

# BLOOR STREET WEST COMPLETE STREET EXTENSION: POST-INSTALLATION DATA REPORT

In June 2023, [City Council approved](#) the 4.7 kilometre long ‘Bloor Street West Complete Street Extension’ project. This report summarizes road safety and mobility data collected before, during, and after implementation of the project.

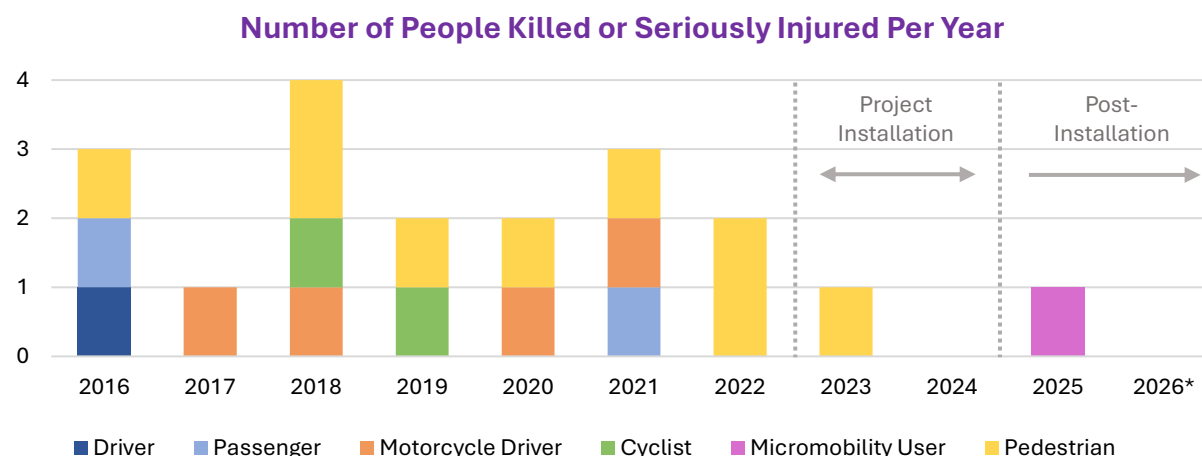
The project was installed in two phases as shown in the map below:

- Phase One was installed in fall 2023 (Runnymede Road to Aberfoyle Crescent); and
- Phase Two installation began in May 2024 and was completed in fall 2024, when traffic signal modifications were implemented (Aberfoyle Crescent to Resurrection Road).



## NUMBER OF PEOPLE KILLED & SERIOUSLY INJURED

- The annual average number of people killed or seriously injured within the project area declined from more than two before installation (2016-2022) to fewer than one since installation began (2023-2026).



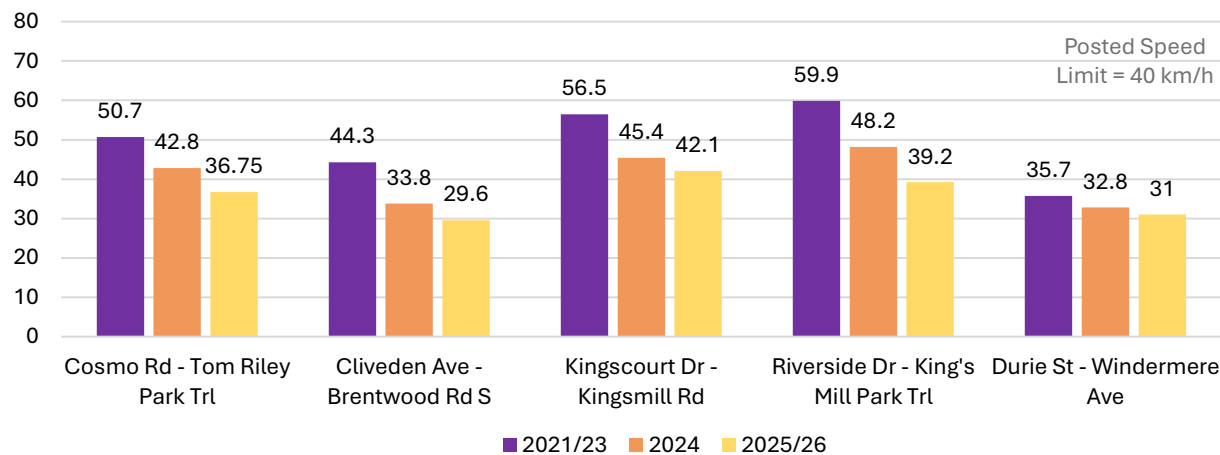
Source: City of Toronto, based on data provided by Toronto Police Service.

