



# Bloor Street Reconstruction | Avenue Road to Spadina Avenue

Public Information Event May 5, 2022



We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississauga's of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples.

We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

**We want to hear from you – all questions are good questions!**

# Meeting Objectives



This meeting is being held to provide an update on the planned reconstruction of Bloor Street West from Avenue Road to Spadina Avenue.



Bloor Street West existing conditions



# Meeting Agenda



- 6:30 p.m. Welcome
- 6:40 p.m. Opening Remarks
- 6:45 p.m. Project Team Introductions
- 6:50 p.m. Project Presentation
- 7:20 p.m. Question & Answer Period
- 8:00 p.m. Meeting Wrap Up

# Opening Remarks



Opening remarks will be made  
by University - Rosedale  
City Councillor Mike Layton



## **Transportation Services | Project Design and Management**

Jacquelyn Hayward

Becky Katz

David Dunn

Julius Aquino

Owen McGaughey

## **Engineering and Construction Services**

Kimmo Hamalainen

Ahmed Bhabha

## **Stakeholder Engagement and Public Consultation**

Paul Martin

# Bloor Street West Road Reconstruction Overview



# Overview | Bloor Street Timeline



- In 2016, the Bloor Street Bike Lane Pilot Project was initiated. Separated bike lanes (cycle tracks) were installed from Shaw Street to Avenue Road.
- In 2017, following evaluation of the pilot, City Council approved the recommendation to make the separated bike lanes permanent.



Bloor Street West Pilot

# Overview | Bloor Street Timeline



- In 2019, the City of Toronto completed watermain replacement work on Bloor Street West from Spadina Avenue to Bathurst Street that included permanent bike lane and parkette installations.
- In 2021, the City of Toronto completed watermain work on Bloor Street West from Avenue Road to Spadina Avenue.
- In 2023, the City of Toronto will begin road reconstruction on Bloor Street West from Avenue Road to Spadina Avenue.



Bloor Street West



# Overview | Bloor Street Construction



Road Reconstruction, Permanent Cycling Facility Installation & Protected Intersection Construction  
Spring/Summer 2023

Watermain Replacement  
Spadina Ave to Avenue Rd  
Completed August 2021

Watermain Replacement, Installation of Permanent Cycle Facility and Parkette Installation – Completed Fall 2019



# Bloor Street Cycling Design Elements

# Design Elements | Bloor Street Reconstruction



The road work and improvements on Bloor Street West from Avenue Road to Spadina Avenue will include:

- Reconstruction of the concrete road base and replacement of the asphalt road surface
- Sidewalk replacement and accessibility upgrades
- Installation of permanent raised cycle tracks
- Construction of a protected intersection at Bloor Street West and St. George Street
- Streetscaping improvements and installation of green infrastructure features



Bloor Street West looking east



Design features of the permanent cycle track:

- Barrier curb between vehicle curb lane/parking lane and raised cycle track where feasible
- Bevelled (rolled) curb between cycle track and sidewalk provides separation while still allowing access across the cycle track for people using mobility devices



# Design Elements | Raised Cycle Track Design



Barrier Curb



Bevelled Curb



The planned improvement will require some changes to street parking and bus stops:

- East of Spadina Avenue and St George Street on-street parking will be moved to the south side
- TTC bus stops at specific locations along Bloor Street West will be replaced with raised TTC bus stop platforms where buses will pull up alongside the cycle track;
- People cycling will yield to people boarding and exiting buses



Raised TTC bus stop platform

# Bloor Street West Streetscape Improvements & Green Infrastructure



- Existing tree openings will be enlarged to improve the overall health of trees by increasing oxygen, water filtration and biological activity
- Openings are flush with the sidewalk and filled with mulch that do not conflict with the clearway and accessibility
- Pavement between trees will be replaced with permeable pavers to provide passive irrigation via water runoff to tree root zones
- Planned throughout project limits



