

# ActiveTO Midtown Complete Street Pilot Consultation Report: October 18, 2021

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## Contents

Overview .....	3
Stakeholder Meeting .....	3
Email Submissions .....	4
Online Feedback Form .....	4
What We Heard Overall .....	4
Feedback Summary .....	5
Stakeholder Meeting .....	5
Appendix A .....	16
October 18 Stakeholder Meeting Notes .....	16
Appendix B .....	23
Online Feedback Form Results .....	23
Appendix C .....	27
Stakeholder PowerPoint Presentation .....	27

## Overview

As part of the installation of the temporary ActiveTO Midtown Complete Street Pilot on Yonge Street, City staff have worked to provide safe mobility options for essential trips during the pandemic. The Pilot has included CaféTO on-street patios, streetscape improvements, temporary bikeways, space for parking, loading, and deliveries, as well as road safety improvements. Public consultation is an ongoing process as the team continues to address all site related concerns.

This report summarizes feedback received from October 18 to November 8 through the:

- Stakeholder Meeting and related email correspondence
- Online feedback form

### Stakeholder Meeting

City staff met with key stakeholder groups on October 18, 2021 to provide a progress update and to receive feedback on the Pilot to help inform City staff's report back to Council in early 2022.

More than 30 stakeholders were invited to attend the October 18 stakeholder meeting. There were 39 stakeholders in attendance, and representatives from 23 organizations participated online and are listed below:

- |  |   |
|--|---|
| 1. Bloor Yorkville BIA                       | 13. Summerhill Residents' Association (SRA) |
| 2. Midtown Yonge BIA                         | 14. Avenue Road Safety Coalition            |
| 3. Rosedale Main Street BIA                  | 15. Midtown CycleTO                         |
| 4. Yonge + St. Clair BIA                     | 16. CycleTO                                 |
| 5. Avenue-Bay Cottingham RA (ABCRA)          | 17. Mid-town Ravine Group                   |
| 6. Cottingham Square Community Assoc. (CSCA) | 18. Toronto Bikeways Coalition              |
| 7. Deer Park Residents Group (DPRG)          | 19. Toronto Youth Cabinet                   |
| 8. Governor's Bridge Ratepayers' Assoc.      | 20. Walk Toronto                            |
| 9. Oriole Park Resident's Association        | 21. The York School                         |
| 10. Quantum Owners & Residents' Assoc.       | 22. Yorkminster Park Baptist Church         |
| 11. South Eglinton Ratepayers' & RA          | 23. Canada Post                             |
| 12. South Rosedale Residents' Association    |   |

The meeting began with a First Nations Land Acknowledgement and Councillor Matlow provided opening remarks about ensuring that communities are genuinely engaged in this conversation in a way that they feel confident with the outcome.

The meeting was facilitated by Maogosha Pyjor and Karina Fortin and Zibby Petch delivered a presentation, followed by opportunities for questions and feedback. Participants were provided with an online feedback form to supplement any additional comments. Stakeholders were also encouraged to send in submissions afterwards, and the presentation slides were shared with participants after the meeting.

The agenda included the following topics:

- **Pilot installation status & on-going refinements:** Status update on installation and process for addressing issues/concerns as they arise.
- **What we heard:** key points of both concern and support for pilot after installation.
- **Monitoring program:** observations & data collection including a range of counts and travel time.

- **Concerns and countermeasures:** review site specific issues including a scan of key site concerns, City staff responses and ongoing work to address loading, deliveries, accessibility and traffic flow.
- **Next steps in the pilot process.**
- **Questions and answers:** what has improved and what is more challenging along Yonge Street and the immediate area.

*Appendix:*

*>>Stakeholder Meeting Notes*

*>>Stakeholder PowerPoint Presentation*

## Email Submissions

A total of 13 comment submissions were received via email from stakeholder organizations listed below:

1. Avenue-Bay Cottingham RA
2. Bloor-Yorkville BIA
3. Canada Post
4. Cottingham Square Community Assoc.
5. Deer Park Residents Group
6. Summerhill Residents Association
7. The York School
8. Yonge-St. Clair BIA
9. Yorkminster Park Baptist Church

## Online Feedback Form

An online feedback form was available from October 18 to November 1, 2021 as an additional opportunity for stakeholder group comment. The deadline was extended upon request to November 8<sup>th</sup> to ensure all submissions were received. Completed forms were received from 33 submissions.

*Appendix:*

*>>Online Feedback Form Results*

## What We Heard Overall

- Concerns and frustration with motor vehicle congestion and road safety due to reduction to single motor vehicle lane northbound/southbound including:
  - Pilot has not adequately considered issues for land locked residents where Yonge Street is the only access point.
  - Challenges with parking and pick-up and drop-off options for residents and businesses.
  - Questions about further clarifying the negative impacts to people driving, cycling, and taking transit (i.e. design features, site lines).
- Support of Pilot mainly attributed to:
  - Benefits for businesses via patio space and multimodal patrons
  - Formalized loading and parking areas
  - Improved safety and experience for pedestrians and people cycling because of cycle tracks and complete street design features.
  - Much needed effort to address crises of climate, equity, public health, and road



- safety.
  - Requests for extending pilot north and south
- Interest in data obtained and what additional (fall 2021) counts will show (e.g. travel time delays, cycling volumes).
- Discussion about role of pilot in a post pandemic future and in the context of the climate crisis, Vision Zero and consideration of younger people.
- Interest in adding to street design elements (e.g. more artistic curb extensions and bike share stations).
- Multi-modal approach needed for reporting to reflect that the majority of people downtown walk, cycle and take transit (i.e. traffic isn't just motorized vehicles).
- Desire for local residents to be engaged as part of decision-making process.

## Feedback Summary

### Stakeholder Meeting

During the October 18 stakeholder meeting, and subsequent email submissions, participants expressed questions and comments summarized below:

Question	Response
<b>Data</b>	
What are the pilot cycling volumes?	Preliminary data shows an approximate 105% increase in cyclist volumes, on average, across the corridor when comparing daily counts (16 hours) for July 2021 and May 2021. For example at Crescent Road the daily July 2021 cyclist volume is approximately 1,500 compared with approximately 725 in May 2021
Given the traffic data presented for St. Clair Avenue intersections with Avenue Road, Yonge Street and Mount Pleasant Road, it is not clear how useful this information is for long-term planning since at this time, most businesses still operate remotely. More useful are transportation models that predict the traffic volumes under more normal conditions, superimposed with new traffic to be generated by the large number of proposed high-density residential projects in the immediate area and beyond. Toronto's <i>Development Pipeline 2021</i> report of last June shows that, unlike Avenue Road and Mount Pleasant Road, the Yonge Street corridor will continue to attract the bulk of the new	<p>While new development can contribute to an increase in trips, these changes are typically only noticeable over a longer term horizon than the Yonge pilot project (i.e. more than one-two years).</p> <p>The pilot is having an impact on the distribution of existing trips (within various modes) which may mitigate any traffic growth occurring within the Yonge Street corridor.</p> <p>New development trips need not always be associated with an increase in vehicular trips – by providing mobility options for residents / businesses we help shift trips from new developments to other modes (walking, cycling, transit) – the pilot supports this by improving options for people walking and cycling.</p> <p>The impacts of reducing two vehicular lanes to a single vehicular lane can be mitigated to some extent by exploring turn restrictions, providing auxiliary turn lanes and signal coordination efforts. All of these strategies</p>

projects. It does not need an expert to figure out the obvious: if two single lanes cause congestion in a low-volume traffic situation, two single lanes will function with even less efficiency in the forecasted growth scenario.	continue to be explored by the project team through this phase of on-going monitoring.
How do you respond to the observation that more parents are driving their kids to area schools?	While there are parents who drive their children to school, The York School provides one example of a local institution that encourages multi-modal transportation options, improving the safety of all users on the street and shifting the balance of the road space in order to achieve these goals.
Do you have baseline data for comparison?	Yes, baseline data both before the pandemic and during the pandemic, but before the installation of the pilot were collected and are being utilized to monitor the changes on the street.
Do you have comparable data from the Danforth bike lanes – in terms of usage and acceptance?	<p>Yes, there is comparable data from the Destination Danforth project.</p> <p>There is a significant mode shift for both projects with many respondents now using more active modes of transportation or regularly using a combination of multiple modes after just a few months into each pilot.</p> <p>For example, 30.5% of respondents changed their mode of travel to the study area as a result of the ActiveTO Midtown Complete Street Pilot, including 12% of residents who stopped driving or using rideshare and taxi. By comparison, this is a larger shift than the 27.5% of those surveyed as part of the Destination Danforth study with a similar complete street pilot who changed their modes as a result of the installation in 2020.</p> <p>Data from ActiveTO Midtown, Destination Danforth as well as Bloor Street (2015-2017) also demonstrates a significant improvement in the perception of safety amongst cyclists. For ActiveTO Midtown, cyclists experienced the most significant improvement in perception of safety, more than doubling from 35.5% to 76% feeling safe or very safe. There was a significant improvement in the perception of cycling safety among non-cyclists, from 20% to 55% who would feel safe or very safe riding a bicycle along the pilot corridor. The improvement in perception was also consistent across all non-cycling mode users signalling that there may be new cyclists in the coming months as seen in other projects like Danforth and Bloor, who are encouraged by the improvements in safety.</p>

In terms of checking usage of cars and bikes through traffic monitoring, can you confirm what counting devices are being used?	Different counting devices such as video and automatic traffic recorders (i.e. tubes) have been placed at numerous locations throughout the Yonge Street corridor. The complete list is extensive and can be provided upon request.
No information has been made public on the nature of the proposed transition from this temporary pilot to a post-pandemic future and how the residents will be engaged.	<p>Traffic patterns and the pilot project continue to be monitored as the pandemic evolves.</p> <p>In early 2022, City staff will be reporting to Council on the future of the pilot project.</p>
<b>Design</b>	
What is the purpose of the curb extensions?	Curb extensions were installed to reduce the time a pedestrian is exposed to vehicular traffic, make pedestrian more visible, encourage more cautious driving and reduce vehicle speeds. They also create an opportunity for artistic painting of the road. The trade-off is reduced short term loading space.
Can there be more artistic curb extensions where side streets meet Yonge?	It is not feasible to add artistic curb extensions this year, but this may be possible pending site-specific conditions (i.e. they can only be implemented where there is sufficient room / width available). If there are specific streets that are requested, it would be helpful to receive that input for City consideration.
Given CaféTO 2022 and beyond and the current public policy direction (outlined in the staff report of 13 October 2021, of making the CaféTO program permanent) it becomes even more urgent to find an alternative route for the Midtown bicycle lane extension project because this corridor cannot support both uses.	With the extension of the CaféTO program, the curb lane will continue to be occupied by curb lane cafés. The cycle tracks are not taking away additional travel lanes. CaféTOs require the width of a lane on their own.
Can we have more short-term parking?	The winter transformation and removal of CaféTO curb lane patios will provide more parking/loading opportunities. Opportunities for filling more short term parking needs will be assessed and additional side street options are also under review.
Adding more e-bikes and stations to Bike Share TO pilot on Yonge Street could help community members of all ages and abilities use the new infrastructure and maybe even facilitate a purchase of one. Could that happen?	Request for more e-bikes to be included as part of Bike Share on Yonge Street noted.
<b>Stakeholder and Public Consultation</b>	

<p>Why isn't the City surveying ratepayer associations as to their acceptance of the pilot?</p>	<p>As communicated earlier in correspondence, and at the October 19<sup>th</sup> stakeholder meeting, the project team is not conducting a general survey at this time. A variety of feedback and data mechanisms have been employed including:</p> <ul style="list-style-type: none"> <li>• <b>Intercept Surveys</b></li> <li>• <b>Focus Groups</b></li> <li>• <b>Site Observations</b></li> <li>• <b>Vehicle Travel Times.</b></li> <li>• <b>Cyclist and Pedestrian Volumes</b></li> <li>• <b>Vehicle Volumes</b></li> <li>• <b>Stakeholder Meetings</b></li> </ul> <p>We have heard from some residents and ratepayer associations is that the pilot has resulted in an increase of motor vehicle travel times and consequently, increased frustration and poor etiquette. We have also heard from other residents and associations that prefer the pilot condition along Yonge Street.</p> <p>Staff continue to focus on addressing all site specific concerns.</p>
<p><b>Emergency Services</b></p>	
<p>Has Toronto Fire Services signed off on the amount of passable space and the cumulative impact of response times? Are the comments from Fire and EMS available for public review?</p>	<p>As previously communicated, safety is a guiding principle for the ActiveTO Midtown Complete Street Pilot. As such, safe access for emergency vehicles is a fundamental part of the design. A traffic model was developed to understand the impacts of the street transformation on Traffic flow and guide decisions, such as where to include turning lanes or where a double southbound lane should be accommodated.</p> <p>Transportation Services has also developed road design standards and guidelines with input from Toronto Transit Commission, the City of Toronto's Fire Services, Paramedic Services, and Police Services to support vehicle maneuverability and maintenance, while balancing road safety. These include vehicle turning "swept path" simulations and lane width guidelines.</p> <p>The pilot drawings are based on the model findings and the application of the standards and guidelines mentioned above. The roll plans for the ActiveTO Midtown Pilot were also circulated to emergency services staff.</p> <p>To date, the team has not received any major concerns from emergency services staff who continue to monitor their operations. EMS has stated that they have been able to arrive at their calls within an acceptable amount of time including by changing their routes when possible and needed.</p>

Operations and Maintenance	
What are the impacts on vehicle traffic operations (e.g. need for turning lanes and signal modifications)?	<p>Consider the following operational plans for turning lanes, signal timing, curb extensions and snow storage:</p> <ul style="list-style-type: none"> <li>• The geometry of Yonge Street does not allow for turn lanes at every street. Vehicular movements are being monitored and we are hopeful that traffic flow will be improved once traffic signals are optimized. Signal timing modifications require additional fall traffic movement counts that are currently being prepared by a third-party. We expect to receive these shortly and can confirm signal coordination plans in the New Year.</li> <li>• We understand that the signals are close in this area. The Council approval of the new signal at Price Street occurred before the pilot.</li> <li>• The closely spaced signals at Scrivener Square, Price Street, Rowanwood Avenue, Roxborough Street are hardwired and co-ordinated together for safety purposes.</li> <li>• Please note, that an auxiliary northbound left-turn lane was proposed at Roxborough Street and met with significant opposition by local residents.</li> <li>• We are assessing other turn lane opportunities where physically possible, balancing the needs for loading, parking and CaféTO.</li> <li>• Curb extensions with flexi-posts have been introduced at the mouth of some intersections, at the entrance of residential street. These installations increase the overall visibility of people walking and cycling, reduces the crossing distance and mark the transition to a lower speed street.</li> <li>• For snow storage, winter maintenance is part of the complete street pilot. Vehicular lanes and cycle tracks will be plowed. The new configuration does allow for storage within the curb extensions and windrows along the cycle track buffer.</li> </ul>
How have issues with cycle tracks (width, road conditions, cyclist speeding) been addressed?	<p>Consider the following mitigation measures:</p> <ul style="list-style-type: none"> <li>• <b>Cycle track width:</b> This is a pilot with no major civil work. The nature of a pilot means that we can make modifications, but unfortunately the road is not something we can change to provide wider cycle tracks. The width of a cycle track is balanced with the need for space for café patios and operation of vehicular lanes is possible.</li> <li>• <b>Potholes:</b> We will include this corridor in our pothole blitz.</li> <li>• <b>Enforcement and e-bikes:</b> We have requested increased enforcement for all road users to</li> </ul>

	respect traffic lights on the corridor. E-bikes are allowed on cycle tracks in Toronto only if they are pedal-assisted or "pedelecs" and require pedalling for propulsion. We have also requested additional enforcement with regards to power-assisted e-bikes capable of operating solely by motor power, as they are not allowed on the cycle tracks.
With respect to winter change-over as well as CaféTO installations, how is the City going to deal with the changing needs for painting, and more importantly how they will deal with holes that they have already put in the road for the posts, which has the potential to change every year? Placing holes in the asphalt will create a much larger issue with cracking, as well as heaving due to water penetration in the winter.	Holes from posts that are relocated are filled at the time of relocation of posts. This is embedded into City's contract and will be routinely addressed for winter/summer changeover and includes: <ul style="list-style-type: none"> <li>• Removable slim or tubular bollards</li> <li>• Remove pole, base and all hardware from road or curb</li> <li>• Fill anchor holes with fine mix concrete or equivalent</li> </ul>
<b>Traffic</b>	
Address increased traffic congestion and air quality.	The team continues to monitor congestion and employ strategies to reduce motor vehicle travel times. Overall, there has been an increase in bicycle and walking trips on the corridor with a decrease in motor vehicle trips which has a positive impact on air quality.
Inexcusable that there has been so little provision of left-turn lanes: backup of cars on the southbound lane on Yonge is consistently blocked by cars turning left at Summerhill Avenue, Price Street, Rowanwood Avenue, Roxborough Street, etc. and even in off-rush-hour traffic.	<p>The team will review the design to see if additional left-turn lanes are possible. One was proposed at Roxborough Street with significant opposition from local residents. In most cases, adding left-turn lanes will be at the expense of far side loading and potential impacts to CaféTO.</p> <p>Additions of left-turn lanes were considered at Summerhill Avenue and Shaftsbury Avenue. Left-turn volumes indicated that these movements are relatively low. Implementing a left-turn lane would reduce parking/loading and issues with off-set lanes would have to be resolved.</p>
<b>Intercept Surveys</b>	
The intercept surveys suffer from multiple fundamental coverage errors which render the sample unrepresentative of the target population: 1) street surveys were conducted near all subway stops within the corridor – except at Summerhill – which means that the close to 5,000 people living on the 16	The intent was to gather feedback and information about user experiences visiting the ActiveTO Midtown Pilot. Intercept surveys of people using the street by random selection are the most effective way to gather direct unbiased feedback from people using the street. A broader mail-out or email survey creates inherent biases by who is aware of, can access, and chooses to respond to the survey. Several business owners and staff were surveyed on their way to or from work or taking breaks

