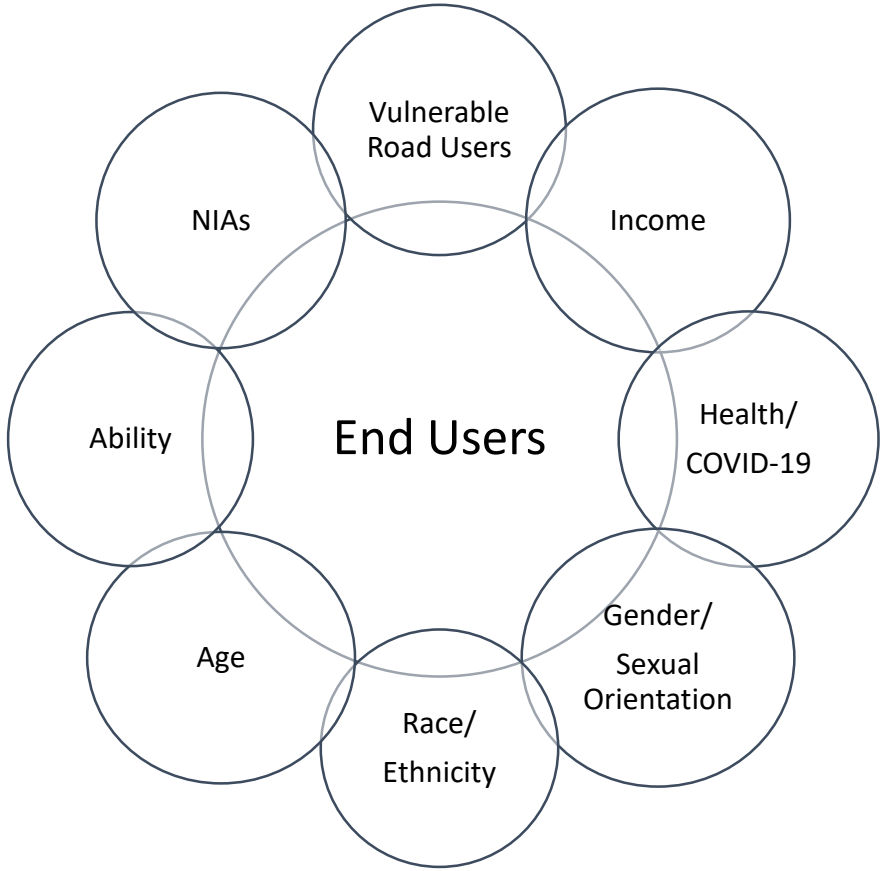
Attachment 6 – Transportation Equity Lens Tool

This equity analysis framework is developed to identify needs, remove barriers, and support a deeper dive into program impacts on equity-deserving groups. Eight equity-deserving categories have been identified, but this is not an exhaustive list. When completing the equity impact assessment table, program managers are encouraged to use **Wellbeing Toronto**, an evidence-based mapping system showing spatial distributions of diverse communities in Toronto, for neighbourhood-level planning and location selection/prioritization.



