

6 Consultation

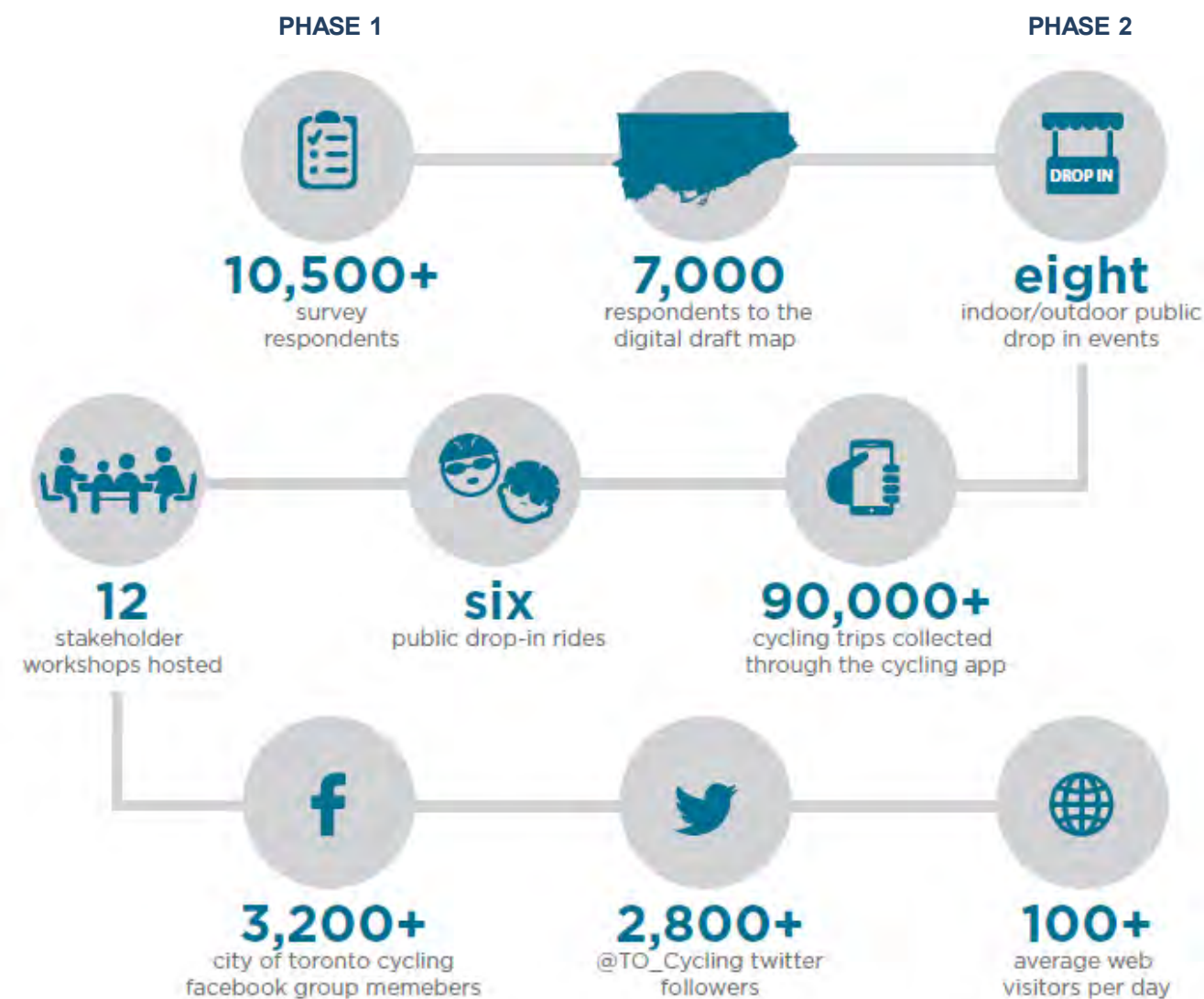
6.1 Consultation Overview

The public consultation to develop the Plan was conducted in two phases:

- April – June, 2015: Phase 1 Consultations established Network Planning Priorities; and,
- June 2015 – March 2016: Phase 2 Consultations to develop and refine the Cycling Network Implementation Plan Draft Map.

In addition, throughout the month of May 2015, the City of Toronto circulated the cycling impact maps depicted in Section 5 on social media, to help promote awareness around the analysis being undertaken to design the City's Cycling Network Plan. The consultation process and reach is illustrated in Exhibit 6-1.

Exhibit 6-1: Public Consultation Process to Develop the Ten Year Cycling Network Plan



6.2 Internal Consultation

Transportation Services staff invited all councillors to participate in a drop-in councillor briefing on June 15, 2015 from 1-4pm. Staff also met with individual councillors at their request for one-on-one meetings in their offices to discuss the plan and analysis being undertaken.

Transportation hosted eight workshops with other City departments. Internal consultations within the Transportation Services Division and with Divisions such as City Planning, Toronto Water and Parks Forestry & Recreation were critical to identify challenges and opportunities in the development of the Ten Year Cycling Network Plan Draft Map.

Workshops were held in each district to consult with staff and receive input to inform the draft map design on May 8-14, 2015 and January 14-16, 2016. These workshops, and the subsequent meetings to follow up with District Staff helped to identify a wide range of transportation projects, including traffic operations and traffic calming projects. A wide range of planning studies were identified, including Environmental Assessment studies, Avenue Studies and Secondary Plans.

6.3 Consultation Promotions

Throughout the duration of both phases 1 and 2, engagement opportunities were promoted in the following ways:

- Staff encouraged councillors to promote the survey to their constituents;
- Staff promoted the survey to all BIAs, resident associations, and standard agency lists known to the City;
- The survey was promoted on social media;
- Stories by media outlets such as Metro, the National Post, and CBC helped to publicize and promote the consultation; and,
- A 'call to action' promoting the project website on the front of 100,000 Toronto Cycling Maps distributed to date at all public libraries, community centres, civic centres, and bicycle shops. Economic Development and Cycle Toronto have helped to distribute cycling maps at major public events they attend as part of their outreach / bike valet program.

The following summaries describe the components included in each phase of the public consultation.

6.4 Pre-consultation Workshop Event

A Pre-consultation Workshop was held on November 8-9, 2014 for "Ward Captains" of the local cycling advocacy organization Cycle Toronto. As part of the agenda for the popular Cycle Toronto "Skills Swap" event, City staff made a presentation to Cycle Toronto Ward Captains about the history of the 2001 Bike Plan, and progress to implement the network proposed in this plan. Staff listened to two-minute presentations by each Ward Captain present regarding their priorities for projects in their wards. Staff received ward maps that the Captains marked up with feedback.

6.5 Phase 1 Consultation: Establishing Network Planning Priorities

In Phase 1, feedback was sought on the objectives and criteria for selecting the routes that would form the Cycling Network Plan. The Phase 1 survey went live on April 23, 2015, and was live for seven weeks.

The survey was promoted both through existing City Cycling related social media accounts and email lists, as well as graphic advertisements through the Google Display ads network. Ads were geographically targeted and customized to reach residents in the three outer Community Council Districts that traditionally have low response rates on cycling related public consultations: Etobicoke, North York, and Scarborough. See example ad targeting Etobicoke residents in Exhibit 6-2.

Exhibit 6-2: Sample Targeted Ad for the Phase 1 Survey



The survey used plain language to introduce the project:

We need information and opinions from people like you to help us decide where in the city we should be investing in the cycling network:

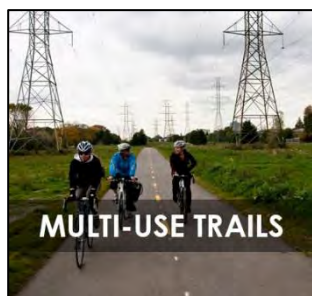
- **Grow** - expand to serve more neighbourhoods and destinations
- **Connect** - close gaps in the existing network
- **Renew** - upgrade existing routes

The ten-minute survey asked for information about where respondents live, if and how they currently bike, and what they think should be the most important considerations when planning the future cycling network.

Prior to asking questions, the survey explained:

We need to invest in the cycling network so even more people of all ages and skill levels can bike with confidence wherever they want to go.

The cycling network includes four main types of bikeways:



The survey received 12,390 responses, of which 10,558 were complete. Below is a summary of key findings from analysis of the response data.

6.5.1 Respondent Distribution

12,390 respondents, from various areas of the city as shown in Exhibit 6-3, provided feedback about their network planning priorities. Overall, the priorities were:

- Connect and grow the network first, upgrading existing facilities is secondary; and,
- Focus on commuter routes (rather than recreational).

Exhibit 6-3: Location (First Three Digits of Home Postal Code) of Respondents to Phase 1 Survey: Network Planning Priorities

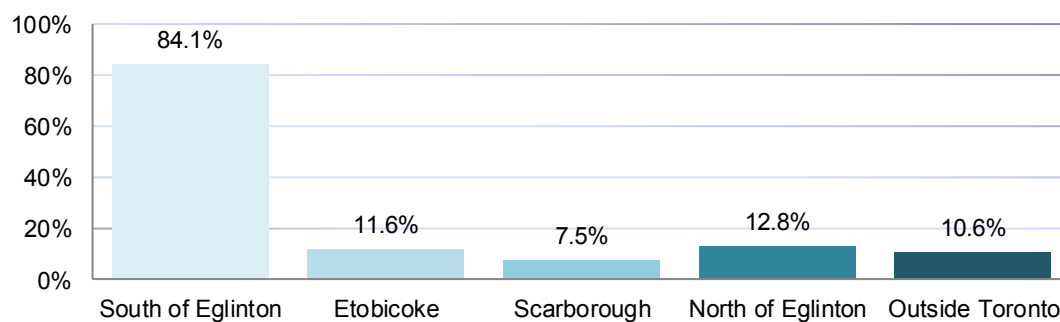
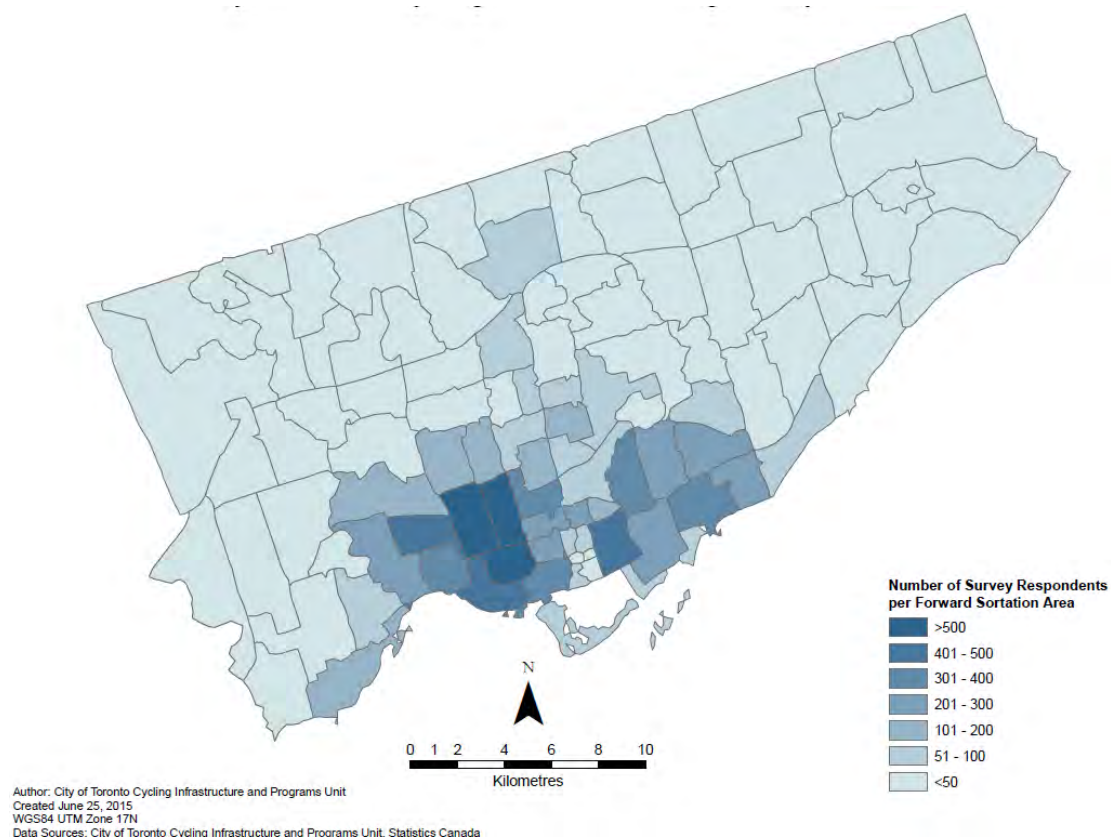