<p>land-locked streets are vastly under-represented</p> <p>2) business owners and staff are unlikely to wander the streets and, hence, are under-represented</p> <p>3) drivers in moving vehicles cannot be interviewed in the street about their experience and, therefore, are under-represented</p> <p>4) transit users and cyclists, accordingly, are vastly over-represented.</p>	<p>(they typically identified themselves to us), but a full business survey was beyond the scope of this study. Still, the survey questions and methodology were shared with the BIAs for feedback in advance.</p> <p>The surveys were not all conducted near subway stations along the corridor. Efforts were made to ensure that surveys were conducted in busy commercial areas rather than just outside subway entrances.</p> <ul style="list-style-type: none"> <li>• <b>Bloor-Davenport zone:</b> surveys were conducted at Asquith Avenue near the Toronto Reference Library and at both sides of Davenport Road/Church Street, far from the TTC station, and where most respondents were residents and not simply taking transit.</li> <li>• <b>Rosedale zone:</b> surveys were conducted at Roxborough Street, Rowanwood Avenue/Macpherson Avenue, Price Street/Malborough Avenue, and Scrivener Square, where again the majority of respondents were residents from the surrounding areas and were visiting Yonge Street for the density of commercial buildings (both retail and dining).</li> <li>• <b>St. Clair zone:</b> surveys were conducted at St Clair Avenue near the TTC station, but also at Woodlawn Avenue, Rosehill Avenue/Balmoral Avenue, and at Heath Street East/West. Woodlawn Avenue and Rosehill Avenue/Balmoral Avenue are very residential. Heath Street has a mix of residential and commercial. Again, these respondents were not simply using the TTC.</li> <li>• <b>Davisville zone:</b> surveys were conducted at Davisville Avenue near the TTC station, but also at Balliol Street and Merton Street which are much more residential areas with some commercial (dining) present. Again, these respondents were residents and not simply using the TTC.</li> </ul> <p>Recognizing Yonge Street as a business and service destination corridor for residents, but with unique neighbourhoods along its length, surveys were conducted at 16 different locations along the 3.5 km study area. More than 80% of survey respondents reside in close proximity to Yonge Street and come from a broad range of neighbourhoods residing in 18 distinct postal codes across the surrounding area.</p> <p>Our overview of respondents shows representative feedback from drivers (5% Pre + 9% Post) and transit users (18% Pre + 20% Post), though overwhelmingly respondents walked to Yonge Street (76% Pre + 69% Post). The lower proportion of drivers in June compared</p>
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	<p>to September reflects suppressed driving habits due to the lockdown and work-from-home arrangements.</p> <p>This transportation mode break-down will be corroborated with City traffic count data once it is made available.</p> <p>The 2016 Transportation Tomorrow Survey (TTS) confirms that the percentage of residents in Ward 11 driving is 26% with an additional 6% as passengers - for any trip across the city, indicating that over two-thirds of trips for those living in the area are taken by transit, cycling, and walking. It is likely that the proportion of trips on foot and by bike increased as a result of the pandemic, as we observed.</p> <p>It is true that drivers passing through Yonge Street by car and not stopping would not be represented, but the intent of the study was not to measure the effectiveness of Yonge Street as a vehicular corridor, but rather impact of the Complete Street infrastructure on the user's experience of the street. Drivers who did stop to visit local businesses and amenities were surveyed, and their experience of the street, both positive and negative, has been documented.</p>
<p>A phenomenal 76% project support was reported based on the following question: <i>“The goals of Active TO Midtown on Yonge are to provide support for local businesses and surrounding communities by expanding outdoor patio areas, improving safety and com-fort for everyone, and providing a safe and protected bike lane along the Line 1 subway. Do you agree ActiveTO Midtown on Yonge has met these goals”</i></p> <p>This is a leading question and should have been a neutral ‘Do you agree or disagree’; it is also a triple-barreled question that does not allow respondents to differentiate degrees of support or non-support for outdoor patios, improving safety and comfort, or bike lanes; and is a social desirability question which has an inherent conformity bias since, in this case, nobody wants to</p>	<p>The team is has focused on understanding whether the project succeeded in meeting its three stated goals, as part of Council’s direction regarding the ActiveTO Midtown Complete Streets Pilot.</p> <p>Surveyors explicitly read a list of options for respondents to choose from: Strongly Agree / Agree / Neither Agree or Disagree / Disagree / Strongly Disagree and then recorded their response each time, so as to minimize conformity bias.</p> <p>While the question collectively asked about the project’s three goals, respondents were surveyed about the impact of individual elements on their experience of the street. Patios and planters improved over 70% of respondents’ experiences of the street, with cycle lanes improving 60% of respondents’ experiences (91% for cyclists, 57% for pedestrians, 55% for transit users, 51% for drivers). When asked about safety and comfort separately, 53% felt safer post-installation, 33% felt the same, and 14% felt less safe. Overall, both pre- and post-installation, 72% of respondents felt safe or very safe with 11-12% feeling neither safe nor unsafe. However, the percentage of people feeling very safe increased from 25% to 35% post-installation.</p>



appear to be against green policies.	
<b>Site specific</b>	
What data is being collected from camera at Woodlawn Avenue and Yonge Street?	The City's vendor uses video-based counts for turning movement counts (such as the one collected at Yonge Street and Woodlawn Avenue). This typically involves setting up a temporary camera at the intersection, recording video for the duration of the count period, and then counting turning movements for all modes at the intersection based on that video.
Farnham Avenue and Yonge Street - planters on the west side of Yonge Street, just north of the intersection affect visibility for any driver turning right from Yonge onto Farnham.	A site visit was conducted and although the planters do reduce some visibility the people using the bike lane and drivers using the vehicle lane can still clearly see each other.
Why have bollards or posts gone up on Yonge Street and Woodlawn Avenue on the west side? Can there be more loading options?	<p>A curb extension was installed to reduce the time a pedestrian is exposed to vehicular traffic, make pedestrian more visible, encourage more cautious driving and reduce vehicle speeds.</p> <p>There was no informal loading zone on Woodlawn Avenue prior to the pilot other than the northwest corner. If we remove the left-turn lane, informal loading would be possible on Yonge Street.</p>
Has City done a review over the last six months on the number of accidents at the corners of Avenue Road/Roxborough Street West and Avenue Road/Dupont Street? Based on our observations we have seen a significant decline in the number of accidents and our concern is this would change with a new left-turn lane at Yonge Street/Roxborough Street.	The City has not reviewed collision data for the intersections of Avenue Road/Roxborough Street West and Avenue Road/Dupont Street but this will be considered as part of the Avenue Road Study.
Yorkminster Park Baptist Church request to move/adjust loading area to make it easier for people waiting for Wheel-Trans to visually see Wheel-Trans arrival from the shelter of the church vestibule. In the past, vehicles dropped passengers off in front of the glass vestibule and in front of the ramp which was easiest because the passengers have a clear sight line and can see the Wheel-trans bus or taxi waiting.	<p>The project team is looking at alternatives for ramp location, which will be based on TTC's review of the second southbound lane. Without lane reconfigurations, the ramp cannot be relocated closer to the church doors on Yonge Street.</p> <p>Wheel-Trans are the only vehicles allowed to load and unload in the bike lane and do not have to use platform.</p>

General	
How will snow be removed given the bollards?	The cycle tracks will be maintained throughout the pilot, including snow removal as per approved <u>City maintenance standards</u> .
Can all major intersections of the project be programmed with pedestrian leading intervals?	As part of the signal coordination work, leading pedestrian intervals will be implemented at all signalized intersections, where possible, meeting the City's signal policies.
Are there any plans to extend the complete street North and South? If not, there should be :)	Any extension of the pilot north/south would be subject to future Council direction.
Given the land locked corridor, why hasn't the carrying capacity of Yonge Street been considered?	<p>A traffic modelling software (Synchro) was used to identify delays and help determine potential locations for left-turn lanes and storage lengths.</p> <p>The next step of the pilot is to prepare a signal co-ordination study and implement optimized signal timings to increase traffic efficiency. We expect that there will be a traffic reduction on Yonge Street from vehicles passing through.</p> <p>We also understand that a certain amount of traffic must use Yonge Street for local purposes and that residents who live on streets with one access point to Yonge Street can't take another route and therefore the planning is to encourage others people to take alternate routes.</p>
The analysis of the three corridors – reveals that basic land use issues were ignored. Of the 19 indicators used for evaluation, land use was reduced to this single one: <i>“Routes with higher percentages of commercial and mixed-use frontages receive a higher ranking.”</i>	<p>The corridor comparison included land use context as one of the evaluation categories. However, land use is also related to several other evaluation categories. For example, the first indicator was policy support based on key policy documents including the official plan, which guides land use and development across the city. The employment measure is also related to land use as it considers employment activity along the corridor. Further, the factors related to equity consider the neighbourhood equity index which incorporates measures related to land use.</p> <p>This pilot is guided by the City's policies:</p> <ul style="list-style-type: none"> <li>• 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 (Complete Streets Guidelines).</li> <li>• Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route (Official Plan).</li> <li>• Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing</li> </ul>

	<p>the safety of our most vulnerable road users (Vision Zero Road Safety Plan).</p> <ul style="list-style-type: none"> <li>• Climate Action Strategy targets 75% of trips under 5 km are walked or cycled by 2050 (TransformTO).</li> </ul>
How to request additional bike lock rings for our neighbourhood?	Bike rings can be requested via <a href="#">street furniture</a> ; additional bike parking is planned to be installed on Yonge Street as part of this project.

# Appendix A

## October 18 Stakeholder Meeting Notes

### **Avenue-Bay Cottingham Residents Association:**

- Presented driving travel times and focused on Yonge Street between Bloor Street and St. Clair Avenue in an informal study.
- Captured travel times before and after pilot installation noting that travel patterns change significantly after Labour Day.
- Longest travel time on average five minutes and 25 seconds southbound in the morning and longest time was seven minutes and 30 seconds during mid-day, noting southbound longest time is mid-day.
- Travel times vary (specifically based on weather conditions).
- Biggest concerns for Roxborough Street West residents include:
  - Accidents at corner Roxborough Street/Avenue Road/Dupont Street
  - Traffic movements accessing northbound on Avenue Road and access to Dupont Street
  - New left-turn lane onto Roxborough Street West from Yonge Street needs consultation with Roxborough residents
- Positive move at Scrivener Square where left-turn lane is helpful to move through motor vehicle traffic.
- Biggest delay observed between Summerhill Avenue and Rosehill Avenue with the most congestion and not sure why traffic collects here (that being said, observed fire truck move well to St. Clair Avenue).
- Overall, there is more congestion due to reduction to single motor vehicle lane and frustration with summer construction but traffic does move which is positive.
- Looking forward to additional signalling and road markings.

### **Staff Response:**

- Sam's presentation aligns with project team's data collected to date (e.g. noon/mid-day delays) but that said, City is also looking at a broader time span.
- City data presented today is preliminary.
- Obtaining data throughout pilot is about getting to next stage of signal optimization and addressing points of concern like the mid-day delays.
- After signal optimization on other corridors, we've seen 90 second delays during peak periods on other corridors so looking to improve flow as traffic patterns change.

### **Summerhill Residents Association:**

- Comments are not positive but also, not anti-bicycle. Just bought a bicycle and trying to understand and work to resolve the following six issues (particularly for section between Marlborough Avenue and Jackes Avenue):
- 1. Land lock corridor problems
  - Residents rely exclusively on Yonge Street for access to anywhere and the impacts from reduction of motor vehicle lanes and carrying capacity have not been considered
- 2. Missing land use planning
  - Land use issues and indicators ignored when comparing three corridors (Avenue Road, Mount Pleasant Road, Yonge Street) for pilot route and questions about the evaluation criteria ranking
- 3. Motor vehicle operation issues
  - Absence of turning lanes and side street problems (e.g. right turns to travel north

- have obstructions like poles, substandard spacing including snow storage)
- 4. Cycle track operations issues
  - Cyclist needs also not met with narrow lanes, pot poles, interruptions, managing steep grade with icy conditions and still riding on sidewalks
- 5. Surface transit impacts
  - Planned and unplanned shutdowns create frequent gridlock around St Clair subway station which affects emergency vehicles as well
- 6. Post-pandemic future
  - No information has been made available for transition from pandemic to post pandemic conditions (i.e. people driving will increase)

**Staff Response:**

- Pilot cannot be perfect for every need and there are trade-offs with limited street/road space but working to improve conditions.
- Width of a cycle track is an example of a trade-off to ensure space for café patios and operation of motor vehicular lanes.
- Confirmation that on-going work with TTC to address challenges with regards to surface transit.

**Cottingham Square Community Association:**

- Petition circulating on change.org which started because of a cyclist's injury from going over a cement barrier (Alcorn Ave. & Yonge St.) and took Paramedics 45 minutes to attend.
  - *Note: this cyclist has reached out to confirm that he does not want his collision to be used as a reason to not support bikeways and the pilot*
- A lot of people on bikes don't like the design, feel it is unsafe and will not have their kids in the bike lanes as they exist.
- Given staff's references to BIA engagement, an informal survey was conducted and learned that retailers have not had any information about the pilot and felt sideswiped when installed. There were serious concerns (beyond restaurants) that need to be addressed.
- Reiterated concerns of land locked streets and significant issues with traffic congestion. Traffic will increase as city gets back to normal. Concerns with safety and emergency vehicle travel times. Poor visibility of bike lanes is a danger for cyclists. Access to side streets from northbound and southbound motor vehicles is needed in a timely manner.
- General community and residents want to be engaged as part of decision making.

**Staff Response:**

- Proceeding with September traffic counts (people driving, cycling and pedestrians) in addition to summer counts to inform evaluation of pilot which Council will then make a decision on whether to make the pilot permanent. September counts will show usage of street and changes after Labour Day.

**Councillor Matlow:**

- Feeling from residents on land locked streets that because pilot moved so quickly, stakeholder groups have been engaged but general community hasn't been engaged in the same way and many people would like to be.

**Staff Response:**

- Reiterate that staff are continuing to monitor with more data and analysis to come.
- Feedback has been obtained throughout the pilot and stakeholder online feedback form provided following virtual meeting.

- Feedback from the surrounding community was in part why the intercept survey approach was taken and 80% of respondents were from the surrounding area. We can discuss additional engagement that is needed going forward.
- Reminder that currently early on in the pilot process and generally the City practice is to have at least a one year time frame to understand: how street is operating throughout various seasons; collect data; make adjustments; and then collect more data to observe performance while continuing to receive and address feedback.
- Report to City Council in the spring means there is still time and work to be done.

#### **Deer Park Residents Group:**

- Yonge Street is in the heart of our community and Deer Park is not a car dependent community. One of a dozen community groups strongly in support of project and maintain importance of benefits for businesses, safe bikeway options to downtown, attractive streets, formalized loading and parking and safer street for everyone.
- Earlier this spring, DPRA sent a list of evaluation criteria to measure success of project as well as few things to add to Yonge to improve safety for everyone (protected and continuous bike lanes, formal loading zones, consider younger people, accessibility requirements).
- Three questions in terms of data:
  - How has the pilot performed to date compared with other corridors and evaluation criteria?
  - What are staff doing to gather data points around actual safety (e.g. speed reductions, collisions, reduced injuries) and patio usage for impact on businesses? Want to better understand what data collection is happening now and beyond September (breakdown by different times of day and by hours now that our daytime/rush hour have completely changed)?
  - Want to see a discussion around the post pandemic future in the context of climate crisis and Vision Zero – what is your vision for the future and young people?
- Additional considerations provided:
  - Residents gained safe spaces to eat, walk and ride on all kinds of mobility devices arriving safely to destinations
  - Installations and cycle tracks moved cars away from pedestrians to increase walking comfort and breathing less polluted air (Crossing Yonge Street is much easier)
  - Would like to see the following moving forward:
    - Leading pedestrian intervals on traffic lights to make people driving see people walking and see at all major intersections.
    - Request more artistic curb extensions especially on side streets to visually narrow road and facilitate pedestrian safety crossing
    - Given constraints north and south, add complete street sections between Davisville Avenue and Eglinton Avenue
    - Bike Share integration and more stations (electric bikes to help climb hill)

#### **Staff Response:**

- On the point of comparable data, 2020 implemented a number of similar road transformation projects (similar travel times and impacts) although noting that mid-day travel times seem unique to Yonge Street (links shared in the chat panel).
- Full written response to questions will be provided (see next Question and Answer section).

**Midtown CycleTO:**

- Has always lived somewhere along Yonge Street and was afraid to ride a bike on Yonge Street until now with the complete street pilot. For too long, Yonge Street has been a street where people pass through. There is a growing population that calls Yonge Street home as well as a place to stay and visit for a while.
- Suspect some of motor vehicle volumes are due to people returning to work that are fearful to take transit just yet. As a driver, it does take longer to travel along a complete street but also provides a chance to see the street and slow down.
- Don't forget there are five main north south arterial roads (Bayview to Bathurst) for vehicle travel so surely, Yonge Street can facilitate a complete street especially with the city's population and percentage of people that don't own a car.
- Do we want a street for cars or people? Do we want fast travel or safer streets for everyone? Happy to see that the City is listening and connecting Midtown to the rest of the city.
- Experience shared that hardly rode a bike before the pilot and now rides all the time on Yonge Street. While lane width is not wide enough with some twists and need to be careful of right turning vehicles, the street is safer than before.
- Cycling travel time is now improved with direct safe route.

**Canada Post:**

- Great consultation and project. Has reached out to Canada Post operations and finding issues with deliveries and pickups (e.g. hearing from large volume shippers). Canada Post will follow up with comments.
- Available to receive questions on deliveries or pick-ups for Canada Post.

**Staff Response:**

- Looking at side street options for additional loading (e.g. Collier street conversion from parking into loading).
- Will continue to monitor following CaféTO removals to see if situation improves.

**Avenue-Bay Cottingham Residents Association:**

- One of many organizations in support of pilot and thank staff for a great job on implementation.
- Important that all streets can accommodate all road users in the right of way which is not just for cars especially as Midtown becomes denser.
- Also support local businesses that are so important to a vibrant community. The greater friendliness of Yonge Street to travel and shop safely is an important aspect of the pilot.

**Avenue Road Safety Coalition:**

- Part of a coalition of resident groups who in May 2020 signed onto a letter (120 groups) calling for 100 km of bikeways including on Yonge Street as a way to serve essential workers.
- In City reports, traffic refers to "cars" which seems to suggest hierarchy of values in terms of transportation. We know majority of people downtown walk, cycle and take transit. Why is traffic a car discussion? Congestion and parking discussion also needs to consider pedestrians and people cycling.

**Staff Response:**

- Evaluation framework is multimodal: people driving, cycling and pedestrians. Noting that various people choose a different mode depending on nature of trip.
- Confirm that categorizing the type of travel needs to be multimodal and it is. Staff work to understand volumes across the multimodal spectrum.

**CycleTO:**

- Involved in education outreach work and safety stations along the corridor.
- More fall data is appreciated because observing cycling increase.
- Heard from employers in the area that are eager about pilot and encouraging people to cycle to work and shop for goods.
- More connectivity is needed around Yonge Street and Eglinton Avenue.
- In terms of metrics, pilot seems to be achieving a lot of the goals stated early on. The biggest short coming is that it doesn't extend further north or south and connect to those business areas outside the pilot area.

**Staff Response:**

- Near term cycling network plan is going to Council later this year.
- Potential routes north and south could be in the near term cycling plan.
- Early 2022 pilot performance goes to Council and will further discuss expanding connections.
- More data points are also coming and staff will continue to share: speeding data, measuring safety (which takes a longer time for collision, crash data) etc.
- Today's presented data is preliminary and needs to be analyzed further as well as considerations for how best to communicate more broadly.

