



STAFF REPORT ACTION REQUIRED

Bloor Street Design Feasibility Study and Bike Lane Pilot Project

Date:	March 30, 2016
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	20 Trinity-Spadina, 19 Trinity-Spadina
Reference Number:	P:\2016\Cluster B\TRA\TIM\pw16007tim.docx

SUMMARY

The purpose of this report is to seek Council authority to install cycle tracks along Bloor Street as a pilot project for implementation and subsequent evaluation. Subject to Council approval, Transportation Services proposes to install the pilot project in late summer 2016.

A pilot project installation of cycle tracks along Bloor Street would provide an opportunity to evaluate the impacts and benefits of cycling infrastructure on this street and make adjustments, as necessary, to the design and operations of the pilot project configuration.

Transportation Services has recently completed a preliminary feasibility study to identify design options and associated impacts for bikeways along Bloor Street West between Shaw Street and Avenue Road, including the potential implementation of a cycling facility as a pilot project.

As part of the feasibility study, various design options were considered and a summary of the considerations are presented in this report. Based on a review of design considerations and feedback from the public and stakeholders, the cycling facility is generally proposed as a cycle track, which features separation elements (a painted buffer, parked cars and/or flexi-post bollards) between the bicycle lane and the traffic lane, as well as between the bicycle lane and on-street parking.

The outcomes of the pilot project would help inform the development of future projects along Bloor Street such as upcoming planned roadwork, as well as a Major Corridor Study for cycling facilities along a longer segment of Bloor Street.

Transportation Services proposes to report back to the Public Works and Infrastructure Committee in the third quarter of 2017 on the findings of the Bloor Street West pilot project evaluation.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the installation of eastbound and westbound cycle tracks on Bloor Street West, from Shaw Street to Avenue Road, as a pilot project as described in Appendix 1 – Amendments to Cycle Track Designations, attached to this report;
2. City Council enact the traffic and parking regulation amendments associated with the above Recommendations as described in Appendix 2 - Amendments to Traffic and Parking Regulations, attached to this report;
3. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to the amendments in Recommendations 1 and 2 above, including the introduction of all necessary bills.
4. City Council grant authority to the General Manager, Transportation Services to modify the pilot project installation as appropriate during address safety and operational issues that may arise; and
5. City Council request that the General Manager, Transportation Services report back to the Public Works and Infrastructure Committee in the third quarter of 2017 on the findings of the Bloor Street West pilot project evaluation.

Financial Impact

The estimated cost to implement the cycling facilities included in this report is approximately \$500,000. Funding to implement this project is available in the 2016 Capital Budget and 2017-2025 Capital Plan for Transportation Services (Cycling Infrastructure).

Transportation Services has worked closely with the Toronto Parking Authority on opportunities to minimize the proposed impact to on-street parking. The proposed changes to on-street pay-and-display parking described in this report would result in an overall reduction of approximately 135 parking spaces along Bloor Street and it is estimated that Toronto Parking Authority net revenue would be reduced by \$840,000 annually (inclusive of HST). Assuming implementation of this pilot for September 2016, the total impact for 2016 will be approximately \$244,000 (net of HST). This was already incorporated in the 2016 Operating Budget for Toronto Parking Authority to reflect the expected revenue loss associated with the bike network implementation. Impacts of the pilot on the 2017 Operating Budget for Toronto Parking Authority will be considered as part of the 2017 budget process.

The cycle track would require ongoing maintenance once installed. This maintenance service would include winter snow clearing to a level similar to the adjacent roadway and in line with the existing standards for priority winter bicycle routes. During the spring, summer and fall periods sweeping would be required. Based on Transportation Services experience with similar facilities, annual winter maintenance costs are estimated at \$7,000 per lane-kilometer while annual sweeping costs are estimated at \$12,000 per lane-kilometer. The proposed 5 lane-

kilometers of bicycle facilities contained in this report would result in an additional total annual maintenance cost of approximately \$95,000. The additional Operating funds would be considered as part of the 2017 Budget process.

The Deputy City Manager & Chief Financial Officer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

At its meeting on November 13, 14, 15 and 18, 2013, Toronto City Council adopted recommendation PW26.5, directing Transportation Services to undertake a combined Bloor Street – Dupont Street Bikeway Environmental Assessment. The 2013 Council Decision can be found at:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW26.5>

A 2015 Capital Budget Briefing Note with an update on this study can be found at:

<http://www.toronto.ca/legdocs/mmis/2015/ex/bgrd/backgroundfile-77390.pdf>

At its meeting on September 22, 2015, Public Works and Infrastructure Committee received a staff report PW7.5 “Ten Year Cycling Network Plan: Project Update and 2016 Implementation Program” which included a Major Corridor Study of Bloor Street – Dupont Street Bikeways to be initiated in 2016, as well as the Bloor Street Design Feasibility Study and Bike Lane Pilot Project:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW7.5>

ISSUE BACKGROUND

There has been longstanding interest by many in the cycling community to evaluate the feasibility of a cycling facility on Bloor Street. The Ten Year Cycling Network Plan currently under development has identified Bloor Street as a high priority through both cycling impact analysis and public consultation rankings.

