

ActiveTO Midtown Complete Street Pilot

ActiveTO Midtown | Design Process

WE ARE HERE

Review Existing Conditions



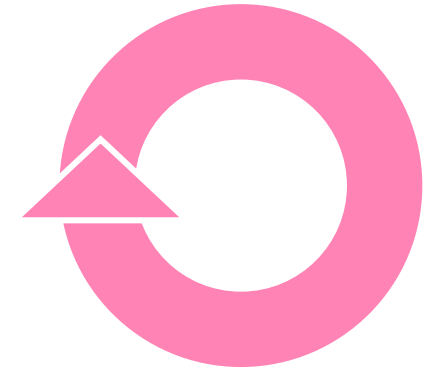
Map existing conditions and constraints to inform preliminary recommendations for the side of the street and design elements

Develop & Refine Design



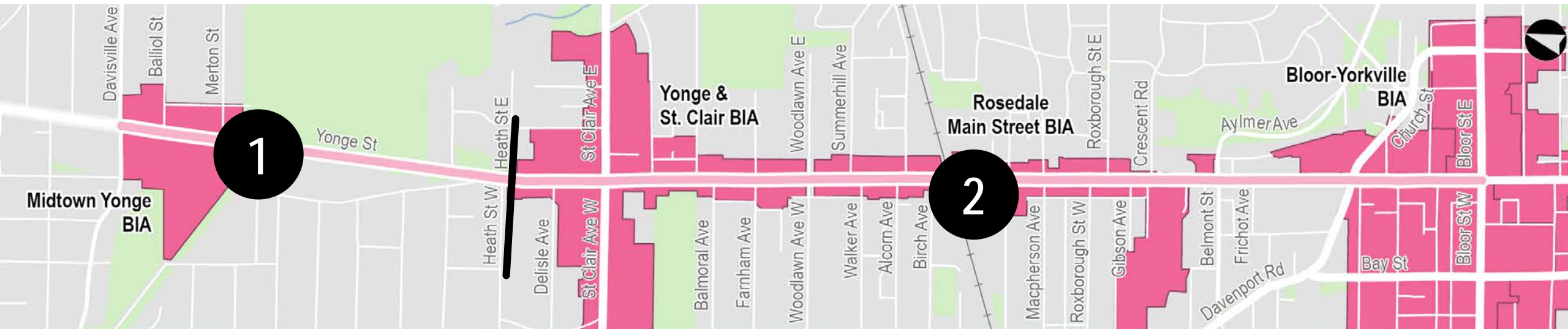
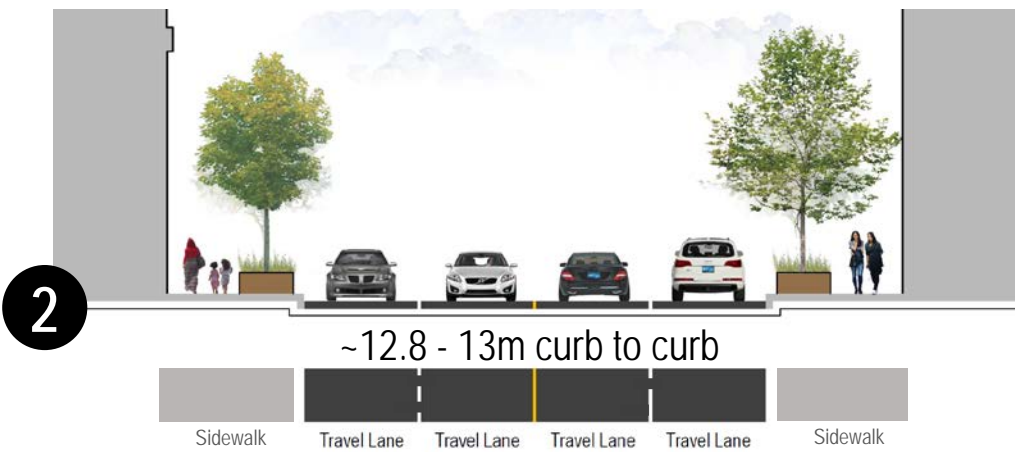
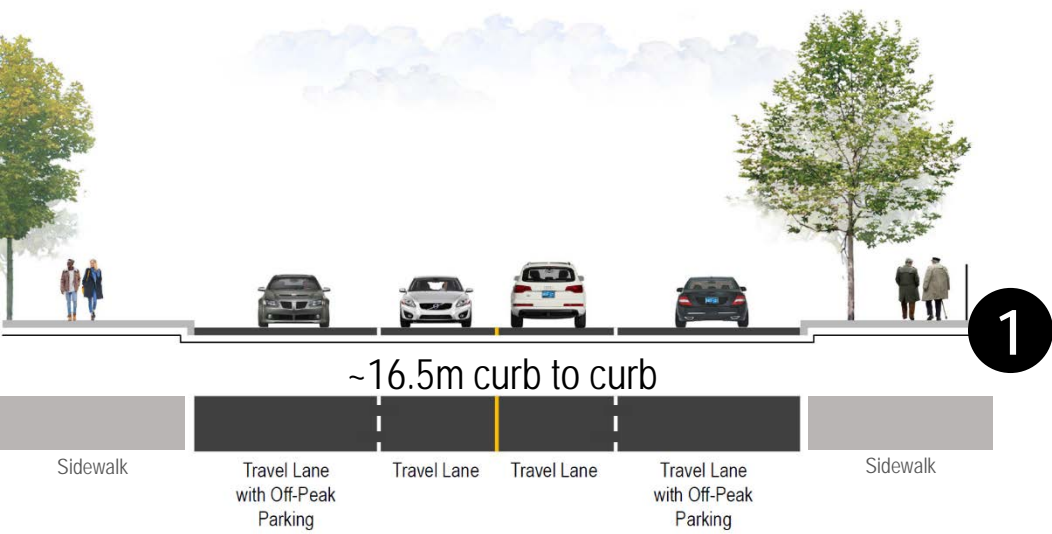
Develop and refine the design based on public and stakeholder input and on-going traffic & safety analysis

Iterate Design Over Time



Iterate and improve the design over time, including throughout the pilot period (post-installation)

ActiveTO Midtown | Existing Curb to Curb Widths

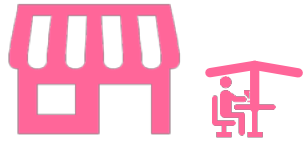


ActiveTO Midtown | Parking and Loading Selection Factors

Cafés & Curbside Uses



CaféTO Installations (2020) and Applications (2021): Every effort made to accommodate 2021 applications meeting CaféTO guidelines



Permanent Sidewalk Cafés impact on-street parking supply



Construction Hoarding / Work Zones impact curb access

Accessibility Provisions



Dedicated Accessible Passenger Pick-up/Drop-off Zones & Parking Zones

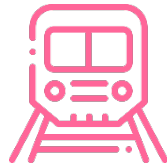


Wheel-Trans Trips indicate pick-up and drop-off demand on each side of the street

