

## **Appendix C: Cycling Route Assessments**

Appendix C: Off-Road Multi-Use Trail Route Assessment Matrix

Route Name and Alignment		EVALUATION CRITERIA (Refer to the "Off-road Cycling Pathway Selection" for full discussion of the criteria.)															COMMENTS		Bicycle Route
		Required for network density?	Continuous connection opportunity?	Network connection opportunities?	Short-cut route?	Complimentary alternative to on-road routes?	Alternative to non-feasible on-road routes?	More direct than on-road routes?	Fill gap in on-road route(s)?	Corridor available? (Room for facility)	Fulfills other network goals?	Access to destinations? (Direct connection)	Connects neighbourhoods?	Connections to destinations? (Indirect connection)	Amenity opportunities?	Transporation and recreation functions?			
		1.a.	1.b.	2.a.	2.b.	3.a.	3.b.	3.c.	3.d.	4.a.	4.b.	5.a.	5.b.	5.c.	5.d.	6.a.	Assets and Opportunities	Constraints and Challenges	Rationale & Recommendation
EAST-WEST ALIGNMENTS:																			
1. Lake Ontario Waterfront Trail		Yes	Yes	Yes	No	Yes	No	Partially	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Significant sections of trail in place already; opportunities for small projects to connect existing trail segments	Private ownership of significant sections of waterfront environmentally sensitive areas	Short-term priority; develop trails in identified areas; small projects will help to complete larger overall alignment - subject to further study
2. CN Rail Corridor (GO Lakeshore Line)		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Continuous corridor with straight alignment through City connecting to both Toronto and Oakville	Space not available adjacent to busy rail lines	Trail development not possible in this corridor
3. Hydro One Corridor (N. of Royal Windsor (west) to S. of Queensway (east))		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Mostly continuous angled (short-cut) alignment through City connecting to both Toronto and Oakville and crossing the QEW; connects to north-south natural area corridors	Narrow corridor with occasional disruptions due to Hydro One facilities; no existing facilities in-place	Short-term priority; short sections will be required to go on-road to bypass Hydro One facilities
4. Hydro One Corridor (Queensway)		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Continuous, straight alignment through City connecting to both Toronto and Oakville; nearly continous trail currently under development; good connection to north-south natural area corridors	Narrow corridor with occasional disruptions due to Hydro One facilities and Queensway roadway in corridor; difficult crossings or segments not covered by current pathway development scope (ie. Credit Valley crossing)	Assessed as On-Road Primary Route: Large proportion of route planned for 2009.
5. St. Lawrence and Hudson Railway Corridor (GO Milton Line)		Yes	Yes	Yes	Yes	Yes	Maybe	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Continuous, curved/angled alignment through City connecting to both Toronto and Milton	Space not available adjacent to busy rail lines	Trail development not possible in this corridor
6. St. Lawrence and Hudson Railway Corridor - North		No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	No	Yes	Connecting segment to existing trails in Trail #7; connects neighbourhoods in north-central Mississauga and possibly to Brampton	Coordination required with Rail Owner (CP Rail)	Medium and / or long-term priority (priority / completion recommended to occur in coordination with route #7)
7. Hydro One Corridor (Hwy. 403)		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Continuous, straight alignment through City at a central location connecting to both Toronto and Oakville; good connection to north-south natural area corridors	Coordination required with Hydro One; complex Credit Valley and highway crossings will fragment overall alignment	Immediate priority: to be incorporated in current infrastructure project (integrate this route into the scope of the BRT development; develop as two discontinuous routes east and west of Hwy 403); seek opportunities to make connections with north-south routes
8. Lake Wabukayne Trail		Yes	Yes	Yes	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Winding alignment through northwest of Mississauga; many completed sections of recreational trail; good connection to north-south natural area corridors	Existing facilities may not be up to current standards; route will be somewhat indirect and require significant on-road segments along community cycling routes	Medium and / or long-term priority (priority / completion recommended to occur in coordination with route #5); evaluate existing trails and coordinate with on-road community trails network

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Route Name and Alignment		EVALUATION CRITERIA (Refer to the "Off-road Cycling Pathway Selection" for full discussion of the criteria.)															COMMENTS		Bicycle Route
		Required for network density?	Continuous connection opportunity?	Network connection opportunities?	Short-cut route?	Complimentary alternative to on-road routes?	Alternative to non-feasible on-road routes?	More direct than on-road routes?	Fill gap in on-road route(s)?	Corridor available? (Room for facility)	Fulfills other network goals?	Access to destinations? (Direct connection)	Connects neighbourhoods?	Connections to destinations? (Indirect connection)	Amenity opportunities?	Transporation and recreation functions?	Assets and Opportunities	Constraints and Challenges	Rationale & Recommendation
		1.a.	1.b.	2.a.	2.b.	3.a.	3.b.	3.c.	3.d.	4.a.	4.b.	5.a.	5.b.	5.c.	5.d.	6.a.			
NORTH-SOUTH ALIGNMENTS:																			
9. CN Rail Corridor (GO Georgetown Line, Malton)		No	Yes	No	Yes	Yes	No	Yes	No	No	Yes	No	No	Yes	No	Yes	Continuous, short-cut alignment through City connecting to both Toronto and Brampton	Space not available adjacent to busy rail lines	Trail development not possible in this corridor
10. Etobicoke Creek Trail		Yes	Yes	Yes	No	Yes	Maybe	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Possible continous north-south trail(s) from waterfront to near the City's northern edge; significant sections of the trail in-place or in development; previous feasibility study carried out for entire corridor in conjunction with Toronto	Coordination required between multiple municipalities	Immediate priority: project in progress (northern sections only; southern sections are long-term priority); coordinate with department responsible to ensure that new trail meets standards; south sections of the corridor will require coordination with the City of Toronto
11. Hydro One Corridor (W. of Etobicoke Creek, between Wastgate (N) and Dundas (S))		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	South section may be useful alternative to difficult section of Etobicoke Creek Trail; good connection to proposed east-west trails; connects to existing neighbourhood trails	Coordination required with Hydro One	Medium-term priority (as possible alternative to adjacent sections of C, due to ease of installation of this route)
12. Little Etobicoke Creek Trail		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Mostly continuous north-south trail(s) through neighbourhood and connecting to near Toronto; significant sections of the trail in-place	Complex connections across Eastgate and Eglinton	Short-term priority; upgrade and connection / completion of existing facilities and extension to complete route
13. Hydro One Corridor (Hwy. 407 (N) to Hwy. 403 (S))		Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Connection between primary east-west proposed corridors; existing section of trail complete between Matheson and Eglinton; connects residential and employment areas	Primarily connects through employment areas	Long-term priority route because of proposed adjacent on-road facilities
14. Cooksville Creek Trail		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Portions of trail in-place; good natural corridor from Brampton to Lake Ontario; may be plans/proposals underway	Property restrictions; environmentally sensitive areas and flood areas; other plans may be underway; existing facilities may not be up to current standards; complicated roadway crossings/connections may be required	Medium and / or long-term priority (prioritise completion of individual segments as opportunities arise; develop as three discontinuous routes linking other network routes); requires coordination with CVCA and other stakeholders
15. Mullet Creek		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Portions of trail iin place	Environmentally sensitive areas and flood areas; other plans may be underway crossings / connections required under 403	Medium and / or long-term priority (prioritise completion of individual segments as opportunities arise; develop as three discontinuous routes linking other network routes); requires coordination with CVCA and other stakeholders
16. Credit River Trail		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Portions of trail in-place; excellent natural corridor from Brampton to Lake Ontario; may be plans/proposals underway; possibility to develop trails on each side of river	Property restrictions; environmentally sensitive areas and flood areas; other plans may be underway; existing facilities may not be up to current standards; complicated roadway crossings/connections may be required; connecting to and from trail will require complex access points	Long-term priority (prioritise completion of individual segments as opportunities arise); requires coordination with CVCA and other stakeholders
17. Lisgar Meadow Brook / Saw Mill Valley Trail		Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Good continuous north-south / short-cut route from central Mississauga to northern neighbourhoods; many trail sections in-place; strong neighbourhood connections	Existing facilities may not be up to current standards; crossing of Highway 403 required; many short on-road segments are required	Short-term priority: North Section to Argentia Road extension and Ninth Line
18. Pipeline Utility Corridor		No	Yes	No	Yes	Yes	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No	Continuous east-west short-cut route through northwest neighbourhoods; no existing trails	Need to acquire permission to place trail on land	Long-term priority: Ninth Line to Winston Churchill