Exhibit 6-4: Map Phase 1 Survey Respondents



6.5.2 Respondent Demographics

90% of the survey responses were from people who ride a bicycle, along with 7% who would "like to start cycling" and 3% who don't intend to bike but are still interested;

- 65% cycle 5 to 7 days per week, and 30% 1 to 4 days per week;
- 70% of respondents have been cycling for 6 years or more;
- We heard from all ages from under 15 to 85+, with the high majority (65%) between 25-44;
- The gender split was 56% male, 43% female and 1% other;
- All income levels were represented, although there was a skew towards higher income households by about 10%;
- When asked "Where do you regularly bike?" respondents selected the following:

Area	% of Cycling Respondents
Downtown (south of Eglinton)	91.9%
North York (north of Eglinton)	14.3%
Etobicoke	13.0%
Scarborough	8.3%
Outside of Toronto	13.1%

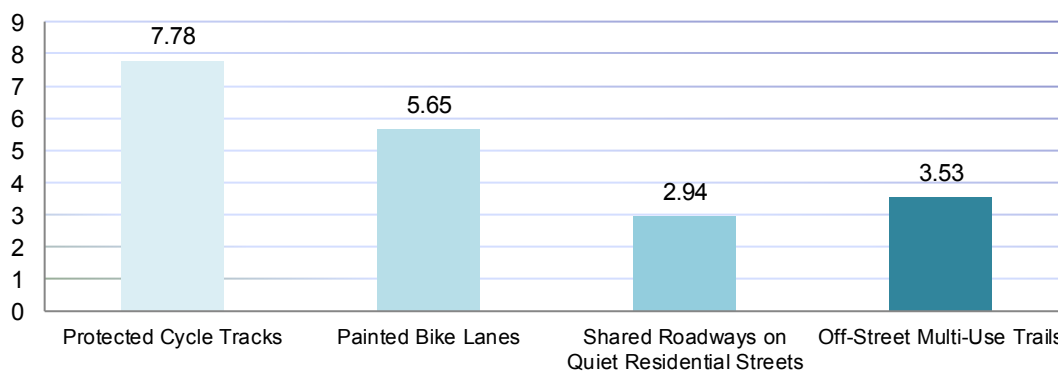
- Geographically, respondents lived mostly in the downtown area;

- A majority of cyclists (60%) said they were "ok cycling in traffic sometimes, but much prefer bike lanes and cycle tracks", while 34% said they were comfortable "cycling in traffic on almost any road", and 6% were "only comfortable cycling on Quiet Streets or on trails, away from traffic". To note, those who were comfortable on any road were 70% male; and,
- About 2,200 (21%) of respondents were either a member of a bicycle club or a cycling advocacy group.

6.5.3 Preferred Facility Types

Survey respondents were asked to distribute 20 points among four types of cycling facilities: protected cycle tracks, painted bike lanes, shared roadways on quiet residential streets and off-street multi-use trails. Respondents indicated, as shown in Exhibit 6-5, that the City should focus about 40% on protected cycle tracks, about 30% on painted bike lanes, about 20% on off-street multi-use trails, and about 15% on shared roadways on quiet residential streets.

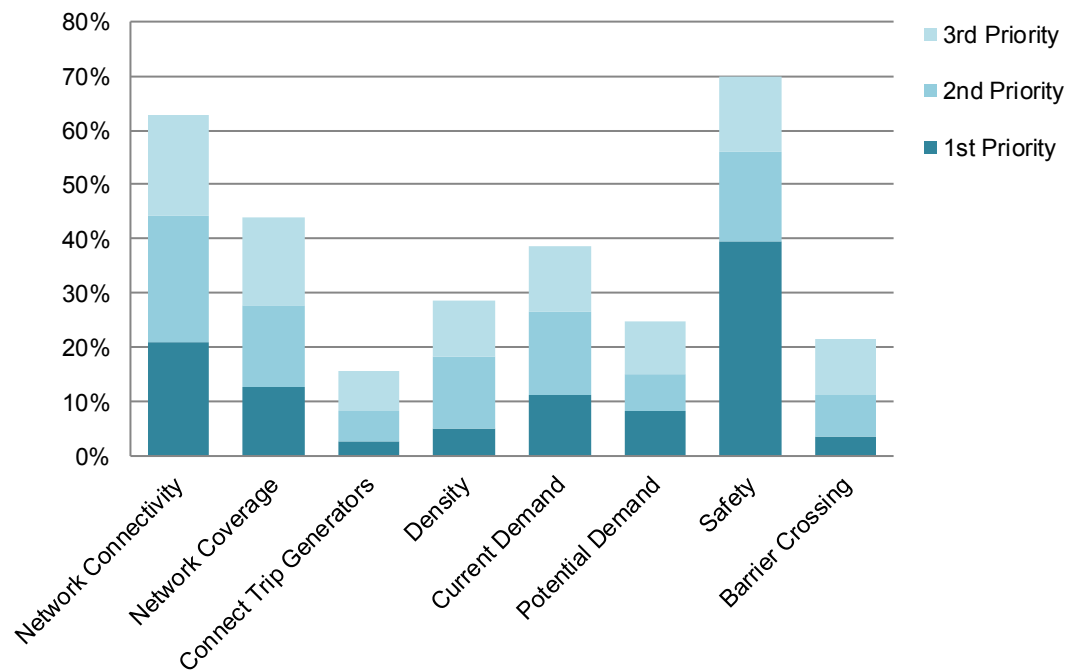
Exhibit 6-5: Survey Results for Type of Cycling Facility the City Should Focus On (Respondents Distributed 20 Points Among the Four Types)



6.5.4 Network Planning Priorities

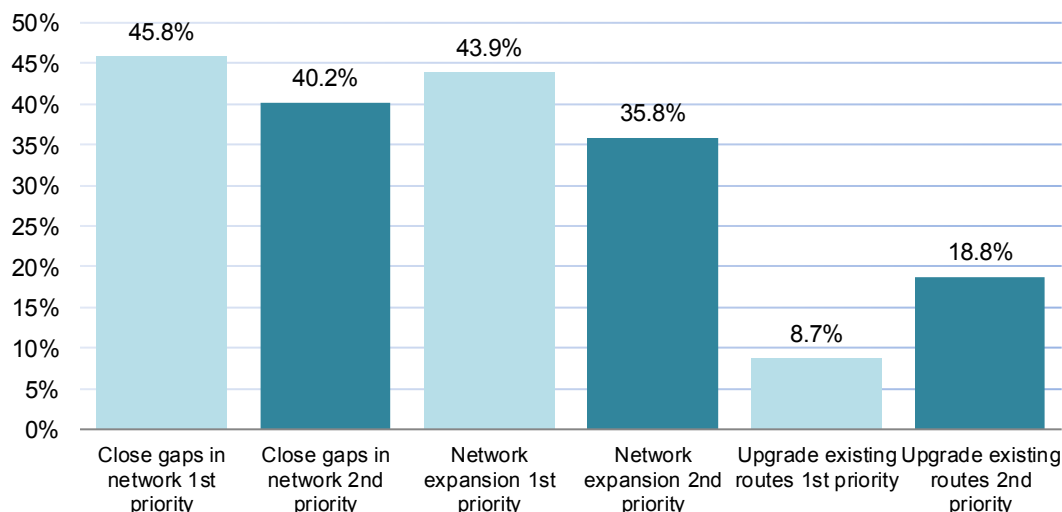
When asked to choose the top three priorities for evaluating cycling projects out of eight criteria, safety, network connectivity and network coverage were the most popular, as shown in Exhibit 6-6.

Exhibit 6-6: Survey Results for how Cycling Projects Should be Evaluated (Respondents Chose Top Three Priorities out of Eight Criteria)



When asked to choose their first and second priority out of three objectives for creating the Cycling Network, closing gaps in the network was the most popular first and second choice; network expansion was the second most popular first and second choice, as shown in Exhibit 6-7.

Exhibit 6-7: Survey Results for Overall Objectives for the Cycling Network (Respondents Chose First and Second Priorities Out of Three Objectives)



Respondents were asked to weigh the following factors:

Meet Current Demand – Build the network in high demand areas where there is currently a lot of cycling (e.g. downtown)

versus

Encourage Future Growth – Expand the network in areas where there are few cycling trips today but good potential for more cycling trips in the near future

Create New Routes – Install as many kilometers of new cycling routes as possible

versus

Improve Existing Routes – Upgrade existing cycling routes (e.g. to protected bike lanes) where possible

Connect Existing Routes – Create connections to close some of the current gaps between popular routes in the network

versus

Connect to Destinations – Install new Cycling Network routes to key destinations (transit stations, shopping, employment areas, recreation areas)

Commuter Focus – Build cycling routes that support practical trips to work, school, shopping

versus

Recreational Focus – Build Cycling Network routes that support recreational cycling

The above survey questions were posed from the point of view of balancing limited resources to achieve Cycling Network Objectives. Respondents were asked to choose one objective 100%, 75%, 50% or 25% over another. The feedback received from these phase 1 survey questions are summarized in the following sections.

6.5.5 Current Demand Versus Future Growth

There are different levels of cycling taking place in Toronto today. In certain parts of the city many people are cycling already, and these residents represent areas of current demand. Areas where there is little cycling today represent geographic areas where neighbourhoods represent opportunities for future growth.

About one-third of respondents chose balancing meeting current demand with encourage future growth, as shown in Exhibit 6-8. When these responses were mapped (see Exhibit 6-9), respondents from areas where high volumes of existing cycling travel were more likely to express that the network design priority should be meeting current demand. Respondents from areas where current ridership is low were more likely to respond that the priority should be on encouraging network growth into these lower-ridership areas.

