

Data Update on Interim Conditions (June 2024)

Bloor Street West Complete Street Extension



In June 2023, City Council approved the Bloor Street West Complete Street Extension between Runnymede Road and Resurrection Road (4.7 kilometres).

The project between Runnymede Road and Resurrection Road aims to make travel on the street safer, more inviting and attractive for everyone. The project provides road safety improvements including narrower motor vehicle lanes, reduced speed limits, cycle tracks and public realm upgrades to meet Toronto's Vision Zero Road Safety Plan and Climate Change Action Plan goals.

The project installation is a work in progress. Pavement markings, signage, accessible platforms and physical separation for Phase 1, Runnymede Road to Aberfoyle Crescent, were installed in Fall 2023. Installation for Phase 2, Aberfoyle Crescent to Resurrection Road, began in May 2024. The overall installation of the project will be completed in the Fall 2024, when signal modifications and timings are implemented.

This data update presents a comparison between the before and interim conditions along the corridor as installation continues to be implemented. The preliminary data summarized here comes from a variety of sources:

- Vehicle travel time data is sourced from HERE Technologies, a third party navigation company. The data is processed and aggregated by City staff to compare across various dates, time periods and streets within the study area. The data is continuous and has been processed from November 2022 to end of March 2023 and November 2023 to end of March 2024 for this analysis.
- Vehicle speed and volume data were collected by a contractor using pneumatic tubes. Counts were collected over a 72-hour period at five locations in June 2021, July 2023 or August 2023, and in March 2024.
- Bicycle counts were collected by a contractor using video technology. Counts were collected at seven intersection locations between 6:00 a.m. and 8:00 p.m. on a single day in May 2022 or June 2023, and at 4 midblock locations between 6:00 a.m. and 8:00 p.m. over three days between April 30 and May 2, 2024.

The data collected to date will inform the changes to come, including the upcoming signal adjustments. Monitoring and data collection will continue for at least 18 months once the overall project installation has been completed

The next data update will be published in the fall of 2024.

PHASE 1 UPDATES (RUNNYMEDE ROAD TO ABERFOYLE CRESCENT)



As part of the Phase 1 installation, new cycle tracks and intersection safety improvements were added and one motor vehicle lane in each direction was removed. A westbound bus lane and right-turn lane were added on the north side of Bloor Street West from Armadale Avenue to Jane Street. Painted curb extensions in The Kingsway and Bloor West Village Business Improvement Areas were also installed.



Phase 1 will see upgrades through the summer and fall of 2024 that include adjustments at minor intersections and driveways to add parking spaces, shorten crossing distances for pedestrians, straighten the bikeway and add physical separation on the Humber River and Mimico bridges.



Traffic signal adjustments at Windermere Avenue, Jane Street and Old Mill Trail will be installed in fall 2024, with traffic signals retimed for safety and efficiency.

PHASE 2 INSTALLATION (ABERFOYLE CRESCENT TO RESURRECTION ROAD)



As part of the Phase 2 installation, new cycle tracks and intersection safety improvements were added and one motor vehicle lane in each direction was removed. Essential pavement markings and signage for Phase 2 of the project were installed on May 23-25, 2024. Accessible platforms, painted curb extensions, curb stones and bollards are being installed in June.

VEHICLE TRAVEL TIMES

Travel times for motor vehicles saw an increase across Phase 1 (Runnymede Road - Aberfoyle Crescent). This was most pronounced for eastbound travel in the peak periods, and for the section near the Park Lawn Cemetery and the Humber River. When comparing the before-installation period from November 2022 through March 2023 with interim conditions one year later, average increases in motor vehicle times range from 2.4 - 4.4 minutes eastbound and 1.5 - 3.6 minutes westbound for travel between Runnymede Road and Aberfoyle Crescent, depending on the time of day and the direction of travel. Once signal timings are adjusted in fall 2024, impacts to travel times are expected to decrease.

Data on vehicle travel times is summarized on pages 3 & 4.

VEHICLE SPEEDS

Vehicle speeds before installation within Phase 1 (Runnymede Road - Aberfoyle Crescent) averaged 63.3 km/h eastbound and 61.9 km/h westbound. Comparing vehicle speed data collected before and during interim conditions of the Bloor Street West Complete Street Extension, 85th percentile speeds have decreased on average across all locations by approximately 17% in both directions. The largest decreases in speed occurred between Kingscourt Drive and Kingsmill Road, where an almost 30% reduction in 85th percentile speed was observed in the westbound direction, from approximately 69km/h to approximately 50 km/h over a 24-hour period.

