

Report date: February 2026

CYCLING SURVEY

Conducted by Climate Action Partnership and the University of Toronto for the City of Toronto, 2025



ABOUT US

Climate Action Partnership (CAP): CAP is a charitable organization committed to implementing climate solutions. Since 2000, CAP has empowered communities to reduce greenhouse gas emissions, build resilience to climate impacts, and drive the transition to a low-carbon future. For over two decades, CAP has worked closely with Ontario municipalities advancing active transportation, micromobility, and Complete Streets.

The University of Toronto (U of T): Founded in 1827, U of T has a long history of challenging the impossible and transforming society through the ingenuity and resolve of its faculty, students, alumni and supporters. One of the world's top research-intensive universities, U of T brings together top minds from every conceivable background and discipline to collaborate on the world's most pressing challenges.

Project Team:

Project Lead: Sophie Callahan, CAP

Research Lead: Dr. Ignacio Tiznado Aitken, Department of Geography and Planning, University of Toronto Scarborough

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Polling Company: Research Co.

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FIVE KEY FINDINGS



01

Cycling is both an important recreational outlet and an essential mode of travel for many Torontonians.

- **Most respondents bike.** 66% of respondents' households has someone over the age of 15 who rides a bike at least once a year.
- **Almost half bike weekly in good weather.** 48.9% of respondents report riding a bike at least one day per week in good weather.
- **A substantial share of respondents depend on non-car travel options.** 26% of respondents reported coming from households with no cars. 9.7% of those who cycle said their main reason for biking was not having access to a car.
- **Respondents cycle for both recreation and utility.** 55.7% of respondents use a bike at least occasionally for fitness or recreation, and 46.8% to get to work, school, to run errands, or visit friends.
- **Bikes are an important part of how respondents commute.** 22% of households have someone who bikes to work, and 5% of respondents reported riding bikes or e-bikes as their primary mode of commuting. An additional 39.6% of respondents say they combine cycling with public transit at least sometimes.
- **Bikes are a relevant tool for nearly a fifth of respondents' work.** 17.5% of respondents report using a bike for work in some capacity, such as for deliveries or site visits.



02

There is meaningful headroom to shift more trips to cycling.

- **Most respondents say they can access a bike.** Only 9.6% of respondents identified a bike not being available as a key barrier to not cycling more. 63.7% of respondents' households own at least one bicycle, pedal-assist e-bike, or cargo bike. Of those who don't, 6.6% use Toronto Bike Share, and another 73.2% are aware of the program.
- **Most respondents reported wanting to cycle more than they currently do.** 54% of all respondents agreed with the statement that they would like to travel by bike more than they currently do, and only 13% indicated they already cycle as much as they are going to.

03



Respondents feel that safer cycling infrastructure, especially lanes physically separated from traffic, would make a major difference in getting more people cycling.

- **Concerns about safe infrastructure hold at least 4 in 10 respondents back from cycling.** Safer infrastructure was by far the number one factor respondents identified as making cycling in Toronto more welcoming and accessible (41.9% of respondents).
- **Specifically, respondents don't want to bike in car traffic.** Insecurity in traffic was the number one reported factor for respondents deciding not to cycle or not cycle more often (31.3% of respondents).
- **Respondents identified physically separating bike lanes from traffic as the most important thing the City can do to make cycling feel safer for them.** 27% of respondents said that separated bike lanes from car traffic would be the single most important thing that can be done to improve cycling in Toronto in terms of safety.
- **Specifically, concrete separators for bike lanes are favoured.** 42% of respondents chose either poured in place concrete or concrete curbs as their number one preferred separation between vehicle and bicycle lanes.
- **Cycle track installations improved respondents' general perceptions of safety in their neighbourhood.** Of the respondents who noticed new cycle tracks installed in their neighbourhood over the past two years (n= 207), 81.1% felt the cycle tracks improved how safe they feel in the area, more than any other form of cycling infrastructure.

04



Most respondents support promoting cycling and see the benefits from cycling infrastructure.

- **Respondents across the board want cycling to be promoted in their city.** 64% of respondents are in favour of promoting cycling in Toronto. Support was greater than opposition for every socio-demographic group. Even among people who don't cycle, 44.7% supported, 30.2% were unsure, and only 25.1% reported opposition to promoting cycling in Toronto.
- **Where there's new cycling infrastructure installed, respondents notice, use it, and overwhelmingly perceive it positively.** Half of all respondents said they noticed new cycling-friendly infrastructure in their area over the last two years. However, higher income respondents were both more likely to have reported seeing new infrastructure in their neighbourhoods and to report positive benefits from the new infrastructure, pointing to continued opportunities to prioritize equity in network expansion planning. Of respondents who noticed these installations:
 - 89.1% said they use the new infrastructure at least sometimes.
 - 69.1% said the new infrastructure had a positive effect on at least one of the following four qualities of the area: physical appearance, perceived safety, ease of accessing services there, and ease of commuting through there.
 - 53% of the respondents who noticed these new projects reported positive effects in each of those respective categories.



05

Beyond the separation of bike lanes from traffic, the survey data point to several additional levers with strong potential to support cycling growth at scale.

- **Prioritizing secure and convenient bike storage at transit stations and expanding Bike Share to shorten that first and last mile:** Already, 39.6% of respondents who don't bike as their primary commuting mode report combining cycling with public transit use at least sometimes. In addition to safer and more comfortable cycling routes to transit stations (64.9%), over 63% of respondents considered convenient and secure bike parking at the station as important factors. Over half of respondents also prioritized access to Bike Share both from their homes and the station.
- **A more integrated working cycling network:** 24.2% of respondents reported that a more comprehensive and connected cycling network would get them biking more, and 23% indicated that better maintenance of existing routes would be a key enabling factor. Of new cycling infrastructure Torontonians noticed in their area, cycle tracks had the strongest perceived benefit in terms of enabling access to services in the area (76.3% indicated positive effects in this dimension).
- **Maintaining a winter-ready cycling network:** 19.5% of respondents reported that they would ride more if bikeways were better cleared or maintained during winter.

REPORTING CONVENTIONS

Cyclists

“Cyclists” refers to respondents who ride a bike for commuting and/or recreational purposes. While people often use different modes of transportation depending on weather, urgency, or infrastructure quality, this report uses “cyclist” as a shorthand for respondents who indicated that they ride a bike.

Street (cycling-supportive) Infrastructure

In one set of questions, respondents were asked whether their neighbourhood includes “cycling infrastructure or measures to reduce automobile traffic speed or traffic volume.” Throughout the report, these are collectively referred to as “new or modified street infrastructure.”

To ensure consistent interpretation, respondents were provided with the following examples:

- Bicycle lanes
- Cycle tracks
- Sharrows
- Neighbourhood greenways (may include contra-flow bike lanes and shared lane markings)
- Multi-use trails
- Speed-reduction measures (e.g., automated speed cameras, red-light cameras, reduced speed limits)
- Traffic-calming infrastructure (e.g., traffic islands, speed humps, new sidewalks, bump-outs, bollards)

Infrastructure Type Preferences

For questions asking respondents to compare or select between specific types of cycling infrastructure, images were provided. These examples followed *Toronto’s Cycling Infrastructure* definitions, available online [here](#).

RESPONDENT OVERVIEW

To ensure a sample that was representative of Toronto's vast and diverse population, the project team used the 2021 Census as a benchmark for targeting adequate respondents across various geographic and demographic groups. Across all categories, the 2025 Toronto Cycling Survey sample represents comparable population distributions to that of the City of Toronto 2021 Census, with the exception of the following limitations whereby the variation from the census is greater than 5%:

Greater representation in the sample compared to the census:

- Age groups
 - 35 to 44: +5.1%
- Education level
 - Degree from college: +8.6%
 - Graduate degree: +10.9%
- Language spoken at home
 - English: +16.4%
- Immigration status
 - Born in Canada: +17.7%
- Racial and ethnic background
 - White: +9.65%

Less represented in the sample compared to the census:

- Age groups
 - 18 to 24: -6.5%
- Education level
 - Less than high school: -13.3%
 - High school: -6.9%
- Annual household income pre-tax
 - More than \$200k: -5.2%
- Immigration status
 - Foreign born: -18.2%

PROJECT CONTEXT

In 1999, the City of Toronto launched their first ever city-wide public poll on cycling. Intended to serve as a benchmark for public perceptions of cycling, the City of Toronto conducted similar city-wide polls in 2009, 2019, and 2023. These polls captured information on the incidence of cycling in Toronto, perceptions of cycling safety, and awareness of municipal active transportation programs and initiatives. Data from the polls has helped inform Transportation policy and decision making since.

Over the last decade, the City of Toronto has greatly increased the frequency of planning and installing new cycling infrastructure. As a result, cycling is becoming a more viable mobility option for many Torontonians. As the City undergoes these changes, there is an opportunity for the City of Toronto to revisit the city-wide cycling survey with the goal of tracking mode share shifts over time, identify perceptions of active transportation, and adopting a biannual model that is more in line with other leading cycling cities like Copenhagen, Helsinki, and Amsterdam. Such a model will help the City of Toronto track the health, economic, and social benefits of their active transportation infrastructure investments.

Based in this context, and building on the lessons and examples from bike surveys conducted both globally and within Canada, the 2025 Toronto Cycling Survey was designed to:

1. Track, over time, mode share across the city and compare to the City's Transform TO mode share targets.
2. Identify barriers to greater participation in cycling and understand how these barriers evolve as new initiatives are implemented.
3. Identify perceptions of cycling safety and how these intersect with age, gender, income, geographic region, and ethnicity.

METHODOLOGY

Climate Action Partnership (CAP) and the University of Toronto (U of T) developed the 2025 survey methodology in collaboration with the City of Toronto's Cycling and Pedestrian Projects team.

The 2025 version sought to replicate as much of the 2023 survey questions and methods as possible to enable longitudinal analysis. The only substantive additions to the 2025 edition include:

- additional response options on select questions that ask about a greater range of micromobility devices
- additional questions asking respondents about their awareness, use, and perceptions of new cycling and safe street infrastructure installed in their area since the 2023 version of the survey
- an option to opt-in to being invited to participate in future longitudinal studies

CAP and U of T engaged independent polling company Research Co. to manage the data collection and advise on the survey design and overall methodology.

During the design phase, the project team set a response target of 1,500 people, balanced across the geographic regions of the city (East York, Etobicoke, North York, Old Toronto, Scarborough, and York) as well as sociodemographic characteristics such as age, gender, income, sexual orientation, and racial identity. This would ensure that mobility habits and key perceptions were captured across diverse landscapes and communities.

METHODOLOGY

Survey Administration:

The online survey comprised of 42 questions, excluding screening and demographic questions. Administering the survey online allowed the project team to seamlessly show respondents maps and other cycling related images that were required to informatively answer the questions. Additionally, the online survey allowed us to screen through self-selecting panels that set minimums on geographic diversity, age, and gender.

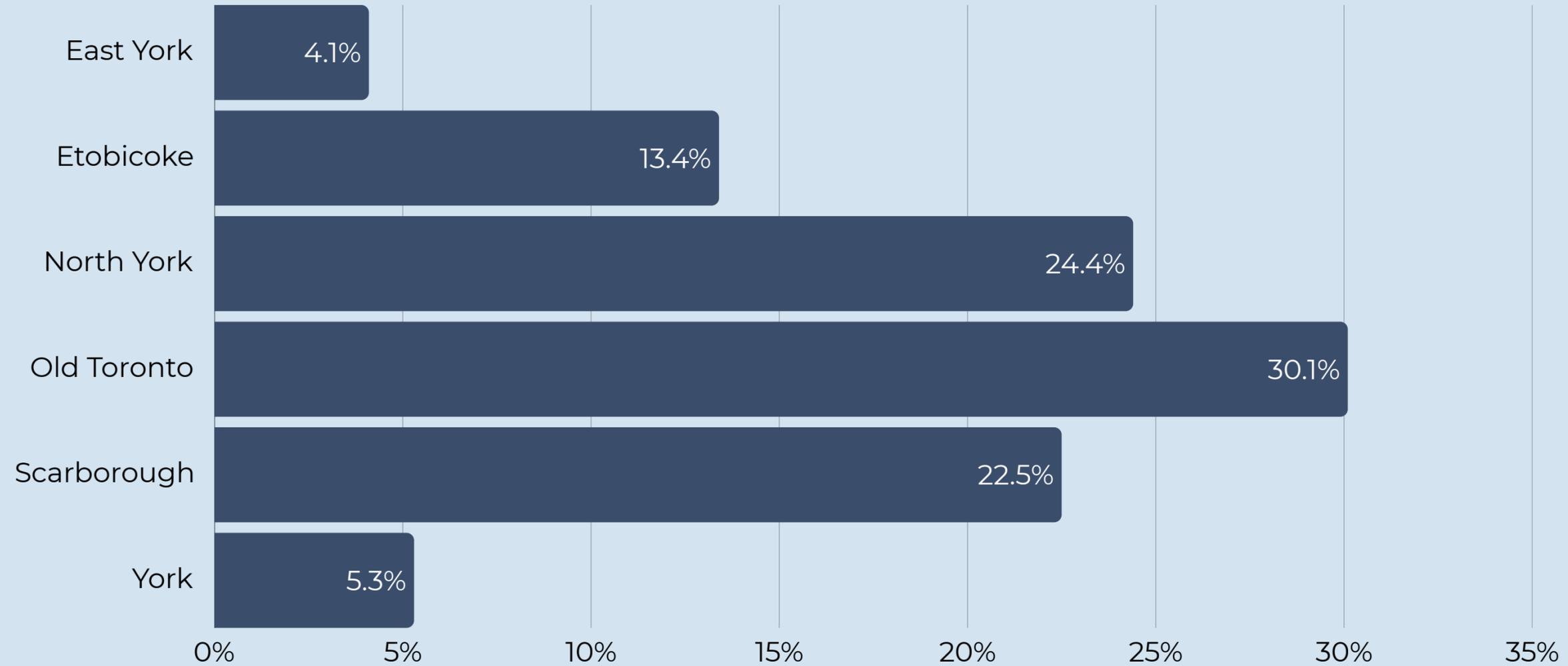
The project team collaborated with Research Co. to administer the poll, with a **final sample size of 1,660 responses**. The poll was open and collected responses between 5 November 2025 and 9 January 2026.

Note: Charts may not add up to 100 due to rounding.

RESPONDENT DEMOGRAPHICS

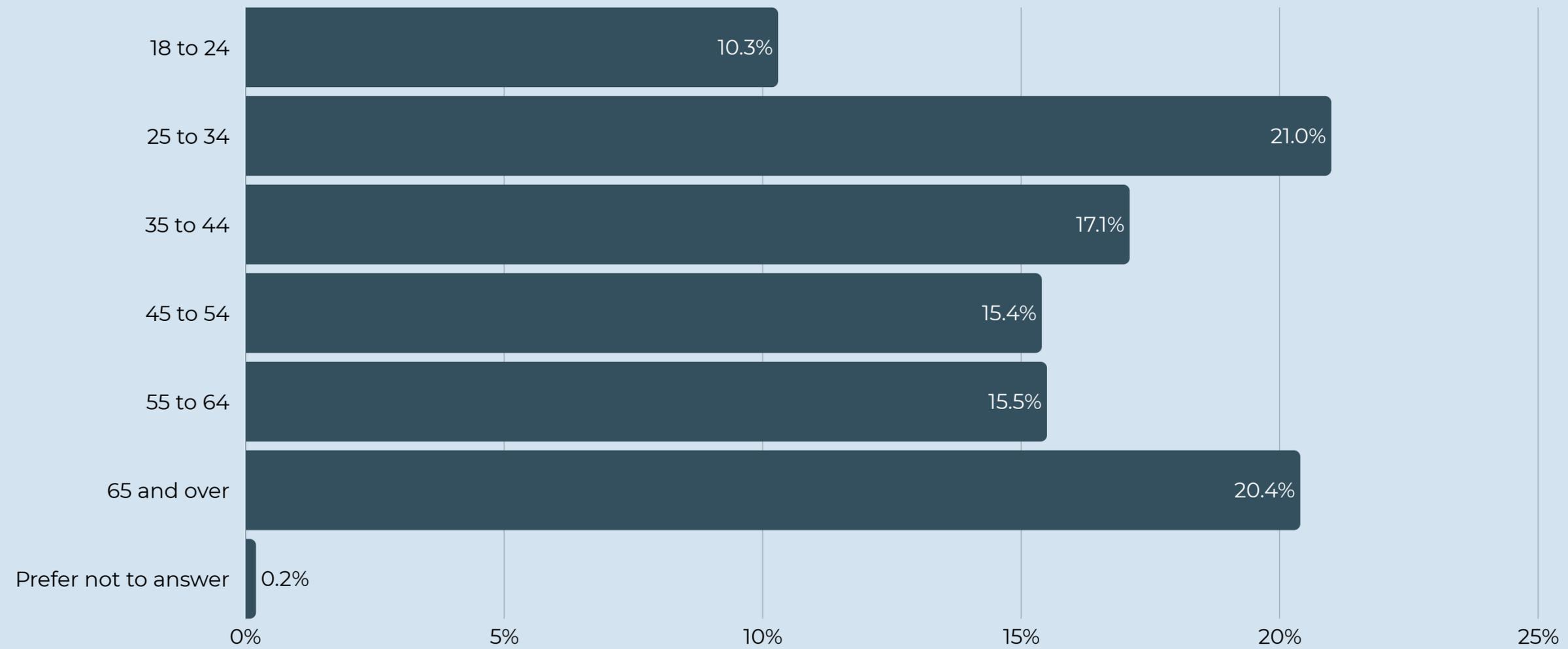


RESPONDENT DISTRICT



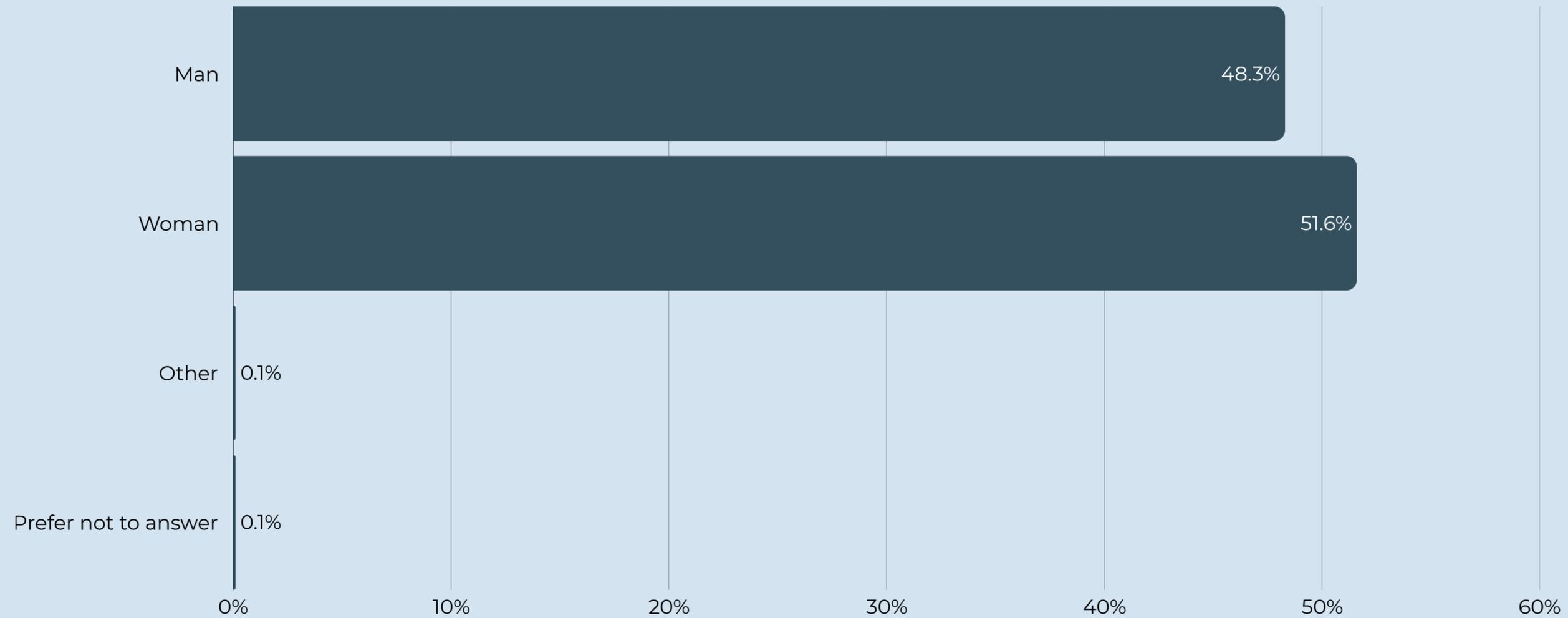
Question - What part of Toronto do you live in?

RESPONDENT AGE



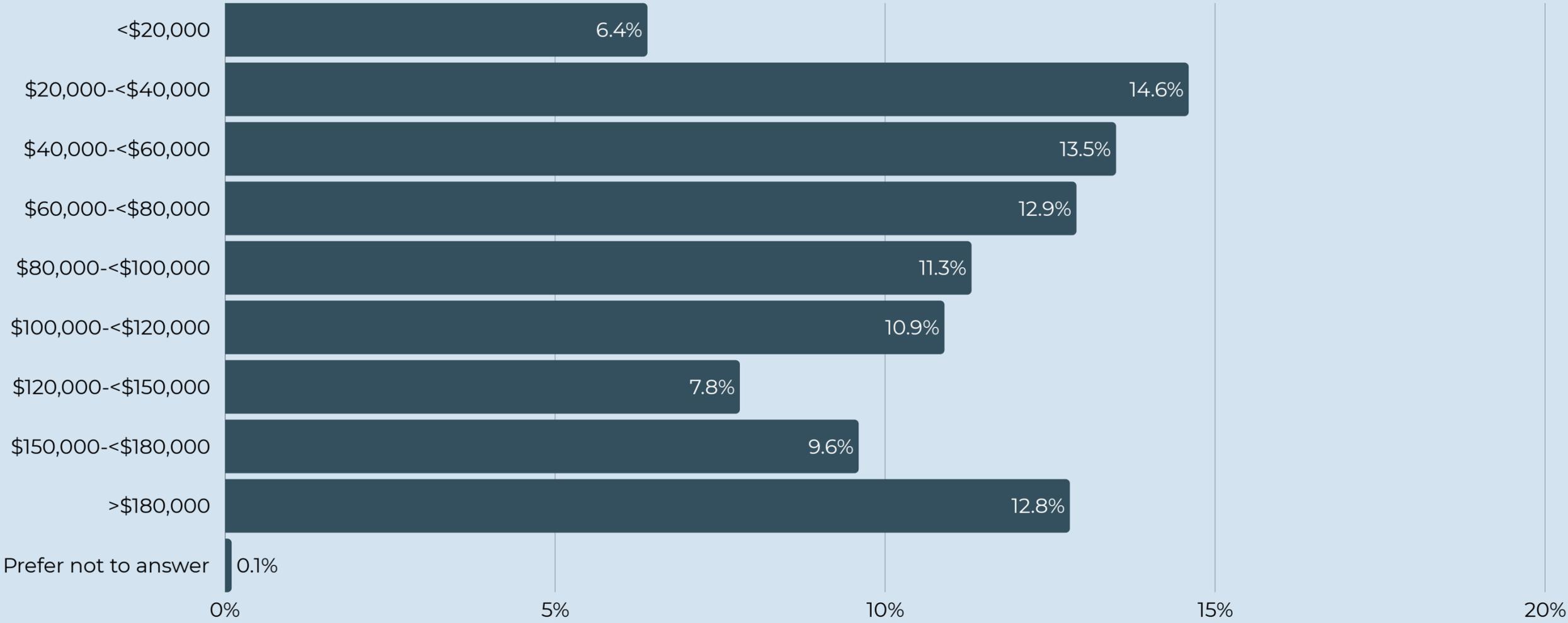
Question - What is your age?

RESPONDENT GENDER IDENTITY



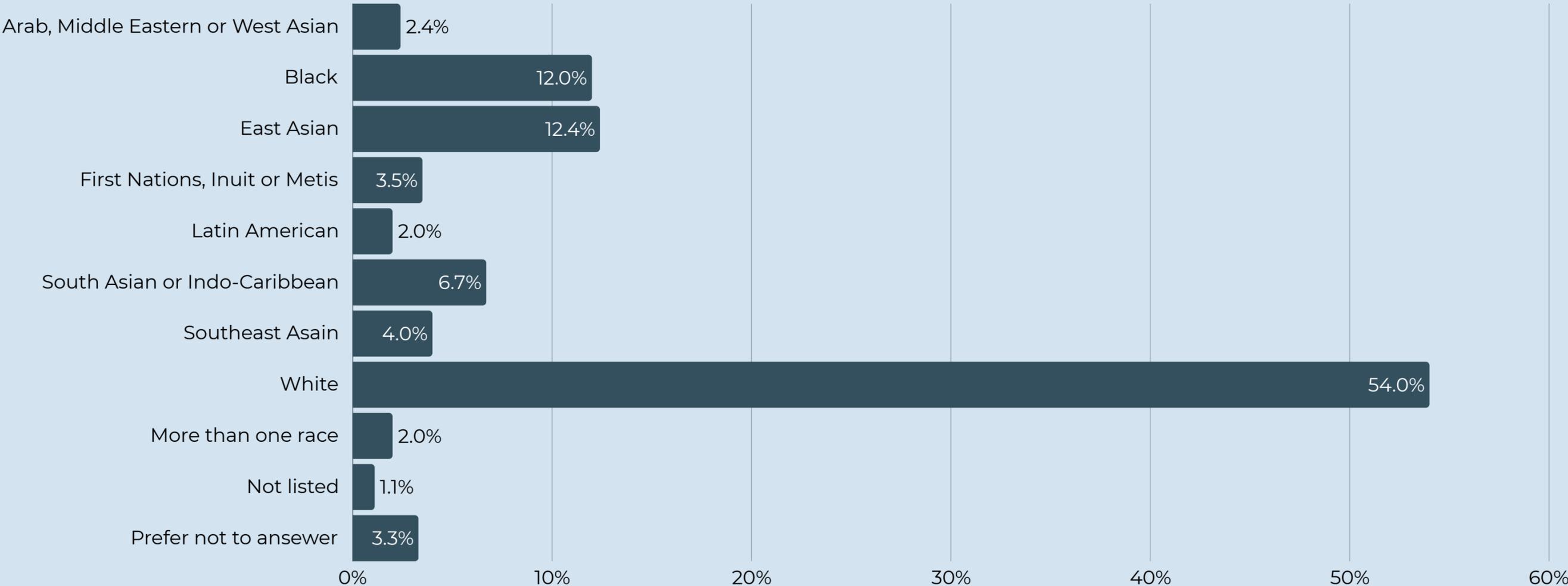
Question - Gender identity is the gender that people identify with or how they perceive themselves, which may be different from their sex assigned at birth. What best describes your gender?

RESPONDENT HOUSEHOLD INCOME



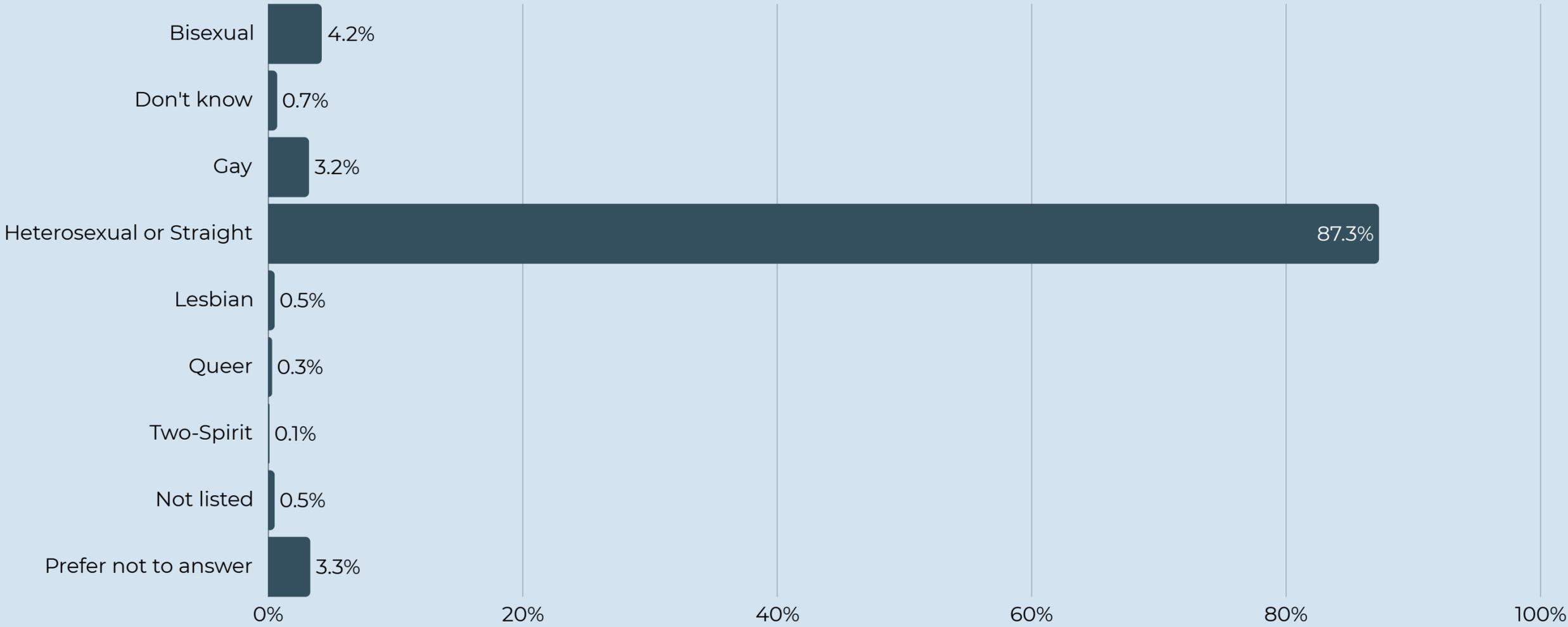
Question - What is your annual household income before taxes?

RESPONDENT RACIAL IDENTITY



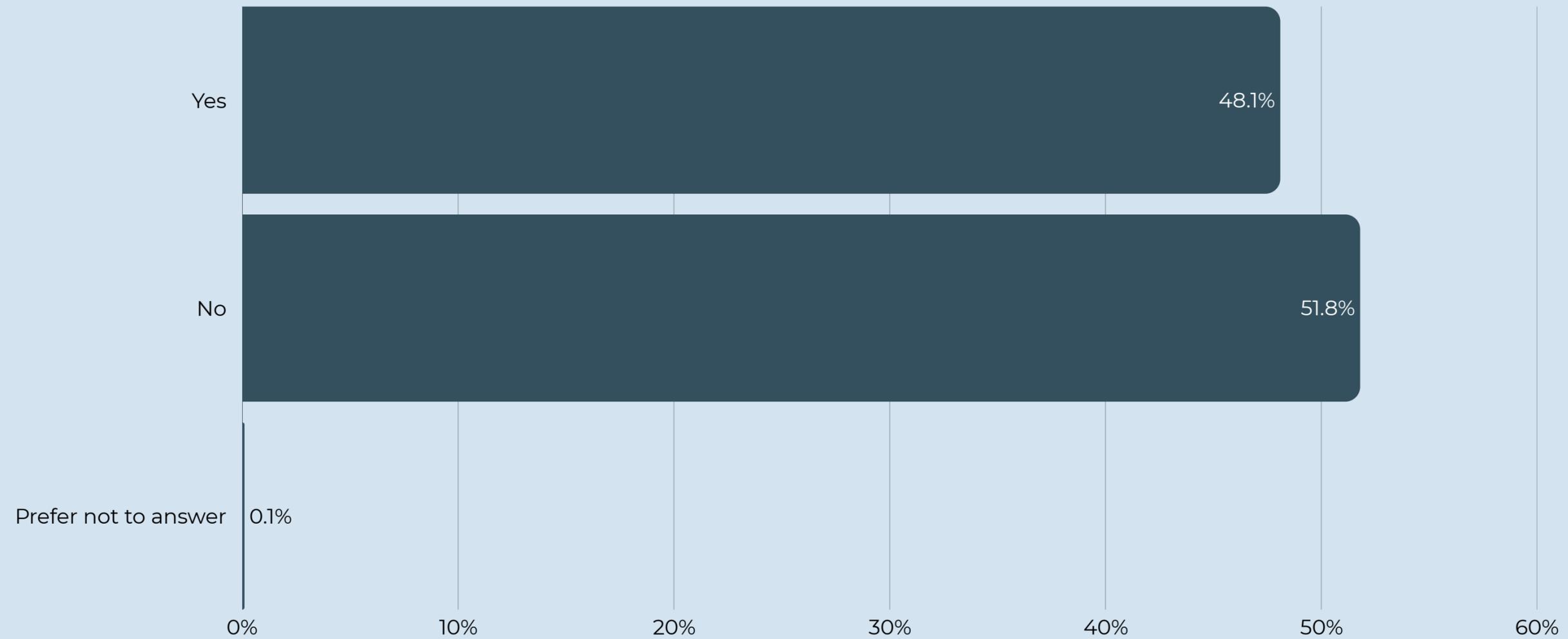
Question - People often describe themselves by their race or racial background. For example, some people consider themselves “Black”, “White” or “East Asian”. Which race category best describes you? Select all that apply.

