

Public Meeting

# ActiveTO Midtown Complete Street Pilot

April 27 2021



Artist's rendering: Yonge St at Woodlawn Ave E

# Agenda and Introductions

## Introduction

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Meeting Guidelines

Using WebEx

**Introduction Poll**

## Part 1: Overview

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Background

Complete Streets

**Break: Poll & Questions**

## Part 2: Details

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ActiveTO Midtown

Key Dates and Milestones

**Question Answer Session**

## PROJECT TEAM

**Director, Project Design & Delivery**

Jacquelyn Hayward

**Cycling & Pedestrian Projects**

Becky Katz

Karina Fortin

David Dunn

Daniel Samson

**Traffic Operations**

Joe Gallippi

**Stakeholder and Public Consultation**

Maogosha Pyjor

**BIA Office**

Danielle Davis

**CaféTO**

Tobiah Abramson

**IBI Group**

Zibby Petch

**Toronto Transit Commission**

Alexandre Takarabe

Background



# Background | Policy Guidance



## Official Plan Goals

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



## Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



## Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users



## TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by 2050



## Complete Streets Guidelines

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



## Reduce Reliance on Motor Vehicles

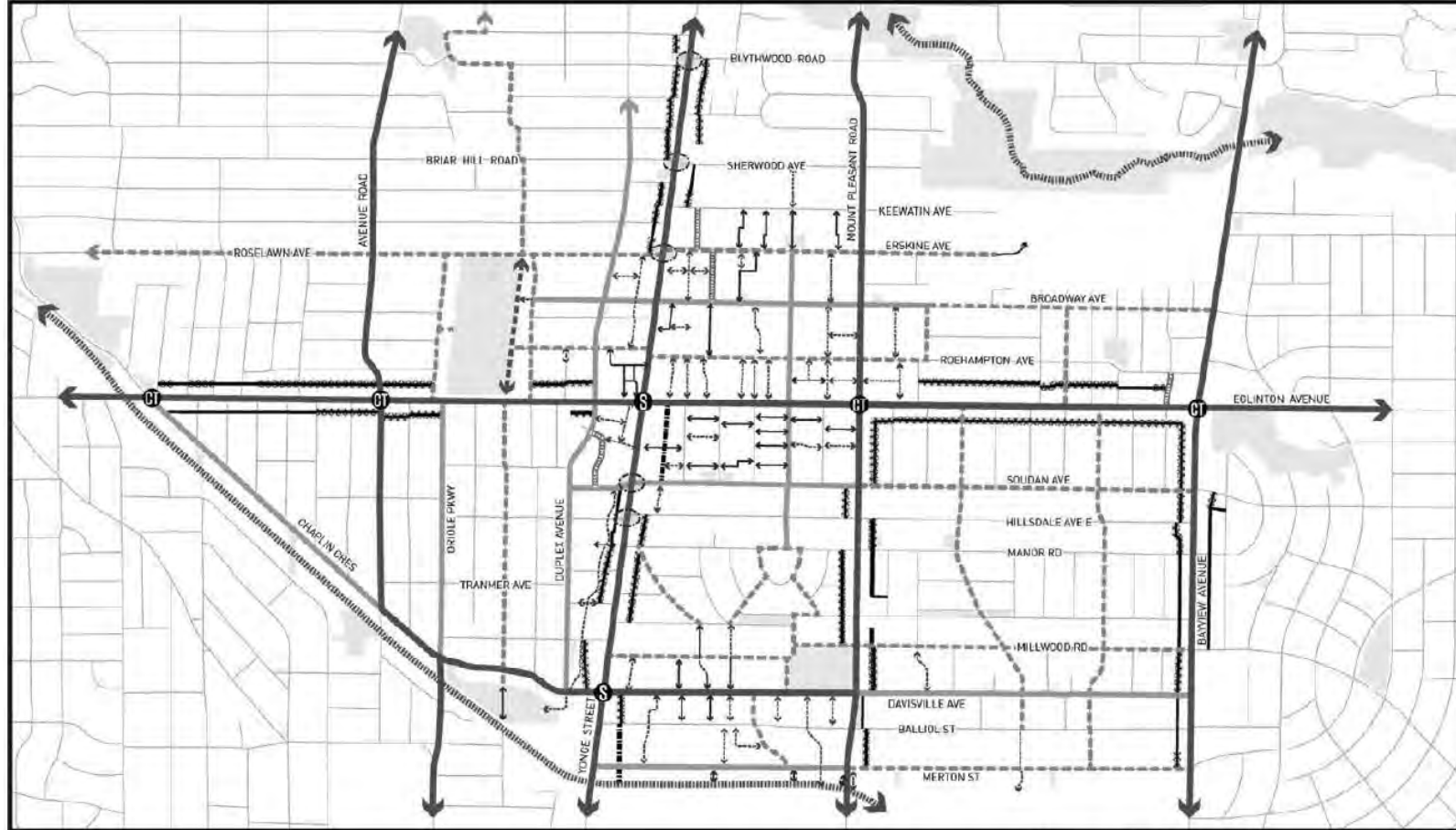
Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



## Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

# Background | Yonge Eglinton Secondary Plan



## Yonge-Eglinton Secondary Plan

MAP 21-9 Midtown Mobility Network

- |                           |                                   |  |                               |                |
|---------------------------|-----------------------------------|--|-------------------------------|----------------|
| ↔ Major Street            | — Existing Laneway                | ↔ Existing Midblock Connection         | ○ Proposed Street Realignment | Not to Scale ↗ |
| ↔ Primary Street          | --- Laneway Requiring Improvement | ↔ New Midblock Connection (Conceptual) | Ⓢ Subway Station              |                |
| --- Priority Local Street | --- New Laneway                   | ↔ Existing Multi-Use Trails            | Ⓢ Eglinton Crosstown Station  |                |
| New Local Public Street   |                                   | ↔ New/Reconfigured Multi-Use Trails    |                               |                |

April 18, 2018

Midtown will have a **well-connected network of safe and comfortable cycling routes** between local neighbourhood destinations.

**Dedicated cycling facilities will be accommodated on Major Streets**, where possible, and the Park Street Loop.

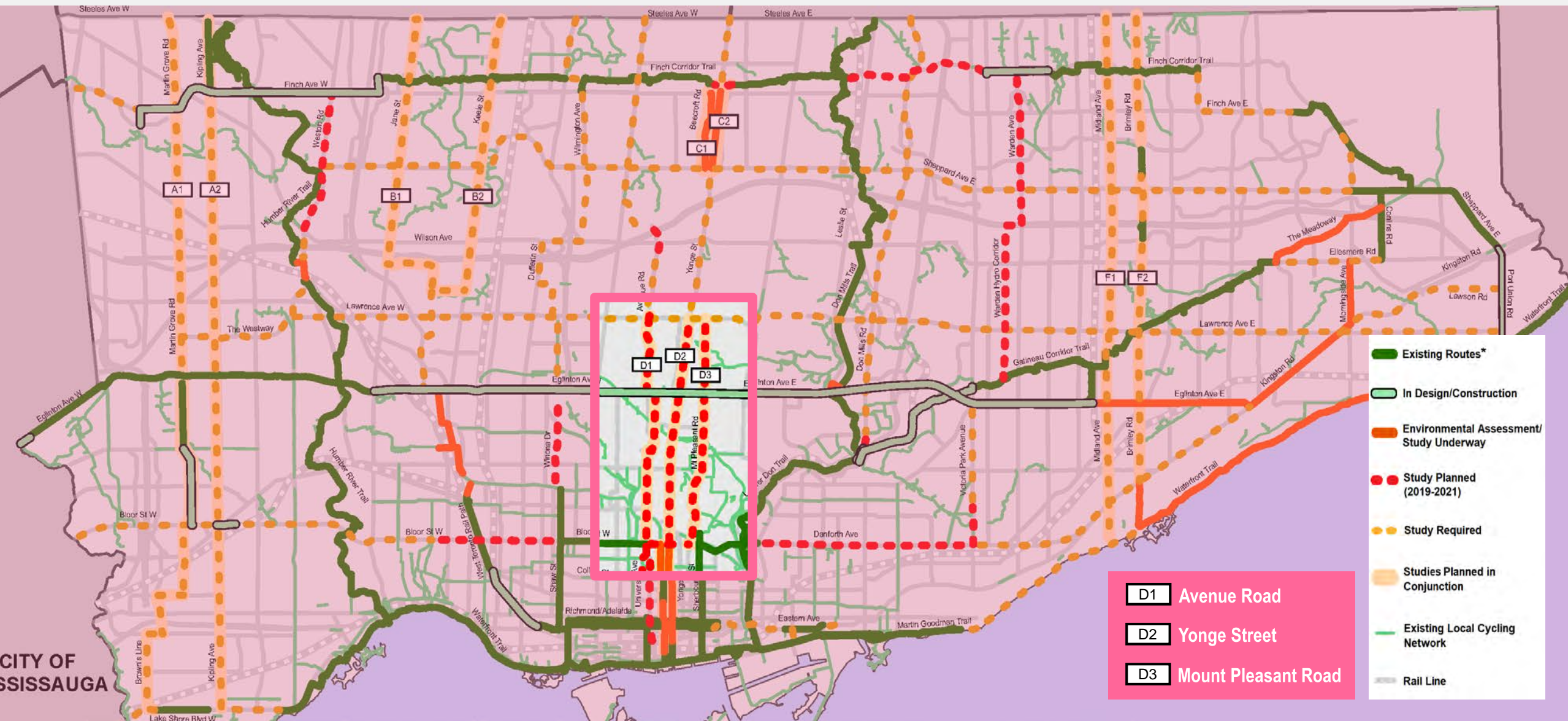
Dedicated cycling facilities will also be prioritized on Duplex Avenue, Berwick Avenue and Castlefield Avenue between Duplex Avenue and Yonge Street.