Exhibit 6-8: Phase 1 Survey – Current Demand vs. Encourage Future Growth

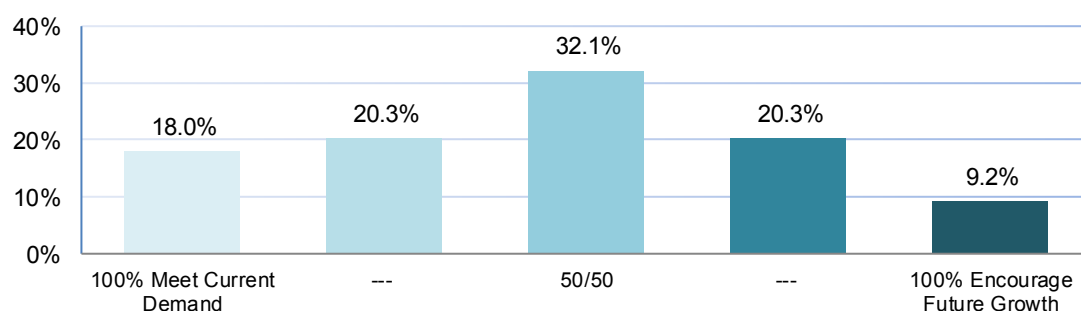
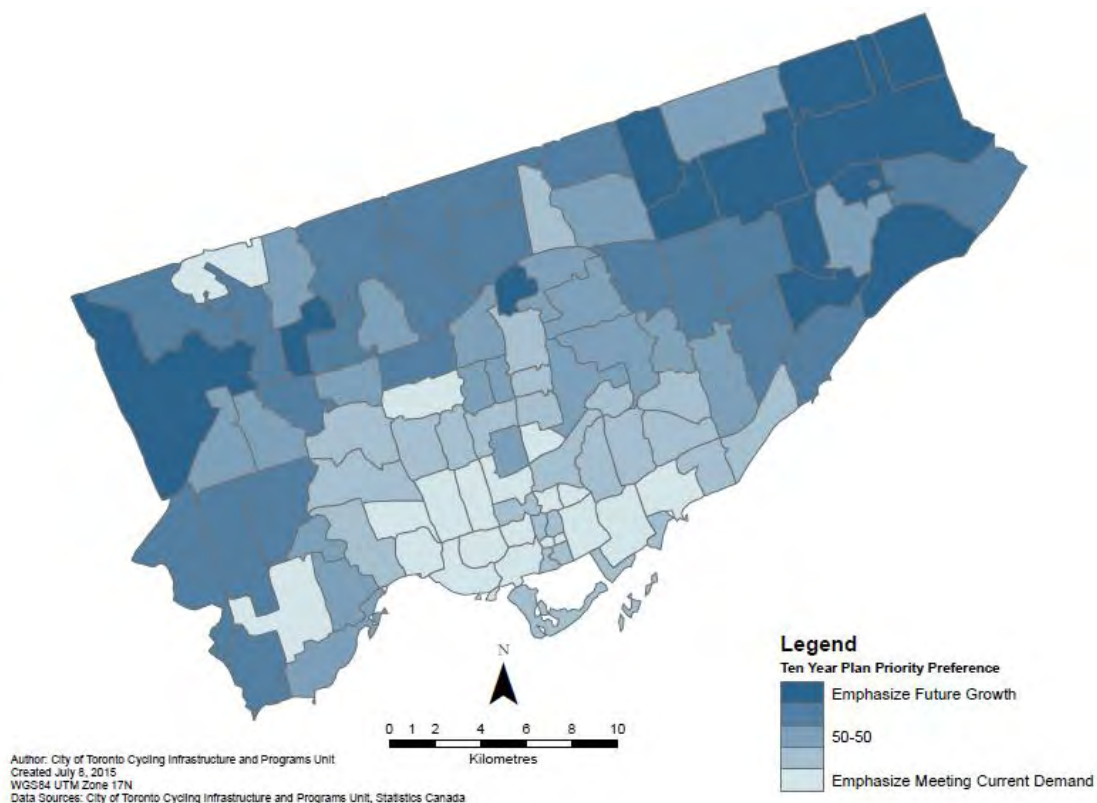


Exhibit 6-9: Phase 1 Survey Map – Emphasis on Future Growth vs. Meeting Current Demand



6.5.6 New Routes Versus Improve Existing Routes

When asked whether the network design priority should be to improve existing routes, or create new routes, about 35% suggested a balanced approach that improves the quality of existing routes while also developing new routes, as shown in Exhibit 6-10.

A cluster of respondents from the downtown west end area emphasized that existing routes should be improved as a priority, suggesting that additional measures to enhance the quality of routes in this area should be undertaken as part of the Ten Year Cycling Network Plan's Renew program (see Exhibit 6-11).

Exhibit 6-10: Phase 1 Survey – New Routes vs. Route Improvements / Renewal

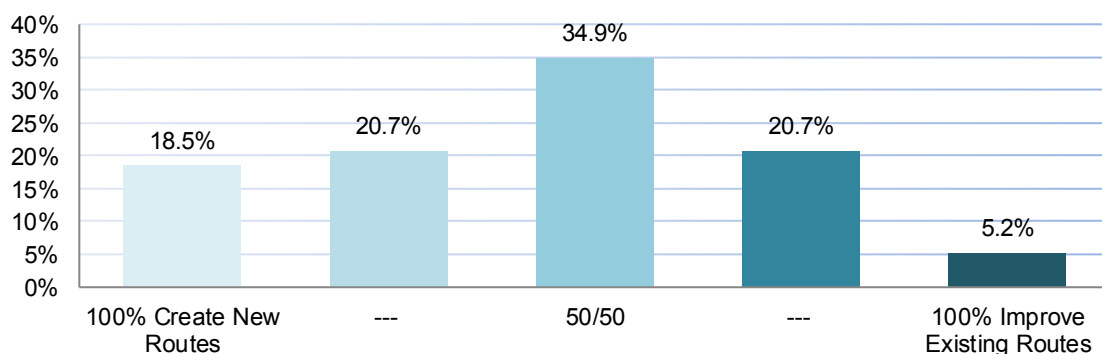
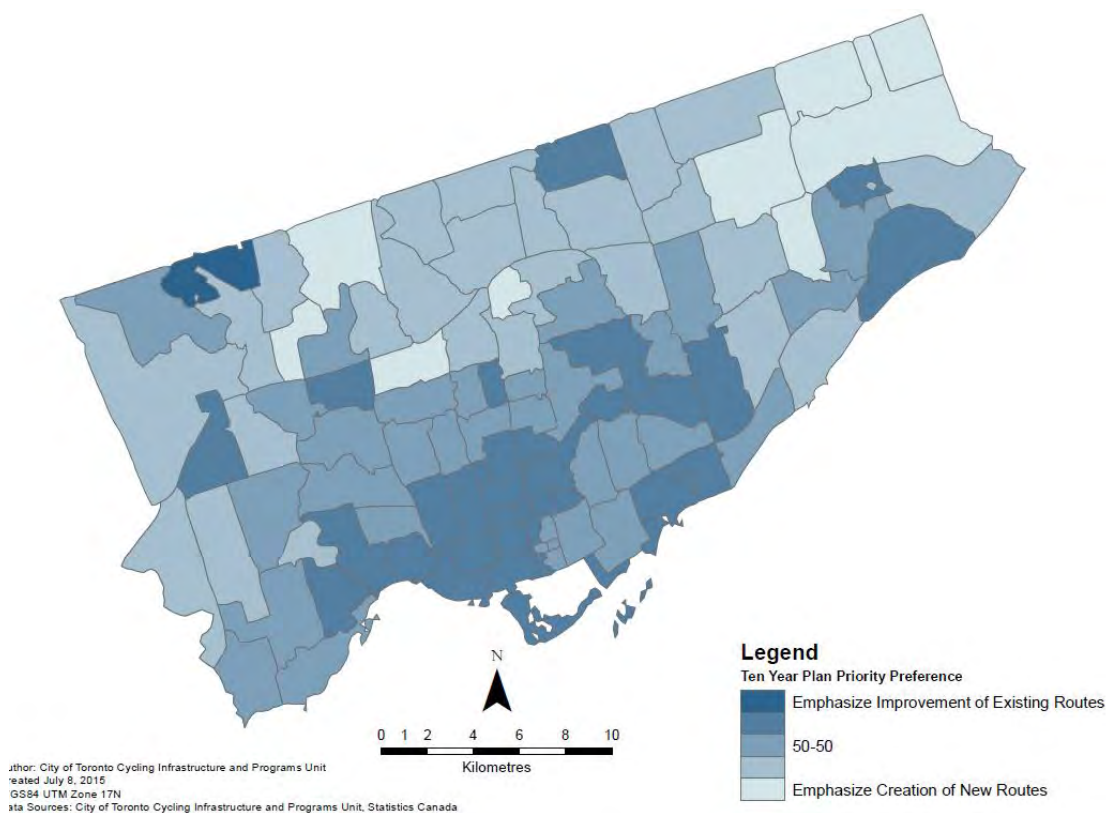


Exhibit 6-11: Phase 1 Survey Map – New Routes vs. Route Improvements / Renewal



6.5.7 Connecting Existing Routes Versus Connecting to Destinations

When asked whether the network design priority should be to connect gaps in existing routes, or to connect to destinations, about 40% suggested a balanced approach that connected gaps in existing routes while also providing connections to destinations, as shown in Exhibit 6-12. No discernable trends were observed geographically for this question response (see Exhibit 6-13).

Exhibit 6-12: Phase 1 Survey – Emphasize Connecting Existing Routes vs. Emphasize Connecting to Destinations

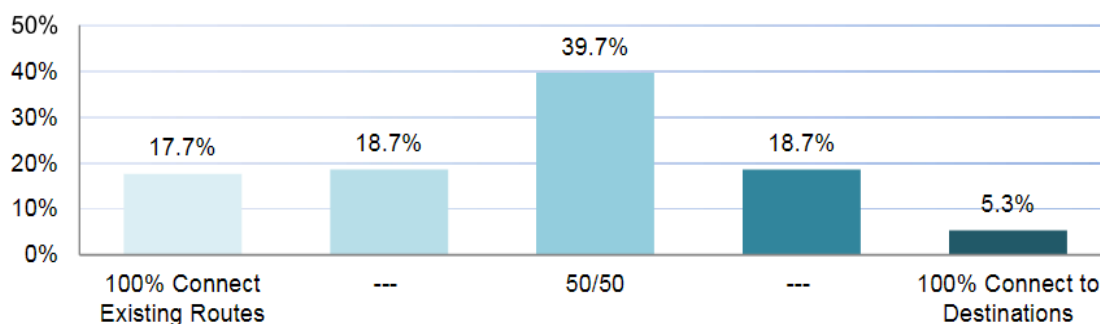
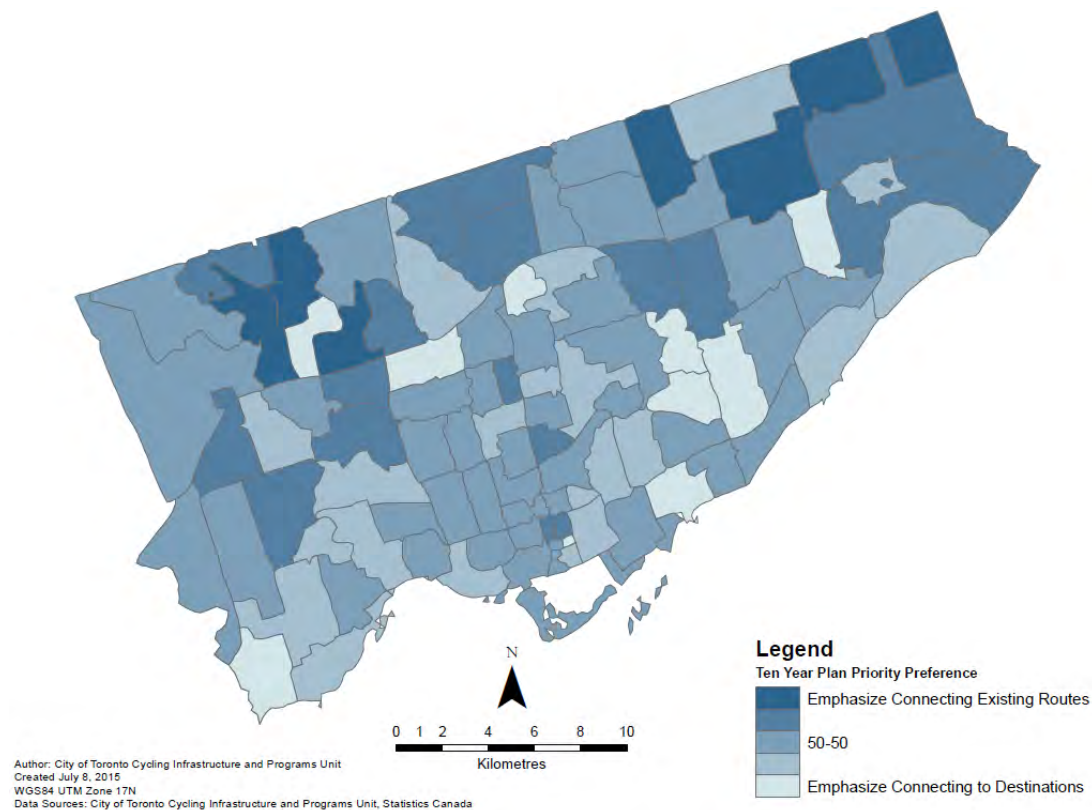