RESPONDENT SEXUAL ORIENTATION



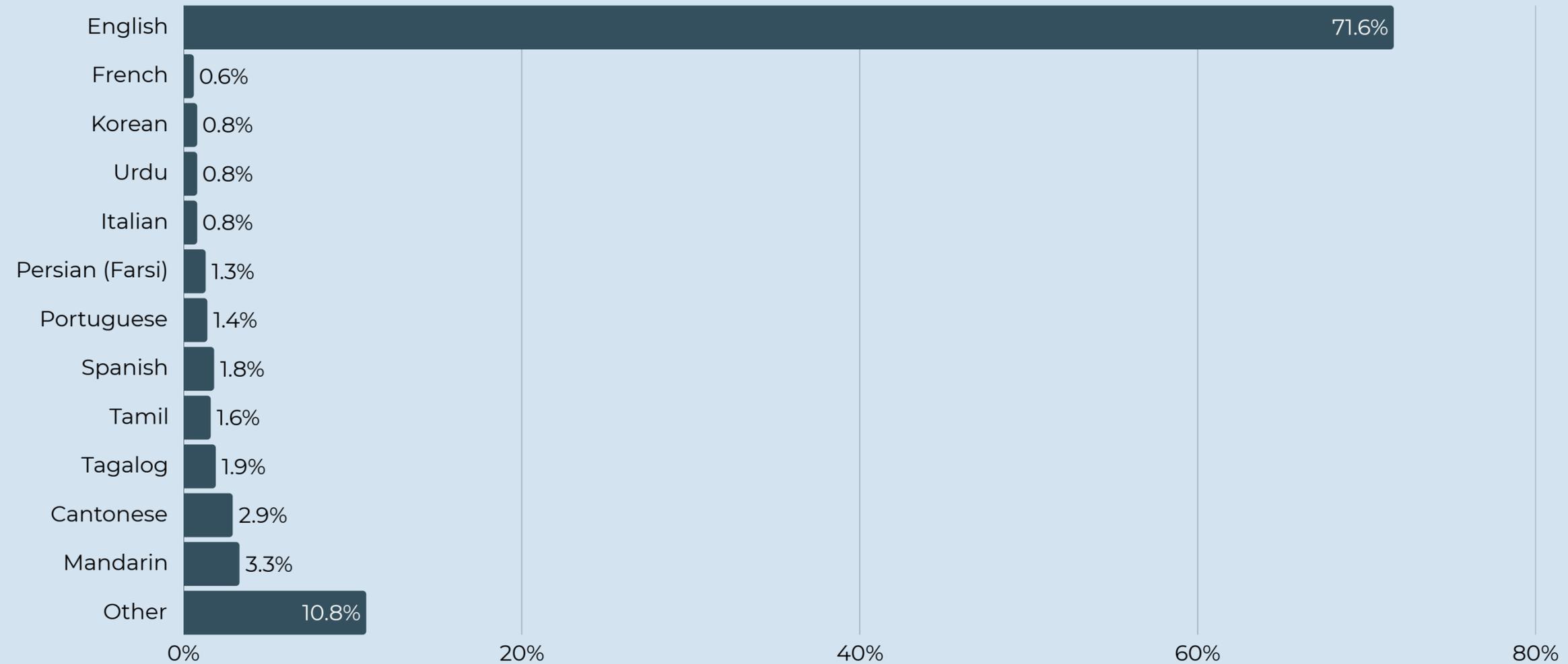
Question - Sexual orientation describes a person’s emotional, physical, romantic and/or sexual attraction to other people. What best describes your sexual orientation?

RESPONDENTS BORN IN CANADA



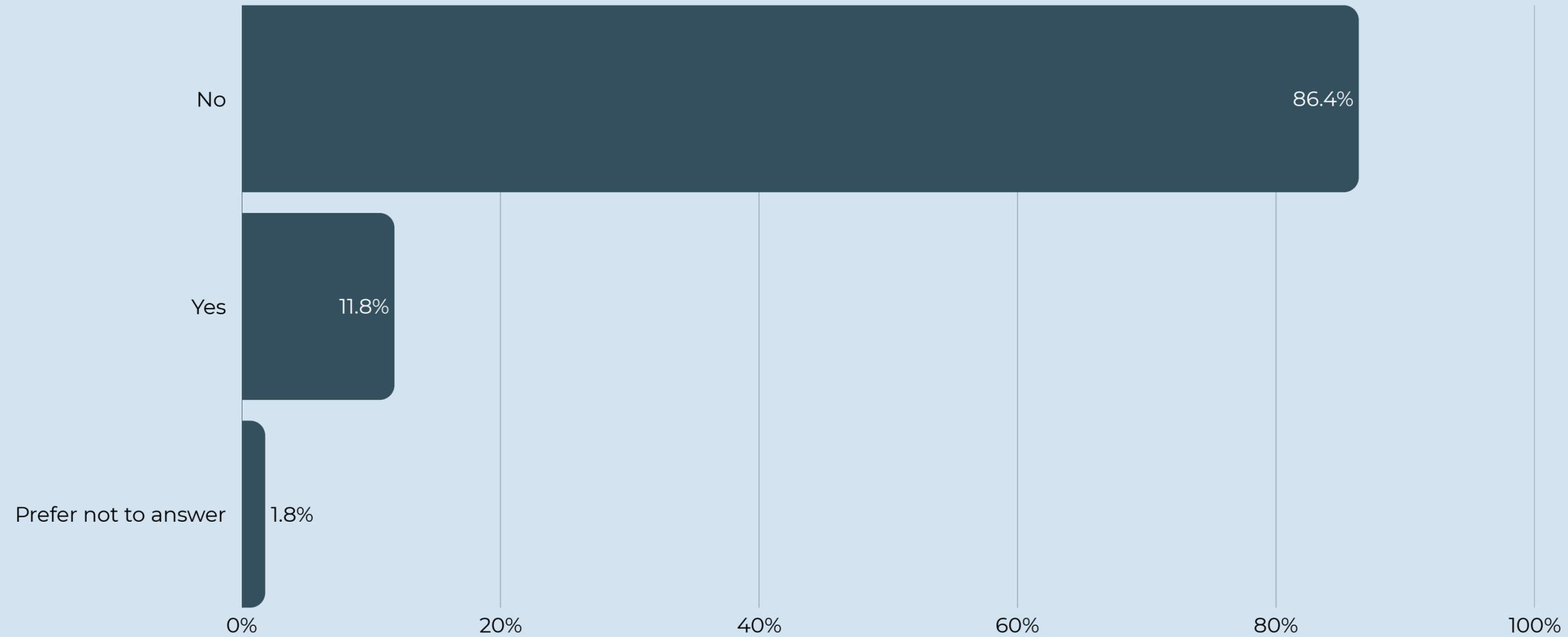
Question - Were you born in Canada?

RESPONDENT LANGUAGE SPOKEN AT HOME



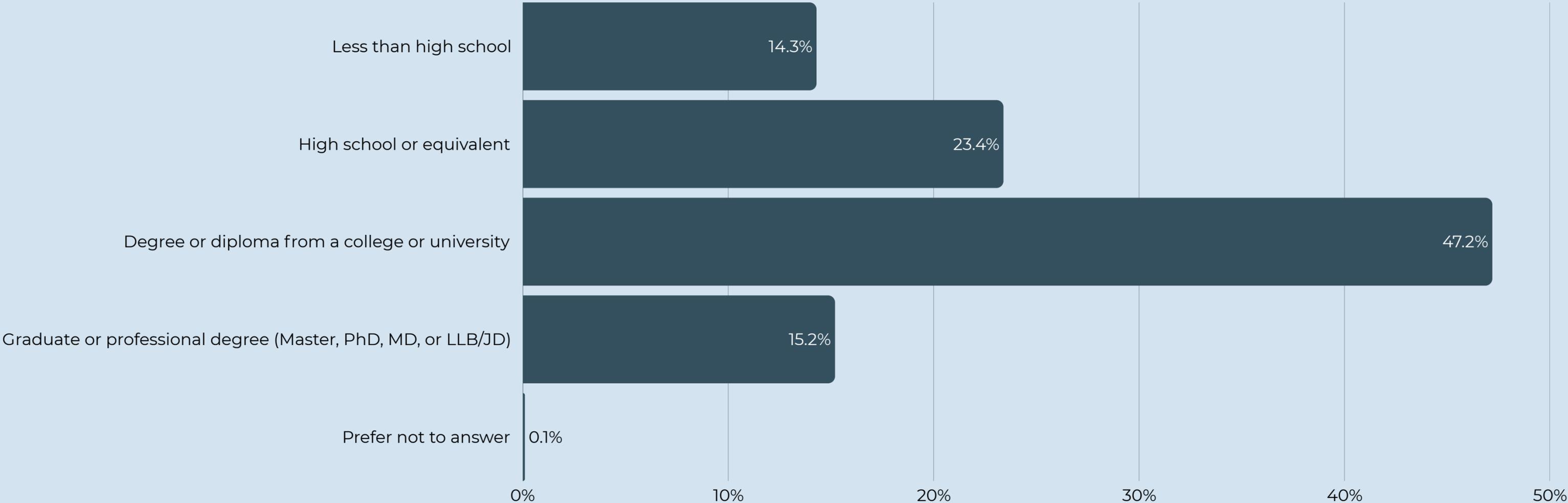
Question - What language do you speak most often at home?

RESPONDENTS WITH A DISABILITY



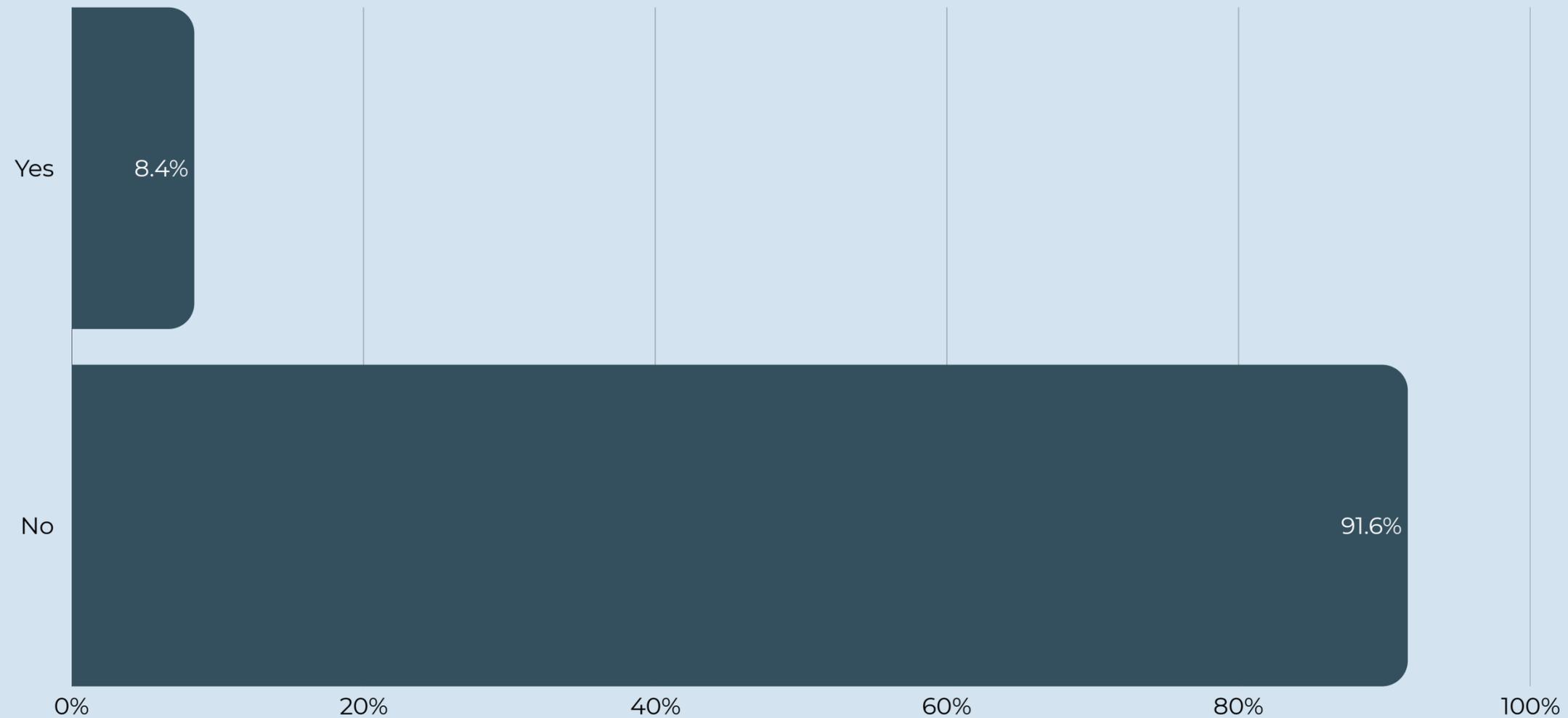
Question - Do you consider yourself to be a person with a disability that prevents you from cycling? (A person with a disability has an ongoing, physical, mental, sensory or learning impairment which may result in a barrier to cycling.)

RESPONDENT EDUCATION LEVEL



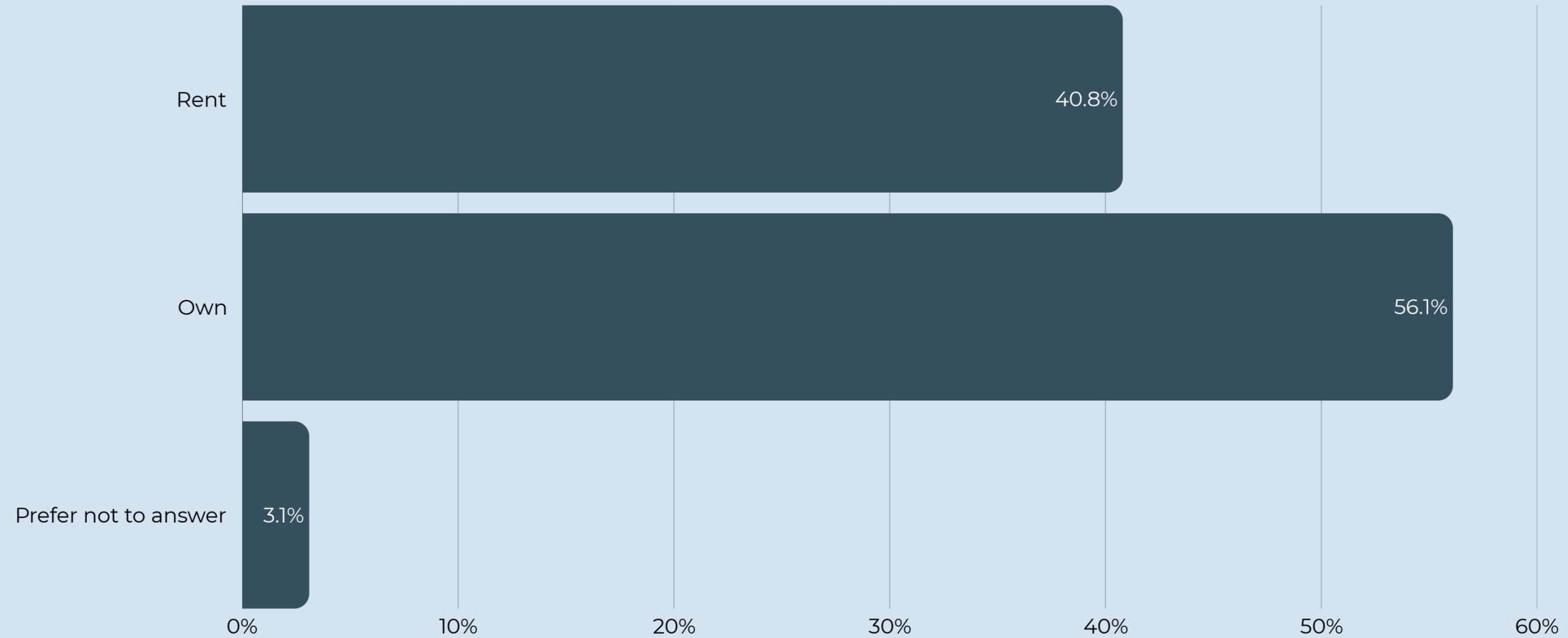
Question - What is the highest level of education you have completed?

RESPONDENTS SELF-IDENTIFYING AS INDIGENOUS



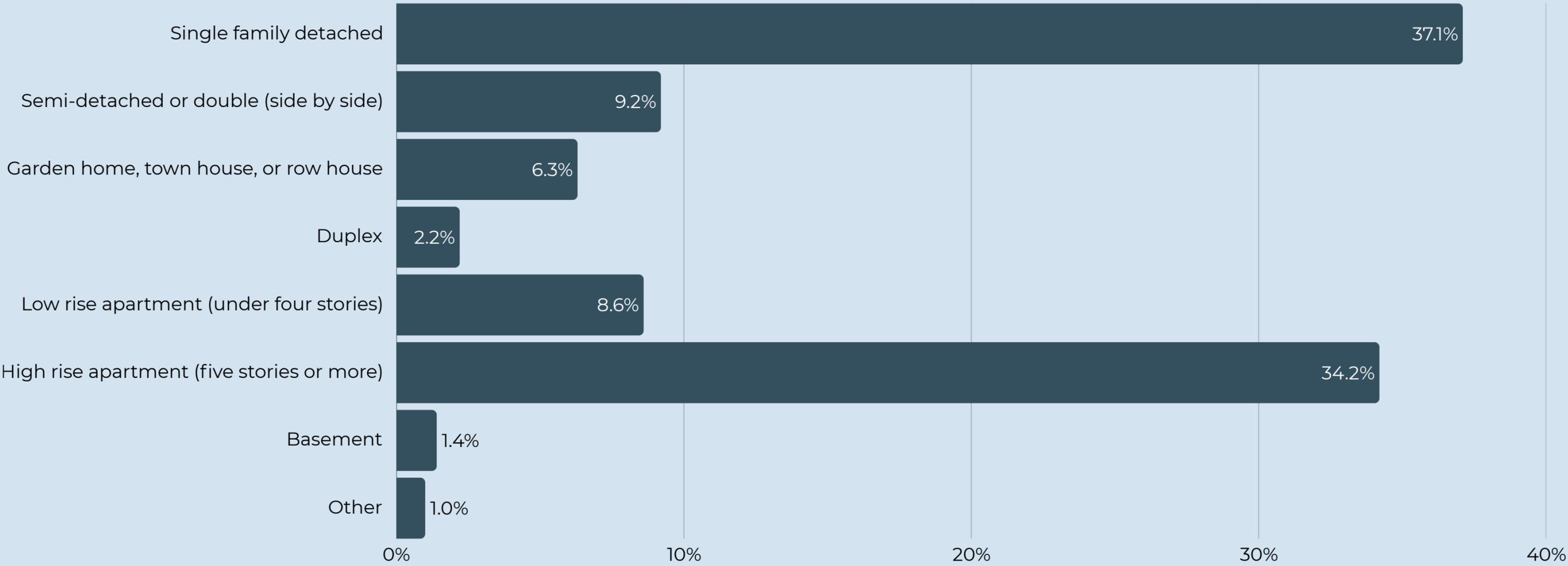
Question - Do you consider yourself to be an Indigenous person? (Indigenous person includes members of First Nations, Inuit, or Métis peoples.)

RESPONDENT HOME OWNERSHIP



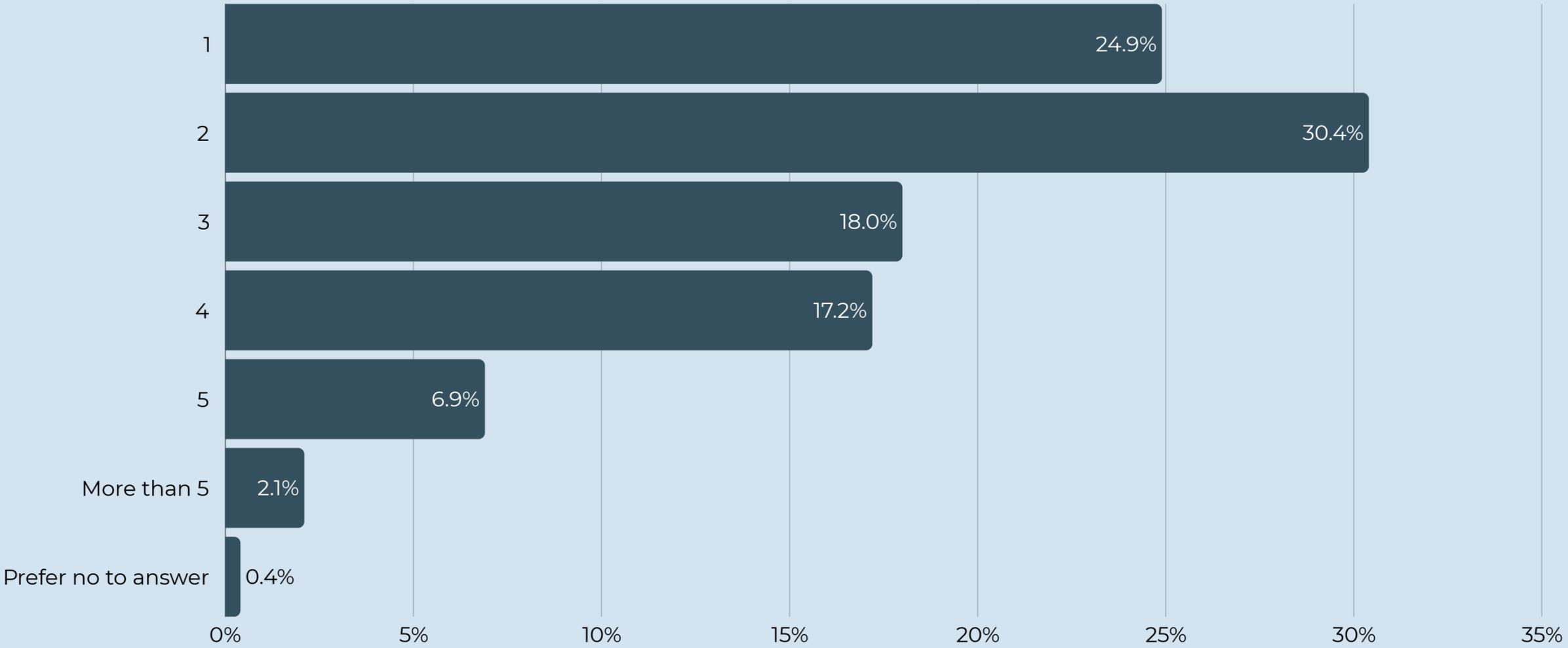
Question - Do you rent or own your home?

RESPONDENT HOUSING TYPE



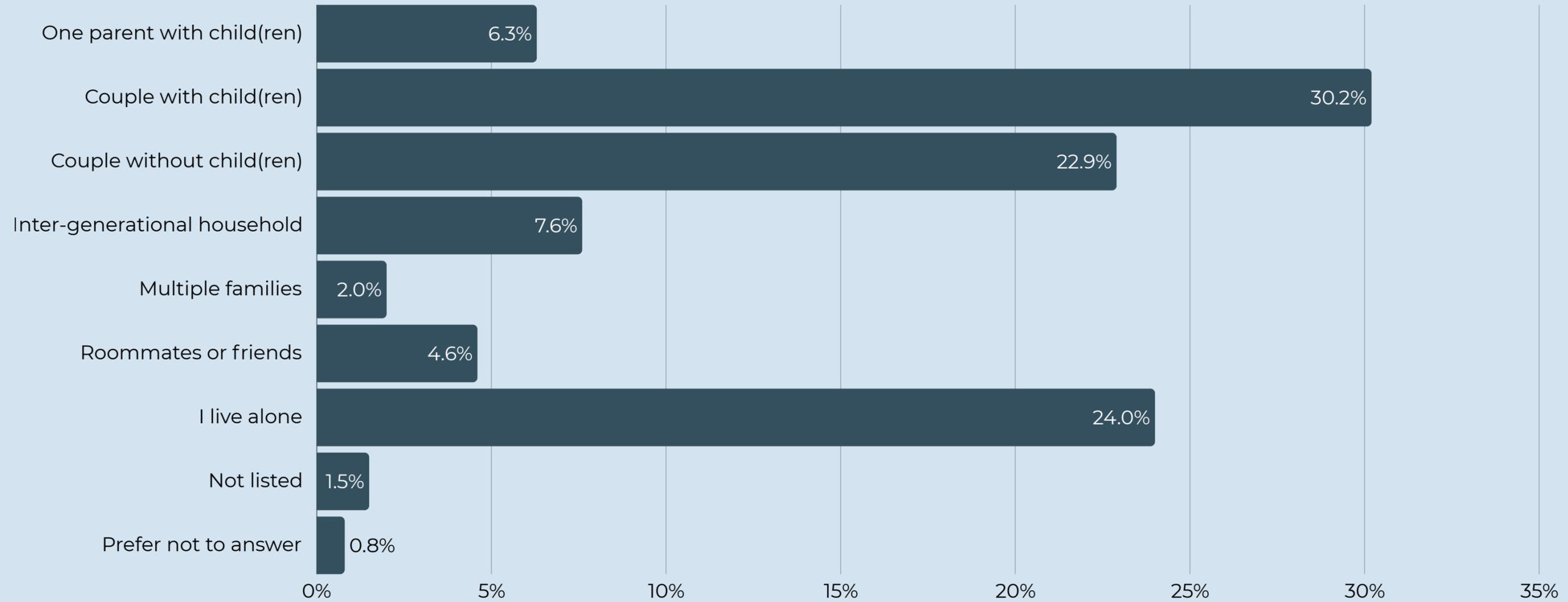
Question - What type of home do you live in?

RESPONDENT HOUSEHOLD SIZE



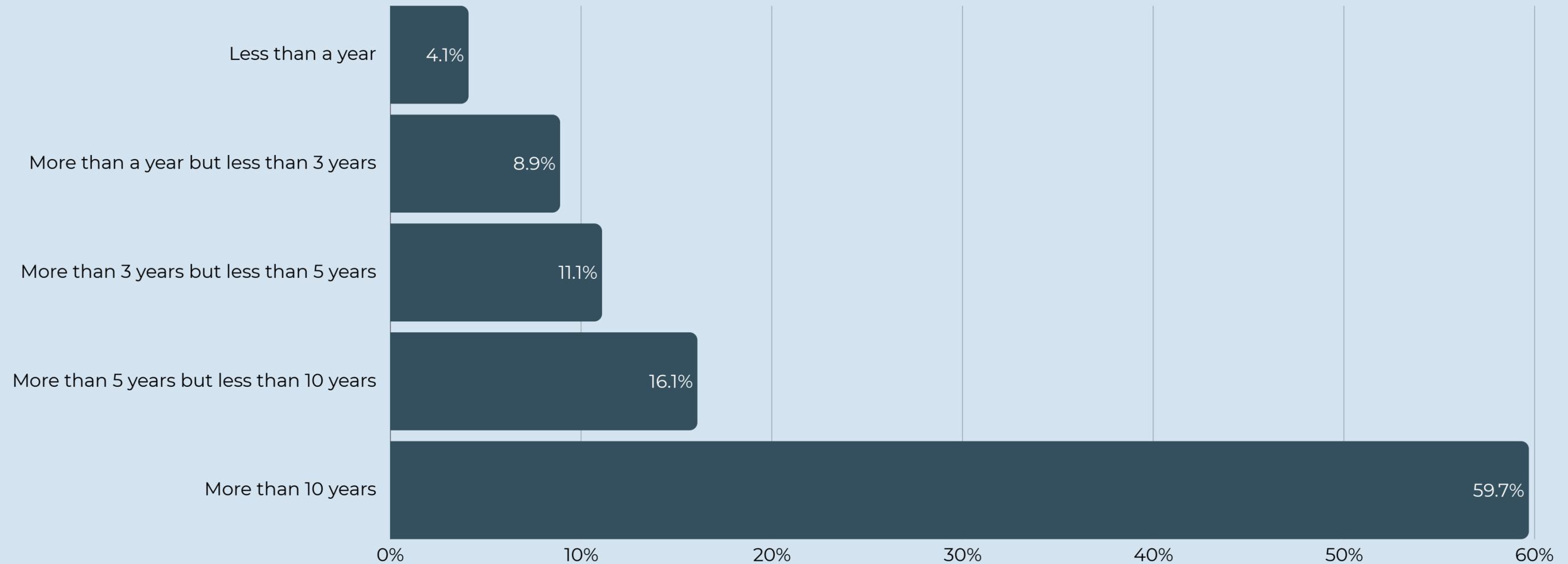
Question - Including yourself, how many people live in your household on a regular basis?

RESPONDENT HOUSEHOLD MAKE-UP



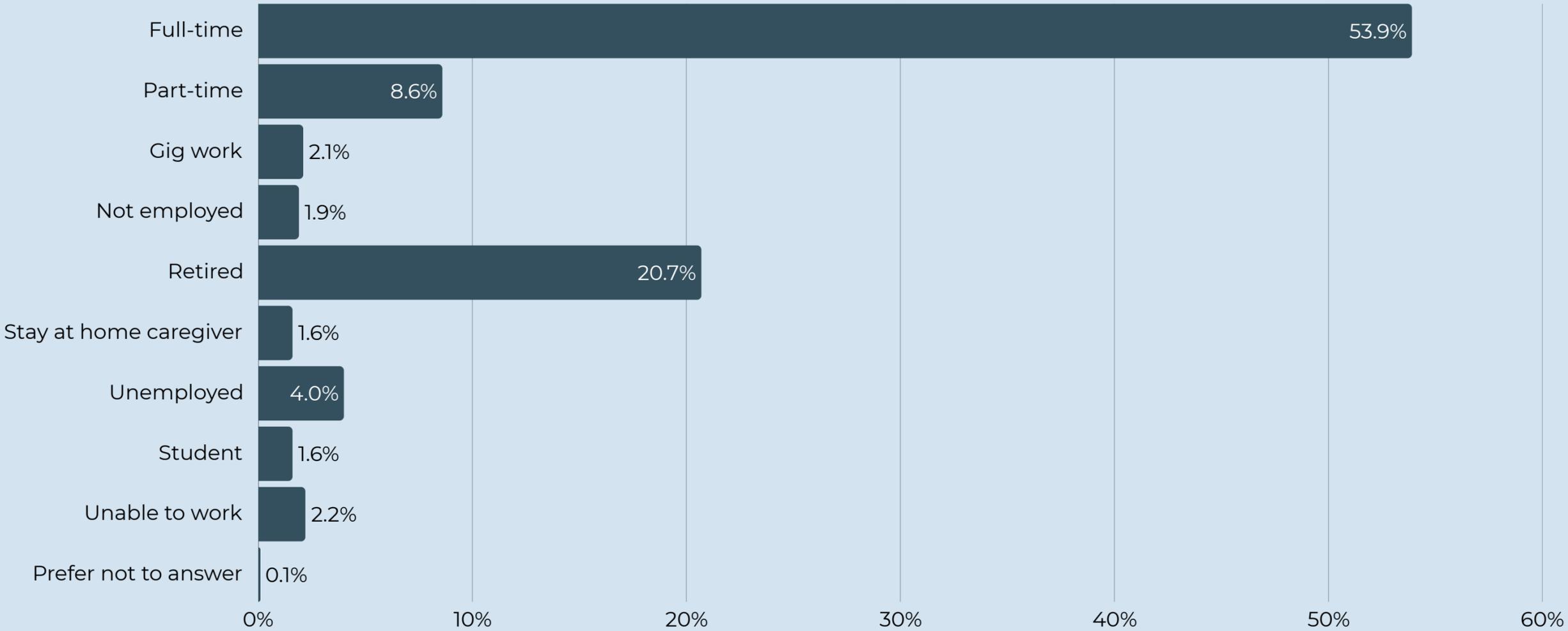
Question - Who are the members living in your household?

RESPONDENT YEARS LIVED IN CURRENT NEIGHBOURHOOD



Question - How long have you lived in the neighbourhood you are in now?

RESPONDENT EMPLOYMENT STATUS

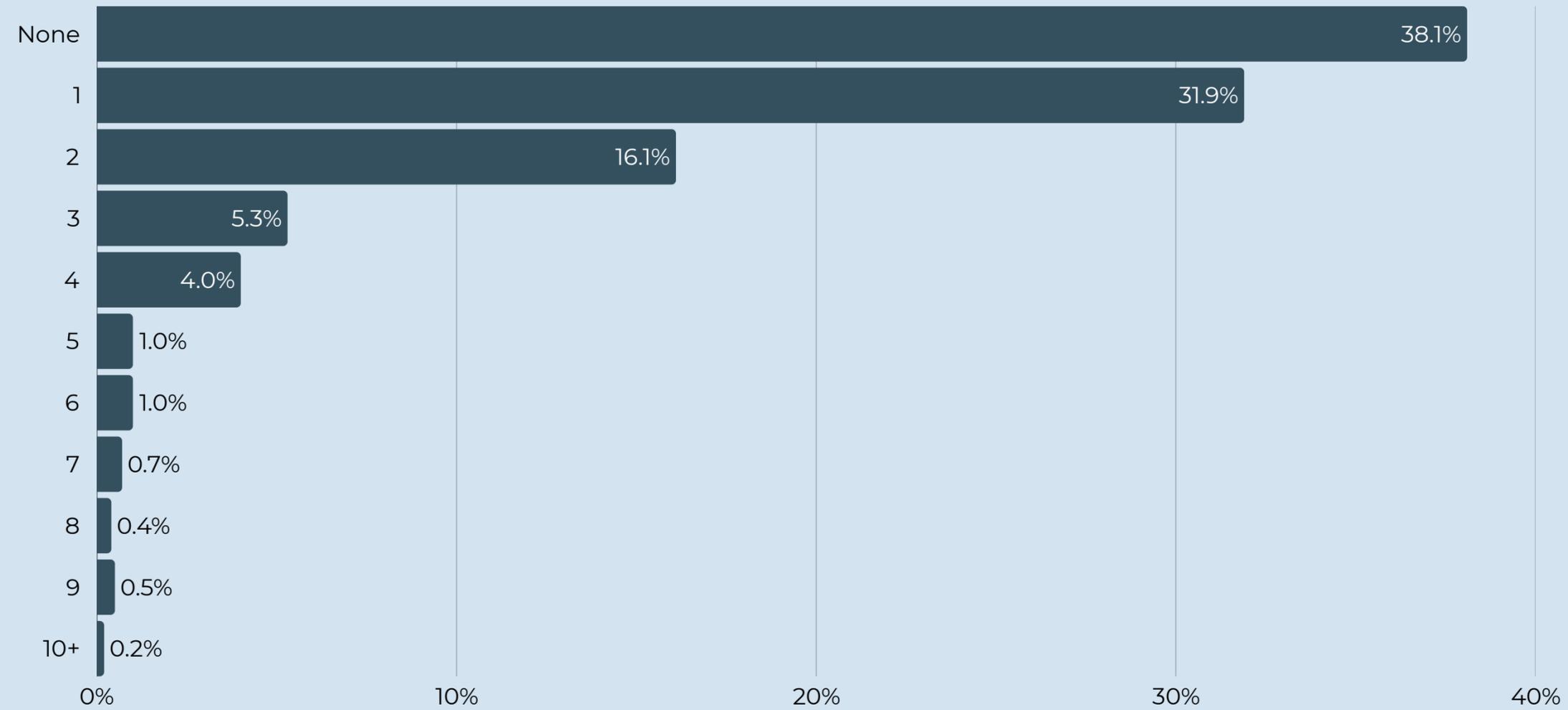


Question - What term best describes your current employment situation?

