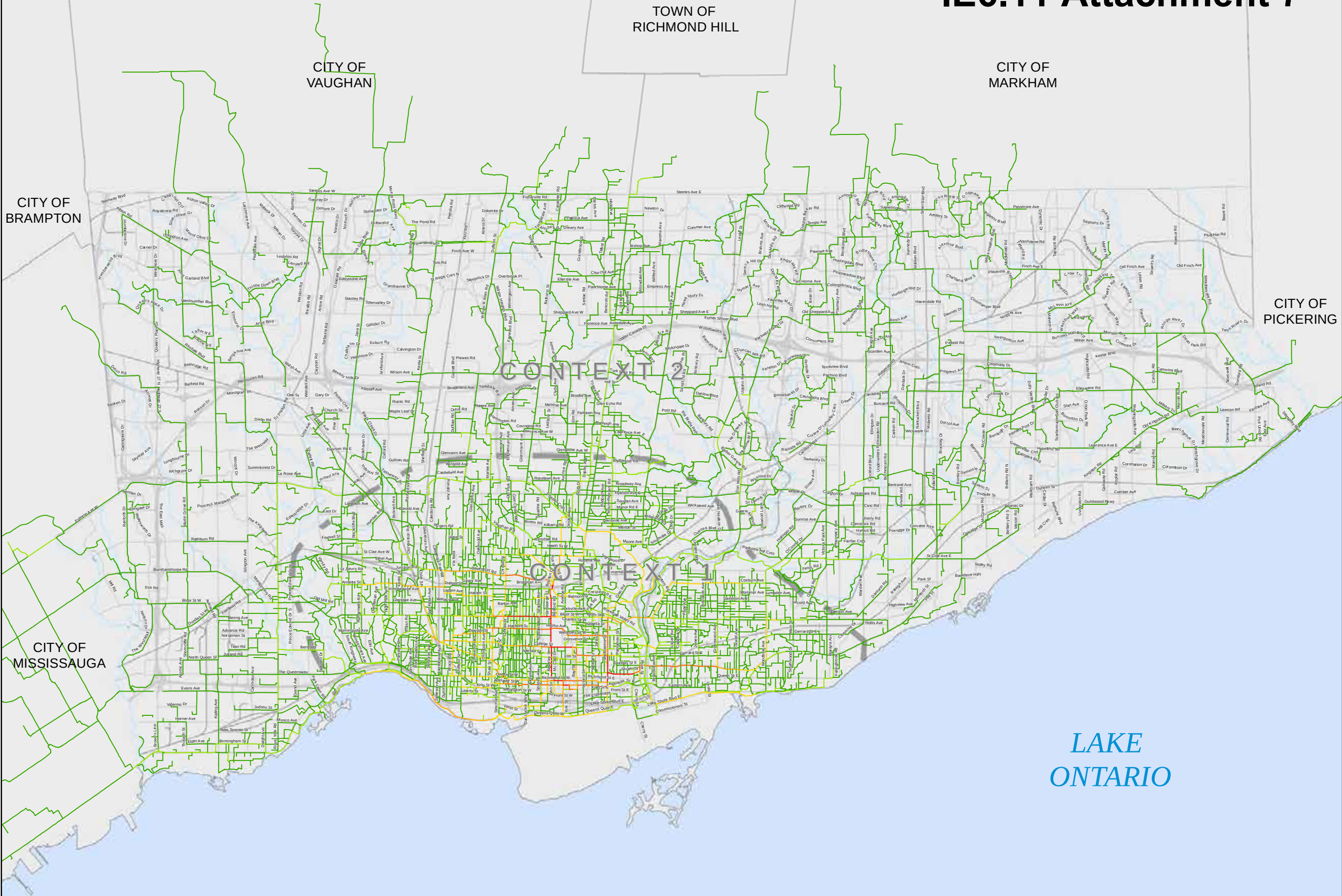


Current Cycling Demand



Current Cycling Demand
Cycling Volume per Day

- 6801 - 17573
- 4201 - 6800
- 2401 - 4200
- 1001 - 2400
- 301 - 1000
- 3 - 300



Current Cycling Demand:
Modelled based on road network routing of origin and destination data (at the Dissemination Area level) from the 2016
Transportation Tomorrow Survey using current cycling trips (24 hour period).

