

June 2023

Bloor Street West Cycling Extension

The Bloor Street West Complete Street Extension project between Runnymede Road and Resurrection Road began in fall of 2022. The project proposes road safety improvements, cycle tracks, and public realm upgrades to meet Toronto’s Vision Zero Road Safety Plan and Climate Change Action Plan goals. Changes to Bloor Street West will be made with materials that can be installed quickly, such as bollards, roadway paint, planters and signage. No major road reconstruction is planned. Installation is planned in two phases in 2023 and 2024.

In winter 2023, public and stakeholder consultation on the Bloor Street West Complete Street Extension project began to introduce the project and identify the different priorities and needs of businesses, members of the public, and other key stakeholders. A summary of the consultation activities included as part of this round of engagement are listed below:

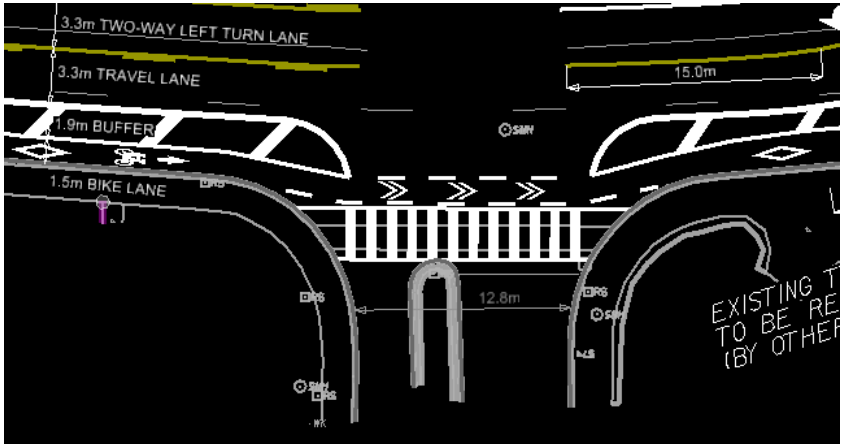
- Individual stakeholder and ratepayer association meetings: January 2023 to May 2023
- Loading and delivery survey for businesses: open from January 23, 2023 to February 6, 2023
- Virtual stakeholder meeting: April 4, 2023
- Two public drop-in events: April 12, 2023 and April 13, 2023
- Online feedback form: open from March 23, 2023 to April 27, 2023
- School engagement and facilitation: May 4, 2023

Communication efforts also included a project website, targeted emails to project stakeholders (local resident associations, schools, Business Improvement Areas (BIAs) and other organizations), and over 33,894 notices distributed throughout the project area in advance of the public drop-in events. Approximately 1,700 responses were received through the public online feedback form.

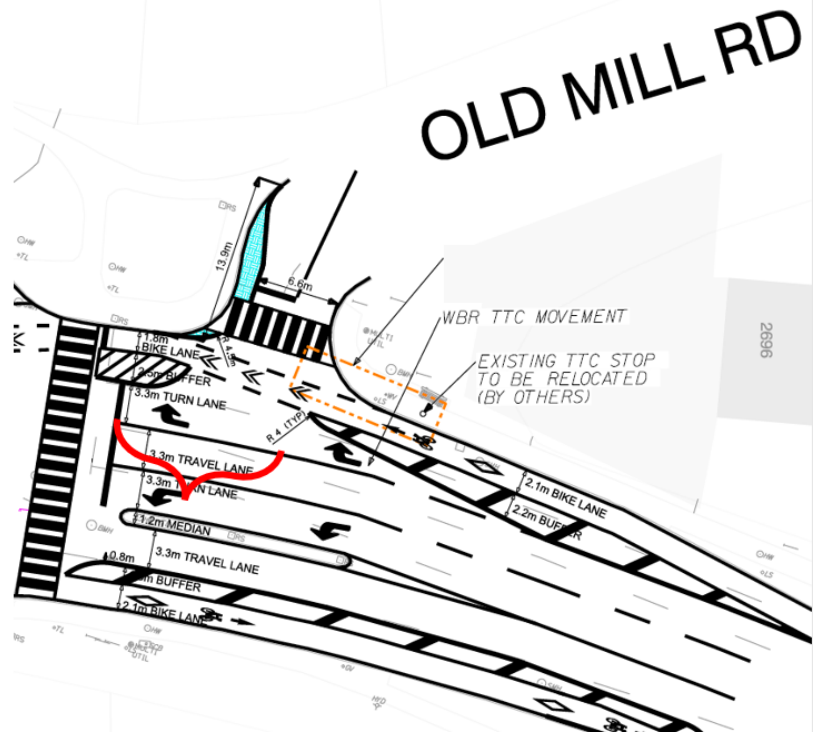
Overall, this round of consultation identified a contrast between community members who are highly supportive of a complete streets approach and the proposed cycling facilities, and community members who have concerns about traffic congestion impacts with the proposed changes.