**Councillor Matlow:**

- Hope that we're beyond debate about whether or not people should feel safe and have a practical way to get around. Continue to work with community representatives no matter of opinion and willing to make adjustments to design and safety improvements.

**Chat and Question Panel Comments (not captured above):**

- Great work City staff. On a macro level, Pilot needs to be placed in context with Vision Zero and Toronto's Climate Action plan.
- Bloor Street corridor traffic volume count showed 267,000 trips on Bloor corridor in Oct 2021, among which only 17,000 by car. A similar study for Yonge would likely show similar results, even during pandemic.
- Preliminary data appreciated and great to see comprehensive data gathering being undertaken so that we can make truly data-driven decisions.
- This project has been an amazing experience for our community.
- Residents of Roxborough Street West should be consulted before a turn lane is added.
- This was a very open and consultative meeting. The road looks amazing and so pleasant to both walk and drive.
- Pleased with success of pilot and appreciate the commitment to continue improving.

**Attendees**

Representatives from 23 organizations participated online and are listed below:

- |  |   |
|--|---|
| 1. Bloor Yorkville BIA                       | 10. Quantum Owners & Residents' Assoc.      |
| 2. Midtown Yonge BIA                         | 11. South Eglinton Ratepayers' & RA         |
| 3. Rosedale Main Street BIA                  | 12. South Rosedale Residents' Association   |
| 4. Yonge + St. Clair BIA                     | 13. Summerhill Residents' Association (SRA) |
| 5. Avenue-Bay Cottingham RA (ABCRA)          | 14. Avenue Road Safety Coalition            |
| 6. Cottingham Square Community Assoc. (CSCA) | 15. Midtown CycleTO                         |
| 7. Deer Park Residents Group (DPRG)          | 16. CycleTO                                 |
| 8. Governor's Bridge Ratepayers' Assoc.      | 17. Mid-town Ravine Group                   |
| 9. Oriole Park Resident's Association        | 18. Toronto Bikeways Coalition              |



19. Toronto Youth Cabinet  
20. Walk Toronto  
21. The York School

22. Yorkminster Park Baptist Church  
23. Canada Post

Councillors, City staff and project team members in attendance included:

1. Councillor Matlow
2. Emily Wong, Councillor Layton's Office
3. Nathan Wener, Councillor Matlow's Office
4. Jacquelyn Hayward, Transportation Services
5. David Dunn, Cycling & Pedestrian Projects, Transportation Services
6. Karina Fortin, Cycling & Pedestrian Projects, Transportation Services
7. Daniel Samson, Cycling & Pedestrian Projects, Transportation Services
8. Aakash Harplani, Data Science, Policy & Innovation, Transportation Services
9. Zibby Petch, IBI Group
10. Alexander Takarabe, TTC
11. Jonathan Lam, Public Consultation Unit, Policy, Planning, Finance & Administration
12. Maogosha Pyjor, Public Consultation Unit, Policy, Planning, Finance & Administration

# Appendix B

## Online Feedback Form Results

The feedback form was intended for participants of the October 18<sup>th</sup> meeting. Four submissions were received from meeting participants, and 21 submissions identified as either local businesses and/or residents that did not attend the October 18<sup>th</sup> meeting.

Responses received to each question described in this section.

**1. The goals of ActiveTO Midtown on Yonge Street are to provide support for local businesses and surrounding communities during the pandemic by expanding outdoor patio areas, improving safety and comfort for everyone, including providing a safe and protected bike lane. Do you think ActiveTO Midtown on Yonge has met these goals? Why or why not?**

- Yes (10), No (12), I don't know (1)
- CaféTO patios:
  - Making the best out of a bad situation for patios (i.e. limited space) but shouldn't include bike lanes
  - Has helped local businesses who need patio space during the pandemic
  - Provided a wonderful summertime experience
- Cycle tracks:
  - Makes sense for summer but will be a disaster in the winter
  - Goals met but bike lanes are still unsafe
  - Bike lanes are safer for cyclists but create unsafe situations in traffic and greatly increased traffic congestion
  - Opinion that cyclists are not shoppers and prioritizing people who bicycle is at the expense of businesses needs for loading, deliveries and parking
- Pilot route:
  - Choose another north/south street for pilot like Avenue Road
  - Put pilot on a street with very little traffic
- Motor vehicle traffic congestion:
  - Encourages vehicles to make U-turns to get off street
  - Frequent TTC closures are problematic
  - Motor vehicle lanes are overly narrow
  - Nightmare to drive on Yonge Street
- Residents:
  - Side street access is frustrating and problematic
  - Community along Yonge Street is more appealing and enjoyable
- Businesses:
  - Detrimental to operations and ongoing challenges with delivery logistics
- Safety:
  - City has failed to take into consideration safety of all users and now put at risk by limiting motor vehicular use to two overly narrow motor vehicle lanes
  - Hastily and poorly implemented
  - Bike lanes in particular are a safety hazard

**2. In 2020, CafeTO curb lane cafes were adjacent to the vehicular lane. With the ActiveTO Midtown 2021 Pilot, there is greater separation to the vehicular lane due to the addition of the protected bike lane (cycle track). Do you think that the protected**

**bike lane around the CaféTO curb lane cafés improves safety and comfort for café users? Why or why not?**

- Yes (12), No (11), Unsure (1)
- Improves safety and comfort:
  - Pinned concrete curbs and horizontal distance between car lane and patrons is critical component for delineating space for different road users
  - Bikeway acts as traffic calming measure and one-lane configuration eliminates cars taking over each other with another lane
  - Patrons can safely cycle to restaurants
  - Mode shift supports fewer cars on Yonge Street increasing everyone's safety and dining experience
  - Separation provides a feeling of safety with greater distance from cars
- Does not improve safety and comfort:
  - Many of the bike lane users are on E-bikes/scooters travelling too fast and this is dangerous
  - Even more dangerous for pedestrians and blind hazard for turning motor vehicles
  - Traffic in some areas has increased the pollution and therefore café patrons negatively impacted
  - Experience from one patio and witnessed truck trying to turn and driver had to back up showing that Yonge Street is too busy for pilot
  - Of course bike lanes help with patron safety but the reduced motor vehicle lanes have an unsafe impact on the people driving and cycling behaviours (e.g. downhill cyclists exceed vehicle speed limit, kids almost being hit)

**3. ActiveTO bike lanes on Yonge Street provide for a safer and more comfortable environment for people cycling but initial data shows they have resulted in some increased travel times for motor vehicles and changes to available parking / loading. Do you think the benefits of the bike lanes outweigh the travel time impacts? Why or why not?**

- Yes: 7, No: 14
- Bike lane benefits are worth increased travel time for motor vehicles:
  - Complete street balances roadway to serve all road users
  - There should be greater costs to driving
  - Car congestion would only worsen without the pilot
  - Driver delay is an inconvenience versus safety of cycle track
- Bike lane benefits are not worth increased travel time for motor vehicles:
  - Deliveries more difficult for businesses and increased driver frustration
  - Dangerous change in driving behaviour where drivers forced to pass in the middle of intersections narrowly missing pedestrians
  - Bikeway mostly empty for winter months
  - Motor vehicle congestion isn't worth it given longer commute time, increased pollution, service times, inability to make turns onto and off Yonge Street
  - Terrible negative impact on local business
  - Lanes are misused and dangerous – need for education and enforcement
  - Cycle tracks should be on parallel/secondary streets
  - Not convinced that emergency vehicles haven't been negatively affected with longer response times

**4. Are there site-specific issues that you are aware of which the project team have not already identified and addressed?**

<b>Location (north to south)</b>	<b>Comments/Questions grouped by location</b>
Merton Street (southbound)	<ul style="list-style-type: none"> <li>• Bikeway uncomfortable with concrete wall to the right and only paint to the left.</li> <li>• More buffer space and curb could be added closer to Merton Street</li> <li>• Transition at Charles Street and Imperial Street/Millwood Road are weak and abrupt</li> </ul>
Heath Street	<ul style="list-style-type: none"> <li>• Extended right turn lane southbound to Heath Street is abused by people speeding and cutting in</li> </ul>
Balmoral Avenue	<ul style="list-style-type: none"> <li>• One of many examples where park/stop/drop areas are dangerous. So many seniors need to be dropped off in front of this medical building. Ride share and taxis waiting for fares have nowhere to wait along Yonge Street</li> </ul>
Woodlawn Avenue (southbound)	<ul style="list-style-type: none"> <li>• Almost impossible to see southbound bikes and don't limit turns here to address because Woodlawn Ave. is busy enough</li> <li>• 1320 Yonge Street: people cycling pick up speed here as drivers turn right (e.g. into laneway). Residents are working with school crossing guards to help situation. Question: could City add yellow hump like the one on east side of Yonge just north of Heath (pick up area) to draw attention to multi-traffic zone/school crossing infographic on bike lane as preventative safety strategy</li> </ul>
Mount Pleasant Cemetery area	<ul style="list-style-type: none"> <li>• Request for more traffic calming: wider bikeway, dedicated transit lanes and other traffic calming measures</li> </ul>
Lawton Boulevard	<ul style="list-style-type: none"> <li>• Good opportunity for more artistic curb extension and buffers on street to help pedestrian/cyclist crossing where side street connects to Yonge Street and addresses near misses with vehicles</li> </ul>
Yorkminster Park Baptist Church (Yonge Street and Heath Street)	<ul style="list-style-type: none"> <li>• Raises important AODA issues as pick up drop off options worse than before pilot</li> <li>• Dealing with significant loss of parking and request to modify parking rules on Glen Elm Avenue and Heath Street to allow parking on Sundays</li> <li>• Access by people with disabilities is challenging with change in Wheel-Trans drop</li> <li>• Address accessible pick-up and drop-off area concerns already listed (people use to be able to drop-off in front of church)</li> <li>• Temporary parking in front of church removed for funeral hearses</li> </ul>
Alcorn Avenue, Walker Avenue, Birch Avenue	<ul style="list-style-type: none"> <li>• Barriers provide site line issues for drivers</li> <li>• Access/turning from side streets difficult</li> <li>• Signage at Alcorn Avenue and Yonge Street is posted to not block intersection yet regularly blocked</li> <li>• Turning into Birch Avenue is dangerous because site lines are challenging when crossing cycle track</li> </ul>
Summerhill Avenue and Rosedale area	<ul style="list-style-type: none"> <li>• It's a mess and safety hazards as people driving trying to navigate traffic jams by passing within intersections that</li> </ul>

	have been backed up because of motor vehicle lane closures
CPR Underpass	<ul style="list-style-type: none"> <li>• Smoother pavement would be nice</li> </ul>
Scrivener Square, Marlborough Avenue, Roxborough Street	<ul style="list-style-type: none"> <li>• Traffic particularly bad even more since installation of additional traffic light at Marlborough Avenue. Question proximity and timing of lights that created greater delays especially during evening peak hours</li> <li>• No right or left-turning lanes means no traffic flow and too many lights in short distance to each other (Roxborough Street to Summerhill Avenue)</li> </ul>
General	<ul style="list-style-type: none"> <li>• Difficult to turn from side streets</li> <li>• Difficult to pick-up or drop-off people and goods</li> <li>• Businesses losing customers due to a lack of pick-up or drop-off space</li> <li>• Request for pedestrian leading intervals on all major intersections</li> <li>• Parking is a major problem</li> <li>• Ride hail more difficult because has to be done from side street</li> <li>• Entire corridor is a disaster and negatively impacted</li> <li>• Left-turns needed at popular streets</li> <li>• Signage and pavement markings are confusing and distracting for drivers and someone will eventually get killed</li> <li>• Need enforcement to discourage drivers stopping/parking in bike lane and with officers on bikes</li> </ul>

**5. Do you have any additional comments about how the ActiveTO Midtown pilot is functioning along Yonge Street between Davisville Avenue and Bloor Street?**

- Public consultation:
  - Appalled by lack of acknowledgement of neighbourhood residents and taxpayers. Survey of directly affected individuals needed to provide feedback loop.
  - There are so many "so called" stakeholders providing feedback on this pilot that are not negatively impacted. City should be consulting with local stakeholders. There has been no consideration for narrowest part of Yonge Street and the over 5,000 residents in the landlocked area and proposed large residential towers from Heath Street to Marlborough Avenue bringing in 1000's of new residents.
  - Process to get from pilot to installation has been really interesting. All voices and concerns respectfully listened to by city builders and using technology as great drivers.
- Pilot support:
  - Make pilot permanent and extend north and south. Biggest short coming is that Bloor-Davisville limit needs to connect further north to Eglinton Avenue and major employment and residential hubs as well as further south to Adelaide Avenue to serve as pandemic recovery transportation option.
  - Street livelier and feel better with my kids biking on Yonge Street.
  - The York School supports pilot initiative. Safety is key. Designated, separated bike lanes makes it easier to delineate who should be where, and makes all commuters more aware and safe. More communication and acclimatization to the systems/behavioural change is required here. As an urban school, more than 75% of our students live within 2.5 km, a perfect cycling distance. We're multi-modal and we continue to encourage active transportation.

- Innovative city building is key and initiatives like this highlight how local initiatives can transform the livability of a city, making it competitive, attractive to employers and address climate change.
- Great for business, seniors and people using mobility devices.
- Motor vehicle traffic congestion:
  - Paid duty officers needed to provide oversight of motorized vehicles in bike lanes and people cycling who do not obey rules of the road.
  - Worried about the winter condition of the pilot in terms of the inconvenience of increased travel times, ambulance response times in traffic and waiting for garbage trucks to clear before being able to continue trip.
  - Gridlock every day is frustrating. Dangerous for cyclists too in terms of cars turning and obstructed sight lines (e.g. Fedex vans parked too close to intersection like anywhere between Rosedale and St. Clair Avenue).
  - City has not learned from its previous attempts (Danforth Avenue, King Street), continuing to obstruct flow of traffic (concrete barriers, bike lanes) and Yonge Street seems to top everything.
  - Relocate on another corridor like Mount Pleasant or Avenue Road (streets with less business to impact and better access across the city).
  - Those drivers who complain about traffic, are traffic. If you're not part of the solution, you're part of the problem.
- Business perspective:
  - As a successful business of 32 years, the pilot has negatively impacted our business in every aspect of daily operations (customers avoiding area, limited parking and traffic congestion, CaféTO patio obstructions, ActiveTO bike lanes blocking road access).
  - Local businesses feel cut off from everything except foot traffic.
  - Restaurants have seen some increase in needed business but not worth motor vehicle traffic congestion from lane reductions.
  - It's a disaster! Happy to put up with some hassles for businesses but things are going back to normal and winter is coming.
- Interest in expanding more on-street parking options and additional bike parking.

## Appendix C

### Stakeholder PowerPoint Presentation



## Stakeholder Meeting #4

# ActiveTO Midtown Complete Street Pilot

October 18, 2021



Yonge St at Woodlawn Ave E





Artist's rendering: Yonge St at Woodlawn Ave E



# Stakeholder Meeting #4 Agenda

1. Land Acknowledgement
2. Opening Remarks
3. Pilot Goals, Process, Key Dates
4. Pilot Installation Status
5. What We Heard
6. Monitoring Program
7. Concerns and Countermeasures
8. Next Steps
9. Questions and Answers
10. Closing Remarks



This meeting is being recorded

# Councillors' Opening Remarks

# ActiveTO Midtown | Pilot Goals

**Improve Road Safety:** Lower the frequency and severity of collisions.

**Vibrant, Accessible and Beautiful Streetscape:** Create a destination in Midtown by integrating “Complete Street” elements.

**More Mobility Options:** Provide mobility options for residents, regardless of mode.

**Social Benefits:** Provide residents safe infrastructure to exercise and interact.

**Local Economic Benefits:** Support local businesses by attracting customers to the corridor, while respecting public health during the COVID-19 pandemic.

