



*Canadian Association of
Road Safety Professionals:
Cycling Safety Panel*

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Active Transportation,
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Toronto's Bloor Street Bike Lane Pilot:
Improving economic vitality and safety

Complete Streets Evaluation Tool



**ACTIVE AND
SUSTAINABLE
TRANSPORTATION**



**LEVEL OF
SAFETY**



**LEVEL OF
SERVICE**



**SURROUNDING
ENVIRONMENT**

TCAT's Bike Lanes, Parking & Business Reports



BIKE LANES, ON-STREET PARKING & BUSINESS

A Study of Bloor Street in
Toronto's Annex Neighbourhood



BIKE LANES, ON-STREET PARKING & BUSINESS

Year 2 Report: A Study of Bloor Street
in Toronto's Bloor West Village



ECONOMIC IMPACT STUDY

of Bike Lanes in Toronto's
Bloor Annex and Korea Town
Neighbourhoods



TCAT's Economic Impact Metrics

1. Customer Counts → *Merchant Survey*

2. Spending → *Visitor Survey*

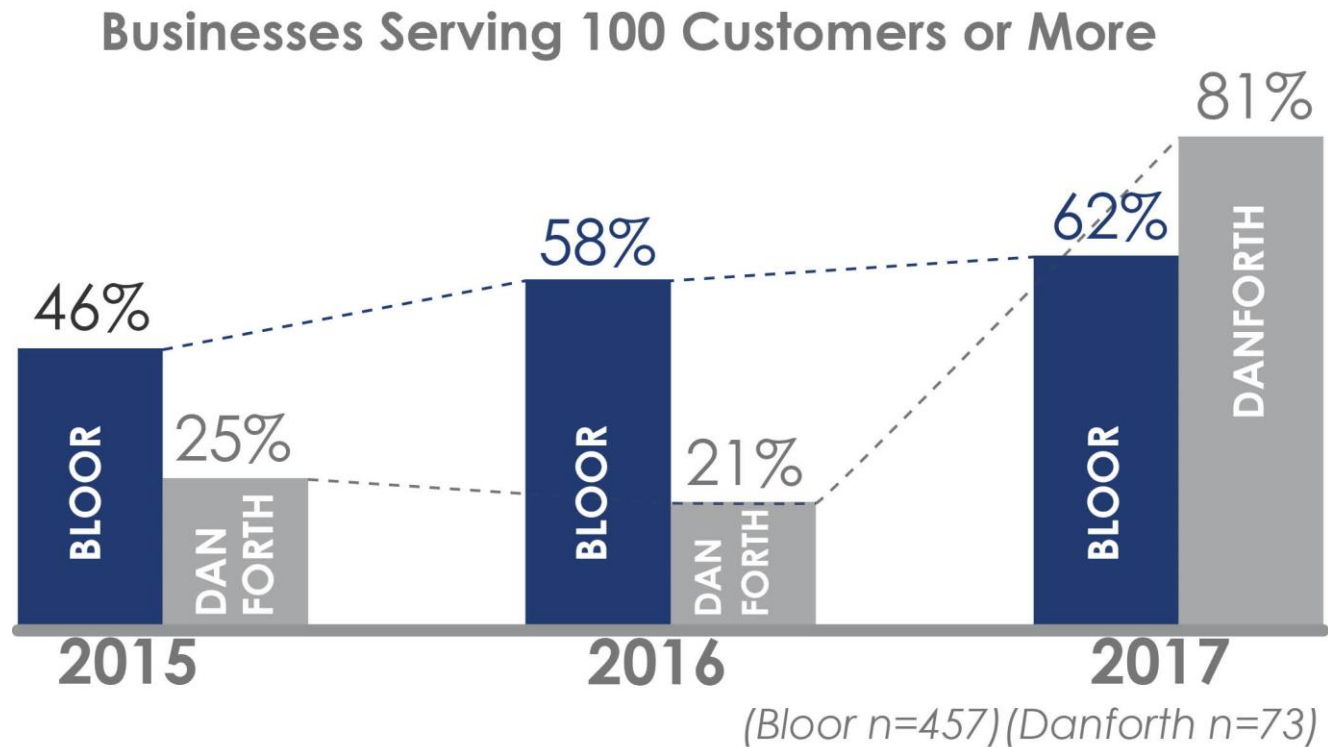
3. Visit Frequency → *Visitor Survey*

4. Vacancies → *Street-level Scan*

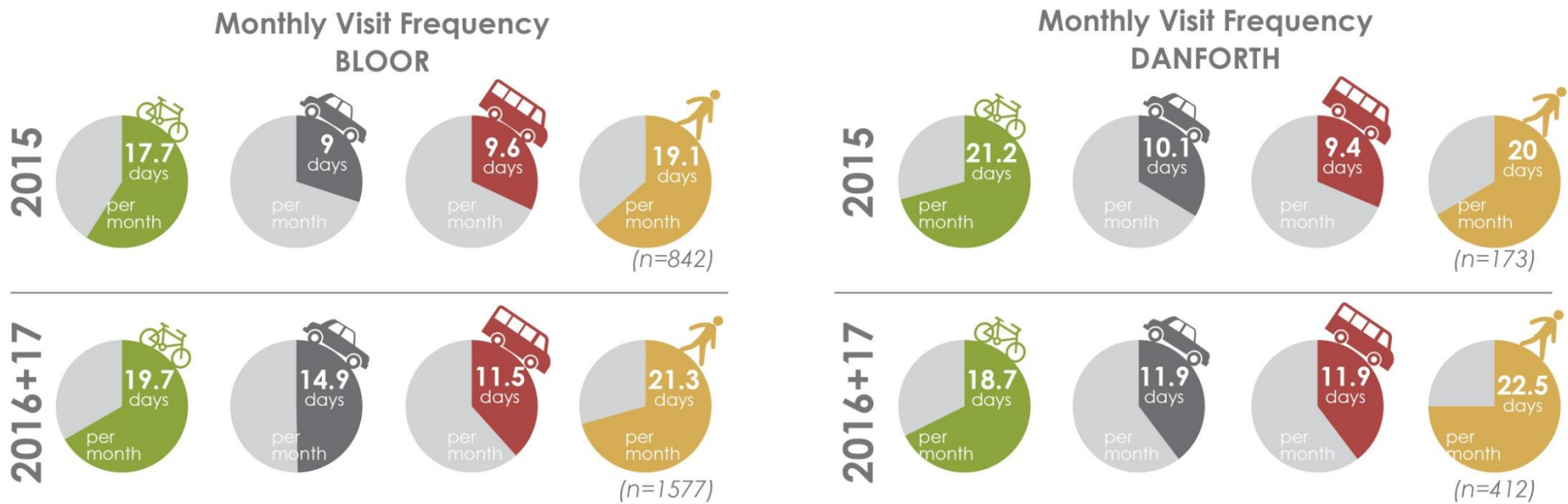
Findings: Visitor Spending



Findings: Customer Counts



Findings: Visit Frequency



Findings: Vacancies

Area	Pre	Post
Bloor Street in Korea Town and Bloor Annex BIAs (n=247)	6.5%	6.1%
Danforth Avenue (Broadview Ave to Chester Ave) (n=60)	10.0%	6.7%

City of Toronto's Metrics



SAFETY: Road user conflict “near-miss” study in partnership with the University of Toronto and Miovision



EFFECTS ON BUSINESS: TCAT's before and after Economic Impact Study, Moneris point of sale data



EFFECT ON THE CYCLING ENVIRONMENT: Bicycle volume counts, stated preference survey



EFFECT ON THE MOTORING ENVIRONMENT: Motor vehicle volume counts, motor vehicle travel time



PUBLIC PERCEPTION: Online surveys, stakeholder engagement

Findings: Perceived Safety

- 75% agreed that cycling on Bloor is safer now
- 85% of cyclists feel safe now (3% before)
- 66% of motorists feel comfortable driving next to cyclists now (14% before)



Findings: Actual Safety

Near miss conflicts...

- decreased between all road users by 44%
- decreased between motorized vehicles by 71%
- decreased between motorized vehicles and bikes by 61%
- decreased between motorized vehicles and pedestrians by 55%
- increased between bikes and pedestrians by 61%



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Many metrics. Increased safety most important.



Questions?

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