

Bloor Street Bike Lane
Design Feasibility Study and Pilot Project
Shaw Street to Avenue Road

Public Drop-in Event #2

Welcome

March 9, 2016
4 p.m. to 8 p.m.

These panels can be viewed online at
toronto.ca/bloorbikelanes



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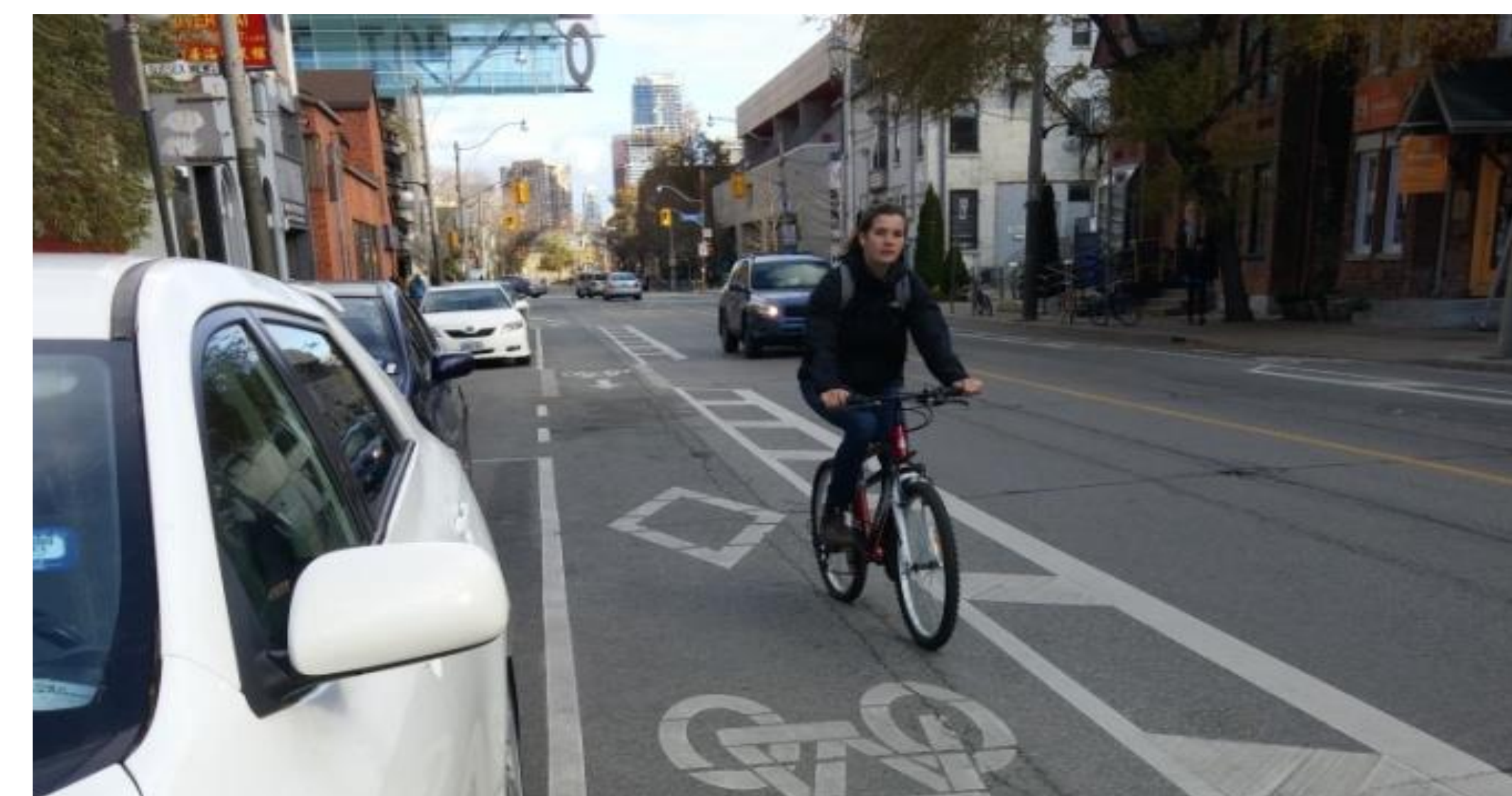
Project Context, Goal and Scope

The City of Toronto is proposing a pilot project to install bike lanes on Bloor Street West between Shaw Street (east of Ossington Avenue) and Avenue Road.

A pilot project will allow the City to demonstrate and study the impacts and benefits of bike lanes on Bloor Street. Various design options are being considered.

The outcomes of this project are intended to help guide the City with future projects along Bloor Street such as planned roadwork and a Major Corridor Study for bike lanes along a longer segment of Bloor Street.

The proposed pilot project would only involve the roadway area between the existing curbs and assumes that installation would not involve any significant reconstruction (i.e. temporary materials such as paint would be used).



Project History – Council Decisions

As far back as 1992 the City has commissioned multiple studies that have reviewed the opportunity of bike lanes on Bloor Street.

In November 2013, City Council adopted recommendation PW26.5, directing Transportation Services to undertake a combined Bloor Street – Dupont Street Bikeway Environmental Assessment (E.A.) Study. That study was not initiated in 2014 as work was focused on other Council directed priorities for bikeway network development.

Due to recent changes by the Province to the Municipal Class E.A. process, implementing bicycle lanes on Bloor Street or Dupont Street would be considered a pre-approved project, therefore not subject to an E.A. Study.

In 2015, Transportation Services initiated this Bloor Street Bike Lane Design Feasibility Study currently underway. This study proposes the installation of a pilot project in the summer of 2016, subject to Council approval.



Why Bike Lanes on Bloor?

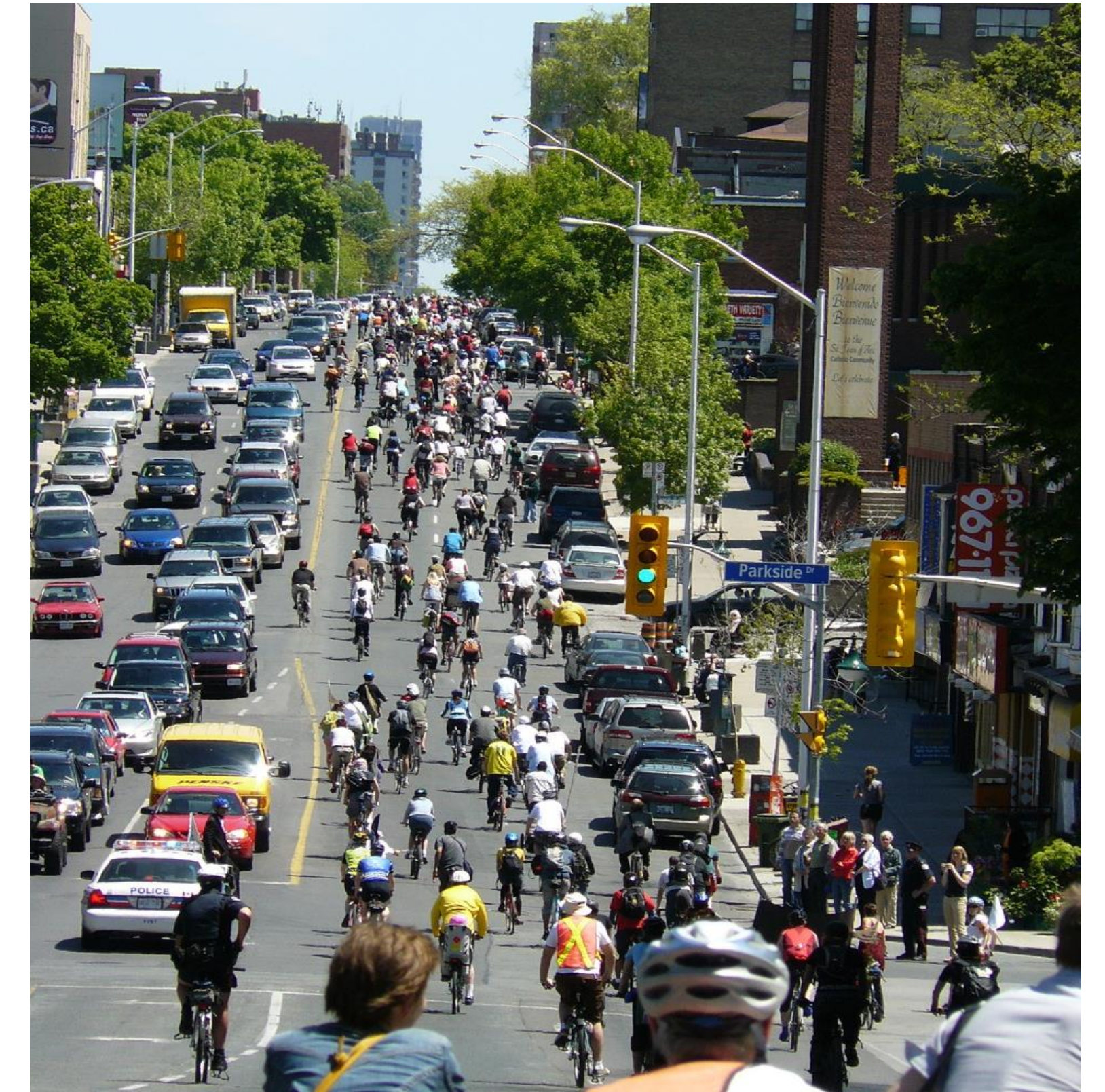
The City of Toronto Ten Year Cycling Network Plan currently under development has identified Bloor Street as a high priority through both cycling impact analysis and public consultation rankings.

