

### Equity: Cycling Access to Employment

#### Legend

**Score**  
Access to employment by cycling score

- 4 points
- 3 points
- 2 points
- 1 points

**Dissemination area (DA) scores for access to employment by cycling (0 - 1) classified by quartiles**

- 0.00 - 0.18
- 0.19 - 0.27
- 0.28 - 0.57
- 0.58 - 1.00

**GTA Road**

- Major Road

**GTA**

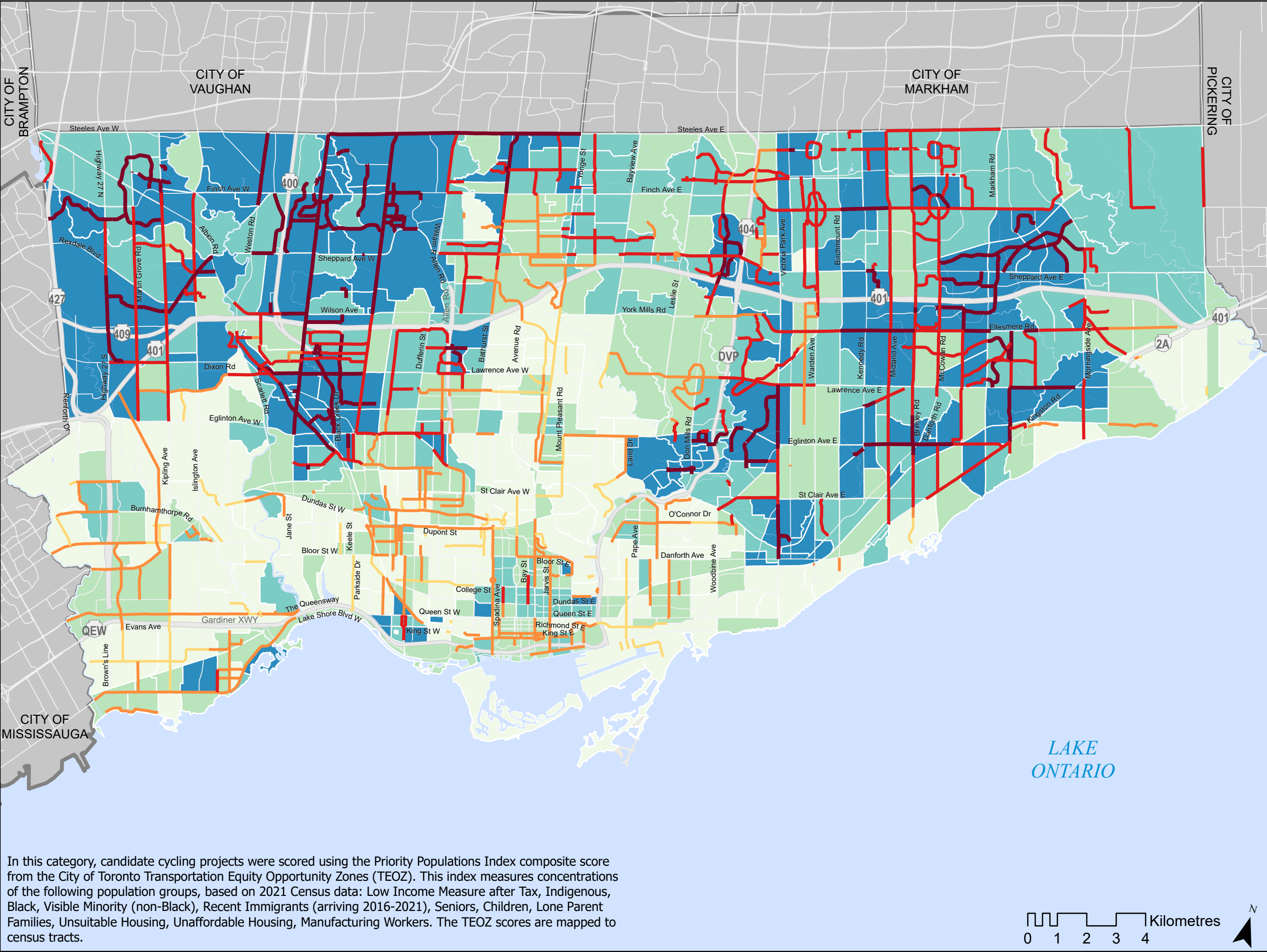
- GTA Boundaries

**Waterbody**

Data Sources: Mobilizing Justice Dashboard, created by the University of Toronto, available online at <http://dashboard.mobilizingjustice.ca/>, Statistics Canada, 2021. And contains information licensed under the Open Government License - Toronto

