

Bloor Street Bike Lane Pilot Project
Shaw Street to Avenue Road

Public Works and Infrastructure Committee

April 25, 2016



dtah

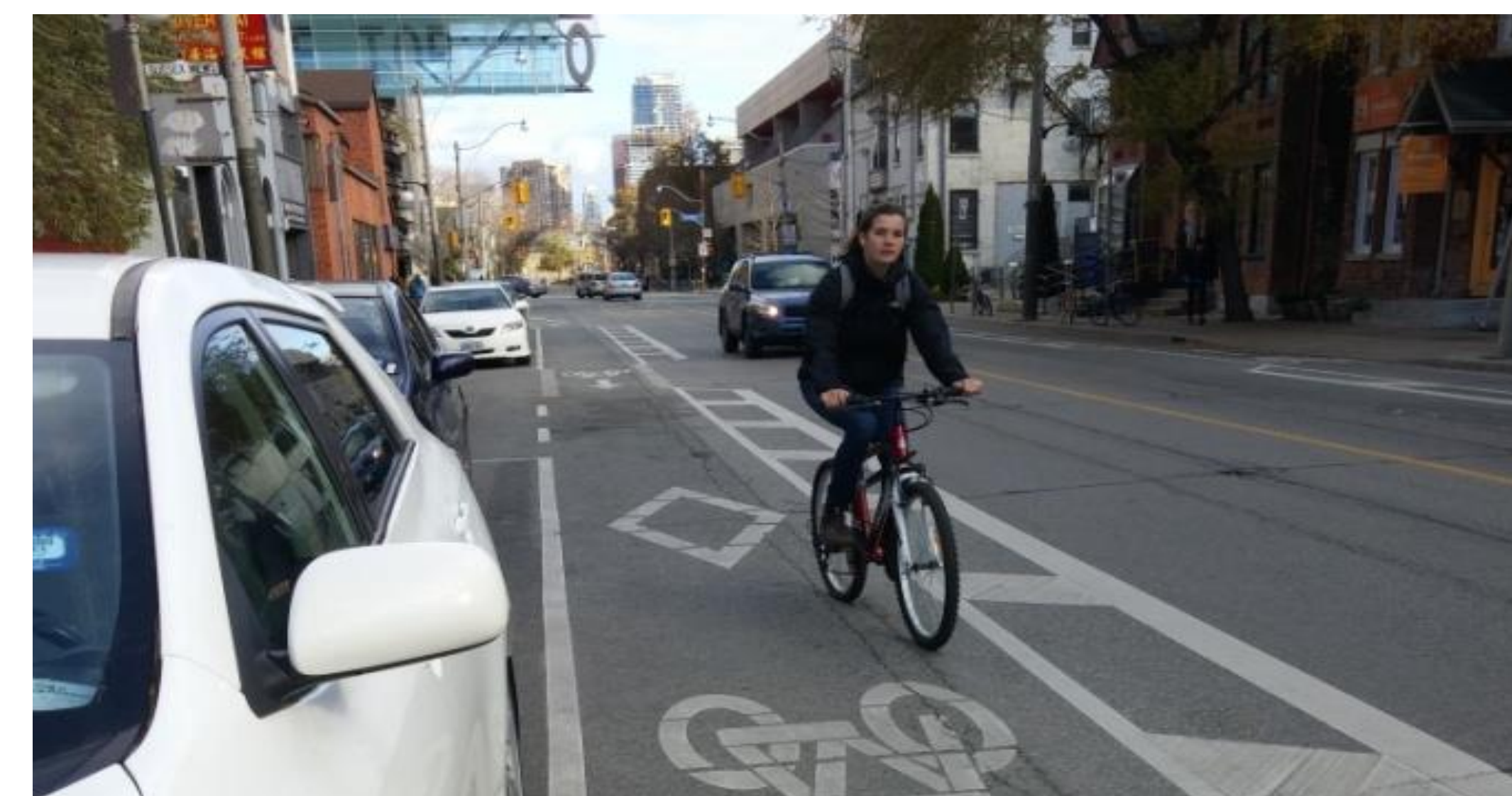
Project Context, Goal and Scope

Proposing a pilot project to install bike lanes on Bloor Street West between Shaw Street and Avenue Road.

Will allow the City to demonstrate and study the benefits and impacts of bike lanes on Bloor Street.