Exhibit 6-13: Phase 1 Survey Map – Emphasize Connecting Existing Routes vs. Emphasize Connecting to Destinations



6.5.8 Commuter Focus Versus Recreational Focus

When asked whether the network should be designed with a commuter focus, or a recreational focus, about 51% of respondents wanted a more commuter focused network, 27% wanted a 50/50 balance, and 22% wanted a more recreational focused network, as shown in Exhibit 6-14. Respondents downtown were more likely to respond that the priority should be on a commuter focus. These areas also represented the highest response rates. Outside of the downtown, feedback was more mixed (see Exhibit 6-15).

Exhibit 6-14: Phase 1 Survey - Emphasize Commuter Focus vs. Emphasize Recreational Focus

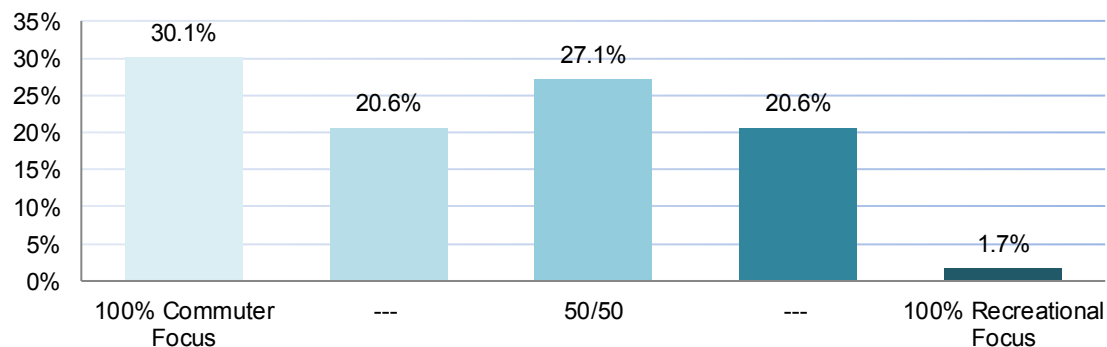
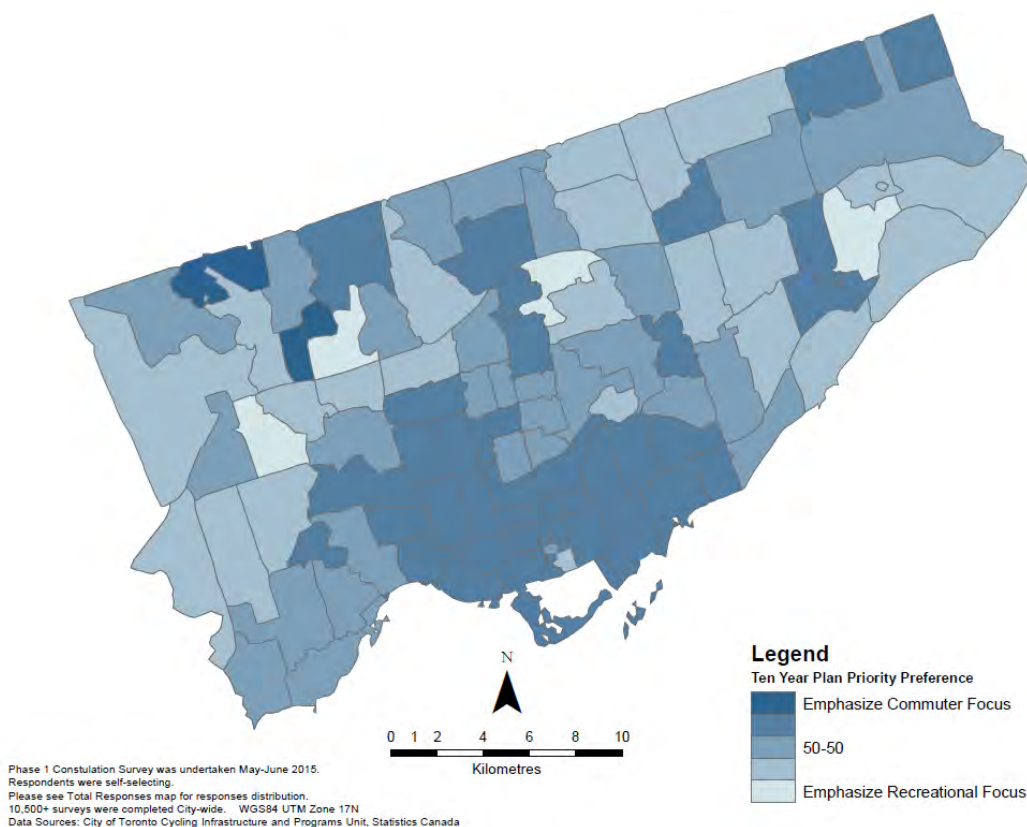


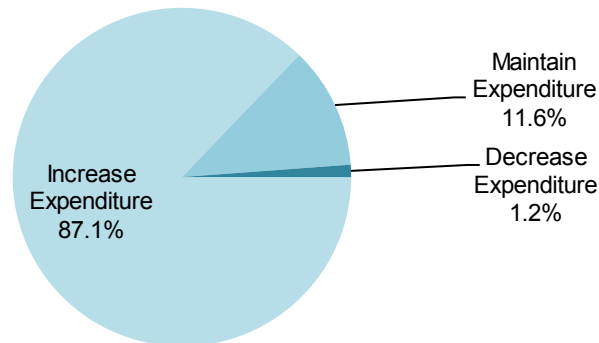
Exhibit 6-15: Phase 1 Survey Map – Emphasize Commuter Focus vs. Emphasize Recreational Focus



6.5.9 Budget

The survey included a question concerning whether Toronto's current expenditures on cycling infrastructure should be reduced, remain unchanged to build the Cycling Network at the current pace, or be increased to expand and upgrade the Cycling Network more quickly. The results, as shown in Exhibit 6-16, demonstrate overwhelming support for increasing the expenditure.

Exhibit 6-16: Phase 1 Results for Cycling Network Budget Change



6.5.10 Findings from Phase I Consultation

The extensive feedback from the public received during the Phase I consultation informed the subsequent study phases in the following ways:

- An emphasis was placed on growing the network. While the plan still includes a “renew” element, the strong direction from residents was that network growth should be the focus for expenditure, both into previously underserved areas of the network but also in connecting gaps in the existing network;
- As a result of the strong desire for increased expenditure, various network scenarios developed through the study process were identified that increased expenditure beyond current levels to help accelerate network development; and,
- An emphasis on commuter – appropriate routes was placed throughout the remaining study phases.

6.6 Phase 2 Consultations: Cycling Network Implementation Plan Draft Map

Phase 2 of the Cycling Network Public Consultation was launched on June 30 with tweets from City's accounts [@TO_Transport](#), [@TO_Cycling](#), [@GetInvolvedTO](#). The Phase 2 consultation survey and meetings, along with the analysis work outlined in Section 5, was used to create a draft Cycling Network. On this draft map, streets were identified that may be suitable for the installation of cycling facilities.

The draft map did not prescribe detailed designs. Instead, for the purposes of getting the conversation started, streets were identified as "Fast Busy Streets", "Quiet Streets" or "Proposed Major Corridor Studies". This map of the draft network was used for further consultation and review, as described in the following sections.

6.6.1 Phase 2 Workshops with Cycle Toronto

Cycle Toronto is a ward-based cycling advocacy organization. The following section summarizes events which were programmed to work with the members of this organization.

Ward Audits:

City staff met with Cycle Toronto Ward Captains to do site visits and ward audits on a by-request basis. Formal consultation opportunities where a draft map of recommended routes was provided were also structured around four events:

Presentation of Phase 1 Consultation Outcomes, July 21, 2015:

At a Cycle Toronto Skills Swap event, City staff presented the digital public consultation outcomes. A summary of the network priorities identified by respondents city-wide, following the Phase 1 online Survey, and highlights of the Phase 2 MetroQuest Digital Draft Map exercise (see Section 6.6.3) were discussed. City staff also identified highlights from the input received from the Cycle Toronto Ward Captains at the pre-consultation event on November 8-9, 2014.

Study Update Presentation, November 21, 2015:

At the Cycle Toronto Skills Swap event, City staff presented information about progress to develop cycling network project files. The presentation further explained how the priority analysis, and Capital Works Coordination would be used to schedule these projects.

Final Speed Dating Event, February 20, 2016:

At this event, City staff met with Ward Captains to discuss the projects that are being recommended by staff in each ward. The event also provided a forum for Cycle Toronto Ward Captains to discuss with staff routes that had not been included on the draft map. The objective of the meeting was to reach a common understanding about the opportunities and challenges staff considered with each network recommendation.

6.6.2 City of Toronto Cycling App

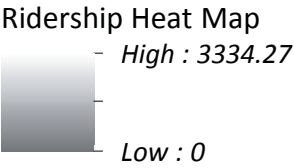
The Toronto Cycling App is a smartphone application for iOS and Android which allows Toronto cyclists to send trip data to the City. During the Cycling Network Implementation Plan consultation period, over 3,600 Toronto cyclists installed and used the Toronto Cycling App on their smart phones. The data recorded travel habits and helped the project team to better understand desire lines within neighbourhoods across the city of Toronto, as illustrated on the heat map shown on Exhibit 6-17. Over 900,000 trips have been logged by users in 2015 and shared with the City, as illustrated on Exhibit 6-18. The trips include multiple trips from each user.