Projection: NAD 1983 CSRS MTM 10  
Cartography: Transportation Services, City of Toronto  
Date: May 2024

In this category, candidate cycling projects were scored based on access to employment destinations by cycling. The access to employment by cycling measure is from the Mobilizing Justice Dashboard, created by the University of Toronto, available online at <http://dashboard.mobilizingjustice.ca/>. This measure compares access to employment by cycling for each dissemination area (DA) neighbourhood to the rest of the city. The service area for cycling captures destinations reachable within a 30-minute bike ride.



### Equity: Priority Populations

#### Legend

**Score**  
Proximity to priority populations score

- 4 points
- 3 points
- 2 points
- 1 points

**Priority populations index (0-100) from Transportation Equity Opportunity Zones (TEOZ) classified by quartiles**

- 58.6 - 80.0
- 47.3 - 58.5
- 35.7 - 47.2
- 22.5 - 35.6

**GTA Road**

- Major Road

**GTA**

- GTA Boundaries

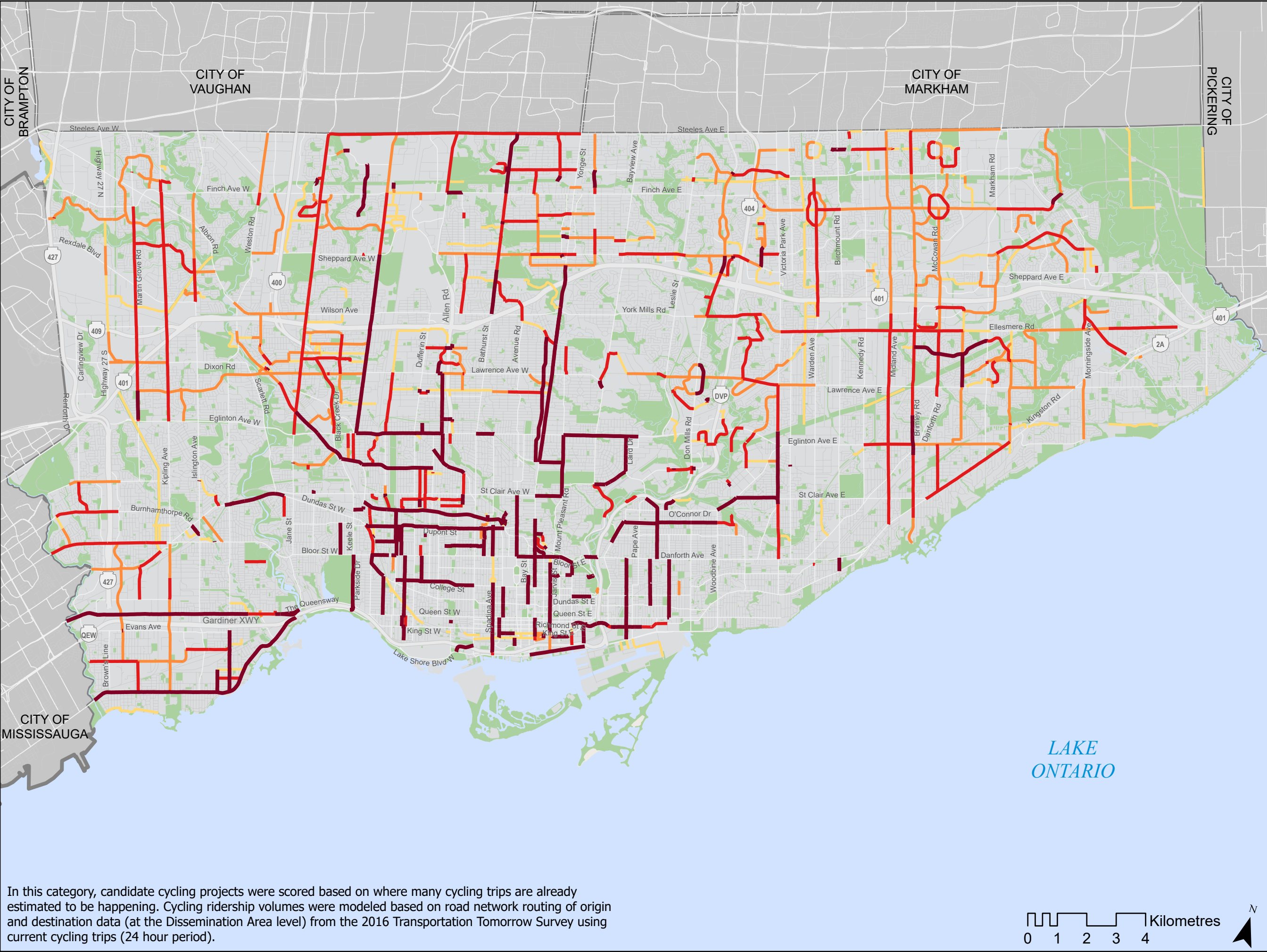
**Waterbody**

Data Sources: Statistics Canada 2021 Census.

And contains information licensed under the Open Government License - Toronto

