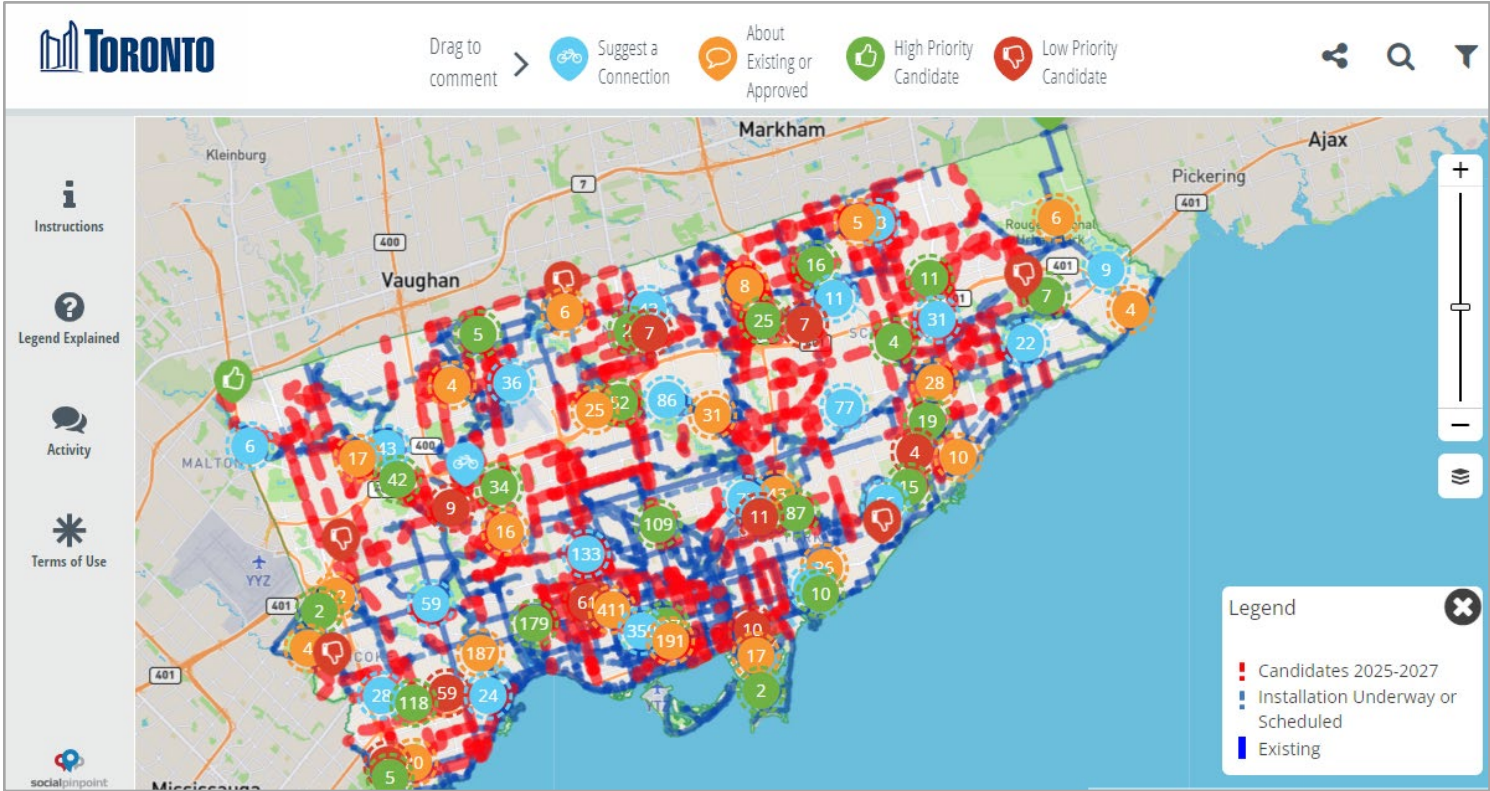


# Cycling Network 2025-2027

## Public Consultation Report

May 17, 2024



# Contents

Executive Summary .....	4
Project Summary.....	5
Notification Summary .....	5
Consultation Overview .....	7
Online Survey .....	7
Online Interactive Map.....	7
Virtual Meetings.....	9
In-person Public Pop-up and Drop-in Events .....	11
Phone & Email Comments.....	12
Feedback Summary .....	13
Support and Opposition for Separated Bikeways on Major Streets .....	13
Strong Interest in New Bikeways Downtown.....	13
Indifference About Type of Physical Separation.....	13
Desire for Improved Intersection Safety .....	13
Ridership & Rate of Collisions as Most Common Measures of Progress .....	14
Cycling for Errands in All Parts of the City .....	14
Safety and Connectivity as Top Factors for Choosing New Bikeways.....	14
Potential Impacts from Bikeways on Motor Vehicle Travel.....	14
Common Themes Among All Road Users .....	14
Safety Needs from Equity-Deserving Groups .....	14
Desire for Better Road User Behaviour.....	15
Interest Group Virtual Meetings.....	15
Cycling and Safety Advocacy Organizations.....	15
Schools, Youth, and Community Groups .....	16
Food Delivery Cyclists .....	17
Virtual Public Event.....	18
Phone & Email Comments .....	19
Interactive Map .....	21
Suggest a Connection .....	22
High Priority Candidate.....	23
Low Priority Candidate.....	24
About Existing or Approved .....	25
Online Survey Results.....	26
Respondents Who Cycle One Day a Week or More .....	26
Respondents Who Cycle Less Than Once a Week or Never.....	33
Notable Opinion Trends from Equity-Deserving Groups .....	39
In-person Public Pop-up and Drop-in Events.....	40

Etobicoke - Humber Summit Library .....	40
North York - Victoria Village Library .....	41
Scarborough - Agincourt Library .....	43
Toronto and East York - Parkdale Library .....	45
Conclusion .....	46
Appendices .....	47
Appendix 1 - Participant Demographics .....	47
Online Public Meeting Participants - Gender .....	47
Online Public Meeting Participants – Race Category .....	48
Survey Respondent Demographics .....	48
Appendix 2 – Equity-Deserving Groups.....	52
Equity Lens Results References .....	53
Women .....	53
Low-income .....	54
People with mobility disabilities.....	55
Appendix 3 - Support for Bikeways on Major Streets.....	57
Recommendations vs Area .....	57

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# Executive Summary

In fall 2023, as part of the City's ongoing work to expand the cycling network, Transportation Services invited public input to help prioritize which bikeway projects to study, build and upgrade in 2025 to 2027. This public and community interest group consultation for the Cycling Network 2025-2027 Near-Term Implementation Program was primarily carried out between November 1 to December 14, 2023. Feedback was invited mainly through online opportunities detailed on the project's interactive web page titled "[Cycling Network 2025-2027 Public Input](#)".

Outreach to promote consultation opportunities included online advertising, social media posts, inclusion in City affiliated e-newsletters and email outreach to community interest group contacts. As a result, the web page was visited by 16,267 users (individuals).

Between various online and in-person activities, this public consultation process saw the participation of approximately 10,000 or more people.

Online input was received through an interactive map (which received over 5,000 comments), a survey (which received over 9,000 completed responses) and four virtual meetings (over 300 total participants). In-person consultation included four public pop-up and drop-in events (one in each Community Council district) which saw total participation from approximately 160 people.

Public consultation participation included people from every demographic and part of the city, including about 50% outside of Old Toronto (downtown), and significant numbers of youth, seniors, all race groups and levels of income.

Overall, public feedback varied most dramatically between participants who never travel by bike and those who do. While safety was a top priority across all types of road users, those who never cycle suggested that new bikeways should be based on current demand, avoid major streets, and minimize impacts to other modes of travel (vehicle lanes, parking, transit). These respondents raised concerns about traffic impacts from repurposing curb lanes for bikeways, pointing to the importance of continuing in depth consultations for bikeway projects. Among people who cycle one day a week or more, there was a consistent message to prioritize connectivity among bikeways, with high-quality design of physically separated cycle tracks, providing more safety and comfort, especially on major streets and at intersections. This message was heard from all demographics and regions of the city.

Some of the common ground among respondents who cycle and those who do not included recommendations to separate bike lanes from car traffic, to better enforce traffic laws, and to repair potholes and uneven pavement. Common ground for recommended measures to track progress included reporting on ridership (counts of people cycling), the proportion of people who bike to work, school, errands, or visiting friends at least once a week, and number and rate of cycling collisions (fatalities and serious injuries).

The interactive map received location-specific comments in every neighbourhood in the city. The popularity of many candidate bikeways was noted, along with local insights for practical improvements to the existing cycling network, and potential new short connections for consideration.

This report summarizes key findings from the public consultation data.

The opinions recorded in this public consultation are considered along with technical requirements and City policy to inform the Cycling Network 2025-2027 Near-Term Implementation Program, to be presented for Council endorsement in mid-2024.

# Project Summary

As part of its ongoing work to build upon the City's [Cycling Network Plan](#) (CNP), Transportation Services is preparing the next roll-out of the Near-Term Implementation Program for 2025-2027 to be presented to Council in 2024. The plan is informed by city-wide public consultation that focused on the prioritization framework for selection of near-term bikeway projects.

Two example main messages of the public consultation included the following: "The City of Toronto is planning where to build the next cycle tracks, bike lanes, neighbourhood routes & multi-use trails. We want your input!" and "The City wants to hear from you to help us make recommendations on which bikeways to build, upgrade and study in 2025 to 2027."

Key questions posed in this public consultation included the following:

- What kinds of bikeway projects do you think we should prioritize?
- How would you choose where to build bikeways first?
- Which bikeway projects would you suggest we prioritize and why?
- What does Cycling Network progress look like to you?

This report summarizes public consultation activities and feedback received November 1 to December 14, 2023.

# Notification Summary

A variety of methods were used to notify interest groups and members of the public about this consultation:

- Project web page [toronto.ca/cyclingnetwork/input](https://toronto.ca/cyclingnetwork/input) (linked from [toronto.ca/cyclingnetwork](https://toronto.ca/cyclingnetwork)) including:
  - An 80 second introductory video
  - Information Materials (PDF)
  - Online survey
  - Interactive map of candidate bikeways
  - Schedules of virtual workshops and meetings, and in-person drop-in events
- Emails to community interest groups (400+ contacts) including:
  - Residents associations
  - Business Improvement Areas (BIAs)
  - Community organizations
  - Cycling, environmental and urban planning advocacy groups
  - Post-secondary schools

Services & Payments Community & People Business & Economy Explore & Engage

Transportation / Cycling in Toronto / Cycling & Pedestrian Projects / Cycling Network Plan / Cycling Network 2025-2027 Public Input

## Cycling Network 2025-2027 Public Input

Fill out a [short survey](#) or use an [interactive map](#) to share your thoughts on future bikeways.

The City wants to hear from you to help us make recommendations on which bikeways to build, upgrade and study in 2025 to 2027.

**Contact Information**

Cycling Network 2025-27 Public Consultation Team  
Telephone: 416-338-2830  
Email: [bikeplan@toronto.ca](mailto:bikeplan@toronto.ca)  
[toronto.ca/cyclingnetwork](https://toronto.ca/cyclingnetwork)

**Related Information**

- [Developing a Micromobility Strategy](#)
- [Neighbourhood Streets Plans](#)
- [TransformTO Net Zero Strategy and GHG Inventories](#)
- [Vision Zero Road Safety Plan](#)
- [Complete Streets Guidelines](#)
- [Ravine Strategy](#)
- [Bike Share](#)

Review the information materials explaining why the City encourages cycling, what are the different kinds of bikeways, how we prioritize new projects, and other details.

- [Cycling Network 2025-2027 Information Materials \(7 MB\)](#)

For more information and past materials see the [Cycling Network Plan page](#).

### Online Survey & Map

**Online Survey**  
Tell us about yourself, your perspectives, and share your advice on improving the cycling network. Survey ends December 10.  
[Take the Survey](#)

**Online Interactive Map**  
Add your suggestions and insights using the interactive map of candidate bikeways. Comment period ends December 10.  
[Share Your Options](#)

### Virtual Workshops & Meetings

Event	Date & Time	Details
Food Delivery Cyclists Workshop	November 14 2:30 to 4:30 p.m.	<a href="#">Register in Advance</a> \$50 honorariums available – see details below.
Public Online Meeting	December 6 6 to 8 p.m.	<a href="#">Register in Advance</a>

**Online Meeting Format**  
Transportation Services staff will present on the process used in deciding cycling network priorities for 2025-2027.

- Parks interest groups
- Community groups, organizations, institutions
- Elected officials
- Emails to project list (150+ contacts)
- Social media ads from November 10 to 21 on Facebook, and Instagram (820,300 impressions)
- BusinessTO e-newsletter (November 14, 21, and 28)
- LiveGreen e-newsletter (November 14)
- Bike Share Toronto e-newsletter (November 14)
- Councillor Update internal City e-newsletter (November 23)
- Social media posts on X (@cityoftoronto, @TO\_Cycling\_Ped) Instagram (@cityofto), and Facebook (@cityofto)

The Mayor and certain individual Councillors also shared invitations to participate through their own social media and e-newsletters.

These combined efforts resulted in a total of 16,267 unique web page visitors.