Appendix C: East - West Primary Cycling Route Assessment

Segment		Approx.		Posted	Heavy	Existing	# of		# of	# of	OP ROW	Pavement	Inside Lane	Curb Lane	# of	On-Street	Blvd		Bicycle Route -		Implementation Opportunities	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation
		Length	ADT	Speed	Truck	Bicycle Route	Travel	CLTL	LT Lane	RT Lanes	Width (m)	Width (m)	(m)	(m)	Intersections	Parking	Space	Sidewalk	Proposed OP	Road Classification				
from	to	(km)		(km/h)	(%)	Facility	Lanes									(hours)	(m)		Road Classification	Vision				
Bloor Street		5.0																						
Central Parkway	Tomken Road	1.9	21500	50	0%-10%	N	4	0	6	3	26	14.9 - 15.9	3.4 - 4.7	3.4 - 3.8	55	N	3 - 8.8	Y	Major Collector	Bike Lanes / paths, multi-use trials	Lane Conversion	Moderate speed route linking to Toronto and subway	Direct residnetial frontage with driveways for much of corridor	Bicycle Lanes
Tomken Road	Fieldgate Drive	2.1	24900	50	0%-10%	N	4	0	9	2	26 - 30	14 - 18.2	3.5 - 3.8	3.4 - 3.6	85	N	4.7 - 6.6	Y	Major Collector	Bike Lanes / paths, multi-use trials				
Fieldgate Drive	Etobicoke Creek	1.0	17800	50	0%-10%	N	4	0	1	0	30	11 - 16.5	3.6 - 4.1	3.3 - 4.7	25	N	1.6 - 4.9	Y	Major Collector	Bike Lanes / paths, multi-use trials				
Britannia Road		11.6																						
Ninth Line	Winston Churchill	1.4	13920 29120	60	0%-10%	Y (blvd trail)	4	0	10	11	36	18.2 - 18.6	3.2 - 3.6	3.2 - 3.6	5	N	6.2 - 15.2	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd Trail	Region of Peel widening road and will provide facility	Constrained property at locations, high traffic volumes	Blvd Trail (north side)
Winston Churchill Blvd	Erin Mills Parkway	2.0	26770	60	0%-10%	N	4	0	6	6	36 - 45	20.4 - 21.5	3.2 - 3.6	3.2 - 3.6	4	N	5.2 - 10.1	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials				
Erin Mills Parkway	Credit River	2.0	27320	60	0%-10%	N	2-4,	1 <sup>2</sup>	5	4	36 - 45	10.0 - 18.9	3.2- 3.4	3.1 - 3.4	15	N	4.0 - 9.5	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials				
Credit River	Terry Fox Way	2.1	30100 38760	60	0%-10%	N	4	0	9	5	45	18.8 - 19.4	3.3 - 3.5	3.3 - 3.5	9	N	5.5 - 12.2	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials				
Terry Fox	Kennedy Road	4.1	38040 31410 32090	60	0% - 10%, 11% - 20%	N	4	0	17	15	45	13.4 - 14.2	3.2 - 3.6	3.2 - 3.5	49	N	6.4 - 7.8	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	No Facility		High traffic volumes and heavy truck %	Not recommended
Burnhamthorpe Rd		16.8																						
9th Line	Winston Churchill	2.1	18000	60*	0%-10%	N	2 - 4,	0	8	1	35	6.7 - 17.1	3.6 - 3.7	3.2 - 3.6	6	N	6.4 - 8.8	Y <sup>3</sup>	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail	Existing Blvd Trail (north side) in part Link to City Centre, Cooksville Creek, Etobicoke Creek and City of Toronto	Would require relocation of north drainage and signal plant; Sufficient traffic demand for 6 lane facility	Blvd Trail (north side)
Winston Churchill	Erin Mills	1.8	17300 25800	60*	0%-10%	Y (blvd trail)	4	0	11	2	35	14.9 - 20.3	2.9 - 4	3.4 - 5.2	16	N	4.6 - 12.6	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail			
Erin Mills	Credit River	3.0	34800	60*	0%-10%	Y (shared lane)	4	0	11	4	50	25 - 27.2	3.6 - 4.4	3.5 - 5.7	11	N	5.8 - 9.7	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Existing Trail			
Credit River	Confederation Pkwy	2.4	41400	60*	0%-10%	Y (blvd trail)	6	1 <sup>2</sup>	14	1	50	25.8 - 26	3.5 - 3.9	3.5 - 3.6	32	N	5 - 16.8	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Bridge wideneing			
Confederation Pkwy	Hurontario	1.2	40500	60*	0%-10%	N	6	0	6	5	50	17.6 - 26.2	3.4 - 4.0	3.3 - 3.7	11	Y <sup>3</sup>	3.5 - 12.5	Y	Principal Arterial	Physically sperated BL, off-road trail	-			
Hurontario	Central Pkwy East	1.1	38000	60*	0%-10%	Y (blvd trail)	4 - 6,	0	11	6	50	17.6 - 26.2	3.4 - 4	3.3 - 4.7	25	N	3.4 - 12.5	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail			
Central Pkwy East	Tomken	1.8	-	60*	0%-10%	Y (blvd trail)	4	1 <sup>2</sup>	9	7	50	15.1 - 18.1	3.7 - 4.4	3.4 - 3.7	20	N	6.4 - 10.2	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail			
Tomken	Fieldgate	2.1	-	60*	0%-10%	Y (blvd trail)	4	0	12	7	50	14.3 - 18.6	3.7 - 4.1	3.3 - 4.2	27	N	6 - 17.9	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail			
Fieldgate	Etobicoke Creek	1.3	-	60	0%-10%	Y (blvd trail)	4	1 <sup>2</sup>	7	3	50	14.5 - 20.4	3.7 - 4.3	2.6 - 4.1	24	N	2.8 - 15.6	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail			
Central Parkway		8.1																						
Burnhamthorpe	Hurontario	3.2	26100 18500	50	0%-10%	N	4	0	16	8	26 - 30	14.2 - 18.1	3.4 - 3.6	3.2 - 3.4	40	N	12.2 - 14.2	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Lane Conversion	Moderate traffic volumes and speeds	High truck volumes; horizontal curves	Bicyc:e Lanes (reduce 4 to 3 lanes)
Hurontario	Eglinton	4.9	-	50	0%-10%	N	4	0	8	4	26 - 30	13.3 - 18.1	3.3 - 4.1	3.2 - 3.6	8	N	5.2 - 9.4	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Blvd Trail	Space available on north side	Existing centre median trees	Blvd Trail (north side)
Courtney Park Drive		7.7																						
Mavis Road	Hurontario	2.1	-	60 - 70	21%-30%	N	4	0	8	4	35	18.8 - 24.6	3.4 - 3.7	3.2 - 3.7	29	N	8.1 - 9.4	Y	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Blvd trail	No major destinations; could provide crossing of Highway 410 with limited conflicts	High truck volumes	Blvd Trail (north side)
Hurontario	Hwy 410	2.2	18100 32500	70	21%-30%	N	4	1 <sup>2</sup>	7	0	35	19 - 21.2	3.5 - 4.2	3.4 - 4.4	29	N	1.9 - 14.5	Yes <sup>3</sup>	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Blvd trail			
Hwy 410	Dixie Road	2.0	-	70	21%-30%	N	4	0	9	1	35	19 - 21.2	3.2 - 4.2	3.4 - 4.4	23	N	1.9 - 12.3	Yes <sup>3</sup>	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Blvd trail			
Dixie Road	Pearson Airport	1.4	16600	50 - 70	21%-30%	N	2 - 4,	0	2	3	35	8.5 - 14	3.5 - 3.5	3.4 - 4	34	N	4 - 6	Y	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Blvd trail			