**Environmental Benefits:** Increase the shift to sustainable modes.



# ActiveTO Midtown | Design Process

## Review Existing Conditions



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

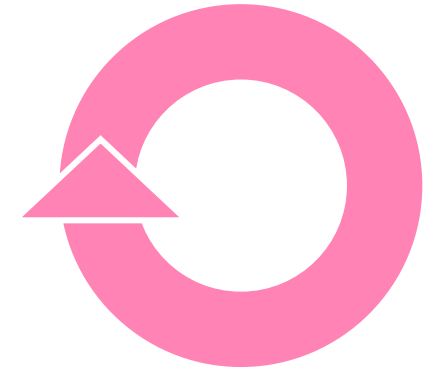
## Develop & Refine Design



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

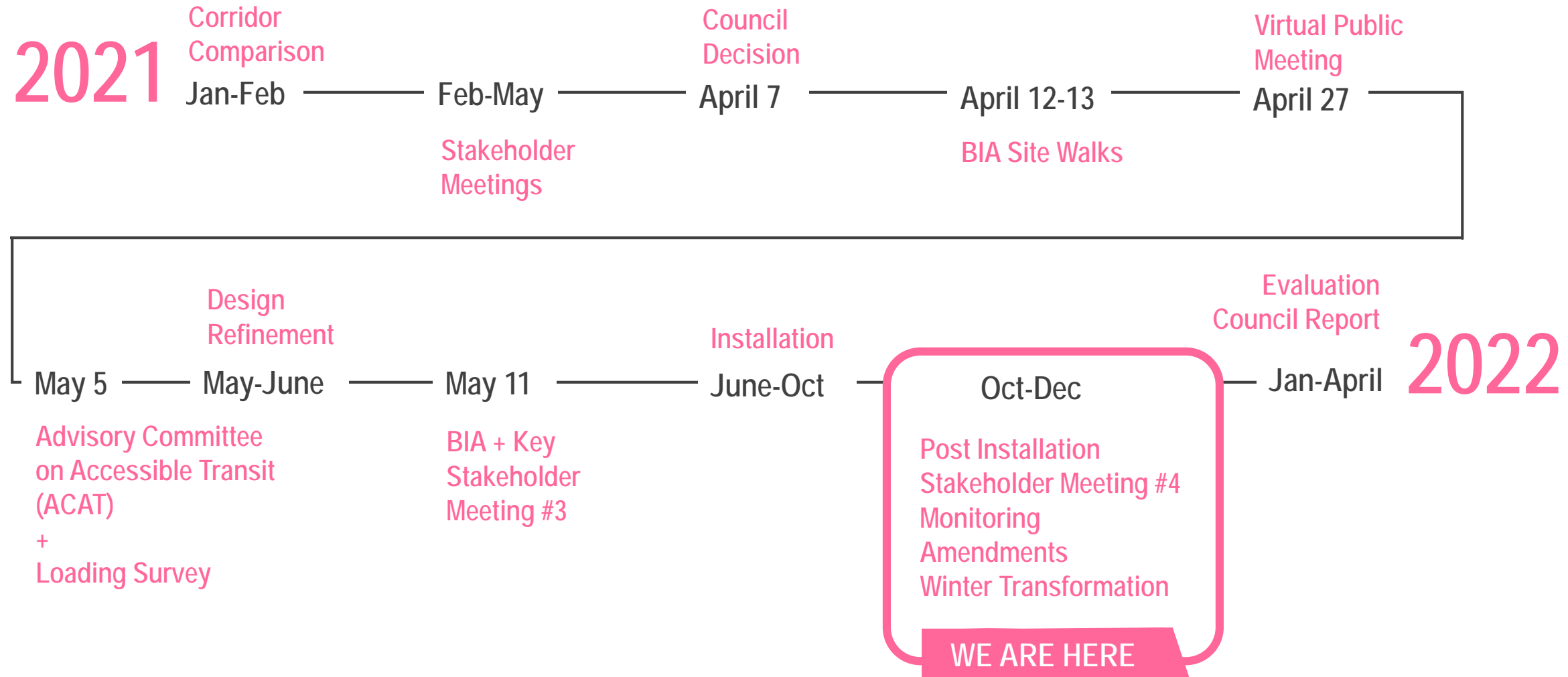
WE ARE HERE

## Iterate Design Over Time



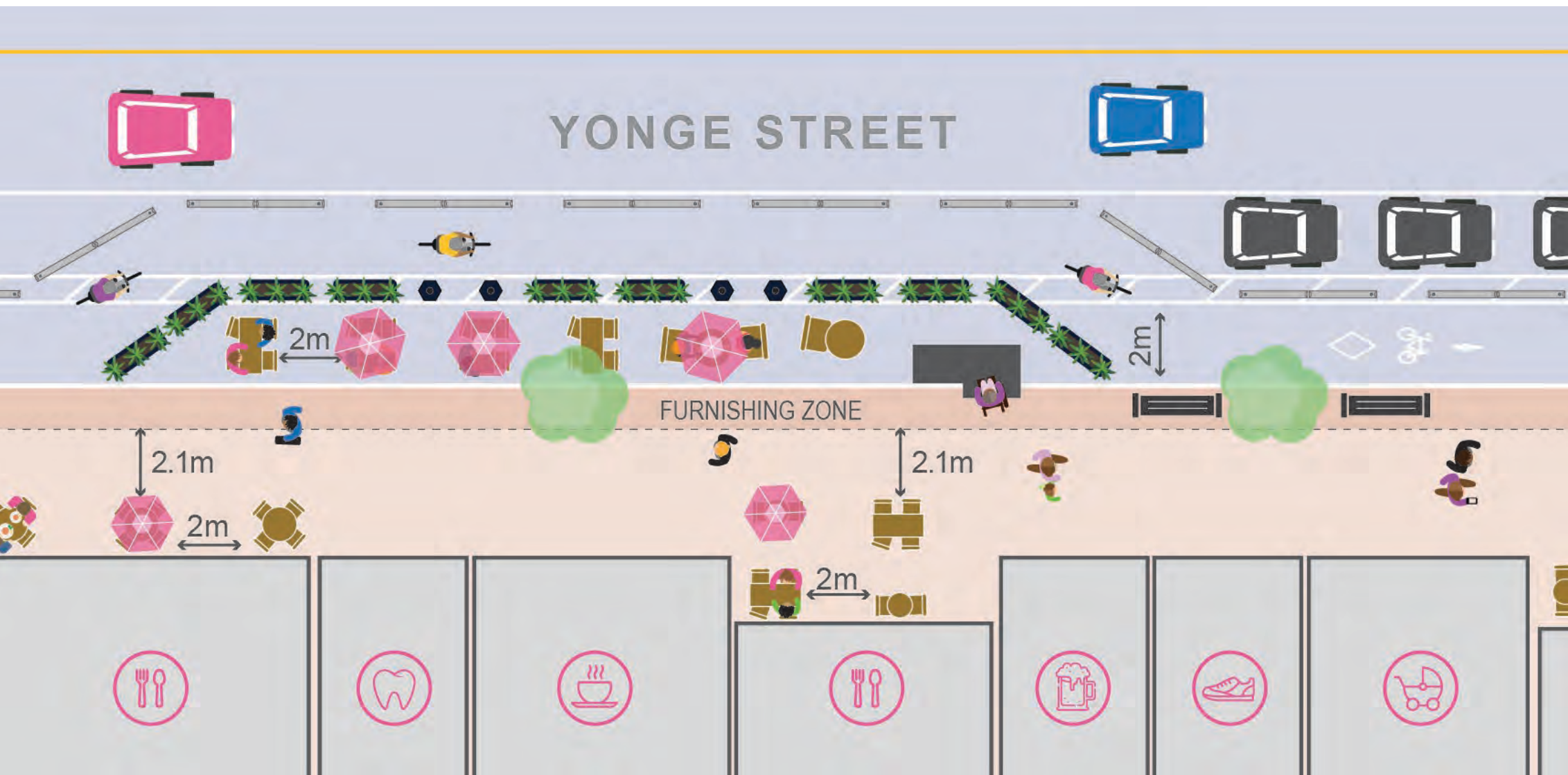
Iterate and improve the design over time, including throughout the pilot period (post-installation)

# ActiveTO Midtown | Pilot Key Dates



# Pilot Installation Status

# ActiveTO Midtown | Complete Street Elements

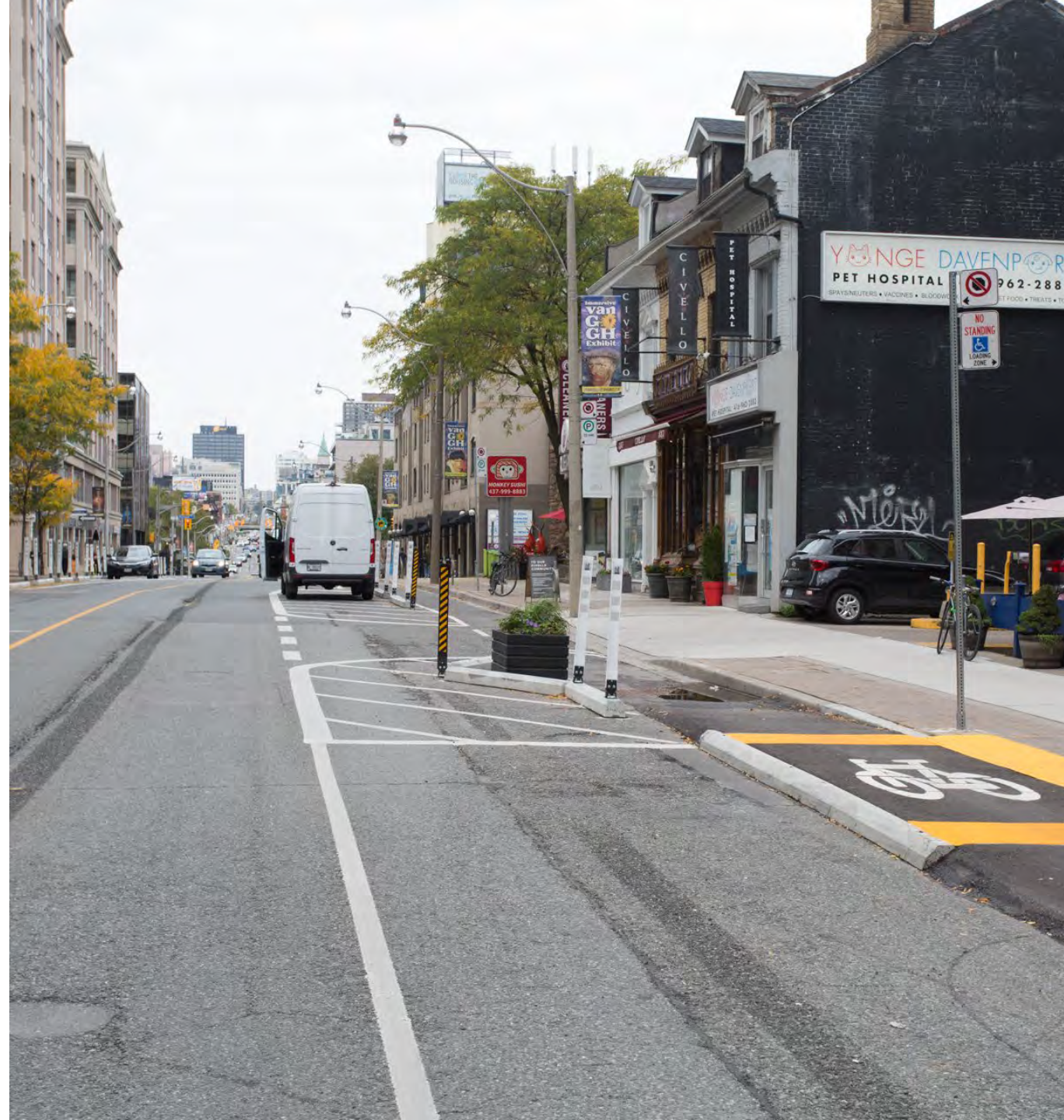


- Parking
- Loading
- Curb Stones
- Bollards
- Cycle Track
- Planters
- Posts
- CaféTO



# Pavement Markings

- All originally planned pavement markings have been installed



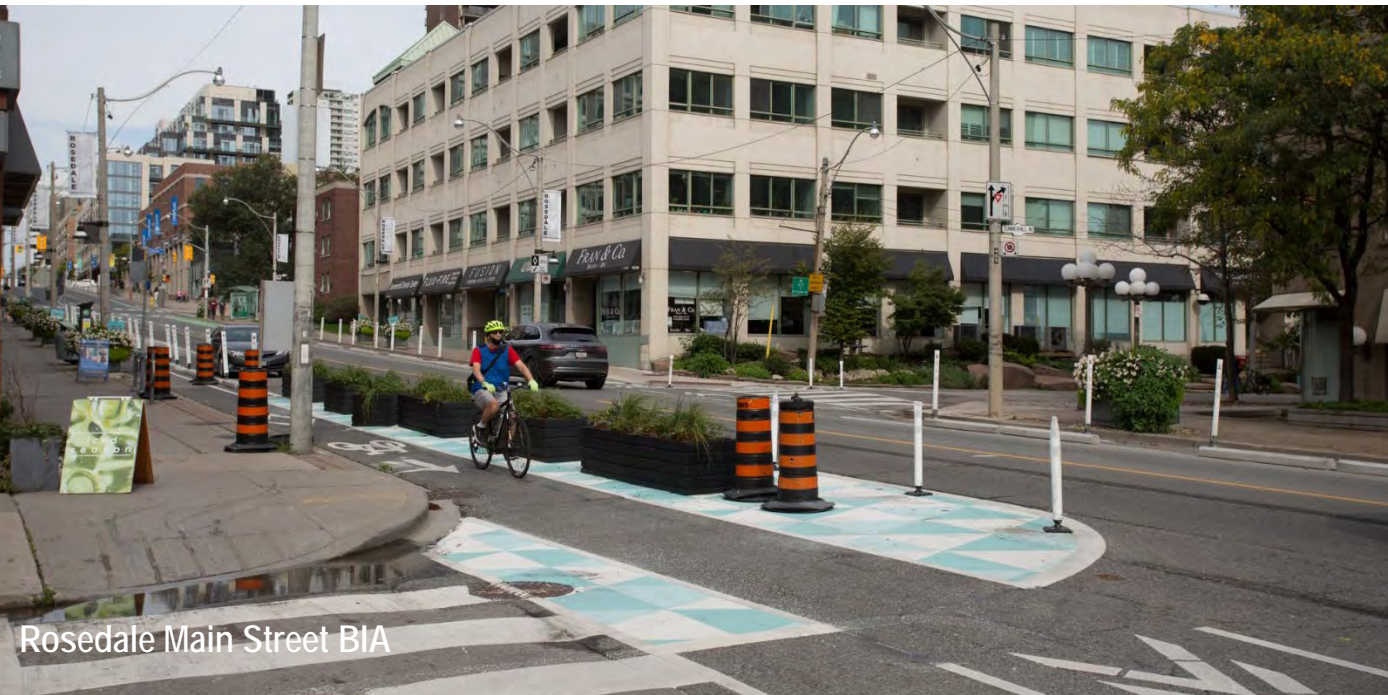






# Artistic Curb Extensions & Buffers

- The artistic curb extensions were customized for the three BIAs along the corridor.
- Designs established in consultation with BIAs.
- All 17 areas with artistic coating including at curb extensions and specific buffer locations have been installed.









# Cycle Tracks + Separators

- 250 planters have been placed and planted.
- The planter palettes were customized for each BIA. Here is a sample one of the Rosedale Main Street planter perennial palette.
- 1200 curb stones with bollards have been installed.

Rosedale Main Street BIA Plant Palette

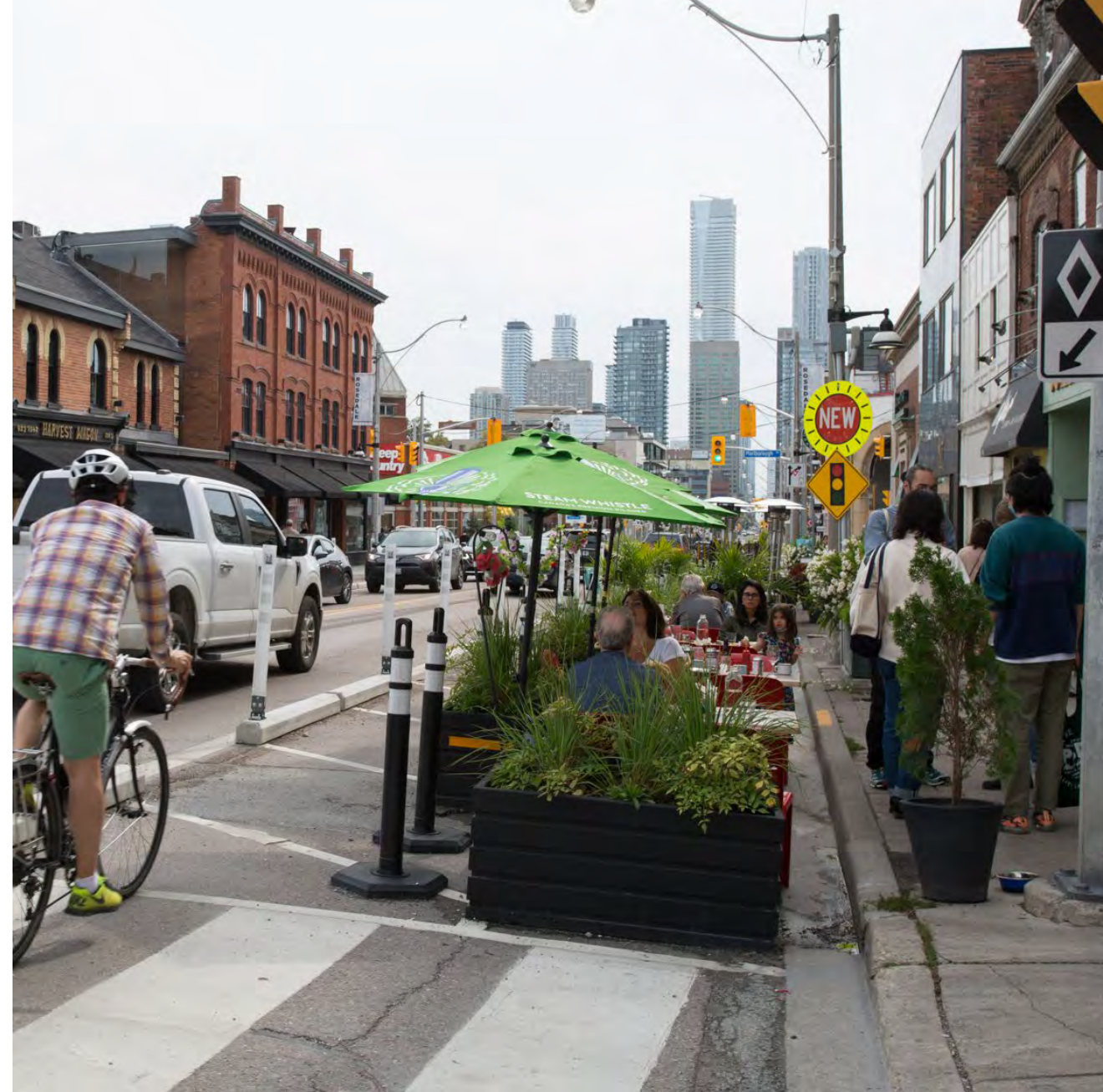




# CaféTO

26 restaurants in total on Yonge St have CaféTO patios:

- 11 restaurants have sidewalk and curb lane cafés
- 6 restaurants have only sidewalk cafés
- 9 restaurants have only curb lane cafés







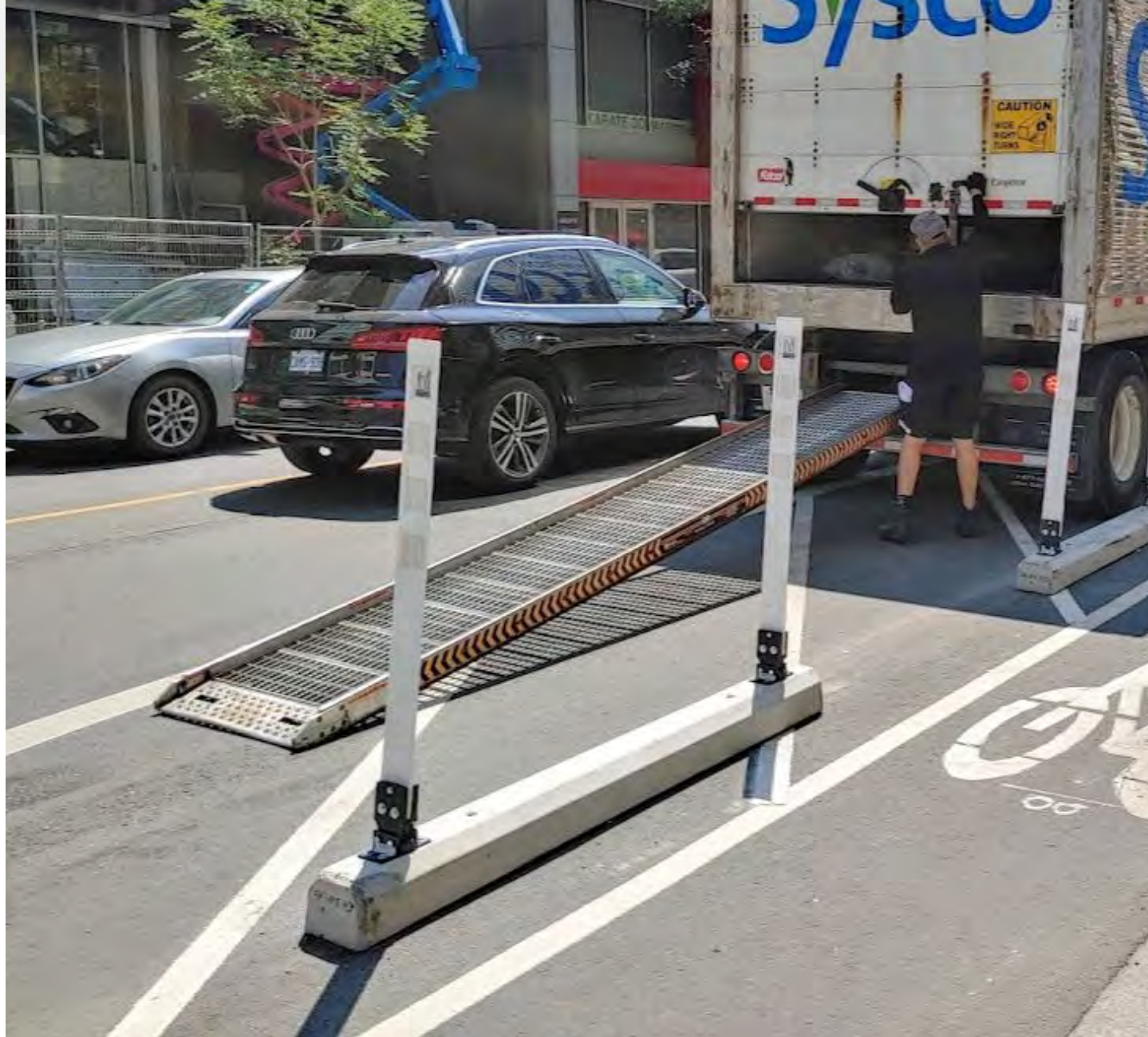


# Parking and Loading

- 24 hour parking (86 parking spaces – CaféTO in summer)
- 24 hour loading (140m designated loading + 210m informal loading – CaféTO in summer)









