

## **Cycling Network Plan: 2021 ActiveTO Cycling Network Expansion Project Updates**

**Date:** January 16, 2023

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** 10, 11, 12 and 13

### **SUMMARY**

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In December 2021, City Council adopted the Cycling Network Plan and the associated 2022-2024 Near-Term Implementation Plan, which seeks to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety.

This report provides an update on the progress of the Cycling Network Near-Term Implementation Program (2022 to 2024) including an outline of three major projects planned for 2023.

The main focus of this report is an update on the 2021 ActiveTO Cycling Network Expansion pilot projects on Midtown Yonge Street and Bayview Avenue south of River Street, summarizing additional data collected, and recommendations that both pilot projects be made permanent based on the performance data collected and alignment with City Council approved policies.

The ActiveTO Cycling Network Expansion program dedicated road space on a temporary basis to facilitate cycling for essential trips and physical activity in order to support the city during the COVID-19 pandemic in 2020 and 2021. The program was highlighted in the City of Toronto's Office of Recovery and Rebuild's COVID-19: Impacts and Opportunities Report, which indicated that transportation infrastructure and programs will be critical for Toronto's recovery to build back better.

Seven of the temporary ActiveTO Cycling Network Expansion projects installed in 2020 were made permanent in December 2021. The bikeways on Yonge Street from Davisville Avenue to Bloor Street and Bayview Avenue from River Street to Front Street East were installed in July 2021. In April 2022, Council extended the pilots provisionally until January 2023 subject to additional data collection, operational adjustments, further stakeholder consultation, monitoring and evaluation.

The ActiveTO Midtown Complete Street Pilot on Yonge Street included cafés, cycle tracks and other streetscape elements. The expanded CaféTO program provided urgent support to local restaurants, while the ActiveTO bikeways provided a new safe connection that mirrored the Line 1 subway line.

In April 2022, City Council authorized the provisional continuation of the temporary ActiveTO 2021 Cycling Network Expansion projects on Bayview Avenue and Yonge Street until January 2023. Since April 2022, Transportation Services has implemented a number of adjustments to improve safety and operations.

After 18 months of installation, the data demonstrates increases (ranging between 57% and 250%) in cycling trips and increases in pedestrian trips (ranging between 59% and 145%) on the corridor, as well as support for local business including an increase from 10 CaféTO patios in 2020 to 21 patios on the corridor in 2022.

Motor vehicle travel times in both directions on Midtown Yonge Street during most times of the day are now less than a minute higher than the pre-pandemic baseline (Fall 2019). After various adjustments to the pilot, travel times have increased by less than 70 seconds (down from 90 seconds in AM/PM peak periods and 150 seconds midday observed Fall 2021).

Toronto Fire Services and Toronto Paramedic Services have also provided updates on the impacts to their service in this report.

Prior to the complete street changes, TTC had on-going maintenance projects impacting Line 1 to improve reliability, increase capacity, and improve system accessibility. The need for regular and predictable shuttle bus service has been closely monitored during the pilot period. The TTC has provided updated data for Line 1 replacement shuttle buses in this report.

The most recent data from the TTC indicates that through operational adjustments to mitigate variability, the customer experience for those that use the Line 1 shuttle buses is now comparable to pre-pilot conditions. Further, the TTC maintenance projects requiring planned shuttle bus service on Line 1 are now largely complete.

Community consultation has taken place, both before and during the pilot, with local businesses, four Business Improvement Areas, several neighbourhood associations and area residents through various online meetings and in-person site walks. Feedback for the ActiveTO Midtown Complete Street Pilot ranged from support for the project citing improved safety and experience for people walking and cycling because of the cycle tracks and complete street design, to requests to remove the cycle tracks due to concerns about motor vehicle congestion and increased travel time.

Following additional data collection, operational improvements and consultation, and based on the performance data collected, as well as alignment with City Council approved policies such as the Vision Zero Road Safety Plan and TransformTO Climate Action Strategy, Transportation Services recommends the pilot project on Yonge Street

from 150 metres north of Davisville Avenue to 100 metres south of Bloor Street (cycle tracks, Ward 11 and 12) be made permanent.

If the pilot is made permanent, it would provide the opportunity to transform temporary curb extensions and buffers into permanent planted and/or concrete islands, incorporate upgrades into redevelopment site streetscape frontages, and incorporate other upgrades as part of major road resurfacing planned in upcoming years.

The ActiveTO pilot on Bayview Avenue was implemented between Front Street East and River Street to provide a safe and direct detour to the Lower Don Trail closures. While Waterfront Toronto has moved forward with closures of the trail south of Corktown Commons until at least 2024, the planned Parks, Forestry and Recreation project which was expected to close the trail in 2021 to widen and improve the trail between Riverdale Park and Corktown Commons has experienced a delay due to contractor issues and Metrolinx permitting. Construction of the Lower Don Trail project is now expected to start in 2023. While the work is currently planned to be complete in December 2023, there is potential for construction to carry through to April 2024.

While the ActiveTO Bayview pilot project was initially conceived as a temporary detour route for the Lower Don Trail, it has now been in operation in tandem with the trail. Cycling volumes grew on Bayview Avenue, while the Lower Don Trail cycling volumes remained consistent. The ActiveTO Bayview pilot is providing new connectivity to the cycling network not previously served, such as The Esplanade-Mill Street bi-directional cycle track, the River Street cycle tracks and the Rosedale Valley Road Multi-use trail. Further, there has been minimal impacts to the broader transportation network, as northbound motor vehicle demand has been accommodated on parallel corridors including River Street and Parliament Street.

As such, Transportation Services recommends the pilot project on Bayview Avenue between River Street and Front Street East (multi-use trail, Ward 13) be made permanent.

Finally, this report seeks to make minor housekeeping amendments to existing bikeways and their associated traffic and parking by-laws on the following streets:

- Adelaide Street (traffic and parking, Ward 10 and 13)
- College Street (parking for persons with disabilities, Ward 11)
- Douro Street and Wellington Street (traffic and parking, Ward 10)
- Shuter Street and Sumach Street (traffic and parking, Ward 13)
- The Esplanade-Mill Street Cycling Connections Project (traffic and parking, Ward 10 and 13)

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council approve the ActiveTO Yonge Street Cycling Network Expansion project installed in 2021 currently in place as permanent and in doing so, authorize the

necessary by-law amendments to retain the following locations as a permanent installation:

a. Yonge Street: 150 metres north of Davisville Avenue to 100 m south of Bloor Street (cycle tracks, Ward 11 and 12).

