



Cycling Network 2025-2027 Public Input

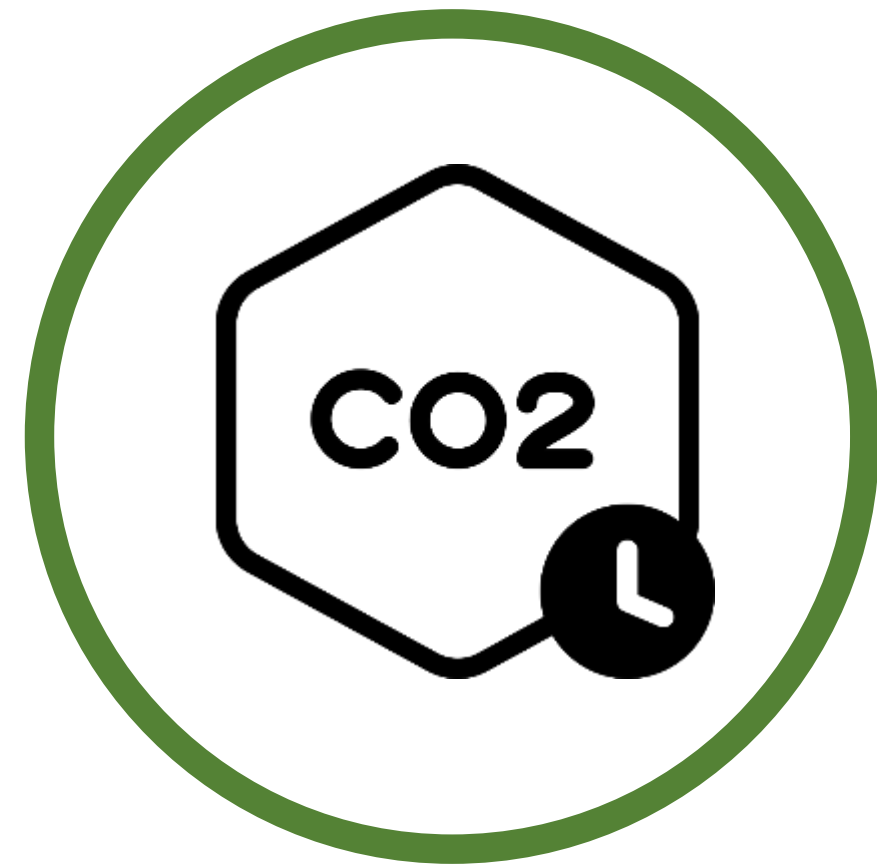
Information Materials

November 2023



1. Why Cycle in Toronto?
2. Bikeways Explained
3. Prioritization of Future Bikeways
4. Appendix: Additional Background Information

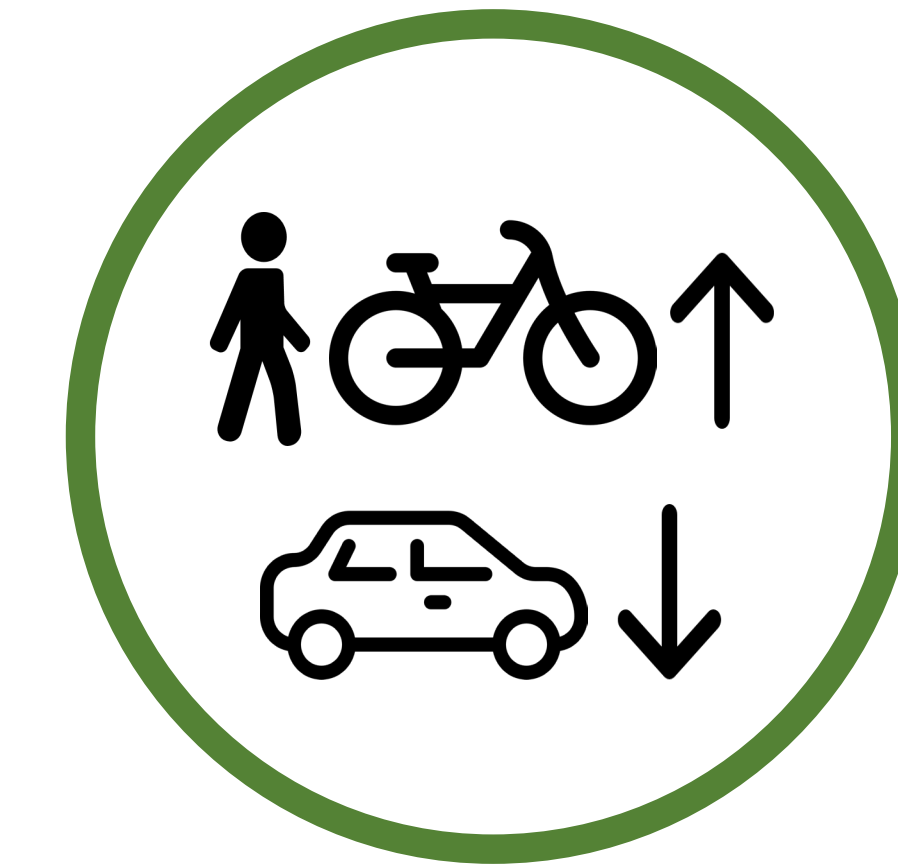
Why Cycle in Toronto?



**Cycling
Reduces
Pollution &
CO2
Emissions**



**Cycling is
Affordable
and
Healthy**



**Cycling
Reduces
Reliance on
Cars**

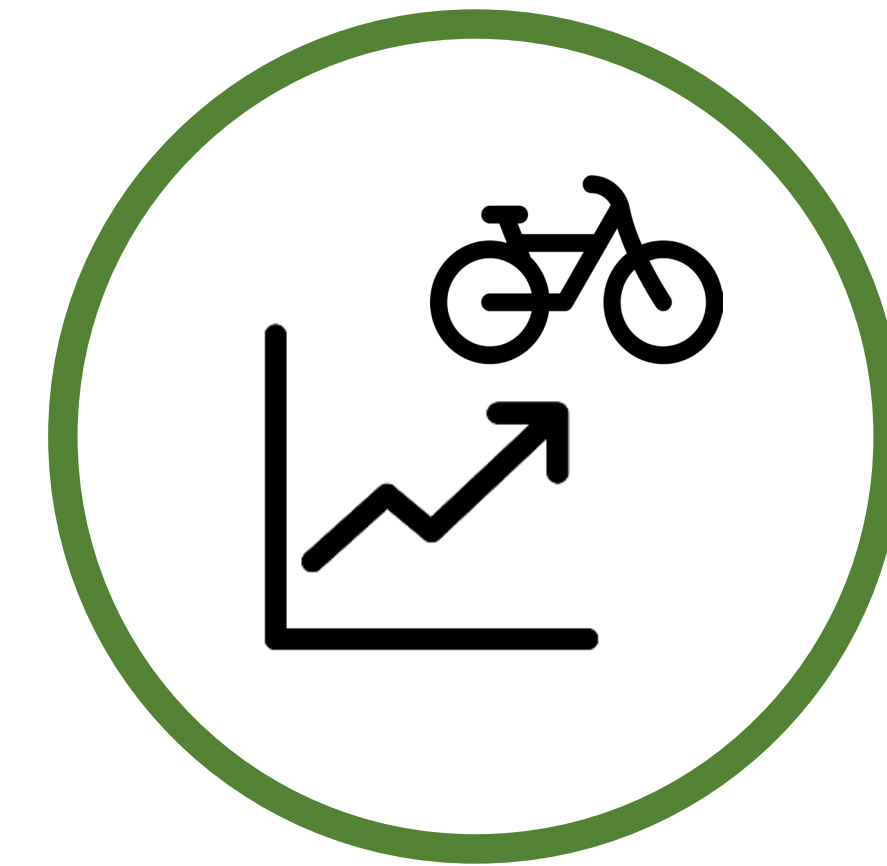
Why Toronto Builds Bikeways



**Bikeways
Improve
Safety**



**Torontonians
Want More and
Better Bikeways**



**More People
are Cycling
Every Year**

What is a “Bikeway”?



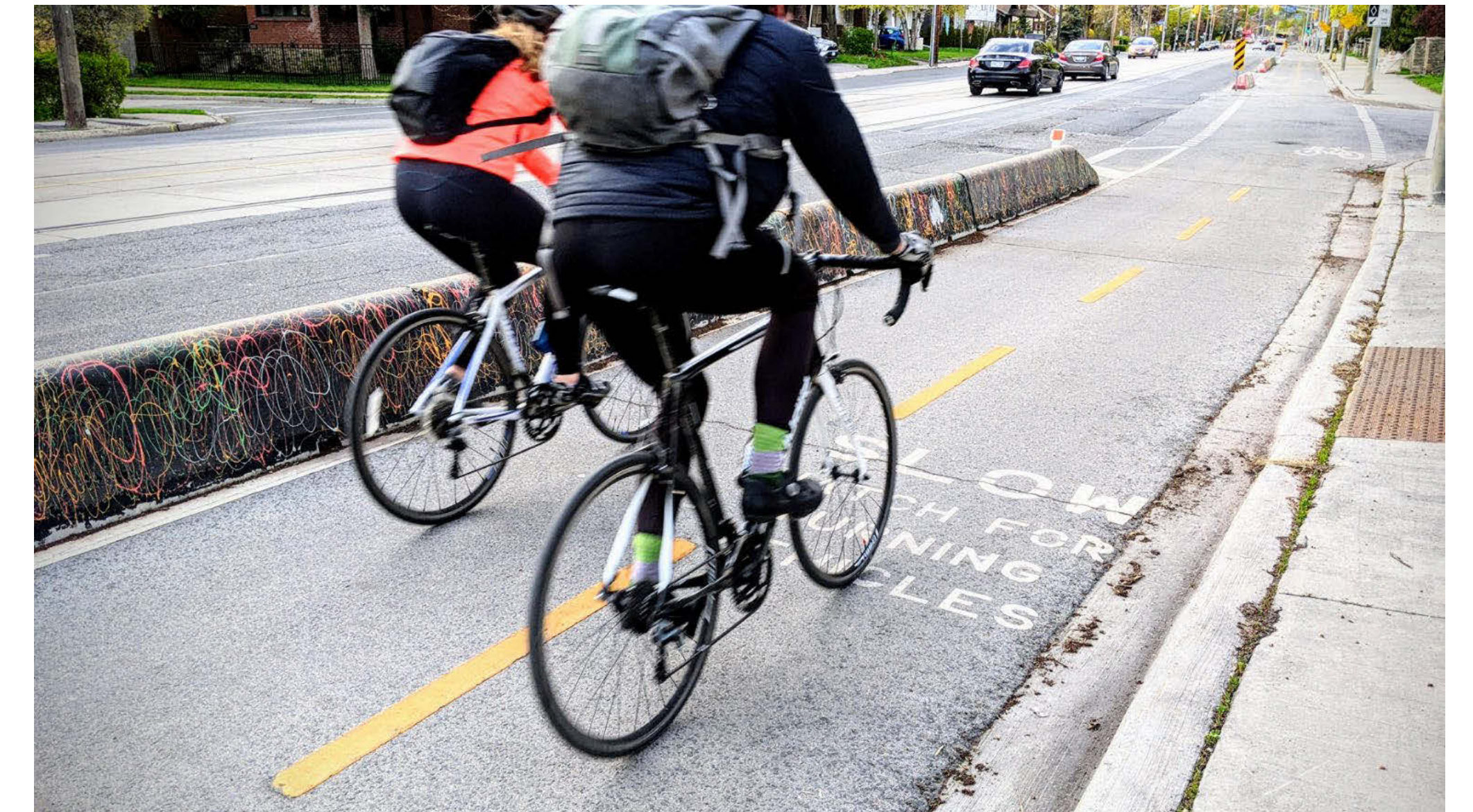
Bikeway is the general term used to describe many types of cycling routes. Bikeways include multi-use trails, cycle tracks, bicycle lanes, contra-flow bicycle lanes, and neighbourhood greenways.