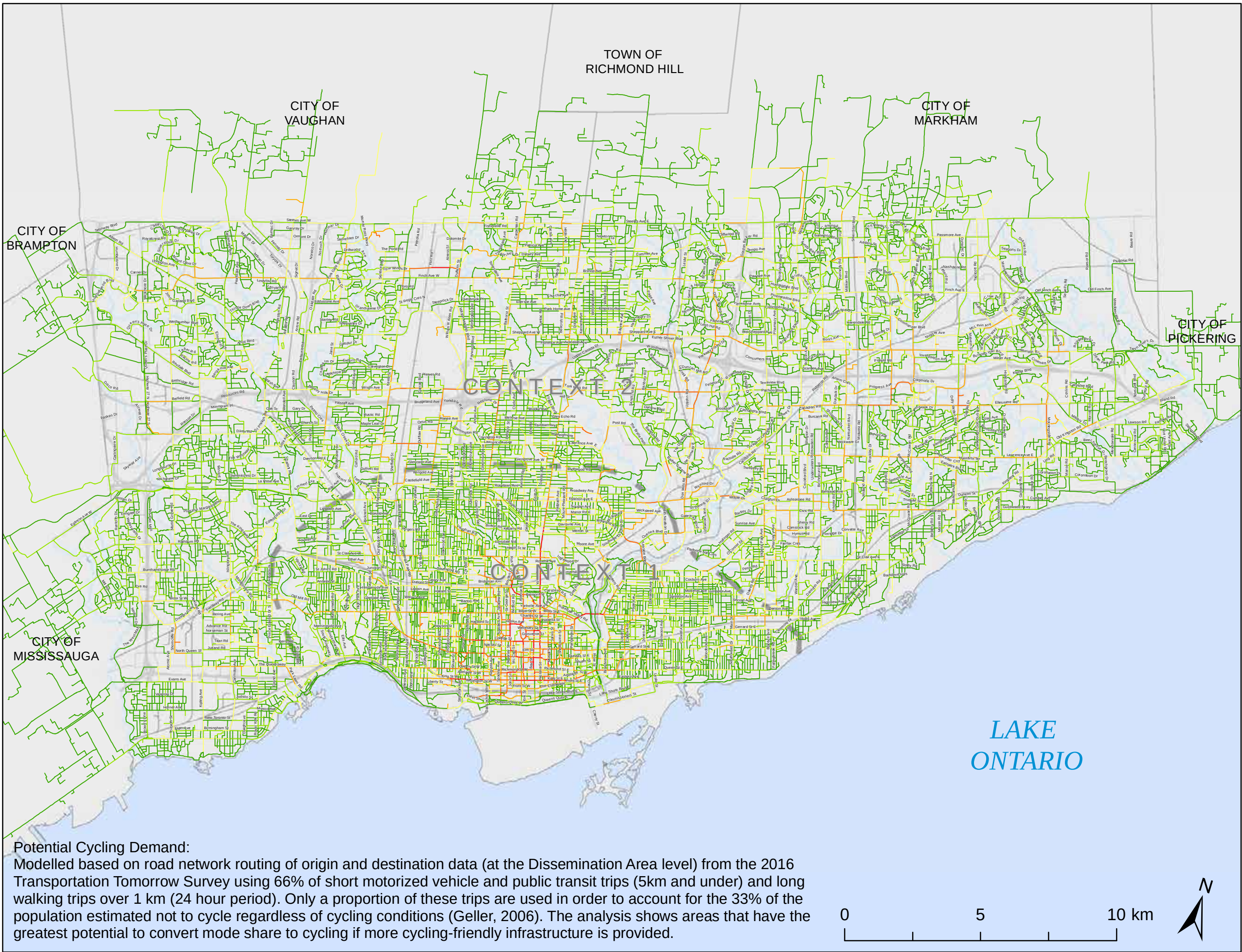
0 5 10 km



Data Source: DMG, Transportation
Tomorrow Survey (2016)
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and
Programs, City of Toronto

Date: March 2019





Potential Cycling Demand

Potential Cycling Demand

Potential Cycling Volume Per Day

- 9501 - 21222
- 5501 - 9500
- 3001 - 5500
- 1501 - 3000
- 501 - 1500
- 2 - 500



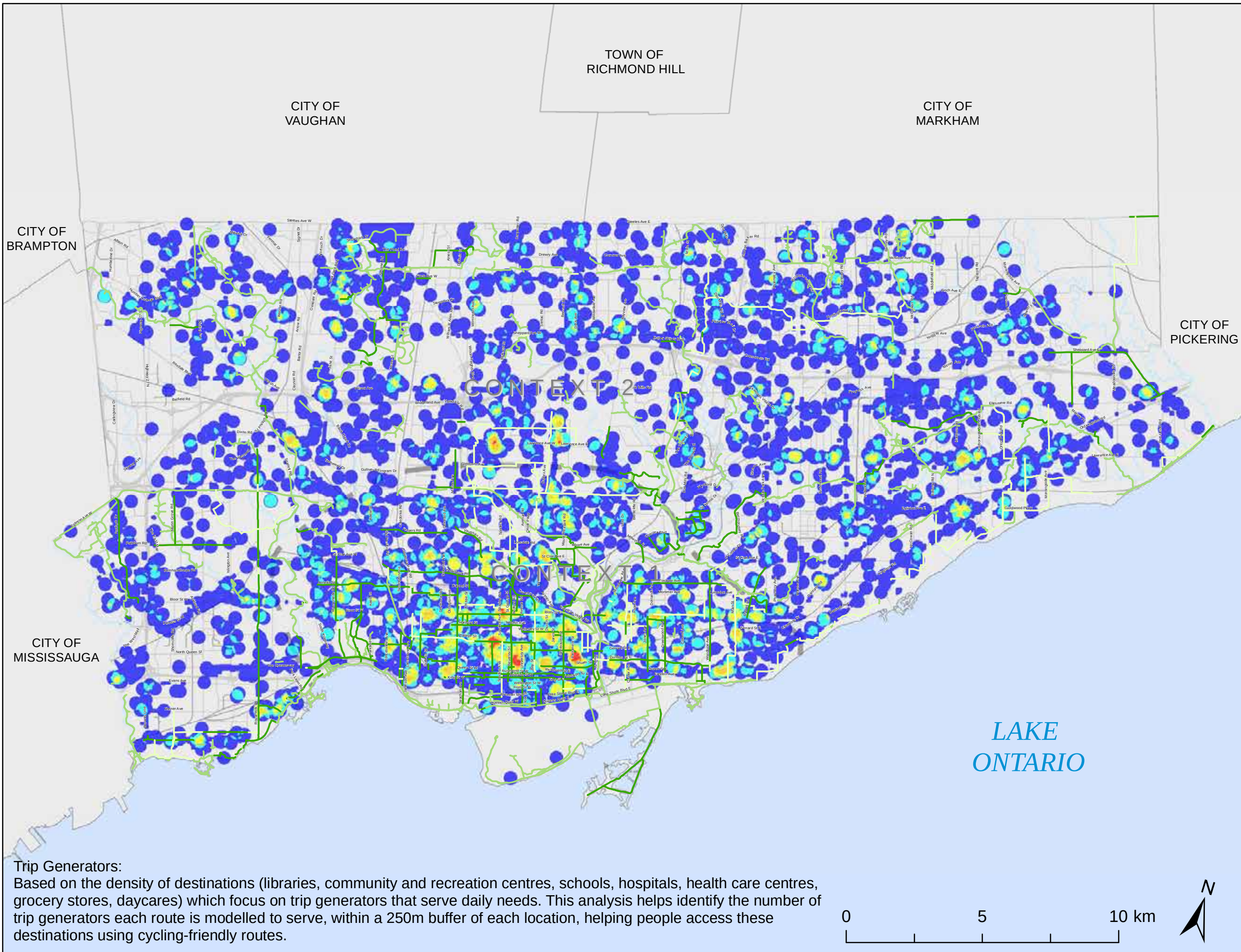
Potential Cycling Demand:
Modelled based on road network routing of origin and destination data (at the Dissemination Area level) from the 2016 Transportation Tomorrow Survey using 66% of short motorized vehicle and public transit trips (5km and under) and long walking trips over 1 km (24 hour period). Only a proportion of these trips are used in order to account for the 33% of the population estimated not to cycle regardless of cycling conditions (Geller, 2006). The analysis shows areas that have the greatest potential to convert mode share to cycling if more cycling-friendly infrastructure is provided.