In many ways, the data provided by the Cycling App reinforces the desire line data received from the draft map pin-dropping exercise that was included in the Phase 2 Consultation (discussed in Section 6.6.3.3). Trips submitted to the City by Cycling App users suggest the following:

- **Cyclists want direct routes** – and this in many cases means routes on arterial roads, even in the absence of cycling facilities;
- **Cyclists use the Cycling Network** – Cycling Network routes recorded more cycling trips compared to similar roads where no Cycling Network infrastructure has been installed; and,
- **Cycling App data reinforces the need to provide high-quality and more frequent barrier crossings** – routes crossing rail corridors, highways, and rivers are pinch points in the transportation network for all kinds of road users. The data show that cycling volumes are high at barrier crossings. This is likely because few crossings exist and people are likely cycling out of their way to use them.

EXHIBIT 6-17
TORONTO CYLING APP
2015 HEAT MAP

Legend



Existing Cycling Network

- Bike Lane | Cycle Track
- Trails / Boulevard Trail
- Quiet Street Route
- Rail Line
- Freeway
- Major Road
- Green Space

0 3 6 km

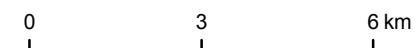
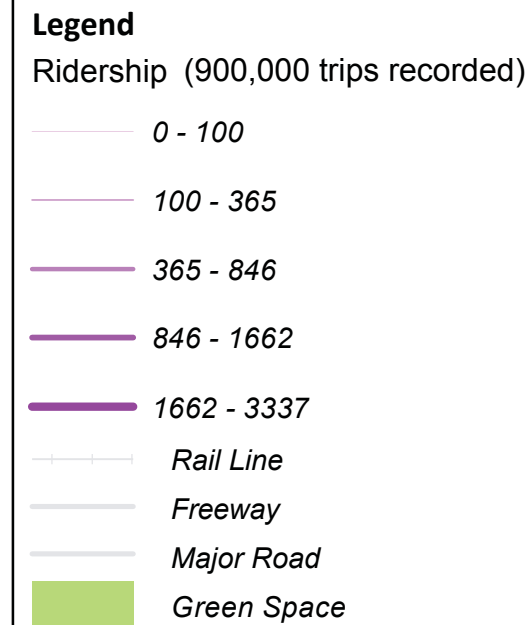


Data source: City of Toronto / IBI Group, 2016
Projection: NAD 1927 MTM 3

Date: July 2016
Cartography: Vélo Québec / IBI Group



EXHIBIT 6-18 TORONTO CYCLING APP TRIPS LOGGED IN 2015



Data source: City of Toronto / IBI Group, 2016
Projection: NAD 1927 MTM 3

Date: July 2016
Cartography: Vélo Québec / IBI Group



6.6.3 MetroQuest Digital Draft Map

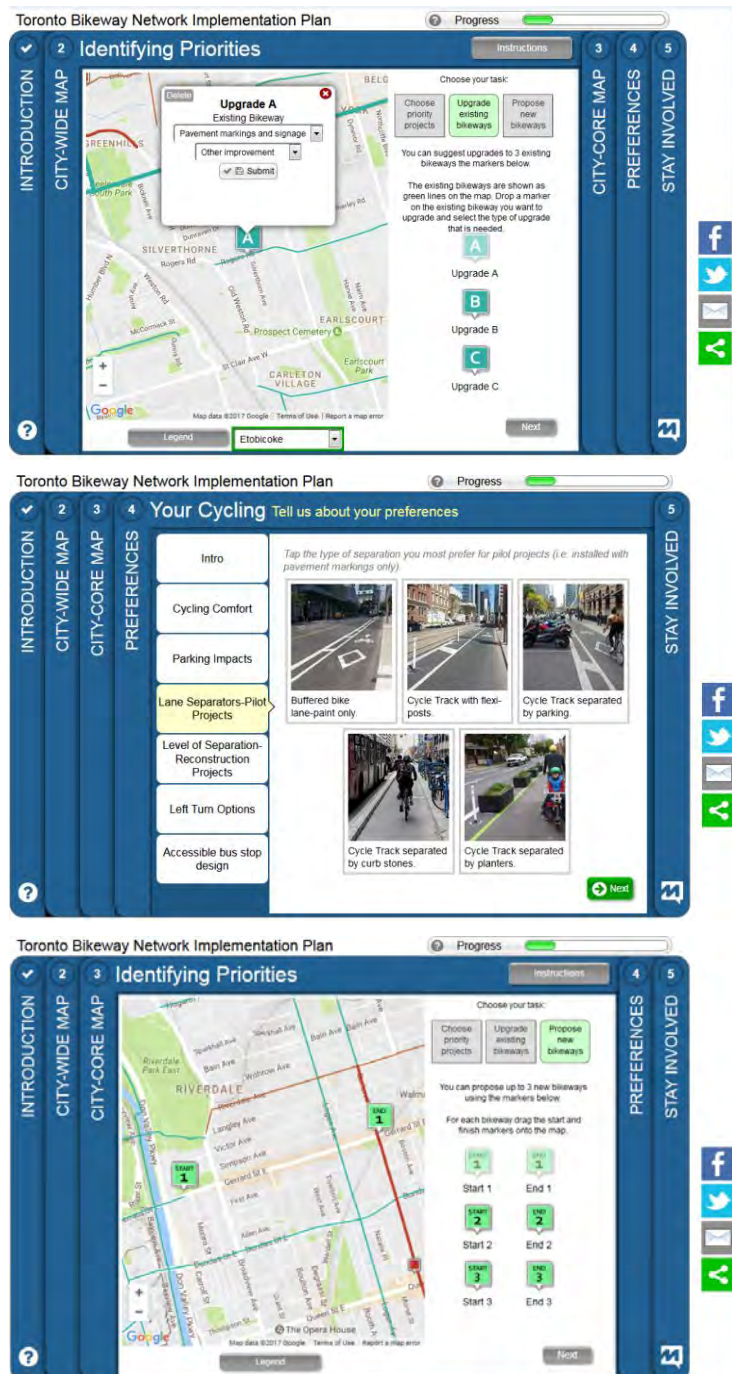
A draft map of proposed new projects was created based on feedback from the Phase 1 Survey, along with information about planned capital road works and information from the Cycling Impact Analysis.

Phase 2 Consultations began in late June 2015. The public was invited to rank priorities using the 'MetroQuest' online mapping tool. This digital platform allowed stakeholders to comment on the draft Cycling Network route map from the comfort of their own home. This online consultation also allowed residents to identify which existing routes need upgrades, as well as routes they think should be added.

The tool also allowed for an image choosing exercise, which asked questions about facility design preferences. The purpose of this part of the consultation was to inform the development of the existing network "Renew" program. Details about the renew program feedback are provided in Section 9.

The MetroQuest platform allowed for the draft map to be published digitally, so that residents were able to review and provide comments online. This convenience and flexibility resulted in a consultation reach far greater than most planning exercises. As result of electronic promotion and mainstream media coverage, the online cycling network draft map received over 20,000 visits including over 4,700 completed surveys by October 7, 2015. The data set included 60,000 points of information. Feedback received was used for Phase 2 analysis summarized below.

Exhibit 6-19: Sample Screens from MetroQuest Online Mapping Tool

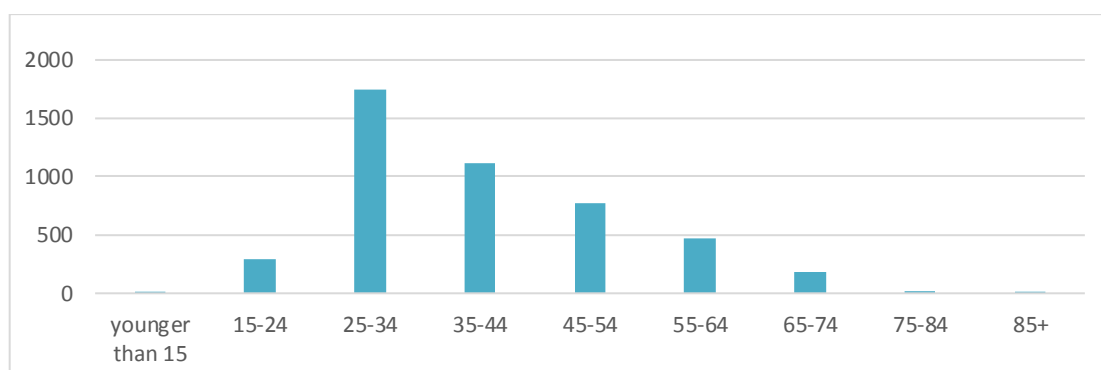


Certain limitations of the data collection using this platform should be noted. Because of the size of the amalgamated city of Toronto, it was not possible for the MetroQuest Digital Draft Map to be viewed on mobile devices. Furthermore, the recommended routes were split over two tabs – with one showing routes recommended in Area 1 of the city, with suburban routes in Area 2 on a separate tab. Unfortunately, some users reported they found it difficult to navigate between the two map tabs, and became frustrated that the project they wanted to provide input on was not on the first screen they saw. This resulted in the submission of incomplete surveys, however, the completed data for the survey questions could be used.

6.6.3.1 Demographics

More men than women participated in the Metro Quest digital consultation. Of the respondents who answered demographic questions, 61% were male and 38% were female. Approximately 38% of respondents indicated they were 25-34 years of age. The combined weight of the 25-34 and the 35-44 age group represented 62% of the total respondents (see Exhibit 6-20).

Exhibit 6-20: Phase 2 MetroQuest Digital Draft Map Respondents



Respondents were asked to identify how frequently they cycled. Not surprisingly, very few of the respondents who chose to engage in this planning exercise were non-cyclists. 91% of respondents indicated that they cycle at least weekly. Over half of the respondents (61%) indicated that they regularly cycle 5 days a week.

6.6.3.2 MetroQuest Digital Draft Map Project Ranking

The 2,797 respondents who participated in the draft digital map portion of the online consultation were invited to vote on projects that they thought were a priority and against projects that they did not support.

The draft map illustrated options for over 1,000 km of roadways, which may be suitable candidates for cycling infrastructure projects. It was divided into two screens: Area 1 Map and the Area 2 Map, as shown in Exhibit 6-21 and Exhibit 6-22 respectively. These streets were grouped into 100 proposed projects for participants to consider. Respondents were invited to vote for ten projects that they considered to be their priorities. There was no limit set for the number of projects they could vote against as a low priority. An example screenshot for selecting a priority project is shown in Exhibit 6-23.

At this stage in the planning process, the type of infrastructure proposed was not identified, only the type of road. The green coloured lines referred to existing and approved Cycling Network routes, while the red and brown colours referred to proposed new routes.

The resulting public consultation scores are a useful tool to help gauge the demand for a proposed project. How the public consultation scores were used to inform the priority rating of proposed Cycling Network projects is described in Section 7.4.