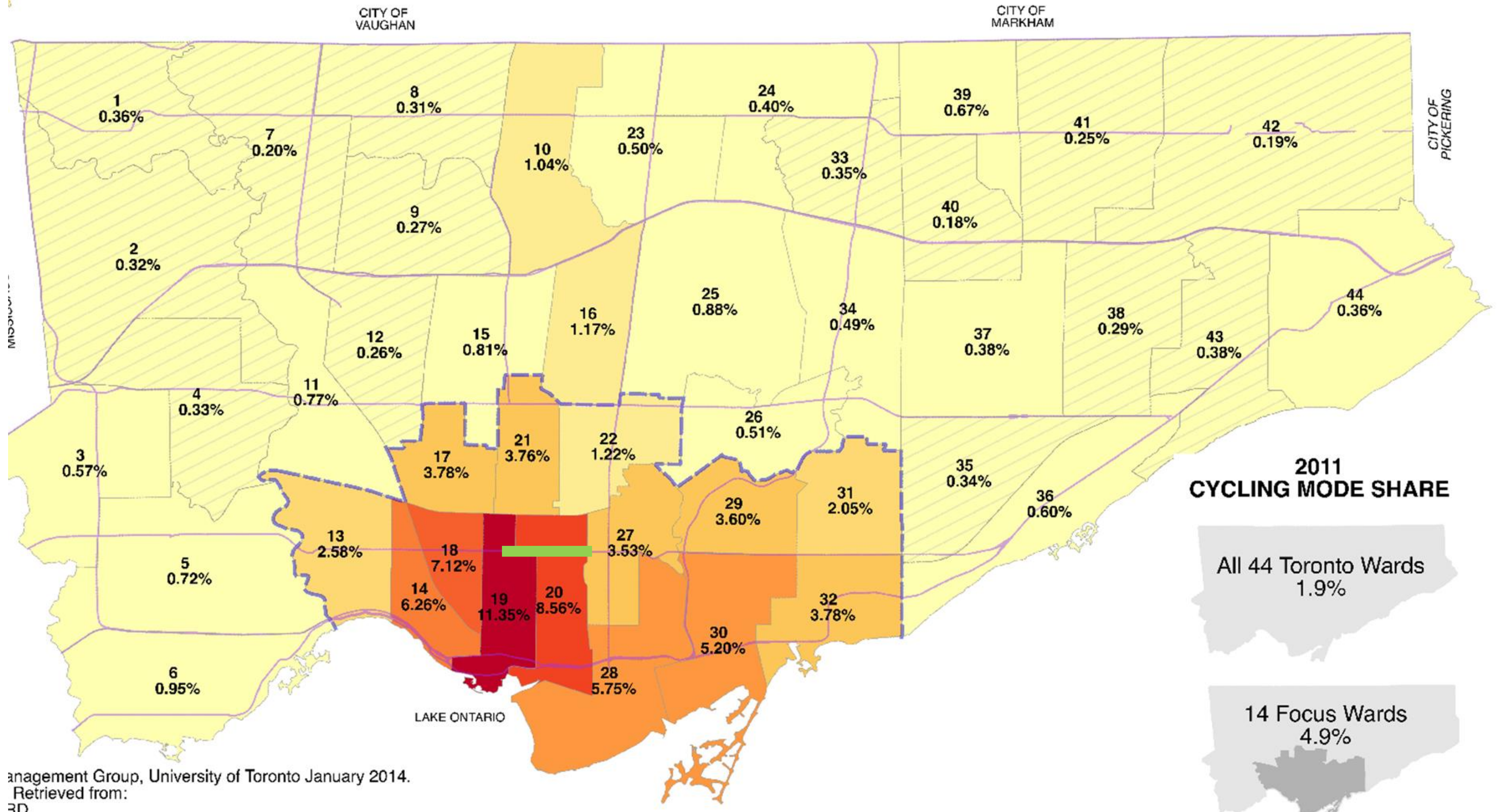
Would not involve any significant changes to the roadway cross section (i.e. will use temporary materials such as paint).

Proposed to install in late Summer 2016.



Improving Road Safety

2011 Cycling Mode Share in Toronto Wards (%)



Management Group, University of Toronto January 2014.
Retrieved from:
RD

Improving Road Safety

Goal: Reduce risk for all road users by providing designated space for cyclists.