Data Source: DMG, Transportation Tomorrow Survey (2016)
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto

Date: March 2019



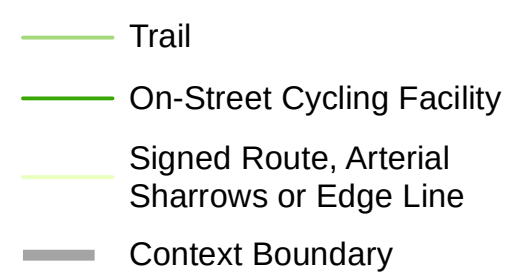


Trip Generators

Trip Generators



Existing Cycling Network



Trip Generators:
Based on the density of destinations (libraries, community and recreation centres, schools, hospitals, health care centres, grocery stores, daycares) which focus on trip generators that serve daily needs. This analysis helps identify the number of trip generators each route is modelled to serve, within a 250m buffer of each location, helping people access these destinations using cycling-friendly routes.

Data Source: Contains information licensed under the Open Government License - Toronto

Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto

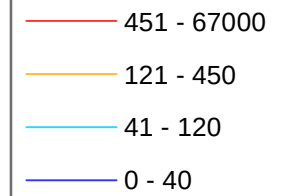


Transit Access

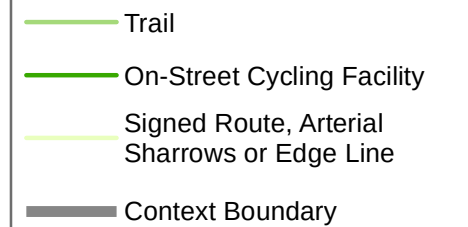
 TTC Station

 GO Station

Transit Station Access Modelled cycling volume to transit stations (per day)