BIKE OWNERSHIP AND ACCESS

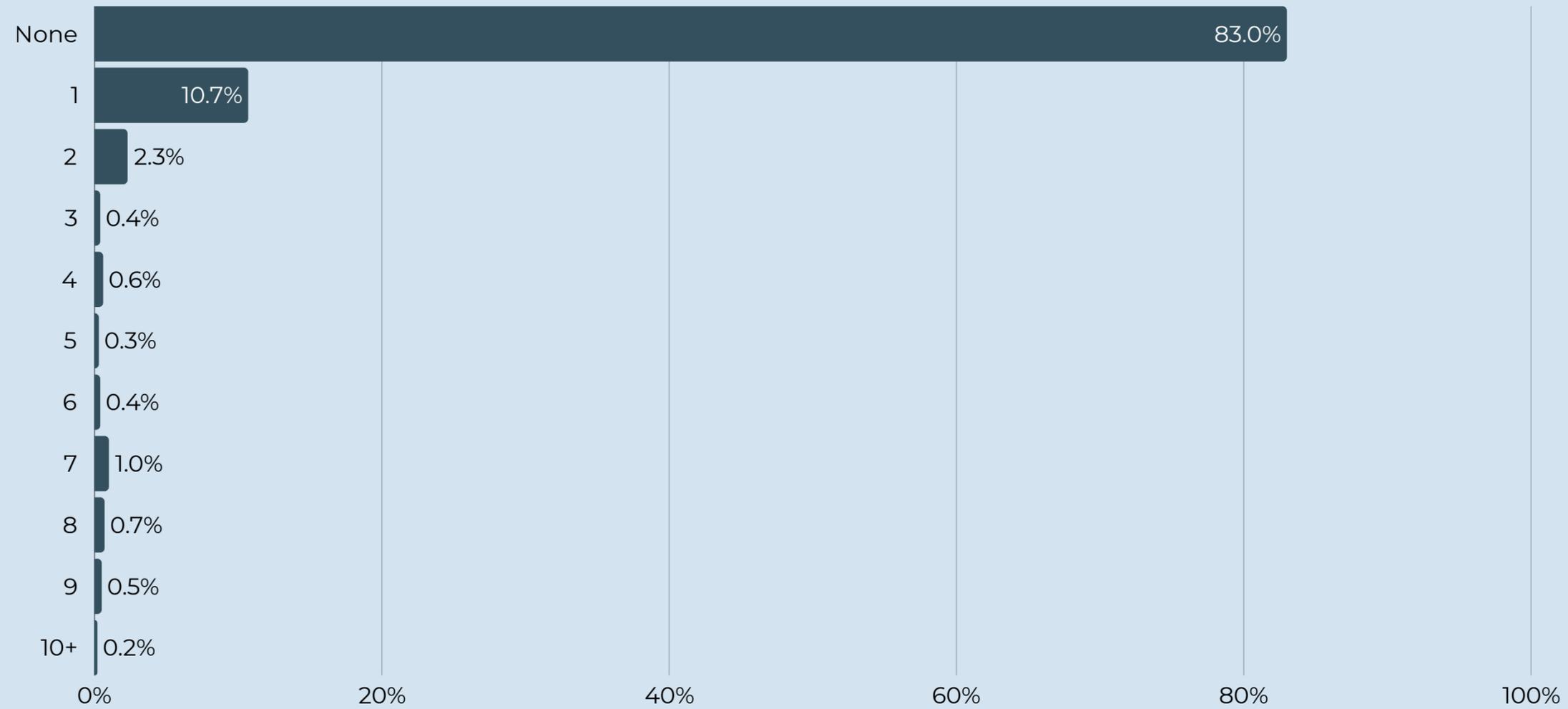


HOUSEHOLD BIKE OWNERSHIP



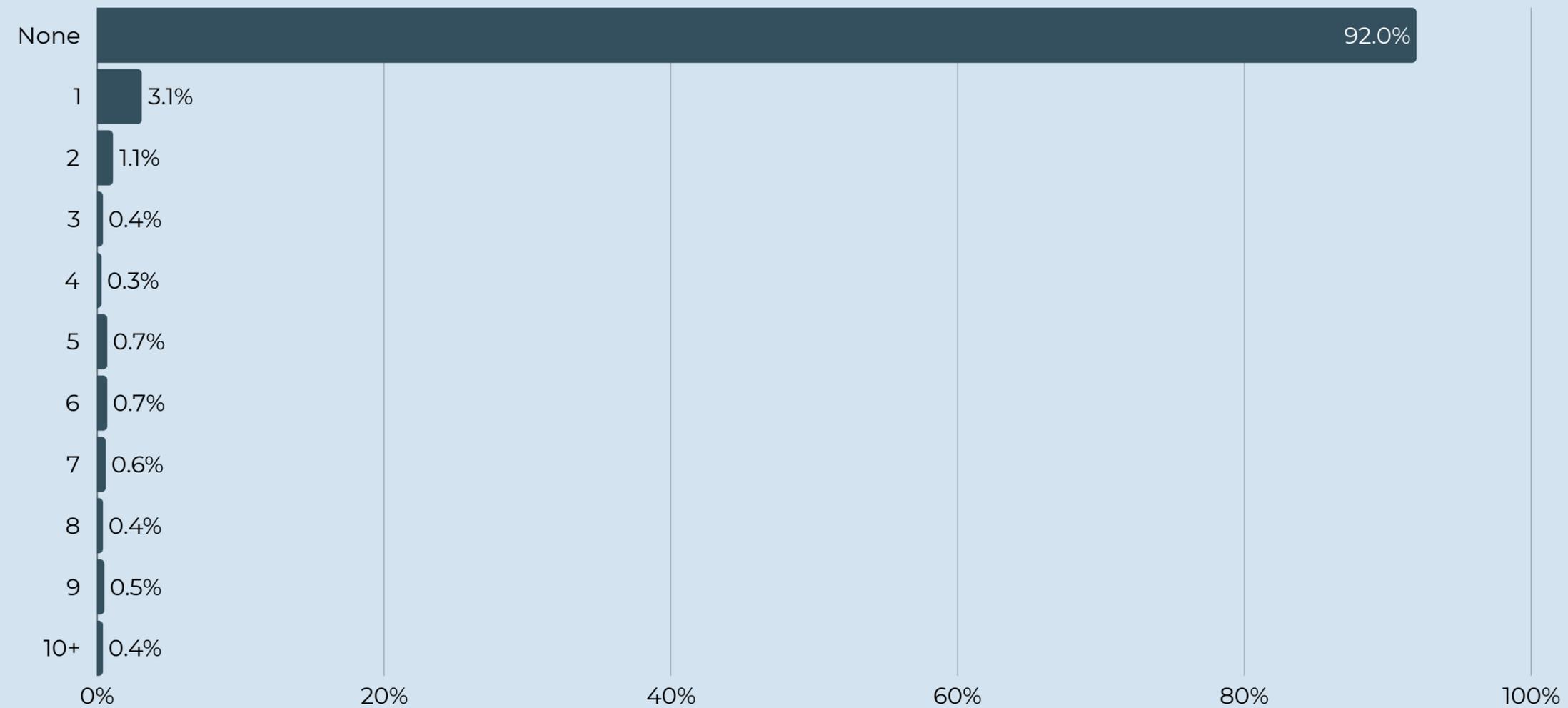
Question - How many bikes do you have in your household?

HOUSEHOLD PEDAL-ASSIST ELECTRIC BIKE OWNERSHIP



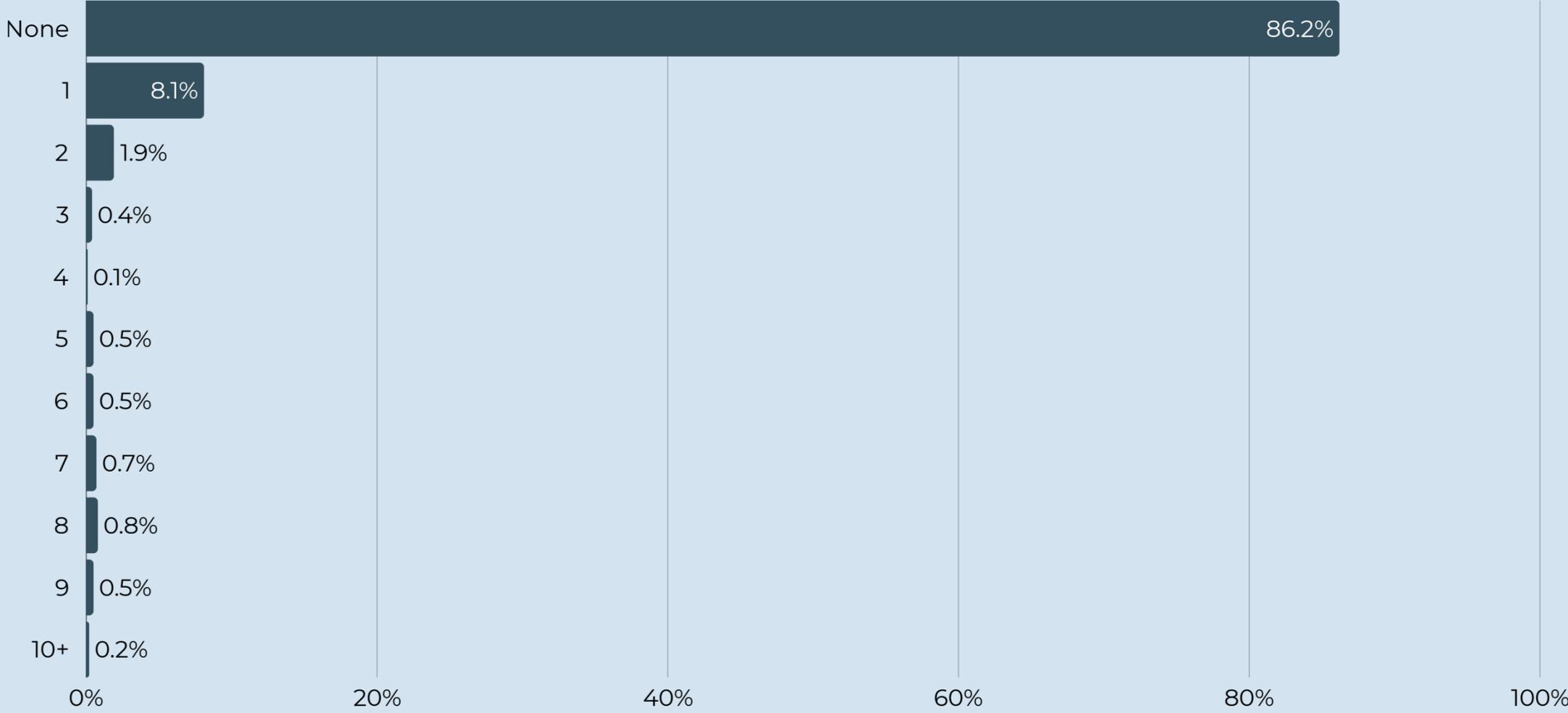
Question - How many electric bikes (pedal-assist) do you have in your household?

HOUSEHOLD CARGO/E-CARGO OWNERSHIP



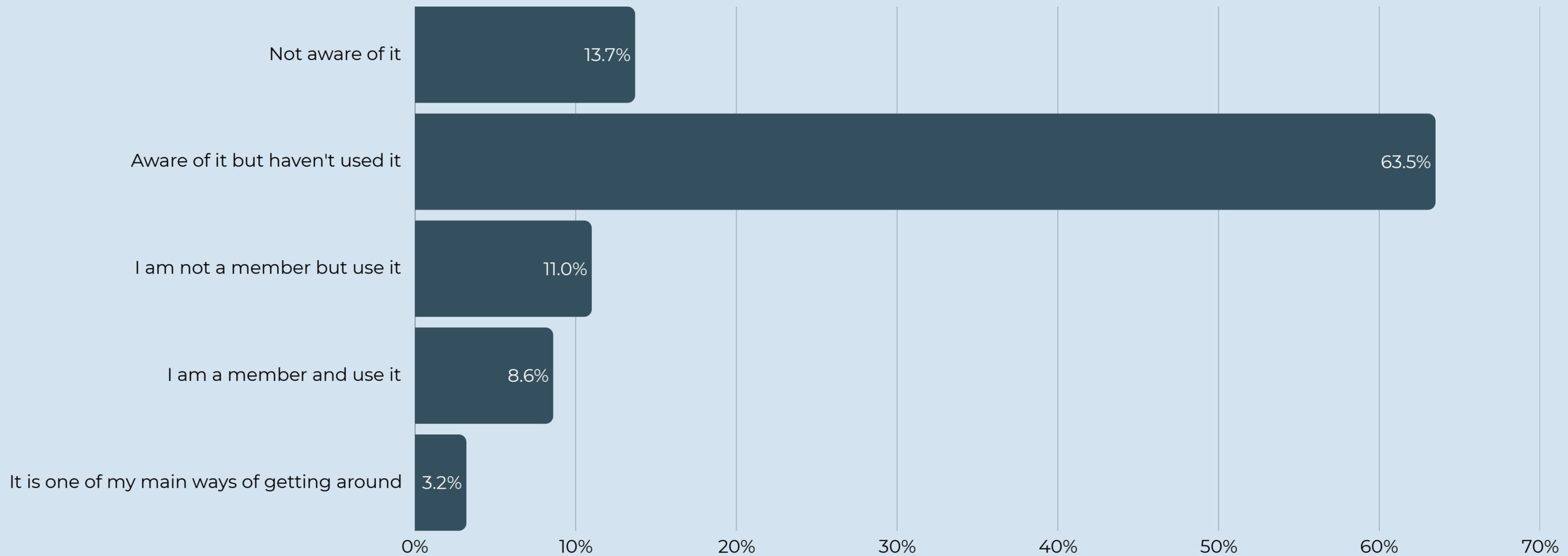
Question - How many electric bikes (cargo) do you have in your household?

HOUSEHOLD E-KICK SCOOTER OWNERSHIP



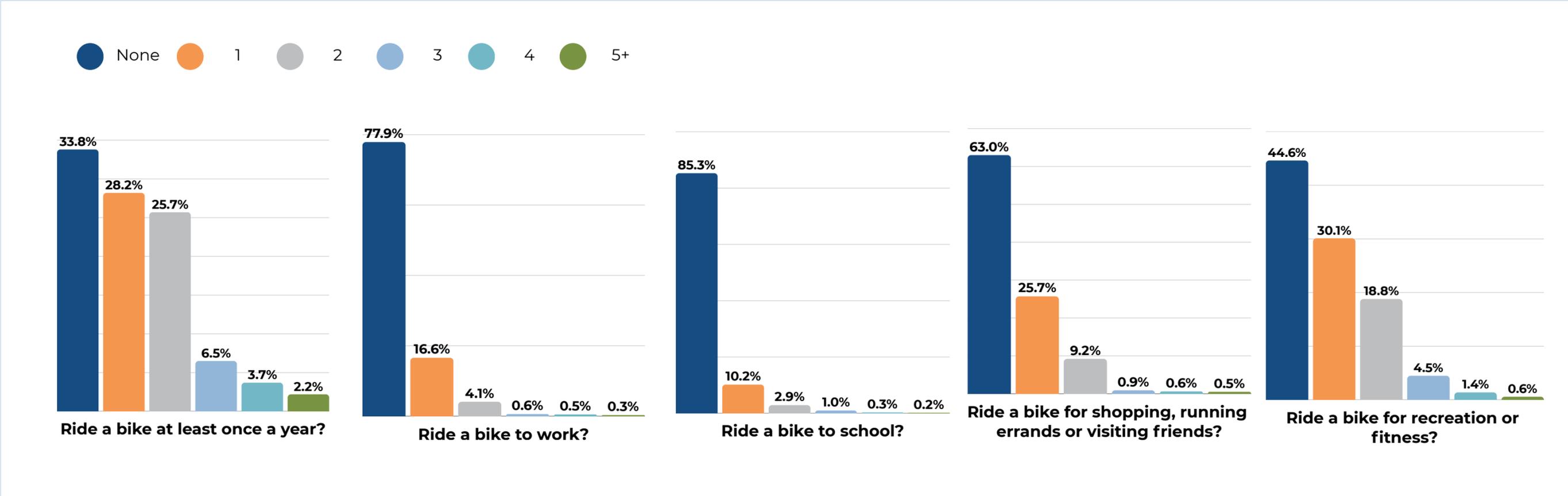
Question - How many electric kick scooters do you have in your household?

ENGAGEMENT WITH TORONTO BIKE SHARE



Question – What best describes your relationship with Toronto’s BikeShare system?

BIKE USAGE



Question – Including yourself, how many persons 15 years of age and over in your household RIDE A BIKE at least once a year?

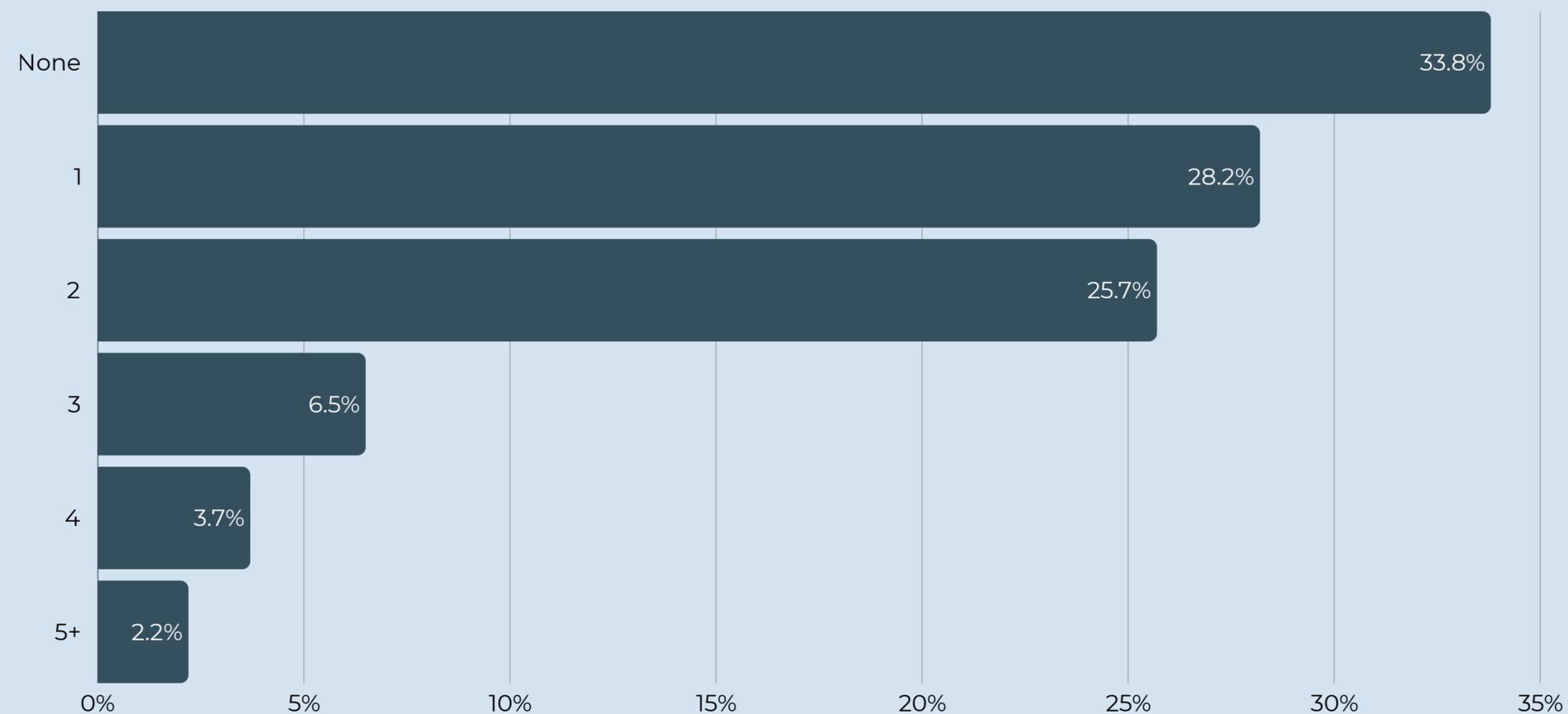
Question – Including yourself, how many persons 15 years of age and over in your household ride a bike to WORK at least once a year?

Question – Including yourself, how many persons 15 years of age and over in your household ride a bike to SCHOOL at least once a year?

Question – Including yourself, how many persons 15 years of age and over in your household ride a bike for SHOPPING, RUNNING ERRANDS or VISITING FRIENDS at least once a year?

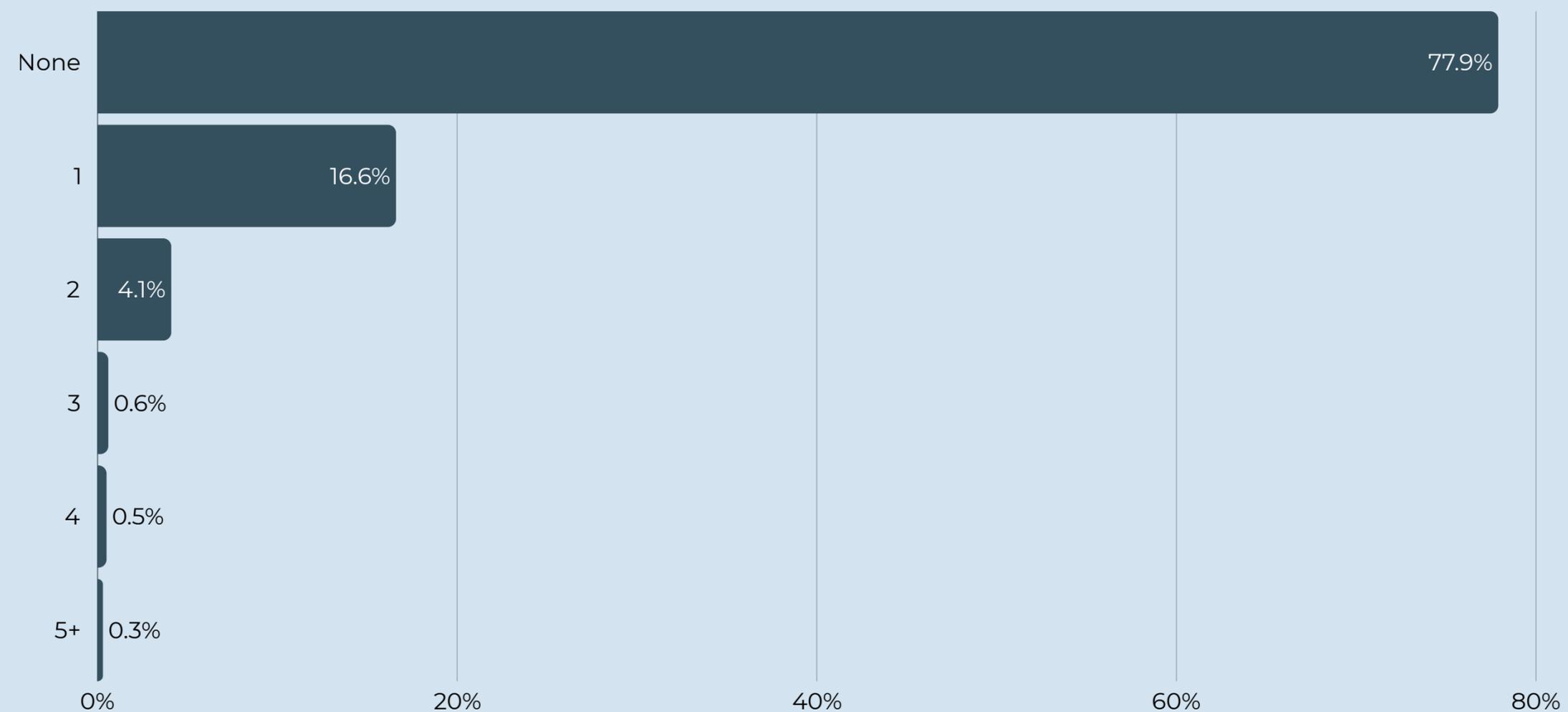
Question – Including yourself, how many persons 15 years of age and over in your household ride a bike for RECREATION or FITNESS at least once a year?

NUMBER OF PERSONS IN HOUSEHOLD WHO RIDE A BIKE



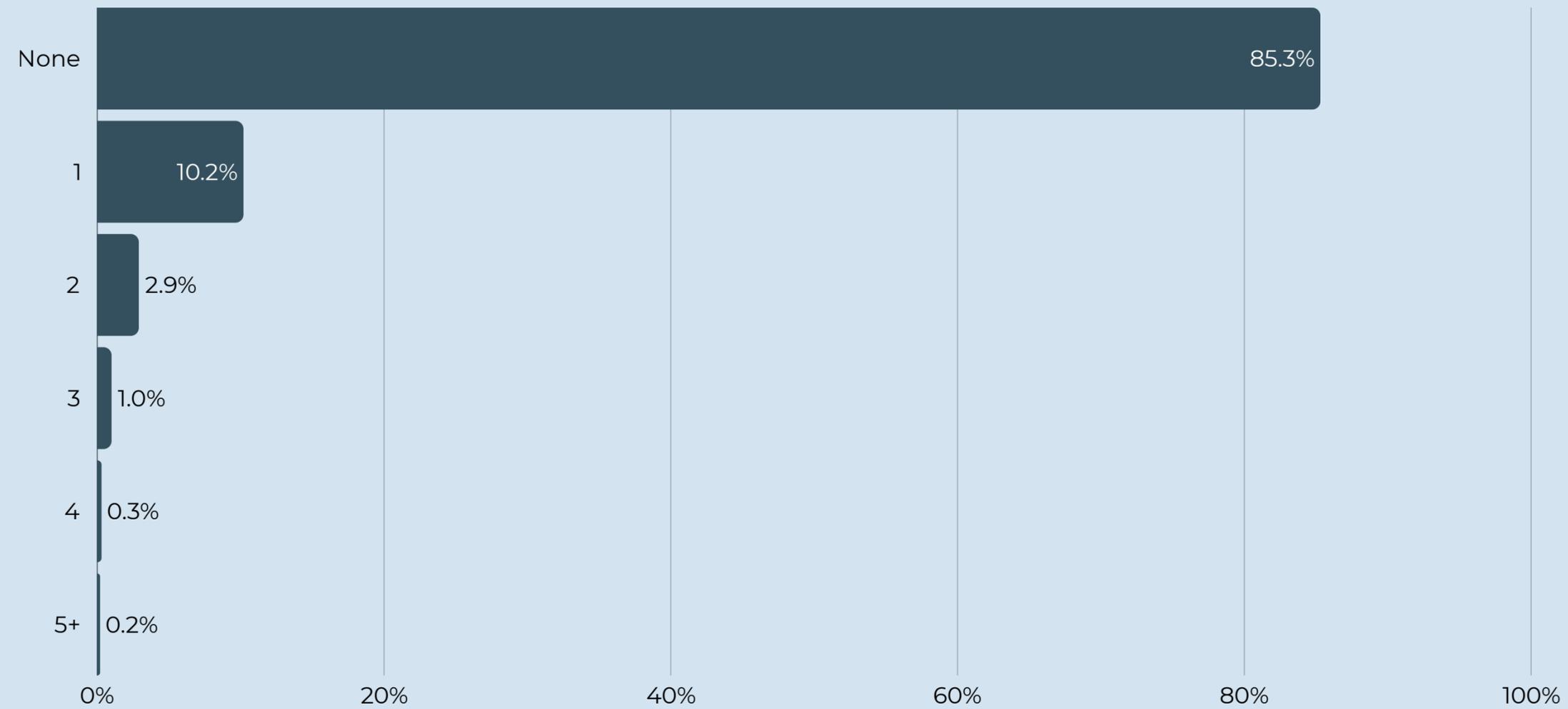
Question – Including yourself, how many persons 15 years of age and over in your household RIDE A BIKE at least once a year?

NUMBER OF PERSONS IN HOUSEHOLD WHO RIDE A BIKE TO WORK



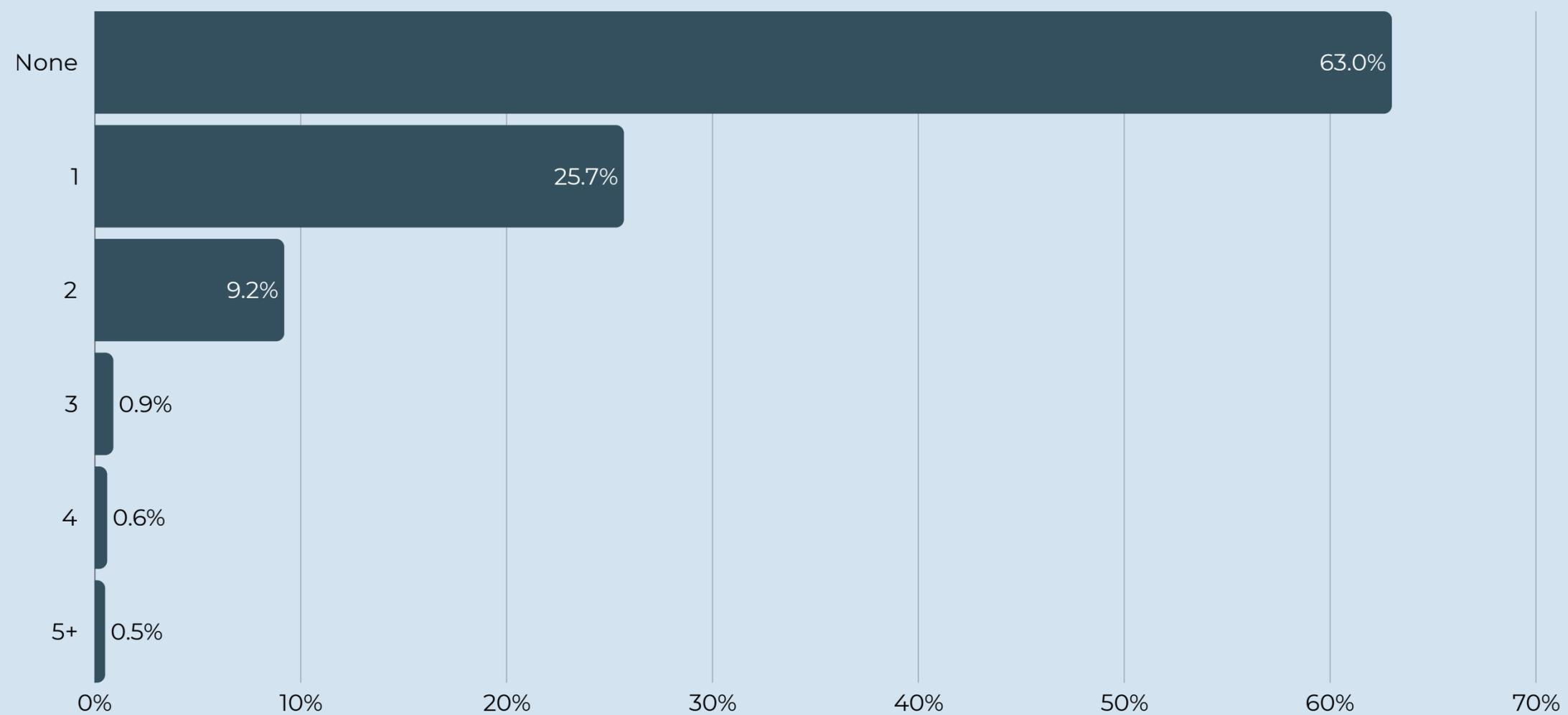
Question – Including yourself, how many persons 15 years of age and over in your household ride a bike to WORK at least once a year?