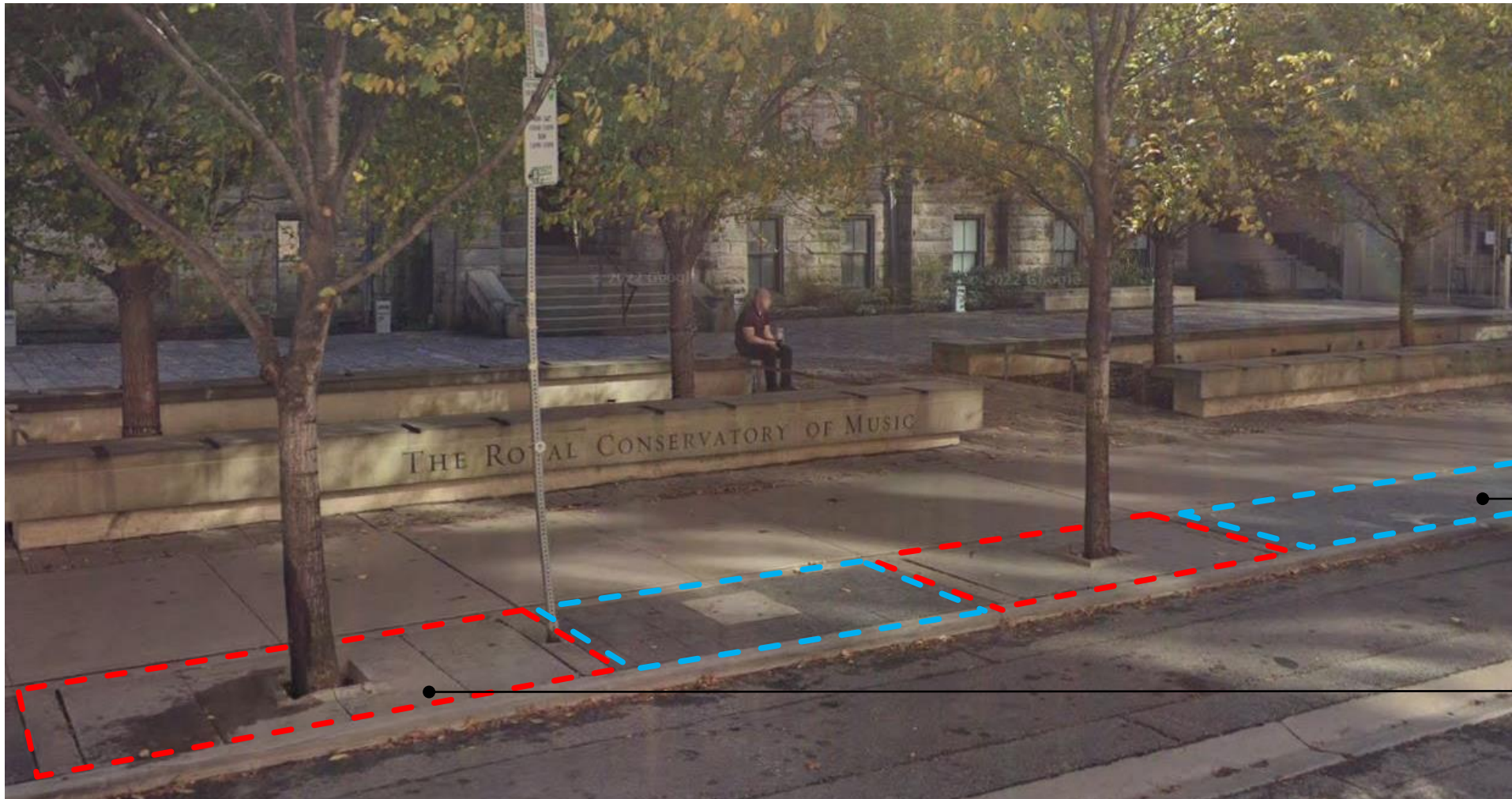


Planned tree openings and permeable pavers



Planned tree openings and permeable pavers





Permeable  
pavers

Enlarged  
tree  
openings

Planned tree openings and permeable pavers at Koerner Hall





- The City will replace all existing small precast planters with larger planters
- Larger planters will increase the volume of soil available to each tree
- Two existing large planters are to remain on south side of 135 St. George Street as shown on image to the right

# Design Elements | Upgraded Precast Planters



Existing Planters



Planned Planters



- Bioretention planters will be installed in new curb extensions and islands:
- Capture and filter water runoff from the street
- Reduce the volume and speed of stormwater entering the sewer system
- Provide traffic calming, biodiversity and aesthetic benefits
- These planters are planned at St. George Street, Madison Avenue and 200 Bloor Street West driveway



