

**Toronto Accessibility Advisory Committee**

# **ActiveTO Midtown Temporary Complete Street Pilot**

**Presenter: Becky Katz, Manager  
Cycling and Pedestrian Projects**

April 1, 2021

# Agenda

1. Background
2. ActiveTO Midtown - 2021
3. Next Steps

## The TO COVID-19 programs were composed of :

**ActiveTO\***: Major Road Closures, Quiet Streets, Cycling Network Acceleration

**CurbTO**: Pedestrian queuing areas and vehicle pick up and drop off areas

**RapidTO**: Red bus lanes

**CaféTO**: Sidewalk and curb lane patios

\*Today's presentation will focus on ActiveTO and CaféTO 2021

# Background | COVID-19 Response Goals

## Better use of the right-of-way in the context of COVID-19:

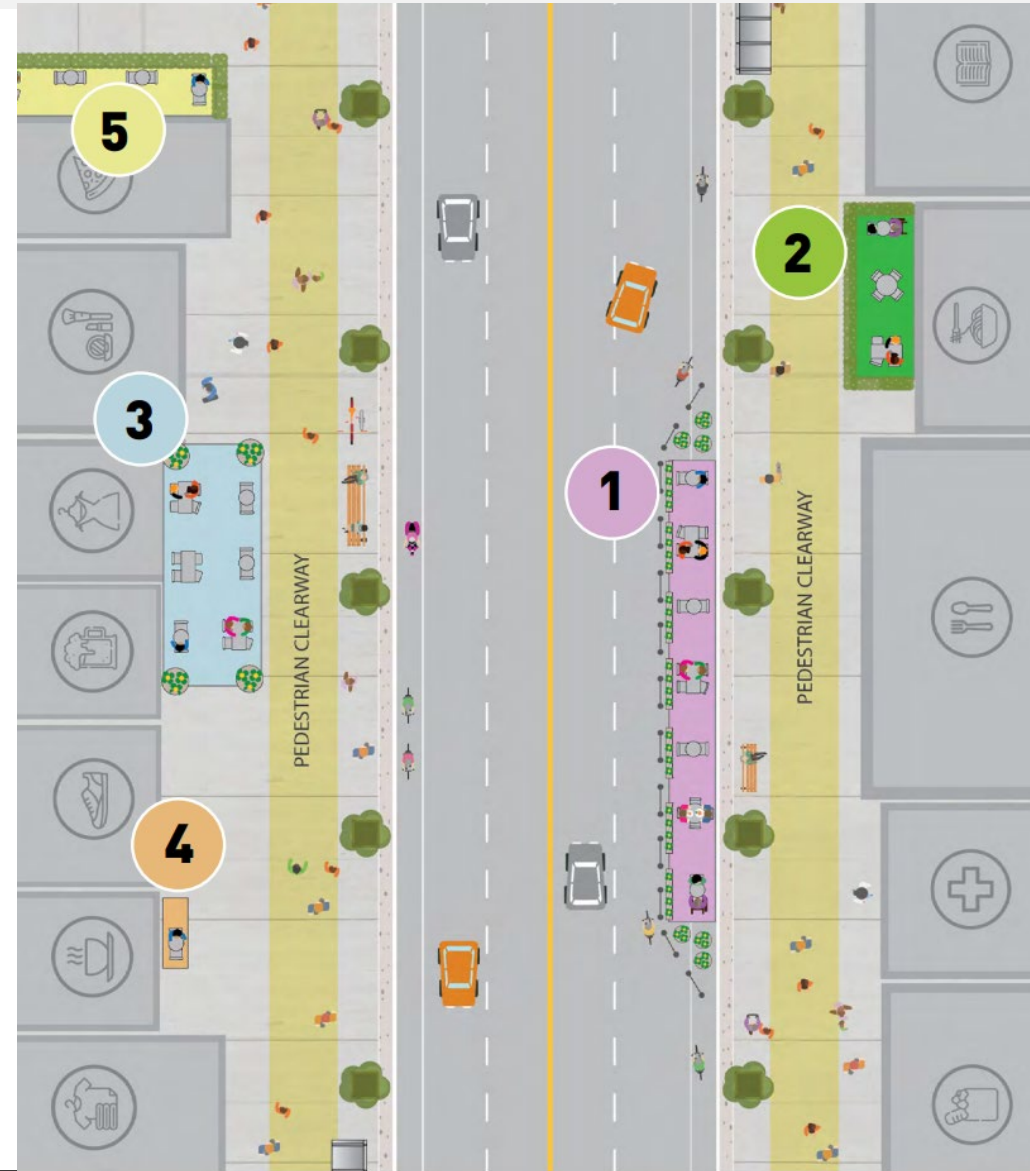
- **Supporting local businesses** by improving access options for loading and deliveries, providing expanded patio and outdoor seating opportunities
- **Supporting physical distancing** for active modes of transportation
- **Supporting transit system relief** by providing sustainable alternatives for people
- **Providing a safer environment** by allowing for a more predictable, consistent streetscape design
- **Providing more space** for accessible features, public realm enhancements, Bike Share, bike parking

