



Bloor Street West Complete Street Extension

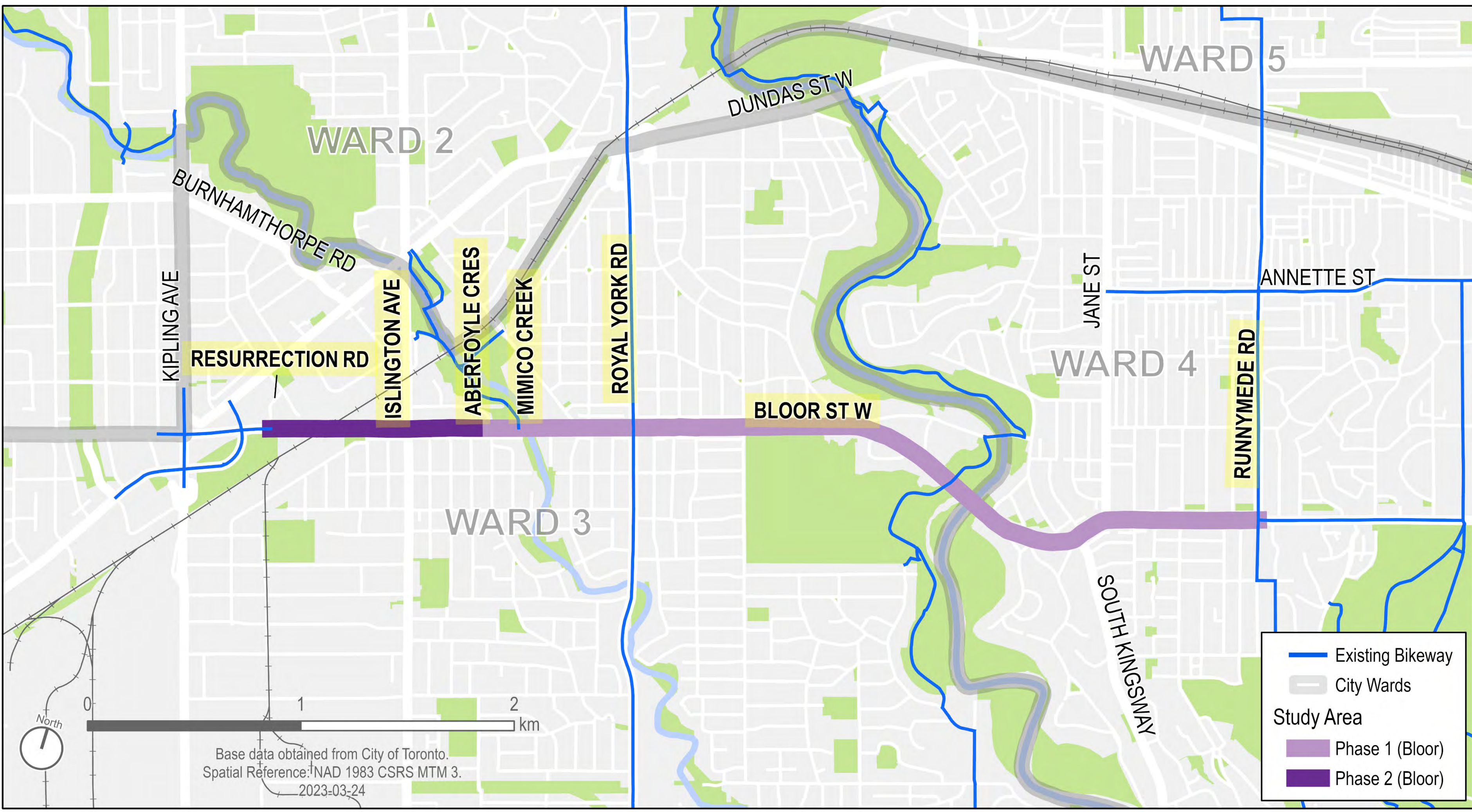
Online Materials

Project Overview



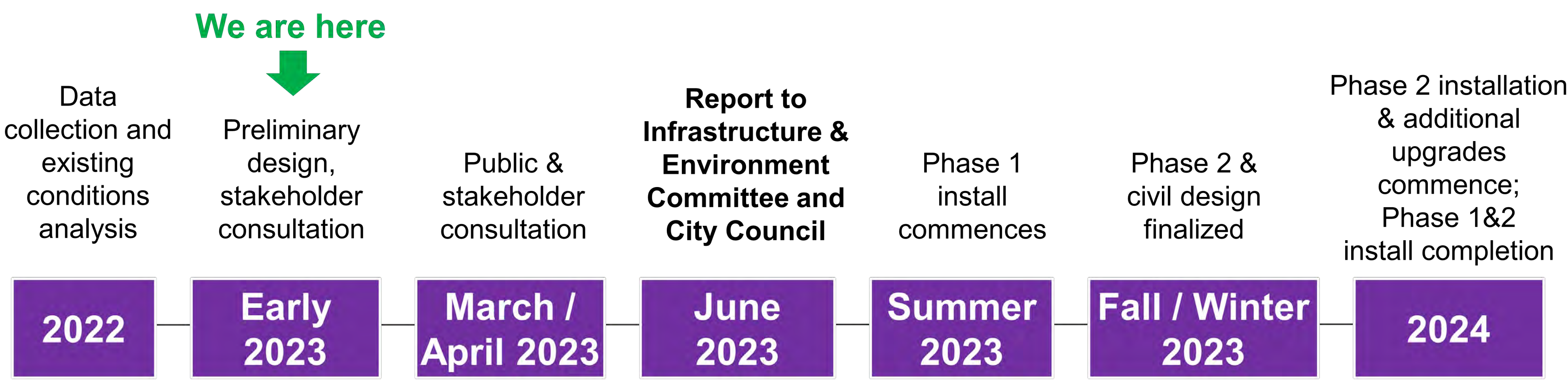
The **Bloor Street West Complete Street Extension project** aims to make travel safer, more inviting, and attractive for everyone. The project proposes to implement complete street features, including road safety improvements, cycle tracks, and public realm upgrades.

While we are consulting on the full project now, the project is proposed to be implemented in two phases:



Phase 1 – Initiate in 2023:
Bloor Street West from Runnymede Road to Aberfoyle Crescent

Phase 2 – Initiate in 2024:
Bloor Street West from Aberfoyle Crescent to Resurrection Road



Have Your Say: How to Provide Your Feedback



Information is provided in the following panels. Review them to learn about the different topics this project covers.



Roll plans are also posted online for review on the project webpage. Send us an email to share your thoughts or ideas about specific locations.



Online feedback form
Is available on the
project webpage from
**March 29, 2023 to
April 27, 2023**



We encourage you to
continue to visit the project
webpage for additional
project updates at
toronto.ca/BloorWest



If you have any questions or ideas
regarding the materials, please email
bloorcompletestreet@toronto.ca
or
call 416-338-1066
to discuss in more detail.

Project Context & Background

Policy Background: Complete Streets Projects



There are a number of policy objectives and guiding policy documents that inform complete streets projects like this, including:

Guiding Policy Documents



Toronto Official Plan

Make Toronto a “walking city” and bring all Toronto residents within 1km of a designated cycling route



Complete Streets Guidelines

Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



TransformTO: Climate Action Strategy

Target: 75% of school/work trips under 5 km are by foot, bicycle, or transit by 2030



Encourage All Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Policy Objectives



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (e.g. emergency, deliveries)



Recover and Rebuild from COVID-19

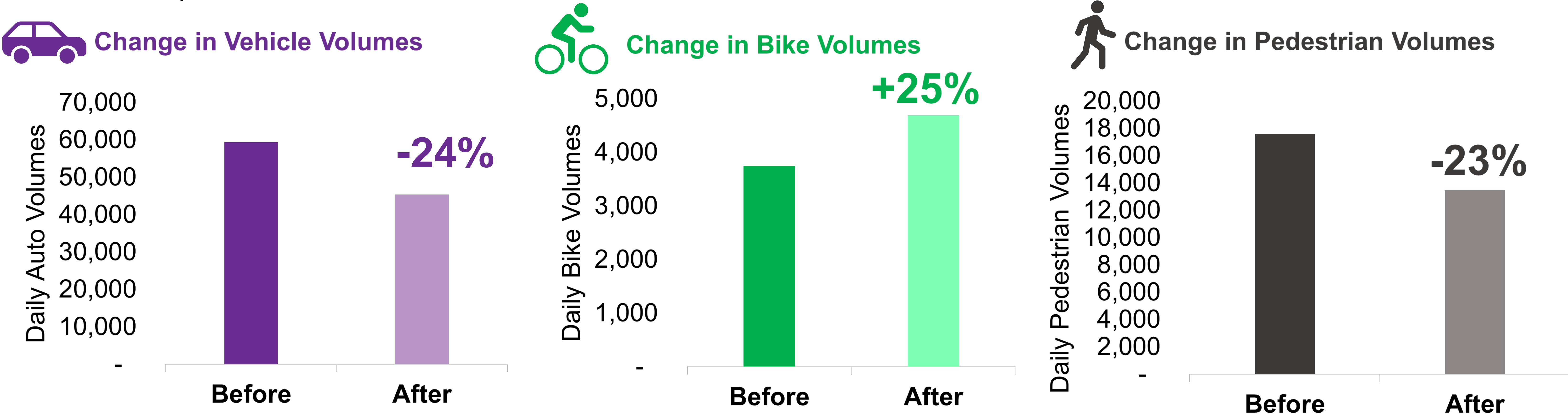
Reallocate space and support business to recover from the impacts of the pandemic

Cycle Tracks and Complete Streets on Bloor Street West



The **Bloor Street West Bike Lane** between **Avenue Road and Shaw Street** were approved and installed in 2016 as a pilot. After rigorous evaluation, they were made permanent in 2017. The **Bloor Street West Bikeway Extension** between **Shaw Street and Runnymede Road** was approved and installed in 2020. A review of before-and-after data along the extension limits found that, following the installation of cycle tracks, generally the:

- Volume of people driving has decreased
- Volume of people cycling has increased
- Volume of pedestrians has decreased



Source: Traffic counts collected between 2016-2018 (before installation) and 2021-2022 (after installation) at 6 intersections along Bloor Street West. Only east-west volumes are included in the analysis. Volumes are adjusted for seasonality. 2021-2022 counts were collected during periods with no COVID-19 lockdowns to reflect late-pandemic conditions (i.e. increased work-from-home, no travel restrictions).

Cycle Tracks and Complete Streets on Bloor Street West



Following the implementation of the 2016 Bloor Street West Bike Lane Pilot Project, two separate studies of the corridor found **positive economic impacts associated with the bikeway**.

For example, the **average number of customers served by businesses per weekday increased** from 73 in 2015 to 104 in 2017.

People who cycled or walked visited more often and spent more than those who drove or took transit:

- **Walking** – 21 visits per month, 63% spending \$100 or more
- **Cycling** – 20 visits per month, 58% spending \$100 or more
- **Driving** – 15 visits per month, 51% spending \$100 or more
- **Transit** – 12 visits per month, 32% spending \$100 or more



The Bloor Street Pilot Project resulted in positive economic impacts for local businesses.

Bloor Street West Complete Street Extension Runnymede Road to Resurrection Road

Project Scope & Goals | Bloor Street West Complete Street Extension



Improve safety for people walking, cycling and driving



Enhance the walking and cycling experience



Support the qualities that make Bloor Street West a place



Maintain roadway space for transit, emergency services, deliveries, shopping and commuting

This project will be implemented without road reconstruction. Changes would be made with materials that can be installed quickly, such as bollards, pavement markings, and signage. In addition to the quick-build changes, there are opportunities for some civil construction projects after initial installation. Proposed changes include:



Road reconfiguration
Reduce the number of motor vehicle lanes to accommodate cycle tracks and other complete street elements, including safety features. Street parking maintained wherever possible.



Cycle tracks
Physically separated cycle tracks with different design elements depending on available space, including pre-cast curbs, bollards and planters.



Painted curb extensions
Safety feature that reduces crossing distances on side streets and decreases speed of turning vehicles. Incorporates art and colour.



There is an opportunity through this project to explore additional improvements through **civil construction**, such as:

- **Potential removal or modification of existing parking lay-bys** to accommodate additional parking and safer cycle tracks
- **Construction of the missing sidewalk** between Prince Edward Drive and Kingscourt Drive (south side)
- **Improvements to the South Kingsway intersection**
- **Accessibility** for Ontarians with Disabilities Act (AODA) improvements at other intersections

These civil improvements will not be part of the initial installation of the complete street project. Designs are being developed and explored to support these civil improvements for later in 2023 or 2024.



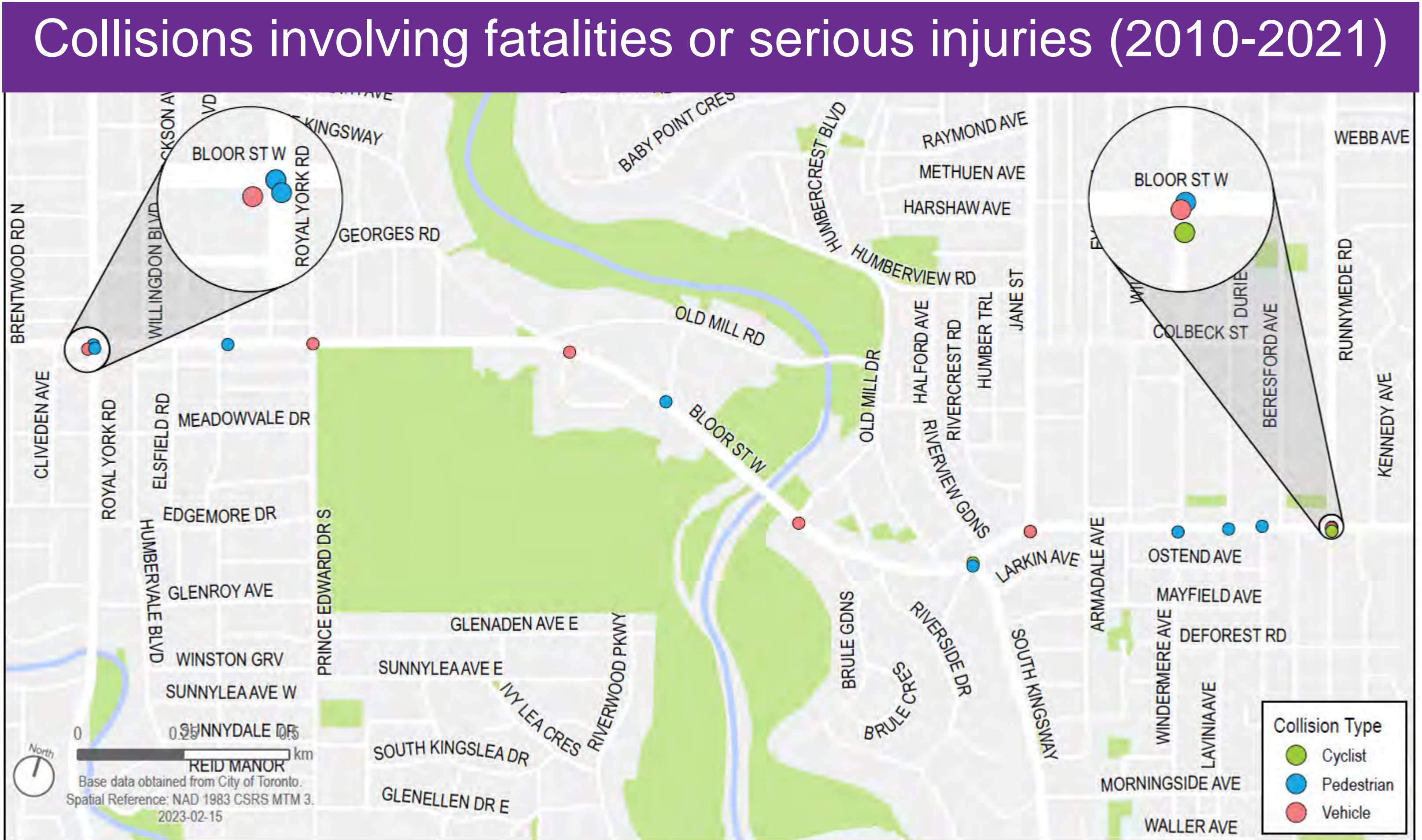
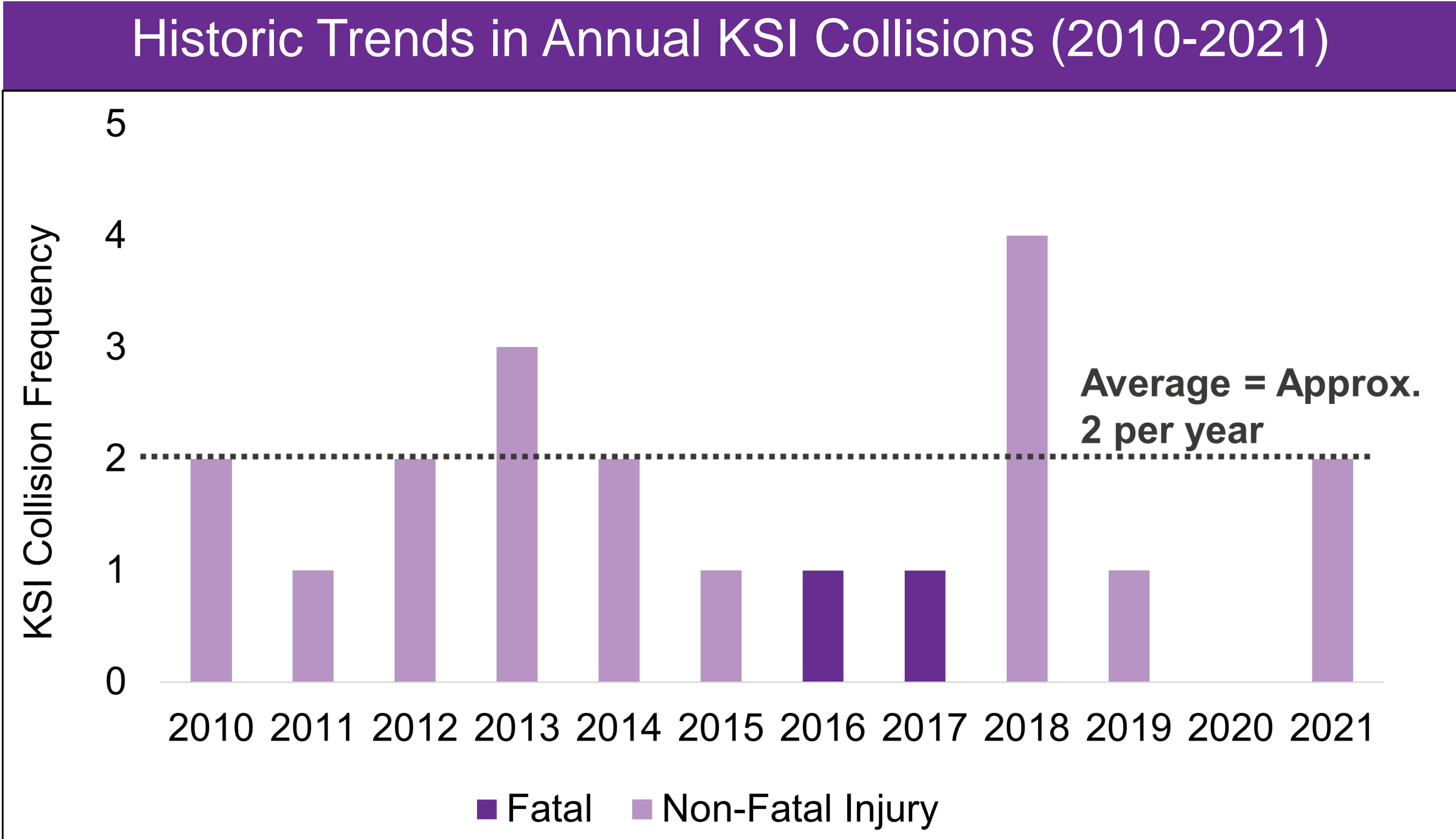
Existing sidewalk gap between Prince Edward Drive and Kingscourt Drive (south side)

Existing Conditions Review

Existing Conditions | Safety



A safety review of the Phase I study area found there were a total of **20 collisions involving fatalities or serious injuries** (KSI collisions) between 2010 and 2021. Most of these collisions occurred at the major intersections of Runnymede Road, South Kingsway and Royal York Road.



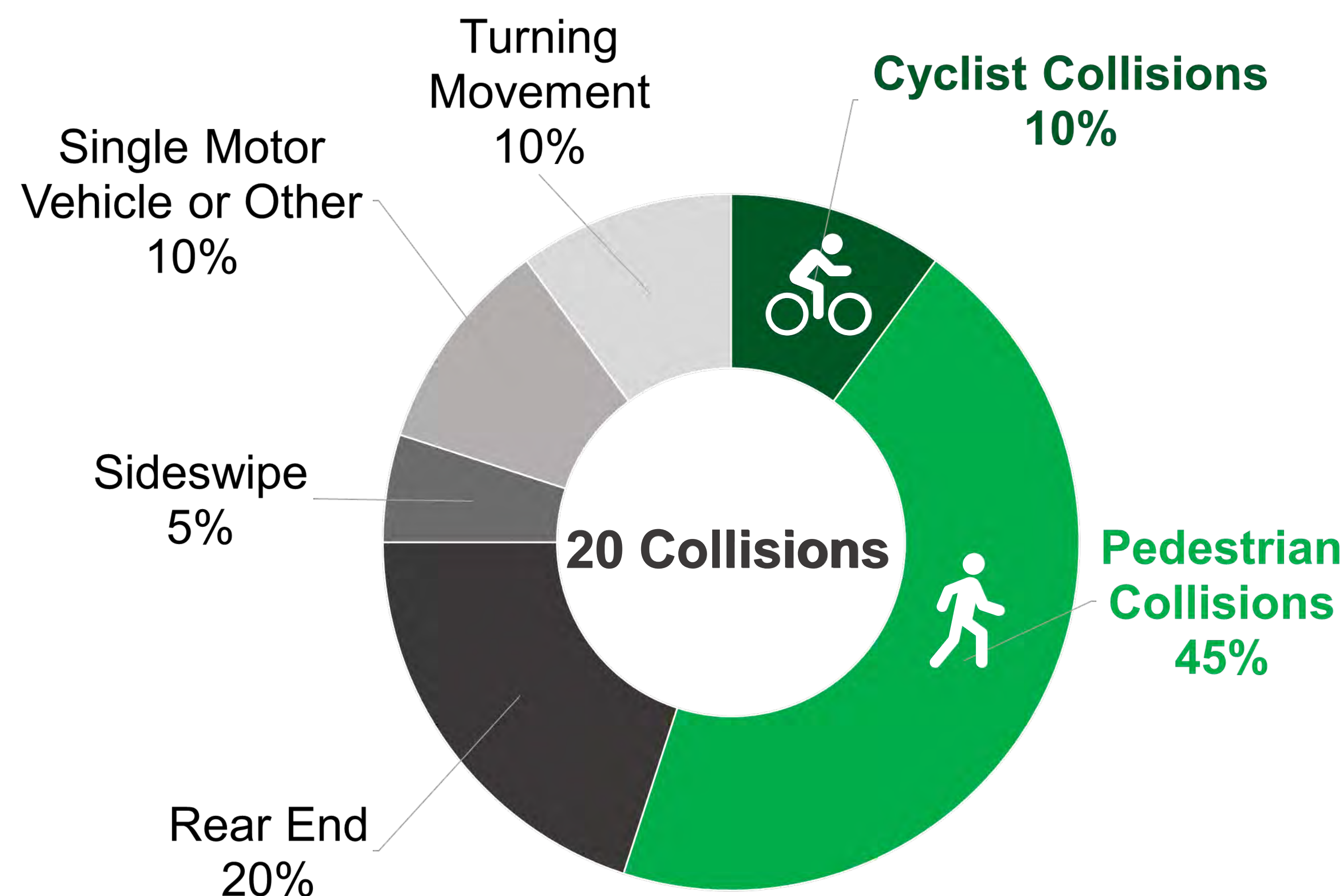
How does this information influence this project & design?

- Provides a baseline to measure the impact of road safety improvements implemented as part of this project
- Puts a focus on improving safety at key intersections



- The safety review focuses on vulnerable road users, which may include:
 - Pedestrians
 - School-aged Children
 - Older Adults (Age 55 and Over)
 - People Cycling and Motorcyclists
- **Vulnerable road users are involved a disproportionate number (55%) of collisions resulting in killed or serious injuries (KSIs)**

Types of Collisions Resulting in Killed or Serious Injuries (2010-2021)



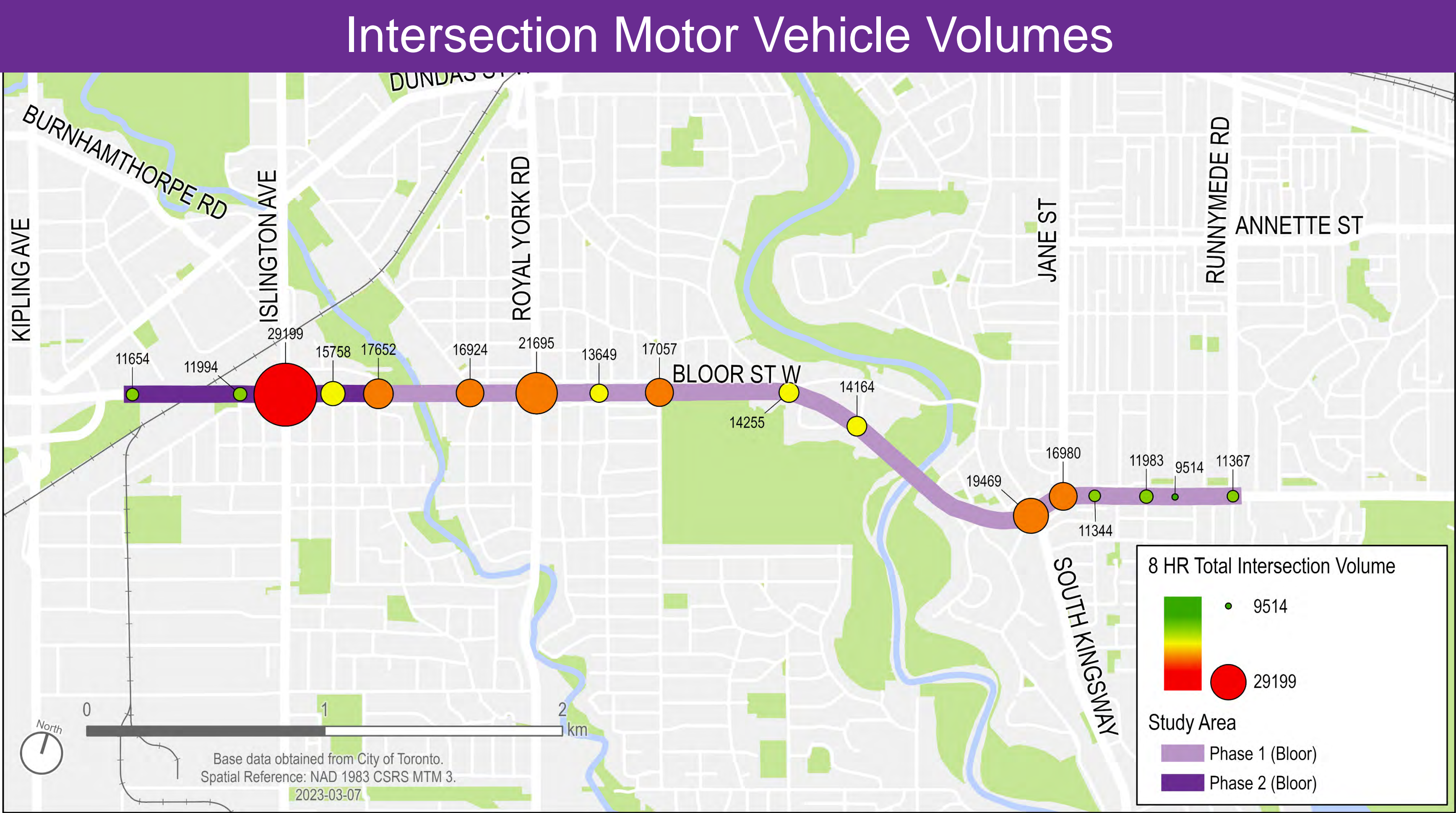
How does this information influence this project & design?

- Pedestrian and cyclists are overrepresented in the killed or serious injuries data. The project has a design focus to improve safety for the most vulnerable.
- A review of collisions establishes patterns which are considered during the design process.

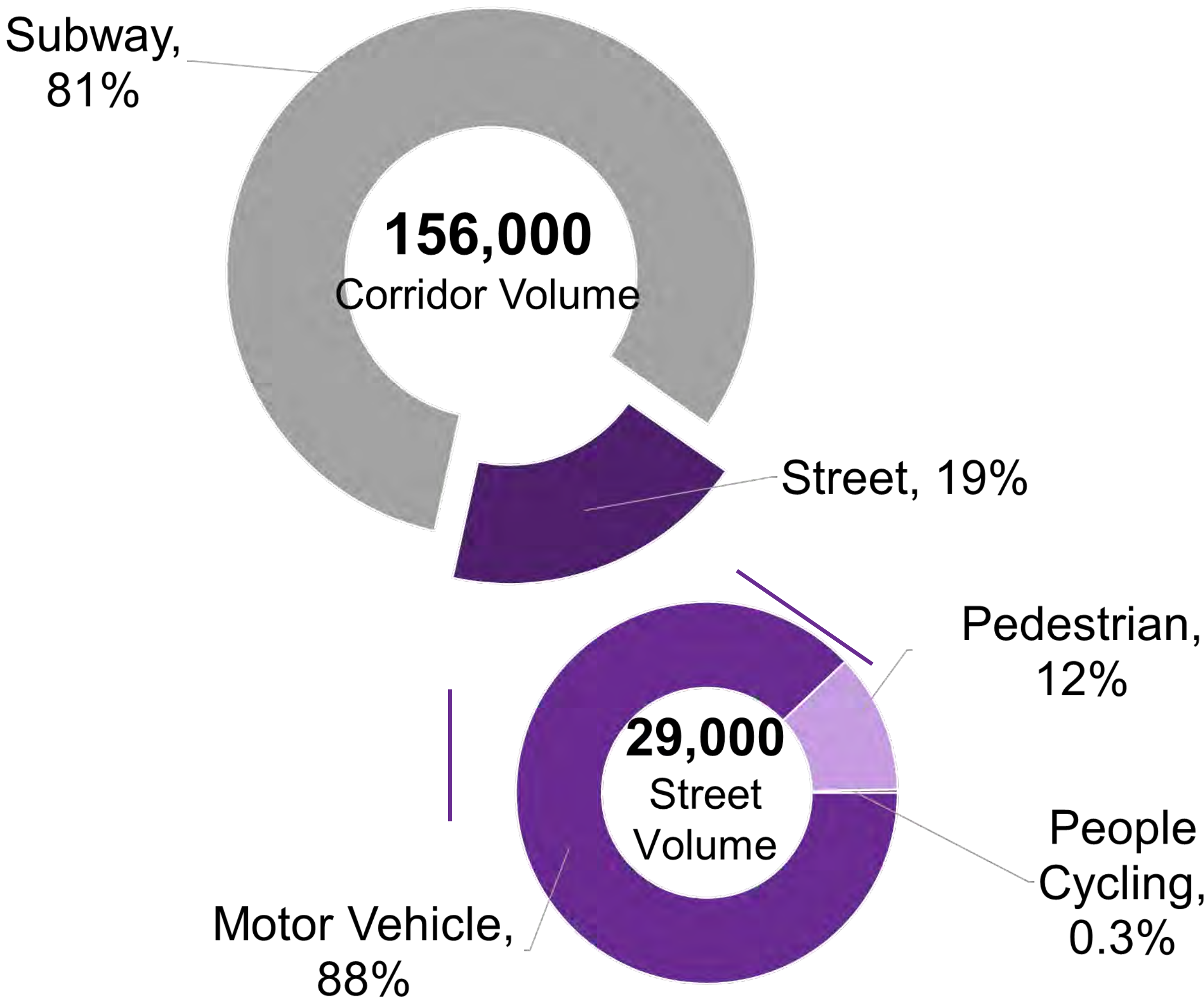
Existing Conditions | Mode Share and Traffic Volumes



An analysis of movement patterns, including motor vehicle volumes, on the Bloor Street West corridor is an important part of the design process. The analysis informs the proposed complete street improvements, especially at signalized intersections.