Parking & Loading Demand Factors



Current On-Street and Municipal Off-Street Parking Supply increase alternative parking options



TTC Subway Station Accesses generate pick-up and drop-off demand



Land Uses & Places of Worship generate different parking demands and usage patterns

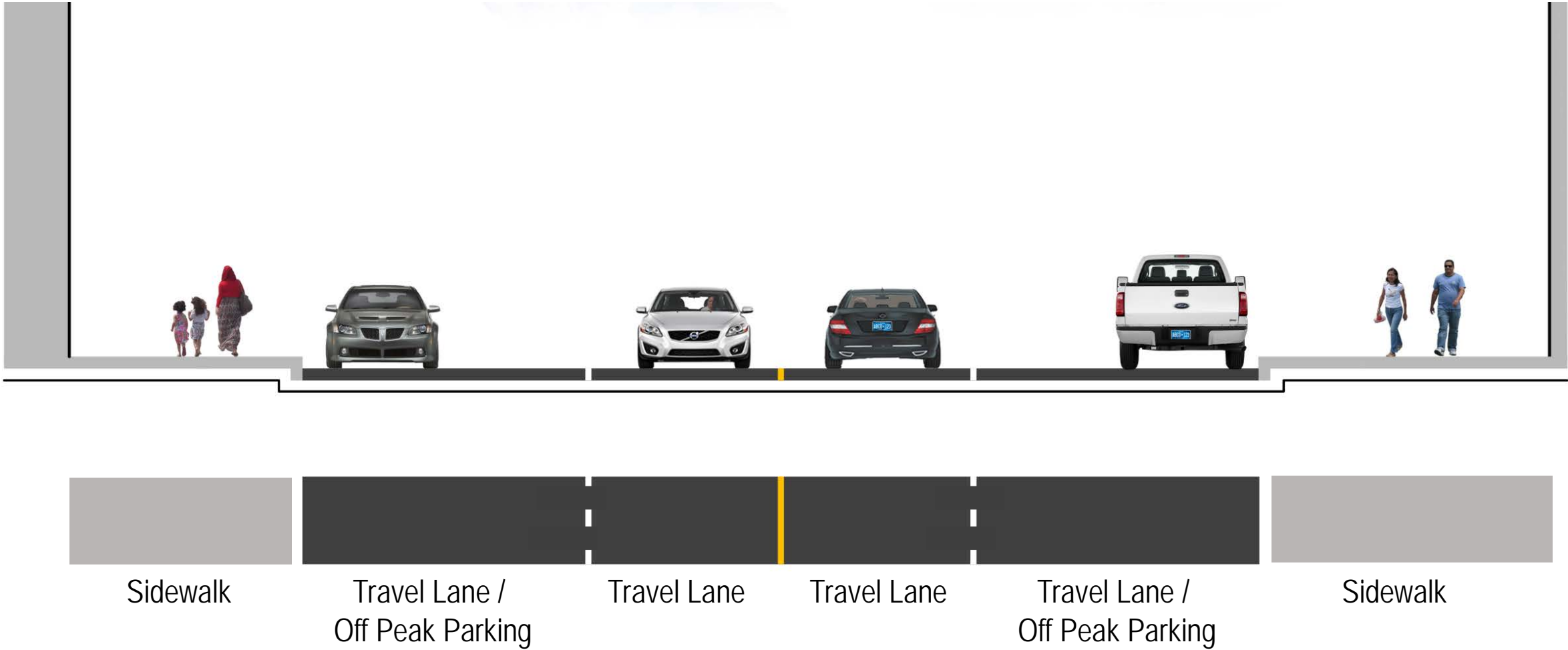


Laneways provide alternative loading space

ActiveTO Midtown | Chaplin Cres/Davisville Ave to Heath St

Preliminary Design for Discussion Purposes

Existing Mid-block Conditions



ActiveTO Midtown | Chaplin Cres/Davisville Ave to Heath St

Preliminary Design for Discussion Purposes

Alternative Second Southbound Lane

Proposed:
Davisville Ave to Merton St



Proposed:
Merton St to Heath St
(except under Beltline
trail and at the
intersections of Heath
/ Merton where there
will be no parking)



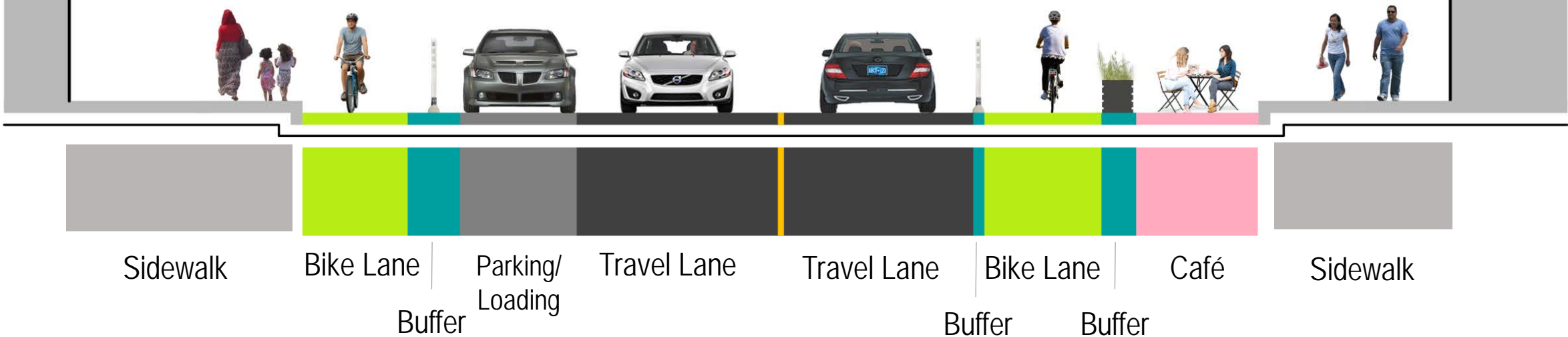
*Parking not possible at intersections

ActiveTO Midtown | Chaplin Cres/Davisville Ave to Heath St

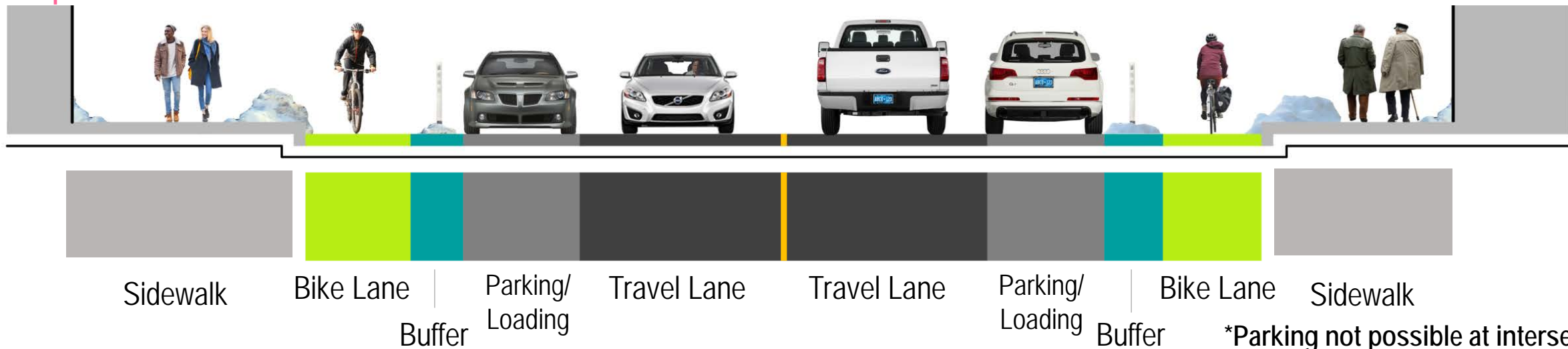
Preliminary Design for Discussion Purposes