# Consultation Overview

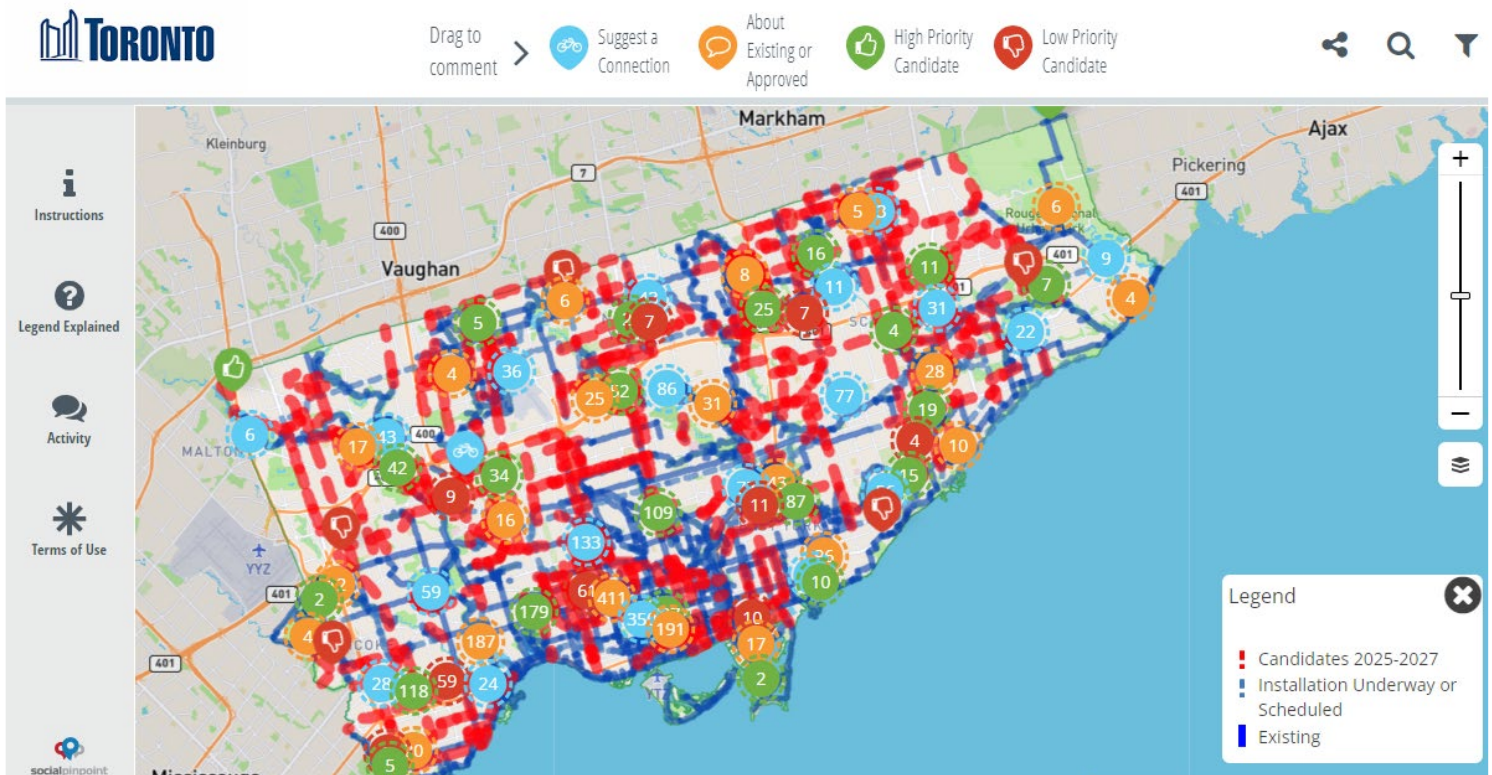
## Online Survey

A primary opportunity for participants to provide feedback was the online survey, which was available from November 9 to December 14, 2023 and received **9,050 completed responses**.

The survey was anonymous and asked questions about participant demographics and travel behaviours, and their opinions on how to prioritize bikeway projects, how to track progress and how to improve the cycling network.

## Online Interactive Map

Another popular opportunity to provide feedback was the online map which showed the existing cycling network, bikeways with installation underway or scheduled, and the long list of candidate bikeways.



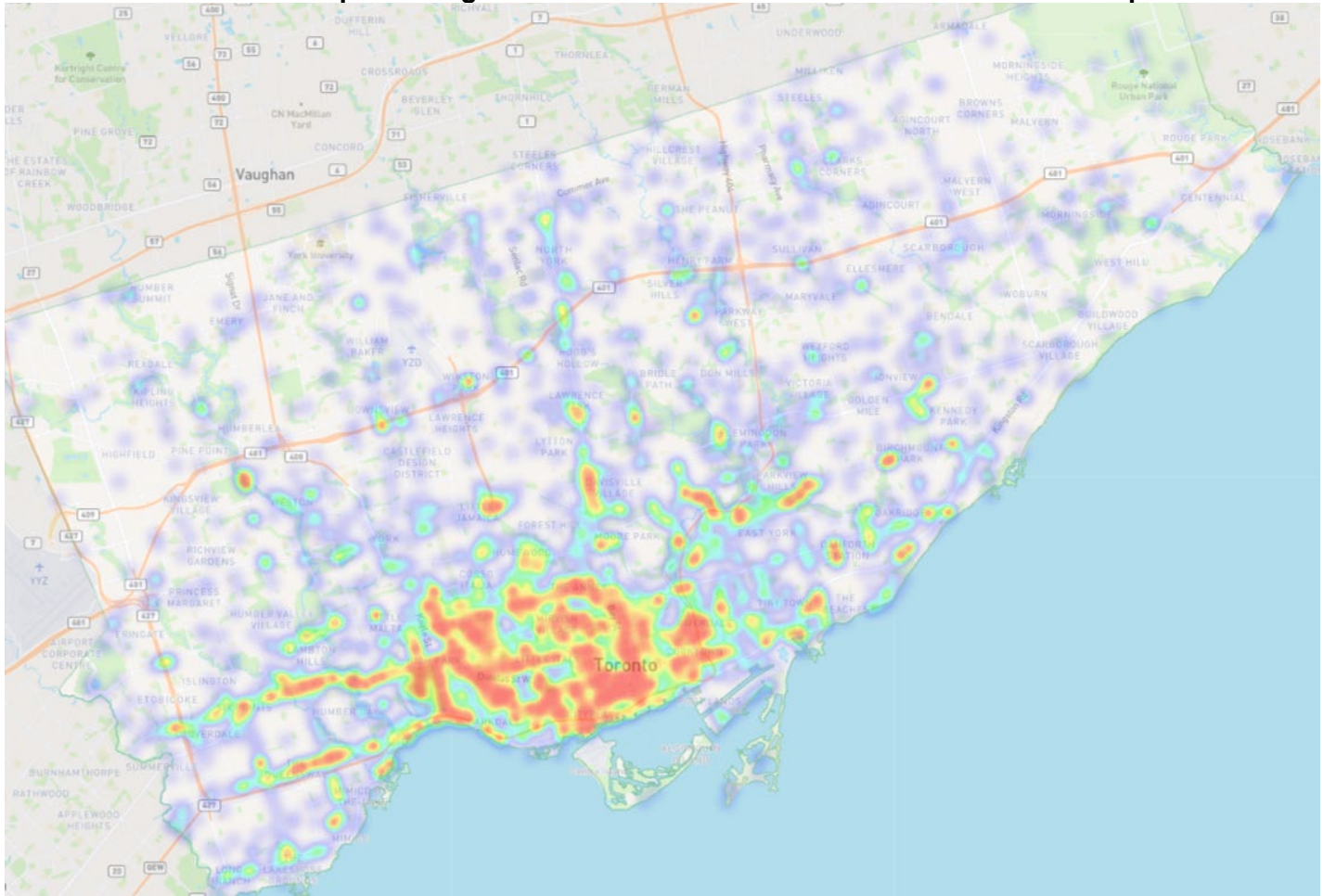
Participants were invited to interact with and add comments on the map by:

- Marking a candidate route as High Priority or Low Priority
- Suggesting a connection they think is needed by dragging and drawing a line
- Commenting about existing or approved routes

The map received **5,396 comments** from **over 2,200 different contributors** (1,290 were anonymous contributors and 941 provided email addresses).

Comments were received in every City of Toronto neighbourhood, with the highest concentration of comments focused on the downtown and southern Etobicoke as shown in the comment heatmap below (does not show routes).

**Heatmap Showing Concentration of Comments on the Interactive Map**



Number of comments received by category type were as follows:

About existing or approved route	1,850
Suggest a connection	1,609
High priority candidate route	1,514
Low priority candidate route	423



## Virtual Meetings

Three online interactive workshops were hosted targeting specific interest groups, as well as one open invitation public meeting, which was attended by members of the public as well as organizations. Interest groups and organizations that attended the sessions are listed below.

Title	Date/Time	Registered / Participated	Organizations included
Cycling and Road Safety Advocacy Organizations	November 1, 6-8 p.m.	51 / 39	<ul style="list-style-type: none"> <li>• 32 Spokes</li> <li>• 8 80 Cities</li> <li>• Bike Brigade</li> <li>• Brentwood Towers Tenants' Association</li> <li>• Community Bikeways</li> <li>• Cycle Don Valley Midtown</li> <li>• Cycle Toronto</li> <li>• CycleTo Midtown</li> <li>• EastEnd4All</li> <li>• Etobicoke Cycling Club</li> <li>• Etobicoke South Cycling Committee</li> <li>• Friends and Families for Safe Streets</li> <li>• Gyaldem Cycling Collective</li> <li>• Regenesys Cycle York</li> <li>• Saddle Sisters of High Park</li> <li>• Social Justice Disability Advocate Weston Ontario</li> <li>• St James Town Community Corner</li> <li>• The Centre for Active Transportation</li> <li>• The DriveSide</li> <li>• The Neighbourhood Organization</li> <li>• Toronto East Cyclists (Scarborough)</li> <li>• University of Toronto</li> <li>• Bike Ottawa</li> <li>• University of Toronto Mobilizing Justice Partnership</li> <li>• Walk Toronto</li> <li>• We Belong on Bloor Campaign</li> <li>• Yonge4All</li> </ul>
Schools, Youth, and Community Groups	November 8, 6-8 p.m.	32 / 15	<ul style="list-style-type: none"> <li>• Access Alliance Multicultural Health and Community Services</li> <li>• Agincourt Village Community Association</li> <li>• Brentwood Towers Tenants Association</li> <li>• Charlie's Freewheels</li> <li>• Green Communities Canada (school travel planning)</li> <li>• Mount Dennis Community Assoc</li> <li>• Toronto District School Board</li> <li>• Toronto Catholic District School Board</li> <li>• Toronto Metropolitan University</li> <li>• University of Toronto</li> </ul>
Food Delivery Cyclists	November 14, 2:30-4:30 p.m.	33 / 20	<ul style="list-style-type: none"> <li>• 15 individual food delivery cyclists*</li> <li>• Cycle Toronto</li> <li>• Gig Workers United</li> <li>• Bike Brigade</li> </ul>

<b>Public Meeting</b>	December 6 from 6 to 8 p.m.	408 / 245	<ul style="list-style-type: none"> <li>• Access Alliance</li> <li>• Women's Cycling Network</li> <li>• Avenue Road Eglinton Community Association</li> <li>• Balance on Bloor</li> <li>• Bike Brigade</li> <li>• Bike North York</li> <li>• Bloor West Village Residents Association</li> <li>• Toronto Community Bikeways Coalition</li> <li>• Cycle Toronto</li> <li>• Deer Park Residents Group</li> <li>• Friends and Families for Safe Streets</li> <li>• Kingsway Neighbourhood Association</li> <li>• LPRO</li> <li>• Midtown Cycling</li> <li>• Midweek Cycling club</li> <li>• Palmerston Residents' Association</li> <li>• Parkdale High Park for Climate Action</li> <li>• Parsons Corporation</li> <li>• Randonneuring Ontario</li> <li>• Ride for Black Health</li> <li>• Small Business Owners</li> <li>• Toronto East Cyclists</li> <li>• Toronto Metropolitan University</li> <li>• Wheels on a Bike</li> </ul>
<b>TOTAL 319 participants</b>			

Each meeting was hosted on the Toronto.ca Webex Webinar platform, facilitated by Jason Diceman, Senior Coordinator in the Public Consultation Unit, and featured presentations on the Cycling Network by Katie Wittmann, Project Manager, and Elysia Leung, Planner, both with the Capital Projects & Program Unit, Transportation Services. Other staff joined various meetings to assist with break-out groups and/or answer questions.

In each meeting, opportunities for questions, discussion, and feedback followed the presentation. Participants were provided with a survey at the start of each meeting to record their profiles. They were then invited to give input in break-out groups, plenary discussion, text chat and/or use a GroupMap tool for posting and rating text statements.

*\*Note: In the support of equitable participation, a \$50 honorarium was offered and paid to the food delivery cyclists who participated in the November 14 workshop. The honorarium rationale document is available on request.*

## In-person Public Pop-up and Drop-in Events

Members of the project team and support staff also hosted four in-person events, one in each Community Council district. Each event was in a Toronto Public Library, selected for proximity to candidate routes and venue availability. A pop-up information table was stationed near the entrance to attract informal awareness and consultation with a sample of library visitors. Additional information and discussion was invited in a drop-in event space with the same information materials as hosted on the web page. Staff were in attendance to answer questions and take notes. Participants were also invited to record their input using iPads, multiple choice token dropping frames, and comment forms.



Pop-up table at Humber Summit Library on November 23



Multiple choice token dropping frames results at Agincourt Library on December 1



Drop-in event at Humber Summit Library on November 23



Drop-in event at Agincourt Library on December 1



Drop-in event at Victoria Village Library on November 28



Pop-up table at Parkdale Library on December 14

District	Location	Date & time	Participation
<b>Etobicoke</b>	Humber Summit Library 2990 Islington Ave.	November 23 3:30 to 7:30 p.m.	70
<b>North York</b>	Victoria Village Library 184 Sloane Ave.	November 28 5 to 7:30 p.m.	12
<b>Scarborough</b>	Agincourt Library 155 Bonis Ave.	December 1 3:30 to 7:30 p.m.	20
<b>Toronto and East York</b>	Parkdale Library 1303 Queen St. W	December 14 2 to 6:30 p.m. (pop-up only)	60

## Phone & Email Comments

The phone and email contacts for this city-wide project were included on the web page, but not featured as a recommended way for participants to provide feedback.

A total of nine substantial letters were received from cycling interest groups:

- 32 Spokes
- Cycle Don Valley Midtown
- EastEnd4All
- Cycle Toronto Scarborough
- TO East Cyclists
- Toronto Community Bikeways Coalition
- Toronto East Cyclists
- Cycle Toronto
- Yonge4All

53 messages were also received from individuals. All comments were recorded and reviewed for consideration by the project team.



# Feedback Summary

Below are key insights about public opinions captured from the public consultation, primarily the online opinion survey, but also through meetings and review of the interactive map comments. *Examples of related survey results charts supporting these findings are included in the Online Survey Results section of this report and in the Appendices.*

## Support and Opposition for Separated Bikeways on Major Streets

Across multiple survey questions and all feedback activities, there was a consistent message recommending that bikeways be prioritized for installation on major streets and be designed to include physical separation from motor vehicle traffic. This preference was seen across all demographics of people who cycle one day a week or more (including outside Old Toronto, and those who primarily bike for recreation), and even respondents who do not bike and do not drive (e.g. primarily use transit). Respondents commented how bikeways on major streets are needed for direct routes to popular destinations and to cross barriers like highways, rivers and rail corridors, which local street routes typically do not provide.