For many years there has been popular advocacy for bike lanes on Bloor Street from cyclists. More recently a growing number of local businesses have also shown support for these bike lanes.

A cycling facility on Bloor Street could be one of most significant bikeways in Toronto, given the length of the continuous corridor, relatively flat topography and absence of streetcar tracks.

The segment of Bloor Street between Shaw Street and Avenue Road includes important cycling network connectivity at Shaw Street, Montrose Avenue, Grace Street and St George Street.

With vibrant retail and commercial activity and constrained road width, this section will serve as an excellent case study for demonstrating the effects of bike lanes on Bloor Street where some parking and motor vehicle travel lanes will need to be removed.



Bike Lane Advocacy Parade

Opportunities

Public Engagement: Develop and implement a pilot bike lane project that engages residents, businesses and other stakeholders in the design and evaluation process.

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

Encourage Cycling: Making cycling a more comfortable experience in order to encourage more people to travel by bicycle and reduce long term city traffic congestion and transportation related emissions.

Inform Future Projects: Measure outcomes of the project to help guide the City with future projects along Bloor Street including:

- Planned roadwork; and
- A Major Corridor Study to be initiated in 2016 for bike lanes between Keele Street and Sherbourne Street along sections of Bloor Street and/or Dupont Street.



Constraints

Limited Space and Competing Uses: The roadway width is very limited given the pedestrian, cycling, transit, motor vehicle, road operations, emergency services and commercial demands along the corridor.

Reduced Parking: Any option for bike lanes on Bloor Street will have some impact on vehicle parking supply. Some options would maintain parking on one side of the street.

Motor Vehicle Traffic Delay: Any option to introduce bike lanes on Bloor Street will involve a reduction in the number of motor vehicle travel lanes during the peak periods and will likely result in travel time delay during the morning and evening "rush hour". Providing dedicated turn lanes at intersections and changes to traffic signal timing could help to reduce these impacts.



Public Consultation Activities

Public consultation on Bloor Street bike lane design options was carried out from December 2015 to January 2016.

Online Survey

- *December 2, 2015 to January 15, 2016*
- 2126 completed responses

Public Event

- *December 2, 2015*
- 229 attendees signed in

Direct Meetings

- *On-going*
- Affected Business Improvement Associations
- Local resident groups, Cycle Toronto & other stakeholders

Following are key highlights from the survey. Note that survey respondents were self selecting and not demographically or statistically representative of the views of all stakeholders.



Public Consultation Survey Results - Highlights

From People Who Bike

(1857 responses)

- Riding a bicycle on Bloor Street feels unsafe with the current street configuration (52% Unsafe, 27% Very Unsafe)
- While options B & C were both supported, Option C had much stronger support (75% "Strongly Support")
- Parking configuration opinions were varied
- Comments stressed the need for physical separation to keep cars from stopping in the bike lanes, and to minimize the use of mixing zones between motorists and cyclists.

Top Priorities	Avg. rank out of 5
Cycling safety and comfort	1.68
Pedestrian safety and comfort	1.69
Motor vehicle traffic flow	3.17
Motor vehicle deliveries and loading	3.89
Motor vehicle on-street parking	4.54

Highest
Priority

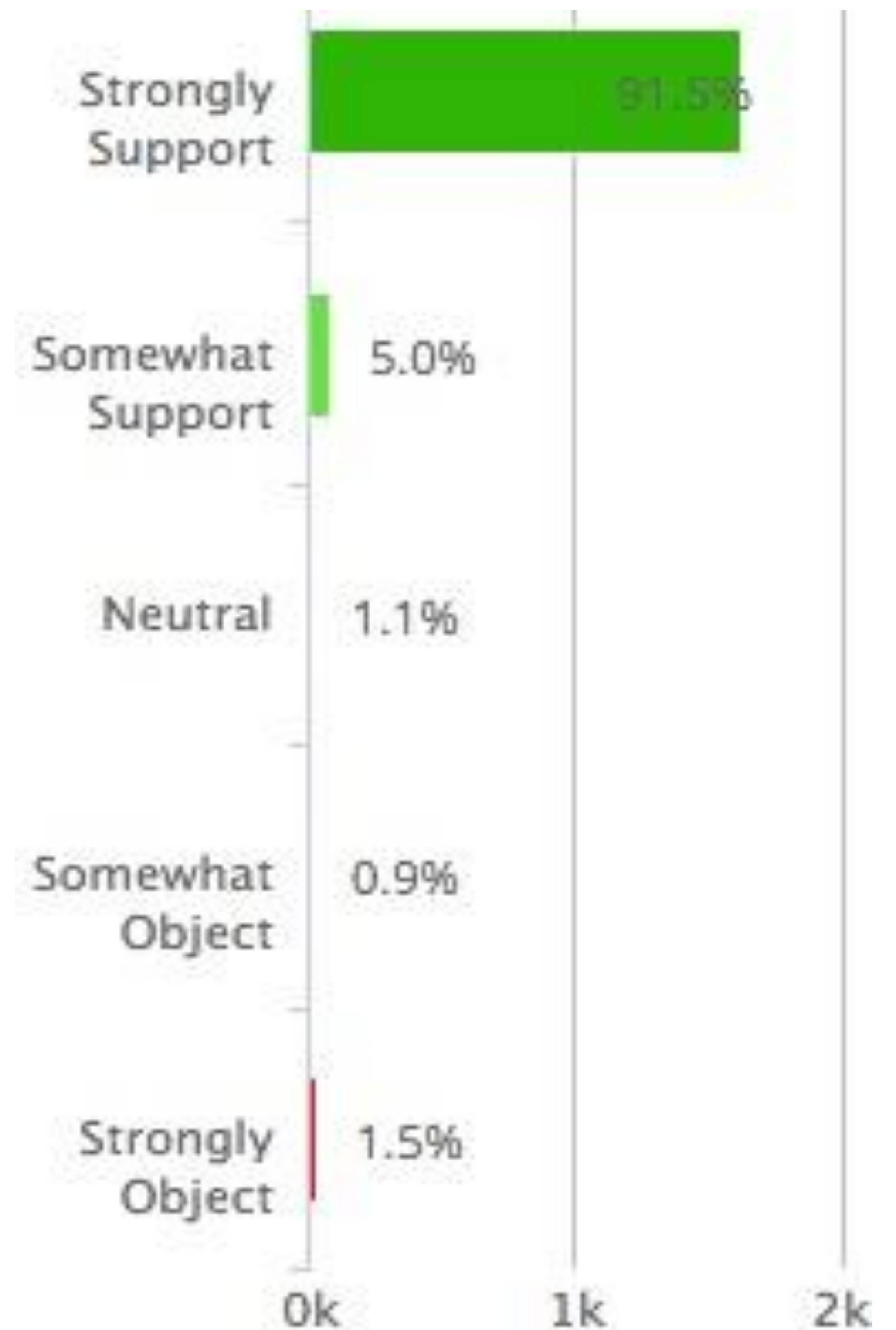


Lowest
Priority



Bike lanes on Bloor Street

between Shaw St. & Avenue Rd.