Alternative Parking / Loading on Both Sides

Proposed: Summer Midblock Conditions



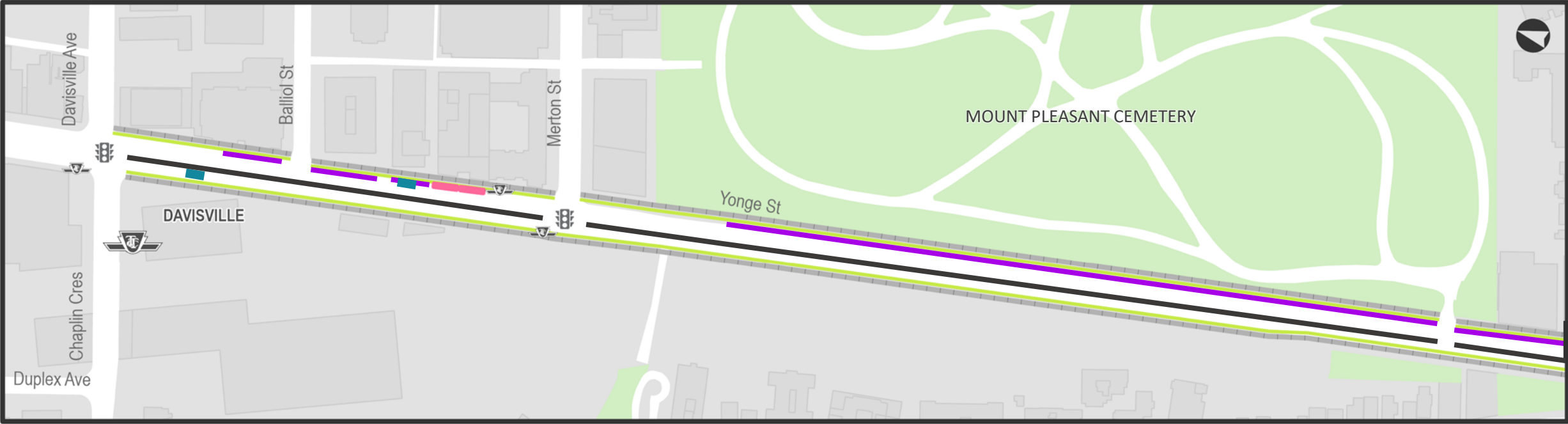
Proposed: Winter Midblock Conditions











ActiveTO Midtown | Chaplin Cres/Davisville Ave to Cemetery

Preliminary Design for Discussion Purposes

Alternative Second Southbound Lane

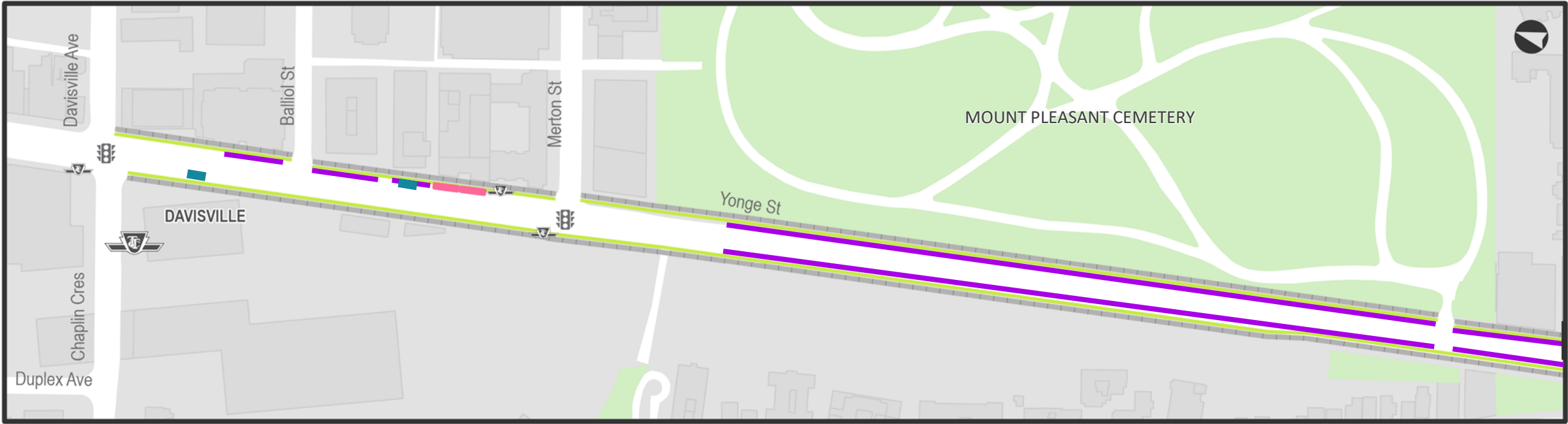


-  Traffic Signal
-  TTC Station / Stop
-  CaféTO Installation
-  Loading / Parking Space
-  Accessible Loading Platform / Bay
-  Second Southbound Lane
-  Sidewalk
-  Cycle Track

