Bloor Street Bike Lane Pilot Project
Shaw Street to Avenue Road

Public Works and Infrastructure Committee

April 25, 2016
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: SD

Toronto Bloor Street Bike Lane Pilot Project
April 25, 2016 #3
**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
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 Extents
- GPS Vehicular Travel Time Surveys
- Vehicular and Cyclist Counts (Volume and Mode Share)
- Stakeholder Meetings, Intercept Surveys and Parking Utilization Surveys
## 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

<table>
<thead>
<tr>
<th>Location</th>
<th>Intersection</th>
<th>Before</th>
<th>Initial Installation</th>
<th>Follow-up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bloor Street</td>
<td>Bay Street</td>
<td>Aug -15</td>
<td>Sept-16</td>
<td>Jun-17</td>
</tr>
<tr>
<td>Bloor Street</td>
<td>Spadina Avenue</td>
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<td>Dupont Street</td>
<td>Spadina Avenue</td>
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<tr>
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<td>Spadina Avenue</td>
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<td>Jun-17</td>
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<tr>
<td>Harbord Street</td>
<td>Bathurst Street</td>
<td>May-10</td>
<td>Sept-16</td>
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<td>Harbord Street</td>
<td>Ossington Avenue</td>
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<td>Jun-17</td>
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</table>
# 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

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<thead>
<tr>
<th>Location</th>
<th>From</th>
<th>To</th>
<th>Before</th>
<th>Initial Installation</th>
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</tr>
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<tbody>
<tr>
<td>Bloor Street</td>
<td>Bay Street</td>
<td>Ossington Avenue</td>
<td>Jun-16</td>
<td>Sept-16</td>
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<tr>
<td>Dupont Street</td>
<td>Avenue Road</td>
<td>Ossington Avenue</td>
<td>Jun-16</td>
<td>Sept-16</td>
<td>Jun-17</td>
</tr>
<tr>
<td>Harbord Street</td>
<td>Queens Park Crescent</td>
<td>Ossington Avenue</td>
<td>Jun-16</td>
<td>Sept-16</td>
<td>Jun-17</td>
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</tbody>
</table>

## Public Perception

<table>
<thead>
<tr>
<th>Type</th>
<th>Target Audience</th>
<th>Before</th>
<th>After</th>
<th>Follow-up</th>
</tr>
</thead>
<tbody>
<tr>
<td>Online Survey</td>
<td>Drivers, Pedestrians, Cyclists and Businesses</td>
<td>Jan-16</td>
<td>Begin Oct-16</td>
<td>Ongoing – survey to remain open until evaluation complete</td>
</tr>
<tr>
<td>Stakeholder Meetings</td>
<td>Area BIAs and Resident Associations</td>
<td>Oct-15</td>
<td>Ongoing</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Intercept Surveys on Safety and Comfort</td>
<td>Cyclists and Pedestrians</td>
<td>Jun-16</td>
<td>Oct-16</td>
<td>Jun-17</td>
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Operational Monitoring and Related Studies

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

<table>
<thead>
<tr>
<th>Parking Utilization</th>
<th>Method: Toronto Parking Authority’s Rate Review of On-Street Parking Locations and Off-Street Lots</th>
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<tr>
<td>Main Objective</td>
<td>Assessment of</td>
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</tbody>
</table>
| Accommodate short-duration parking to serve commercial activity along Bloor Street | - Parking utilization rates  
- Hourly parking rates  
- Hours of operation | Summer 2016                                     | Summer 2017          |
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