The project team has reviewed comments and identified actionable comments that can be incorporated into design or operational changes for this project. The following table provides a summary of comments that have been incorporated and provides information on the corresponding changes from what has previously been presented.

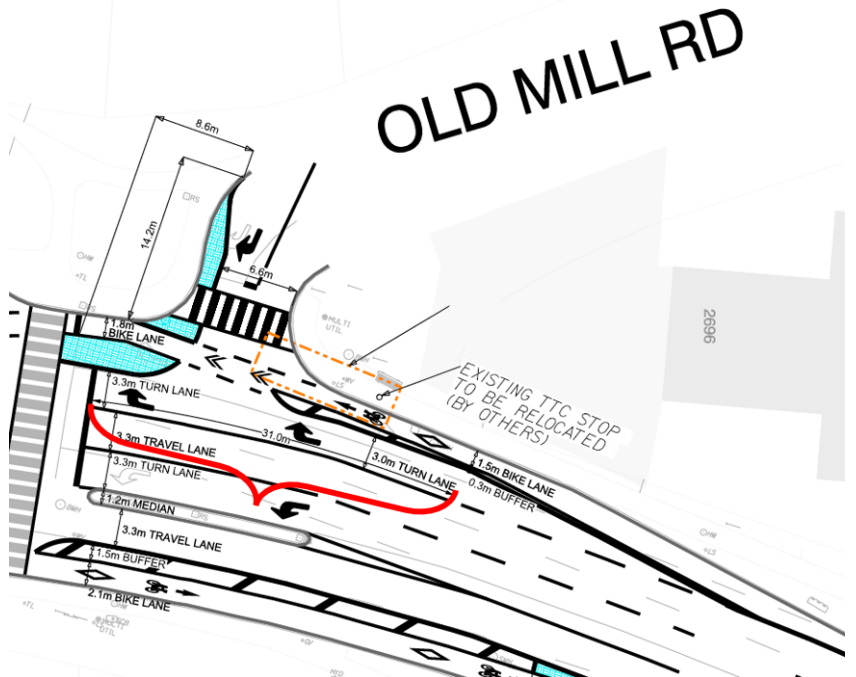
What We Heard	What We Propose
<p>Many residents provided comments relating to right-turn-on-red restrictions along the corridor:</p> <ul style="list-style-type: none"> • A right-turn-on-red restriction should be implemented for southbound right turns from Jane Street onto Bloor Street West and westbound turns from Bloor Street West onto Jane Street to improve safety for vulnerable road users. • A right-turn-on-red restriction should be implemented for northbound right turns from Windemere Avenue onto Bloor Street West during school hours. • The right-turn-on-red restriction should be maintained for eastbound right turns from Bloor Street West onto South Kingsway. • A right-turn-on-red restriction was suggested for southbound right turns from Royal York Road onto Bloor Street West to increase safety for cyclists using the proposed bike boxes on the northwest corner of the intersection. 	<p>Right-turn-on-red restrictions are proposed or will be maintained along Bloor Street West through the Phase 1 project limits:</p> <ul style="list-style-type: none"> • Runnymede <ul style="list-style-type: none"> ○ Maintain existing right-turn-on-red restrictions at all intersection corners. • Durie Street <ul style="list-style-type: none"> ○ Southbound right turns from Durie Street onto Bloor Street West (proposed). • Windemere Avenue <ul style="list-style-type: none"> ○ Northbound and southbound right turns from Windemere Avenue onto Bloor Street West (proposed). • Armadale Avenue <ul style="list-style-type: none"> ○ Northbound right turns from Armadale Avenue to Bloor Street West (proposed). • Jane Street <ul style="list-style-type: none"> ○ Southbound right turns from Jane Street onto Bloor Street West (proposed). • South Kingsway <ul style="list-style-type: none"> ○ Eastbound right turns from Bloor Street West onto South Kingsway (existing).

