DA TORONTO

ActiveTO: Lessons Learned from 2020 and Next Steps for 2021

Date: March 9, 2021 **To:** Infrastructure and Environment Committee **From:** General Manager, Transportation Services **Wards:** All

SUMMARY

Since the onset of the COVID-19 pandemic, there has been a drastic and evolving change to the balance of demands on Toronto's streets. Throughout 2020, the City of Toronto's Transportation Services Division introduced a variety of COVID-19 response programs in consultation with the Medical Officer of Health to accommodate the need for residents to be outside of their homes while physical distancing.

These programs, including ActiveTO, transformed Toronto's streets to support the city during the first summer of the pandemic. ActiveTO dedicated road space to facilitate active transportation for essential trips and physical activity and is highlighted in the Toronto Office of Recovery and Rebuild's *COVID-19: Impacts and Opportunities Report*. Transportation infrastructure and programs will be critical for Toronto's recovery and efforts to build back better and prioritize investments that support key priorities all through an equity and resilience lens.

ActiveTO was composed of three main programs; Major Road Closures, Quiet Streets and Cycling Network Expansion. This set of programs enabled the largest expansion of cycling infrastructure in the City's history and supported thousands of safe cycling and walking trips to essential services and recreation for mental and physical health.

The Major Road Closures were short-term recurring closures (i.e. weekends and holidays) of major roadways adjacent to highly utilized trails to provide more space for walking and cycling, thus enabling physical distancing. This program launched in May 2020 and continued through October 2020. Thousands of people made use of the Major Road Closures with record numbers in May and then leveling off to over 36,000 people/weekend day utilizing the closures in June, July and August.

Transportation Services proposes that the ActiveTO Major Road Closures program continues in 2021 and beyond. This program aligns with the City Council approved COVID-19: Impact and Opportunities Report Recommendation 59, which states "accelerate or make permanent transit initiatives the City undertook quickly to support crisis response and restart, such as instituting priority bus lanes, improved cycling infrastructure, expansion of bike share and weekend recreational street closures, among others."

The Quiet Streets program was introduced in May of 2020 and installed 65 km of traffic calming in approximately 30 locations. The program utilized temporary signage and barricades to slow vehicular traffic and encourage a shared use of the roadway. This program reinforced Transportation Services understanding that neighbourhoods across Toronto are eager to see traffic managed on local streets to make walking and cycling easier and safer.

In 2021, Transportation Services recommends refocusing the approach to local street calming through existing programs including the Council-adopted Traffic Calming Policy and related programs, speed limit reductions on local roads, implementation of the School Safety Zones, Automated Speed Enforcement in Community Safety Zones, neighbourhood-scale mobility and traffic management planning, and localized improvements identified through 311 calls and requests from City Councillors and Ward Office staff.

Through the Cycling Network Expansion program, Transportation Services accelerated and installed new bikeways along eight key corridors in the Council-adopted 2019 Cycling Network Plan, with particular focus on routes that mirrored major transit routes and/or connected to trails and greenspace. The ActiveTO cycling projects coupled with Transportation Services' permanent on-street cycling network and trail project represents the largest, single year increase in new bikeways in the City of Toronto's history.

Through delegated authority, staff were able to consult, design, and install an unprecedented amount of new cycling infrastructure, which supported a significant growth in cycling this summer and enabled staff to make modifications to projects quickly in response to monitoring and stakeholder feedback. Transportation Services recommends building on the success of rapidly deploying new bikeways through the ActiveTO Cycling Network Expansion program, but through a more modest deployment to better match existing resources and enhanced public consultation in 2021.

The 2019 Council-adopted Cycling Network Near-Term Implementation Plan included a corridor comparison study of Avenue Road, Yonge Street, and Mount Pleasant Avenue between Bloor Street and Lawrence Avenue, which was programmed to be undertaken in 2021. In October 2020, City Council requested Transportation Services to consider the opportunity to install a complete street pilot (i.e. streetscape improvements and road safety measures, in conjunction with a protected bikeway) on Yonge Street between Bloor Street and Lawrence Avenue or parallel corridors by Q2 2021.

As directed in the City Council adopted 2019 Cycling Network Plan, Transportation Services was preparing to undertake a corridor study of the three parallel midtown corridors, and based on the IE 15.11 request, also included a review of the feasibility of the delivery of a complete street pilot in 2021 as part of the ActiveTO program and COVID-19 pandemic response.

In line with the objectives of the ActiveTO Cycling Network Expansion projects delivered in 2020, the Midtown corridor project would be intended to provide multi-modal capacity along the Line 1 subway through a temporary cycling connection between Midtown and the downtown core, as well as support economic recovery of the main street businesses through opportunities to expand on-street patios and streetscape improvements.

Following a corridor comparison analysis and initial consultation with local stakeholders, Transportation Services is seeking City Council authority to undertake broader community consultation and installation of a temporary ActiveTO complete street pilot on Yonge Street between Bloor Street and Davisville Avenue / Chaplin Crescent, subject to further review of these limits and potential impact to surface transit operations as part of the detailed design process, using a similar approach to the Destination Danforth complete streets pilot project. Consistent with the approach to delegation for the ActiveTO Cycling Network Expansion projects approved by City Council in May 2020, the proposed delegation would be time-limited and would end on April 30, 2022. This delegation of authority would allow Transportation Services to consult, analyze, design and install a recommended complete street on Yonge Street after local consultation without delay.

Transportation Services also recommends that the ActiveTO Bayview Cycling Corridor installed in 2020 from Rosedale Valley Road to River Street be extended southerly from River Street to Mill Street on a temporary basis in order to provide a detour route during the 2021 Lower Don Trail Construction Closure.

Transportation Services plans to report back to the Infrastructure and Environment Committee (IEC) in the fourth quarter of 2021 on the outcome and future recommendations regarding the ActiveTO cycling projects, following a period of monitoring and evaluation.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council request the General Manager, Transportation Services to continue to pursue opportunities to provide, where possible and under the advice of Toronto Public Health and through the City-wide recovery planning process, more space for pedestrians, cyclists and public transit riders to allow for better physical distancing through ActiveTO Major Road Closures and Cycling Network Expansion Projects.

2. City Council request the General Manager, Transportation Services to report back to Infrastructure and Environment Committee in the fourth quarter of 2021 on the outcome and future recommendations regarding the ActiveTO Cycling Network Expansion Projects, following a period of monitoring and evaluation.

3. City Council direct the General Manager, Transportation Services, as part of the design, installation, and monitoring process underway for ActiveTO projects, to continue to work in consultation with the local Councillors and stakeholders to identify and implement changes to the ActiveTO Cycling Network Expansion Projects as may be necessary to address operational and safety issues as they may arise, including modification or removal of the ActiveTO Cycling Network Expansion Projects if deemed necessary.

4. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until April 30, 2022, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the ActiveTO Cycling Network Expansion Projects, the authority to implement changes and process and submit directly to City Council any necessary Bills for By-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 1 to the report (March 9, 2021) from the General Manager, Transportation Services, such regulation changes to be in effect no longer than April 30, 2022.

5. City Council authorize the appropriate City Officials to submit directly to City Council at the appropriate time any necessary Bills to amend the appropriate City of Toronto Municipal Code Chapter, and any Schedules to the Code, to reinstate the traffic and parking regulations to what they were immediately prior to the By-law amendments made in connection with the report (March 9, 2021) from the General Manager, Transportation Services.

6. City Council authorize and direct the appropriate City Officials to take the necessary action to give effect to City Council's decision, including the introduction in Council of any and all Bills that may be required.

FINANCIAL IMPACT

To continue the ActiveTO Major Road Closures program in 2021, Transportation Services identified \$2,803,900 for staffing, Paid Duty Officers, and roadway barriers in the approved 2021 Operating Budget for Transportation Services.

The estimated cost to implement the ActiveTO cycling projects recommended in this report is \$3,800,000. Funding is available in the approved 2021 - 2030 Capital Budget and Plan for Transportation Services (CTP817-05).

To continue the acceleration of delivery of the Cycling Network Plan, as well as continued delivery of ActiveTO Cycling Network Expansion Projects, the approved Transportation Services 2021 Capital Budget includes four (4) staff positions.

Impacts to on-street parking and any projected revenue loss to the Toronto Parking Authority (TPA) associated with ActiveTO cycling projects can only be determined as the designs for these projects and associated parking impacts are finalized. Transportation Services will work with the TPA to identify and mitigate reductions to paid parking spaces concurrently with the implementation of cycling infrastructure in the areas impacted.

Funding for ongoing maintenance costs for ActiveTO cycling projects can be accommodated within the approved 2021 Operating Budget for Transportation Services. Funding required for annual maintenance costs will be included for consideration as part of future Operating Budget submissions for Transportation Services.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

In October 2020, City Council requested 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.

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE15.11

In October 2020, City Council approved the report which provides an update on the work undertaken by the Toronto Office of Recovery and Rebuild (TORR), information on the response to COVID-19 by the City including coordination with our federal and provincial partners, and a roadmap towards recovery and rebuild. The report includes recommendations for areas necessary for effective recovery including municipal services that benefit the region, province and country, such as newcomer integration, poverty reduction, climate resilience, transportation and public transit. http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.EX17.1

In September 2020, City Council requested the City Manager to report to City Council on lessons learned from this year's CafeTO, CurbTO and ActiveTO programs, and, in consultation with residents and businesses, to include recommendations for modifications to these programs for 2021. http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.EX16.27

In September 2020, City Council directed the City Manager to work with Exhibition Place to explore opportunities for the grounds to contribute to the COVID-19 recovery and rebuild effort, such as ShowLoveTO and ActiveTO. http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.TE18.42

In September 2020, City Council authorized the General Manager, Transportation Services to negotiate and execute an amendment to non-competitive bridge contract with Sidan Traffic Control Services Limited for the non-exclusive supply, delivery, installation and removal of barricades, Ontario Traffic Manual approved signage/traffic control devices and custom signage for the City's ActiveTO program. http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.IE15.2 In June 2020, City Council authorized the General Manager, Transportation Services to negotiate and enter into a non-competitive agreement with Upper Canada Road Services Inc. in the amount of \$3,083,854 (net of HST recoveries) for the supply, delivery, installation, and warranty of pavement markings, signage, planters and other traffic dividers / public realm beautification elements, and traffic control associated with installation of the previously reported on ActiveTO initiative (which would include the CaféTO program) for the Destination Danforth project approved by Council on May 28, 2020

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX14.1

In May 2020, City Council authorized the installation of cycle tracks on Bloor Street West from Shaw Street to Runnymede Road and the installation of the ActiveTO cycling projects.

http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2020.CC21.20

In April 2020, City Council requested the General Manager, Transportation Services and the Medical Officer of Health to pursue opportunities to provide, where possible and under the advice of public health and through the City-wide recovery planning process, more space for pedestrians, cyclists and public transit riders to allow for better physical distancing, and for the General Manager, Transportation Services to report back to City Council on the possibility of fast-tracking projects within the 10 Year Capital Plan for Vision Zero and cycling infrastructure.

