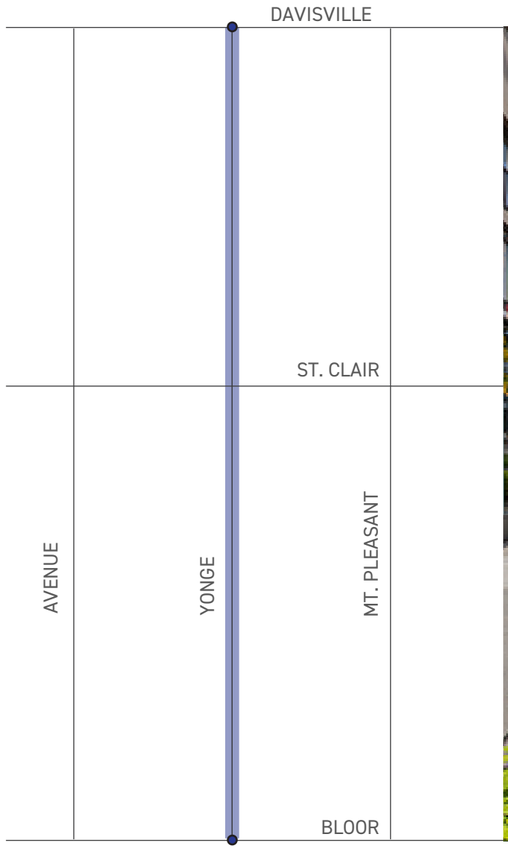
ActiveTO Midtown Complete Street Pilot

Fall 2022 (September - November)



In April 2021, Toronto City Council approved the installation of a temporary Complete Street Pilot on Yonge Street between Bloor Street and Davisville Avenue.

As part of the Midtown Complete Street Pilot, ActiveTO and CaféTO features including cycle tracks, decorative curb extensions, planters and on-street patios were installed. The pilot project was part of the City's quick-start COVID-19 response programs aimed at connecting people cycling along major routes for essential trips and providing urgent support and expanded space for local restaurants.

In April 2022, City Council approved extending the ActiveTO Midtown Complete Street Pilot on a provisional basis to enable further monitoring, consultation, and evaluation.

In January 2023, Infrastructure and Environment Committee will consider staff recommendations on the pilot. Please refer to this report for further information: Cycling Network Plan: 2021 ActiveTO Cycling Network Expansion Project Updates.

The data presented here comes from a variety of sources:

- **Vehicle travel time data** is sourced from HERE Technologies, a third party navigation company. The data is processed and aggregated by City staff to compare across various dates, time periods and streets within the study area. The data is continuous and has been processed from September 2019 to November 2022 for this analysis.
- **Vehicle, Bicycle and Pedestrian** counts are sourced from intersection turning movement counts. These counts are completed by a contractor using video technology, and the counts have been conducted for 16 hour studies over a few weekday and weekend days starting with baseline data collection in May 2021 and repeating every 2-4 months throughout the pilot, the most recent counts were completed in October 2022. During each counting period, the City conducted counts at approximately 35 locations across the study area covering intersections on Yonge Street, Mount Pleasant Road and Avenue Road.

ActiveTO Midtown Complete Street Pilot

VEHICLE TRAVEL TIMES

Change in weekday Travel Times, Fall 2019 vs Fall 2022 (September - November), Bloor St to Davisville Ave:

	Northbound	Southbound
AM PEAK	+20 seconds	-30 seconds
MIDDAY	+69 seconds	+30 seconds
PM PEAK	+50 seconds	+55 seconds
WEEKEND MIDDAY	+65 seconds	+13 seconds

When comparing vehicle travel times between Fall 2019 and Fall 2022, the largest weekday changes are northbound on Yonge St in the midday period, where travel times have increased by 69 seconds to average 9.9 min to travel from Bloor St to Davisville Ave, an increase of 13%.

Average weekday travel time changes across all other times of day are generally less than 1 minute from Bloor St to Davisville Ave when compared to Fall 2019.

Weekend travel times have increased by 65 seconds northbound and 13 seconds southbound, however these times remain lower than weekday midday or PM peak travel times.

No spill-over travel time impacts on Avenue Rd or Mount Pleasant Rd have been demonstrated in the data collected.

VEHICLE VOLUMES

Varies -11% to +7%

Change in daily vehicle volumes on Yonge St averaged over the last four count periods from May - October 2022 compared to May 2021.

CYCLING VOLUMES

Varies from 730-1,680 daily people cycling from May to October 2022.

57% -180% growth in daily cycling volumes at various sites on Yonge St within the pilot area averaged over the last four count periods from May - October 2022 compared to before the pilot (May 2021), while controlling for seasonality and weather.

PEDESTRIAN VOLUMES

Pedestrian volumes along Yonge St have increased when comparing data averaged over the last four count periods from May - October 2022 to data collected in May 2021 before the pilot by a range of **59% -132%** at various sites. This is likely largely due to changes in pandemic activity levels in the corridor.