In addition to changes to the roadway design, posted speed limits were reduced from 50 km/h to 40 km/h.

Note: The 85th percentile speed represents the speed at or below which 85% of drivers are operating.

Data for vehicle speeds is summarized on page 5.

VEHICLE VOLUMES

Vehicle volumes on Bloor Street West, Phase 1 (Runnymede Road - Aberfoyle Crescent), remained relatively consistent before and after installation of the Bloor Street West Complete Street Extension, decreasing by less than 1% on average in both directions.

On average, Phase 1 (Runnymede Road - Aberfoyle Crescent) carries 18,000 vehicle trips in both directions over a 24-hour period, ranging from approximately 16,500 daily vehicles between Durie Street and Windermere Avenue to 20,000 daily vehicles near Tom Riley Park Trail west of Royal York Road in Spring 2024.

Data for vehicle volumes is summarized on page 6.

CYCLING VOLUMES

Bicycle volumes along Phase 1 (Runnymede Road - Aberfoyle Crescent) increased by approximately 60% on average during interim conditions of the Bloor Street West Complete Street Extension. Average 14-hour 2-way volumes ranged from approximately 75 - 750 people cycling in Spring 2022 - Spring 2023, to approximately 370 - 835 people cycling in Spring 2024, depending on the location.

Data for cycling volumes is summarized on page 6.



CaféTO



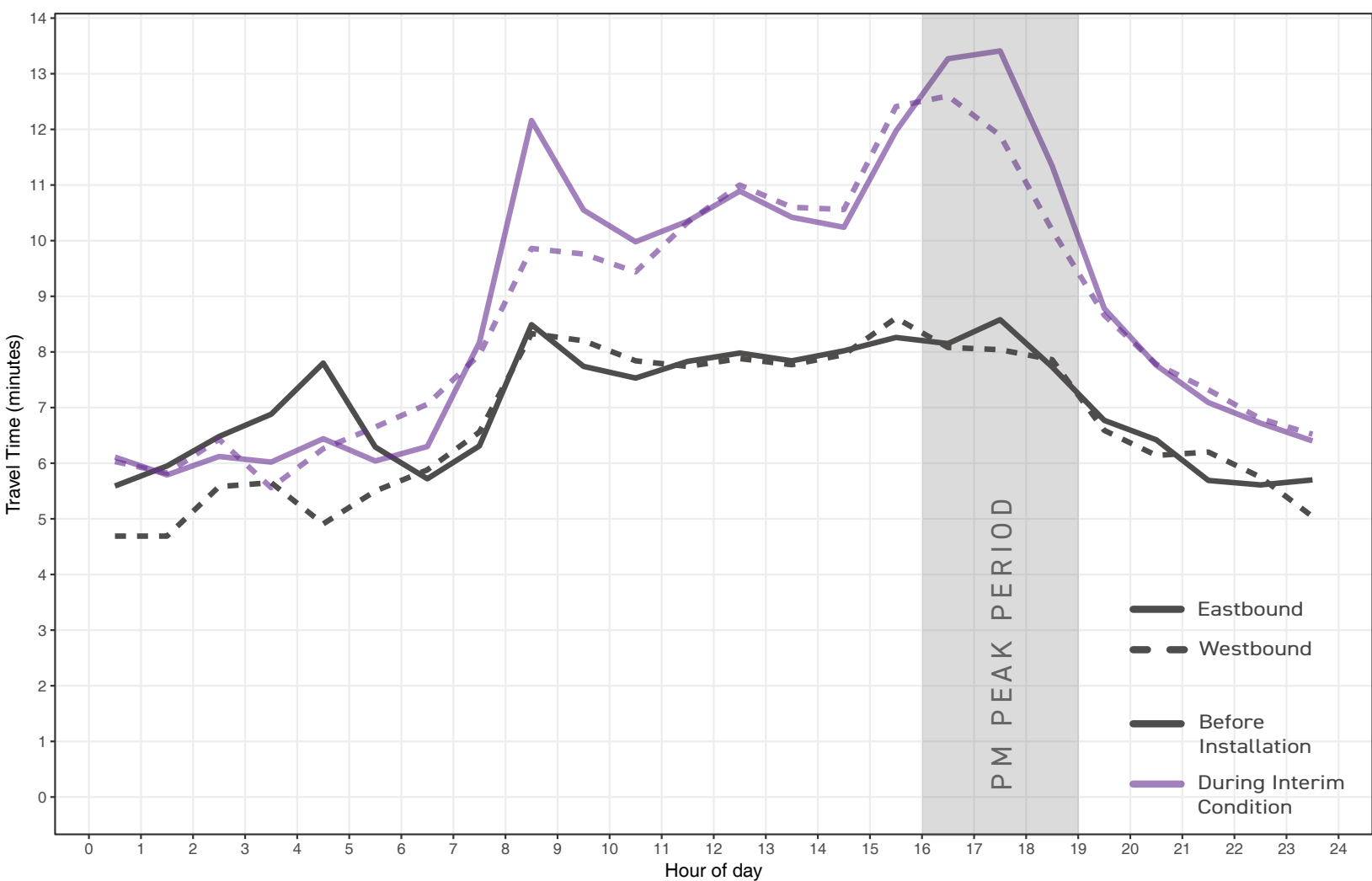
CaféTO has resumed this spring, with permitted cafés replacing parking spaces. **2023:** 8 CaféTO patios installed **2024:** 3 CaféTO patios installed **Note:** The reduction in number of CaféTO permits is not attributable to the installation of the Complete Street.

