

Bloor Street Bike Lane

Shaw Street to Avenue Road

DI19.5



Presentation to Toronto Accessibility Advisory Committee
April 19, 2018

Background

- In May 2016, Council approved a pilot project to install and evaluate bike lanes on Bloor Street West between Shaw Street and Avenue Road
- Extensive before/after data collected during the pilot including:
 - Effect on cycling environment
 - Effect on motoring environment
 - *Effect on curbside demands and parking*
 - Effect on local business
 - Public perception and level of support from residents and businesses
- In November 2017, Council approved making the bike lane permanent
- Road resurfacing planned for 2019 provides the opportunity to create a greater degree of separation for the cycle track

Design Features - Pilot

- Cycle tracks (separated bike lanes) located continuously next to the curb
- Vehicle lanes reduced to one lane in each direction
- On-street parking reduced to one side of the street
- Separation created with painted buffers, bollards and parking



Effect on Curbside Demands - Accessibility

- Separation that prevents vehicles entering bike lane also limits access to curb for persons with accessible needs
- Public consultation helped identify locations where there was need for access to the curb (e.g. accessible loading zone)
- Accessible needs also addressed after installation – provision of curb ramp at lay-by at 341 Bloor St (near Huron)



Accessible loading zone at Trinity-St Paul's Church

Effect on Curbside Demands - Parking

Impacts on Parking Space Count around/on Bloor

	Shaw - Bathurst			Bathurst - Spadina			Spadina - Avenue			Overall		
	On-Street	Off-Street	Total	On-Street	Off-Street	Total	On-Street	Off-Street	Total	On-Street	Off-Street	Total
Before	159	143	302	85	195	280	59	522	581	303	860	1163
After	86	140	226	36	214	250	45	522	567	167	876	1043

- Parking only provided on one side of the street
- Loss of 136 on-street spaces (45%) on Bloor St between Shaw and Avenue

Enhancements with Road Resurfacing

Timelines:

- Road resurfacing for Bloor Street from Bathurst to Avenue currently planned for 2019
- Conceptual design for cycle track required now for ECS to begin detailed design
- Specific/local issues will be addressed during detailed design phase which will progress until year end (2018)

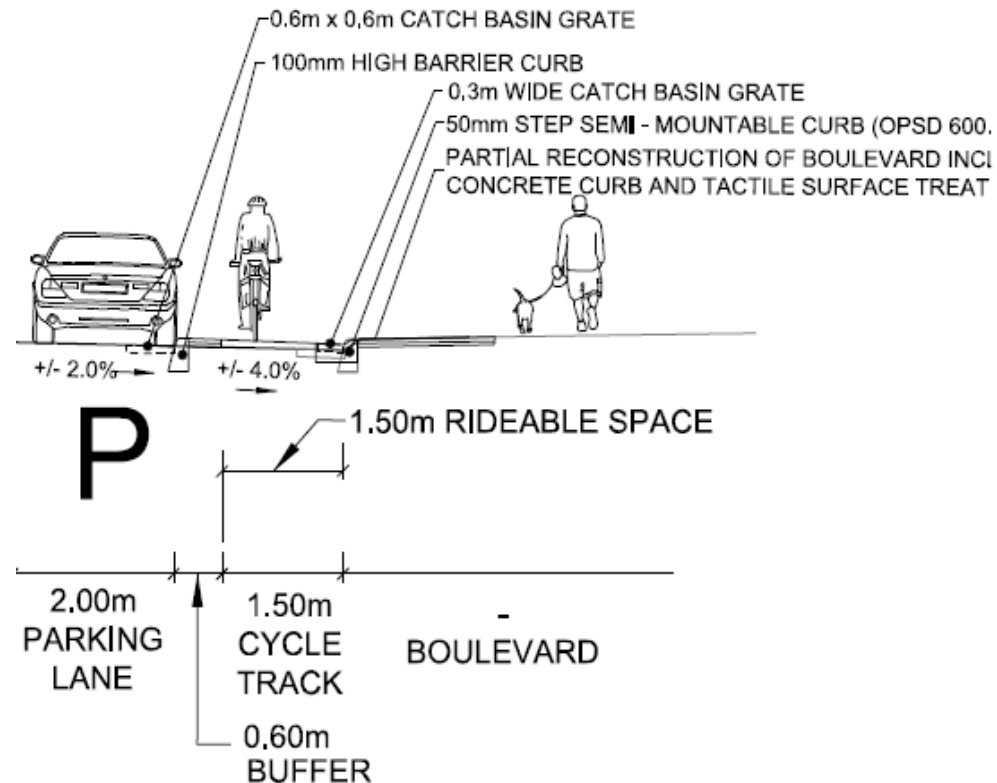
Design Challenges:

