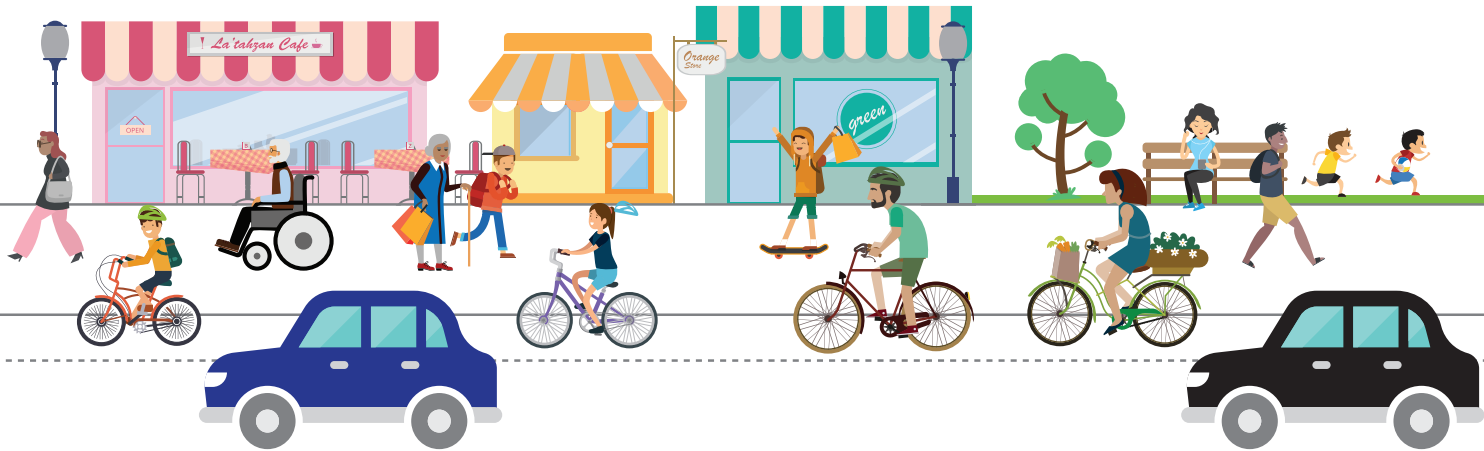


BIKEWAYS AND BUSINESS ON BLOOR STREET: RESEARCH SUMMARY

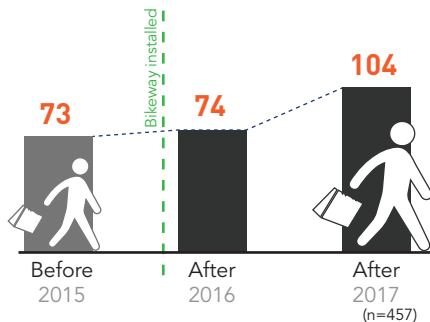


BEFORE & AFTER BIKEWAY INSTALLATION:

Avenue Road to Shaw Street

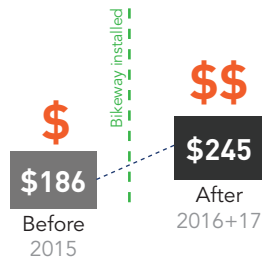
Three separate studies¹ of Bloor Street in the Annex and Korea Town neighbourhoods indicate positive economic impact associated with the installation of the bikeway.

There are more customers on Bloor after the bikeway installation.²



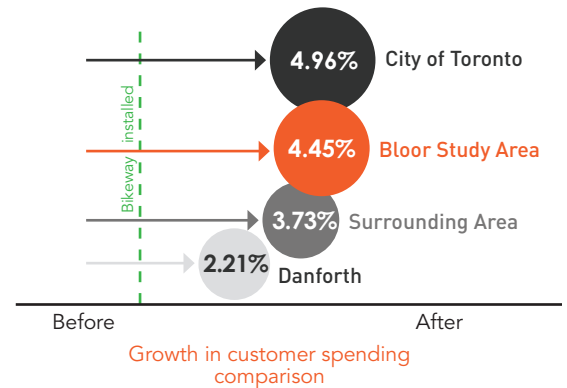
Average number of customers served per weekday