MONITORING & ONGOING DATA COLLECTION

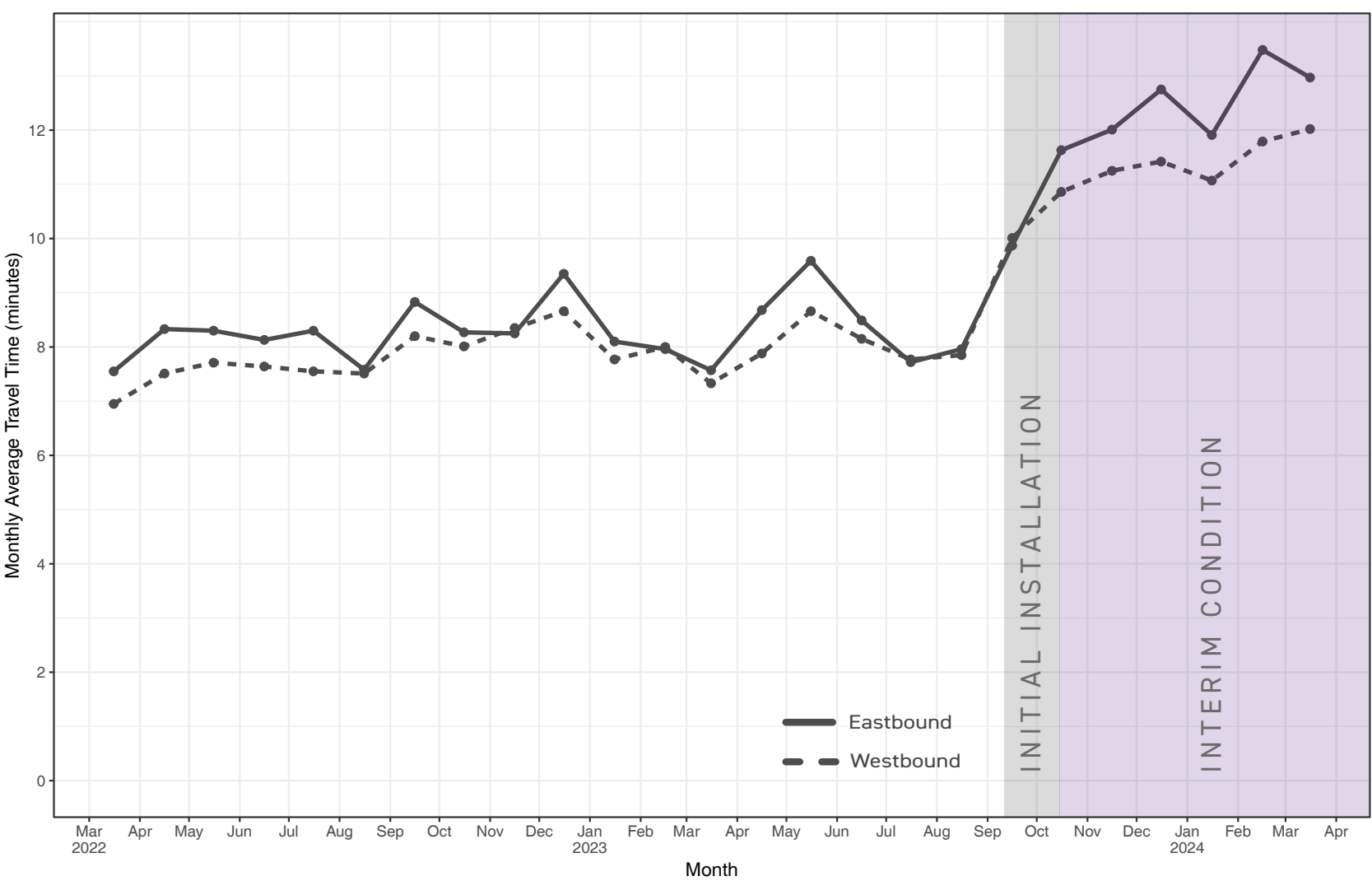
The City of Toronto will continue to receive, analyse and respond to feedback. For example, in Phase 1, modifications to the design have included the addition and adjustment of signs, as well as adjusting the dimensions of parking areas in The Kingsway between Prince Edward Drive and Montgomery Road to improve the safety, accessibility and comfort of pedestrians getting to and from parked cars, as a result of response to feedback. Ongoing data collection, monitoring, and evaluation is planned for at least 18 months after installation of the project is completed later this year. The next data update will be published in the fall of 2024.

