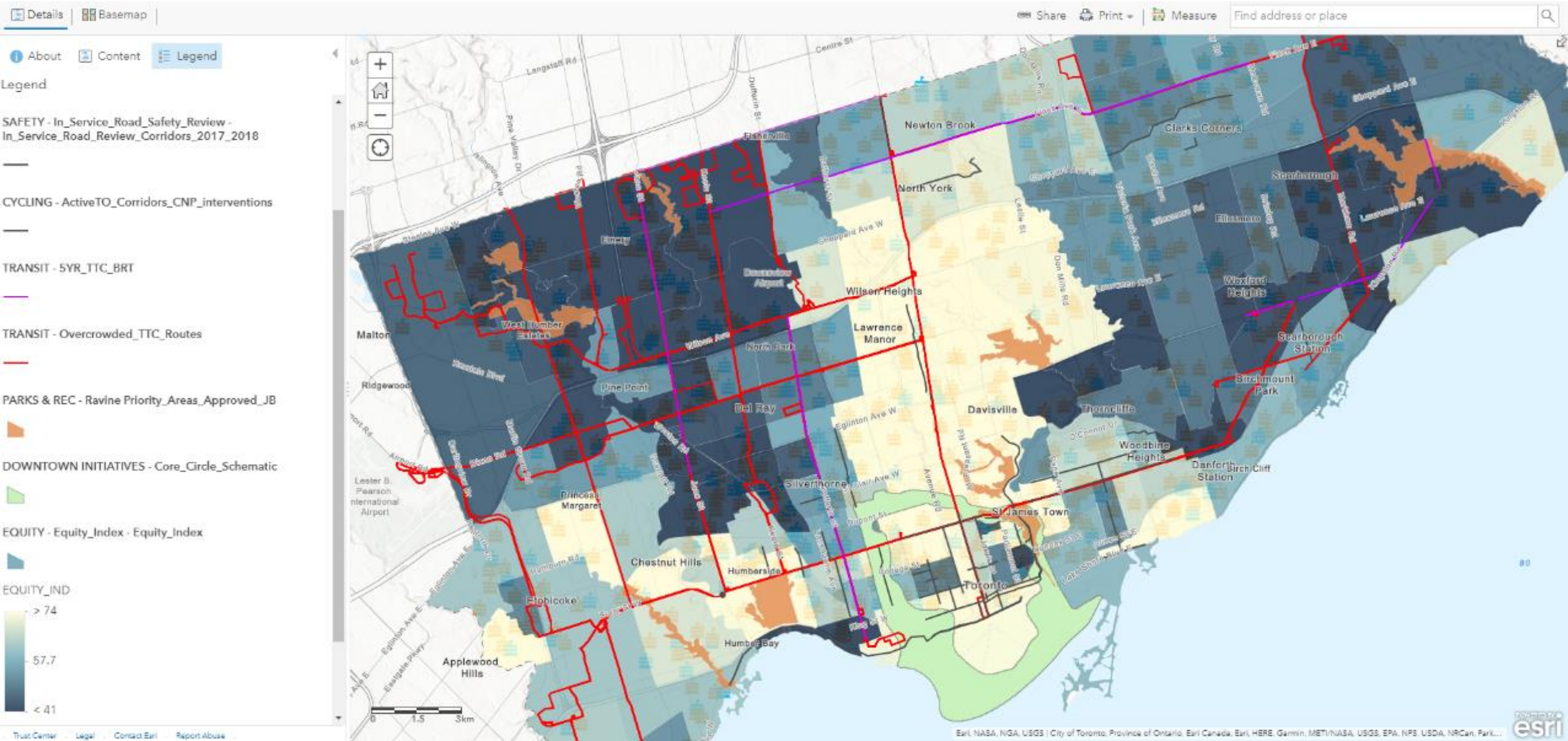
- 1 - Cycling Service is the proportion of street kilometres in the neighbourhood (excluding highways) that have cycling routes (cycle tracks, bike lanes, trails, quiet street sharrows), represented as a percentage (out of 100). The more cycling routes that exist, the higher the score.
- 2 - Neighbourhood Equity Index Scores (out of 100) are those identified by the City of Toronto Social Development, Finance & Administration Division for the Toronto Strong Neighbourhoods Strategy 2020. The scores are based on five domains: economic opportunities, social development, participation in decision-making, physical surroundings, and healthy lives. The greater the opportunities and services, the higher the score. Details at toronto.ca/neighbourhoods
- 3 - The combined scores of Cycling Service and Equity Index are out of 200. The lowest scoring neighbourhoods represent those in greatest need of investment.
- 4 - List of neighbourhood names corresponding to neighbourhood numbers available on page 2.