There are currently bicycle lanes on Bloor Street East between Sherbourne Street and across the Prince Edward Viaduct, as well as shared-lane pavement markings on Bloor Street between Avenue Road and Church Street. Cycling volume counts from the bicycle lane at Bloor Street East and Castle Frank Crescent demonstrated average daily ridership of approximately 3,500 in September 2014.

A continuous cycling facility along Bloor Street could be one of the most significant bikeways in the city cycling network due to the length and location of the corridor and the high level of bicycle use in this part of the city. Any changes required to implement a cycling facility may impact vehicular mobility, commercial loading and on-street parking.

It is envisaged that the results of the current preliminary feasibility study and proposed pilot project will inform the wider Bloor Street – Dupont Street Bikeway Major Corridor Study, to be initiated in 2016. The Major Corridor Study will involve evaluating traffic capacity, public realm improvements, commercial pressures, as well as consultation with affected stakeholders.

COMMENTS

The project limits for the feasibility study and proposed pilot project are Bloor Street West between Shaw Street and Avenue Road. The existing roadway configuration includes two lanes in each direction, with curbside parking permitted outside of the peak periods. This section of Bloor Street includes important cycling network connectivity at Shaw Street, Montrose Avenue, Grace Street and St. George Street. There are bicycle lanes on Harbord Street between Ossington Avenue and St. George Street, connecting to Hoskin Avenue and a signed bicycle route on Barton Avenue. While Harbord Street is parallel to the proposed pilot project, high cycling volumes on Harbord Street (average daily counts of approximately 3800 cyclists) can result in cyclist congestion in peak periods, indicating that these bicycle lanes may be nearing peak-period capacity.

With vibrant retail and commercial activity and constrained roadway width, this section will serve as an excellent case study for demonstrating the benefits and impact of bike lanes on Bloor Street West. The roadway width is very limited given the pedestrian, cycling, motor vehicle, road operations, emergency services and commercial demands along the corridor. Between Shaw Street and Bathurst Street, the typical roadway width is 12.8 metres. Between Bathurst Street and Spadina Avenue, the typical roadway width is 12.2 metres. Between Spadina Avenue and Avenue Road, the typical roadway width is 16.2 metres.

The feasibility study included assessment of existing conditions (topographic survey, parking and traffic conditions), identification of opportunities and constraints, development of design criteria, development of cross-section design options, development of detailed design drawings and an implementation cost.

Key opportunities of the pilot project are to improve safety and reduce risk for all road users by providing designated space for cyclists as well as to make cycling a more comfortable experience in order to encourage more people to travel by bicycle and reduce long term traffic congestion and transportation related emissions.

Any option to introduce cycling facilities on this section of Bloor Street would involve a reduction in the number of motor vehicle travel lanes during the peak periods which may result in travel time increases along this stretch. Providing dedicated turn lanes at intersections and changes to traffic signal timing should help to minimize these impacts.

Further, any option for cycling facilities on this section of Bloor Street will have an impact on vehicle parking supply. Various options were considered, but only options that would maintain parking on at least one side of the street were carried forward for further evaluation.

Design Criteria

The preliminary design options were developed and reviewed in consideration of the following design criteria:

Safety - Reduce risk exposure to all road users:

- Separation between cyclists and motor vehicle traffic lane
- Separation between cyclists and parked vehicles (dooring)

- Level of interaction between parking motorists and cyclists
- Reduce conflicts between turning motorists and cyclists
- Opportunities to improve the pedestrian environment and the streetscape

Road Operations / Parking:

- Impact to vehicle parking supply
- Impact to vehicle parking times
- Accommodation of loading and deliveries
- Impact to transit operations / emergency services
- Accommodation of waste / recycling collection
- Accommodation of Wheel-Trans boarding
- Impact on snow clearing / street sweeping

Preferred Pilot Project Design

Based on a review of the aforementioned design considerations and feedback from the public and stakeholders, a preferred design has been selected for the pilot project. The preferred cross-sections and a rendering illustrating a typical intersection are provided in Appendices 3 - 6.

The cycling facility is generally proposed as a cycle track, which features separation elements (a painted buffer, parked cars and/or flexi-post bollards) to discourage motorists from parking, standing, or stopping illegally in the cycling facility. The cycle tracks would be continuously located next to the curb, on both sides of the street. A painted buffer and flexi-post bollards would be provided next to the cycle track where possible, including in the "door zone" between parking and the bike lane. Where used, flexi-post bollards would generally be spaced six metres apart. Modifications to this design would be required next to existing parking lay-bys, construction areas, bus stops, or for other special circumstances.

The preferred design option involves one traffic lane in each direction at all hours and the provision of dedicated turn lanes at key intersections. The installation of this option would generally involve the reduction of one travel lane in the peak direction during the peak period. Because of potential changes to vehicular travel patterns such as shifts to parallel routes, other times of day, or other modes, accurately forecasting the extent of possible travel time increases through traffic modelling can be challenging. The installation of a pilot project provides an opportunity to better understand the impacts and benefits of the change on a trial basis.