And people are spending more.³

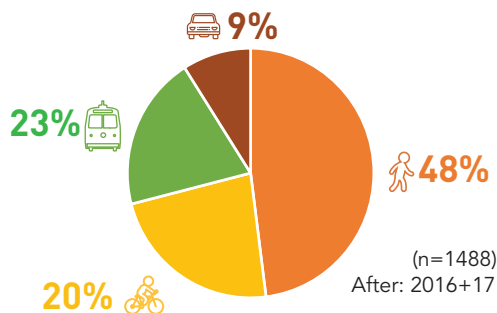


Average customer spending per month

Customer spending grew more on Bloor than surrounding areas, and about the same as rest of the city overall.⁴

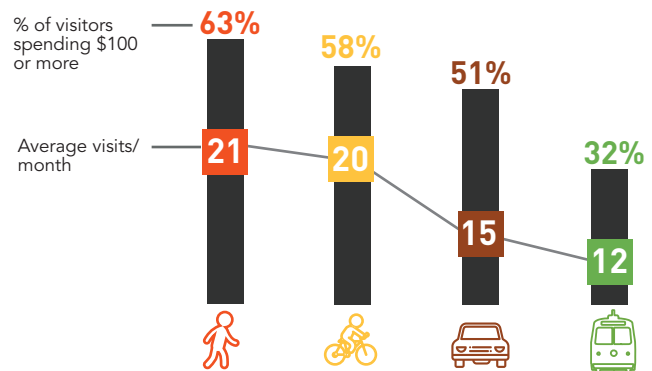


More people are cycling,⁵ and few people drive to Bloor.⁶



Customer travel choices after bikeway installation

People who bike or walk to Bloor visit the most often and spend the most per month.⁷



Customer visits and spending by travel choice

STUDY RESULTS FROM OTHER CITIES



New York City

Vanderbilt Avenue

102% increase in retail sales after bike lanes and traffic calming were installed, compared with 64% at comparison sites.⁸



Seattle

Latona Avenue and 65th Street

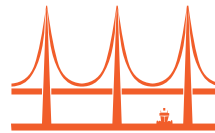
Up to 400% increase in sales after bike lanes were installed, compared with steady sales at comparison site.⁹

HOLLYWOOD

Los Angeles

York Boulevard

Revenues were higher after bike lanes were installed, and there was no significant impact on business turnover, new business openings, or property sales prices.¹⁰



San Francisco

Valencia Street

7% increase in sales after bike lanes were installed, compared with 5% for surrounding businesses.¹¹



Vancouver

Hornby Street

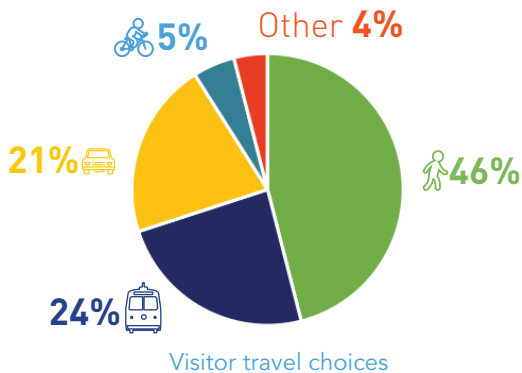
Despite initial resistance to the bike lanes, seven years after the bike lanes were installed the Downtown Vancouver BIA became a platinum supporting member of a local cycling advocacy group, and called the bike lanes “a competitive edge”.¹²