Existing Cycling Network



Data Source: DMG, Transportation Tomorrow Survey 2016, City of Toronto, 2019

Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto
Date: March 2019



CITY OF
BRAMPTON

CITY OF
VAUGHAN

TOWN OF
RICHMOND HILL

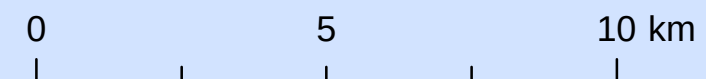
CITY OF
MARKHAM

CITY OF
PICKERING

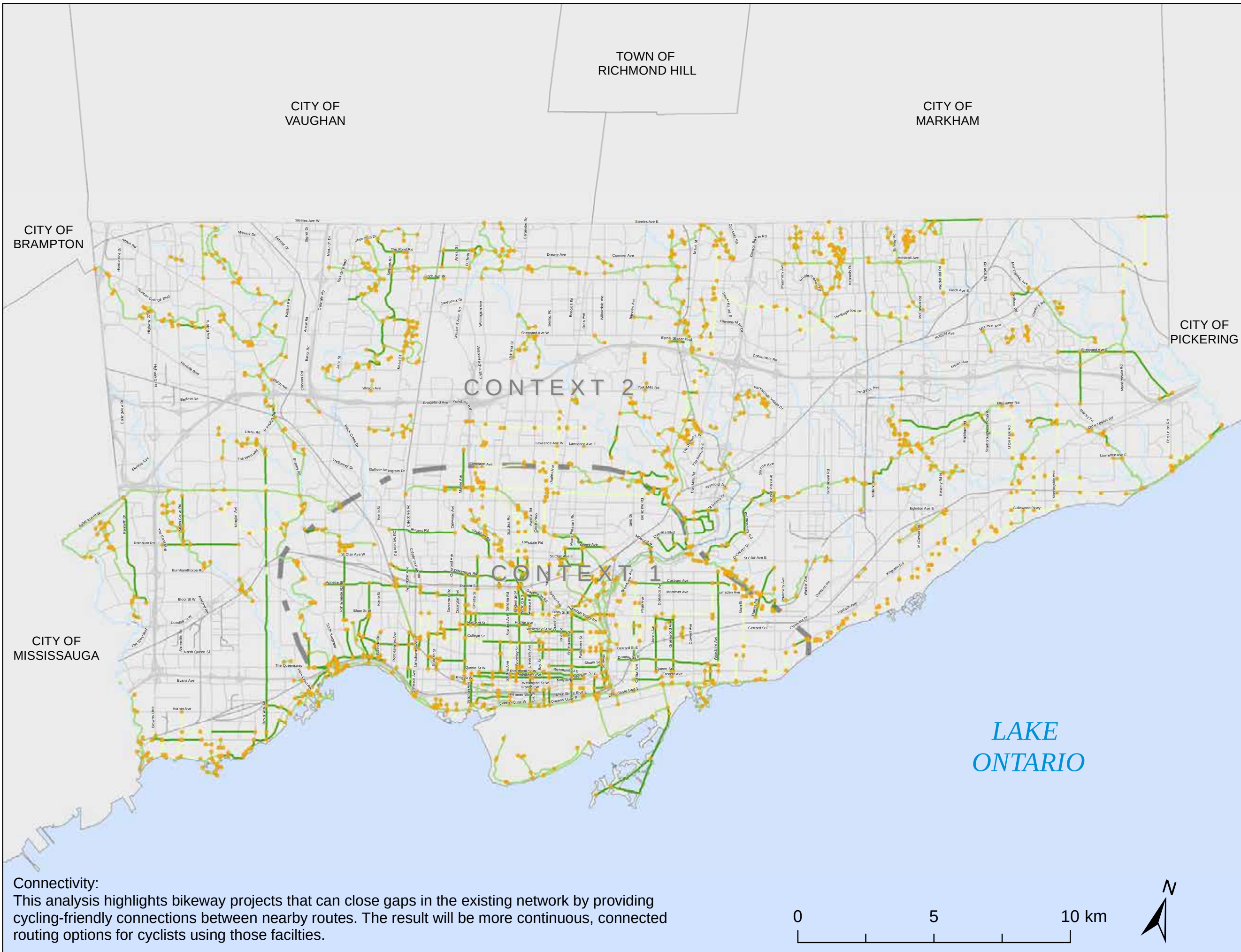
CITY OF
MISSISSAUGA

LAKE
ONTARIO

Transit Access:
This analysis highlights streets within Context Area 2 that are modelled to carry the highest number of commuters from thier home to the closest public transit station. By providing continuous, safe routes to transit, it will help encourage people to access transit by bike.