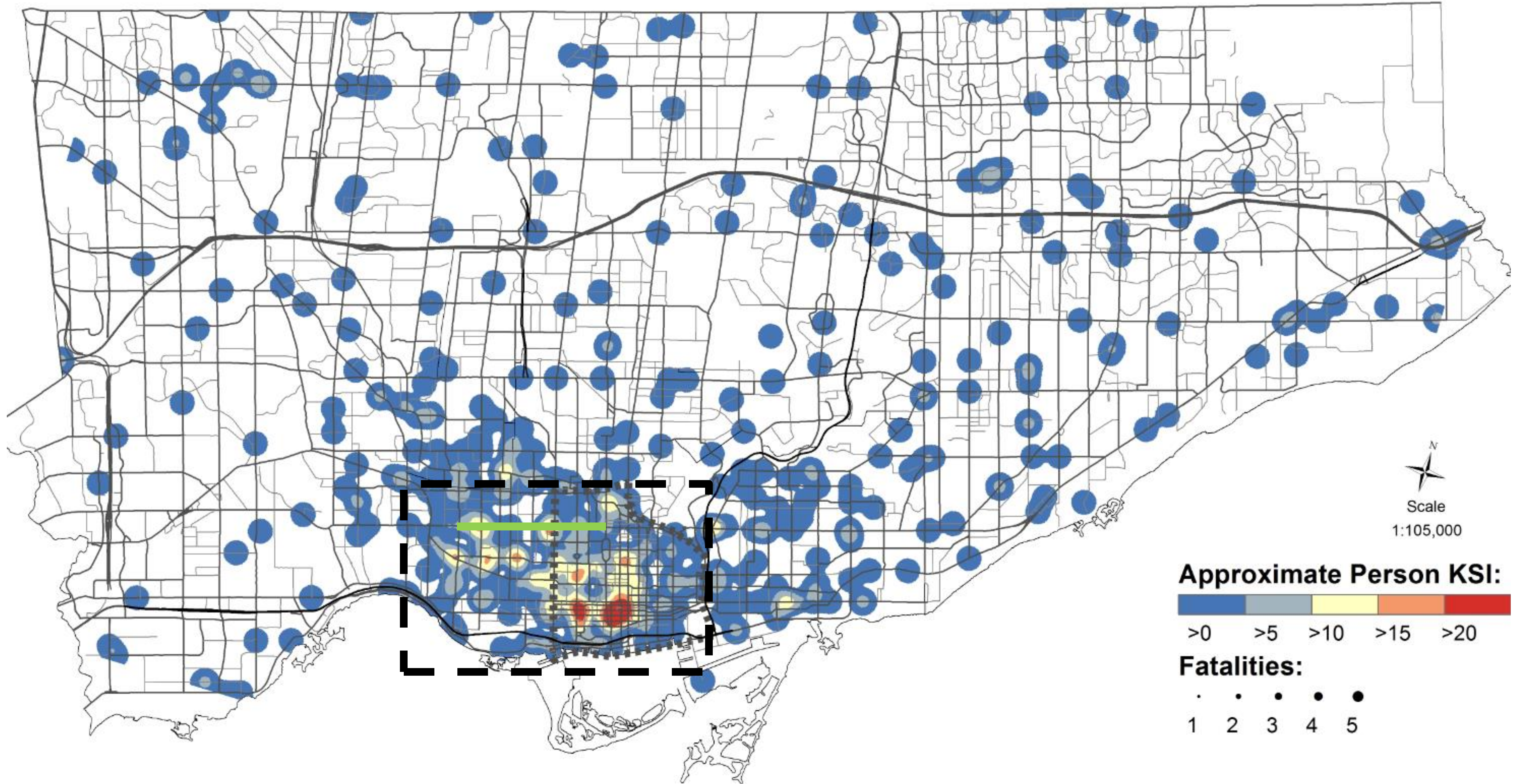
Collision History: Average of 22 collisions involving cyclists annually (2008-2012) in the proposed pilot area

Predominant Collision Types:

- 32% dooring
- 17% motorist overtaking cyclist
- 8% motorist driving into or out of on-street parking



