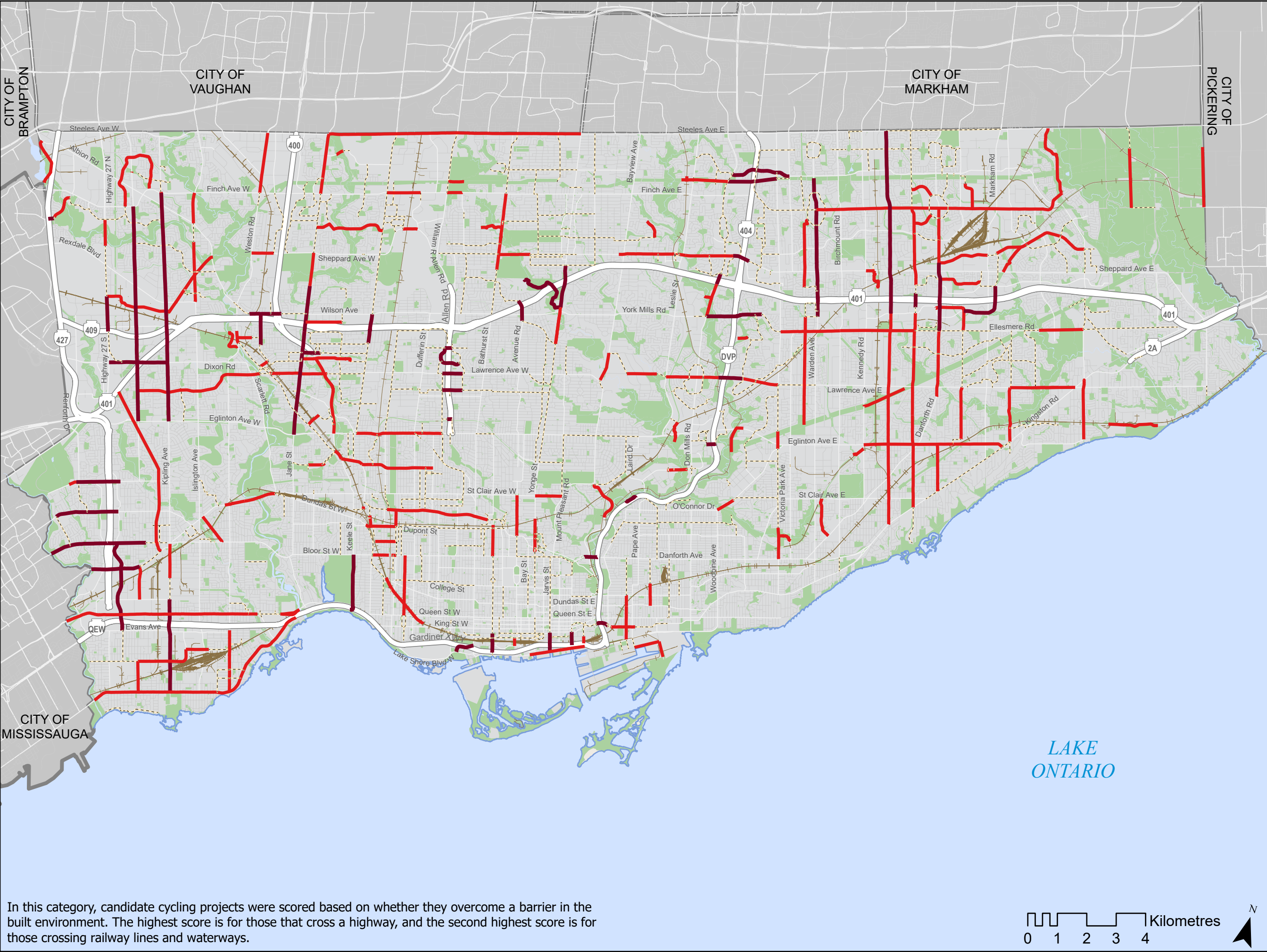




Barrier Crossings

Legend

- Score**
- 4: Project intersects a highway
 - 3: Project intersects a waterway or railway line
 - 0: Project does not intersect a highway, waterway or railway line