Planned Cycling Network Connectivity



Connection or Terminus

Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- Context Boundary

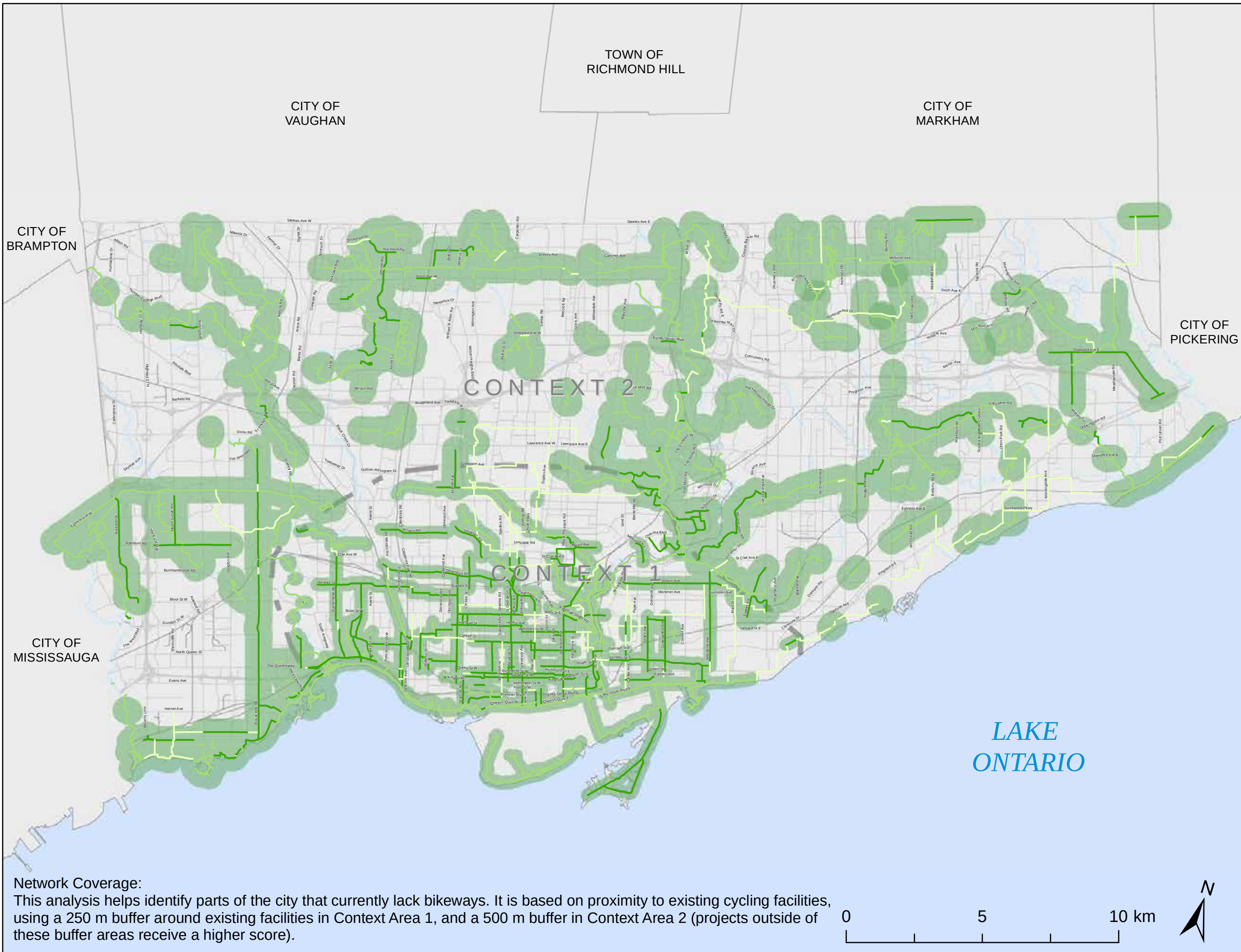


Connectivity:
This analysis highlights bikeway projects that can close gaps in the existing network by providing cycling-friendly connections between nearby routes. The result will be more continuous, connected routing options for cyclists using those facilities.

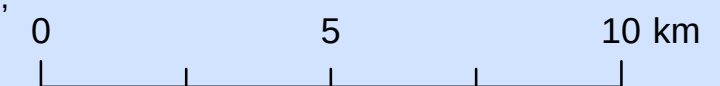


Data Source: City of Toronto
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto
Date: March 2019





Network Coverage:
This analysis helps identify parts of the city that currently lack bikeways. It is based on proximity to existing cycling facilities, using a 250 m buffer around existing facilities in Context Area 1, and a 500 m buffer in Context Area 2 (projects outside of these buffer areas receive a higher score).



Network Coverage

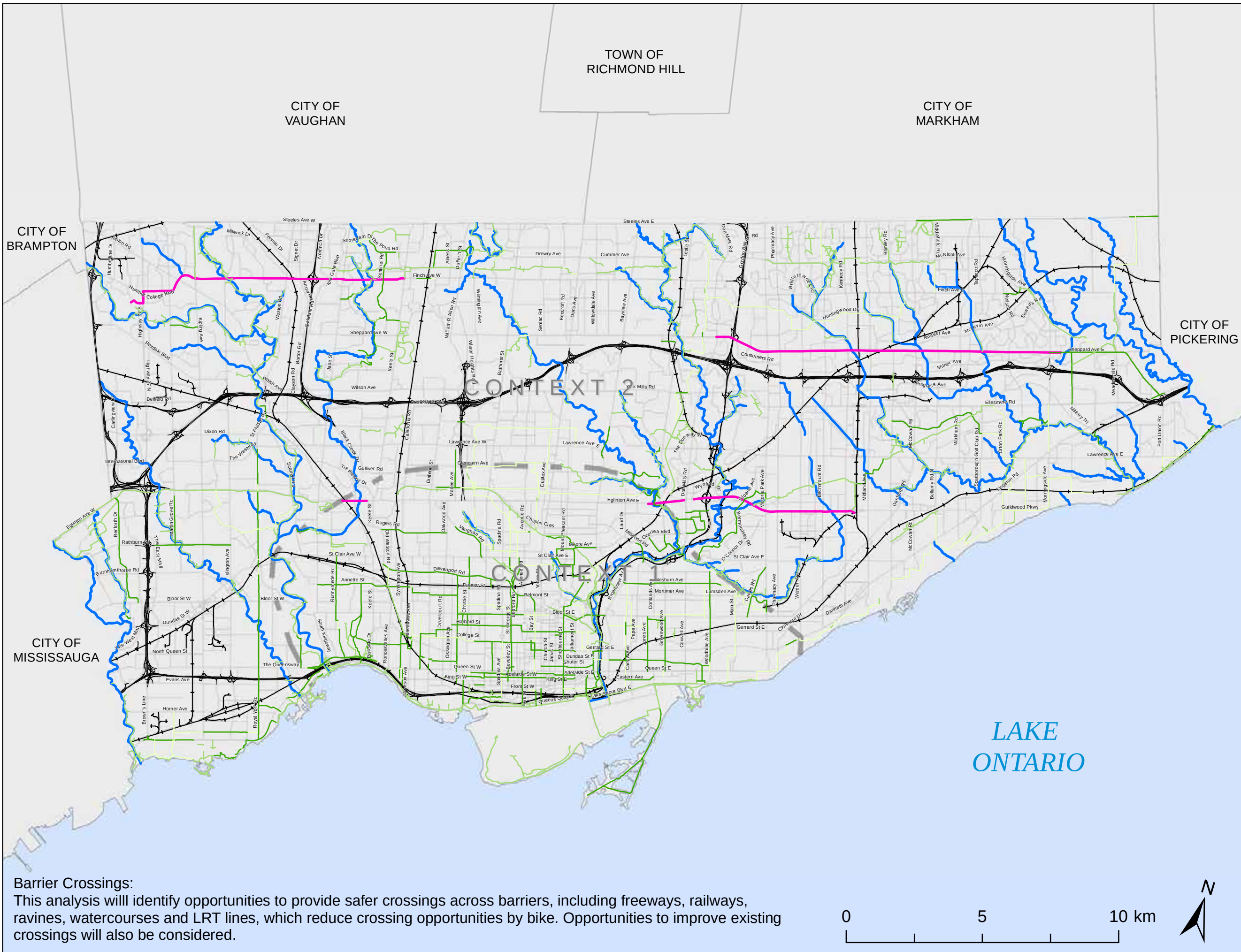
- Coverage
- Existing Cycling Network**
 - Trail
 - On-Street Cycling Facility
 - Signed Route, Arterial Sharrows or Edge Line
 - Context Boundary