Multi-use trail



Cycle track (permanent, raised)



Cycle track (quick build, two-way)



Bicycle lane



Contra-flow bicycle lane



Neighbourhood greenway

What is a “Bikeway”?



Multi-Use Trails

Multi-use trails are shared by people cycling, walking and using mobility aids. Some are on-street, some are through ravines or hydro corridors; most are paved or granular surface.



What is a “Bikeway”?



Cycle Tracks

Cycle tracks are bikeways that are separated from vehicle traffic by concrete curbs, planter boxes, bollards, parked cars, or raised from street level.

Quick Build



Permanent



What is a “Bikeway”?



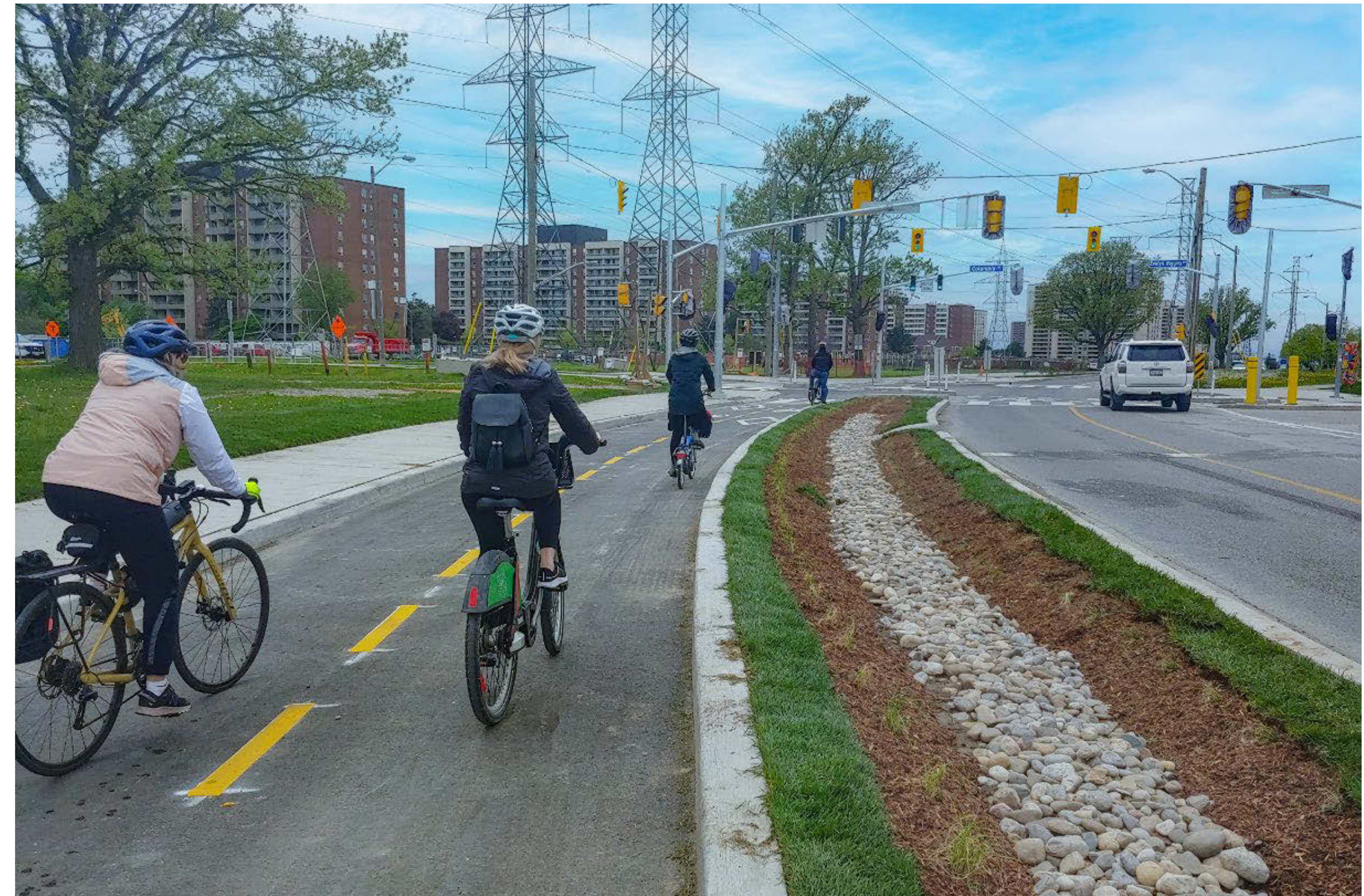
Cycle Tracks

Cycle tracks can be one-way on each side of the street, or two-way on the same side.

One-Way



Two-Way

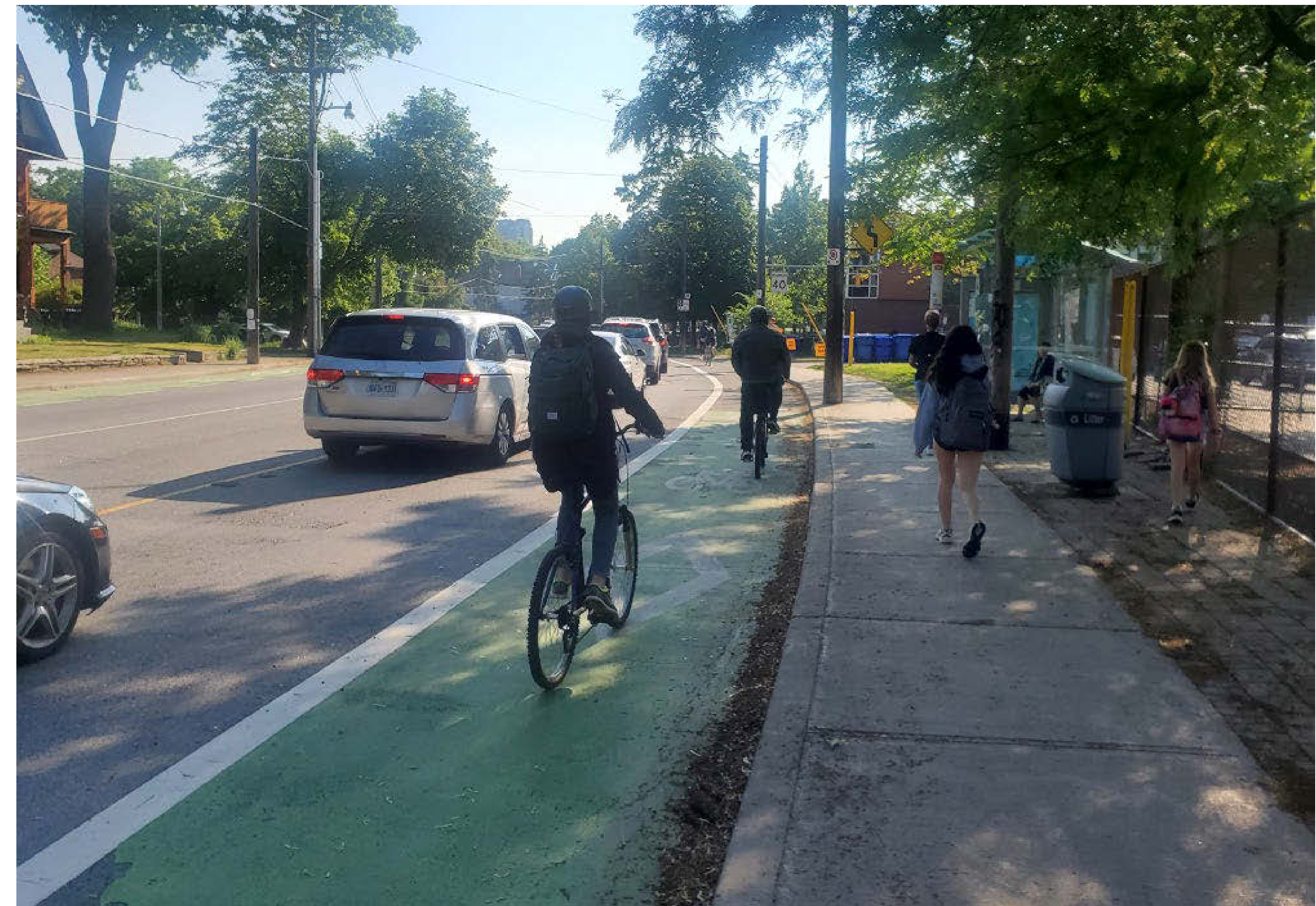


What is a “Bikeway”?



Bicycle Lanes

Bicycle lanes are a dedicated part of the roadway for people cycling. They do not have curbs or planters, but other road users are not allowed in the bike lane (no driving, no parking).



What is a “Bikeway”?



Contra-Flow Bicycle Lanes

Contra-flow bicycle lanes allow people to cycle in the opposite direction on a street that is one-way for all other vehicles. People cycle in the shared lane when travelling the same direction as cars.



What is a “Bikeway”?



Neighbourhood Greenways

Neighbourhood greenways are streets where people cycling are given priority by creating an environment with low motor vehicle volumes and speeds. Here's an example of a traffic diverter – this is when barriers are installed diagonally across an intersection so traffic can only go in one direction, but people on bikes or foot can travel all ways.

