# ActiveTO Midtown Complete Street Pilot

## August/September 2022

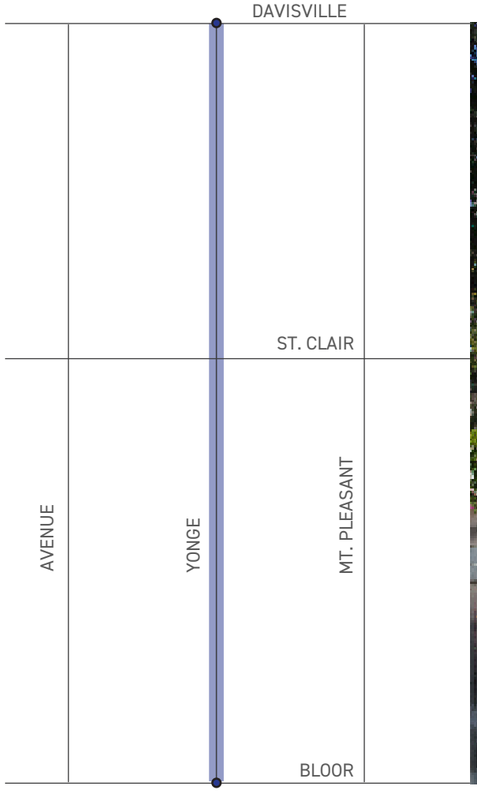



Photo Credit: Harry Choi

In April 2021, Toronto City Council approved the installation of a temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue.

As part of the Midtown Complete Street Pilot, ActiveTO and CaféTO features including cycle tracks, decorative curb extensions, planters and on-street patios were installed. The pilot project was part of the City's quick-start COVID-19 response programs aimed at connecting people cycling along major routes for essential trips and providing urgent support and expanded space for local restaurants.

In April 2022, City Council approved extending the ActiveTO Midtown Complete Street Pilot on a provisional basis to enable further monitoring, consultation, and evaluation.

The data presented here comes from a variety of sources:

- **Vehicle travel time data** is sourced from HERE Technologies, a third party navigation company. The data is processed and aggregated by City staff to compare across various dates, time periods and streets within the study area. The data is continuous and has been processed from September 2019 to September 2022 for this analysis.
- **Vehicle, Bicycle and Pedestrian** counts are sourced from intersection turning movement counts. These counts are completed by a contractor using video technology, and the counts have been conducted for 16 hour studies over a few weekday and weekend days starting with baseline data collection in May 2021 and repeating every 2-4 months throughout the pilot, the most recent counts were completed in August 2022. During each counting period, the City conducted counts at approximately 35 locations across the study area covering intersections on Yonge Street, Mount Pleasant Road and Avenue Road.

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## VEHICLE TRAVEL TIMES

Change in weekday Travel Times, Fall 2019 vs September 2022, Bloor St to Davisville Ave:

| | Northbound | Southbound |
|---|---|---|
| AM PEAK | +15 seconds | -34 seconds |
| MIDDAY | +66 seconds | +26 seconds |
| PM PEAK | +70 seconds | +38 seconds |
| WEEKEND MIDDAY | +78 seconds | +11 seconds |

When comparing vehicle travel times between September 2019 and September 2022, the largest weekday changes are northbound on Yonge St in the p.m. peak period, where travel times have increased by 70 seconds to average 9.8 min to travel from Bloor St to Davisville Ave.

Average weekday travel time changes across all other times of day are generally less than 1 minute from Bloor St to Davisville Ave when compared to Fall 2019.

Weekend travel times have increased by 78 seconds northbound and 11 seconds southbound, however these times remain lower than weekday midday or PM peak travel times.

No spill-over travel time impacts on Avenue Rd or Mount Pleasant Rd have been demonstrated in the data collected.

## VEHICLE VOLUMES

**Varies +/- 8%**

Change in daily vehicle volumes on Yonge St in August 2022 compared to May 2021.

## CYCLING VOLUMES

**Varies from 730-1,570 daily people cycling in August 2022.**

**45%-162%** growth in daily cycling volumes at various sites on Yonge St within the pilot area in August 2022 compared to before the pilot (May 2021).

## PEDESTRIAN VOLUMES

Pedestrian volumes along Yonge St have increased in August 2022 compared to data collected in May 2021 before the pilot by a range of **34-142%** at various sites. This is likely largely due to changes in pandemic activity levels in the corridor.

## TORONTO FIRE SERVICES (TFS)

**2022 vs 2019 (pre-pandemic) TFS Response Times:**

Within the ActiveTO study area in 2022, emergency response travel times increased 48 seconds and City-wide, emergency response travel times increased by 43 seconds as compared to the same time period in 2019 (pre-pandemic).