24-Hour Corridor Volume (All Modes)



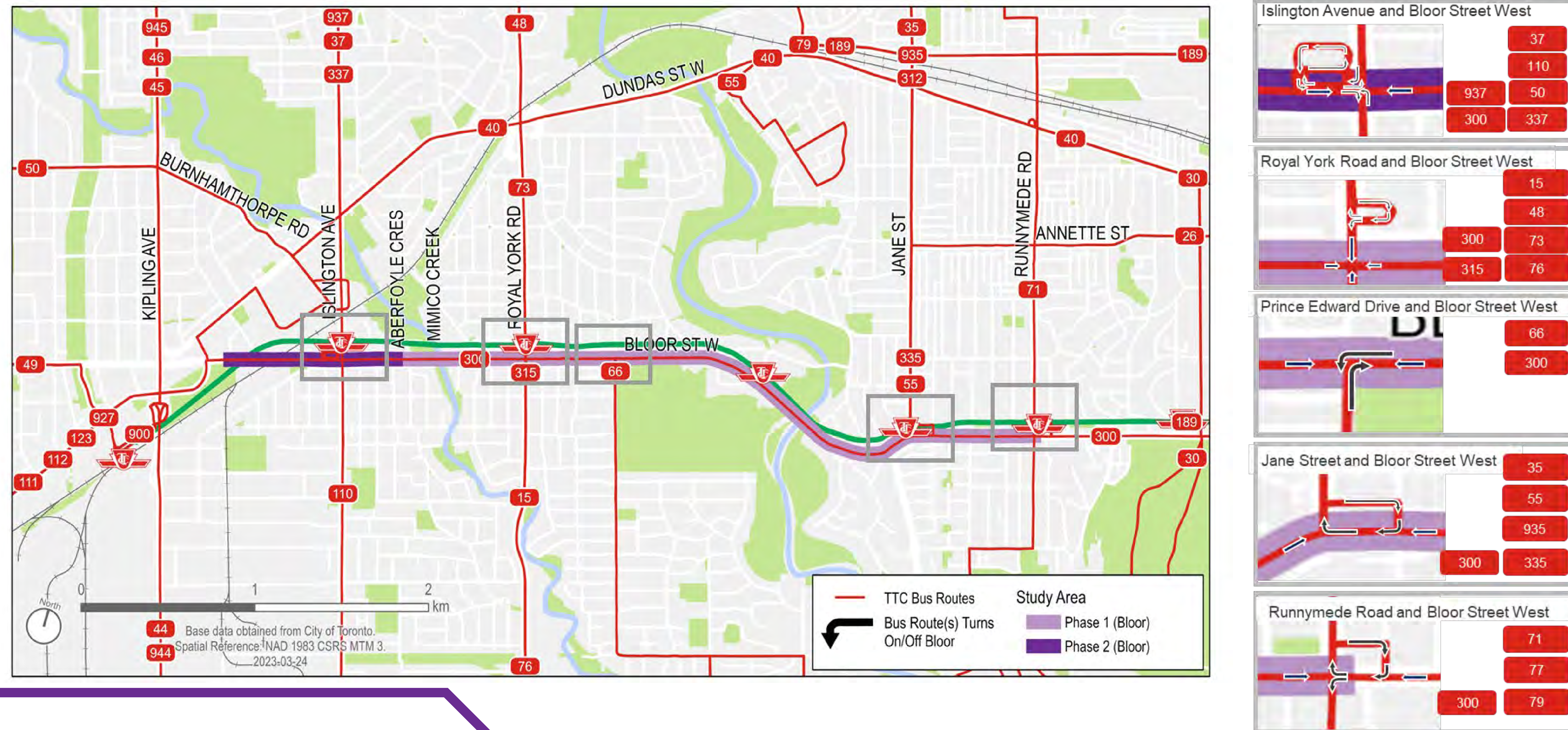
How does this information influence this project & design?

- Provides a baseline to measure against the impact of changes.
- Informs intersection design, traffic signal timing, assessment of potential diverted traffic, potential turn restrictions

Existing Conditions | Transit Connections



Bloor Street West is a major transit corridor connecting the underground subway and overnight bus system to different TTC bus routes. The design includes consideration for all bus routes and their interactions with the proposed changes.



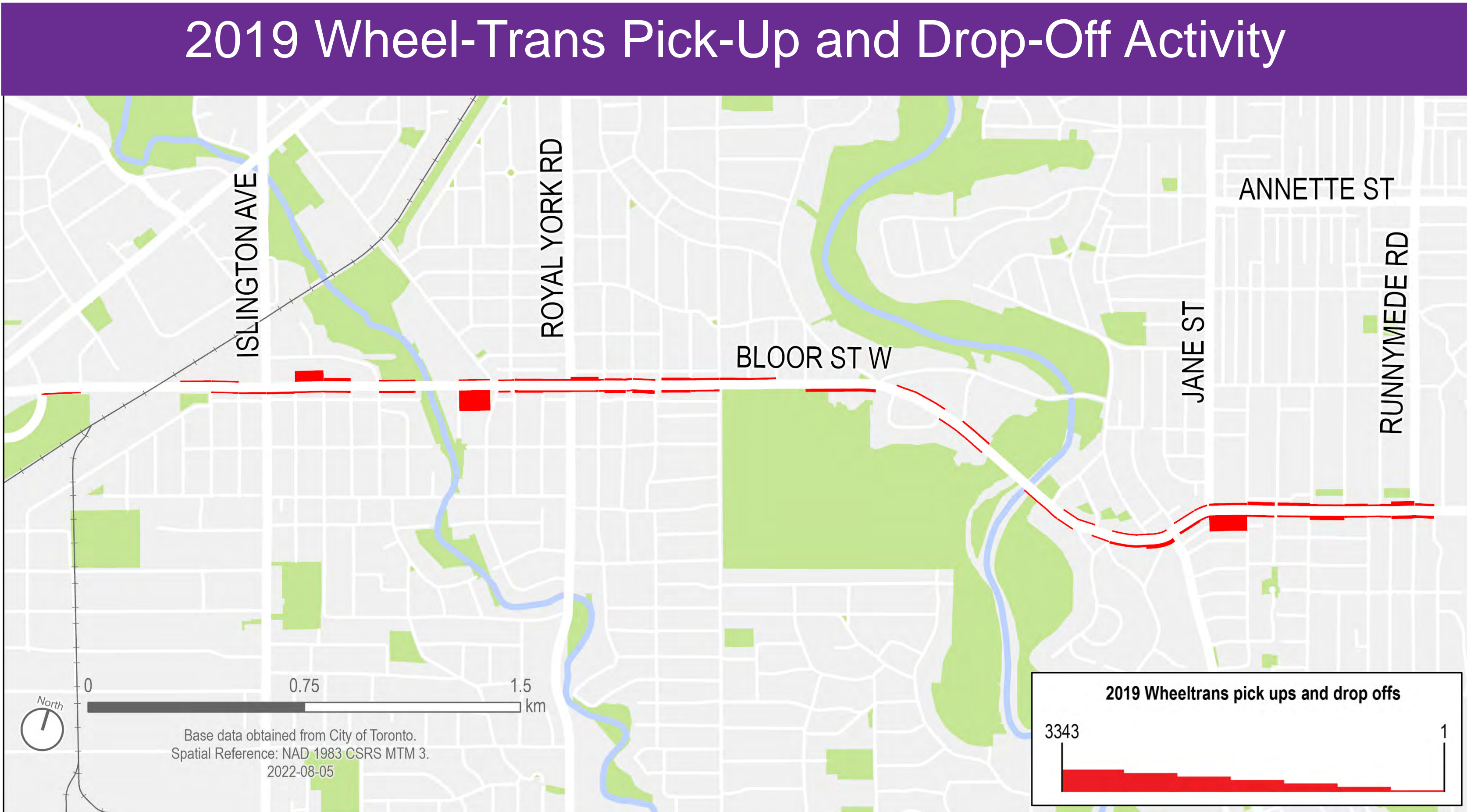
How does this information influence this project & design?

- Informs bus stop, mid-block and intersection design
- Informs TTC priority at key intersections

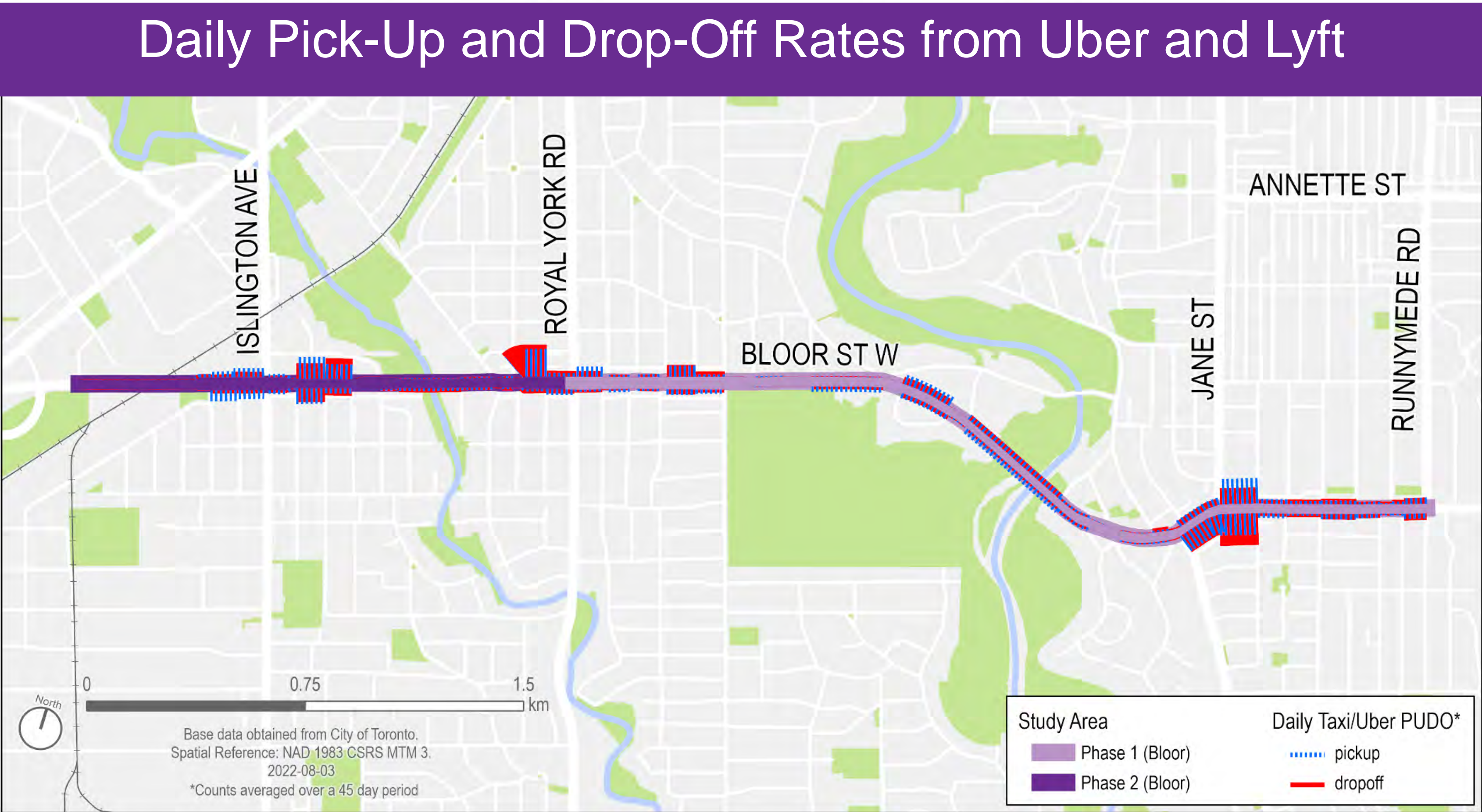
Existing Conditions | Wheel-Trans & Rideshare



A high volume of Wheel-Trans pick-up/drop-offs occurs along Bloor Street West. There is substantial pick-up and drop-off activity on both sides of Bloor Street West. These areas may be candidates for loading spaces and/or raised platforms.



Source: Wheel-Trans Pick-up and Drop-off Annual Demand (2019)



Source: Uber and Lyft Pick-Up and Drop-Off Demand (2019)

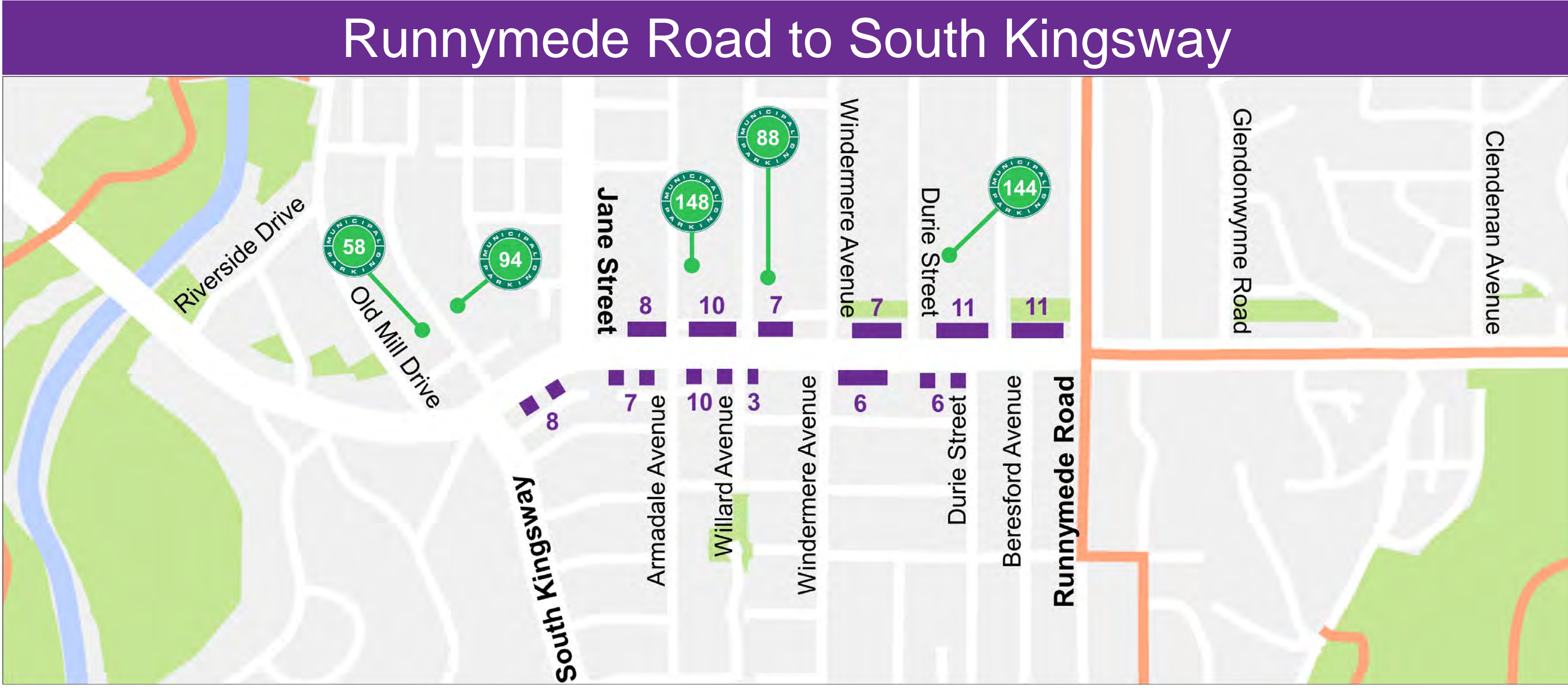
How does this information influence this project & design?

- Informs the locations of dedicated accessible loading zones and raised platforms to service Wheel-Trans and accessible taxis
- Informs the locations of passenger loading spaces to accommodate general passenger Pick-Up and Drop-Off activities

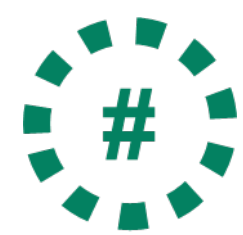
Existing Conditions | On-Street and Off-Street Parking



Bloor Street West has over 1,200 Green P parking spaces in nearby lots, side streets and laneways that are used by people driving to the area.



Municipal Parking Lot Spaces



Off-Street Parking Lot Spaces
(Private Development)



Number of Parking Spaces



Parking (Lay-By)



Accessible Parking Space



Parking (No Lay-by)

How does this information influence this project & design?

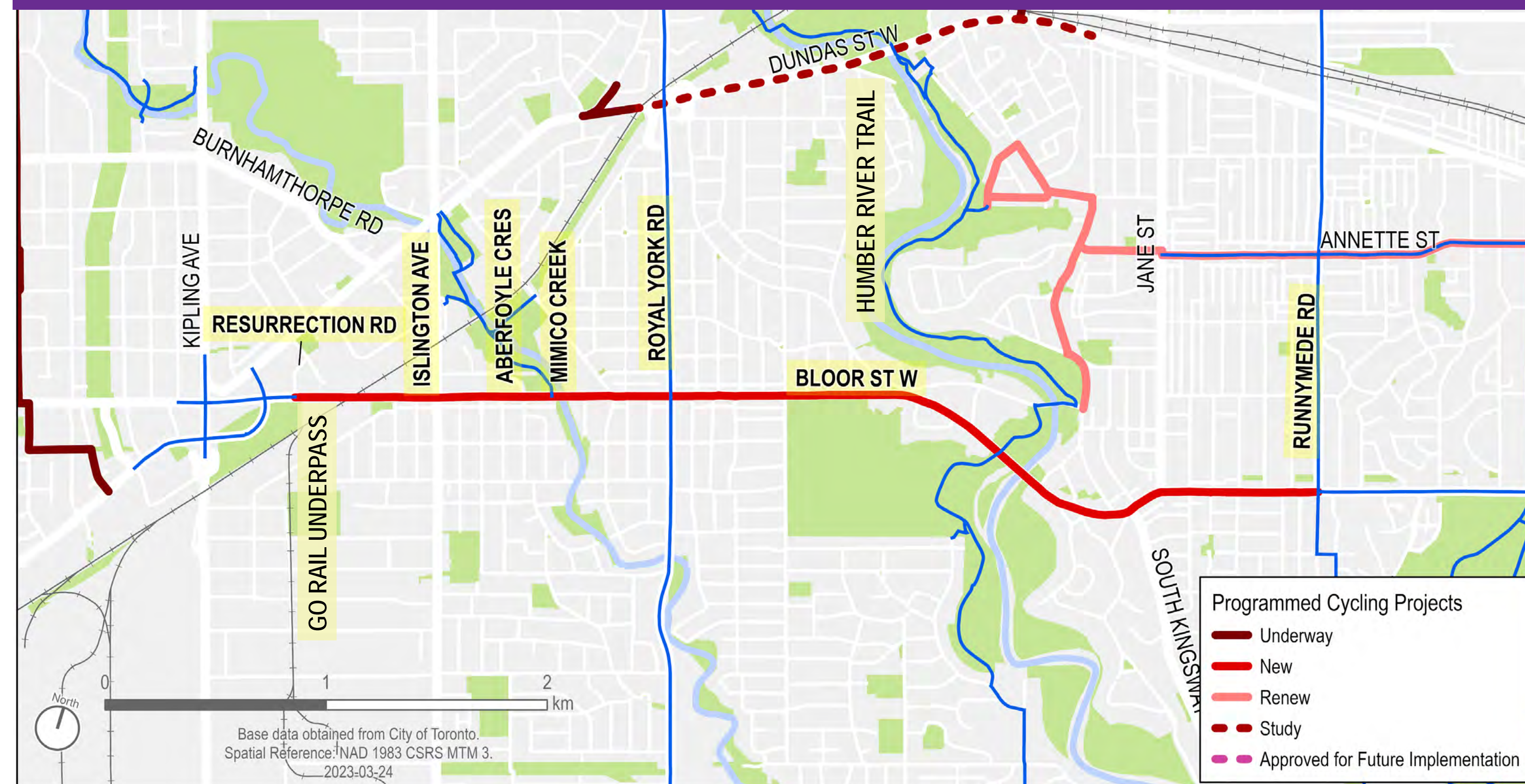
► Informs the allocation of parking and loading spaces on street

Existing Conditions | Cycling Connections & Amenities

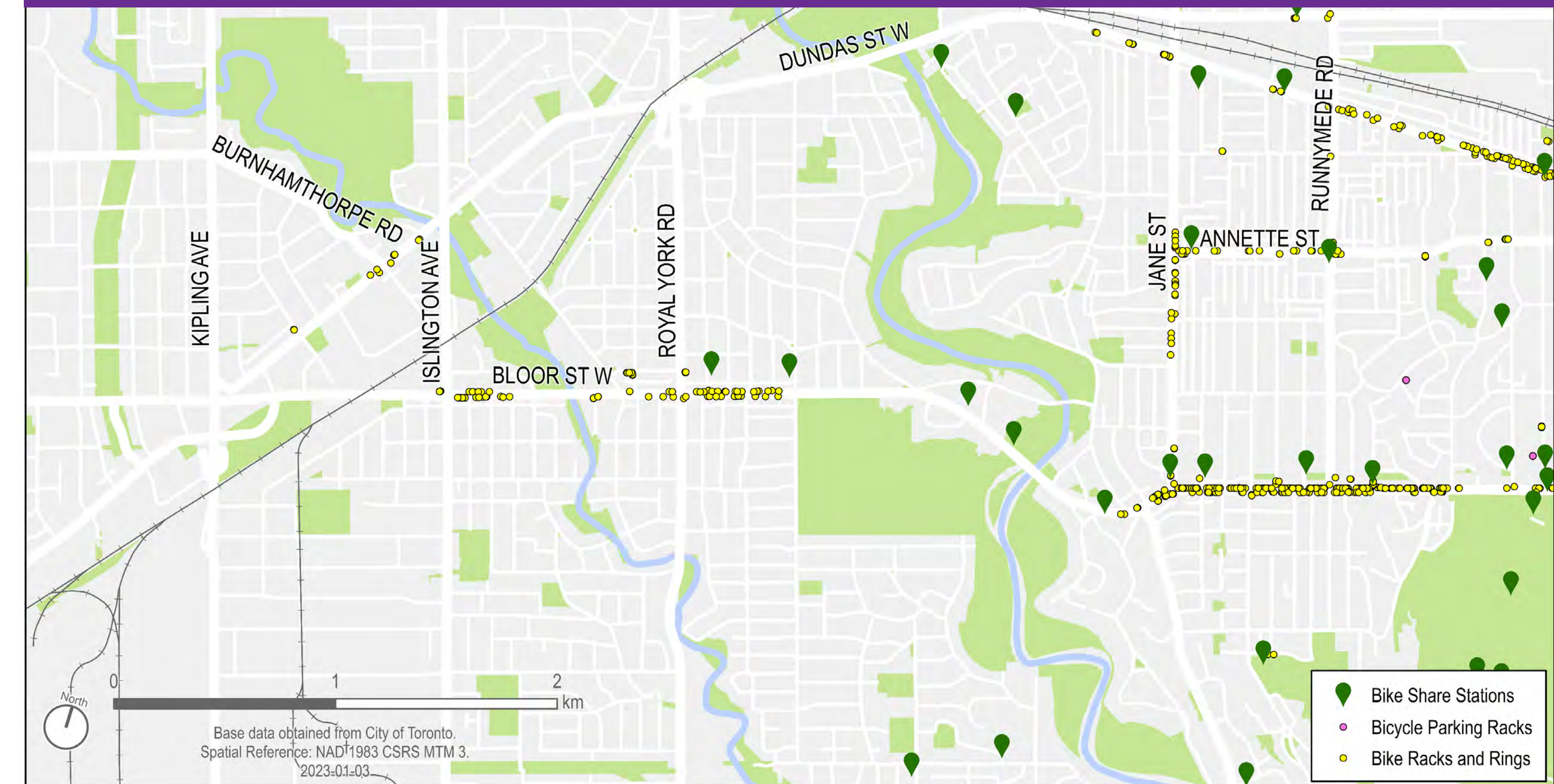


The Bloor Street West Complete Street Extension will play an important role in the overall cycling network as a key east-west route, closing the gap between dedicated routes east of Runnymede Road and west of Resurrection Road. There are currently eight Toronto Bike Share stations located along Bloor Street West west of Runnymede Road.

Cycling Network – 2023-2024 Implementation Plan



Bike Share Stations and Bike Parking on Corridor



How does this information influence this project & design?

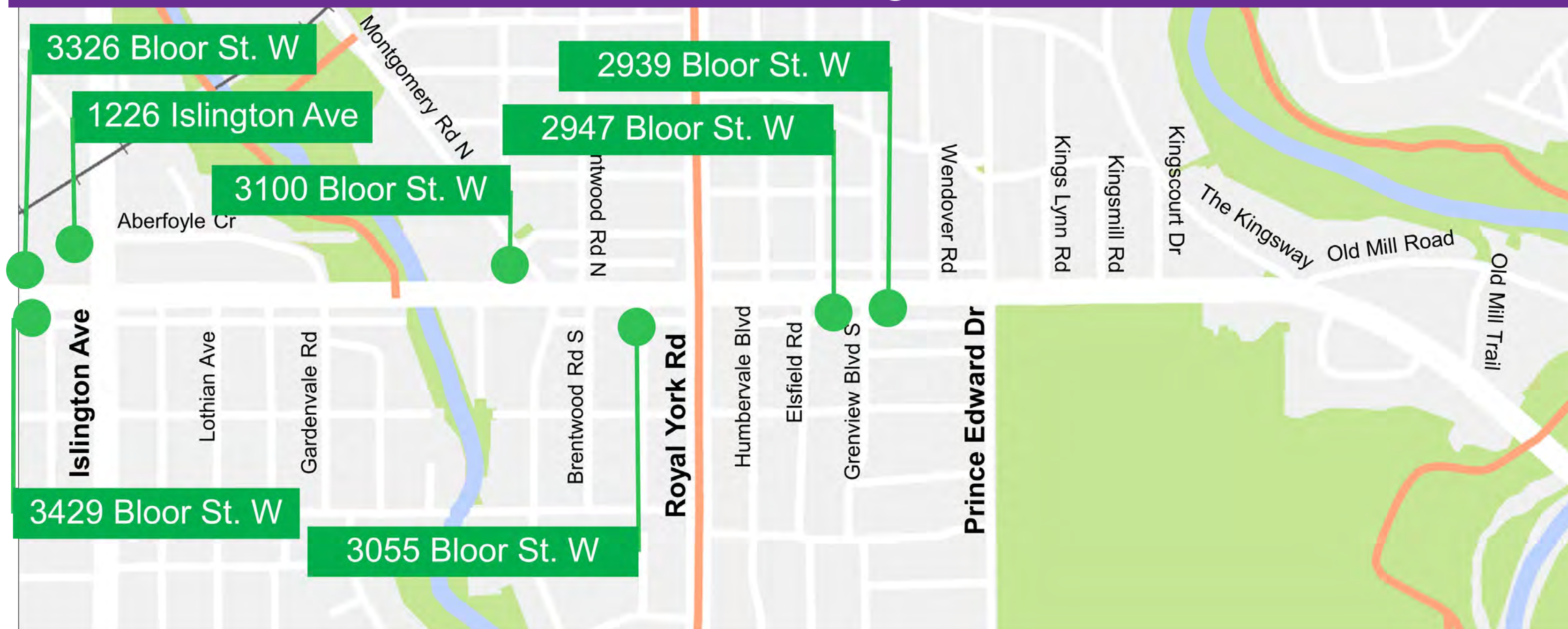
- Informs the design of locations where the bikeway connects with existing or proposed cycling routes
- Informs opportunities to expand the availability of Toronto Bike Share stations and enhance cycling connectivity along the corridor

Existing Conditions | Anticipated Developments

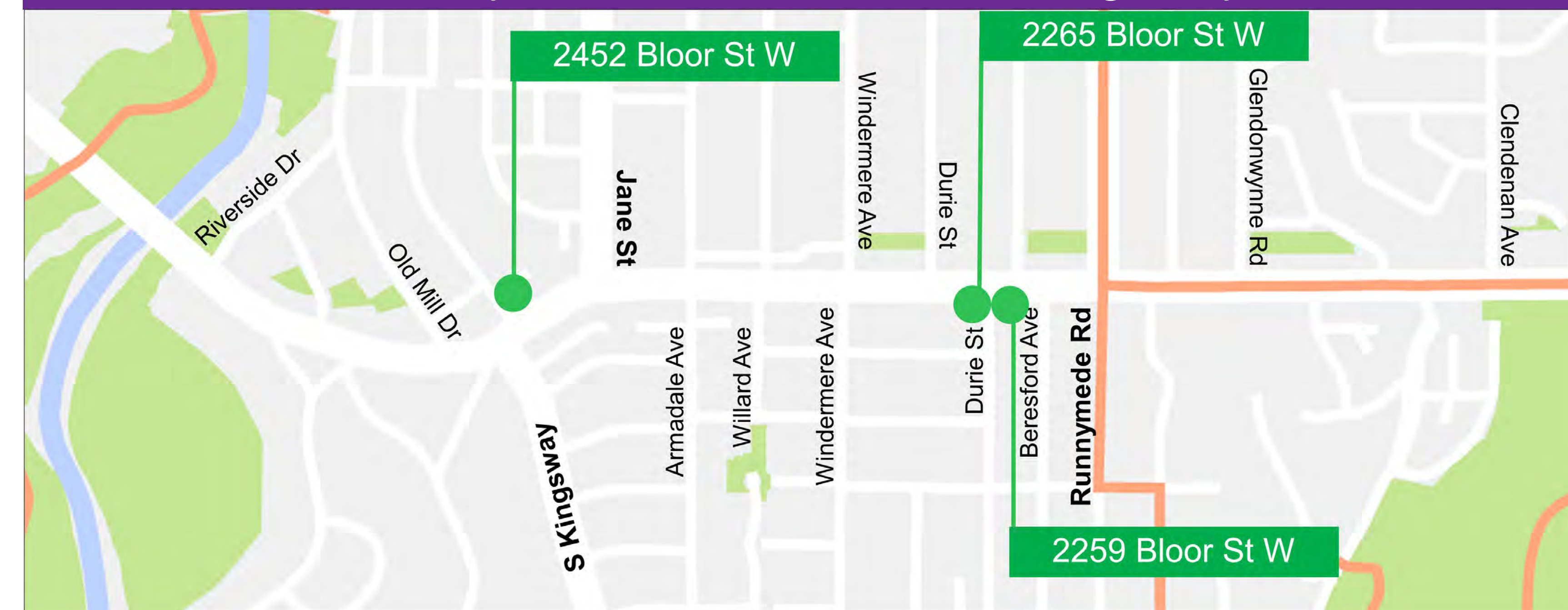


Future growth and development along Bloor Street West is analyzed to inform and coordinate the design and delivery of the bikeway. The following maps illustrate existing, proposed or under review development sites along the corridor.