EXHIBIT 6-21
METROQUEST
ONLINE SURVEY MAP
AREA 1

- Legend**
- Proposed Bikeway on Fast, Busy Street
 - Proposed Bikeway on Quiet Street
 - Proposed Study for Bikeway Feasibility

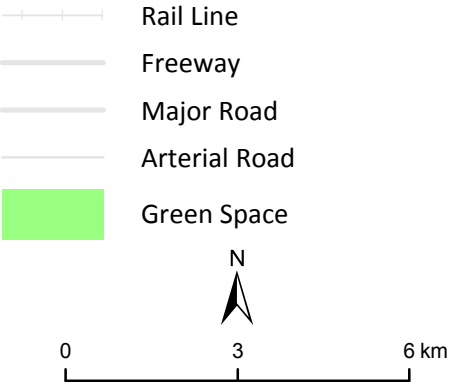


EXHIBIT 6-22
METROQUEST
ONLINE SURVEY MAP
AREA 2

- Legend**
- Proposed Bikeway on Fast, Busy Street
 - Proposed Bikeway on Quiet Street
 - Proposed Study for Bikeway Feasibility

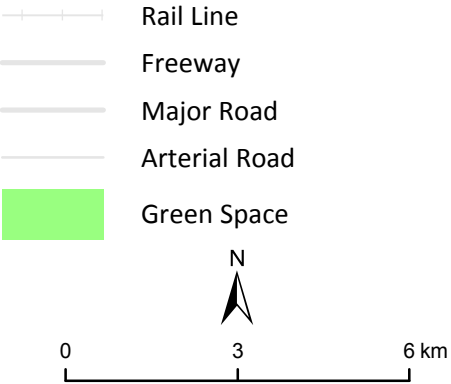
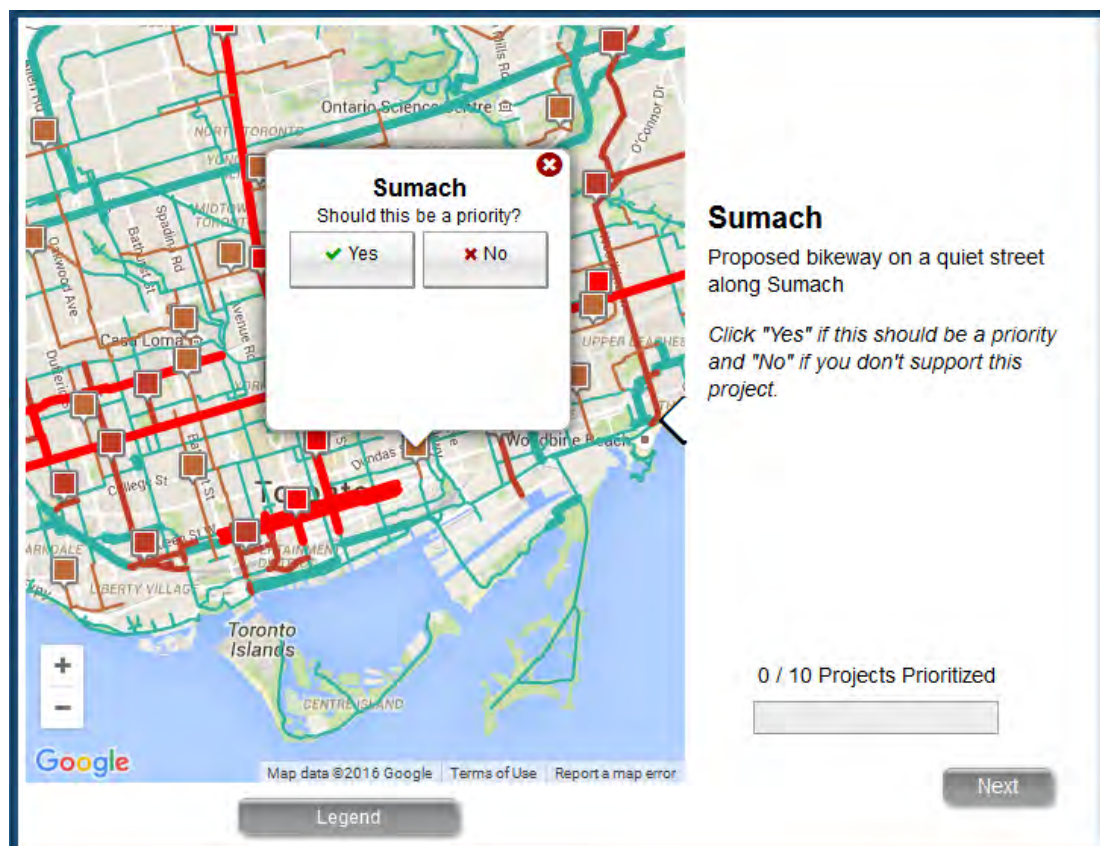


Exhibit 6-23: Phase 2 MetroQuest Digital Map Sample Screenshot to Select Priority Projects



6.6.3.3 MetroQuest Cycling Route Desire Lines

Aside from voting for projects proposed on the draft Cycling Network, respondents were invited to drop “pins” on a map of the city to identify start and end points they choose as cycling routes. The purpose of this pin-dropping exercise was to look for desire lines not addressed by the proposed network.

Some significant city-wide desire lines were apparent from this exercise. The majority of start and end points were identified along the major arterial road network, reinforcing that the commercial opportunities on these streets are important destinations.

The popular desire lines identified are summarized below by district. The trip start and end pairs connected by desire lines are illustrated on maps in Exhibit 6-25 to Exhibit 6-28.

Toronto and East York Cycling Desire Lines:

Respondents in Toronto-East York District identified routes along major arterial roads, including all major arterial roads with streetcars: College St., Dundas St. E and W, Queen St. E and W, King St. E and W, Gerrard St. E and Bathurst St. Additional east-west desire lines include Dupont St., Bloor St. E and W / Danforth Ave. and to a lesser extent Front St. E and W. In the north-south direction, Roncesvalles Ave., Lansdowne Ave., Dufferin St., University Ave. / Avenue Rd., Yonge St., and Broadview Ave. were identified as desire lines.

The draft Cycling Network did not recommend routes on streetcar arterials because, for most sections of these roadways, the installation of bike lanes or cycle tracks would require on-peak

motor vehicle traffic to share a lane with streetcars, and / or the removal of all on-street parking. It is expected that the increase in motor vehicles travelling in the streetcar lane would impact the operational capacity of the streetcars. However, it must be recognized as part of future planning efforts that these routes represent significant desire lines. As future studies proceed, it is strongly advised that they examine all available options to improve cycling conditions on Toronto's streetcar arterials.

Three Major Corridor Studies included in the draft network are Bloor St. / Danforth Ave. / Dupont St., and Yonge St. A number of Bike Lane / Cycle Track routes and Quiet Street routes through the Toronto-East York District create a finer grid network of cycling routes parallel to the major arterials.

Exhibit 6-24: A Section of College Street West that is Wide Enough to Accommodate Street Car Lanes, Two Travel Lanes, a Bike Lane and On-Street Parking



Scarborough Cycling Desire Lines:

There were fewer respondents that placed pins in the Scarborough District compared to the other Districts. The results show a cluster of trip start / end pins at Danforth Ave. and Danforth Rd. linking to the downtown core along Danforth Ave, and several desire lines into East York south of Danforth Ave. Some of these link to various locations along McCowan Rd. There were also desire lines east-west through Scarborough parallel to Kingston Rd. / Danforth Ave., Lawrence Ave. E, and to a lesser extent along St. Clair Ave. E. There are north-south desire lines along Victoria Park Ave., Pharmacy Ave. and Warden Ave.

In the draft Cycling Network, Danforth Ave. / Kingston Rd. is identified as a Major Corridor Study. There are two routes that connect Scarborough to East York south of Danforth Ave. McCowan Rd. is not included in the draft Cycling Network because there were better alternatives for crossing Highway 401, a major barrier in Scarborough, that did not have interchanges including Midland Ave. and Progress Ave. located west and east of McCowan Rd. respectively. Victoria Park Ave. south of Gattineau Hydro Corridor Trail, Warden Hydro Corridor Trail, and Warden Ave. north of Hwy. 401 form the north-south link near Victoria Ave, Pharmacy Ave. and Warden

Ave. desire lines. St. Clair Ave. E and Lawrence Ave. E are not in the draft Cycling Network; Eglinton Ave. E between the two is included.

North York Cycling Desire Lines:

Yonge St. just north of York Mills Rd. had the highest number of trip pins in the North York District. Yonge St. from this location southerly into the downtown, and to a lesser extent northerly to York Region has the highest number of desire lines. Bathurst St. and Bayview Ave. are also prominent in the north-south direction. Lawrence Ave. E and W, west of Bayview Ave, and Steeles Ave. W. are prominent east-west desire lines. A shorter but popular desire line is from Eglinton Ave. E at Laird Dr. to the Don Valley.

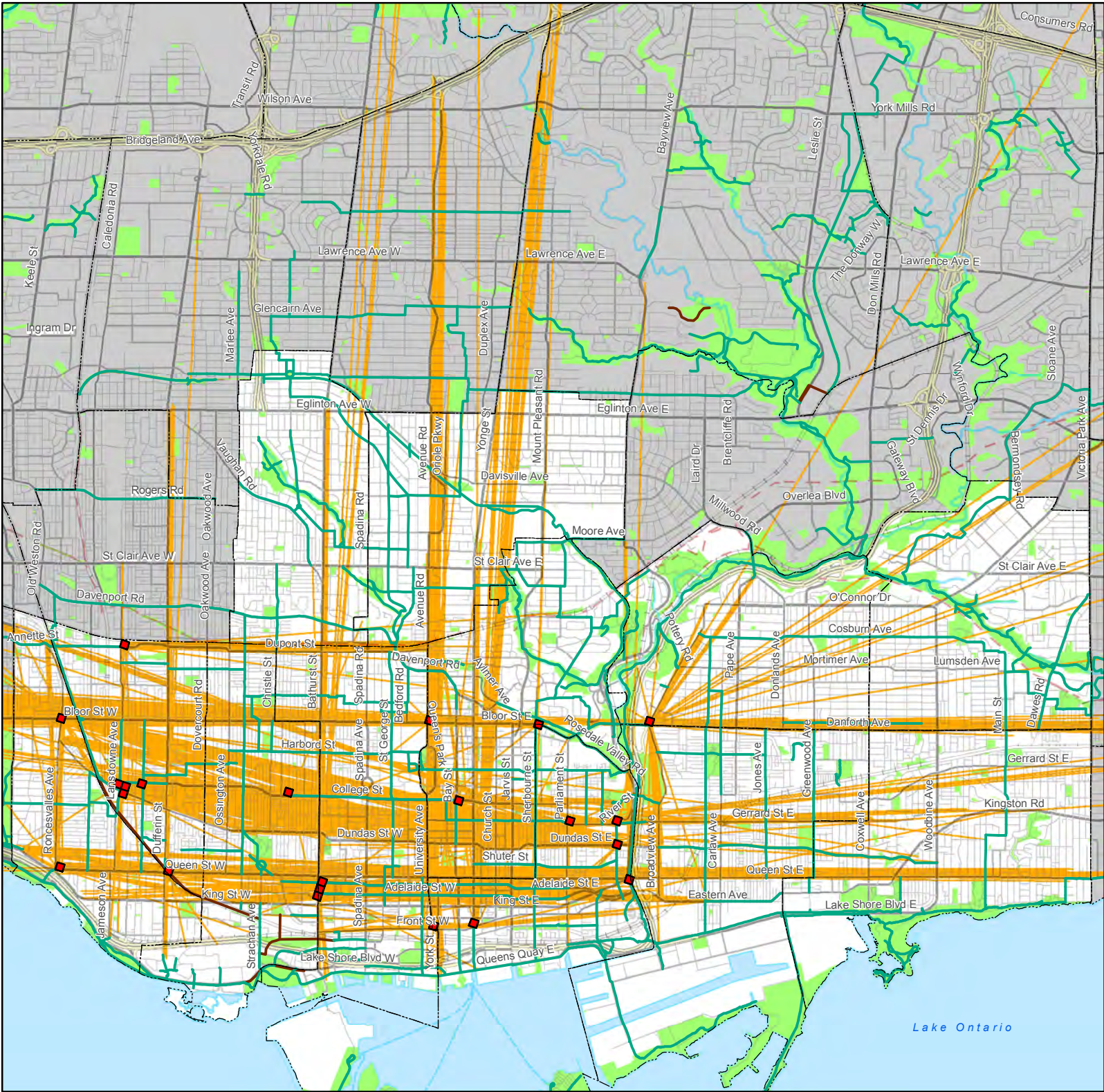
In the draft Cycling Network, Yonge St. is identified as a Major Corridor Study and is the one corridor that connects directly from the York Region boundary to downtown. All other north-south corridors in the North York District consist of a variety of streets and cycling facilities to make the connections. Eglinton Ave. E and W is the nearest east-west route to Lawrence Ave E and W. The existing Finch Hydro Corridor Trail and proposed Drewry Ave. / Cummer Ave. route are the nearest east-west routes to Steeles Ave. E and W. In York Region, a conceptual east-west trail is identified parallel and north of Steeles Ave. E and W. The draft Cycling Network identifies three Quiet Street routes in the vicinity of Laird Dr. connecting Eglinton Ave. E to Millwood Rd, East York, and the Don Valley Trail.