\* Data for 2026 includes initial results for January-August.

## SPEED OF PEOPLE DRIVING MOTOR VEHICLES

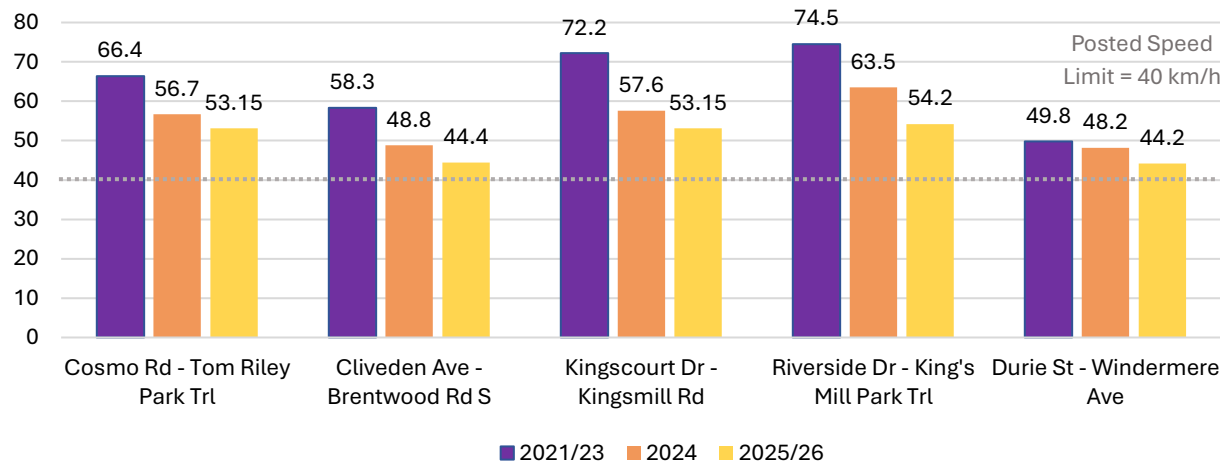
- In 2024, the speed limit on Bloor Street West was reduced from 50 to 40 km/h between Runnymede Road and Kipling Avenue to improve road safety in line with the Council-adopted [Vision Zero Road Safety Plan](#). Higher speeds reduce driver reaction time, increase the vehicle stopping distance, and inflict more severe blunt force trauma on people involved in collisions upon impact; therefore, higher speeds contribute to an increased risk of serious injuries and fatalities.
- Average vehicle speeds decreased by 14 km/h, representing reductions of approximately 20–35% across monitored locations from 2021/2023 to 2025/2026.
- 95th percentile speeds decreased by approximately 5–20 km/h across monitored locations, indicating fewer instances of excessive speeding.

Average Vehicle Speeds (km/h) at Five Locations Over Time



Source: City of Toronto. Note: Data collected in similar time periods are grouped together for comparative purposes.