ActiveTO Midtown | Chaplin Cres/Davisville Ave to Cemetery

Preliminary Design for Discussion Purposes

Alternative Parking / Loading on Both Sides

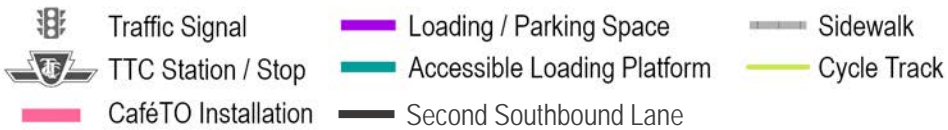
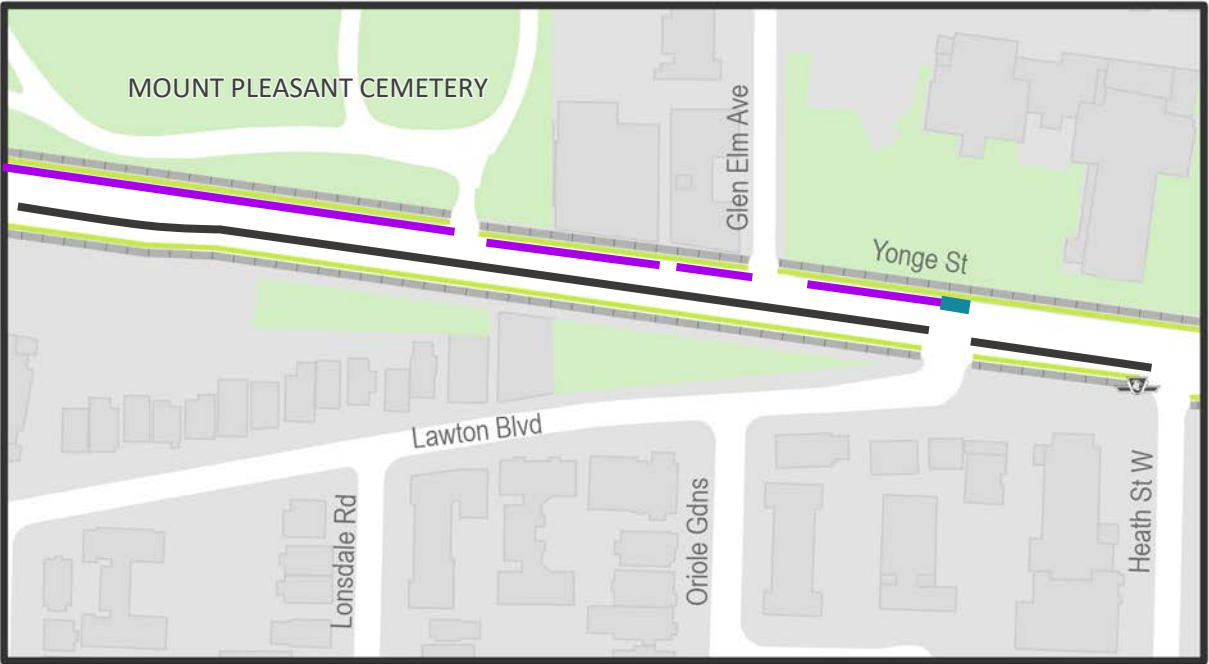


- Traffic Signal
- TTC Station / Stop
- CaféTO Installation
- Loading / Parking Space
- Accessible Loading Platform / Bay
- Sidewalk
- Cycle Track

ActiveTO Midtown | Cemetery to Heath St W

Preliminary Design for Discussion Purposes

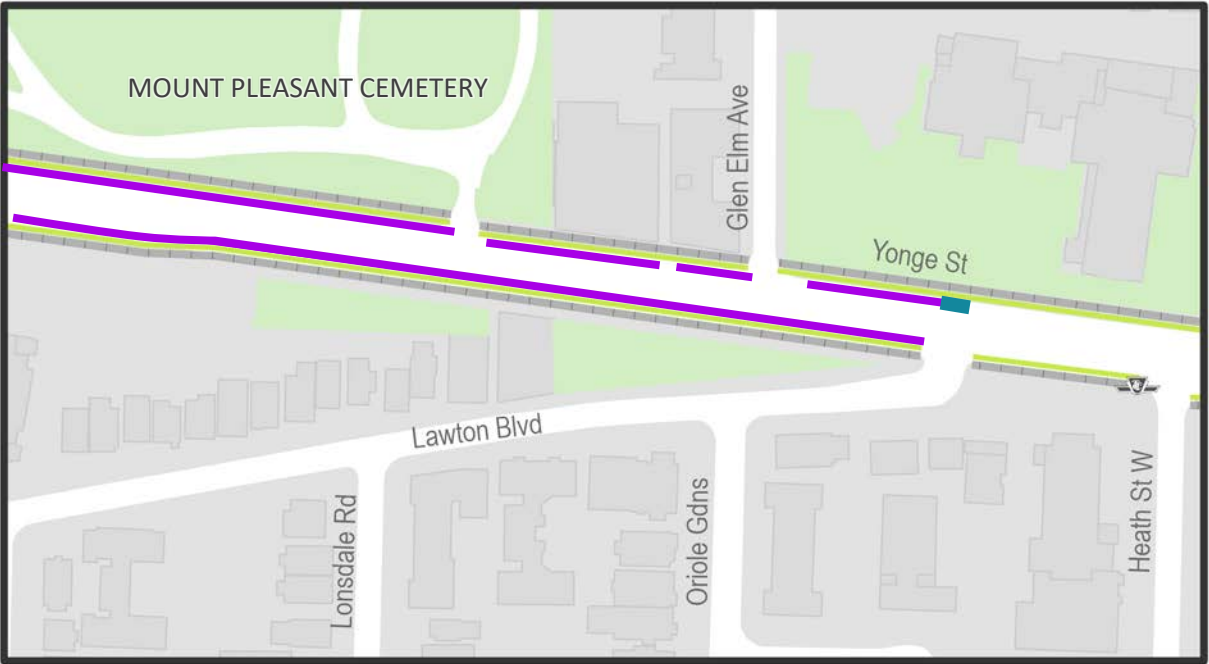
Alternative Second Southbound Lane










ActiveTO Midtown | Cemetery to Heath St W

Preliminary Design for Discussion Purposes

Alternative Parking / Loading on Both Sides



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|--|---------------------|---|-----------------------------|---|-------------|
|  | Traffic Signal |  | Loading / Parking Space |  | Sidewalk |
|  | TTC Station / Stop |  | Accessible Loading Platform |  | Cycle Track |
|  | CaféTO Installation | | | | |