Public Consultation Survey Results - Highlights

From People Who Drive & Don't Bike

(230 responses)

- **60% feel uncomfortable** driving next to cyclists on Bloor Street in the current configuration.
- Opinions on parking varied with slight preference for one side parking over alternating sides
- Comments focused on concerns about traffic delays as a trade-off for the minority of people who cycle

Top Priorities	Avg. rank out of 5
Motor vehicle traffic flow	2.16
Pedestrian safety and comfort	2.24
Cycling safety and comfort	3.11
Motor vehicle on-street parking	3.50
Motor vehicle deliveries and loading	3.88

Highest
Priority

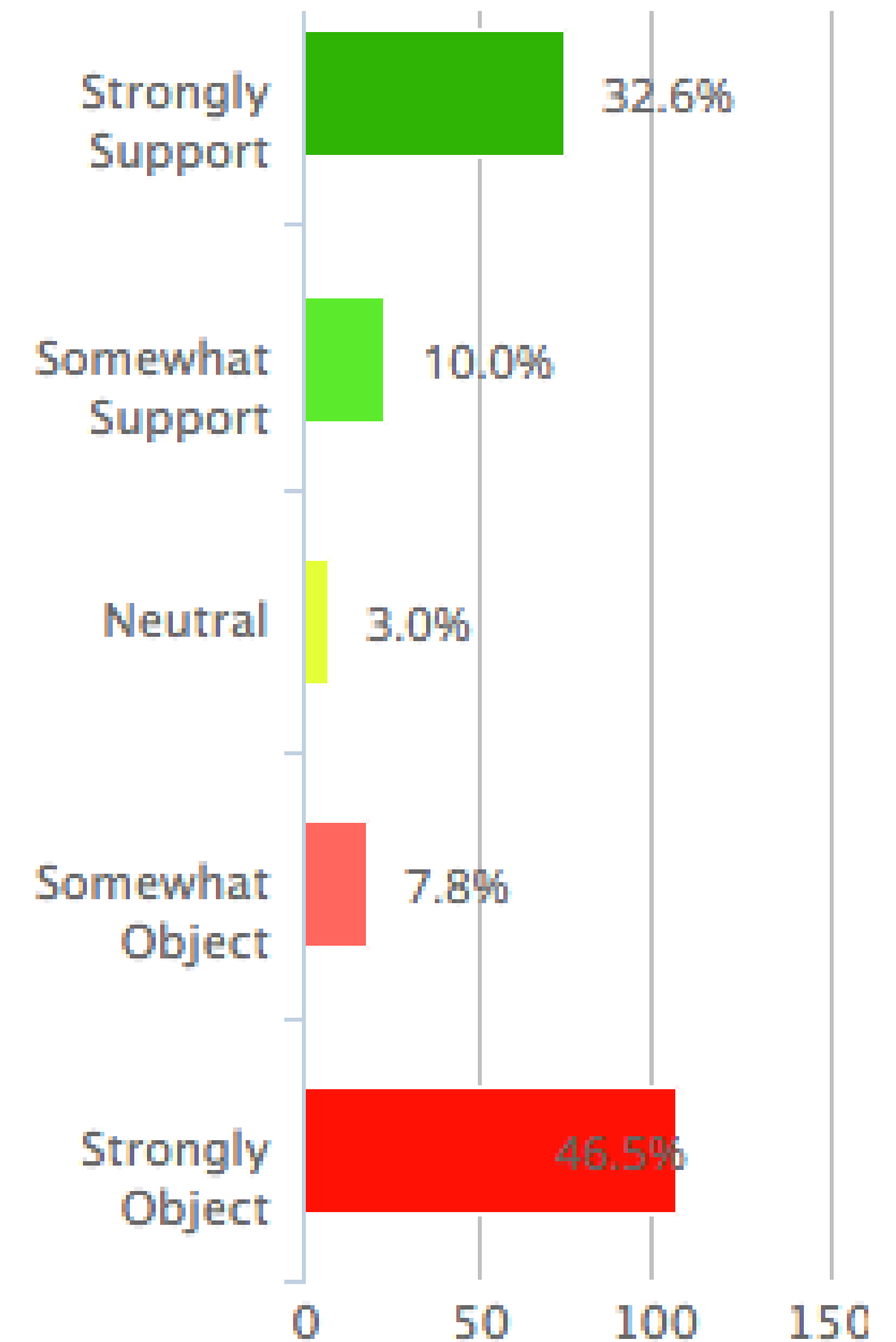


Lowest
Priority



Bike lanes on Bloor Street

between Shaw St. & Avenue Rd.



Public Consultation Survey Results - Highlights

From Businesses in the Area

(112 responses)

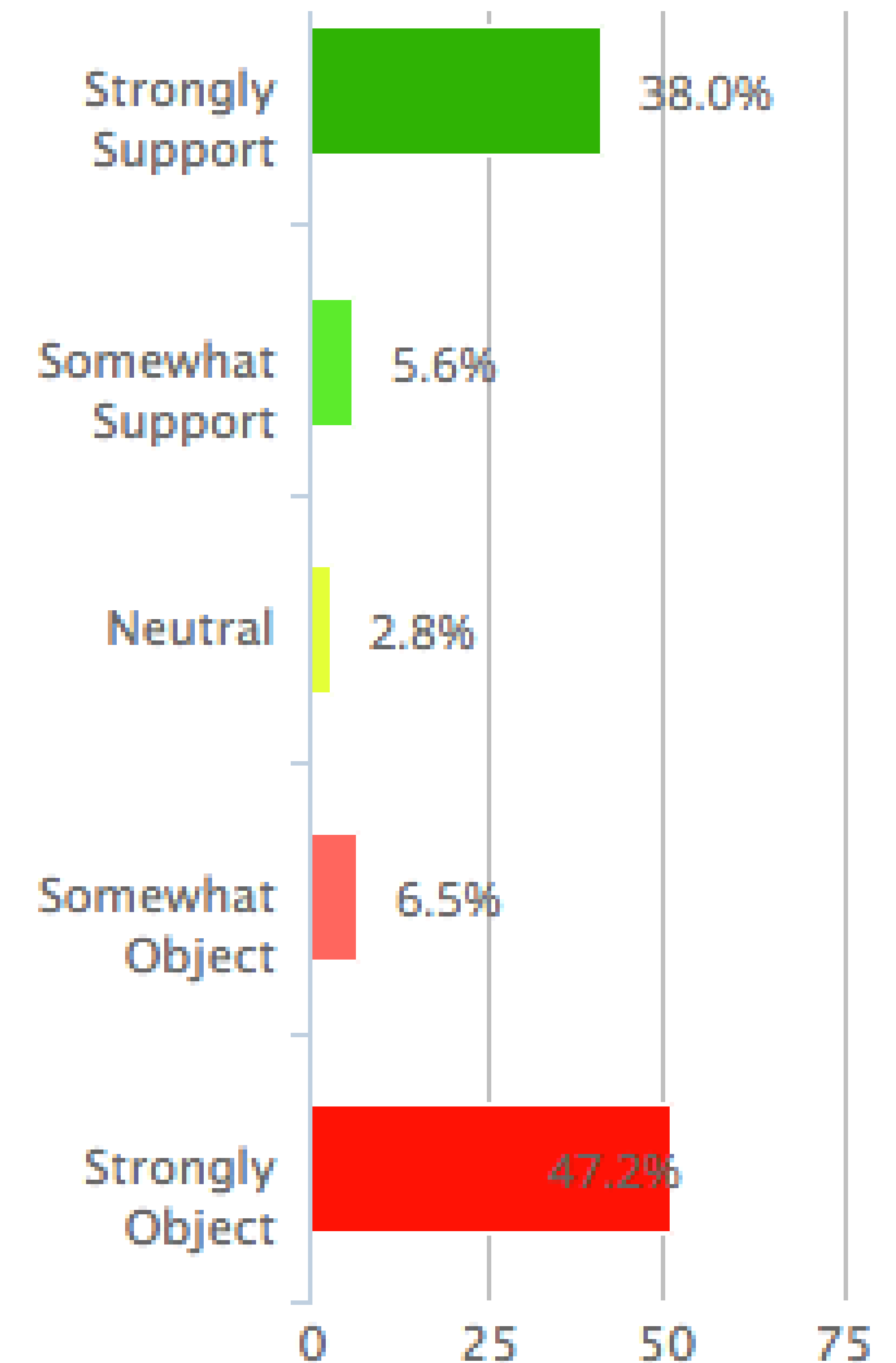
- Slightly preferred Option B and were highly polarized on Option C
- Comments and discussion included a range of enthusiasm, concern, and tentative willingness to try a pilot project
- Providing for loading needs and customer car and bike parking is very important to many businesses

Top Priorities	Avg. rank out of 5	Highest Priority
Pedestrian safety and comfort	2.27	 Lowest Priority
Motor vehicle traffic flow	2.59	
Motor vehicle on-street parking	3.14	
Cycling safety and comfort	3.28	
Motor vehicle deliveries and loading	3.56	



Bike lanes on Bloor Street

between Shaw St. & Avenue Rd.



