

**Date:** Thursday, February 9, 2023

**Meeting Type:** Virtual

**Start time:** 11:30 a.m. **End Time:** 12:00 p.m.

## Project Overview:

The City is initiating the Bloor Street West Complete Street Extension project to make travel on Bloor Street West safer, more inviting, and attractive for everyone. The project proposes to implement complete street features, including bikeways and safety improvements on Bloor Street West in two phases:

- Phase one extends from the terminus of the existing bikeway at Runnymede Road heading west to Royal York Road; and
- Phase two extends from Royal York Road heading west to Six Points (Resurrection Road) to connect to an existing bikeway in the Six Points redevelopment area.

## Meeting Objectives:

As a key local stakeholder, the City of Toronto is looking to understand your needs and requirements, to help inform the design of the Bloor Street West Complete Street Extension project. The purpose of this meeting was to present a high-level overview of the project, introduce the Project Team, discuss some of the other outreach efforts (i.e. loading survey to businesses) as well as receive feedback and address any initial questions that the RRA might have.

## Meeting Overview:

The meeting was facilitated by Alyssa Cerbu, Public Consultation Coordinator. A presentation was provided by Adam Popper, Project Manager followed by an opportunity for participants to ask questions and hear responses from City staff.

## Discussion

Following the presentation, there was an opportunity for comments and discussion. Below is a record of key points, concerns and follow up.

Questions & Comments	Project Team Response
How will the project interface with rail underpass west of Islington subway station west to Resurrection Road?	Given the quick-build nature of the project, the existing travel lanes would be reconfigured so that one travel lane would be dedicated to a bikeway and buffer (i.e. physical separation), and the other would be maintained for general purpose traffic. The sidewalks would remain unchanged.  There is road widening being considered along Bloor, west of Islington. The project

Questions & Comments	Project Team Response
	team is also coordinating with developers and other City projects happening in this area.
Would the bike lane and parking replace what is now a general purpose lane?	The design is currently under development but that is a likely outcome. There will also be traffic and safety analysis conducted to determine design direction, including the potential provision of turn lanes at intersections.
Are bikeways always the same width? How wide are they relative to general purpose lanes?	<p>Bike lane widths are typically around 2m. A buffer is also added to physically separate cyclists from drivers. There are minimum widths for bikeways but the width may change depending on local context.</p> <p>Current travel lanes widths in the City can range from 3.5m-3.8m, which is are too wide based on the City’s latest design standards. The City is aiming to reduce lane widths on a project-by-project basis, which in turn reduces speeding.</p>
“I would take issue that car use is down. Anyone who drives knows it has increased enormously since the end of the pandemic.”	Traffic volumes were greatly reduced during the pandemic. City-wide traffic data collected shows that traffic volumes are currently at 85-90% of pre-pandemic levels, but this varies from neighborhood to neighborhood. The City works to preserve as much capacity on roads as possible within the context of the complete streets improvements.
How does the City determine who is the target audience for outreach on these projects? Sometimes people do not hear about the projects. What are the outreach area limits?	<p>The outreach limits for the mailing list are one major block west of Resurrection and one major block east of Runnymede. The north limit is Dupont; the south limit is approximately halfway between Lakeshore and Bloor.</p> <p>There will be opportunities for the public to provide feedback in-person and online. The team would encourage the RRA to help get the word out.</p>
“Bloor West Village is clogged these days with traffic. What is the idea to reduce that?”	This is something the project team will provide more detail on once the design is further advanced. The team is working with the Bloor West Village BIA to gather input to design. Attendees are encouraged to submit feedback when the designs are released.

Questions & Comments	Project Team Response
CM noted the danger of right-hand turns as a driver where there is a bike lane.	These right-hand turn collisions (also known as “right hooks”) are one of the most common types of collisions between vehicles and cyclists. There are design treatments that can be implemented to help reduce these conflicts, such as having protected right turn phases at signalized intersections for drivers.

**Follow Up Required:**

No action items at this time.

**Attendees**

**Islington RRA:** Carolyn McGee (RRA President), Lois Broad (Board member), Valerie Gibson (Board member)

**City of Toronto:** Adam Popper (AP), Alyssa Cerbu (AC)

**Arcadis | IBI Group:** Lisa Ma, Eric Tunell