95th Percentile Vehicle Speeds (km/h) at Five Locations Over Time

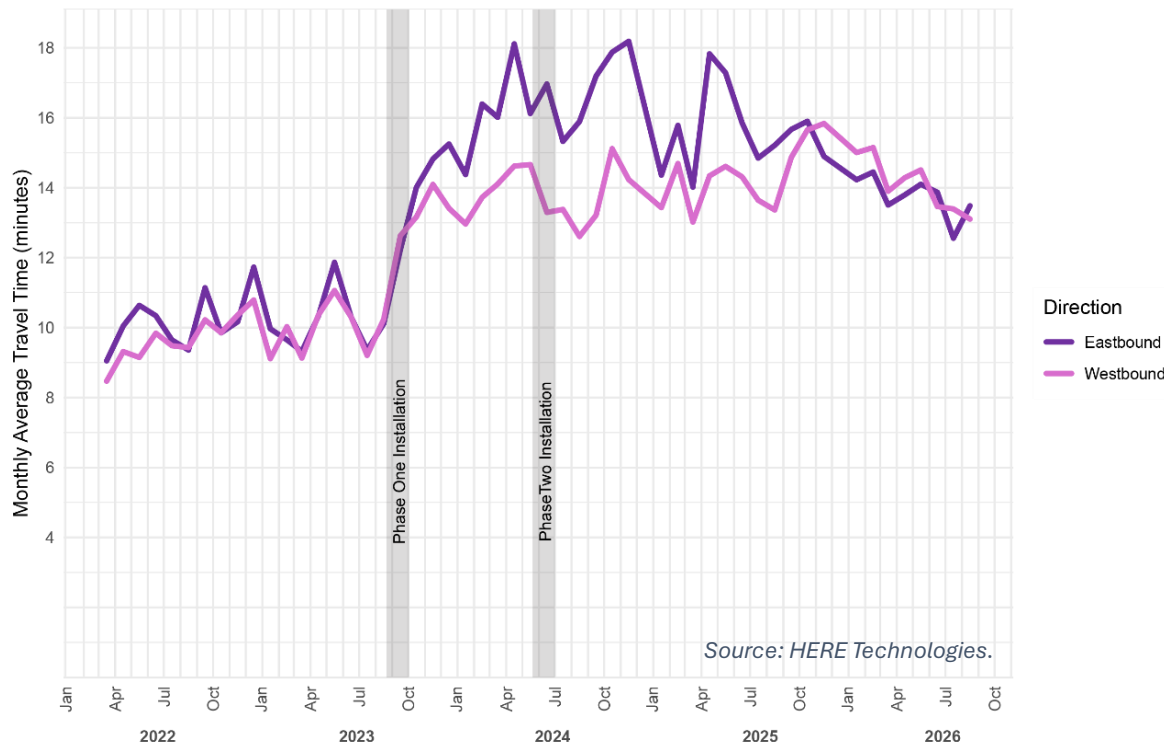


Source: City of Toronto. Note: Data collected in similar time periods are grouped together for comparative purposes.

## TRAVEL TIMES OF PEOPLE DRIVING MOTOR VEHICLES

- Average end-to-end travel time in both directions between Resurrection Road and Runnymede Road increased from 2022 to 2025. Travel times subsequently decreased in most segments from 2025 to 2026.
- The average increase in end-to-end travel time was approximately 2–5 minutes depending on the time of day, equivalent to approximately 25–60 seconds per kilometre of travel.

### Average End-to-End Travel Times on Weekday PM Peak Periods (4-7 PM) Per Month Bloor Street West: Both Directions Between Runnymede Road and Resurrection Road



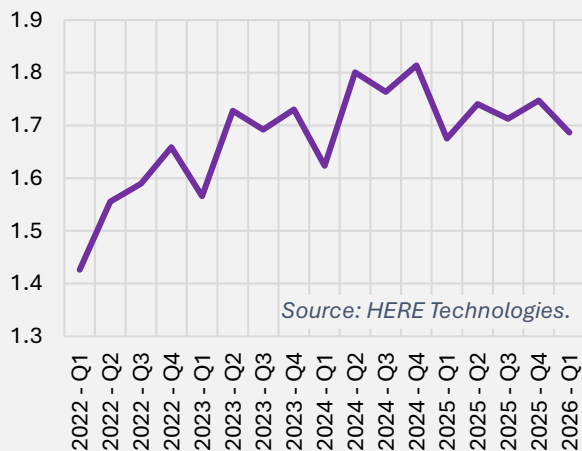
### Travel Time Benchmarking

Corridor travel time changes were compared with city-wide trends using the City's Travel Time Index dataset.