Highway

Railway line

GTA Road

- Major Road
- Local Road

GTA

- GTA Boundaries
- Toronto

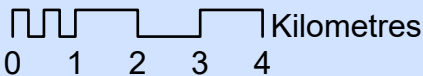
Waterway

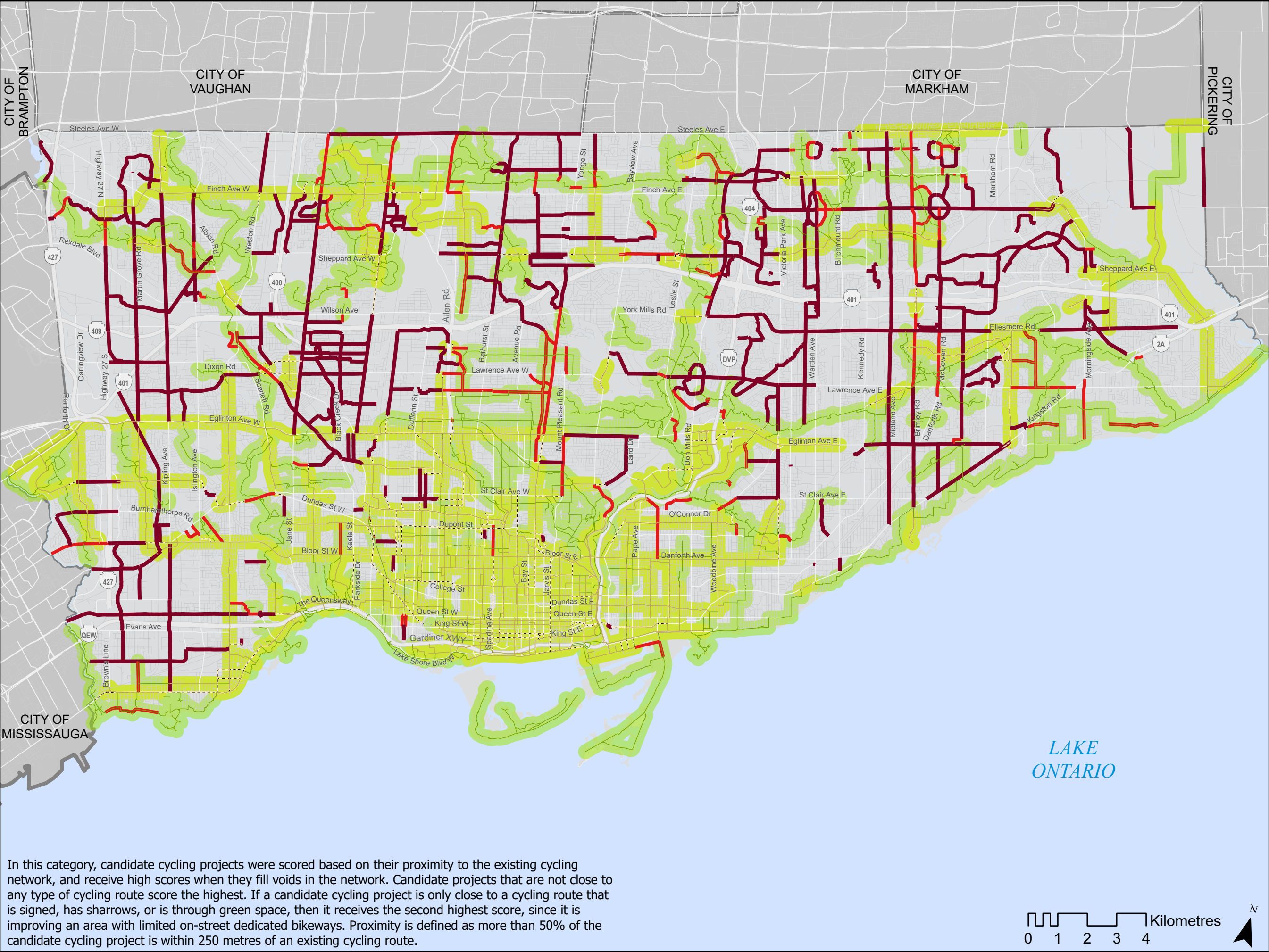
Parks and Recreation Areas

Data Source: 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 whether they overcome a barrier in the built environment. The highest score is for those that cross a highway, and the second highest score is for those crossing railway lines and waterways.





Cycling Network Coverage

Legend

- Score**
- 4 points
 - 3 points
 - 0 points
 - Existing cycling network
 - 250m buffer from the existing cycling network
 - Existing network of on-street dedicated bikeways
 - 250m buffer from the existing network of on-street dedicated bikeways

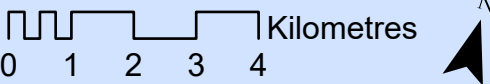
"On-street dedicated" refers to cycle tracks, bike lanes, and on-street trails (and excludes signed routes, sharrows, and trails through green space).