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>2</sup> CLTL along portions of segment

<sup>3</sup> Along portions of segment

\* Operating speed observed to exceed posted speed

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		Approx.		Posted	Heavy	Existing	# of							# of	On-Street	Blvd	Bicycle Route -		Implementation Opportunities	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation				
Segment		Length		Speed	Truck	Bicycle Route	Travel		# of	# of	OP ROW	Pavement	Inside Lane	Curb Lane	Driveways /	Parking	Space	Sidewalk					Proposed OP	Road Classification		
from	to	(km)	ADT	(km/h)	(%)	Facility	Lanes	CLTL	LT Lane	RT Lanes	Width (m)	Width (m)	(m)	(m)	Intersections	(hours)	(m)		Road Classification	Vision						
Derry Road		21.9																								
9th Line	Winston Churchill	2.0	16000 27800	60	0%-10%	Y (blvd trail)	4 - 6,	0	10	3	35	20.1 - 31.4	3.1 - 3.8	3.3 - 3.7	10	N	2.8 - 7	Yes <sup>3</sup>	Business Community Arterial	Bike Lanes / paths, multi-use trials	Existing in part	Existing north side trail Mississauga Road to east of Second Line; unused right of way south side (Ninth Line to Lisgar Meadow Brook Trail); potential connection to Meadowvale GO	Very high volumes and speeds; six lanes of traffic; Limited boulevard space crossing Highway 401	Blvd Trail (south side)		
Winston Churchill	Hwy 401	2.1	31000	60 - 80	0%-10%	N	4 - 5,	0	11	3	36 - 45	19.7 - 26.3	3.4 - 3.9	3.9 - 4.6	10	N	3.4 - 12	Yes <sup>3</sup>	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Together with			Blvd Trail (north side)		
Hwy 401	Creditview Dr	1.6	31900 28600	80	0%-10%	Y (blvd trail)	6	0	9	8	36 - 45	26.7 - 26.7	3.4 - 3.9	3.6 - 3.9	11	N	4.3 - 12.9	Yes <sup>3</sup>	Business Community Arterial	Bike Lanes / paths, multi-use trials	use with Syntex Blvd			Potential continuous E-W route in north Mississauga; potential connection to Drew Road	High truck volumes and speed and six lanes of traffic; crossing of Highway 410 ramps	Blvd Trail (on north side to Tomken Road)
Creditview Dr	Mavis Rd	3.5	38160	80	0%-10%	Y (blvd trail)	6	0	6	9	36 - 45	26.9 - 30.6	3.4 - 3.9	3.4 - 3.6	8	N	4.4 - 12.6	Yes <sup>3</sup>	Business Community Arterial	Bike Lanes / paths, multi-use trials	Existing in part					
Mavis Rd	Hurontario	2.0	45800	70 - 80	11%-20%	N	6	0	11	6	60	29.8 - 30	2.7 - 3.9	3.2 - 3.8	22	N	4.6 - 8.2	N	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Hurontario	Hwy 410	2.1	55300	70	11%-20%	N	6	0	7	10	60	23 - 31.5	3.3 - 4	3.5 - 3.9	18	N	1.5 - 8	N	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	Blvd trail					
Hwy 410	Dixie Rd	2.0	70300 51200	70	11%-20%	N	6	0	6	4	60	25.8 - 30.3	3.6 - 3.9	3.5 - 3.7	13	N	2.1 - 8.4	N	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	With Drew Rd	Potential connection to Malton GO	High truck volumes and speed and six lanes of traffic; crossing of Etobicoke Creek	Blvd Trail (south side to Catrnick Street)		
Dixie Rd	Tobram Dr	2.8	53000 52600	60 - 70	11%-20%	N	6	0	7	6	60	26.3 - 27.1	3 - 4	3.5 - 4	16	N	0.9 - 12.4	N	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	With Drew Rd					
Tobram Dr	Professional Court	2.2	61500 42800	60	11%-20%	N	6	0	13	2	60	23.6 - 26.5	3.2 - 3.7	3.4 - 3.6	30	N	1.4 - 6.4	Yes <sup>3</sup>	Industrial/Commercial Arterial - Business Community Arterial	Physically sperated BL, off-road trail / Bike Lanes / paths, multi-use trails	With Drew Rd	Parallel routes				
Professional Court	Hwy 427	1.7	47300	60	11%-20%	N	5 - 6,	0	11	2	60	23.7 - 24.6	3.1 - 3.8	3.3 - 4.1	18	N	2.5 - 9	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials						
Dundas Street		15.6																								
Ridgeway	Erin Mills Parkway	2.7	36300	60	0%-10%	N	4 - 6,	1 <sup>2</sup>	-	-	35	15.0 - 26.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	Blvd trail	Some segments along Dundas can provide for key links between north and south continuous routes	High traffic volumes throughout much of the corridor. Identified as a major transit corridor. Not compatible for safe on-road route to accommodate traffic, transit and cyclists.	Boulevard Trail (south side) to Confederation Parkway		
Erin Mills Parkway	Erindale Station	3.0	34400 39200	60	0%-10%	N	4 - 6,	1 <sup>2</sup>	-	-	35	15.0 - 25.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	Blvd trail					
Erindale Station	Hurontario	3.3	42200	60	0%-10%	N	4 - 6,	1	-	-	35	15.0 - 26.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	Blvd trail					
Hurontario	Cawthra	2.1	-	60	0%-10%	N	4 - 6,	1	-	-	35	16.0 - 25.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-					
Cawthra	Dixie	2.1	-	60	0%-10%	N	6	1	-	-	35	25.0 - 26.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-					
Dixie	Etobicoke creek	2.5	47300	60	0%-10%	N	6	1	-	-	35	25.0 - 28.0	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-					
Eglinton Avenue		17.8																								
Ninth Line	Winston Churchill Blvd.	2.1	22400	60*	0 - 10	N	4	-	7	2	45	16.2 - 17.4	3.3 - 3.5	3.5 - 3.6	11	Y (15 h)	6.2 - 7.2	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	-	Sufficient Boulevard Space; Represents a continuous corridor through the City with links to Erin Mills Town Centre, Credit Valley Hospital and the Credit River Valley	Insufficient boulevard space	Shared use lane		
Winston Churchill Blvd.	Erin Mills Parkway	0.7	31100	60*	0 - 10	N	6	-	9	3	45	26.2	3.3 - 3.5	3.6 - 3.8	8	N	7.0 - 8.5	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Erin Mills Parkway	Mississauga Rd	1.4	38400	60*	0 - 10	N	6	-	9	1	45	26.2	3.6	3.9	6	N	7.5 - 8.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Mississauga Rd	Mavis Rd	3.4	32900	60*	0 - 10	N	6	-	15	2	45	26.2	3.6	3.9	23	N	5.5 - 12.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Mavis Rd	Hurontario St.	2.1	31700	60*	0 - 10	N	6	-	13	1	45	26.2	3.6	3.9	12	N	8.0 - 12.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Hurontario St.	Hwy 403	2.1	-	60*	0 - 10	Y (blvd trail)	4 - 6,	-	8	3	45	26.8	3.65 (4.6)	3.8	14	N	10.0 - 12.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Hwy 403	Dixie Rd	2.0	43700	60*	0 - 10, 11 - 20	N	5 - 6,	-	6	4	45	26.8	3.45 - 3.55	3.9	27	N	4.0 - 7.0	Y	Industrial / Com.Arterial	Physically sperated BL, off-road trail	Blvd trail					
Dixie Rd	Etobicoke Creek	4.0	44900	70	0 - 10, 11 - 20	N	6	-	7	6	45	22.5	3.55 - 3.65	4	6	N	10.0 - 25.0	Y	Industrial / Com. & Principal Arterial	Physically sperated BL, off-road trail	Blvd trail					
The Queensway		8.9																								
IGlengarry Road	Stillmeadow Rd	2.0	5800	40 - 60	0%-10%	N	2 - 4,	0	3	1	36	8.6 - 18.2	3.5 - 3.6	3.4 - 4.4	25	N	4.6 - 45	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	Bridge	Available utility corridor; links to Mississauga Hospital, Sherway Gardens; potential for connection to Sheridan Place	Need to accommodate arterial road crossings	Blvd Trail (within utility corridor)		
Stillmeadow Rd	Hurontario	1.3	22600 32800	60	0%-10%	N	4	0	8	1	36 -45	18.5 - 18.7	3.2 - 3.7	3.4 - 3.6	17	N	4.8 - 12.7	Y	Main Street Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Hurontario	Cawthra Rd	2.1	26900 28800	60	0%-10%	N	4	0	11	11	36 -45	19 - 30.1	3.4 - 3.9	3.5 - 3.7	11	N	3.5 - 6.7	Y <sup>3</sup>	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Cawthra Rd	Dixie Rd	2.1	35300 32200	60	0%-10%	N	4	0	5	6	36 -45	18.5 - 30.1	3.4 - 3.7	3.5 - 3.7	9	N	2.2 - 49.7	N	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					
Dixie Rd	The West Mall	1.5	36850	60	0%-10%	N	4 - 6,	0	2	1	36 -45	26.3 - 30.6	3.5 - 3.7	3.7 - 3.8	3	N	2.2 - 6.6	N	Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd trail					