NUMBER OF PERSONS IN HOUSEHOLD WHO RIDE A BIKE TO SCHOOL



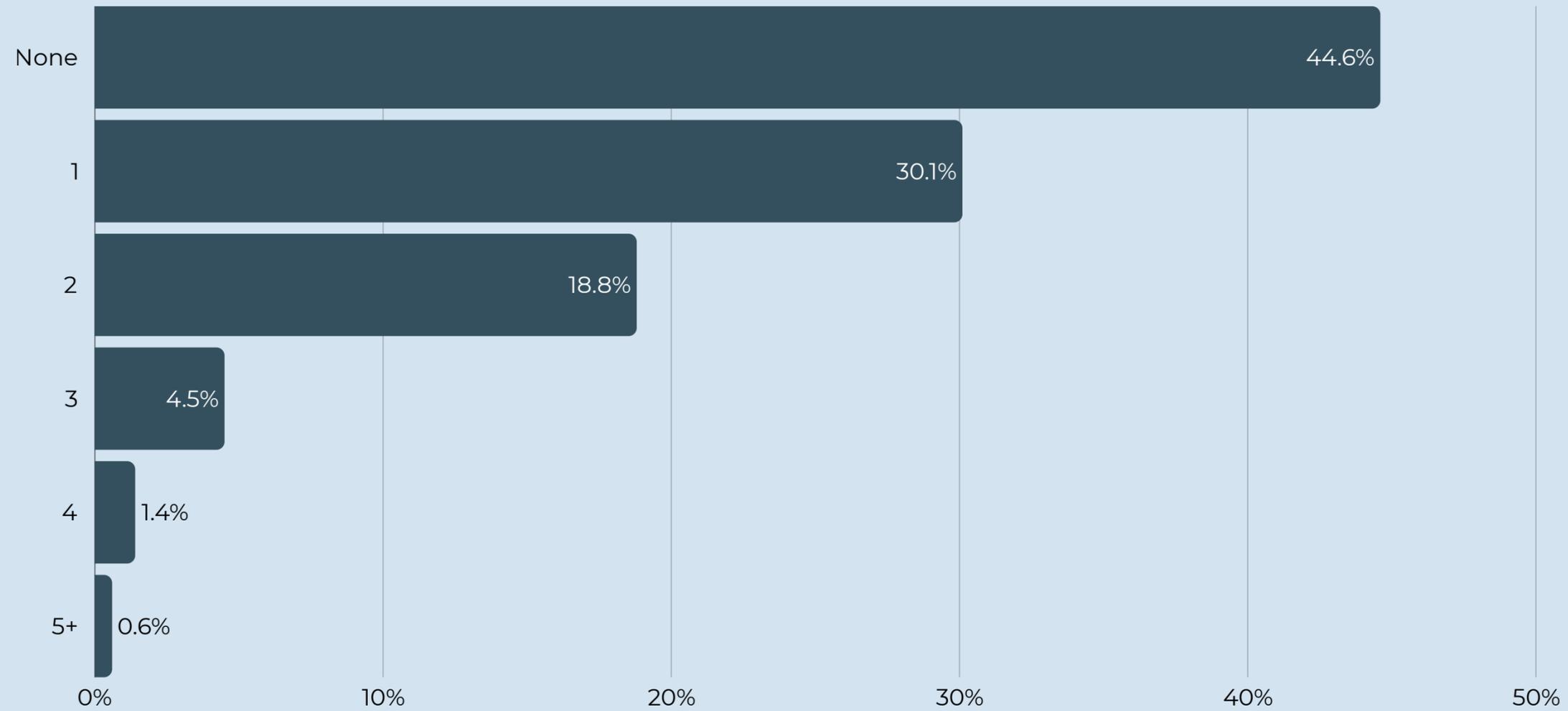
Question – Including yourself, how many persons 15 years of age and over in your household ride a bike to SCHOOL at least once a year?

NUMBER OF PERSONS IN HOUSEHOLD WHO RIDE A BIKE FOR ERRANDS



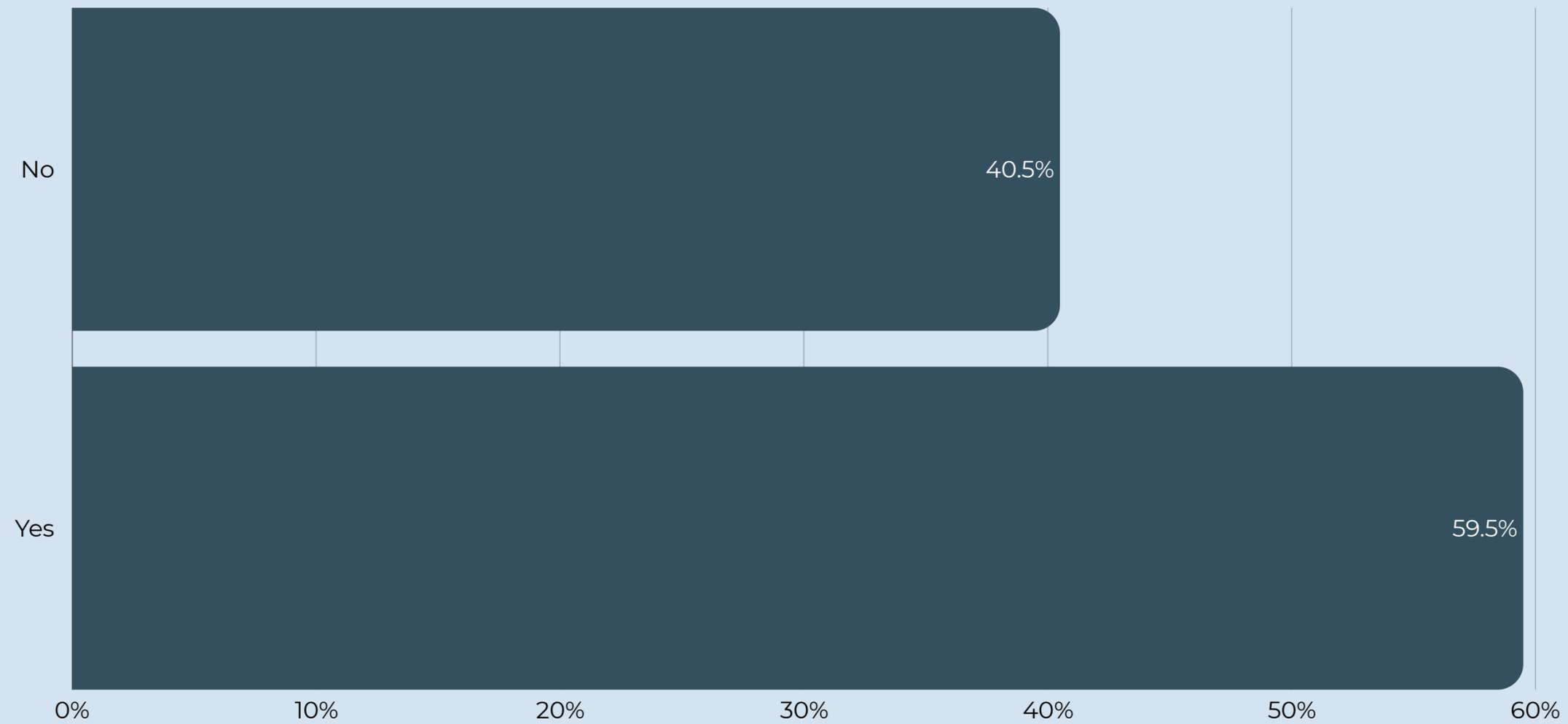
Question – Including yourself, how many persons 15 years of age and over in your household ride a bike for SHOPPING, RUNNING ERRANDS, or VISITING FRIENDS?

NUMBER OF PERSONS IN HOUSEHOLD WHO RIDE A BIKE FOR RECREATION OR FITNESS



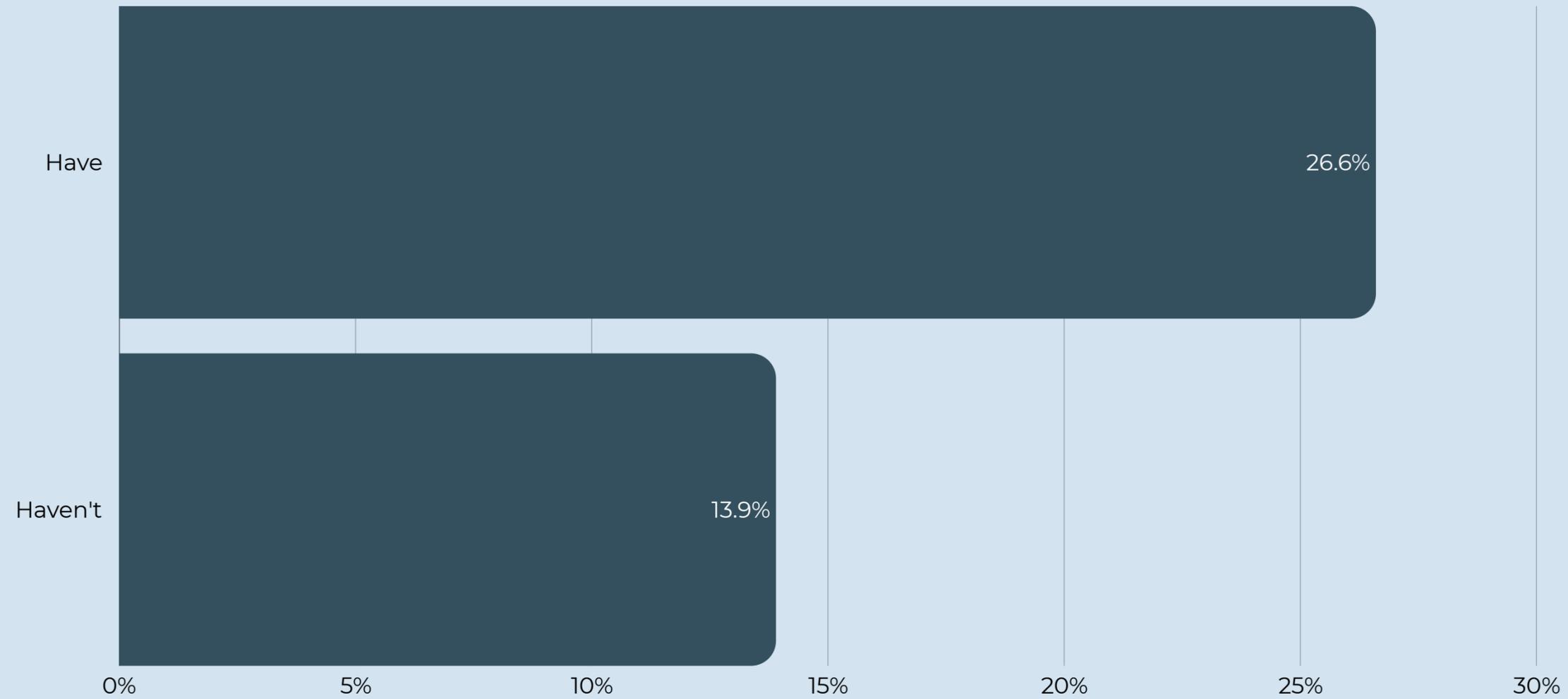
Question – Including yourself, how many persons 15 years of age and over in your household Ride a bike for RECREATION or FITNESS?

INDIVIDUAL BIKE USAGE



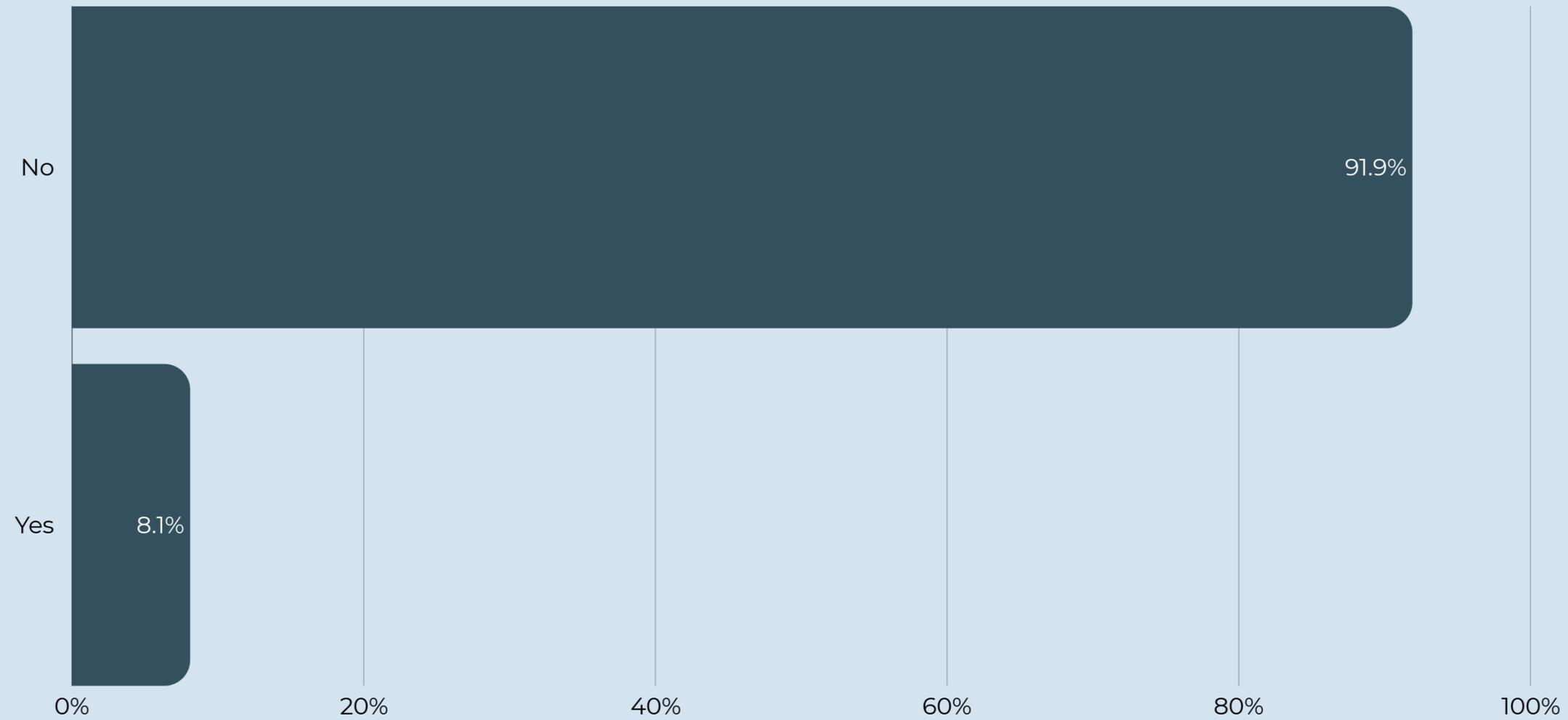
Question – During good weather, do you ride a bike?

PAST BIKE USAGE AMONG RESPONDENTS WHO DO NOT RIDE



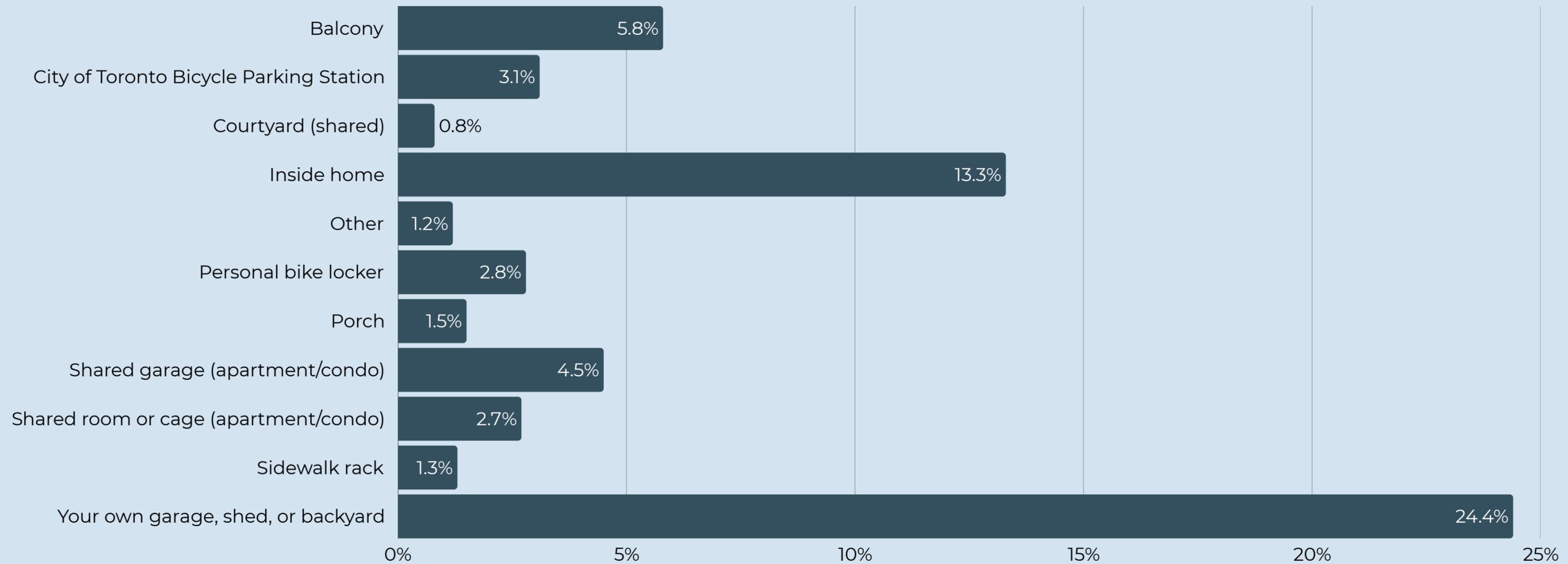
Question – (If answered I DO NOT RIDE A BIKE) Have you previously ridden a bike for any purpose?

BIKE USAGE BY MONTH



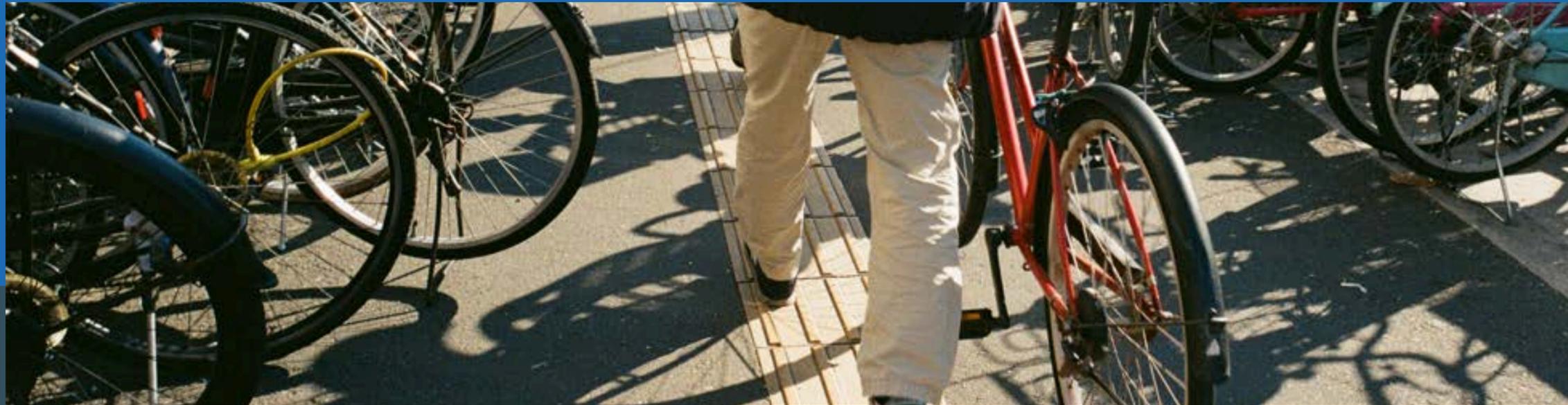
Question – [Ask CYCLISTS only] Do you cycle in any of the winter months (December to February)?

BIKE STORAGE LOCATION WHEN NOT IN USE

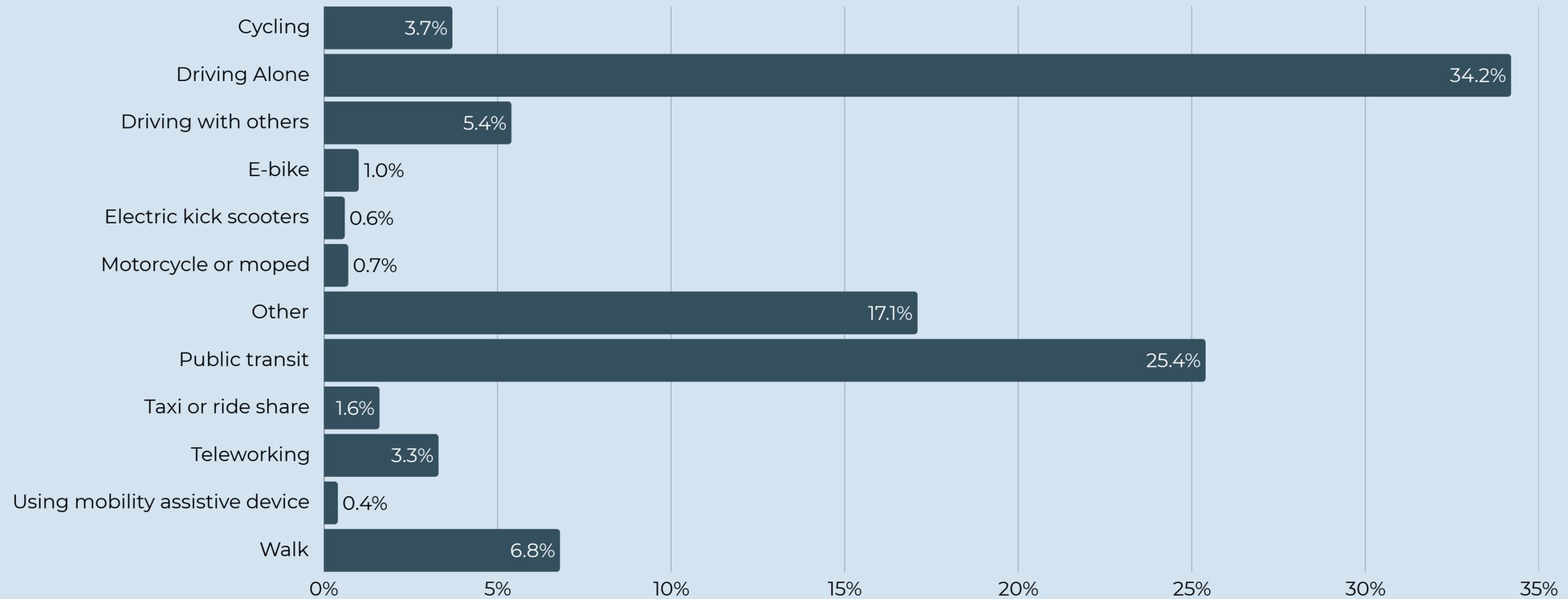


Question – [Ask BIKE OWNERS only] Where do you most often store your bike when it is not in use (i.e. overnight)?

TRAVEL BEHAVIOUR

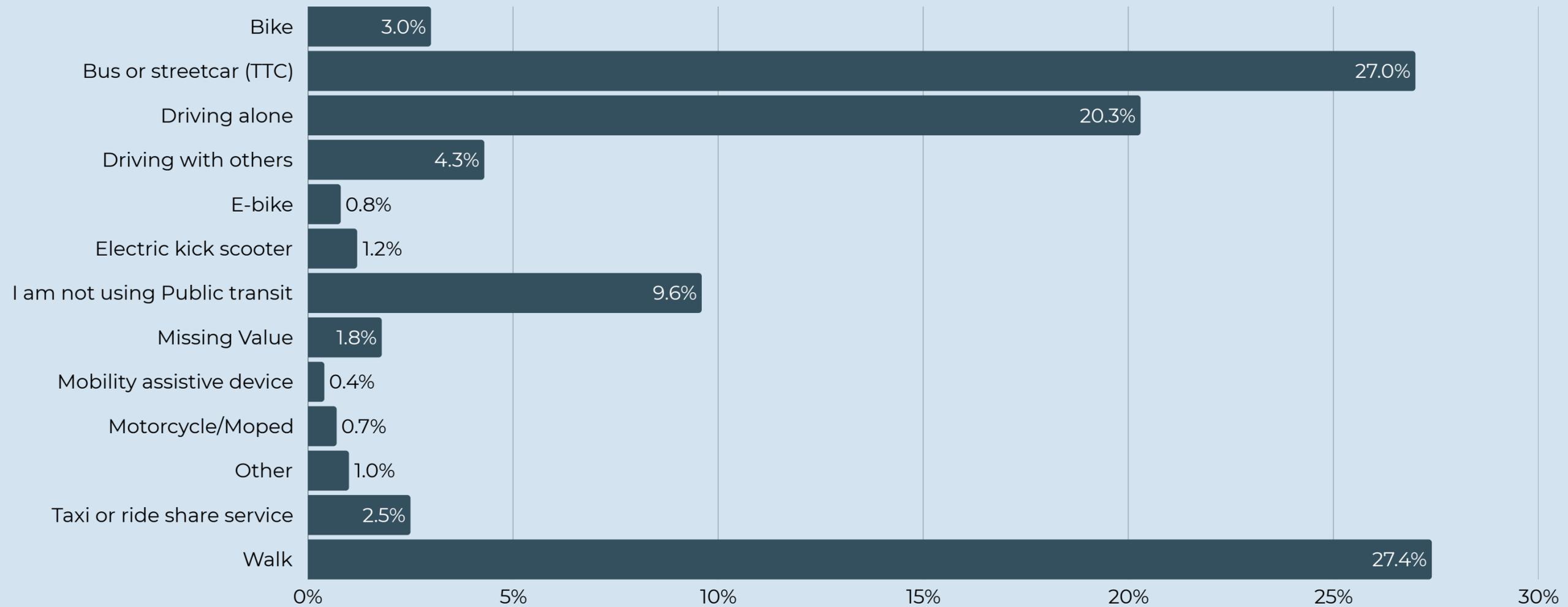


COMMUTING TRAVEL MODE



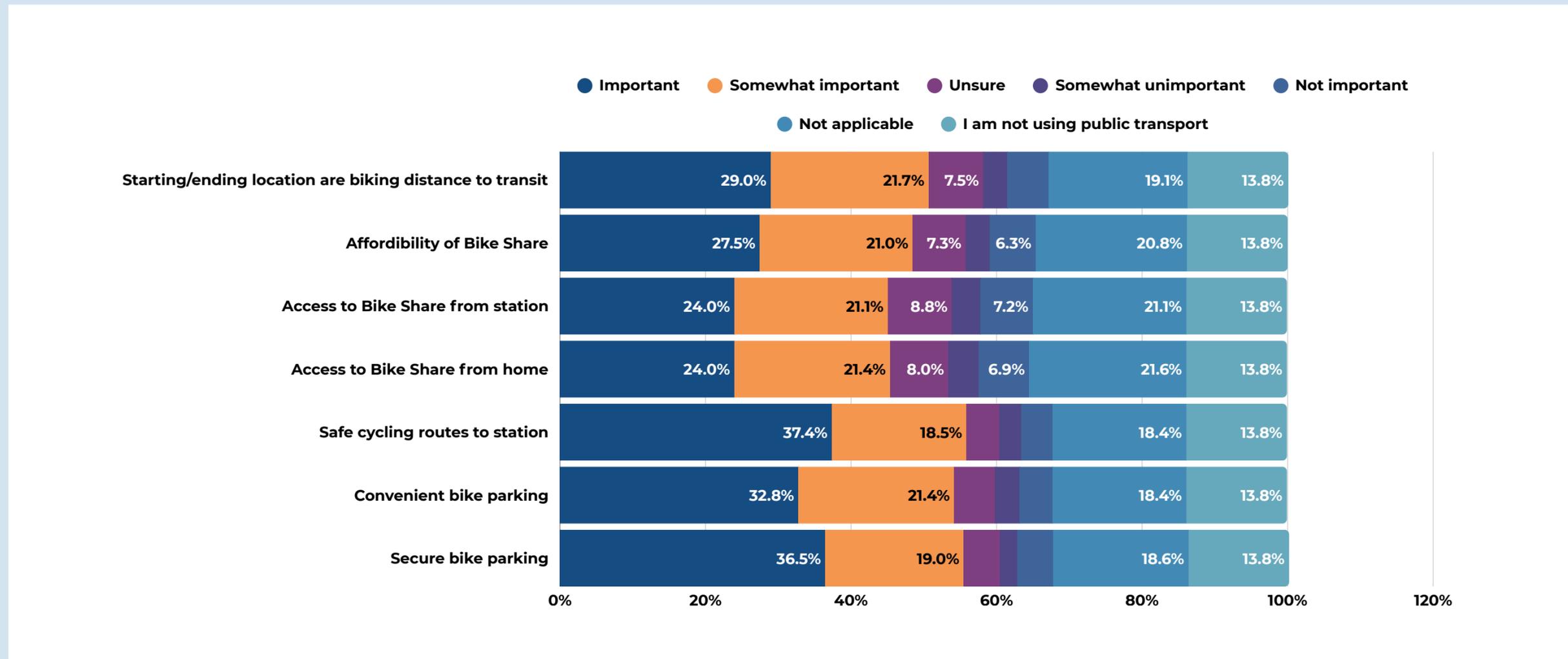
Question – How do you most often commute to work or school?

MAIN MODE OF TRANSPORTATION WHEN ACCESSING PUBLIC TRANSIT



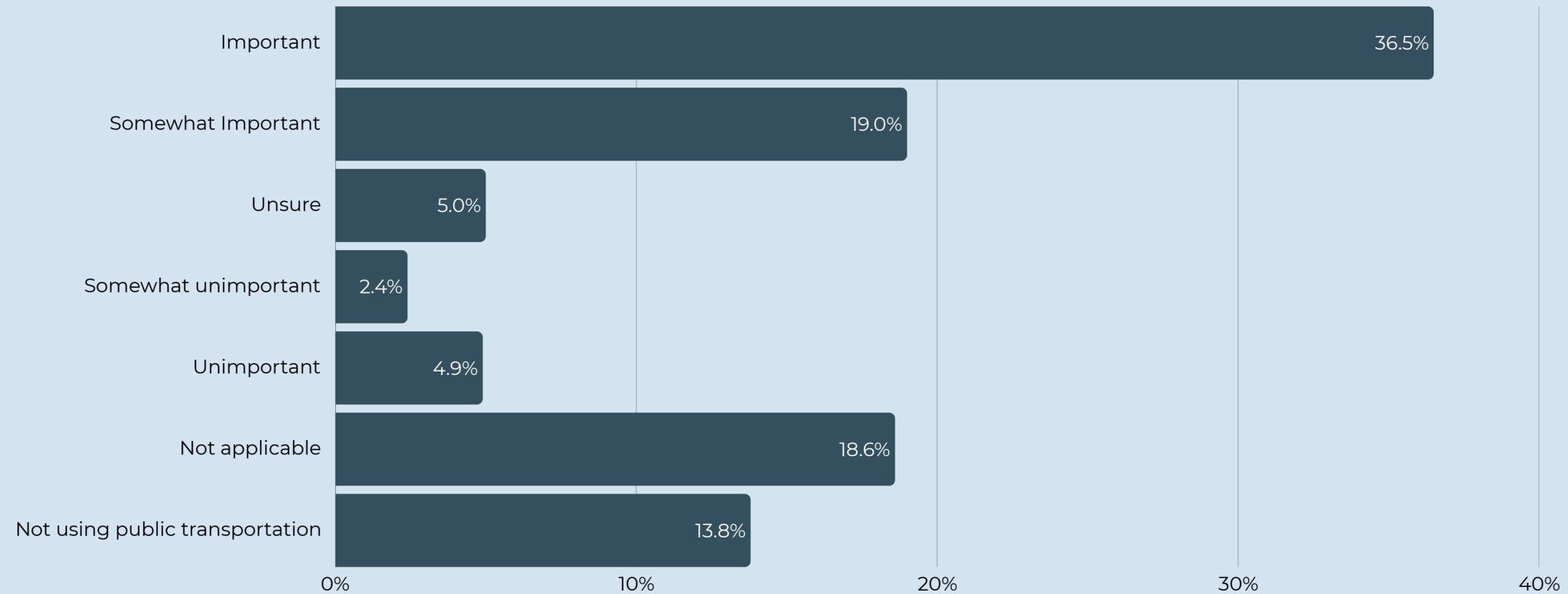
Question – What mode of transport do you use most often to access the subway/GO station closest to your home?

HOW IMPORTANT ARE THE FOLLOWING THINGS IN ENCOURAGING YOU TO CYCLE TO PUBLIC TRANSIT?



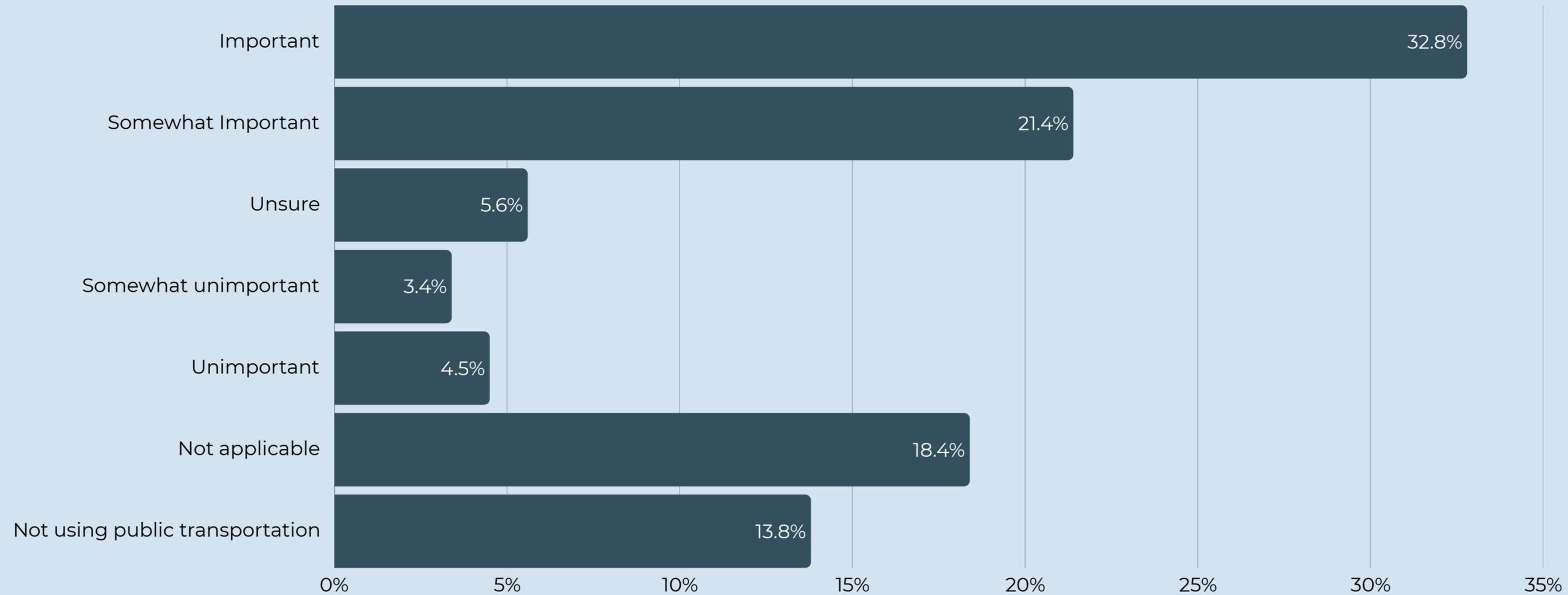
Question – How important are the following things in encouraging you to cycle to public transit?