Vehicle Travel Times: Bloor St W - Runnymede Rd to Aberfoyle Cres

Bloor St W weekday travel times between Aberfoyle Cres & Runnymede Rd (minutes)



Bloor St W weekday travel times between Aberfoyle Cres & Runnymede Rd (P.M. Peak) (minutes)



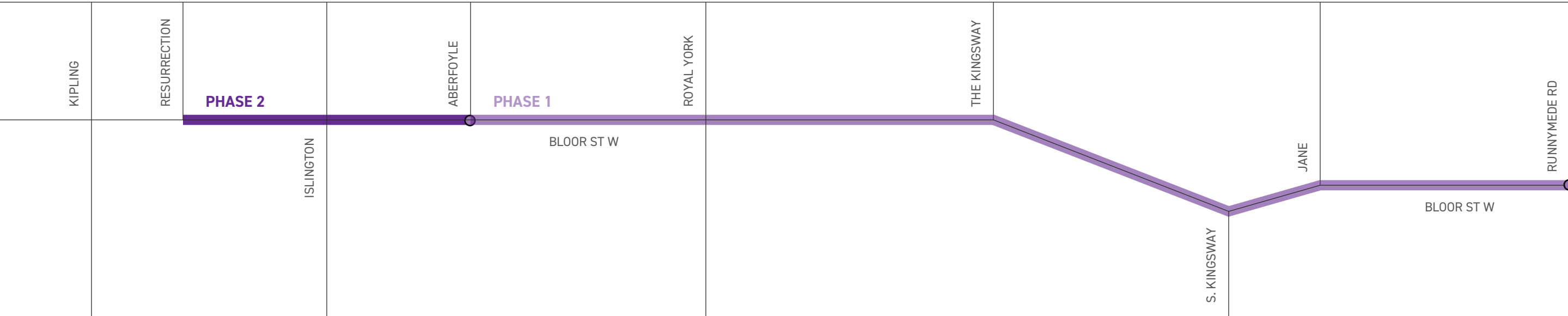
- Average vehicular travel times have increased since the installation of the Bloor Street West Complete Street Extension, Phase 1 (Runnymede Road to Aberfoyle Crescent).
- During the morning peak period (7 a.m. - 9 a.m.) travel times increased from 7.5 to 10.3 minutes for eastbound travel and from 7.5 to 9.0 minutes westbound.
- For the afternoon peak period (4 p.m. - 7 p.m.) travel times increased from 8.2 to 12.6 minutes for eastbound travel and from 8.0 to 11.5 minutes westbound.
- During the midday period (9 a.m. - 4 p.m.) travel times increased from 7.8 to 10.6 minutes for Eastbound travel and from 8.0 to 10.5 minutes westbound.

Notes:
The before installation travel times were taken in summer months which typically have less vehicles on the road and lower travel times.

Factors contributing to vehicle travel times include speed limits (which have been reduced from 50km/h to 40km/h), number of lanes and width of lanes, implemented in September 2023.

Before Installation includes all days between November 1, 2022 to April 1, 2023.