Projection: NAD 1983 CSRS MTM 10  
Cartography: Transportation Services, City of Toronto  
Date: May 2024

In this category, candidate cycling projects were scored using the Priority Populations Index composite score from the City of Toronto Transportation Equity Opportunity Zones (TEOZ). This index measures concentrations of the following population groups, based on 2021 Census data: Low Income Measure after Tax, Indigenous, Black, Visible Minority (non-Black), Recent Immigrants (arriving 2016-2021), Seniors, Children, Lone Parent Families, Unsuitable Housing, Unaffordable Housing, Manufacturing Workers. The TEOZ scores are mapped to census tracts.



### Current Cycling Demand

#### Legend

**Score**

- 4 points
- 3 points
- 2 points
- 1 points

**GTA Road**

- Major Road
- Local Road

**GTA**


- GTA Boundaries
- Toronto

**Waterway**

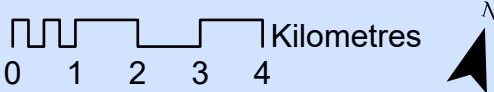
**Parks and Recreation Areas**

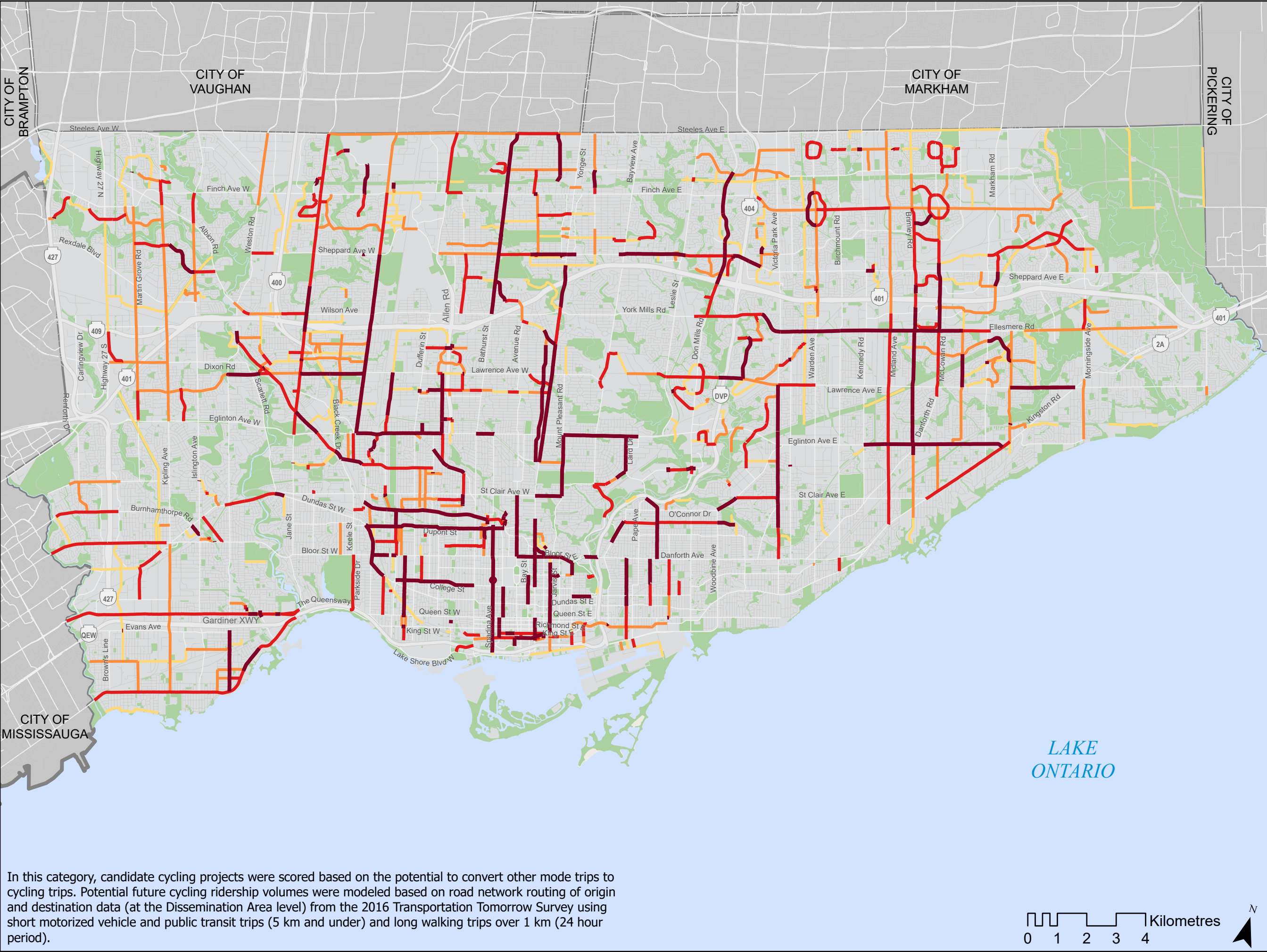
Data Sources: DMG, Transportation Tomorrow Survey 2016.  
And contains information licensed under the Open Government License - Toronto