Further detailed study is required to determine the exact type and design of cycling facilities that will be provided and the timing of its implementation.

Midtown in Focus



# Background | 2019 Near Term Cycling Network Implementation



# Background | 2020 Council Direction

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

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

Motion  
IE15.11



# Background | ActiveTO Destination Danforth

A one year complete street pilot project was installed during the summer of 2020 to provide:

1

more room for physical distancing,

2

support local businesses by improving access options and creating an environment to support expanded patios, and

3

safe cycling infrastructure as an alternative for people who are not comfortable taking transit.

Staff is monitoring, evaluating and adjusting the pilot, and reporting back to Council with long term recommendations for the corridor at the end of 2021.






# Background | Corridor Comparison Analysis



# Background | Corridor Comparison Analysis | Findings

66% 

of Yonge is covered by BIAs  
compared to 15% along Avenue  
and Mount Pleasant

87% 

of Yonge designated as mixed-use  
compared to Avenue (17%) and  
Mount Pleasant (21%)

34  CaféTO  
Permits

issued on Yonge in 2020  
compared to Avenue (0)  
and Mount Pleasant (11)

30  Serious  
collisions

Yonge has the highest need for  
safety-focused reconfiguration  
compared to Avenue (14)  
& Mount Pleasant (18)



Lower surface transit demand on Mount  
Pleasant and Avenue

reduces potential conflicts and curbside demand.  
Higher surface transit demand on Yonge, as a  
result of planned subway closures - requires  
coordination with TTC

~400 

vehicles/hour/lane  
(traffic volume) on Yonge  
compared to Avenue (464)  
and Mount Pleasant (465)

20,000 

People work near Yonge  
compared to Avenue (13,000)  
and Mount Pleasant (9,000)



Parking on Yonge & Mount Pleasant could  
be added, maintained or converted to cafés  
compared to likely removing parking on Avenue

40  Cycling Impact  
Analysis Score

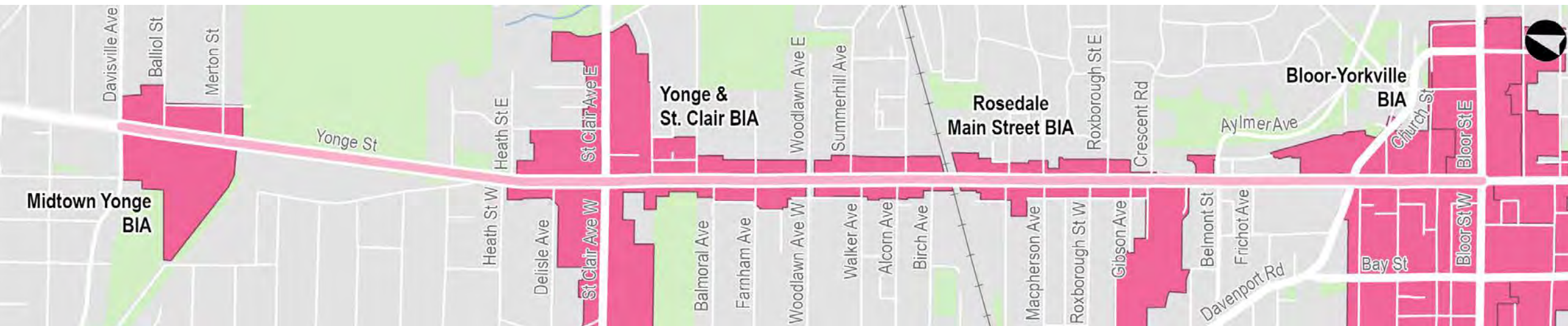
Yonge has the highest cumulative score  
compared to Avenue (32) and  
Mount Pleasant (31)