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – SECURE BIKE PARKING



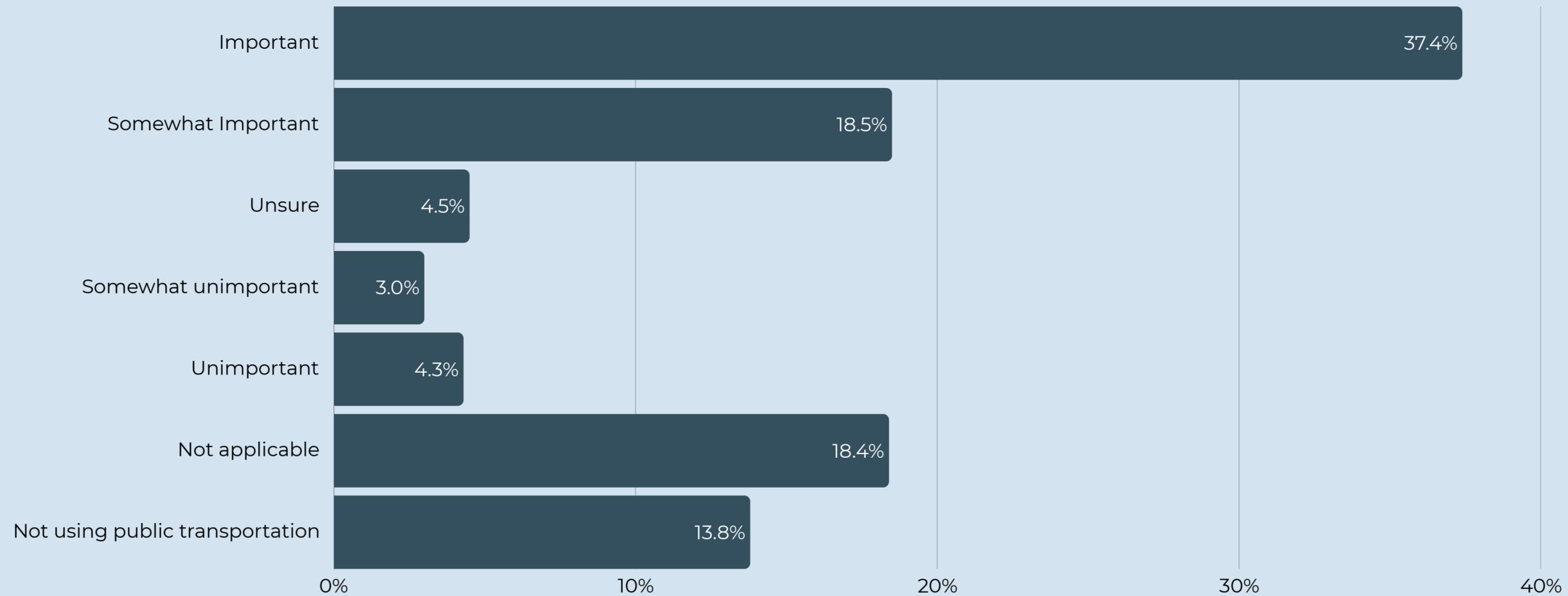
Question – How important are the following things in encouraging you to cycle to public transit? [Secure Bike Parking]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – CONVENIENT BIKE PARKING



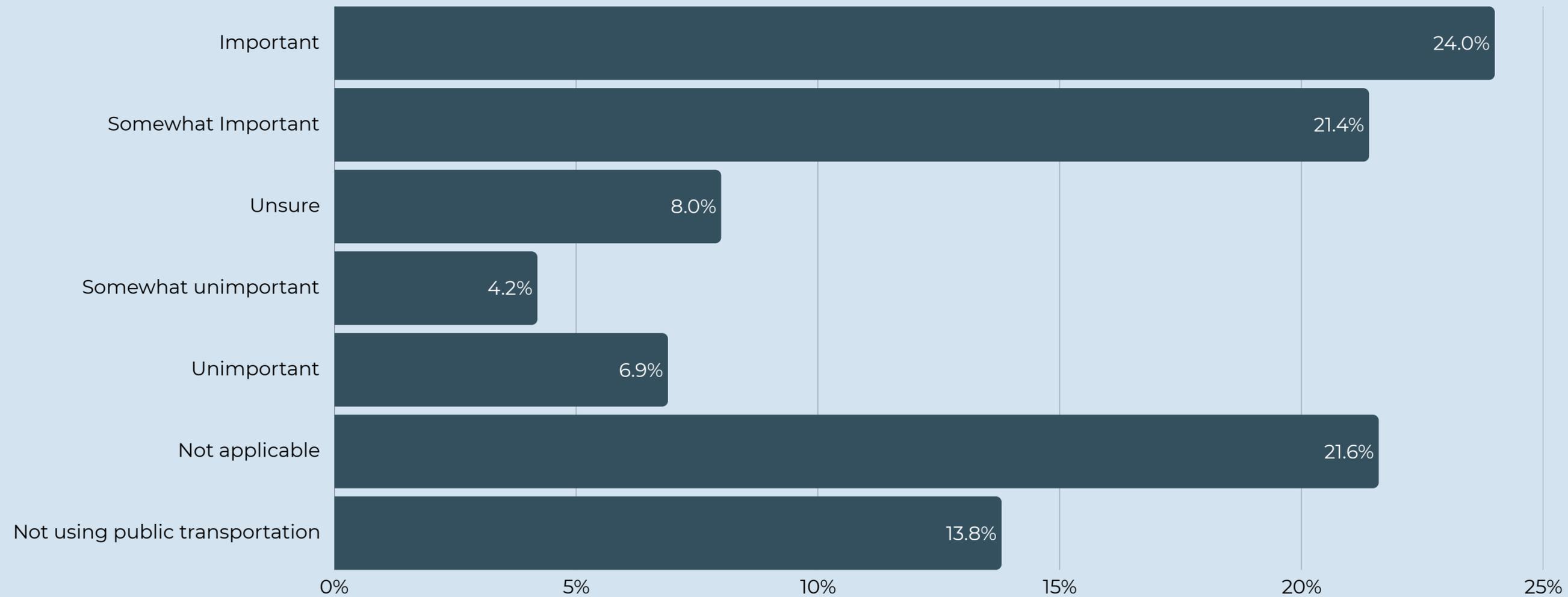
Question – How important are the following things in encouraging you to cycle to public transit? [Convenient Bike Parking]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – SAFE CYCLING ROUTES TO STATIONS



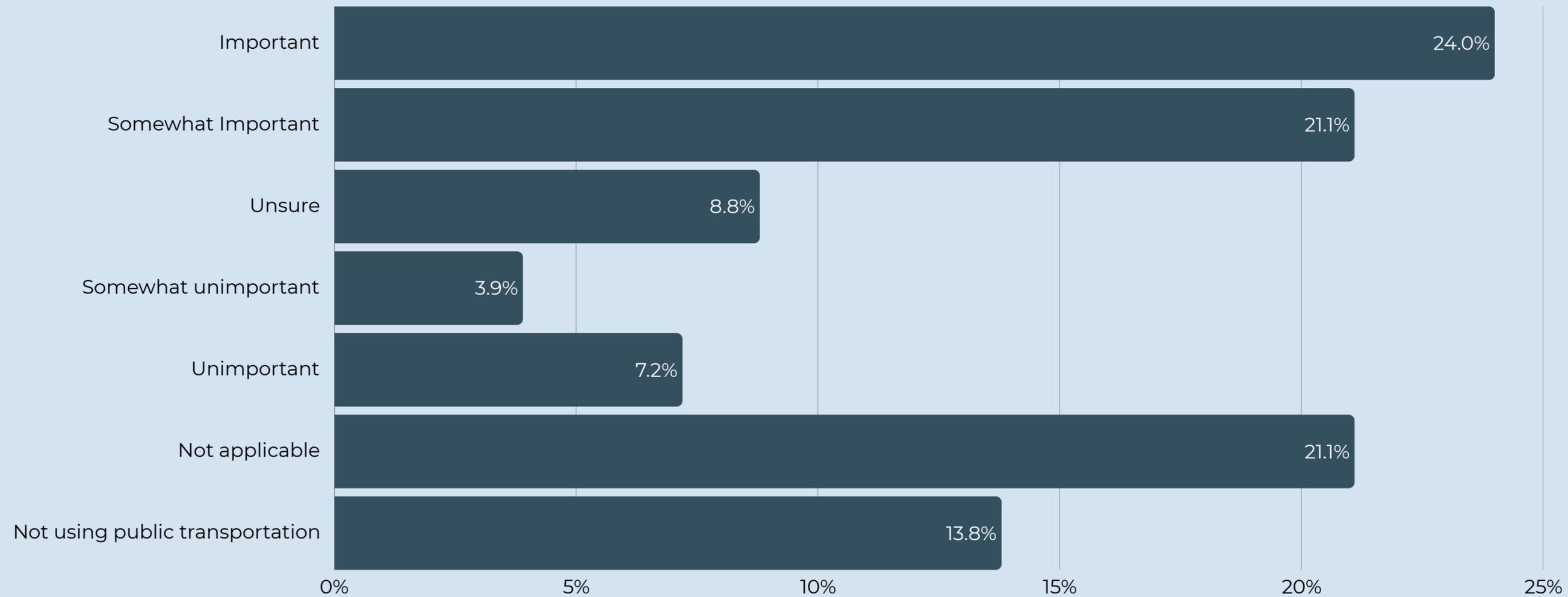
Question – How important are the following things in encouraging you to cycle to public transit? [Safe Cycling Routes to Station]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – ACCESS TO BIKE SHARE FROM HOME



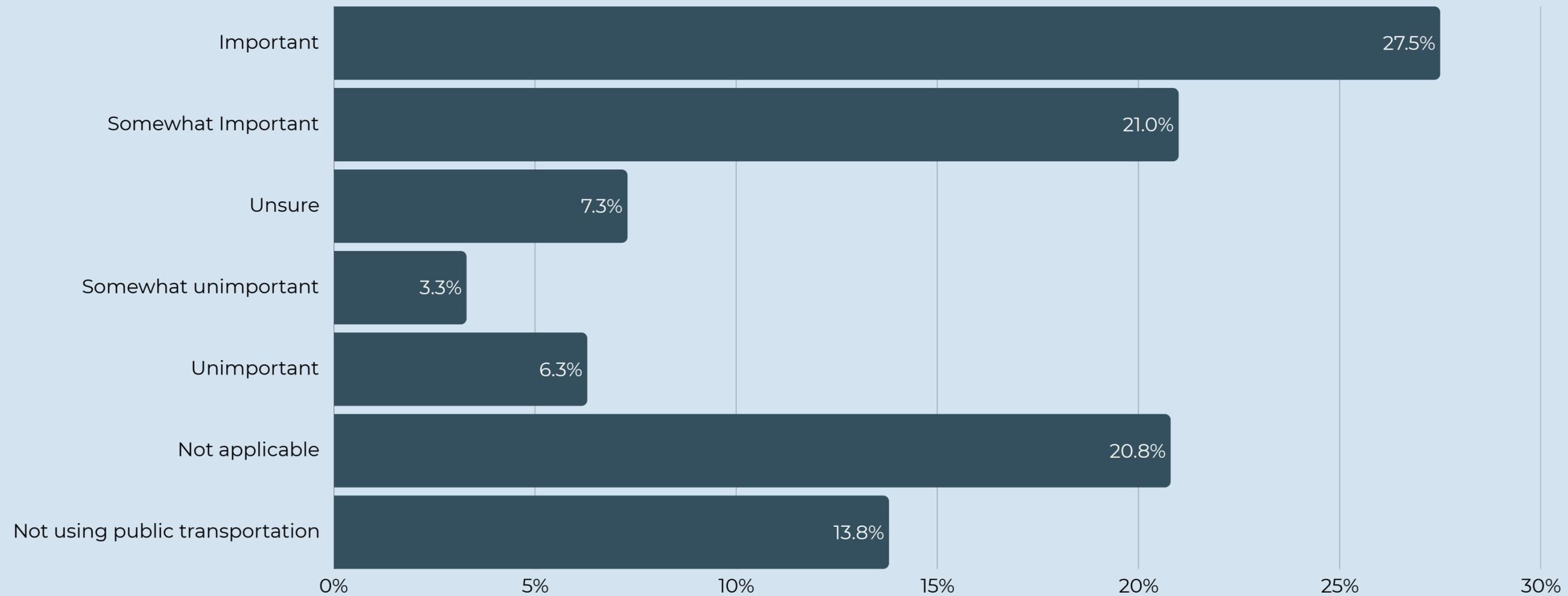
Question – How important are the following things in encouraging you to cycle to public transit? [Access to Bike Share from Home]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – ACCESS TO BIKE SHARE FROM STATION



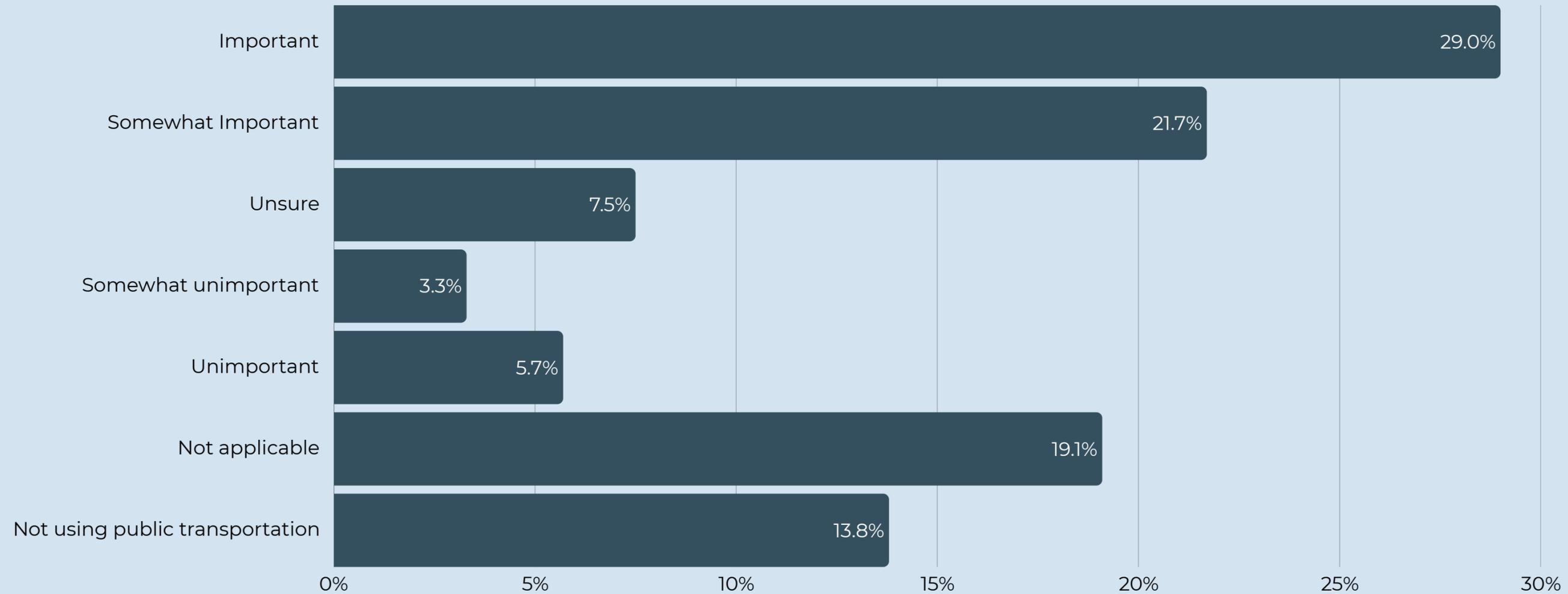
Question – How important are the following things in encouraging you to cycle to public transit? [Access to Bike Share from Station]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – AFFORDABILITY OF BIKE SHARE



Question – How important are the following things in encouraging you to cycle to public transit? [Affordability of Bike Share]

FACTORS ENCOURAGING COMBINING CYCLING AND TRANSIT – BIKING DISTANCE

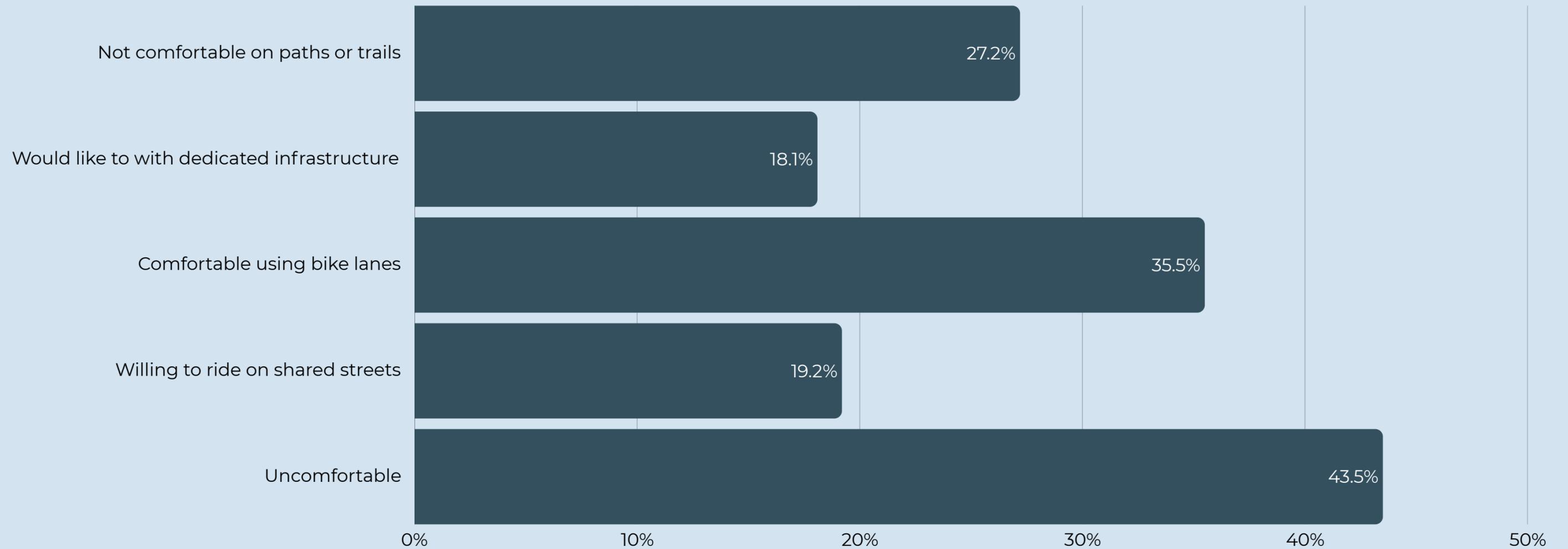


Question – How important are the following things in encouraging you to cycle to public transit? [Biking Distance]

INFRASTRUCTURE

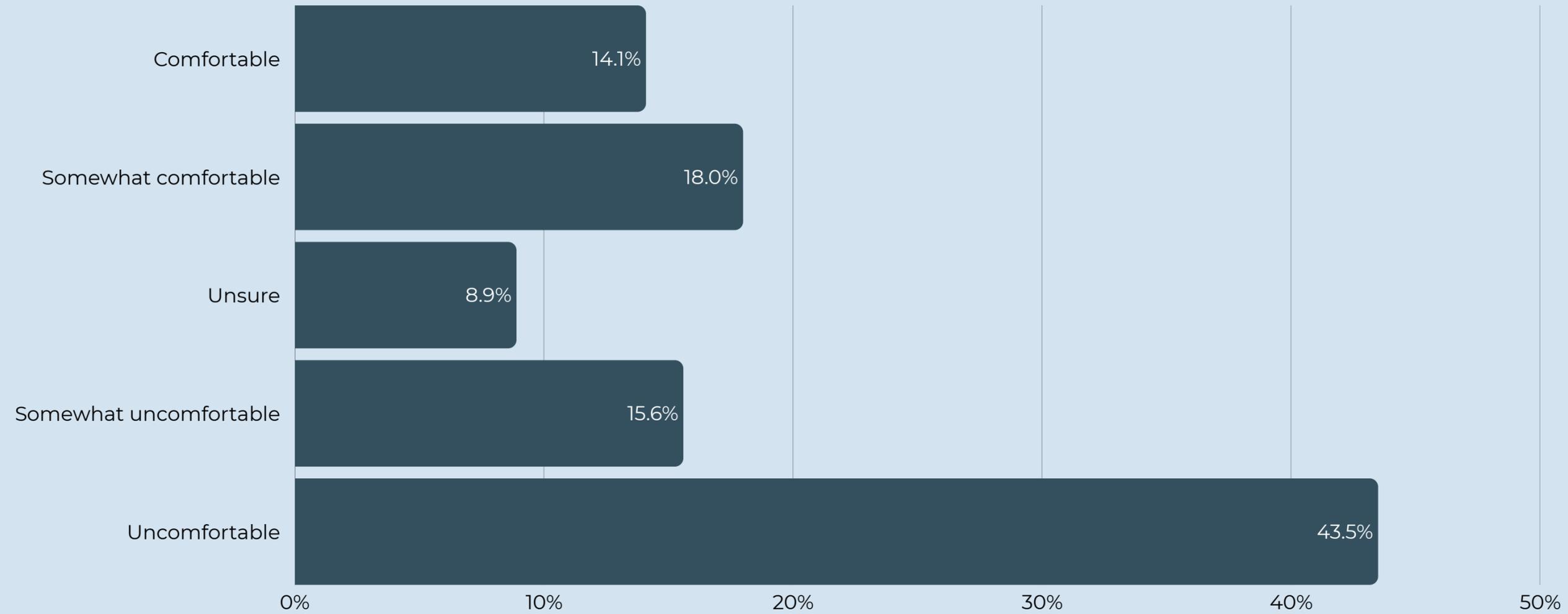


CYCLING COMFORT LEVEL - OVERALL



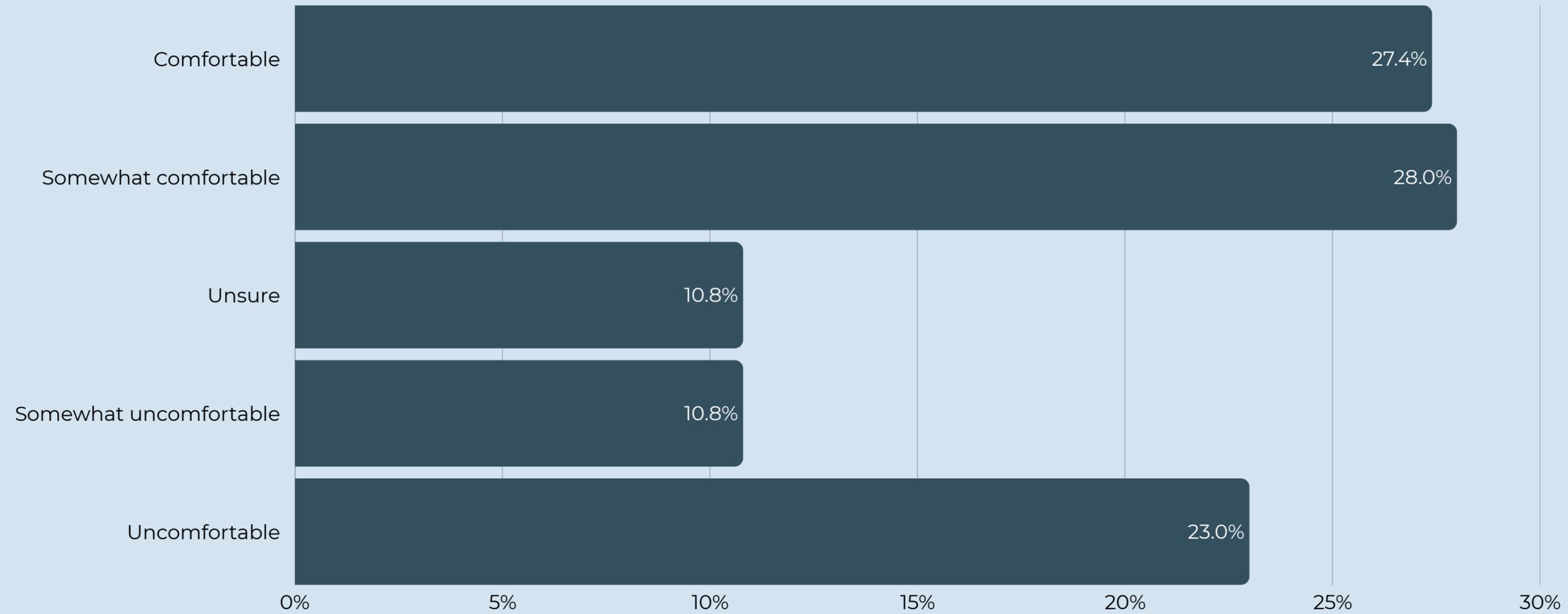
Question – Which statement best describes your overall comfort level while cycling?

CYCLING COMFORT LEVEL - WITHOUT BIKE LANES



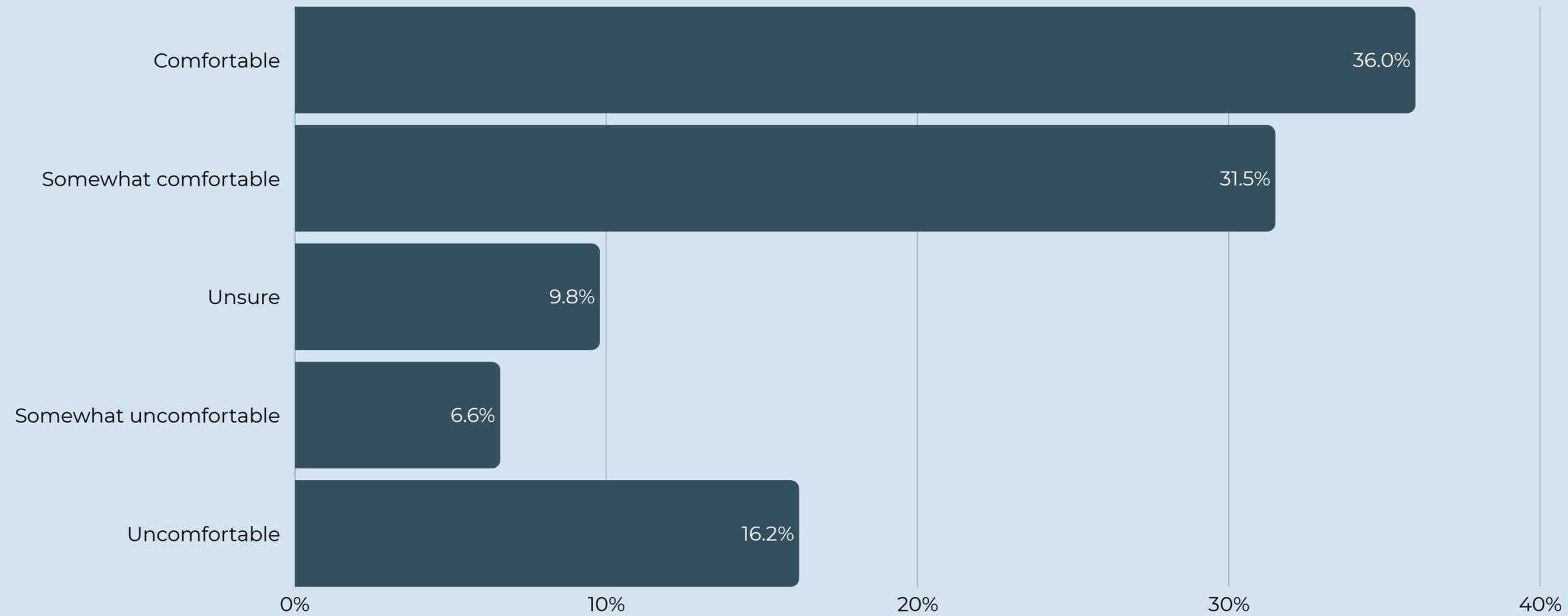
Question – How comfortable are you riding a bike in the following situations? [without Bike Lanes]

CYCLING COMFORT LEVEL - WITH BIKE LANES



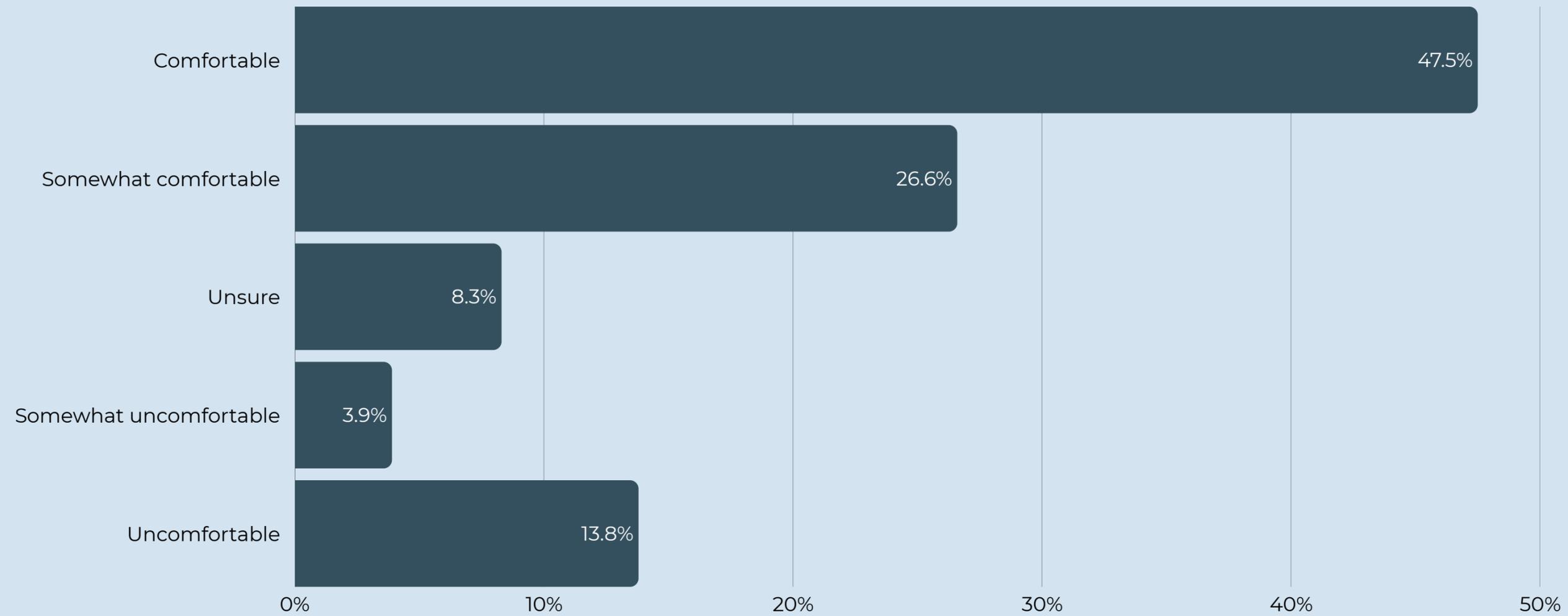
Question – How comfortable are you riding a bike in the following situations? [with Bike Lanes]

CYCLING COMFORT LEVEL - RESIDENTIAL STREETS



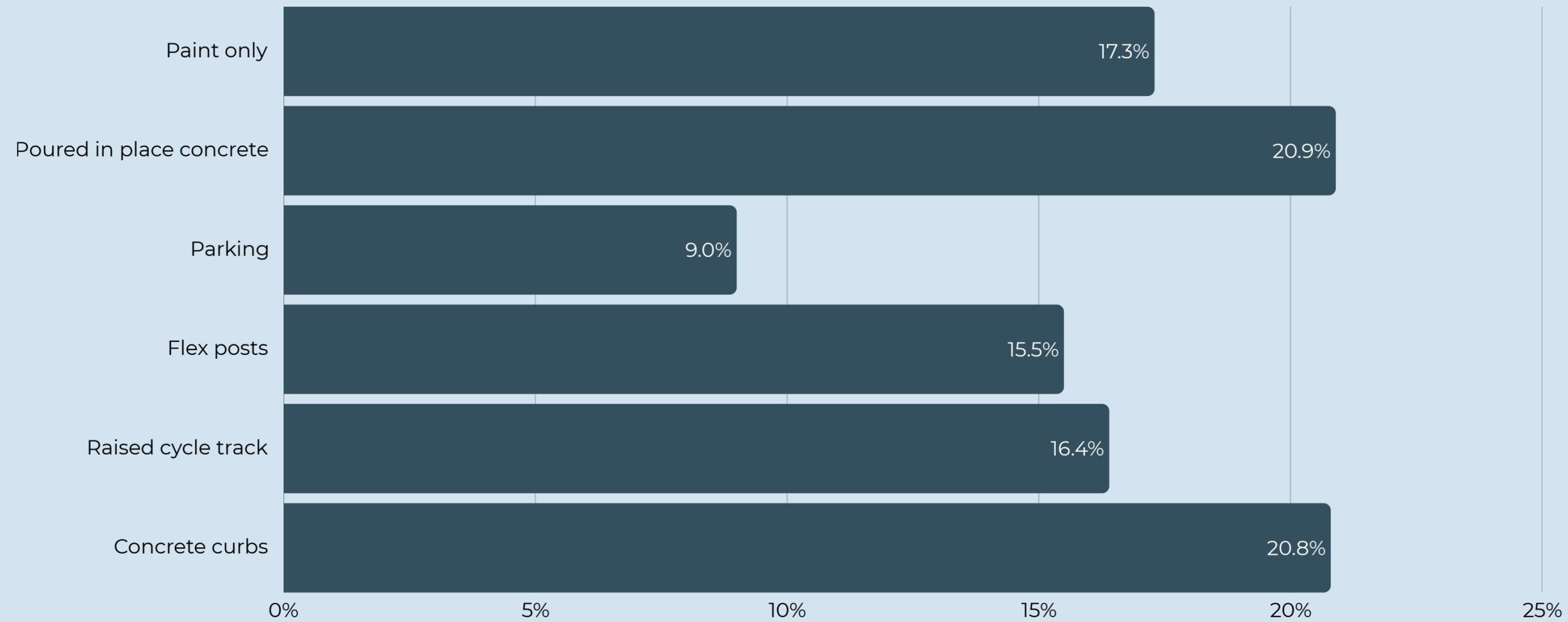
Question – How comfortable are you riding a bike in the following situations? [Residential streets]

CYCLING COMFORT LEVEL - BIKE TRAILS



Question – How comfortable are you riding a bike in the following situations? [Bike trails]

CYCLING COMFORT LEVEL - BIKE LANES

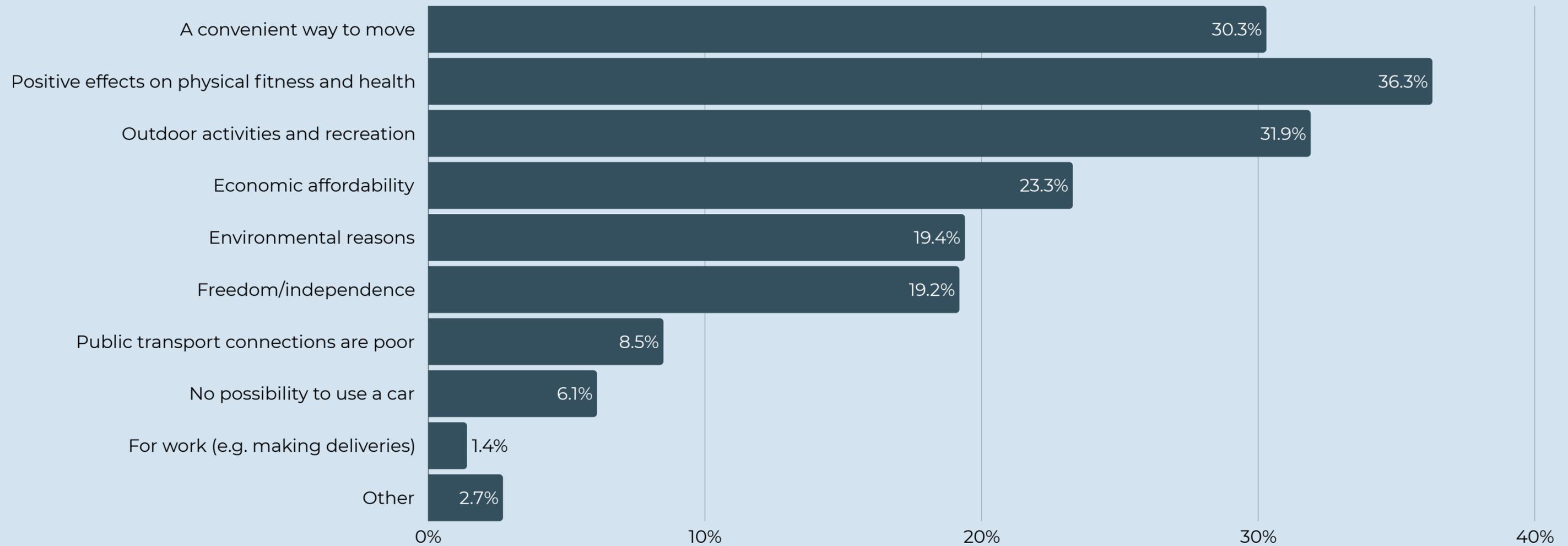


Question – Which separation do you prefer between general vehicle lanes and bicycle lanes?