Projection: NAD 1983 CSRS MTM 10  
Cartography: Transportation Services, City of Toronto  
Date: May 2024



In this category, candidate cycling projects were scored based on where many cycling trips are already estimated to be happening. Cycling ridership volumes were modeled 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).





### Potential Cycling Demand

#### Legend

**Score**

- 4 points
- 3 points
- 2 points
- 1 points

**GTA Road**

- Major Road
- Local Road

**GTA**


- GTA Boundaries
- Toronto

**Waterway**

**Parks and Recreation Areas**

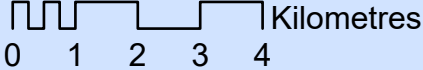
Data Sources: DMG, Transportation Tomorrow Survey 2016.  
And contains information licensed under the Open Government License - Toronto

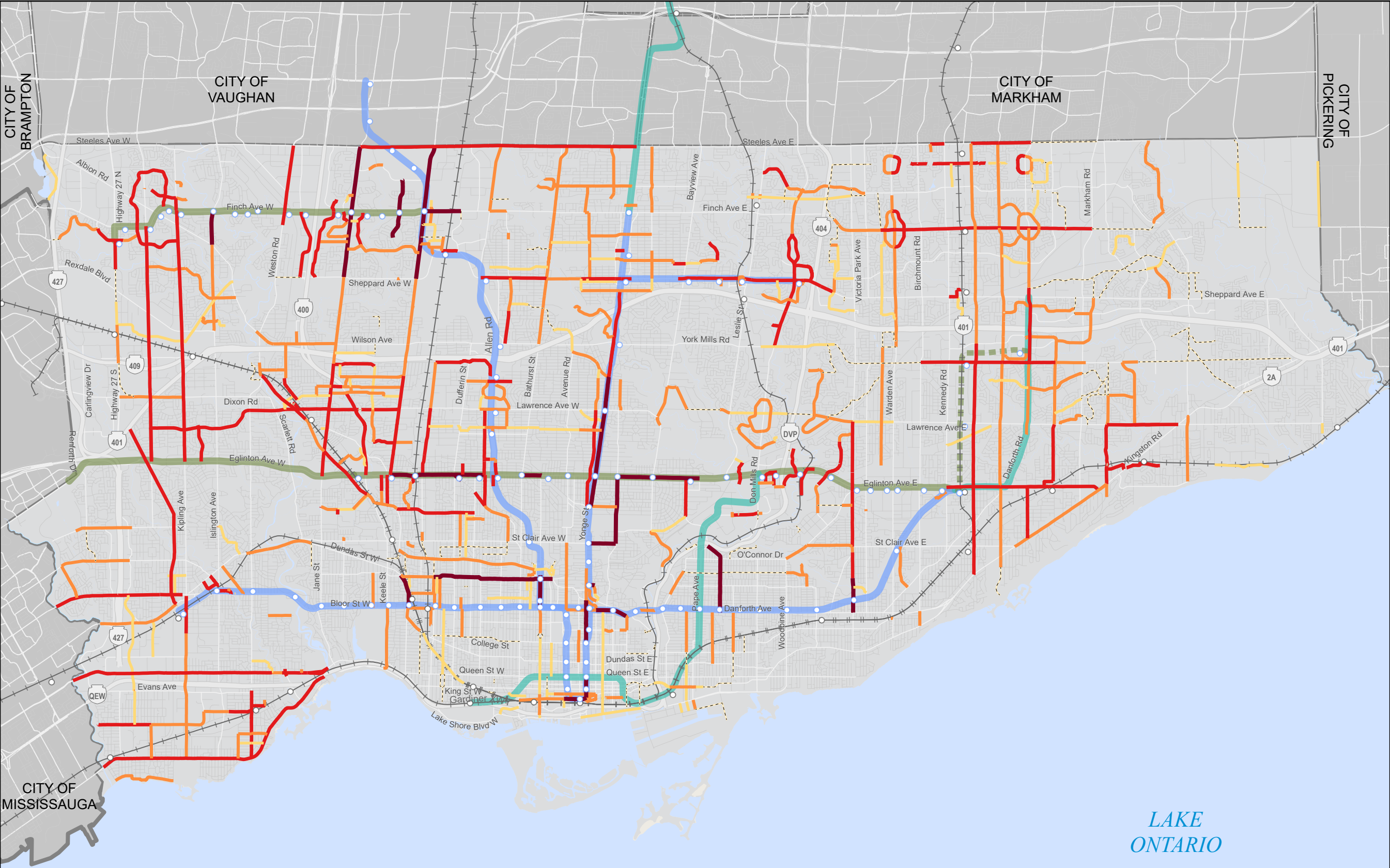
Projection: NAD 1983 CSRS MTM 10  
Cartography: Transportation Services, City of Toronto  
Date: May 2024



**Toronto**

In this category, candidate cycling projects were scored based on the potential to convert other mode trips to cycling trips. Potential future cycling ridership volumes were modeled based on road network routing of origin and destination data (at the Dissemination Area level) from the 2016 Transportation Tomorrow Survey using short motorized vehicle and public transit trips (5 km and under) and long walking trips over 1 km (24 hour period).





### Transit Access Composite Score

#### Legend

**Score**

- 4 points
- 3 points
- 2 points
- 1 points
- 0 points

TTC station

GO Transit station

GO Transit line