This increase is **5 seconds more** than what is being experienced on a city-wide basis over the same period of time.

## TORONTO PARAMEDIC SERVICES (TPS)

**2022 vs 2019 (pre-pandemic) TPS Response Times:**

Within the ActiveTO study area in 2022, emergency response times increased by 75 seconds and City-wide, emergency response times increased by 113 seconds as compared to the same time period in 2019 (pre-pandemic).

This increase is **38 seconds less** than what is being experienced on a city-wide basis over the same period of time.

There are numerous factors that impact TFS and TPS emergency response travel times, including increases in traffic congestion, construction activity, lane closures, and increasing emergency call volumes which impact the availability of TFS / TPS trucks / crews at any given point in time. For TPS, recent increases in emergency response times are primarily attributable to health system challenges, particularly in-hospital wait times for paramedics.

**NOTES:**

Ongoing data collection, monitoring, and evaluation is planned prior to reporting back to City Council by January 2023.

**TFS & TPS DATA**

**TFS Study Area** = Avenue Rd to Mount Pleasant Rd and Davisville Ave to Bloor St

**TPS Study Area** = Yonge St corridor from Bloor St to Davisville Ave, plus a 1,000 metre buffer. The TPS analysis was calculated using 90th percentile response time to life threatening emergencies.

All 2019 and 2022 comparisons were taken between January 1 and June 30.

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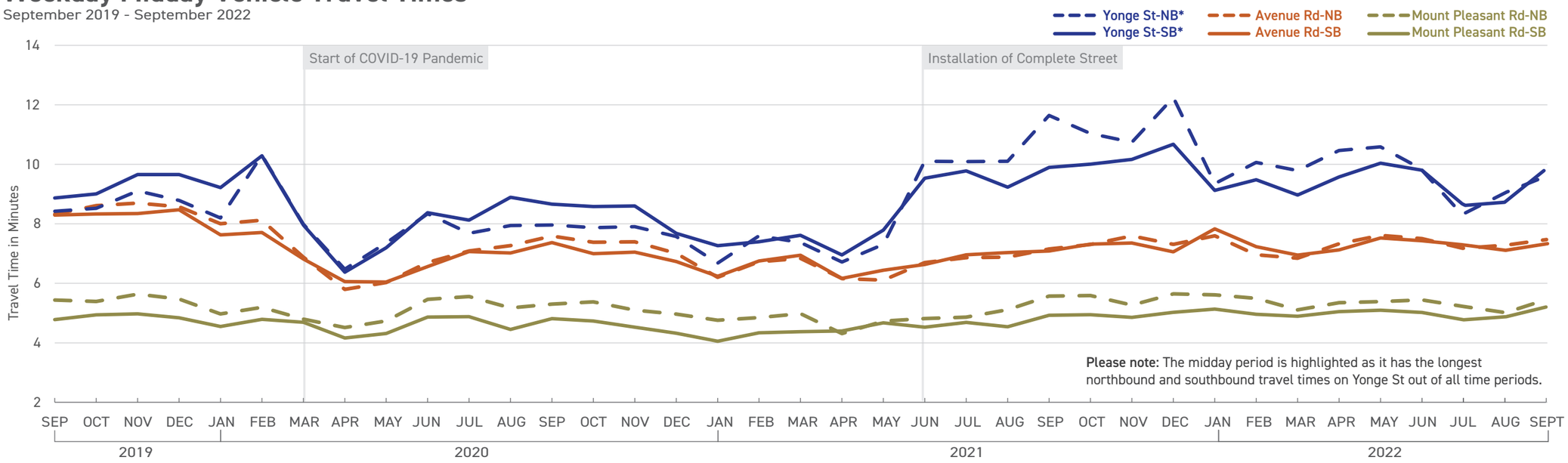
# Vehicle Travel Times: Yonge St - Bloor St to Davisville Ave



