FEEDBACK SURVEY #2:
WHO PARTICIPATED

Online for public input from December 13, 2016 to May 4, 2017
Promoted through 30,000 flyers, sharing on social media (Facebook, Twitter), and project and Councillor email lists

OVER 14,000 SURVEYS COMPLETED

Configured and data-reviewed for only one response per individual

Mode of Travel (Q5) (respondents selected all that apply)

Relationship to Bloor Street (Q1) (respondents selected all that apply)

Female
Male
Other

Under 15
15-24
25-34
35-44
45-54
55-64
65-74
75-84
85+

Public Consultation
What do you think of the Bloor Street Bike Lanes?

0% 10% 20% 30% 40% 50%
Over 3,800 responses from people who live in the postal code areas within the pilot (M6G, M5R or M5S).

Overall, neighbours gave strong support for the Bloor Street separated bike lanes.

Residents 55 and over, (whom more drive than bicycle) also support the bike lanes.
FEEDBACK SURVEY #2: PEOPLE WHO BIKE

Over 10,100 responses from people who bike on Bloor Street.
- Feeling of improved safety
- Strong support for the separated bike lanes next to the curb

How safe do you feel riding a bicycle on Bloor Street? (Q11)

Before
Without Bike Lanes
(Survey #1 in 2015)
- Very safe: 27%
- Safe: 18%
- Neither safe nor unsafe: 52%
- Unsafe: 1%
- Very unsafe: 1%

After
With Separated Bike Lanes
- Very safe: 10%
- Safe: 4%
- Neither safe nor unsafe: 27%
- Unsafe: 1%
- Very unsafe: 58%

People Who Bike:
Preferred Configuration for Bloor Street (Q7)
- No bike lanes (like before): 7%
- Separated bike lanes next to the curb (currently installed): 4%
- Traditional paint-only bike lanes next to parking (like on College St.): 89%
FEEDBACK SURVEY #2: PEOPLE WHO BIKE

- Concerns with motor vehicles stopping in the bike lanes and getting “cut off” by motor vehicles at intersections
- Over 75% said they cycle more often because of the bike lanes
- Location concerns were noted mostly at intersections
- Passing in the bike lane and TTC bus stops received the lowest concern score
FEEDBACK SURVEY #2: PEOPLE WHO DRIVE

Over 6,600 responses from people who drive on Bloor Street.

Driving Comfort Next to Cyclists on Bloor Street

<table>
<thead>
<tr>
<th>Before</th>
<th>After</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without Bike Lanes on Bloor (Survey #1 in 2015)</td>
<td>With Separated Bike Lanes</td>
</tr>
<tr>
<td>Very comfortable</td>
<td>Very comfortable</td>
</tr>
<tr>
<td>Comfortable</td>
<td>Comfortable</td>
</tr>
<tr>
<td>Neither comfortable nor comfortable</td>
<td>Neither comfortable nor comfortable</td>
</tr>
<tr>
<td>Uncomfortable</td>
<td>Uncomfortable</td>
</tr>
<tr>
<td>Very uncomfortable</td>
<td>Very uncomfortable</td>
</tr>
</tbody>
</table>

Overall, bike lanes on Bloor Street provide a safer & more comfortable environment for cyclists, with acceptable trade-offs in motorist traffic flow and parking convenience.

People who drive and sometimes bicycle on Bloor (less than once a week)

- Strongly Agree: 43%
- Agree: 17%
- Disagree: 16%
- Strongly Disagree: 18%
- Neutral: 6%

People who drive and never bicycle on Bloor

- Strongly Agree: 39%
- Agree: 15%
- Disagree: 18%
- Strongly Disagree: 22%
- Neutral: 6%
FEEDBACK SURVEY #2:
PEOPLE WHO DRIVE
AND DO NOT BIKE ON BLOOR

Over 2,700 responses from people who drive and do not bike on Bloor. Issues include the following:

• Dissatisfaction with rush hour traffic
• Making right turns across the bike lane
• Loading or making deliveries next to the bike lane
• Dropping off or picking up passengers next to the bike lane
• Finding convenient parking relative to their destination
FEEDBACK SURVEY #2: BUSINESS ON BLOOR ST.

- Of 140 local business representatives, opinions are roughly split in support and opposition
- Deliveries and take-away are more challenging for some businesses
- Concerns about decreased parking convenience for customers from some businesses
- Strong support from employees and customers who bike to their business

Overall, bike lanes on Bloor Street provide a safer & more comfortable environment for cyclists, with acceptable trade-offs in motorist traffic flow and parking convenience

Merchants surveys were conducted as part of a parallel Economic Impact Study, see panel #23 for more details
FEEDBACK SURVEY #2:
PEOPLE WHO WALK
AND DO NOT BIKE OR DRIVE ON BLOOR

Over 1,000 responses from people who walk and do not bike or drive on Bloor.

- Majority of residents who do not bike or drive, strongly support the bike lanes
- Pedestrian experience is about the same, or considered better
- Getting in and out of vehicles or getting a taxi/Uber is a bit more challenging
- Some concerns about accessible boarding for people with disabilities

Overall,
Bike lanes on Bloor Street provide a safer & more comfortable environment for cyclists, with acceptable trade-offs in motorist traffic flow and parking convenience.