2. City Council approve the ActiveTO Bayview Cycling Network Expansion project installed in 2021 currently in place as permanent and in doing so, authorize the necessary by-law amendments to retain the following locations as a permanent installation:

a. Bayview Avenue: River Street to Front Street East (multi-use trail, Ward 13)

3. City Council amend cycling, traffic and parking regulations required in Chapter 886, Chapter 903, 910 and Chapter 950, as generally described in Attachment 2- Technical Amendments for by-law accuracy.

## **FINANCIAL IMPACT**

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Funding for annual maintenance costs for Yonge Street and Bayview Avenue projects can be accommodated within the 2023 Operating Budget for Transportation Services.

If the projects are made permanent, capital funding is available for improvements along the corridors. Funding is available in the proposed 2023 - 2032 Capital Budget and Plan for Transportation Services (CTP817-05).

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

## **DECISION HISTORY**

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### *Cycling Network Plan*

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024). 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=2021.IE26.9>

### *ActiveTO*

In April 2022, City Council authorized the provisional continuation of the temporary ActiveTO 2021 Cycling Network Expansion projects on Bayview Avenue and Yonge Street until January 2023.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE28.7>

On April 7 and 8, 2021, City Council adopted recommendations from ActiveTO - Lessons Learned from 2020 and Next Steps for 2021. The ActiveTO temporary cycling

network, in response to the COVID-19 pandemic, aims to allow people on bikes to move around Toronto safely, to better connect the city, and to mirror major transit routes. (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE20.12>)

In October 2020, City Council approved the report which provides an update on the work undertaken by the Toronto Office of Recovery and Rebuild, 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/viewAgendaItemHistory.do?item=2020.EX17.1>

In September 2020, City Council requested the City Manager to report to City Council on lessons learned regarding the 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/viewAgendaItemHistory.do?item=2020.EX16.27>

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>

#### *Adelaide Street Cycle Tracks*

In January 2019, City Council approved the Adelaide street cycle tracks as permanent installations, but required the cycle tracks be moved from the southside to the northside of the street to improve safety and operations. <https://secure.toronto.ca/council/agenda-item.do?item=2019.IE1.5>

#### *College Street Bikeway Upgrades Project*

In April 2022, City Council approved the installation of College Street West Upgrades project between Manning Avenue and Bay Street. <https://secure.toronto.ca/council/agenda-item.do?item=2022.IE28.7>

#### *Douro - Wellington Cycling Connections Project*

In April 2020, City Council approved the installation of cycle tracks and bike lanes on Douro Street and Wellington Street between King Street and Niagara Street. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE12.8>

#### *Shuter Street at Sumach Street Traffic Control Signal*

In June 2022, Toronto and East York Community Council approved the installation of a traffic control signal at the intersection of Shuter Street and Sumach Street. <https://secure.toronto.ca/council/agenda-item.do?item=2022.TE34.150>

### *The Esplanade-Mill Street Cycling Connections Project*

In June 2021, City Council approved the installation of cycle tracks and other associated parking and traffic amendments on The Esplanade and Mill Street.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE22.11>

## COMMENTS

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### **Cycling Network Plan - Near Term Implementation Plan (2022-2024)**

The Cycling Network Plan updated in December 2021 seeks to build on the existing network of cycling routes to **Connect** gaps in the current network, **Grow** the network into new parts of the city, and **Renew** existing parts of the network to improve safety - with corresponding objectives and indicators for measuring and evaluating success. The objectives and indicators are aligned with a multitude of City policies including the Official Plan, TransformTO Climate Action Strategy, and the Vision Zero Road Safety Plan.

The Cycling Network Plan consists of three components: a Long-Term Cycling Network Vision, the Major City-Wide Cycling Routes, and a three year rolling Near-Term Implementation Program.

The demand for new bikeways in Toronto is high. City Council has directed Transportation Services through adopted policies contained in the TransformTO Climate Action Strategy, Vision Zero Road Safety Plan, the Toronto Office of Recovery and Rebuild's *COVID-19: Impacts and Opportunities* report, as well as a number of project-specific motions to continue to accelerate the delivery of an unprecedented amount of new bikeways.

The Council adopted 2022 – 2024 Near-Term Implementation Program forecasts the delivery of approximately 100 centreline *kilometres* (km) of new bikeways, which is an increase over the 65 centreline km delivered in 2019 – 2021.

The 2022 – 2024 Near-Term Implementation Program includes an ambitious number of km compared to previous years' delivery rates, and includes a greater proportion of cycle tracks on arterial roadways. In 2022, 18 km of bikeways were completed, with an additional 17 km of construction underway, for total of 35 km in delivery last year.

Three major projects proposed to be installed through the 2022-2024 Near-Term Implementation Program include:

- Bloor Street West Complete Street Extension (continuous bikeways and complete street elements in two phases from Runnymede Road to Royal York Road, and Royal York Road to Six Points) - preliminary design, stakeholder and public consultation is planned for March 2023 for the first phase;
- Danforth Avenue - Kingston Road Complete Street Extension (continuous bikeways and complete street elements in phases from Victoria Park Avenue, with transition to Kingston Road to be determined, ultimately extending to Scarborough Golf Club

Road) - preliminary design, stakeholder and public consultation is planned for March 2023 for both phases; and

- Eglinton Avenue (completing segments between Jane Street and Kennedy Road, some sections delivered by Metrolinx and some sections by the City of Toronto) - in summer 2022, Transportation Services launched the first phase of public consultation and design process to delivery continuous bikeways and complete street elements on Eglinton Avenue between Mount Pleasant Road and Keele Street based on City Council direction. Further stakeholder and public consultation is planned for February 2023 including a stakeholder meeting, four public consultations (two public pop-up events and two drop-in events) and an online survey.

For each of these projects, upcoming reports will be brought to the Infrastructure and Environment Committee and City Council with the preferred design based on technical analysis, site context, and public consultation feedback.

The key projects listed above are a part of the Council adopted Major City-Wide Cycling Routes, representing significant corridors where high quality bikeways have been installed or are underway, or planned. The network of Major City-Wide Cycling Routes consists of approximately 500 centreline km. In 2021, there were about 200 km in place, or 40% of the network. City Council has adopted a target of 60% completion by 2031 and full completion by 2041.

These three projects on Bloor Street West (5 km), Danforth Avenue-Kingston Road (9 km) and Eglinton Avenue (18 km) represent over 30 km of new Major City Wide Cycling Corridors (approximately 10% of the remaining 300 km) and are a significant portion of the Council Adopted 2022-2024 Cycling Network Near-Term Implementation Program (approximately 30%).