During Interim Condition includes all days between November 1, 2023 to April 1, 2024.

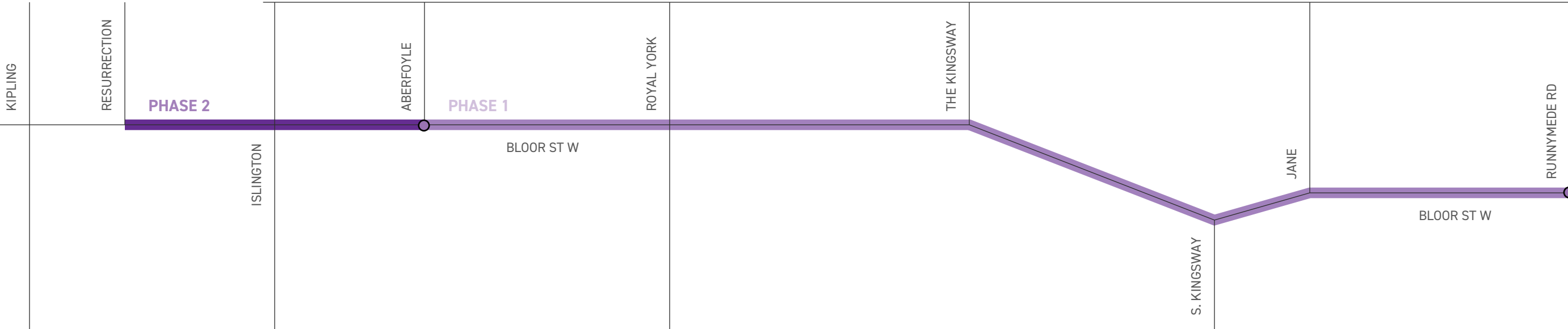


Bloor Street West Complete Street Extension

Change in Motor Vehicle Travel Times: Bloor St W - Runnymede Rd to Aberfoyle Cres



- Motor vehicle travel times increased across the Phase 1 corridor.
- Travel times increased the least in the sections which already had lower design speeds, such as Jane Street to Runnymede Road (+0.08 to +0.79 minutes).
- Travel times between The Kingsway and Jane Street increased the most in particular for eastbound travel in the peak hours (+0.76 to +2.36 minutes).

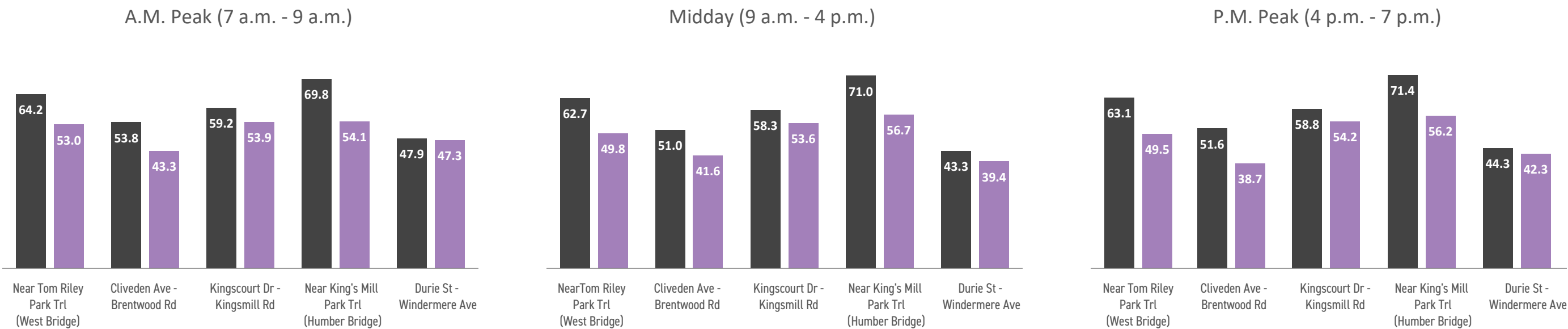


Before Installation includes all days between November 1, 2022 to April 1, 2023.