Data Source: City of Toronto
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto

Date: March 2019





Barrier Crossings

Barriers

- LRT
- Ravine and Watercourse
- Freeway
- Railway

Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- Context Boundary



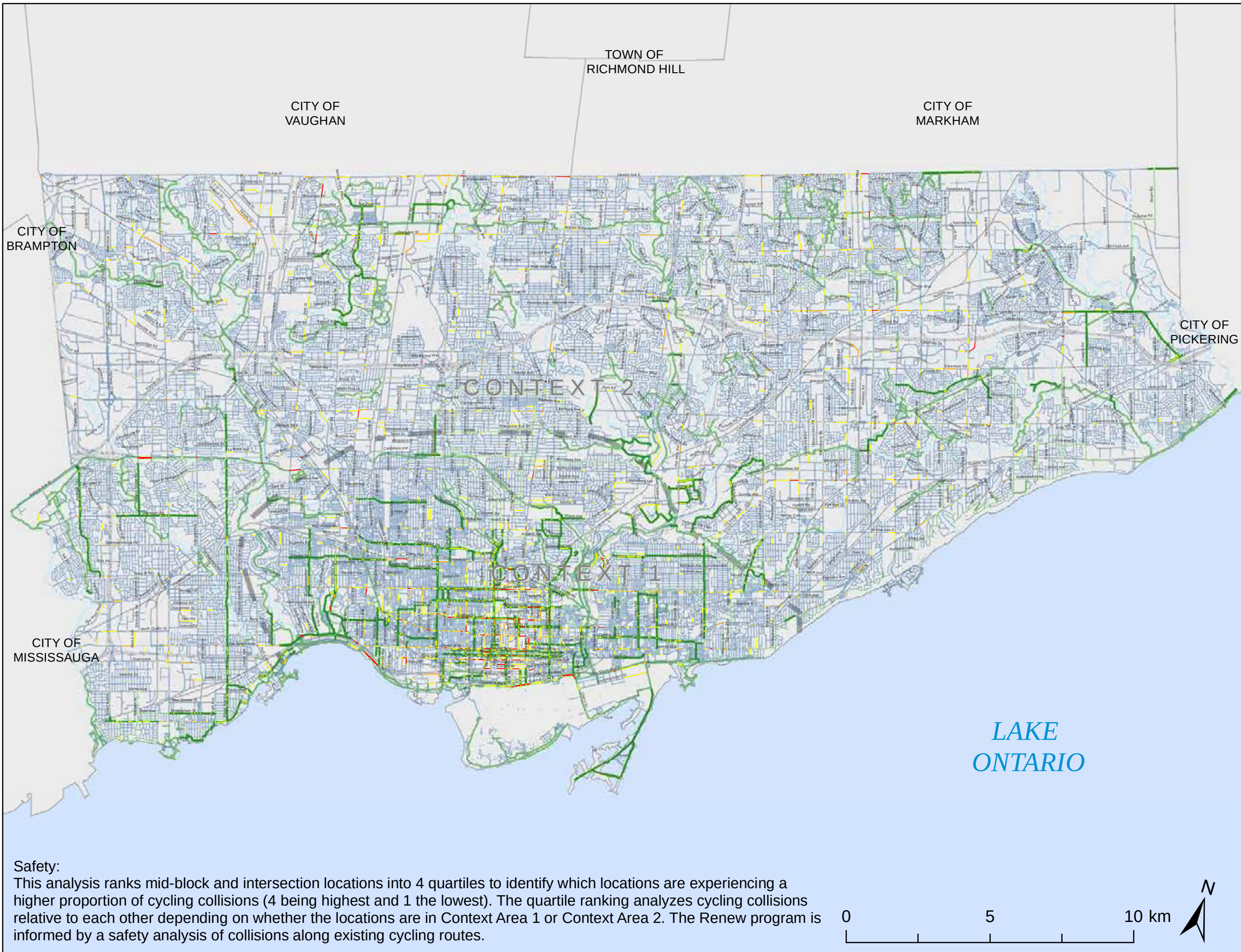
Barrier Crossings:
This analysis will identify opportunities to provide safer crossings across barriers, including freeways, railways, ravines, watercourses and LRT lines, which reduce crossing opportunities by bike. Opportunities to improve existing crossings will also be considered.