To advance each of the Major City-Wide Cycling Routes, Transportation Services has been directed to review and assess, during the feasibility analysis and design phases of each Major City-Wide Cycling Route project within the Near-Term Implementation Program (2022-2024), the following elements:

- a Vision Zero Road Safety Plan approach to improve road safety for all road users, including safety improvements in addition to bikeways to reduce conflicts between road users;
- traffic impact analysis, including consideration of mitigation strategies for potential traffic diversion impacts on neighbourhoods, and impacts on on-street parking or other curbside uses, where applicable;
- coordination with development planning applications in process, including consideration of planned density and planned infrastructure such as parking, where applicable;
- opportunities to integrate streetscape improvements in support of main street revitalization for small business, where applicable; and
- consideration of the unique characteristics of various segments of each corridor being studied, and that recommended design proposals should be context sensitive to the role of the corridor in the overall transportation network.



## ActiveTO 2021 Midtown Yonge Street Complete Street Pilot

In February 2021, Transportation Services completed a corridor comparison analysis of Mount Pleasant Road, Avenue Road and Yonge Street to determine the strongest corridor for a complete street transformation pilot project. Yonge Street was identified as the preferred corridor due to the highest potential for business benefits, demand for CaféTO curb lane patios, and demonstrated need for safety improvements, topography and overall importance of the corridor within the cycling network.

In April 2021, Council approved the installation of a temporary Complete Street pilot on Yonge Street between Bloor Street and Davisville Avenue/Chaplin Crescent as part of the ActiveTO program and COVID-19 pandemic response, to help create a safer street for pedestrians, people cycling, people driving and those riding transit, create more beautiful and liveable spaces for residents, and support businesses through expanded dining options. Installation of the pilot was completed from July to September 2021.

In April 2022, City Council authorized the provisional continuation of the temporary ActiveTO 2021 Cycling Network Expansion projects on Bayview Avenue and Yonge Street until January 2023.



Figure 1: A photo of Yonge Street in Summerhill after the pilot was installed.

This section of the report summarizes an evaluation of the pilot project on Midtown Yonge Street, a summary of public consultation to-date, and recommended next steps.

### *Public Consultation*

Consultation has taken place, both before and during the pilot, with local businesses, four Business Improvements Areas (BIAs), several neighbourhood associations, stakeholder groups and area residents. Stakeholder representatives and members of the public were invited to share comments on the pilot as well as site-specific concerns and observations.

Two virtual stakeholder meetings specifically with local BIAs took place on March 5, 2021 and March 31, 2021 with site walks taking place on April 12-13, 2021 and April 28, 2022.



In 2021, five virtual stakeholder meetings were held March 15, April 9, May 11, May 27, and October 18. From an overall list of 30 invited stakeholder organizations, representatives from 27 local organizations participated online at various meetings. In addition to comments provided at the meetings, 33 responses were received through an online survey for key stakeholders.

A virtual public event took place on April 27, 2021, and was attended by over 300 people. To provide additional feedback opportunity, an online comment form was available from April 27, 2021 to May 10, 2021 that received 338 responses.

A variety of methods were used to notify stakeholders and members of the public about the event and the online survey:

- Canada Post direct mail (April 12, 2021 over 33,000 information brochures were mailed to addresses between Davisville Avenue, Bloor Street, Avenue Road and Mount Pleasant Road which included a website link and invitation to the public meeting held on April 27, 2021);
- Email to project list (900 contacts);
- Email to stakeholder list including representatives of residents associations, community groups, institutions and local elected officials (60 contacts and 35 organizations represented with varying levels of participation in stakeholder meetings);
- Social media posts to Instagram, Facebook and Twitter; and
- During summer 2021, following installation, a folded brochure was printed and distributed via BIAs and City staff.

In 2022, site walks with area residents' associations were held on July 7 with the Avenue Bay Cottingham Residents Association, on September 22 with the Cottingham Square Community Association and the Deer Park Residents Group, on September 30 with the Summerhill Residents Association, and on October 6 with the South Rosedale Residents Association. A site walk was held with active transportation groups on October 11, 2022, and a site meeting with the Yorkminster Park Baptist Church was held on December 2, 2022. Two BIAs provided comments on the pilot in December 2022.

Feedback for the ActiveTO Midtown Complete Street Pilot ranged from supportive comments, to requests to remove the cycle tracks. A number of site specific requests and concerns were also received.

Members of the public and stakeholder groups who supported the project cited improved safety and experience for pedestrians and people cycling because of cycle tracks, slower motor vehicle speeds, and complete street design features (e.g. painted curb extensions), along with requests to extend the pilot further along Yonge Street. Support for the CaféTO program and added curbside patio space was also consistently shared throughout the pilot. Some people also pointed out the role of the pilot as an actionable item to address climate change, public health and road safety policy goals. Some people who expressed support for the pilot also communicated a desire to see modifications to the design of the pilot to further improve safety and movement of vehicle traffic.

Members of the public and stakeholder groups who requested the removal the cycle tracks on Yonge Street expressed frustration with motor vehicle congestion and increased travel times, particularly residents of 'land locked' streets. Some people expressed that they felt less safe citing confusion with the street design and a perception that Emergency Service response times may have been negatively affected by the pilot. There was doubt expressed about the volume of cycling trips using the cycle tracks. Challenges with parking and pick-up and drop-off options for residents and servicing for businesses were also cited as a cause for concern.

*Operational Adjustments Made Based on Observations, Data and Public Feedback* Between May and November 2022, Transportation Services completed a number of adjustments to improve safety and traffic operations based on observations, collected data and public feedback including:

- The installation of new left-turn lanes at three intersections (Roxborough Street, Jackes Avenue-Farnham Avenue and Shaftesbury Avenue);
- The installation of enhanced loading markings (13 locations);
- The installation of new side street loading at two locations (Price Street and Rowanwood Avenue);
- The installation of slow markings for people cycling at three locations (1246, 1320 and 1360 Yonge Street);
- The installation of pavement markings to highlight two hydrant locations;
- The implementation of signal timing changes at 19 signalized intersections from Eglinton Avenue to Bloor Street during the June 6 –10, 2022 period including an increase in cycle length by 10 seconds in the morning, weekday off-peak, and afternoon peak periods;
- The implementation of Leading Pedestrian Intervals at Manor Road and Belsize Drive;
- The removal of the second southbound lane between Merton Street and Lawton Street and replaced it with parking and loading to support local businesses;
- The adjustment of planters and the pruning of grasses to improve sight lines; and
- The installation of planter curb extensions near Mount Pleasant Cemetery to reduce vehicular speeds.



Figure 2: A new left-turn lane was installed on Yonge Street at Jackes Avenue-Farnham Avenue

### *CaféTO Accommodations*

The ActiveTO Midtown Complete Street Pilot created additional opportunities to accommodate more CaféTO applications compared to 2020. In 2021, 18 curb lane cafés were accommodated along this corridor, compared to 10 in 2020. In 2022, 21 curb lane cafés were accommodated along the corridor.