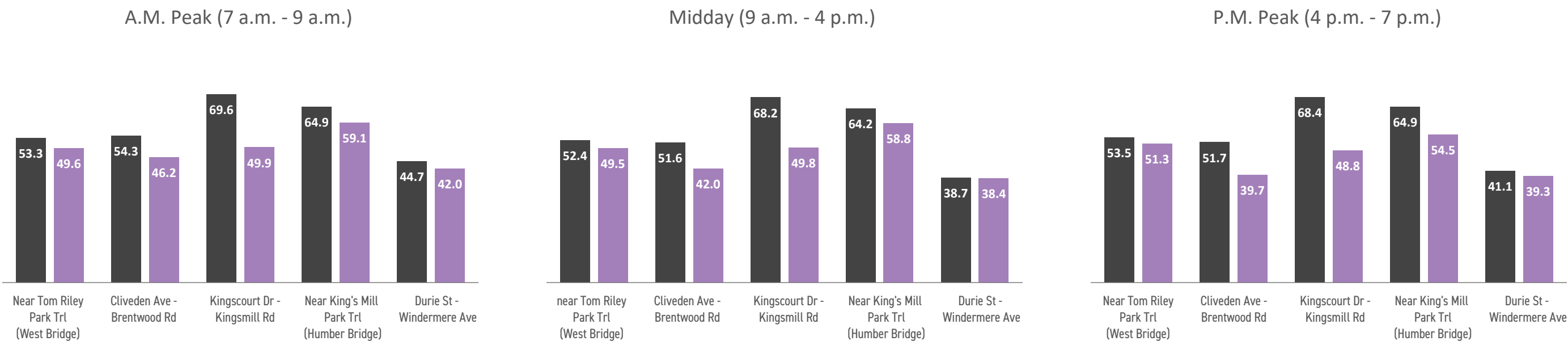
During Interim Condition includes all days between November 1, 2023 to April 1, 2024.

Bloor Street West Complete Street Extension

Vehicle Speed Eastbound (km/h) (85th Percentile)



Vehicle Speed Westbound (km/h) (85th Percentile)



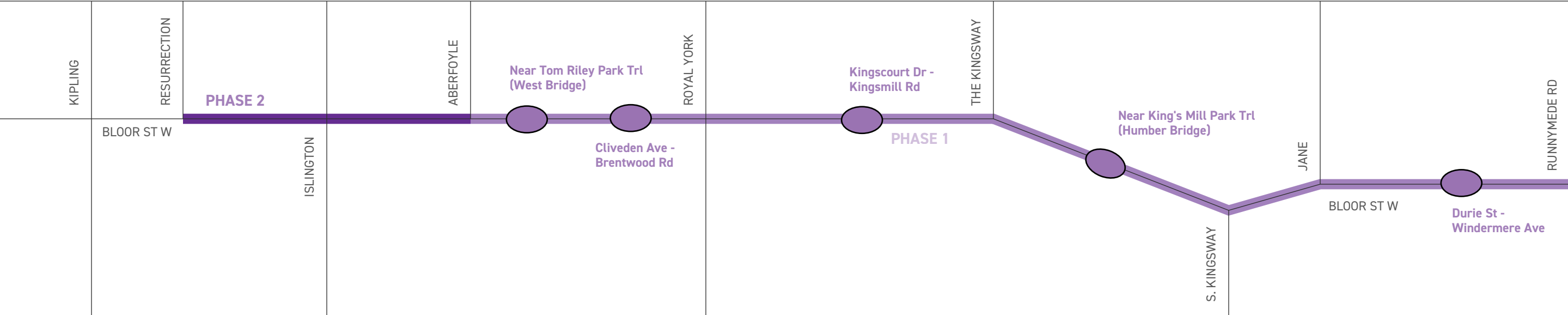
- The graphs show 85th percentile vehicle speeds collected over 3 days for 3 different time periods at 5 locations, before and during interim conditions of the complete street.
- Phase 1 vehicle speeds before installation averaged 63.3 km/h eastbound and 61.9 km/h westbound. In general, vehicle speeds along the corridor have decreased across all locations, with average 85th percentile speeds decreasing from 63.3 km/h to 52.6 km/h (17%) in the eastbound direction, and from 61.9 km/h to 51.5 km/h (17%) in the westbound direction.
- The smallest impact on vehicle speeds were between Durie Street and Windemere Avenue, where the 85th percentile speed was reduced by approximately 2 km/h (5%) on average in both directions.
- The largest changes in speed over a 24-hour period were seen in the eastbound direction near the Humber Bridge, where 85th percentile speeds decreased by approximately 15 km/h on average (20%), and in the westbound direction between Kingscourt Drive and Kingsmill Road, where 85th percentile speeds decreased by approximately 19 km/h (27%).
- The largest reduction in vehicle speed was recorded between Kingscourt Drive and Kingsmill Road in the westbound direction between 4 p.m. and 7 p.m., where the 85th percentile speed was reduced by almost 20 km/h (29%) on average.