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC20.2

In July 2019, City Council adopted, in principle, the Cycling Network Plan with the Near Term Implementation Plan (2019-2021). The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval.

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.11

In July 2018, City Council adopted the Midtown in Focus: Final Report which included a request to study multi-modal access between Midtown and Downtown, including identifying north south corridors for improved surface transit priority routes and for dedicated cycling facilities

http://app.toronto.ca/tmmis/viewAgendaltemHistory.do?item=2018.PG31.7

COMMENTS

Delivering ActiveTO

The delivery of the three ActiveTO programs required Transportation Services to be nimble and innovative, and challenges were overcome in ways that are not sustainable going forward.

The ActiveTO programs were delivered through reassignment of existing staff resources while placing normal functions on hold and a large increase in lieu and overtime hours by the dedicated Transportation Services, Economic Development and Culture, and Public Consultation Unit staff. Since the early stages of the COVID-19 pandemic and the restart of many of the normal functions of staff including Community Council reports, Traffic Operations investigations and Area Transportation Planning, the reallocation of staff is no longer possible. The workloads of staff dedicated to capital delivery cannot grow further without negative impacts to project schedules, increasing lieu and overtime time, and work life balance. As part of the 2021 Budget Process, additional staff resources were approved to support the ActiveTO program on a temporary basis for 2021 and 2022.

Transportation Services delivered the three programs through expedited procurement methods including purchase order amendments and non-competitive procurement contracts. While these were deemed necessary due to the urgency of the pandemic, and were competed in conformance with City of Toronto procurement policies for purchase order amendments and non-competitive procurements, these methods are not preferred going forward.

Transportation Services expanded their partnerships with local community non-profits to increase capacities to monitor, evaluate and educate the public on the ActiveTO program:

- Transportation Services entered into partnership with Park People and Clean Air Partnership - The Centre for Active Transportation to lead public intercept surveys to understand a nuanced perspective and best inform future recommendations on the Major Road Closures and Destination Danforth complete street pilot project.
- Transportation Services partnered with OpenStreetsTO to deliver the Yonge Street Major Road Closures on two Sundays in September.
- Transportation Services partnered with 8 80 Cities to analyze the survey results of the Quiet Streets program, which received more than 9,800 survey responses.
- Transportation Services has partnered with Cycle Toronto to offer multilingual cycling education programs to fulfill the adopted May 2020 Council motion to roll out a multilingual road safety campaign, focused on educating all users of roadways. More information on this program can be found at <u>https://www.toronto.ca/servicespayments/streets-parking-transportation/cycling-in-toronto/safety-and-education/</u>.

With a few key exceptions, ActiveTO was delivered with limited general public consultation and focused on targeted stakeholder engagement. This was deemed necessary due to the urgency of the pandemic, but Transportation Services does not support this approach in perpetuity, particularly in equity-seeking communities and Neighbourhood Improvement Areas. Public consultation is the foundation of more inclusive approaches to transportation capital program delivery. Transportation Services is working to ensure transparency and flexibility--meeting communities where they are---in order to build and earn trust with community leaders and produce multi-facetted and accessible public consultation processes.

ActiveTO Major Road Closures

Overview:

Major Road Closures are recurring short-term closures (i.e. weekends and holidays) of major streets adjacent to highly utilized trails to provide more space for walking and cycling, thus enabling physical distancing. The program launched in May 2020 and continued into October 2020. The weekend closures provided space for thousands of people to be active, respect physical distancing and contributed to the overall well-being of residents.

Depending on roadway construction and detours, the following major roads were closed to vehicles on weekends between May and October:

- Lake Shore Boulevard West (6 km) from Windermere Avenue to Stadium Road (eastbound lanes only). As a result, the eastbound Gardiner Expressway off ramp to Lake Shore Boulevard West (exit #146) was also closed;
- Lake Shore Boulevard East (2 km) from Leslie Street to Woodbine Avenue (eastbound lanes only);
- Bayview Avenue (2 km) from Front Street East to Rosedale Valley Road;
- River Street (350 m) from Gerrard Street East to Bayview Avenue; and
- Yonge Street (1.6 km) from Dundas Street to Queens Quay. On two Sundays in September, the City of Toronto partnered with OpenStreetsTO to close Yonge Street.

This program was made possible by reassigning staff responsible for street and special events which were not permitted during lockdown. Equipment and contracts typically used for street events were repurposed for the Major Road Closures, and Purchase Order Amendments were required to facilitate this. The Major Road Closures also relied on supporting resources that are typically required for a larger calendar of events, such as paid duty officers from Toronto Police Services.

Monitoring and Evaluation:

As part of the overall ActiveTO monitoring and evaluation strategy, Transportation Services collected volume data, bike share data, and partnered with Park People and Clean Air Partnership - The Centre for Active Transportation to complete public intercept surveys.

Volume Data

8-hour (11 a.m. to 7 p.m.) cycling and pedestrian counts¹ were collected along Lake Shore Boulevard West, Lake Shore Boulevard East and Bayview Avenue. The numbers for both Lake Shore Boulevard West and East include the roadway closure, as well as the adjacent Martin Goodman Trail and/or boardwalk.

The data confirmed that the closures were a popular option for people walking, running and on bikes. The following averages, taken over 15 hours on days without significant rainfall, were confirmed for weekends in June, July and August:

- 18,000 cyclists and 4,000 pedestrians on Lake Shore Boulevard West at Ontario Drive;
- 6,300 cyclists and 5,700 pedestrians on Lake Shore Boulevard East, east of Coxwell Avenue; and
- 2,000 cyclists and 300 pedestrians on Bayview Avenue north of River Street (with another 1,900 cyclists and 250 pedestrians on the adjacent Don Valley Trail).



Figure 1: Photo of Bayview Avenue during a Major Road Closure

Bike Share Data

Toronto Parking Authority, who oversees Toronto Bike Share, compiled the following bike share data along the Major Road Closures.

- Lake Shore Boulevard West: In 2018 and 2019, there were eleven (11) stations installed along the Lake Shore Blvd W Major Road Closure route and in 2020, one (1) additional station was installed, for a total of twelve (12) stations. On weekends between Victoria Day and November, stations along this route saw a 142% increase in ridership. This is significantly higher than the system-wide ridership increase. The year-over-year ridership growth on this corridor between 2018 and 2019 was 49%.
- Lake Shore Boulevard East: In 2018, 2019, and 2020 there were 5 stations along the Lake Shore Blvd E Major Road Closure route. On weekends between Victoria

¹ Data was collected at key locations along the ActiveTO Major Road Closures using video technology. Video recordings were processed with a combination of automated technology and manual reviews to measure the number of cyclists and pedestrians travelling by direction along the roadway, on multi-use trails, on sidewalks and boardwalks.

Day and November, stations along this route saw a 166% increase in ridership. This is significantly higher than the system-wide ridership increase. The year-over-year ridership growth between 2018 and 2019 was 77%.

• Bayview Avenue: Prior to 2020, there were no stations located near Bayview Ave Major Road Closure route. Two stations were installed at the base of Bayview Ave at Lawren Harris Park and Front Street in June 2020. These stations generated approximately 10,000 trips on the weekends between June and November.

Public Intercept Survey Data

Transportation Services partnered with Park People and Clean Air Partnership - The Centre for Active Transportation to undertake a public intercept survey of people utilizing the Major Road Closures to better understand participation in this program. This study and resulting data was intended to complement the user count data collected by the City.

The study included age and gender counts of people cycling and an intercept survey to further explore the impact of Major Road Closures on physical activity levels, mental health, and cycling adoption. Intercept surveys were conducted in two locations (Lake Shore Boulevard East and Lake Shore Boulevard West) on September 20, 2020, and 359 responses were collected.

Key findings included:

- The weekend closures helped Torontonians be active and safe during COVID-19. Two thirds (75%) reported being more active, and nearly all agreed that the space felt safe and comfortable and was helping them maintain physical distancing.
- Most people using the weekend closures came from the immediate neighbourhood. 70% of people using the weekend closure lived 5 km away or less.
- The weekend closures grew cycling in Toronto. Over a quarter of cyclists (29%) reported to be new to cycling or had cycled in the past and re-started this year, and the weekend road closures helped them start or re-start cycling
- The weekend closures diversified cycling in Toronto. New cyclists and those returning to cycling included more women and more people identifying as Black, Indigenous, or a Person of Colour compared with long-time cyclists.
- There is high support (92%) for continuing the closures, both during and after COVID-19.

A summary and complete results and methodology can be found <u>https://www.toronto.ca/home/covid-19/covid-19-protect-yourself-others/covid-19-reduce-virus-spread/covid-19-activeto/covid-19-activeto-closing-major-roads/</u>.

ActiveTO Email Monitoring

Staff monitored the ActiveTO email inbox and tracked comments related to the Major Road Closures. Over 850 emails about the closures were received. The emails contained a wide variety of feedback and recommendations. Key findings included:

- Majority of emails were about the Lakeshore West closure including a high volume of emails from the Humber Bay Shores community concerned about the impact to their community. Those that contacted staff via email were concerned about the closures and exiting the neighbourhood in a vehicle, and the volume and speed of people cycling;
- There were concerns about the congestion and cycling safety at the intersection boundaries of the Lake Shore Boulevard West and Lake Shore Boulevard East closures including Stadium Road, Leslie Street and Windermere Avenue;
- There were minimal emails about the Bayview Avenue closures. Only one business driveway access was impacted, and staff were in regular contact with the operator;
- Transportation Services received many emails that expressed general support for the program and improvement suggestions. This increased as the end of the season approached and final dates had been announced; and
- Transportation Services received increased emails in October requesting that the closures stop and the road be open to vehicle access.