Traffic Diverter



Wayfinding Markings



Prioritization of Future Bikeways

Toronto's Cycling Network Goals



The Cycling Network Plan, approved by Toronto City Council in 2016, seeks to build on the existing network of cycling routes with the following goals:



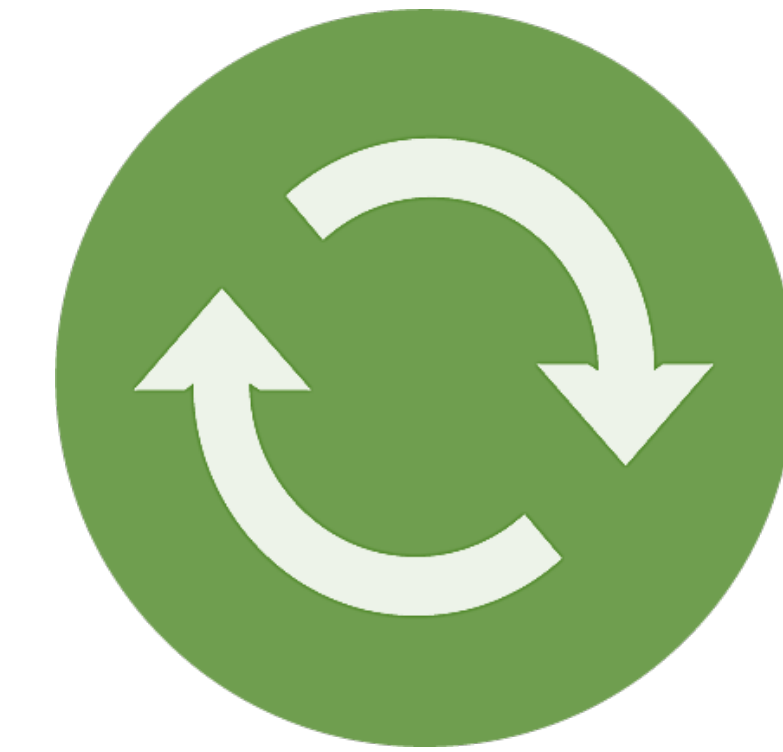
Connect

Connect gaps in the network and people to places.



Grow

Grow the cycling network into new parts of the city.



Renew

Renew the existing cycling network routes where there are opportunities to improve quality.



Public Inputs

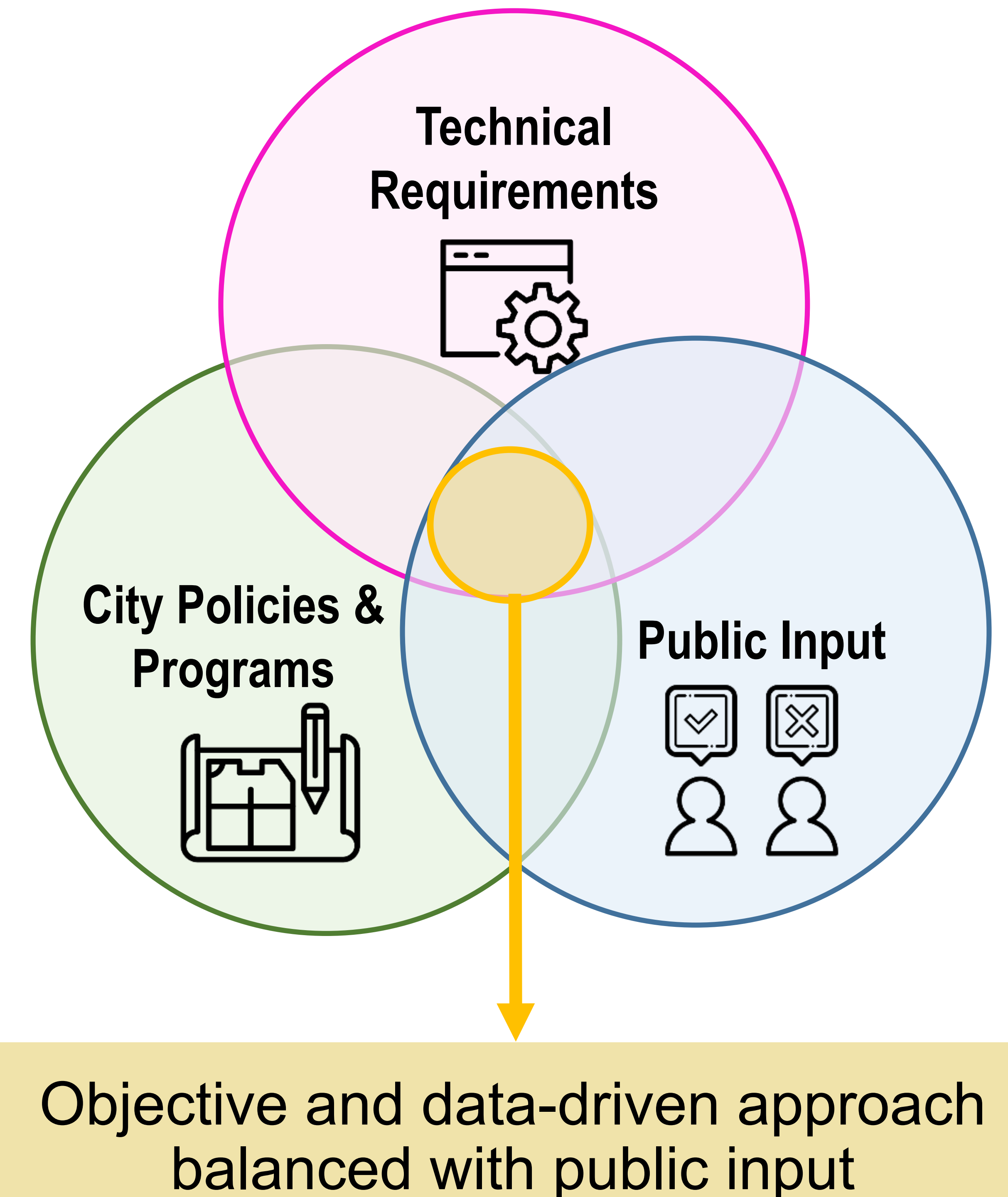
- Community expertise; sharing concerns, opportunities and priorities through lived experience

City Policies and Programs

- Council directives, such as TransformTO Climate Action Strategy, Vision Zero Road Safety Plan
- Cycling Network Plan prioritization framework

Technical Requirements

- Construction and design standards, such as Universal Design
- Coordinating with other major works (such as delivering through road reconstruction, and avoiding construction conflicts)





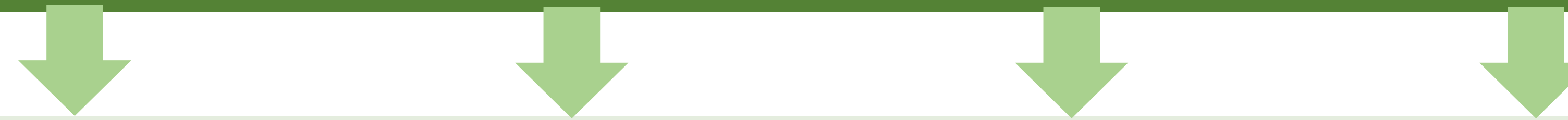
Public Input



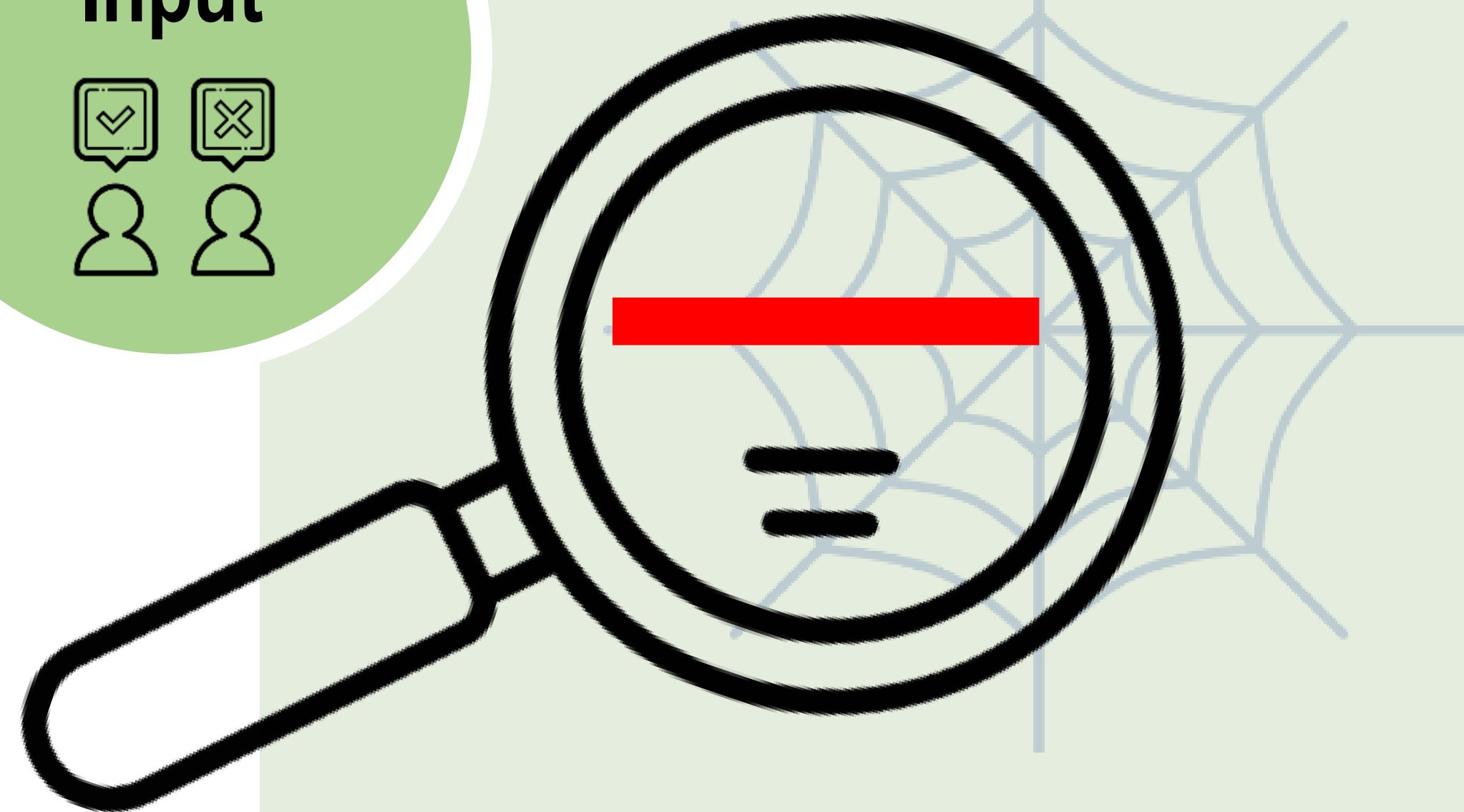
Big picture: City-Wide Near-Term Network

City-wide public engagement

Where does it make sense to build bikeways? How should we prioritize?



Public Input



Individual Projects: Details and Design

Local neighbourhood public engagement

How will the bikeway fit? What will it look like?