Notes:

All vehicle speeds shown are 85th percentile speed. This is a standard measurement for setting speed limits. The 85th percentile speed represents the speed at or below which 85% of drivers are operating.

Speeds are measured at a specific point on the road (typically midblock).

Factors contributing to speed include speed limits (which have been reduced from 50km/h to 40km/h), number of lanes, width of lanes, land use context and congestion.

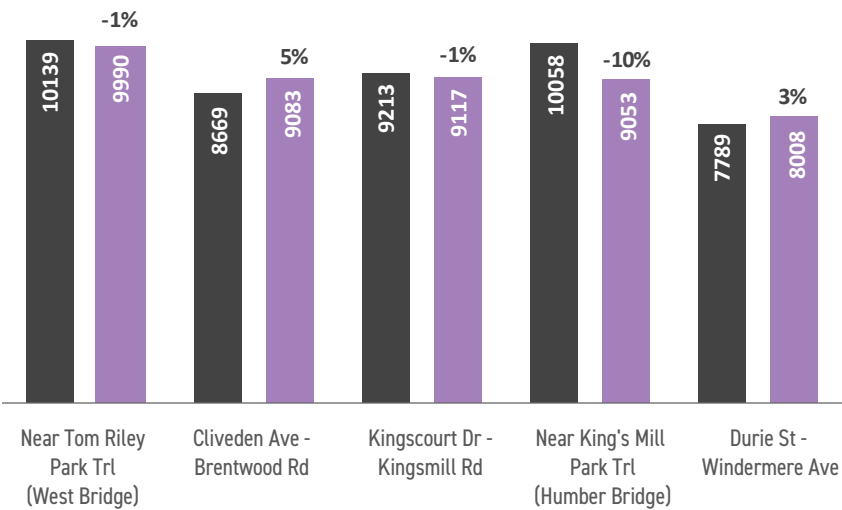


Before Installation Data were collected over a continuous 72-hour period in June 2021, July 2023 or August 2023.

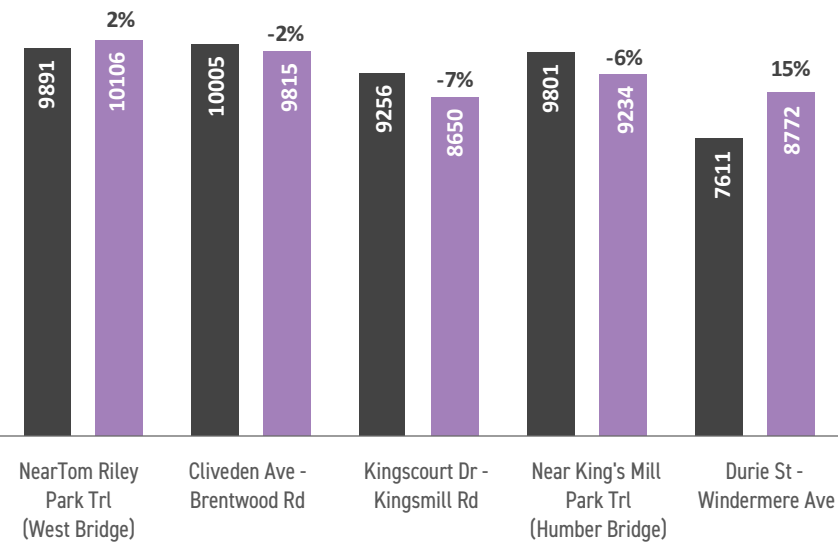
During Interim Condition Data were collected over a continuous 72-hour period in March 2024.