# Accessible Loading Platforms

- 4 asphalt and curb stone platforms were installed (877, 1585, 1819 and 1849 Yonge St)
- Associated pavement markings installed
- Sign on bollard to be installed





# Accessible Bus Stop





# Accessible Bus Stop

- A Zicla platform is being ordered for the northwest corner of Macpherson for the TTC stop (similar to the King Street platforms)



Examples of Zicla platform island bus stops with railings

# What We Heard

# General Feedback | Road User Perspectives

## People Walking

Walking is more pleasant

Complaints about cyclist behaviour (sidewalk riding, speed)

## People Cycling

Feel safer and encouraged to cycle along Yonge Street

Reports that cycle tracks feel narrow in some places

Complaints about motor vehicles not staying in the designated lanes

## People Using Transit

No major TTC issues reported

## People Driving

Frustration with congestion and travel time delays

Questions about how many people are cycling on the street

Difficult turning movements and sight line issues

## Businesses

Generally pleased with café space once installed

Positive promotion of shopping and dining local

Requests for more loading space

Some clients have reported difficulty finding parking and increased travel time

## Residents

Concern with increased traffic on side streets

Difficulty accessing streets (turning movements, sight lines)

Frustrated with cyclists that don't follow the rules

## Design & Operations

Some confusion with pavement markings and signage

Safety concerns about design contributing to collisions

Requests for additional accessible loading areas (Wheel-Trans)

Appreciate artistic curb extensions and adding colour

# General Feedback | What We Heard

## Perceived Benefits

Safety improvement and important to ensure that everyone enjoys Yonge Street  
Encourages cycling on Yonge Street by beginner cyclists and families  
Transformative (feels more like a neighbourhood)

## Perceived Impacts

Traffic congestion, travel time delays and inconvenience  
Concern there is not enough convenient and accessible pick-up and drop-off areas  
Questions from public about emergency vehicle response times and maneuverability in traffic

# Monitoring Program

# Data Collection Method

**Intercept Surveys:** administered on-street to gather all-ages, all-abilities feedback on the Complete Streets project, with a target of 800 responses sought from cyclists, pedestrians, drivers, Wheel-Trans users, cafe customers, shoppers, and passers-by between the pre- and post-pilot installation studies.

**Focus Groups:** two virtual events, the first with a target of 20 food delivery cyclists and 20 food delivery drivers, and the second with a target of 18 Wheel-Trans customers and 2 Wheel-Trans drivers.

**Site Observations:** three rounds of observation – pre-install (existing conditions in Feb 2021); immediately post-install (July 2021); Fall 2021 to inform post-installation existing conditions (September / October 2021).

**Vehicle Travel Times:** speed data sourced from a third-party vendor that summarizes GPS traces of connected vehicles, trucks and other devices.

**Cyclist and Pedestrian Volumes:** short-term turning movement counts (collected using temporary camera installations) at intersections along Yonge St (1- to 3-day counts) in May and July 2021.

**Vehicle Volumes:** a combination of short-term turning movement counts at intersections along Yonge St. and 7-day counts at strategic locations along Yonge St, Mount Pleasant Rd, and Avenue Rd in May 2021 and July 2021 using road tubes.



## Pre- Installation June Survey:

- June 3 and 5 (Thursday and Saturday)
- Total Responses = 599

## Post-Installation September Survey:

- September 11, 14, 16 and 18 (Saturday x 2, Tuesday, Thursday)
- Total Responses = 500

## Locations:

- Davisville, St.Clair, Rosedale and Bloor

# Intercept Survey | Demographics\*

\* Preliminary results

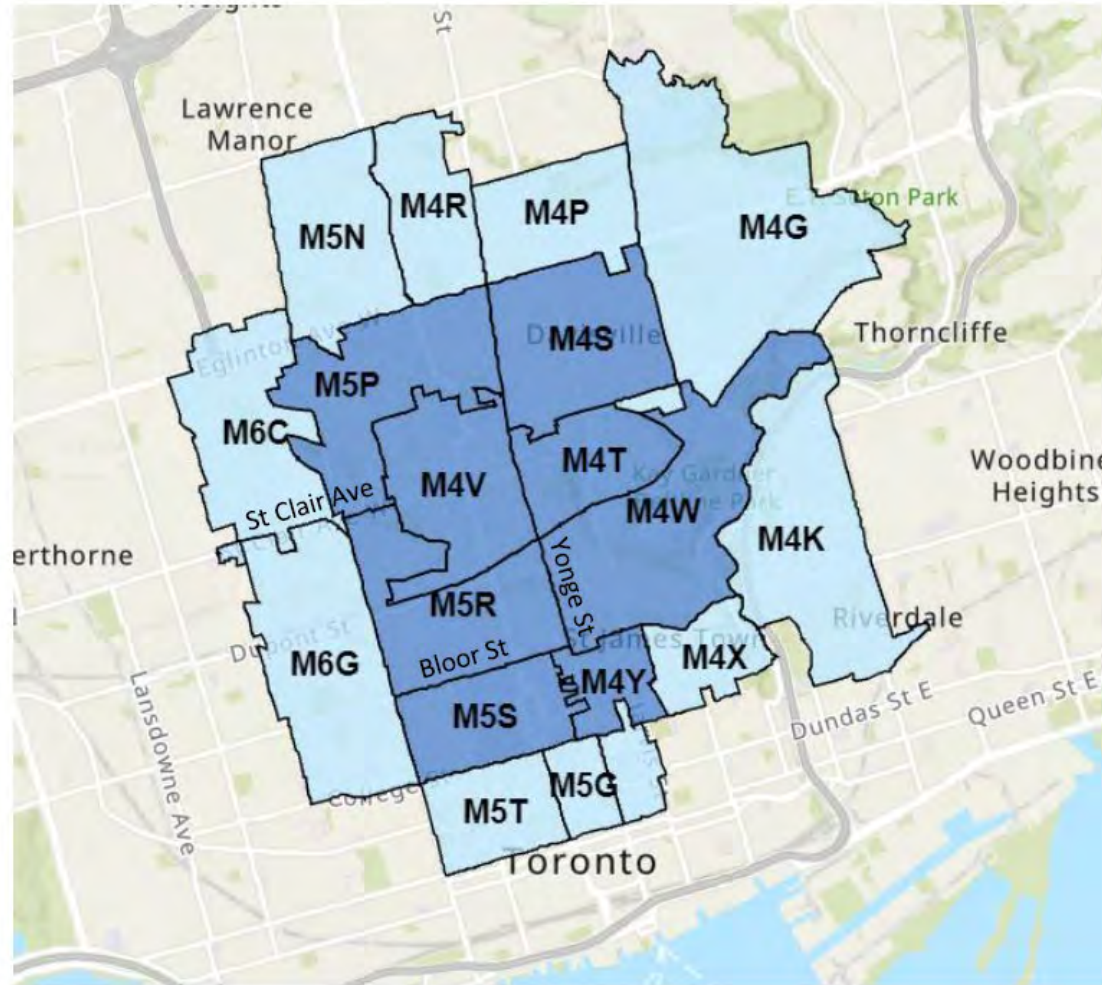
## Pre-Installation Survey

71% Immediate Area Residents (Darker Zone)

81% Immediate or Adjacent Area Residents (Lighter Zone)

47% Female  
51% Male  
1.3% Other

27% Black, Indigenous and People of Color



## Post-Installation Survey

71% Immediate Area Residents (Darker Zone)

80% Immediate or Adjacent Area Residents (Lighter Zone)

53% Female  
46% Male  
0.6% Other

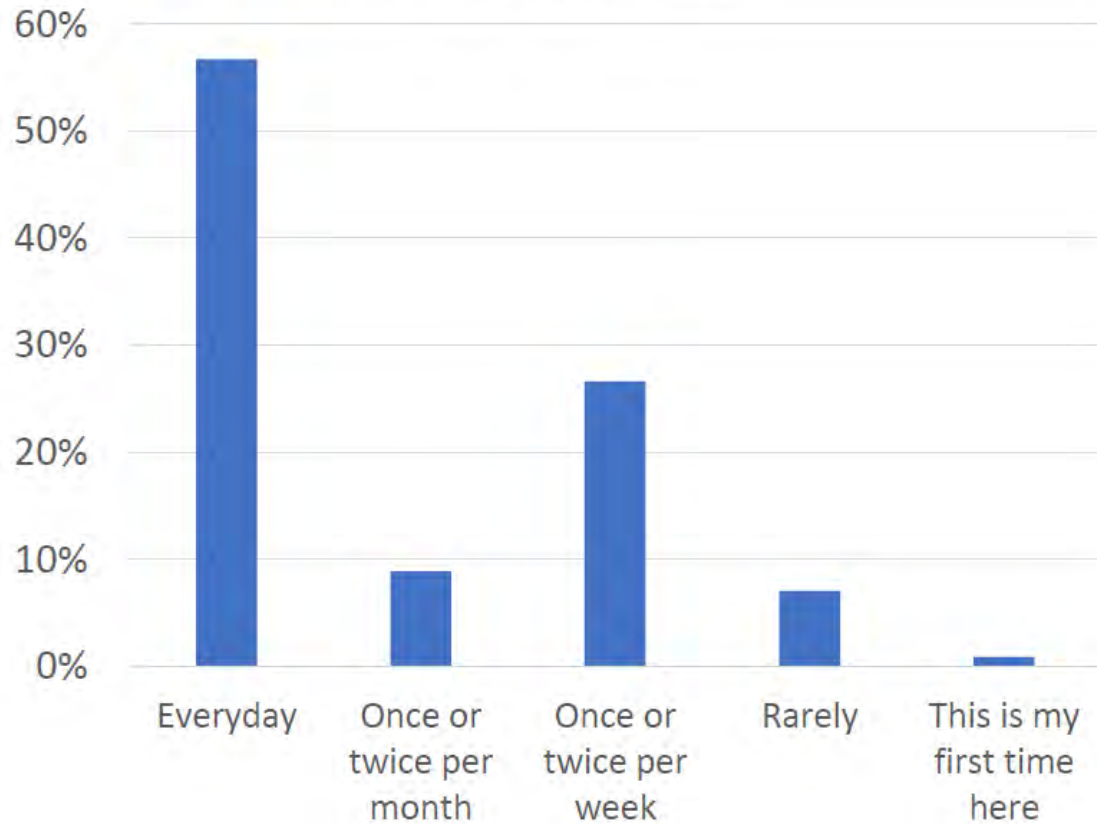
27% Black, Indigenous and People of Color