Old Mill Trail to Islington Avenue



Runnymede Road to South Kingsway



How does this information influence this project & design?

- The growth and development indicates that enhancing multi-modal options on the corridor is needed
- Highlights need for coordination with developers during their construction work
- Enables consideration of future conditions: sidewalks, driveways, as well as car and bicycle parking
- Provides the opportunity to have developers change their street frontage designs based on the new street configuration

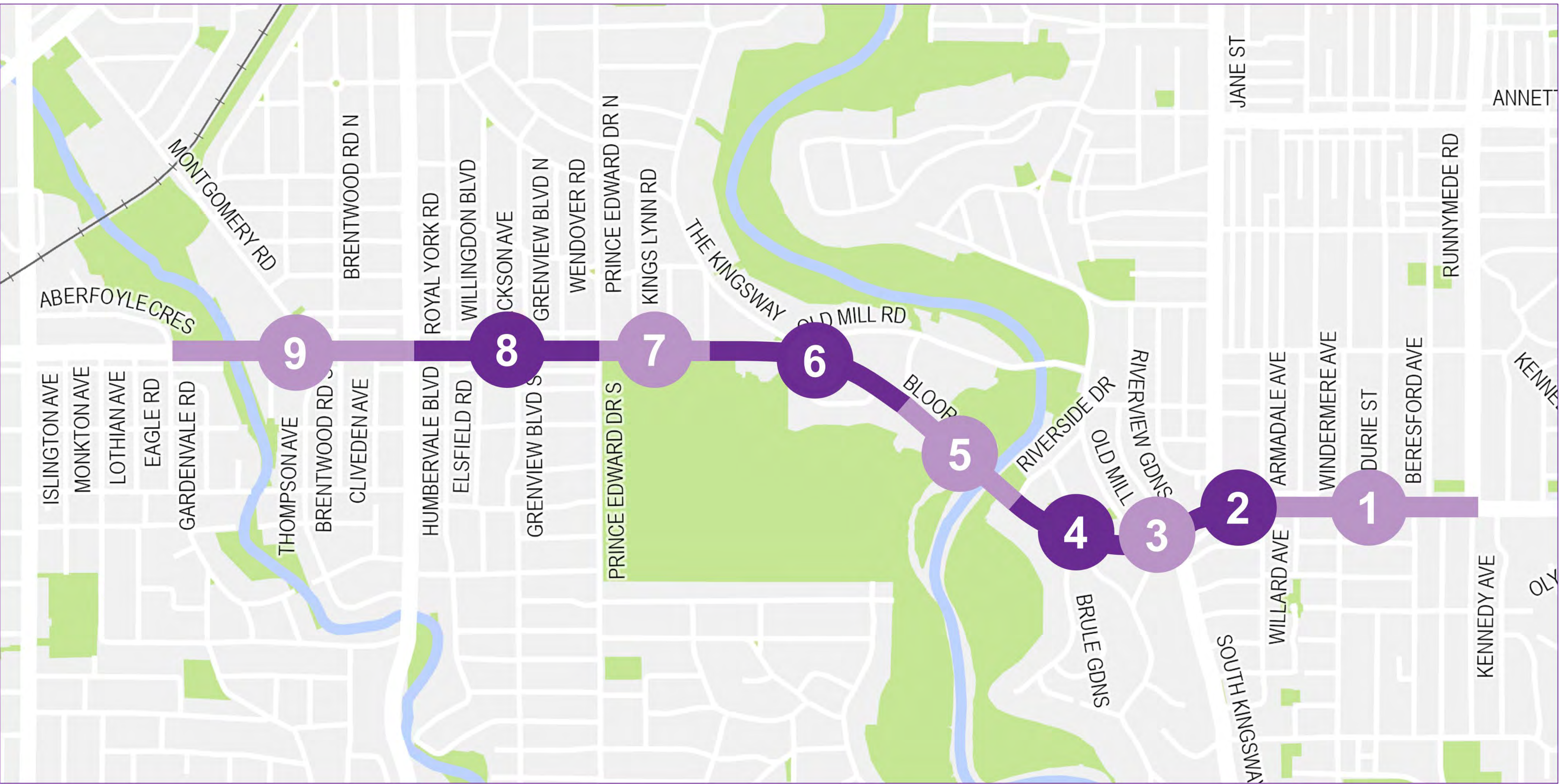
Phase 1

(Runnymede Road to Aberfoyle Crescent): Design Overview & Anticipated Impacts

Phase I Design Overview | Segments



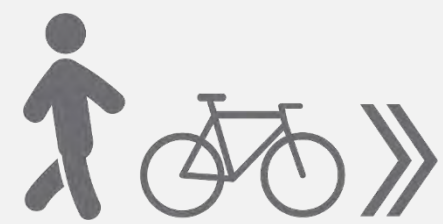
Phase 1 of the Bloor Street West Complete Street Extension from Runnymede Road to Aberfoyle Crescent is divided into nine different segments based on the local conditions and proposed design.



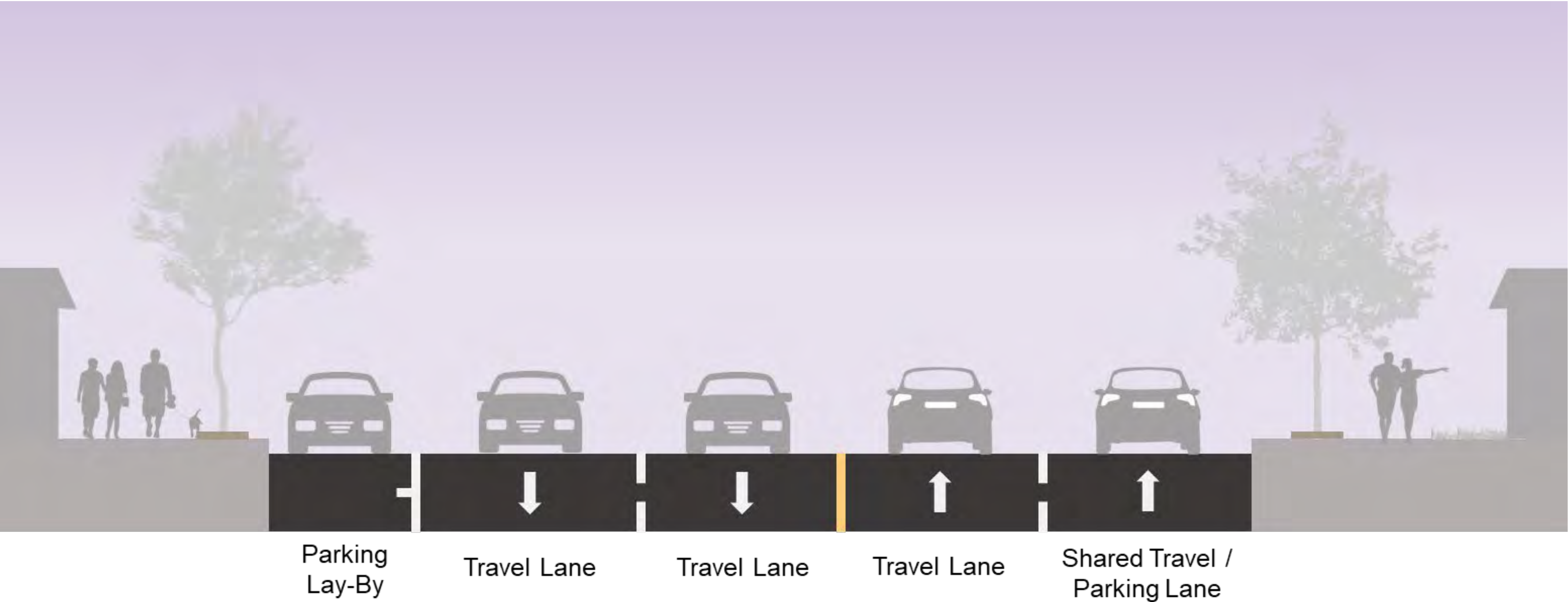
- 1 Runnymede Road to Armadale Avenue
- 2 Armadale Avenue to South Kingsway
- 3 South Kingsway Intersection
- 4 Old Mill Drive to Riverside Drive
- 5 Riverside Drive to Old Mill Trail
- 6 Old Mill Trail to Kingscourt Drive
- 7 Kingscourt Drive to Prince Edward Drive
- 8 Prince Edward Drive to Royal York Road
- 9 Royal York Road to Aberfoyle Crescent

Segment 1 | Runnymede Road to Armadale Avenue

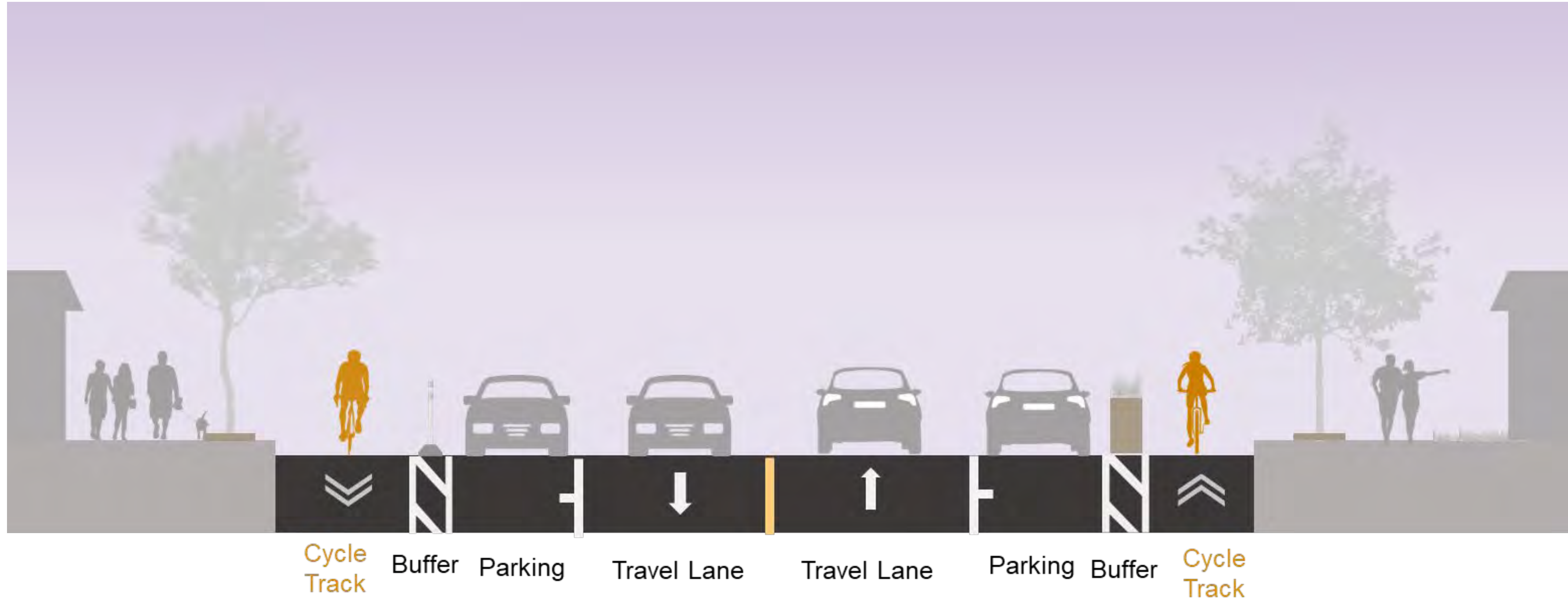
Typical Mid-block (East of Armadale)



Existing



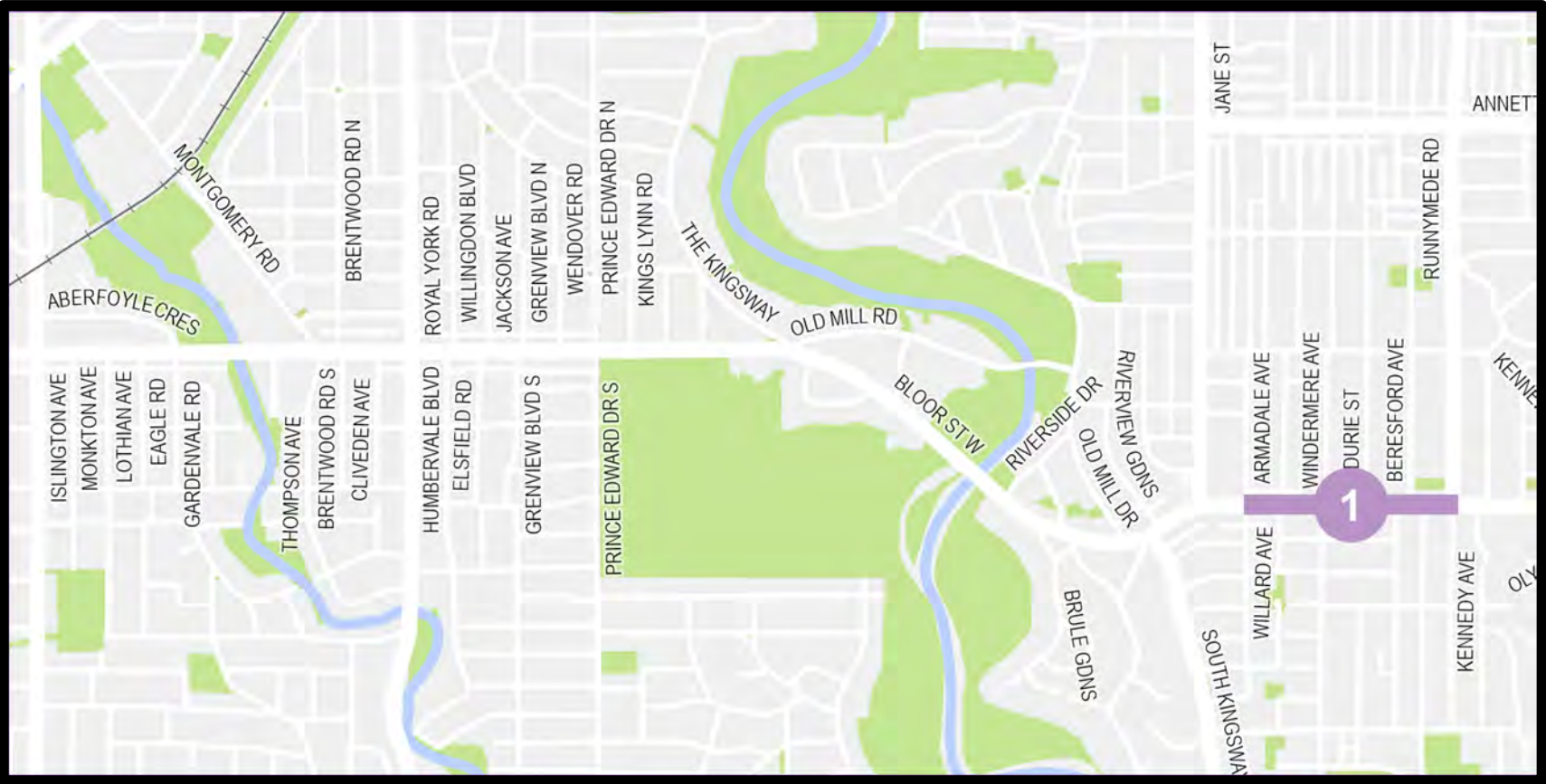
Proposed



Summary of Changes

- One motor vehicle lane removed per direction
- Parking maintained on the north side
- Parking maintained in all existing lay-bys (on south side – not shown), and shifted towards motor vehicle lane
- New cycle tracks

Key Map

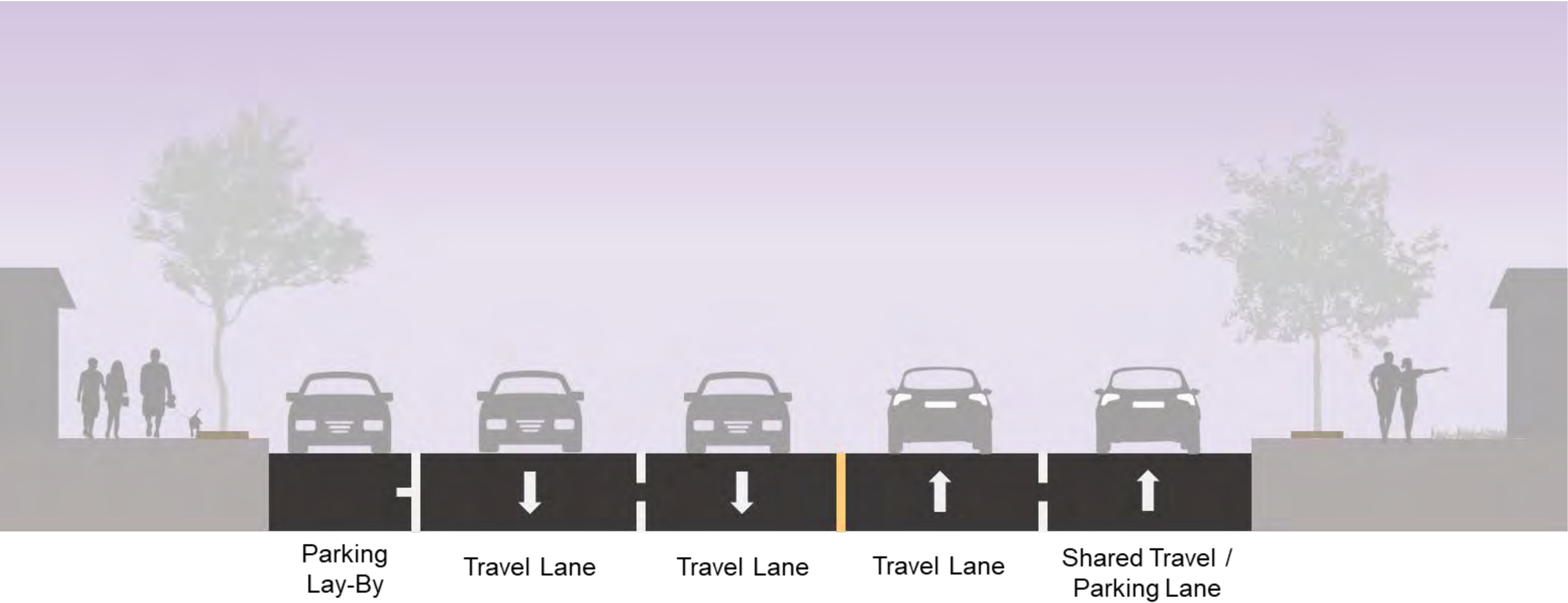


Segment 1 | Runnymede Road to Armadale Avenue

Typical Mid-block (East of Armadale) in Summer



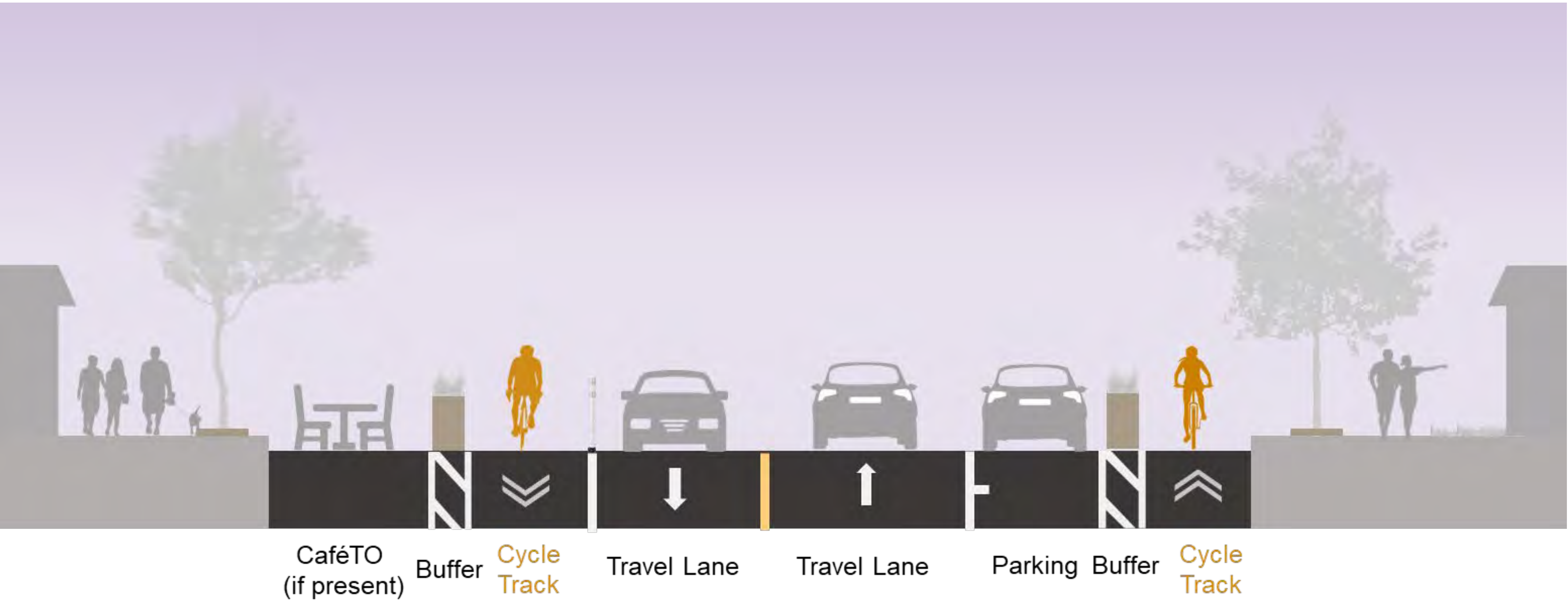
Existing



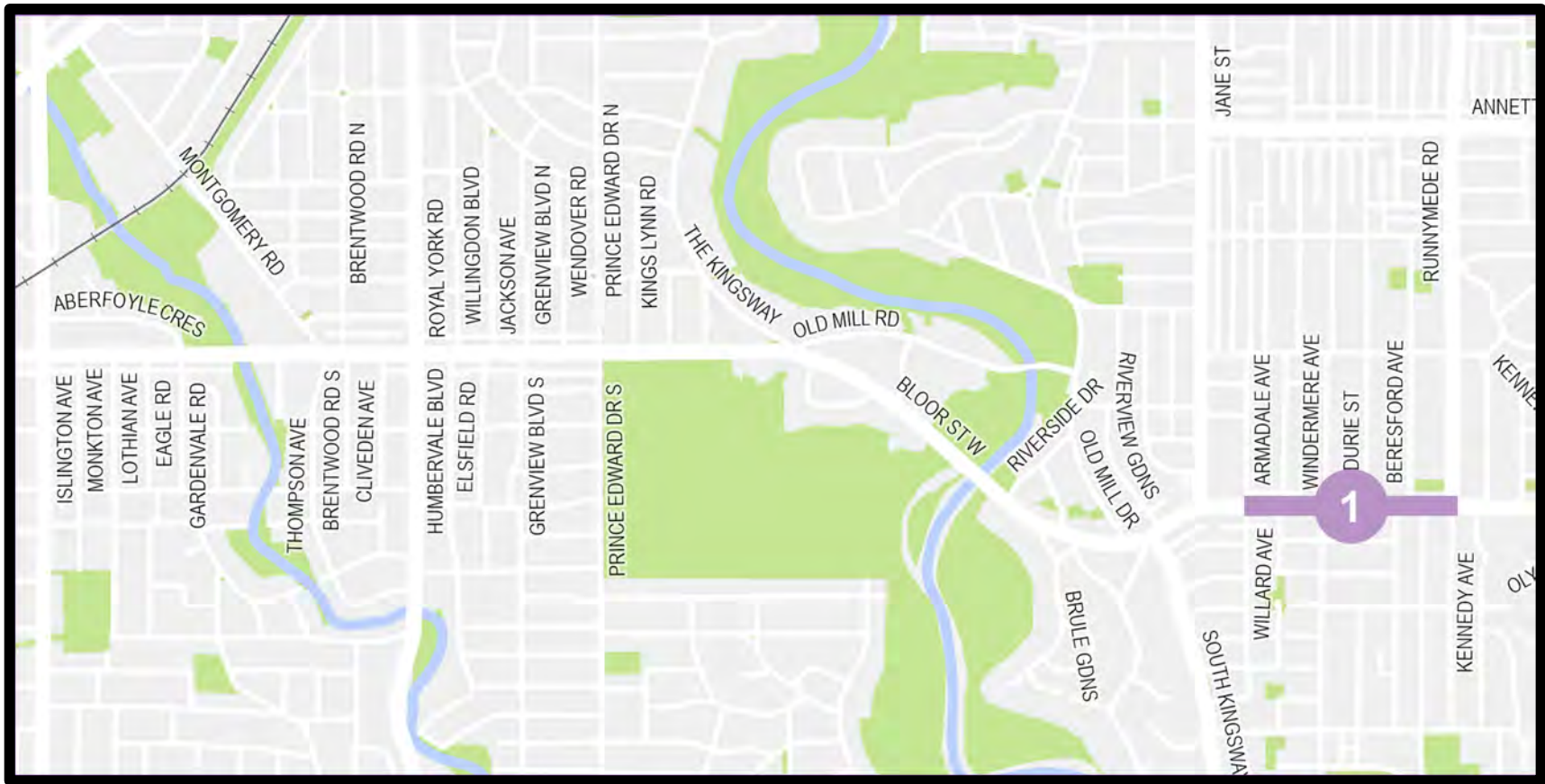
Summary of Changes

- One motor vehicle lane removed per direction
- Lay-by parking converted to cycle tracks, making space for curbside cafés (where applicable; summer only)
- New cycle tracks

Potential Summer Condition

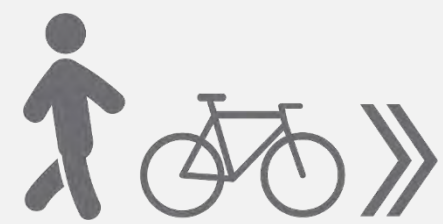


Key Map

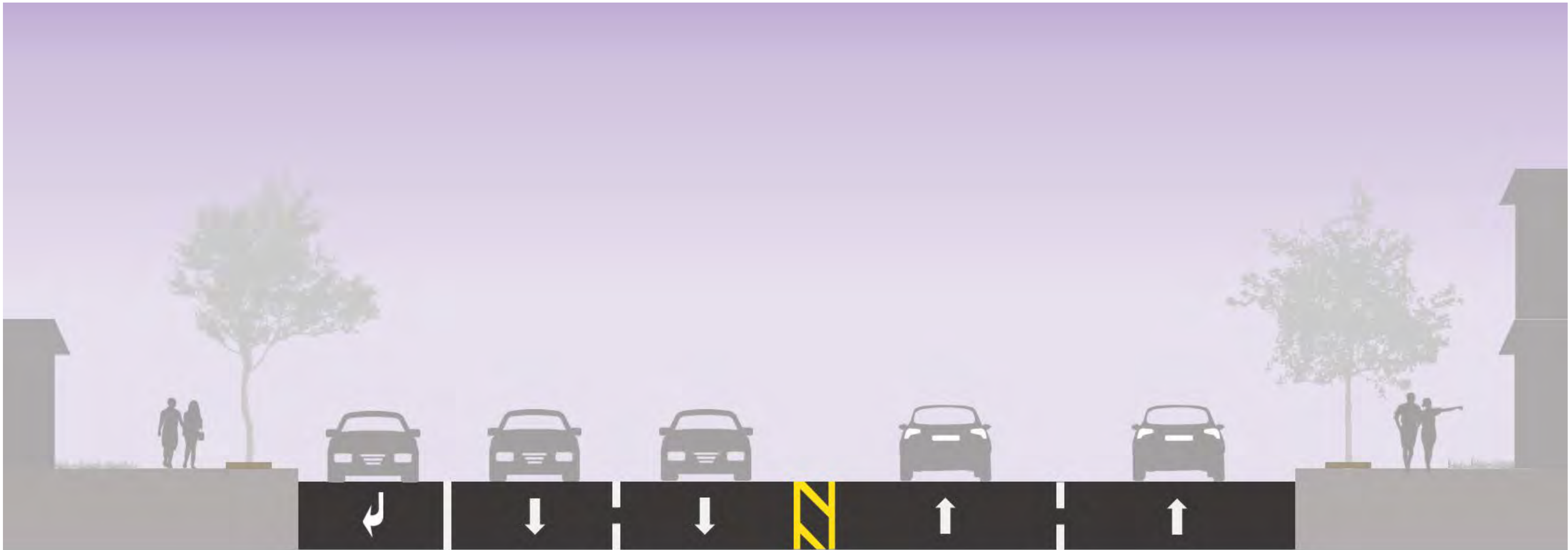


Segment 1 | Runnymede Road to Armadale Avenue

Typical Mid-block (Armadale Avenue to Jane Street)