Lessons Learned and Next Steps:

The count data shows that the ActiveTO Major Road Closures have made room for thousands of people to enjoy physical activity along Lake Shore Boulevard West, Lake Shore Boulevard East and Bayview Avenue. The public intercept survey also indicated a high level of support to continue the Major Road Closures during the COVID-19 pandemic and after.

The public intercept survey indicated that nearly 70% of people using the weekend closures lived 5 km away or less. The survey data also indicated that the road closures encouraged new cyclists and a more diverse group of riders, and encouraged physical activity for the adjacent community.

Feedback from stakeholders documented as part of the EX 17.1 report from the City Manager *Towards Recovery and Building a Renewed Toronto*² noted that "the first major ActiveTO measures were centred downtown, and [suggested] that the next major ActiveTO announcement should be about measures in the inner suburbs that experience the greatest long-term stresses of inequality and racism, and that have been the hardest hit by the impacts of COVID-19."

Transportation Services proposes that the ActiveTO Major Road Closures program continues in 2021, with further expansion of program under consideration while balancing costs and staff resources.

This program aligns with the City Council approved COVID-19: Impact and Opportunities Report Recommendation 59, which states "accelerate or make permanent transit initiatives the City undertook quickly to support crisis response and restart, such as instituting priority bus lanes, improved cycling infrastructure, expansion of bike share and weekend recreational street closures, among others."

Subject to the coordination of construction impacts and the future resumption of large special events, segments of Lake Shore Boulevard East, and Bayview Avenue should continue to be programmed for recurring weekend closures from spring 2021 to fall 2021.

It should be noted that this report recommends that the ActiveTO Bayview Cycling Corridor installed in 2020 from Rosedale Valley Road to River Street be extended southerly from River Street to Mill Street on a temporary basis in order to provide a detour route during the 2021 Lower Don Trail Construction Closure. Subject to Council approval, once this detour route is in place, the Bayview Avenue recurring weekend major road closures would no longer be necessary.

As was noted above, the Lake Shore Boulevard West Major Road Closures were highly used by people walking, running and cycling in 2020, but also resulted in motor vehicle traffic delay, particularly on the Gardiner Expressway and The Queensway. Major construction is currently underway at the intersection of King-Queen-Queensway-Roncesvalles (KQQR) and The Queensway from Parkside Drive to Roncesvalles Avenue which is scheduled to continue until August 2022. During this construction, the KQQR intersection will be closed with exception of limited east-west access through the intersection via either King Street West or Queen Street West, and the next closest east-west major roadways in this vicinity are Lake Shore Boulevard West to the south and Bloor Street West to the north. As a result, recurring weekend closures of Lake Shore Boulevard West likely cannot be accommodated in 2021/2022. Data on summer traffic volumes in the vicinity of this construction will be monitored to further inform if closures of Lake Shore Boulevard West can be accommodated for the ActiveTO program.

In coordination with ActiveTO, park roads within High Park have been closed to motor vehicles on weekends during most of the COVID-19 pandemic in order to provide more space for walking and cycling, while respecting physical distancing. Parks, Forestry, and

² Documented in EX 17.1 Attachment 1 Part 3 COVID-19 Impacts and Opportunities Theme: Climate Change & Resilience p.136

Recreation (PFR) will continue with weekend closures in the summer and fall, and will assess participation and impacts on a go forward approach for the remainder of 2021 and beyond.

Alternative locations to provide a Major Road Closure in the west-end of the downtown core are also being considered, such as the potential for roadways within Exhibition Place to contribute to ActiveTO in consultation with Exhibition Place as per recommendation TE 18.42 approved by City Council in September 2020.

For Major Road Closures in 2021, Transportation Services is considering opportunities to extend the benefits of this initiative beyond the downtown core, subject to consultation with local Councillors. Corridors that may be appropriate to consider for additional major road closures should have limited business impacts, minimal intersections and access points where barricades or paid duty officers are required, and no major construction conflicts. Alternatively, opportunities to encourage and support the use of existing multi-use trail corridors beyond the downtown core are also being explored. In coordination with local Councillors, it is proposed that new ActiveTO Major Road Closures would be programmed as a trial on weekends in the early summer on a segment of roadway to assess the level of participation, feedback from the community, and any unforeseen transportation network impacts before determining a go-forward approach for the remainder of 2021.

As noted Transportation Services also worked with the local, community non-profit OpenStreetsTO to close Yonge Street between Dundas Street and Queens Quay on two Sundays in September 2020. Transportation Services is considering additional opportunities to work with OpenStreetsTO in 2021 to expand the ActiveTO Major Road Closures, while managing costs and staff resources.

ActiveTO Quiet Streets

Overview:

A total of 65km of Quiet Streets were introduced in approximately 30 locations to make it safer and easier for people to maintain physical distance while walking and cycling on local streets during COVID-19. Quiet Streets map and list of streets can be found in Attachment 2. This program was designed to enable trips to essential businesses as well as recreational access to the outdoors in the earliest days of the pandemic, when parks were closed and norms of social distancing and mask wearing were not yet established. Quiet Streets were initiated in May 2020 and continued until mid-October 2020.

On these streets, signs, traffic barrels and concrete blocks were placed at intersections along the route either in the centre of the lane or at the curbside, depending on the characteristic of the location. There were two signs facing oncoming traffic – one saying "Shared Space" depicting a pedestrian, a cyclist and a driver, and the other one saying "Local Traffic Only". There was a third sign on the reverse saying "Do your part, stay apart".



Figure 2: A photo of a Quiet Street with a set of signs and barricades at an intersection encourage drivers to take an alternative route if they have a choice, and to share the road with pedestrians and cyclists if they proceed to drive on the street.

Routes were also designated as "soft closures" on digital wayfinding platforms (e.g. Google Maps and Waze). A few weeks into the program Google Maps introduced a designation called 'Pedestrian Street' and converted the code for all Quiet Streets to the new designation.

Quiet Street locations were chosen to meet emerging needs in the earliest stage of the pandemic including, but not limited to, serving areas of high population density with limited access to personal outdoor space, providing alternative to closed or congested parks and trails, providing connections to essential services, parks, beaches and other attractions. Several operational factors were taken into consideration, such as surface transit routes, active construction and road classification. Due to the emergency nature of early pandemic response programs like this one, Councillors were given limited notice and residents on the streets received no notice prior to the installation.

In select locations, the Quiet Streets provided a platform for community expression through public art. The 'Block-by-Block Initiative' created meaningful opportunities for street artists to earn wages, express underrepresented voices and facilitate placemaking. The City partnered with 14 street artists to transform thirty of the concrete blocks used as barriers on four of the Quiet Street routes by hand painting them with one-of-a-kind murals. The blocks will be repurposed and relocated through future installations, and it is expected their locations will be tracked on the <u>Street Art Toronto map</u> when they come out of winter storage.



Figure 3: A Quiet Street cement block used as a traffic barricade on The Esplanade Quiet Street featured a mural by artist Emily May Rose. In total 50 blocks were painted by 14 local artists. Painted blocks will be reused in future on-street programming.

Monitoring and Evaluation:

The impact of the Quiet Streets programmed was monitored and evaluated through feedback collected from the Quiet Street Survey, correspondence through the ActiveTO email inbox (directly, through Ward Offices, and through 311), and traffic count data, where possible.

Quiet Street Survey

The City of Toronto partnered with 8 80 Cities to survey Quiet Street users in an effort to understand whether the program achieved its intended goals. There were 9,824 surveys submitted. An executive summary of the report and the full report can be found at https://www.toronto.ca/home/covid-19/covid-19-protect-yourself-others/covid-19-reduce-virus-spread/covid-19-activeto/covid-19-activeto-quiet-streets/.

Highlights of the survey findings were:

- 63% of respondents agreed or strongly agreed that Quiet Streets helped enable physical distancing while 18% strongly disagreed, with notable variation between streets;
- 13% of respondents relied entirely on parks and public space for access to the outdoors; the majority of respondents (63%) have exclusive access to ground-level outdoor space; 13% have exclusive access to balcony or rooftop space; and the remaining respondents have shared access to outdoor space at home;
- 60% of respondents agreed or strongly agreed that Quiet Streets made it feel more safe to share the road, while 20% strongly disagreed, with notable variation between streets;
- Respondents scores averaged 6.1 out of 10 regarding the effectiveness of Quiet Streets at slowing/reducing vehicle traffic and improving/increasing active travel; and
- Qualitatively, respondents were generally in support of the intent of the program but concerns were raised that the implementation was inadequate to fully meet the program aims or remain effective in the long term. Many expressed concern or dissatisfaction with impacts to traffic and level of maintenance of the equipment.

Direct Correspondence about Quiet Streets

Staff monitored the ActiveTO email inbox and tracked comments related to the Quiet Streets program. Over 1000 emails about Quiet Streets were received. The emails contained a wide variety of feedback and recommendations. The most common themes were:

- Concerns with materials used for barricades or level of maintenance (e.g. look and visibility of concrete blocks and damaged/moved construction barrels);
- Operational troubleshooting (e.g. conflicts with illegally parked cars); and

• Requests for permanent traffic calming interventions on larger list of neighbourhood streets.

It's important to note that feedback was received from people who identify as Black, Indigenous, or People of Colour who experienced other residents referencing Quiet Streets as a rationale to make them feel unwelcome on the streets. The City takes very seriously the misuse of 'local traffic only' as an expression of social exclusion rather than vehicular traffic calming, as intended. These experiences highlighted some of the risks of implementing quick-deploy interventions in public space without prior consultation with communities about potential impact and/or without robust concurrent education and awareness campaigns about the intended meaning of the program.

Counting Traffic on Quiet Streets

Traffic counts and speed studies were not taken between the start of the COVID-19 lockdown and the installation of Quiet Streets. Therefore, direct before-and-after traffic comparison is not possible. However, efforts were made to estimate the impact of Quiet Streets on traffic speed by using a combination of available data on selected streets from prior to the pandemic and a limited number of speed studies that were taken while Quiet Streets were in place.

Estimates suggest that traffic speed was lowered by approximately 3 km/hr on average across Quiet Streets, though it is acknowledged that the distance between the Quiet Street barricades to the measuring point may have impacted the precision of any findings.