# Intercept Survey | Visitor Habits\*

\* Preliminary results

## Pre-Installation Survey

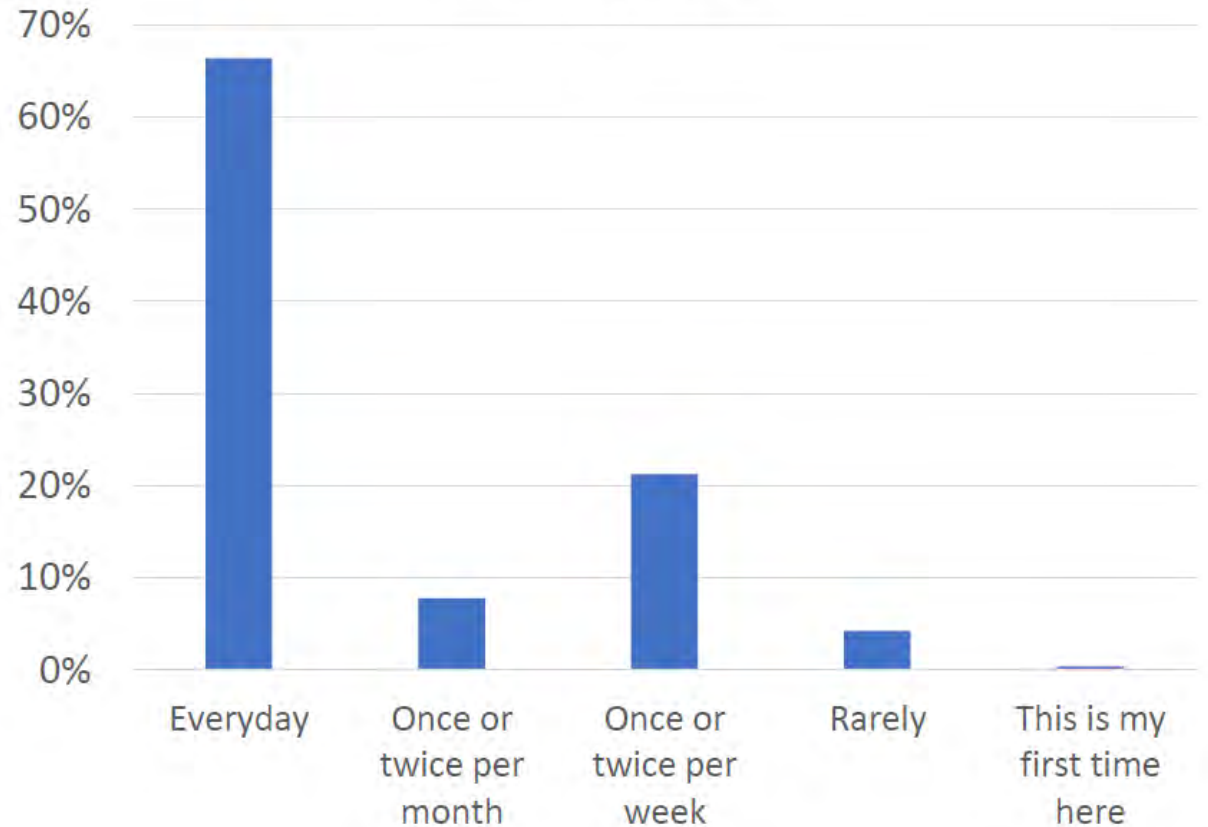
Frequency of Visits



N = 597

## Post-Installation Survey

Frequency of Visits



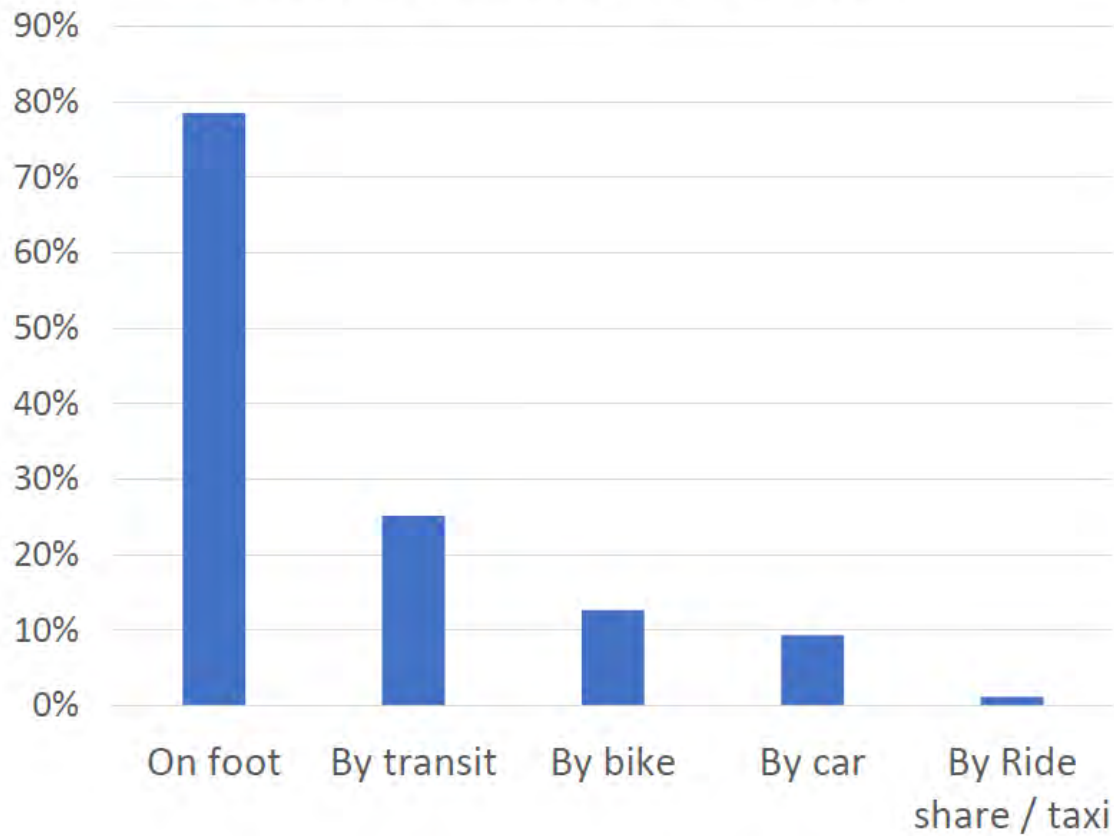
N = 541

# Intercept Survey | Typical Mode

\* Preliminary results

### Pre-Installation Survey

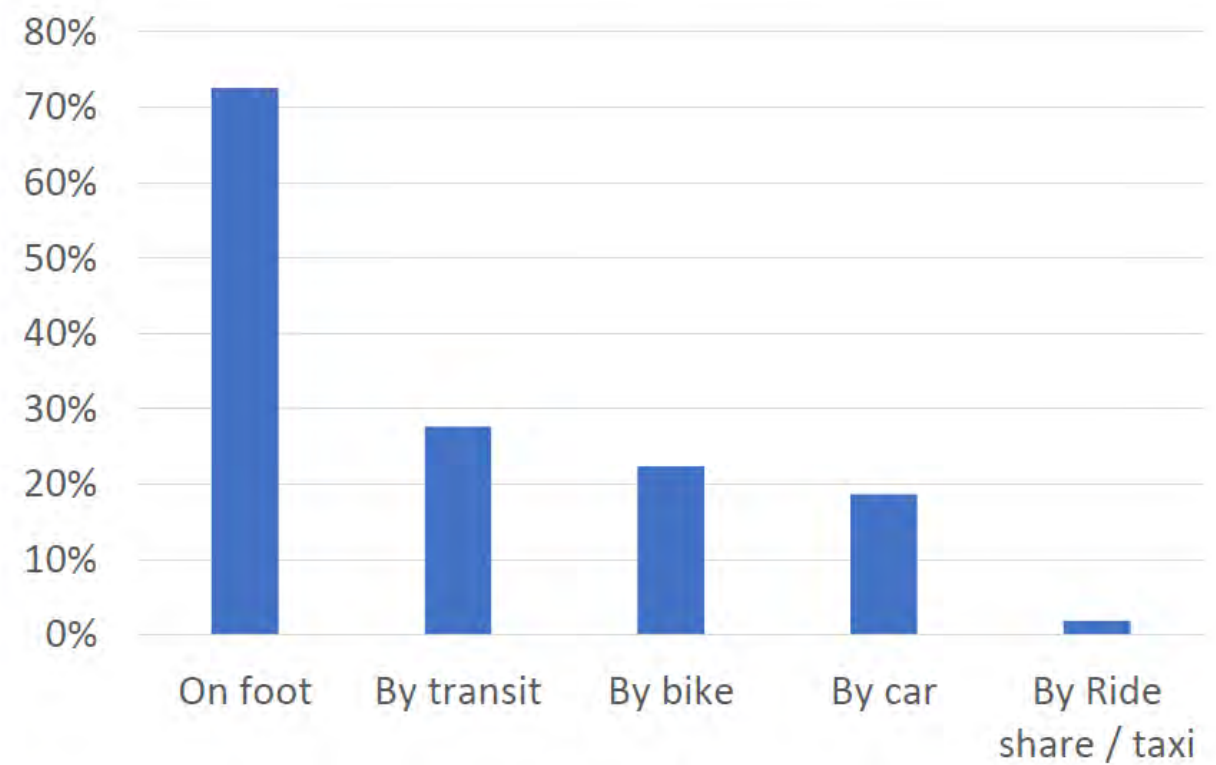
Mode, adjusted for Typical Mode



N = 598

### Post-Installation Survey

Mode, adjusted for Typical Mode



N = 547

30.5% of respondents changed their mode as a result of the Complete Street

Of those:

- 58% started cycling, 18% of total
- 34% stopped driving or using rideshare/taxi, 10% of total
- 25% started walking, 8% of total
- 6% started taking transit, 2% of total



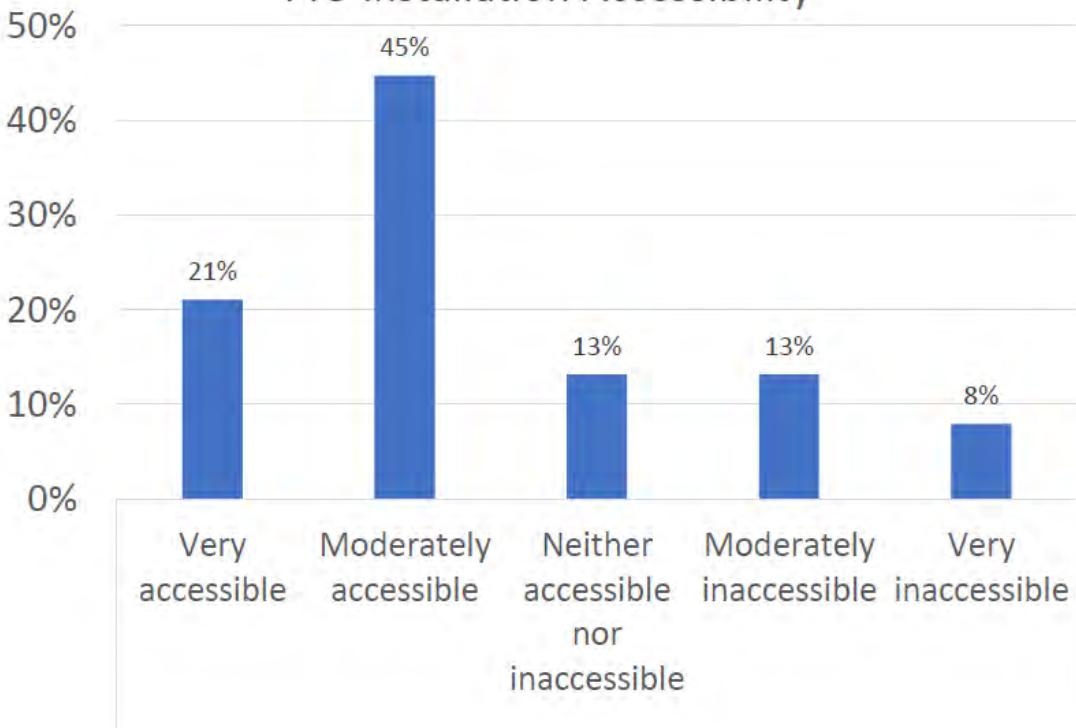
# Intercept Survey | Accessibility

\* Preliminary results

## Pre-Installation Survey

7% of Respondents Reported Accessibility Needs

### Pre-Installation Accessibility

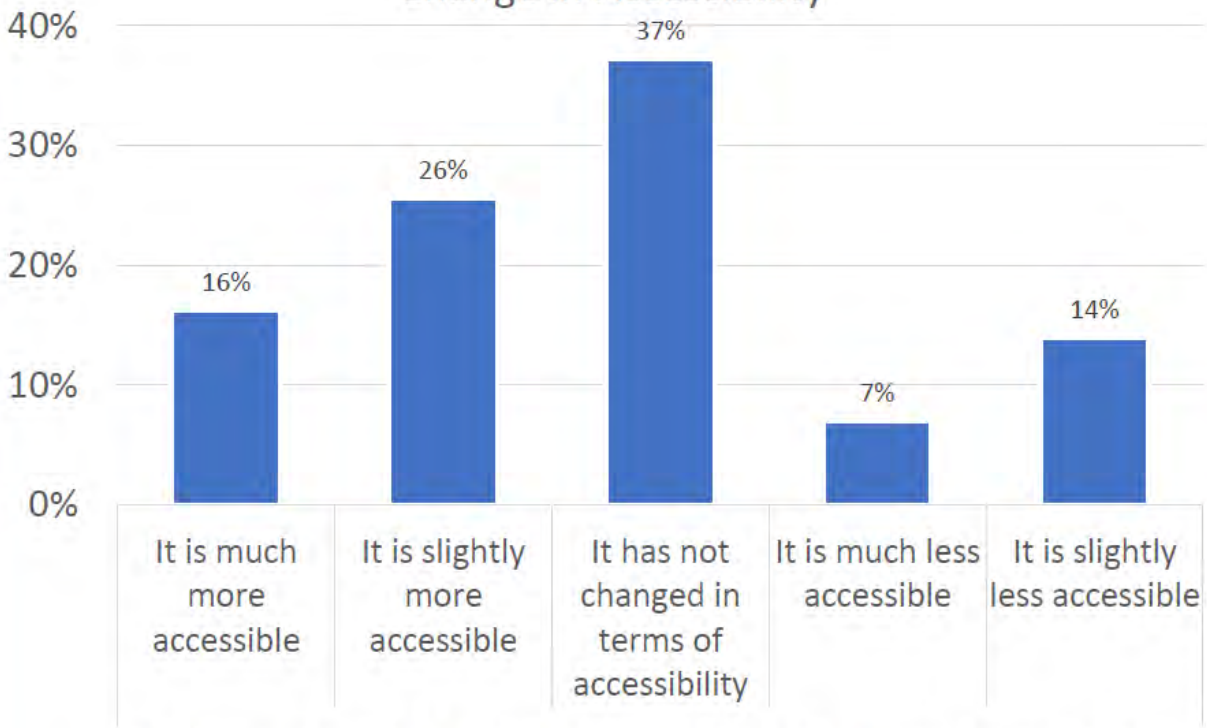


N = 38

## Post-Installation Survey

8% of Respondents Reported Accessibility Needs

### Change in Accessibility



42% reported Much More or Slightly More Accessible

N=43

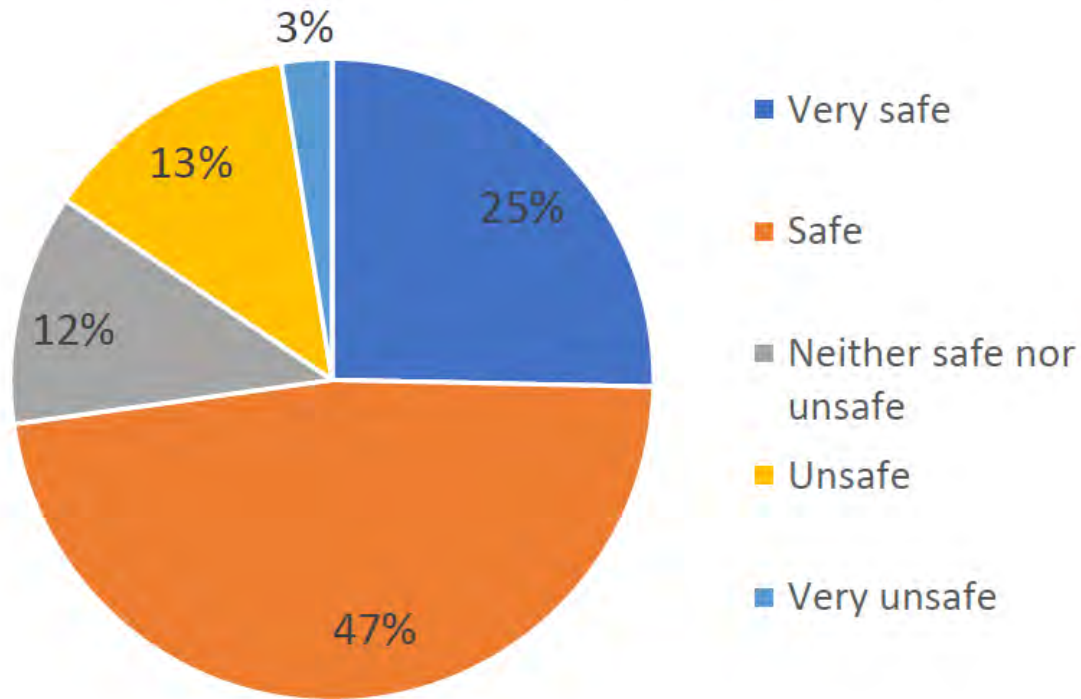


# Intercept Survey | General Safety

\* Preliminary results

## Pre-Installation Survey

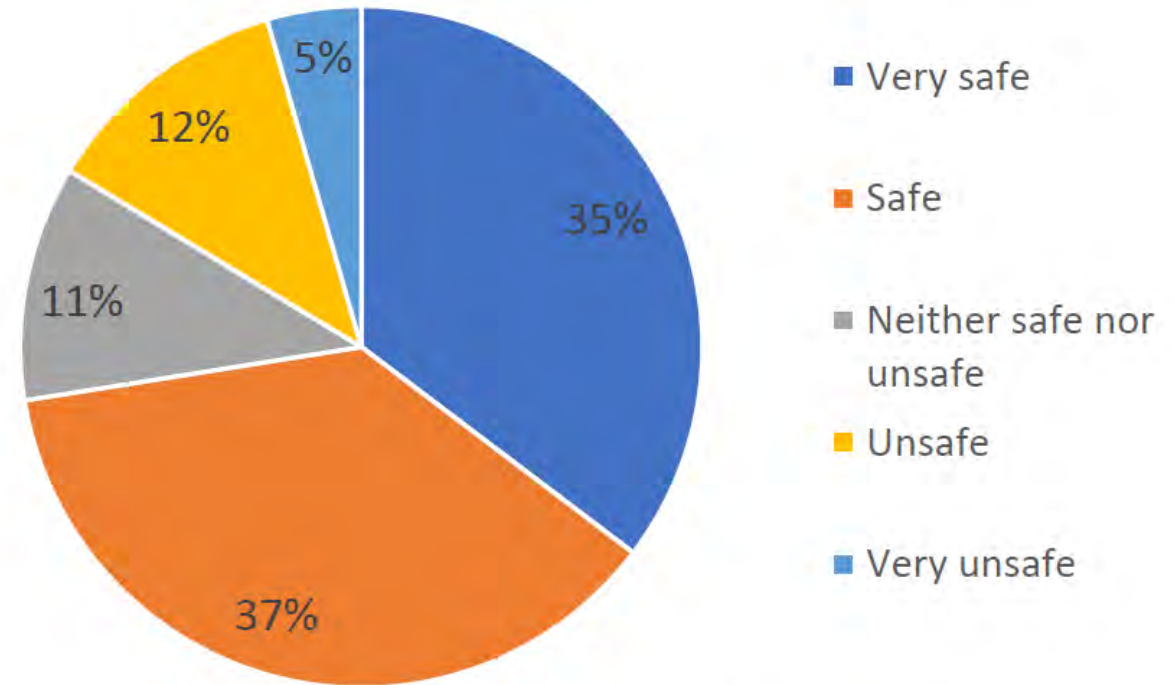
General Perception of Safety on Midtown Yonge St



N = 592

## Post-Installation Survey

General Perception of Safety on Midtown Yonge St



10% Swing from Safe to Very Safe

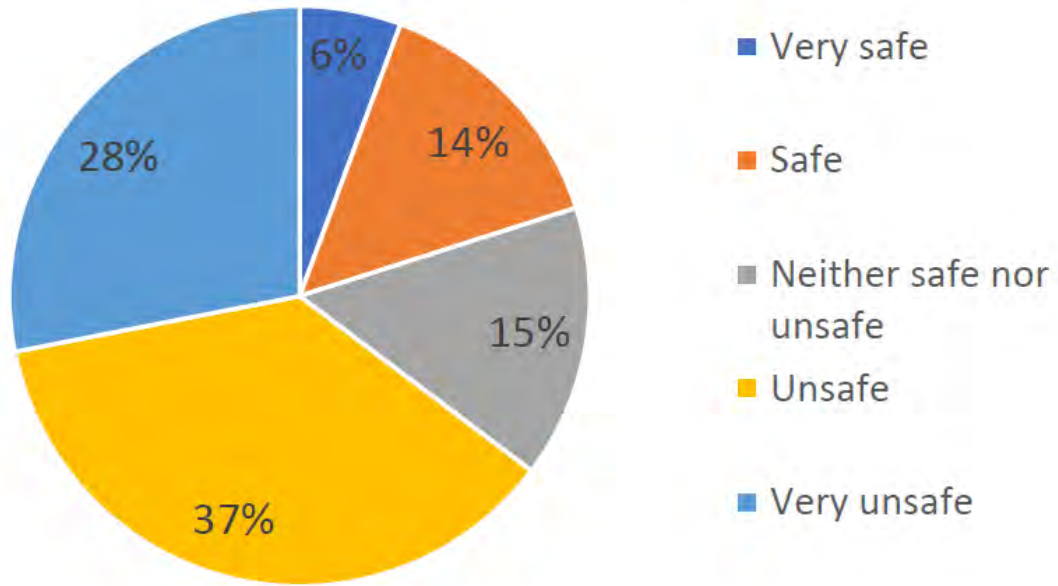
N = 538

# Intercept Survey | Perceived Cycling Safety

\* Preliminary results

## Pre-Installation Survey

Perceived Cycling Safety on Midtown Yonge St  
(Non-Cyclists Only)

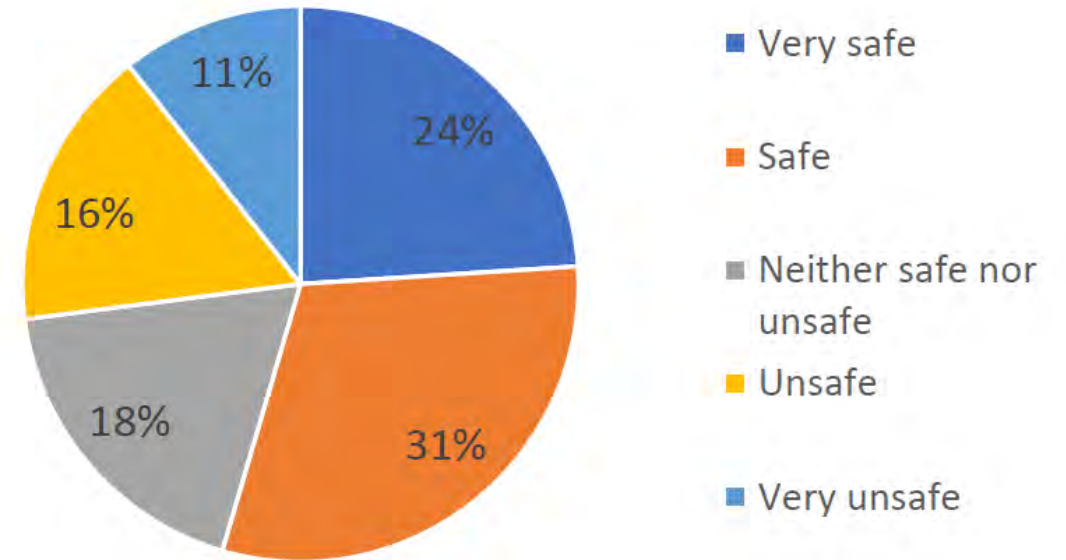


N = 512

20% perceived Cycling on Yonge as Safe or Very Safe

## Post-Installation Survey

Perceived Cycling Safety on Midtown Yonge St  
(Non-Cyclists Only)