ActiveTO Midtown | Heath St to Bloor St

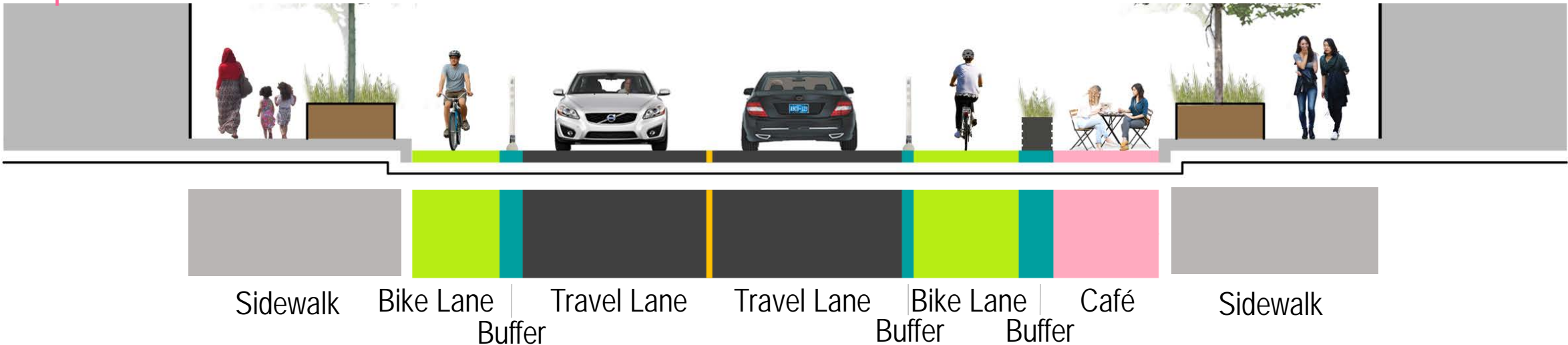
Existing Mid-block Conditions



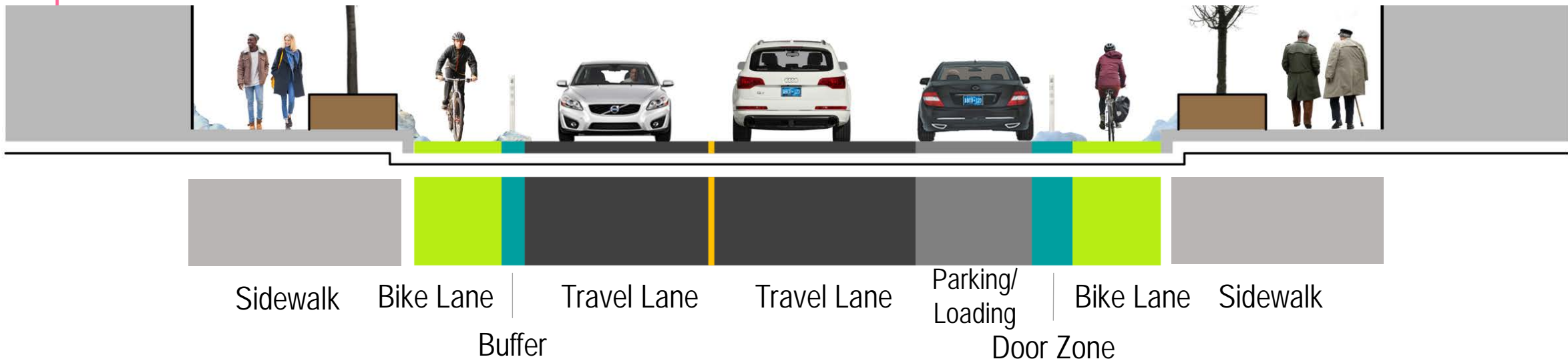
ActiveTO Midtown | Heath St to Bloor St

Preliminary Design for Discussion Purposes

Proposed: Summer Mid-block Conditions



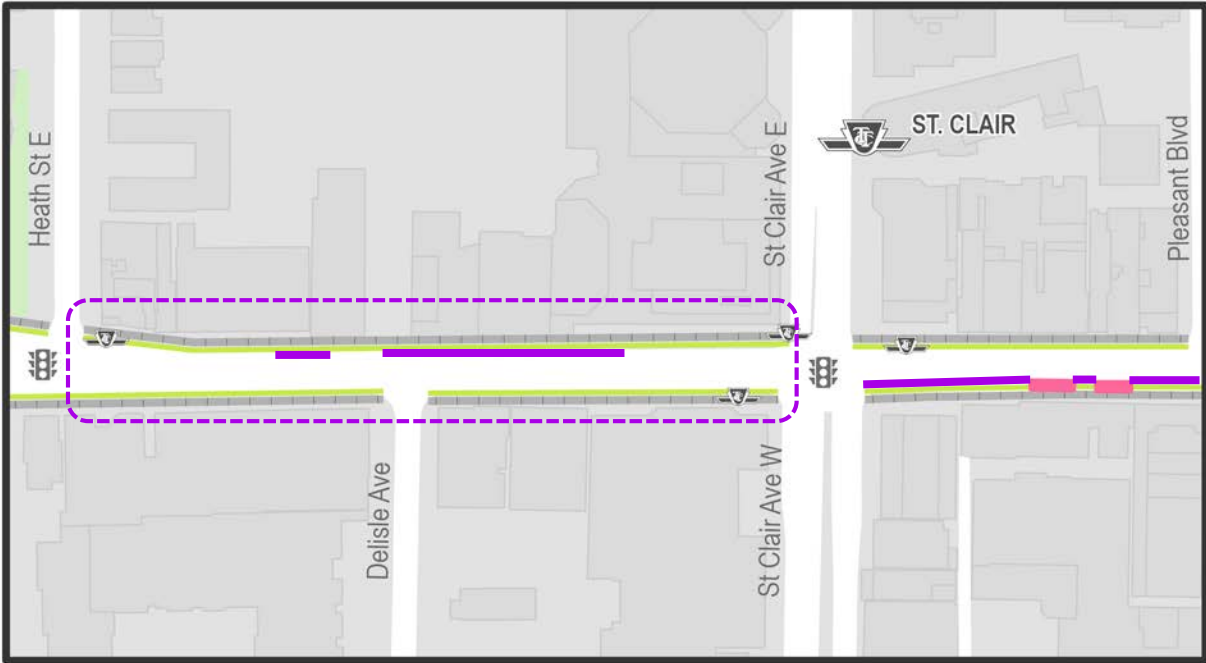
Proposed: Winter Mid-block Conditions











*Parking not possible at intersections

ActiveTO Midtown | Heath St E to Pleasant Blvd

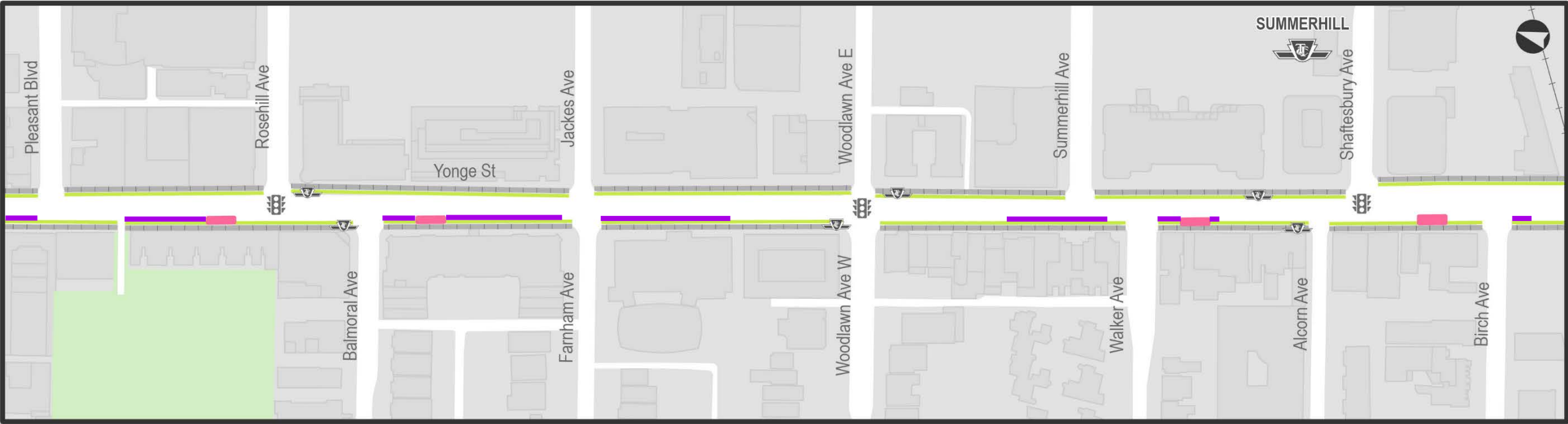
Preliminary Design for Discussion Purposes