MOTIVATION AND BARRIERS

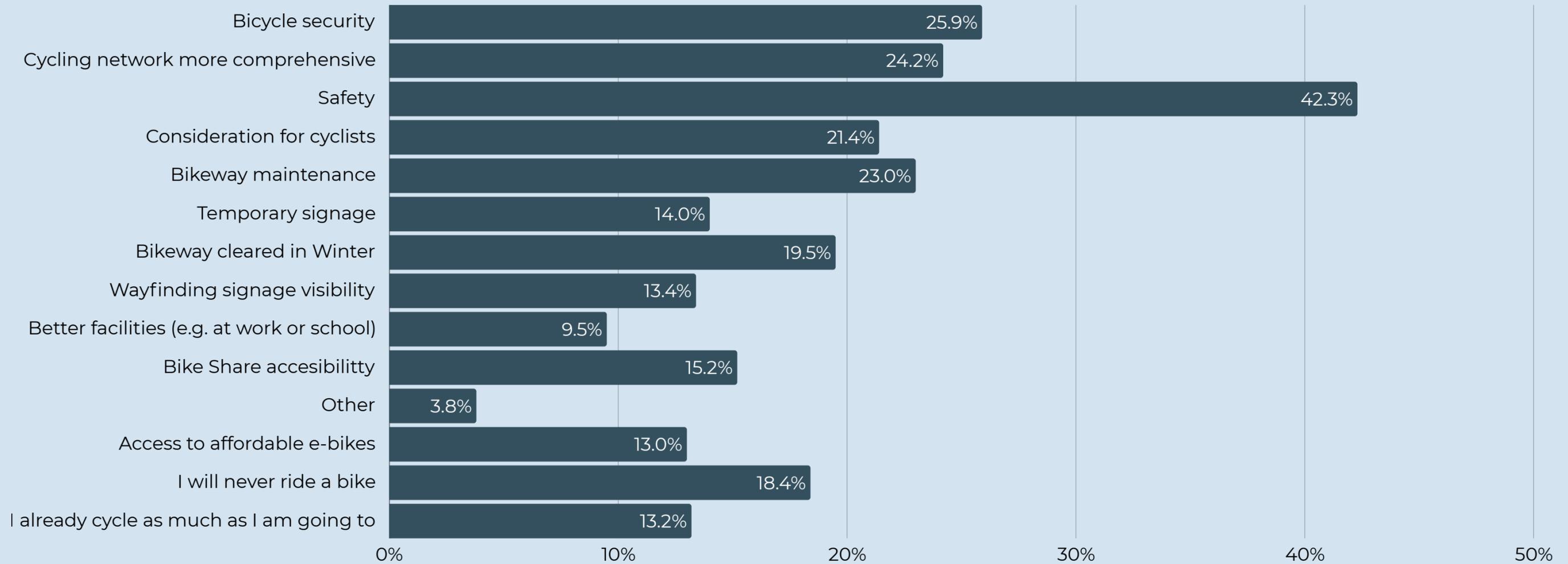


REASONS FOR CYCLING



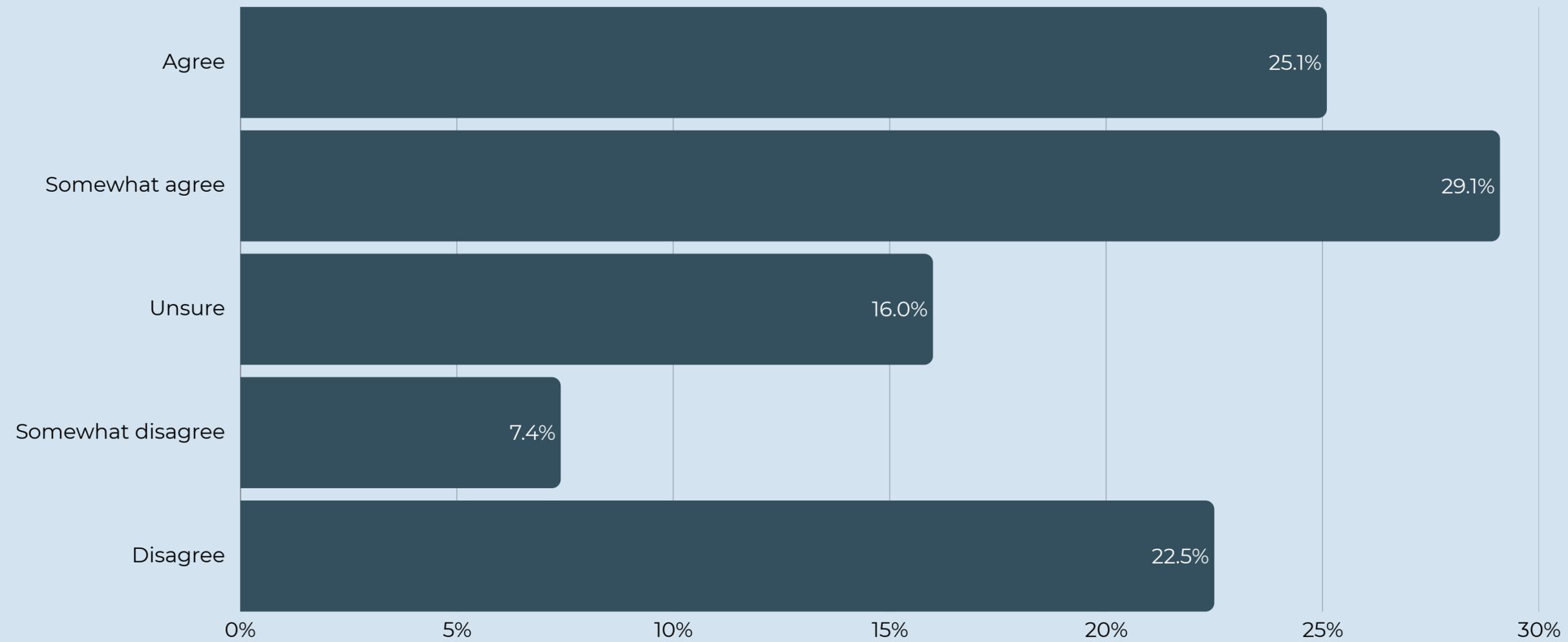
Question – What are your main reasons for cycling?

FACTORS FOR ENCOURAGING CYCLING



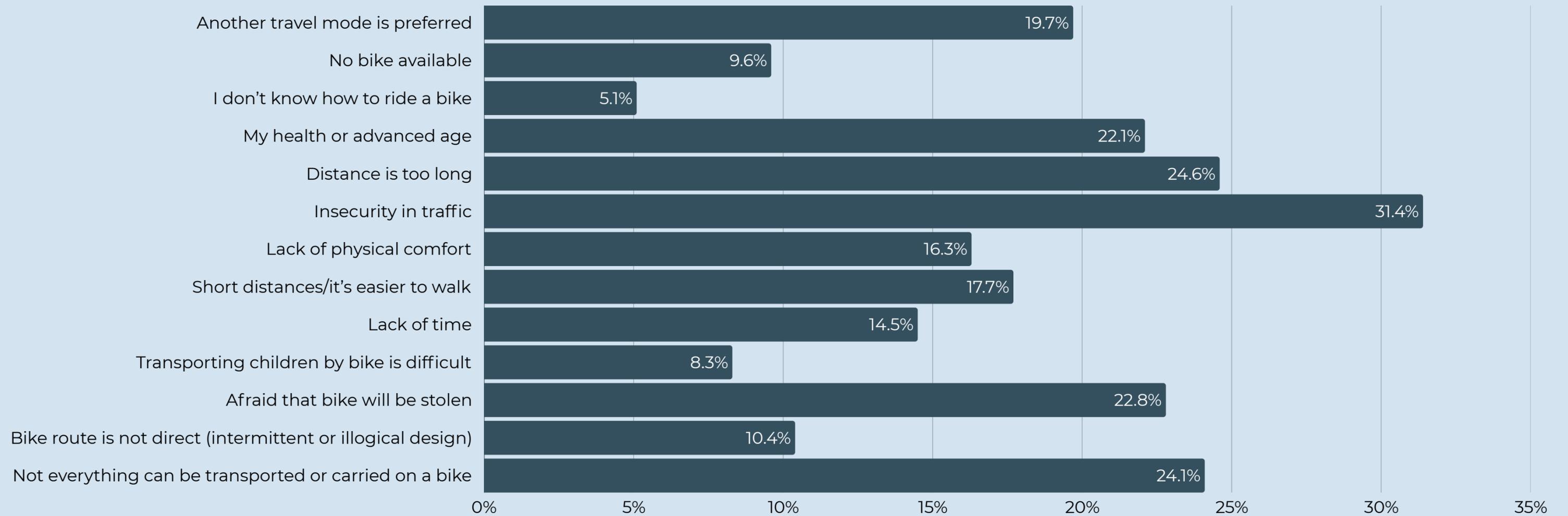
Question – Which factors, if any, would make you cycle more than you currently do or start cycling?

ENCOURAGING CYCLING



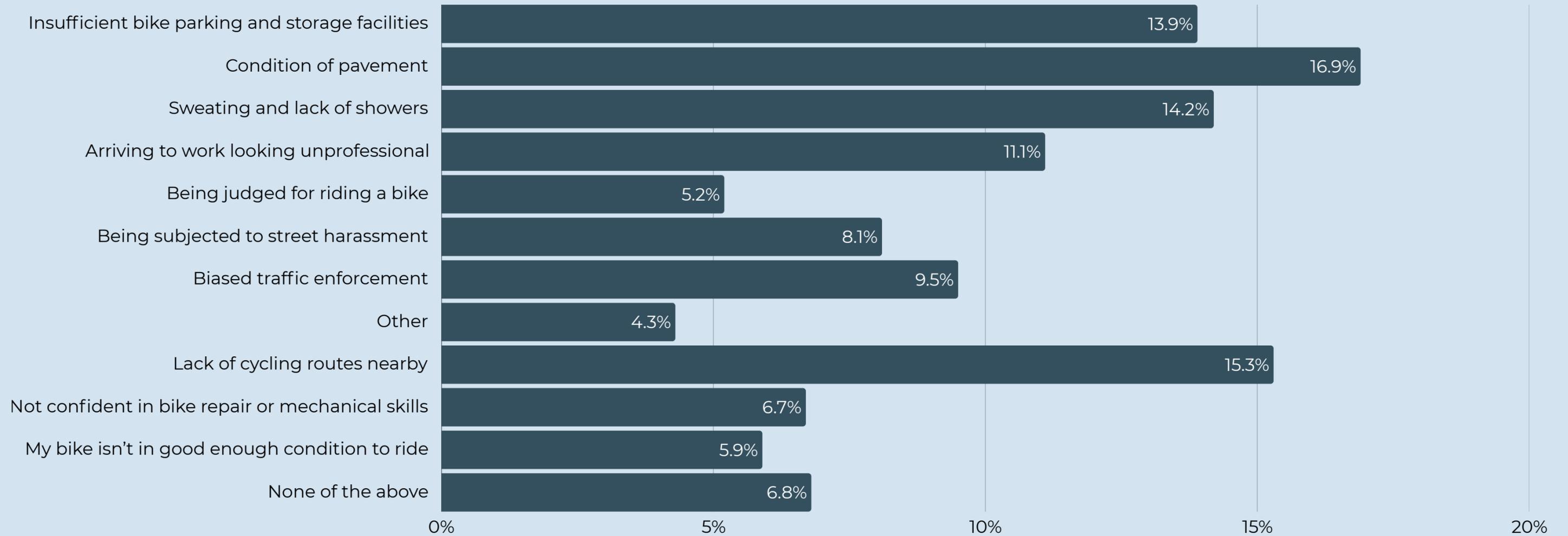
Question – To what extent do you agree with the following statement: “I would like to travel by bike more than I do now”?

FACTORS FOR ENCOURAGING CYCLING



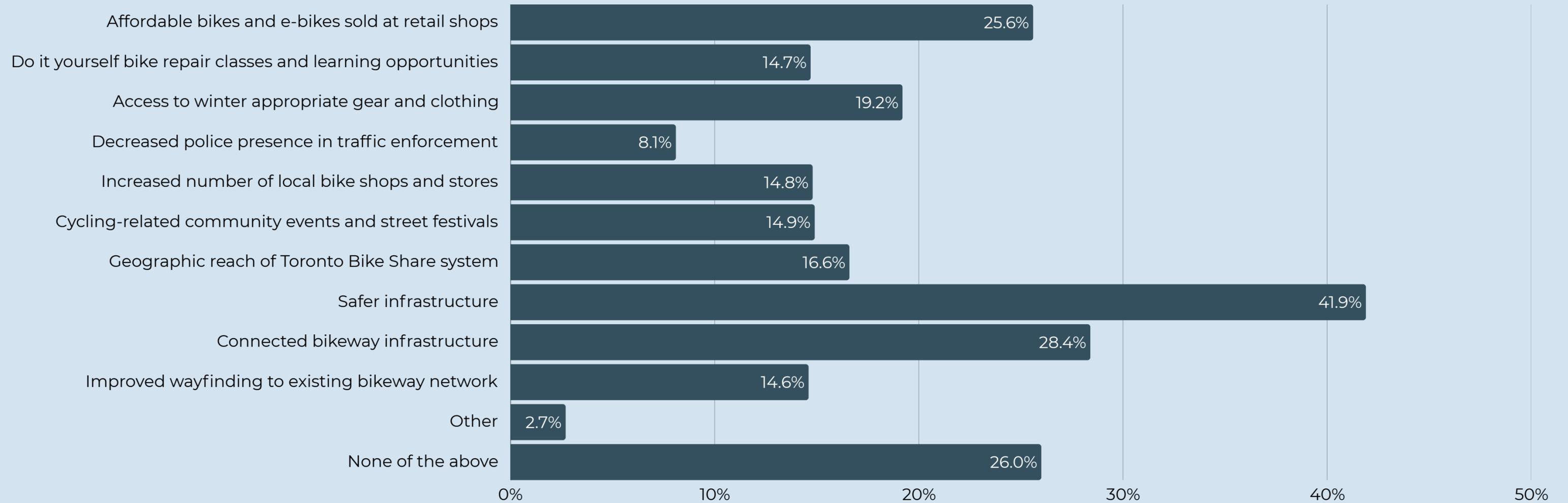
Question – Which factors have had the greatest influence on you not cycling or not cycling more often?

FACTORS FOR ENCOURAGING CYCLING



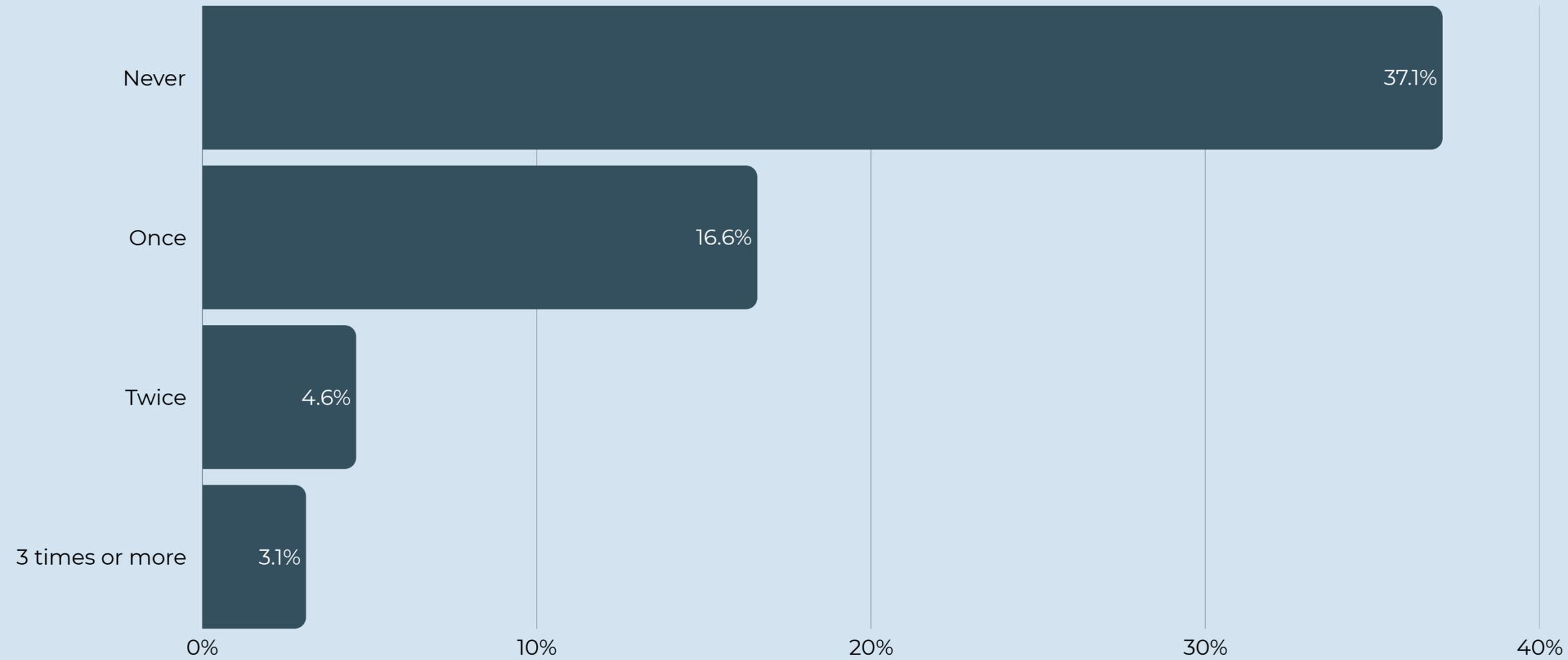
Question – Which factors have had the greatest influence on you not cycling or not cycling more often?

FACTORS FOR ENCOURAGING CYCLING



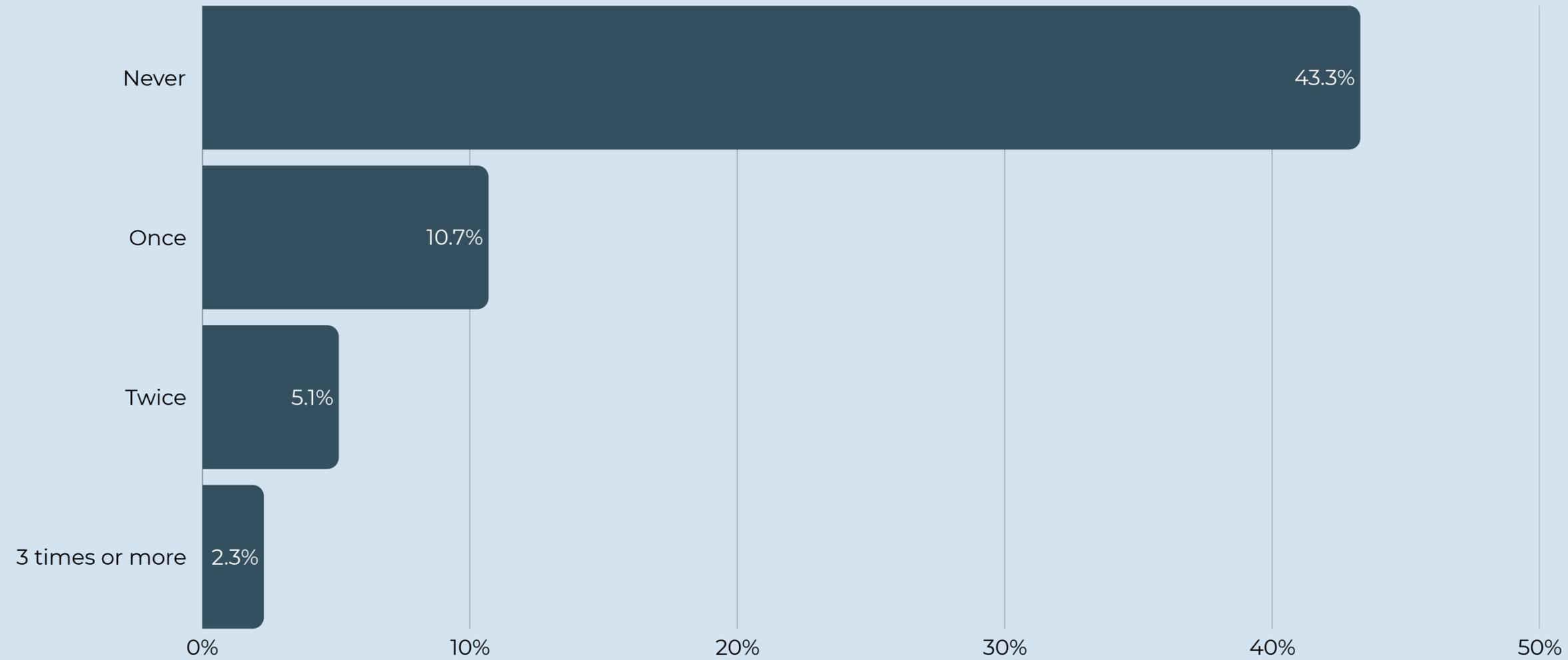
Question – What factors would be important in making cycling in Toronto more welcoming and accessible for you?

BICYCLE THEFT AND VANDALISM - BIKE STOLEN



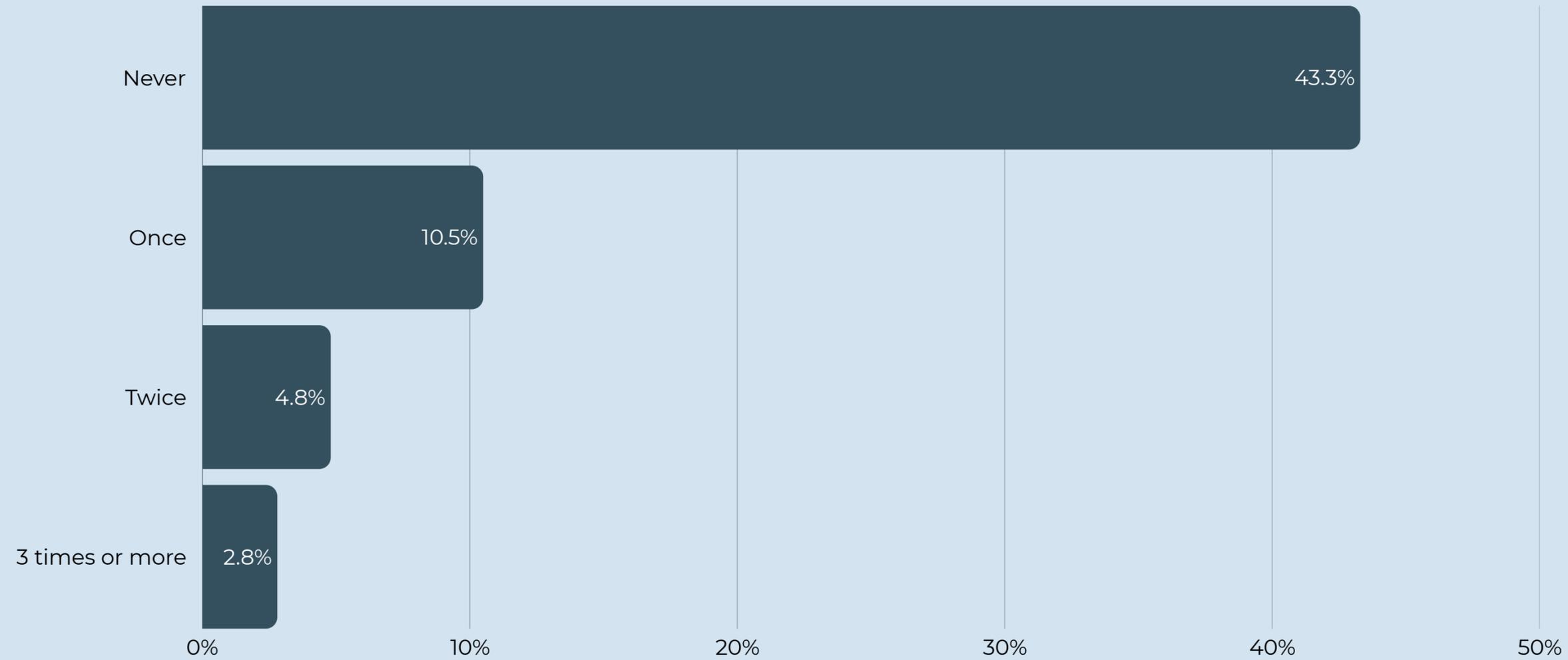
Question – Thinking about your experiences storing and locking your bike in the city of Toronto, how many times have the following ever occurred? [Bike Stolen]

BICYCLE THEFT AND VANDALISM - BIKE PARTS STOLEN



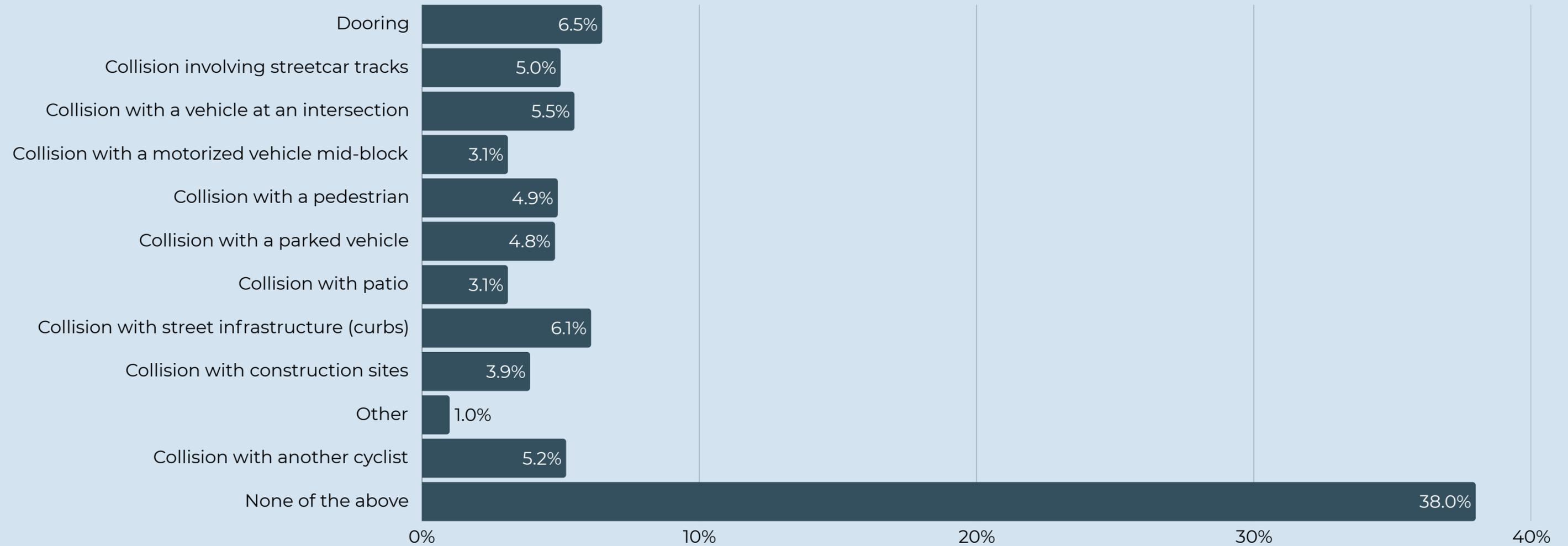
Question – Thinking about your experiences storing and locking your bike in the city of Toronto, how many times have the following ever occurred? [Bike Parts Stolen]