TORONTO FIRE SERVICES (TFS)

2022 vs 2019 (pre-pandemic) TFS Response Times:

Response times within the ActiveTO pilot area increased by **8 seconds more** than the increase experienced on a city-wide basis in 2022, compared to the same time period in 2019 (pre-pandemic).

TORONTO PARAMEDIC SERVICES (TPS)

2022 vs 2019 (pre-pandemic) TPS Response Times:

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

There are numerous factors that impact TFS and TPS emergency response travel times, including increases in traffic congestion, construction activity, lane closures, and increasing emergency call volumes which impact the availability of TFS / TPS trucks / crews at any given point in time. For TPS, recent increases in emergency response times are primarily attributable to health system challenges, particularly in-hospital wait times for paramedics.

TTC SHUTTLE TRAVEL TIMES

As a result of ongoing maintenance projects impacting Line 1, to improve reliability, increase capacity, and improve system accessibility, the TTC must periodically suspend rail service along portions of the line and use shuttle buses to keep customers moving. In 2022, for Line 1 the TTC planned 25 full weekend closures and 16 weeknights to support those projects.

Initially after the pilot was installed in 2021, average travel times in both directions on both Saturdays and Sundays increased by **60 to 120 seconds** from before implementation of the complete street pilot to after the pilot was implemented. This aligned with the increase in both passenger volumes and auto traffic levels on the corridor and across the city during that period.

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

TFS & TPS DATA

TFS Study Area = Avenue Rd to Mount Pleasant Rd and Davisville Ave to Bloor St

TPS Study Area = Yonge St corridor from Bloor St to Davisville Ave, plus a 1,000 metre buffer. The TPS analysis was calculated using 90th percentile response time to life threatening emergencies.

All 2019 and 2022 comparisons were taken between January 1 and October 31.

TTC SHUTTLE DATA:

Average Travel Time = The average travel time it takes for a Line 1 shuttle bus to travel between Lawrence and St Clair stations.

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

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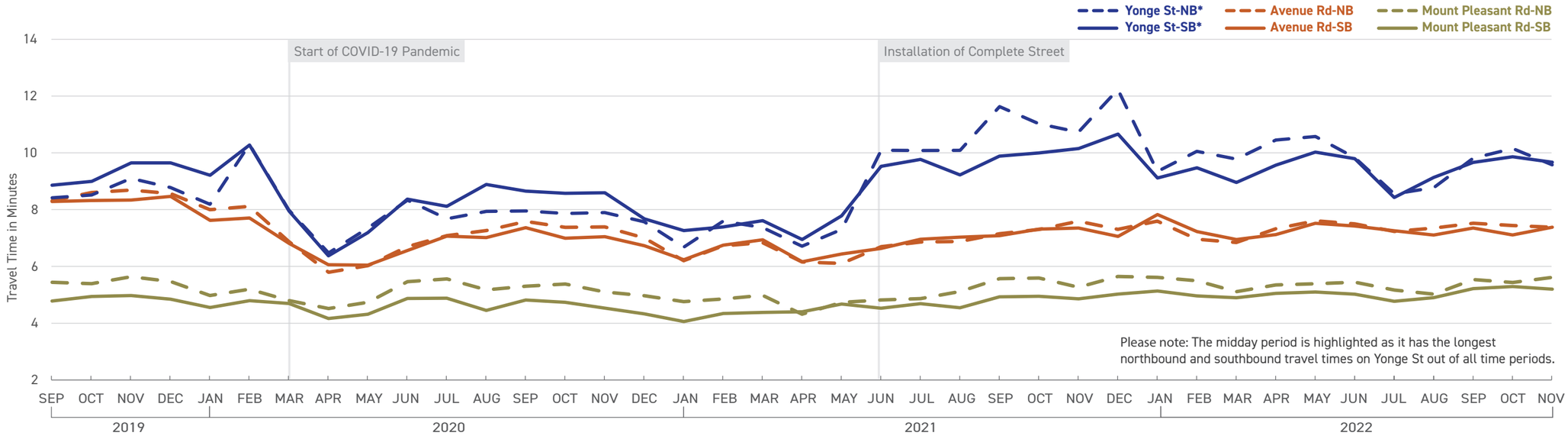
Fall 2022 (September - November)