On-street parking would be maintained on one side of the street, between the cycle track and the traffic lane. On-street parking would alternate between the north and south sides of the street as appropriate to best serve on-street parking and loading demand. The selection of which side would have parking was based on many factors, including providing loading for businesses without laneway access, meeting requirements for Wheel-Trans service, existing lay-by parking areas and other considerations such as planned development construction. Existing passenger loading areas and taxi stands would be maintained. Additional loading areas have been identified for commercial loading near Grace Street and accessible passenger pick-up / drop-off area near Major Street. A reference map of the location of on-street parking is provided in Appendix 7.

Transportation Services has worked closely with the Toronto Parking Authority on opportunities to minimize the proposed impact to on-street parking. The proposed design would result in a reduction of approximately 135 on-street pay-and-display spaces along Bloor Street, out of a total of approximately 280 on-street parking spaces. The proposed design has also identified eight (8) new on-street pay-and-display spaces on Borden Street and Palmerston Avenue which are currently designated as one hour free parking.

Key benefits of the preferred design are as follows:

- Provides a more comfortable experience for cyclists in order to encourage more people to travel by bicycle and reduces the risk of collisions related to dooring and overtaking;
- Discourages motorists from parking, standing or stopping illegally in a bike lane;
- Provides opportunities to improve the pedestrian environment and streetscape;
- Provides increased passenger pick-up / drop-off and commercial loading areas;
- Provides dedicated turning lanes at key intersections to manage traffic flow; and
- Motorists do not need to yield to cyclists to access on-street parking.

Through the public consultation undertaken to date on this study, some stakeholders have expressed an interest in using planters within the painted buffer areas as a way to improve the aesthetics of the cycle track installations. Working with stakeholders, Transportation Services would consider the use of planters along some sections of the cycle track, where appropriate, subject to partnership capital and maintenance arrangements. Opportunities to provide additional bike parking infrastructure as part of the pilot project are also being reviewed.

Pilot Project Installation

The proposed pilot project installation is focussed only on the area between the existing curbs and assumes that implementation will not involve any significant reconstruction (i.e. temporary materials such as paint and flexi-post bollards would be used to implement the pilot project). Subject to Council approval, Transportation Services proposes to install the pilot project in late summer 2016.

It is proposed that the General Manager, Transportation Services be given the authority to monitor and modify the pilot project installation as needed to address safety and operational issues that may arise. Where lane closures are required for construction areas (i.e. utility, roadwork or development related work zones), temporary modifications to the cycling facility design resulting in temporary shared-lane conditions may be required.

Consultation

This study has engaged residents, businesses and other stakeholders as an integral part of the design and evaluation process. Consultation efforts to date have targeted all road users - drivers, pedestrians and cyclists as well as impacted stakeholders such as area residents, local businesses and institutions. In partnership with the local ward Councillors, a top priority has been engaging directly with the affected Business Improvement Area (BIA) representatives, as well as local Resident Associations and other stakeholder organizations.

Communication methods to promote the consultation process have included the following:

- 29,400 flyers delivered within the study area, prior to each public drop-in event;
- 613 addressed letters mailed to property owners on Bloor Street;

- Hundreds of flyers hand delivered by staff directly to local business; and
- 1,200 subscribers on the project email list.

In addition, the project has received significant coverage by broadcast and print media as well as online and social media, reaching hundreds of thousands of residents.

Community engagement activities carried out by the City as part of this study have included the following:

- Stakeholder Charrette (October 29, 2015) - 14 organization representatives and the project team
- Public Drop-in Event #1 (December 2, 2015) - 229 registered participants
- Online Survey (December 2, 2015 to January 15, 2016) – 2126 completed responses
- Public Drop-in Event #2 (March 9, 2016) - 271 registered participants and over 100 comments collected
- Several and on-going direct meetings and discussions with affected Business Improvement Associations, local resident groups, Cycle Toronto and other stakeholders

Public input was primarily collected through the on-line survey. Over 2,100 survey responses were received from 1857 people who bike, 719 people who drive (including 230 motorists who do not bike), 112 local business representatives and 182 people who walk and do not bike on Bloor Street. Key findings of the survey include the following:

- 96% of people who bike and 85% of people who walk (and do not bike) support the installation of bicycle lanes on this section of Bloor Street;
- 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% being in objection;
- Among those who do not support bicycle lanes on this section of Bloor Street, only 33% report to feel comfortable driving next to cyclists on Bloor Street with the current street configuration;
- Businesses and drivers ranked traffic flow on average 11% to 27% higher in priority, compared to on-street parking or deliveries and loading; and
- The preferred design with a protected cycle track next to the curb, was the most strongly supported option (77 % strongly support) by those who were supportive of a bicycle lane on this section of Bloor Street.