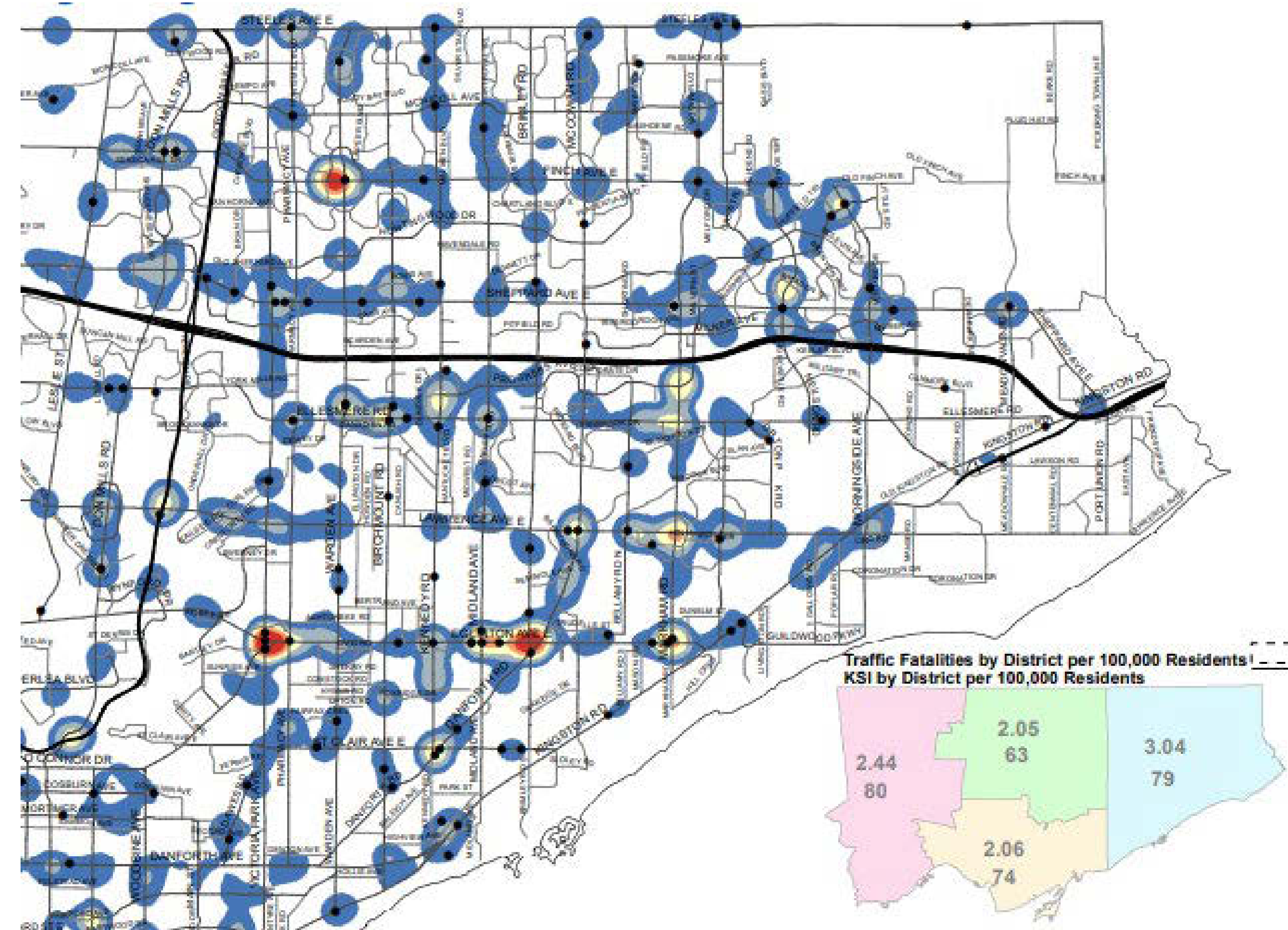
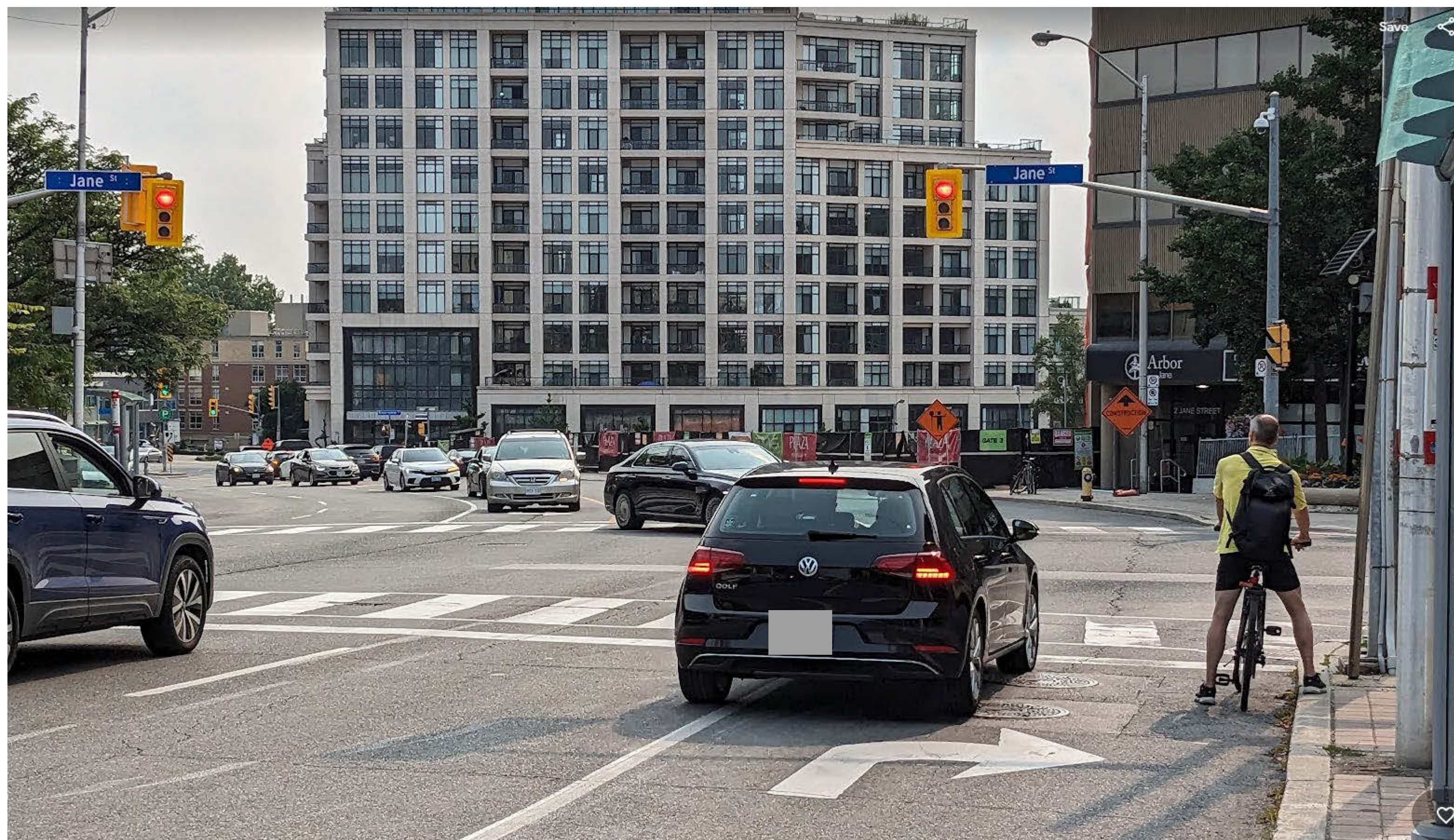
Detailed engagement, design, and Council approval to install

How We Prioritize



Safety

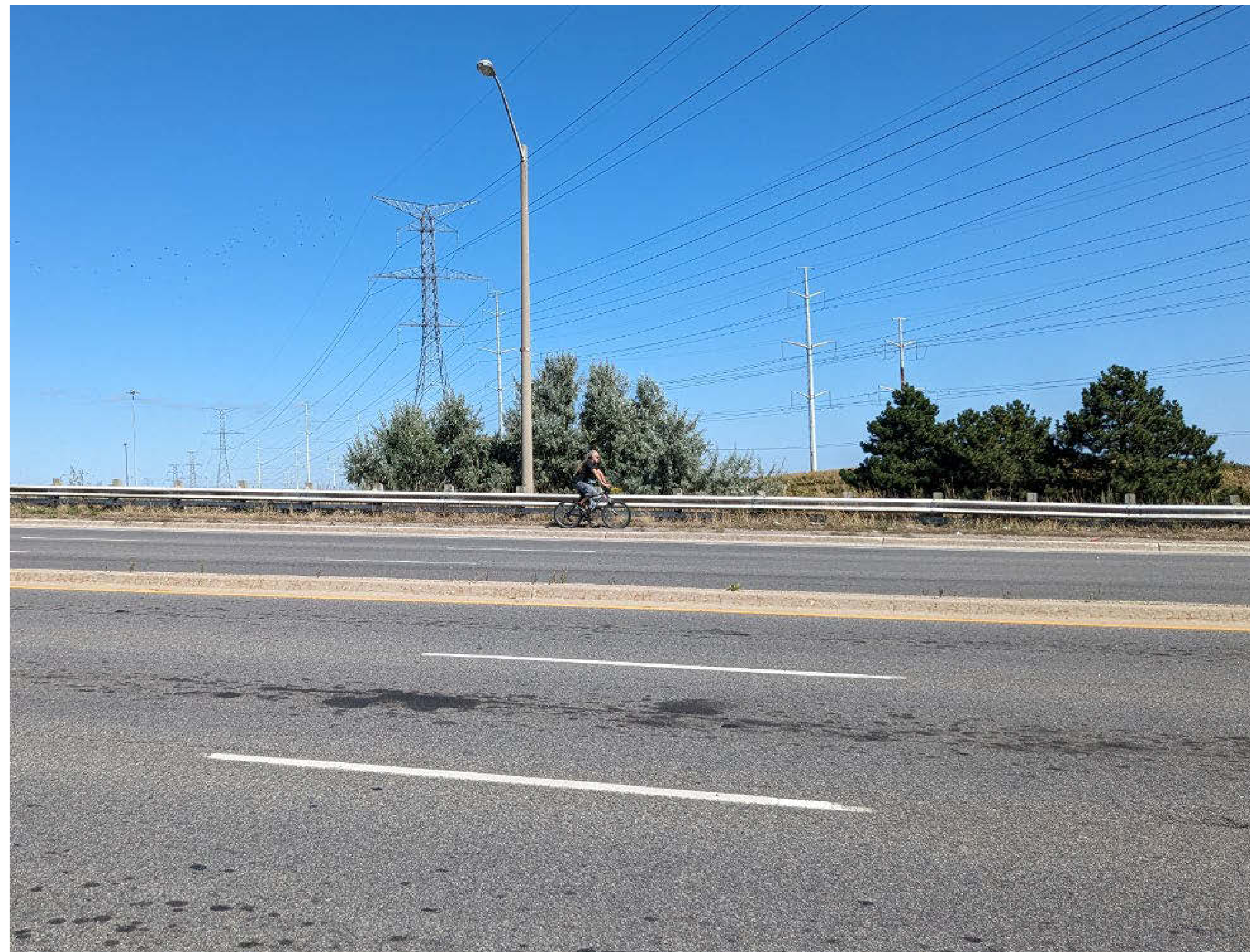
Is there a history of collisions or concerns?