Existing subway line

Future subway line

Former Line 3 Scarborough

Future LRT line

**GTA Road**

Major Road

Local Road

**GTA**

GTA Boundaries

Toronto

**Waterway**

Data Sources: Toronto Transit Commission (2023), Metrolinx, Sarper, S. (2018), Bike Share Toronto. And contains information licensed under the Open Government License - Toronto

Projection: NAD 1983 CSRS MTM 10  
Cartography: Transportation Services, City of Toronto  
Date: May 2024

The transit category consists of four analyses: transit proximity, commuter demand, weekday coverage, and headway. If a candidate project had different scores across the different analyses, it received the maximum score as its overall transit access score.

**Transit Proximity:** identifies candidates close to a subway station, LRT or GO station in all parts of the city. Candidates only receive the maximum score of 4 if the transit location in proximity also has high order bike parking (defined as a bike shelter, bike station, Bike Share station, and proposed Bike Share station areas).

**Commuter Demand:** identifies streets modeled to carry the highest number of commuters from home to the nearest transit station within 2 km for TTC stations and 3 km for GO stations (outside the downtown core).

**Weekday coverage:** identifies candidates that serve areas outside of the TTC's weekday transit coverage area.

**Headway:** identifies candidates that overlap by at least 50% with TTC routes that have a headway of over 20 minutes along any section where service exists.