Full survey results as well as a summary of public consultation can be found on the project web page: www.toronto.ca/bloorbikelanes

Pilot Project Evaluation

Performance evaluation of the pilot project would involve the collection of before and after data in order to assess the impacts and benefits of the project in the following areas:

- Cycling environment (before and after cycling volume counts, stated preference survey ratings on safety and comfort);
- Motoring environment (before and after motor vehicle volume on Bloor Street and parallel routes of Dupont Street and Harbord Street, travel time data to measure extent of possible increased travel times, parking utilization rates; motorized and non-motorized

- traffic mode share); and
- Level of support and feedback from the public and businesses (online survey and additional stakeholder meetings).

Results of the performance evaluation would be included in a report to the Public Works and Infrastructure Committee in the third quarter of 2017 recommending if the pilot should be maintained, modified or removed.

Operational Monitoring

If approved for installation, Transportation Services would monitor the proposed pilot project installation into 2017. Staff would monitor the pilot project in the following areas:

- 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; and
- Observations of pedestrian impacts, including possible issues with crossing the cycling facility to access parking.

Further, the Toronto Parking Authority will independently assess the parking usage, and review existing hourly parking rates and the hours of operation for paid parking, at its on-street paid parking locations and off-street parking lots in the study area, in order to ensure public parking is available to support the commercial activity along Bloor Street.

As has been demonstrated with pilot projects installed to date on Richmond Street, Adelaide Street and Simcoe Street, it is anticipated that there may be a need to make minor adjustments to the pilot after installation, on the basis of observed operational constraints and stakeholder feedback. On that basis, the General Manager, Transportation Services seeks Council authority to modify the pilot project installation as appropriate to address safety and operational issues that may arise, including modifying the cycling facility and amending associated curbside regulations for the duration of the pilot project.

The outcomes of the pilot project would help inform the development of future projects along Bloor Street such as upcoming road resurfacing planned in 2018 as well as the Bloor Street – Dupont Street Bikeway Major Corridor Study.

If the pilot project is approved for installation, Transportation Services proposes to report back to the Public Works and Infrastructure Committee in the third quarter of 2017 on the findings of the Bloor Street West pilot project evaluation.

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SIGNATURE

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ATTACHMENTS

Appendix 1 – Amendments to Cycle Track Designations
Appendix 2 – Amendments to Traffic and Parking Regulations
Appendix 3 – Preferred Cross Sections: Shaw - Bathurst
Appendix 4 – Preferred Cross Sections: Bathurst – Spadina
Appendix 5 – Preferred Cross Sections: Spadina – Avenue
Appendix 6 – Preferred Design: Typical Intersection
Appendix 7 – Location Map: On-Street Parking

APPENDIX 1

AMENDMENTS TO CYCLE TRACK DESIGNATIONS

TO BE ENACTED

Designated Cycle Tracks

Highway	Between	Lanes	Times or Days
Bloor Street West	Shaw Street and Avenue Road	Southerly Eastbound	Anytime
Bloor Street West	Shaw Street and Avenue Road	Northerly Westbound	Anytime

APPENDIX 2

AMENDMENTS TO TRAFFIC AND PARKING BY-LAWS

TO BE RESCINDED

Stands for Taxicabs

Highway	Side	Location	Number of Taxicabs	Times or Days
Bloor Street West	North	At a point 96 metres west of Bedford Road	1	Anytime, except 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Bloor Street West	North	East of Bedford Road	1	Anytime, except 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Bloor Street West	North	East of Madison Avenue	1	Anytime, except 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri.
Bloor Street West	North	West of Bathurst Street	1	Anytime, except 4:00 p.m. to 6:00 p.m., Mon. to Fri.
Bloor Street West	South	East of Brunswick Avenue	1	Anytime, except 7:00 a.m. to 9:00 a.m., Mon. to Fri.
Bloor Street West	South	West of Clinton Avenue	1	Anytime, except 7:00 a.m. to 9:00 a.m., Mon. to Fri.

No Parking

Highway	Side	Between	Prohibited Times and/or Days
Bloor Street West	North	A point 38 metres west of Huron Street and Huron Street	Anytime
Bloor Street West	North	Avenue Road and a point 43 metres west	Anytime
Bloor Street West	North	Bedford Road and a point 96 metres west	Anytime
Bloor Street West	North	Crawford Street and a point 29.5 metres east	Anytime
Bloor Street West	North	Huron Street and St. George Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Bloor Street West	North	Spadina Avenue and a point 38 metres west of Huron Street	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Bloor Street West	North	St. George Street and a point 67 metres east of St. George Street	Anytime
Bloor Street West	South	A point 45 metres west of Huron Street and a point 6 metres east of Huron Street	Anytime
Bloor Street West	South	A point 71 metres east of Huron Street and a point 67 metres east of St. George Street	Anytime
Bloor Street West	South	Bathurst Street and Markham Street	Anytime
Bloor Street West	South	Devonshire Place and a point 122 metres east	Anytime
Bloor Street West	South	Grace Street and Montrose Avenue	8:00 a.m to 6:00 p.m.
Bloor Street West	South	Spadina Avenue and a point 45 metres west of Huron Street	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Bloor Street West	Both	A point 15 metres west of Montrose Avenue and a point 15 metres east of Montrose Avenue	Anytime
Bloor Street West	North	A point 105 metres east of Bedford Road and a point 117 metres west of Avenue Road	7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m. Mon. to Fri., except public holidays
Bloor Street West	North	A point 18.5 metres east of Indian Grove and Bathurst Street	4:00 p.m. to 6:00 p.m. Mon. to Fri., except public holidays
Bloor Street West	North	A point 43 metres west of Avenue Road and a point 74 metres further west	Anytime
Bloor Street West	North	Spadina Road and a point 75 metres east of Bedford Road	3:30 p.m. to 6:30 p.m. Mon. to Fri., except public holidays
Bloor Street West	North	St. George Street and a point 75 metres east of Bedford Road	7:30 a.m. to 9:30 a.m. Mon. to Fri., except public holidays
Bloor Street West	South	A point 112 metres west of Queens Park/Avenue Road and a point 31 metres further west	Anytime
Bloor Street West	South	A point 121 metres east of Bedford Road and a point 143 metres west of Queens Park	7:30 a.m. to 9:30 a.m. Mon. to Fri., except public holidays
Bloor Street West	South	A point 16.5 metres east of the east curb of Bedford Road and a point 34.5 metres further east	Anytime
Bloor Street West	South	A point 43.5 metres east of Brock Avenue and Grace Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bloor Street West	South	A point 51 metres east of Grace Street and Spadina Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bloor Street West	South	Devonshire Place and Queens Park Circle	5:00 a.m. to 11:00 p.m. from June 29, 2015 to August 18, 2015, inclusive