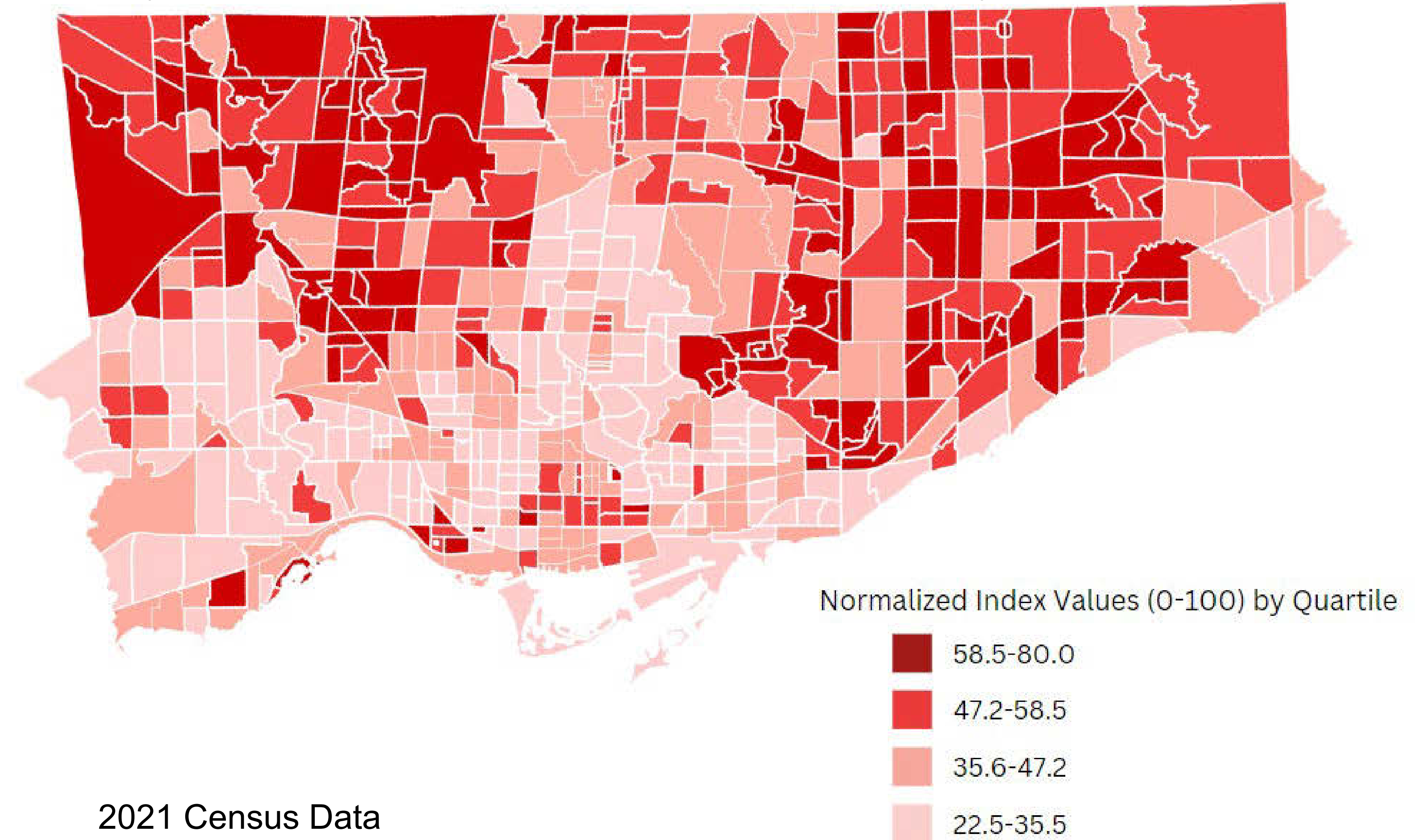


Equity

- Is the neighbourhood underserved by transportation options? (i.e. transit, bike lanes, and sidewalks)
- Is the neighbourhood home to many equity-deserving groups?



Priority Populations Index, Transportation Equity Opportunity Zones

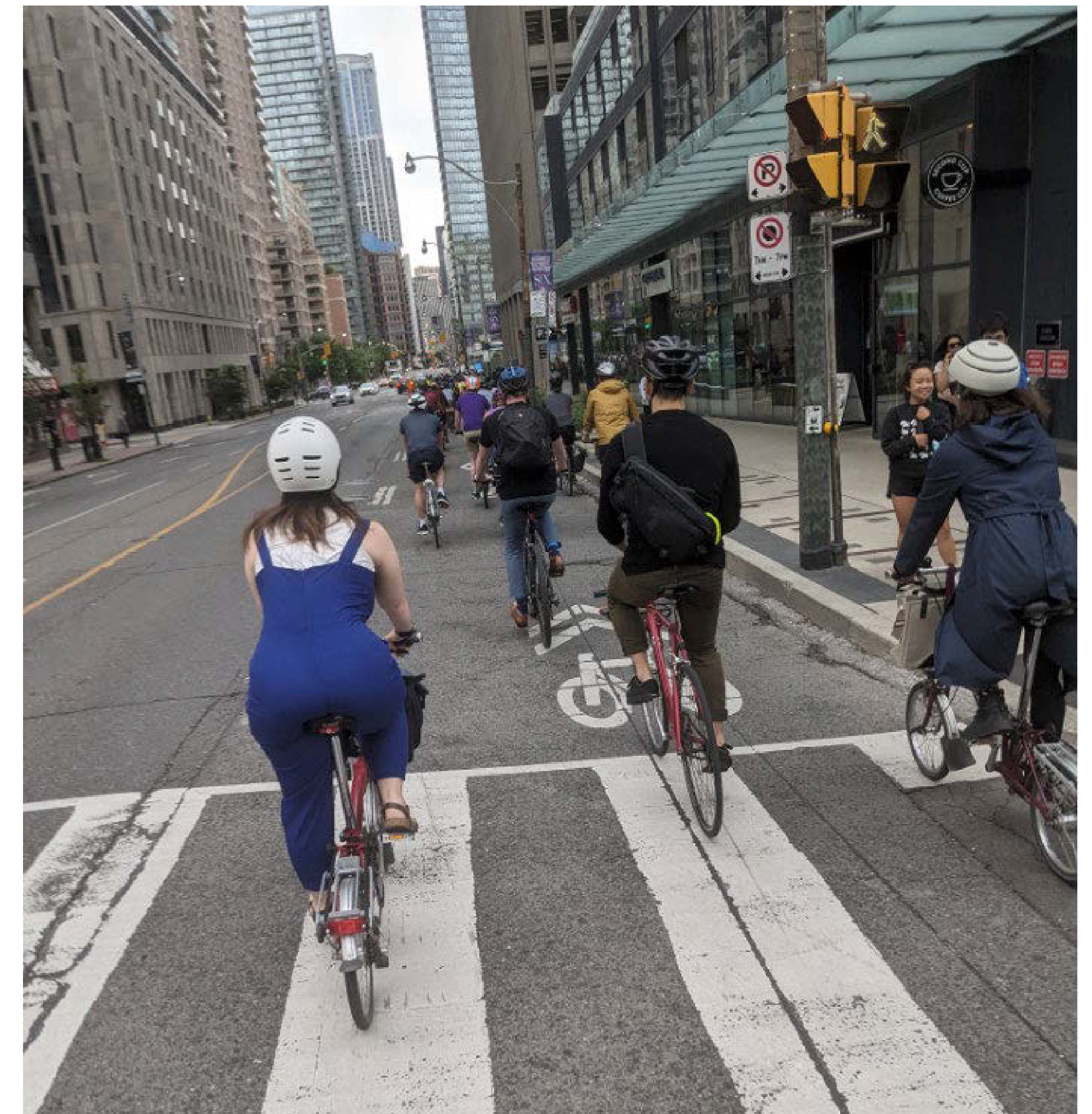


How We Prioritize



Current cycling demand

How many people are cycling today?

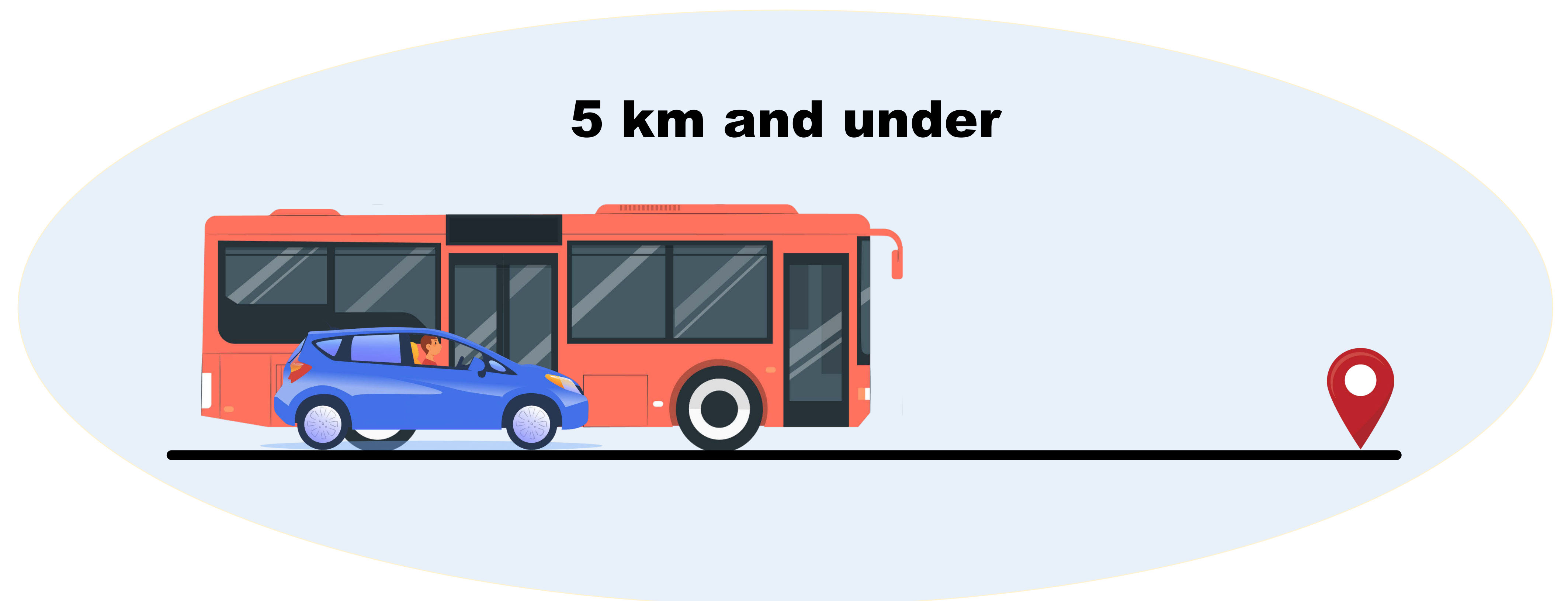
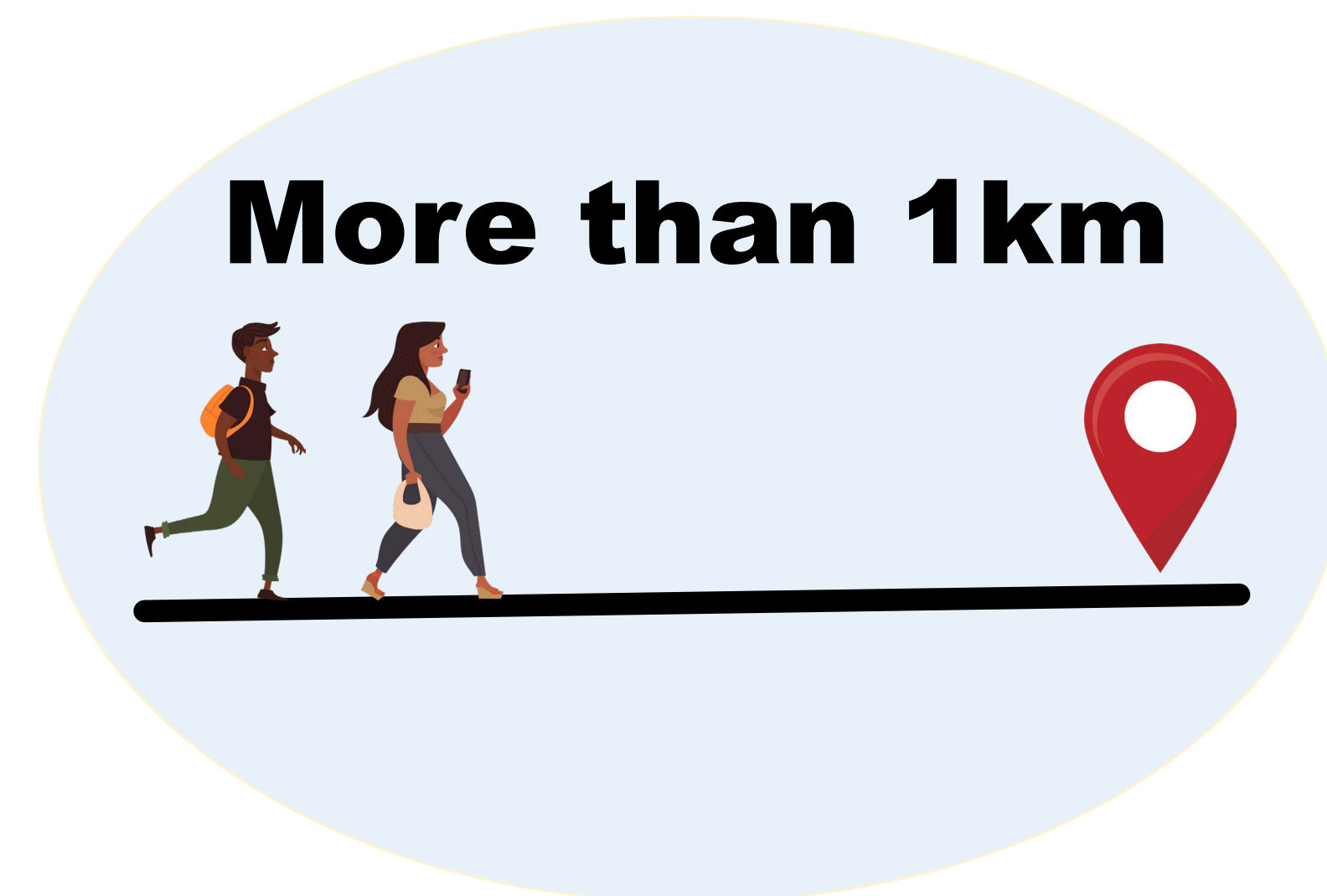