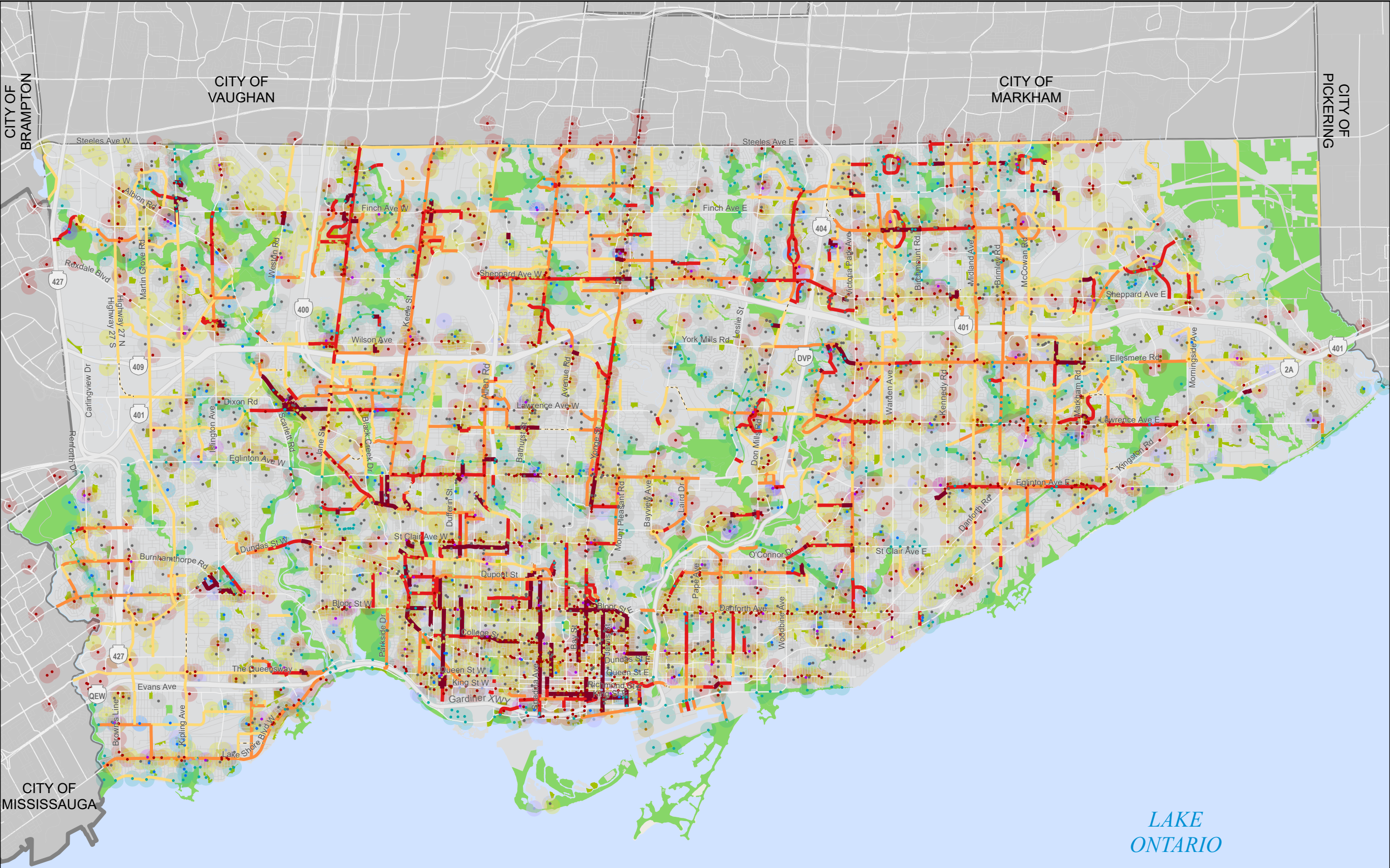
- GTA Road**
- Major Road
 - Local Road
- GTA**
- GTA Boundaries
 - Toronto
- Waterway**

Data Sources: 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 their proximity to the existing cycling network, and receive high scores when they fill voids in the network. Candidate projects that are not close to any type of cycling route score the highest. If a candidate cycling project is only close to a cycling route that is signed, has sharrows, or is through green space, then it receives the second highest score, since it is improving an area with limited on-street dedicated bikeways. Proximity is defined as more than 50% of the candidate cycling project is within 250 metres of an existing cycling route.





In this category, candidate cycling projects were scored based on the density of trip generators (destinations) they serve. Park trip generators were given a buffer of 25m from the park area to intersect with the candidate. A buffer of 250m was taken from the other trip generator point locations. Legacy and city parks as well as universities and colleges were given a weight of 1.5, while other trip generators were given a weight of 1. The count of generators intersecting the candidates was normalized by length of the candidate project and the totals for each candidate were put into even quantiles.

Trip Generators

Legend

Score

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

- College or University - 250m buffer
- School - 250m buffer
- Pharmacy - 250m buffer
- Library - 250m buffer
- Community Space Tenancy - 250m buffer
- Community Centre - 250m buffer
- Place of Worship - 250m buffer
- Grocery Store - 250m buffer
- Trail Entrance - 250m buffer
- Legacy (8 ha+) or City (5-8 ha) Park
- Large (3-5 ha) or Medium (1.5-3ha) Park

GTA Road

- Major Road
- Local Road

GTA

- GTA Boundaries
- Toronto

Waterway

Data Sources: Ministry of Health (2023).
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Projection: NAD 1983 CSRS MTM 10
Cartography: Transportation Services, City of Toronto
Date: May 2024

0 1 2 3 4 Kilometres