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>3</sup> Along portions of segment

<sup>2</sup> CLTL along portions of segment

\* Operating speed observed to exceed posted speed

Appendix C: East - West Primary Cycling Route Assessment

Segment		Approx. Length		Posted Speed	Heavy Truck	Existing Bicycle Route	# of Travel		# of	# of	OP ROW	Pavement	Inside Lane	Curb Lane	# of Driveways /	On-Street Parking	Blvd Space	Sidewalk	Proposed OP	Bicycle Route - Road Classification	Implementation Opportunities	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation
from	to	(km)	ADT	(km/h)	(%)	Facility	Lanes	CLTL	LT Lane	RT Lanes	Width (m)	Width (m)	(m)	(m)	Intersections	(hours)	(m)		Road Classification	Vision				
Rathburn Rd		10.8																						
Garnettwood Chase	Dixie Road	2.4	-	50 (40)	0%-10%	N	4	0	15	1	40	17.7 - 19.9	3.4 - 3.8	3.3 - 3.6	27	N	5 - 7.2	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Lane Conversion	Connections to Mississauga City Centre, Erindale GO, City of Toronto, and Rockwood Mall; speeds and traffic volumes are moderate; reserve capacity in western sections of corridor	May require take away lane	Bicycle Lanes
Dixie Road	Cawthra Rd	2.1	-	50 (40)	0%-10%	N	4	0	14	0	40	16.5 - 16.8	3.2 - 3.5	3.2 - 3.4	17	N	4.6 - 10.9	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Cawthra Rd	Hurontario	2.3	-	50 (40)	0%-10%, 11%-20%	N	4	0	15	8	40	17.9 - 25.9	3.3 - 3.7	3.5 - 3.7	24	N	2.8 - 8	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Hurontario	Mavis Road	2.2	14400 23200	50 (40)	11%-20%	N	4	0	15	3	40 - 55	15.1 - 25.7	3.3 - 4.3	3.3 - 3.8	15	N	2.8 - 12.3	Y	Major Collector / Main Street Collector	Bike Lanes / paths, multi-use trials				
Mavis Road	Creditview Rd	1.9	9700 18300	50 (40)	0%-10%	N	4	1 <sup>2</sup>	13	2	40	17.1 - 20.1	3 - 3.5	2.3 - 4	13	N	5.9 - 12.3	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Royal Windsor/Lakeshore Rd W.		13.0																						
Winston Churchill Blvd.	Southdown Rd	2.0	27500 27100	60	11 - 20,	N	4	Y	2	2	26 - 35	19.3 - 20.2	3.6 -4.0 (3.3 - 5.0)	4	46	N	6.0 - 10.0	Y	Industrial / Commercial Arterial	Physically sperated BL, off-road trail	Lane Conversion	Service to Clarkson main street	Main street; limited boulevard space	Bicycle Lane OR Blvd Trail (south side)
Southdown Rd	Silver Birch Trail	1.9	-	50-60	0 - 10	N	4	Y	6	1	26 - 35	16.9 - 18.0	3.65	3.5	29	Y (2 h)	4.0 - 7.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			Bicycle Lane
Silver Birch Trail	Lorne Park Rd	1.1	-	60	0 - 10	Y (blvd trail)	4	-	3	-	26 - 35	14.6	3.8	3.5	28	N	5.0 - 12.0	Y	Business Com. / Main St Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			Blvd Trail OR Wider bicycle lanes
Lorne Park Rd	Mississauga Rd	2.3	27400	60	0 - 10	Y (blvd trail)	4	-	4	2	26 - 35	13.5	3.3 - 3.4	3.4	32	Y (15 h)	3.0 - 15.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			
Mississauga Rd	Hurontario St.	1.0	32500	60	0 - 10	N	4	-	4	2	26 - 35	14.2 - 15.5	3.3 - 3.7	3.2 - 3.6	17	Y (2 h)	3.1 - 5.0	Y	Main Street Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			Further Study Required
Hurontario St.	Cawthra Rd.	2.0	26300	60	0 - 10	N	4	-	8	2	26 - 35	13.8 - 17.1	3.6 to 3.7	3.2 - 3.6	39	Y (2 h)	3.3 - 3.4	Y	Business Com. / Main St Arterial	Bike Lanes / paths, multi-use trials	Lane Widening	Potential for continuous route through south Mississauga, link to Port Credit GO	Limited boulevard space and on-street space; requires significant changes to parking or	Further Study Required
Cawthra Rd.	Haig blvd.	1.4	-	60	0 - 10	Y (blvd trail)	4	-	-	-	26 - 35	18.1 - 20.4	3.6 (3.7 )	3.3 (S) and 3.4 (N)	39	N	6.0 - 7.0	Y	Main Street Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			
Haig blvd.	Etobicoke Creek	1.3	22200 26000	60	0 - 10	Y (blvd trail)	4	Y	-	-	26 - 35	18.1	3.4 - 3.5 (3.4 )	3.2 (S) and 5.0 (N)	23	N	3.0 - 4.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Lane Widening			Blvd Trail (south side)
Thomas St / Bristol Rd		12.3																						
Ninth Line	Winston Churchill	2.1	-	50	0%-10%	N	4	N	5	1	20-30	13.2 - 13.6	3.5 - 3.8	3.2 - 3.5	22+	Y	6 - 7.5	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Lane Conversion	Connection to main street Streetsville; provides crossing of Credit River; moderate traffic speed and volume	May require relocation of curb	Bicycle Lanes
Winston Churchill	McFarren Blvd	2.1	-	50 - 60	0%-10%	N	4	1 <sup>2</sup>	17	2	26 - 30	13.3 - 18.1	3.3 - 4.1	3 - 3.6	25	N	3.5 - 9.9	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Lane Conversion			
McFarren Blvd	Credutvuew Rd (via Queen)	2.3	-	50	0%-10%	N	2 - 4,	1 <sup>2</sup>	6	3	20 - 30	13.7 - 17.5	3.2 - 4.2	3.2 - 3.6	90	Y	2.8 - 8.3	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Minor reconstruction			
Credutvuew Rd (via Queen)	Mavis Road	1.9	15900 14800	50	0%-10%	Y (shared lane)	4	0	11	2	20 - 26	16.6 - 16.9	2.8 - 3.4	3.4 - 3.8	50	N	5.9 - 7.6	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Minor reconstruction			
Mavis Road	Hurontario	2.4	-	50	0%-10%	N	4	1 <sup>2</sup>	16	0	20 - 26	16.7 - 17.4	3.1 - 4.5	3.2 - 3.5	117	N	3.9 - 9	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Minor reconstruction			
Hurontario	Kennedy Rd	1.5	-	50	0%-10%	N	2	1 <sup>2</sup>	11	8	20 - 26	16.3 - 18	3 - 3.5	3.1 - 3.6	72	N	6.3 - 7.5	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Minor reconstruction			