# Design Elements | Bioretention Planters



Planned Planters



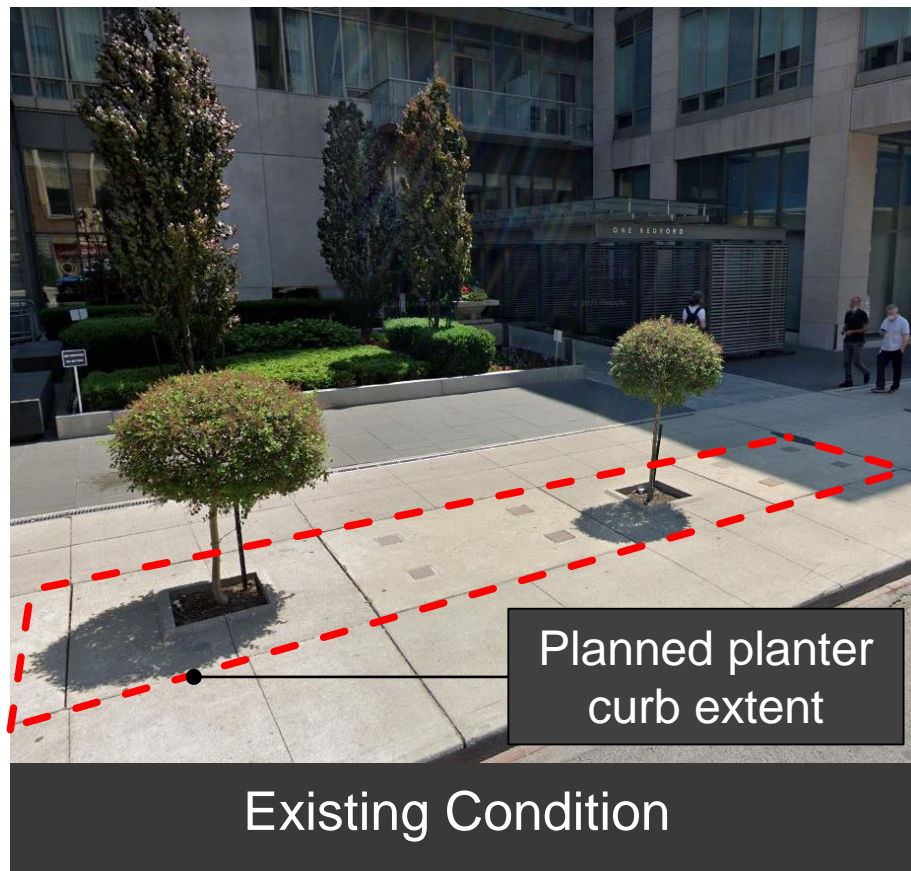
Planned Planters



- Existing tree trench covers will be replaced with open bed planter curbs where the boulevard is wide
- Open bed planter curbs will improve the overall health of trees by increasing oxygen, water filtration and biological activity
- Existing ornamental shrubs will be replaced with large canopy trees
- Planned on east side of Bedford Road