# Background | CaféTO

The 2021 CaféTO enhanced accessibility guidelines include:

- How to measure the pedestrian clearway
- Accessible entrance and ramps
- Cane detectable and contrasting colours for fencing, planters and delineation
- Accessible furniture and layout

CafeTO will be installed in early May. Adjustments will be made in June with the Complete Street Pilot installation



# Background | Cafes, Planters and Cycle Track



Above are 2 examples of separated and curb/bollard protected bike lanes on the Danforth

# Background | Types of Bikeway Separation

**Flexible Bollards  
Mounted on Pre-Cast  
Concrete Curbs**



**Flexible Bollards**



**Planters**



**Flexible bollards mounted to pre-cast concrete curbs** are the **preferred type** of separation for most of the Bloor West Bikeway Extension since they perform well on many of the evaluation criteria such as deterring motor vehicles from entering the bikeway and reducing maintenance costs. Some **planters** will also be used to delineate cafes.

# Background | A Pilot Approach

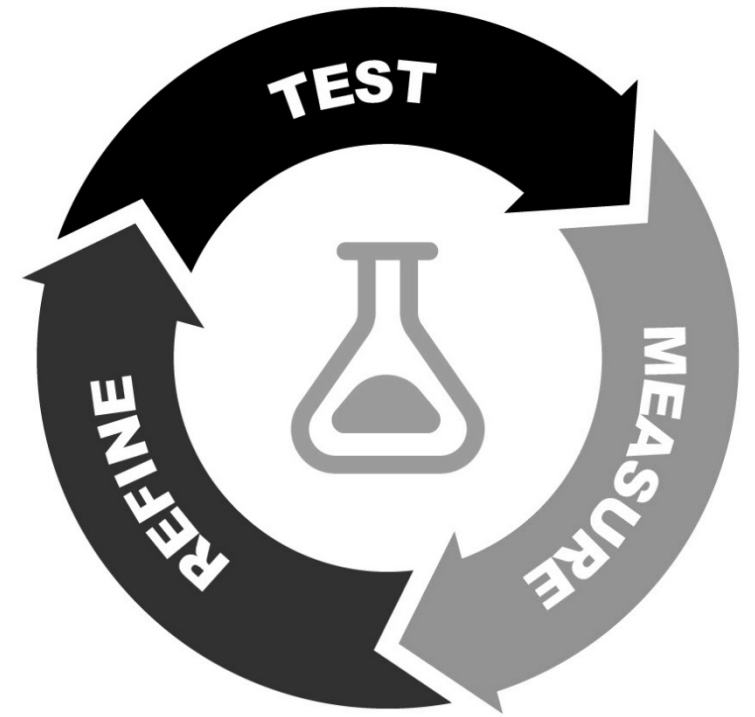
**A pilot approach enables testing new ideas, quickly and cost-effectively**

Cities across the globe are turning to pilot projects to test, measure and refine complete streets projects.