While some of the increase in the number of CaféTO restaurants is likely related to the overall growing popularity and awareness of the program, it is also noted that the pilot project provided opportunities to add additional cafés in locations that were not possible in the pre-pilot configuration.

### *Data Collection, Monitoring, and Evaluation*

As directed by Council, Transportation Services has and has continued to collect and analyze data along the corridor. Three data dashboards have been published about the ActiveTO Midtown Complete Street Pilot:

- The [first dashboard](#) released in August 2022 reflects data collected from September 2019 - **June 2022**;
- The [second dashboard](#) released in November 2022 reflects data collected from September 2019 - **August 2022**; and
- The third dashboard released as part of this report in January 2022 reflects data collected from September 2019 - **November 2022**.

Data collected as part of the monitoring and evaluation of the pilot includes the following types:

- Cycling, pedestrian and motor vehicle volume data;
- Motor vehicle travel time data;
- Operating speeds;
- Near-miss analysis;

- Surface transit performance data;
- Emergency response performance data; and
- Multi-modal transportation modelling and development pressures analysis.

Bicycle, pedestrian, and motor vehicle counts were sourced from intersection turning movement counts conducted by a City contractor using video technology. The counts were conducted for 16 hour studies over a selection of one to two weekdays and one weekend day in each counting period starting with baseline data collection in May 2021 and repeating every 2-4 months throughout the pilot. The most recent counts were completed in October 2022. During each counting period, counts were conducted at approximately 35 locations across the study area covering intersections on Yonge Street, Mount Pleasant Road, and Avenue Road.

Vehicle travel time data is sourced from a third-party navigation company. The data is processed and aggregated by City staff to compare across various dates, time periods and streets within the study area. The data is continuous and has been processed from September 2019 to November 2022 for this analysis.

### *Cycling Volumes*

Data collected in 2021 and 2022 shows that there has been significant growth in cycling (ranging between 57% and 250% increase in cycling trips) on Yonge Street after the installation of the new bikeway.

The table below shows the cycling volumes at five locations along Yonge Street. The volumes are presented with a seasonal adjustment to be able to compare changes between different days of collection while controlling for the effects of seasonality and weather. At a midpoint on the bikeway at Rowanwood Avenue / McPherson Avenue, cycling volumes increased by 180% to 1,680 per day, averaged over the four collection periods between May and October 2022.

Table 1: Two-Way Weekday North-South Cycling Volumes<sup>1</sup> at Intersections (7 a.m. - 11 p.m.)

Time Period <sup>2</sup>	Yonge St at Bloor St	Yonge St at Davenport Rd	Yonge St at McPherson Ave	Yonge St at St Clair Ave	Yonge St at Davisville Ave
<b>May 2021 (Before)</b>	<b>860</b>	<b>420</b>	<b>600</b>	<b>730</b>	<b>290</b>
Jul 2021	740	1,250	1,530	1,150	770
Sep 2021	650	1,280	1,190	1,000	480
Mar 2022	730	740	790	780	340
May 2022	1,210	1,310	1,410	1,200	720
Jun 2022	1,160	1,620	1,760	1,240	750
Aug 2022	1,250	1,460	1,570	1,320	730
Oct 2022	1,770	1,480	1,960	1,640	710
<b>May-Oct 22 Average</b>	<b>1,350</b>	<b>1,470</b>	<b>1,680</b>	<b>1,350</b>	<b>730</b>
<b>% Growth</b>	<b>57%</b>	<b>250%</b>	<b>180%</b>	<b>85%</b>	<b>152%</b>

### *Pedestrian Volumes*

Data collected in 2021 and 2022 shows that there continues to be more people walking along the Midtown Yonge Street corridor relative to the period just prior to installation (ranging between 59% and 145% increase in pedestrian trips). Estimated daily weekday volumes of people walking along the corridor is shown in Table 2.

Attributing this growth to the change in street design is challenging as much of the change is likely largely due to changes in COVID-19 restrictions in the winter and spring of 2021 to the gradual re-opening of businesses, services and gatherings through the summer and fall of 2021 and beyond.

<sup>1</sup> Volumes have been adjusted for seasonality based on the temperature, precipitation levels and hours of daylight on the days collected to allow a direct comparison of cycling volumes across seasons. This is required to not overstate the growth in cycling on the corridor when comparing summer "after" counts to spring "before" counts.

<sup>2</sup> Data Collection dates May 2021 - Baseline (May 5-6, 8 2021); Jul 2021 (Jul 24, 28-29); Sep 2021 (Sep 22-23, 25); Mar 2022 (Mar 29-31, Apr 5); May 2022 (May 4-5, 26, 28); Jun 2022 (Jun 14-16, 18); Aug 2022 (Aug 24-25, 27) ; Oct 2022 (Oct 8, 11-12)

Table 2: Total Weekday Pedestrian Volumes at Intersections (7 AM - 11 PM)

Time Period	Yonge St at Bloor St	Yonge St at Davenport Rd	Yonge St at McPherson Ave	Yonge St at St Clair Ave	Yonge St at Davisville Ave
<b>May 2021 (Before)</b>	<b>15,300</b>	<b>6,300</b>	<b>4,400</b>	<b>11,200</b>	<b>13,000</b>
Jul 2021	27,600	10,300	7,600	17,700	14,100
Sep 2021	22,500	6,300	3,300	16,800	15,900
Mar 2022	22,500	9,200	4,700	20,200	18,600
May 2022	32,700	13,200	7,000	25,900	21,800
Jun 2022	34,600	15,400	8,100	26,300	21,900
Aug 2022	37,100	11,900	5,800	23,000	21,400
Oct 2022	37,600	14,100	6,900	34,200	22,400
<b>May-Oct 22 Average</b>	<b>35,500</b>	<b>13,700</b>	<b>7,000</b>	<b>27,400</b>	<b>21,900</b>
<b>% Growth</b>	<b>132%</b>	<b>117%</b>	<b>59%</b>	<b>145%</b>	<b>68%</b>

*Motor Vehicle Volumes*

The volume of vehicles travelling the corridor ranges from 11% lower to 10% higher than the period before the pilot was installed. It should be noted that the before data was collected during a stay-at-home order as part of the pandemic and the change in vehicle volumes is heavily influenced by the gradual re-opening of businesses, services and gatherings through the summer and fall of 2021 and beyond.