Combined Cycling Service and Equity Scores by Neighbourhood

Transportation Services Cycling Infrastructure & Programs Unit
 Data Source: Contains information licensed under the Open Government License – Toronto
 Projection: NAD 1927 MTM 3

Date: July 2019

Sample Layers – Aligned Initiatives



Prioritizing for Delivery (Near-Term Implementation Program)

STEP 3: Categorize within Delivery Type and Project Complexity, Based on Resourcing

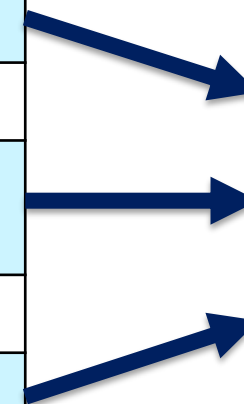
- Standalone
- Bundled

ONGOING STEP: Assess Constructability

Influences priority ranking within categories and delivery year

Upcoming Implementation (Draft, to be confirmed for report)

Map Category	Anticipated Completion*	Centreline km (lane km)
Underway (New)	2021	20 centreline (36 lane)
ActiveTO	2021	5 centreline (10 lane)
Underway (New)	2022 - 2023	40 centreline (75 lane)
New	2022 - 2023	30 centreline (60 lane)
Approved for Future Implementation	2024 +	25 centreline (30 lane)
Renew	2021 - 2023	45 centreline km (75 lane)
Study	2024 + (possible for standalone quick build routes to be advanced, pending capacity / resourcing)	75+ centreline (120+ lane)



Increasing number of complex, multi-year projects have been in development. Substantial lead time and staff time required.



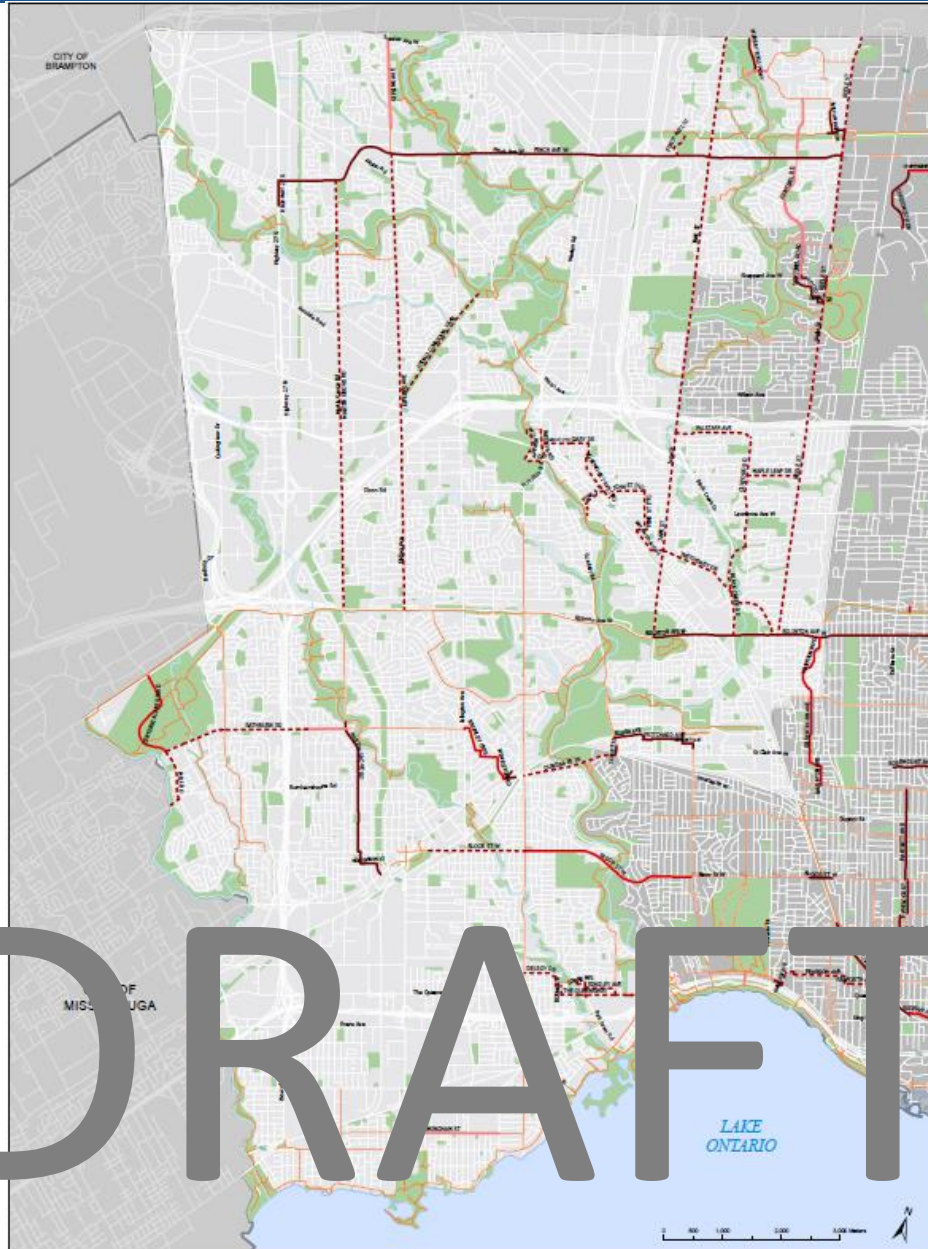
Increasing quality of bikeways,
Increasing staff capacity,
Increasing partnership projects,
Increasing implementation rate

* Several projects, especially those bundled with other work, are vulnerable to delays

2021 – 2023 Near-Term Program Map (draft, to be confirmed for report)

Etobicoke York District

Programmed cycling projects may change based on public consultation, detailed design, capital and work zone coordination, and City Council approvals.