Bloor Street West Complete Street Extension

Average 24-hour Vehicle Volumes (Eastbound)



Average 24-hour Vehicle Volumes (Westbound)



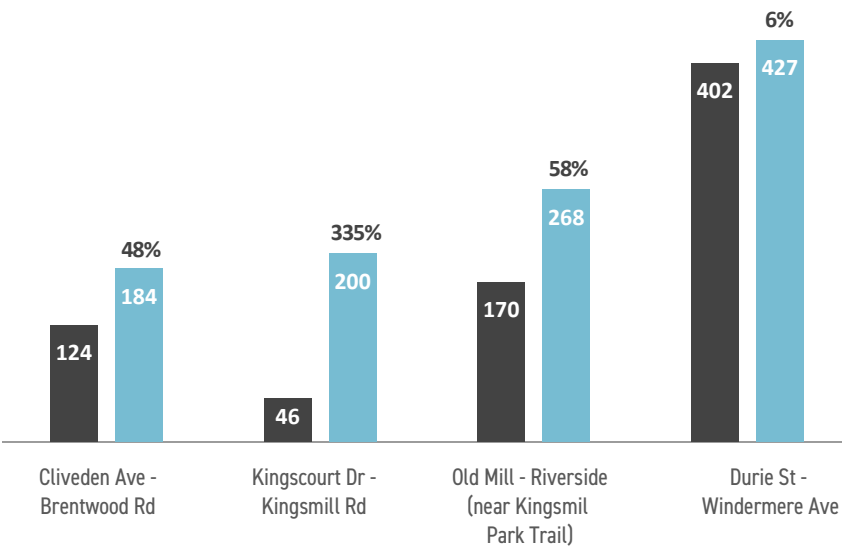
Vehicle Volumes:

- The graphs show average 24-hour vehicle volumes collected over 3 consecutive days at 5 locations, before and during interim conditions of the complete street.
- In general, vehicle volumes along the corridor have remained relatively consistent.
- The largest increase in motor vehicle volumes was on Bloor Street West between Durie Street and Windermere Avenue, where volumes increased by approximately 3% in the eastbound direction and approximately 15% in the westbound direction.
- The largest decrease in volume was near King's Mill Park Trail, where volumes decreased by 10% in the eastbound direction and 6% in the westbound direction.

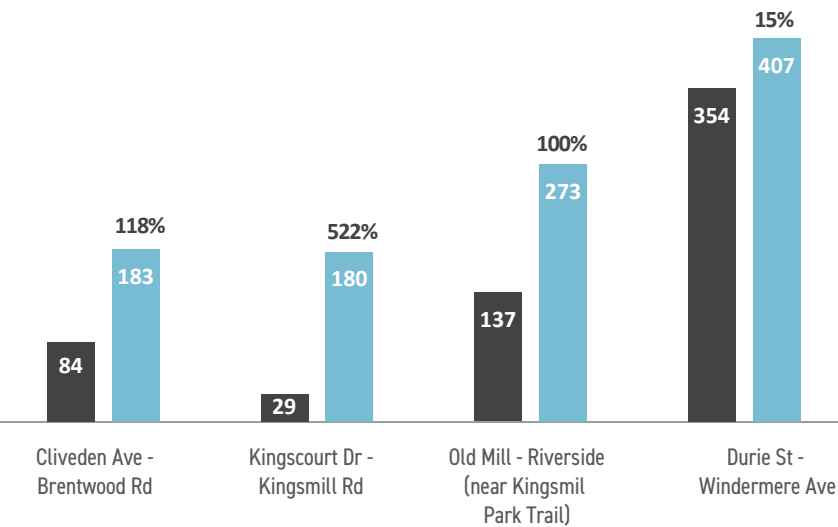
Before Installation Data were collected over a continuous 72-hour period in June 2021, July 2023 or August 2023.

During Interim Condition Data were collected over a continuous 72-hour period in March 2024.

Bicycle Volumes Eastbound (6:00 a.m. – 8:00 p.m.)



Bicycle Volumes Westbound (6:00 a.m. – 8:00 p.m.)



Bicycle Volumes:

- The graphs show total bicycle volumes collected between 6:00 a.m. and 8:00 p.m. on a single day before the installation of the complete street, and the average of the total volumes collected between 6:00 a.m. and 8:00 p.m. over 3 days during interim conditions of the complete street.
- Before and interim locations do not match exactly in all cases. Before volumes represent an average of 2 locations on either side of the after-install locations.
- Bicycle volumes have increased overall in eastbound and westbound directions.
- Stronger growth in cycling was observed at locations farther west. The greatest increases occurred between Kingscourt Drive and Kingsmill Road, with bicycle volumes growing from 29 to 180 in the westbound direction and 46 to 200 in the eastbound direction.

Before Installation Data were collected between 6:00 a.m. and 8:00 p.m. on a single day in May 2022 or June 2023.

During Interim Condition Data were collected between 6:00 a.m. and 8:00 p.m. over 3-days in April and May 2024.