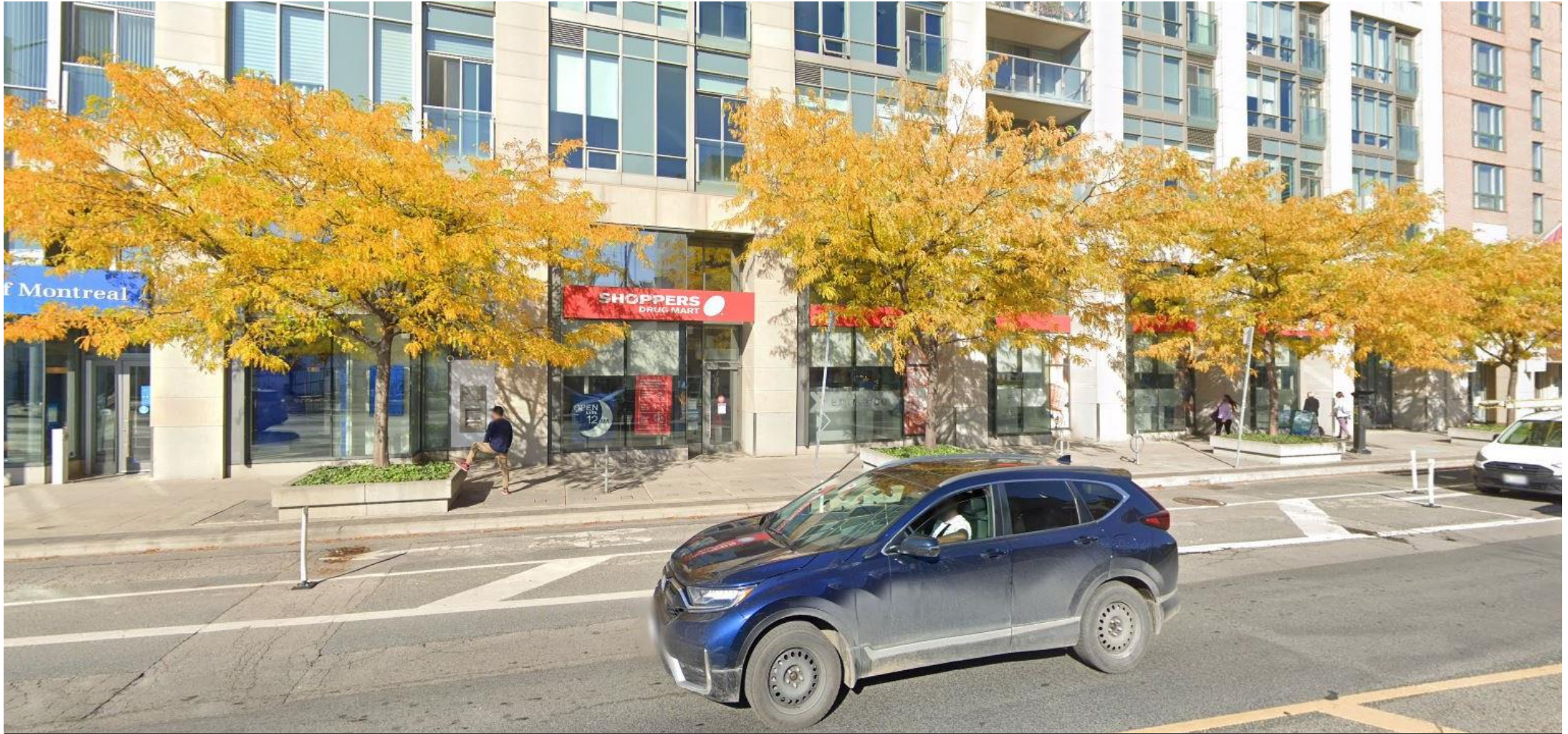


# Design Elements | Open Bed Planter Curbs





# Design Elements | Existing Planters To Remain



Existing trees at One Bedford frontage



# Design Elements | Existing Planters To Remain



Existing trees at Exhibit Condo frontage; tree on left to be removed for safety improvements at driveway

- Permeable asphalt pavement will be installed at key TTC platforms.
- Permeable asphalt allows stormwater and melting snow to filter through reducing the volume and speed of runoff before entering City's sewer system.





# Bloor Street West Streetscape – Before



Existing Trees

Intersection

Existing Concrete Sidewalk

Existing Concrete & Pavers at Furnishing Zone

Existing Small Precast Planters

Existing Tree Openings

Existing Furnishings



# Bloor Street West Streetscape - After



Existing Trees

Planned  
Bioretention  
Planters at  
Intersection

Larger Precast  
Planters

Enlarged Tree  
Openings

Reinstated  
Concrete  
Sidewalk

Planned  
Permeable  
Pavers at  
Furnishing Zone

# Protected Intersection

## Bloor Street West & St. George Street



# Protected Intersections | Benefits



- Protected intersections are designed to keep bicycles physically separated from motor vehicles up until the intersection, providing a high degree of comfort and safety for people of all ages and abilities.
- People cycling are given a dedicated path through the intersection.
- People walking have shorter, safer crossing through the intersection.
- Protected intersections:
  - Reduce the likelihood of high speed vehicle turns
  - Improve sightlines between all road users
  - Reduce the distance and time during which people cycling and walking are exposed to conflicts with vehicles.



Protected intersection in Ottawa



## Why is the City constructing a protected intersection at St George & Bloor?

- Road reconstruction presents the opportunity to make significant design changes to improve safety.
- The intersection has a high volume of turning movements by people driving, cycling and walking
- A cycling fatality occurred at the southeast corner in 2018



# Next Steps



# Next Steps



- Design work for the intersection and the road work continues to move forward.
- Construction is anticipated to begin in 2023
- A pre-construction Public Information Event will be held in 2023 to provide information about construction stages, impacts and traffic management plans.
- Subscribe to receive future email updates about this project through the project web page: **[toronto.ca/bloorstreetconstruction](https://toronto.ca/bloorstreetconstruction)**



Bloor Street West existing conditions

# Question & Answer Period



## How to Participate:

### By Phone

To raise or lower your hand virtually, key in \*3.

### By Computer

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

### For Smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



Closing Remarks by:  
Director of Project Design & Management  
Jacquelyn Hayward

# Project Team

## Director, Project Design & Management

Jacquelyn Hayward

## Cycling & Pedestrian Projects

Becky Katz

David Dunn

Owen McGaughey

## Engineering & Construction Services

Kimmo Hamalainen

Ahmed Bhabha



### CONTACT US

If you have any questions or concerns feel free to contact:

**Paul Martin, Senior Public Consultation Coordinator**

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**[toronto.ca/BloorStreetConstruction](https://toronto.ca/BloorStreetConstruction)**



# Thank you for your participation!

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