	<ul style="list-style-type: none"> • Old Mill Trail <ul style="list-style-type: none"> ○ Southbound right turns from Old Mill Trail onto Bloor Street West (proposed). • The Kingsway <ul style="list-style-type: none"> ○ Westbound right turns from Bloor Street West onto The Kingsway (existing). ○ Northbound right turns from The Kingsway onto Bloor Street West (existing). • Prince Edward Drive <ul style="list-style-type: none"> ○ Northbound right turns from Prince Edward Drive onto Bloor Street West (proposed). • Royal York Road <ul style="list-style-type: none"> ○ Right-turn-on-red restrictions for all intersection corners (proposed). • Aberfoyle Crescent <ul style="list-style-type: none"> ○ Eastbound right turns from Bloor Street West to Aberfoyle Crescent (proposed).
<p>Vehicles may not adhere to the proposed east leg closure at Mossom Road which could increase safety concerns for cyclists and pedestrians.</p>	<p>Barriers are proposed to be added to the east leg closure on Mossom Road to ensure motor vehicles do not enter this leg. Note that the closure of the east leg may be implemented slightly after the initial complete street installation.</p>
<p>It is difficult to turn right or left out of Riverside Drive during peak hours due to congestion. Most drivers have to fully inch out past the crosswalk to see down the hill (and up the hill for left turns). Concern about interaction with cyclists when the bicycle lanes are introduced.</p>	<p>A 'bend-out' design is proposed to be implemented at Riverside Drive to provide additional space for vehicles waiting to turn out of Riverside Drive, outside of the through path of cyclists and pedestrians.</p>  <p>*DRAFT CONCEPT ONLY</p>
<p>School buses frequently turn onto side streets along Bloor Street West causing close-calls between buses and motor vehicles following too closely behind and increasing potential conflict points for cyclists and pedestrians.</p>	<p>The City is working with stakeholders to identify school bus-turning movements and will incorporate design changes to intersection corners based on that information. This project will also include a posted speed limit reduction to 40km/hr which will help to slow traffic and encourage safer driving behaviours.</p>
<p>The proposed westbound right-turn lane from Bloor Street West onto Old Mill Road lacks enough space to accommodate traffic and will lead to congestion issues.</p>	<p>The westbound right-turn lane at Bloor Street West and Old Mill Road is proposed to be extended to accommodate larger vehicles and vehicle volumes compared to the design that was presented at the public meetings.</p>

Original Design:

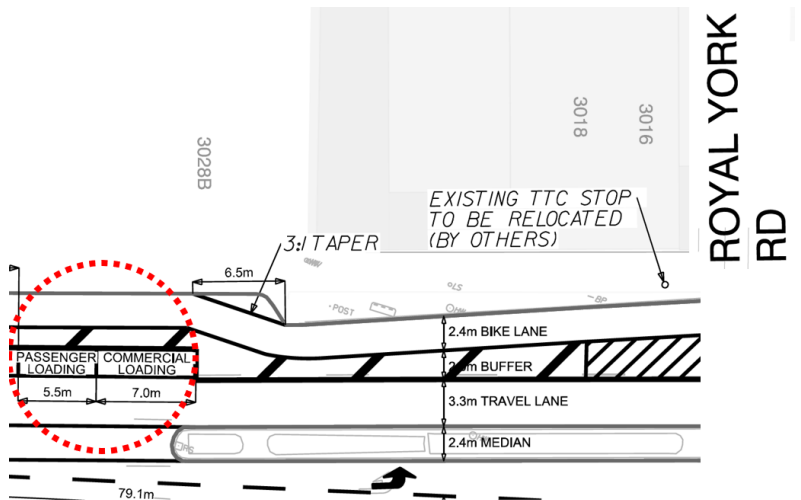


Revised Design:



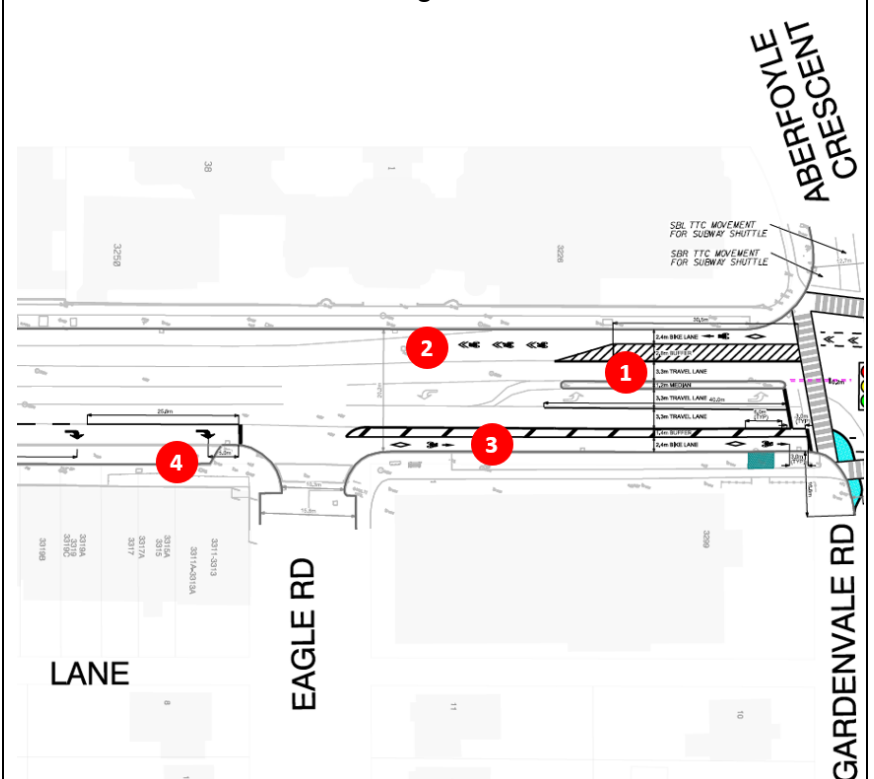
Some businesses on the north side of Bloor Street West, west of Royal York Road, noted that they require loading space directly on Bloor Street West and noted concerns about the lack of loading space.

West of Royal York Road on the north side of Bloor Street West, two parking spaces are proposed to be replaced with one passenger loading space and one loading space to accommodate loading needs for nearby businesses.



An existing crosswalk on the east leg of the Montgomery Road and Bloor Street West is missing from the design drawings.

The existing crosswalk on the east leg of Montgomery Road and Bloor Street West has been added to the design drawings.

<p>Motor vehicle drivers are not adhering to the northbound left-turn restriction from Thompson Avenue onto Bloor Street West.</p>	<p>A right-turn arrow is proposed to be added to reinforce the northbound left-turn restriction from Thompson Avenue onto Bloor Street West. Monitoring is planned for this location to review the need for additional measures post-installation.</p>
<p>There is a need to better transition the cycling facility at the west terminus (west of Aberfoyle Crescent).</p>	<p>The following changes are proposed for the interim transition:</p> <ol style="list-style-type: none"> 1. The buffer zone on the north side of Bloor Street West, west of Aberfoyle Crescent is proposed to be extended to allow for informal loading. 2. Based on Ontario Traffic Manual (OTM) Book 18 guidance, the facility is proposed to transition from a cycling lane to bicycle sharrows to improve the visibility and expectation of cyclists. 3. The previously proposed eastbound right-turn lane on the south side of Bloor Street West at Gardenvale Road is proposed to be removed and the existing through-right travel lane maintained. 4. Finally, a forced eastbound right-turn lane on the south side of Bloor Street West between Lothian Avenue and Eagle Road is proposed to be added to provide sufficient space for the cycling facility to be introduced east of Eagle Road. 

Future Updates

This project was approved by City Council on June 14th. Next steps in the project development include:

- Proposed Phase 1 installation beginning in late Summer / early Fall 2023. Installation of Phase 1 & 2 planned for completion by 2024
- Once exact installation dates are confirmed, public notice will be issued.
- Immediately following installation and up to one year after, the City will:
 - Observe new travel behaviour along the corridor and on parallel streets
 - Conduct new traffic counts on affected streets
 - Continue to collect, record and analyze feedback
 - Evaluate before and after conditions; and
 - Implement civil upgrades that can improve the project.