Keys to Successful Pilot Projects:

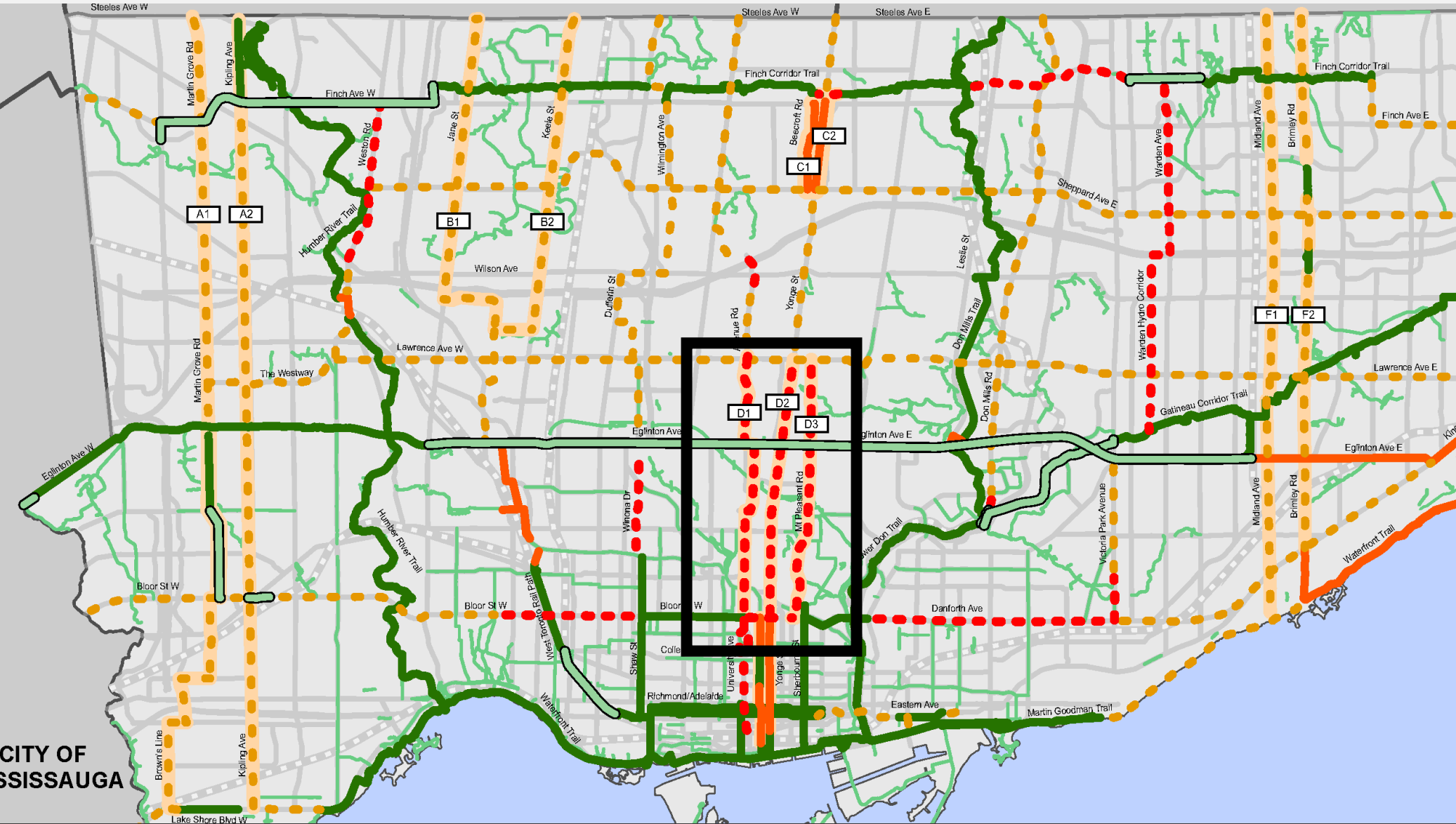
- Quick build materials
- Public consultation and stakeholder feedback
- An evaluation framework including the collection of before & after data

Pilot projects do have limitations and further improvements can and should be explored.





# Background | 2019 Near Term Cycling Network Implementation



- D1 Avenue Road
- D2 Yonge Street
- D3 Mount Pleasant Road
- Existing Routes\*
- In Design/Construction
- Environmental Assessment Study Underway
- Study Planned (2019-2021)
- Study Required
- Studies Planned in Conjunction
- Existing Local Cycling Network
- Rail Line

# Background | 2020 Council Direction . Motion IE5.11

On October 27, 2020, City Council adopted this motion:

City Council request the General Manager, Transportation Services, to consider and explore including, as part of either the 2021 update to the cycling network plan, the COVID-19 pandemic cycling network expansion response plan or potentially as part of the YongeTOMorrow process, a **temporary protected bikeway along Yonge Street or parallel routes from Bloor Street to north of Lawrence Avenue in conjunction with on-street patios, road safety and traffic-calming measures, and other streetscape improvements** identified through consultation with local businesses and community groups, following the complete streets approach applied to Danforth Avenue, with implementation by the second quarter of 2021, and iteration and evaluation throughout 2021.