Bloor Street West	South	Grace Street and a point 51 metres east	Anytime
Bloor Street West	South	Spadina Avenue and a point 16.5 metres east of the east curb of Bedford Road	7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Bloor Street West	South	St. George Street and a point 143 metres west of Queens Park	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays

Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Bloor Street West	North	A point 67 metres east of St. George and a point 96 metres west of Bedford Road	9:30 a.m. to 3:30 p.m.	1 hour
Bloor Street West	North	Bathurst Street and Spadina Road	8:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	2 hours
Bloor Street West	South	Bathurst Street and Spadina Road	9:00 a.m. to 6:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	2 hours
Bloor Street West	South	Dufferin Street and Markham Street	9:00 a.m. to 6:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.; 9:00 a.m. to 4:00 p.m., Sun.	1 hour
Borden Street	West	Bloor Street West and Harbord Street	Anytime	1 hour
Palmerston Avenue	East	Bloor Street West and a point 65 metres north	10:00 a.m. to 6:00 p.m.	1 hour

Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Bloor Street West	North	Avenue Road and a point 43 metres west	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	North	Avenue Road and a point 43 metres west	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	2.5 hours
Bloor Street West	North	A point 117 metres west of Avenue Road and Spadina Avenue	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	North	A point 117 metres west of Avenue Road and Spadina Avenue	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	2.5 hours
Bloor Street West	North	Bathurst Street and Spadina Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	North	Christie Street and Bathurst Street	7:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Bloor Street West	North	A point 29.5 metres east of Crawford Street and a point 30.5 metres west of Christie Street	7:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours

Bloor Street West	North	Dufferin Street and Crawford Street	7:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours
Bloor Street West	South	Bathurst Street and Spadina Avenue	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	South	A point 121 metres east of Bedford Road and a point 143 metres west of Queens Park	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	South	A point 121 metres east of Bedford Road and a point 143 metres west of Queens Park	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	3 hours
Bloor Street West	South	Christie Street and Bathurst Street	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Bloor Street West	South	A point 34.1 metres west of Concord Avenue and Christie Street	9:00 a.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours

Bloor Street West	South	Spadina Avenue and a point 16.5 metres east of Bedford Road	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	South	Spadina Avenue and a point 16.5 metres east of Bedford Park	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	2.5 hours
Bloor Street West	South	Spadina Avenue and Queen's Park	9:30 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun	\$3.00 for 1 hour	3 hours
Bloor Street West	South	Spadina Avenue and Queen's Park	6:30 p.m. to 9:00 p.m. Mon. to Fri.	\$3.00 for 1 hour	2.5 hours

TO BE ENACTED

Stands for Taxicabs

Highway	Side	Location	Number of Taxicabs	Times or Days
Bloor Street West	North	West of Bedford Road	1	Anytime
Bloor Street West	North	East of Madison Avenue	1	Anytime.
Bloor Street West	North	West of Bathurst Street	1	Anytime
Bloor Street West	South	East of Brunswick Avenue	1	Anytime
Bloor Street West	South	West of Clinton Avenue	1	Anytime