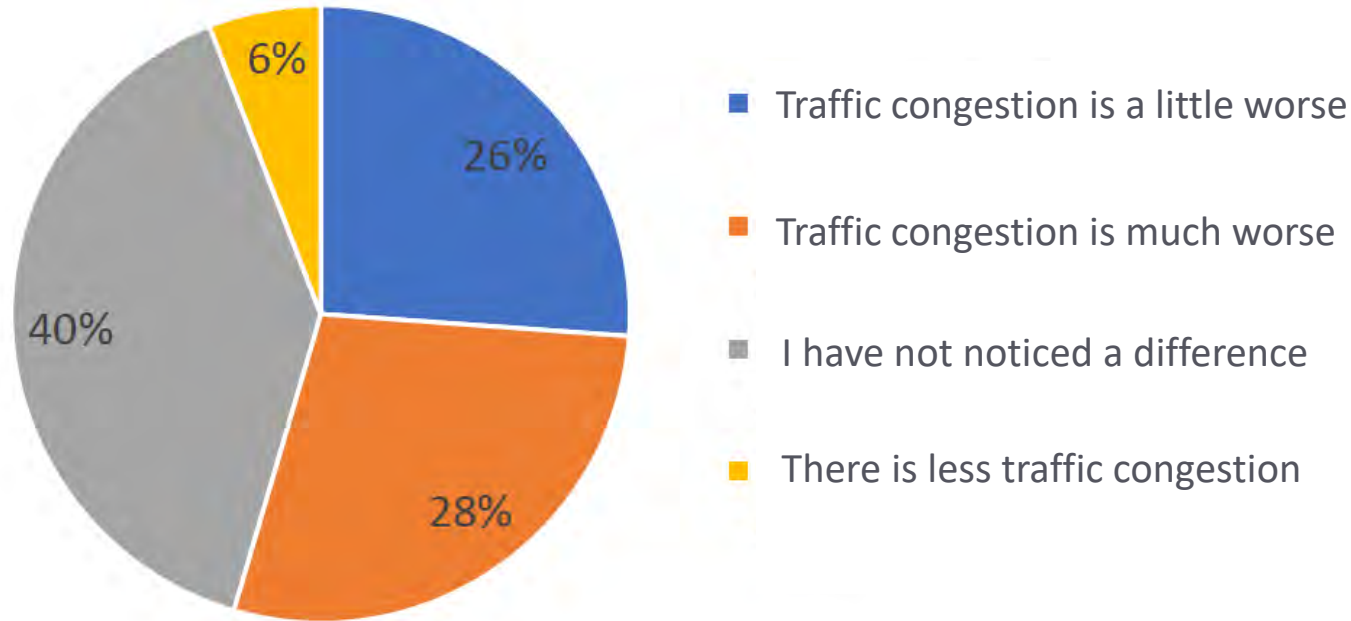


N = 396

55% perceived Cycling on Yonge as Safe or Very Safe

## 2021 ActiveTO Midtown Complete Street Pilot Post-Installation Survey

Perception of traffic congestion



N = 528

### Note

As part of the monitoring and evaluation strategy for the pilot, the project team is monitoring impacts on traffic flow through vehicle volume counts and travel time studies

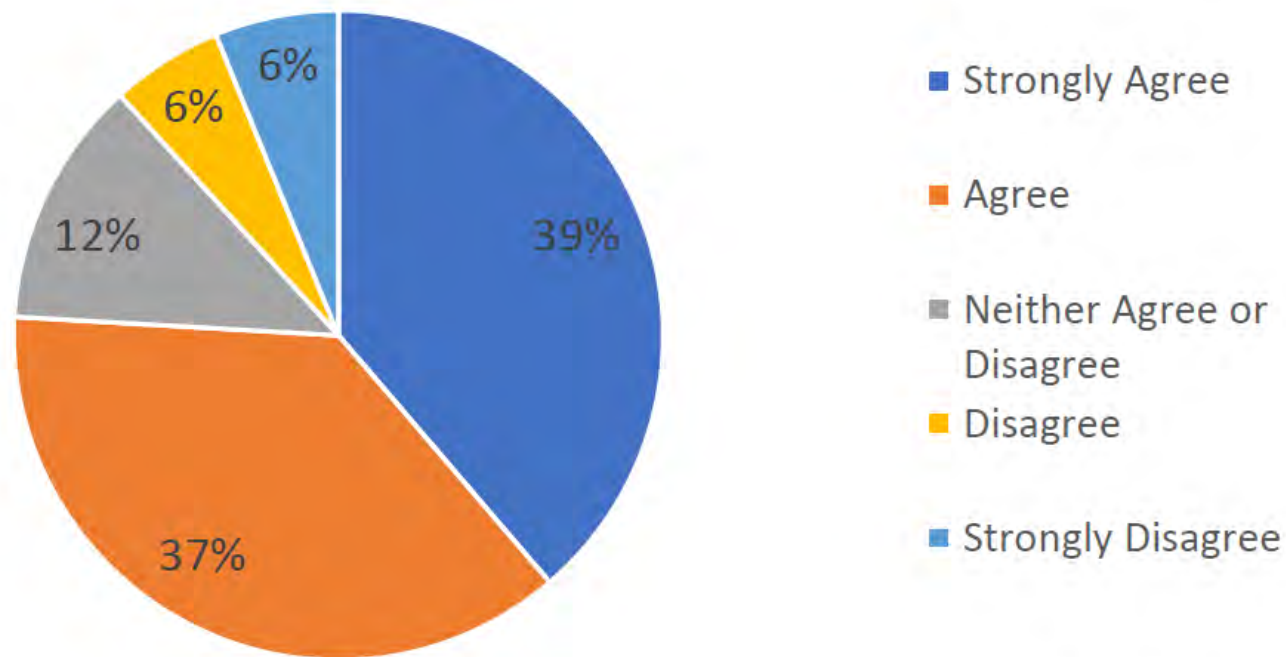
# Intercept Survey | Overall Project Perception

\* Preliminary results

## 2021 ActiveTO Midtown Complete Street Pilot Post-Installation Survey

*The goals of ActiveTO Midtown on Yonge are to provide support for local businesses and 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.*

Do you agree ActiveTO Midtown on Yonge has met these goals?



76% Support

N = 519



# Site Observations

Time Period	Observations
General Observations	<ul style="list-style-type: none"><li>• Bike lanes are well utilized by people cycling, however many e-scooters are also using the bike lanes, which often travel at a higher speed</li><li>• At locations where left turn lanes are not available, through vehicles tend to try to pass to the right of through vehicles in bike lanes / buffer area</li><li>• General congestion between Heath St and Woodlawn Ave</li></ul>
AM Peak Period	<ul style="list-style-type: none"><li>• Traffic operations are generally fine except segments between McPherson Ave/Rowanwood Ave and Aylmer Ave/Belmont St</li><li>• At St Clair Ave: Observed southbound queues spilling back to Heath &amp; beyond</li></ul>
Off Peak Period	<ul style="list-style-type: none"><li>• Northbound congestion observed between Rosehill Ave and Woodlawn Ave, and between Crescent Rd and Scrivener Square</li><li>• The signals are closely spaced between Scrivener Square and Roxborough St W, queues usually spill over to upstream intersections</li><li>• Many heavy vehicles observed during the OFF peak period (likely related to deliveries)</li></ul>
PM Peak Period	<ul style="list-style-type: none"><li>• Between St Clair Ave and Rosehill Ave:<ul style="list-style-type: none"><li>• This segment is congested</li><li>• It can be difficult to manoeuvre out of / access side streets</li><li>• Observed many midblock pedestrian crossings</li></ul></li></ul>



# Multimodal Volumes | Cycling\*

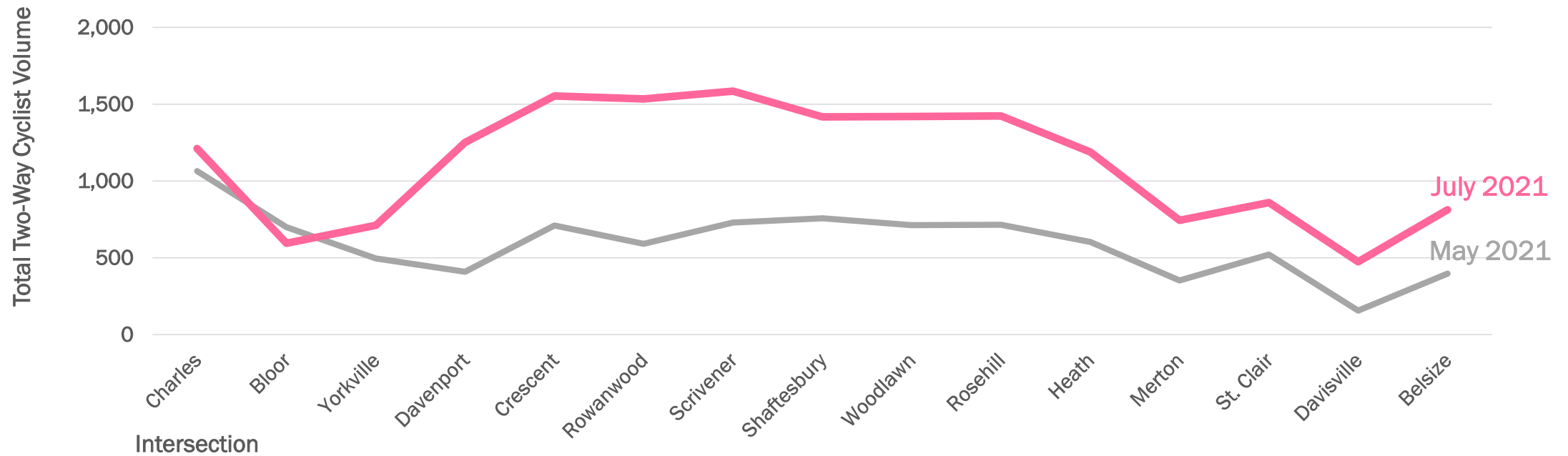
\* Preliminary results

The number of people cycling on Yonge St. has increased substantially.

- Two-way cyclist volumes increased significantly along the corridor, with the largest percentage increases observed between Davenport Rd/Church St and Heath St.
- Preliminary data shows a 105% increase in cyclist volumes, on average, across the corridor

## ActiveTO Midtown Complete Street Pilot - Weekday Cyclist Volumes

Two-Way (North-South) Cycling Approach Volumes (7 a.m. - 11 p.m.) - May 2021 vs. July 2021



\* Additional data will continue to be collected as part of ongoing monitoring program to evaluate the pilot

# Multi-Modal Volumes | Pedestrians\*

\* Preliminary results

Total pedestrian volumes have also increased along the corridor within the ActiveTO Midtown Pilot study area.

- Weekday pedestrian volumes increased by 60 to 80% in the three locations measured within the Yonge St ActiveTO Midtown Pilot corridor, and remained mostly unchanged just north of it (at Davisville Ave/ Chaplin Cres), based on 1- and 2-day counts of 16 hours each before and after the installation period.
- This increase along the corridor may be attributed to increased activity due to the ActiveTO and CaféTO programs.
- Weekend data will be available once September counts are processed.
- Additional data will be continue to be collected as part of ongoing monitoring program to evaluate the pilot.



## Travel times on Yonge St have increased by up to 90 seconds in am/pm peak periods and approx. 2-3 minutes midday

- There have been noticeable impacts to travel times on Yonge St, which have further increased since schools reopened in September. The largest impacts have been observed in the northbound direction during the middle of the day, where weekday travel times are now four minutes longer than they were immediately prior to the pilot.
- Travel times in both directions along Yonge St during most times of the day are now slightly above the pre-pandemic (Fall 2019) baseline with up to 90 seconds increase in am/pm peak periods and approx. 2-3 minute increase during midday.
- Now that these results are in hand, additional work is underway to improve general traffic flow including updated signal coordination and opportunities to introduce an auxiliary turn lane Roxborough St.
- The entirety of this increase from prior to installation can't be attributed solely to the pilot, as they happened against the backdrop of increasing travel times across the city as pandemic restrictions have lifted.

\* Additional data will continue to be collected as part of ongoing monitoring program to evaluate the pilot.



# Data on Traffic Diversion and Multimodal Volumes | Vehicles\*

## Impacts on alternate routes have been minimal.

- In Fall 2021, travel time impacts in am/pm peak period on Avenue Rd (between Bloor St W and Chaplin Cres) are about -1.6 minutes less compared to fall 2019 (pre-COVID) and -0.7 minutes on Mount Pleasant Rd (between Bloor St E and Davisville Ave).

## Vehicular volumes on Yonge St have gone down.

- In July 2021, traffic volumes on Yonge St reduced by 30% on weekdays and 17% on weekends, compared to May 2021.

\* Additional data will continue to be collected as part of ongoing monitoring program to evaluate the pilot.



# Before and After Study

The City is conducting a study to evaluate and compare the performance of the Yonge Street corridor before and after the installation of the pilot project from the perspective of all road users. The before and after study will explore indicators related to the project goals.

Sources of data include:

- Intercept surveys
- Focus groups
- Site observations
- Multi-modal count volumes (count locations at each signalized intersection on Yonge St and major intersections on adjacent corridors)
- Travel times



# Before and After Study

Category	Measures
Impact on Walking Environment	<ul style="list-style-type: none"><li>• Public perception (intercept survey)</li><li>• Pedestrian comfort (intercept survey)</li><li>• Change in crossing distances (safety)</li><li>• Pedestrian counts</li></ul>
Impact on Cycling Environment	<ul style="list-style-type: none"><li>• Public perception (intercept survey) &amp; demographics</li><li>• Cycling comfort (intercept survey)</li><li>• Cycling counts</li></ul>
Impact on Transit	<ul style="list-style-type: none"><li>• Travel time</li><li>• Focus groups with Wheel-Trans users</li></ul>
Impact on Driving Environment	<ul style="list-style-type: none"><li>• Public perception (intercept survey) for people that drove to the corridor</li><li>• Travel time</li><li>• Speed</li><li>• Vehicle counts</li></ul>
Impact on Local Businesses, Curbside Demands & Parking	<ul style="list-style-type: none"><li>• Public perception (intercept survey) for people accessing businesses</li><li>• Focus groups with food delivery workers</li><li>• Parking supply &amp; revenues</li><li>• CaféTO accommodation</li></ul>

## Concerns and Countermeasures

# Concern | Traffic Congestion

Topic	Concerns & Comments	On-going Work & Monitoring/Countermeasures
Traffic Congestion	<ul style="list-style-type: none"><li>Concern about traffic congestion causing significant delays</li></ul>	<ul style="list-style-type: none"><li>Signal coordination process underway</li><li>Travel time data has been collected</li><li>Moving forward with designing for auxiliary turn lane at Roxborough St</li></ul>

## Signal Coordination Process



# Yonge St at Roxborough St

## Issue

- Noted congestion from northbound left turning vehicles blocking through traffic
- Some vehicles bypassing left turns in bike lane prior to installation of permanent barriers



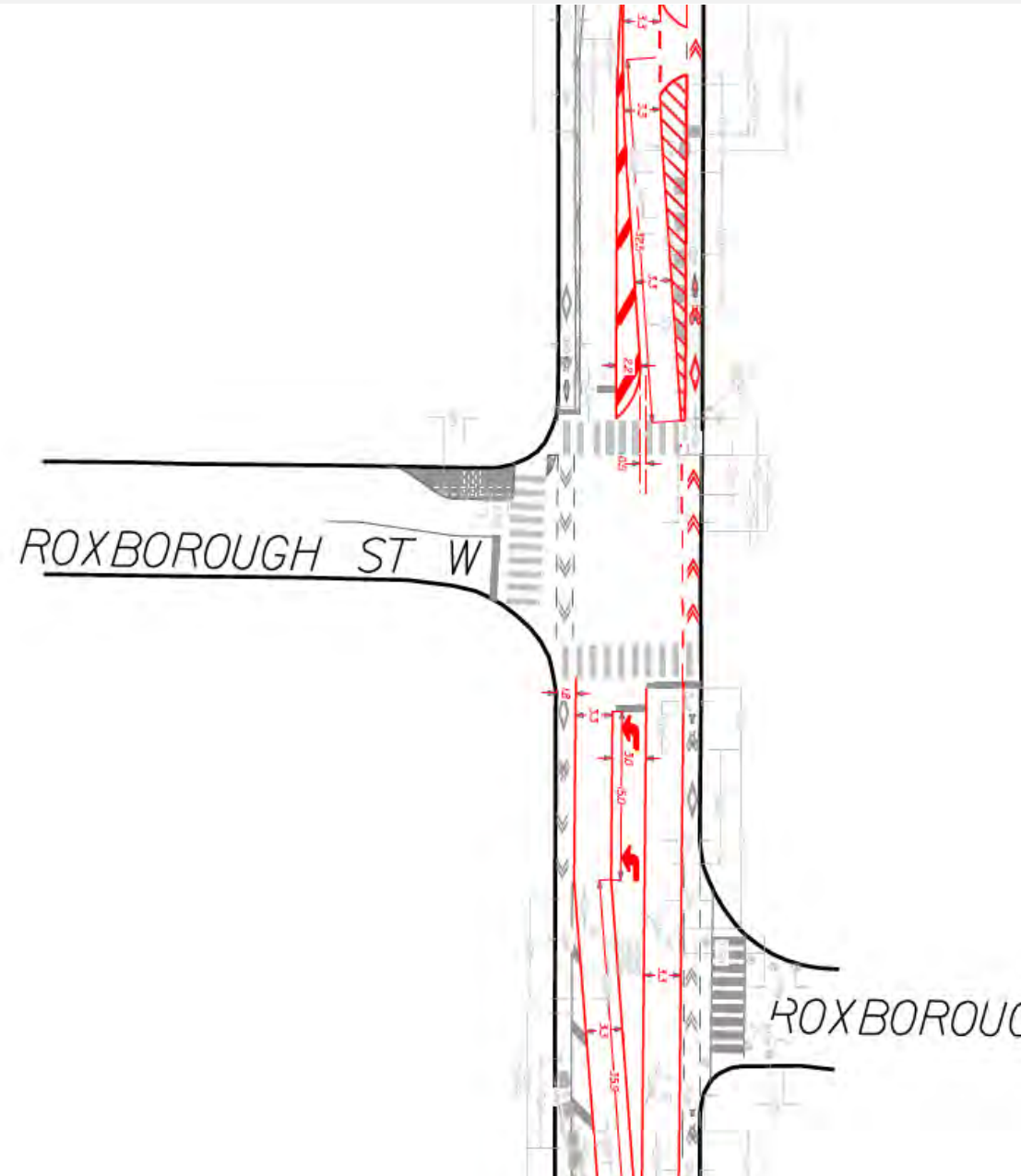
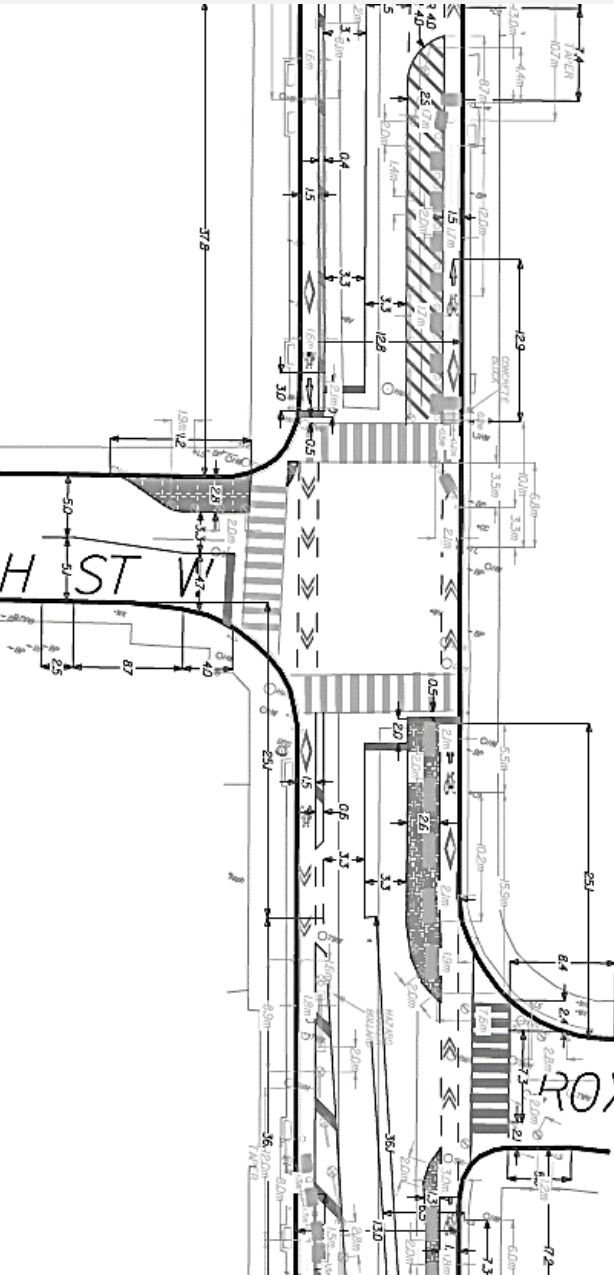
# Yonge St at Roxborough St