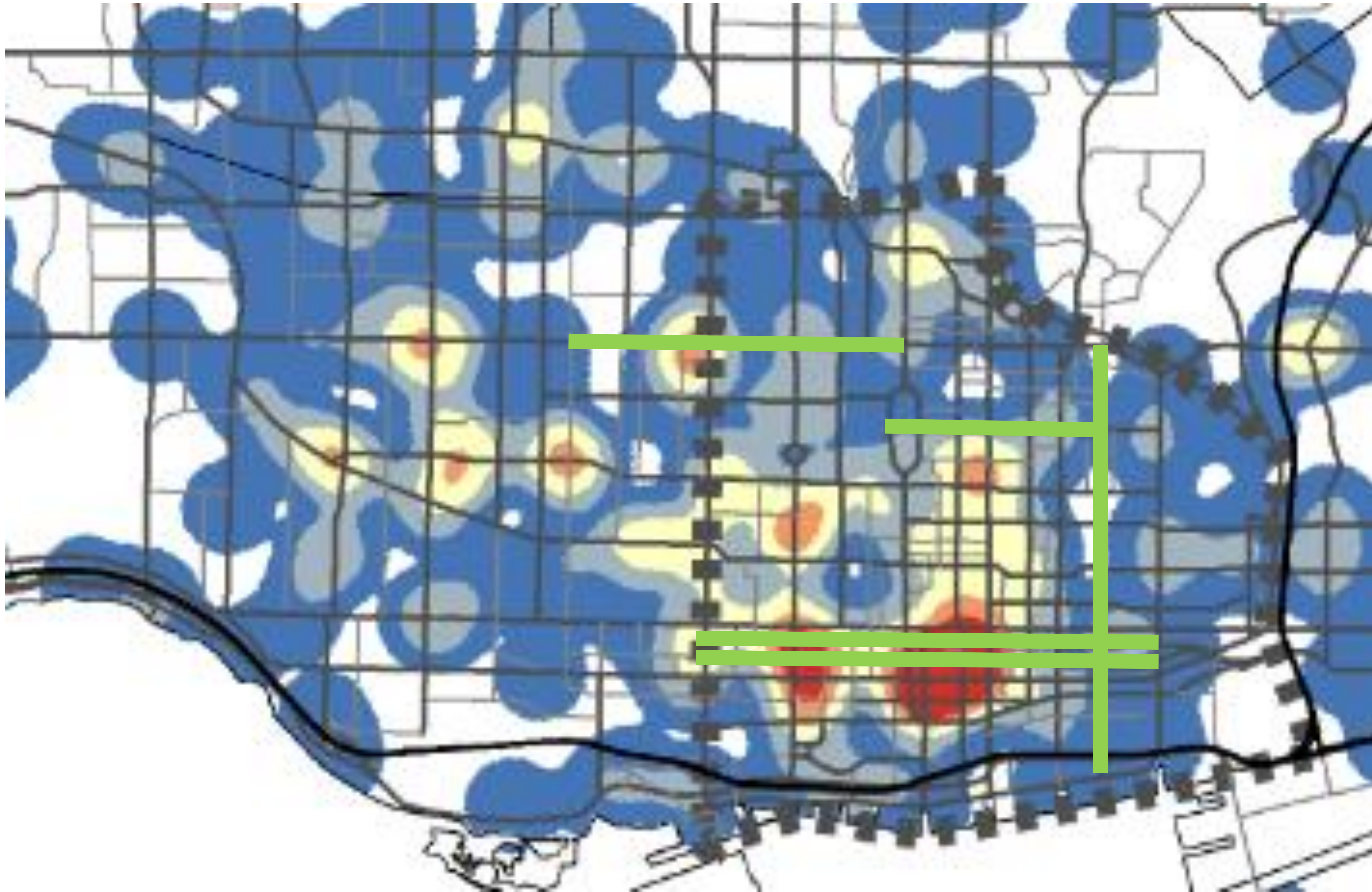
Improving Road Safety



Cyclist Collisions in 10 Years: 2005 to 2014

Areas of Risk (Kernel Density)
Cyclist Killed and Major Injured (KSI)

