



Bloor Street West Complete Streets Extension

Runnymede Road to Resurrection Road (Six Points)

Policies and Plans

Policy and Rationale for Road Safety Projects



Official Plan Goals

Make Toronto a “walking city.”



Road to Health: Healthy Toronto by Design

Increase physical activity to reduce illness and disease.



Vision Zero Road Safety Plan

Prevent fatalities and serious injuries.



TransformTO: Climate Action Strategy

Target 75% of trips under 5 km to be walked, cycled or transit by 2030.



Complete Streets Guidelines

Create streets for people, place making and prosperity.



Reduce Reliance on Motor Vehicles

Provide alternatives to driving and use roadways more efficiently.



Encouraging People of All Ages and Abilities to Ride

Encourage people who are “interested but concerned” to ride by creating safe bikeways.



Office of Recovery and Rebuild COVID-19

Adopt healthy, less car-dependent and connected streets created during COVID-19.

Toronto's Cycling Network Plan



The Cycling Network Plan was approved by Toronto City Council in 2021 and seeks to build on the existing network of cycling routes with the following goals:



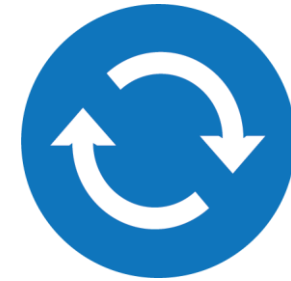
Connect

Connect gaps in the network, and people to places.



Grow

Grow the cycling network into new parts of the city.



Renew

Renew the existing cycling network routes where there are opportunities to improve quality.



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 uses such as for transit, emergency services, deliveries, shopping and commuting