Legend

Programmed Cycling Projects

- New Underway
- 2021 ActiveTO
- New
- Renew
- Approved for Future Implementation
- Study

2020 ActiveTO Bikeways



Existing Cycling Network

- (Cycle tracks, bike lanes, contra-flow bike lanes, wayfinding sharrows, signed routes, multi-use trails, park roads)

GTA

GTA Boundaries

Road Classification Network

- Roads
- River
- Walkway

Parks and Recreation Areas

Parks and Recreation Areas

Lake Ontario

Lake Ontario



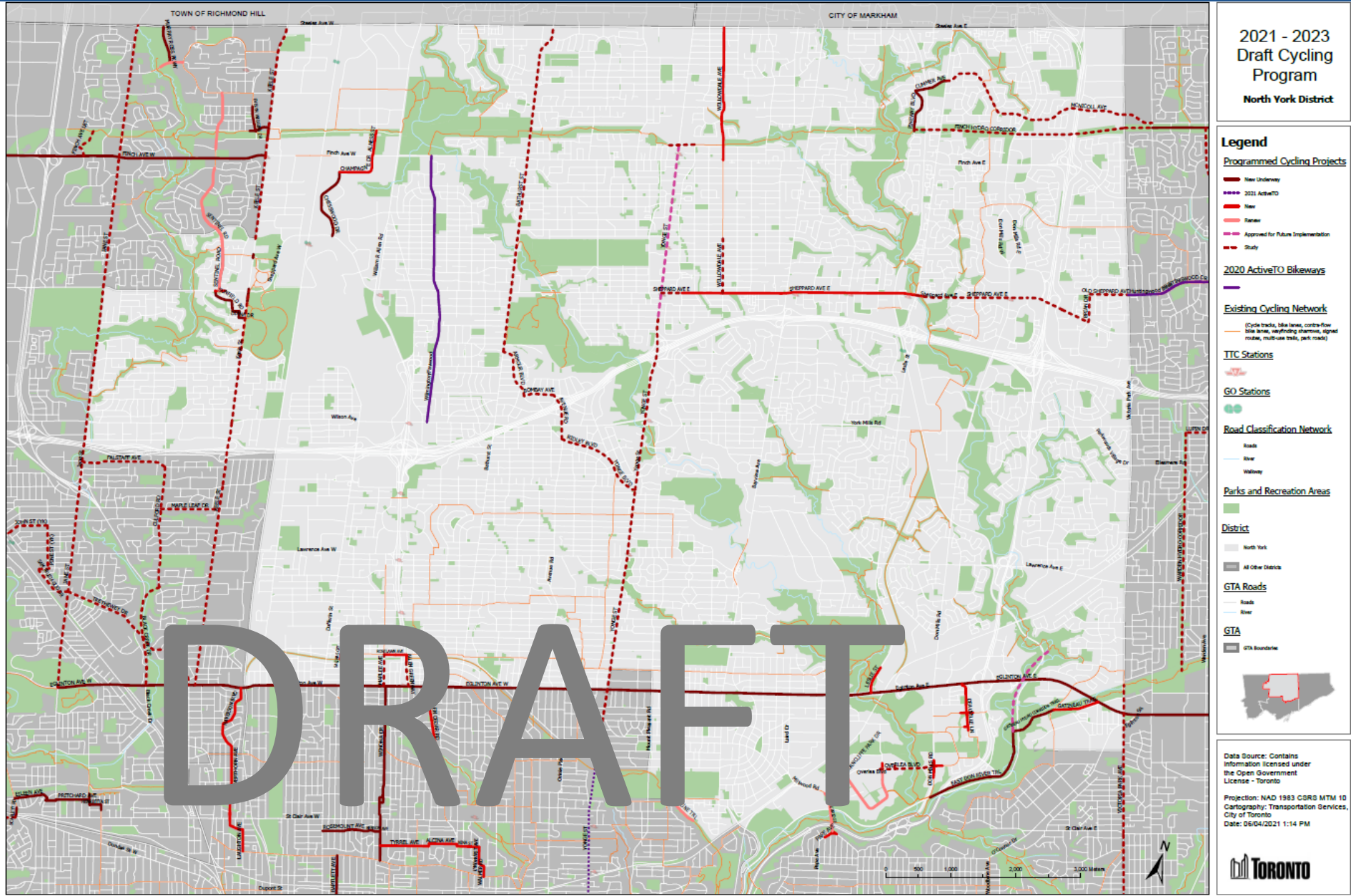
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2021 – 2023 Near-Term Program Map (draft, to be confirmed for report)