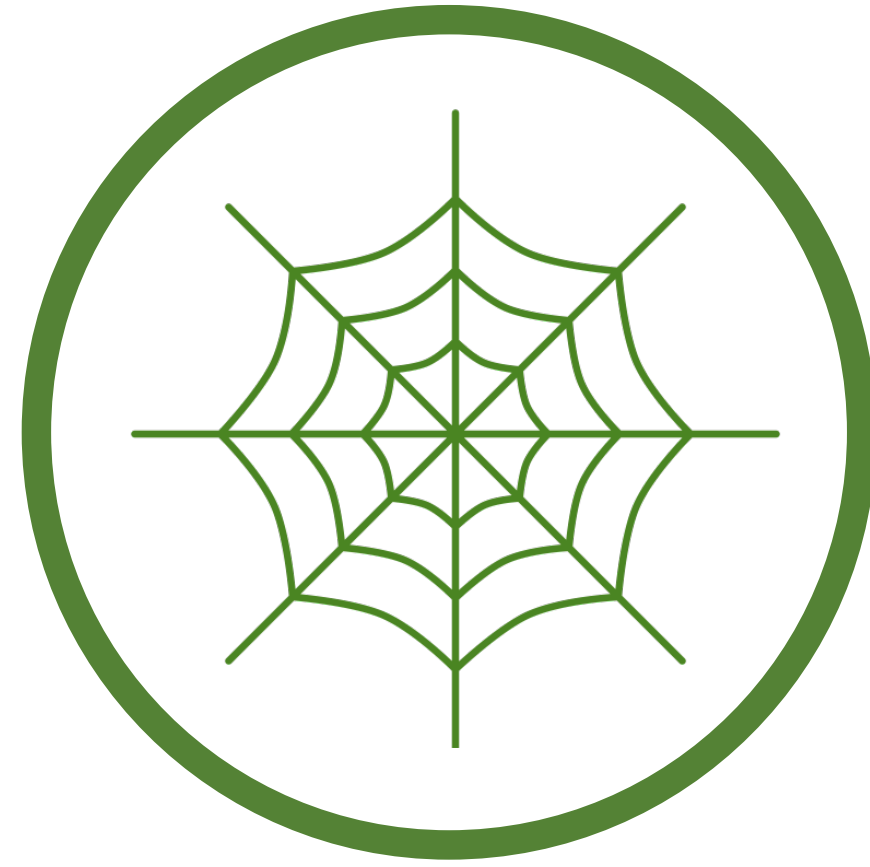


Potential cycling demand

How many people currently make frequent trips between 1 to 5 km using other modes of transportation?

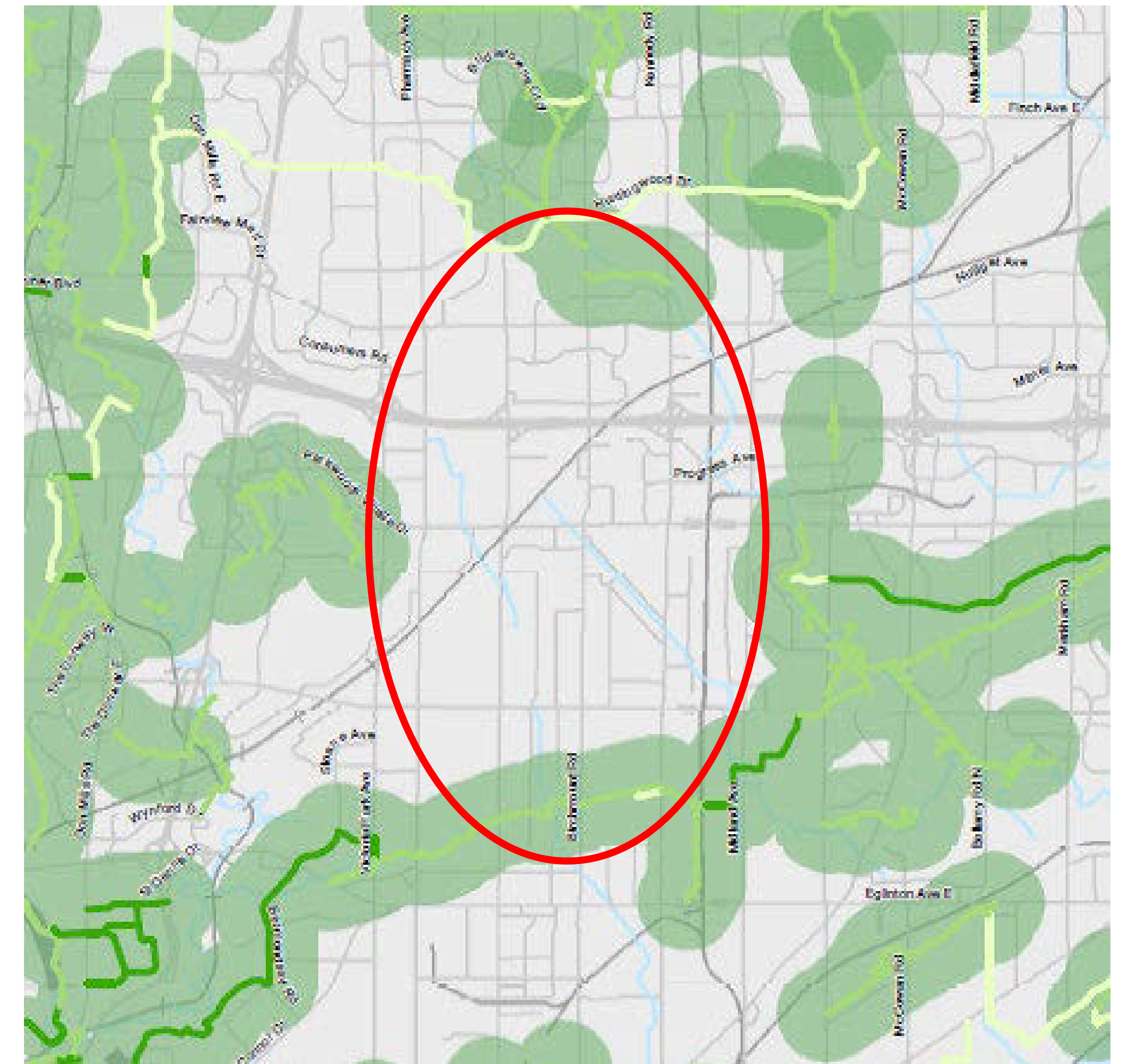
Data source: 2016 Transportation Tomorrow Survey trip lengths & locations