- Physical changes to roadway design with a resurfacing (vs a reconstruction) has limitations – primarily due to drainage
- Different designs may be required for different sections

For Discussion – Design Option 1

Raised – “stepped” design

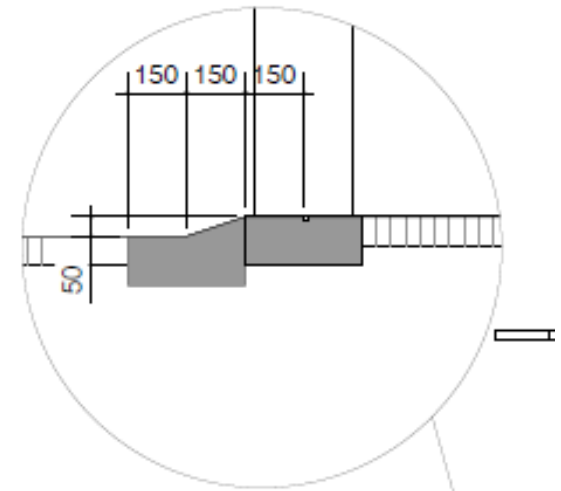
- 100mm (4”) barrier curb between cycle track and vehicle lanes
- 50mm (2”) “step” curb between cycle track and sidewalk area
- “Step” curb cane detectable so tactile strip not necessary
- “Step” curb design needed for drainage with road resurfacing



For Discussion – Design Option 1

Raised – “stepped” design

- “Step” can be either semi-mountable or barrier design
- Semi-mountable (3:1 slope) would allow for wheelchair access across the cycle track
- Intent of barrier would be to further discourage cyclists from riding/entering into the pedestrian area
- Where there is demand - localized curb depressions could be implemented in barrier design to allow access across