Etobicoke – York Cycling Desire Lines:

The majority of the trip start / end pins were placed on Bloor St. W, and on South Kingsway / Jane St. and Parkside Dr. / Keele St. south of Eglinton Ave. W. The Queensway and St. Clair Ave. W are also prominent desire lines in the east-west direction, and Jane St., Keele St., Caledonia Rd. and Dufferin St. in the north-south direction north of Eglinton Ave. W. Making the connections between the existing cycling facilities on Lake Shore Blvd. W. are highlighted. The West Toronto Railpath Extension shows as a popular desire line. The southern portion of Islington Ave. and the northern portion of Kipling Ave. are desire lines but to a much lesser extent than other corridors mentioned.

The draft Cycling Network identifies Bloor St. W as a Major Corridor Study. A number of trails and Quiet Street routes create the north-south connections near the desire lines between Bloor St. W and Highway 401, instead of using Jane St., Keele St. and Caledonia Rd. The West Toronto Railpath Extension is included in the network along with closing the gaps in the existing network along Lake Shore Blvd. W. Jane St. is identified as a Major Corridor Study north of Highway 401.

MetroQuest Origin-Destination Desire Lines Map: Toronto-East York District



Physical Feature

- Creek/Tributary
- Hydro Line
- Major Railway
- Minor Railway
- River
- Park

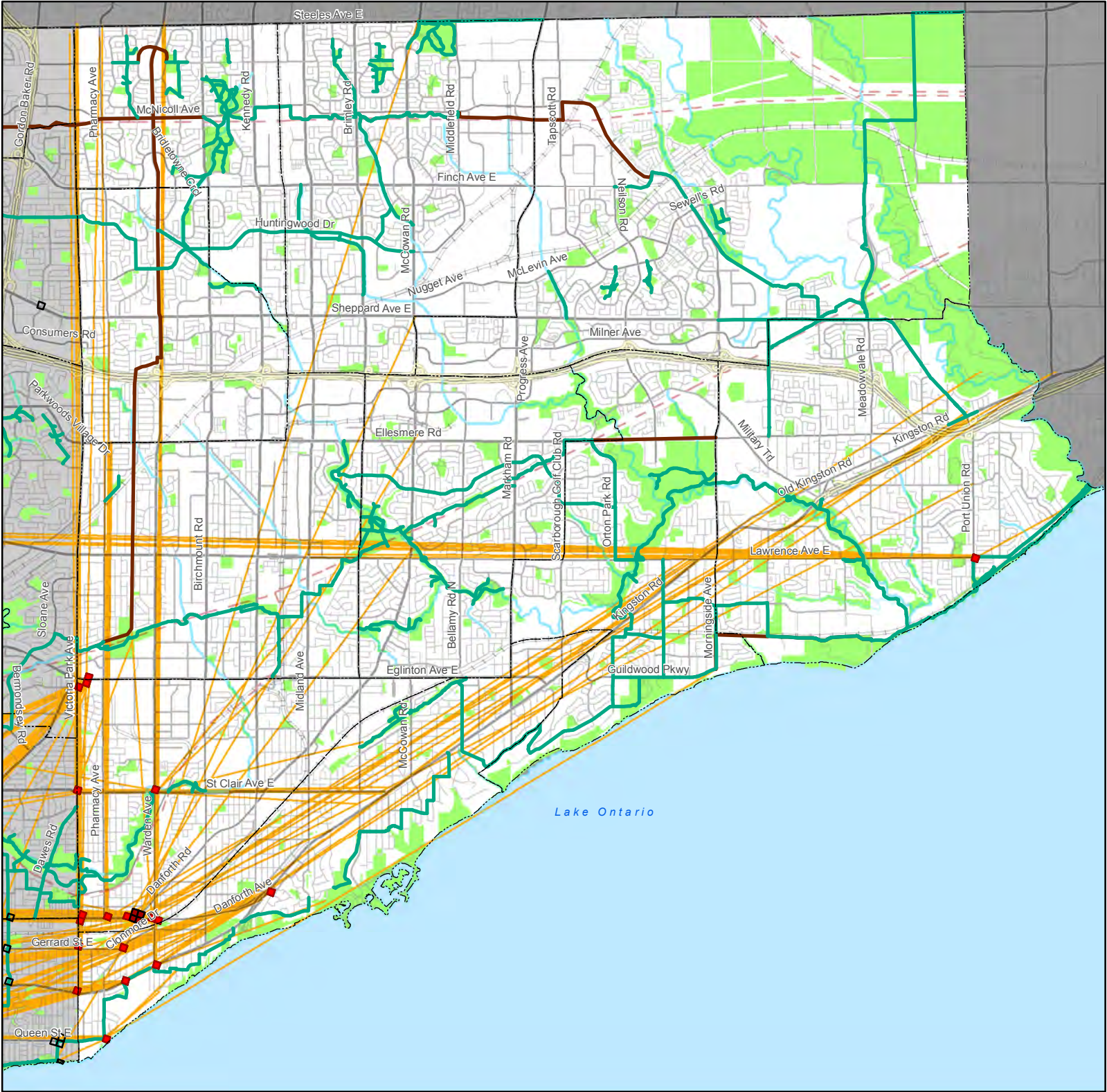
Existing Route

Approved and Planned Route

Location in this district with >100 trip start / end pins

Desired route to and from trip start / end pins

Location in other districts with >100 trip start / end pins



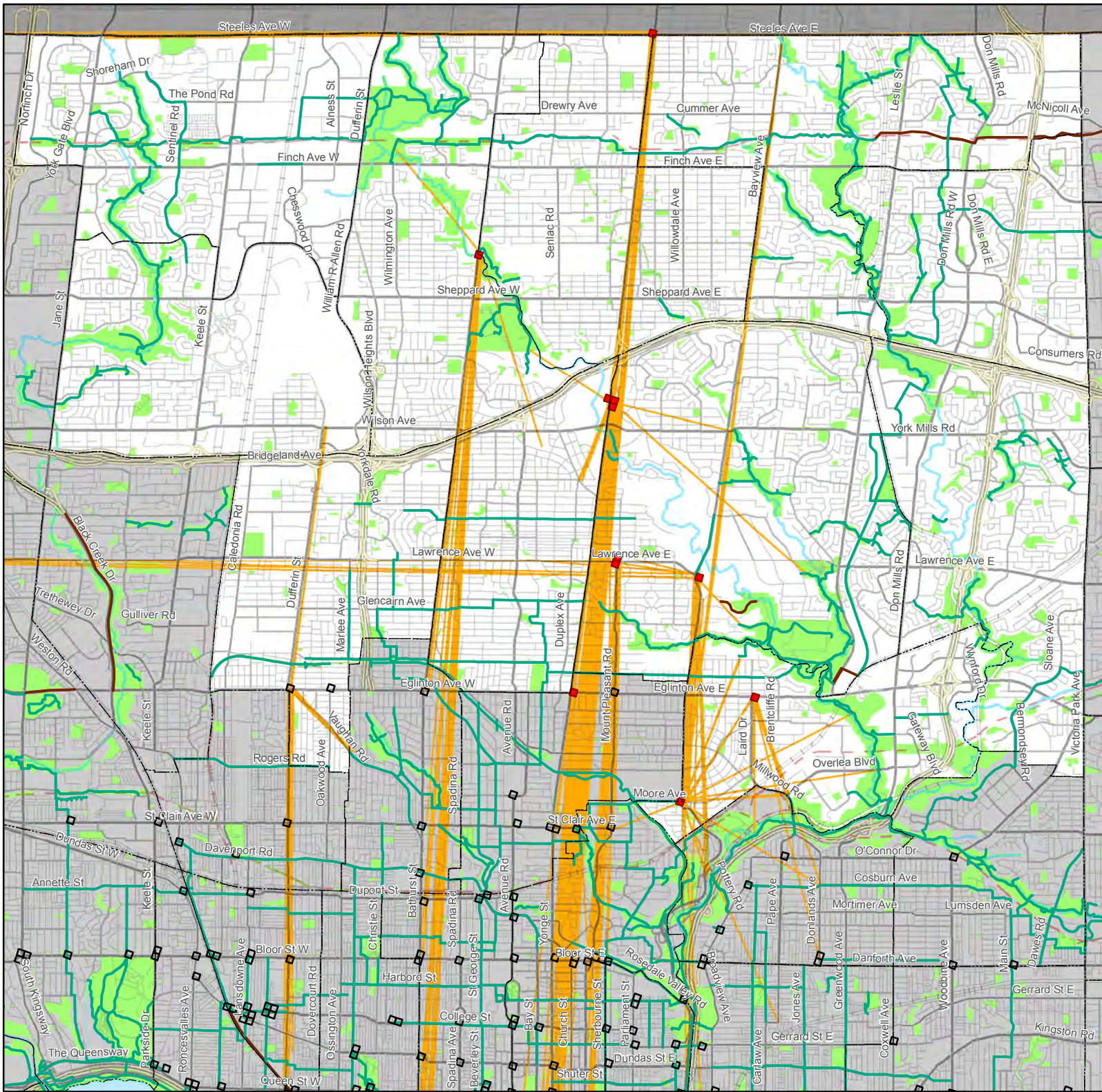
Physical Feature

- Creek/Tributary
- Hydro Line
- Major Railway
- Minor Railway
- River
- Park

- Existing Route
- Approved and Planned Route
- Location in this district with >25 trip start / end pins
- Location in this district with >10 trip start / end pins
- Desired route to and from trip start / end pins
- Location in other districts with >10 trip start / end pins