Lessons Learned and Next Steps:

Since the time that Quiet Streets were introduced, people have established new norms and behaviours for sharing roads and sidewalks to enable physical distancing and mitigate risk while using the street (e.g. wearing a mask). It is not expected that Quiet Streets will be required in spring-summer 2021 to enable physical distancing for those walking and cycling on local streets.

This program reinforced the City's understanding that neighbourhoods across Toronto are eager to see traffic managed on local streets to make walking and cycling easier and safer, by having traffic speeds and volumes lower, but not if it comes with a very limited range of temporary interventions, basic materials, and limited community consultation. Communities expect safer and more pleasant streets to be a beautiful and lasting outcome of collaborative design.

At this time, Transportation Services is proposing to refocus on existing programs that provide improvements to local streets including:

- The Traffic Calming Policy and related programs which enable communities to pursue traffic calming interventions. Over 150 speed humps are installed each year through this program. Continued use of a tactical approach to temporary traffic calming delivery, similar to what was undertaken through Quiet Streets could be deployed, where appropriate;
- Speed limit reductions on local roads to 30 km/hr on a neighbourhood basis, proposed to be implemented through Designated Speed Limit Areas as part of the Vision Zero 2.0 Speed Management Strategy;
- Implementation and enhancement of School Safety Zones and Community Safety Zones in approximately 100 locations per year.
- The Automated Speed Enforcement (ASE) program which rotates 50 speed enforcement devices around Community Safety Zone locations on 3-4 month rotations. The ASE program aims to increase road safety, reduce speeding and raise public awareness about the need to slow down and obey posted speed limits. The 50 ASE devices are installed city-wide on local, collector, and arterial roads in Community Safety Zones near schools;;
- Neighbourhood-scale mobility and traffic management planning; and
- Localized improvements identified through 311 calls and requests from City Councillors and Ward Office staff.

It should also be noted that several 2020 Quiet Street routes are in the City's near-term Cycling Network Plan and are intended to be redesigned to make cycling and walking safer and easier, and often involve design elements that reduce speed and vehicular traffic infiltration. Several routes are proposed for implementation in 2021, including The Esplanade and Mill Street, Winona Drive, as well as Woodfield Road and Monarch Park Avenue, subject to City Council approval. Local Councillors and communities will be consulted in the evaluation of design options for these streets.

ActiveTO Cycling Network Expansion Projects

Overview:

Key corridors in the Council-adopted 2019 Cycling Network Plan were accelerated and installed in June and July 2020, with particular focus on routes that mirror major transit routes and/or connected trails and greenspace.

The ActiveTO cycling projects coupled with Transportation Services' permanent onstreet cycling network and trail projects represents the largest, single-year increase in new bikeways in the City of Toronto. Twenty four (24) km of new cycle tracks and bike lanes were rapidly installed through temporary materials by re-purposing curb lanes, along with the delivery of sixteen (16) km of Council-approved 2020 Cycling Network on-street projects including the Bloor Street West Bikeway Extension, as well as five (5) km of multi-use trails.

While seven of the ActiveTO corridors utilized inexpensive and temporary materials, a more transformational complete streets approach was taken on Danforth Avenue. This was in order to support the main street character and local economy and in keeping with the objectives of the Danforth Avenue Complete Street and Planning Study that was underway before the COVID-19 pandemic.



Figure 4: A map of ActiveTO Cycling Network Expansion corridors and 2020 Cycling Network on-street permanent projects. The map can also be found in Attachment 3.

The unprecedented delivery of cycling infrastructure required a different approach from Transportation Service's typical delivery programs including:

- Reallocation of staff from across the Division, while putting other work on hold to accomplish the cycling delivery;
- Hundreds of hours of lieu and overtime to accomplish the ActiveTO Cycling Network Expansion project deadlines;
- Operations & Maintenance in-house crews installed pre-cast concrete curbs and raised cycle track platforms to accelerate delivery;

- Non-competitive procurement contract issued for the Danforth Avenue complete streets project and purchase order amendments issued to have contract capacity to install 24 km of pavement markings. While these were deemed necessary due to the urgency of the pandemic, and were competed in conformance with City of Toronto procurement policies for non-competitive procurements and purchase order amendments, these methods are not preferred going forward;
- Typical design and stakeholder circulation processes modified to expedite the design and implementation processes; and
- With a few key exceptions such as the Danforth Avenue project, limited public consultation undertaken before installation.

Through delegated authority, staff were able to consult, design, and install an unprecedented amount of new cycling infrastructure, which supported a significant growth in cycling this summer and enabled staff to make modifications to projects quickly in response to monitoring and stakeholder feedback.

A summary of each corridor is included below and a map can be found in Attachment 3.

Corridor 1: **Bloor Street**: Avenue Rd to Sherbourne St - 1.45 km (Ward 11, 13) Temporary protected bicycle lanes (cycle tracks) were installed on Bloor Street between Sherbourne Street and Avenue Road to fill a key gap in the Bloor/Danforth bikeway and to provide multi-modal capacity along the Line 2 subway. This gap was identified as a priority for a new bikeway as a Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan.

Between Sherbourne Street and Church Street, cycle tracks were installed, parking was maintained on both sides, and a westbound shared right-turn lane was installed at Church Street. A westbound shared right-turn lane was installed at Avenue Road. Between Church Street and Avenue Road, cycle tracks were installed and short pick-up / drop-off areas were marked to address the delivery needs of the businesses along the corridor. Additional improvements are under consideration for 2021 to improve the design adjacent to parking/loading areas.

Corridor 2: **Dundas Street East**: *Sackville St to Broadview Ave* – 1 km (Ward 13, 14) Temporary cycle tracks were installed on Dundas Street East between Broadview Avenue and Sackville Street to connect the existing Dundas Street bike lanes between Broadview Avenue to Kingston Road into the downtown core via River Street and Shuter Street. The new bikeway is the only protected, accessible, and connected cycling route over the Don Valley Parkway south of Bloor Street and north of Lake Ontario. This gap was identified as a priority for a new bikeway as a Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan.

Both curb lanes (westbound and eastbound) were converted to protected cycle tracks. Two-stage left-turn boxes were added at the terminus and people cycling are encouraged to connect to River Street, Sackville Street, Sumach Street, and Shuter Street if traveling further west into the core.

This was the only corridor along a streetcar route, so extensive coordination took place with TTC staff. As part of the project, staff made adjustments to stop locations, and asphalt ramps at any new stop location were added to ensure stops remained accessible. Changes to turn restrictions and signal timing were also reviewed and adjusted in consultation with TTC to reduce streetcar delay.

Corridor 3: **University Avenue / Queens Park***: Adelaide St to Bloor St* – 2.3 km (Ward 10, 11)

Temporary cycle tracks were installed on University Avenue/Queens Park between Avenue Road and Adelaide Street to provide multi-modal capacity along the Line 1 subway and as a connection for essential workers at the four hospitals on the street. This corridor also connects well used east/west cycling corridors including Harbord Street, College Street, Richmond Street, and Adelaide Street. This route was identified as a priority Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan. Between Avenue Road and College Street, both curb lanes (northbound and southbound) were converted to temporary cycle tracks. Between College Street and Adelaide Street, parking protected cycle tracks were installed. Parking was maintained and converted to 24/7 access (parking was prohibited during peak hours previously) due to the demand for hospital pick-up and drop-off. Raised platforms were installed for accessible bus and hospital loading and green markings were added at hospital driveways to alert all users of the conflict areas.

Avenue Road between Bloor Street East and Davenport Road continues to be under consideration for temporary cycle tracks given that this segment would connect to the existing Davenport Road bike lanes providing a link from midtown bike routes to the downtown core. Currently, there are several on-going developments under construction with lane closures in this segment – opportunities to make this connection will be considered once the construction hoardings are removed.

Corridor 4: **Huntingwood Drive**: *Victoria Park Ave to Brimley Rd* – 5 km (Ward 22, 23) Temporary buffered bike lanes were installed on Huntingwood Drive between Victoria Park Avenue and Brimley Road to form an on-street east-west cycling route in Ward 22 and 23 and expand the short existing bike lane segment on Huntingwood Drive between Brimley Road and McCowan Road. This route connects key neighbourhood destinations including parks, trails, schools, community centres, and places of worship. This route was identified as a near term implementation project in Toronto's Cycling Network Plan.

Based on community feedback, upgrades were installed to add parking spaces as well as protection to the bike lane in November 2020. Additional improvements are under consideration for 2021 including creating new sections of parking protected bikeways to add new parking spaces along the corridor while protecting the bikeway.

Corridor 5: **Brimley Road**: *Lawrence Ave to Kingston Rd* – 4 km (Ward 20, 21) Temporary cycle tracks were installed on Brimley Road between Lawrence Avenue and Kingston Road to form an on-street north-south cycling route in Scarborough. This route connected key outdoor destinations including the Gatineau Trail system and Bluffers Park. It served as a connection to the new RapidTO bus lanes along Eglinton Avenue East. This route also served as a pilot for future improvements for a scheduled reconstruction. This route was identified as a near term implementation project in Toronto's Cycling Network Plan.

To address the concerns raised through community feedback, staff implemented a number of short-term changes such as installing shared right-turn lanes at major intersections including at Lawrence Avenue, Danforth Road, St Clair Avenue, Kingston Road and several other intersections where right-turn volumes are high, installing dedicated left-turn lanes at the signalized intersections of Shediac Road / Fraserton Gate and Chillery Avenue, and installing flexible posts with reflectors on the north side of Seminole Avenue at Brimley Road in order to improve visibility.

In December 2020, the ActiveTO Brimley Road cycle tracks were removed based on results of data collection, monitoring, and analysis, dialogue with the local Councillors, and feedback from constituents and other stakeholders. Sections of Brimley Road are scheduled for road reconstruction over the next five years. In advance of the reconstruction, Transportation Services will engage in community consultation regarding inclusion of traffic and safety improvements, including options for cycling infrastructure as part of the capital improvements.