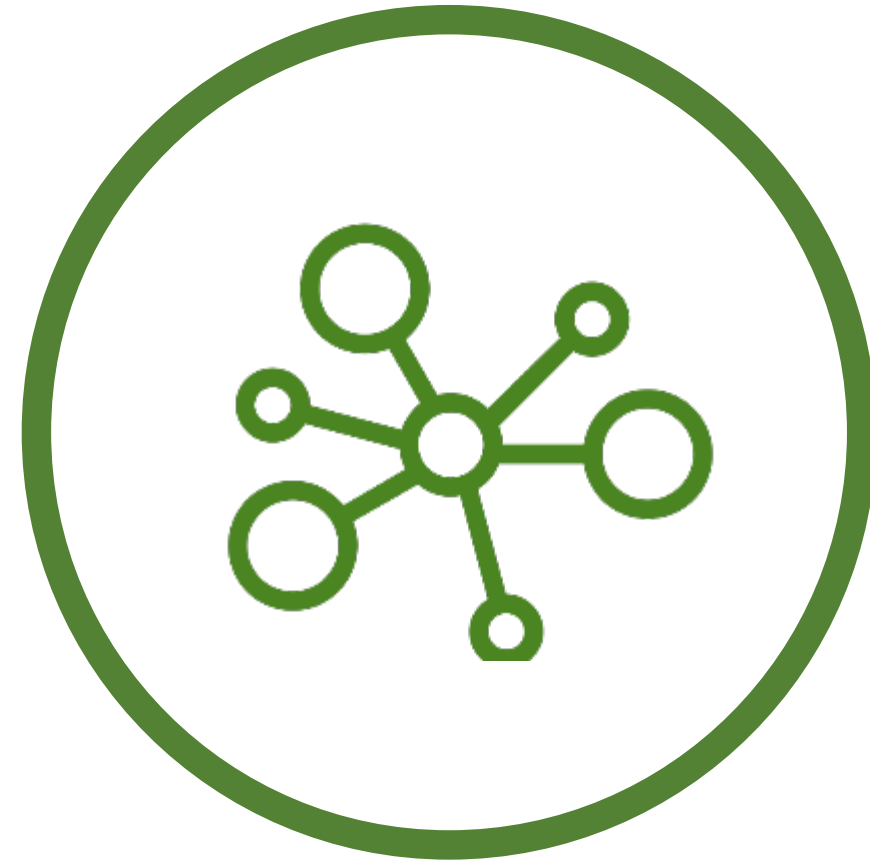




Network Coverage

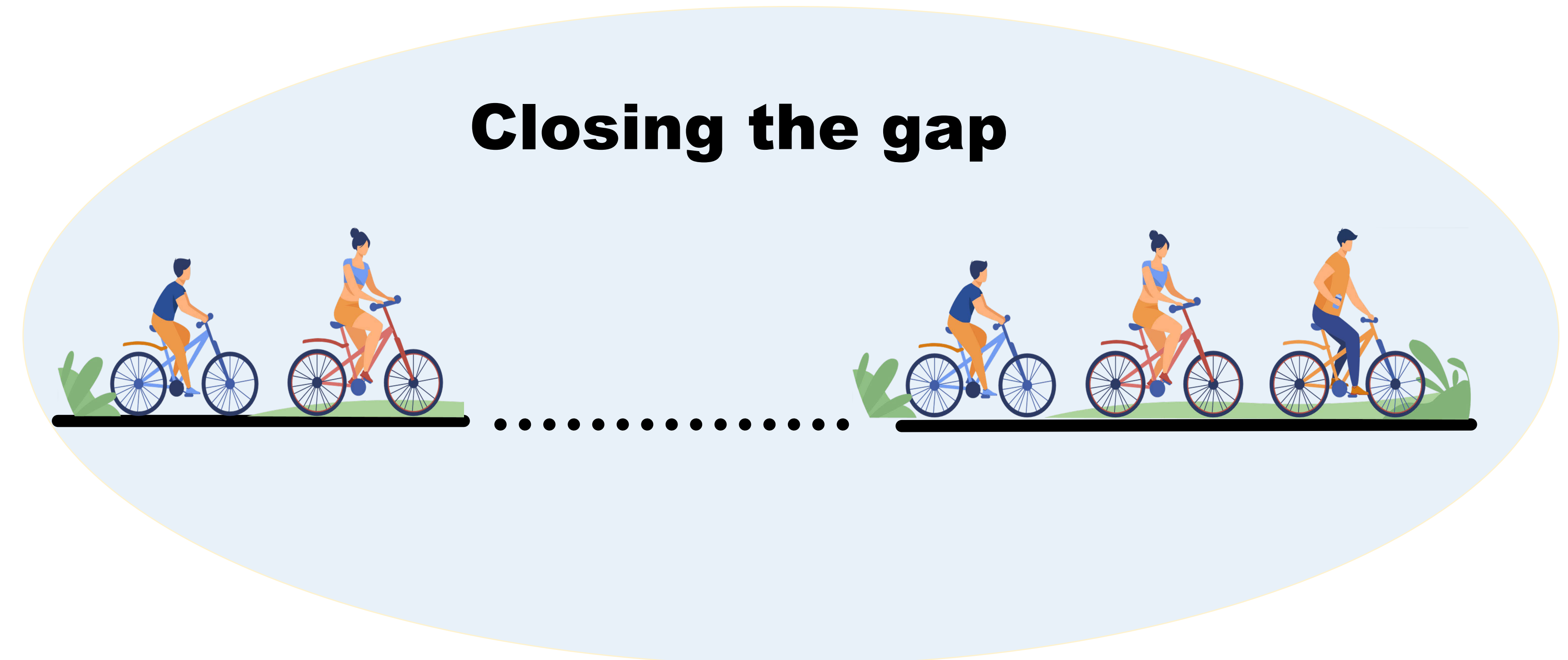
Is this providing a bikeway in an area where there aren't many cycling options yet?





Connectivity

Is the bikeway closing a gap in the cycling network?





Trip Generators

Are there many destinations along the route, like schools and community centres?

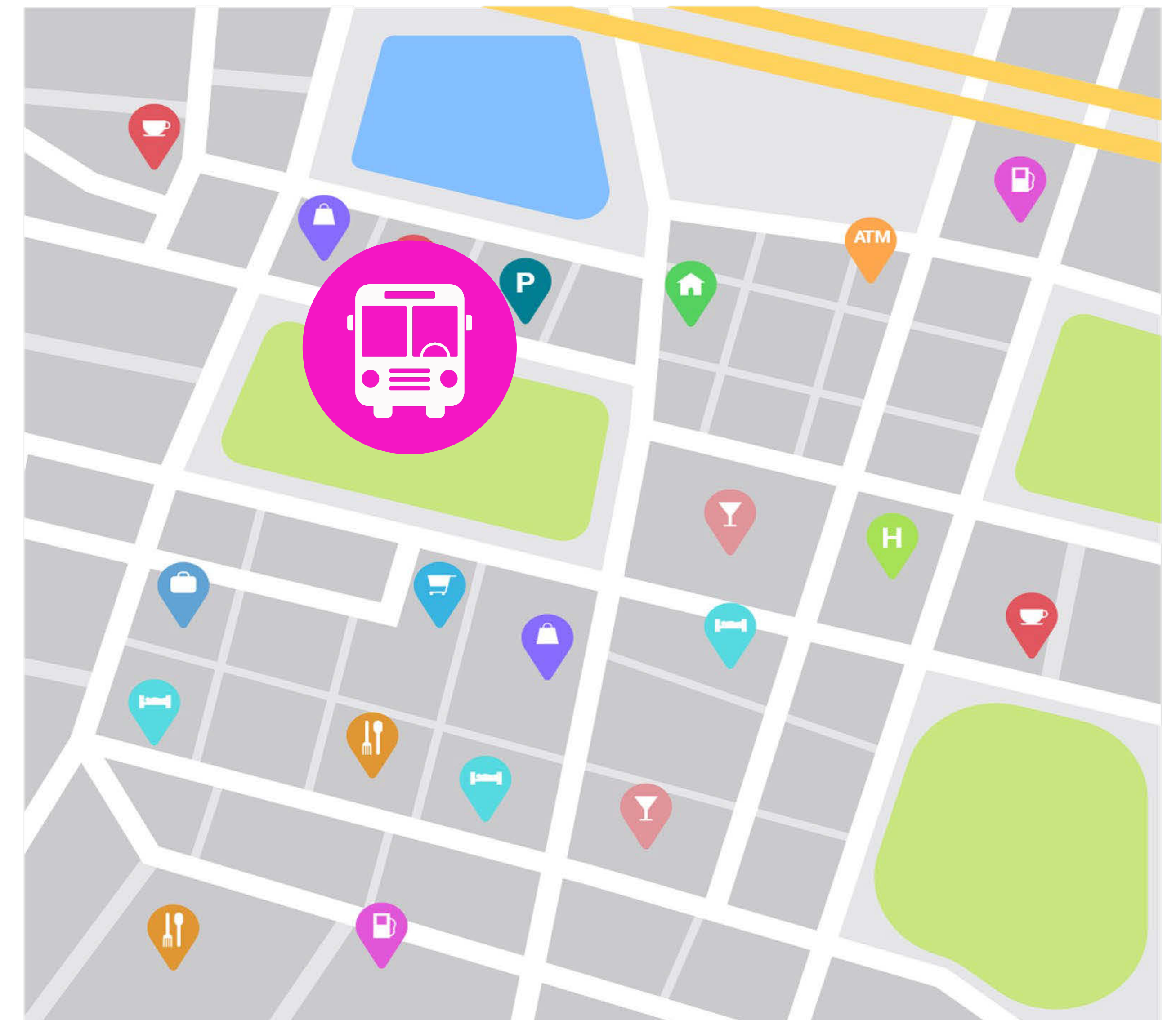


How We Prioritize



Transit Access

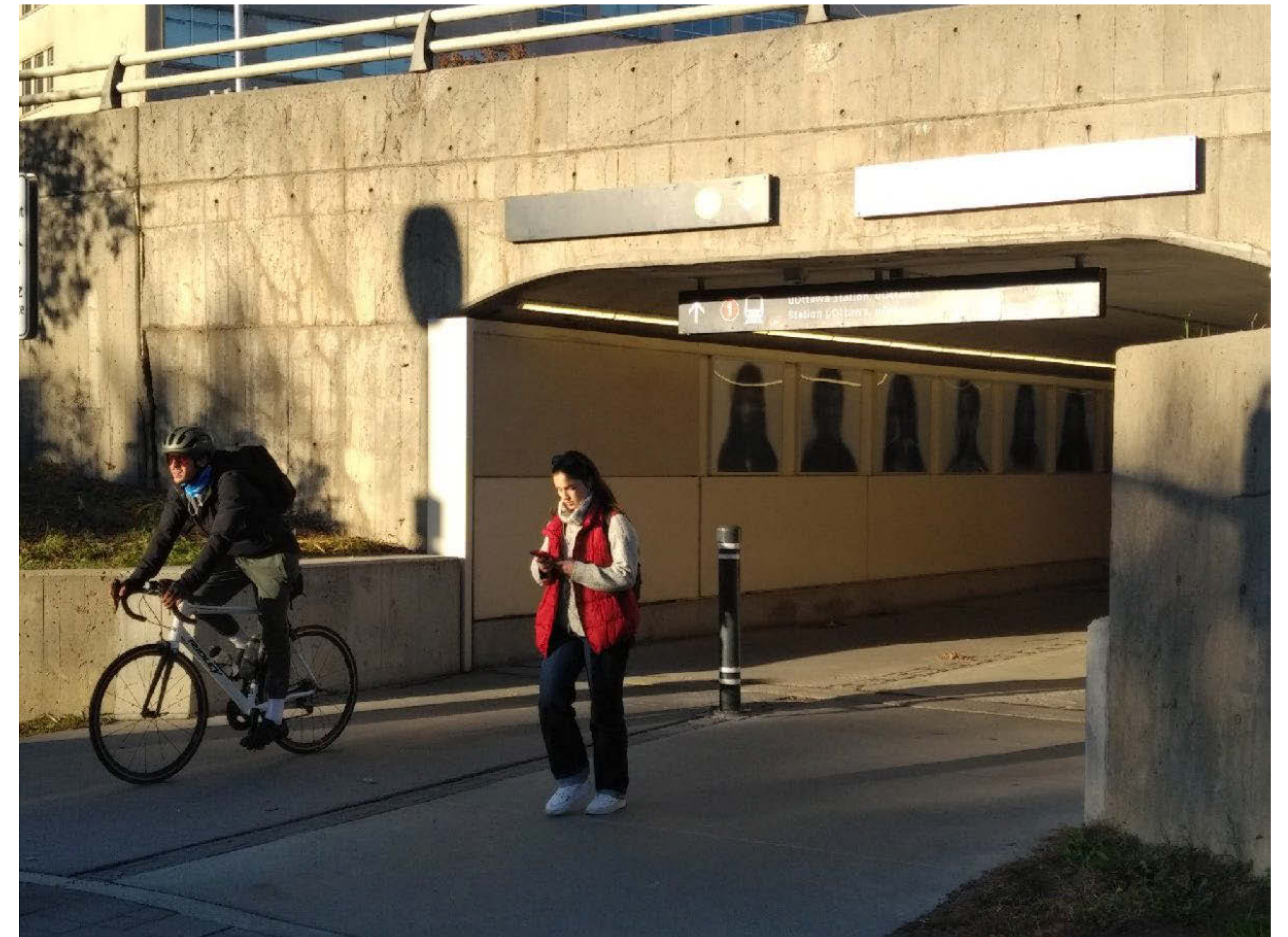
Does the route connect to a transit station?