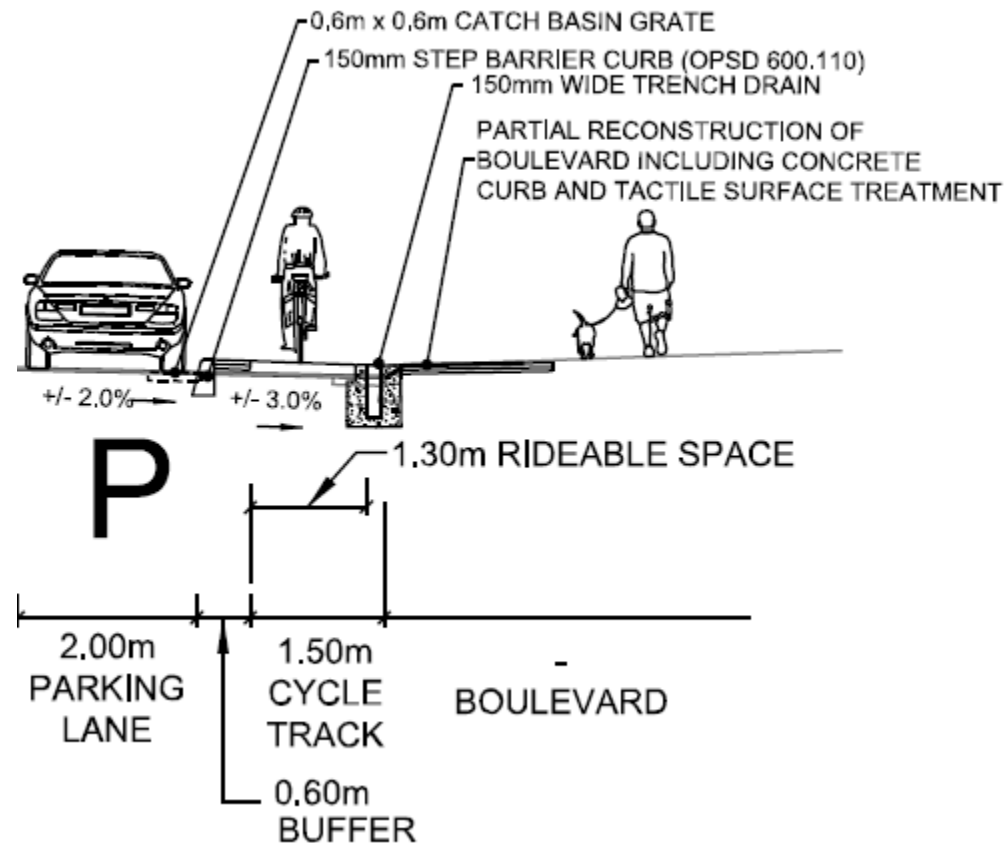


Semi-Mountable curb design
(dimensions in mm)

For Discussion – Design Option 2

Raised - level with sidewalk

- Cycle Track level with sidewalk
- Standard 150mm (6" barrier curb between cycle track and vehicle lanes
- Tactile strip required between cycle track and sidewalk area
- Trench drain required – maintenance would be an issue for long sections
- Proposed for areas such as bus stops



For Discussion – Design Option 2

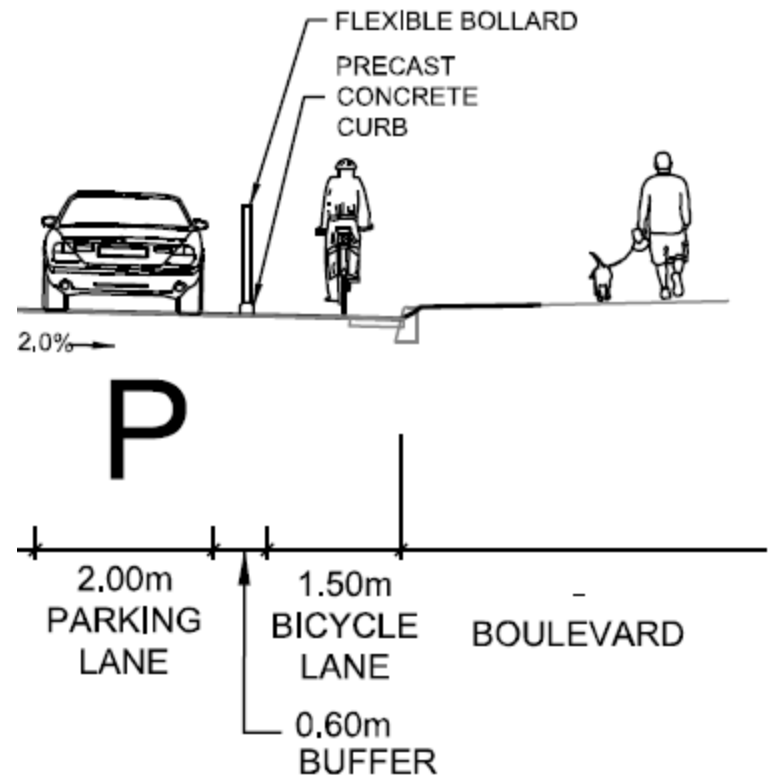


Example - Bus Stop Location
Sherbourne Cycle Track

For Discussion – Design Option 3

Street level - with curb and bollards

- Consistent with pilot design
- Paint/bollards still used for separation
- Enhanced separation with pre-cast or poured in place concrete curb
- Proposed for areas where raised cycle track may not be feasible



For Discussion – Design Option 3



Example – Poured in Place Curb
Wellesley Cycle Track

Next Steps

THANK YOU.

QUESTIONS?