Public Consultation Survey Results - Highlights

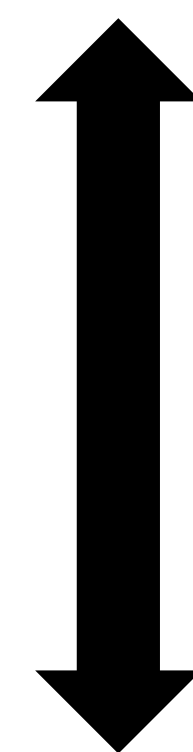
From People Who Walk & Don't Bike or Drive

(182 responses)

- While options B & C were both supported, Option C had much stronger support (72% "Strongly Support")
- Parking configuration opinions were varied
- Comments demonstrated empathy and interest in on street cycling where safety and comfort is improved through physical separation

Top Priorities	Avg. rank out of 5
Pedestrian safety and comfort	1.49
Cycling safety and comfort	2.08
Motor vehicle traffic flow	3.07
Motor vehicle deliveries and loading	3.95
Motor vehicle on-street parking	4.36

Highest
Priority

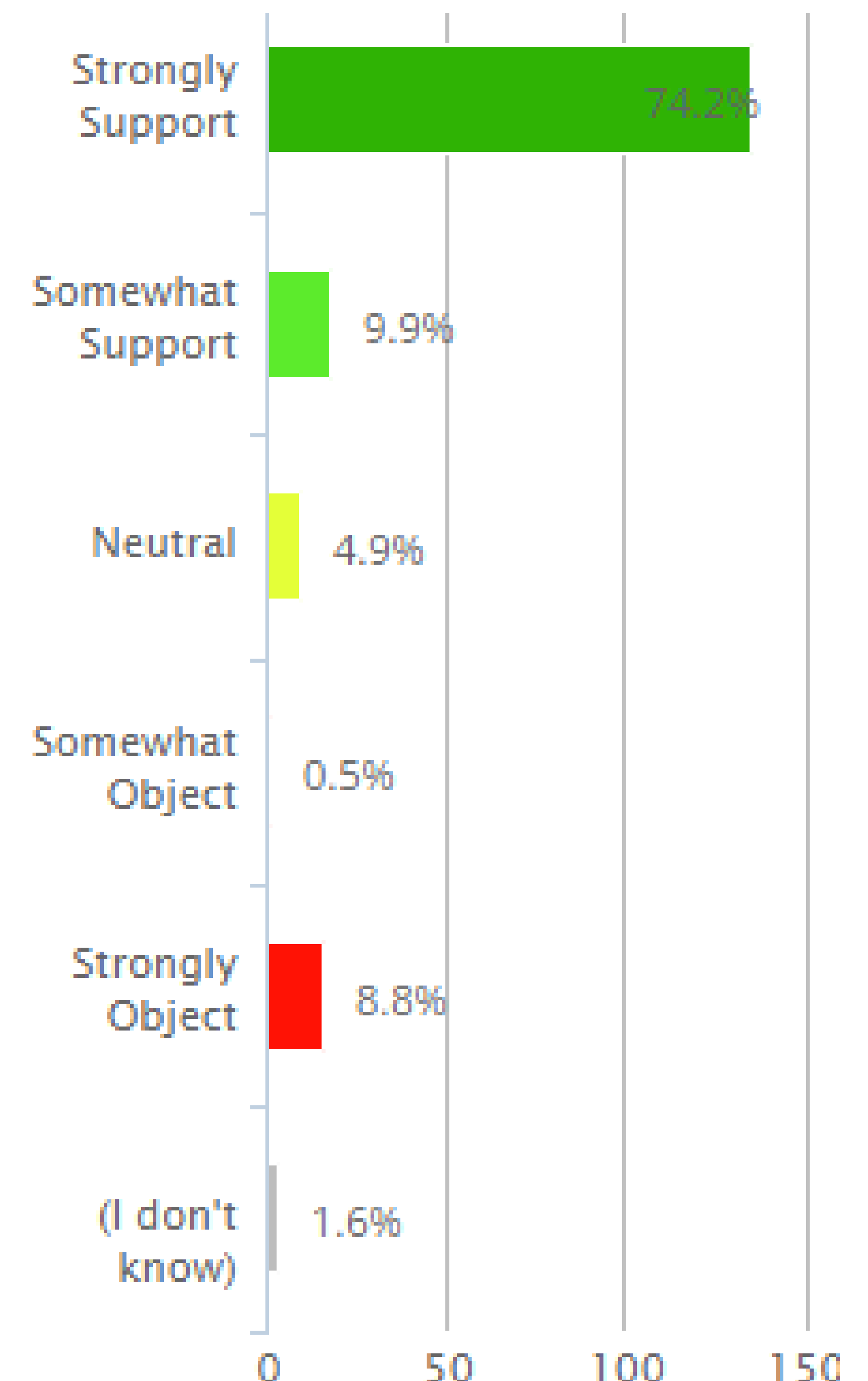


Lowest
Priority



Bike lanes on Bloor Street

between Shaw St. & Avenue Rd.



Preferred Design Option

A preferred bike lane design has been selected based on a review of design considerations and feedback from the public and stakeholders.

The preferred bike lane design is based on Option C – Bike Lane Curbside.

The bike lane is proposed as a cycle track which features separation elements (parked cars or flexi-posts) between the bike lane and the traffic lane, as well as between the bike lane and parked cars (the “door zone”).

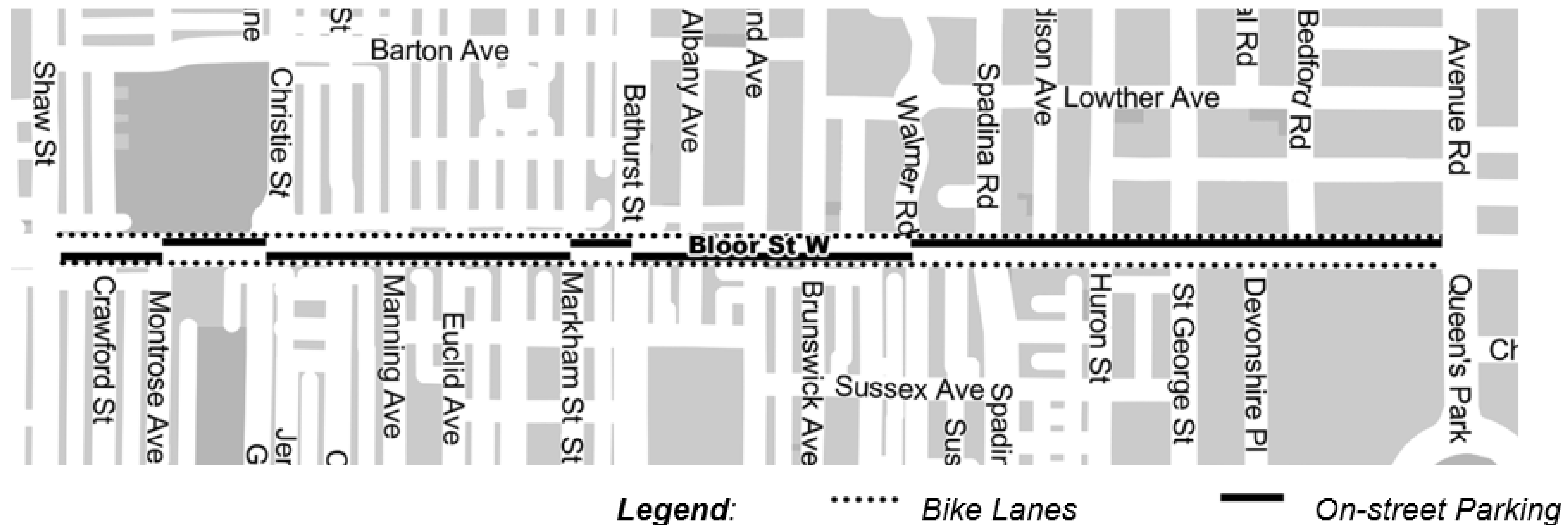


Key benefits of this design are as follows:

- Provides a more comfortable experience for cyclists in order to encourage more people to travel by bicycle;
- Discourages motorists from parking, standing or stopping illegally in the bike lane;
- Provides opportunities to improve the pedestrian environment and streetscape; and
- Motorists do not need to yield to cyclists to access parking

On-Street Parking

Map of Bike Lanes and On-street Parking

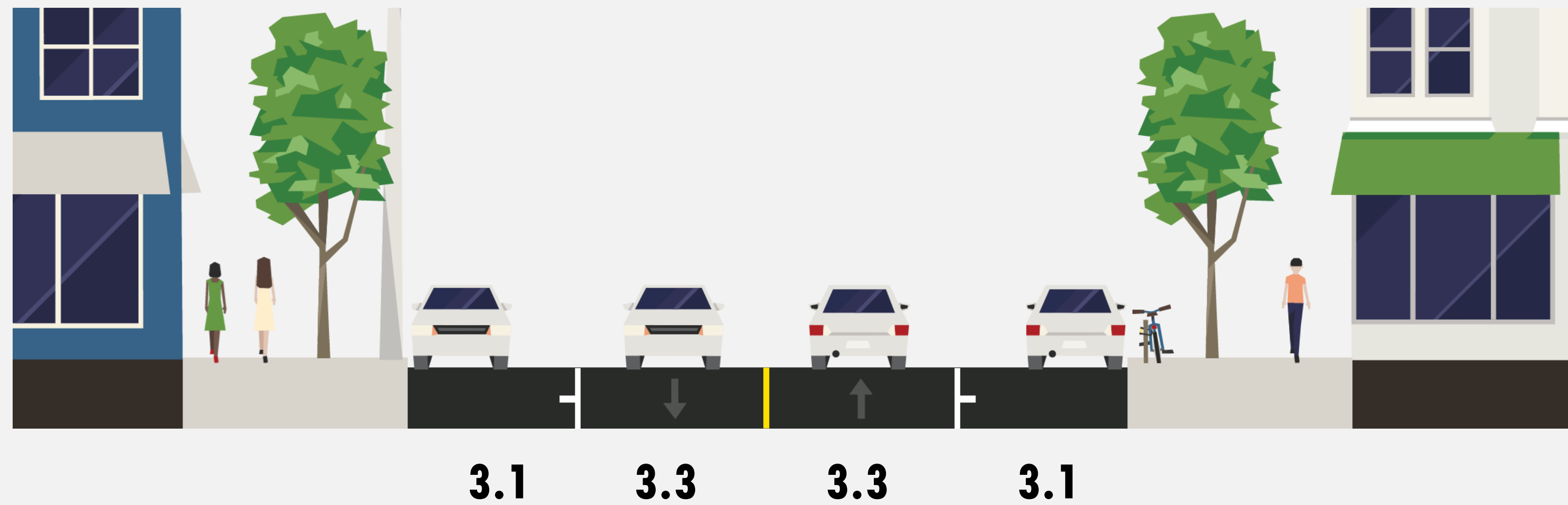


On-Street parking will alternate between north and south sides, as shown in the map above. This provides an equitable approach to businesses and residents, and provides drivers with potential parking in either direction.

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 and minimizing the number of times that parking alternated sides to provide traffic lanes that are as straight as possible.

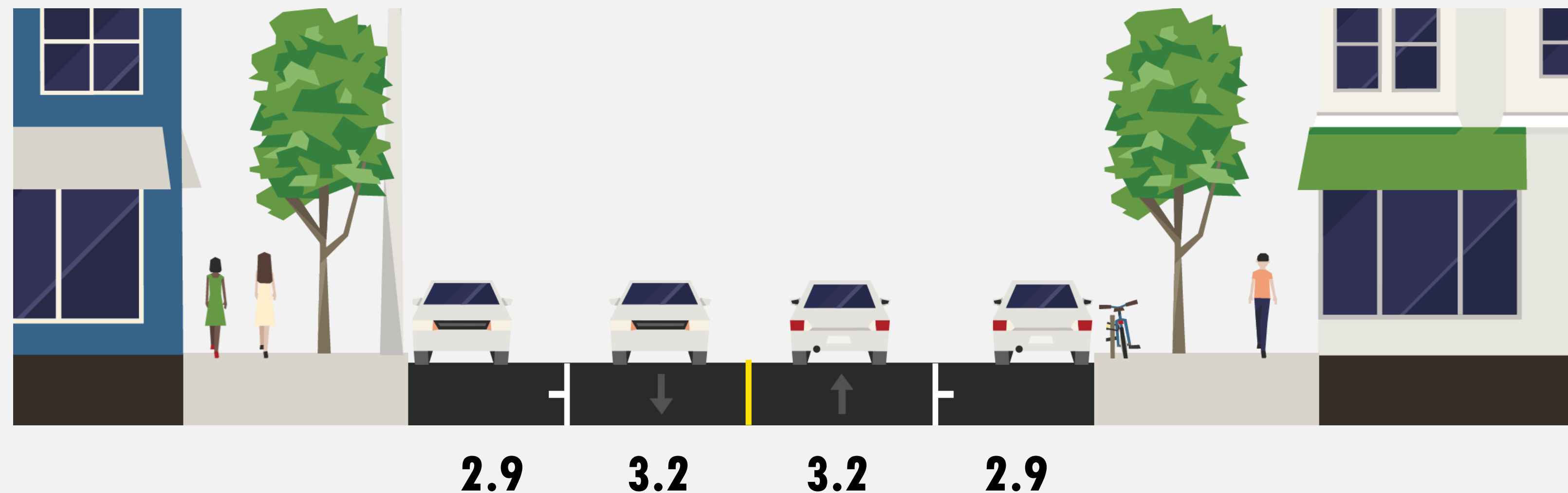
Existing Cross Sections

Shaw – Bathurst (12.8 m)



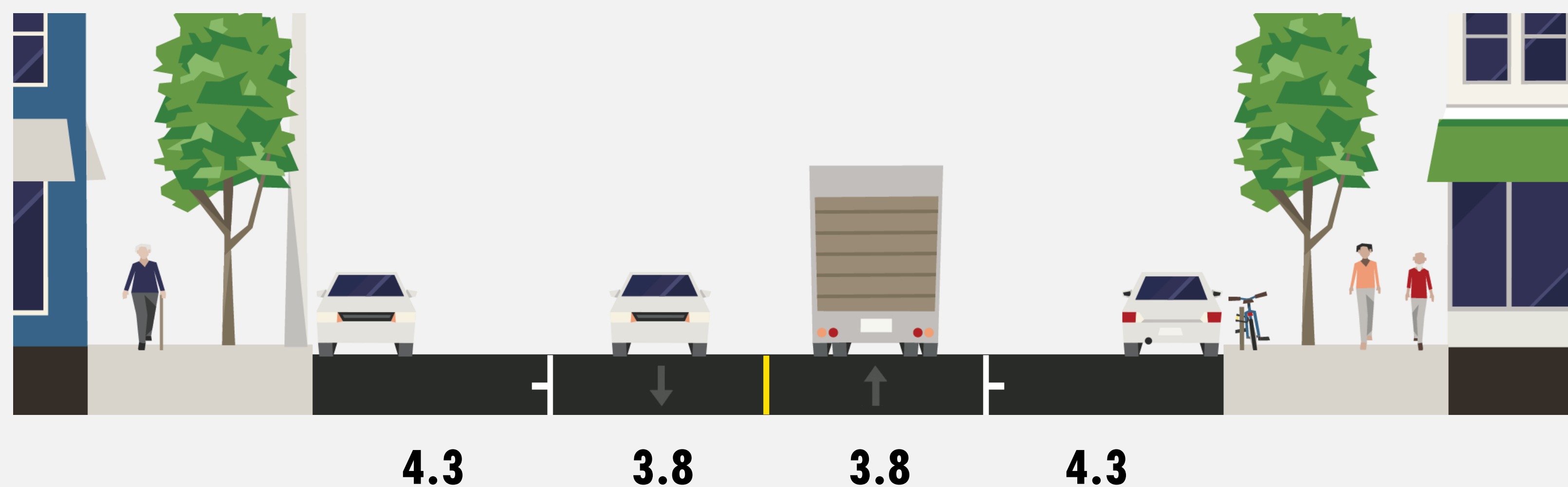
- One travel lane and one combined travel / parking lane in each direction

Bathurst – Spadina (12.2 m)



- One travel lane and one combined travel / parking lane in each direction

Spadina – Avenue (16.2 m)