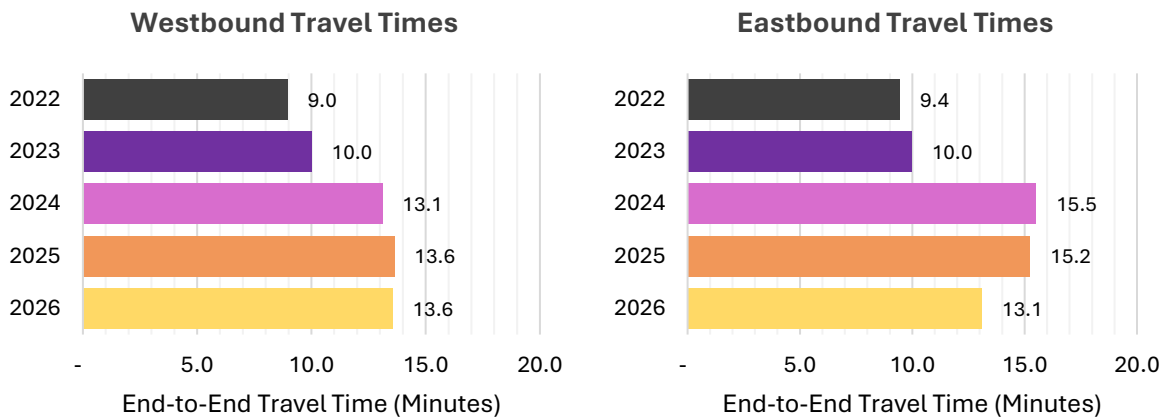
This index tracks the ratio of travel times during the congested peak hour (5-6 PM) to a free-flow period (overnight), on all major corridors across the city over time. In 2024, city-wide congestion levels had recovered to about the same as pre-pandemic levels.

For more information consult the City's [Congestion Management Dashboard](#).

### City-Wide PM Peak Hour Travel Time Index

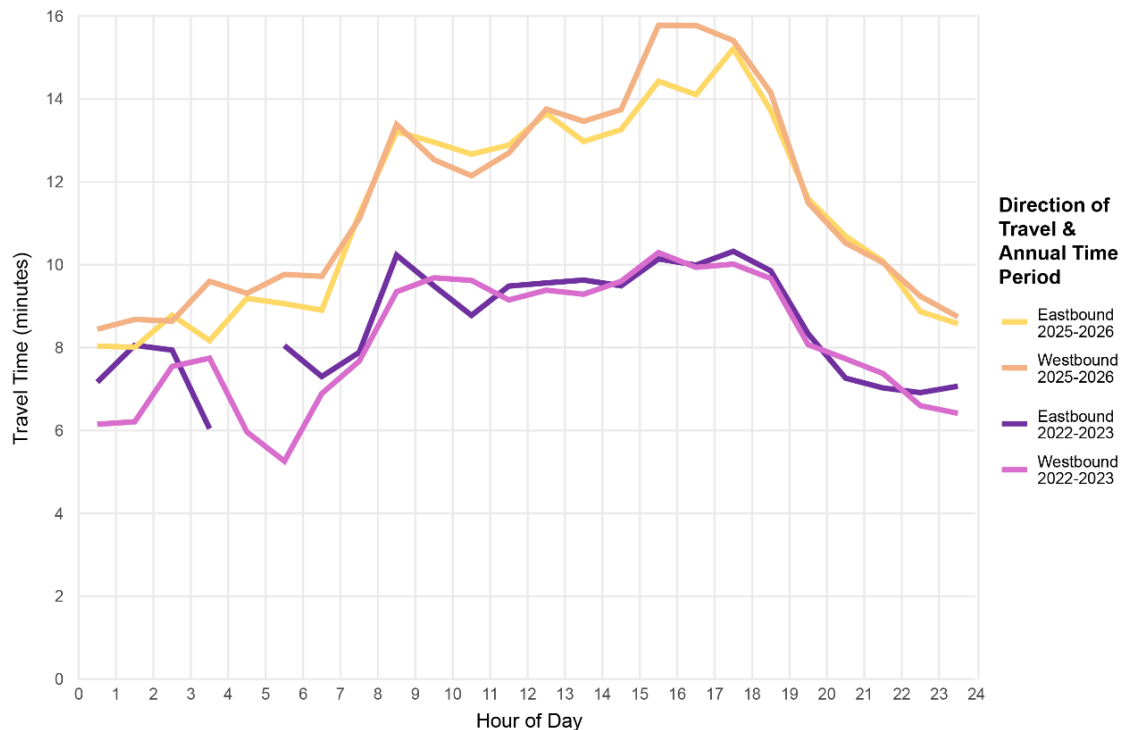


## Average End-to-End Travel Times on Weekday PM Peak Periods (4-7 PM) Per Year Bloor Street West: Both Directions Between Runnymede Road and Resurrection Road



Source: HERE Technologies. To reflect pre-installation periods in 2022 and 2023, and to consistently align with data available year-to-date in 2026, these data include travel between March 1 and July 31 within each year.