# Background | Council Decision (2021.IE20.12)

On **April 7, 2021**, City Council approved the General Manager, Transportation Services, to **consult, design, install and monitor the ActiveTO Midtown Complete Street Pilot on Yonge St between Bloor Street and Davisville Avenue** in collaboration with the local Councillors and stakeholders and as part of the ActiveTO Cycling Network Expansion Projects.

This included a supplementary report on TTC Impacts of the Complete Street Pilot. Transportation Services continues to **work 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.





# Background | Council Decision (Additional Motions 2021.IE20.12)

## Motion 2a - by Councillor Matlow (Carried)

City Planning to collaborate with Transportation Services and other appropriate Divisions on the planned interim report re: **Midtown Infrastructure Implementation Strategies** (second quarter 2021) and Final Report, to include **how the ActiveTO Midtown Yonge Complete Street Pilot may inform other local transportation aspects, such as potential Bus Rapid Transit routes to relieve subway-overcrowding.**

## Motion 2b - by Councillor Matlow (Carried)

1. Transportation Services to **ensure business-specific issues get reviewed and addressed throughout pilot delivery and monitoring, and that block-by-block on-site walkthroughs be conducted with the Business Improvement Areas** as long as they can be done safely in compliance with public health restrictions.
2. Transportation Services to direct efforts on securing the ability for all **restaurants and bars fronting Yonge Street along the pilot area to receive a curb lane café, provided they meet all other requirements of the program**, as part of the ActiveTO Midtown Yonge Complete Street Pilot.

## Motion 3a - by Councillor Kristyn Wong-Tam (Carried)

1. City Council direct the General Manager, Transportation Services to **report to the Toronto Accessibility Advisory Committee following the consultation and the full installation of the ActiveTO Midtown Temporary Complete Street Pilot.**

# Background | Stakeholder Engagement

## Meetings & Events:

- BIA Meetings, March 5 and 31
- Key Stakeholders, March 15 and April 9
- BIA Site Walk, April 12-13
- Public Meeting Mail-out Invitation, April 12
- Website Launch, April 13
- Business and organization loading survey launch, April 13 (closes May 3)
- Accessibility Review, April 23
- Virtual Public Meeting and online feedback form launch, April 27 (closes May 10)
- Advisory Committee on Accessible Transit (ACAT), May 5
- BIA and Key Stakeholder Meeting, May 11

## Key Findings:

- Prioritization of curb lane CaféTO locations
- Accessibility must be integrated into the design
- Emergency services and transit needs must be accommodated
- Loading is key



## ActiveTO Midtown Complete Street Pilot

In April 2021, Toronto City Council approved the installation of a **temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue** as part of the City's Pandemic Mobility Recovery Strategy.

Yonge Street is proposed to be transformed into a complete street through the **CaféTO** and **ActiveTO** programs, which were both created in 2020 as quick-start COVID-19 response programs. CaféTO provided urgent support to hundreds of local restaurants and ActiveTO has connected the City's cycling network like never before.

The pilot will provide support for local businesses and the surrounding communities by expanding outdoor patio areas, improving safety and comfort for everyone, and providing a safe and protected bike lane along the Line 1 subway.