Table 3: Total North/South Motor Vehicle Volumes at Intersections (7 AM - 11 PM)

Time Period	Yonge St at Bloor St	Yonge St at Davenport Rd	Yonge St at McPherson Ave	Yonge St at St Clair Ave	Yonge St at Davisville Ave
<b>May 2021 (Before)</b>	<b>7,600</b>	<b>9,300</b>	<b>14,100</b>	<b>14,100</b>	<b>17,000</b>
Jul 2021	7,600	9,400	13,200	12,400	16,300
Sep 2021	7,200	9,100	12,300	12,600	17,800
Mar 2022	5,600	7,200	10,500	10,500	15,200
May 2022	6,800	9,600	12,000	12,300	18,400
Jun 2022	7,200	11,000	12,700	13,100	18,900
Aug 2022	7,200	10,000	13,000	12,600	17,200
Oct 2022	7,000	10,200	12,800	12,400	18,300
<b>May-Oct 22 Average</b>	<b>7,100</b>	<b>10,200</b>	<b>12,600</b>	<b>12,600</b>	<b>18,200</b>
<b>% Growth</b>	<b>-7%</b>	<b>10%</b>	<b>-11%</b>	<b>-11%</b>	<b>7%</b>

*Motor Vehicle Travel Time*

At the beginning of the pilot, motor vehicle travel times were initially impacted along the corridor. In response, a number of improvements to the traffic operations in the corridor were put in place to address observed traffic issues including changes to signal timing and the addition of new left-turn lanes. These adjustments have succeeded in mitigating the impact to travel times on the corridor, as can be observed by comparing travel times in Fall 2021 and Fall 2022.

As shown in Table 5, throughout most of the day, travel times are generally 20-69 seconds longer than the pre-pandemic baseline in the northbound direction and 30 seconds shorter to 55 seconds longer than the pre-pandemic baseline in the southbound direction.

At this point, the motor vehicle impacts are within the scale of impacts of the other ActiveTO 2020 and permanent bikeway projects that removed motor vehicle travel lanes.

As a comparison, Table 6 and 7 show travel times on the major parallel routes to Yonge Street: Avenue Road and Mount Pleasant Road. Both of these roads show no spillover



traffic impacts from the Yonge St bikeways and travel times are still consistently faster than pre-pandemic baseline conditions on both corridors.

Table 4: Motor Vehicle Travel Times on Yonge Street, Bloor Street to Davisville Avenue.

Time Period <sup>3</sup>	Before Fall 2019 (Sep-Dec 2019)	Before May 2021	After Fall 2021 (Sep-Dec 2021)	After Fall 2022 (Sep-Nov 2022)	Fall 2019 to Fall 2022 Change
<b>Yonge Street Northbound (Bloor Street to Davisville Avenue)</b>					
Weekday - AM Peak	7.5	6.7	8.4	7.8	<b>+0.3</b> 20 seconds
Weekday - Midday	8.7	8.6	11.2	9.9	<b>+1.1</b> 69 seconds
Weekday - PM Peak	8.6	7.6	9.8	9.5	<b>+0.8</b> 50 seconds
Weekend - Midday	7.3	7.0	9.3	8.4	<b>+1.1</b> 65 seconds
<b>Yonge Street Southbound (Davisville Avenue to Bloor Street)</b>					
Weekday - AM Peak	9.0	6.9	8.1	8.5	<b>-0.5</b> -30 seconds
Weekday - Midday	9.2	8.6	10.1	9.7	<b>+0.5</b> 30 seconds
Weekday - PM Peak	8.4	7.7	8.8	9.3	<b>+0.9</b> 55 seconds
Weekend - Midday	7.8	7.8	8.9	8.0	<b>+0.2</b> 13 seconds

<sup>3</sup> The periods are defined as AM Peak (7 AM - 10 AM), Midday (10 AM - 4 PM), PM Peak (4 PM - 7 PM), Weekend Midday (Saturday and Sunday, 12 PM - 7 PM)  
Cycling Network Plan - 2021 ActiveTO Cycling Network Expansion Project Updates

Table 5: Average Motor Vehicle Before and After Travel Times on Avenue Road

<b>Time Period</b>	<b>Before Fall 2019 (Sep-Dec 2019)</b>	<b>Before May 2021</b>	<b>After Fall 2021 (Sep-Dec 2021)</b>	<b>After Fall 2022 (Sep-Nov 2022)</b>	<b>Fall 2019 to Fall 2022 Change</b>
<b>Avenue Road Northbound (Bloor Street to Chaplin Crescent)</b>					
Weekday - AM Peak	7.9	6.1	6.5	6.3	<b>-1.6</b> -93 seconds
Weekday - Midday	8.6	6.4	7.4	7.5	<b>-1.1</b> -67 seconds
Weekday - PM Peak	9.1	6.0	7.8	7.6	<b>-1.5</b> -90 seconds
Weekend - Midday	7.0	5.4	6.4	6.2	<b>-0.7</b> -44 seconds
<b>Avenue Road Southbound (Chaplin Crescent to Bloor Street)</b>					
Weekday - AM Peak	9.5	5.8	7.4	7.6	<b>-1.9</b> -112 seconds
Weekday - Midday	8.3	6.5	7.2	7.3	<b>-1.1</b> -63 seconds
Weekday - PM Peak	7.9	6.3	7.1	7.1	<b>-0.8</b> -45 seconds
Weekend - Midday	7.1	4.8	6.7	6.6	<b>-0.4</b> -25 seconds

Table 6: Average Motor Vehicle Before and After Travel Times on Mount Pleasant Road

Time Period	Before Fall 2019 (Sep-Dec 2019)	Before May 2021	After Fall 2021 (Sep-Dec 2021)	After Fall 2022 (Sep-Nov 2022)	Fall 2019 to Fall 2022 Change
<b>Mount Pleasant Road Northbound (Bloor Street to Davisville Avenue)</b>					
Weekday - AM Peak	5.5	4.7	5.1	5.1	<b>-0.4</b> -22 seconds
Weekday - Midday	5.5	4.8	5.5	5.5	<b>+0.0</b> 2 seconds
Weekday - PM Peak	6.6	4.8	5.8	6.0	<b>-0.6</b> -39 seconds
Weekend - Midday	4.8	4.4	4.9	4.8	<b>-0.1</b> -3 seconds
<b>Mount Pleasant Road Southbound (Davisville Avenue to Bloor Street)</b>					
Weekday - AM Peak	5.7	4.3	5.1	5.5	<b>-0.2</b> -15 seconds
Weekday - Midday	4.9	4.6	4.9	5.2	<b>+0.3</b> 20 seconds
Weekday - PM Peak	5.0	4.4	5.0	5.0	<b>-0.0</b> -2 seconds
Weekend - Midday	4.5	4.2	4.6	4.7	<b>+0.1</b> 8 seconds

### *Operating Speed*

Data collected demonstrates a reduction in motor vehicle operating speeds along Midtown Yonge Street, which is an important contributor to road safety. There has been a slight reduction in the 85th percentile operating speed of people driving by approximately 10% at some locations along Yonge Street during both summer and fall periods. The reduction in speed is mainly observed at those segments where the Complete Street pilot and CaféTO patios were installed while at other locations, the 85th percentile of speed remained unchanged.

