

CYCLE TRACKS AND COMPLETE STREETS ON BLOOR STREET WEST FROM SHAW STREET TO RUNNYMEDE ROAD



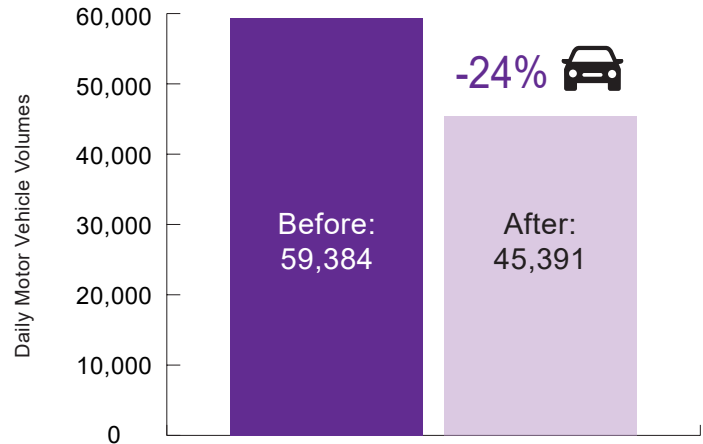
Photo by Elsa Hashemi

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:

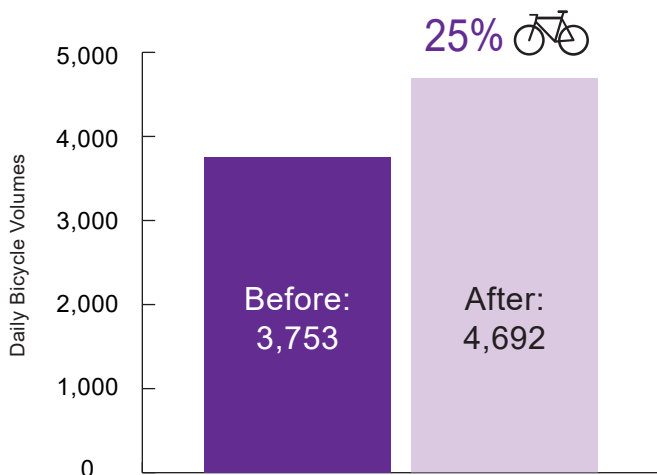
- Volume of people cycling has increased
- Volume of people driving has decreased
- Volume of pedestrians has decreased

Change in Motor Vehicle Volumes



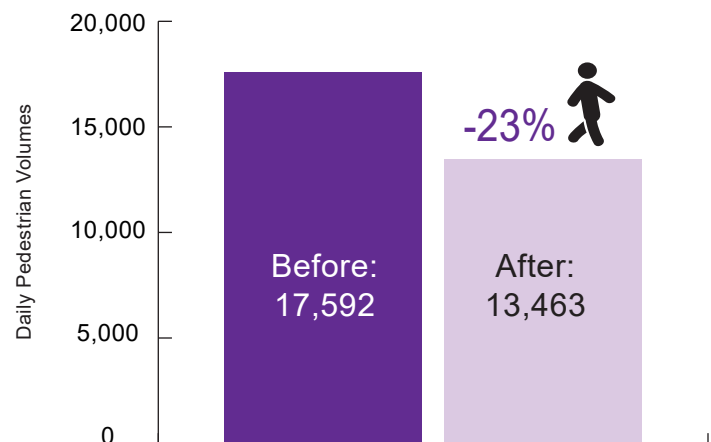
The largest change in motor vehicle volumes was at the Parkside Drive and Keele Street intersection, with a decrease of 29%.

Change in Bicycle Volumes



The largest change in bicycle volumes was at Ossington Avenue, with an increase of 139%.

Change in Pedestrian Volumes



Despite an overall average decrease in pedestrian volumes along the corridor, there was a 189% increase at the Colborne Lodge Drive/High Park Avenue intersection.

Traffic counts collected between 2016-2018 (before installation) and 2021-2022 (after installation) at six 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).