## Average End-to-End Travel Times by Time of Day – Before and After Installation Bloor Street West: Both Directions Between Runnymede Road and Resurrection Road



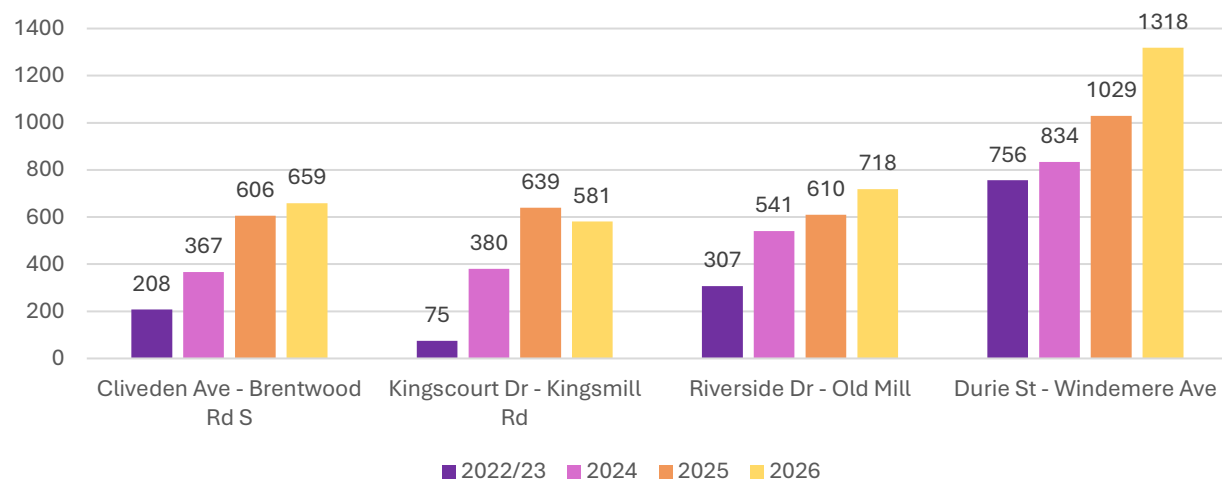
Source: HERE Technologies. To reflect peak congestion season, the 2022-23 data include 2022-11-01 to 2023-04-01, and the 2025-26 data include 2025-11-01 to 2026-03-14. Note: The gap in the chart is due to a small sample size.

- End-to-end travel times in both directions between Resurrection Road and Runnymede Road vary by time of day.
- Following project installation, there have been travel time increases of 1–3 minutes during off-peak periods and increases of 3–5 minutes during afternoon peak periods.

## NUMBER OF PEOPLE CYCLING

- Based on counts at four locations, the number of people cycling along Bloor Street West has increased since project installation began in 2023.
- Comparing counts in 2022/23 (before installation) to 2026 (after installation), there were 411-562 additional people cycling per day along Bloor Street West.

**Counts of People Cycling Per Day at Four Locations Over Time  
(Both Directions)**



*Source: Data collected by the City of Toronto in summer and fall seasons. The 2025 and 2026 data are based on an average of three consecutive weekdays (14-hour counts collected from 7 a.m.–9 p.m.). The 2022/23 and 2024 data are based on one weekday (14-hour count collected from 6 a.m.–8 p.m.).*

*Note: Data collected in 2022 and 2023 are grouped together for comparative purposes.*

## SUMMARY OF FINDINGS

Data collected before, during, and after installation of the Bloor Street West Complete Street project show:

- Fewer people killed or seriously injured within the project limits;
- Lower motor vehicle speeds, with average motor vehicle speeds closer to the posted speed limit and fewer instances of excessive speeding;
- Increased motor vehicle travel times between 2022 and 2025, consistent with broader city-wide trends, with subsequent decreases to travel times in the project area between 2025 and 2026; and
- Increased cycling activity along the corridor.

These findings should be interpreted in light of the differing collection periods and data limitations noted in the report.

For additional project information visit <http://www.toronto.ca/BloorWest>

Project related inquiries can be directed to [cycling@toronto.ca](mailto:cycling@toronto.ca)