Corridor 6: **Danforth Avenue***: Broadview Ave to Dawes Rd* – 5.4 km (Ward 14, 19) In 2019, the City launched The Danforth Study to create a vision and plan for the Danforth into the future. The study is a joint project between Transportation Services, City Planning, and Economic Development & Culture. A "complete street pilot" was being considered as part of this project, intended to test out ways to enhance Danforth Avenue. In May 2020, along with the other ActiveTO corridors, the Danforth Avenue complete street pilot project was accelerated through the delivery of "Destination Danforth". The pilot design includes:

- Full-time (24/7) parking/loading lane on both sides of Danforth Avenue, providing an additional 10 hours of parking availability per stall per week;
- Opportunities for new and expanded patios (e.g. in the curb lane, and on sidewalks) to create an attractive streetscape with more outdoor seating and retail space as part of the CafeTO program;
- A separated bicycle lane in both directions to provide safe mobility options for local shopping, etc. trips, and to provide multi-modal capacity along the Line 2 subway;
- Streetscape improvements such as planters and public art;
- Brightly-painted curb extensions to reduce pedestrian crossing distances and improve safety; and
- One traffic lane in both directions and turn lanes added at intersections.

Additional improvements planned for 2021 include optimization of signal timing, changes to the turn lane configuration and signalization at select intersections, and additional improvements to accessibility.

Corridor 7: **Bayview Ave**: Rosedale Valley Rd to River St / **River Street**: Gerrard St East to Bayview Ave – 1 km Multi-Use Trail (Ward 13)

Temporary cycle tracks and a multi-use trail were installed on Bayview Avenue/River Street between Gerrard Street and Rosedale Valley Road to provide more direct access to the Don Trails, Evergreen Brickworks and Rosedale Valley Road Trail. Before installation, there were no sidewalks on the roadway, meaning there was no accessible pedestrian or cycling access for communities between Rosedale Valley Road and Corktown Commons. This route was identified in TOCore's Great Streets Plan.

On the west side of the street, a lane was removed and multi-use trail was installed. On the eastside of the street, a lane was removed and a unidirectional cycle track was added. People who desire to connect to Corktown Commons and the Lower Don Trails are encouraged to travel up the River Street ramp and proceed on River Street.

Corridor 8: Wilmington Avenue / Faywood Boulevard – 4 km (Ward 6)

Temporary bike lanes and shared lane markings were installed on Wilmington Avenue and Faywood Boulevard between Finch Avenue West and Wilson Avenue to provide a north-south cycling route in North York that connects six schools, the Finch Trail, and numerous community connections. This route was identified as a priority Major City-Wide Cycling Corridor in Toronto's Cycling Network Plan.

Buffered and conventional bike lanes were installed on Wilmington Avenue between Finch Avenue West and Sheppard Avenue. The bikeways reduced the travel lane widths between Finch Avenue West and Sheppard Avenue West, where there were previous concerns with high motor vehicle speeds. Shared lane markings were installed on Faywood Boulevard between Sheppard Avenue and Wilson Avenue, due to width constraints. Further improvements to the temporary bikeway will be explored as part of the Bathurst Manor Transportation Area Study.

Additional ActiveTO Cycling Projects Subject to Further Consideration

Corridor 9: Overlea Boulevard: Millwood Rd to Don Mills Rd – 1.8 km (Ward 15) This corridor remains under consideration for potential temporary improvements. Staff are monitoring the evolving transit, pedestrian, and cycling activity on the corridor and will review opportunities for changes, in consultation with the local Councillor. Permanent improvements to the Overlea Boulevard and Don Mills Road intersection are currently being designed for delivery in 2022-2023 and upcoming bridge rehabilitation work is also programmed, subject to community consultation and City Council approval.

Monitoring and Evaluation:

Transportation Services is undertaking a comprehensive monitoring and evaluation plan to measure the impacts of new bikeways on these corridors. The findings presented here summarize the results collected to-date across two main categories:

• Multi-modal Volumes: evaluating what impact the installation of protected infrastructure has had on the usage of these corridors by people cycling, pedestrians and vehicular traffic.

• Vehicular Travel Times: determining the changes in travel time conditions along corridors where vehicular capacity has been reduced.

The findings reported here occurred against a backdrop of significant changes in transportation demand as businesses and schools re-opened and COVID-19 restrictions were lifted. Efforts have been made to partially control for or contextualize observed changes against these rapidly evolving conditions. The following limitations should be considered:

- Increases in Overall Traffic: the implementation of this program coincided with the Stage 2 re-opening of businesses and restaurants, making it difficult to isolate the impact of one from the other.
- Changes in Traffic Patterns: in addition to general increases in traffic, response policies (e.g. changes to school year with online options) and differences in the ability of employees to telework across sectors led to major shifts in time-of-day travel patterns that vary geographically.
- Changes in Seasonality: volumes across all modes, and in cycling in particular, are sensitive to changes in seasonality and weather patterns. Adjustments were made to partially control for this, but a component of these are based off of data from 2019.
- Availability of Permanent Counters: as a result of the rapid deployment of bikeways, long-term before/after studies were possible at only three locations for this reporting cycle. Future reporting will draw from eight additional stations installed in fall 2020.

The data has shown that there are significantly more people cycling along corridors where new bikeways have been installed and that impacts on vehicle travel times have generally been minimal, with most corridors showing peak period travel times about the same as Fall 2019 pre-COVID (+/- less than 1 minute). The exception to this was Brimley Road which experienced motor vehicle travel times higher than pre-COVID conditions, and Danforth Avenue which has experienced higher travel times eastbound during the afternoon peak.

Cycling Volumes

The data has shown that there are significantly more people cycling along corridors where new bikeways have been installed. Daily weekday average volumes of people cycling are shown in Table 1 below.

		Total Cyclists (Daily Weekday Average) ¹			
Corridor ID	Corridor	Before 2020 (adj.)	After 2020	Change	
1	Bloor St E (at Church)	1,930	2,870	940	
2	Dundas St E (at River)	850	1,480	630	
3	University Ave (at College)	530	1,260	730	
4	Huntingwood Dr (at Victoria Park)	80	100	20	
5	Brimley Rd ² (at Eglinton)	35	100	65	
6	Danforth Ave ² (at Jones)	1,680	2,830	1,150	
7	Bayview Ave (at Rosedale Valley)	330	620	290	

Table 1: Two-Way Cyclist Volumes, Weekday Daily (6 AM – 10 PM) Average - Selected Locations

		Total Cyclists (Daily Weekday Average) ¹			
Corridor ID	Corridor	Before 2020 (adj.)	After 2020	Change	
8	Wilmington Ave / Faywood Dr (at Sheppard)	170	160	-10	

¹ Counts were adjusted for seasonality and weather using 2019 and 2020 data collected at Bloor Street West and Huron Street.

²Volumes are estimated using counts conducted over two days between prior to and after installation of new cycling infrastructure, with the exception of Brimley Rd. and Danforth Ave. where permanent counters were available.

While the ActiveTO Cycling Network Expansion projects had a significant impact on usage of these corridors, it is difficult to determine to what extent this has resulted in changes in network-wide cycling volumes. Prior to this, however, there was evidence of a modal shift to cycling at the onset of pandemic in areas where protected infrastructure existed. In April, downtown cycling volumes remained at 85% of typical traffic compared to only 20% and 40% for pedestrians and vehicles, respectively.

Motor Vehicle Travel Times

The data has shown that impacts on vehicle travel times have generally been minimal, with most corridors showing peak period travel times about the same as Fall 2019 pre-COVID (+/- less than 1 minute). As detailed in Table 2 and Table 3, peak period travel times along most of the corridors have generally been higher relative to conditions prior to installation, but about the same or lower than fall 2019. The exception to this was Brimley Road which experienced motor vehicle travel times higher than pre-COVID conditions, and Danforth Avenue which has experienced higher travel times eastbound during the afternoon peak.

When compared to conditions immediately before installation, travel times during the morning and afternoon peak periods have increased along all eight corridors, consistent with overall trends of increasing travel times across the City as business and schools have re-opened. Isolating the impact of the new bikeways on travel times from that of these system-wide trends, including recovery from the COVID-19 pandemic and construction activity across the City, is challenging; comparisons against travel times observed from last fall ("Fall 2019") are provided here in addition to that of the weeks immediately prior to installation ("Before").

Given the installation of new bikeways occurred in parallel with the staged re-opening of businesses and schools; travel times would likely have increased even without changes to the road configuration, although the impact would have likely been more subdued.

Table 2: Changes in Average Motor Vehicle Travel Time along Corridors, AM Peak Period (7 a.m. to 10 a.m.)

Corridor			Average Travel Time (mins), AM Peak Hour ¹			
ID	Corridor	Direction	Fall 2019	Before 2020	After 2020	Change Fall 2019 to After 2020
4	Dundas East	Eastbound	2.5	2.0	2.7	0.2
1	St	Westbound	2.3	2.5	3.1	0.8
		Northbound	6.2	5.8	6.6	0.4
2	Brimley Rd	Southbound	5.9	6.0	6.6	0.6
2	Bloor St	Eastbound	4.3	3.5	4.1	-0.3
3	DIOOF SL	Westbound	5.2	4.1	4.9	-0.3
4	Donforth Avo	Eastbound	12.6	11.4	12.4	-0.3
4	Daniorun Ave	Westbound	13.7	9.5	10.9	-2.8
5	Linivorsity Avo	Northbound	8.1	6.3	6.9	-1.2
J	University Ave	Southbound	7.5	5.7	6.5	-1.1
	Huntingwood	Eastbound	10.5	8.3	7.5	-2.9
6	Dr	Westbound	9.5	7.8	7.1	-2.4
7	Βαννίου Ανο	Northbound	1.5	1.3	1.5	0
ľ	Dayview Ave	Southbound	1.5	1.3	1.5	-0.1
	Wilmington	Northbound	8.5	6.7	8.2	-0.3
8	Ave / Faywood Dr	Southbound	8.1	7.2	7.3	-0.8

¹ Average travel times are estimated using three distinct date ranges: Fall 2019 (September 16, 2019 to December 6, 2019), Before (May 19, 2020 to Installation Date), and After (Two weeks after Installation Date to October 2, 2020)

Table 3: Changes in Average Mote	or Vehicle	Travel	Time along	Corridors,	PM Pea	k
Period (4 p.m. to 7 p.m.)						