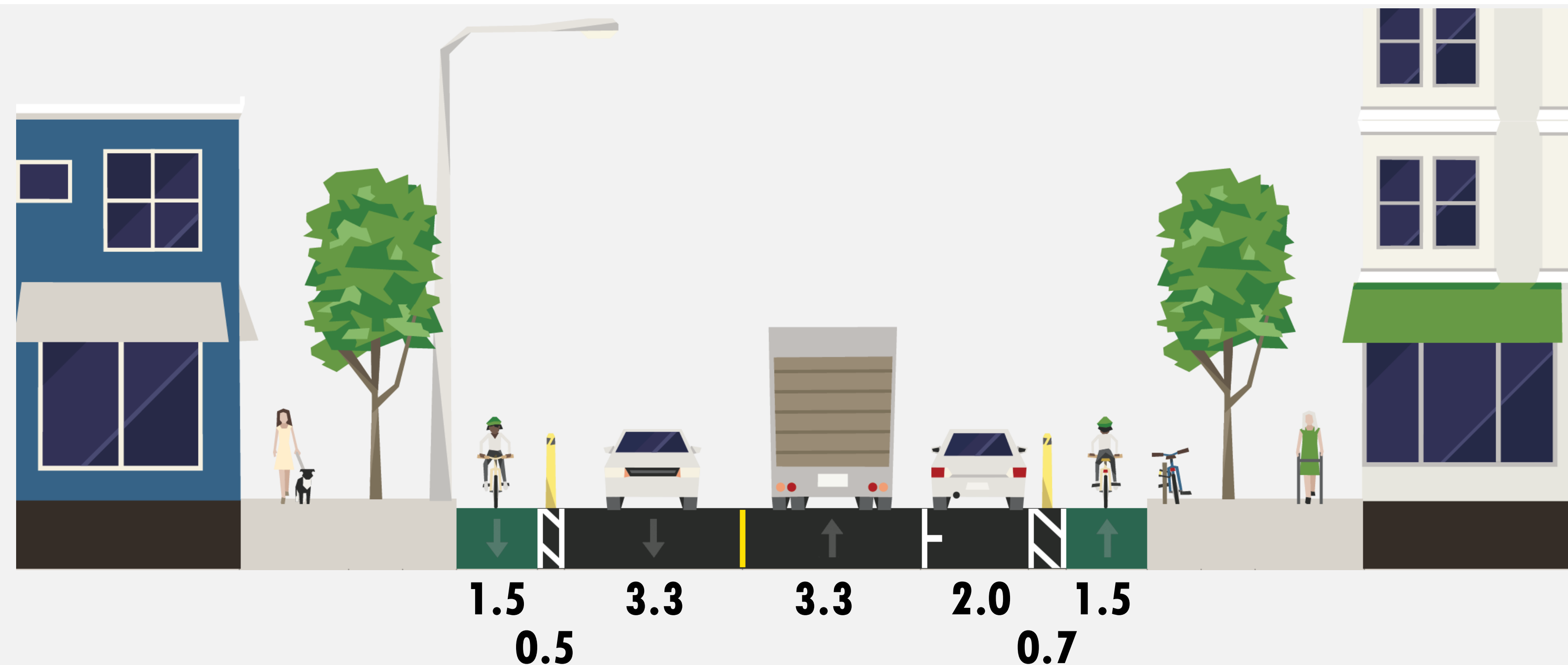


- One travel lane and one combined travel / parking lane in each direction

Preferred Cross Sections: Shaw - Bathurst

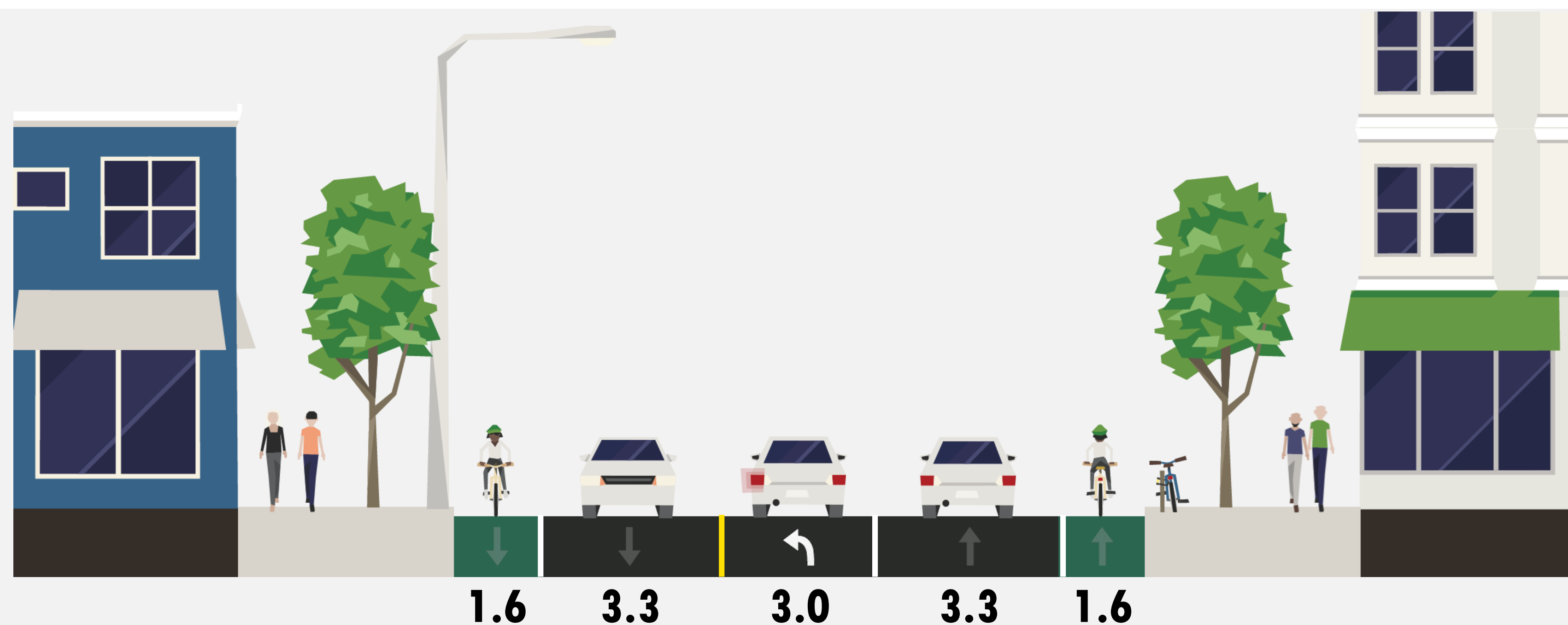
Typical Roadway Width: **12.8 m**

Mid-Block



- Buffered bike lanes in both directions
- One parking lane

Intersection