EXHIBIT 6-27 MetroQuest Desire Lines Map: North York District



Physical Feature

- Creek/Tributary
- Hydro Line
- Major Railway
- Minor Railway
- River
- Park

Existing Route

Approved and Planned Route

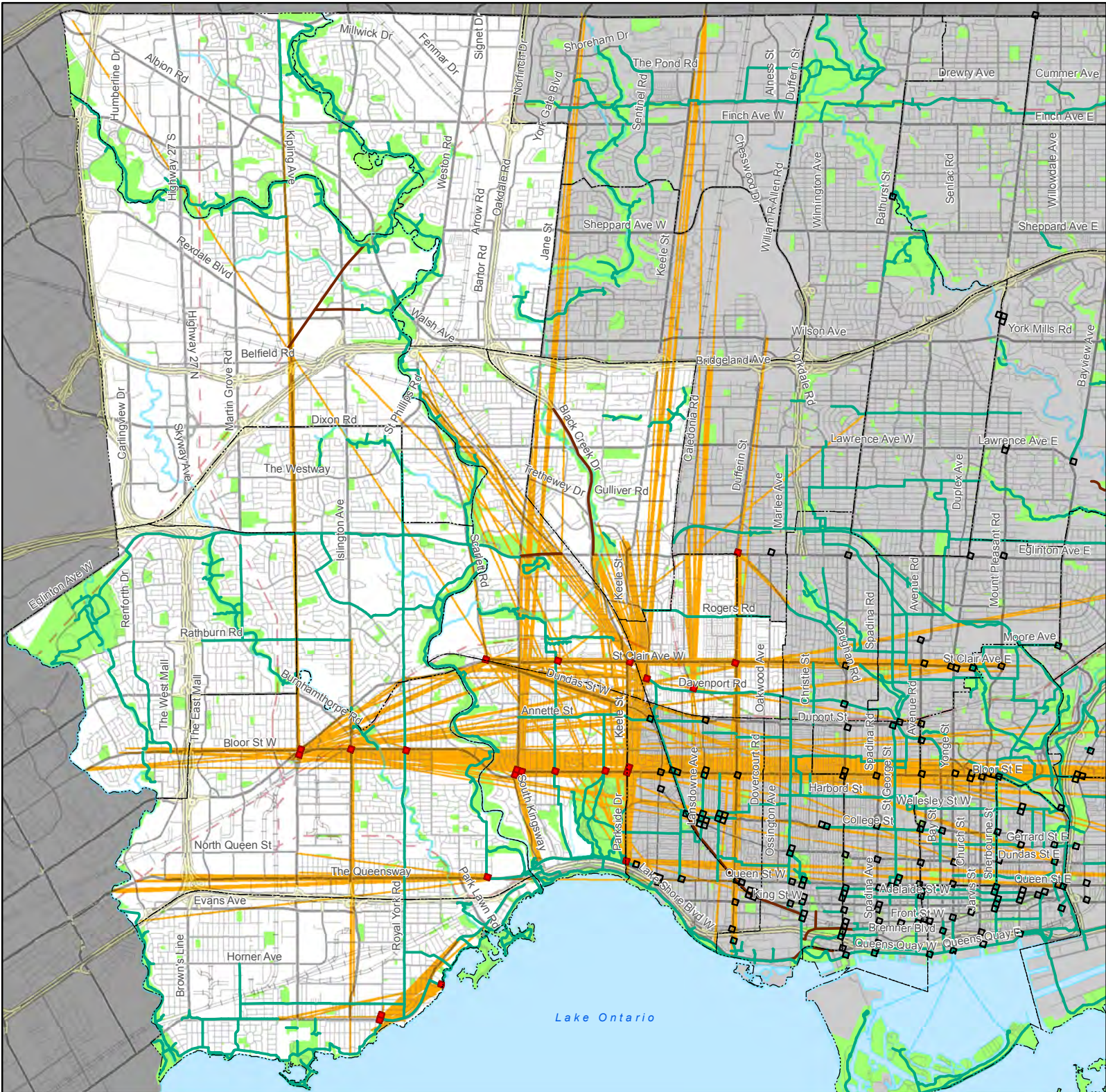
Location in this district with >25 trip start / end pins

Desired route to and from trip start / end pins

Location in other districts with >25 trip start / end pins



MetroQuest Desire Lines Map: Etobicoke-York District



Physical Feature

- Creek/Tributary
- - - Hydro Line
- = Major Railway
- = Minor Railway
- River
- Park

— Existing Route

— Approved and Planned Route

■ Location in this district with >25 trip start / end pins

— Desired route to and from trip start / end pins

Location in other districts with >25 trip start / end pins



6.6.3.4 MetroQuest Digital Draft Map Respondents

Summaries of respondents to the MetroQuest digital map survey by age, gender, frequency of cycling, and affiliations are provided in Exhibit 6-29 to Exhibit 6-32.

Exhibit 6-29: Phase 2 MetroQuest Digital Draft Map Age of Respondents

	Younger Than 15	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
Count	4	297	1751	1110	775	474	183	15	1
Percentage	0.1%	6.4%	38.0%	24.1%	16.8%	10.3%	4.0%	0.3%	0.0%

Exhibit 6-30: Phase 2 MetroQuest Digital Draft Map Gender of Respondents

	Female	Male
Count	1648	2730
Percentage	37%	62%

Exhibit 6-31: Phase 2 MetroQuest Digital Draft Map Respondents Frequency of Cycling

	1-3 Days Per Month	1-4 Days Per Week	5-7 Days Per Week	A Few Times Per Year	Never
Count	244	1378	2815	136	22
Percentage	5%	30%	61%	3%	0%

Exhibit 6-32: Phase 2 MetroQuest Digital Draft Map Respondent Affiliations

	Bicycle Club	Toronto Staff	Cycling Advocacy	BIA	Resident Association	Other
Count	403	156	844	53	304	191
Percentage	9%	3%	18%	1%	7%	4%

6.6.4 Public Drop-in Events and Rides

Public events were held between August 1 and August 9, 2015, for people who wished to meet staff in person to discuss the needs in their area and review paper maps, as shown in Exhibit 6-33. Indoor drop-in consultation meetings were held at Metro Hall and at North York, Scarborough, and Etobicoke Civic Centres. Transportation Staff also set up a tent with displays along the Finch Hydro Corridor Trail, Humber Trail, and on the Waterfront Trail along Queens Quay and in the Eastern Beaches to engage people in the planning process who were out riding their bikes. Between 50 to 100 residents were engaged daily at these events over six days.

Exhibit 6-33: Public Drop-in Events to review the Draft Cycling Network and Priorities

DATE	TIME	LOCATION
Saturday, August 1, 2015	Noon to 4:30 PM	Waterfront Trail near Ferry Docks
Sunday, August 2, 2015	Noon to 4:30 PM	Waterfront Trail near Woodbine Bathing Station
Tuesday, August 4, 2015	9 AM to Noon	Etobicoke Civic centre Lobby
Tuesday, August 4, 2015	2 PM to 5 PM	Metro Hall Lobby
Wednesday, August 5, 2015	9 AM to Noon	Scarborough Civic Centre Lobby
Wednesday, August 5, 2015	2 PM to 5 PM	North York Civic Centre Lobby
Saturday, August 8, 2015	Noon to 4:30 PM	Finch Hydro Corridor Trail near Bathurst Street
Sunday, August 9, 2015	Noon to 4:30 PM	Etobicoke Waterfront Trail near access to Humber Trail

About 200 comments surrounding support or concerns for aspects of the draft map were gathered from the drop-in events. Comments predominantly focused on a desire for investments in projects which would bridge trail network gaps such as the Mid-Humber, the gap between the Lower Don / Taylor Creek Trails and Don Mills Trail. Connecting the existing sections of the Finch Hydro Corridor Trail and Waterfront Trail were also priorities.

In addition, staff led six "Tuesday night rides" for the general public and participated in two rides in partnership with the TDSB / Green Communities Canada to undertake neighbourhood site investigations by bike. These rides helped to further highlight important neighbourhood issues as well as the existing challenges in those neighbourhoods.

Exhibit 6-34: Public Drop-in Event on the Waterfront Trail



Exhibit 6-35: Cycling with Gateway Public School Students and Parents in Partnership with Green Communities Canada



6.7 Feedback on Cycling Facility Design Options

During the Phase 2 Survey, the MetroQuest survey also allowed for questions surrounding cycling infrastructure design to be asked. A variety of infrastructure design questions were asked to better understand how different types of cyclists feel about different cycling infrastructure design options. Photos were shown of the various options. These responses will help to guide the implementation of the projects identified in this study as they are designed and constructed. The questions and responses are presented in Exhibit 6-36 to Exhibit 6-41.

Exhibit 6-36: MetroQuest Survey Question – Comfort Cycling on Toronto Streets




	Away From Traffic	Prefer Bike Lanes	Any Street
Describe your comfort cycling on Toronto streets.	 <p>I am only comfortable cycling on quiet streets or on trails, away from traffic.</p>	 <p>I am ok cycling in traffic sometimes, but I prefer bike lanes and cycle tracks.</p>	 <p>I am comfortable cycling in traffic on almost any road, without bike lanes.</p>
Number of Responses	1,315	2,856	242
Percentage	30%	65%	5%

Exhibit 6-37: MetroQuest Survey Question – Prioritizing On-street Parking or Separators



	Prioritize Parking	Prioritize Separator
Choose the statement you most agree with.	 <p>Maintaining as much on-street parking as possible should be prioritized when designing cycling facilities.</p>	 <p>Making space for painted buffers or traffic separators should be prioritized ahead of maintaining on-street parking.</p>
Number of Responses	633	3,645
Percentage	15%	85%

Exhibit 6-38: MetroQuest Survey Question – Separation for Pilot Projects






	Paint Only	Flex Posts	Parking	Curb Stones	Planters
What type of separation do you most prefer for pilot projects (i.e. installed with pavement markings only)?	 Buffered bike lanes – paint only	 Cycle Track with flexi-posts	 Cycle Track separated by parking	 Cycle Track separated by curb stones	 Cycle Track separated by planters
Number of Responses	542	1,186	659	704	1,309
Percentage	12%	27%	15%	16%	30%

Exhibit 6-39: MetroQuest Survey Question – Separation for Cycle Tracks




	Slope Up	Street Level With Curb	Sidewalk Level
What level of separation do you most prefer for a cycle track that is built as part of a road reconstruction project?	 A cycle track that cyclists can enter / exit anywhere but is vulnerable to illegal car parking	 A cycle track that cyclists can enter / exit at fewer mid-block locations, but cars are effectively blocked from entering	 A cycle track at the same level as the sidewalk, where cars are effectively blocked from entering but pedestrians can easily wander across.
Number of responses	860	2,873	669
Percentage	20%	65%	15%

Exhibit 6-40: MetroQuest Survey Question – Options for Cyclist's Left-turns







Which option do you prefer for Toronto intersections that have bicycle lanes?	Left Turn From Turn Lane	Left Turn From Bike Box	Two-Stage Crossing
	 No cycling-specific intersection markings	 'Bike box' for cyclists making a vehicular-style left turn.	 'Bike box' to help cyclists make a two-stage pedestrian-style left turn
Number of responses	217	2,251	1,936
Percentage	5%	51%	44%

Exhibit 6-41: MetroQuest Survey Question – Accessible Bus Stop Design

In order to provide accessible service, buses must stop at a full height curb. Which accessible bus stop design do you think is the best option for Cycle Tracks at bus stops?	Bus Merges To Curb	Cyclist Yields To TTC Patrons	Bus Stop Island
	 I prefer the bus to stop in the Cycle Track; cyclists have the option to wait behind the bus, or overtake on the left	 I prefer the bus to stop outside the cycle track; cyclists must stop and yield to passengers getting on and off the bus.	 When there is space, I prefer the bus stop to be on a traffic island with the Cycle Track behind; cyclists can continue when the bus is loading.
Number of responses	434	1,000	2,947
Percentage	10%	23%	67%