## Weekday Midday Vehicle Travel Times

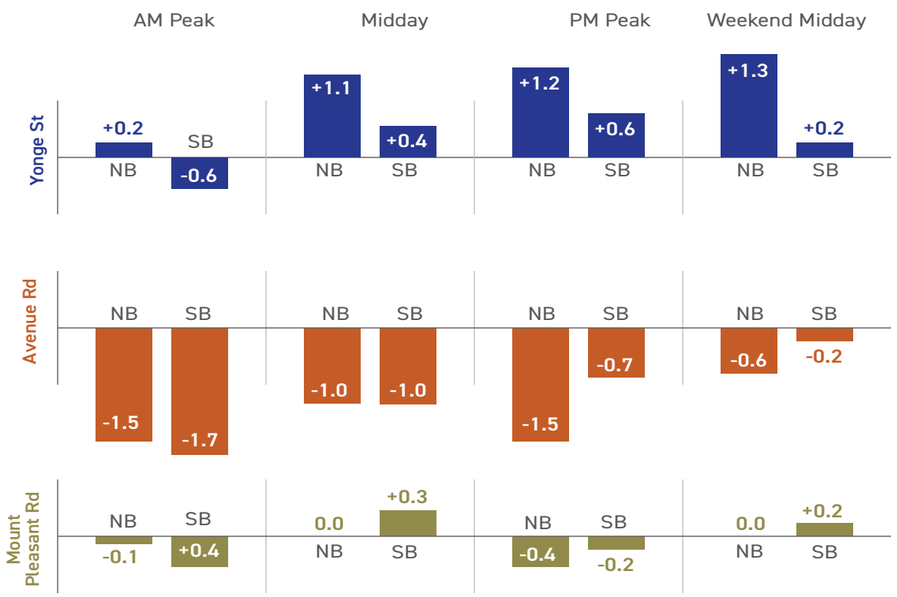
September 2019 - September 2022




## Overall Changes: Weekday Travel Time

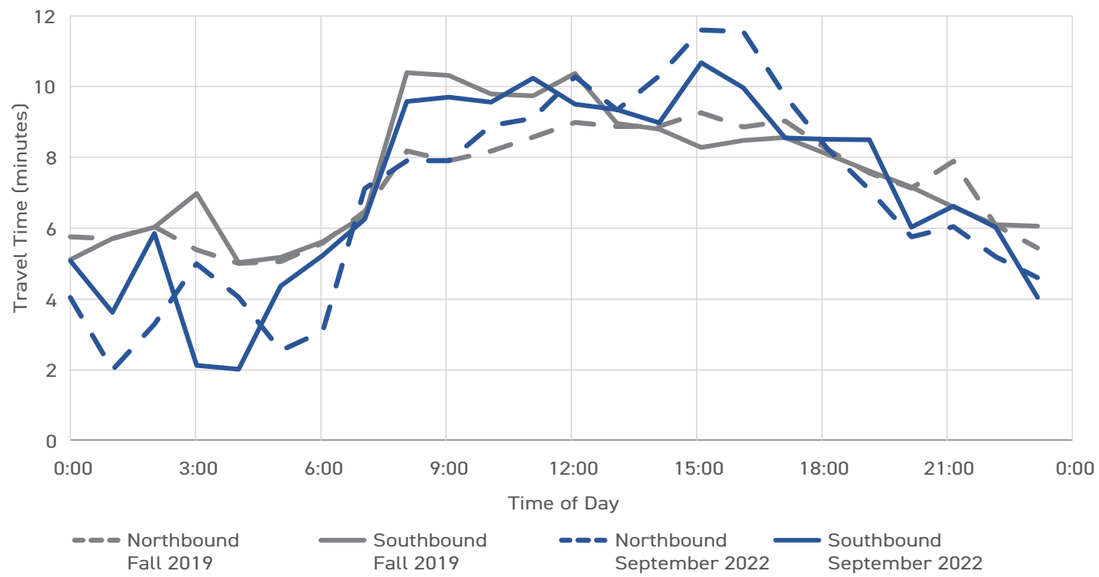
September 2022 vs Fall 2019 Change (mins)

**Plus (+)** indicates slower travel times | **Minus (-)** indicates faster travel times




## Yonge St Weekday Travel Time by Time of Day

September 2022 vs Fall 2019 (mins)




- Travel time impacts in the study area are predominantly seen on Yonge St during the midday and PM peak periods.
  - Northbound travel times are more impacted than southbound, with increases of 0.3 min in the a.m. peak, 1.1 min midday and 1.2 min in the p.m. peak in September 2022 compared to Fall 2019.
- Compared to the previous dashboard release, travel times have improved by 0.4 minutes in the AM peak and midday, while PM peak travel times have slowed by 0.3 minutes.
- Parallel corridors (Avenue Rd and Mt Pleasant Rd) are not impacted, with travel times remaining below pre-pandemic levels (Fall 2019).
- The observed changes have happened against a backdrop of gradually increasing congestion levels city-wide from period of COVID-19 restrictions in the winter and Spring of 2021 to the gradual re-opening of businesses, services and gatherings through the summer and Fall of 2021 and beyond.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify opportunities for improvements as required.

**Notes:**

* **NB** stands for Northbound
* **SB** stands for Southbound

Travel Times sourced from HERE Technologies, continuous daily monitoring from September 2019 to September 2022.

Fall 2019 includes all days between September 16 and December 6, 2019.