1 – Arancibia, Farber, Savan, Verlinden, Smith Lea, Allen, Vernich. [2019]. Measuring the Local Economic Impacts of Replacing On-Street Parking with Bike Lanes: A Toronto [Canada] Case Study. Journal of the American Planning Association. <https://bit.ly/31KubiC>; City of Toronto. [2017]. Bloor Street West Bike Lane Pilot Project Evaluation. <https://bit.ly/2WbmmBd> and Sztabinski. (2009). Bike Lanes, On-Street Parking & Business: A study of Bloor Street in Toronto's Annex Neighbourhood. Clean Air Partnership. <http://bit.ly/326DcTu>
2,3,6,7 - Arancibia, Farber, Savan, Verlinden, Smith Lea, Allen, Vernich. [2019]. Measuring the Local Economic Impacts of Replacing On-Street Parking with Bike Lanes: A Toronto [Canada] Case Study. Journal of the American Planning Association. <https://bit.ly/31KubiC>
4,5 - City of Toronto. [2017]. Bloor Street West Bike Lane Pilot Project Evaluation. <https://bit.ly/2WbmmBd>
8 - New York City Department of Transportation. [2013]. The economic benefits of sustainable streets. New York, NY. <https://on.nyc.gov/32U5Bx1>
9 - Rowe, K. [2013]. Bikenomics: Measuring the impact of bicycle facilities on neighborhood business districts (Master's thesis). University of Washington, Seattle. <https://bit.ly/31EVOJS>
10 - McCormick, C. [2012]. York Boulevard: The economics of a road diet. Los Angeles: Luskin School of Public Affairs, University of California. <http://bit.ly/2qJW6lR>
11 - Poirier, J. A. [2018]. Bicycle lanes and business success: A San Francisco examination. Transportation Research Record: Journal of the Transportation Research Board, <https://bit.ly/2BM2r2l>
12 - Stantec. [2011]. Vancouver Separated Bike Lane Business Impact Study. Vancouver, BC: City of Vancouver. <https://bit.ly/2Wf5Z6J> and Lovgreen, T. [2017, June 22]. "Part of an evolution": Downtown business partners with cycling group. CBC News. <https://bit.ly/310EUZc>

BIKEWAY EXTENSION: Shaw Street to Runnymede Road

In July 2019, the City of Toronto began planning, design and consultation for a westward extension of the Bloor Street bikeway. A 2010 study of travel and purchasing patterns in Bloor West Village indicate that the bikeway extension will likely enhance economic growth along Bloor West.

Most visitors do not drive to Bloor West Village.¹³



Visitors who walk, bike, and take transit to Bloor West Village visit more often and spend more money.¹⁴



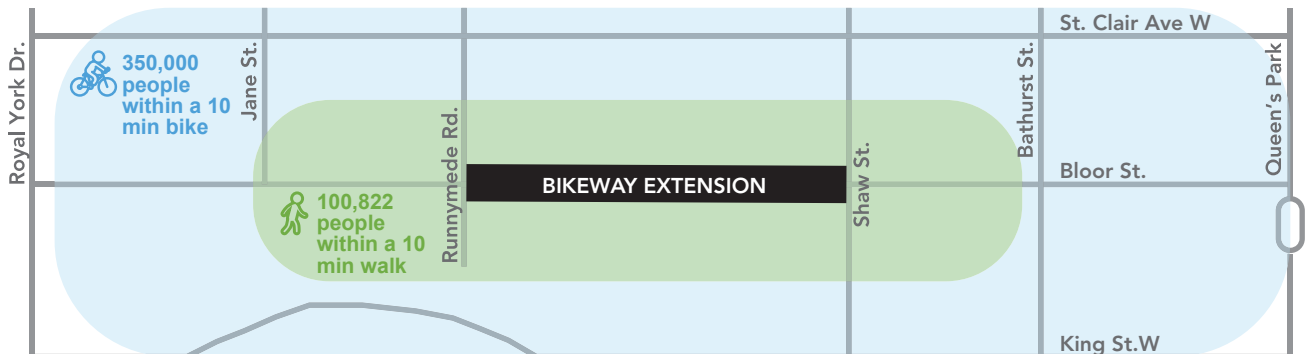
= visit **1x** per week or less
69% spend \$100 or more per month



= visit **3x** per week or more
86% spend \$100 or more per month

Walk/bike shed

Over 350,000 people are within a 10 minute walk or bike of the bikeway extension.¹⁵



13, 14 - Forkes & Smith Lea. (2010). Bike Lanes, On-Street Parking & Business Year 2 Report: A study of Bloor Street in Toronto's Bloor West Village. Clean Air Partnership. <https://bit.ly/2WbCWkq>

15. Statistics Canada. (2016). <https://bit.ly/2PgqxM4>