TORONTO

1. Equity-Deserving Category	2. Transportation Needs and Barriers	3. Positive Equity Impacts	4. Negative Equity Impacts	5. Negative Impact Mitigation
Who will benefit from and/or burdened by your Project/Program? Only check off categories that are applicable.	What are the transportation needs and barriers of affected equity-deserving communities?	How does your Project/Program address needs or remove barriers of affected communities?	How does your Project/Program negatively impact equity-deserving communities?	What are your strategies to mitigate any potential negative consequences of your Project/Program? Please include specific examples related to community engagement etc.
Vulnerable Road Users (e.g. Pedestrian, Cyclist, Motorcyclist, Transit User, Carless household)	**Road safety:** People walking and cycling have less protection in collisions than people in motor vehicles, and are therefore at higher risk of being killed or seriously injured in a collision on our roadways. **Social participation:** People who have limited safe, accessible travel options are typically less mobile and face greater barriers to accessing training, employment, food, healthcare, education, and other services. They are also more likely to experience social isolation.	**Road safety:** Bikeways proposed in the Cycling Network Plan should follow Toronto's On-Street Bikeway Design Guidelines, which provide standards for implementing appropriate bikeway types that strive to be comfortable for people of all ages and abilities and improve safety for all road users. **Social participation:** The cycling service assessment that informs project prioritization includes inputs related to key destinations and the routes people would take to reach them, thereby improving connectivity to services for those travelling without a vehicle, increasing potential levels of social participation.	Some people choose to walk, bike, or take transit; some people walk, bike, or take transit out of necessity. The long term cycling network vision covers the entire city in a detailed grid, but until areas of the city with limited existing bikeways have a more extensive cycling network constructed, there will continue to be vulnerable road users travelling in dangerous conditions and experiencing greater risk of injury. Cycling in neighbourhoods with limited mobility options and high incidence of crime may also expose vulnerable road users to a greater risk to their personal security while traveling.	Through analysis of collision data, Transportation Services can identify areas and streets demonstrating the highest risk for vulnerable road users. This collision analysis is part of the cycling service assessment of proposed routes, which contributes to the prioritization of bikeways for near-term delivery. The planning and design of cycling facilities is informed by the assessment of safety and security risks for vulnerable road users where applicable.
Geography-based Equity (e.g. Residents in Neighbourhood Improvement Areas, Residents in the inner suburbs)	Compared with residents in other parts of the city, residents in Neighbourhood Improvement Areas typically have less access to healthy foods, employment opportunities, parks and open spaces, and other social, recreational, and cultural services.	**Connecting services:** The primary goal of the Cycling Network Plan with respect to NIAs is to connect residents with key access points (health services, places of employment, schools, community hubs, and other destinations identified by residents) with safe routes for walking and cycling. **Stakeholder engagement**: In 2018-2019, residents from NIAs identified neighbourhood-specific barriers to cycling, which are shared with project managers when a bikeway is proposed in an NIA, to see if there may be opportunities to address barriers through the project.	**Process**: There is no ongoing mechanism or process in place for bringing specific lived experiences and input from residents of NIAs and inner suburbs into the prioritization process and program at the planning level. There are limited conversations and interactions between planners and equity-deserving groups. **Outcomes**: Residents in NIAs have heterogenous needs. Solely focusing on geographic equity may result in insufficient recognition and action to address diverse social equity needs.	**Process:** While public and stakeholder consultation is currently limited at the planning level, detailed project-specific consultations are held for each bikeway project and provide opportunity for input from affected residents. **Outcomes:** The prioritization framework for programming bikeways in the near-term cycling program includes several equity inputs, including the Neighbourhood Improvement Areas and consideration of geographic distribution. This prioritization framework will lead to more proposed routes in geography-based areas of need.
Ability-based Equity (e.g. Persons with disabilities, Persons with limited English proficiency)	Some people with physical or cognitive disabilities may be unable to drive and may be more reliant on transit, walking, or cycling. They may also face greater risks and barriers to navigating spaces, including bikeways, that are not designed with the latest all ages and abilities guidance, or that have poor wayfinding components.	Providing safe, accessible, alternative mobility options, such as bikeways, has the potential to positively impact the access of people with disabilities to places of daily needs and the social, health and economic benefits that are associated. The level of impact depends greatly on the type of disability a person has, as some people may not be able to ride any type of bicycle. However, in some cases, a bicycle is more accessible than driving or getting to transit. The presence of cycling facilities may also have broader safety impacts to the street, such as slowing the speed of vehicles and providing physical separation from the roadway, that benefit all road users, including those on foot and assisted mobility devices.	Bikeways have not always been designed accessibly, and sometimes design conflicts emerge between bikeway space for those cycling, and pedestrian or transit space for those with disabilities.	The goal of Toronto's bikeway design is to achieve routes that are comfortable for people of all ages and abilities, and reduce or eliminate design conflicts between bikeway space and pedestrian or transit space for those with disabilities. The City will continue to improve design standards and implementation to work towards high quality, accessible bikeways. This includes meaningful stakeholder engagement with members of the accessiblity community and design considerations for interactions between bikeways and accessibility features, such as raised bus platforms.