North York District

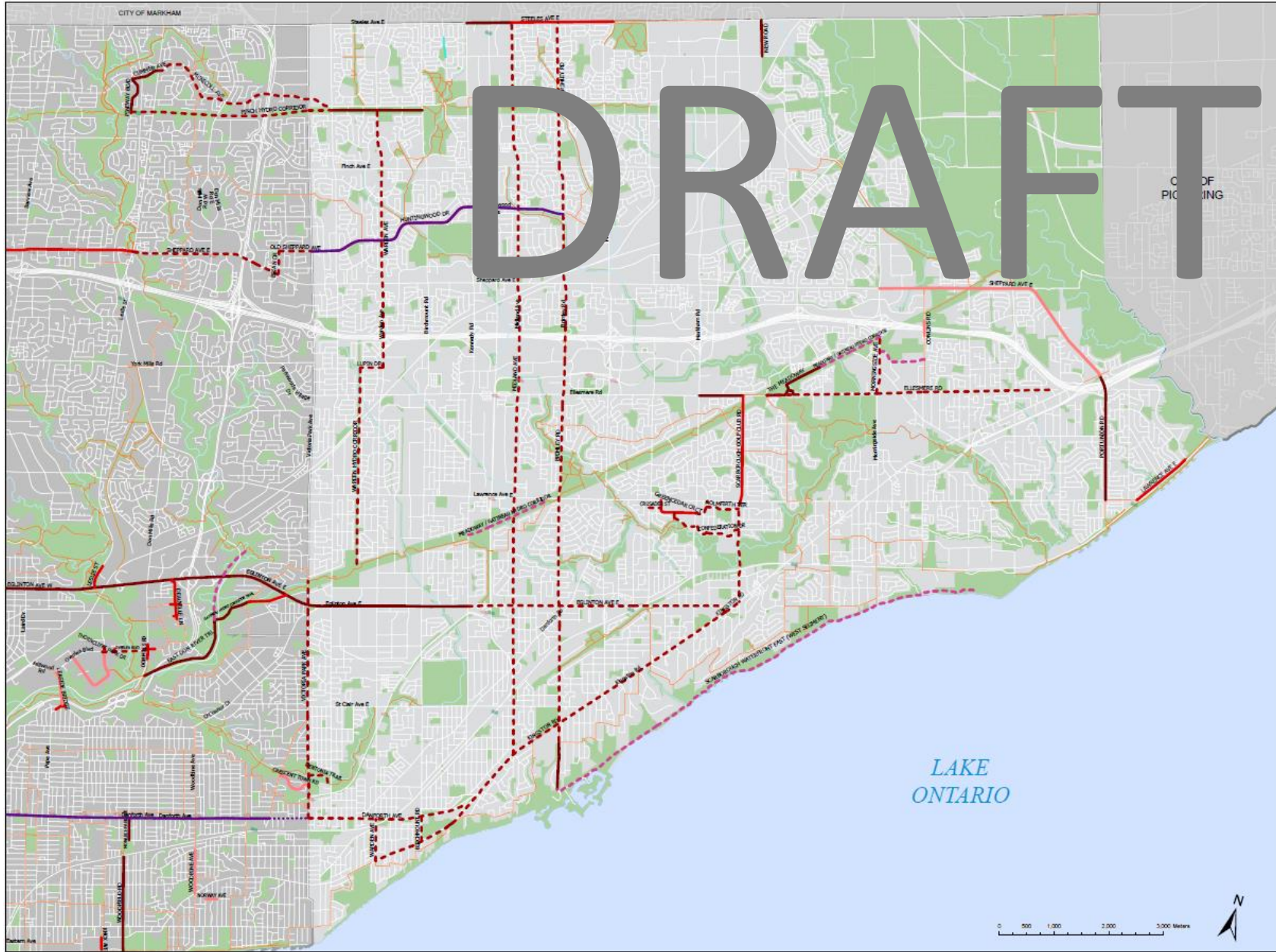
Programmed cycling projects may change based on public consultation, detailed design, capital and work zone coordination, and City Council approvals.



2021 – 2023 Near-Term Program Map (draft, to be confirmed for report)

Scarborough District

Programmed cycling projects may change based on public consultation, detailed design, capital and work zone coordination, and City Council approvals.



2021 - 2023
Draft Cycling
Program
Scarborough District

Legend

Programmed Cycling Projects

- New Underway
- 2021 ActiveTO
- Approved for Future Implementation
- New
- Renew
- Study

2020 ActiveTO Bikeways

- Existing Cycling Network

(Cycle tracks, bike lanes, contra-flow bike lane, wayfinding, sharrows, signed routes, multi-use trails, park roads)