BICYCLE THEFT AND VANDALISM - VANDALIZED



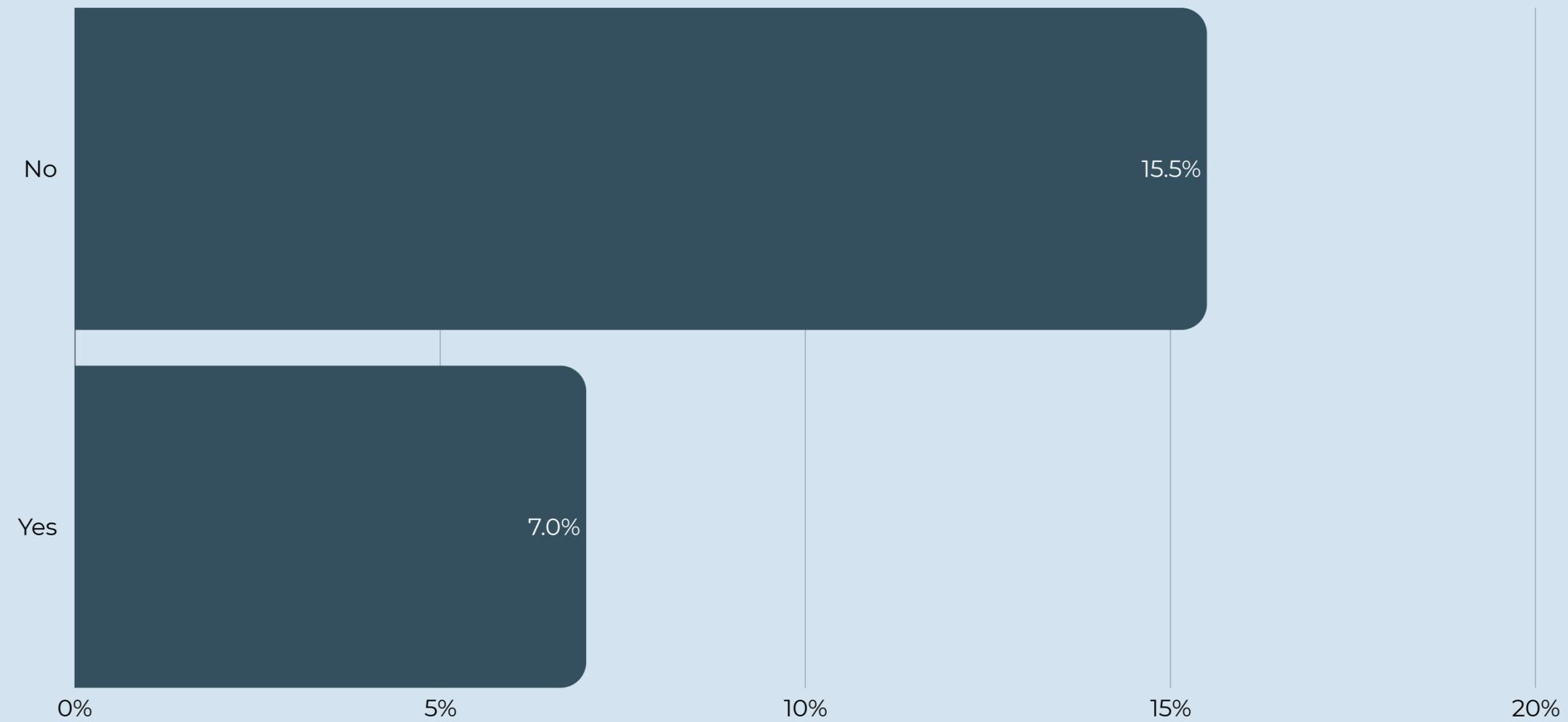
Question – Thinking about your experiences storing and locking your bike in the city of Toronto, how many times have the following ever occurred? [Damaged]

BICYCLE COLLISIONS



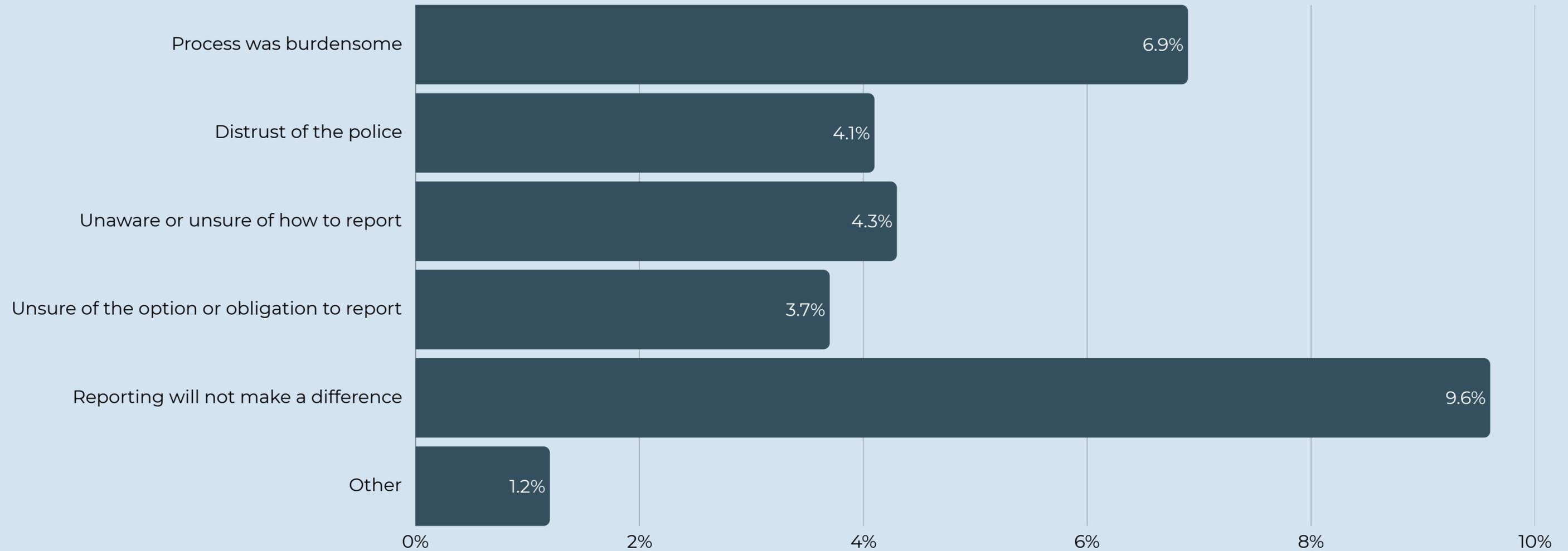
Question – Have you ever experienced any of the following collisions on your bicycle in Toronto?

BICYCLE COLLISIONS - POLICE REPORTING



Question – Regarding your collision, did you make a police report?

BICYCLE COLLISIONS - POLICE REPORTING

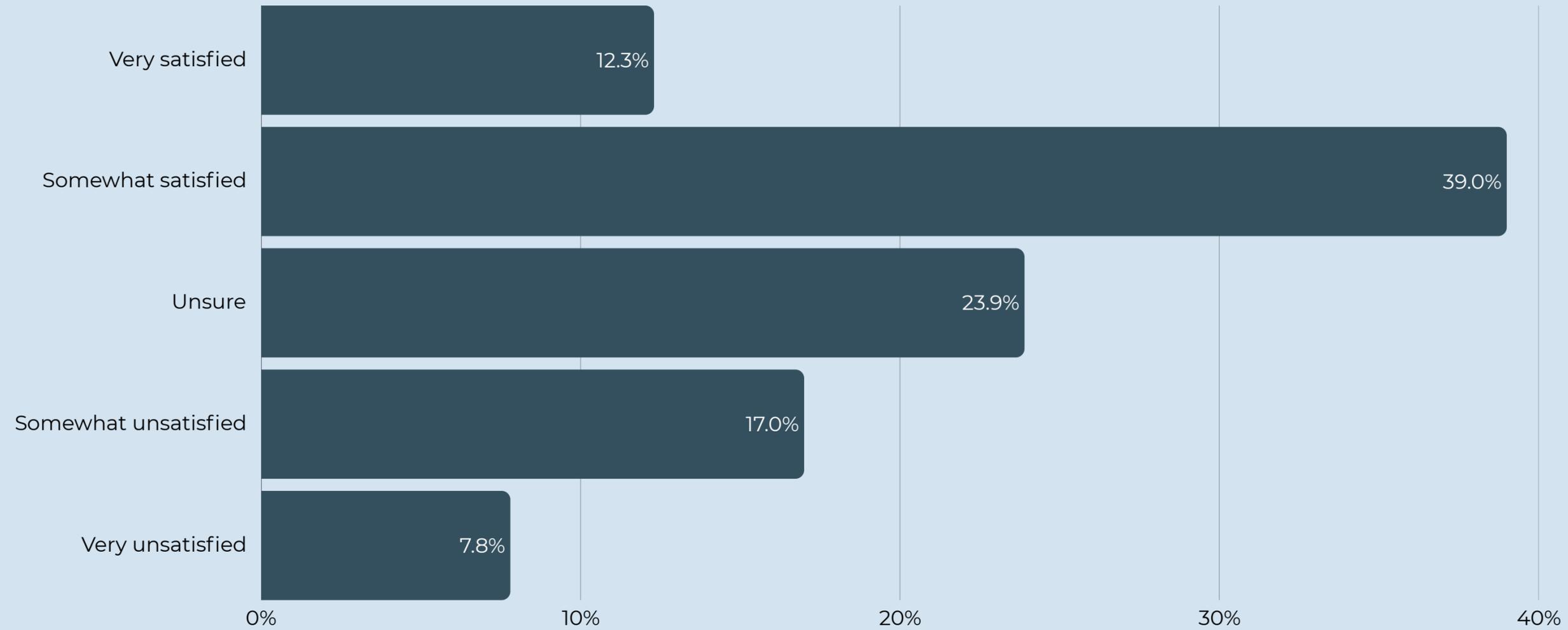


Question – Why did you not make a police report?

SATISFACTION

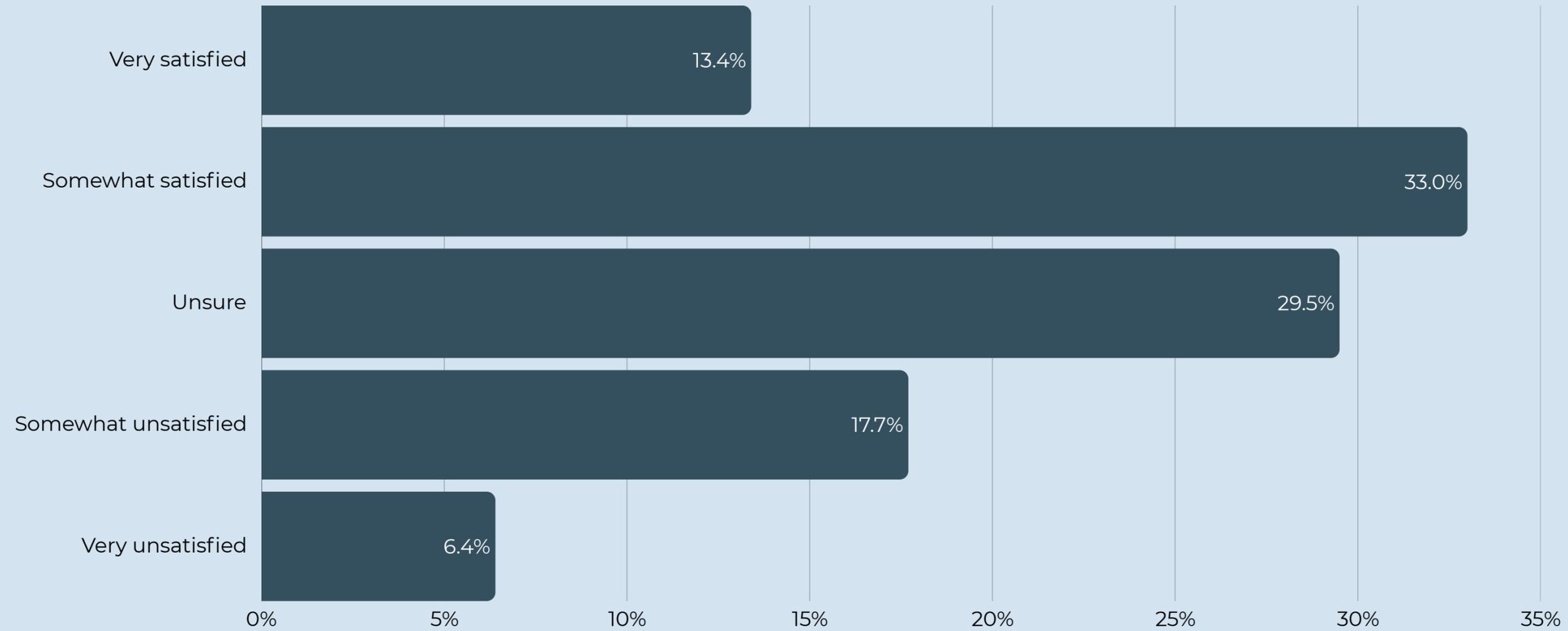


CYCLING INITIATIVES



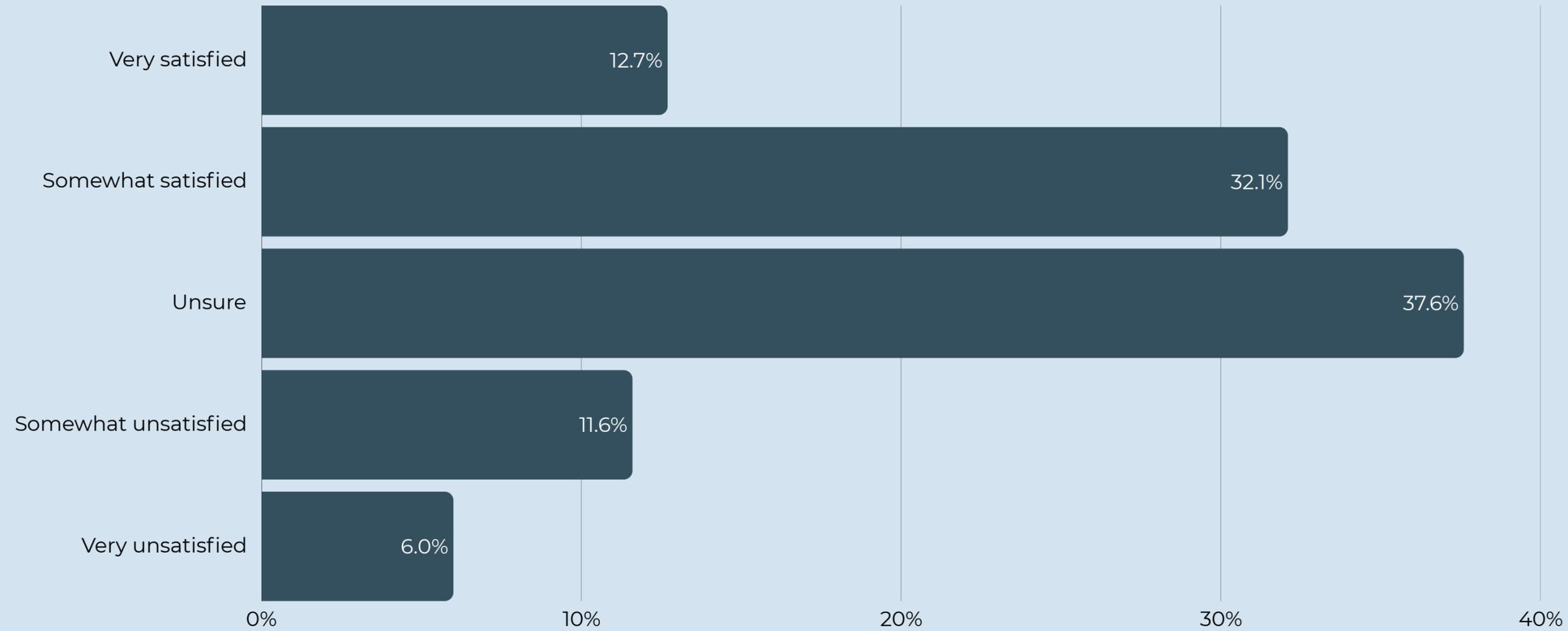
Question – How satisfied are you with how the routes for cyclists and pedestrians are separated from each other?

CYCLING ROUTES



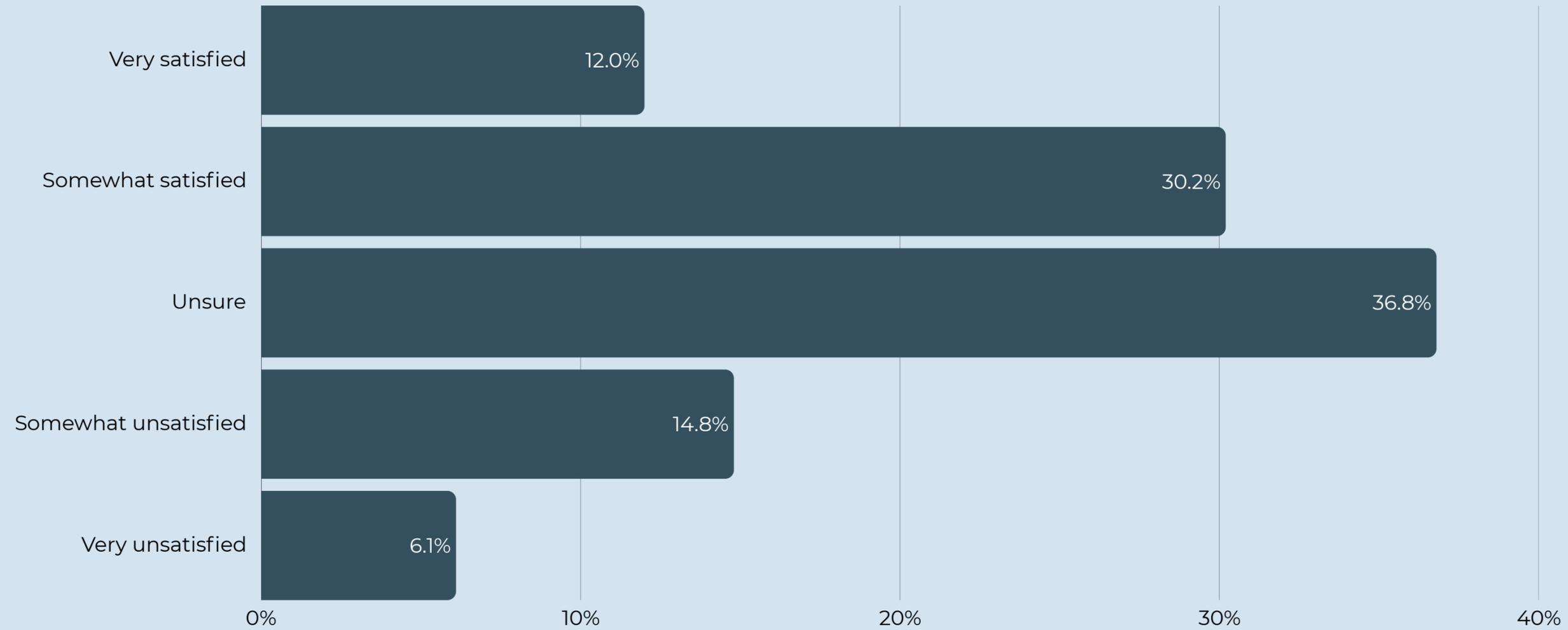
Question – How satisfied are you with the number of routes suitable for cycling?

BICYCLE PARKING FACILITIES AT STATIONS



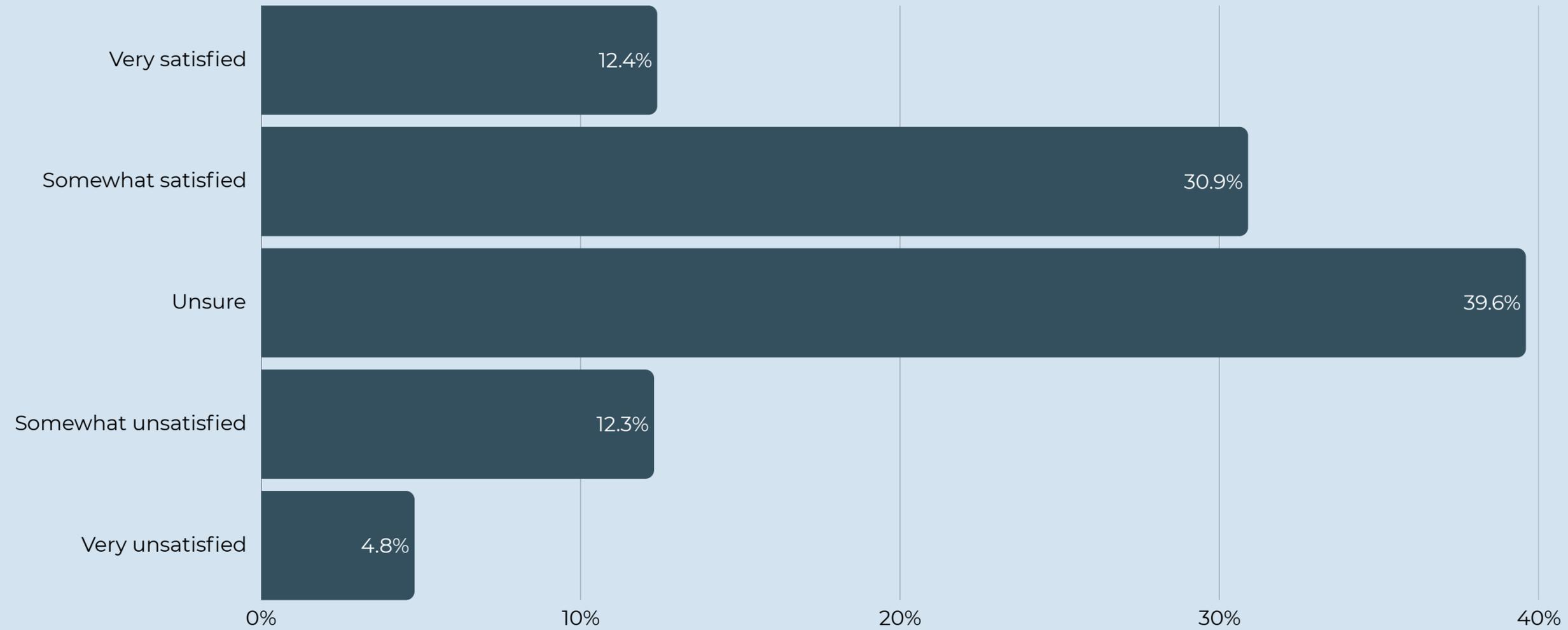
Question – How satisfied are you with Bicycle parking facilities at public transport stations?

OTHER PUBLIC BICYCLE PARKING FACILITIES



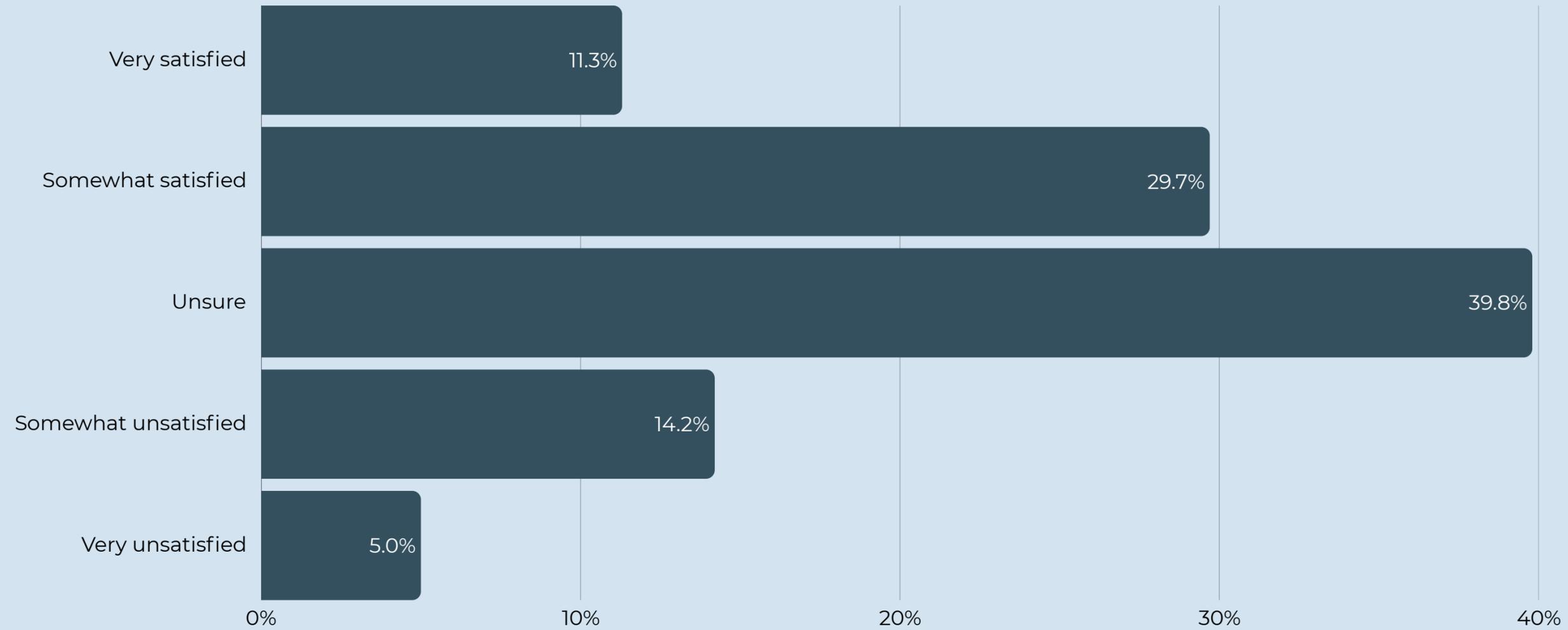
Question – How satisfied are you with Bicycle parking in other public spaces?

CYCLING INITIATIVES



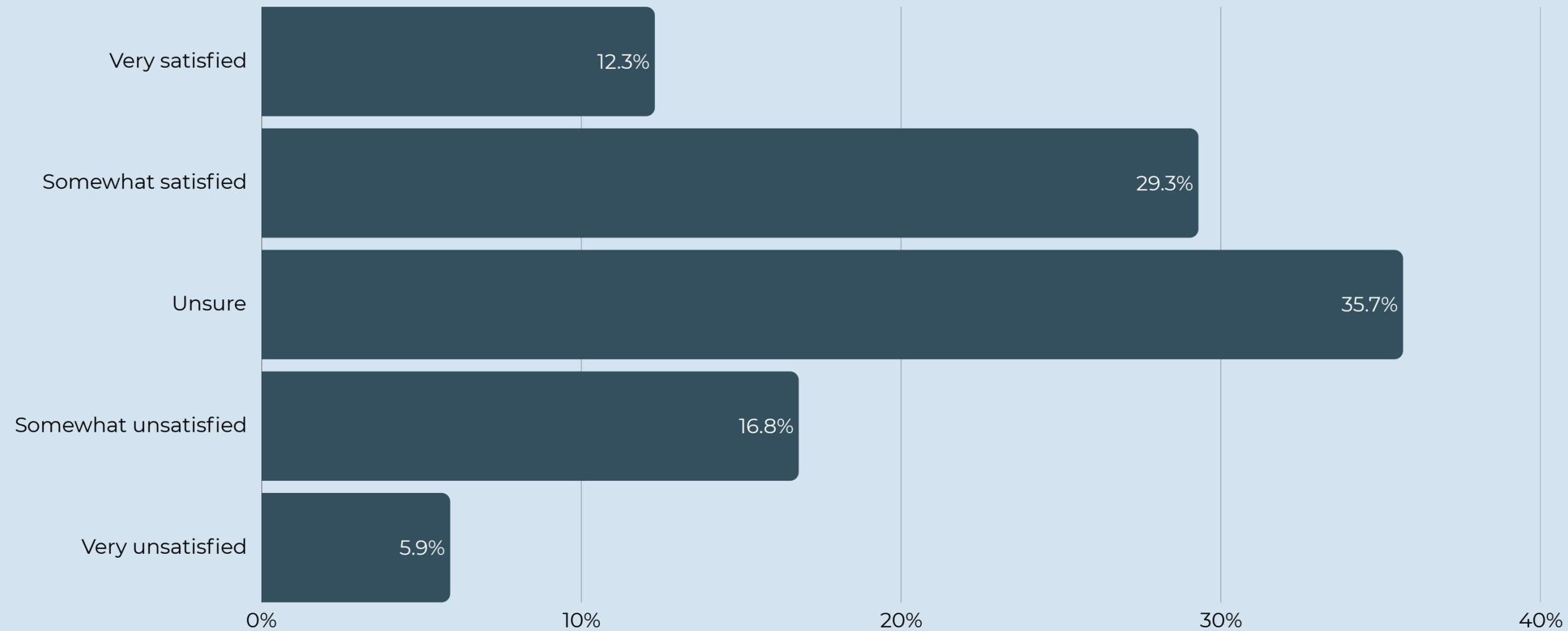
Question – How satisfied are you with the possibilities to connect cycling and public transport on the same trip?

CYCLING INITIATIVES



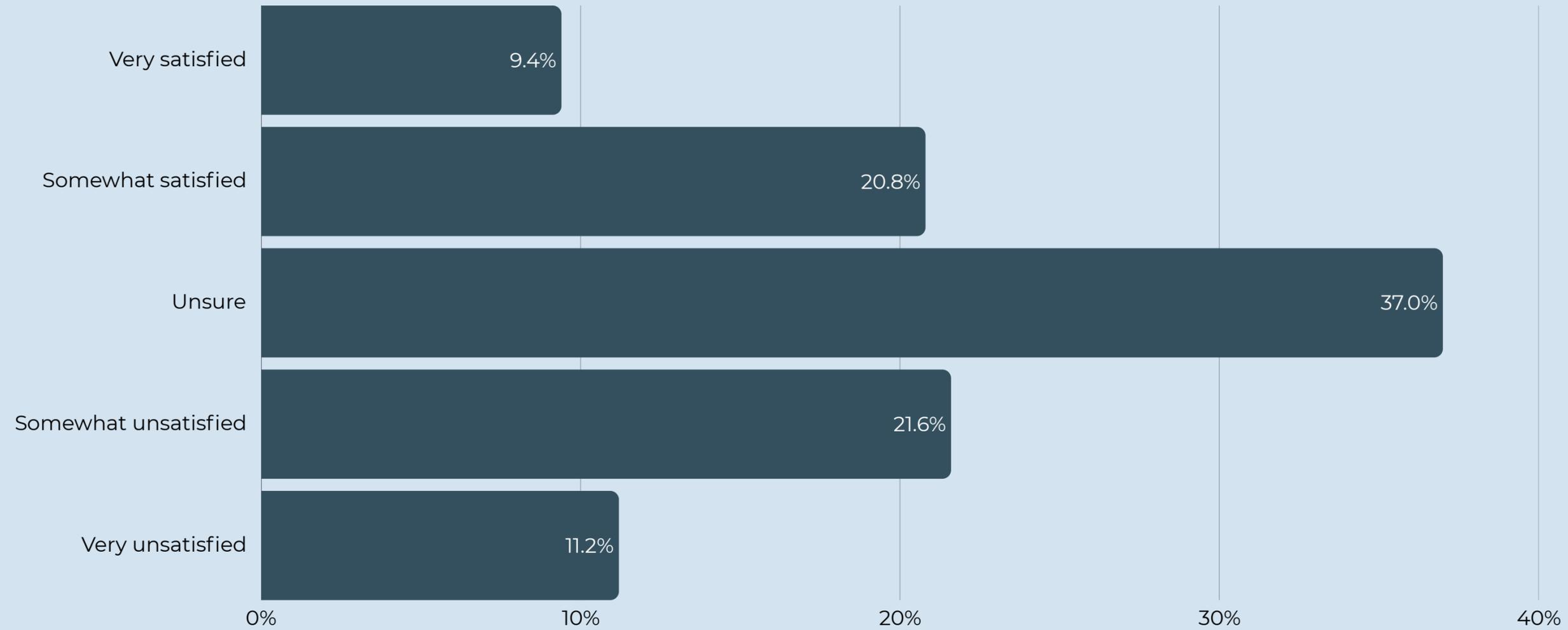
Question – How satisfied are you with Cycling Wayfinding (e.g. signage for cycling routes, etc.)?

INTERSECTION ARRANGEMENTS FOR CYCLISTS



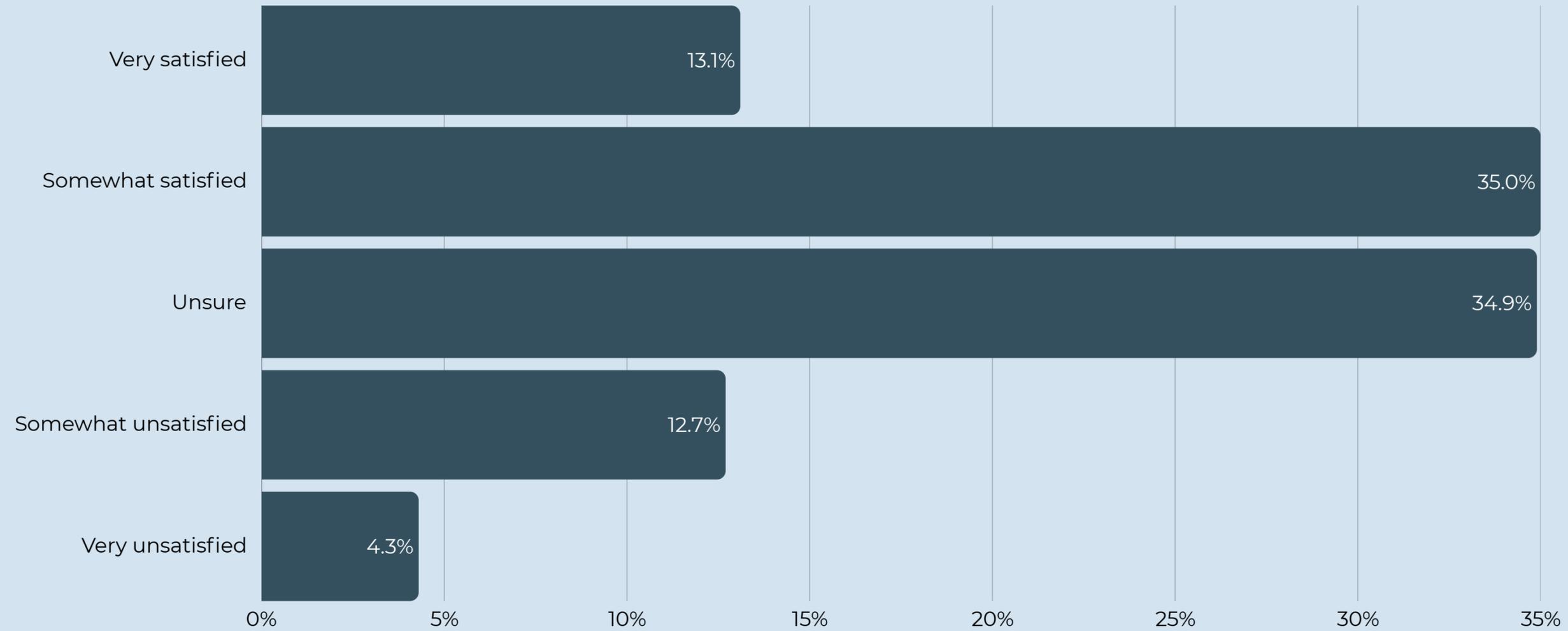
Question – How satisfied are you with the arrangements of intersections for cyclists in Toronto (e.g., the configuration, features such as signals, signage)?