### *Near-Miss Analysis*

Near-miss conflict analysis is an alternative to collision analysis in evaluating safety, that allows for a much shorter observation period (days vs years) since conflicts (near-miss collisions) are far more common than collisions. A conflict is defined as "a situation

Cycling Network Plan - 2021 ActiveTO Cycling Network Expansion Project  
Updates

in which two or more road users approach each other in space and time to such an extent that a collision is imminent if their movements remain unchanged.”

As part of the public consultation process, concerns about the pilot for unsignalized intersections were raised, especially at 'land-locked' streets. To better understand these concerns, the conflict analysis process was employed at five Yonge Street intersections to observe remaining safety concerns, this included Balliol Street, Farnham Avenue/Jackson Avenue, Summerhill Avenue, Walker Avenue, and Birch Avenue. Conflicts were identified through observation of video footage recorded after the installation of the cycle tracks.

Two cameras were placed at the unsignalized intersections to capture both northbound and southbound footage between 6:00 AM to 8:00 PM. The video footage was collected from November 1, 2022 to November 5, 2022, and key periods of the day were reviewed. The key periods included the morning peak from 7:30 AM to 9:30 AM, the afternoon peak from 12:00 PM to 2:00 PM and the evening peak from 4:00 PM to 6:00 PM.

As shown in the table, several near-miss incidents were observed at each of the intersections with most incidents between people driving and people cycling in situations when drivers were completing turn movements and failed to yield to people cycling within the cycle track.

The Near-Miss Analysis demonstrated fairly limited conflicts with the exception of Balliol Street. Transportation Services proposes to further set back parking at this intersection to improve sight lines. Further, Transportation Services is currently piloting right-turn calming measures on other corridors and may in the future implement those along Yonge Street to reduce the speed and potential for a serious collision on the corridor.

Table 7: Near-Miss Analysis After the Complete Street Pilot Installation

	Balliol St	Farnham Ave /Jackson Ave	Summerhill Ave	Walker Ave	Birch Ave
Motor Vehicle Driver & Motor Vehicle	3	1	0	2	1
Motor Vehicle Driver & Cyclist	13	3	1	1	3
Motor Vehicle Driver & Pedestrian	1	0	1	4	2
Cyclist and Pedestrian	1	0	0	0	1

### *Surface Transit Performance Data*

Transportation Services and the TTC continue to collaborate on the ActiveTO Midtown Yonge Street Pilot. TTC operates four types of services on Yonge Street (subway, shuttles, bus and Wheel-Trans) that have been monitored to understand the impacts to transit users.

The TTC focuses its efforts on the customer experience while travelling, and that focus includes making trips as fast and efficient as possible, making trips as comfortable as possible by reducing crowding on vehicles and in stations, and making trips as seamless as possible. This approach is highlighted throughout the TTC's 2018 – 2022 Corporate Plan, Advancing to the Next Level, but specifically in Critical Path 3: Move more customers more reliably, and Critical Path 4: Making public transit seamless. It is also found in the TTC's Core Value, which states that TTC values both the quality and quantity of time customers spend on the TTC.

### Subway Performance

With pre-pandemic (2019) weekday ridership on Line 1 Yonge-University at over 858,000, this line is the busiest rapid transit line in Canada and is one of the busiest in all of North America. Pre-pandemic weekend ridership on only the Yonge side of Line 1 is also significant, contributing to approximately 55% of the line's ridership. The line's pre-pandemic Saturday and Sunday ridership were, respectively, 420,000 and 309,000. In fall 2022, the average ridership was 620,000 on weekdays, 387,000 on Saturdays and 260,000 on Sundays.

### Shuttle Bus Performance

As a result of ongoing maintenance projects impacting Line 1, to improve reliability, increase capacity, and improve system accessibility, the TTC must periodically suspend rail service along portions of the line and use shuttle buses to keep customers moving. In 2022, for Line 1 the TTC planned 25 full weekend closures (a section of the line is closed for two days from end of service Friday night to the start of service on Monday morning) and 16 nights (a section of the line is closed early, at 11 p.m. on weeknights, Monday to Thursday) to support those projects.

In addition to the planned use of shuttle buses along this corridor, there are serious incidents that occur on the line that result in rail service suspension and the use of shuttle buses in an unplanned capacity. In 2022, these incidents have impacted the Lawrence Avenue to St Clair Avenue portion of Line 1 six times, while there were 28 such incidents in 2021 and 20 in 2020.

Two statistical indicators are provided to assess both the average and variability of travel times for planned replacement shuttle bus service along the corridor:

- Average Travel Time – The average travel time it takes for a Line 1 shuttle bus to travel between Lawrence and St Clair stations; and
- Interquartile Range – The range between the 25th and 75th percentile travel times along the corridor. Fifty-percent of travel time observations fall in this range, while 25% fall below and 25% fall above. This can be used to assess the variability in operations, which is a key component of service quality.

Due to the COVID-19 pandemic, both ridership and traffic levels have continuously evolved, meaning that a proper before/after analysis isolating the impacts of the complete street pilot on shuttle bus travel times is challenging. Efforts were made to avoid providing data from periods where lockdowns were in place.

Generally, average travel times in both directions on both Saturdays and Sundays increased by 1 to 2 minutes from before implementation of the complete street pilot to after the pilot was implemented. However, this also aligns with the increase in both passenger volumes and auto traffic levels on the corridor and across the city during the analysis period.

In summer 2021, at the beginning of the pilot, the range between the 1st and 3rd quartiles in the southbound direction on both Saturdays and Sundays increased, indicating both longer travel times and increased variability, negatively impacting the customer experience.

Beginning in spring 2022, the range narrowed, and variability improved. This may be attributed to a number of operational adjustments the TTC and City implemented:

- Additional service;
- Alternative routing during peak times via Davisville Avenue, Mount Pleasant Road and St Clair Avenue;
- No left-turn signs southbound Yonge Street at St Clair Avenue;
- Additional paid duty officers enforcing the prohibited left-turn at Yonge Street and St Clair Avenue and at Davisville Avenue; and
- Increased left-turn signal timing at St Clair Avenue and Yonge Street.

The evolving nature of traffic patterns during the post-COVID-19 recovery makes it challenging to compare data across this time series. The impacts of the complete street pilot cannot be isolated, and therefore the increase in average travel times for Line 1 replacement shuttles cannot be attributed solely to the pilot.