No Stopping

Highway	Side	Between	Prohibited Times and/or Days
Bloor Street West	North	A point 18.5 metres east of Indian Grove and Shaw Street	4:00 p.m. to 6:00 p.m. Mon. to Fri., except public holidays
Bloor Street West	North	Shaw Street and a point 40 metres east of Montrose Avenue	Anytime
Bloor Street West	North	A point 32.5 metres west of Christie Street and a point 20 metres east of Markham Street	Anytime
Bloor Street West	North	A point 42.5 metres west of Bathurst Street and a point 39 metres east of Walmer Road	Anytime
Bloor Street West	North	A point 42 metres west of Spadina Avenue and a point 53.5 metres east of Spadina Avenue	Anytime
Bloor Street West	North	A point 15 metres west of Madison Avenue and a point 15 metres east of Madison Avenue	Anytime
Bloor Street West	North	A point 41 metres west of Huron Street and a point 44 metres east of Huron Street	Anytime
Bloor Street West	North	A point 61 metres west of St. George Street and a point 45 metres east of St. George Street	Anytime
Bloor Street West	North	A point 61 metres west of Bedford Road and a point 41 metres east of Bedford Road	Anytime
Bloor Street West	North	A point 63.5 metres west of Avenue Road and Avenue Road	Anytime
Bloor Street West	South	A point 43.5 metres east of Brock Avenue and Shaw Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Bloor Street West	South	Shaw Street and a point 40 metres further west	Anytime

Bloor Street West	South	A point 16 metres west of Crawford Street and a point 14 metres east of Crawford Street	Anytime
Bloor Street West	South	A point 42 metres west of Montrose Avenue and a point 54.5 metres east of Grace Street	Anytime
Bloor Street West	South	A point 15 metres west of Clinton Street and a point 15 metres east of Clinton Street	Anytime
Bloor Street West	South	A point 41 metres west of Manning Avenue and a point 49 metres east of Manning Avenue	Anytime
Bloor Street West	South	A point 11 metres west of Euclid Avenue and a point 15 metres east of Euclid Avenue	Anytime
Bloor Street West	South	A point 41 metres west of Palmerston Boulevard and a point 42 metres east of Palmerston Boulevard	Anytime
Bloor Street West	South	A point 18 metres west of Markham Street and a point 49.5 metres east of Bathurst Street	Anytime
Bloor Street West	South	A point 17 metres west of Lippincott Street and a point 12 metres east of Lippincott Street	Anytime
Bloor Street West	South	A point 10 metres west of Croft Street and point 3.5 metres east of Croft Street	Anytime
Bloor Street West	South	A point 20 metres west of Borden Street and a point 13.5 metres east of Borden Street	Anytime
Bloor Street West	South	A point 41.5 metres west of Brunswick Avenue and a point 30 metres east of Brunswick Avenue	Anytime
Bloor Street West	South	A point 20.5 metres west of Major Street and a point 12.5 metres east of Major Street	Anytime

Bloor Street West	South	A point 54 metres west of Robert Street and a point 6 metres east of Huron Street	Anytime
Bloor Street West	South	A point 71 metres east of Huron Street and a point 51 metres east of Bedford Road	Anytime
Bloor Street West	South	A point 121 metres east of Bedford Road and a point 102 metres west of Avenue Road	Anytime

Commercial Loading Zones

Highway	Side	Location	Times and/or Days
Bloor Street West	South	A point 54.5 metres east of Grace Street and a point 11 metres further east	Anytime

Parking for Persons with Disabilities – Designated on Street Loading Zones for Permit Holders

Highway	Side	Between	Time or Days
Bloor Street West	South	A point 12.5 metres east of Major Street and a point 9 metres further east	Anytime

Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Borden Street	West	A point 35 metres south of Bagpipe Lane and Harbord Street	Anytime	1 hour

One-Way Traffic Lanes

Highway	Between	Lanes	Times and/or Days	Direction
Bloor Street West	Avenue Road and point 50 metres further east	Northerly Westbound	Anytime	Westbound right-turning