TTC Stations

- GO Stations

Road Classification Network

- Roads
- Trails
- Walkways

Parks and Recreation Areas

- Parks and Recreation Areas

District

- Scarborough
- All Other Districts

GTA

- GTA Boundary
- Toronto

GTA Roads

- Route
- Line

Lake Ontario

- Lake Ontario



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Projection: NAD 1983 CGRD MTM 10
Cartography: Transportation Services, City of Toronto
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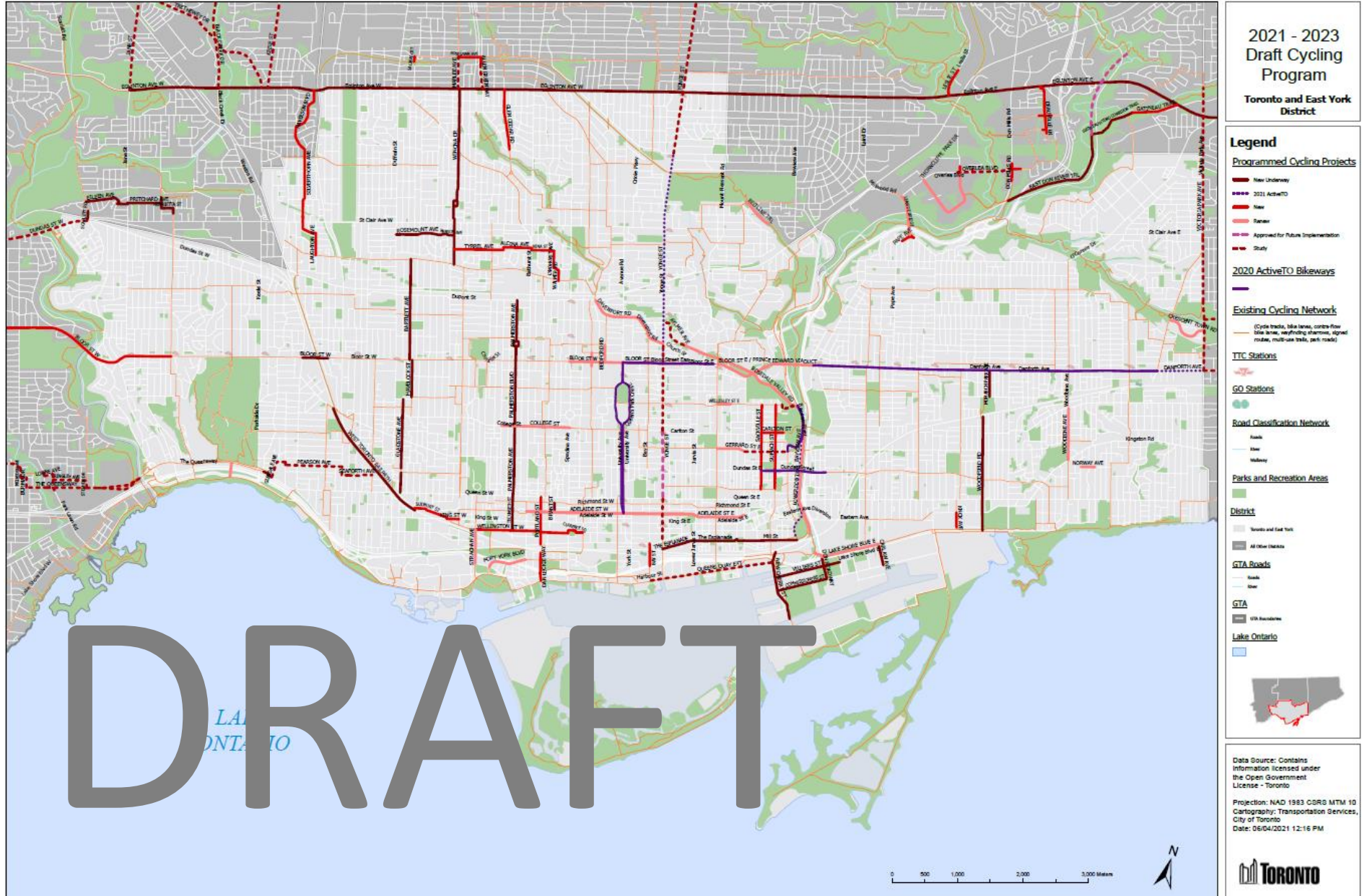
0 500 1,000 2,000 3,000 Meters



2021 – 2023 Near-Term Program Map (draft, to be confirmed for report)

Toronto East York District

Programmed cycling projects may change based on public consultation, detailed design, capital and work zone coordination, and City Council approvals.



DRAFT



Major City-Wide Cycling Routes (Draft)



Legend

Status of Routes

- Drafting
- ActiveTO
- Underway (In Design / Construction)
- Approved for Future Implementation
- Underway (Study / Environmental Assessment)
- Study Planned (2021-2023)
- Future Study Required

Existing Cycling Network

(Cycle trails, bike lanes, contra-flowable lanes, wayfinding systems, multi-use trails, signed routes, park roads)

Road Classification Network

- Roads
- River
- Waterway

Parks and Recreation Areas

- Parks and Recreation Areas

Lake Ontario

- Lake Ontario

GTA Roads

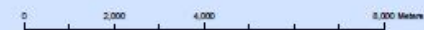
- Roads
- River

GTA

- GTA Boundaries
- Toronto

DRAFT

LAKE ONTARIO



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Projection: NAD 1983 CGRS MTM 10
 Cartography: Transportation Services, City of Toronto
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Major City-Wide Cycling Routes – Categories of Projects Advancing

ActiveTO (Temporary Quick Build Bikeways)

- E.g. Bloor St E (Avenue Rd to Sherbourne St)

Underway (In Design / Construction) – Anticipating completion in 2022 – 2023

- E.g. Finch West LRT with bikeway (Keele St to Humber College Blvd)

Approved for Future Implementation (2024+ construction time horizon)

- E.g. Reimagining Yonge

Underway (Study / EA) – Anticipating construction 2023 – 2026 (wide range, depends on project)