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>2</sup> CLTL along portions of segment

<sup>3</sup> Along portions of segment

\* Operating speed observed to exceed posted speed



Appendix C: North - South Primary Cycling Route Assessment

Segment		Approx.		Posted	Heavy	Existing	# of			# of	# of	OP ROW	Pavement	Inside Lane	Curb Lane	# of	On-Street	Blvd			Bicycle Route -	Implementation	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation
		Length (km)	ADT	Speed (km/h)	Truck (%)	Bicycle Route Facility	Travel Lanes	CLTL	# of LT Lane	# of RT Lanes		Width (m)	Width (m)	(m)	(m)	Intersections	Parking (hours)	Space (m)	Sidewalk	Proposed OP Road Classification	Road Classification Vision				
Cawthra Road		7.2																							
Lakeshore	QEW	2.1	27350	50	0%-10%	N	4	1 <sup>2</sup>	-	-	36	17.0 - 19.0	-	-	-	N	-	Y		Business Community Arterial	Bike Lanes / paths, multi-use trials	Blvd Trail / Lane conversion	Lower traffic volumes south of QEW. Potential to provide a cycling route as far north as The Queensway. Connection to Cawthra Community Centre	High traffic volumes north of QEW. Not a continuous route through the City.	Consider section between Lakeshore and The Queensway as a community route
QEW	Dundas	1.8	38990	50	0%-10%	N	4	0	-	-	36 - 45	17.0 - 19.0	-	-	-	N	-	Y		Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Dundas	Burnhamthorpe	2.1	35130 37060 37240	50	0%-10%	N	4	1	-	-	36 - 45	17.0 - 19.0	-	-	-	N	-	Y		Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Burnhamthorpe	Eastgate	1.2	37810	50	0%-10%	N	4	0	-	-	36 - 45	17.0 - 19.0	-	-	-	N	-	Y <sup>3</sup>		Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Confederation Pkwy / McLaughlin Road		12.9																							
Queensway W	Central Pkwy W	2.5	-	50	0%-10%	N	2 to 4	1 <sup>2</sup>	15	1	26 - 30	11.3 - 16.7	3.4 - 3.4	3.7 - 4.3	46	N	6 - 8.4	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Conversion	Provides access to City Centre and a continuous route through the City; provides crossig of Highways 401 and 403 without ramp conflicts; bicycle lanes existing on Highway 403 bridge	Woodlot in vicinity of Matheson, may require reconstruction for widening or lane reduction	Bicycle Lane
Central Pkwy W	Hwy 403	1.8	16600	50	0%-10%	Y (shared lane)	4	0	9	0	30 - 40	21.3 - 22.1	3.6 - 4	4.7 - 5.5	12	Y <sup>3</sup>	2.5 - 4.3	Y		Main Street Collector / Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Existing lane			
Hwy 403	Bristol Road	1.9	13800	50	0%-10%	Y (shared lane)	4	0	5	0	26 - 30	15.4 - 16.1	3.4 - 3.9	3.8 - 4.6	9	N	4.9 - 11.6	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	-			
Bristol Road	Britannia Road	2.2	-	50 - 60	0%-10%	N	2	0	9	1	26 - 30	11.5 - 19.2	3.6 - 3.9	3.3 - 4	16	N	4.3 - 9	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	-			
Britannia Road	Courtney Park Dr	1.5	21800	70	0%-10%	N	2, 3 - 4,	1 <sup>2</sup>	4	2	30	18.4 - 18.4	3.3 - 3.7	3.7 - 3.7	14	N	6 - 8.8	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	-			
Courtney Park Dr	Hwy 407	3.0	-	70	0%-10%	N	2 - 4,	0	12	3	30	7.6 - 19.4	3.5 - 3.6	3.8 - 3.8	16	N	3.5 - 5.2	Y <sup>3</sup>		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	-			
Creditview Road		7.7																							
Burnhamthorpe	Hwy 403	1.6	26300	60	0%-10%	N	2 - 4,	1 <sup>2</sup>	9	3	30	13.7 - 16.8	3.3 - 3.5	3.3 - 4	18	N	4.9 - 6.7	Y <sup>3</sup>		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Retrofit lanes	Crossing opportunities of Highways 403 and 401 without ramp conflicts; provides access to Erindale GO; opportunity to provide bike lane with reconstruction north of Britannia Road	Existing Highway 403 structure has limited boulevard and lane widths; numerous driveways from Eglinton to Britannia	Bicycle Lane
Hwy 403	Eglinton	1.2	-	60	0%-10%	N	4	0	6	0	30	13.4 - 20	2.9 - 5.5	3.3 - 3.4	82	N	3.4 - 5.7	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	structure			
Eglinton	Bristol	1.4	-	60	0%-10%	N	4	0	4	1	30	18.7 - 23.6	3.5 - 5.5	3.3 - 3.8	77	N	3.3 - 6.4	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	With next rehab			
Bristol	Britannia Road	1.7	24000	60	0%-10%	N	4	0	9	1	30	16 - 17	3.4 - 3.8	3.2 - 3.5	16	N	5.4 - 8.3	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	With next rehab			
Britannia Road	Argentia	1.8	20100	60	0%-10%	N	4	0	6	2	26	9.1 - 22.5	3.6 - 3.7	3.2 - 4.6	13	N	4.6 - 9.5	Y <sup>3</sup>		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	With next rehab			
Dixie Road		16.5																							
Lakeshore	The Queensway	4.1	14110 18300 29500	50	0 - 10	N	4	-	-	-	20-45	12.6 - 13.2	-	-	-	N	-	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Lane conversion	Community corridor with low volumes		Bicycle Lane
The Queensway	Burnhamthorpe	3.1	35010 45850 45160	60	0 - 10	N	4 - 6,	-	-	-	45	11.1 - 19.1	-	-	-	N	-	Y		Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd Trail	Available space along east side to make connection to major destination	High Traffic and Truck volumes	Blvd Trail (east side) to GO Station and commercial area
Burnhamthorpe	Eglinton	2.1	46310	60	0 - 10, 11-20	N	6	-	-	-	45	18.9 - 20.8	-	-	-	N	-	Y		Business Com. Arterial	Bike Lanes / paths, multi-use trials	-		High Traffic and Truck volumes	No Facility Recommended
Eglinton	Courtney Park	4.3	44130 71240 67850 45540 45340	60	11-20, >30	N	6	-	-	-	45	19.5 - 20.8	-	-	-	N	-	Y <sup>3</sup>		Industrial / Com. Collector	Physically sperated BL, off-road trail	-			
Courtney Park	Brampton Boundary	3.0	47050 40270 37100	70	11-20,	N	6	-	-	-	45	20.1 - 20.6	-	-	-	N	-	Y <sup>3</sup>		Industrial / Com. Collector	Physically sperated BL, off-road trail	-			
Glen Erin Drive		10.5																							
Dundas Road	Burnhamthorpe Road	2.1	14800	50 (40)	0%-10%	N	4	0	10	2	30	14.8 - 19.1	3.5 - 4.1	3.5 - 3.6	24	N	5.7 - 8	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Retrofit lanes	Provides access to Meadowvale Town Centre and Erin Mills Town Centre; connection to BRT; provides crossing of Highway 403 without ramp conflicts; moderate traffic speeds and volumes	Requires the removal of a traffic lane and the integration of bike lane and parking	Bicycle Lane
Burnhamthorpe Road	Eglinton Ave	2.1	-	50 (40)	0%-10%	N	4	1 <sup>2</sup>	7	1	26	15.5 - 18.9	3.8 - 3.8	3.4 - 3.4	14	N	3.1 - 10	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Eglinton Ave	Thomas Street	1.9	16700	50 (40)	0%-10%	N	4	1 <sup>2</sup>	9	1	30	19 - 19.4	3.7 - 3.7	3.5 - 4	77	N	5.4 - 6	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Thomas Street	Britannia Road	1.2	14300	50 (40)	0%-10%	N	4	1 <sup>2</sup>	8	0	30	19 - 19.3	3.6 - 4	3 - 3.4	72	N	5.3 - 6.2	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Britannia Road	Battleford Road	1.6	-	50 (40)	0%-10%	N	4	0	10	1	26	19.5 - 21.6	3.2 - 3.9	3.5 - 4.6	16	N	5.6 - 8.4	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Battleford Road	Derry Road	1.6	-	50 (40)	0%-10%	N	4	0	11	1	26	15.3 - 19.8	3.1 - 4.4	3.4 - 3.9	13	N	5.5 - 7.6	Y		Neighbourhood Collector	Bike Lanes / paths, multi-use trials				
Goreway Drive		5.5																							
Hwy 427	Derry Road	2.5	8620	60 - 70	11%-20%	N	4	0	4	0	26	18 - 21.8	3.5 - 3.9	3.5 - 4.3	24	N	3.6 - 10.4	Y <sup>3</sup>		Major Collector	Bike Lanes / paths, multi-use trials	-	Provides cycling spine for Malton community, access to Westwood Mall, and links to Toronto	Numerous accesses through portions of the corridor	Bicycle Lane (Confirm with Brampton and Toronto for continuity)
Derry Road	Steeles Avenue	3.0	16460	60	11%-20%	N	4	1 <sup>2</sup>	14	2	35	14.7 - 15.4	3.5 - 4.2	3.3 - 3.8	52	N	4.1 - 8.3	Y <sup>3</sup>		Neighbouhood Collector	Bike Lanes / paths, multi-use trials	-			

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>2</sup> CLTL along portions of segment