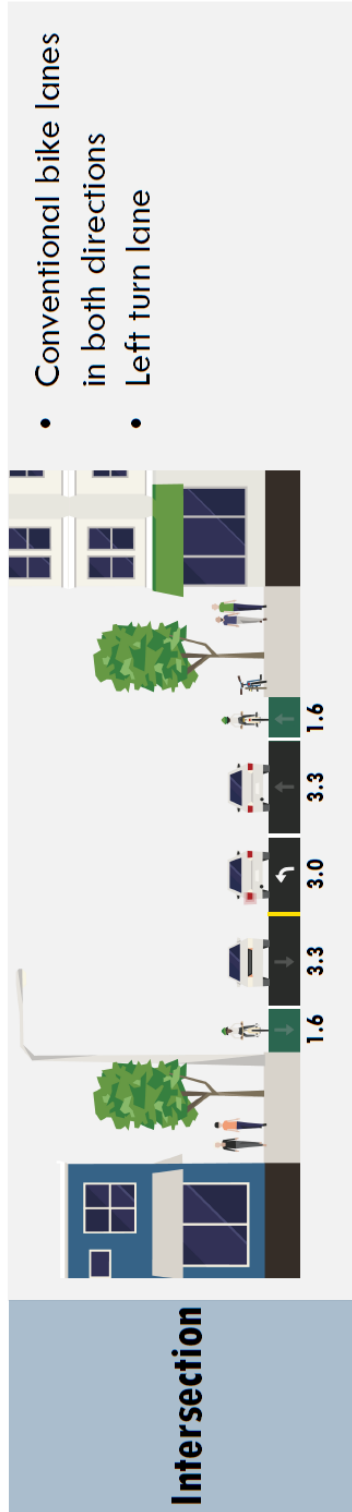
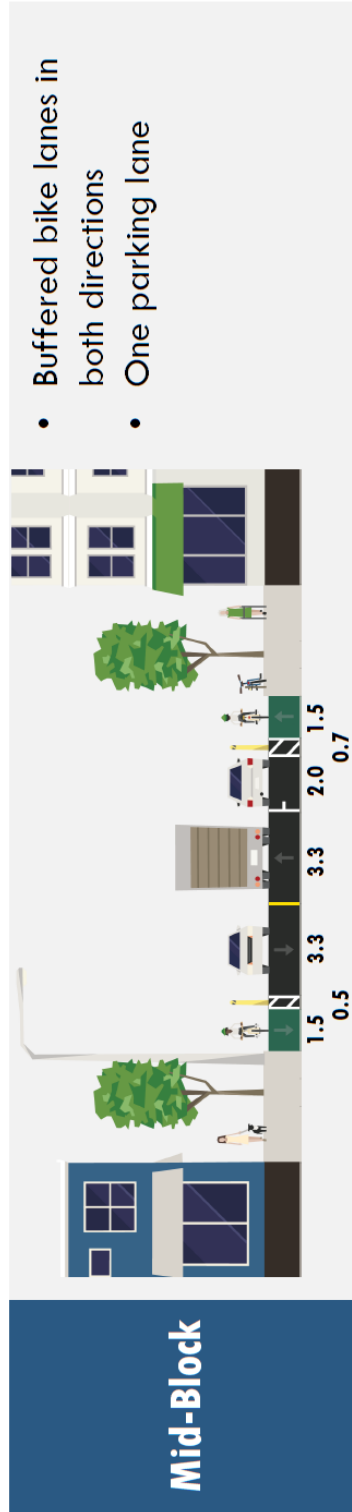
Parking Machines

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Bloor Street West	North	Avenue Road and Spadina Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	North	Walmer Road and Spadina Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	North	Markham Street and Bathurst Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Bloor Street West	North	Montrose Avenue and Christie Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours
Bloor Street West	North	Dufferin Street and Shaw Street	7:00 a.m. to 4:00 p.m., 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours
Bloor Street West	South	Bathurst Street and Robert Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Bloor Street West	South	Christie Street and Markham Street	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours

Bloor Street West	South	A point 34.1 metres west of Concord Avenue and Montrose Avenue	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$1.50 for 1 hour	3 hours
Bloor Street West	South	Bedford Road and Avenue Road	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Borden Street	West	Bagpipe Lane and a point 35 metres south	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$3.00 for 1 hour	3 hours
Palmerston Avenue	East	Bloor Street West and a point 65 metres north	8:00 a.m. to 9:00 p.m. Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours

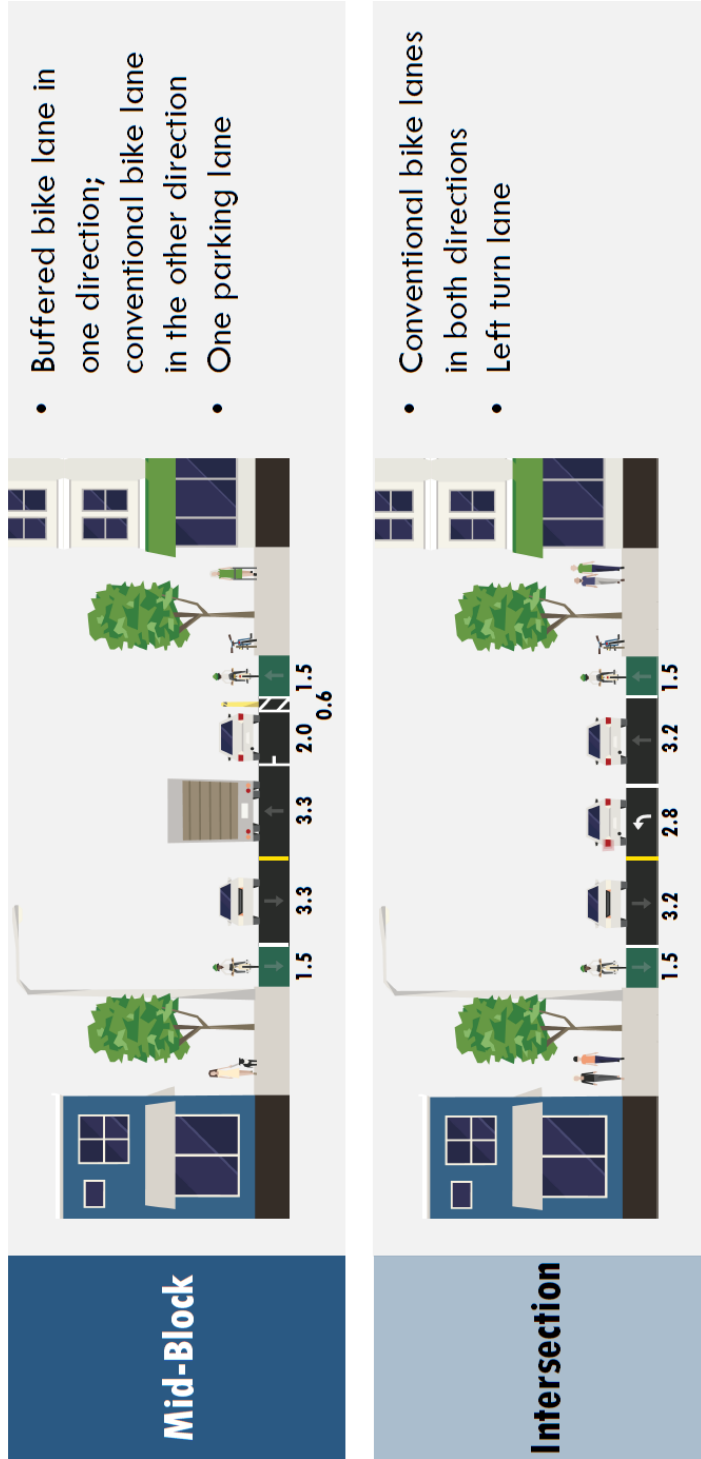
Preferred Cross Sections: Shaw - Bathurst