## Recommendation

- Install northbound left turn lane to improve traffic operations

## Trade-offs

- Reduces space for planters & decorative pavement marking and prevents a future CaféTO installation downstream of the intersection
- Eliminates loading space when café is not present (winter)





# Concern | Loading & Parking

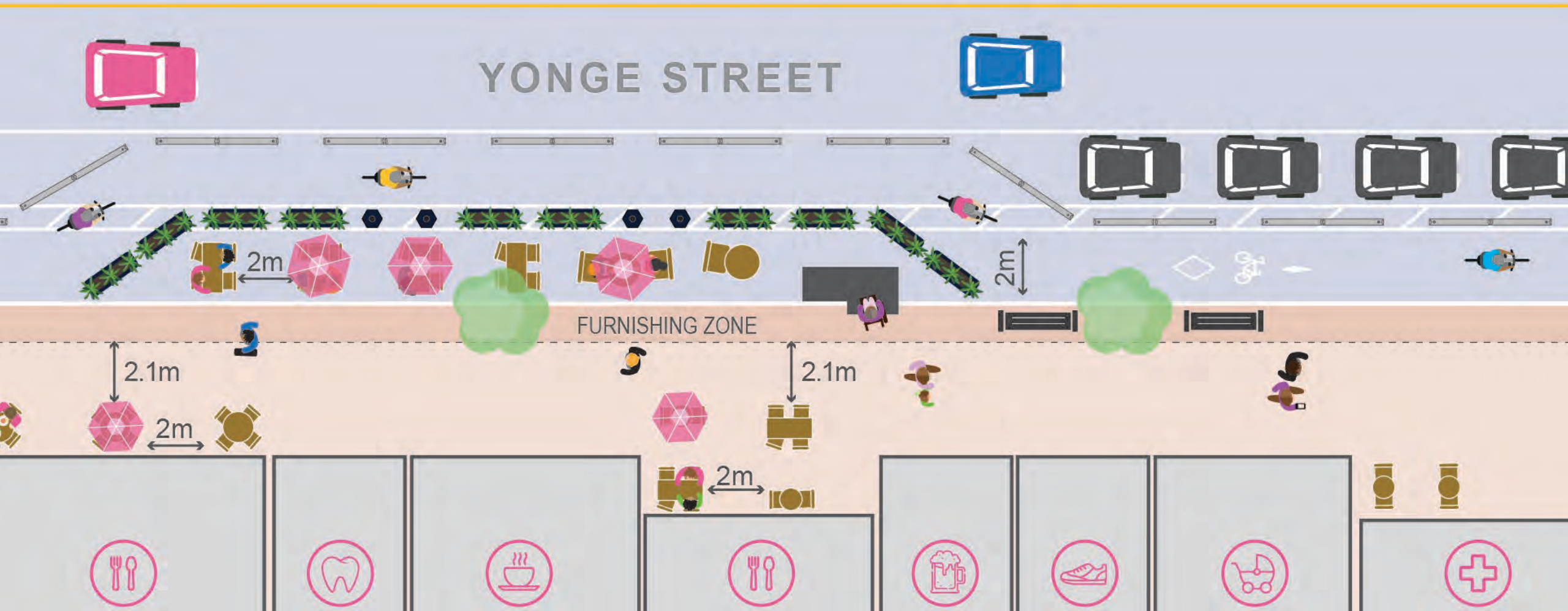
Topic	Concerns & Comments	On-going Work & Monitoring/Countermeasures
Loading & Parking	<ul style="list-style-type: none"> <li>Lack of loading spaces</li> <li>Lack of parking spaces</li> <li>Access specifically on Yonge</li> </ul>	<ul style="list-style-type: none"> <li>Side street loading review underway to identify opportunities to mark dedicated loading spaces along side streets</li> <li>Changeover to winter configuration will expand parking and loading access (November 2021)</li> </ul>

## Additional Side Street Loading Under Review



# Loading and Parking (Summer)

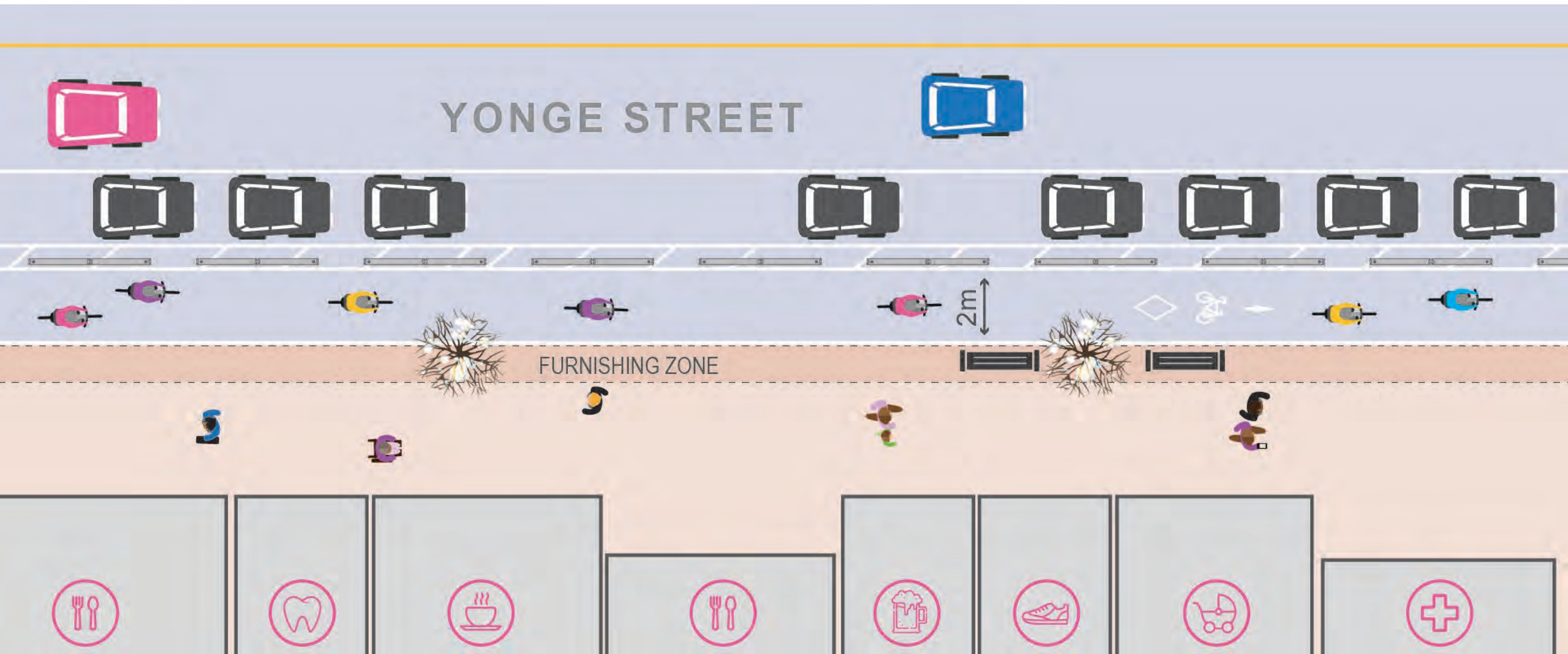
### Existing Summer configuration with curb lane CaféTO





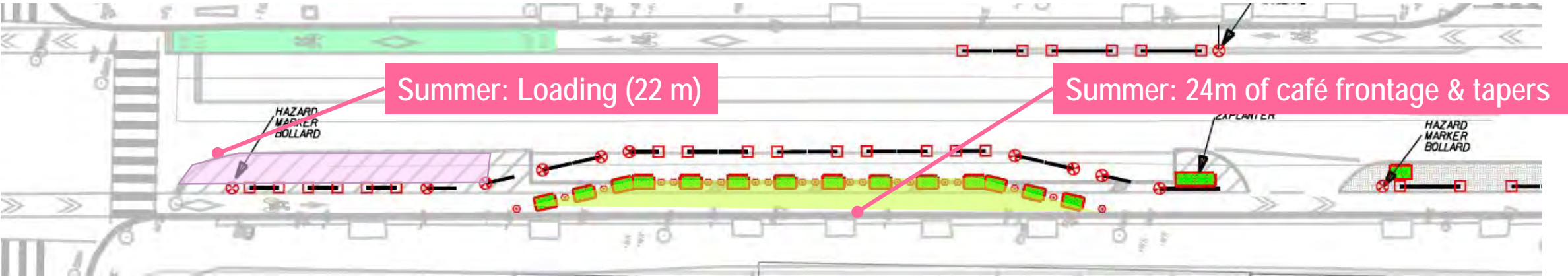
# Loading and Parking (Winter)

Winter configuration without curb lane CaféTO

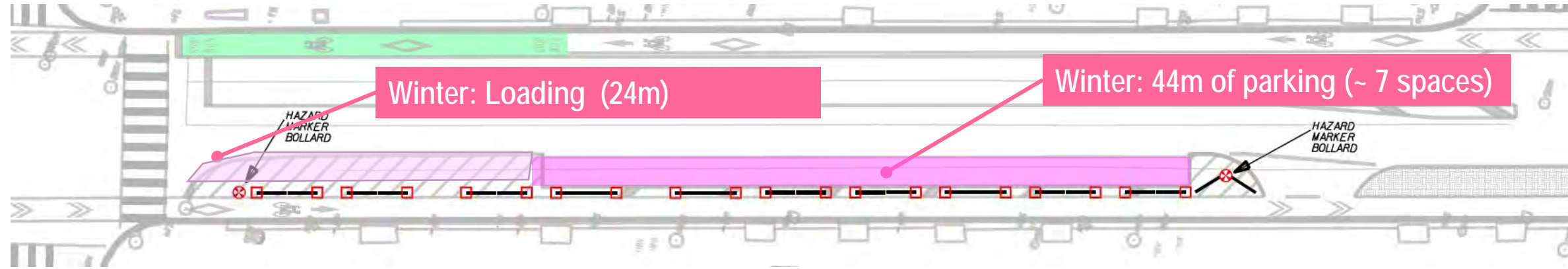


# Winter and Summer | Sample CaféTO Conversion

## Summer Configuration



## Winter Configuration



# Additional Parking & Loading | Winter Configuration

Yonge St Café Address	Side Street	Change in Parking / Loading
1835	Merton	Parking= +13m (2 spaces)
1560	Merton	Loading = +10m
1446 / 1452 / 1450	St. Clair	Loading= + 2m; Parking= + 44m (7 spaces)
1406 / 1384	Rosehill	Loading = +14m; Parking = +21m (3 spaces)
1360	Balmoral	Loading = +20m; Parking = +11m (2 spaces)
1208 / 1212	Birch	No change
1164 / 1158	Scrivener	Loading = +24m; Parking = +6m (1 space)
1108 / 1112 / 1118	Macpherson	Loading = +20m
1055	Roxborough	Loading = +24m
1064 / 1068	Gibson	Loading = +6m
890	Davenport	Parking = +20m (3 spaces)
TOTAL		+ 18 parking spaces + 120 m loading



# Winter Configuration Timelines

## CaféTO removal within ActiveTO Midtown on Yonge St

**November 8**

All of your restaurant's tables, chairs, equipment, furnishings, fencing and platforms must be removed by 11:00pm on November 7.

## Key dates for CaféTOs not on Yonge St (non-ActiveTO Midtown)

- Midtown Yonge BIA, November 4 (with some prior removals as requested by the BIA)
- Yonge & St.Clair BIA, November 8
- Rosedale Main Street BIA, November 8

# Merton St to Heath St | Issues

## Issues:

- Access to/from cemetery for people cycling
- Concern about parking & loading distribution (east side vs. west side) from businesses on west side
- Concern about loading / pick-up and drop-off for Yorkminster Park Baptist Church and general safety concerns (motor vehicle and cycling speeds)





# Heath St to Merton St | Recommendations

## Recommendations:

- Cemetery and parking access / Yonge Street crossing:
  - Recommend a break in the bikeway barriers to provide access
  - Warrants for midblock pedestrian signal under review
    - Signal may exacerbate parking/loading issues due to parking restrictions upstream / downstream
- Parking & loading distribution
  - Options to re-allocate some parking to west side being explored through a lane transition
  - Parking counts underway to assess utilization
- Loading/ Pick-up & Drop-off at Yorkminster Park Baptist Church
  - Limited opportunity for modifications to loading based on second southbound lane north of Heath St
- Vehicular Speeding concerns:
  - Automated Speed Enforcement camera/s requested





# Merton St to Davisville Ave | Issues

## Issues

- Concerns about loss of parking and loading space compared to pre-installation





# Merton St to Davisville Ave | Recommendations

## Recommendations

- Accessible loading platform was installed in consultation with Wheel-trans
- Monitoring impacts with winter changeover, which will increase parking/loading space
- Limited opportunity for further modifications to parking/loading based on second northbound lane north of Heath St



# Yonge St at Scrivener Square | Issues

## Issues:

- No right-turn-on-red (RTOR) restriction implemented for westbound traffic exiting Scrivener Square following a review of site conditions to enhance safety for people walking and cycling
- Concern about traffic impacts from RTOR prohibition from residents
- On-site reviews found no significant impact (review occurred during summer months when volumes were lower)





# Yonge St at Scrivener Square | Recommendations

## Recommendations:

- Keep RTOR restriction at least until the construction hoarding on southeast corner changes
- Current commitment to adjusting construction hoarding by Tricon in near future
- Additional monitoring can be completed following adjustment to construction hoarding to re-evaluate need / justification for RTOR



# Yonge St at Gibson Ave and Birch Ave | Issues

## Issues:

- Concern about sightlines for vehicles exiting / entering Gibson and Birch Ave to perceive and react to cyclists (cyclists have right-of-way);
- Desire for a signalized intersection at Birch Ave to improve ease of side street access





# Yonge St at Gibson Ave and Birch Ave | Recommendations

## Recommendations

- Site visit completed; no major sightline issues noted but people cycling do travel quickly here due to hill
- Re-aligned cycle track entry to Gibson Ave and Birch Ave and to improve visibility / adjustments to CaféTO planters
- Addition of green pavement markings may be considered in the future
- Insufficient space to introduce turn lanes
- Signal precluded by proximity to rail underpass (Birch Ave)



# Additional Corridor-Wide Concerns

Topic	Concerns & Comments	On-going Work & Monitoring
<b>Vehicular Traffic Speeds</b>	<ul style="list-style-type: none"> <li>Concern about vehicular speeding near cemetery</li> </ul>	<ul style="list-style-type: none"> <li>Automated speed enforcement camera has been requested between Heath St and Merton St, a Community Safety Zone</li> <li>The City's Automated Speed Enforcement (ASE) program is a Vision Zero initiative that is provincially legislated under the Safer School Zones Act, 2017. The City has been focused on placing speed cameras outside schools as guided by the provincial legislation.</li> </ul>
<b>Cyclist Speeds</b>	<ul style="list-style-type: none"> <li>Concerns about speeds of people cycling and in particular e-bikes along the corridor</li> </ul>	<ul style="list-style-type: none"> <li>Cyclist speeds to be collected on site</li> <li>City-wide changes to e-bike policies</li> </ul>
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>Wheel-Trans access to curb</li> </ul>	<ul style="list-style-type: none"> <li>On-going site-by-site collaboration with Wheel-Trans to revise as needed</li> </ul>





# Next Steps

- **Winter Transformation, November 8-10**
  - All restaurant items to be removed by 11pm on November 7.
  - Additional parking and loading will be available by November 11.
- **Additional Side Street Loading**
  - Observe if needed post winter transformation and install as needed.
- **Design + Traffic Signal Modifications**
  - Roxborough northbound left turn lane scheduled once curb lane CaféTO removed (Late 2021, weather permitting).
  - Complete traffic signal modifications plan and install (Early 2022).
  - On-going design reviews.
- **Stakeholder engagement**
  - Key Stakeholder Feedback Form post today's meeting. Please submit responses by November 1.
  - Focus groups with food delivery staff and Wheel-Trans users will be held this week:
    - Today, October 18, 2:00-3:30pm. Register at <https://food-delivery-on-yonge.eventbrite.ca>
    - October 20, 7:00-8:30pm. Register at <https://accessibility-on-yonge.eventbrite.ca>
- **Report to Infrastructure and Environment Committee + City Council**
  - March/April 2022

# Questions & Answers

# Code of Conduct

## Be Patient:

Virtual meetings Q&As don't always run as smoothly as planned.

## Be Brief:

Limit yourself to one question or comment when called on to speak. Please reference the name of the organization that you represent when you ask your question.

## Be Respectful:

The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



**We want to hear from you – all questions are good questions!**



# Thank you.

Maogosha Pyjor, Senior Coordinator Public Consultation

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416.338.2850



Artist's rendering: Yonge St at Woodlawn Ave E