However, the data suggests that through operational adjustments to mitigate variability, the customer experience for those that use the Line 1 shuttle buses between Lawrence and St Clair is now comparable to pre-pilot conditions.

The number of planned closures over the past two years have been significantly higher due to on-going maintenance projects along Line 1. Many of these projects are completed and there are only five planned full weekend closures and 12 nightly closures planned in 2023, reducing the impacts to transit users going forward.

The number of customers impacted by planned and unplanned subway closures, and the use of shuttle buses along the corridor remain high. As such, it's important to continue to monitor shuttle bus performance and work with the TTC to ensure that shuttle bus activity does not negatively impact the customer experience.

TTC previously identified issues at several unsignalized intersections without left-turn lanes, where shuttle buses get stuck behind left-turning motor vehicles. Transportation Services implemented three additional left-turn lanes to help mitigate this issue,

Cycling Network Plan - 2021 ActiveTO Cycling Network Expansion Project  
Updates

however TTC is still experiencing issues at Yonge Street and Delisle Court in both directions where no left-turn lane exists. TTC recommends the installation of LED blank out signs be installed to prohibit the left-turns when shuttle buses are operating. Transportation Services and TTC are working together to address these requests.

*Emergency Services Performance Data - Toronto Fire Services*

To evaluate the ActiveTO midtown pilot, a comprehensive analysis of response time performance was conducted by Toronto Fire Services (TFS), specific to the pilot area. The study area identified by TFS is bounded by Bloor Street to Davisville Avenue, Avenue Road to Mount Pleasant Road. These boundaries were chosen in order to provide TFS with reliable and accurate data to assess any impacts of the pilot on Yonge Street.

TFS evaluated the travel time of all emergency incidents within the study area boundary that TFS crews were dispatched to. Travel time is defined as the elapsed time between when the truck / crew is enroute and the time the truck / crew arrive on the scene of the emergency. TFS measures and reports its response time performance in accordance with the provisions of National Fire Protection Association (NFPA) 1710 - Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments – 2020 edition. The travel time performance target is 4:00 minutes or 240 seconds, at the 90th percentile.

TFS analyzed 90th percentile Travel time data and Total Response Time performance data in this study area, as compared to data from the rest of the city, between January 1, 2022 and October 31, 2022.

The outcome of this analysis confirmed that travel time in the study area has increased by 8 seconds more than travel time increases in the rest of the city over the same period of time.

Table 8: TFS 90th Percentile Travel Time data January 1 – October 31 periods

	2019 (pre-pandemic)	2022	Difference 2019-2022
Study Area	248 seconds	297 seconds	49 seconds
Rest of the City	321 seconds	362 seconds	41 seconds

Further, within the study area, TFS Total Response Time performance exceeds the performance found in the rest of the city by 13%. Total Response Time performance in the study area was 87.6% as compared to Total Response Time performance of 74.8% found in the rest of the city, between January 1, 2022 and October 31, 2022.

Total Response Time is defined as the elapsed time between when TFS receives the emergency call and the time the first truck / crew arrive on the scene of the emergency. The Total Response Time performance target is 6:24 minutes, at the 90th percentile.



There are numerous factors that impact TFS emergency response travel times across the city, including increases in traffic congestion, construction activity, lane closures, and increasing emergency call volumes which impact the availability of TFS trucks / crews at any given point in time. TFS continues to monitor performance in all areas of the city, and identify opportunities to improve response times.

*Emergency Services Performance Data - Toronto Paramedic Services*

Toronto Paramedic Services (TPS) conducted an analysis of response times within the ActiveTO Midtown Complete Street pilot area to assess the impact of the pilot. For the purpose of the analysis, the pilot area was defined as the Yonge Street corridor from Bloor Street to Davisville Avenue, plus a 1000 metre buffer in all directions.

Response times within the ActiveTO pilot area increased by 36 seconds less than the increase experienced on a city-wide basis in 2022, compared to the same time period in 2019 (pre-pandemic).

Recent increases in response times are primarily attributable to health system challenges, particularly in-hospital wait times for paramedics. Other factors that impact response times include increases in emergency call demand due to an aging, growing and increasingly vulnerable population.

Table 9: TPS 90th Percentile Response Time to Life Threatening Emergencies

	Jan. 1, 2019 to Oct. 31, 2019 (mm:ss)	Jan. 1, 2022 to Oct. 31, 2022 (mm:ss)	Change (mm:ss)
City-Wide	12:04	14:05	02:01
Pilot Area	10:41	12:06	01:25

TPS measures response time as the time from when a call is answered in the TPS Central Ambulance Communication Centre to the time an ambulance unit arrives on scene of the emergency. The above analysis was calculated using 90th percentile response time to life threatening emergencies.

*Multi-Modal Transportation Modelling and Development Pressures Analysis*

Midtown Toronto has experienced significant growth since the early 2000s, with development activity markedly accelerating in the past five years. Today, there are seven development sites under construction within the ActiveTO Midtown Yonge Complete Street Pilot limits.

The northern section of the pilot is within the Yonge-Eglinton Centre, at the heart of Midtown and already the most densely populated Urban Growth Centre in the Greater Golden Horseshoe. It is poised to double in residential population as a result of approved and proposed development.

The City Planning Division has completed a comprehensive planning framework and Secondary Plan (Midtown in Focus) to provide clear and detailed direction to guide both intensification and priority infrastructure improvements, including a transportation assessment. While the Midtown in Focus study area only contains the segment north of Moore Avenue of the pilot area, many of the transportation findings can be applied to the ActiveTO Midtown Yonge Complete Street Pilot area before installation, including:

- Auto traffic congestion at peak hours;
- Crowding issues on the Yonge Subway Line;
- Limited street space;
- Through traffic is generated from outside Midtown;
- Many people in Midtown are choosing to drive for short, local trips (under 5 km);
- Streets and intersections are currently designed for motor vehicles;
- Larger blocks limit connections;
- Connectivity within Midtown and to the city-wide cycling network is deficient; and
- Current parking management supports the use of cars.

Transportation Services worked with City Planning to update the EMME model based on the changes of the ActiveTO Midtown Yonge Street Complete Street Pilot. EMME is a multi-modal transportation forecasting software for planning the urban, regional and national movement of people and it allows the evaluation of transport system performance on any number of virtual scenarios. An EMME model does not account for capacity constructions such as traffic signals and lane widths at a granular level, but can be used to show future travel patterns.

Modelling for the 2031 and 2041 AM and PM peaks forecasted that significant volume would divert from Yonge Street as a result of the ActiveTO Midtown Yonge Complete Street Pilot configuration, with a minor increase in traffic on north-south parallel routes. The magnitude of trips diverted from Yonge Street under each future scenario are fairly consistent and the surrounding north-south streets do not show significant increases in volume. This data suggests that the transportation network in this area is resilient and can handle the increased development activity expected over the long term.