<sup>3</sup> Along portions of segment

\* Operating speed observed to exceed posted speed

Appendix C: North - South Primary Cycling Route Assessment

Segment		Approx. Length (km)		Posted Speed (km/h)	Heavy Truck (%)	Existing Bicycle Route Facility	# of Travel Lanes		# of LT Lane	# of RT Lanes	OP ROW Width (m)	Pavement Width (m)	Inside Lane (m)	Curb Lane (m)	# of Driveways / Intersections	On-Street Parking (hours)	Bldv Space (m)	Sidewalk	Proposed OP Road Classification	Bicycle Route - Road Classification Vision	Implementation Opportunities	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation
from	to	(km)	ADT					CLTL																
Hurontario Street (former Hwy 10)		15.01																						
Lakeshore	QEW	2.05	19250 32960	50	0%-10%	Y (blvd trail)	4	1 <sup>2</sup>	-	-	30	13.0 - 15.0	-	-	-	N	-	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Blvd trail	Connection from Lakeshore to QEW is possible dueto existing blvd facilities and lower traffic volumes south of Mineola	Very high traffic volumes north of QEW and is not condusive to on-road cycling. Hurontario identified as a major transit corridor and may present physical constraints.	No cycling facility recommended - consider southern portion as a community route
QEW	Dundas	1.88	57300	50	0%-10%	N	6	1 <sup>2</sup>	-	-	35	20 - 24	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-			
Dundas	Burnhamthorpe	2.12	48790 51460	50 - 60	0%-10%	N	6	0	-	-	45	20 - 22	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-			
Burnhamthorpe	Eglinton	2.05	-	60	0%-10%	N	6	0	-	-	40	20 - 22	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-			
Eglinton	Britannia	3.06	-	60	0%-10%	N	6	0	-	-	45	20 - 22	-	-	-	N	-	Y	Principal Arterial	Physically sperated BL, off-road trail	-			
Britannia	Boundary	3.85	-	60	0%-10%	N	6	1 <sup>2</sup>	-	-	45	20 - 27	-	-	-	N	-	Y <sup>3</sup>	Principal Arterial	Physically sperated BL, off-road trail	-			
Kennedy Road		8.34																						
Burnamthorpe	Eglinton	2.22	-	50 - 60	0%-10%	N	4	0	13	5	26 - 36	18.8 - 26.3	3.4 - 4	3.4 - 3.6	13	N	3.9 - 7.3	Y	Major Collector / Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Blvd trail	Provides accessibility to Hershy Centre; Provides crossings of Highway 401, 407 and 403 without ramp conflicts	No key destinations, would require wideing for on-road lanes; Britannia Woods may affect widening opportunities	Bicycle Lane OR trail
Eglinton	Matheson	1.51	28670	50 - 60	11%-20%	N	4	0	8	2	30	17.6 - 18.3	3.5 - 4.1	3.4 - 3.6	5	N	2.5 - 10.1	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Blvd trail			
Matheson	Hwy 401	1.53	23070	60	11%-20%	N	4	1	10	0	30	13.6 - 14.1	3.6 - 3.7	3.2 - 3.6	26	N	2.6 - 7.7	Y <sup>3</sup>	Industrial/Commercial Collector	Bike Lanes / paths, multi-use trials	Blvd trail			
Hwy 401	Coutney Park	1.82	-	60 - 70	11%-20%	N	4	1	9	1	30	14.8 - 18.9	3.5 - 4.1	3.8 - 4	25	N	1.8 - 18	Y	Industrial/Commercial Collector	Bike Lanes / paths, multi-use trials	Blvd trail			
Courtney Park	Derry	1.26	-	70	11%-20%	N	4	1	8	0	30	18.8 - 19.3	3.3 - 3.9	3.6 - 3.7	14	N	3.1 - 11	Y	Industrial/Commercial Collector	Physically sperated BL, off-road trail	Blvd trail			
Mississauga Rd/Queen St/ Turner Valley Rd		16.25																						
Lakeshore Blvd	QEW	2.04	15400	50	0%-10%	Y (bike lane)	2 - 3,	0	3	2	26	7.4 - 13.7	3.5 - 3.5	3.6 - 5.1	99	Y	1.5 - 4.6	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Edgeline / route	Existing Facilities	Structure under the CN line	Bicycle Lane
QEW	Springbank Road	3.42	-	50	0%-10%	Y (bike lane)	2	0	3	2	26	11.9 - 13.7	3 - 3.5	4.3 - 5.1	108	N	1 - 3.8	Y <sup>3</sup>	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Existing lane			
Springbank Road	Dundas Street	1.41	11300	50	0%-10%	Y (shared lane)	2	0	2	1	26	9.6 - 11.9	0 - 0	4.4 - 4.9	8	N	1 - 9.3	No	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Existing lane			