The main exception to this trend were those respondents who drive and never bike. These respondents recommended that the City prioritize the avoidance of impacts to other modes of travel (i.e. vehicle lanes, parking, transit) by using paint-only bike lanes and focusing on off-street trails.

## Strong Interest in New Bikeways Downtown

Participation in the online survey was disproportionately representative of people who cycle and live in Old Toronto, with the exception of a high number of respondents from south Etobicoke. Comments in the interactive map were heavily focused on streets south of St. Clair Avenue West, east of Runnymede Road, and west of the Don Valley Parkway, with many exceptions showing interest in bikeways across the city.

## Indifference About Type of Physical Separation

When asked about preferences in types of separation, respondents who cycle gave a consistent top three, including:

- Low wall barriers
- Raised cycle tracks
- Poured-in-place concrete

Concrete curbs were slightly less popular. Parking-as-buffer, flex posts and paint-only bikeways were given the least support, except by people who drive and never bike where they were seen as having less impact to motor vehicle travel.

“Build faster using quick-build materials (pre-cast concrete curbs, flex posts, planters, paint)” was modestly more popular than the opposite, “Build slower with permanent materials (raised or poured concrete)” thus the lack of any consistent strong preference in separation type or technique.

## Desire for Improved Intersection Safety

“Focus on intersection safety” was selected as a priority recommendation among all types of road users. Intersection concern patterns were also seen in the interactive map.



## Ridership & Rate of Collisions as Most Common Measures of Progress

Across all types of respondents, “Ridership (counts of people cycling)” and “Number and rate of cycling collisions (fatalities and serious injuries)” were the most recommended measures of tracking progress for the cycling network. Support for other measures was more polarized depending on the type of road users.

## Cycling for Errands in All Parts of the City

Respondents who bike selected “For shopping or running errands” as the most common reason why they bike. This was most pronounced in the centre of the city (Old Toronto, York, East York) where it was the most common reason. In North York, Etobicoke and Scarborough, “running errands” was a less popular reason than “recreation” but was still selected by around 50% of respondents. Notably, there was a low number of respondents who reported to be a “delivery cyclist” compared to anecdotal observations of the high number of people cycling with delivery gear. In the meeting for Food Delivery Cyclists, they expressed themes related to the importance of bikeways on major streets, their year-round maintenance (e.g. filling pot holes and snow clearing), and their continuity around construction sites in the roadway.

## Safety and Connectivity as Top Factors for Choosing New Bikeways

“Safety” was the top recommended factor for deciding where to put new bikeways among respondents of all types. For people who cycle, “connectivity” was also a top important factor. We heard these priorities expressed as frustrations with bikeways ending without a connection that felt safe (i.e., being forced into mixed traffic to reach their destination or to connect to the next bikeway).

From people who do not cycle, their second top factor was “current cycling demand” (i.e., that bikeways should be installed primarily where people are already observed to be biking).

## Potential Impacts from Bikeways on Motor Vehicle Travel

Many respondents, primarily those who drive and never bike, discussed the need for greater consideration of potential impacts to other travel modes, namely motor vehicles, and the importance of minimizing these impacts. In the survey, public meeting, and in-person drop in events, many participants shared concerns about delays to travel times when bikeways reduce motor vehicle lanes, or parking becoming less convenient when bikeways reduce motor vehicle parking.

## Common Themes Among All Road Users

Some of the common ground among all respondents (i.e. those who cycle and those who do not) included recommendations to separate bike lanes from car traffic, to better enforce traffic laws, and to repair potholes and uneven pavement.

## Safety Needs from Equity-Deserving Groups

Analysis of the multiple-choice opinion questions from people who cycle one day a week or more did not reveal significant differences in opinion among different race categories, income, age or other demographics. That said, there were other insights related to cycling safety from equity-deserving groups, including the following:

- Women reported feeling less comfortable cycling on shared streets (with motor vehicles) than men.
- Low-income respondents were more likely to rely on cycling for utility, school and employment, and thus most dependent on the quality and maintenance of on-street infrastructure.

- People with mobility disabilities sometimes find the changes to on-street parking (as a result of the introduction of cycle tracks) reduce convenience and comfort of accessible loading; however, they also appreciate when bikeways help reduce the number of people cycling on sidewalks.

Many further insights and trends can be drawn from the data and are noted in the later sections.

## Desire for Better Road User Behaviour

Although not the focus of the public consultation, many participants frequently raised concerns about road user behaviour (e.g., motor vehicles stopping in bike lanes, cycling on sidewalks, not obeying stop signs, failing to have lights on a bike at night). Recommendations for improving compliance frequently mentioned more enforcement, public education, and training in schools.

## Interest Group Virtual Meetings

Three online interactive workshops were hosted targeting specific interest groups. Below is a summary of key feedback received from each workshop.

## Cycling and Safety Advocacy Organizations

During the November 1, 2023 interest group meeting, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Suggested top measures of progress on the cycling network	<ul style="list-style-type: none"> <li>• Most recommended measures include: <ul style="list-style-type: none"> <li>○ Connectivity (such as per cent of trips that can be made on comfortable cycling routes)</li> <li>○ Number and rate of cycling collisions (fatalities and serious injuries)</li> <li>○ Demographics (e.g., what per cent of people who bike identify as women or age-based, race-based, income-based, etc.)</li> <li>○ Per cent of major city-wide network completed</li> <li>○ Per cent of people who bike for utility (to work, school, errands, visiting friends) at least once a week in each district</li> <li>○ Ridership (counts of people cycling)</li> </ul> </li> </ul>
Prioritize major streets for new or better bikeways	<ul style="list-style-type: none"> <li>• Bikeways are needed on major streets: <ul style="list-style-type: none"> <li>○ For safety improvements, especially where there are many fatalities and serious injuries</li> <li>○ where there is higher order transit</li> <li>○ Where there is existing cycling demand (e.g. people cycling on sidewalk); where many food delivery couriers are observed</li> </ul> </li> <li>• Bikeways help reduce motor vehicle speeds</li> <li>• Major streets cross barriers like rail and highways</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>• Connecting existing bikeway routes to each other should be a top priority</li> <li>• It is frustrating to be spit out of a bikeway not knowing where to go next</li> </ul>

	<ul style="list-style-type: none"> <li>For All Ages and Abilities routes, the gaps/disruptions are more noticeable and more obviously difficult for newer/inexperienced cyclists or less confident cyclists</li> </ul>
Other	<ul style="list-style-type: none"> <li>Need better markings and routing for safer cycling downtown, given the gaps and barriers</li> <li>Connect bikeways to key destinations like schools, retail, parks, and transit</li> <li>Upgrade suburban, paint-only bike lanes to physically separated bikeways</li> <li>Develop local communities of cycling</li> <li>Address potential demand, including connections to community uses (e.g. schools and recreation centres) and new developments</li> </ul>

## Schools, Youth, and Community Groups

During the November 8, 2023 interest group meeting, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Suggested top measures of progress on the cycling network	<p>Most recommended measures include:</p> <ul style="list-style-type: none"> <li>Number and rate of cycling collisions (fatalities and serious injuries)</li> <li>Per cent increase/decrease in auto collisions with cyclists</li> <li>Proportion of major city-wide network completed</li> <li>Demonstrated mode shift from personal vehicle to cycling</li> <li>Proportion of population and employment within a cycling route (250 m, 500 m, 1 km)</li> <li>Proportion of Bikeways that meet All Ages &amp; Abilities design standards</li> <li>Proportion of bikeways that are located in parks and ravines that are lit at night. e.g., The Meadoway, or hydro corridors</li> <li>Number of schools within ~1km of a bikeway</li> </ul>
Connecting to destinations	<ul style="list-style-type: none"> <li>Better connections are needed to destinations like schools, parks, the waterfront, and commerce hubs</li> <li>Prioritize bikeways to schools with a travel planning program</li> </ul>
Equity	<ul style="list-style-type: none"> <li>Prioritize areas with lack of cycling facilities and lower income households and less car ownership</li> <li>Cycling provides a low-cost transportation option</li> <li>Cycling improves health, well-being and is accessible to all</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>People want a continuous cycling path; connect the routes together</li> <li>Connectivity leads to more potential for cycling demand</li> <li>Many parts of the city are missing key north-south bikeways</li> </ul>

Other	<ul style="list-style-type: none"> <li>• Infrastructure improvements should be accompanied by programming support, e.g., bicycle skills training, bike buses, bicycle repair skill development, campaigns, tours, evaluation, etc.</li> <li>• Scarborough has a culture of biking on sidewalks because of the lack of bikeways and these riders are probably not counted by bike counters</li> <li>• Measure the safety improvements for drivers and pedestrians after a bikeway is implemented</li> </ul>
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## Food Delivery Cyclists

During the November 14, 2023 interest group meeting, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Downtown	<ul style="list-style-type: none"> <li>• The shared lane markings in Old Toronto are not safe bikeways</li> <li>• More separated bikeways are needed in the downtown</li> <li>• Streetcar tracks are dangerous, especially when wet; many people have been injured</li> <li>• Need better pavement quality on busy streets with many deliveries</li> </ul>
Physically separated cycle tracks	<ul style="list-style-type: none"> <li>• Physically separated cycle tracks: <ul style="list-style-type: none"> <li>○ are preferred for safety</li> <li>○ need to be wider for overtaking and for cargo bikes</li> </ul> </li> <li>• Physical separation is needed to keep cars from stopping in paint-only bike lanes, which is a frequent frustration</li> <li>• When cycle tracks are level with sidewalks, pedestrians cross without looking, which is a problem</li> <li>• There needs to be gaps in the separation to make it easier to get in and out of cycle tracks when blocked</li> </ul>
Other Safety factors	<ul style="list-style-type: none"> <li>• Potholes are a serious concern for road safety</li> <li>• Snow clearing of cycle tracks needs to be improved</li> <li>• Construction work closing bike lanes with no warning is problematic</li> <li>• Broken flex posts lying in lanes are dangerous</li> <li>• Parked cars next to bike lanes reduce sight lines; e.g. right hooks</li> </ul>
Signals	<ul style="list-style-type: none"> <li>• Auto-detected bike signals are not always reliable; Most people don't know how to use them</li> <li>• Leading bike interval at signals are highly appreciated; cyclists should cross with pedestrians</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Education is needed for drivers to be more aware of cyclists when turning</li> <li>• Google maps does not recommend the best routes for cycling</li> </ul>

# Virtual Public Event

During the December 6, 2023 public online meeting, participants expressed questions and comments that were collectively prioritized through idea rating in GroupMap. See summary below:

Topic	Question and Comment Summary
Overall support to build more bike lanes and build out faster	<ul style="list-style-type: none"> <li>It's more important to build sooner than to wait for building them "perfectly" later</li> <li>Toronto should emulate other leading cities, like Montreal</li> <li>Build more in the suburbs and under-served neighbourhoods</li> </ul>
Separated bikeways on major roads	<ul style="list-style-type: none"> <li>Major roads have higher vehicle speeds which are the most dangerous for cyclists; speed limits should be reduced</li> <li>Major roads are straight, well-connected routes providing access to many of potential destinations</li> <li>Transform major streets into complete streets with protected bikeways ASAP to save lives, including pedestrians'</li> <li>Recommend concrete dividers on major street bikeways</li> <li>A significant number of participants attended the online meeting to express concerns and objections to the loss of traffic lanes to cycle tracks on major streets. Many questions and statements related to traffic impacts were posted but rated less important by other participants.</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>Snow clearing in bike lanes needs to be improved; including bridges and trails; see examples from Nordic countries</li> <li>Side of many roads is full of sharp objects such as broken glass and nails that need to be cleaned effectively and frequently</li> </ul>
Intersection upgrades	<ul style="list-style-type: none"> <li>Intersections are the dangerous weak links in the network</li> <li>Better intersection design along bikeways is needed (e.g., protected intersections, curb extensions, tight turning radii, left-turn calming, etc.)</li> <li>Consider no right turns for cars on red lights</li> </ul>
Connectivity	<ul style="list-style-type: none"> <li>Connect and close gaps in the network; prioritize areas with stub cycle tracks</li> <li>Stop making very short bike lanes (e.g., up to 200m), they are traps for cyclists who then need to merge with traffic</li> <li>Improve crossings of highways and at on/off ramps which are dangerous</li> <li>Need more north-south connections</li> <li>Prioritize connections with neighbouring cities such as Mississauga</li> </ul>
Top recommended measures of progress	<p>Top recommended measures of progress:</p> <ul style="list-style-type: none"> <li>Total number of kilometres ridden by people each year</li> <li>Meeting Vision Zero targets</li> <li>Greenhouse gas emissions reduction</li> <li>Usage by children, families and older folks</li> </ul>



	<ul style="list-style-type: none"> <li>• Percent of kids cycling to school</li> <li>• Number of incidents (cycling related injuries and fatalities) per km per year.</li> <li>• Use of the Bike Share network</li> <li>• Feeling of 'safety' while riding</li> <li>• Number and rate of cycling collisions (fatalities and serious injuries)</li> <li>• Ridership (counts of people cycling)</li> <li>• Compare measures with other major cities worldwide</li> </ul>
Connect to destinations	<ul style="list-style-type: none"> <li>• Connect schools, community centres, libraries to bike networks</li> <li>• Connect to transit stations to enable multi-modal options; add more secure bike parking</li> <li>• These connections are especially important in neighbourhoods that lack bikeways</li> <li>• Connect to shopping centres and malls</li> <li>• Connect to residential towers</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Install more bike counters</li> <li>• Run a cycling promotional campaign with data driven statistics</li> <li>• Contraflow lanes are beneficial</li> <li>• Prioritize areas with greater density</li> </ul>

## Phone & Email Comments

Comments received via phone/email, including nine substantial letters were received from cycling interest groups, are summarized below:

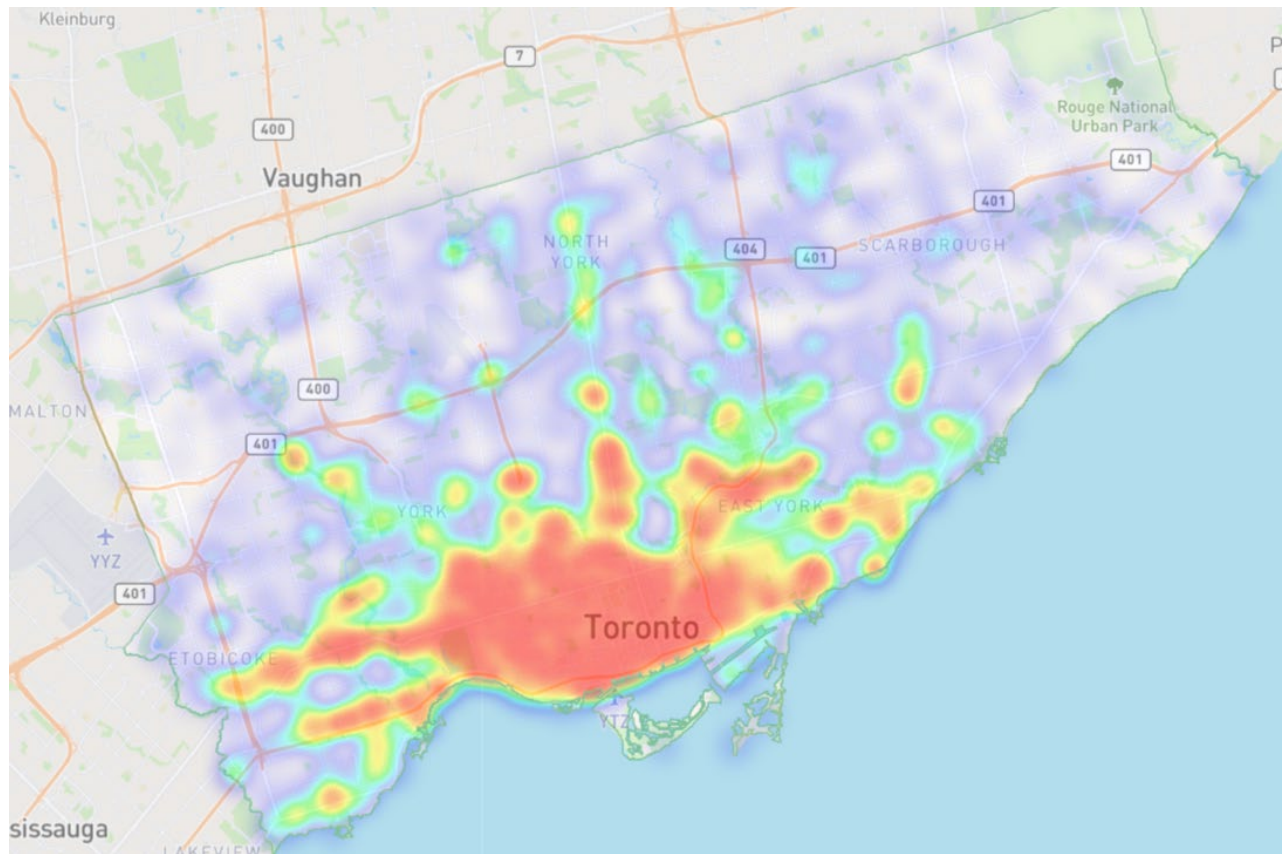
Topic	Comment Summary
Specific routes	<p>Some of the messages included support for specific candidate routes. These suggestions for higher priority were noted and considered in a manner similar to other frequently suggested “higher priority” routes recorded via the interactive map.</p> <p>Similarly, some comments were recommendations for maintenance to surfaces on specific routes, which were considered in a manner similar to comments about existing bikeways on the interactive map.</p>
Build faster	<ul style="list-style-type: none"> <li>• Appreciate the recent success of newly installed bikeways, especially in 2020-21</li> <li>• Disappointment in previous years when routes approved in the bike network plans were not installed; want to understand the reason for delays in progress</li> <li>• Suggestions to have larger and more ambitious plan e.g., more kilometres of bikeways installed per a year</li> </ul>
Recommended approaches	<ul style="list-style-type: none"> <li>• Build connections and close gaps in our existing cycling network to make it more usable by more people</li> <li>• Construct Complete Streets by default by bundling cycling infrastructure with all road rehabilitation projects for the safety of all road users</li> </ul>

	<ul style="list-style-type: none"> <li>• During ongoing road construction, create detour routes for cyclists and ensure proper signage to protect cyclists</li> <li>• Identify and remedy missing links and minor fixes needed in current trails and bikeways to improve the existing trail network (e.g., lack/missing curb cuts, faded paint, additional wayfinding signs)</li> </ul>
On the process	<ul style="list-style-type: none"> <li>• Appreciate the use of an interactive map to collect comments and suggestions</li> <li>• Thankful of the efforts made to engage a large number of people</li> <li>• Technical problems with access to the online meeting</li> </ul>
Other	<ul style="list-style-type: none"> <li>• We need a culture shift; recommend promotion and encouragement of the use of bicycles to gather greater support for cycling and address myths regarding cycling safety</li> <li>• Seen a positive impact from the installation of safe and protected bike routes</li> <li>• Edge lines on arterial roads have been a source of conflict between drivers (who think there are bike lanes and demand cyclists use them) and cyclists (who recognize they do not provide safe infrastructure and are often of substandard width).</li> </ul>
Concerns with cycle tracks removing existing motor vehicle lanes	<ul style="list-style-type: none"> <li>• Concerns about increased traffic congestion from the repurposing of a travel lane</li> <li>• Concerns about negative impacts to businesses and customers convenience from loss of some on street parking</li> <li>• Modified parking lane is too narrow after bikeway installation and thus not comfortable to open the car doors</li> <li>• Bike lanes are not used much, particularly in winter months</li> </ul>

## Interactive Map

On the online interactive map, of the 5,396 comments, 3,658 were pinned comments (markers) and 1,738 were comments replying to pinned comments. The majority of the comments were focused in the downtown, East York, and parts of south Etobicoke.

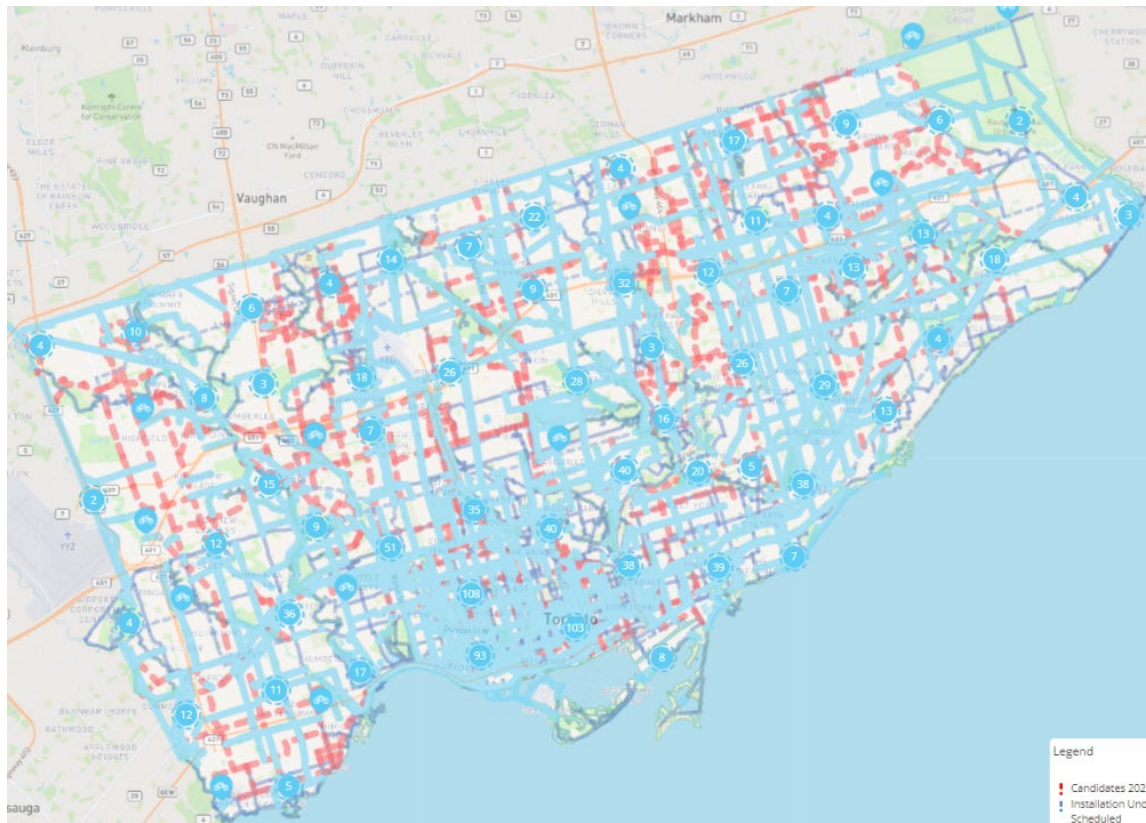
**Heat Map Showing Density of Comment Markers**



## Suggest a Connection

A majority of the “Suggest a Connection” lines drawn by contributors are considered too large for the scope of new and expanded candidates for the 2025-2027 program. Many of these suggestions do compliment the City’s vision of cycling routes in every neighbourhood, and will be considered in the future near-term programs. Analysis was carried out to focus on small, suggested connections that could be considered for the 2025-2027 program, namely those that could feasibly be grouped with other programmed projects for delivery

**Map of “Suggest a Connection” Lines Drawn by Contributors**

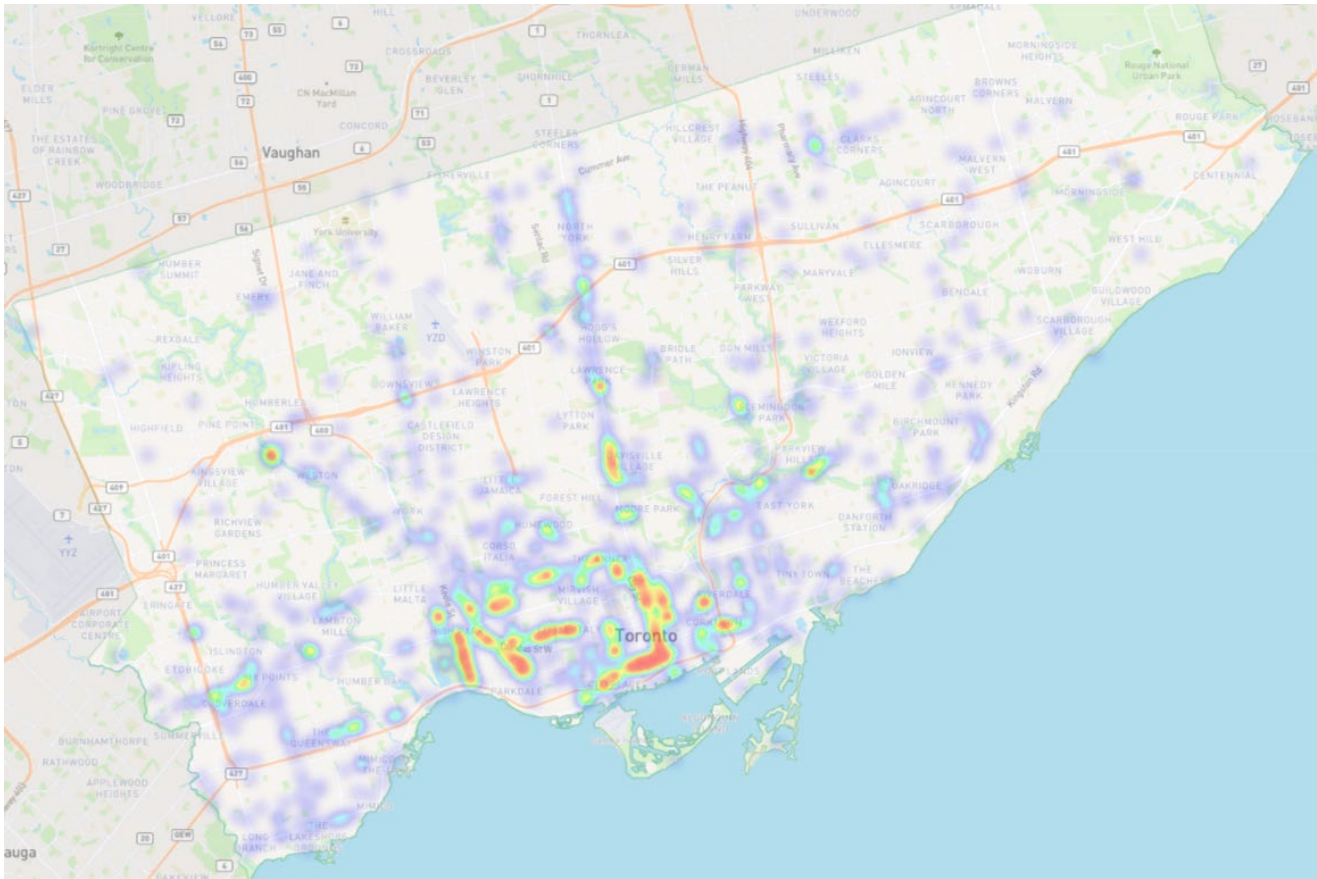


## High Priority Candidate

While the City did invite the public to record their support for routes, it was also communicated that “This is not a vote. Public opinion, along with technical and policy considerations, will be used to inform staff recommendations and decisions made by City Council.”

Of the 1,514 High Priority Candidate pins, the majority were places west of the Don Valley Parkway. Some of the top requested candidate routes included Parkside Drive, Wellington Street, Front Street, and Dundas Street West, as well as many other downtown routes. The missing segments of Yonge Street were also frequently recommended, especially south of Bloor Street, Lawrence Avenue to Davisville Avenue, over Highway 401 and south of Finch Avenue. In Scarborough, the Finch Avenue East candidate and the upcoming Danforth Avenue and Kingston Road bikeways were among the many bikeways getting “thumbs up”. In Etobicoke, The Queensway, Lake Shore Boulevard, the missing connection of the Humber River Trail, and remaining segments of Bloor Street West were some of the most supported candidate routes.