-  Traffic Signal
-  TTC Station / Stop
-  CaféTO Installation
-  Loading / Parking Space
-  Accessible Loading Platform
-  Sidewalk
-  Cycle Track
-  Loading, parking and delivery for both sides under review

ActiveTO Midtown | Pleasant Blvd to Birch Ave

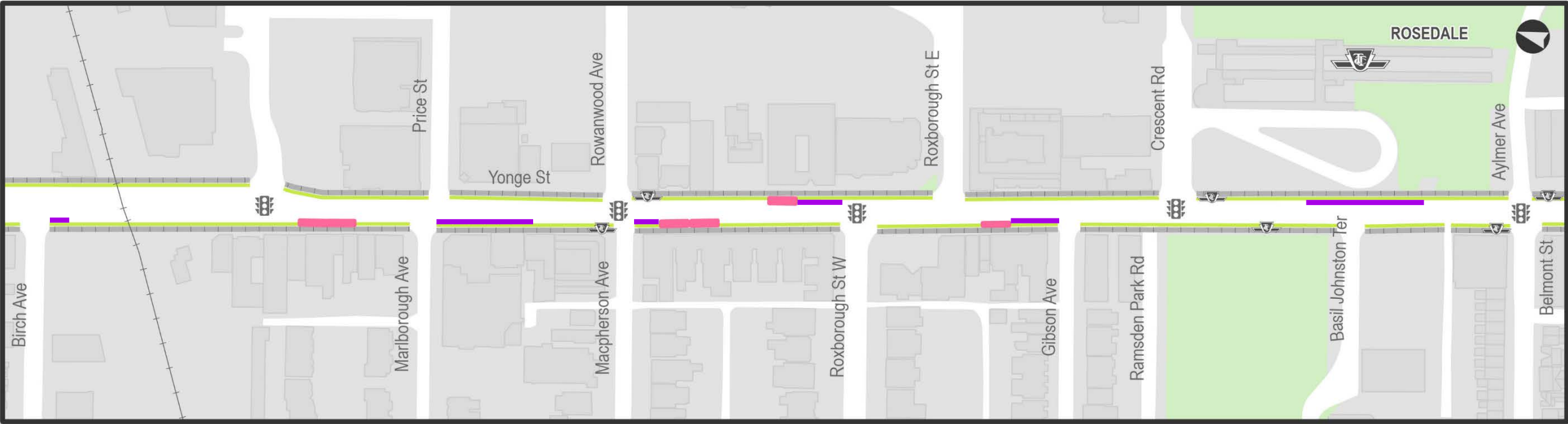
Preliminary Design for Discussion Purposes










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|--|---------------------|---|-----------------------------|---|-------------|
|  | Traffic Signal |  | Loading / Parking Space |  | Sidewalk |
|  | TTC Station / Stop |  | Accessible Loading Platform |  | Cycle Track |
|  | CaféTO Installation | | | | |

ActiveTO Midtown | Birch Ave to Belmont St / Aylmer Ave

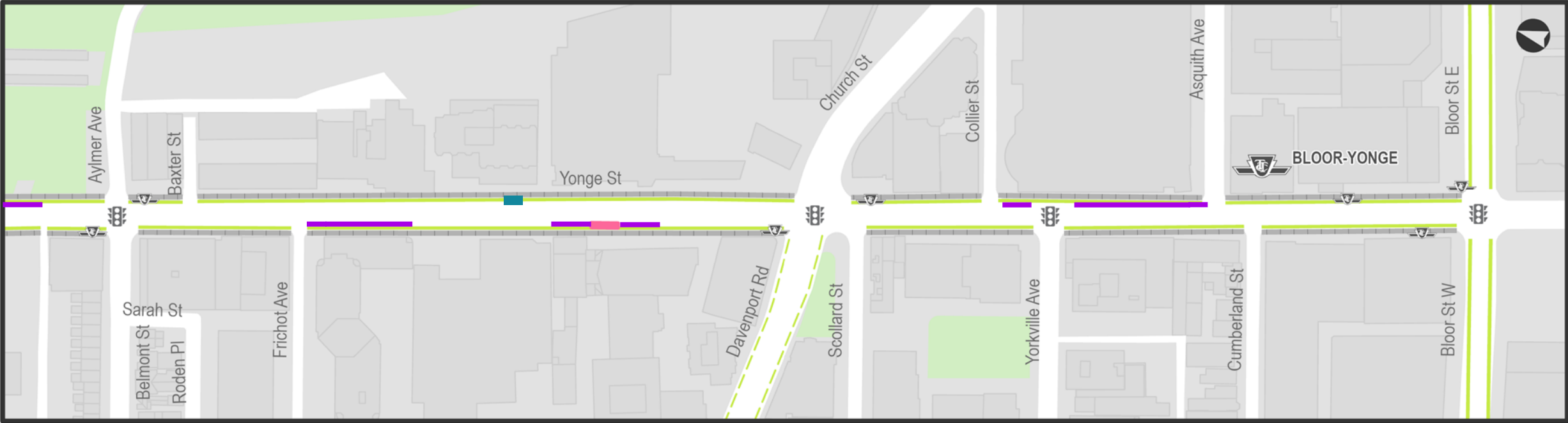
Preliminary Design for Discussion Purposes



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|--|---------------------|---|-----------------------------|---|-------------|
|  | Traffic Signal |  | Loading / Parking Space |  | Sidewalk |
|  | TTC Station / Stop |  | Accessible Loading Platform |  | Cycle Track |
|  | CaféTO Installation | | | | |

ActiveTO Midtown | Aylmer Ave to Bloor St

Preliminary Design for Discussion Purposes



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|--|---------------------|--|-----------------------------|--|--------------------|
| | Traffic Signal | | Loading / Parking Space | | Cycle Track |
| | TTC Station / Stop | | Accessible Loading Platform | | Approved Bike Lane |
| | CaféTO Installation | | Sidewalk | | |