WINTER BIKEWAY MAINTENANCE



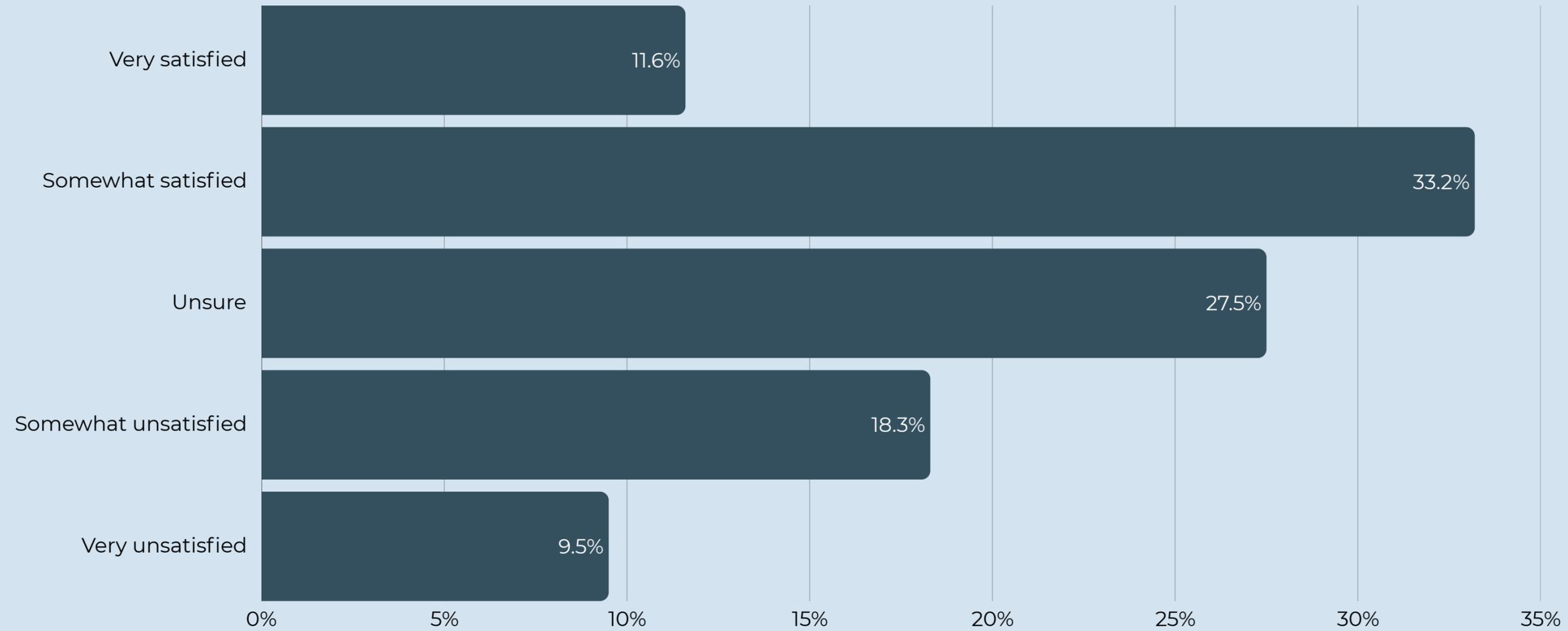
Question – How satisfied are you with Winter maintenance for bikeways?

BIKEWAY MAINTENANCE IN OTHER SEASONS



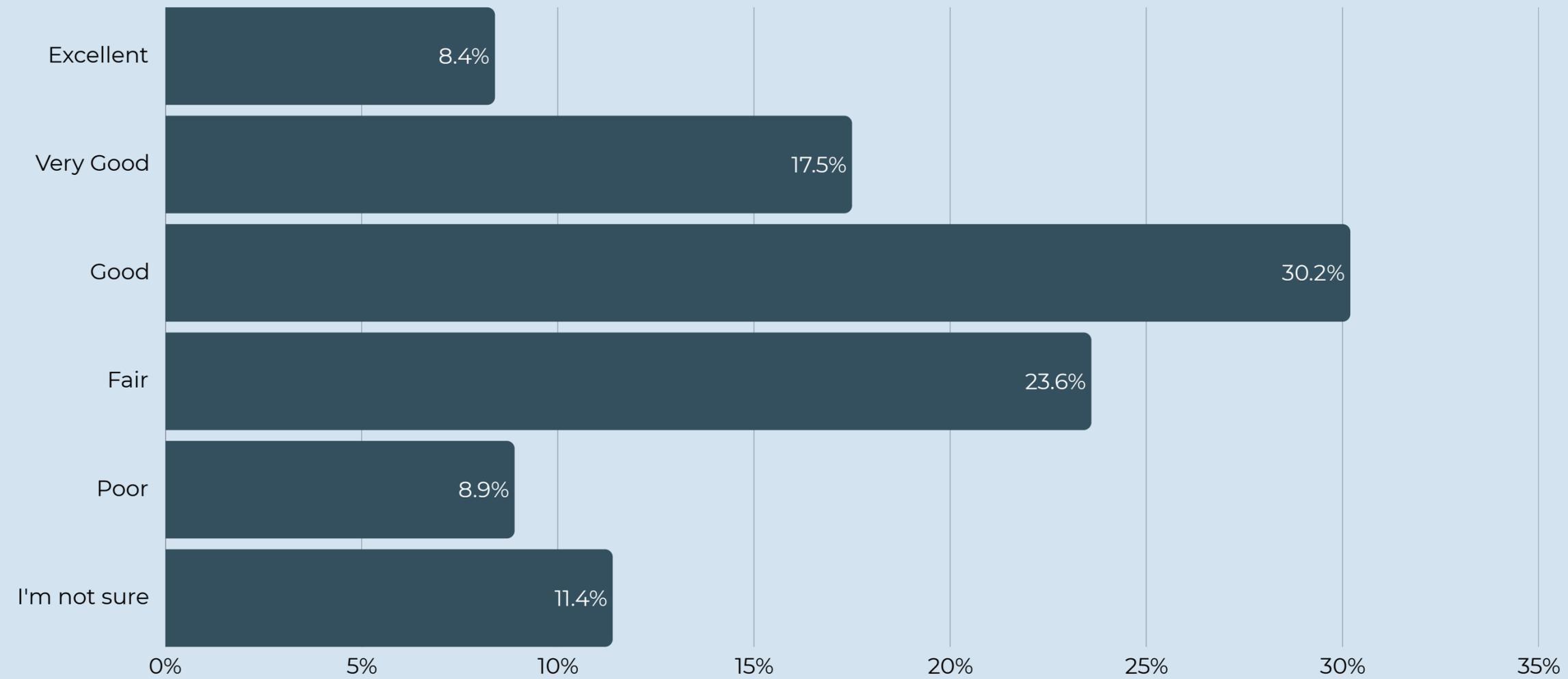
Question – How satisfied are you with Maintenance in other seasons?

SEPARATION BETWEEN BIKEWAY AND ROADWAY



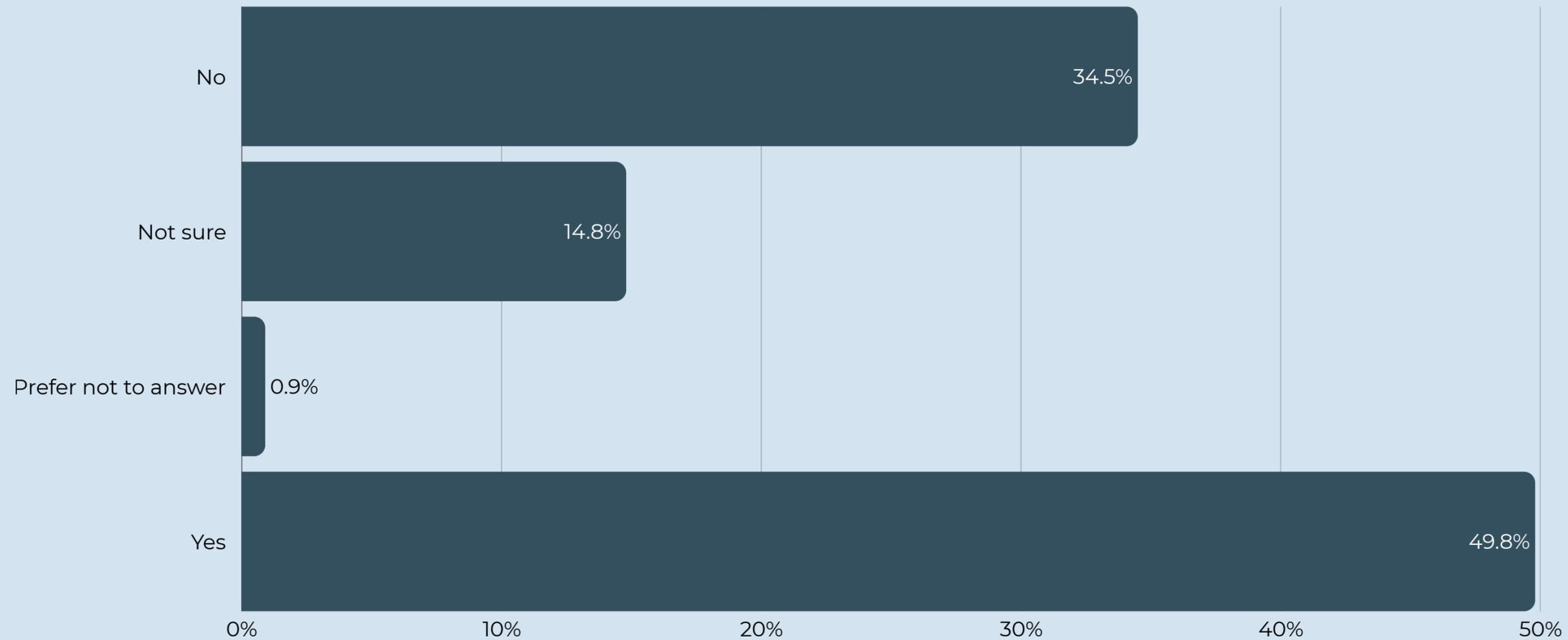
Question – How satisfied are you with the degree of separation between the bikeway and roadway?

CYCLING FACILITY QUALITY



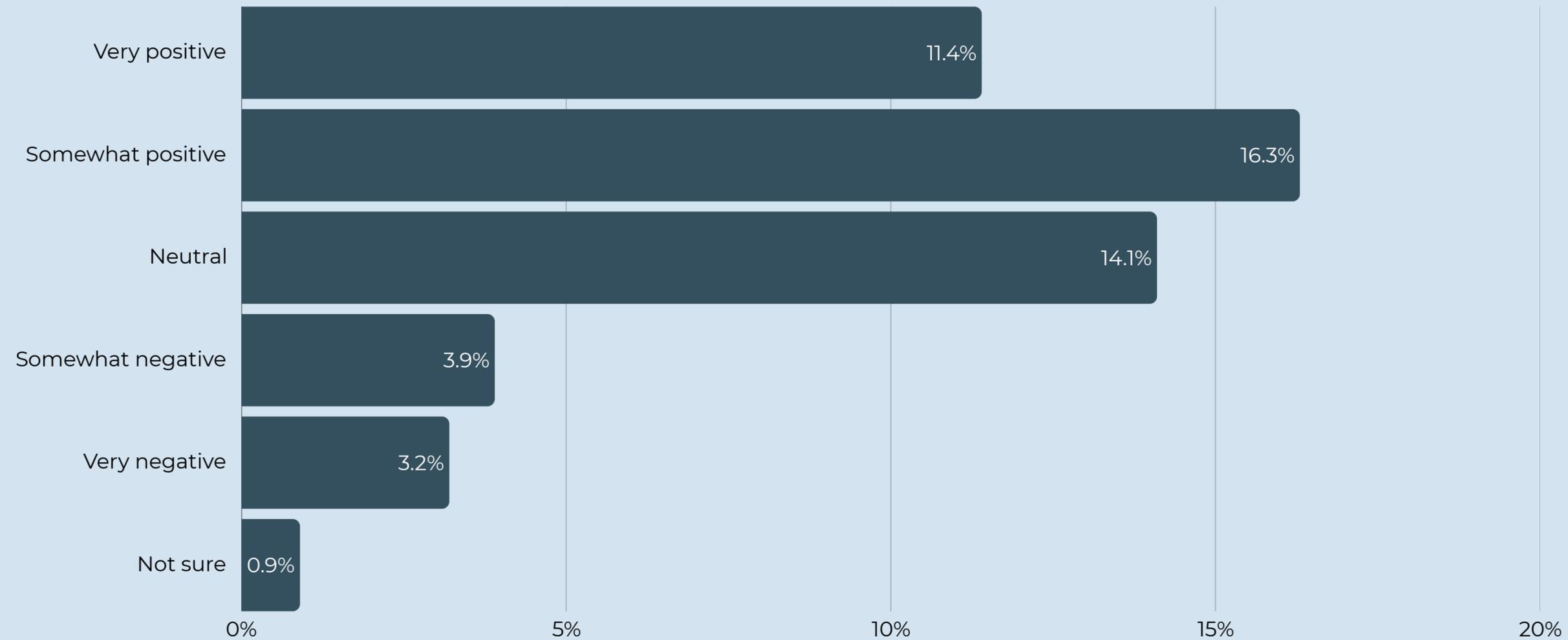
Question – Thinking about the overall quality of cycling routes and facilities available to residents of the city of Toronto, would you say they are...?

NOTICING RECENT NEW OR MODIFIED STREET INFRASTRUCTURE



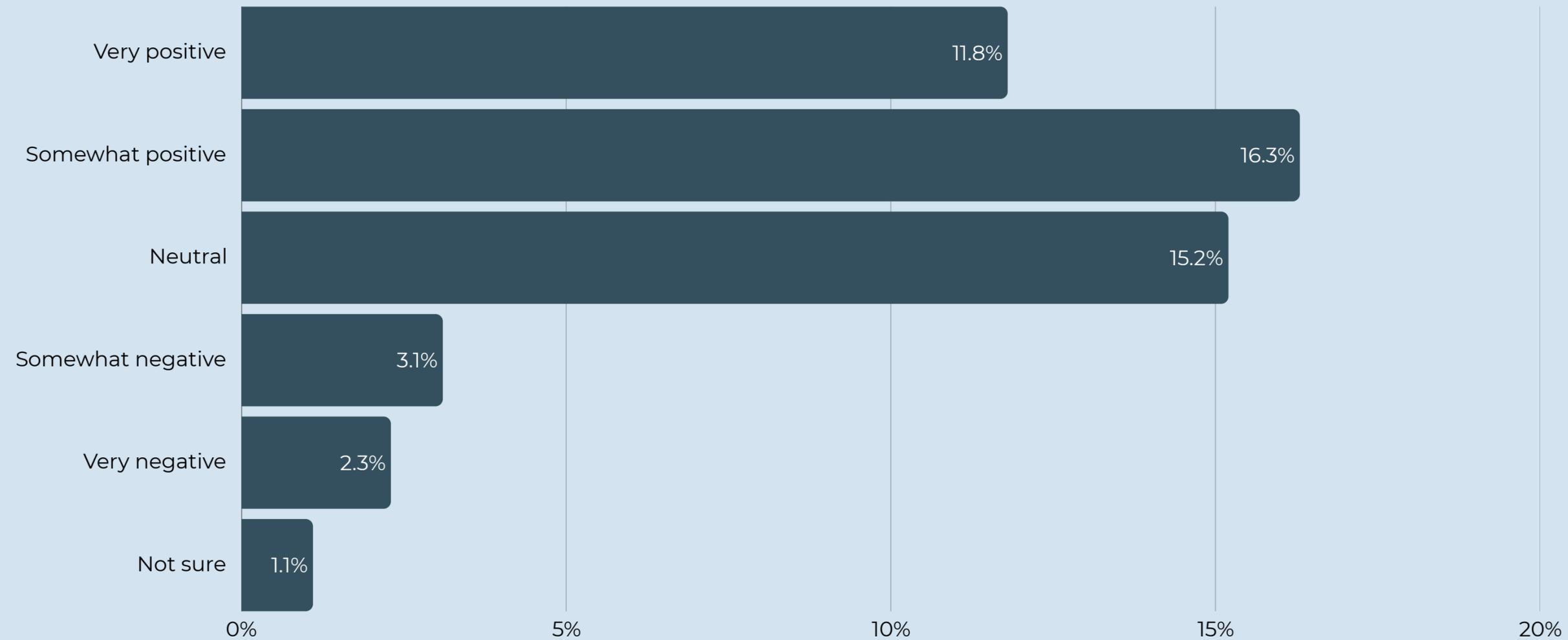
Question – Have you noticed any new or modified cycling infrastructure or measures to reduce automobile traffic speed or traffic volume in your neighbourhood that has/have been installed since November 2023?

STREET INFRASTRUCTURE - PHYSICAL APPEARANCE



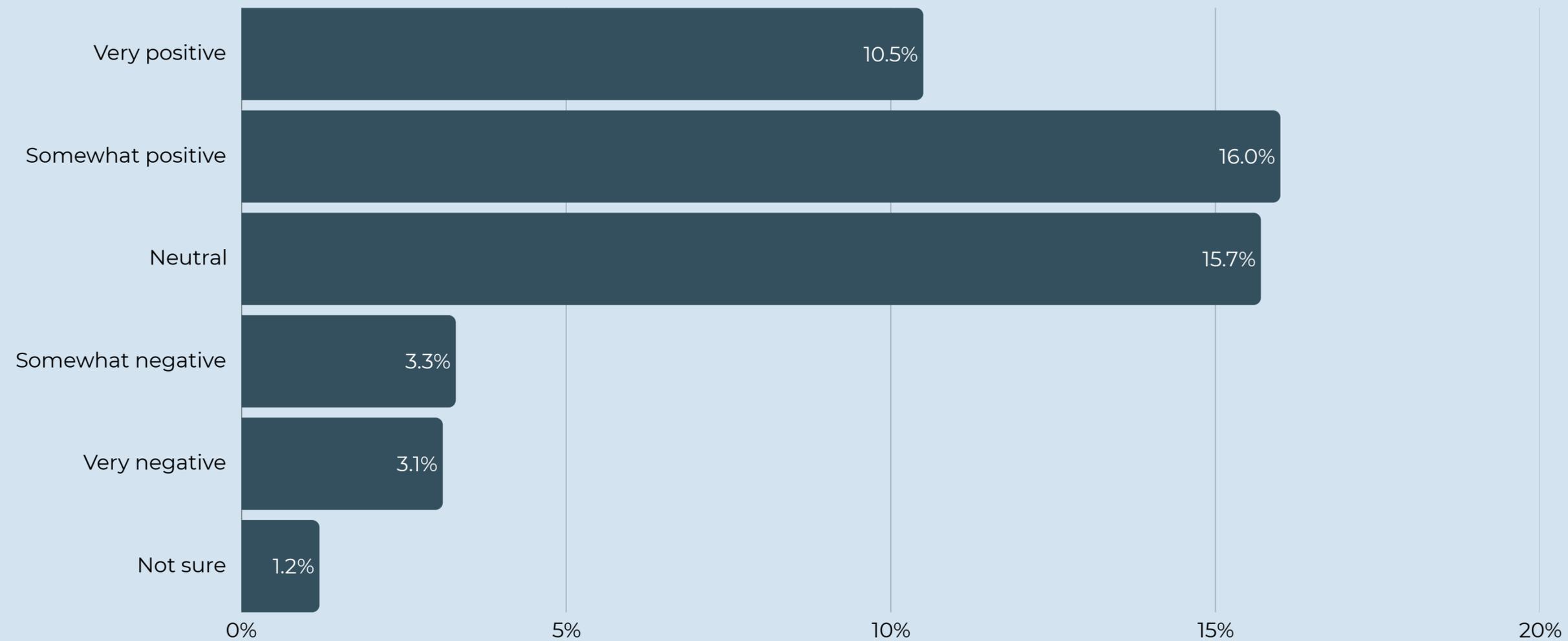
Question – Would you say the new or modified street infrastructure near where you live has had a positive or negative effect on each of the following factors?
[Appearance]

STREET INFRASTRUCTURE - SAFETY



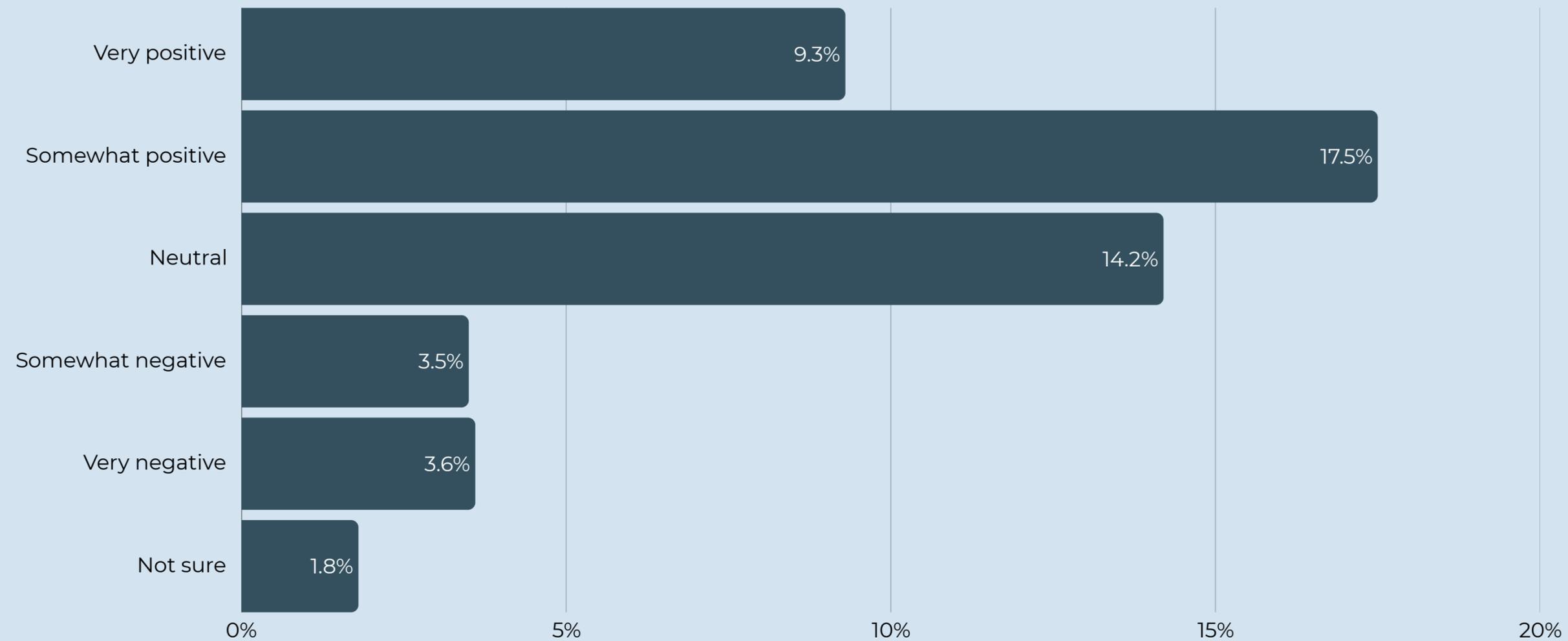
Question – Would you say the new or modified street infrastructure near where you live has had a positive or negative effect on each of the following factors?
[Safety]

STREET INFRASTRUCTURE - ACCESSIBILITY TO LOCAL SERVICES



Question – Would you say the new or modified street infrastructure near where you live has had a positive or negative effect on each of the following factors?
[Accessibility to services in my neighbourhood]

STREET INFRASTRUCTURE - ACCESSIBILITY FOR COMMUTING

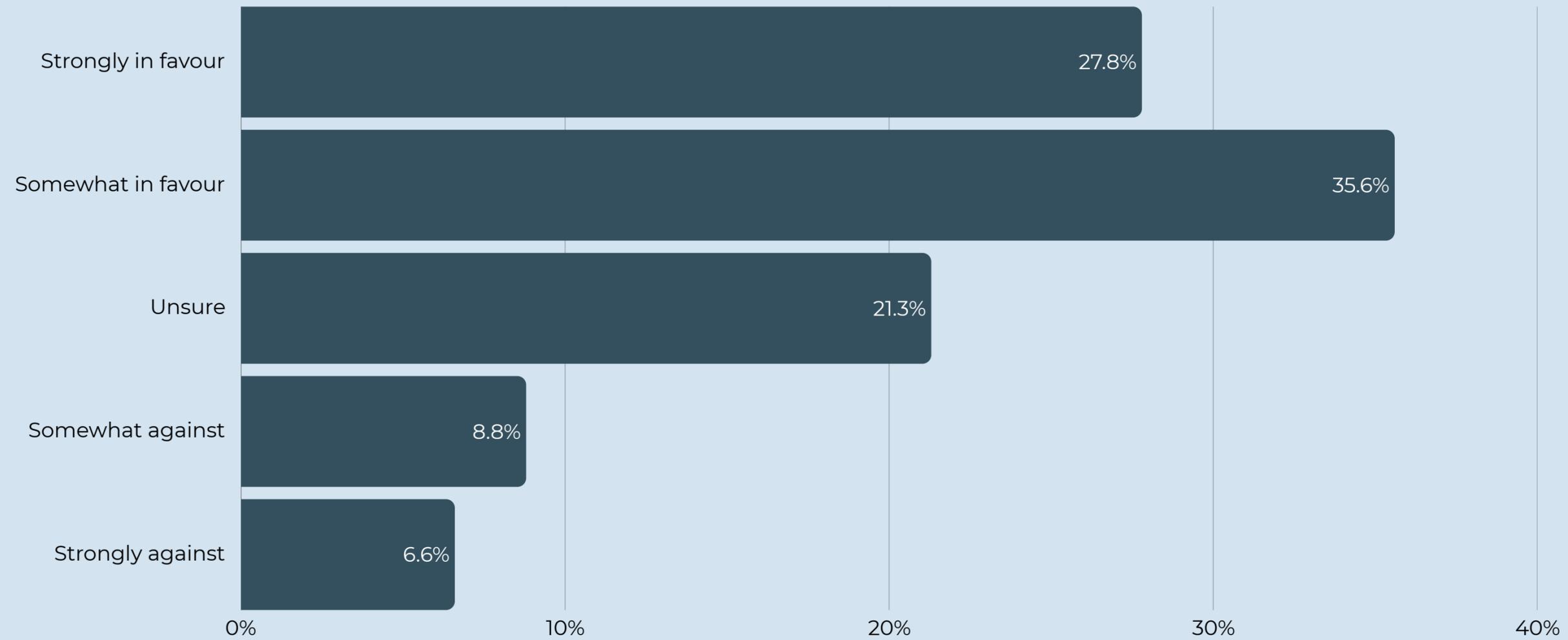


Question – Would you say the new or modified street infrastructure near where you live has had a positive or negative effect on each of the following factors?
[Accessibility to commute to work, school, or to run errands]

ATTITUDES & AWARENESS

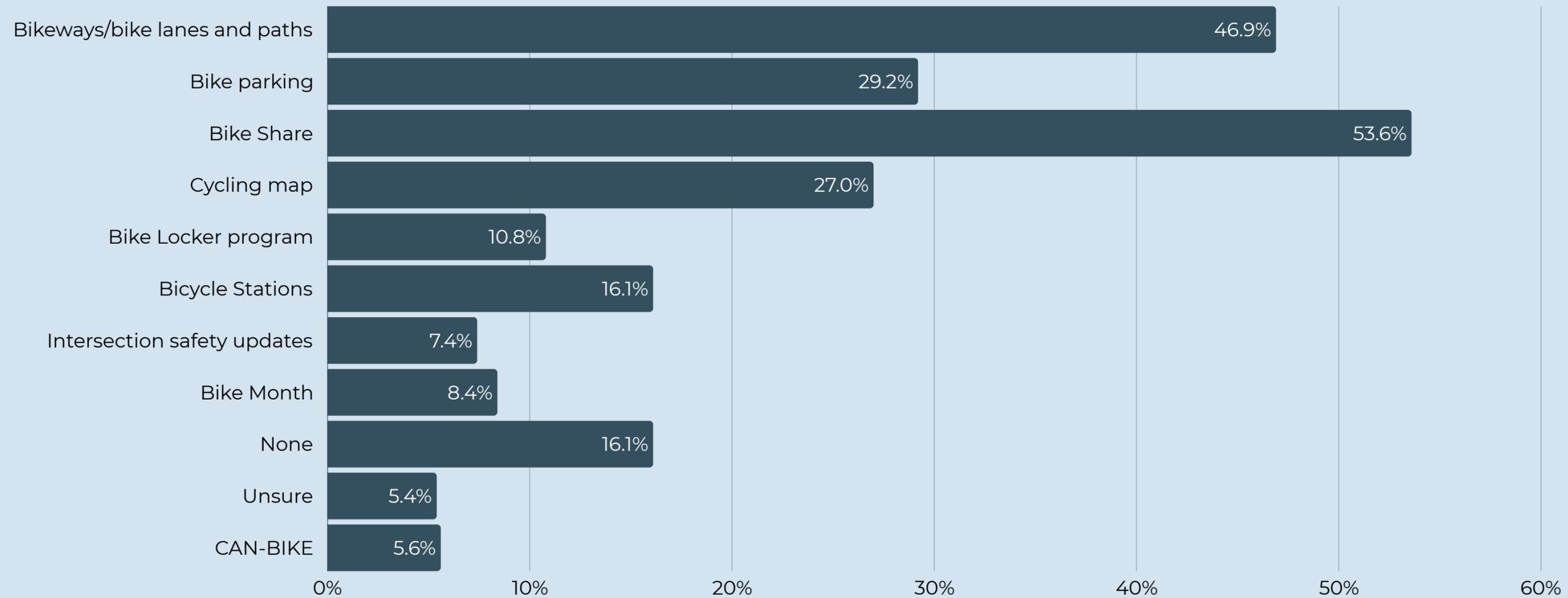


CYCLING PROMOTION



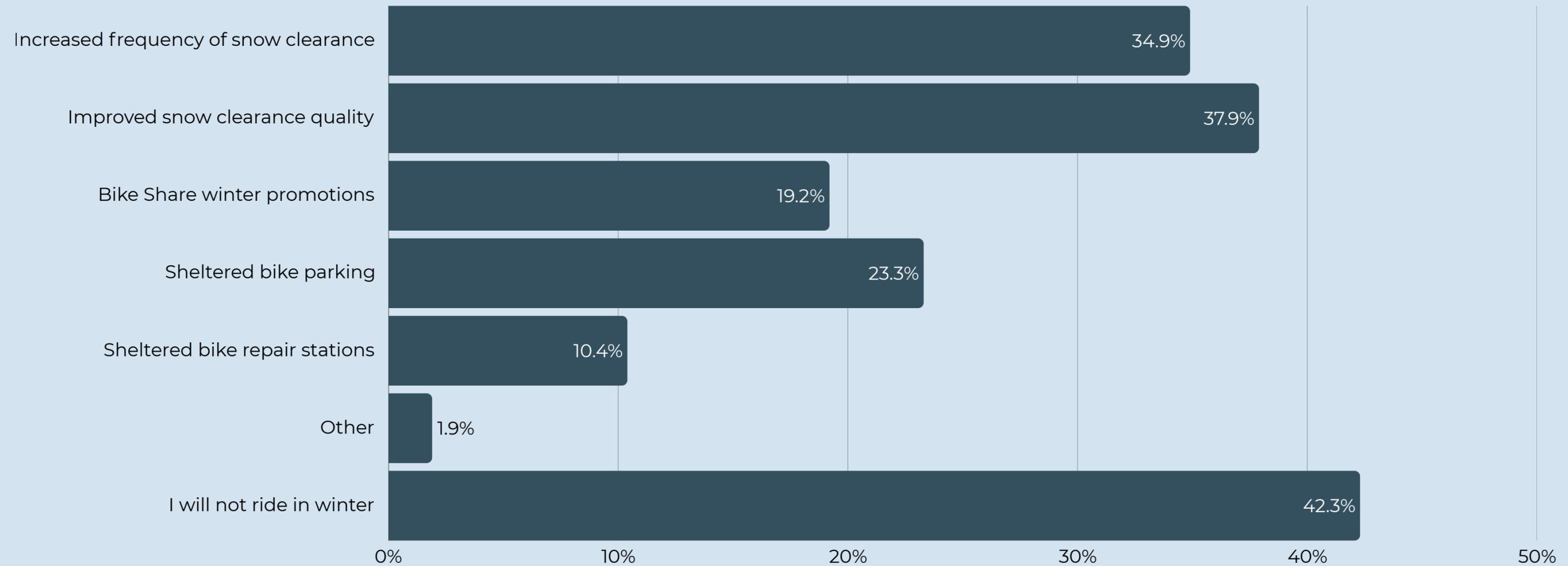
Question – How do you feel about promoting cycling in Toronto?

BICYCLE PROGRAMS



Question – What, if any, City of Toronto programs and initiatives were you aware of before today?

WINTER RIDING



Question – What, if anything, could the City do to encourage you to ride more in winter?