Existing

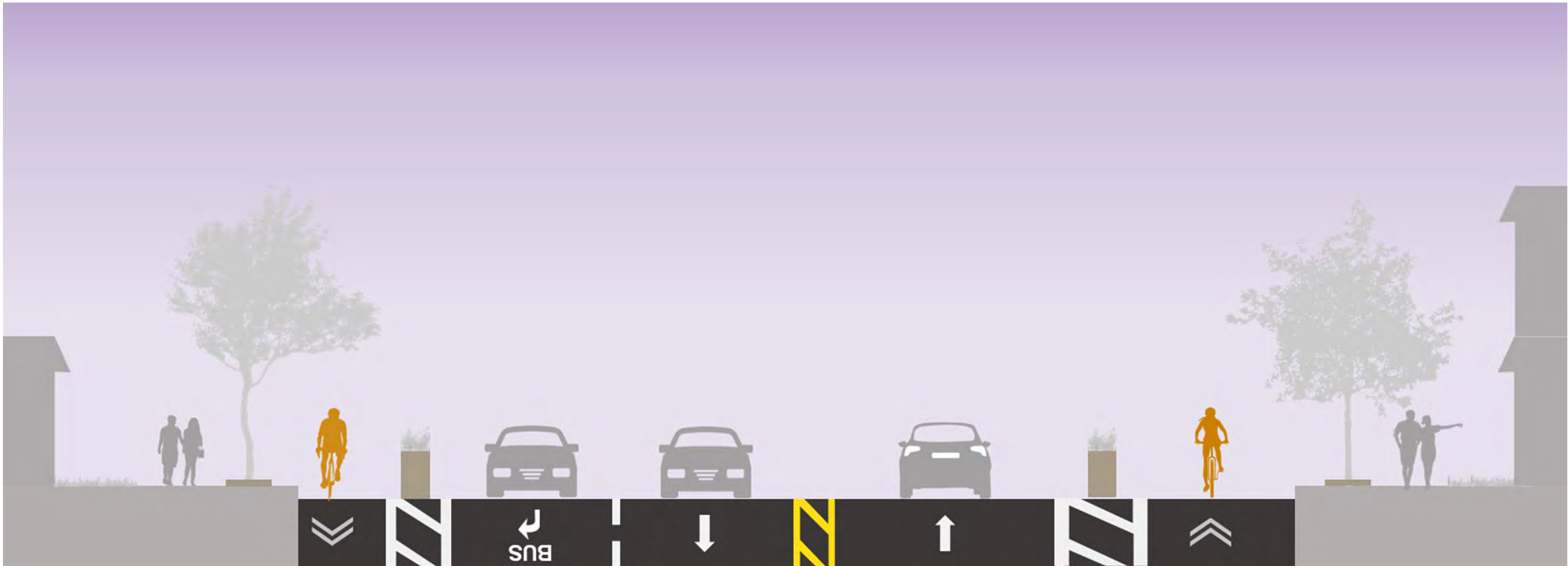


Right-Turn Lane / Parking Lane Travel Lane Travel Lane Median Travel Lane Travel Lane

Summary of Changes

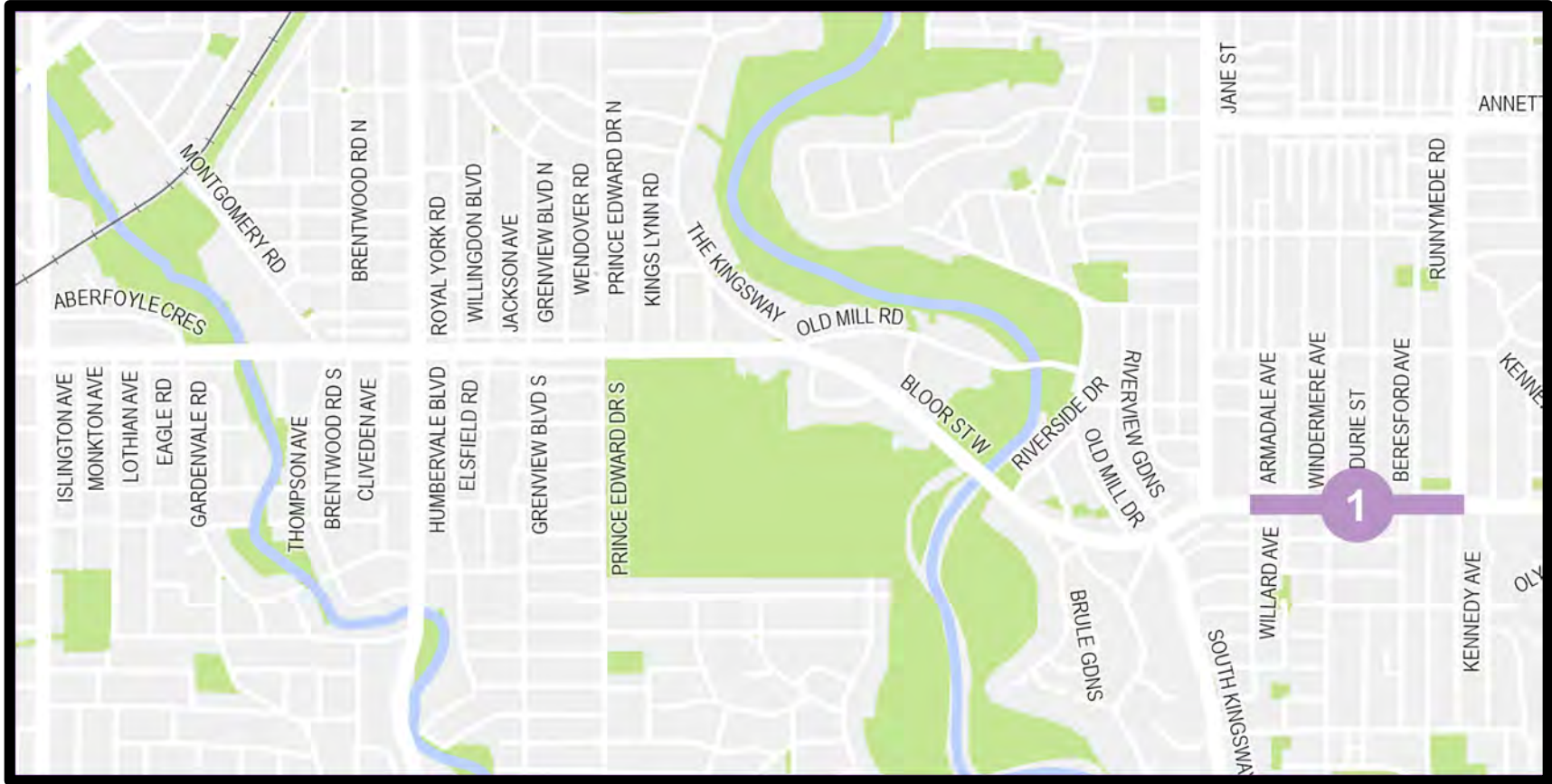
- One motor vehicle lane removed per direction
- Bus lane / right-turn lane added along the north side for the block between Armadale Avenue to Jane Street
- New cycle tracks

Proposed



Cycle Track Buffer Bus Lane & Right-Turn Lane Travel Lane Median Travel Lane Buffer Cycle Track

Key Map



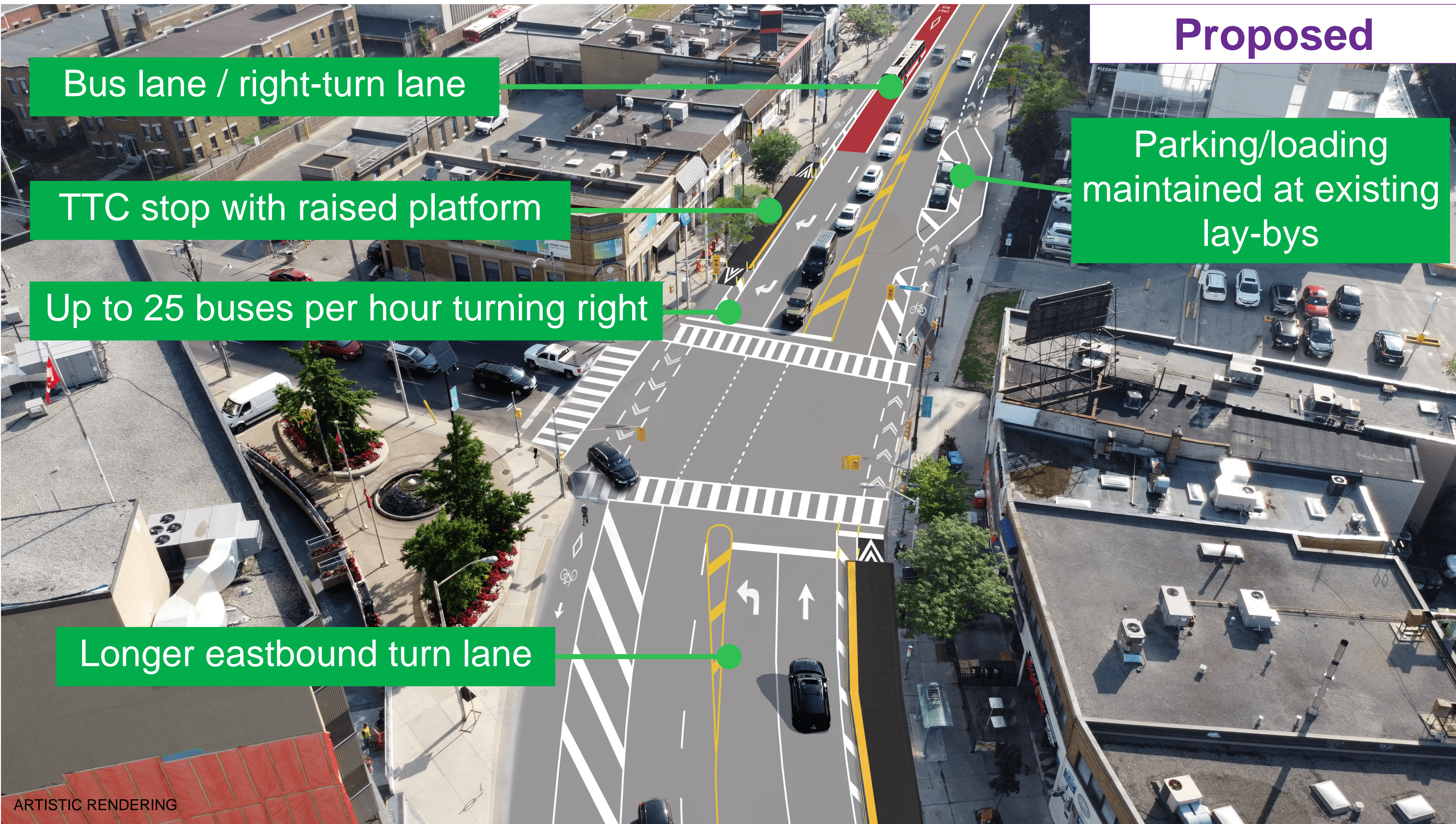
Segment 1 | Jane Street Intersection Facing East



This artistic rendering illustrates the proposed changes at the Jane Street intersection, including a bus lane / westbound right-turn lane. Up to 25 buses per hour make a right-turn on Jane Street from Bloor Street West to access the Jane Subway Station. The bus lane is intended to help dedicate space for buses to improve service for passengers on the TTC 35 Jane and 55 Warren Park bus routes.



Existing



Proposed

Bus lane / right-turn lane

TTC stop with raised platform

Up to 25 buses per hour turning right

Longer eastbound turn lane

Parking/loading maintained at existing lay-bys

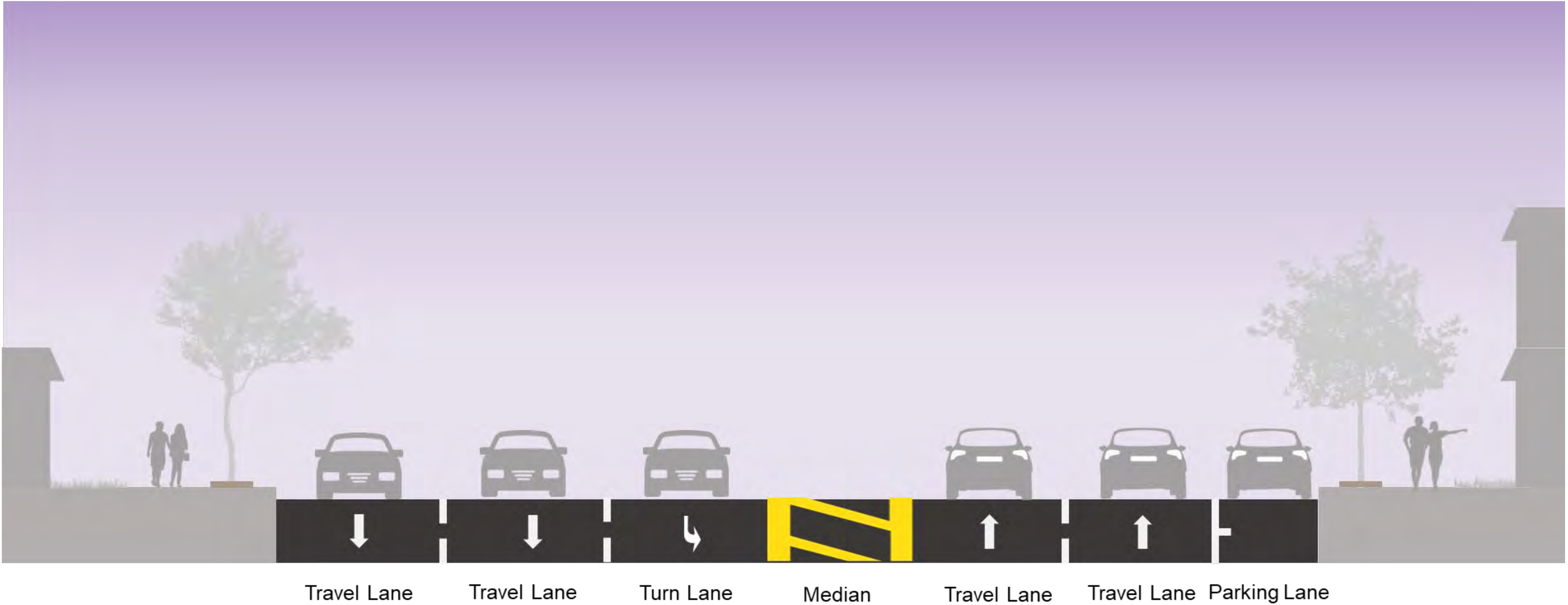
ARTISTIC RENDERING

Segment 2 | Armadale Avenue to South Kingsway

Typical Mid-block (East of South Kingsway)



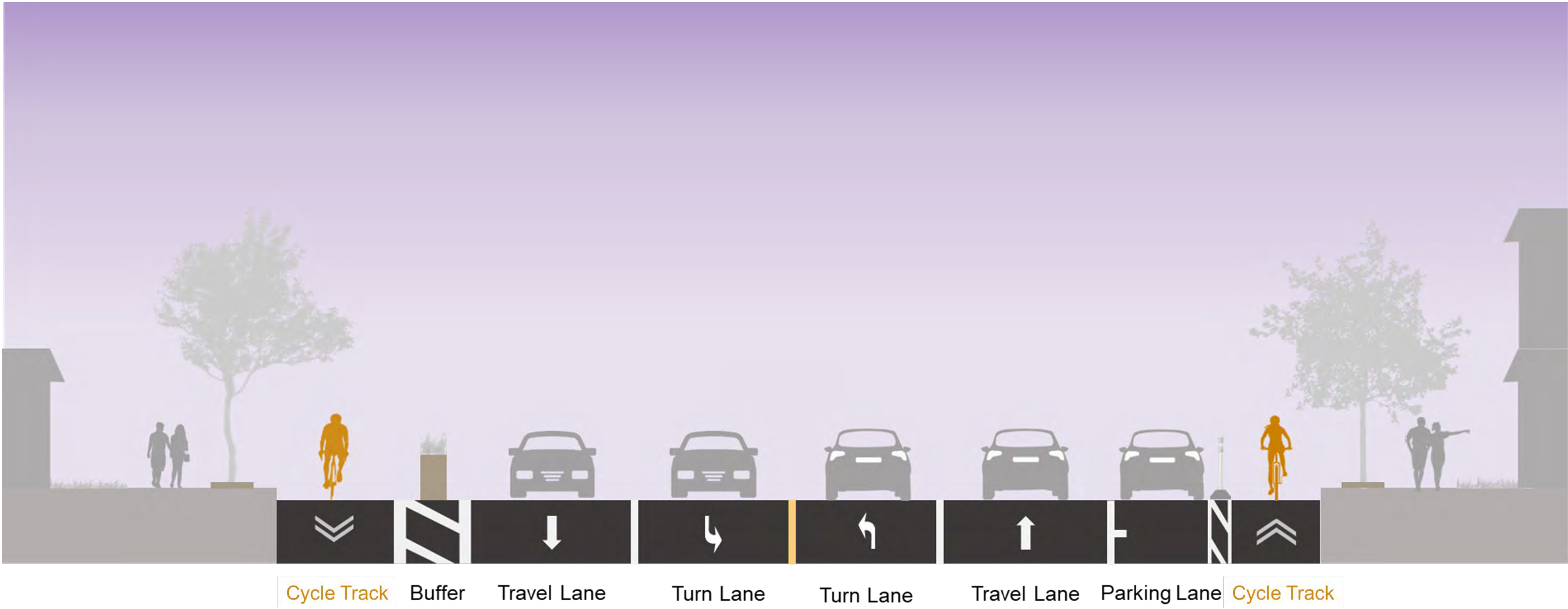
Existing



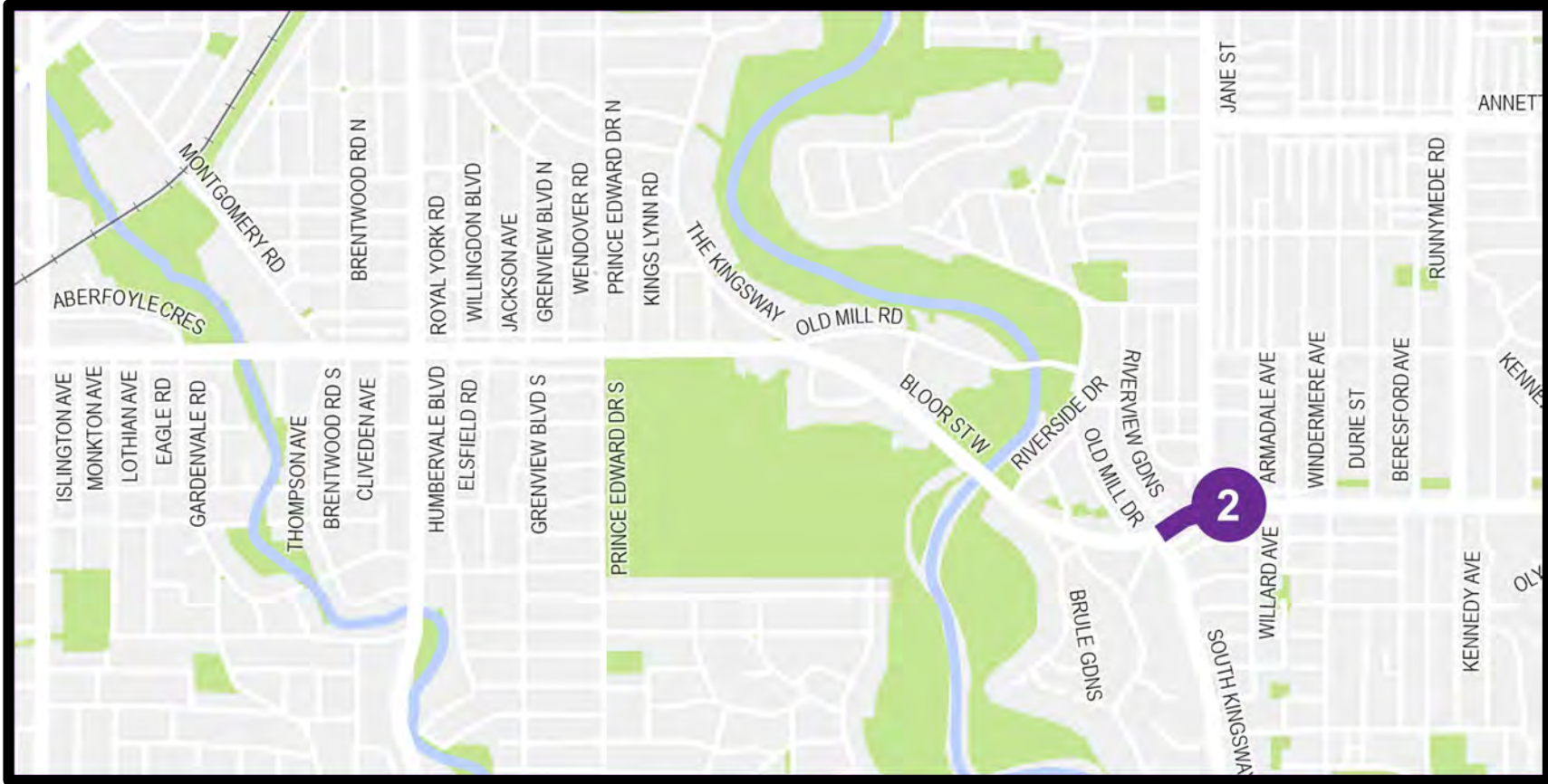
Summary of Changes

- One motor vehicle lane removed per direction
- Median converted to a parallel left-turn lane
- New cycle tracks

Proposed



Key Map



Segment 3 | Intersection of South Kingsway



The complex intersection of Bloor Street West, Riverview Gardens, Mossom Road and South Kingsway experiences competing demands related to congestion and operations, safety and complete streets.

Key issues include:

Congestion & circulation

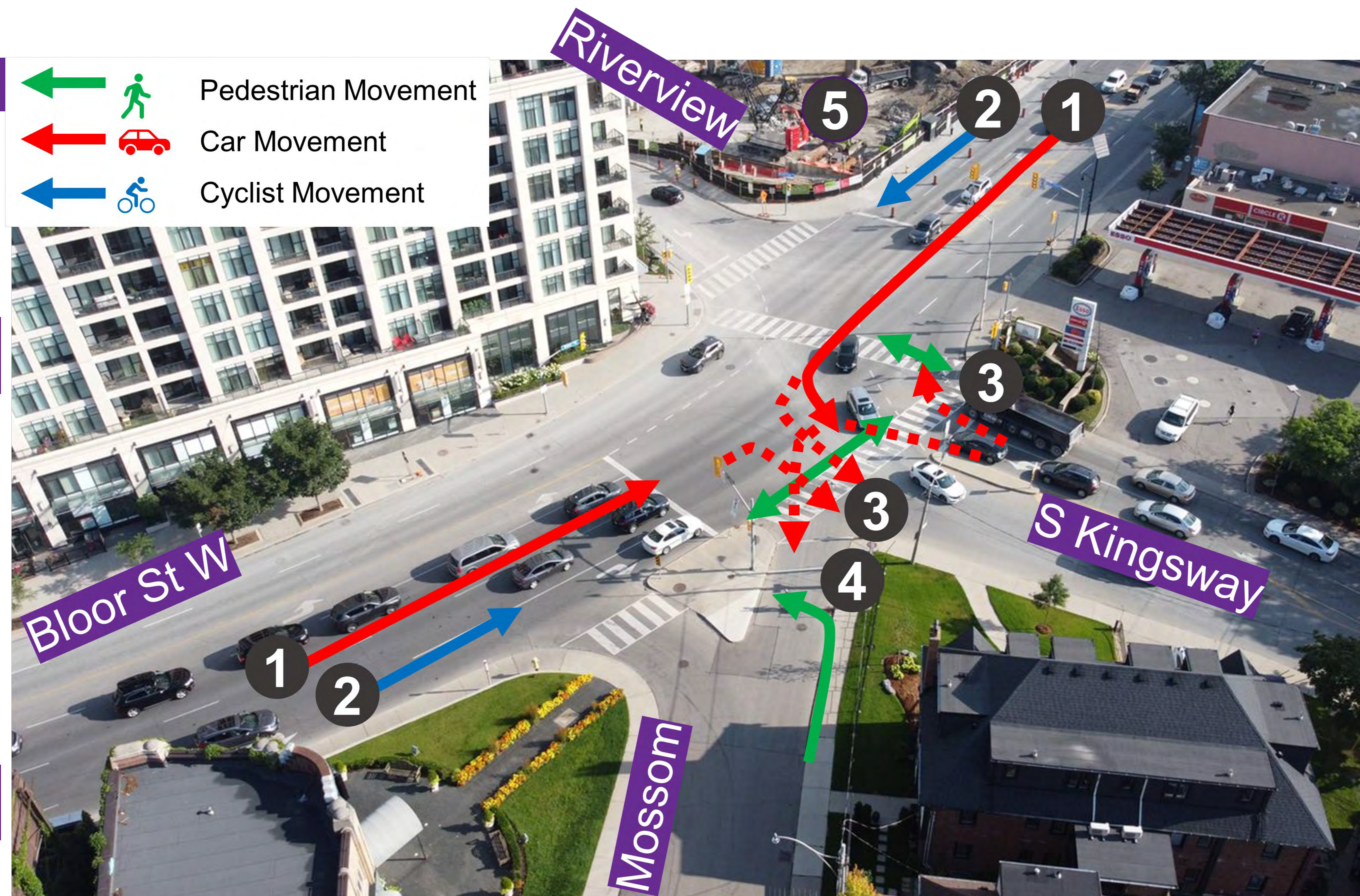
- 1 There is **congestion at this intersection today**. Long queues develop especially in the eastbound direction (AM peak hour) and in the westbound left-turn lane (AM and PM peak hour), as well as the northbound-right /-through movement. Residents have noted concerns with operations here

Conflicts between vehicles & vulnerable road users

- 2 Frequent cycling activity observed on Bloor Street West. People cycling currently ride in the same lane as vehicles
- 3 Conflicts are observed between pedestrians crossing on the east and south crosswalks and heavy volumes of turning vehicles
- 4 The east entrance to Mossom Road creates unusual and unpredictable turning patterns for vehicles. This increases conflicts with pedestrians who cut across the corner at the east entrance to Mossom Road

Coordination with on-going development

- 5 **2442-2454 Bloor Street West: 12-story development** located at the northeast corner of the intersection **requires construction staging** (until 2026). This limits the changes that can be made in the short term



Source: 2018 In-service Road Safety Review

Segment 3 | Intersection of South Kingsway



Potential design changes identified are classified into three categories with overlap:

Complete Streets

- Accessibility upgrades
- Adding cycling infrastructure to reduce interactions between people driving and people cycling
- Providing people walking with a head-start at crossings
- Support safe and convenient movements for TTC buses

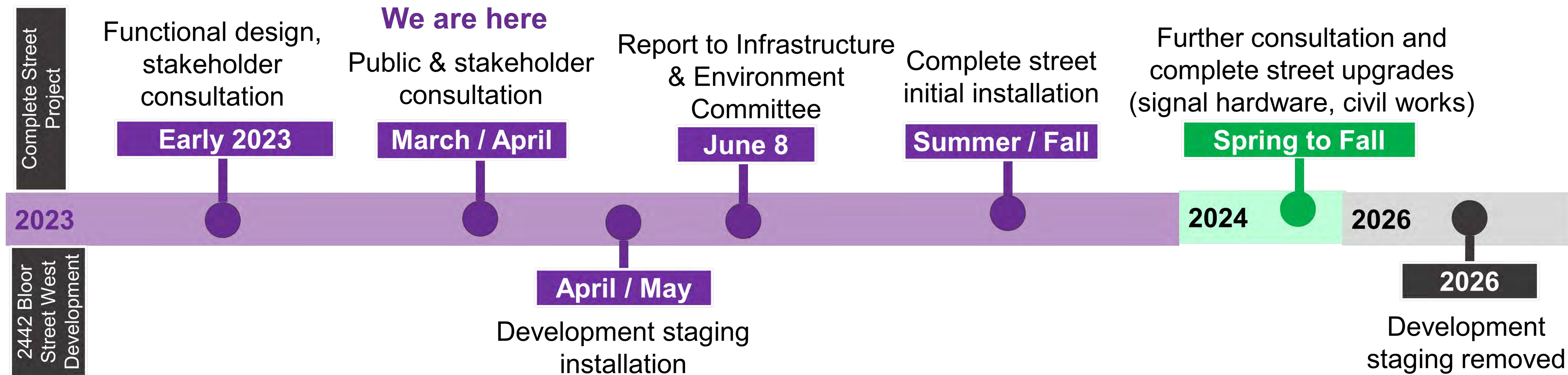
Safety

- Eliminate, reduce or mitigate conflicts between turning vehicles and vulnerable road users at the intersection and adjacent driveways
- Create predictable movements for all intersection users

Operations

- Address congested movements identified through traffic analysis (existing conditions & complete streets scenario)
- Address pre-existing concerns at this intersection

This intersection will require a phased approach based on the complexity of the improvements and on-going development:

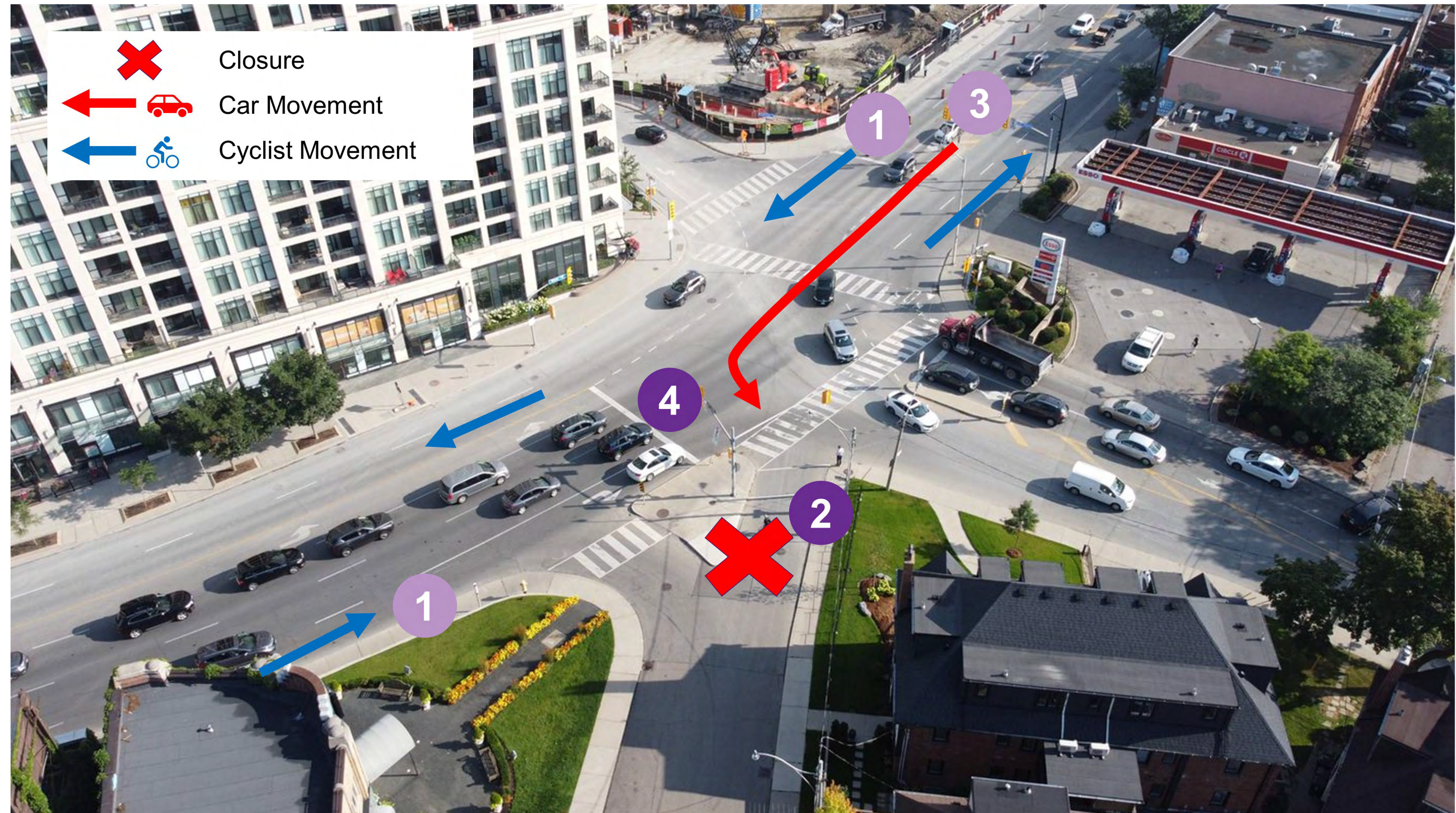


Segment 3 | Intersection of South Kingsway



Interim safety measures and changes are being proposed for this intersection to coincide with the initial installation in summer 2023. Further study will determine future, civil changes to the intersection:

- 1 Introduce new cycle tracks and remove one motor vehicle lane per direction on Bloor Street West
- 2 Close the east leg entrance to Mossom Road. Mossom Road would be converted to two-way to provide residential access. A new left-turn lane will be provided at Riverside Drive
- 3 Extend the turn lane for the westbound-left movement onto South Kingsway (refer to drawings for proposed 2023 intersection design)
- 4 Add more green time for the busiest movements in the traffic signal timing

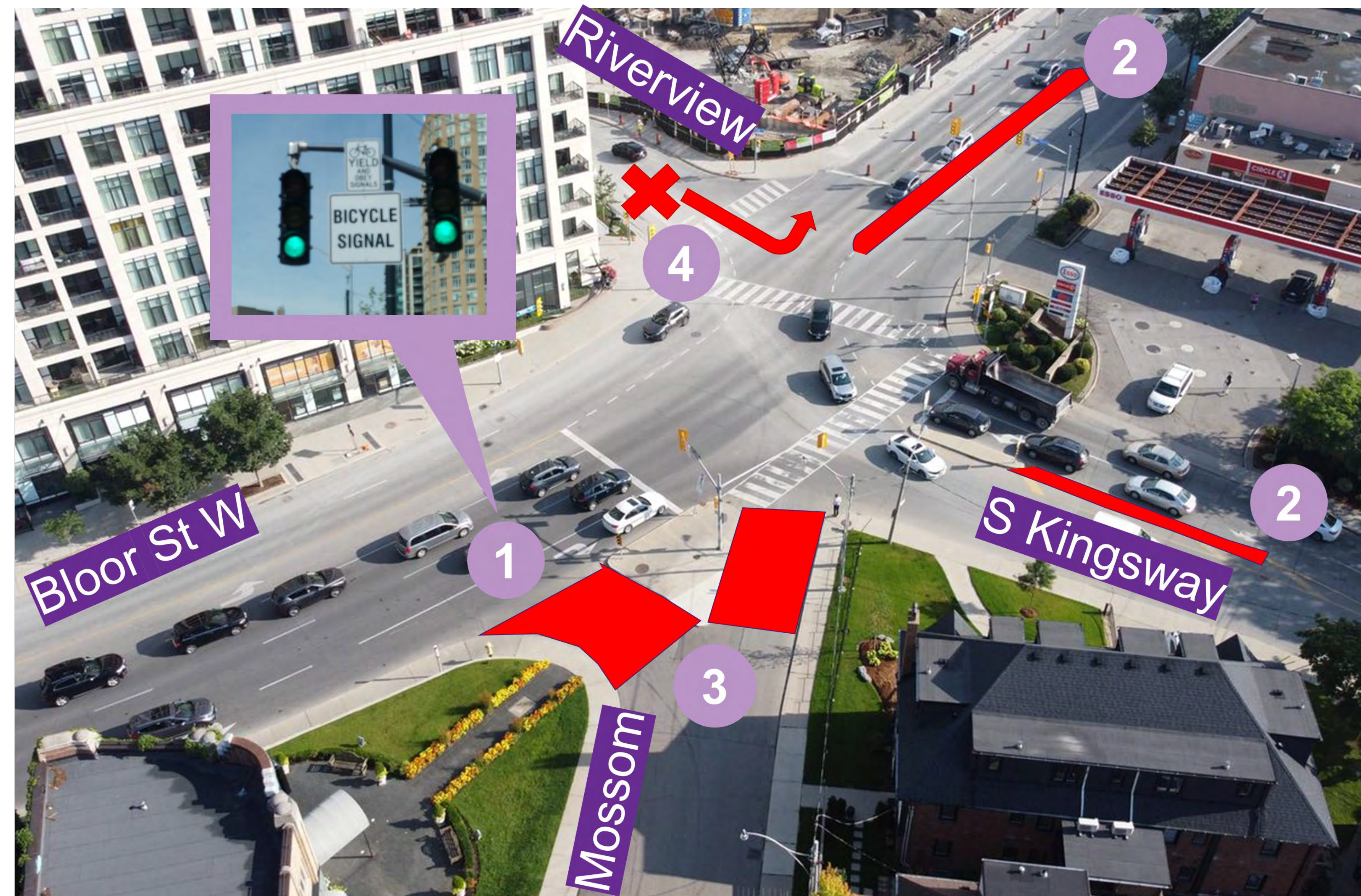


Segment 3 | Intersection of South Kingsway



Future options that will continue to be explored at this intersection but would not be implemented as part of the initial install in 2023, include:

- 1 Use traffic signals to separate the eastbound-right vehicle turn from bicycle through movement**
 - **Why?** Enhances safety for people cycling and crossing eastbound. Dedicated signals reduce conflicts between turning drivers and cyclists
- 2 Extend east leg median and south leg median outside the gas station**
 - **Why?** Prevents left-turns into and out of the driveways on Bloor Street West and South Kingsway to reduce complexity at the intersection
- 3 Mossom Road full closure: Convert Mossom Road into a cul-de-sac from Riverview Drive**
 - **Why?** Enhances safety for pedestrians and people cycling; reduces conflicting turn movements; improves vehicle operations; supports implementation of 1 above
- 4 Restrict the southbound-left vehicle movement out of Riverview Gardens**
 - **Why?** Enhances safety for pedestrians and people cycling; reduces conflicting turn movements; improves vehicle operations; supports implementation of 2 above

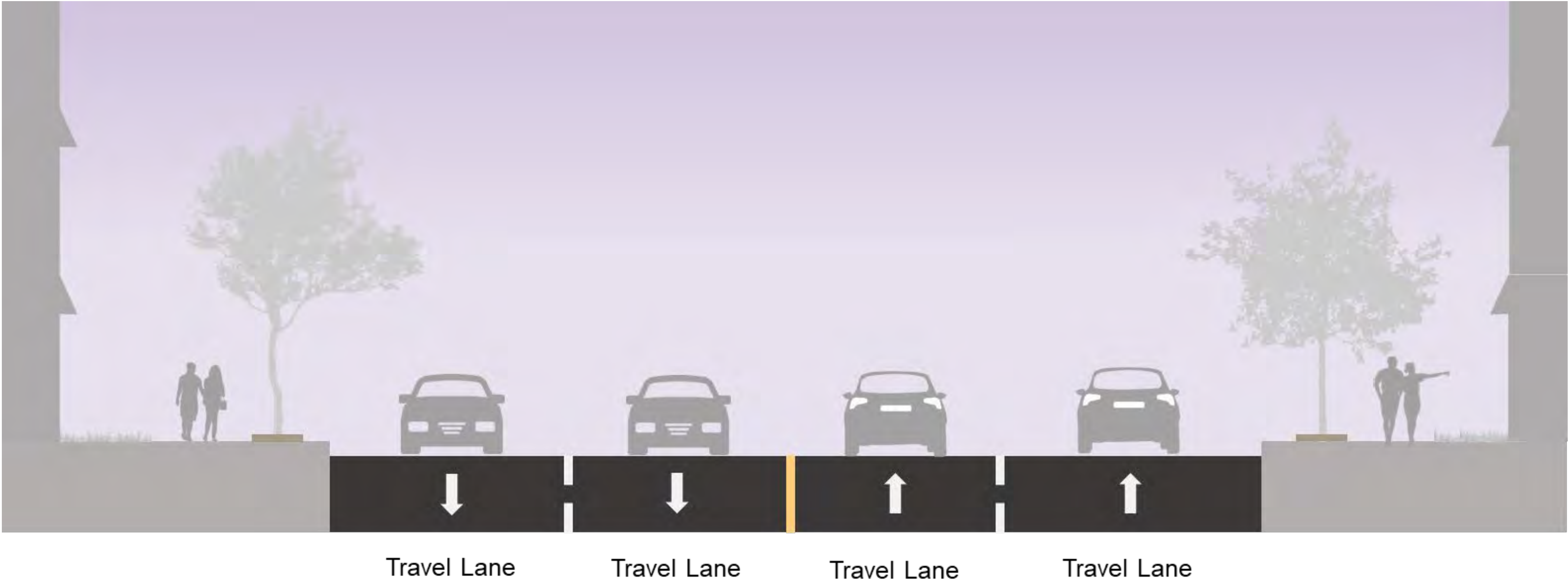


Segment 4 | Old Mill Drive to Riverside Drive

Typical Mid-block



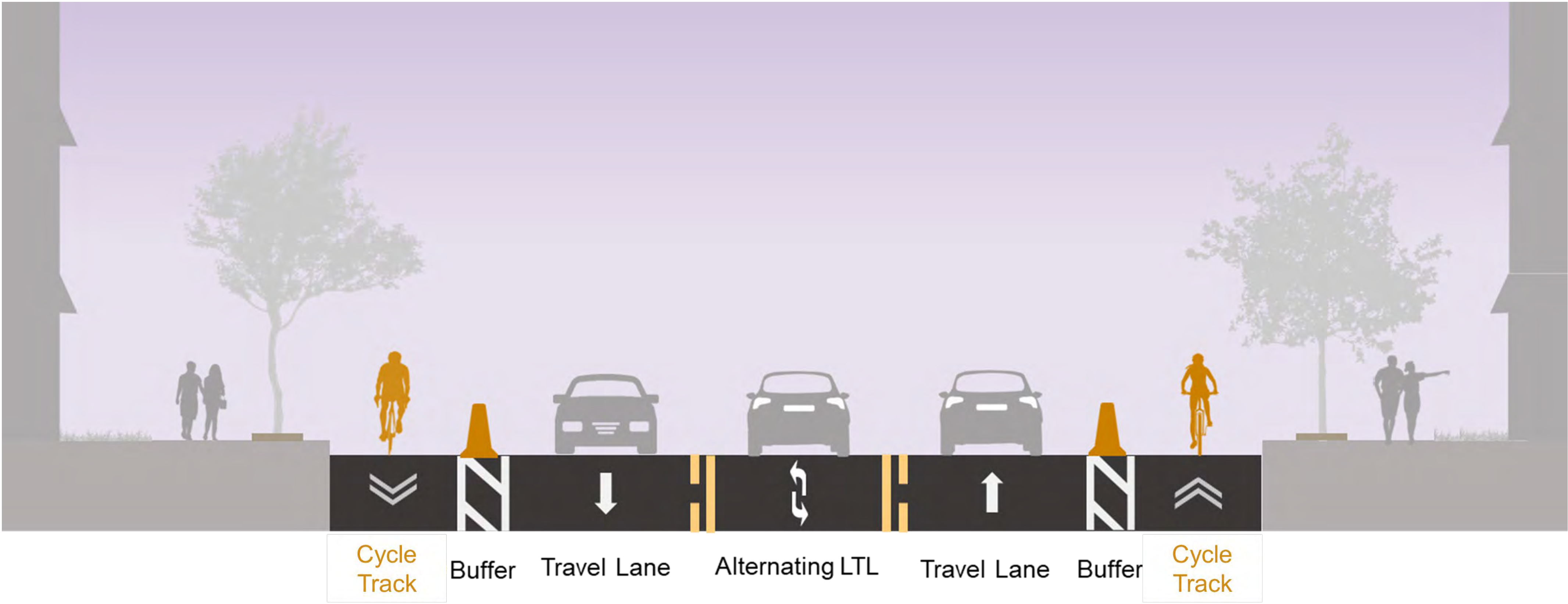
Existing



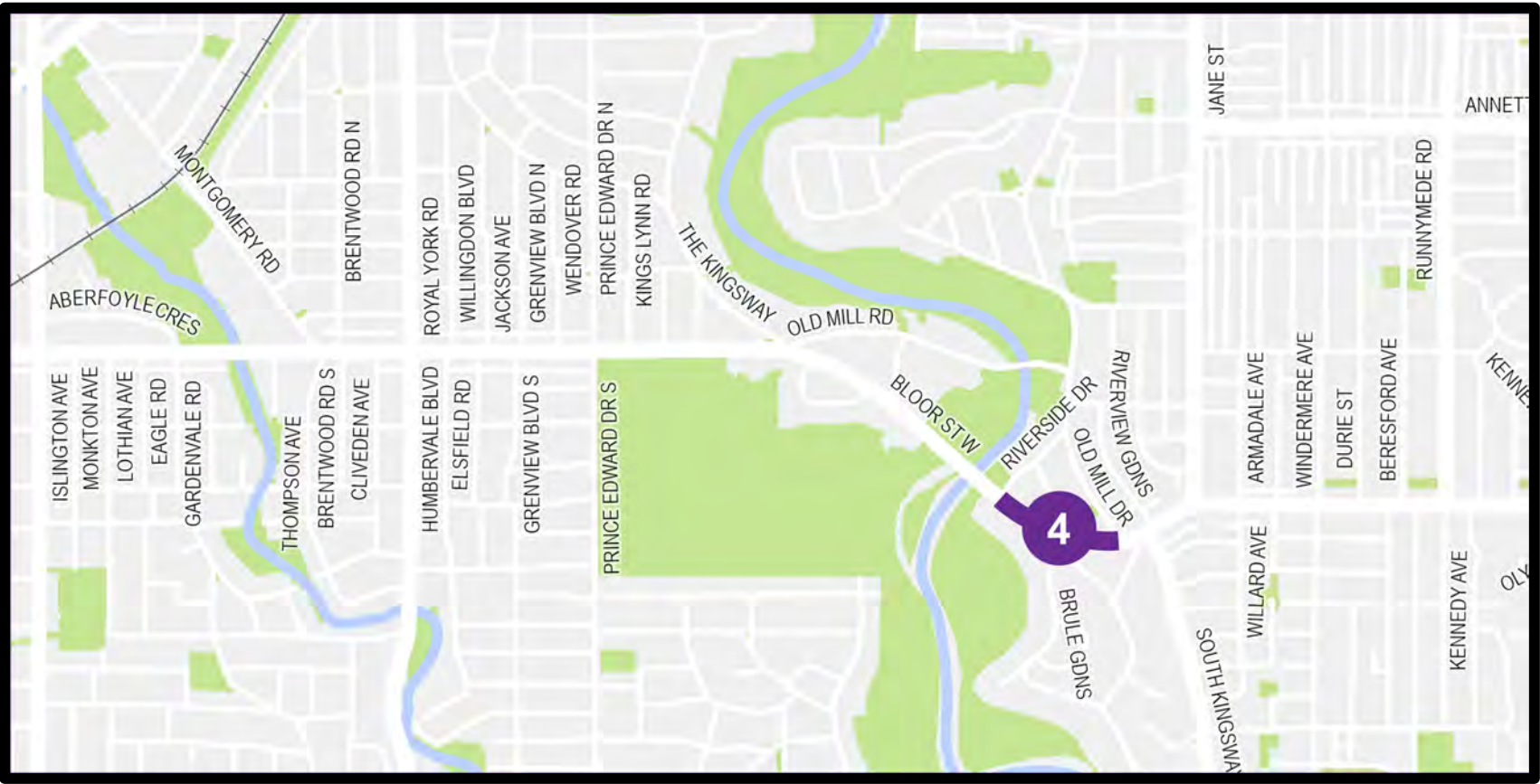
Summary of Changes

- One motor vehicle lane removed per direction
- Centre lane converted to alternating left-turn lane
- New cycle tracks

Proposed

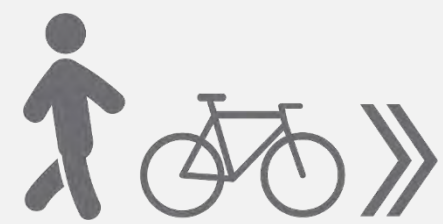


Key Map

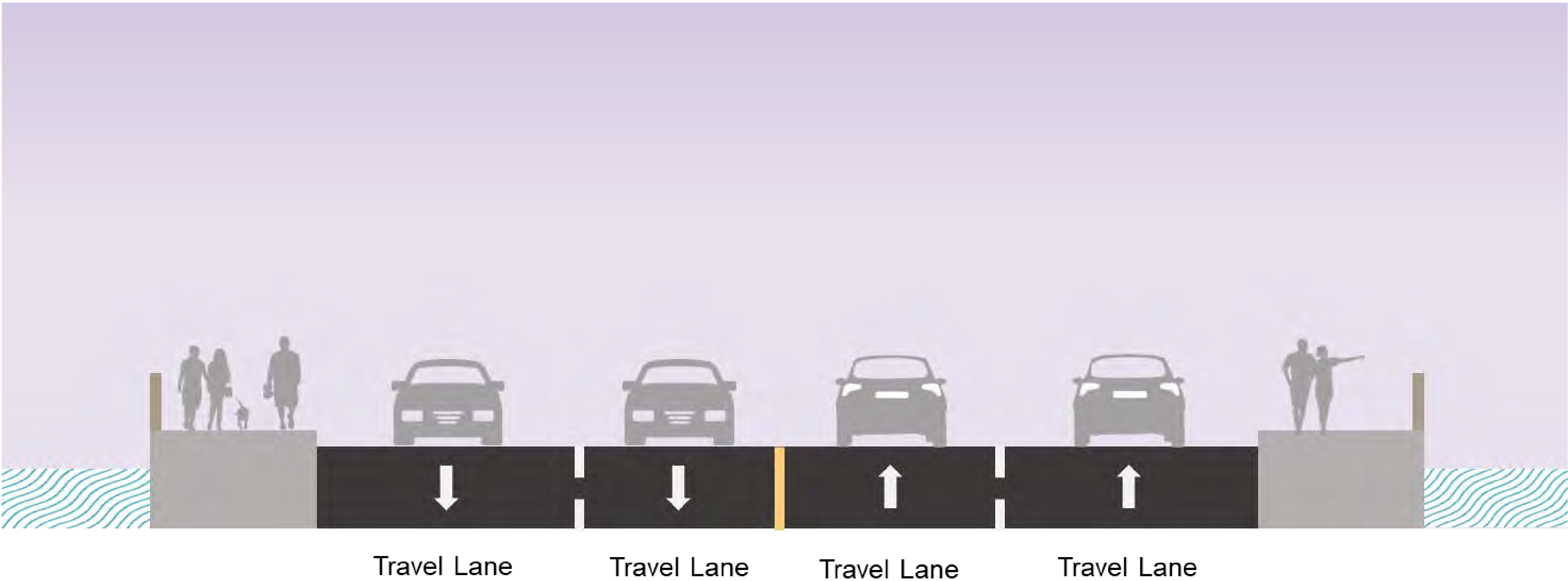


Segment 5 | Riverside Drive to Old Mill Trail

Humber River Bridge



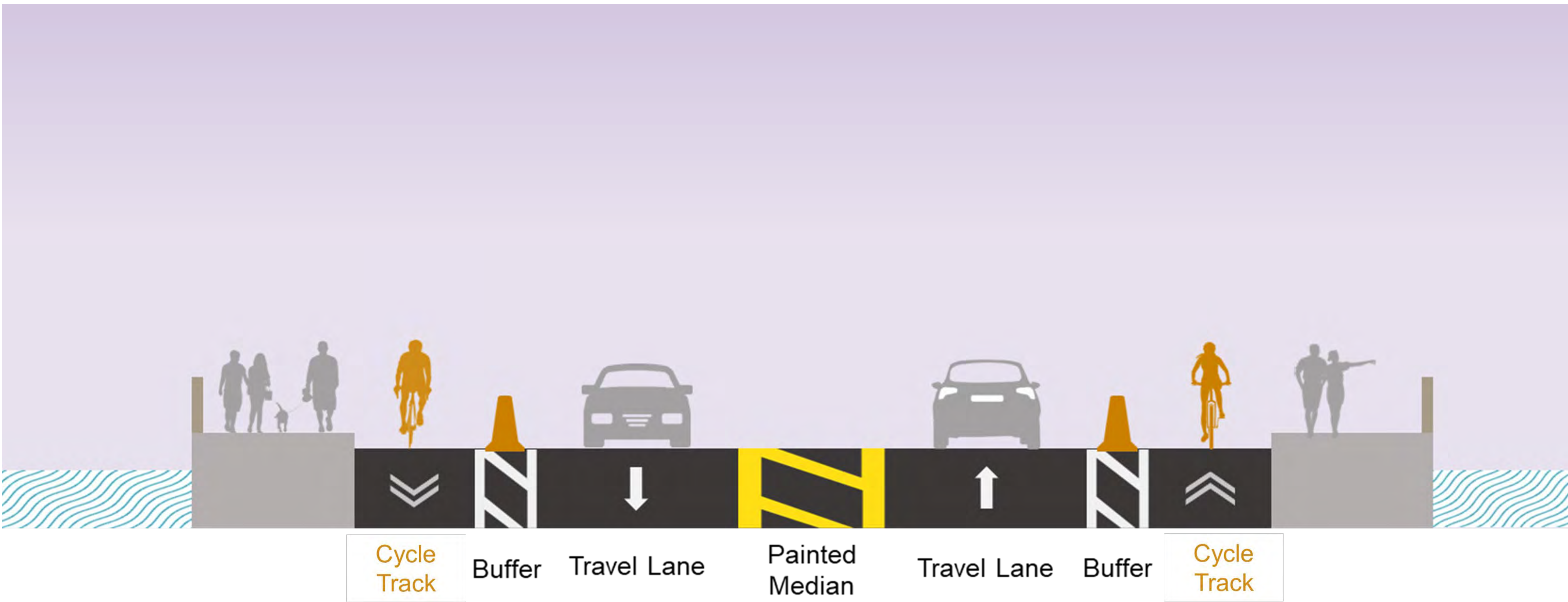
Existing



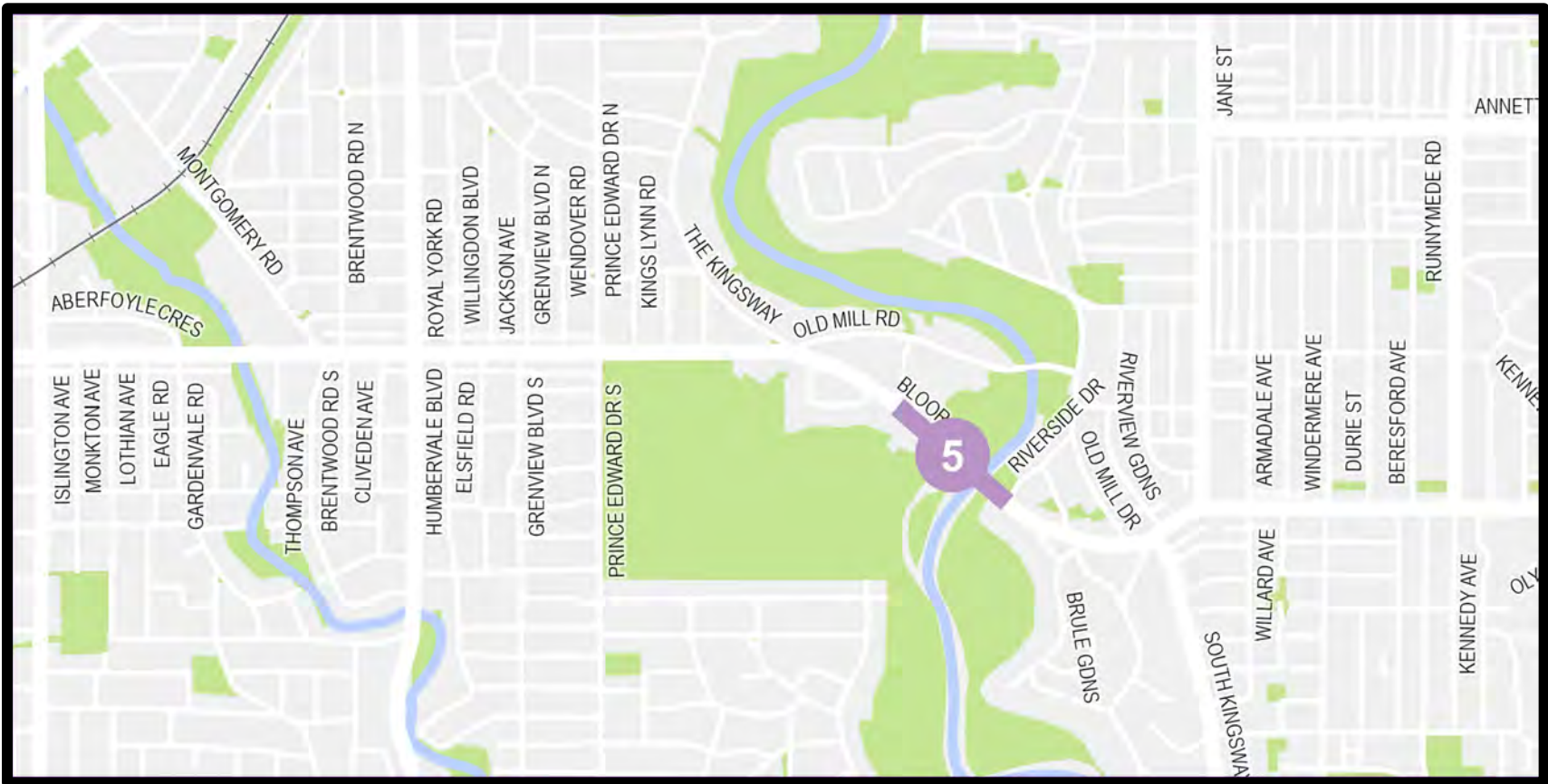
Summary of Changes

- One motor vehicle lane removed per direction
- Painted median added (over bridge) with two-way left-turn lane outside of bridge limits (not shown)
- New cycle tracks

Proposed



Key Map



Segment 5 | Humber River Bridge Configuration



This artistic rendering illustrates the proposed configuration over the Humber River Bridge.