Corridor			Avera	Average Travel Time (mins), PM Peak Hour ¹			
ID	Corridor	Direction	Fall 2019	Before 2020	After 2020	Change Fall 2019 to After 2020	
	Dundae St E	Eastbound	2.9	2.1	3.6	0.7	
1	Dunuas St E	Westbound	2.4	1.9	2.5	0.1	
		Northbound	6.0	5.9	8.1	2.1	
2	Brimley Rd	Southbound	6.0	6.1	7.1	1.1	
2	Bloor St	Eastbound	5.3	3.8	5.6	0.3	
3	BIOOF SL	Westbound	5.7	3.8	5.1	-0.6	
4	Donforth Avo	Eastbound	16.6	11.7	18.3	1.7	
4	Daniorui Ave	Westbound	14.8	13.2	15.3	0.6	
5	University	Northbound	7.4	5.2	6.2	-1.2	
5	Ave	Southbound	8.4	5.6	6.9	-1.5	
	Huntingwood	Eastbound	10.1	7.0	7.4	-2.6	
6	Dr	Westbound	8.9	7.5	9.0	0.1	
7	Bavview Ave	Northbound	1.7	1.4	1.7	0	
	Day now Ave	Southbound	1.9	1.3	1.7	-0.2	
	Wilmington	Northbound	7.0	6.6	7.7	0.6	
8	Ave / Faywood Dr	Southbound	7.8	6.8	7.5	-0.3	

¹ Average travel times are estimated using three distinct date ranges: Fall 2019 (September 16, 2019 to December 6, 2019), Before (May 19, 2020 to Installation Date), and After (Two weeks after Installation Date to October 2, 2020)

Bike Share Data

Transportation Services received Toronto Bike Share data through the Toronto Parking Authority for their stations along Bloor Street, Dundas Street East, University Avenue, and Danforth Avenue. Ridership grew along the corridors, particularly along Danforth Ave. As a baseline, the Bike Share system-wide average ridership increase is 19% year-over-year.

- Along Bloor Street within the limits of the ActiveTO cycling project, there are 8 bike share stations. There was a 7% increase in ridership between 2019 and 2020.
- Along Dundas Street East within the limits of the ActiveTO cycling project there are 2 bike share stations. There was an 8% increase in ridership between 2019 and 2020.
- Along University Avenue in 2019 there were 10 bike share stations and 3 more stations were installed in August 2020. There was an 11% increase in ridership between 2019 and 2020.
- Along Danforth Avenue in 2019 there were 11 bike share stations and 4 more stations were installed in September and October 2020. There was a 58% increase in ridership between 2019 and 2020.

University of Toronto Research

Through a partnership with Transportation Services, the University of Toronto Department of Civil and Mineral Engineering recently undertook a research project to investigate analysis on the level of traffic stress experienced by people cycling within Toronto. As part of this work, the University of Toronto's research evaluated the ActiveTO Cycling Network Expansion corridors impact on Level of Traffic Stress (LTS) and low stress cycling accessibility.

LTS is a rating given to a road segment or crossing indicating the traffic stress it imposes on people cycling. LTS ranges from 1 to 4. LTS1 indicates low-stress streets for all cyclists including children. LTS2 streets are comfortable for the majority of the adult population. LTS3 for "enthused and confident" cyclists, and LTS4 for "strong and fearless" cyclists.

With ActiveTO cycling infrastructure, the calculated travel time and reachable area at LTS2 expanded by 4.1% and 7.9%, respectively. This expansion corresponds to a 10-20% increase in population, jobs, and food store accessibility, and a 6.3% increase in park accessibility. Accessibility increased around all the ActiveTO cycling infrastructure, but gains varied in different parts of the city. In some central locations, access increased by well over 100,000 people or jobs. Wilmington Avenue, Huntingwood Drive and Brimley Road provided new access to food and parks. The modelling showed that increases in low stress accessibility occurred most intensively around central Toronto, with smaller gains in other parts of the city. Overall, the University of Toronto's researchers found that the accessibility impacts of the ActiveTO Cycling Network projects were large, if uneven. Barriers to access a low stress network of bikeways remain for many in Toronto due to disconnected cycling infrastructure.³

Destination Danforth Specific Evaluation

As part of The Danforth Study - a joint project between Transportation Services, City Planning, and Economic Development & Culture and the "Destination Danforth" pilot project, Transportation Services partnered with Park People and Clean Air Partnership – The Centre for Active Transportation on an intercept survey to complement the volume and motor vehicle travel time data collected by the City. The intercept survey was intended to provide input on safety, accessibility, and user impact of the new street installation and to assess the success of the project's goals to support businesses and increase safe and equitable access to active modes of transportation.

The intercept survey was conducted over four days between September 24 and October 6th, 2020. Over 440 surveys were conducted with the general public on Danforth Avenue using a randomized methodology to ensure a diverse cross section of respondents. Results were analyzed to find trends in perception of the diverse respondents.

³ Lin, B, Chan, T C Y, and Saxe, S. (2021). "The Impact of COVID-19 Cycling Infrastructure on Low-Stress Cycling Accessibility: A Case Study in the City of Toronto". Findings (In press) https://findingspress.org

Key findings include:

- Almost half (44%) of respondents are multi-modal (they regularly use multiple modes of transportation);
- 80% of respondents considered the bike lanes 'safe' or 'very safe' and there was an equal gender split on sense of cycling safety;
- 40% of pedestrian respondents indicated the road felt 'safer' and another 40% felt there was 'no change' to level of road safety;
- The ease of finding parking changed very little since before the pilot installation (in 2017, 75% of respondents found it easy or very easy to find parking vs 71% in 2020); and
- There was mixed feedback about impacts to accessibility on the Danforth. About 30% of respondents felt the Danforth was slightly less or much less accessible after the pilot was installed.

The full report can be found at https://www.toronto.ca/city-government/planningdevelopment/planning-studies-initiatives/danforth-avenue-planning-study/. Further monitoring and analysis is underway to evaluate the Destination Danforth pilot. Transportation Services plans to report back to IEC in the fourth quarter of 2021 on the outcomes of the pilot and recommendations for the future of Danforth Avenue, in coordination with recommendations on the broader study from City Planning and Economic Development and Culture.

Lessons Learned and Next Steps:

Based on the data collected to-date, the ActiveTO cycling network expansion projects have been generally successful. Through delegated authority provided by Council to the General Manager, Transportation Services, staff were able to consult, design and install an unprecedented amount of new cycling infrastructure, which supported a growth in cycling this summer and has enabled staff to make modifications to projects quickly in response to monitoring and stakeholder feedback.

As previously directed by Council, Transportation Services will continue to monitor the ActiveTO Cycling Network Expansion and will be reporting back to IEC in the fourth quarter of 2021 on the outcome of the 2020 ActiveTO cycling projects, following up-to a year of monitoring and evaluation.

Transportation Services is recommending continuing the ActiveTO cycling network expansion program in 2021 due to the success of 2020 and to align with recommendations from the Toronto Office of Recovery and Rebuild's report *COVID-19: Impacts and Opportunities*, approved by City Council, including:

- Recommendation 59: Accelerate or make permanent transit initiatives the City undertook quickly to support crisis response and restart, such as instituting priority bus lanes, improved cycling infrastructure, expansion of bike share, and weekend recreational street closures, among others.
- Recommendation 68: Build upon initiatives put in place during COVID-19 to accelerate progress toward a modern, green and less car dependent City, which is a network of connected complete communities, and includes a more extensive, integrated public transit system supporting complete streets for all uses, all ages,

all abilities – and public spaces with quality materials, shade, public art and green space.

- Apply a wellness lens to transportation planning, as both a preventive health measure and to ensure equitable access to green space, social opportunity and other contributors to well-being, emphasizing public transit and active transportation, including building on the additional cycling routes opened in the pandemic to accelerate progress toward increased provision of safe, protected cycle routes.
- Apply the principle of "build back better" to land-use planning and seek to improve the city's overall built form by prioritizing gentle density that places greater emphasis on a mix of building types and uses including low-rise residential, retail and services and that supports transit use.
- Improve and refine the use of curb lanes and other spaces for restaurant patios, the success of which has indicated a public appetite for a more European urban form in some parts of the city, with much more pedestrian space, good transit and fewer cars, but taking care to apply a broader equity lens, including impacts on access.

2021 ActiveTO Program Recommendations:

Transportation Services recommends the following 2021 ActiveTO projects:

- A temporary complete street pilot on Midtown Yonge Street between Bloor Street and Davisville Avenue to support local businesses and safety; and
- A temporary Lower Don Trail Construction Closure Detour on Bayview Avenue between River Street and Mill Street.

Supporting Midtown Main Streets

The 2019 Council-adopted Cycling Network Near-Term Implementation Plan included a corridor comparison study of Avenue Road, Yonge Street, and Mount Pleasant Avenue between Bloor Street and Lawrence Avenue, which was programmed to be undertaken in 2021. This study was directed through the City Council approved (PG31.7) Midtown in Focus Secondary Plan led by City Planning in response to the rapid intensification and change underway in parts of the Yonge-Eglinton area.



Figure 5: The 2019 Cycling Network Plan Major City Wide Cycling which included a study of Avenue Road, Yonge Street, and Mount Pleasant Road between Bloor Street and Lawrence Avenue

In October 2020, through the approval of IE 15.11, City Council requested Transportation Services to consider a temporary complete street pilot in Midtown on Yonge Street between Bloor Street and Lawrence Avenue, or other parallel corridors, in the form of a protected bikeway in conjunction with on-street patios, road safety measures, and streetscape improvements with implementation by Q2 2021. In line with the objectives of the ActiveTO Cycling Network Expansion projects delivered in 2020, the Midtown corridor project would be intended to provide multi-modal capacity along the Line 1 subway through a temporary cycling connection between Midtown and the downtown core, as well as support economic recovery of the main street businesses through opportunities to expand on-street patios and streetscape improvements.

As directed in the City Council adopted 2019 Cycling Network Plan, Transportation Services was preparing to undertake a corridor study of the three parallel midtown corridors, and as directed in IE 15.11, also included a review of the feasibility of the delivery of a complete street pilot in 2021 as part of the ActiveTO program and COVID-19 pandemic response.

The findings of the corridor comparison as well as preliminary feedback from local Councillors and stakeholders including local Business Improvement Areas (BIAs) has informed the recommendations of this report to undertake broader community consultation and installation of a temporary complete street pilot on Yonge Street between Bloor Street and Davisville Avenue.

Corridor Comparison Analysis

A comparison analysis was undertaken for Avenue Road, Yonge Street, and Mount Pleasant Avenue between Bloor Street and Lawrence Avenue, across five categories of indicators to evaluate the potential benefits and impacts of implementing a bikeway and other complete street features along each corridor. The indicators included context and role of the corridor in the transportation network, road user safety, business benefits, curb lane potential, cycling connectivity and impact. The corridor comparison indicator table can be found in Attachment 4.