# Background | ActiveTO Cycling Projects and Accessibility Elements

Transportation Services was directed by City Council to rapidly install up to 25 km of new cycle tracks and bike lanes across Toronto. City staff incorporated current best practices to meet accessibility needs.

Accessibility Elements included:

- New access on Bayview Avenue (further upgrades are needed)
- Cycle tracks separated from the sidewalk to reduce sidewalk riding
- Corner access for informal loading
- Accessibility loading zones including asphalt ramps
- Raised accessible platforms
- No barriers near transit stops
- Multi-lingual education and outreach campaign

The rapid installation process does have limitations (ie. no curb realignment) and further improvements can and should be explored.

# ActiveTO Midtown | Corridor Comparison

There are few streets that provide a continuous connection between Bloor Street and Lawrence Avenue due to existing trail and railroad infrastructure and the lack of robust local streets. Utilizing the previous Council direction and through analysis of the existing street grid, Transportation Services selected four corridors as potentially suitable for corridor comparison analysis including:

- Avenue Road, Lonsdale, Oriole Parkway, Eglinton Avenue West, Bloor Street West to Lawrence Avenue West;
- Yonge Street, Bloor Street to Lawrence Avenue;
- Duplex Avenue, Chaplin Crescent/Yonge Street to Lawrence Avenue; and
- Mount Pleasant Road, Bloor Street East to Lawrence Avenue East.

# ActiveTO Midtown | Corridor Comparison Findings

Yonge Street performs best overall amongst the corridors, based on:

- **Highest potential for business benefits** based on mixed-use land uses, employment along corridor and concentrations of BIAs compared to the alternatives;
- Demand for improvements as demonstrated through **requests for CaféTO curb lane cafés** as well as **fewer anticipated parking impacts**;
- Demonstrated **need for safety improvements** based on collision trends;
- Overall **importance of the corridor to the cycling network** considering the Cycling Network Plan prioritization process, topography and current bike share utilization; and
- Policy support for complete streets and **role of the corridor in placemaking** along with **lower vehicular volumes** throughout compared to the alternatives.

# ActiveTO Midtown | TTC and Wheel-trans Service

Transportation Services is working with TTC staff to ensure the proposed design adequately accommodates TTC bus stops, minimizes the impact to transit, and improves the street environment for transit users. Wheel-Trans and accessibility needs are also key considerations in the proposed design. Transportation Services is here today to identify ways to best accommodate accessible loading, pickup/drop off, and other accessibility features.

This is an indicator. Accessible drop offs by taxis and private vehicles also need to be considered.

## Wheel-Trans Trips



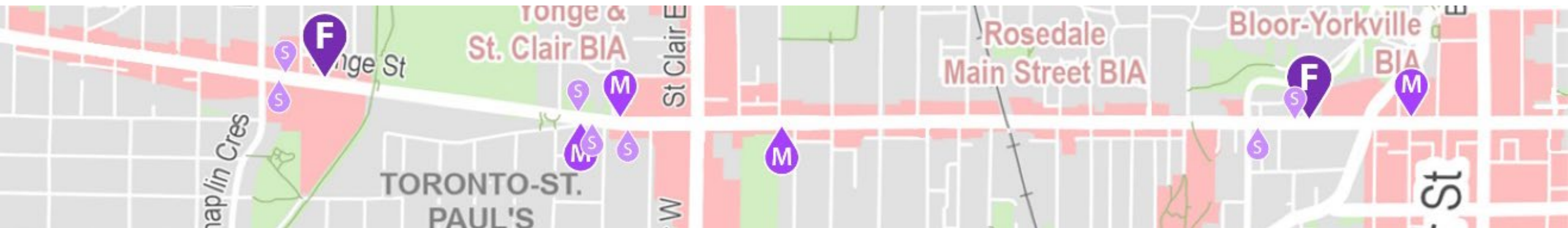
**Frequently Used**  
49 - 96 trips/week



**Moderately Used**  
20 - 48 trips/week



**Slightly Used**  
8-19 trips/week



# ActiveTO Midtown | Accessibility Features

Accessibility features proposed to be included:

## Cycle Tracks

- Cycle tracks separated from the sidewalk to reduce sidewalk riding
- 2 metres (6 feet) spacing between concrete curb barriers to allow wheeled access across the bike lane
- Posts and reflective strips along the concrete curbs to increase the visibility of curbs

## Loading

- Corner access for informal loading
- Accessibility loading zones including raised platforms and asphalt ramps
- No concrete barriers at all bus stops and high use Wheel-Trans locations to allow passengers to be picked up and dropped off near the curb

## Parking

- 24/7 on-street parking and loading

# ActiveTO Midtown | Accessibility Features

## Transit Stops

- No barriers near transit stops

## Pedestrian Crossings

- Curb extensions to slow vehicle turns, provide slower pedestrians with more time to cross, and improve pedestrian safety
- Unobstructed pedestrian clearways and crosswalks
- Refreshed crosswalk markings

## CaféTO

- Ramps at CaféTO expanded patios, and other key locations
- Multi-lingual education and outreach campaign



# ActiveTO Midtown | Accessible Loading and Parking



In the foreground one concrete curb with a bollard is visible between the bike lane and the parking lane. In the next parking space, there are no barriers. Barriers were removed at these parking spaces to make it easier for people to park or load at this location without navigating around the curbs.

Examples of loading on Danforth

# ActiveTO Midtown | Accessible Loading Platforms



Transportation Services is testing out new, temporary asphalt raised platforms on University Avenue, Danforth Avenue and Bloor Street to accommodate accessible loading needs. This has been a great new addition to the City's rapid build toolbox. Staff are working on signage and marking upgrades to improve compliance.

**Accessible loading platform and bikeway**

# ActiveTO Midtown | Accessible TTC Platforms



**University Ave bus platform**

Transportation Services is testing new asphalt raised bus platforms on University Avenue, Danforth Avenue and Bloor Street to accommodate transit needs. This has been a new addition to the City's rapid build toolbox. Staff are working on signage and marking upgrades to improve the experience.

We plan to build platforms at key locations. Exact locations are being determined in collaboration with the TTC.

# ActiveTO Midtown | Curb Extensions



Transportation Services installed decorative safety curb extensions on Danforth Avenue and Bloor Street to slow vehicle turns, provide slower pedestrians with more time to cross, and improve pedestrian safety.

**Artistic curb extensions on Danforth**

# Next Steps | Requesting Feedback from TAAC

**Transportation Services has just begun the public consultation and design on the ActiveTO Midtown temporary complete street pilot on Yonge Street and we need your guidance.**

- **Site Visits:** We plan to have a Wheel-Trans tour to understand the particularities of the corridor. Is there anyone else that we should invite on the tour, should public health COVID restrictions allow?
- **Design:** Do you have any recommendations to keep in mind when designing the decorative curb extensions, parking/loading platforms? Any additional design recommendations?
- **Engagement:** Is there anyone else from the Accessibility community you would recommend engaging? How should we continue engagement with the Accessibility community?

# Next Steps | Timeline

October 2020: Council Motion

Jan to May: Stakeholder Engagement

March 23: IEC

**April 1: Toronto Accessibility Advisory Committee**

**April 7: Advisory Committee on Accessible Transit**

April 7-8: City Council

**April 12-13: BIA and Accessibility “Tours”**

April 27: Public Engagement

June 12-30: Partial street closure for installation of bikeway and CafeTO features

July: Completion of decorative curb extensions, accessible platforms, green thermoplastic.

**August-November: Post installation engagement, monitoring and refinements**

Q4 2020: Report to Council

# Next Steps | Timelines

1. Consulting with stakeholders March – April 2021 on an ActiveTO complete street pilot on **Yonge Street between Davisville Avenue and Bloor Street** in 2021 to complement the CaféTO program. Consultation will include design options, loading areas, accessibility needs, planters and decorative curb extensions.
2. Reporting to **City Council in April** on recommendations for an ActiveTO Yonge Street temporary pilot project. Subject to Council approval. Public meeting in April and on-going stakeholder engagement.
3. Continuing to analyze both Yonge Street and parallel Duplex Ave between Davisville Ave and Lawrence Ave for consideration, subject to future Council direction.
4. Supporting Yonge Street main street businesses north of Davisville Ave through the 2021 CaféTO program.

# Questions?

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