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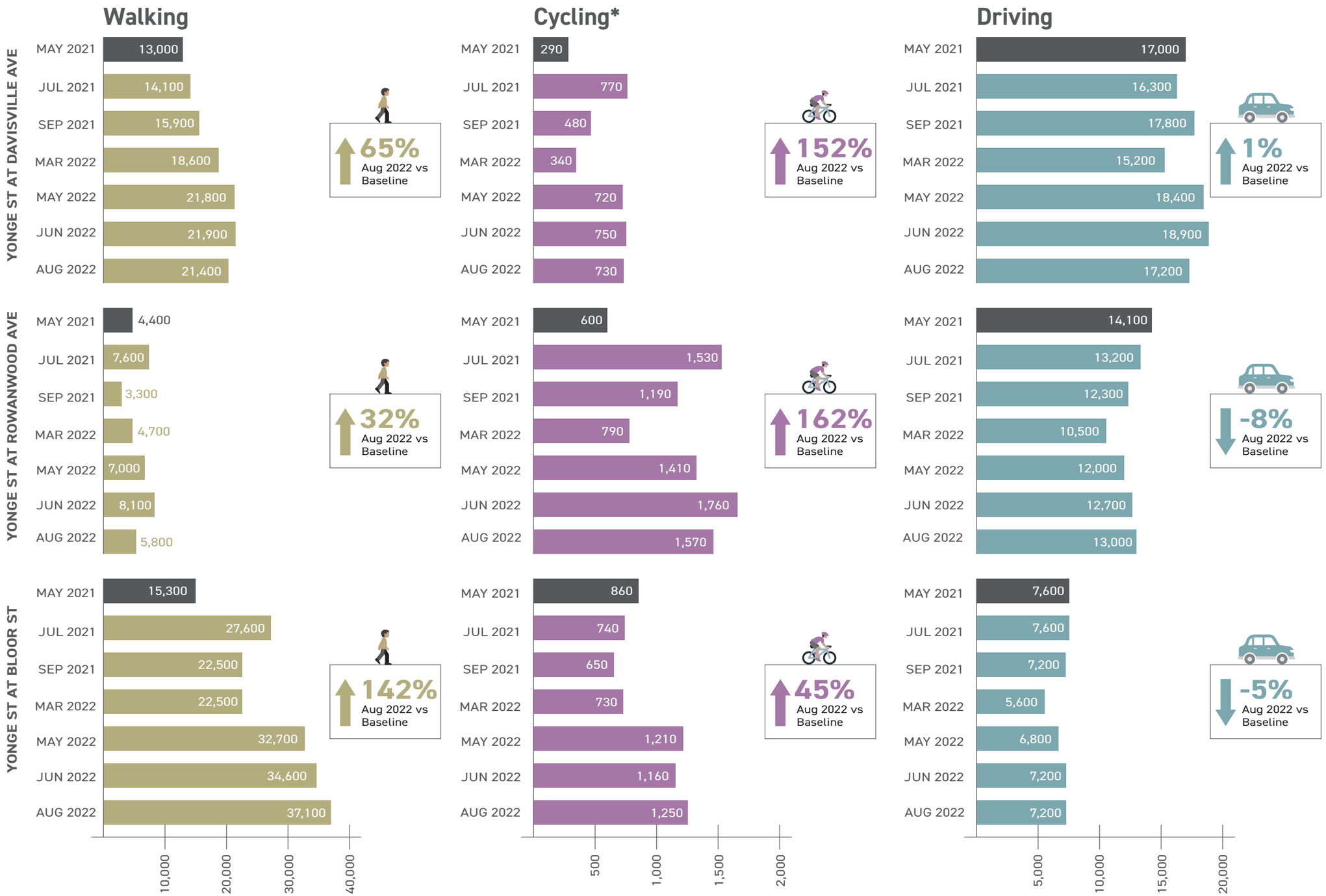
# Daily Count Volumes: Yonge St - Bloor St to Davisville Ave






- There is a strong growth in pedestrian volumes across the corridor. This is likely largely due to changes in COVID-19 restrictions in the winter and spring of 2021 to the gradual re-opening of businesses, services and gatherings through the summer and fall of 2021 and beyond.
- August 2022 cycling volumes remained consistent with previous May and June 2022 counts.
- Vehicle volumes on Yonge St range from 1% lower to 8% higher than before the pilot was installed.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify and implement opportunities for where possible.

**Data Collection Dates:**

May 2021 - Baseline (May 5-6 & 2021)
Jul 2021 (Jul 24, 28-29)
Sep 2021 (Sep 22-23 & 25)
Mar 2022 (Mar 29-31, Apr 5)
May 2022 (May 4-5, 26 & 28)
Jun 2022 (Jun 14-16 & 18)
Aug 2022 (Aug 24-27)

Volumes collected from intersection turning movement counts, represent a 16 hour period from 7AM to 11PM.

**Notes:**
* Cycling volumes have been seasonally adjusted based on temperature and precipitation levels to allow a direct comparison of cycling volumes across seasons.

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