**Heat Map Showing Density of “High Priority Candidate” Markers**

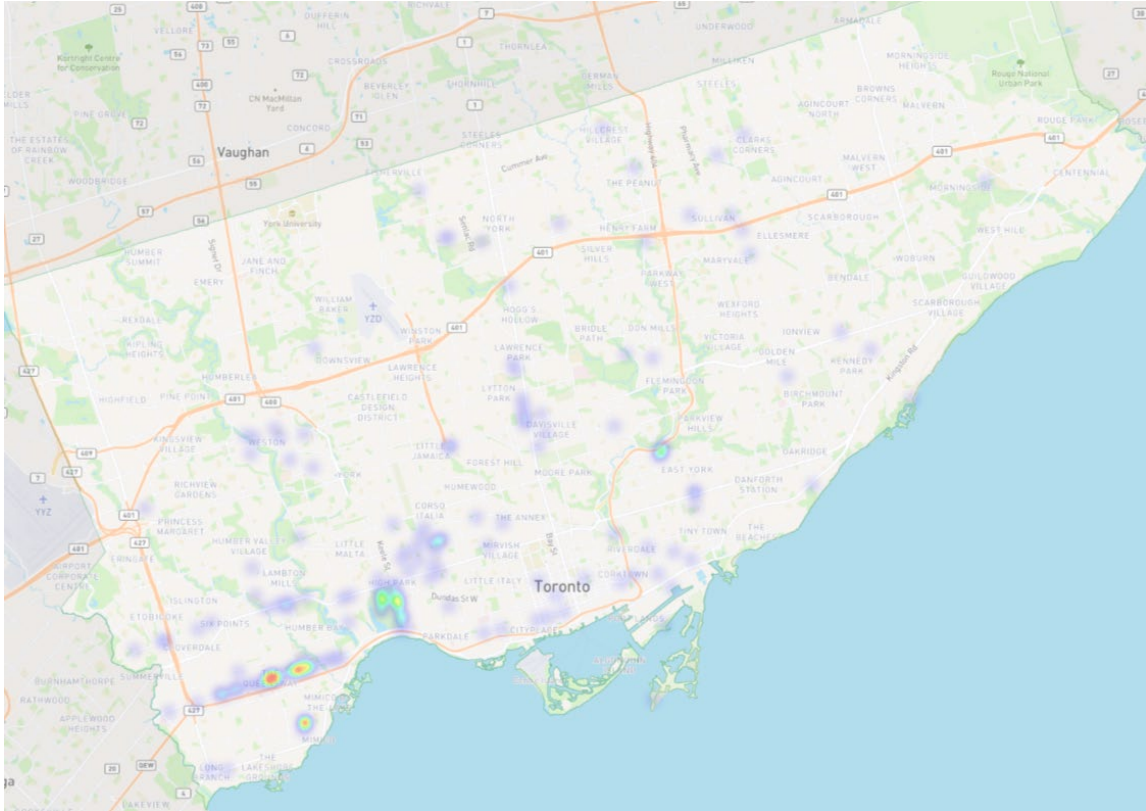




## Low Priority Candidate

Of the 423 “Low Priority Candidate” pins, a clear majority were located in the southwest, specifically on the Parkside Drive project, and on The Queensway. Many Queensway comments assumed a bikeway would reduce motor vehicle traffic lanes and cause traffic delays, with reference to such impacts recently on Bloor Street West.

**Heat Map Showing Density of “Low Priority Candidate” Markers**

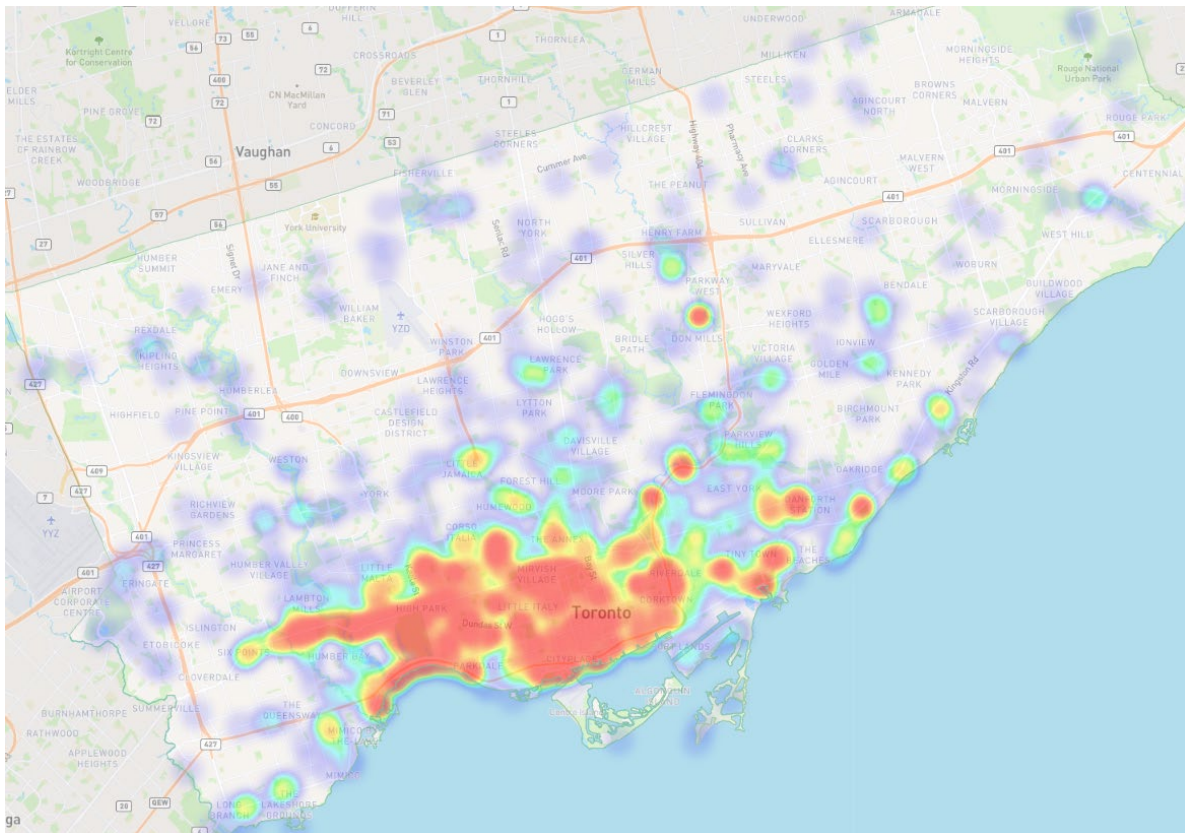


## About Existing or Approved

All 1,850 of the “About Existing or Approved” comment pins were reviewed and categorized by a team of City staff. About one-third of comments were categorized as “other” general complaints, praise, stories and discussion. The remaining categories of action-oriented comments were reviewed for consideration in the cycling program, and shared with appropriate staff in other divisions and units for consideration and potential action where the scope was beyond the Cycling Network Plan (such as spot improvements to intersections, park trail upgrades, roadway maintenance, and potential new curb cuts).

Some of the routes with the most comments about existing or approved bikeways include Bloor Street West, streets in High Park, Royal York Road, Adelaide Street West, Harbord Street, Eglinton Avenue East, Eglinton Avenue West, Highland Creek Trail, Finch Hydro Corridor Trail, Betty Sutherland Trail, Martin Goodman Trail, and the Humber River Trail.

**Heat Map Showing Density of “About Existing or Approved” Markers**



# Online Survey Results

The online survey received 9,050 completed responses (a response was considered “complete” if it included responses to two or more of the opinion questions (8-13).

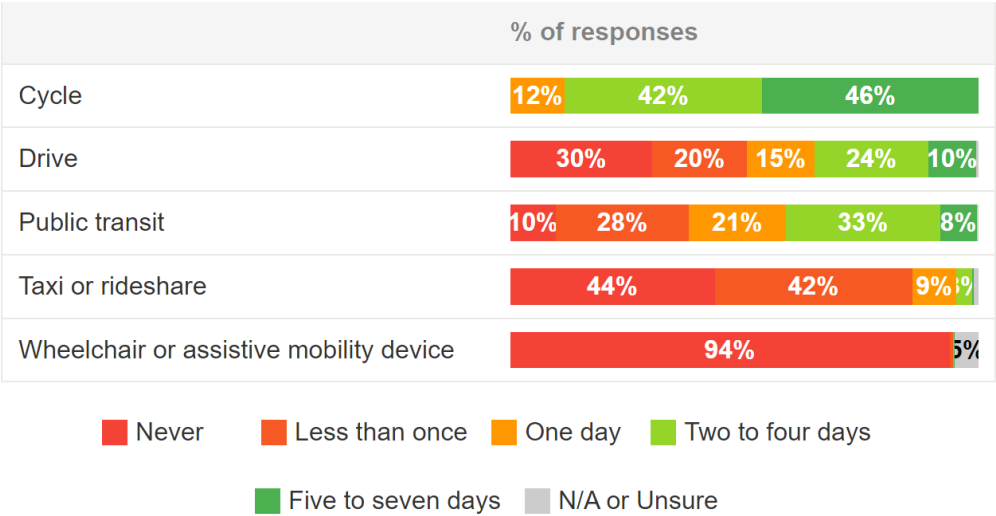
On review of the results, there was a strong trend in differing opinions between those who cycle at least one day a week or more, and those who never cycle (or cycle less than once a week) as recorded in question 3. For example, this was clearly seen in question 11 with the recommendation to “Minimize impacts to other modes of travel (vehicle lanes, parking, transit)”, where it was the most popular among respondents who never cycle and least popular among those who cycle one day a week or more.

For this reason, results below are separated, first by those who cycle one day a week or more (i.e., those who are most dependent on the cycling network) and then those who cycle less than once a week or never.

Results to demographic survey questions are included in the appendices.

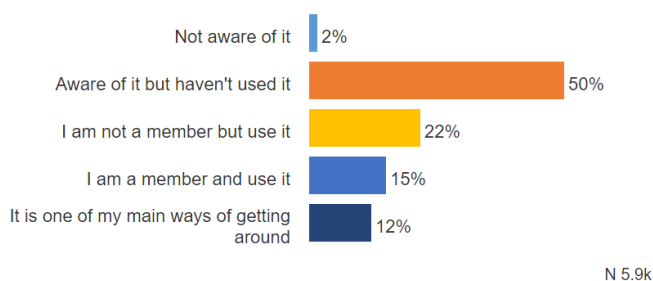
## Respondents Who Cycle One Day a Week or More

3. During good weather, approximately how many days a week do you travel by the following modes in Toronto?



N 5.9k

5. What best describes your relationship with Toronto's Bike Share systems? Select one



6. Why do you ride a bike? Select up to three reasons that are most true for you

	Count	% of responses	%
For shopping or running errands	3.9k	<div></div>	67%
To go to work	3.4k	<div></div>	58%
For recreation	3.2k	<div></div>	55%
For visiting friends	2.7k	<div></div>	46%
For fitness	2.2k	<div></div>	38%
To go to school	382	<div></div>	7%
Other (please explain)	236	<div></div>	4%
For work as a delivery cyclist	37	<div></div>	1%








N 5.9k

7. Which one statement best describes your overall comfort level while cycling?

	Count	% of responses	%
I am not comfortable riding a bicycle even on paths or trails separate from the street	54	<div></div>	1%
I would like to travel by bike if there was dedicated bike infrastructure that protected me from traffic	818	<div></div>	14%
I am most comfortable using dedicated bike infrastructure like bike lanes	3.4k	<div></div>	57%
I am willing to ride a bicycle on shared streets regardless of traffic	1.6k	<div></div>	28%










N 5.9k

8. Which type of separation do you prefer between general vehicle lanes and bicycle lanes? Select your three favourites. See photos below.

	Count	% of responses	%
7. Low wall barrier	3.4k		59%
5. Raised cycle track	3.3k		57%
2. Poured in place concrete	3.1k		54%
6. Concrete curbs	2.6k		45%
4. Flex posts (bollards)	1.3k		23%
3. Parking	869		15%
1. Paint only	861		15%

N 5.8k









9. Which of these factors do you think are most important for choosing which bikeways to install, upgrade or study in 2025-2027? Select your top three.

	Count	% of responses	%
Safety	4.1k		73%
Connectivity	3.6k		63%
Network coverage	2.3k		41%
Potential cycling demand	2.1k		38%
Current cycling demand	1.2k		21%
Equity	1.1k		20%
Barrier crossings	774		14%
Trip generators	569		10%
Transit access	435		8%

N 5.6k












11. Which of the following recommendations do you agree with most (for planning bikeways in Toronto)? Select up to three.

	Count	% of responses	%
Focus on major streets with separated bikeways	4.0k		70%
Focus on intersection safety	3.3k		59%
Build faster using quick-build materials (pre-cast concrete curbs, flex posts, planters, paint)	2.7k		48%
Build slower with permanent materials (raised or poured concrete)	1.9k		33%
Focus on neighbourhood streets	992		17%
Focus on off-street trails	987		17%
Minimize impacts to other modes of travel (vehicle lanes, parking, transit)	937		17%
Other (please explain):	603		11%
None of the above	22		0%










N 5.7k

12. Which of the following measures do you think are the most important? Select up to three.

	Count	% of responses	%
Number and rate of cycling collisions (fatalities and serious injuries)	3.2k		57%
Proportion of major city-wide network completed	2.9k		52%
Ridership (counts of people cycling)	2.4k		42%
Number of kilometres installed (by project type, by district)	2.3k		41%
Major achievements (such as new pedestrian-cycle bridges, protected intersections)	1.5k		27%
Proportion of population and employment within a cycling route (250 m, 500 m, 1 km)	1.5k		26%
Number of kilometres upgraded	1.2k		21%
Budget spent	349		6%
None of the above	111		2%










N 5.6k

13. Which of the following statistics do you think could be the most important? Select up to three.

	Count	% of responses	%
Proportion of people who feel that cycling is safe	3.2k		57%
Level of ease in reaching important destinations by bike	3.1k		55%
Percent increase/decrease in auto collisions with cyclists	3.0k		54%
Proportion of people who bike to work, school, errands, or visiting friends at least once a week.	3.0k		54%
Proportion of people who believe the overall quality of cycling routes to be poor, fair, good or excellent	1.5k		27%
Demographic representation of people who bike (e.g. gender, age, race, income)	678		12%
Proportion of schools located on a bikeway	423		8%
Proportion of cyclists who identify as a member of an equity-deserving community	281		5%
None of the above	188		3%

N 5.6k

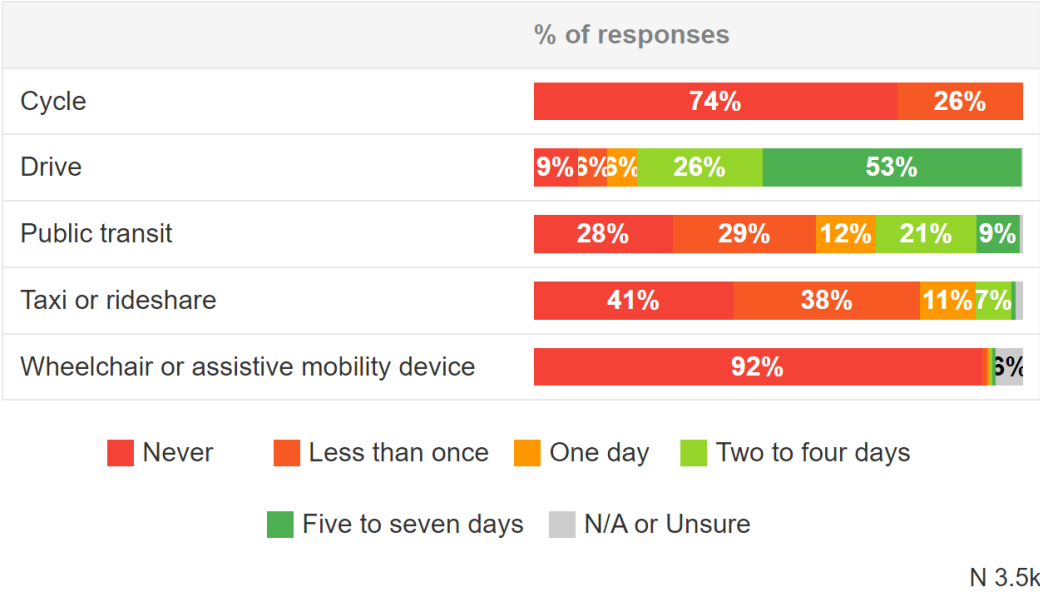
15. From your perspective, what are the three most important actions needed to improve cycling safety in Toronto?