ActiveTO Midtown | Typical Intersection Considerations

Opportunities for turn lanes explored on an intersection-by-intersection basis

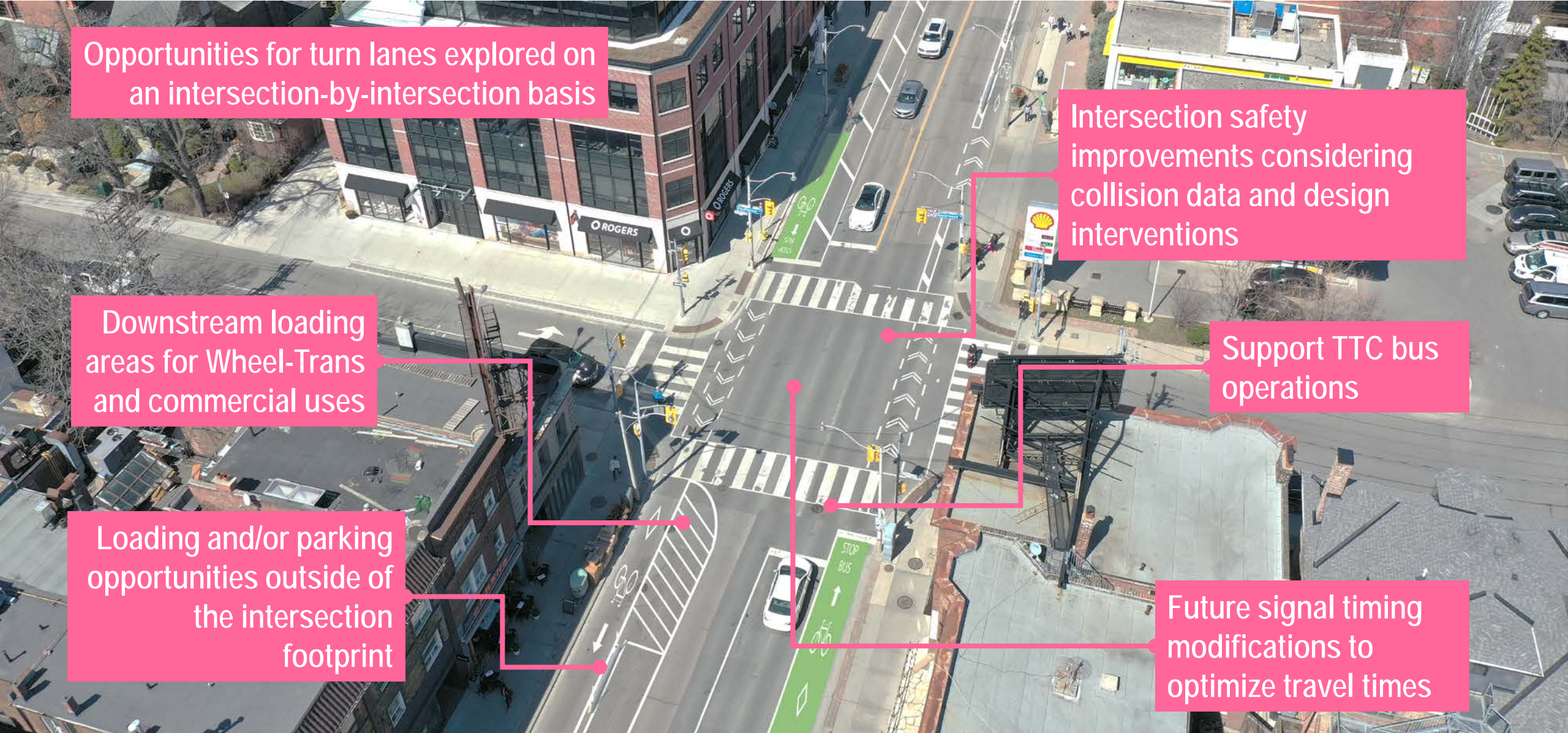
Intersection safety improvements considering collision data and design interventions

Downstream loading areas for Wheel-Trans and commercial uses

Support TTC bus operations

Loading and/or parking opportunities outside of the intersection footprint

Future signal timing modifications to optimize travel times



ActiveTO Midtown | Minimizing Transit Impacts

Surface transit on Yonge Street is crucial, especially during subway closures and at night.

TTC closures are planned for these days in 2021, between mid-June and December 2021:

- Davisville to St. Clair - 11 weekends
- St. Clair to Bloor - 19 weeknights (11pm Mon to Thurs)
- Davisville to Bloor - 2 weekends

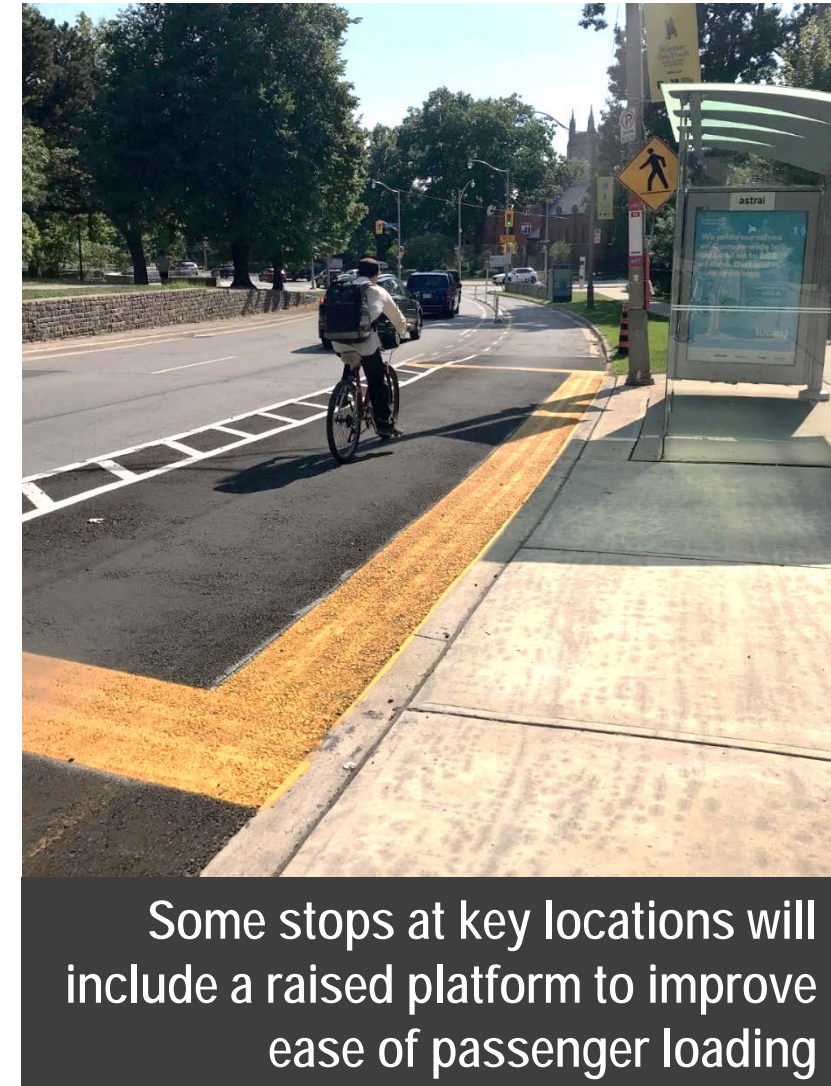
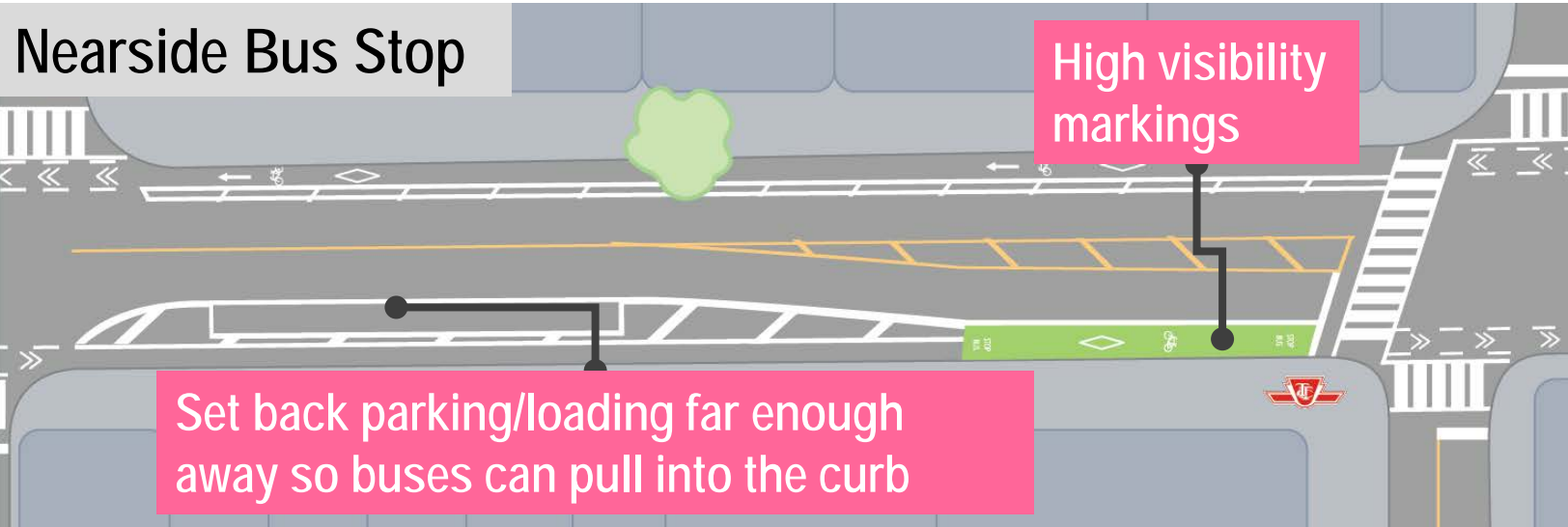
Various transit operational elements will be applied through the design process, including:

- Provide **space for through vehicles to pass** articulated buses that are loading/unloading at intersections or midblock, wherever possible
- Consider **storage for multiple buses** during subway closures, wherever possible
- Provide buses and Wheel-Trans **access to the curb for loading/unloading**
- Explore **signal timing changes** to prioritize transit movements

A complete streets reconfiguration, may help to alleviate crowding on the subway, providing an improved alternative option for short-distance trips.



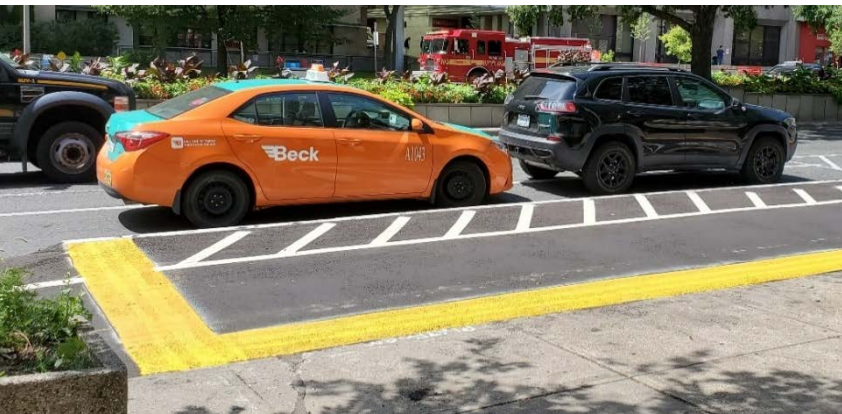
ActiveTO Midtown | Typical Bus Stop Configurations



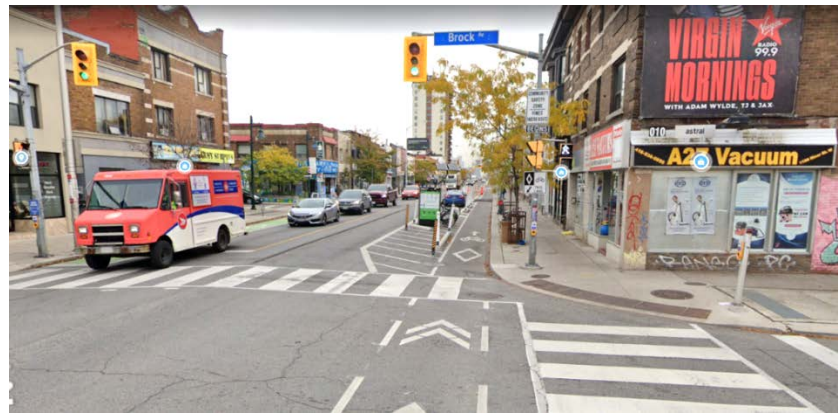
Preliminary Design | Typical Loading + Delivery Configurations



A loading survey is underway to inform the locations and will also be monitored post-implementation to identify potential changes



Midblock loading can occur at designated commercial or accessible loading platforms



At intersections, loading can occur downstream from intersections on one side of street



Loading can also occur using side street corner clearance areas off of Yonge Street

ActiveTO Midtown | Minimizing Traffic Infiltration

Strategies for minimizing neighbourhood traffic infiltration will be explored through the design process, including:

1

Signal coordination and signal timing adjustments to minimize impacts on Yonge Street, particularly during peak periods;

2

Incorporating curb extensions and other **traffic calming features** at intersections to deter short-cutting traffic;

3

Monitoring traffic volumes on parallel streets for possible modifications post-installation of the complete streets pilot: and

4

Exploring the use of **all-day or peak period turn restrictions at strategic intersections** to limit movements from Yonge onto adjacent neighbourhood streets.

Key Dates and Milestones

* Delivery timelines are subject to change

UP UNTIL TODAY

2021

Corridor Comparison

Jan-Feb

Feb-May

Stakeholder Meetings

Council Decision

April 7

April 12-13

BIA Site Walks

WE ARE HERE

Virtual Public Meeting

April 27

NEXT STEPS

Design Refinement

May 5

May-June

Advisory Committee on Accessible Transit (ACAT)
+ Loading Survey Closes

May 11

BIA + Key Stakeholder Meeting #3

Installation

June-July

Sep-Dec

Post Installation Stakeholder Engagement

Q1 2022

Council Report

Thank you.

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Artist's rendering: Yonge St at Woodlawn Ave E