Typical Roadway Width: 12.8 m



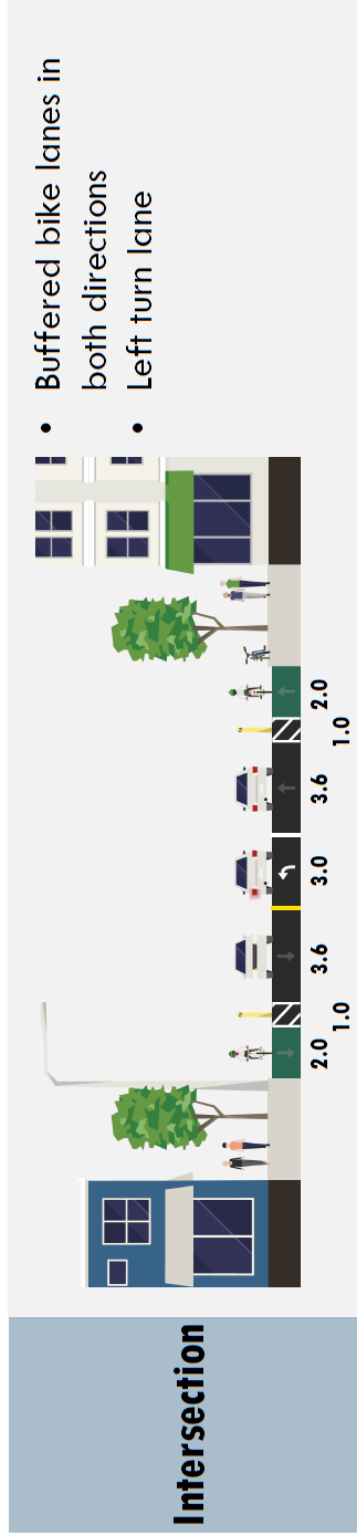
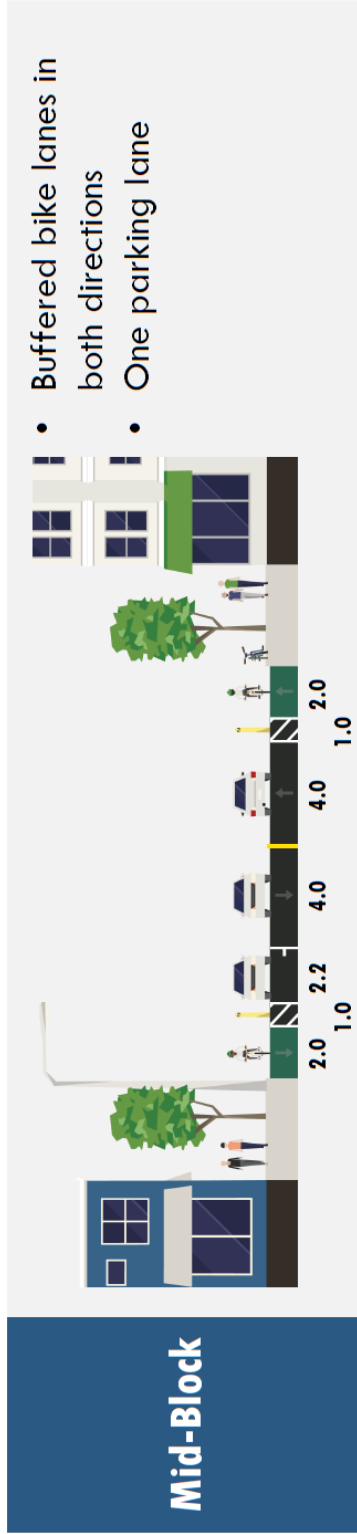
Preferred Cross Sections: Bathurst - Spadina

Typical Roadway Width: 12.2 m



Preferred Cross Sections: Spadina – Avenue

Typical Roadway Width: 16.2 m



APPENDIX 6

Preferred Design: Typical Intersection



APPENDIX 7