While there are similar benefits and impacts of a complete streets implementation on each of the corridors, the evaluation found that Yonge Street presented the strongest benefits and least impacts across several factors. Key indicators that support of Yonge Street include:

- Almost 90% of the frontage on Yonge Street is designated for mixed-use, meaning there is a high number of destinations to which people want to travel to and largest potential to support local businesses through streetscape improvements and the CafeTO program. In comparison, only 20% of Avenue Road and Mount Pleasant Road frontage is currently mixed-use.
- Almost 75% of the Yonge Street corridor is located within a Business Improvement Area resulting in significant potential to further activate the reconfigured streetscape. In comparison, Avenue Road and Mount Pleasant Road only have about 15% BIA coverage.
- The volume of traffic on the three corridors indicates the least impact to general traffic flow on Yonge Street, based on pre-COVID conditions. Traffic volumes on the three corridors at the intersections of Bloor St, St. Clair Ave, Eglinton Ave, and

Lawrence Ave were considered over the past three years. Volumes on Yonge Street are comparatively lower, at an average of 405 vehicles per hour per lane versus over 460 vehicles per hour per lane on both Mount Pleasant Road and Avenue Road.

- Between 2015 and 2019, Yonge Street has had the highest number of collisions that resulted in a serious injury or fatality. Yonge Street had 10 pedestrian involved collisions resulting in a serious injury or fatality, compared to 3 on Mount Pleasant Road and 3 on Avenue Road. This is especially notable because Yonge Street also has the lowest traffic volume and lower traffic volume streets more typically result in fewer collisions. As Toronto works toward Vision Zero, Yonge Street currently has more pressing safety concerns, and road safety outcomes could be improved through a complete street pilot project.
- Yonge Street has the lowest level of elevation change, which is more accessible for pedestrians and people with limited mobility and accessibility needs and would lead to a more accessible cycling connection both northbound and southbound.

Impacts to Surface Transit and Ongoing Engagement with TTC

Through the corridor comparison analysis, Yonge Street was identified as having a higher potential impact to surface transit, compared to Avenue Road and Mount Pleasant given that Yonge Street has higher ridership and frequency of surface transit due to increased demand for curbside access. The TTC Line 1 Subway running underneath Yonge Street is the busiest subway line in Canada.

As was done as part of the design of the Bloor Street cycle tracks and the Destination Danforth project, 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 would continue to work with TTC including Wheel-Trans and the accessibility community to identify ways to best accommodate accessible loading, pickup/drop off, and to reduce conflicts of all users at intersections with specific attention to those with low to no vision.

While the vehicular capacity on Yonge Street was somewhat reduced by a series of curb-lane closures for CaféTO and CurbTO installations in 2020, a temporary complete street pilot including bikeways could further impact surface transit operations for TTC night bus service and shuttle bus service replacements for planned and unplanned subway closures, and the needs of surface transit would need to be addressed as part of the design.

A series of closures to the Line 1 Subway are planned in 2021 in order to advance major projects including Automated Train Control (ATC) Resignalling, Metrolinx's Eglinton Crosstown Project, and Tie Replacement work, at which times the TTC will be operating shuttle buses along the affected portion of the subway line to service closed stations. Based on a review of the Line 1 Subway closures planned in 2021 and engagement with TTC staff, the number and timing (i.e. weeknight early closures or full weekend closure) of planned closures varies for different segments of the Line 1

Subway, and as such the impacts to surface transit on Yonge Street will be different for each segment. For example, between Bloor Station and St. Clair Station, the planned closures are primarily weeknight early closures, with two full weekend closures planned in September, whereas between of St. Clair Station and Davisville Station there are thirteen full weekend closures planned between June and December 2021. Further review of the impact of a potential complete street pilot on surface transit operations, including forecasted shuttle bus service frequency, ridership, bus stop configuration and station access requirements, will need to be undertaken by jointly by TTC and Transportation Services staff to better understand the impact of the potential complete street pilot, particularly north of St. Clair Avenue.

Davisville Avenue to Lawrence Avenue

While the IE15.11 motion requested Transportation Services explore the implementation of complete streets features including bike lanes on Yonge Street between Bloor Street and Lawrence Avenue, Transportation Services recommends that major roadway changes on Midtown Yonge Street north of Davisville Avenue not be pursued further at this time. The intersection of Yonge Street and Eglinton Avenue has significant construction work underway by Metrolinx for the Eglinton Crosstown Light Rail Transit project. There are also several large private developments under construction or expected to start construction in the near-term, which have varying impacts to the area and will need to be coordinated.

North of Davisville Avenue / Chaplin Crescent, Duplex Avenue provides a transportation network alternative close to Yonge Street. It is anticipated that Duplex Avenue would require more significant investment to achieve a protected bikeway as part of a complete streets pilot due to the narrower roadway. It also has less business frontage, so it would present less opportunity to support businesses through space for new and expanded patios and streetscape improvements. Transportation Services recommends that both Yonge Street and parallel Duplex Avenue between Davisville Avenue and Lawrence Avenue would need to be assessed and considered further, subject to future Council direction.

Preliminary Consultation and a Proposal for Continued Consultation & Engagement Following the completion of the corridor comparison analysis, Transportation Services has met with local Councillors to present the findings of this analysis and discuss the potential opportunities and challenges with pursuing a complete street pilot on Yonge Street between Bloor Street and Davisville Avenue. While some local Councillors have expressed support in pursuing a complete street pilot project, concern was also raised about impacts to surface transit operations and impacts to those with limited mobility and accessibility needs.

Within the potential complete street pilot area of Bloor Street to Davisville Avenue, there are four BIAs. On March 5, Transportation Services met with representatives from the local BIAs to seek preliminary feedback on the potential for a complete street pilot in this segment, and have committed to meeting regularly to ensure proper communications to incorporate business feedback and to inform the design, if the potential pilot project were to move forward.

On March 15, Transportation Services hosted a meeting with a broader group of stakeholders along Yonge Street between Bloor Street and Davisville Avenue including local resident associations, BIAs, and other major stakeholders. Further consultation with these stakeholders would continue throughout this project including after installation, if the potential pilot project were to move forward. It is anticipated that a broader public meeting would be hosted in late April, 2021 subject to City Council approval on next steps.

ActiveTO Midtown Yonge Street - A Temporary Complete Street Pilot Through this report, Transportation Services is seeking City Council authority to undertake broader community consultation and implement a temporary complete streets pilot project on Yonge Street between Bloor Street and Davisville Avenue / Chaplin Crescent, subject to further review of these limits and potential impact to surface transit operations as part of the detailed design process.

Similar to Destination Danforth, this project would focus on supporting local main street businesses and include features such CaféTO on-street patios, streetscape improvements, temporary bikeways, space for parking, loading, and deliveries, as well as road safety improvements. Operational elements focused on monitoring and mitigating the impact of traffic infiltration onto local streets within the surrounding neighbourhood would also be included.

One benefit of the proposed installation of cycle tracks adjacent to curb-lane CaféTO installations is that this configuration can make vehicular operations more predictable and increase the distance between the curb-lane cafés and the motor vehicle travel lanes. The size of CaféTO installations would not be impacted as a result of the proposed cycle tracks - all installations would be required to follow the city-wide CaféTO requirements (which require a 1.5m setback from the lane line to allow safe bicycle passage and no umbrella overhang into the active travel lane). A not-to-scale schematic of cycle tracks adjacent to CaféTO installations is included below.



Figure 6: Artist representation of a curb lane closure with a CafeTO curb lane cafe and a cycle track

In order to deliver this project in 2021, this report seeks approval from City Council for the General Manager, Transportation Services, to be delegated the authority to implement changes and process traffic and parking by-law amendments only to the schedules to City of Toronto Code Chapters, identified in Attachment 1 and only on the streets, and street segments, identified in Attachment 1. The by-laws associated with the delegated authority to the General Manager would be submitted by the General Manager, Transportation Services directly to City Council without a report through the appropriate Community Council and/or Committee.

Consistent with the approach to delegation for the ActiveTO Cycling Network Expansion Projects approved by City Council in May 2020, the proposed delegation would be timelimited, such that the General Manager of Transportation Services would not have the delegated authority to implement changes and process through to Council bills and bylaws amendments subsequent to April 30, 2022. Any regulation changes implemented under the delegated authority would cease to have effect after April 30, 2022. Given the limited duration and parameters of the delegation, the proposed delegation of authority to the General Manager can be deemed minor in nature.

As with the ActiveTO Cycling Network Expansion Projects installed in 2020, Transportation Services would monitor and modify the temporary ActiveTO Midtown Yonge Street complete street pilot project to address operational and safety issues that may arise over the duration of the installation(s) and report back to IEC in the fourth quarter of 2021 with the results of initial monitoring and evaluation of the temporary ActiveTO Midtown Yonge Street complete street pilot project and recommendations going forward.

Lower Don Trail Construction Closure Detour on Bayview Avenue

In 2012-2013 the City of Toronto commissioned a Master Plan for the Lower Don Trail that would guide the development of this increasingly well-used parkland resource. The Lower Don Trail Master Plan informed recreation planning initiatives in the Lower Don Valley and clarified the City's priorities for improvements in the area. In 2017, the City of Toronto completed phase 1 improvements along the Lower Don Trail including the Pottery Road Bridge and Connection, the Bayview Avenue Multi-use Path, and the installation of a wayfinding pilot.

In spring 2021, the City of Toronto is set to start the phase 2 improvements including the addition of an accessible ramp at Riverdale Park, a staircase at Dundas Street and a trail widening and surface improvements between Riverdale Park and Queen Street. This construction will result in a closure of the Lower Don Trail for most of 2021.

This closure will impact thousands of people and will limit safe and direct access to greenspace and nearby destinations. On weekend days (over the course of 15 hours) in May - August of 2020, there was 2,000 - 3,500 people cycling and 300-750 people walking utilized the Lower Don Trail. Pre-COVID, 360 - 2,270 people cycling used the Lower Don Trail daily based on counts from June / July 2014.