- E.g. Warden Hydro / Warden Avenue Feasibility Study

Major City-Wide Cycling Routes – Categories of Projects Advancing

Study Planned (2021 – 2023)

Anticipating public consultation 2022 – 2024, implementation 2022 – 2026 (wide range, depends on project)

- E.g. Danforth Ave / Kingston Rd (extending from ActiveTO limit to Scarborough Golf Club Rd; sections / phases to be determined with local Councillor and stakeholder input)

Parallel Study Planned (2021 – 2023)

Anticipating public consultation 2022 – 2024, construction 2023 – 2026 (wide range, depends on project)

- E.g. Jane St + Keele St + Black Creek Dr (north of Eglinton; sections / phases dependent on coordination with upcoming road rehabilitation, surface transit plans, Vision Zero initiatives, and area transportation studies)

Areas of Focus and Improvement

- Bundling streetscape improvements with developments and transit projects
- Addressing issues that arise post-implementation
- **Coordination with state of good repair (SOGR) program**
 - Prioritizing opportunities, given scale of SOGR program vs size of cycling program
 - Planning for project complexity and lead time
 - Balancing bundled vs standalone quick build projects

30 – 35 centreline km
major road rehab / year

75 – 80 centreline km
local road rehab / year

5 – 10 centreline km
capacity for bikeway
projects bundled with
mostly major, some
local road work

Overlap of SOGR program
on high & top scoring
cycling routes: ~85% of
major, ~10% of local
Missed opportunities each
year: ~25 centreline km

Recommendations Under Consideration

Process improvements

- More streamlined approval process, especially for bikeways to be installed through road reconstructions, resurfacings, and transit projects, and for adjustments post-implementation.

Financial resources

- A budget that increases annually, starting at \$20 million and increases by a percentage (%) each year, to be confirmed in the capital budget process.

Public Consultation



ActiveTO Midtown Complete Street Pilot

In April 2021, Toronto City Council approved the installation of a temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue as part of the City's Pandemic Mobility Recovery Strategy.

Yonge Street is proposed to be transformed into a complete street through the CaféTO and ActiveTO programs, which were both created in 2020 as quick-start COVID-19 response programs. CaféTO provided urgent support to hundreds of local restaurants and ActiveTO has connected the City's cycling network like never before.

The pilot will provide support for local businesses and the surrounding communities by expanding outdoor patio areas, improving safety and comfort for everyone, and providing a safe and protected bike lane along the Line 1 subway.



Cycling & Pedestrian Public Consultations

Consulting with the public on new cycling and pedestrian projects is an important part of our project process. Come out and have your say or provide online feedback at any of our public consultations listed below. These consultations provide the public with an avenue to learn about the future of our roads in Toronto and ask the project staff questions.

Show 10 entries

Search:

Project name	Date	Time	Location	Address	Online Feedback
Bike Lane & Road Safety Upgrades on Devenport Road	Thurs, Feb 4, 2021	6:30-8:30pm	Virtual	Webex ¹	
Improving the Esplanade & Mill St	Feb 25, 2021	6:30-8:30pm	Virtual	Webex ²	March 14, 2021 ³
Mid-Humber Gap Trail Study					
Oakwood Neighbourhood Cycling Connections	March 22, 2021	6:30-8:30pm	Virtual	Webex ⁴	April 5, 2021 ⁵
Proposed Road Safety Improvements on Rathburn Road and Martin Grove Road	Mon, Dec 7, 2020	6:30-7:30pm	Virtual	Webex ⁶	Closed
Proposed Upgrades to Existing Bicycle Lane on Birmingham Street	Feedback only				Closed

In This Section

- Cycling in Toronto -
- Cycling & Pedestrian Public Consultations -
- Cycling Network Map +
- About Toronto's Cycling Infrastructure
- Cycling & Pedestrian Projects +
- Bicycle Parking +
- Cycling Safety & Education +
- Cycling & the Law +
- Cycling Events & Programs +
- Cycling & Transit

Public Consultations – Next Up

Mid Humber Gap Trail Study

Register for the upcoming [Virtual Public Meeting](#) on June 10, 2021. View Meeting Presentation [Part 1](#), [Part 2](#) and complete [Feedback Form](#) before June 21, 2021.

Originally a 1.4 km gap in the Humber River Trail (HRT) near Weston Road and Lawrence Avenue West, approximately 800 metres of trail remains to be completed. This gap constitutes a significant barrier to a continuous multi-use trail system both along the HRT and in the future Loop Trail. The Loop trail is an 65 km off road, multi-use ring that will connect multiple ravines, neighbourhoods and trail systems throughout Toronto. Existing routes present safety concerns to users who are forced to detour along busy local roads that lack designated cycling infrastructure and are not fully accessible.

The study is being conducted in partnership by [Toronto and Region Conservation Authority \(TRCA\)](#) and City of Toronto.