	Count	% of responses	%
Separate bike lanes from car traffic	4.0k		73%
More connected cycling routes	2.9k		53%
Repairing potholes and uneven pavement	1.8k		32%
Better enforcement of laws	1.7k		30%
Provide more cycle routes on-street	1.5k		27%
Better winter maintenance	1.4k		25%
Better education for motorists	1.2k		22%
Reduce automobile speeds	1.2k		21%
Better education for cyclists	610		11%

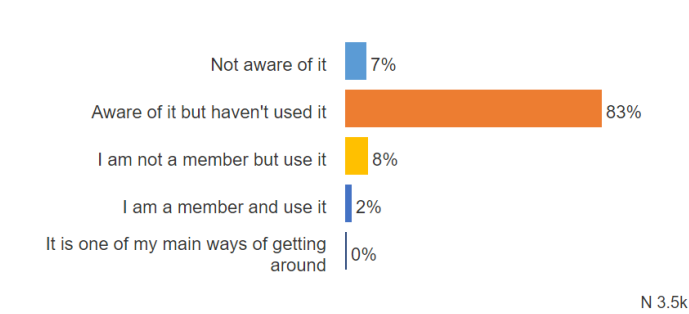
N 5.6k

# Respondents Who Cycle Less Than Once a Week or Never

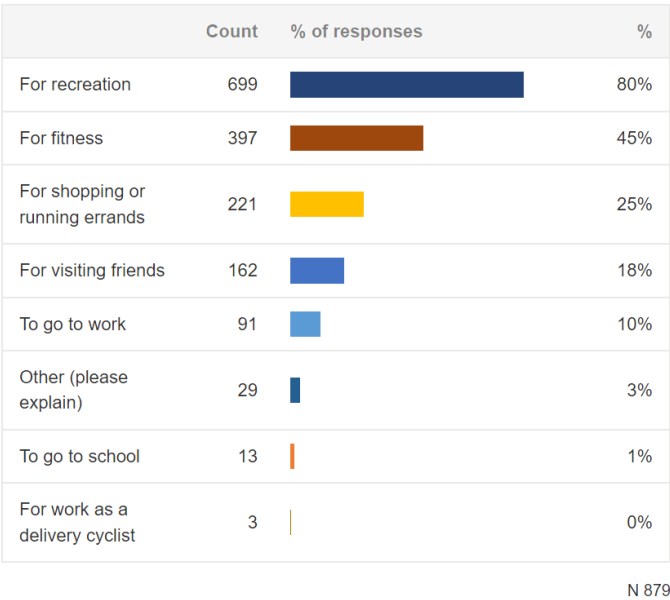
3. During good weather, approximately how many days a week do you travel by the following modes in Toronto?



5. What best describes your relationship with Toronto's Bike Share systems? Select one



6. Why do you ride a bike? Select up to three reasons that are most true for you





7. Which one statement best describes your overall comfort level while cycling?

	Count	% of responses	%
I am not comfortable riding a bicycle even on paths or trails separate from the street	86	<div></div>	10%
I would like to travel by bike if there was dedicated bike infrastructure that protected me from traffic	263	<div></div>	30%
I am most comfortable using dedicated bike infrastructure like bike lanes	225	<div></div>	26%
I am willing to ride a bicycle on shared streets regardless of traffic	306	<div></div>	35%

N 880

8. Which type of separation do you prefer between general vehicle lanes and bicycle lanes? Select your three favourites. See photos below.

	Count	% of responses	%
1. Paint only	1.8k	<div></div>	55%
6. Concrete curbs	900	<div></div>	28%
4. Flex posts (bollards)	809	<div></div>	25%
2. Poured in place concrete	792	<div></div>	24%
3. Parking	756	<div></div>	23%
7. Low wall barrier	734	<div></div>	23%
5. Raised cycle track	724	<div></div>	22%










N 3.2k

9. Which of these factors do you think are most important for choosing which bikeways to install, upgrade or study in 2025-2027? Select your top three.

	Count	% of responses	%
Safety	1.7k	<div></div>	60%
Current cycling demand	1.6k	<div></div>	54%
Potential cycling demand	760	<div></div>	26%
Connectivity	646	<div></div>	22%
Transit access	575	<div></div>	20%
Equity	544	<div></div>	19%
Network coverage	390	<div></div>	13%
Barrier crossings	329	<div></div>	11%
Trip generators	229	<div></div>	8%










N 2.9k

11. Which of the following recommendations do you agree with most (for planning bikeways in Toronto)? Select up to three.

	Count	% of responses	%
Minimize impacts to other modes of travel (vehicle lanes, parking, transit)	1.9k		61%
Focus on off-street trails	1.4k		45%
Focus on intersection safety	859		27%
Focus on neighbourhood streets	803		26%
Focus on major streets with separated bikeways	637		20%
Other (please explain):	578		18%
Build slower with permanent materials (raised or poured concrete)	392		12%
Build faster using quick-build materials (pre-cast concrete curbs, flex posts, planters, paint)	361		11%
None of the above	106		3%










N 3.1k

12. Which of the following measures do you think are the most important? Select up to three.

	Count	% of responses	%
Ridership (counts of people cycling)	1.8k		58%
Number and rate of cycling collisions (fatalities and serious injuries)	952		32%
Budget spent	865		29%
Proportion of population and employment within a cycling route (250 m, 500 m, 1 km)	528		17%
None of the above	504		17%
Proportion of major city-wide network completed	412		14%
Number of kilometres installed (by project type, by district)	303		10%
Major achievements (such as new pedestrian-cycle bridges, protected intersections)	303		10%
Number of kilometres upgraded	144		5%










N 3k

13. Which of the following statistics do you think could be the most important? Select up to three.

	Count	% of responses	%
Proportion of people who bike to work, school, errands, or visiting friends at least once a week.	1.2k		41%
Percent increase/decrease in auto collisions with cyclists	976		33%
None of the above	862		29%
Proportion of people who feel that cycling is safe	693		23%
Level of ease in reaching important destinations by bike	602		20%
Demographic representation of people who bike (e.g. gender, age, race, income)	407		14%
Proportion of people who believe the overall quality of cycling routes to be poor, fair, good or excellent	354		12%
Proportion of schools located on a bikeway	187		6%
Proportion of cyclists who identify as a member of an equity-deserving community	78		3%

N 3k

15. From your perspective, what are the three most important actions needed to improve cycling safety in Toronto?

	Count	% of responses	%
Better education for cyclists	1.6k		57%
Better enforcement of laws	1.4k		50%
Separate bike lanes from car traffic	1.1k		40%
Repairing potholes and uneven pavement	1.1k		39%
More connected cycling routes	524		19%
Better winter maintenance	445		16%
Better education for motorists	362		13%
Reduce automobile speeds	263		10%
Provide more cycle routes on-street	231		8%

N 2.8k



## Notable Opinion Trends from Equity-Deserving Groups

In an effort to recognize any substantial differences of opinion from equity-deserving groups compared to the average, a demographic analysis was applied to survey data. Below are some of the noted differences, specifically comparing the average responses from people who cycle once a week or more to the noted group who also cycle. The differences are based on responses to the multiple-choice opinion questions where the answer patterns varied by about 10% or more. *(See the rationale, criteria and number of responses from the groups noted below in the “Participants” section earlier in the report.)*

Prioritized Group	Notable differences from average among respondents who cycle once a week or more.
<b>Children aged 0-19</b>	Much higher percentage cycle to school. Higher interest in permanent materials, especially raised cycle tracks.
<b>Indigenous Peoples</b>	More willing to ride a bicycle on shared streets regardless of traffic. Recommend higher priority in repairing potholes and uneven pavement.
<b>LGBTQ2S Communities</b>	[No significant difference from average]
<b>Persons with Disabilities</b>	[Cycling sample too small for statistical analysis. Looking at open ended comments from all respondents with disabilities] Multiple respondents raised concerns about on street bikeways making convenient and comfortable parking and loading more challenging to find or use.
<b>Persons with Low Income</b>	Cycle more often and drive less often. More cycle to school. [Opinions show no significant difference from average]
<b>Racialized Groups - Black</b>	[No significant difference from average]
<b>Racialized Groups (Non-Black)</b>	[No significant difference from average]
<b>Seniors 65+</b>	Drive more often than average. More cycle for recreation (but still for errands too). Less particular in preference for separation type (but still prefer physical separation). More priority for repairing potholes and uneven pavement
<b>Recent Immigrants (within 5 years)</b>	Much less likely to drive. Much higher use of Bike Share. Cycle more for school and less for fitness. Less comfortable cycling on a shared street.
<b>Women</b>	Less comfortable cycling on a shared street. [Opinions show no significant difference from average]

See appendices for results references.

# In-person Public Pop-up and Drop-in Events

During the four in-person events, participants expressed questions and comments summarized below. As well, at each event a set of token dropping multiple choice frames were set up to invite visitors to record answers to some multiple-choice questions (similar to the survey) by dropping tokens in slots hidden by a cover. Images and summaries of the results are included below.

## Etobicoke - Humber Summit Library

November 23 from 3:30 to 7:30 p.m.

Topic	Question and Comment Summary
Concerns with cycle tracks on Bloor Street West	<p>Although not technically in scope for public consultation on the 2025-2027 Cycling Network, the majority of attendees arrived with the intention of giving the City comments about their concerns with the recently installed cycle tracks on Bloor Street West in the south of Etobicoke:</p> <ul style="list-style-type: none"><li>• Increased traffic congestion; perceived to affect emergency vehicles and TTC too</li><li>• Negative impacts to businesses and convenience from loss of some on street parking</li><li>• Parking lane too narrow, not comfortable</li><li>• Causes traffic infiltration on side streets</li><li>• Bike lanes are not used much</li><li>• Not good value for money</li><li>• Want to know their opinions are being heard and have more public consultation</li></ul>
Support for more bikeways	<ul style="list-style-type: none"><li>• Recent bikeway installations have improved access to neighbourhood destinations, and to downtown, for those who cycle</li><li>• Design bikeways for all ages</li></ul>
Other	<ul style="list-style-type: none"><li>• Provide more transparency on cycling data</li><li>• The rationale for quick build materials and locations are not always well understood e.g. corner radius bollards</li><li>• Recommend bike lanes only on residential streets</li></ul>

### Token dropping multiple-choice frames results:

Which type of separation do you prefer between general vehicle lanes and bicycle lanes?

Paint only	15
Poured in place concrete	0
Flex posts / Parking	0
Raised cycle track	2
Concrete curbs	2
Low wall barrier	2

In good weather, how do you often travel?

Walk	7
Cycle	3
Drive	9
Public transit (TTC)	3
Taxi or rideshare	0
Wheelchair or assistive mobility device	0

## North York - Victoria Village Library

November 28 from 5 to 7:30 p.m.

Topic	Question and Comment Summary
Connections	<ul style="list-style-type: none"><li>• Need connection under the 401; Need bridges over highways</li><li>• Gaps in network e.g., Overlea from Millwood to Laird; Bayview down to Eglinton</li><li>• Keele and Lawrence “existing bridge” does not exist</li></ul>
Routing	<ul style="list-style-type: none"><li>• Support more neighbourhood routes</li><li>• Connect around schools e.g., on school property</li></ul>

	<ul style="list-style-type: none"> <li>Some old route proposals were reported on but never built – maybe reconsider them a priority</li> </ul>
Bikeway Design	<ul style="list-style-type: none"> <li>Recommend high-wall barriers</li> <li>Protect cyclists from right-turn conflicts</li> <li>Concerns about leading pedestrian intervals causing confusion and increasing the risk of collisions</li> <li>Consider using sidewalks as multi-use trails in some locations</li> <li>HOV lanes shared with taxis and buses and are not comfortable for cycling</li> <li>Learn from Quebec City for signal timing and design</li> </ul>
Public education & promotion	<ul style="list-style-type: none"> <li>Cycling education should be included in schools</li> <li>Could promote cycling more e.g., rides to discover your city, partnerships</li> <li>Need more education e.g., Vision Zero for children</li> </ul>
Enforcement and Maintenance	<ul style="list-style-type: none"> <li>Bike lanes often used for delivery van parking</li> <li>Parking in bike lanes needs to be reported and enforced</li> <li>Need better snow clearing</li> </ul>
Other	<ul style="list-style-type: none"> <li>Bike Share can help promote cycling in the suburbs; Bike Share expansion should be planned with upcoming bikeways</li> <li>People who oppose bike lanes feel ignored</li> <li>More consideration needed for negative impacts from bike lanes on traffic flow and accessibility.</li> <li>Need to measure who uses park trails after changes e.g., High Park; Use and safety impacts of bike lanes need to be measured</li> <li>E-bikes help people travel further, are used by equity-deserving groups and in the winter too</li> </ul>

### Token dropping multiple-choice frames results:

Which type of separation do you prefer between general vehicle lanes and bicycle lanes?

Paint only	1
Poured in place concrete	3
Flex posts / Parking	4
Raised cycle track	2

Concrete curbs	2
Low wall barrier	4

In good weather, how do you often travel?

Walk	8
Cycle	8
Drive	6
Public transit (TTC)	7
Taxi or rideshare	0
Wheelchair or assistive mobility device	0

## Scarborough - Agincourt Library

December 1 from 3:30 to 7:30 p.m.