As part of the ActiveTO Cycling Network Expansion Projects delivered in 2020, Transportation Services installed a temporary multi-use trail and cycle track on Bayview Avenue between River Street and Rosedale Valley Road in summer 2020. This installation had minimal impact to travel times along the corridor and at the same time had an 88% growth in cycling trips.

To reduce the impact of the Lower Don Trail, Transportation Services is recommending extending the temporary multi-use trail on Bayview Avenue between River Street and Mill Street to provide a safe, direct and comfortable Lower Don Trail construction detour route.

This section of Bayview Avenue is narrower and has no sidewalks between River Street and Old Brewery Lane (Queen Street). Due to the width of the roadway, Bayview Avenue is proposed to be converted to one-way southbound for motor vehicles to accommodate a 3.6 m width multi-use trail on the east side of the street anticipated to carry high volumes of people walking and cycling.

This section of Bayview Avenue has relatively low volumes of motor vehicle traffic. Traffic counts on Bayview Avenue at River Street indicate that northbound 8 hour motor vehicle volumes were approximately 2800 pre-COVID (March 2018), and approximately 1200-1500 motor vehicles in June 2020 and August 2020. Based on these volumes, the proposed temporary closure of northbound motor vehicle traffic to this segment is not anticipated to have significant impacts to other streets within the transportation network, but would be closely monitored and coordinated, particularly given the number of construction projects within the vicinity. Signage and pavement markings would be utilized to reduce conflicts and improve safety, with particular attention to accessibility considerations.

In order to deliver this project in tandem with the Lower Don Trail closure, this report seeks approval from City Council for the General Manager, Transportation Services, to be delegated the authority to implement changes and process traffic and parking by-law amendments only to the schedules to City of Toronto Code Chapters, identified in Attachment 1 and only on the streets, and street segments, identified in Attachment 1. The by-laws associated with the delegated authority to the General Manager would be submitted by the General Manager, Transportation Services directly to City Council without a report through the appropriate Community Council and/or Committee.

Consistent with the approach to delegation for the ActiveTO Cycling Projects approved by City Council in May 2020, the proposed delegation would be time-limited, such that the General Manager of Transportation Services would not have the delegated authority to implement changes and process through to Council bills and bylaws amendments subsequent to April 30, 2022. Any regulation changes implemented under the delegated authority would cease to have effect after April 30, 2022. Given the limited duration and parameters of the delegation, the proposed delegation of authority to the General Manager can be deemed minor in nature.

Additional 2021 ActiveTO Projects

Transportation Services has received a number of requests for additional accelerated bikeways in 2021. It should also be noted that not all roadways are suitable for

acceleration or delivery of bikeway projects through temporary materials. Complex projects (i.e. projects that would require curb realignment, new traffic signals or major signal modification), require more lead time for analysis, engineering design, and meaningful community consultation in advance of tender and construction phases.

This report reflects Transportation Services best recommendations for an achievable work program. Any additional projects would impact Transportation Services 2021 Cycling Network Near-Term Plan projects, as well as planning and design work underway for the future capital program.

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SIGNATURE

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ATTACHMENTS

Attachment 1 - ActiveTO Cycling Network Acceleration Delegated Authority Attachment 2 - Quiet Streets Map and List of Streets Attachment 3 - Cycling Network Expansion and 2020 Cycling Network Projects Map Attachment 4 - Midtown Corridor Comparison Indicator Table

Attachment 1: ActiveTO Cycling Network Acceleration Delegated Authority

List of Traffic and Parking By-Laws Proposed for Delegation

Chapter 886 – Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks

Schedule D, Designated Lanes for Bicycles Schedule E, Cycle Tracks

Chapter 903 - Parking for Persons with Disabilities Schedule III, Designated On-Street Loading Zones for Permit Holders

Chapter 910 - Parking Machines and Meters

Schedule I, Parking Machines Schedule III, Parking Meters

Chapter 950 - Traffic and Parking

Schedule V, Stands for Taxicabs Schedule VI, Commercial Loading Zones Schedule VII, Passenger Loading Zones Schedule VIII, Bus Parking Zones Schedule IX, Delivery Vehicle Parking Zones Schedule X, Bus Loading Zones Schedule XIII, No Parking Schedule XIV, No Stopping Schedule XV, Parking for Restricted Periods Schedule XVI, No Standing Schedule XIX, One-way Traffic Lanes Schedule XX, Two-way Left-Turn-Only Lanes Schedule XXII, Reserved Lanes for Designated Classes of Vehicles Schedule XXIII, Prohibited Turns Schedule XXIV, Compulsory turns Schedule XXV, Entry Prohibited Schedule XXXVIII, School Bus Loading Zones

List of Streets and Street Segments Proposed For Delegation

Street Name	From	То
Yonge Street	Eglinton Avenue	College Street
Bayview Avenue	Mill Street	River Street
Lawren Harris Square	Bayview Avenue	Lower River Street
Lawren Harris Square	Lower River Street	Eastern Avenue

Street Name	From	То
Lawren Harris Square	Eastern Avenue	Bayview Avenue
Mill Street	Bayview Avenue	Tannery Road

Attachment 4: Midtown Corridor Comparison Indicator Table

The 2019 Council-adopted Cycling Network Near-Term Implementation Plan included a corridor comparison study of Avenue Road, Yonge Street, and Mount Pleasant Avenue between Bloor Street and Lawrence Avenue, which was programmed to be undertaken in 2021. In October 2020, City Council requested Transportation Services to consider the opportunity to install a complete street pilot (i.e. streetscape improvements and road safety measures, in conjunction with a protected bikeway) on Yonge Street between Bloor Street and Lawrence Avenue or parallel corridors by Q2 2021.

There are few streets that provide a continuous connection between Bloor Street and Lawrence Avenue due to ravine and rail infrastructure and the lack of a consistent gridbased local street network in this area. Three corridors were identified for analysis as part of the corridor comparison (shown in Figure1) including:

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

North of Davisville Avenue / Chaplin Crescent, Duplex Avenue provides a transportation network alternative close to Yonge Street. Duplex Avenue was recognized as an alternative corridor to Yonge Street from Chaplin Crescent to Lawrence Avenue, however it was not reviewed in detail through this evaluation. North of Davisville Avenue, both Yonge Street and parallel Duplex Avenue between Chaplin Crescent and Lawrence Avenue would need to be assessed and considered further.



Figure1: Candidate Corridors on Avenue Road, Yonge Street, Mount Pleasant Road, and Duplex Avenue

The below table provides a description of the indicators evaluated and the related project goals.

Indicator	Description
Policy Support	Routes that are identified in existing policy and planning documents for complete streets improvements receive a higher ranking
Traffic Volume to Lane Ratio	Routes with lower existing traffic volumes carried per traffic lane receive a higher ranking
Equitable Access	Routes with lower Toronto neighbourhood equity index scores in adjacent and intersecting neighbourhoods receive a higher ranking
Functional Road Classification	Routes with more emphasis on access receive a higher ranking (i.e. collectors preferred over arterials)
Potential to Reduce Pedestrian Collisions	Routes with higher numbers of serious pedestrian collisions (KSI collisions) receive a higher ranking
Potential to Reduce Cycling Collisions	Routes with higher numbers of serious cyclist collisions (KSI collisions) receive a higher ranking
Potential to Reduce Auto Collisions	Routes with higher numbers of serious auto collisions (KSI collisions) receive a higher ranking
Business Improvement Areas	Routes with a higher percentage of Business Improvement Area (BIA) coverage receive a higher ranking
Land Use Context	Routes with higher percentages of commercial and mixed-use frontages receive a higher ranking
Employment	Routes with a higher number of employees working within 150 m receive a higher ranking
Anticipated Parking Impacts	Routes where parking can be maintained (reduced impact), where there is a larger percentage of no stopping or parking zones (reduced curb lane space competition), and where parking can be added receive a higher ranking
Surface Transit	Routes with lower ridership and frequency of surface transit receive a higher ranking due to reduced demand/competition for curb access
CaféTO Street Permits	Routes with more existing CaféTO street permits receive a higher ranking due to demonstrated demand
Accessible Curb Access Needs	Routes with needs for accessible curb side access to businesses, housing, essential services and other destinations receive a higher ranking
Toronto Cycling Network Plan Priority Score	Routes with higher cumulative priority scores receive a higher ranking – priority score reflects current and potential cycling demand, trip generators, transit access, connectivity and coverage, barriers, safety and equity.
Bike Share Utilization	Routes with more highly utilized bike share stations receive a higher ranking
Topography (Elevation)	Routes with less elevation change receive a higher ranking

Indicator	Description
Proximity to Parallel Routes	Routes farther away from a viable alternative receive a higher ranking

For each indicator, the corridors were ranked using a "Good, Better, Best" method, based on potential benefits and impacts of a complete street project. Where two corridors demonstrate a very similar level of benefits and impacts, the most applicable ranking is applied to both (i.e. Good, Better, Better). "Similar" is used when there are similar benefits and impacts for all three corridors. "Fair" is used where there are the potential for negative impacts that would need to be carefully mitigated through the design.

Indicator	Avenue Rd	Yonge St	Mount Pleasant Rd			
Indicator 1: Context and Role of Corridor in Network						
Policy Support	Better	Best	Good			
Traffic Volume to Lane Ratio	Good	Best	Good			
Equitable Access to Active Transportation Facilities	Similar	Similar	Similar			
Functional Road Classification	Similar	Similar	Similar			
Indicator 2: Road User Safety						
Potential to Reduce Pedestrian Collisions	Good	Best	Good			
Potential to Reduce Cycling Collisions	Similar	Similar	Similar			
Potential to Reduce Auto Collisions	Good	Best	Better			
Indicator 3: Business Benefits						
Business Improvement Areas	Good	Best	Good			
Land Use Context	Good	Best	Good			
Employment	Better	Best	Good			
Indicator 4: Curb Lane Potential						
Parking	Good	Best	Better			
Surface Transit	Best	Fair	Best			
CaféTO Street Permits	Good	Best	Better			
Accessible Curb Access Needs	Similar	Similar	Similar			
Indicator 5: Cycling Connectivity and Impa	ct					
Toronto Cycling Network Plan Impact Analysis Score	Good	Best	Good			
Bike Share Utilization	Better	Best	Good			
Topography (Incline)	Good	Best	Better			
Proximity to Parallel Routes	Similar	Similar	Similar			
Low Stress Cycling Accessibility Impact	Better	Best	Good			