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Age-based Equity (e.g. Senior 65 years or over, Child 0-14 years old)	Children and older adults may be unable to drive and may be more reliant on transit, walking and cycling. They may also face greater barriers and risks when using cycling facilities that are not designed for the comfort and safety of all ages and abilities.	Providing safe, accessible, alternative mobility options, such as bikeways, has the potential to positively impact the access of vulnerable seniors and youth to places of daily needs and the social, health and economic benefits that are associated. The level of impact depends on the physical abilities of the individual, as some people may not be able to ride any type of bicycle. However, in some cases, a bicycle is more accessible than driving or getting to transit, and in these cases has the potential to improve the mobility of those experiencing age-based challenges, and contribute to reducing social isolation.	While seniors are often engaged through public consultation and stakeholder events, children have less frequently been included. There are some examples of Transportation Services bikeway projects that specifically engaged children through school-related events, but as part of a more consistent approach, this remains a gap.	The goal of Toronto's bikeway design is to achieve routes that are comfortable for people of all ages and abilities, and reduce or eliminate design conflicts between bikeway space and pedestrian or transit space. The City will continue to improve design standards and implementation to work towards high quality, accessible bikeways. Transportation Services is interested in advancing new forms of public consultation and engagement, which could also include strategies to more consistently incorporate input from children.
Means-based Equity (e.g. Persons with low income , Unemployed persons, Single parent families, Households with disproportional income devoted to transport)	A person's ability to find work is related to their ability to travel (safely, affordably, timely) to job interviews, employment centres, and services. Persons with low income are more likely to face financial constraints, such as not being able to afford a car or being priced out of more accessible urban centres due to housing unaffordability. Many of the neighbourhoods with lower housing prices are not well served by transit or the cycling network at this time.	Poverty, unemployment, and other means-based constraints have negative impacts on both social and physical mobility. Providing lower cost mobility options, such as bikeways, can help increase the access of persons with low income to places of daily needs and the social, health, and economic benefits that are associated.	For means-based equity groups, while the overall cost of cycling may be lower than most other travel modes, the upfront cost of purchasing a bicycle can still be a substantial barrier, as well as having a safe location to store a bicycle, or safe routes to travel from a personal security perspective. These barriers are not currently addressed by initiatives related to the Cycling Network Plan.	There are other City divisions and external partners that Transportation Services could collaborate with to provide affordable or no-cost opportunities for residents with low income to gain access to bicycles, as well as bike maintenance and cycling skills. Toronto Bike Share is currently exploring such strategies for its fleet of bicycles. Enhanced engagement with residents of these communities is needed to make sure that the Cycling Network Plan aligns with their most immediate mobility needs.
Race-based Equity (e.g. Racialized groups, Recent immigrants, refugees & undocumented individuals, Indigenous peoples)	Indigenous, Black, and other racialized groups face individualized and systemic racism, which may impede their ability to comfortably and reliably travel by active transportation modes and may introduce barriers to their overall mobility.	In Toronto, many racialized groups are concentrated in neighbourhoods that have been underserved by services and infastructure. Using a prioritization framework that includes racial equity will help direct future proposed bikeways to areas of the city not yet well served by active transportation infrastructure and the road safety benefits that are associated.	Walking and cycling can be a disproportionately negative experience for Indigenous, Black, and other racialized groups as a result of discrimination and lack of personal safety due, in part, to the very different infrastructure and design standards historically common in suburban neighbourhoods where more racialized communities live, as well as ongoing racism in our society.	More work needs to be done to ensure the planning, engagement, and design of bikeways incorporates a reconciliation framework and Indigenous history, knowledge, and practices, as well as greater efforts to ensure Toronto's streets are safe places for all residents, especially Black, Indigenous and racialized groups that experience racism. Transportation Services is planning a Transportation Community Reconciliation Project to advance several aspects of this work.
Gender-based Equity (e.g. Women, LGBTQ2S communities)	Women, especially women whose identity intersects with other equity-deserving groups, are overrepresented in lower quality jobs, precarious employment, and those who take transit. Some women and members of LGBTQ2S communities feel unsafe travelling alone, at night, or on foot / bicycle based on experience or awareness of violence against women and LGBTQ2S individuals.	Providing safe, alternative mobility options that increase access to services, food, green space, and employment has the potential to positively impact women's and LGBTQ2S individuals' access to places of daily needs and the social, health and economic benefits that are associated. Some people have a greater sense of personal safety when cycling as opposed to walking based on the speed a bicycle allows one to travel.	Walking and cycling can be a disproportionately negative experience for women and LGBTQ2S communities, especially those whose identity intersects with other equity-deserving groups, as past designs and routes have not always considered personal safety in addition to road safety, or details such as sufficient lighting, visibility, and access points.	Including women and LGBTQ2S communities in the consultation, route alignment, and design details of active transportation projects can help mitigate the potential unintended negative consequences associated with personal safety concerns.

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Health-based Equity (e.g. Residents living in COVID Impact Zones, data available here: https://www.toronto.ca/home/covid-19/covid-19-latest-city-of-toronto-news/covid-19-status-of-cases-in-toronto/	Many residents living in areas experiencing the highest density of COVID-19 cases are vulnerable, equity-deserving communities. The pandemic is causing other surging issues ("echo pandemics") that are deepening inequities in Toronto, especially related to unemployment, food insecurity, mental health, and housing stability. There are crowded transit routes in areas with many residents who do not have other options for travel, and who cannot work from home. This creates further exposure to health challenges.	The expansion of bikeways is one of the many recommendations identified in the COVID-19: Impacts and Opportunities Report for Toronto's recovery and rebuild process. Providing safe alternative options for those who rely on transit may help alleviate unsafe overcrowding conditions, while improving access to local places and services.	Many of the crowded transit routes and COVID-19 hot spots are in Toronto's suburban areas, where the cycling network is not well connected. The majority of ActiveTO bikeways rapidly deployed were focused in the core of the city, and did not benefit residents living in COVID Impact Zones. One of the few routes installed outside the core was removed.	The prioritization framework for programming bikeways in the near-term cycling program includes several health and wellness data sets, including density of COVID-19 cases and crowded transit routes. This prioritization framework will lead to more proposed routes in health-based areas of need. Transportation Services is also striving for high quality bikeway design and installing bikeways that feel comfortable and appropriate for major suburban roadways.