Data Source: Contains information licensed under the Open Government License - Toronto

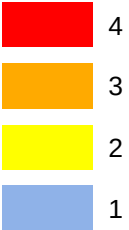
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto



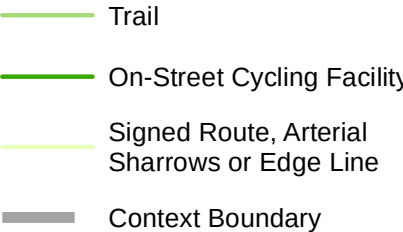


Safety: Cycling Collisions

2012-2017 Cycling Collisions - Quartile Ranked

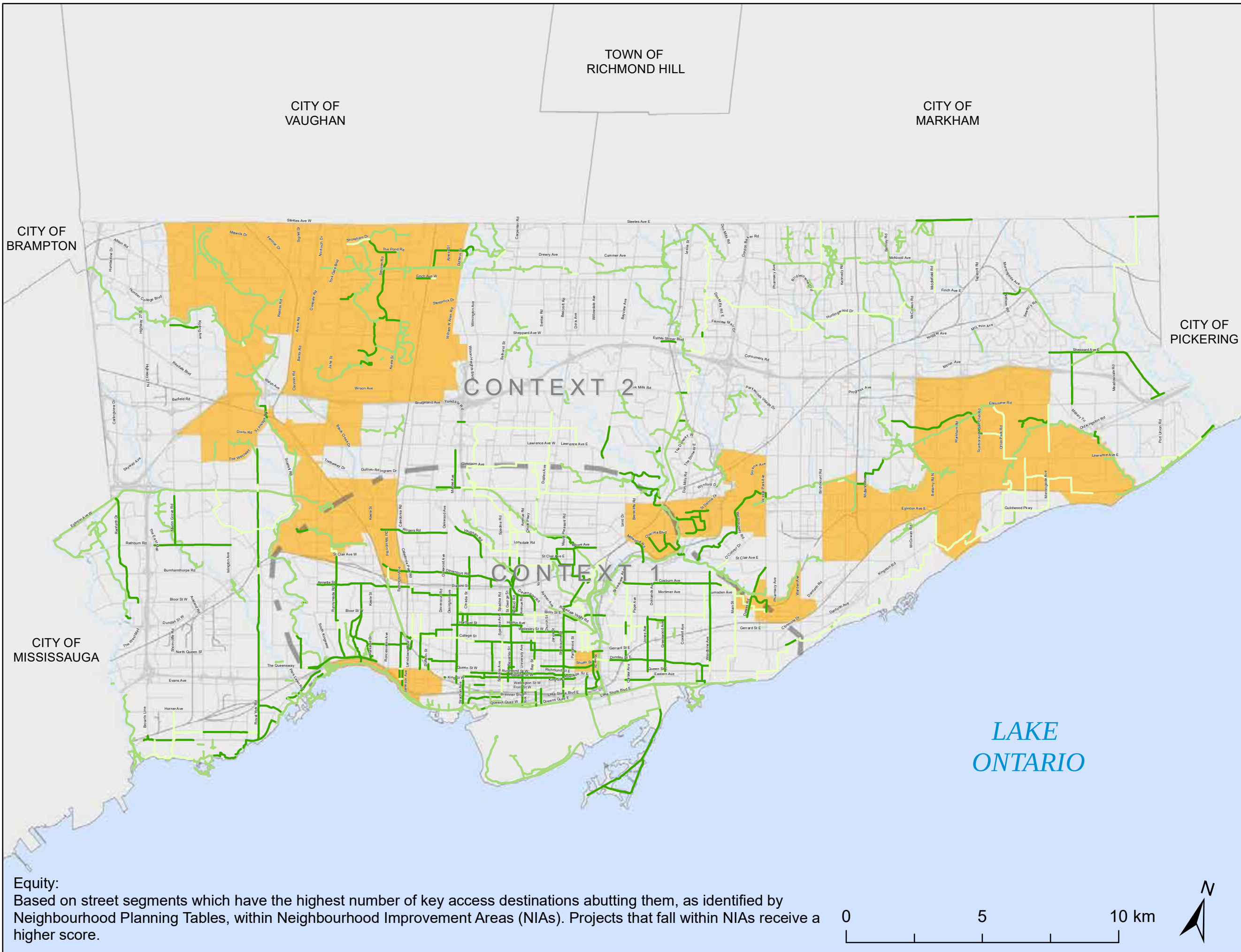


Existing Cycling Network



Safety:
This analysis ranks mid-block and intersection locations into 4 quartiles to identify which locations are experiencing a higher proportion of cycling collisions (4 being highest and 1 the lowest). The quartile ranking analyzes cycling collisions relative to each other depending on whether the locations are in Context Area 1 or Context Area 2. The Renew program is informed by a safety analysis of collisions along existing cycling routes.





Equity

CITY OF
BRAMPTON

CITY OF
VAUGHAN

TOWN OF
RICHMOND HILL

CITY OF
MARKHAM

CITY OF
PICKERING

CITY OF
MISSISSAUGA

CONTEXT 2

CONTEXT 1

LAKE
ONTARIO

Neighbourhood Improvement Area

Existing Cycling Network

- Trail
- On-Street Cycling Facility
- Signed Route, Arterial Sharrows or Edge Line
- Context Boundary



Equity:
Based on street segments which have the highest number of key access destinations abutting them, as identified by Neighbourhood Planning Tables, within Neighbourhood Improvement Areas (NIAs). Projects that fall within NIAs receive a higher score.