Topic	Question and Comment Summary
Suburban trends	<ul style="list-style-type: none"> <li>• People bike in Scarborough on sidewalks; it's normalized</li> <li>• Culture change is needed in the suburbs to support more cycling</li> <li>• Edge lines look like bike lanes but cyclists don't need to use them</li> <li>• More trails would be used in the suburbs</li> <li>• Community cycling hubs are valuable for supporting more people to start cycling</li> <li>• More residential buildings bring more potential cyclists</li> <li>• Consider trip generators more when planning bikeway routes</li> <li>• A route is needed to downtown – people would use it</li> </ul>
Specific routes	<ul style="list-style-type: none"> <li>• York Mills Rd gap around schools; wide lanes could be bike lanes</li> <li>• Huntingwood going west is unclear if there is a bike lane going left</li> <li>• Birchmount bike lanes likely to get strong opposition if proposed again</li> </ul>



	<ul style="list-style-type: none"> <li>• Danforth needs cycling connections to the waterfront</li> <li>• Best north-south candidates are those that connect under the 401</li> <li>• Midland is closer to Line 4 extension than Brimley, seems wider and connects to schools</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Prioritize connections to schools, health care, grocery stores, shopping</li> <li>• Sometimes flex posts feel hazardous for people cycling</li> <li>• Add curb cuts where trails from parks meet roadways</li> <li>• Bike parking should be added with bikeways</li> <li>• Agincourt Go Station needs more bike parking</li> <li>• Connect to shopping centres and provide bike parking</li> </ul>

### Token dropping multiple-choice frames results:

Which type of separation do you prefer between general vehicle lanes and bicycle lanes?

Paint only	0
Poured in place concrete	8
Flex posts / Parking	4
Raised cycle track	8
Concrete curbs	3
Low wall barrier	6

In good weather, how do you often travel?

Walk	11
Cycle	9
Drive	11
Public transit (TTC)	8
Taxi or rideshare	0
Wheelchair or assistive mobility device	0

## Toronto and East York - Parkdale Library

December 14 from 2 to 6:30 p.m. (pop-up only)

Topic	Question and Comment Summary
Physical separation	<ul style="list-style-type: none"><li>• Like physical separation only when wide enough for passing</li><li>• Prefer low-wall barriers</li><li>• Make cycle tracks longer</li><li>• Bus stops can be a conflict</li></ul>
Behavior	<ul style="list-style-type: none"><li>• Concerns with sidewalk riding downtown</li><li>• Need more public education around road user behaviour related to cycling</li><li>• Request more enforcement of laws for illegal parking in bike lanes – higher and stricter fines; Especially ride share and deliveries</li><li>• Bus drivers need to give more space for cyclists</li></ul>
Other	<ul style="list-style-type: none"><li>• Safety is most important; Support for bike lanes</li><li>• Connect to Mississauga bikeways</li><li>• Parked cars can reduce sight lines; dooring a concern</li><li>• More wayfinding signage needed for neighbourhood routes</li><li>• Provide detour route signage earlier to avoid construction sites affecting bike lanes</li><li>• Improve road surface, including gaps between concrete and asphalt</li><li>• Concerns cycling budget is pulling from other priorities</li></ul>

### Token dropping multiple-choice frames results:

Which type of separation do you prefer between general vehicle lanes and bicycle lanes?

Paint only	3
Poured in place concrete	1
Flex posts / Parking	1
Raised cycle track	4
Concrete curbs	0
Low wall barrier	3

In good weather, how do you often travel?

Walk	12
Cycle	7
Drive	1
Public transit (TTC)	8
Taxi or rideshare	0
Wheelchair or assistive mobility device	1

## Conclusion

The opinions and experiences of people across Toronto shared throughout the Cycling Network 2025-2027 public consultation activities have provided valuable insight and inform recommendations for cycling network planning at the City. Overall, the trends in the opinions from this Cycling Network public consultation are similar to consultations in years past, but with a growing request for physically separated bikeways rather than painted bike lanes.

With the expanding cycling network, we are hearing strong calls for connecting the missing gaps. The volume and intensity of concerns raised about traffic impacts from repurposing curb lanes for bikeways have been heard and point to the importance of continuing in depth consultations for bikeway projects.

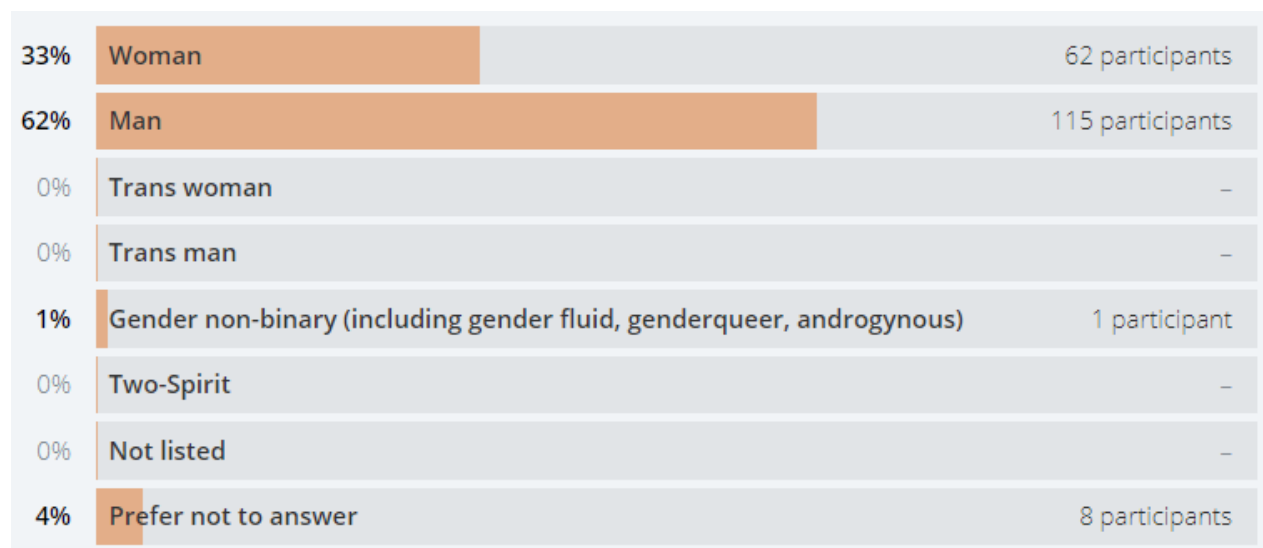
Public reporting of the growing ridership numbers and safety data, such as rate of collisions, are recommended ways to demonstrate the progress and value of the cycling network investments.

# Appendices

## Appendix 1 - Participant Demographics

The thousands of people who participated in the online survey included a complete range of Toronto residents as measured by all key demographics, including age, gender, income, geography and racial category. That said, the participants were a self-selecting sample and were not statistically representative of Toronto's population. By multiple measures they were from more privileged groups than average, such as higher income, home owning, white race category, Canadian born and male. They were also much more likely to cycle frequently and/or have strong opinions on cycling infrastructure. This bias was clearly documented in the survey responses, in the online public meeting surveys, and also observable (anecdotally) in the drop-in events.

### Online Public Meeting Participants - Gender



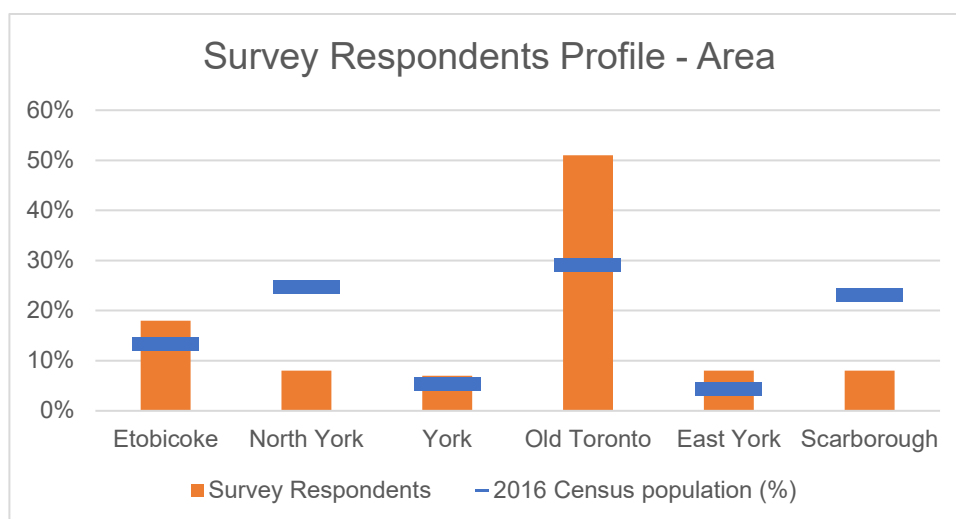
## Online Public Meeting Participants – Race Category

3%	Arab, Middle Eastern or West Asian (examples: Afghan, Armenian, Iranian, Lebanese, Persian, Turkish)	5 participants
2%	Black (examples: African, African-Canadian, Afro-Caribbean)	3 participants
6%	East Asian (examples: Chinese, Japanese, Korean)	12 participants
0%	First Nations (status, non-status, treaty or non-treaty), Inuit or Métis	–
2%	Latin American (examples: Brazilian, Colombian, Cuban, Mexican, Peruvian)	4 participants
2%	South Asian or Indo-Caribbean (examples: Indian, Indo-Guyanese, Indo-Trinidadian, Pakistani, Sri Lankan)	3 participants
1%	Southeast Asian (examples: Filipino, Malaysian, Singaporean, Thai, Vietnamese)	2 participants
68%	White (examples: English, Greek, Italian, Portuguese, Russian, Slovakian)	128 participants
3%	More than one race category or mixed race	6 participants
13%	Prefer not to answer	24 participants

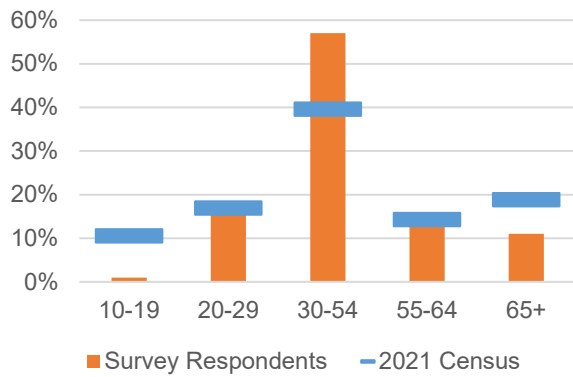
With this bias recognized, analysis was also applied with an equity lens to give additional attention to understand opinions of equity-deserving groups, such as women, low-income communities, and communities of people of colour. Analysis to recognize the opinions of non-cycling respondents was also applied.