33,000 invites from Bloor St to Davisville Ave between Mount Pleasant Rd & Avenue Rd

Virtual Public Meeting Invite  
Cover Page

# Complete Streets



# Complete Streets | Principles



## Streets for People

- Improved cycling and walking environment
- Enhance connections to transit
- Calmer traffic
- Welcoming to families and people of all ages and abilities



## Streets for Placemaking

- New community space
- New public art
- New places to sit
- Vibrant and accessible public realm



## Streets for Prosperity

- Support local businesses including CaféTO installations
- More mobility options
- Climate friendly design
- Loading and parking

# Complete Streets | COVID-19 Response Principles

Better use of the right-of-way in the context of the pandemic

**Providing a safer environment** by allowing for a more predictable, consistent streetscape design

**Supporting local businesses** by improving access options for loading and deliveries, providing expanded patio and outdoor seating opportunities, once public health restrictions allow.

**Supporting physical distancing** for active modes of transportation

**Supporting transit system relief** by providing sustainable alternatives for people

**Providing more space** for accessible features, public realm enhancements, Bike Share, bike parking



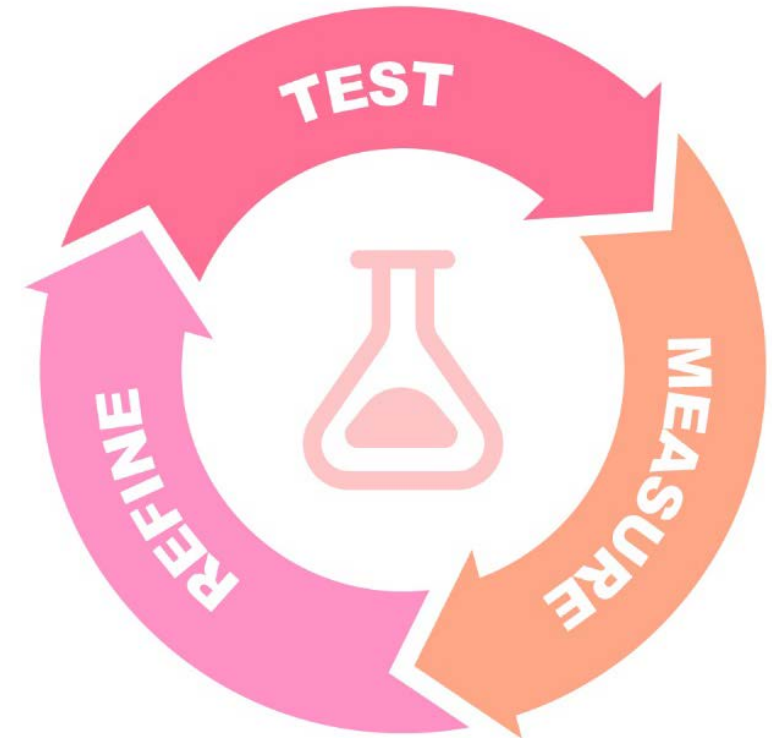