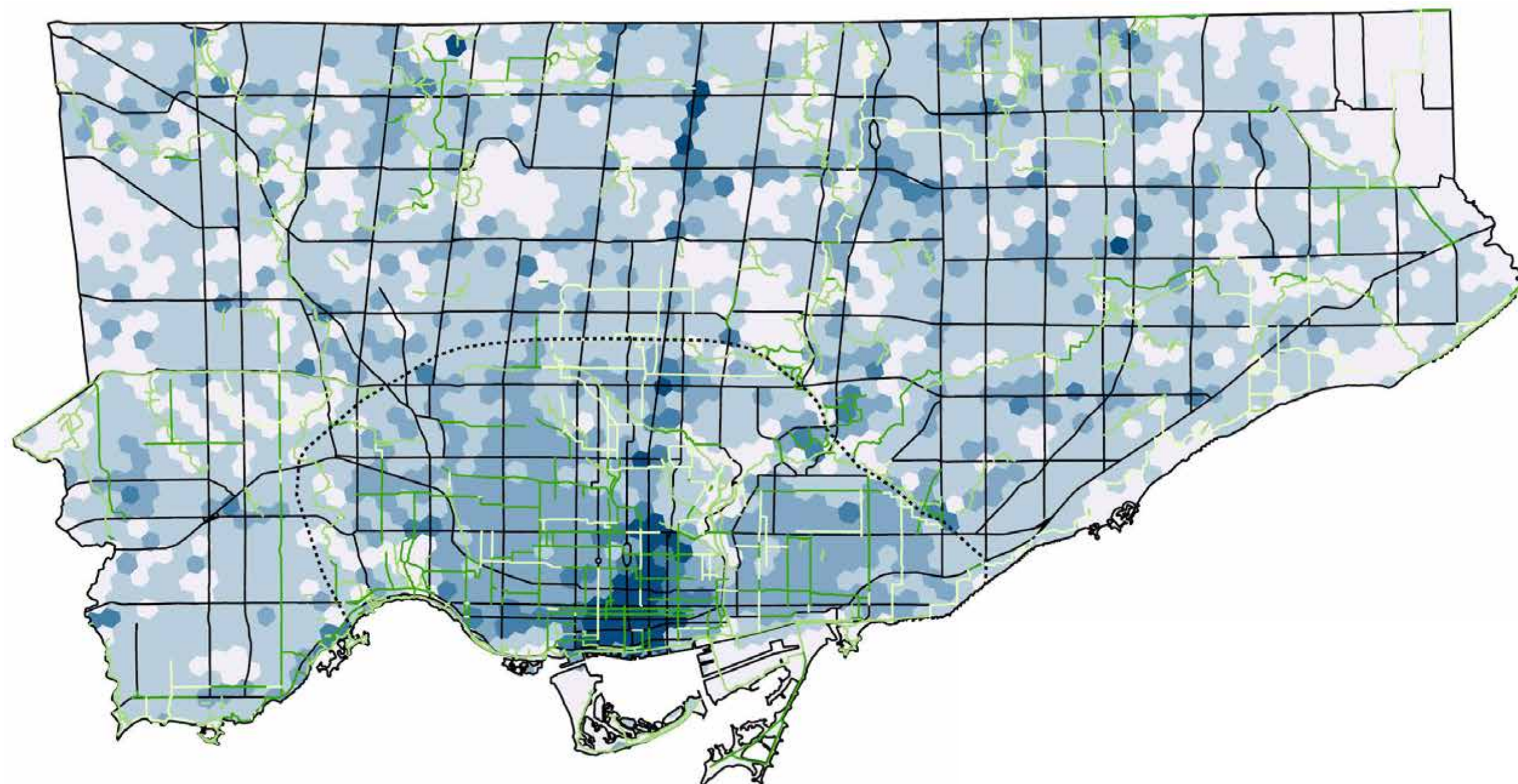


Data Source: Contains information licensed under the Open Government Licence – Toronto

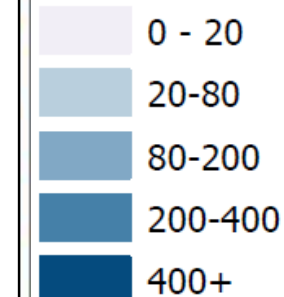
Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto



Population and Employment Density



People & Jobs per Hectare



Existing Cycling Network



0 5 10 km

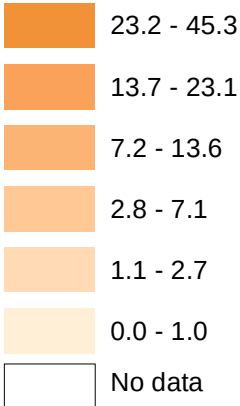


Source: Toronto Employment Survey 2016 and Statistics Canada Census 2016
Projection: NAD 1927 MTM3
Cartography: City Planning, Research and Information, City of Toronto
Date: April 2019

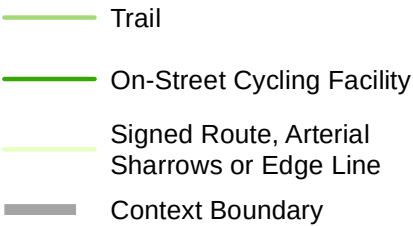


Toronto Cycling Mode Share-All Trips

Cycling Mode Share (%)



Existing Cycling Network



Data Source: DMG, Transportation Tomorrow Survey 2016

Projection: NAD 1927 MTM 3
Cartography: Cycling Infrastructure and Programs, City of Toronto