Barriers

Does the bikeway provide a safe crossing of a river, highway, or train tracks?



Technical Requirements



- Road work (construction) opportunities and conflicts
- Design standards (engineering, accessibility, maintenance, snow clearing requirements)

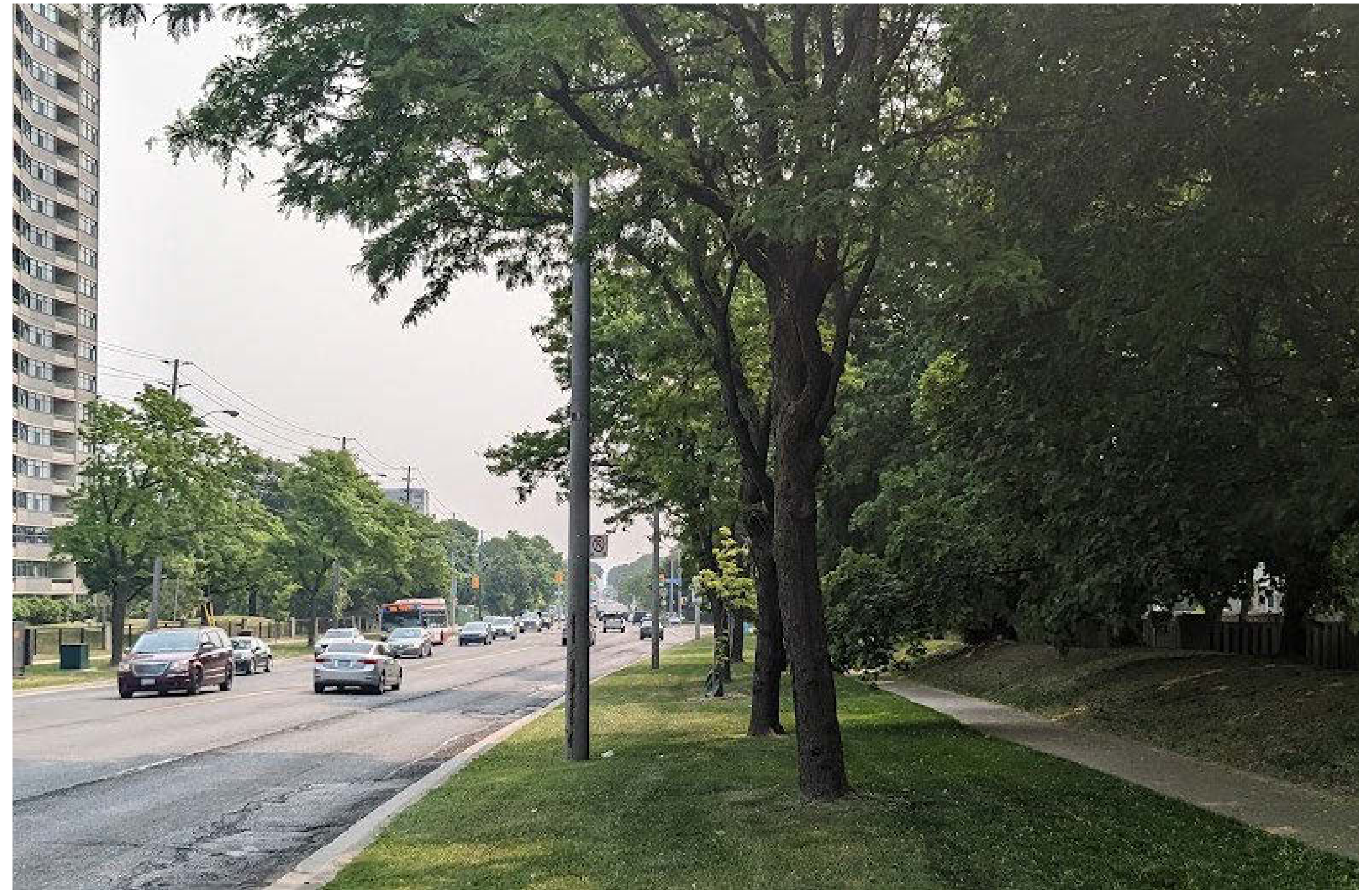


Technical Requirements



Is there enough space to install a bikeway?

Constraints include large trees, narrow streets, private property, major utility conflicts, transit priority, etc.



Appendix

Additional Background Information

How the "Long List" Of Candidates Was Created



- Previously deferred bikeway projects (such as those bundled with deferred capital works)
- Bikeway projects identified for study in previous near-term programs
- Bikeway projects identified in the 2016 Ten Year Plan
- Upcoming bundling opportunities (with other capital infrastructure projects, such as road rehabilitation)
- Requests and recommendations from internal and external stakeholders (such as outcomes of Neighbourhood Streets Plans and Secondary Plans)
- Proactive identification of potential routes in equity-deserving areas

A preliminary prioritization exercise was undertaken to reduce the long list to approximately 500 km based on safety (high injury network risk scores), equity (concentrations of equity-deserving populations), cycling network coverage (areas with fewest existing bikeways), and commitments from the Cycling Network Plan (such as routes already in study).

Quick Build

vs

Permanent Build

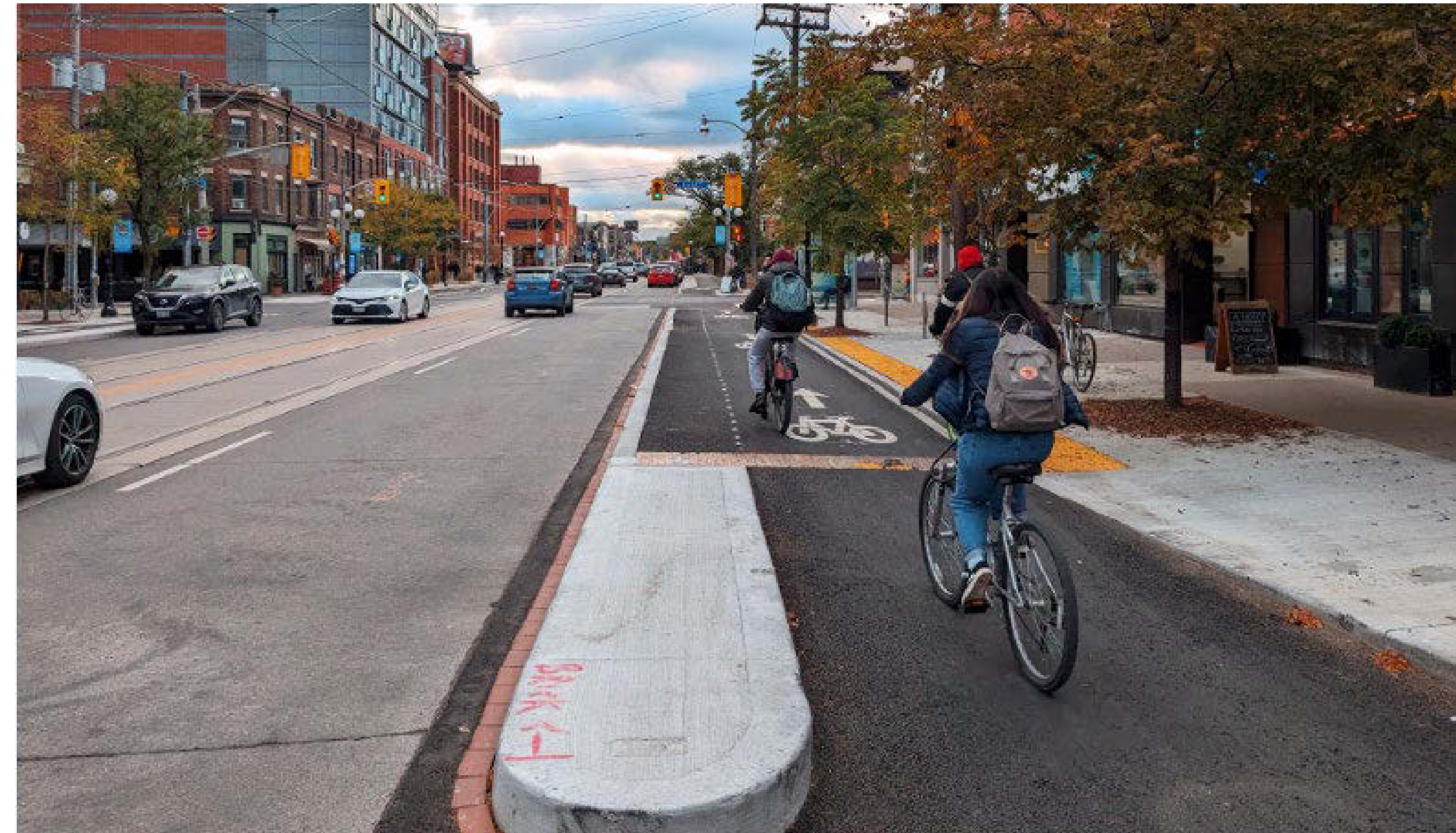


Curbs, bollards, planters

- Faster, cheaper, adjustable
- Easier to damage, more maintenance
- Roadway space impacts

Raised or poured concrete

- Slower, more expensive, permanent
- Durable, less maintenance
- May allow for keeping vehicle lanes; safer intersection designs



Engagement and Report Overview



Stakeholder Engagement

Stakeholder workshops and communications (online)

Early November 2023

2025-2027 Near-Term Program

Based on prioritization factors, public input, technical requirements



September, October 2023

Internal Engagement

Councillor briefings, stakeholder workshops and communications

November 2023

Public Engagement

Online survey + interactive map
Public drop-ins (one per district in person + one online)

Mid to late 2024

Council Report

Infrastructure and Environment Committee



Thank You



For more information and to provide your input:

toronto.ca/cyclingnetwork

Cycling Network 2025-2027 Team

Telephone: 416-338-2830 Email: BikePlan@toronto.ca