# Complete Streets | A Pilot Approach

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

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

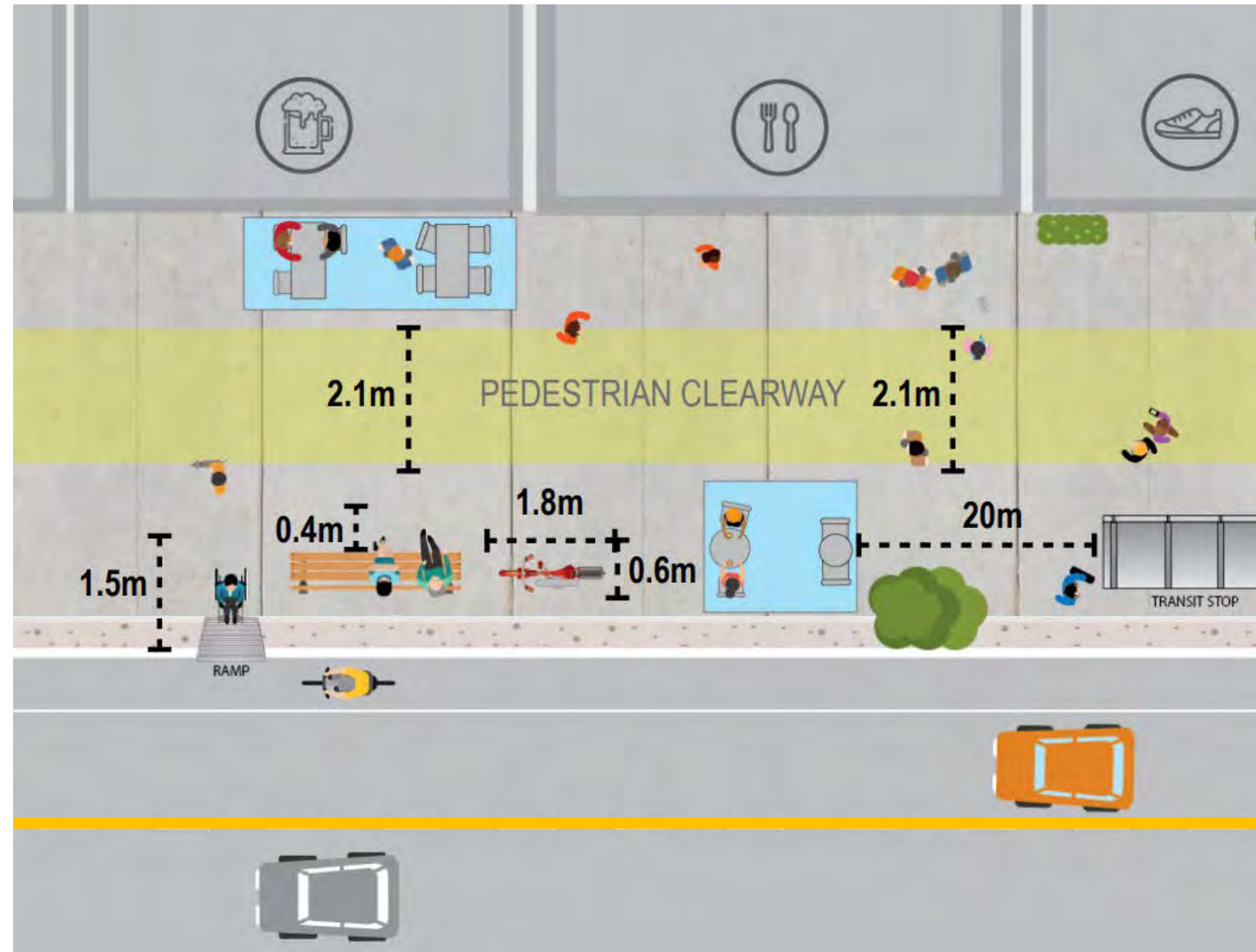
Keys to Successful Pilot Projects:

- Quick build materials
- Public consultation and stakeholder feedback
- An evaluation framework including the collection of before & after data
  - Motoring environment (traffic volume, travel time speed and traffic infiltration)
  - Cycling environment (cycling volume)
  - Safety (collision data)
  - Curbside demands and parking (parking and loading)
  - Public perception and level of support





# Complete Streets Elements | Sidewalks





# Complete Streets Elements | Signage + Wayfinding

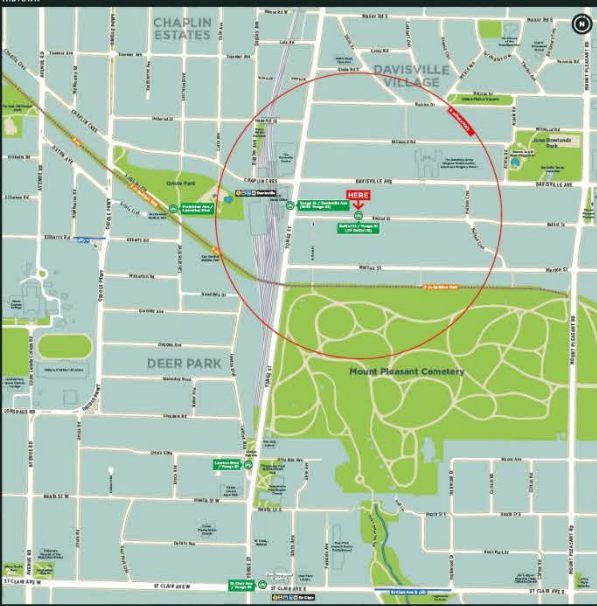

**BIKE SHARE TORONTO**  
Bike Share Toronto is your Toronto's bike sharing system with thousands of bicycles available to you 24/7.  
Check out a bike from any station and return it to another station near your destination. Bike Share Toronto makes active transportation simple, fast and fun!