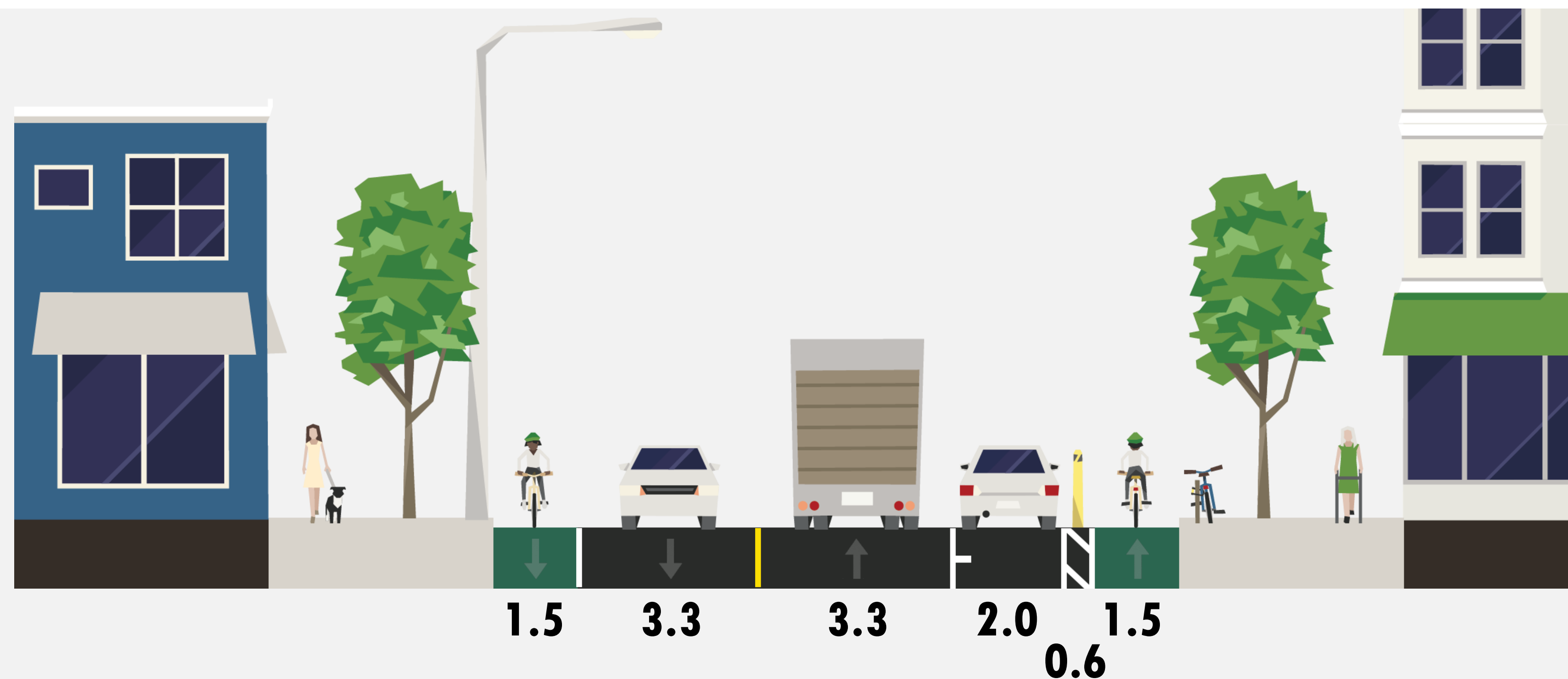


- Conventional bike lanes in both directions
- Left turn lane

Preferred Cross Sections: Bathurst - Spadina

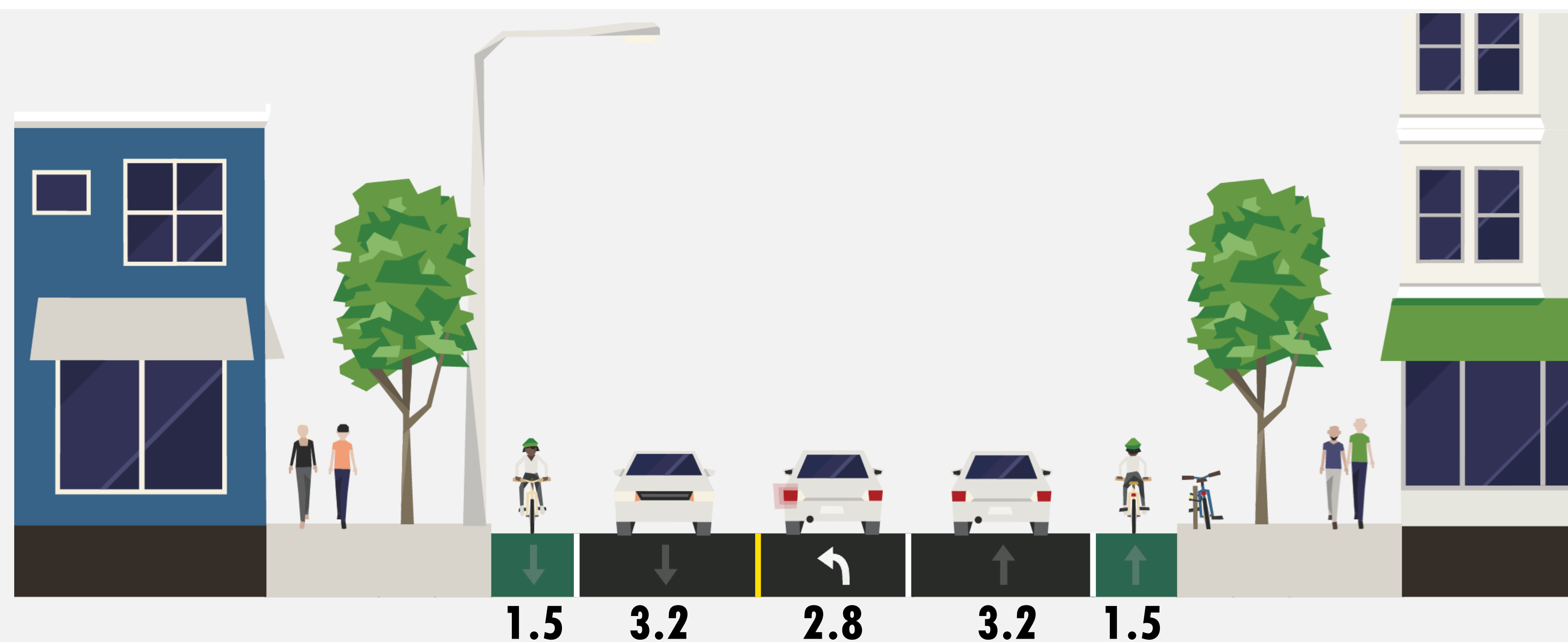
Typical Roadway Width: 12.2 m

Mid-Block



- Buffered bike lane in one direction; conventional bike lane in the other direction
- One parking lane