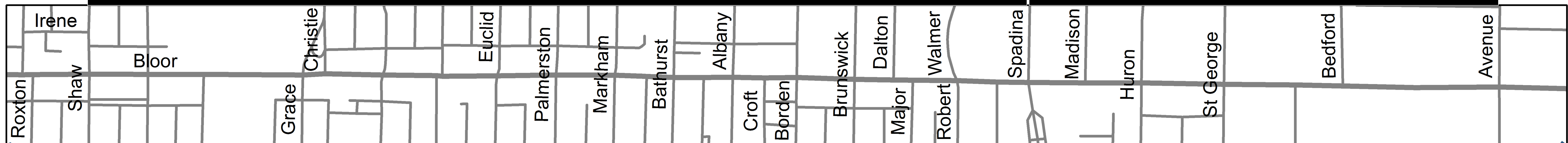
Improving Road Safety



Study Area Map

WEST SECTION

EAST SECTION



TYPICAL CROSS SECTION WIDTH:
12.8 m

TYPICAL CROSS SECTION WIDTH:
12.2 m

TYPICAL CROSS SECTION WIDTH:
16.2 m



Source: City of Toronto 2014 Cycling Map

Results of Public Consultation

Online Survey

- *December 2, 2015 to January 15, 2016*
- 2126 completed responses
- 96% of people who bike and 85% of people who walk (and do not bike) support the installation
- Opinions of business representatives and people who drive (and do not bike) were polarized between strong support and strong objection, with a slim majority of 54% objecting
- Among those who do not support the proposed bicycle lanes, only 33% currently report to feel comfortable driving next to cyclists on Bloor Street



Preferred Design: Typical Intersection

Note: green colour is for illustrative purposes only, and does not indicate green pavement markings



Pilot Project Evaluation

The pilot would be evaluated in the following areas:

Effect on the cycling environment

- Cyclist volume counts
- Stated preference survey on safety

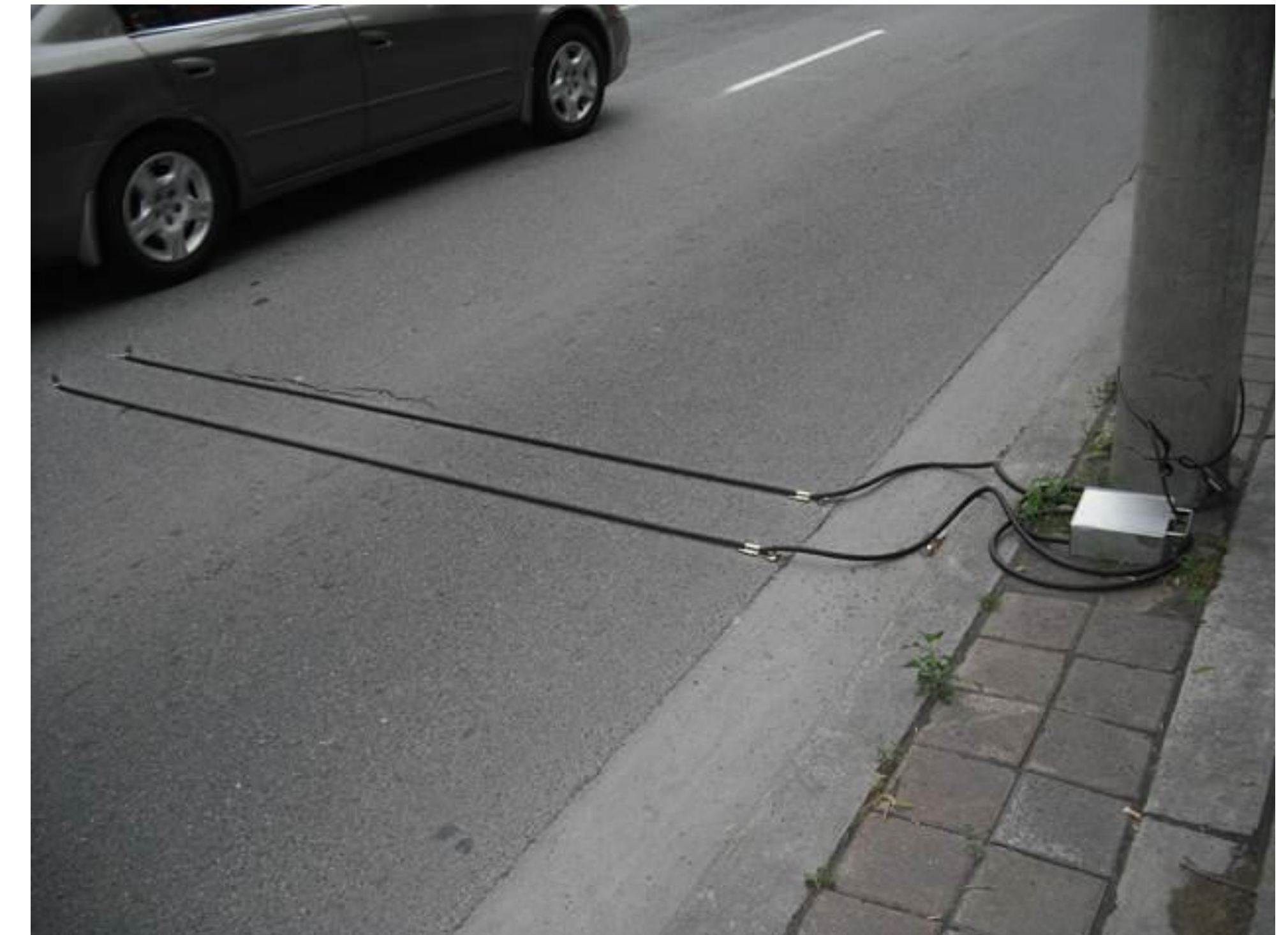
Effect on the motoring environment

- Motor vehicle volume counts
- Motor vehicle travel time

Effects on curbside demands and parking

Public Perception and Support

- Level of support and feedback from the public and businesses through online surveys and engagement with key stakeholders



Pilot Project Evaluation



Pilot Project Evaluation Methodology

Motor Vehicle & Cyclist Volume and Mode Share Counts

Method: 24 hour video count technology

- 3 consecutive weekdays per corridor
- Before volumes on Bloor were collected by video
- Before volumes on Dupont and Harbord were collected by automated tube counters
- Additional counts will be deployed in May/June 2016 to update the “before” counts

Location	Intersection	Before	Initial Installation	Follow-up
Bloor Street	Bay Street	Aug -15	Sept-16	Jun-17
Bloor Street	Spadina Avenue	Aug -15	Sept-16	Jun-17
Bloor Street	Bathurst Street	Aug -15	Sept-16	Jun-17
Bloor Street	Ossington Avenue	Aug -15	Sept-16	Jun-17
Dupont Street	Spadina Avenue	Apr-10	Sept-16	Jun-17
Dupont Street	Bathurst Street	Apr-10	Sept-16	Jun-17
Dupont Street	Ossington Avenue	Apr-10	Sept-16	Jun-17
Harbord Street	Spadina Avenue	May-10	Sept-16	Jun-17
Harbord Street	Bathurst Street	May-10	Sept-16	Jun-17
Harbord Street	Ossington Avenue	May-10	Sept-16	Jun-17

Pilot Project Evaluation Methodology

Motor Vehicle Travel Time Data					
Method: Travel time runs with GPS tracker - Three weekdays per corridor - Multiple runs during each of 7 am – 10 am, 11 am – 1 pm, & 4 pm – 7 pm					
Location	From	To	Before	Initial Installation	Follow-up
Bloor Street	Bay Street	Ossington Avenue	Jun- 16	Sept-16	Jun-17
Dupont Street	Avenue Road	Ossington Avenue	Jun- 16	Sept-16	Jun-17
Harbord Street	Queens Park Crescent	Ossington Avenue	Jun- 16	Sept-16	Jun-17

Public Perception				
Type	Target Audience	Before	After	Follow-up
Online Survey	Drivers, Pedestrians, Cyclists and Businesses	Jan-16	Begin Oct-16	Ongoing – survey to remain open until evaluation complete
Stakeholder Meetings	Area BIAs and Resident Associations	Oct-15	Ongoing	Ongoing
Intercept Surveys on Safety and Comfort	Cyclists and Pedestrians	Jun-16	Oct-16	Jun-17

Operational Monitoring and Related Studies

Parking Utilization			
Method: Toronto Parking Authority's Rate Review of On-Street Parking Locations and Off-Street Lots			
Main Objective	Assessment of	Before	After
Accommodate short-duration parking to serve commercial activity along Bloor Street	<ul style="list-style-type: none">- Parking utilization rates- Hourly parking rates- Hours of operation	Summer 2016	Summer 2017

Operational monitoring will take place throughout the pilot project:

- Observations of traffic impacts to identify possible signal timing modifications
- Identification and mitigation of possible traffic infiltration issues on local streets
- Modifications for loading issues as they may arise, in consultation with business owners and property managers
- Observations of pedestrian impacts, including possible issues with crossing the bike lanes to access parking

Next Steps

Next Steps

- Ongoing: Consultation with local businesses and resident associations
- June 2016: Collection of additional “before” data
- August 2016: Planned installation of pilot project, subject to approval
- September 2016: Collection of initial “after” data
- June 2017: Collection of follow-up data
- Fall 2017: Report back to PWIC on results of the pilot