Dundas Street	Burnhamthorpe	1.78	17700 12200	50	0%-10%	Y (shared lane)	2	0	5	2	26	9.7 - 17.3	3.6 - 3.7	3.6 - 4.9	22	Y	5.3 - 12.6	Y	Neighbourhood Collector	Bike Lanes / paths, multi-use trials	Blvd trail	Provides connection to downtown Streetsville; connects to Streetsville GO and BRT; Crossing of Highway 403 without ramp conflicts	Limited right of way, unobstructed boulevard and pavement width Dundas to Eglinton	Shared Use Lane
Burnhamthorpe	Eglinton Ave	2.47	11200 12000	50	0%-10%	N	2	0	7	1	26	9.6 - 10.5	3.4 - 3.4	3.4 - 4.3	46	Y <sup>3</sup>	2.8 - 9	Y <sup>3</sup>	Major Collector	Bike Lanes / paths, multi-use trials	Retrofit in parts			
Eglinton Ave	Britannia Road	3.06	19700	50	0%-10%	Y (shared lane)	2	1 <sup>2</sup>	6	0	20 - 26	11.1 - 12.1	-	4 - 5.7	127	Y	3.8 - 8.6	Y	Major Collector	Bike Lanes / paths, multi-use trials	Retrofit in parts			
Britannia Road	Argentia Rd	2.07	-	50 - 70	0%-10%	N	4	1 <sup>2</sup>	6	2	26	17.6 - 30.9	3.3 - 3.8	3.5 - 3.8	53	N	3.6 - 5.3	Y	Major Collector	Bike Lanes / paths, multi-use trials	-			
Ninth Line		9.17																						
Eglinton	Britannia	3.08	18100	70	0 - 10	Y (shared lane)	2	Y	-	3	35	10.9	3.4	3.7 / 3.8	35	N	3.3 - 16	N	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Paved shoulder with next rehab project	Continuous corridor with no ramp crossings at Highway 401 or 403; opportunities to utilize shoulder space	High traffic speeds	Bicycle Lane / Blvd Trail
Britannia Road	Derry	3.06	13600	70	0 - 10	Y (shared lane)	2	Y	2	2	35	11.1	3.7	3.7 /3.7	20	N	5.5 - 18.1	Y <sup>3</sup>	Business Com.Arterial	Bike Lanes / paths, multi-use trials				
Derry	Miss / H.H. Boundary	3.03	5200	70	0 - 10	Y (shared lane)	2	-	1	1	35	7	-	3.5 / 3.5	11	N	6.6 - 23.3	N	Business Com.Arterial	Bike Lanes / paths, multi-use trials				
Tenth Line		7.55																						
Argentia Rd	Derry Rd	1.40	-	60 (40) <sup>1</sup>	0 - 10	Y (bike lane)	2	0	2	2	30	9.2 - 10.4	-	3.4	3	N	5.5 - 11.1	Y	Major Collector	Bike Lanes / paths, multi-use trials	Existin Lane	Provides access to Lisgar GO, Provides connection through Churchill Meadows, existing lanes north of Derry and south of Britannia; moderate speeds and volumes; potential crossing		Bicycle Lane
Derry Rd	Battleford Rd	1.50	-	60 (40) <sup>1</sup>	0 - 10	N	2	0	5	0	30	7 - 9.6	-	3.4 / 4.5	17	Y	5.5 - 11.1	Y	Major Collector	Bike Lanes / paths, multi-use trials	-			
Battleford Rd	Britannia Road	1.50	-	60	0 - 10	N	2	0	4	0	30	7.4 - 9.6	-	3.7	29	Y	3.5 - 12.4	Y	Major Collector	Bike Lanes / paths, multi-use trials	-			
Britannia Road	Thomas St	0.95	9500	60	0 - 10	Y (bike lane)	2	0	1	2	26 - 30	11.2 - 13.8	-	3.3	0	Y	7.5 - 8.5	Y	Major Collector	Bike Lanes / paths, multi-use trials	Existin Lane			Blvd Trail (west side)
Thomas St	Eglinton Ave	2.20	8400	60	0 - 10	Y (bike lane)	2	0	1	0	26 - 30	11.8 - 13.6	-	3.3	0	N	6.5 -8.5	Y	Major Collector	Bike Lanes / paths, multi-use trials	Existin Lane			
Tomken Road		10.95																						
Dundas	Bloor	1.10	12600	40 - 50	0 - 10	N	4	-	1	0	26	14.1 - 15	3.4 - 3.6	3.4 - 3.6	9	N	5.5 - 7.0	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Retrofit sharrows	Community corridor with low volumes		Bicycle Lane
Bloor	Burnamthorpe	1.00	14200	60	0 - 10	N	4	-	2	2	26	14 - 17.7	3.3 - 3.4	3.3 - 3.6	14	N	6.2 - 6.6	Y	Business Com. Arterial	Bike Lanes / paths, multi-use trials	Retrofit sharrows			
Burnamthorpe	Eglinton	2.08	18300	60	0 - 10, 11 - 21	N	4	1	8	7	26-35	16.1 - 18.9	3.5 - 4.0	3.2 - 4.0	42	N	6.2 - 14.1	Y	Business Com. / Major Collector	Bike Lanes / paths, multi-use trials	Blvd trail	Available boulevard space west side	High Truck volumes	Blvd Trail (west side)
Eglinton	Highway 401	2.51	26100	60	11 - 20,	N	4	-	9	2	35	14.8 - 21.6	3.4 - 3.6	3.3 - 3.6	24	N	5.5 - 9.4	Y	Major Collector	Bike Lanes / paths, multi-use trials	Blvd trail			
Highway 401	Courtney Park	1.96	-	60	11 - 20, 21 - 30	N	4	1	8	2	35	14.7 - 20.1	3.4 - 3.6	3.3 -3.6	30	N	6.4 - 8.8	Y	Industrial / Com. Collector	Physically sperated BL, off-road trail	Blvd trail			
Courtney Park	Brampton Boundary	2.30	15100	60	21 - 30	N	4	-	12	3	35	18.2 - 18.4	3.4 -3.6	3.3 - 3.6	7	N	4.2 - 6.8	Y	Industrial / Com. Collector	Physically sperated BL, off-road trail	Blvd trail	Potential link to a Derry Road corridor; moderate volumes	High Truck volumes	Bicycle Lane