Intersection

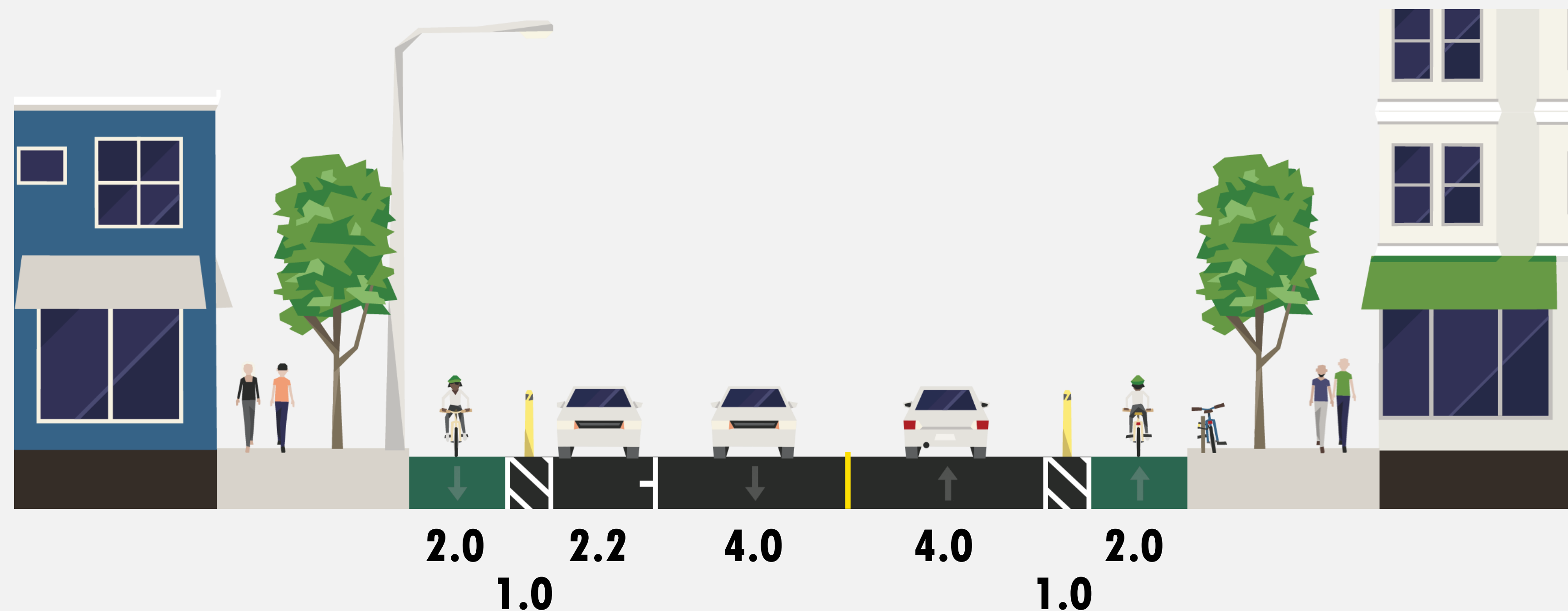


- Conventional bike lanes in both directions
- Left turn lane

Preferred Cross Sections: Spadina – Avenue

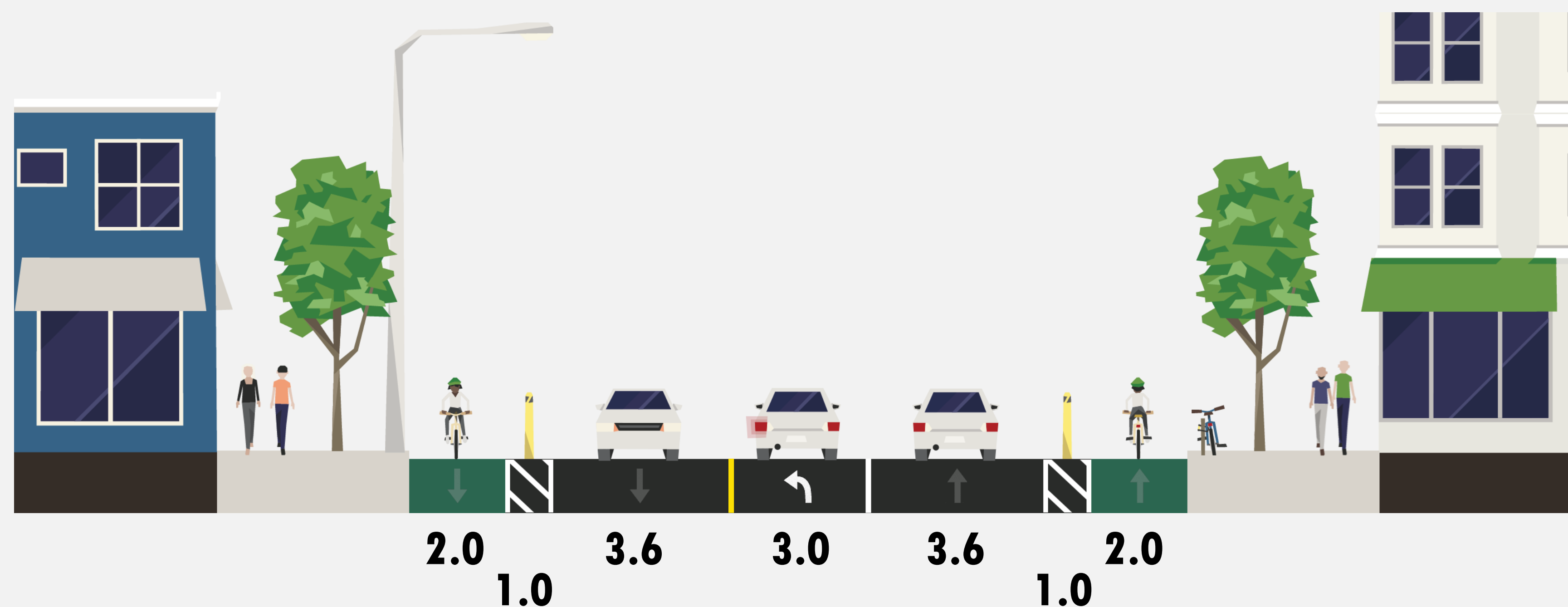
Typical Roadway Width: 16.2 m

Mid-Block



- Buffered bike lanes in both directions
- One parking lane

Intersection



- Buffered bike lanes in both directions
- Left turn lane

Preferred Design: Shaw - Bathurst

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



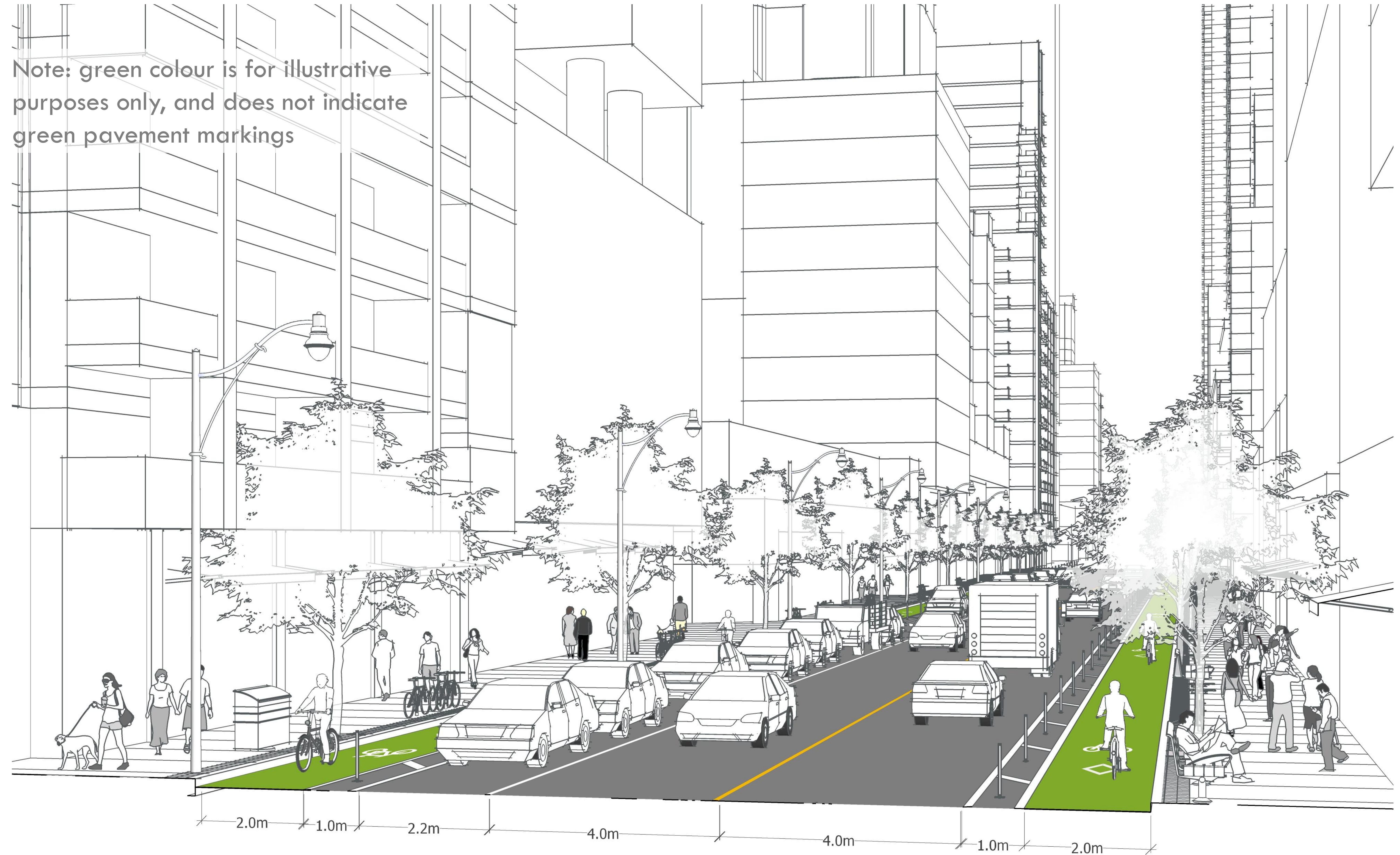
Preferred Design: Bathurst - Spadina

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



Preferred Design: Spadina - Avenue

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



Preferred Design: Typical Intersection

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



Pilot Project Evaluation

Performance of the pilot project would be evaluated in the following areas:

Effect on the cycling environment

- Cyclist volume counts
- Stated preference survey ratings on safety and comfort

Effect on the motoring environment

- Motor vehicle volume, travel time / delay
- Motorized and non-motorized traffic mode share

Public Consultation

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



Results of the performance evaluation would be included in a report to Council recommending if the pilot bike lanes should be maintained, modified, or removed.

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

Related study:

The Toronto Center for Active Transportation (TCAT), with sponsorship from the local BIAs and the Metcalf Foundation, are conducting a separate study in parallel to the pilot project to determine the local economic impact of bike lanes on Bloor, which is outside of the scope of the pilot project evaluation. The goal of the TCAT study is to understand the effect of the pilot project, including the attitudes of merchants and visitors to Bloor Street, as well as the potential economic impacts. More information on this study can be found at:

www.tcat.ca/knowledge-centre/bike-lane-impact-study-in-torontos-bloor-annex-and-korea-town-neighbourhoods/

Next Steps & How to Get Involved

Next Steps

- Ongoing: Consultation with local businesses and resident associations
- Spring 2016: Report to Council on proposed pilot project design and timing
- Late summer 2016: Installation of pilot project, subject to Council approval

Subscribe to the email list

Subscribe to the project email list to receive updates about project progress

toronto.ca/bloorbikelanes

Contact

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