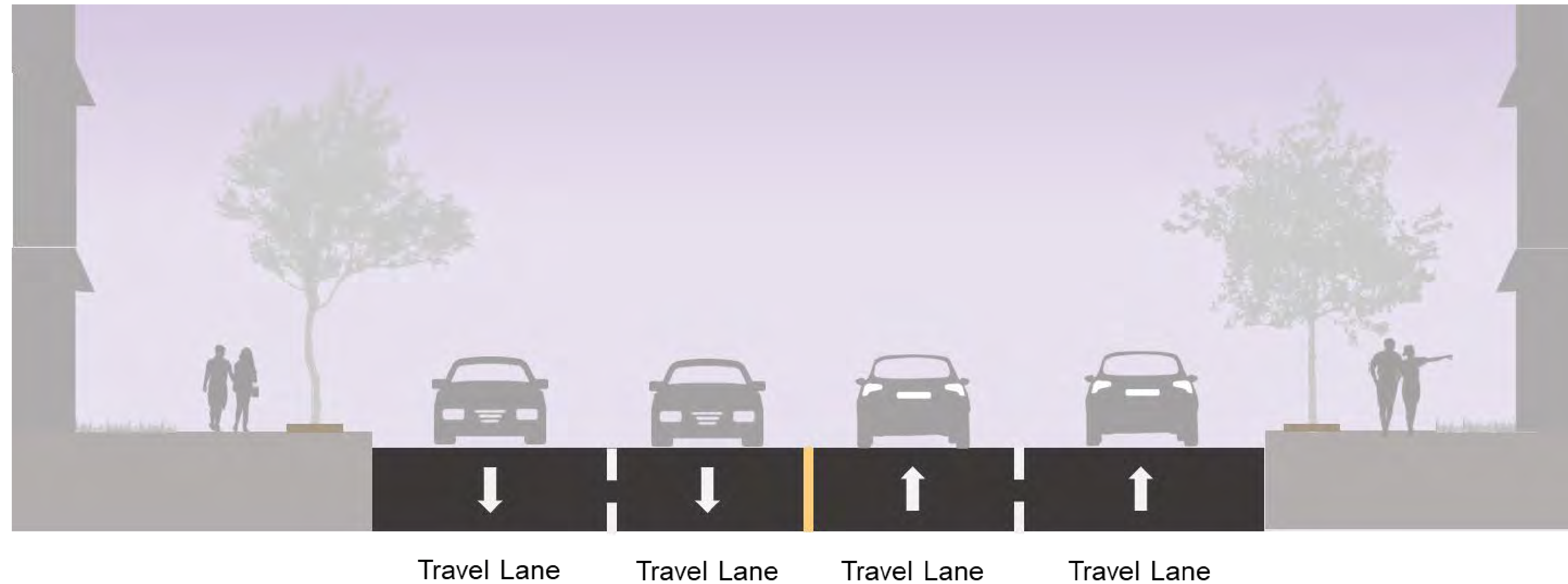


Segment 6 | Old Mill Trail to Kingscourt Drive

Typical Mid-block

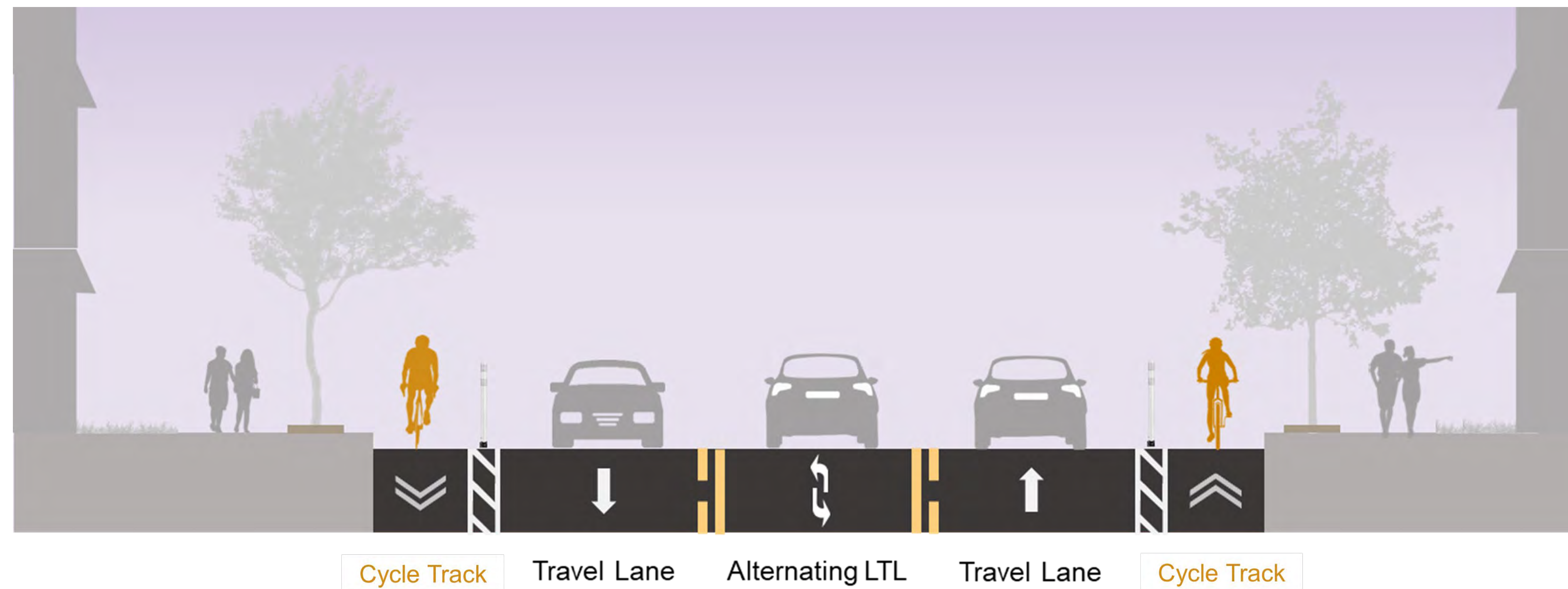


Existing



Travel Lane Travel Lane Travel Lane Travel Lane

Proposed

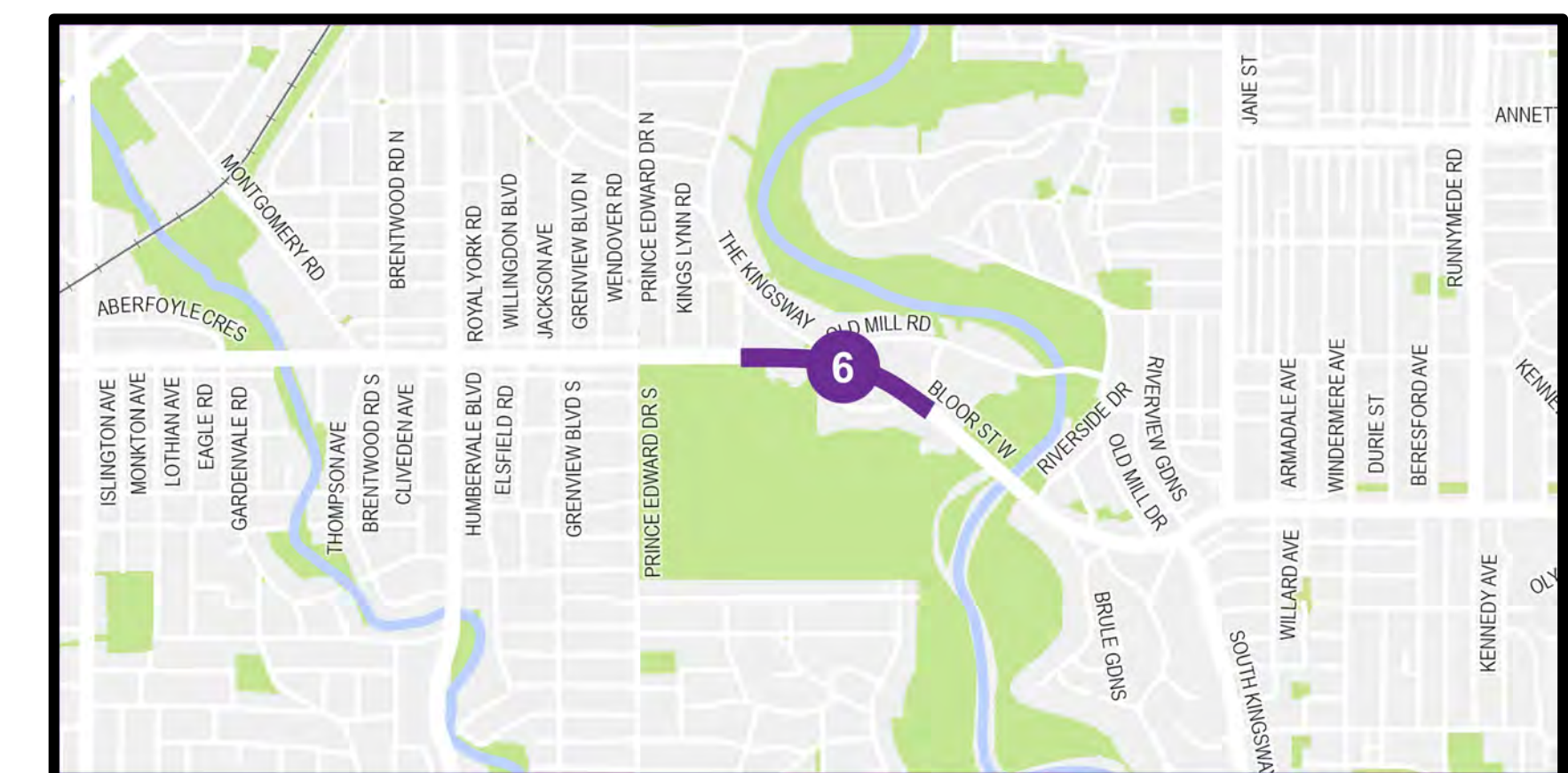


Cycle Track	Travel Lane	Alternating LTL	Travel Lane	Cycle Track
-------------	-------------	-----------------	-------------	-------------

Summary of Changes

- One motor vehicle lane removed and centre lane converted to alternating left-turn lane
- New cycle tracks
- Where parking lay-bys exist, parking will be maintained but shifted outside of cycle tracks (not pictured in current section – see next panel)

Key Map



Segment 6 | Near Old Mill Terrace



This artistic rendering illustrates the proposed configuration at an existing parking lay-by.



Existing



Proposed

Cycle Track

Parking Lane

New Two-Way Left-Turn Lane

Motor Vehicle Lane

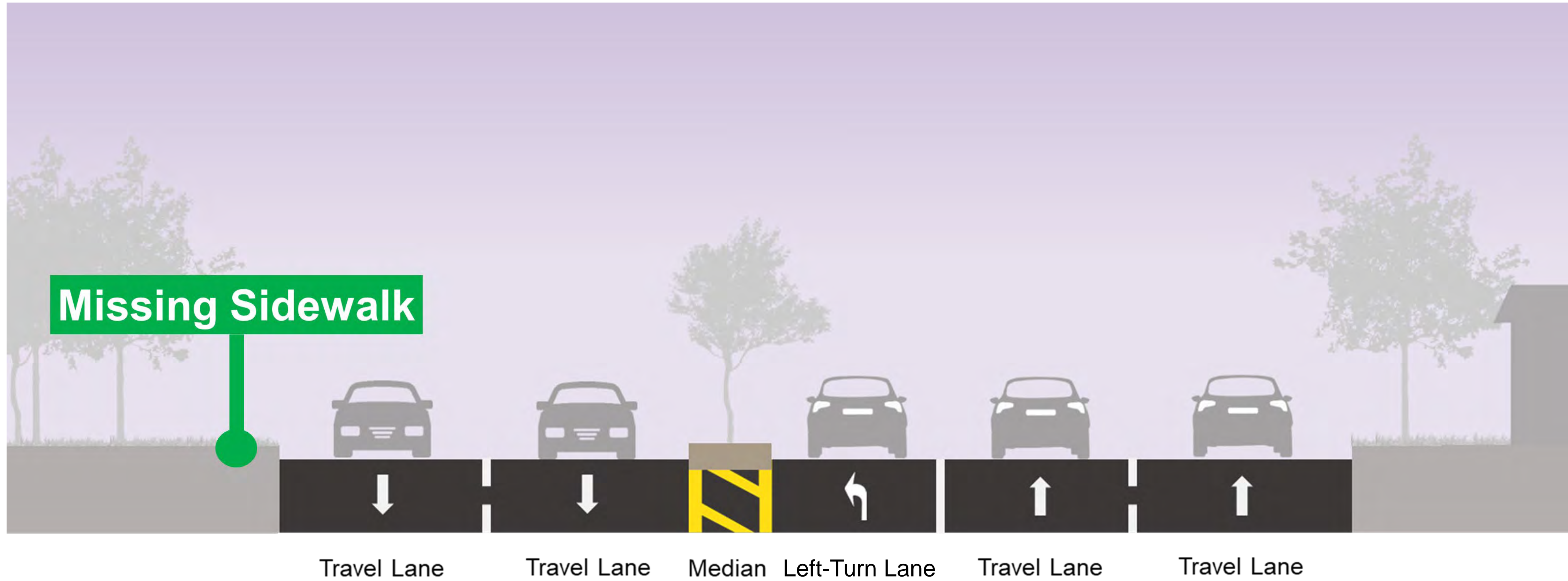
ARTISTIC RENDERING

Segment 7 | Kingscourt Drive to Prince Edward Drive

(East of Prince Edward Drive intersection)



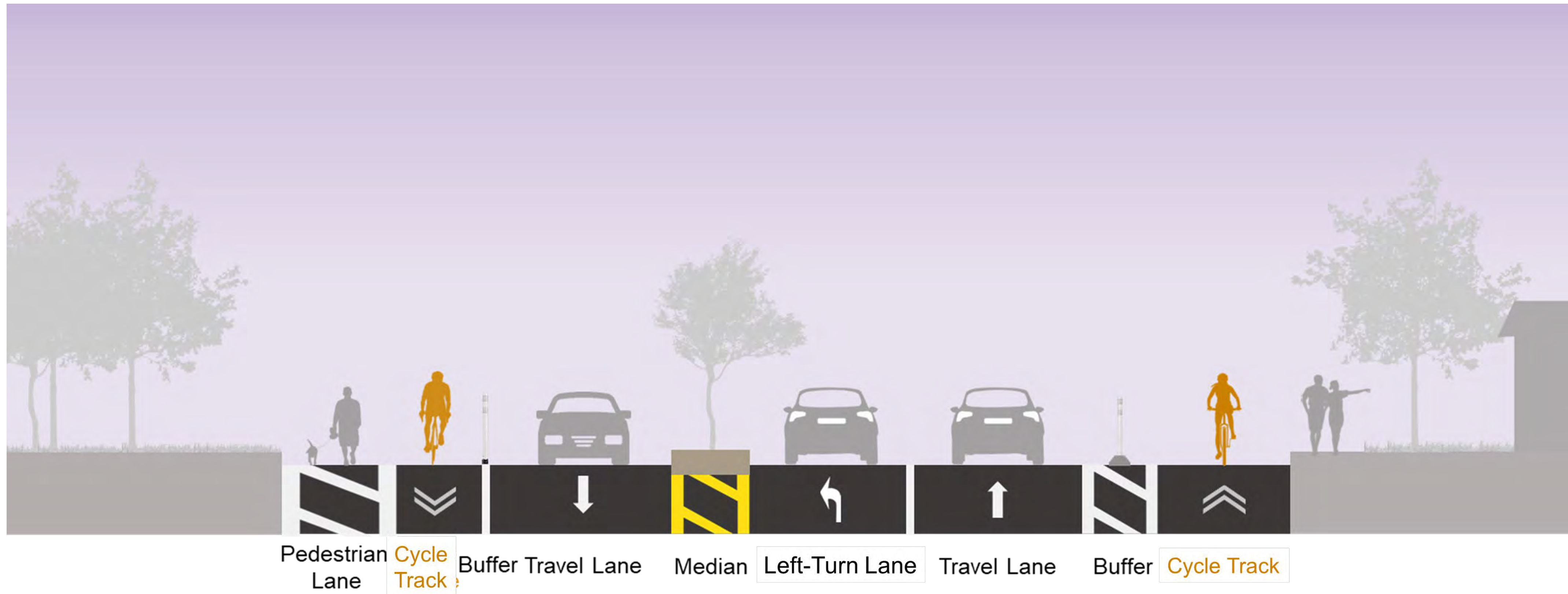
Existing



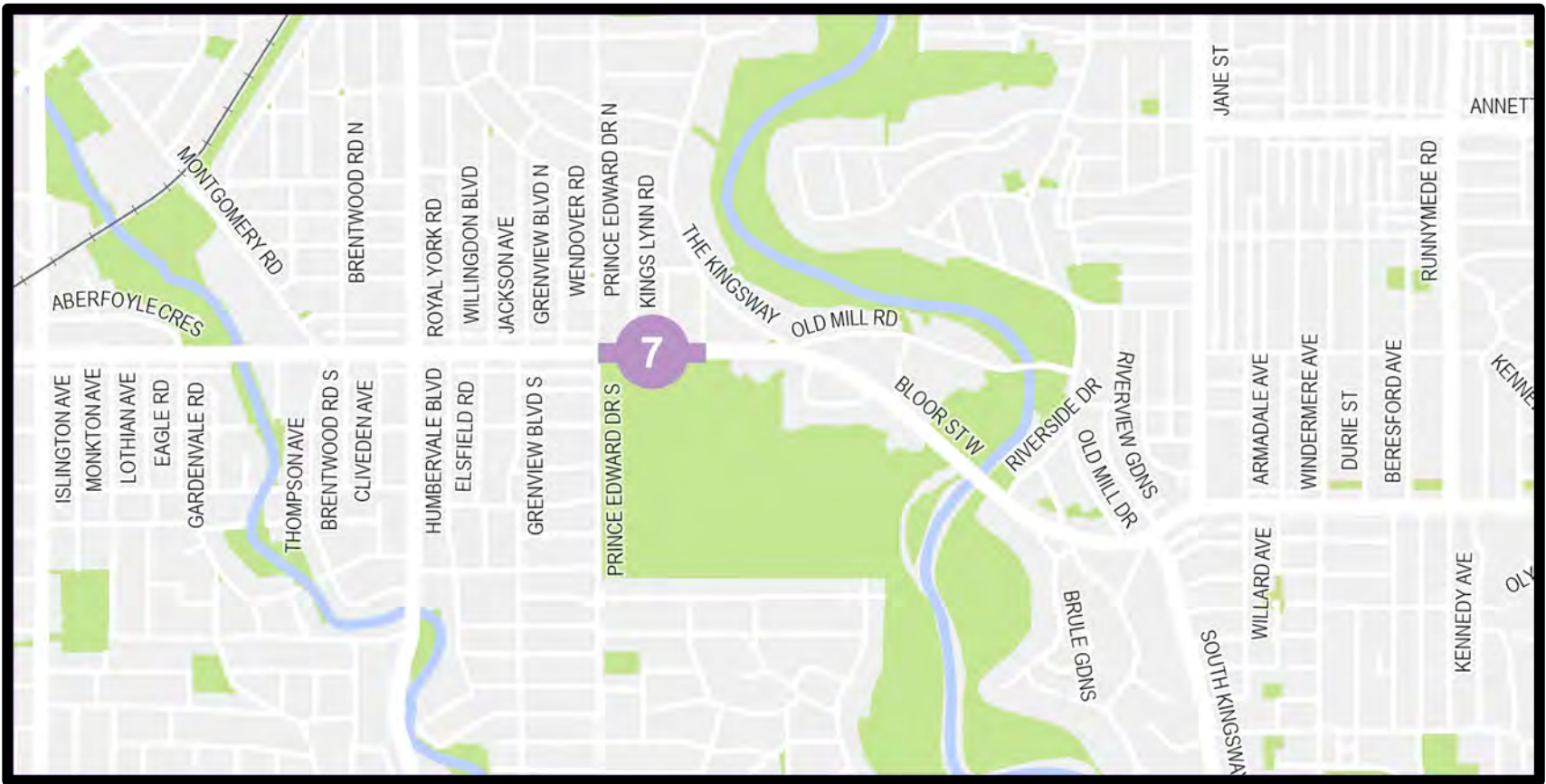
Summary of Changes

- One motor vehicle lane removed per direction
- Centre median maintained
- One temporary pedestrian lane added on the cemetery side while civil works to investigate feasibility of a new sidewalk are underway
- New cycle tracks

Proposed Interim Condition



Key Map

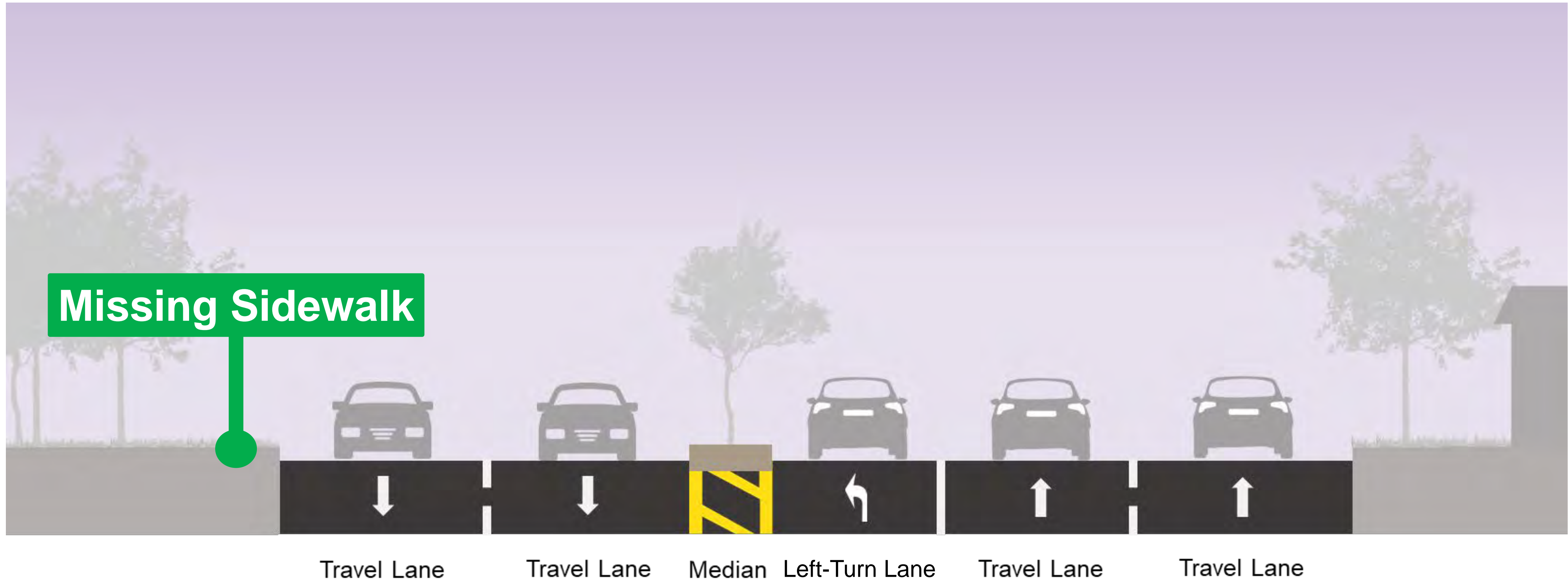


Segment 7 | Kingscourt Drive to Prince Edward Drive

(East of Prince Edward Drive intersection)



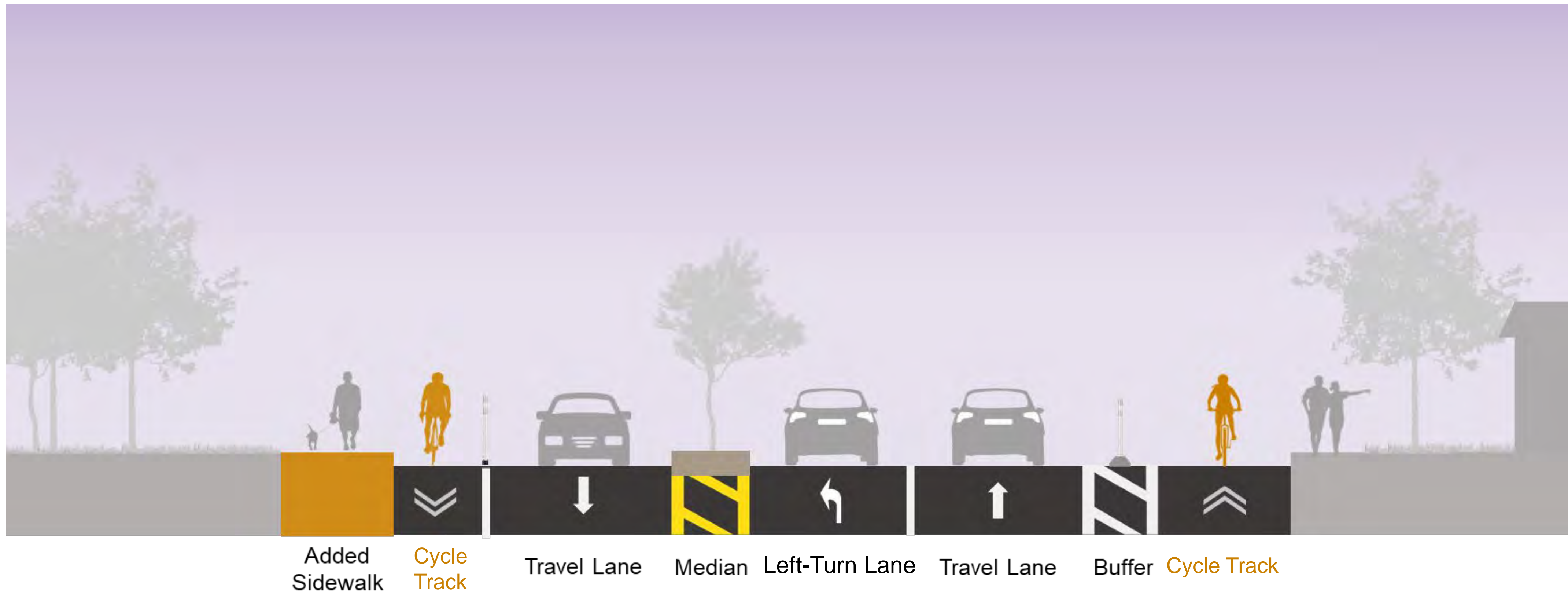
Existing



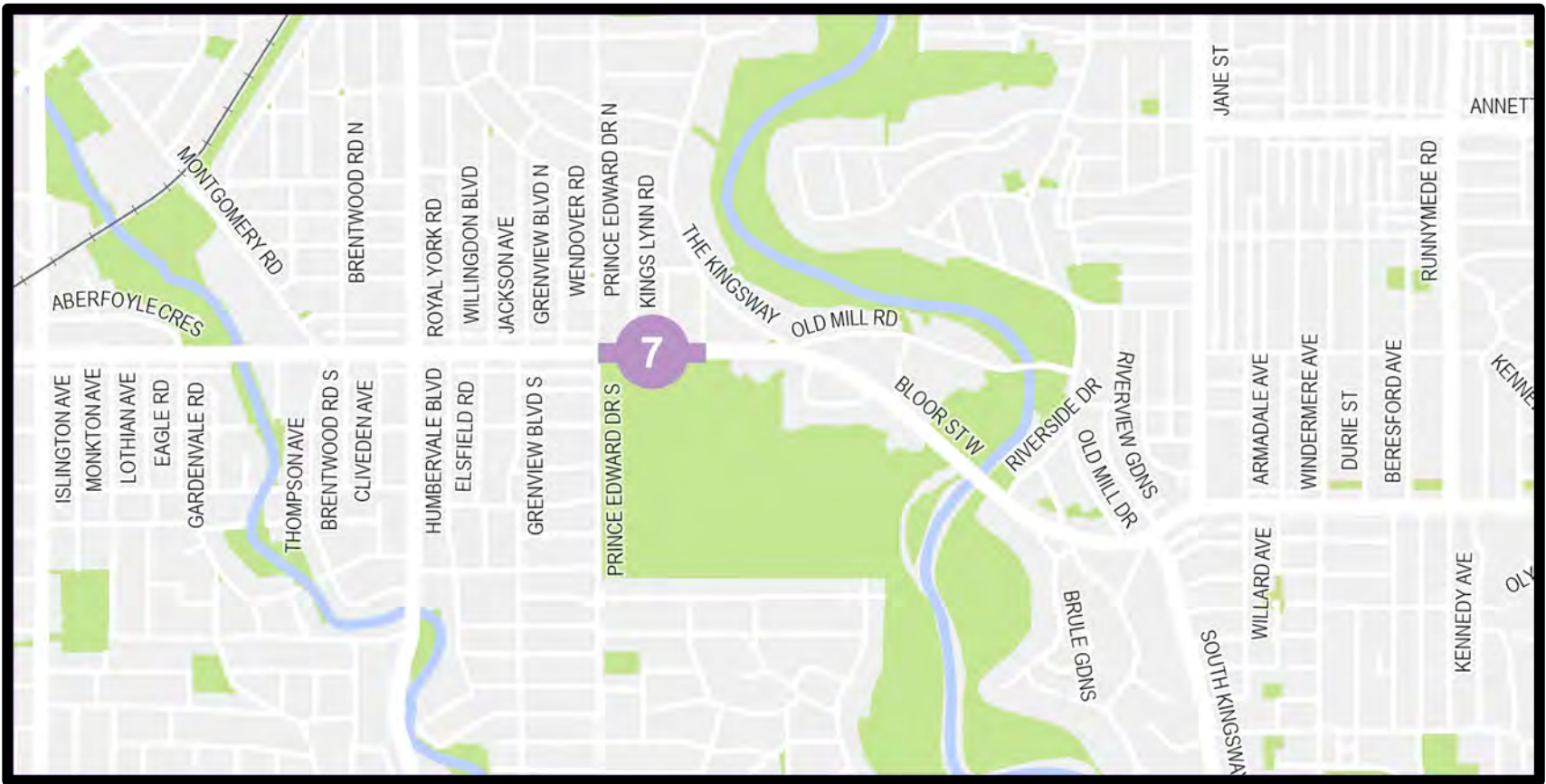
Summary of Changes

- One motor vehicle lane removed per direction
- Centre median maintained
- New permanent sidewalk added along the cemetery (pending feasibility review) beyond 2023
- New cycle tracks

Proposed Civil Works Condition



Key Map



Segment 7 | Kingscourt Drive to Prince Edward Drive



These artistic renderings illustrate the interim and ultimate conditions along the south side of Bloor Street West, just east of the Prince Edward Drive intersection. The sidewalk upgrade is still under review and subject to additional design work. This improvement would be delivered beyond 2023.