## Survey Respondent Demographics

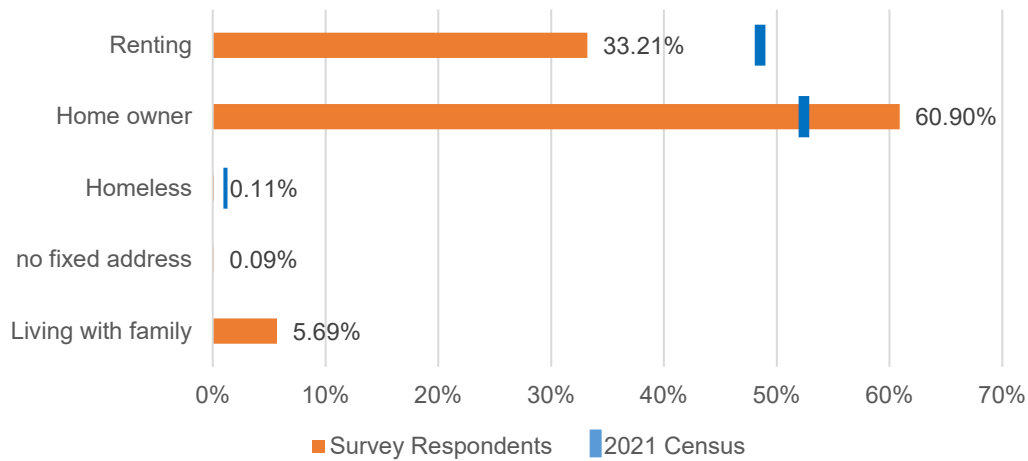
N=9k



### Survey Respondents Profile - Age

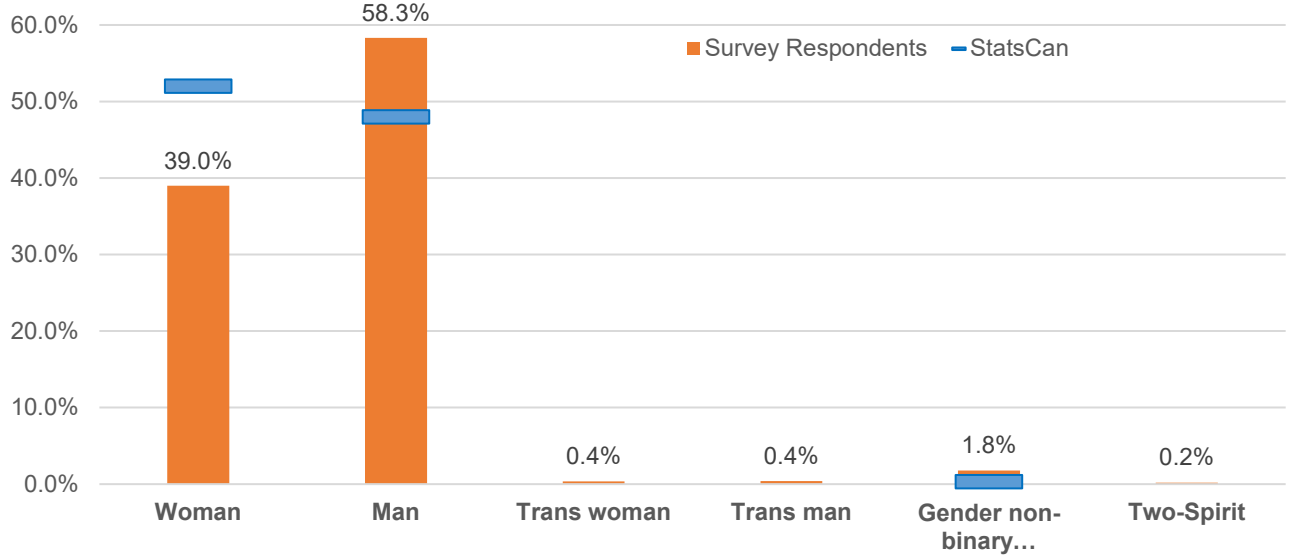


### Survey Respondents Profile - Housing

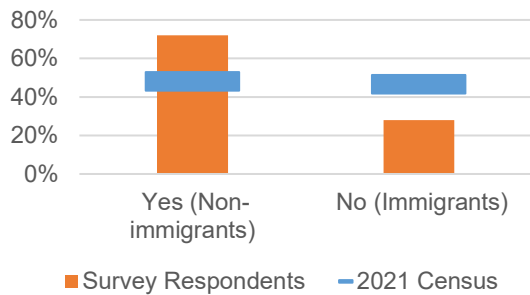




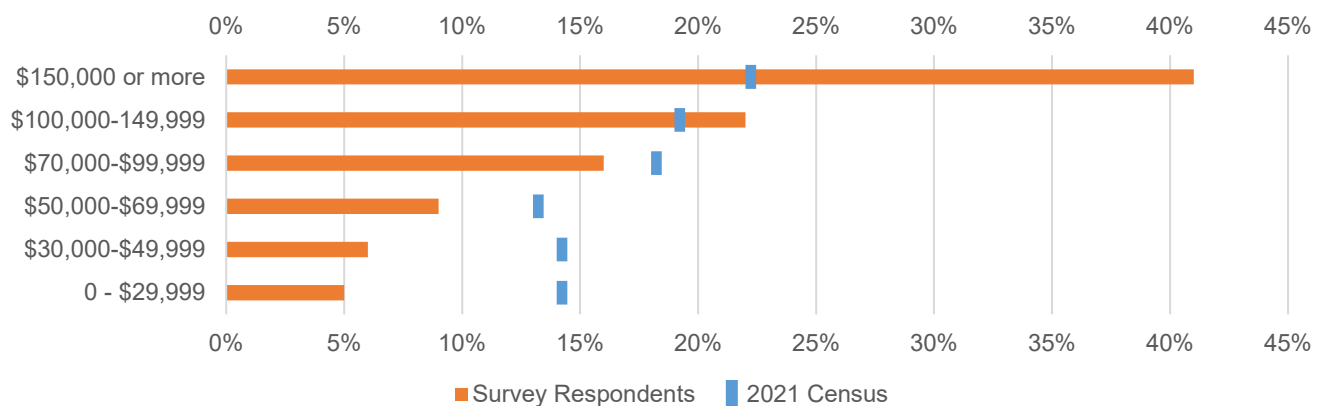
### Survey Respondents Profile - Gender



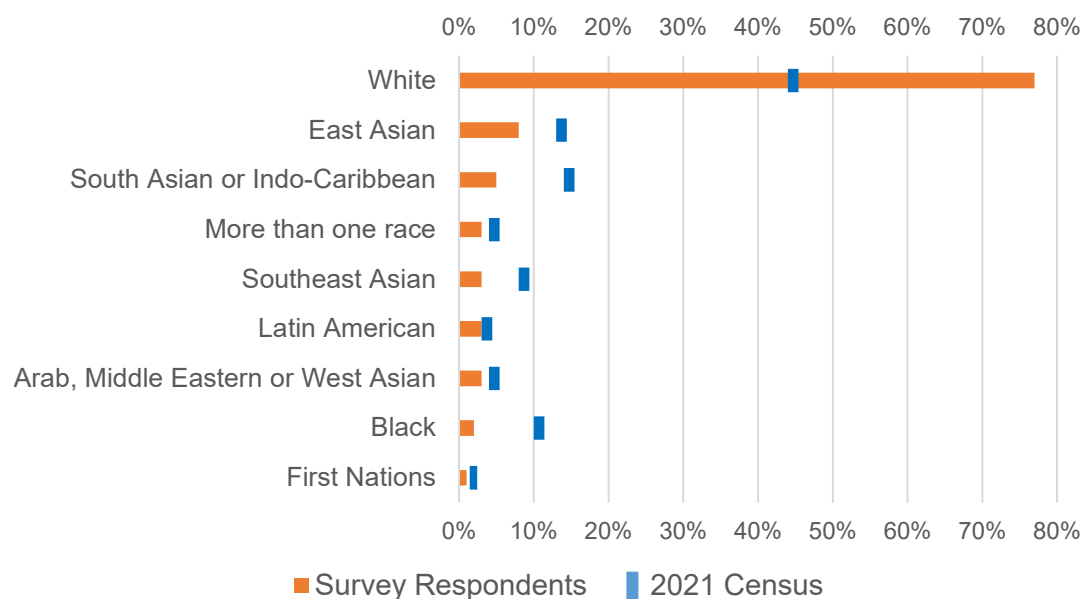
### Survey Respondents Profile - Born in Canada



### Survey Respondents Profile - Household Income



## Survey Respondents Profile - Race Category



## Survey Respondents – Travel Mode

Question 3) During good weather, how many days a week do you travel by the following modes in Toronto?

	Average	Count	% of responses
Cycle	56%	8.9k	26% 9% 7% 27% 30%
Drive	54%	8.9k	23% 15% 12% 25% 25%
Public transit	46%	8.8k	16% 29% 18% 29% 8%
Taxi or rideshare	20%	8.6k	42% 41% 10% 5%
Wheelchair or assistive mobility device	1%	8.4k	93% 5%

■ Never 
 ■ Less than once 
 ■ One day 
 ■ Two to four days 
 ■ Five to seven days 
 ■ N/A or Unsure

N 9k

## Appendix 2 – Equity-Deserving Groups

Following advice from the City's [Data for Equity Guidelines](#), core demographic questions were included in the online survey, covering the following:

- Q2. Home postal code (first three characters)
- Q3. Use of Wheelchair or assistive mobility device (under travel mode question)
- Q17. Age (by group)
- Q18. Gender description
- Q19. Household income (by group)
- Q20. Language preference
- Q21. Immigration status ("born in Canada")
- Q22. Recent immigration status ("long have you been in Canada")
- Q23. Indigeneity
- Q24. Race category
- Q25. Housing situation

In reference to the City of Toronto Equity Lens, and based on the available data from the survey questions, the following demographic groups were given priority analysis in the survey data:

Prioritized Group	Criteria Applied	# of Responses (Q11)	# of Response (Q11) who also cycle at least once a week
Children aged 0-19	Q17 age 10-19	95	63
Indigenous Peoples	Q23 identify as Indigenous to Canada	164	82
LGBTQ2S Communities	Q18 gender: Trans woman, Trans man, Gender non-binary, Two-Spirit, Not listed	338	180
Persons with Disabilities	Q3 travel by Wheelchair or assistive mobility device, two days a week or more.	62	18
Persons with Low Income	Q19 Household income under \$50k	740	540
Racialized Groups - Black	Q24 Race category is Black	163	104

Racialized Groups (Non-Black)	Q24 selected race category is not White, Black or First Nations	1529	1126
Seniors 65+	Q17 age is 65+	936	372
Recent Immigrants (within 5 years)	Q22 Been in Canada 0-5 years	295	253
Women	Q18 Woman	3108	2001

## Equity Lens Results References

### Women

Statement: Women who cycle reported feeling less comfortable cycling in mixed traffic than men.

Sources:

Q3. Cycle one day a week or more.

Q7. Which one statement best describes your overall comfort level while cycling?

18% of women vs 31% of men selected “I am willing to ride a bicycle on shared streets regardless of traffic”

Results charts:

<

## Low-income

### Statement:

Low-income respondents were more likely to rely on cycling every day for utility, school and employment

### Sources:

Comparing low-income respondents (under \$50k household income) vs those with a higher income (over \$50k household income, and majority over \$100k):

- Q6. Why do you ride a bike? Select up to three reasons that are most true for you
  - Both groups ride for shopping and errands (73% low-income vs 68% higher income)
  - 24% low-income respondents ride to school, vs 4% higher income
  - 4% of low-income respondents work as a delivery cyclist vs 0% of higher income respondents [Note: delivery cyclists are assumed to be underrepresented in this

survey based on anecdotal observations of road users. [Bike Courier Salaries in Canada](#) are known to be generally under \$50k]

- Q3. During good weather, approximately how many days a week do you travel by the following modes in Toronto?
  - 57% of Low-income respondents cycle five to seven days a week, vs 47% of higher income respondents.
  - 55% of Low-income respondents drive “never” vs “28% of higher income respondents.

Low-income

Q19. On estimate of household income before taxes last year, selected \$49,999 or less and Q3 Cycle one day a week or more

Why do you ride a bike? Select up to three reasons that are most true for you

	Count	% of responses	%
For shopping or running errands	394	<div></div>	73%
To go to work	295	<div></div>	55%
For recreation	267	<div></div>	50%
For visiting friends	242	<div></div>	45%
For fitness	154	<div></div>	29%
To go to school	125	<div></div>	23%
Other (please explain)	24	<div></div>	4%
For work as a delivery cyclist	21	<div></div>	4%

N 539

Higher Income

Q19. On estimate of household income before taxes last year, selected \$50,000 or higher and Q3 Cycle one day a week or more

Why do you ride a bike? Select up to three reasons that are most true for you

	Count	% of responses	%
For shopping or running errands	2.9k	<div></div>	68%
To go to work	2.7k	<div></div>	62%
For recreation	2.3k	<div></div>	55%
For visiting friends	2.0k	<div></div>	48%
For fitness	1.6k	<div></div>	37%
To go to school	179	<div></div>	4%
Other (please explain)	166	<div></div>	4%
For work as a delivery cyclist	12	<div></div>	0%

N 4.3k

3. travel days a week by mode

	Count	% of responses
Cycle	541	<div><div>7%</div><div>36%</div><div>57%</div></div>
Drive	522	<div><div>55%</div><div>20%</div><div>7%</div><div>11%</div><div>5%</div></div>
Public transit	532	<div><div>7%</div><div>25%</div><div>17%</div><div>36%</div><div>15%</div></div>
Taxi or rideshare	515	<div><div>54%</div><div>36%</div><div>8%</div></div>
Wheelchair or assistive mobility device	514	<div><div>94%</div><div>1%</div></div>

Never

Less than once

One day

Two to four days

Five to seven days

N/A or Unsure

N 541

3. travel days a week by mode

	Count	% of responses
Cycle	4.3k	<div><div>11%</div><div>42%</div><div>47%</div></div>
Drive	4.2k	<div><div>28%</div><div>21%</div><div>16%</div><div>25%</div><div>9%</div></div>
Public transit	4.2k	<div><div>9%</div><div>28%</div><div>22%</div><div>33%</div><div>7%</div></div>
Taxi or rideshare	4.1k	<div><div>41%</div><div>45%</div><div>10%</div><div>5%</div></div>
Wheelchair or assistive mobility device	4.0k	<div><div>94%</div><div>5%</div></div>

Never

Less than once

One day

Two to four days

Five to seven days

N/A or Unsure

N 4.3k

## People with mobility disabilities

Statement:

People with mobility disabilities sometimes find the changes to on street parking (as a result of cycle tracks) reduce convenience and comfort of accessible loading; they do appreciate when bikeways help reduce the number of people cycling on sidewalks.

Sources:

Q3. During good weather, approximately how many days a week do you travel by the following modes in Toronto?

- 38 respondents answered they use Wheelchair or assistive mobility device five to seven days.

Of these respondents...

Q11. Which of the following recommendations do you agree with most (for planning bikeways in Toronto)? Select up to three.

- The top recommendation was “Minimize impacts to other modes of travel (vehicle lanes, parking, transit)”

Q15. From your perspective, what are the three most important actions needed to improve cycling safety in Toronto?










- The top two selections were “Better education for cyclists” and “Better enforcement of laws”

Trends to answers to open-ended questions:

- Frequent complaints about traffic impacts, similar to non-cycling respondents
- The need for convenient parking i.e. curbside near their destinations, inferring that cycle tracks reduce these parking opportunities and/or make for narrow parking lanes next to cycle tracks less comfortable to access.
- Dangerous cyclist behaviour, including on sidewalks.










Related Results charts:

11. recommendations for planning bikeways

	Count	% of responses	%
Minimize impacts to other modes of travel (vehicle lanes, parking, transit)	17		45%
Focus on intersection safety	13		34%
Focus on off-street trails	13		34%
Other (please explain):	12		32%
Focus on major streets with separated bikeways	10		26%
Focus on neighbourhood streets	8		21%
Build faster using quick-build materials (pre-cast concrete curbs, flex posts, planters, paint)	7		18%
Build slower with permanent materials (raised or poured concrete)	6		16%
None of the above	2		5%

N 38

15. most important actions to improve cycling safety

	Count	% of responses	%
Better education for cyclists	20		54%
Better enforcement of laws	18		49%
Separate bike lanes from car traffic	14		38%
Repairing potholes and uneven pavement	14		38%
Better winter maintenance	10		27%
Provide more cycle routes on-street	5		14%
More connected cycling routes	5		14%
Better education for motorists	3		8%
Reduce automobile speeds	2		5%

N 37



# Appendix 3 - Support for Bikeways on Major Streets

## Recommendations vs Area

Filter: Q3 Respondents who Cycle one day a week or more

Q11. "Which of the following recommendations do you agree with most (for planning bikeways in Toronto)? Select up to three".

Q1. Cross-tabulated by respondents area of the city (Q1)

	What area of Toronto do you live in? See map below.							Total respondents
	Etobicoke	North York	York	Old Toronto	East York	Scarborough	Outside of Toronto	
Which of the following recommendations do you agree with most (for planning bikeways in Toronto)? Select up to three.								
Build faster using quick-build materials (pre-cast concrete curbs, flex posts, planters, paint)	40%	52%	51%	48%	51%	43%	53%	2693
Build slower with permanent materials (raised or poured concrete)	26%	25%	25%	37%	29%	30%	34%	1858
Minimize impacts to other modes of travel (vehicle lanes, parking, transit)	32%	21%	20%	13%	16%	24%	6%	930
Focus on intersection safety	48%	51%	55%	63%	59%	53%	53%	3303
Focus on neighbourhood streets	19%	18%	23%	17%	17%	14%	15%	989
Focus on major streets with separated bikeways	57%	69%	61%	73%	72%	66%	75%	3924
Focus on off-street trails	30%	25%	22%	13%	16%	28%	24%	978
Other (please explain):	12%	14%	12%	10%	9%	11%	18%	597
Total respondents	528	382	353	3404	539	331	68	5605

N 5.6k