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/mid-humber-gap-trail-study>

Feedback Form: <https://s.cotsurvey.chkmkt.com/?e=232071&h=5896C97D3027EAD&l=en>

Thurs, June 10, 2021

6:30-8:30 pm

[Virtual Webex](#)

Soon to be scheduled for summer / early fall:

- Don Mills Rd & Overlea Blvd intersection
- Scarlett Rd to Runnymede Rd connection
- Sheppard Ave resurfacing & reconstruction (east of Yonge St)
- College St reconstruction (Bathurst St to Spadina Ave)
- The Queensway reconstruction (west of Humber River)
- Martin Grove southern extension
- Scarborough Golf Club Rd reconstruction
- Gladstone Ave / Havelock St / Bartlett Ave neighbourhood route

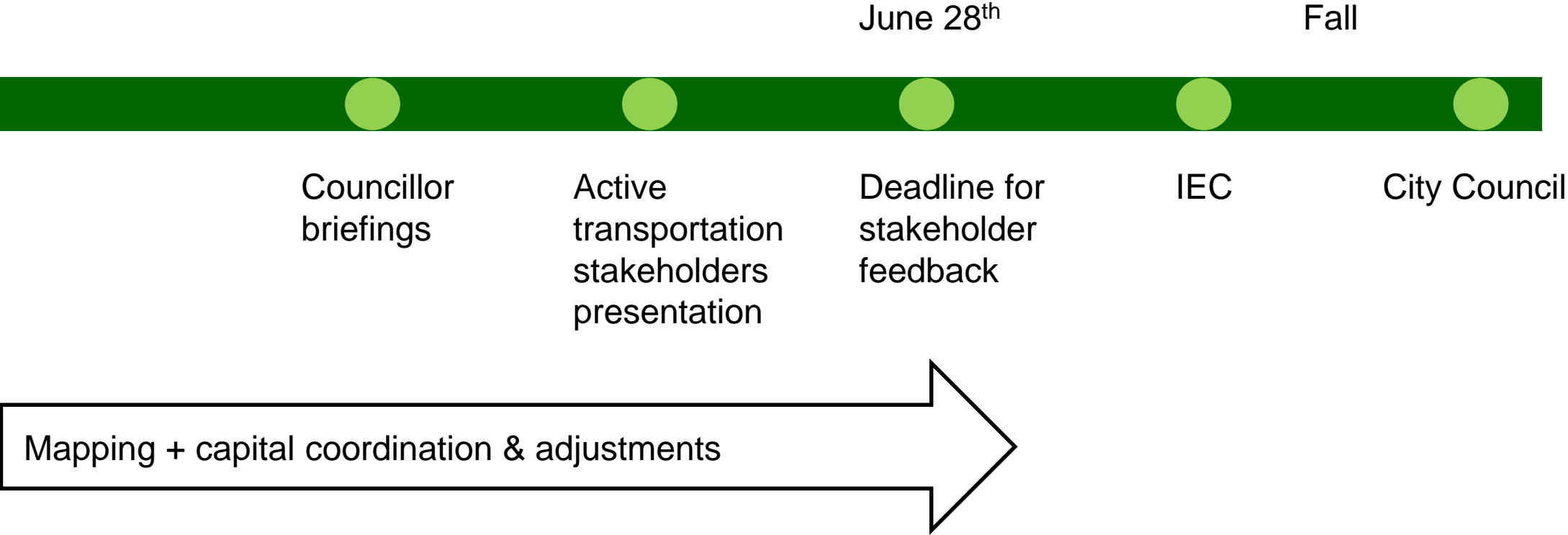
Organizational Partnerships

- Cycle Toronto – StreetSmartsTO and Bike Month
- TCAT & Park People – Public Intercept Surveys for ActiveTO on the Danforth, Yonge and the Major Road Closures; TCAT – Senior Safety Zones Engagement Project
- University of Toronto – Level of Traffic Stress (LTS) Research, Transportation Equity Scoring Tool, Mobilizing Justice
- 8 80 Cities – Quiet Streets User Experience Evaluation
- Ryerson University – Transportation Mode Shift Research

- Toronto Bike Brigade – Smart Commute Partnership – Building Capacity for Equity-Informed Cycling in Toronto
- Bike Hubs – supported by Solid Waste Management Services' Community Reduce and Reuse Programs

...and more!