Existing



Interim



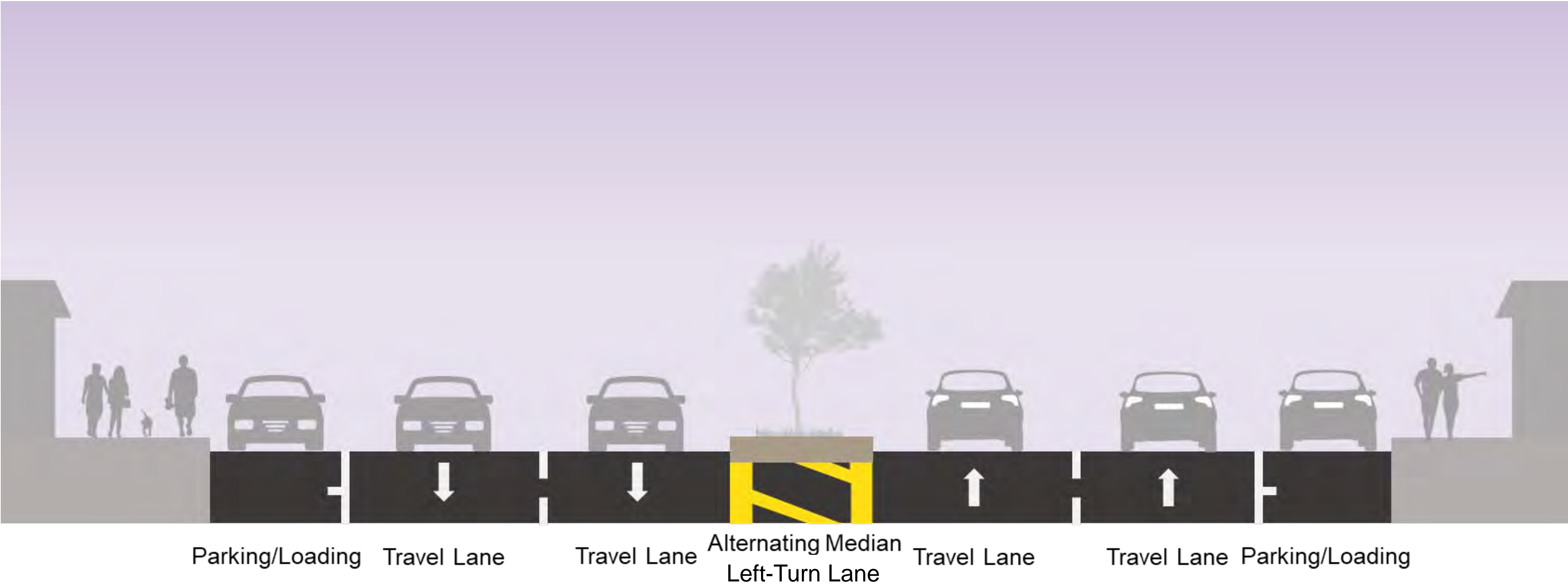
Ultimate

Segment 8 | Prince Edward Drive to Royal York Road

Typical Mid-block



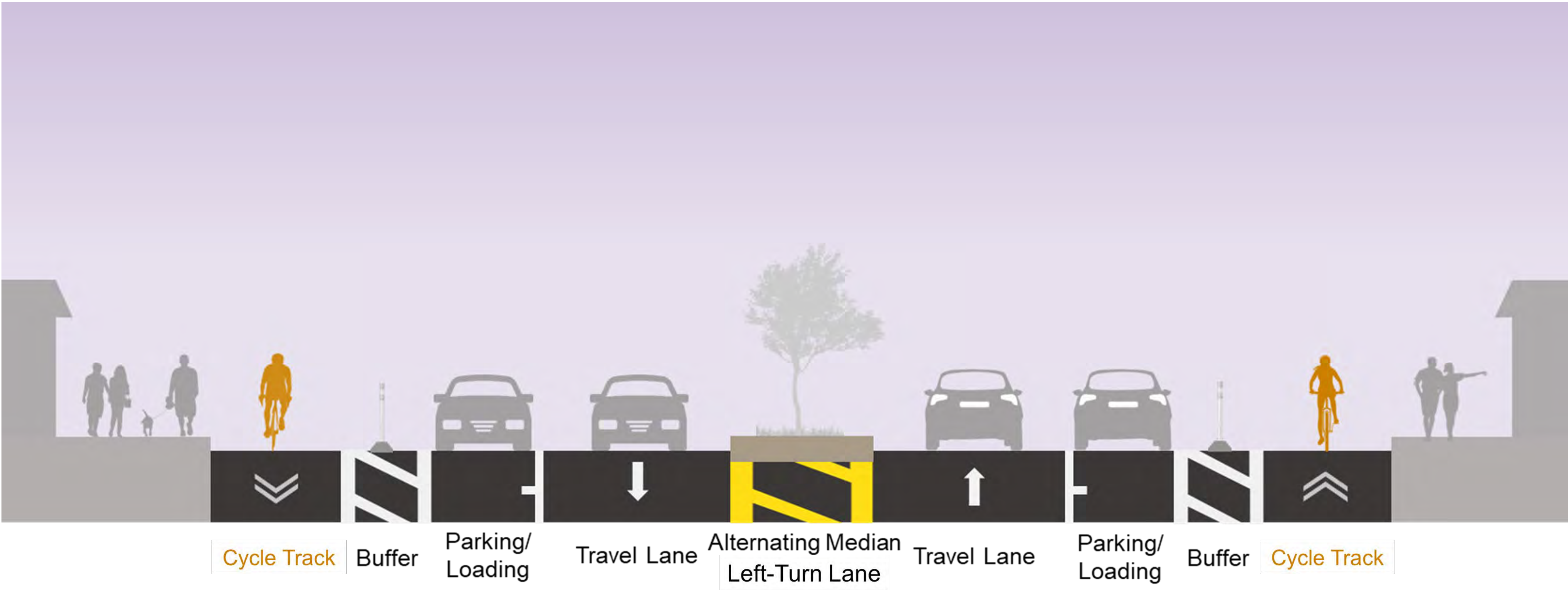
Existing



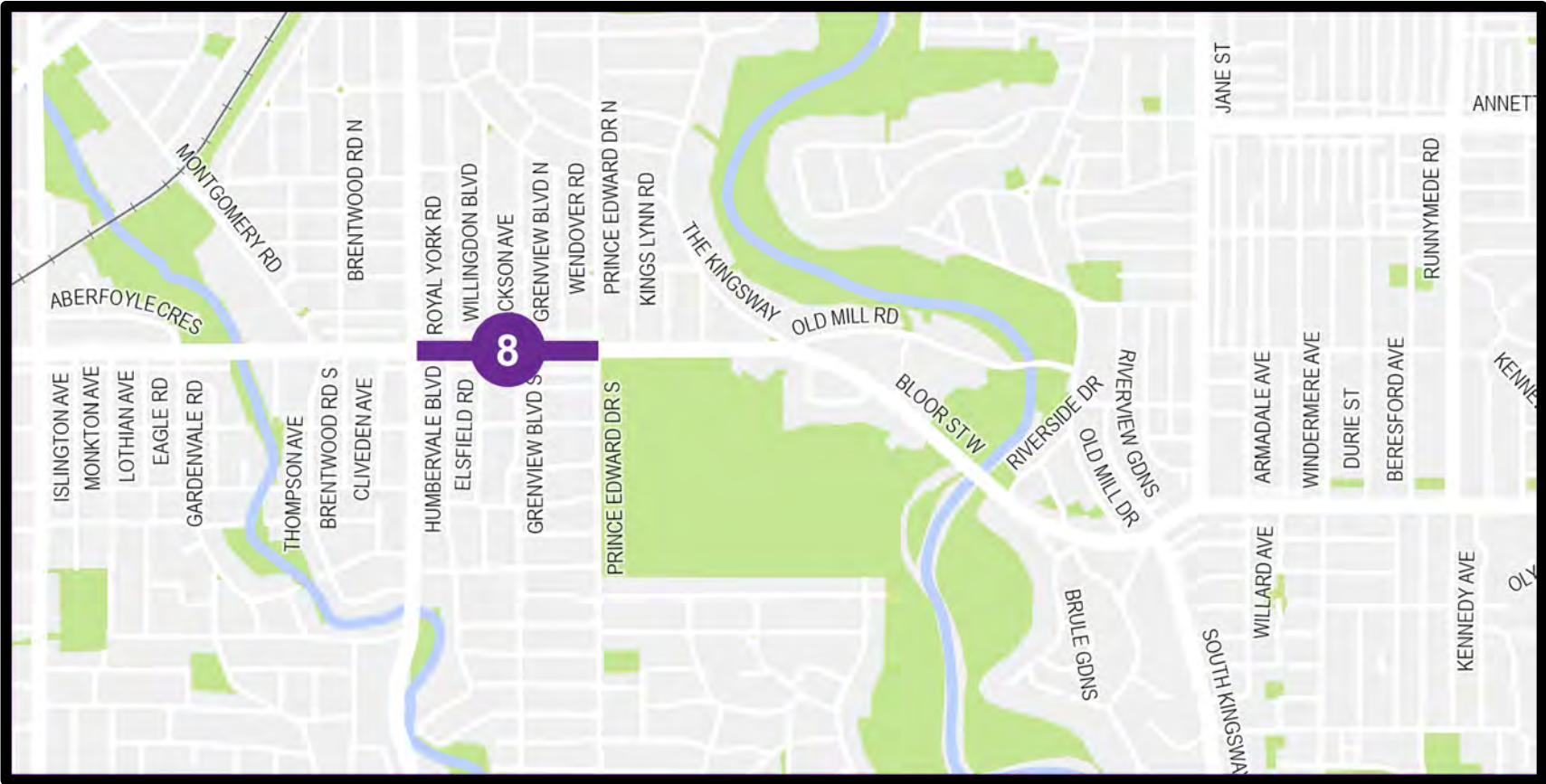
Summary of Changes

- One motor vehicle lane removed per direction
- Parking is retained on both sides in existing lay-bys but shifted towards motor vehicle lanes
- Median and left-turn lanes maintained
- New cycle tracks

Proposed

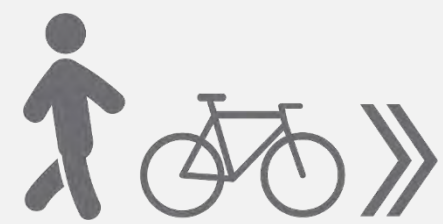


Key Map

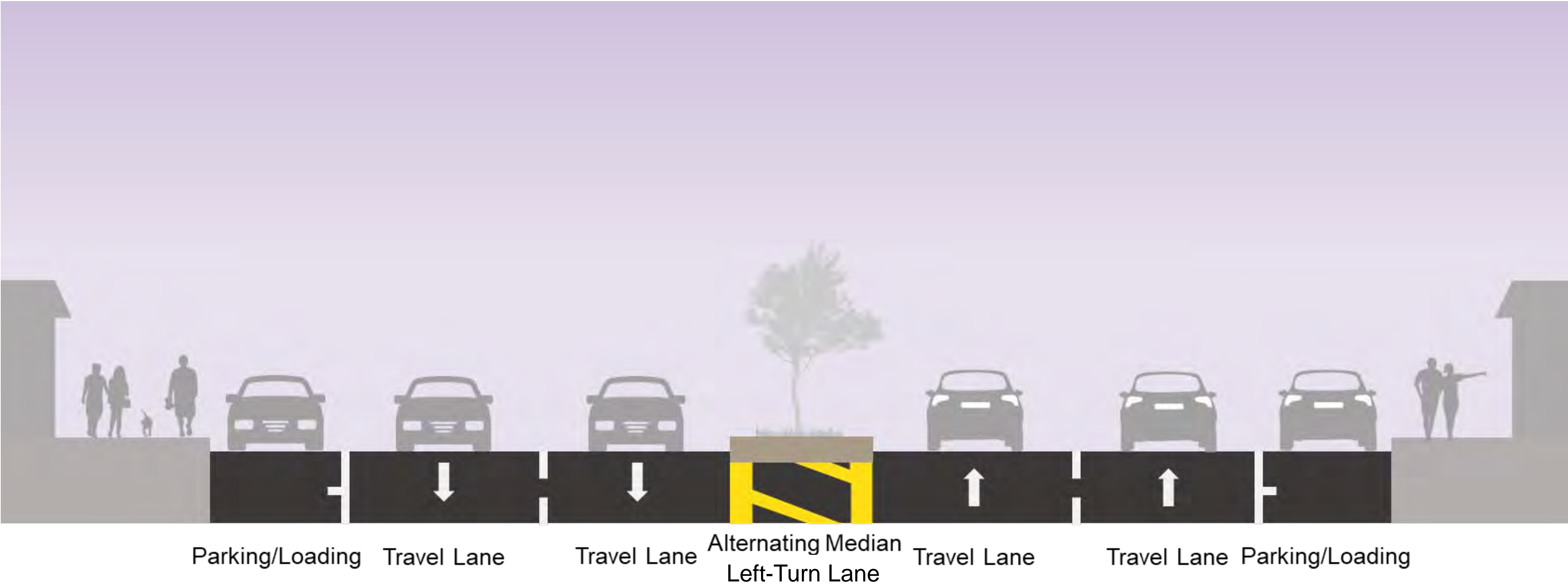


Segment 8 | Prince Edward Drive to Royal York Road

Typical Mid-block – Summer



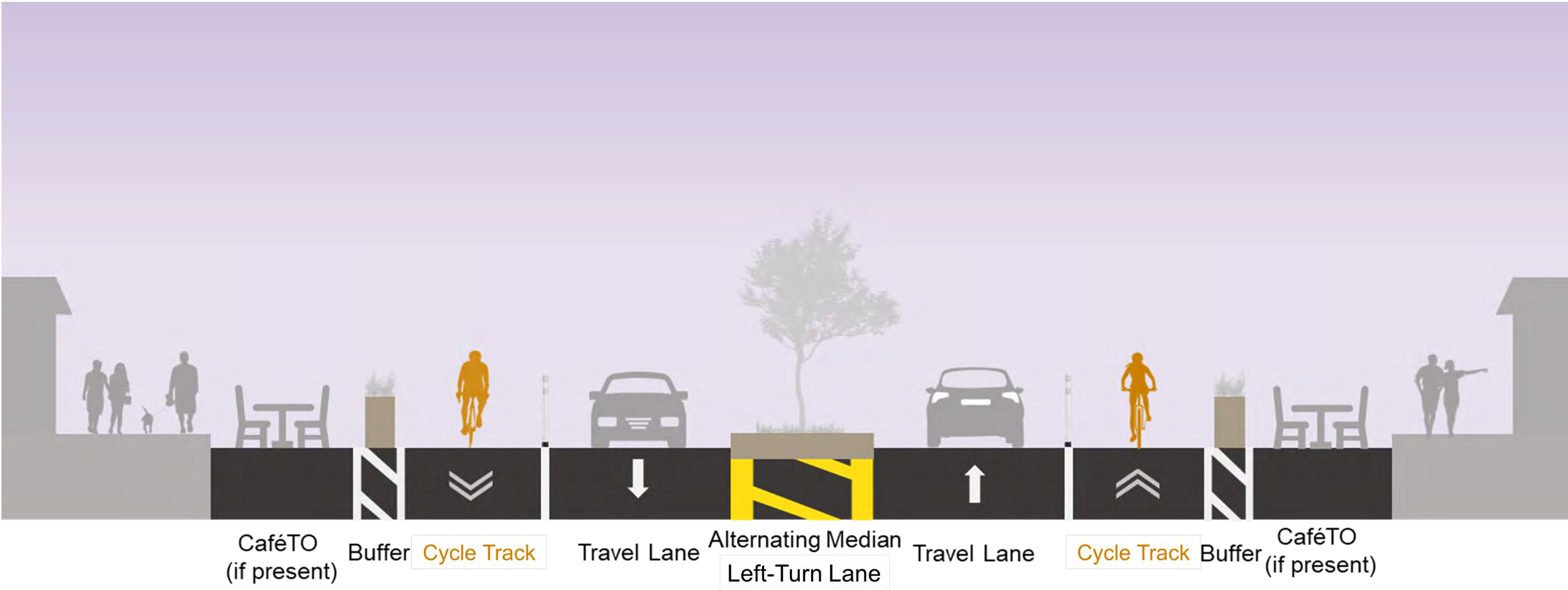
Existing



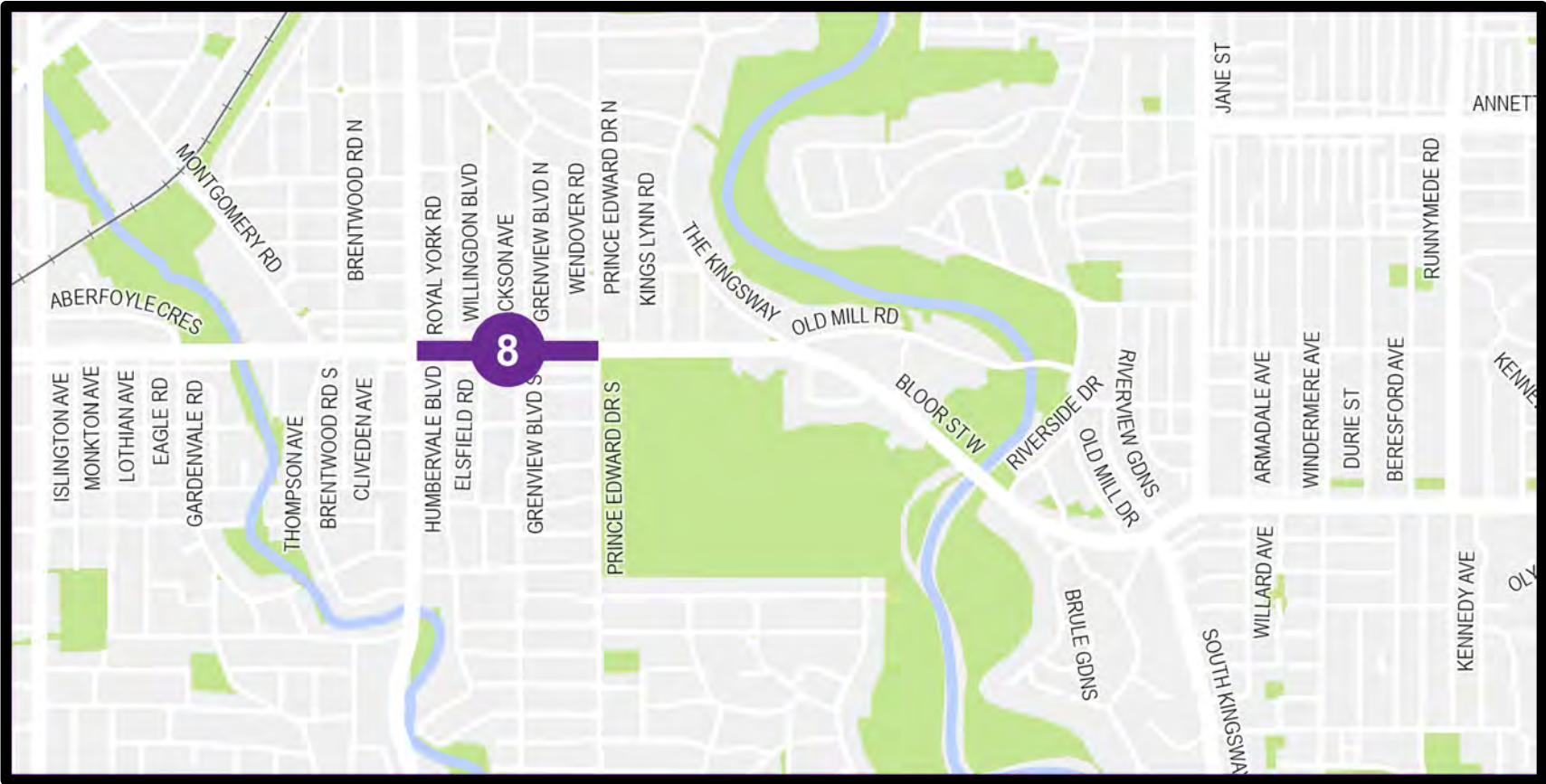
Summary of Changes

- One motor vehicle lane removed per direction
- Median and left-turn lanes maintained
- In the summer, lay-by parking can be converted to café space
- New cycle tracks

Potential Summer Condition



Key Map



Segment 8 | Prince Edward Drive to Royal York Road



This artistic rendering illustrates a typical mid-block condition. One motor vehicle lane is removed to add new cycle tracks.

Typical Condition



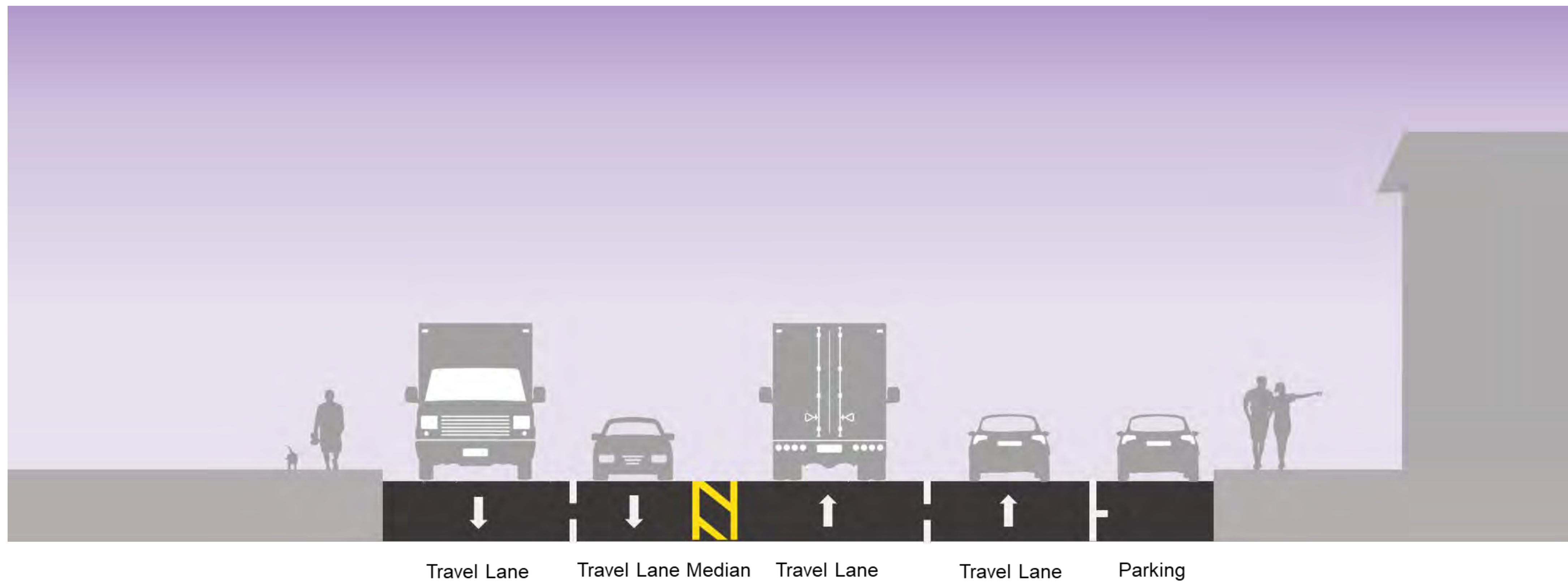
ARTISTIC RENDERING

Segment 9 | Royal York Road to Aberfoyle Crescent

Typical Mid-block



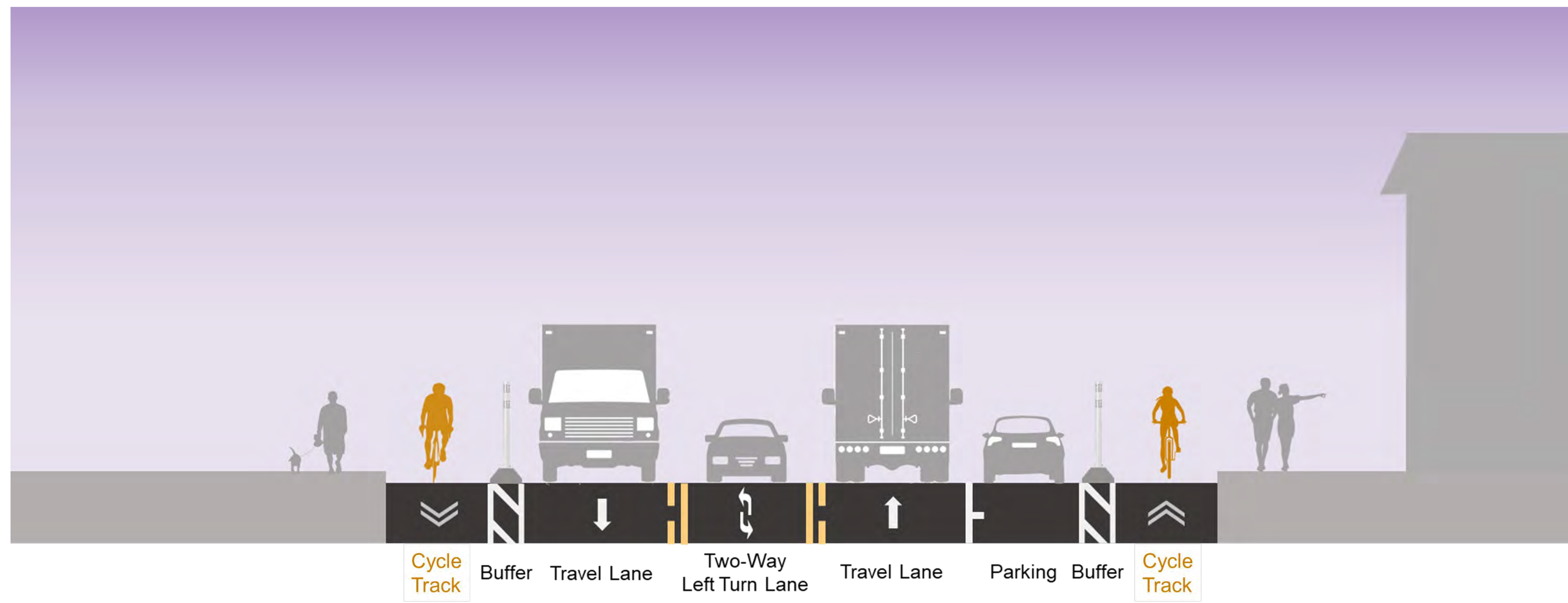
Existing



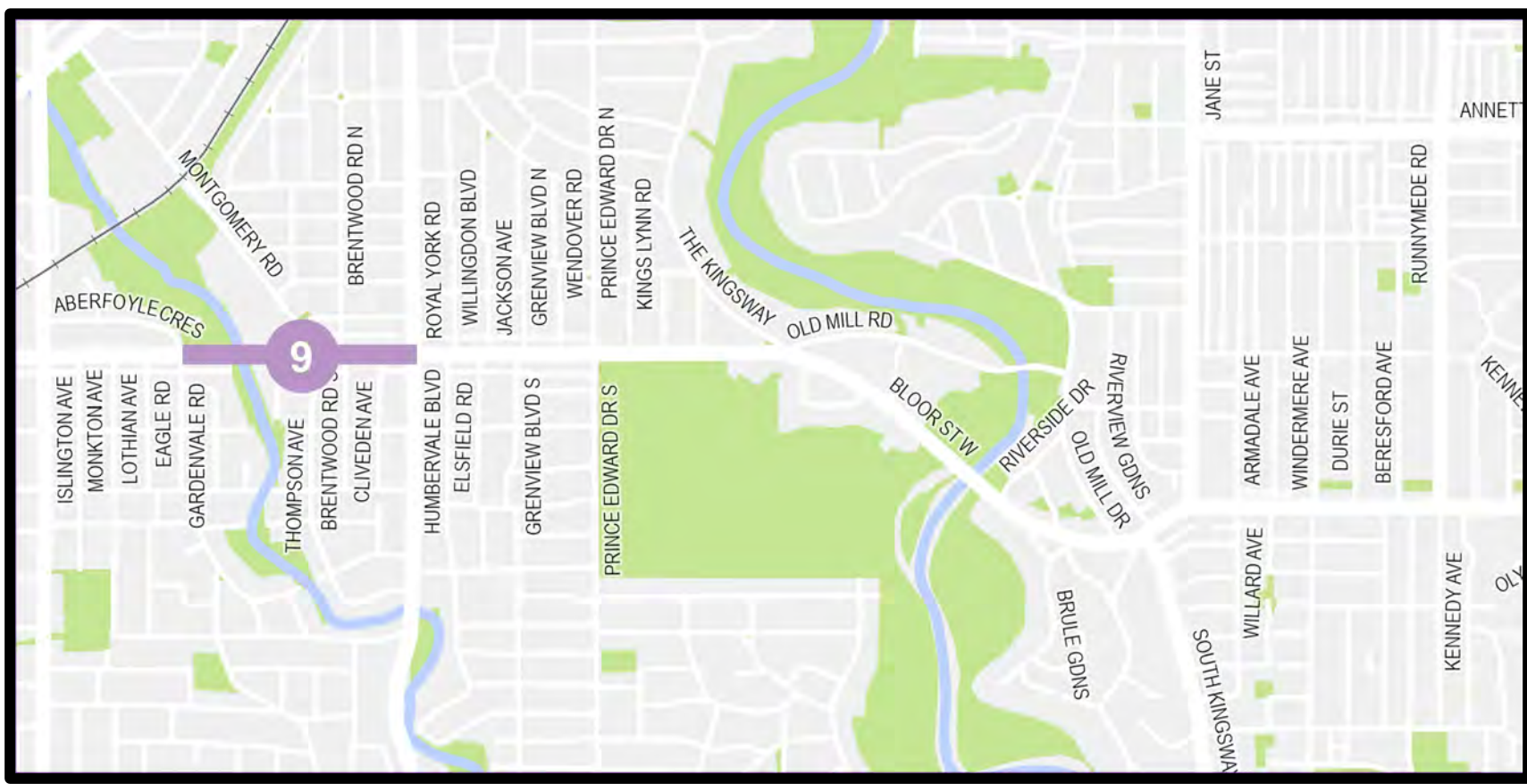
Summary of Changes

- One motor vehicle lane removed per direction
- Parking retained in existing lay-bys but shifted outside cycle tracks
- New two-way left-turn lane
- Existing turn lanes at intersections maintained (not shown)
- New cycle tracks