Bloor Street Complete Street Extension | Project Limits

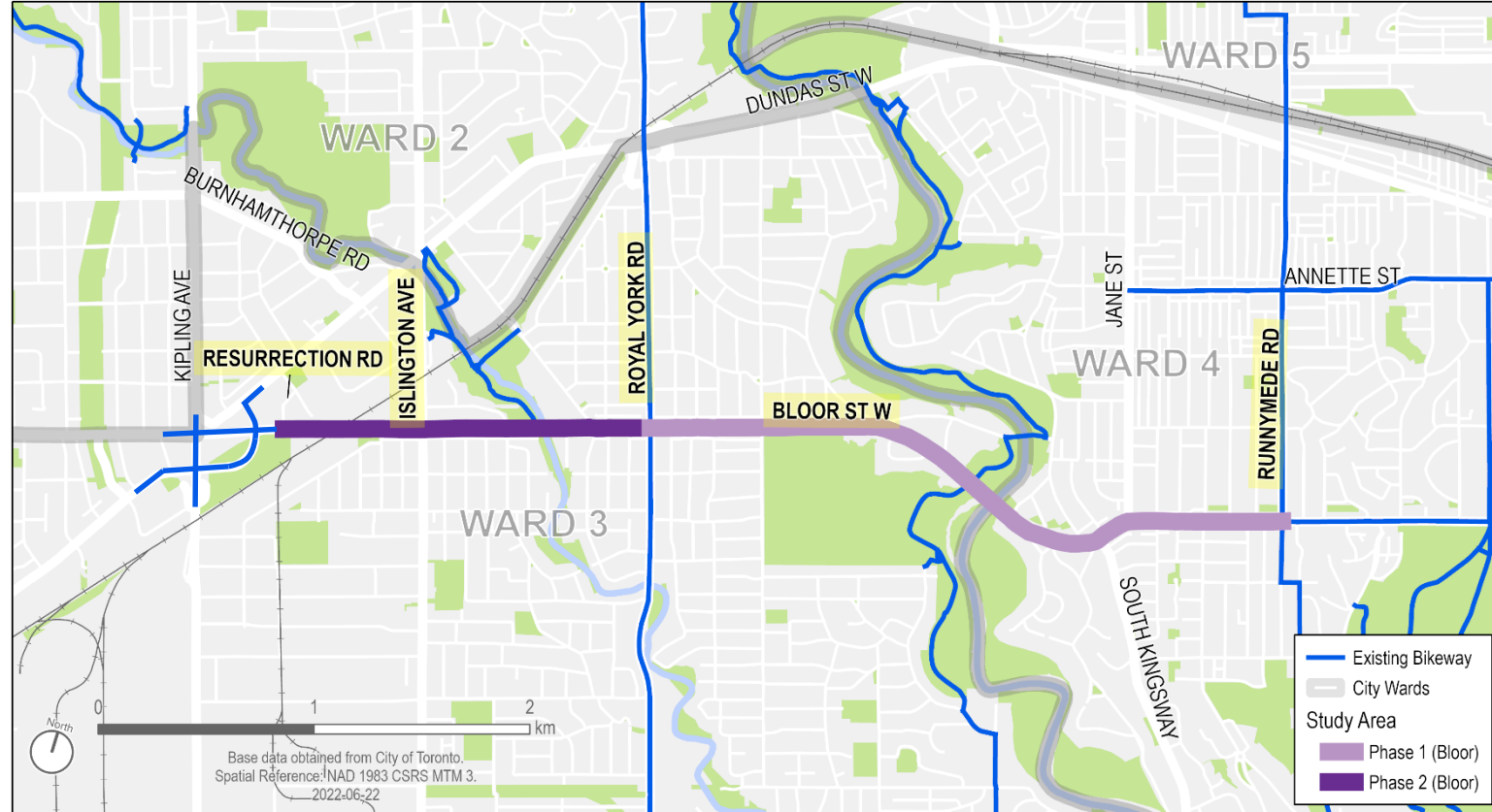


Phase 1 (3.0 km):

Bloor St from Runnymede Rd to Royal York Rd

Phase 2 (1.6 km):

Bloor St from Royal York Rd to Resurrection Rd



Major City-Wide Cycling Network



City Council approved, in principle, the Major City-Wide Cycling Network (500 km) as part of the 2021 Cycling Network Plan Update.

- These corridors are of the utmost importance in creating a connected and safe cycling network
- **Bloor Street West is part of the City's Major City-Wide Cycling Network**
- Transportation Service has a target of 60% completion by 2031 and full completion by 2041
- Approximately 200 km or 40% of the Major City-Wide Cycling Network is complete



Vision Zero Approach

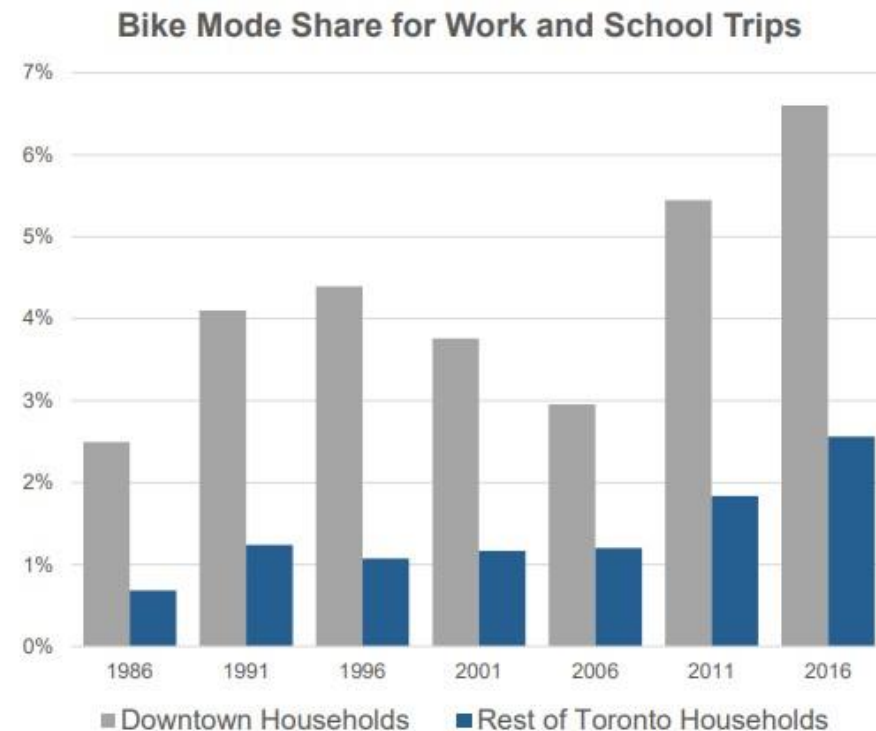
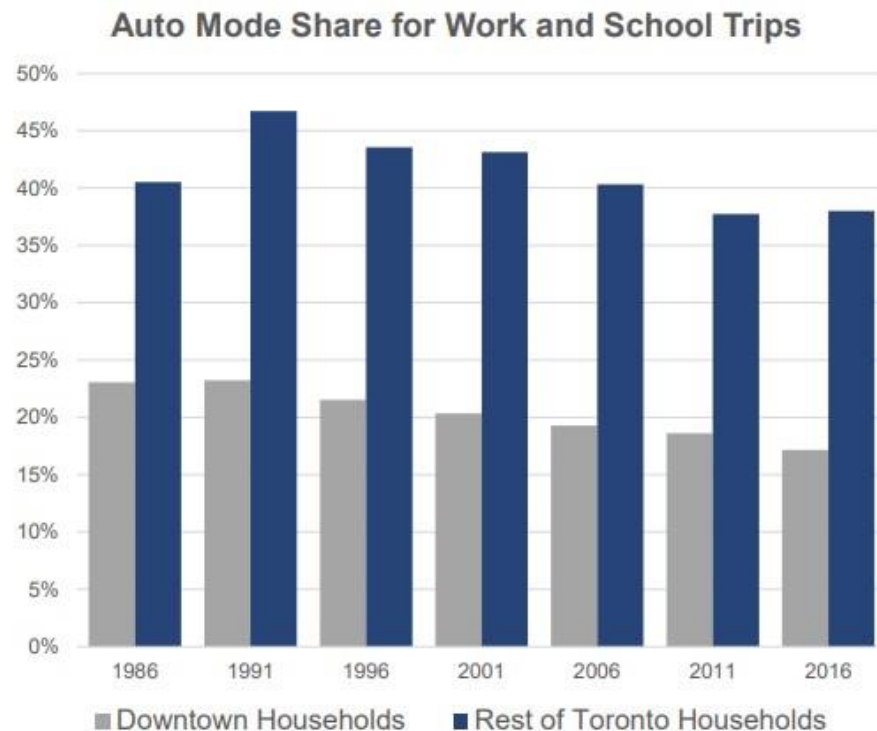


Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are preventable.
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly.
Try to reduce all collisions.	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable.
Individual road users are responsible for their own safety.	Safety is a shared responsibility between those who design, operate, maintain, and use the road.
Reactive to historical crashes.	Proactive and systemic prioritization.

Auto and Cycling Mode Share Patterns in Toronto



Between 1986 and 2016, auto mode share (percentage of travellers using a specific type of transportation) decreased for downtown households compared to those in the rest of Toronto. During this same time, mode share for cycling increased among downtown households, particularly between 2011 and 2016.



Complete Streets Principles



Streets for People

- Improved cycling and walking environment
- Enhance connections to transit
- Calmer traffic
- Welcoming to families and people of all ages and abilities



Streets for Placemaking

- New community space
- New public art
- New places to sit
- Vibrant and accessible public realm



Streets for Prosperity

- Support local businesses including CaféTO installations
- More mobility options
- Climate friendly design
- Loading and parking

Economic Effects of the Bloor Street Pilot



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

The average number of customers served per weekday increased from 73 in 2015 to 104 in 2017.

People who cycled or walked visited 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 has resulted in positive economic impacts for local businesses.

Design Features

Quick Build Design Features



A quick build project can include:

- New or modified traffic signals and pedestrian crossings
- Pavement marking changes
- Pre-cast materials such as curb extensions, low walls, curbs and flexible posts
- Minor concrete work such as new curb ramps with tactile walking surface indicators (TWSIs)



An example of a quick build project is a cycle track that includes concrete barriers.

Cycle Tracks | Business Improvement Areas



Danforth Avenue

(Richard Lautens/Toronto Star)



Danforth Avenue

(Richard Lautens/Toronto Star)

Cycle Tracks | Typical Loading + Delivery Configurations



Midblock Loading



Intersection Loading

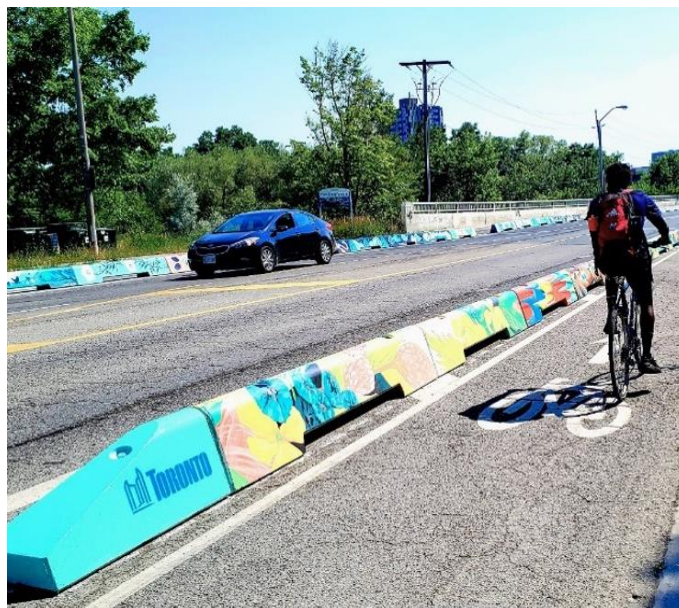


Side Street Corner Loading

Cycle Tracks | Types of Physical Separation



Flexible Bollards on
Pre-cast Concrete Curbs



Concrete Barriers



Planters

Intersections | Safety Improvements



Vision Zero Intersection Safety Improvements



York Street and Piper Street



- There is an opportunity through the quick build project to explore additional improvements through civil construction, such as:
 - Potential removal or modification of lay-bys to accommodate parking protected cycle tracks
 - Construction of the missing sidewalk between Prince Edward Drive and Kingscourt Drive (southside)



Sidewalk gap
Between Prince Edward Drive and
Kingscourt Drive (south side)

Bloor Street Complete Street | Planned Project Schedule