Next Steps for 2021 Cycling Network Plan Update



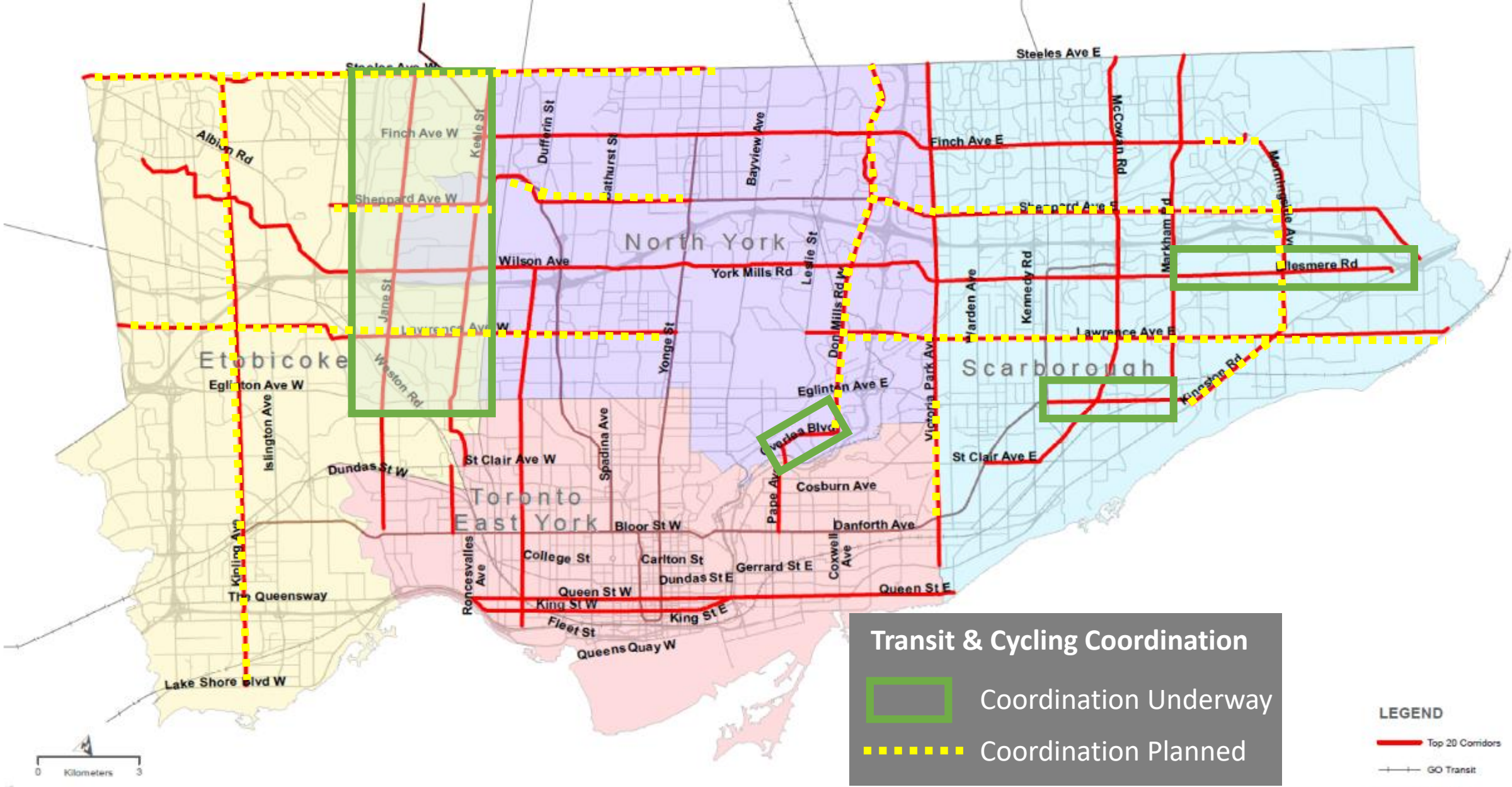


Transit & Cycling Coordination

Surface Transit & Cycling



Major City-Wide Cycling Routes on Surface Transit Network



Where we've initiated coordination*

- **Ellesmere Rd** - Upcoming road work (near term) & future BRT with bikeway (long term)
- **Jane St & Keele St** – RapidTO study & major city-wide cycling network parallel corridor study & upcoming road work
- **Eglinton Ave East** – existing RapidTO route & future proposed major city-wide cycling route
- **Overlea Blvd** – bridge reconstruction & Thorncliffe - Flemington Bikeway projects

** Also includes coordination with Vision Zero / safety scope*

Where we'll be coordinating next

- Kipling Ave
- Sheppard Ave
- Steeles Ave
- Don Mills Rd
- Victoria Park Ave
- Morningside Ave

What coordination looks like

Process

- Integrating scope of studies.
- Coordinated / integrated consultation and Council approval process, where appropriate.
- Advancing City priorities through Metrolinx and TTC projects.

Outcomes

- A. Both dedicated space: On some routes, cycling and transit can each have dedicated space, and co-exist in our ideal scenario (e.g. cycle tracks separate from bus lane).
- B. Cycling dedicated, transit in mixed traffic: When both facility types cannot fit separately, different design alternatives would be considered. In some cases, there may be dedicated cycling space, and transit priority measures (e.g. transit signal priority, queue jump lanes) would improve bus service.
- C. Transit dedicated, cycling alternative: In some cases, where dedicated space for transit takes priority, a higher quality cycling route may be pursued on an alternative corridor, after all options for a shared corridor have been exhausted. People cycling would still be permitted to ride in transit lanes, but the shared space would not be considered a quality bikeway.



Questions / Discussion (5 minute break)

Working Together

We want to communicate the plan, build support, and connect on Major City-Wide Corridors and neighbourhood projects with communities.

- How can we help you?
- How can you help us?

Are you aware of inspiring examples of policies and programs from other cities?

Do you have recommendations for the upcoming public consultation process and activities for the near-term proposed bikeways?

- We suggest focusing on higher level recommendations today, but would like to continue conversations and have more follow up on location-specific recommendations and connections beyond today.

Feedback, comments, and follow up questions can be sent to cycling@toronto.ca with **CNP Stakeholder Feedback** in the subject line by June 28th, 2021.