Proposed

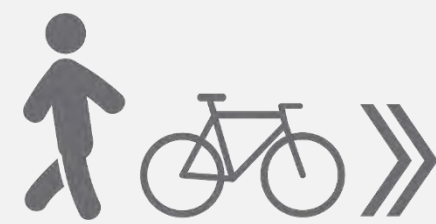


Key Map

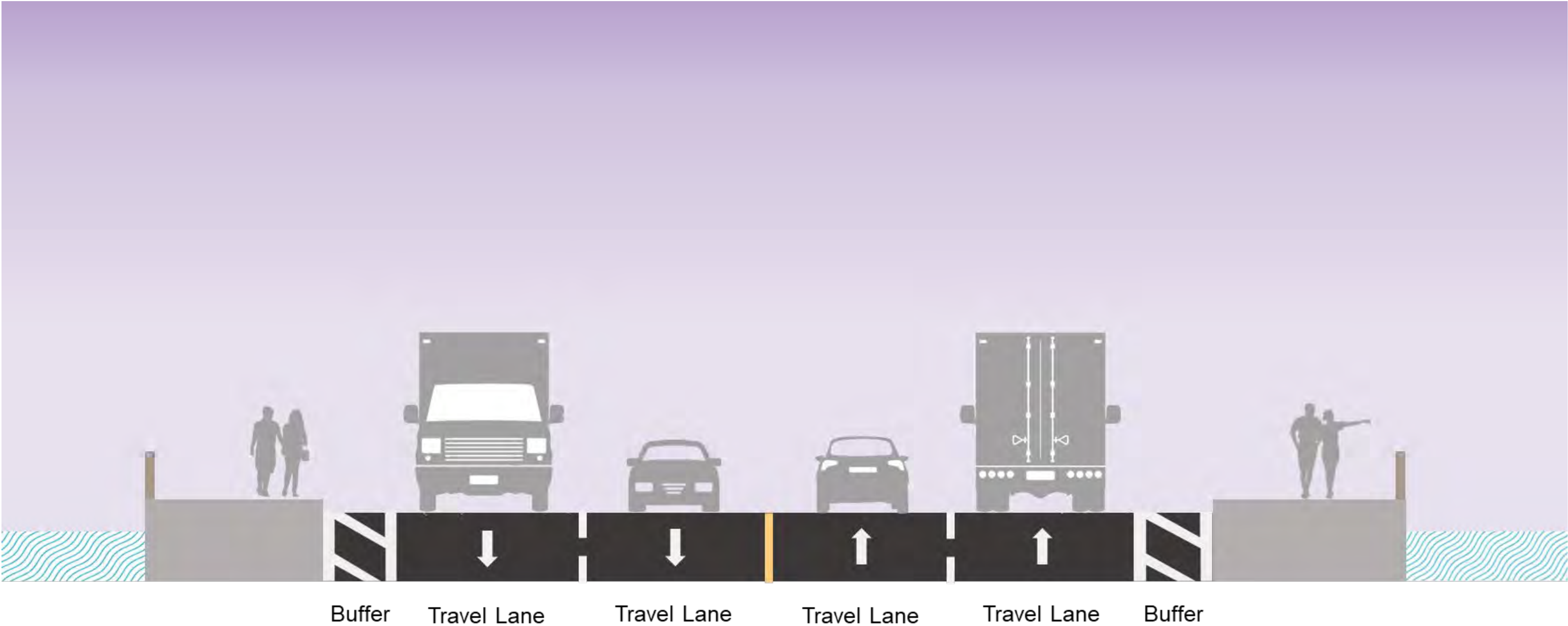


Segment 9 | Royal York Road to Aberfoyle Crescent

Mimico Creek Bridge



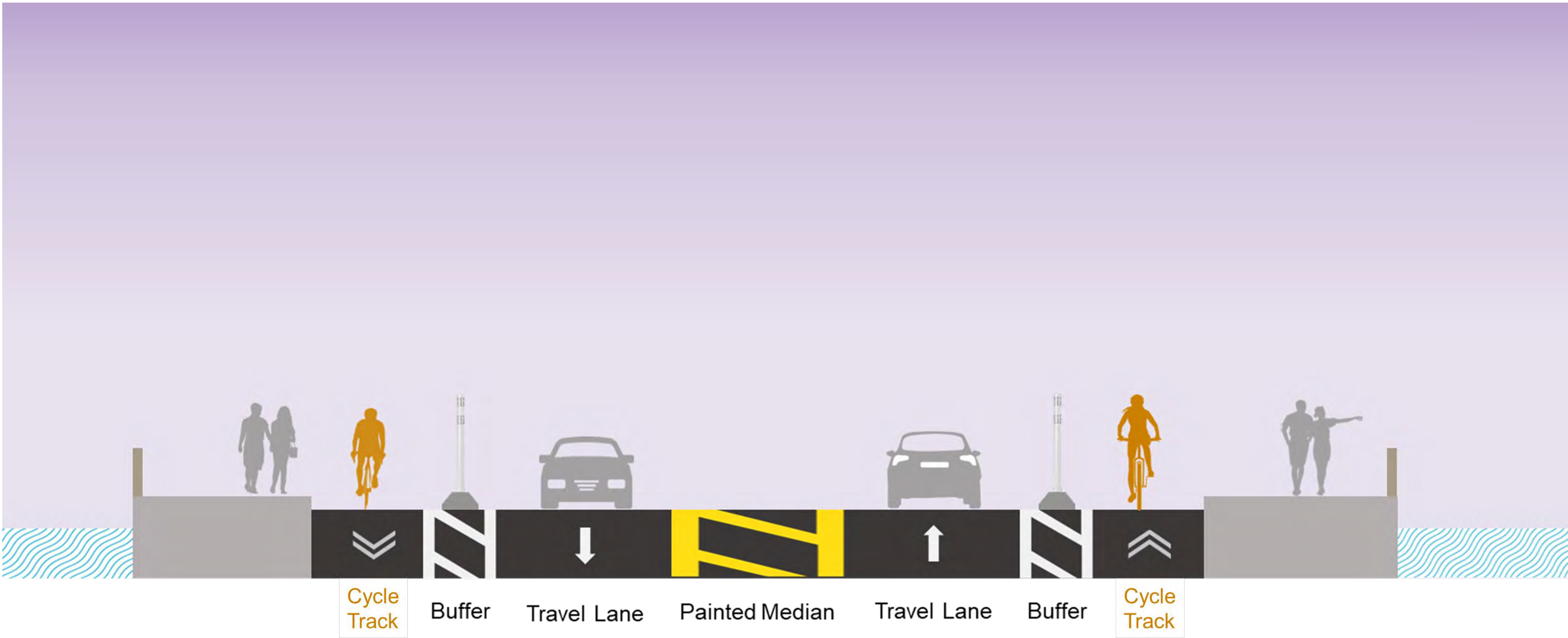
Existing



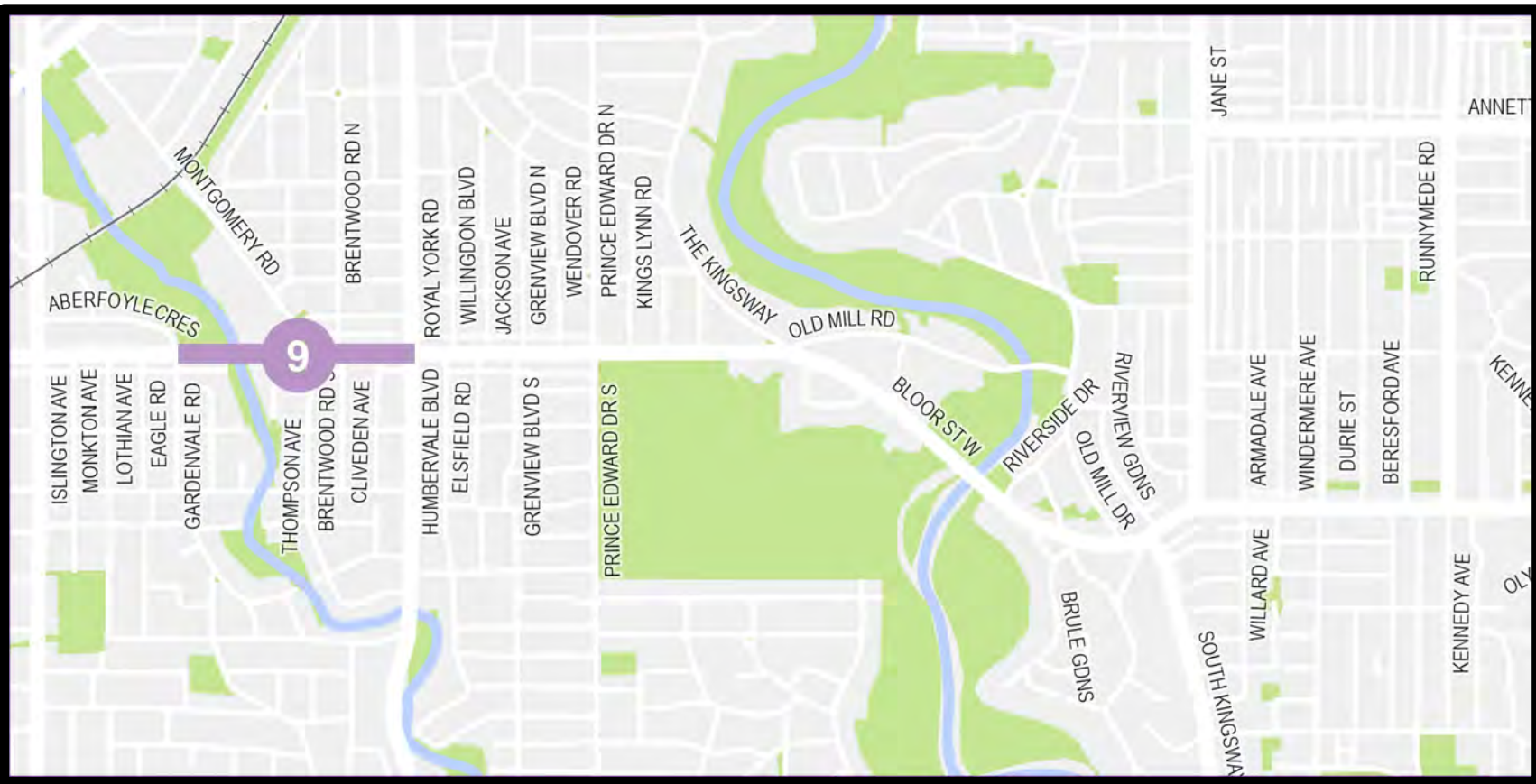
Summary of Changes

- One motor vehicle lane removed per direction
- Painted median added
- New cycle tracks

Proposed



Key Map

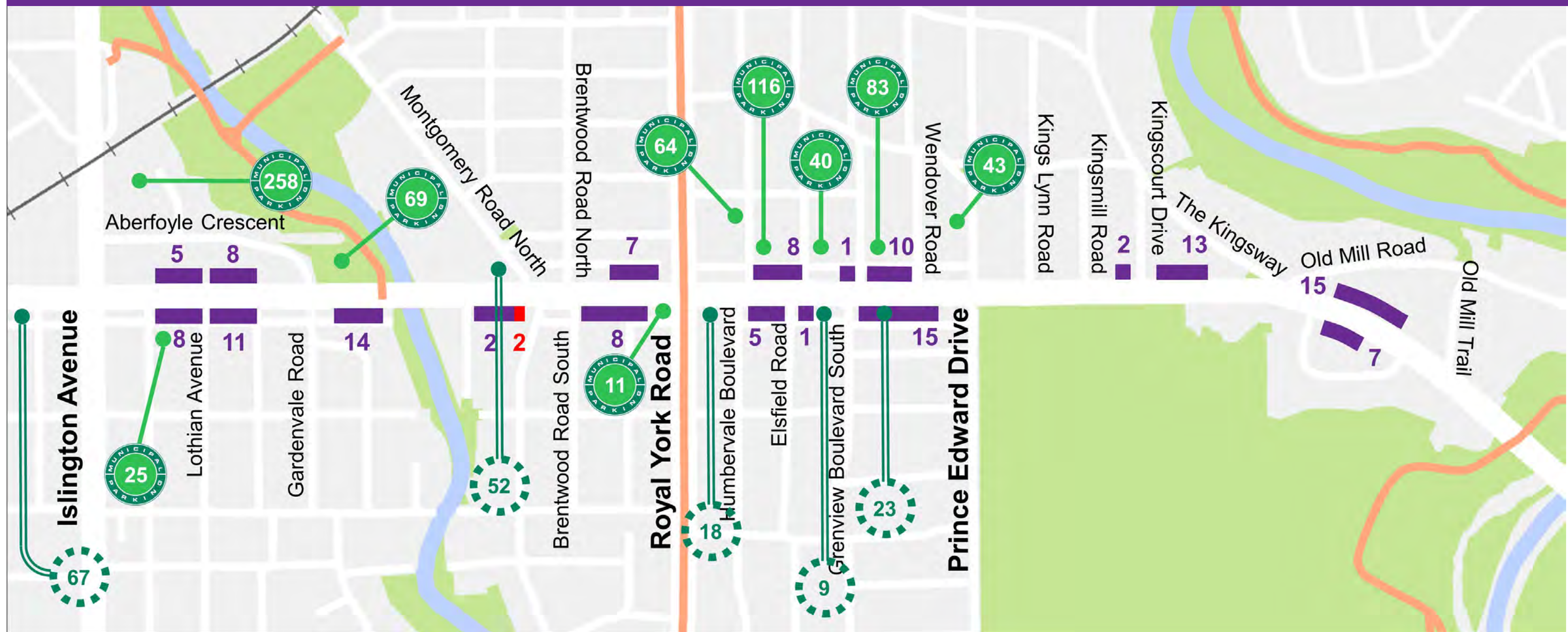


Proposed On-Street Parking and Loading

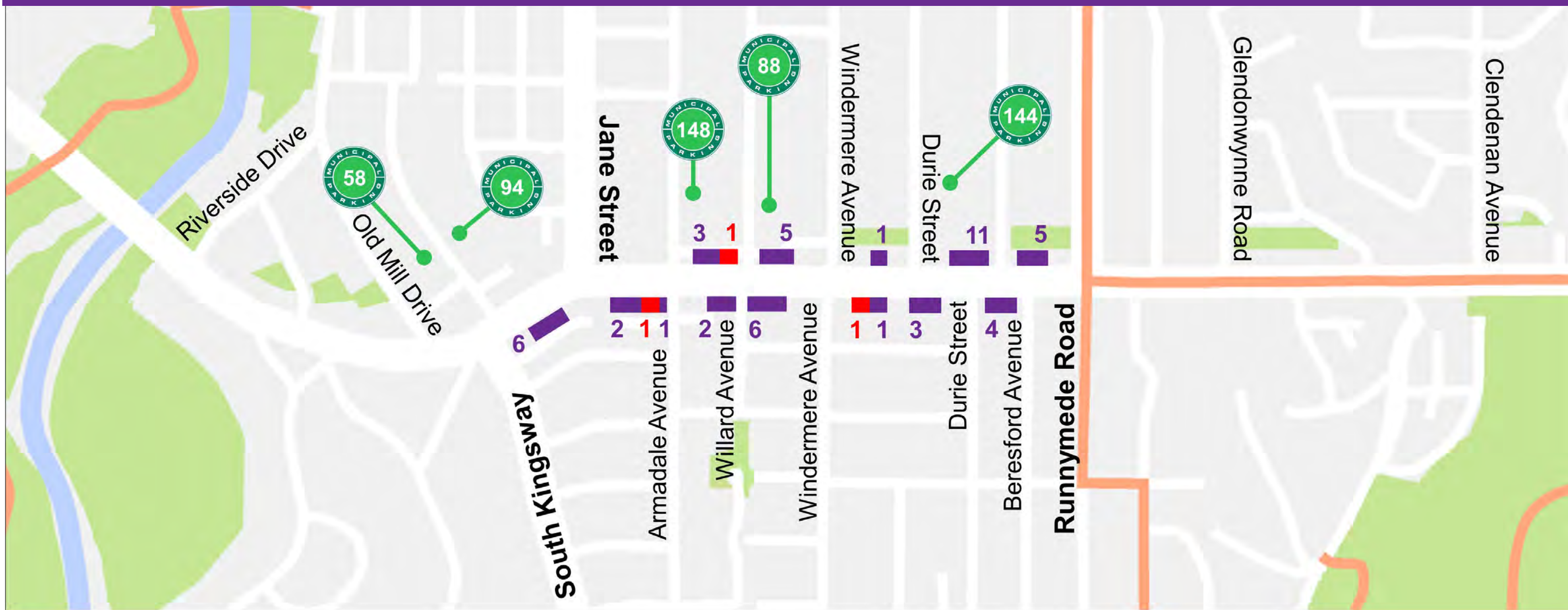


The maps below show the locations of proposed on-street parking spaces.
No changes are proposed to the Green P or private development parking lots as part of this project.

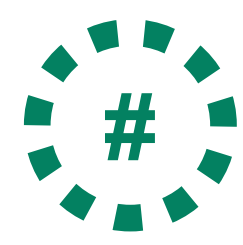
Old Mill Trail to Islington Avenue



Runnymede Road to South Kingsway



Municipal Parking Lot Spaces



Off-Street Parking Lot Spaces
(Private Development)



Number of Parking Spaces



Parking (Lay-By)



Accessible Parking Space



Parking (No Lay-by)

Summary of Parking & Loading Impacts (Phase I)



Approximately 92 on-street parking spaces would be removed to accommodate the proposed design.

Segment	Existing Parking Spaces	Proposed Parking/ Loading Spaces	Possibility to add additional parking after installation
Aberfoyle Crescent to Royal York Road	North: 20 South: 43 + 2 accessible	North: 18 South: 20	Yes, subject to further design review
Royal York Road to Prince Edward Drive	North: 24 South: 28 + 1 accessible	North: 19 South: 21	Yes, subject to further design review (+2 spaces)
Prince Edward Drive to Kingscourt Drive	North: 4	North: 2	Yes, subject to further design review (+1 space)
Kingscourt Drive to Old Mill Trail	North: 32 South: 12	North: 28 South: 7	Yes, subject to further design review (+1 space)
Old Mill Trail to Riverside Drive	None	None	N/A
Riverside Drive to South Kingsway	None	None	N/A
South Kingsway to Armadale Avenue	North: 8 South: 15	North: 0 (Bus Lane) South: 9 + 1 accessible loading zone	No
Armadale Avenue to Runnymede Road	North: 46 South: 25	North: 25 + 1 accessible loading space South: 16 + 1 accessible loading zone	Yes, subject to further design review (+3 spaces)

Traffic Impacts (Phase 1)



A traffic study is a core component of the Bloor Street West Complete Street project. Traffic modelling software is used to analyze intersection operations. To inform the traffic analysis, traffic counts were collected on weekdays in May 2022. Count data collected in May 2022 reflects the “new normal” traffic conditions within the City of Toronto (post COVID-19 lockdowns).

To date, the project team has developed:

- An “**existing conditions**” model that represents traffic as it currently exists today, including rush hours.
- A “**complete streets**” model that represents complete street conditions, including:
 - Changes to the lane configuration
 - Signal timing changes

Vehicular traffic is expected to be impacted to accommodate the proposed complete streets design, especially the removal of a traffic lane in each direction. Traffic impacts would be mitigated by:

- Maintaining, adding or extending turn lanes at intersections
- Reallocating more green signal time for the busiest movements
- Adding centre two-way left-turn lanes to accommodate left-turning vehicles



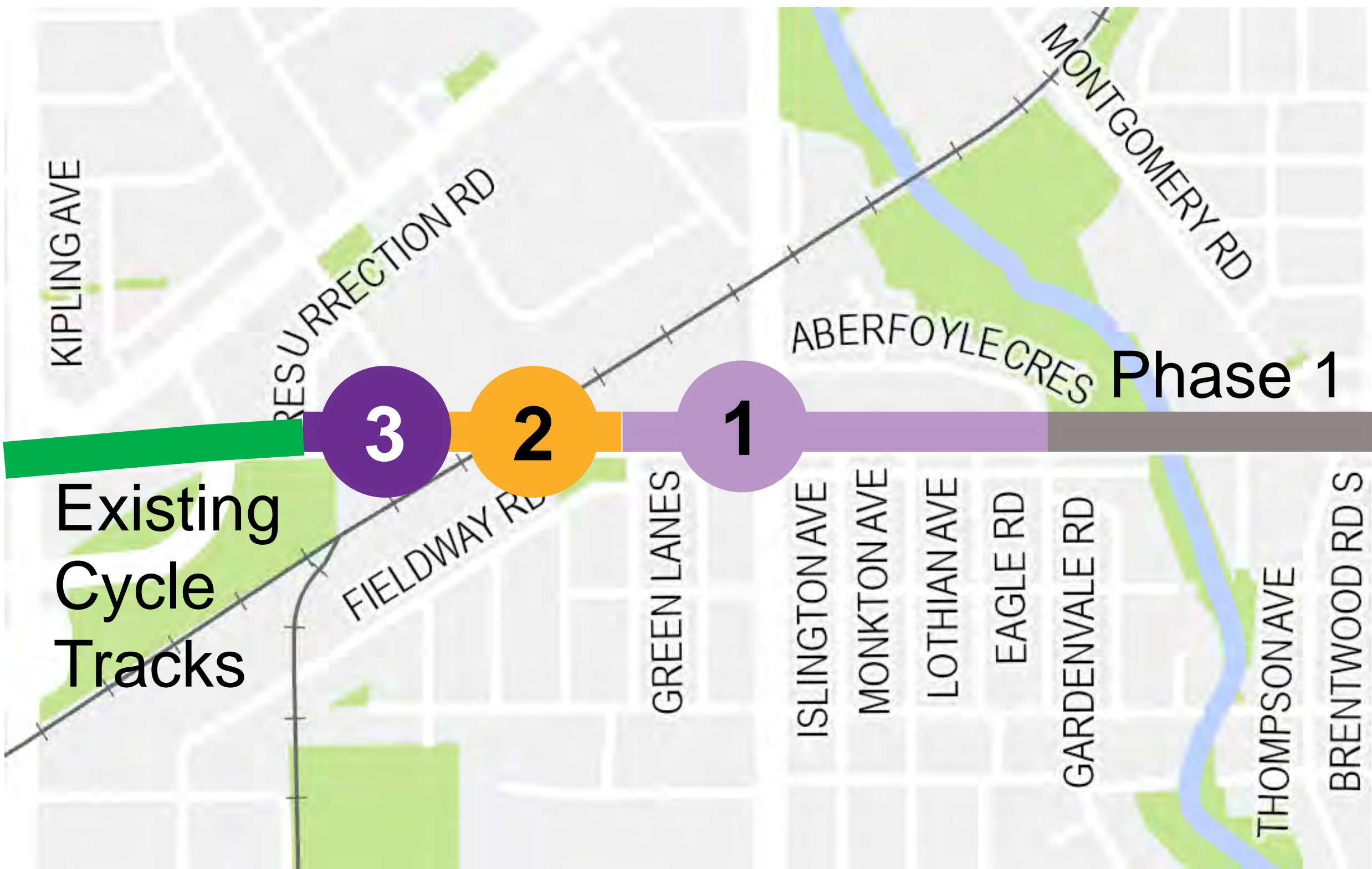
Traffic queues along Bloor Street in existing conditions

Phase 2 (Aberfoyle Crescent to Resurrection Road): Design Overview

Phase 2 (Aberfoyle Crescent to Resurrection Road) Design Overview

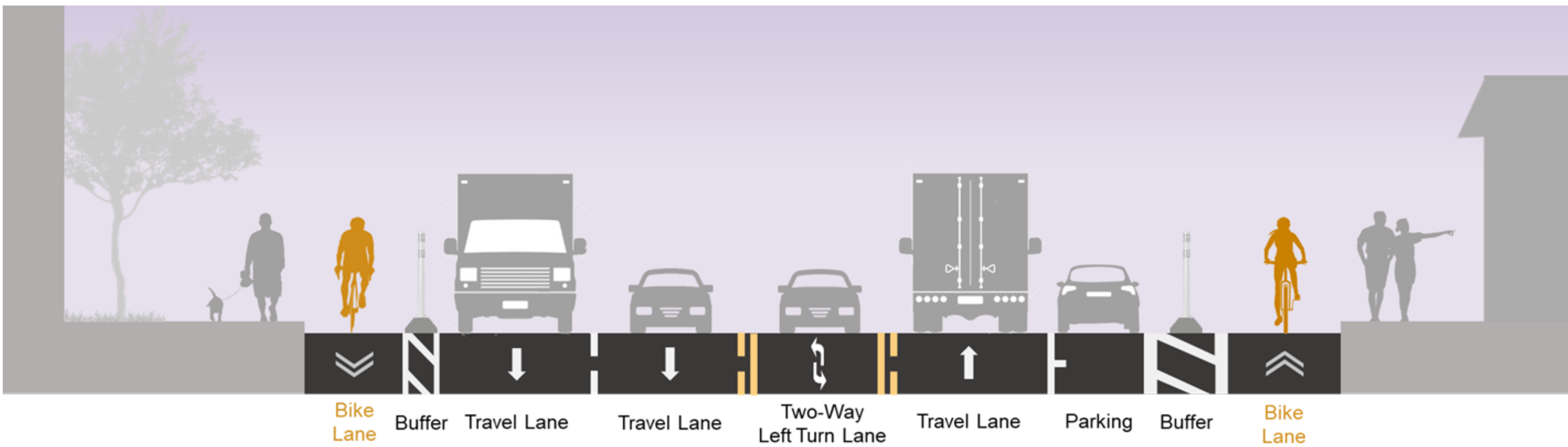


Additional information on the design details for Phase II will be available later in 2023 and will be shared on the project webpage.



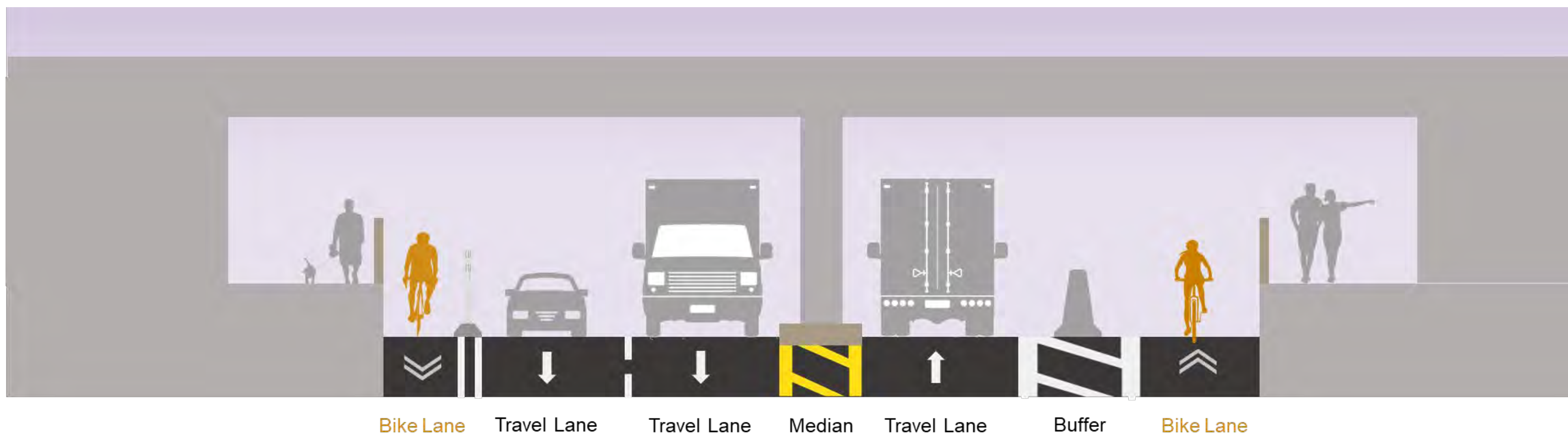
There is more existing road space available within Phase 2 compared to Phase 1, so it is possible to maintain two westbound motor vehicle lanes to tie into the existing configuration from Resurrection Road towards Dundas Street West.

1 West of Green Lanes to West of Mimico Creek



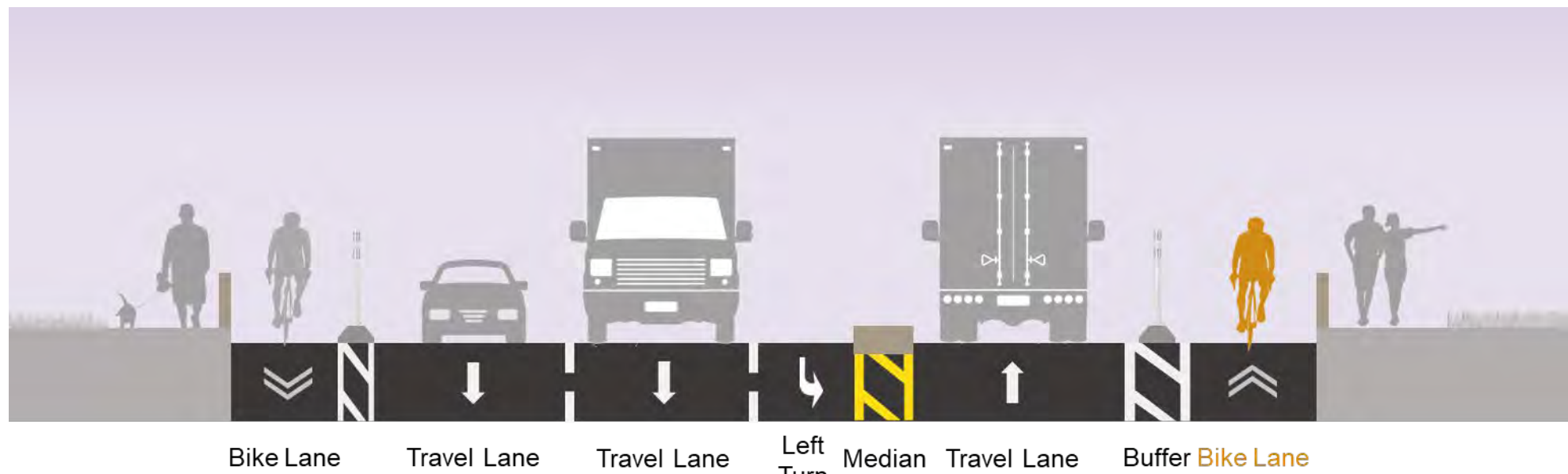
Mid-block at Parking Lay-by:
Two Westbound Lanes & One Eastbound Lane

2 GO Rail Underpass

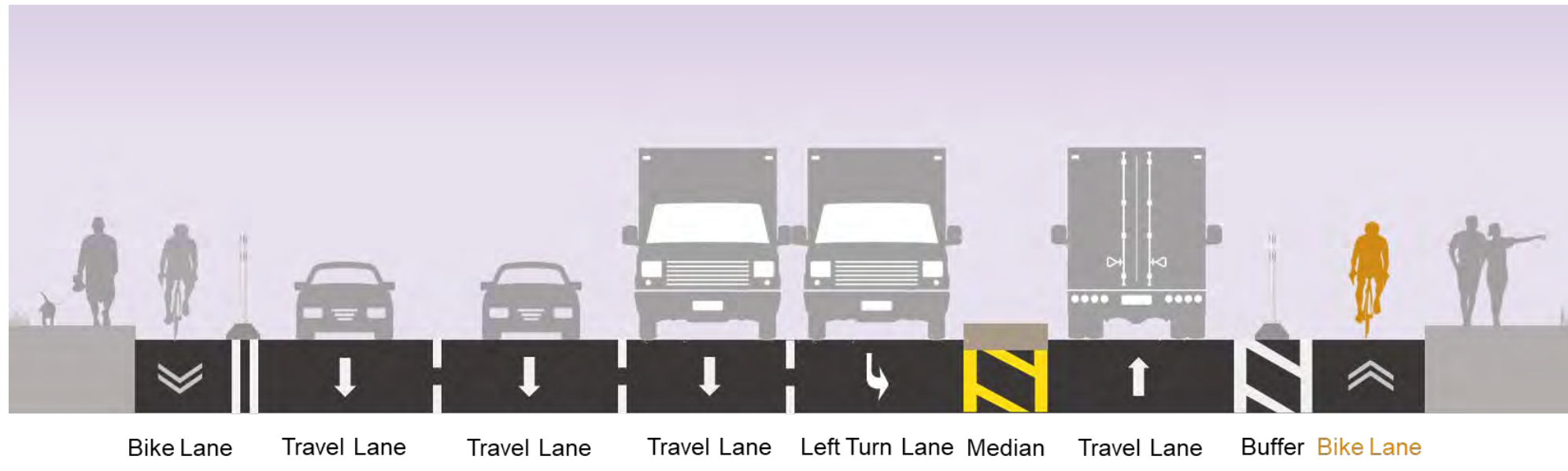


Mid-block: Two Westbound Lanes & One Eastbound Lane

3 Resurrection Road to West of GO Rail Underpass



Mid-block: Two Westbound Lanes & One Eastbound Lane



At Resurrection Road Intersection
(facing east)

Complete Streets Design Features

Design Features | Complete Streets



These are examples of elements that can improve safety and comfort for various road users along the corridor.

Types of Physical Separation: Cycle Tracks

A variety of separator types will be provided through this project, depending on the context and buffer width.



Flexible Bollards on Pre-cast Concrete Curbs



Concrete Low Wall Barriers



Planters

Placemaking Opportunities

There are opportunities to incorporate street-scaping elements to improve the pedestrian experience.



Summer Café Design



Pedestrian Lane



Artistic Curb Extensions

Typical Loading + Wheel-Trans Accommodations

Loading opportunities for businesses and Wheel-Trans have been reviewed. Opportunities for loading include mid-block, intersections and side streets.



Mid-block Loading (Raised Platform)



Intersection Loading



Side Street Corner Loading

Transit Stop Configurations

At transit stops, raised platforms will be provided at as many locations as possible. In some locations, buses will pull into the bikeway to load / unload.



Raised Platform



Conventional Stop

Next Steps & Process

Project Timeline



We are here



Once installation is finished, the project is not yet complete. It takes time for people to adjust to change.

- Immediately following installation and up to one year after, the City will:
- 1. Observe new travel behaviour along the corridor and on parallel streets
 - 2. Conduct new traffic counts on affected streets
 - 3. Continue to collect, record and analyze feedback
 - 4. Evaluate before and after conditions
 - 5. Implement civil upgrades that can improve the project

- If there are still operational challenges, the City will consider:
- 1. Adjusting the design or adding turn and through-restrictions or changes to parallel streets
 - 2. Increasing parking set backs to improve sight lines
 - 3. Adding watch your speed signs or other safety enhancements
 - 4. Working with partners to make related changes such as bus stops, Bike Share stations etc.



Key Dates:

- Report to Infrastructure & Environment Committee and City Council in June 2023
- Proposed Phase 1 installation beginning in Summer 2023 (pending City Council approval)
- Installation of Phase 1 & 2 planned for completion by 2024

Please provide comments through the online feedback form by April 27, 2023

CONTACT US

If you have any questions or concerns, please contact:

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bloorcompletestreet@toronto.ca

416-338-1066

Or visit: toronto.ca/BloorWest