**HOW IT WORKS**  
1. Pick up a bike from any station.  
2. Ride to your destination.  
3. Return the bike to any station.  
4. Pay for the ride.  
5. Enjoy the ride!

**DOWNLOAD APP**  
Download the Bike Share Toronto app on the App Store or Google Play to make it easy to find bikes, check out bikes, and return bikes.

**FAQ**  
How do I use the system?  
What are the rules?  
What are the fees?  
What are the bike specifications?  
What are the station specifications?  
What are the bike specifications?  
What are the station specifications?

**CONTACT**  
Bike Share Toronto  
855-898-2378  
bikesharetoronto.com







# Complete Streets Elements | Curb Extensions





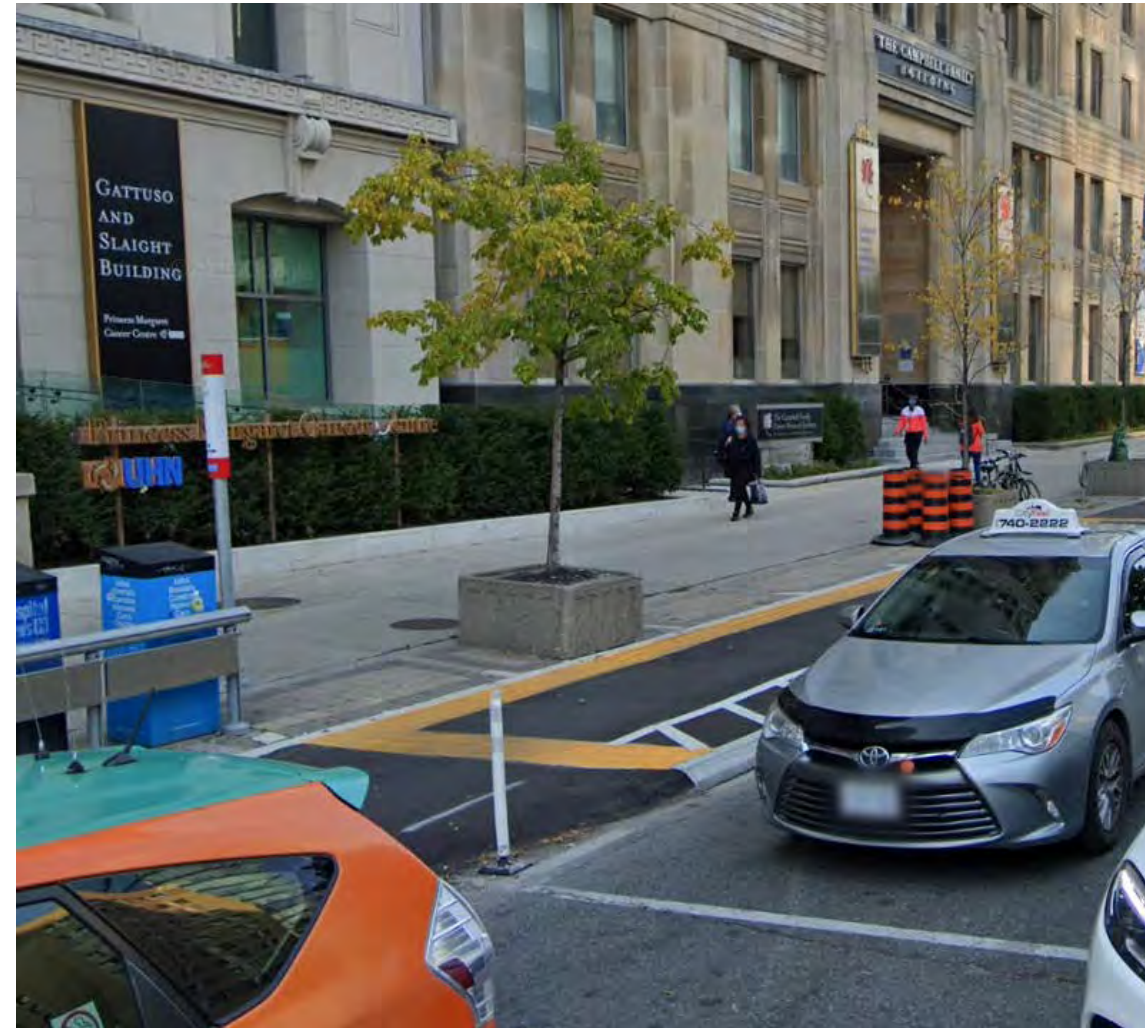
# Complete Streets Elements | Cycle Track + Separators