The EMME model indicates that the impacts from the lane reduction appear minimal across all scenarios through 2041 and that the trips being diverted are more likely longer distance trips that can be redistributed to other roadways outside of the area and that other, shorter trips most likely will shift to other modes such as transit and active transportation options.

Given recent Provincial housing changes, the development yields in this area could increase beyond the maximum allowable densities that the EMME model assumes. City Planning has indicated that some locations along Yonge Street may already be exceeding their growth forecasts through 2041. Given this reality, the modal split of new residents cannot be reliant solely on motor vehicle travel. In order to meet City Council's TransformTO goal, the City must provide residents (existing and future) with safe and comfortable options for transit and active transportation.

The installation of safe, protected, connected, and direct bikeways on Yonge Street, coupled with recent improvements to the Line 1 subway (through the Automatic Train Control upgrades), have provided new capacity in the Midtown Toronto area that will continue enable people to take transit, walk, cycle, and - when needed - drive along Yonge Street.

### *Next Steps*

Following additional data collection, operational improvements and consultation, and based on the performance data collected, as well as alignment with City Council approved policies such as the Vision Zero Road Safety Plan and TransformTO Climate Action Strategy, Transportation Services recommends the pilot project on Yonge Street from 150 metres north of Davisville Avenue to 100 metres south of Bloor Street (cycle tracks, Ward 11 and 12) be made permanent.

If the pilot is made permanent, it would provide the opportunity to transform temporary curb extensions and buffers into permanent planted and/or concrete islands, incorporate upgrades into redevelopment site streetscape frontages, and incorporate other upgrades as part of major road resurfacing planned in upcoming years.

### *Future Projects*

The Council-approved Cycling Network Plan 2022-2024 Near-Term Implementation Plan includes the following projects north and south of Midtown Yonge Street:

- Towards the north, Yonge Street and Duplex Avenue are both identified to be studied as a potential northern extension of the ActiveTO Midtown Complete Street Pilot - study to begin in 2024; and
- Towards the south, a design for Yonge Street from Carlton Street to Queen Street East as part of YongeTOMorrow was approved by Council in February 2021 for future implementation (2025+) and Yonge Street from Bloor Street to Carlton Street is to be studied as part of a Phase 2 of the YongeTOMorrow Municipal Class Environmental Assessment process.

## **ActiveTO 2021 Lower Don Trail Construction Closure Detour on Bayview Avenue**

The ActiveTO pilot on Bayview Avenue was implemented between River Street and Front Street East to provide a safe and direct detour to the Lower Don Trail closures. Due to the limited roadway width, Bayview Avenue was 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.

While Waterfront Toronto has moved forward with closures of the Lower Don Trail south of Corktown Commons which will continue until at least 2024, the planned Parks, Forestry and Recreation project to widen the trail between Riverdale Park and Corktown Commons which was expected to close the trail in 2021 has experienced a delay due to contractor issues and Metrolinx permitting and is now expected to start in 2023. It is anticipated for the construction of the trail to be complete in December 2023, but there is potential for the construction to carry over into April 2024.

While the ActiveTO Bayview pilot project was initially conceived as a temporary detour route for the Lower Don Trail, it has now been in operation in tandem with the trail. Cycling volumes grew by approximately 20-50% on Bayview Avenue, while the Lower Don Trail cycling volumes remained consistent. The ActiveTO Bayview pilot is providing new connectivity to the cycling network not previously served, such as The Esplanade-Mill Street bi-directional cycle track, the River Street cycle tracks, and the Rosedale Valley Road Multi-use trail.

The creation of the ActiveTO Bayview pilot project south of River Street was only made possible by the removal of the northbound motor vehicle travel on the corridor. In order to evaluate impacts on motor vehicle network, River Street and Parliament Street were monitored as the closest northbound parallel streets. Since the implementation of the ActiveTO project, there has been minimal impacts on both corridors. In the AM peak, the motor vehicle travel times on the parallel corridors is identical to the period before the northbound lane removal and slightly better than pre-pandemic baselines. In the PM peak, northbound travel times are approximately 20 seconds longer than the period before the northbound lane was removed, but motor vehicle travel times remain shorter by 10-30 seconds than pre-pandemic baselines.

As such, Transportation Services recommends the pilot project on Bayview Avenue between River Street and Front Street East (multi-use trail, Ward 13) be made permanent.

## **Technical Amendments to By-Laws**

### *Adelaide Street*

In 2018, City Council authorized the installation of the Adelaide Street cycle tracks on the north side of the corridor switching the existing south side cycle tracks. In 2022 the cycle track switch will be delivered with road resurfacing, TTC track work, and watermain work on the corridor. This report includes amendments to make adjustments to the previously approved bylaws in Chapter 903, 905, and 910 to reflect the detailed design being implemented.

### *College Street Upgrades*

In April 2022, City Council approved the College Street West Upgrades Project. This amendment is to the time of day for an accessible loading area on College Street to reflect peak hour parking restrictions in Chapter 903.

### *Douro-Wellington Street Road Safety and Bikeway Improvements Project*

In April 2022, City Council approved the installation of the Douro-Wellington Street Road Safety and Bikeway Improvements project. The project is planned for implementation in spring/summer of 2023 after on-going watermain work is completed. By-law amendments to Chapter 910 and 950 are required to make corrections pertaining to Pay & Display hours and fees for consistency within the adjacent area, and modifying parking limits to align with the approved design.

### *The Esplanade-Mill Street Cycling Connections Project*

In November 2021, The Esplanade – Mill Street Connection Project Phase 1 was installed, including associated traffic changes. These included making The Esplanade one-way from Berkeley Street to Princess Street and making Princess Street to Sherbourne Street for buses and bicycles only. Some drivers on Princess Street approaching The Esplanade are not aware of the restrictions that require them to go straight on Princess Street. To support compliance, turn restriction signage has been requested. A minor Chapter 950 by-law amendment is required to authorize the installation of right-turn prohibition signage.

### *Shuter Street and Sumach Street*

In June 2022, Toronto and East York Community Council authorized the installation of a new traffic signal at Shuter Street and Sumach Street. Due to the presence of the Shuter Street cycle tracks and Sumach Street contra-flow bike lane, the traffic signal installation will include bicycle turning boxes. It is recommended to include no right-turn on red prohibitions where bicycle turning boxes are present. A by-law amendment to Chapter 950 is required for the prohibition.

## **CONTACT**

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## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1: ActiveTO Yonge Street Third Data Dashboard  
Attachment 2: Technical Amendments