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>2</sup> CLTL along portions of segment

<sup>3</sup> Along portions of segment

\* Operating speed observed to exceed posted speed



Appendix C: North - South Primary Cycling Route Assessment

		Approx.		Posted	Heavy	Existing	# of			# of	# of	OP ROW	Pavement	Inside Lane	Curb Lane	# of	On-Street	Blvd	Bicycle Route -		Implementation Opportunities	Assets and Opportunities	Constraints and Challenges	Bicycle Route Facility Type Recommendation
Segment		Length		Speed	Truck	Bicycle Route	Travel		# of	# of									Proposed OP	Road Classification				
from	to	(km)	ADT	(km/h)	(%)	Facility	Lanes	CLTL	LT Lane	RT Lanes	Width (m)	Width (m)	(m)	(m)	Intersections	(hours)	(m)		Road Classification	Vision				
Winston Churchill Blvd		18.40																						
Lakeshore Rd W	Royal Windsor Dr	2.06	7200	60	0%-10%	N	2	0	3	2	36 - 45	7.5 - 10.6	3.2 - 3.2	3.6 - 3.8	43	N	2.6 - 4.5	N	Industrial/Commercial Arterial	Physically sperated BL, off-road trail	-	Available boulevard space; provides connection to BRT	Woodlot	Blvd Trail (west side)
Royal Windsor Dr	QEW	2.06	22500 35700	60	0%-10%	N	4	0	10	2	36 - 45	15.5 - 19.4	3.5 - 4	3.6 - 3.8	14	N	7 - 10.6	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
QEW	Dundas Street	2.05	46300 36100	60	0%-10%	N	4	0	8	7	35 - 46	15 - 21.2	3 - 3.8	3.4 - 3.8	9	N	3.1 - 5.8	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Dundas Street	Burnhamthorpe Rd	2.11	39100 35210	60	0%-10%	N	4	0	11	1	35	14.6 - 19.3	3.7 - 3.7	3.5 - 4	20	N	3.2 - 6.8	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Burnhamthorpe Rd	Eglinton Ave	2.00	36300 39800 56500	60 - 70	0%-10%	N	4	0	6	4	35	24.5 - 26.8	3.5 - 3.8	3.7 - 4.5	12	N	4.6 - 9.1	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-	Limited boulevard in some locations; six lanes in some sections; moderate to high volumes	No Facility Recommended	
Eglinton Ave	Britannia Road	3.07	41200 9750 34000	70	0%-10%	N	4	0	12	3	35	20.1 - 27	3.1 - 3.7	3.6 - 3.8	15	N	5.2 - 9.3	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Britannia Road	Derry Road	3.05	-	60	0%-10%	Y	4	0	12	6	35	20.1 - 20.3	3.7 - 3.9	3.9 - 4	19	N	7.2 - 14.7	Y	Business Community Arterial	Bike Lanes / paths, multi-use trials	-			
Derry Road	Hwy 407	2.00	-	60	0%-10%	N	2 - 4,	1 <sup>c</sup>	10	9	35	19 - 24.2	3.2 - 3.8	3.2 - 3.7	19	N	3.1 - 5.3	Y			-			

<sup>1</sup> When Signal is Flashing Speed Limit is 40 km/h

<sup>2</sup> CLTL along portions of segment

<sup>3</sup> Along portions of segment

\* Operating speed observed to exceed posted speed

**Table C-1**

**East-West Primary Routes**

Route	From	To	Length (km)	Facility Type
Bloor Road	Central Parkway	Toronto boundary	5.0	Bicycle Lane-SA
Bristol Road	Queen Street	Kennedy Road	7.0	Bicycle Lane-LC
Britannia Road	Winston Churchill Boulevard	Erin Mills Parkway	2.0	Boulevard Trail
	Erin Mills Parkway	Queen Street	1.4	Boulevard Trail
	Queen Street	Terry Fox Way	2.7	Boulevard Trail
Burnhamtrope Road	Ninth Line	Loyalist Drive	1.6	Boulevard Trail
	Confederation Parkway	Arista Way	1.6	Boulevard Trail
Central Parkway	Burnhamtrope Road	Confederation Parkway	3.2	Bicycle Lane-LC
	Confederation Parkway	Eglinton Avenue	4.9	Boulevard Trail
Courtneypark Drive	Mavis Road	Etobicoke Creek	7.7	Boulevard Trail
Derry Road	Black Walnut Trail	Winston Churchill Boulevard	1.2	Boulevard Trail
	Winston Churchill Boulevard	Syntex Drive	2.3	Boulevard Trail
	Syntex Drive	Financial Drive	1.0	Boulevard Trail
	Credit River	Kennedy Road	4.1	Boulevard Trail
	Kennedy Road	Telford Way	3.5	Boulevard Trail
	Telford Way	Catterick Street	2.8	Boulevard Trail
Drew Road	Tomken Road	Dixie Road	1.5	Bicycle Lane-NC
	Dixie Road	600m E. of Torbram Road	3.4	Bicycle Lane-SA
	600m E. of Torbram Road	Airport Road	1.0	Bicycle Lane-NC
Dundas Street	Winston Churchill Blvd.	Confederation Parkway	7.9	Boulevard Trail
Eglinton Avenue	Ninth Line	Winston Churchill Boulevard	2.0	Signed
	Winston Churchill Boulevard	Forum Drive	8.9	Boulevard Trail
	Highway 403	Dixie Road	2.1	Boulevard Trail
	Dixie Road	Spectrum Way	1.9	Boulevard Trail

Route	From	To	Length (km)	Facility Type
	Spectrum Way	Toronto boundary	2.2	Boulevard Trail
Lakeshore Road	Southdown Road	Toronto boundary	10.9	Bicycle Lane-RC
Rathburn Road	Elora Drive	Hurontario Street	1.5	Boulevard Trail
	Hurontario Street	Burnhamtrope Road	6.6	Bicycle Lane-LC
Royal Windsor Drive	Winston Churchill Boulevard	Southdown Road	2.1	Boulevard Trail
Thomas Street	Ninth Line	Glen Erin Drive	2.8	Bicycle Lane-LC
	Glen Erin Drive	Queen Street	2.1	Boulevard Trail
<b>Total</b>			<b>108.9</b>	