*Richard Lautens/Toronto Star*



# Complete Streets Elements | Parking + Loading





# Complete Streets Elements | Bus Stops + Wheel-Trans





# Complete Streets Design Elements | Bike Share + Bike Parking



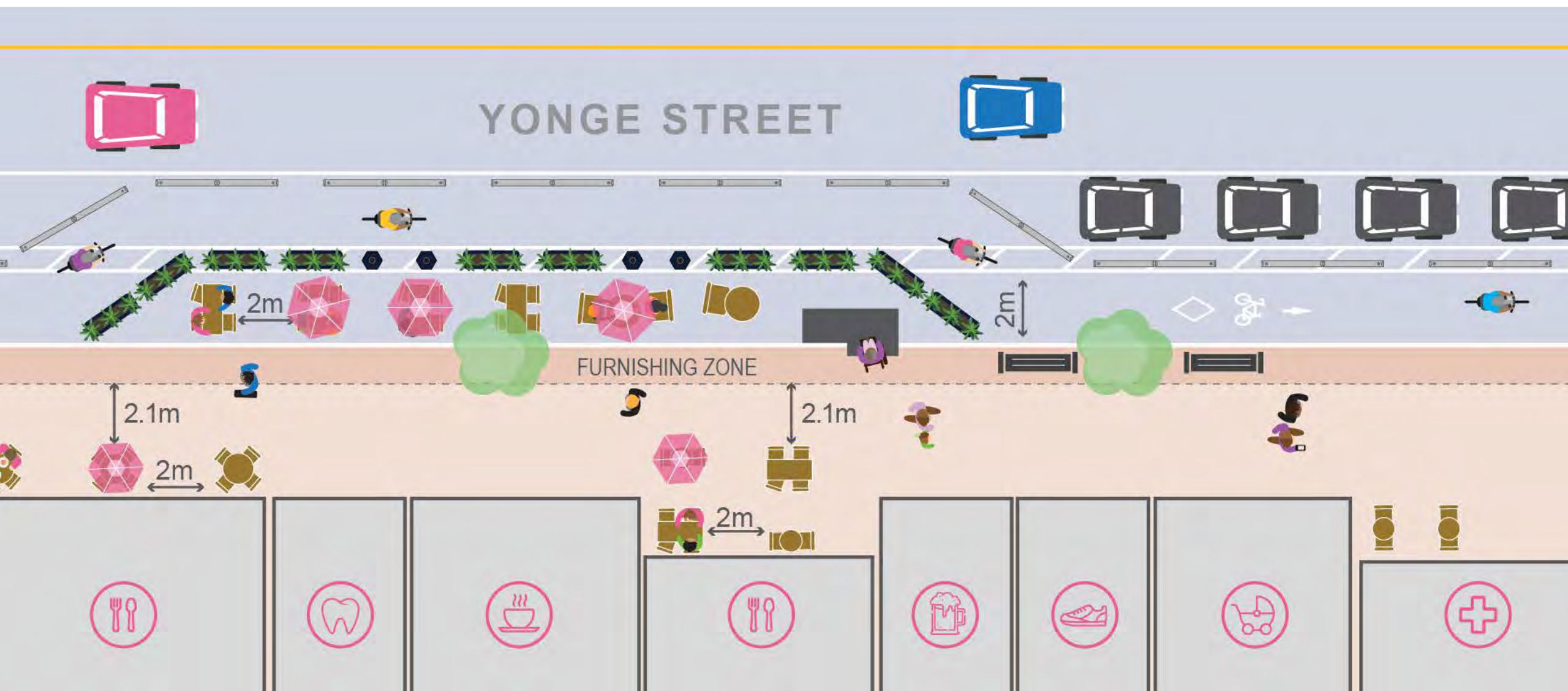


# Complete Streets Design Elements | Cafés





# Complete Street Elements | With Curb Lane CaféTO





# Complete Street Elements | Without Curb Lane CaféTO