Vehicle Travel Times: Yonge St - Bloor St to Davisville Ave

Weekday Midday Vehicle Travel Times

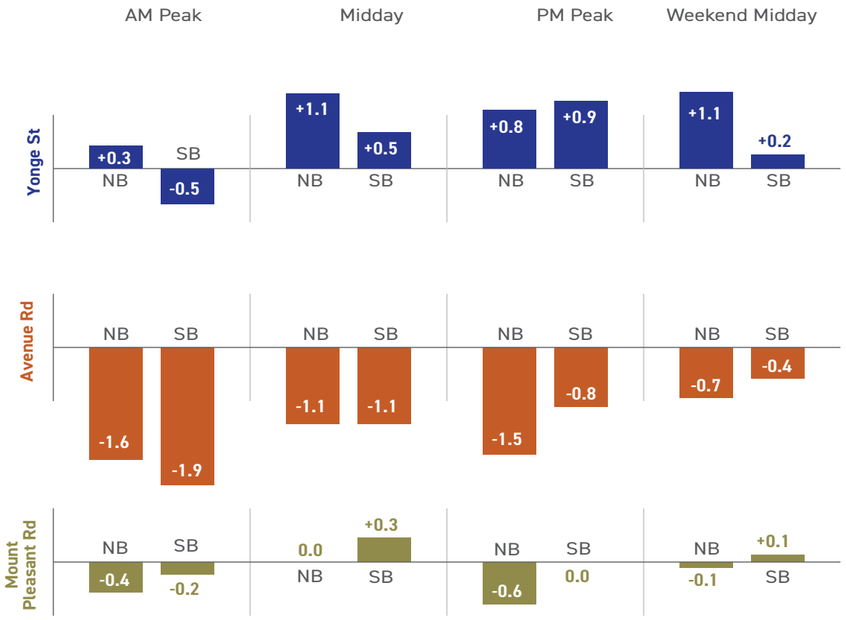
September 2019 - November 2022



Overall Changes: Weekday Travel Time

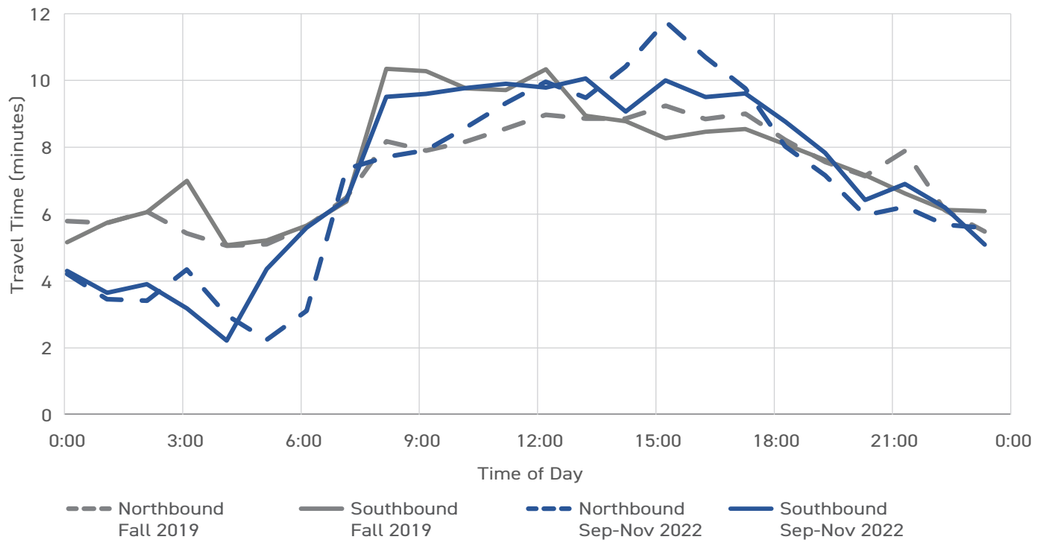
Fall 2022 (September - November) vs Fall 2019 Change (mins)

Plus (+) indicates slower travel times | **Minus (-)** indicates faster travel times



Yonge St Weekday Travel Time by Time of Day

Fall 2022 (September - November) vs Fall 2019 (mins)



- Travel time impacts in the study area are predominantly seen on Yonge St during the midday and PM peak periods.
  - Northbound travel times are more impacted than southbound, with increases of 0.3 min in the AM peak, 1.1 min midday and 0.8 min in the PM peak in Fall 2022 compared to Fall 2019.
- Compared to the previous dashboard release, northbound travel times have been stable in the AM peak and midday periods and have improved by 0.3 minutes in the PM peak and 0.2 min on weekends.
- Parallel corridors (Avenue Rd and Mt Pleasant Rd) are not impacted, with travel times remaining below pre-pandemic levels (Fall 2019).
- The observed changes have happened against a backdrop of gradually increasing congestion levels city-wide from period of COVID-19 restrictions in the winter and spring of 2021 to the gradual re-opening of businesses, services and gatherings through the summer and fall of 2021 and beyond.

Notes:

* **NB** stands for Northbound
* **SB** stands for Southbound

Travel Times sourced from HERE Technologies, continuous daily monitoring from September 2019 to November 2022.

Fall 2019 includes all days between September 16 and December 6, 2019.

Fall 2022 includes all weekdays between September 1 and November 30, 2022.

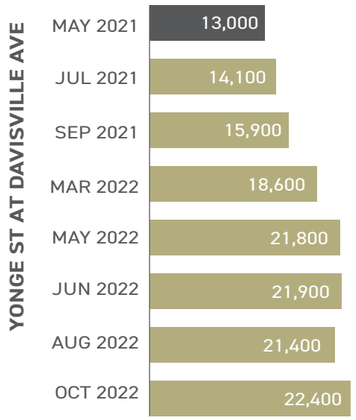
ActiveTO Midtown Complete Street Pilot

Fall 2022 (September - November)

Daily Count Volumes: Yonge St - Bloor St to Davisville Ave

Walking

YONGE ST AT DAVISVILLE AVE

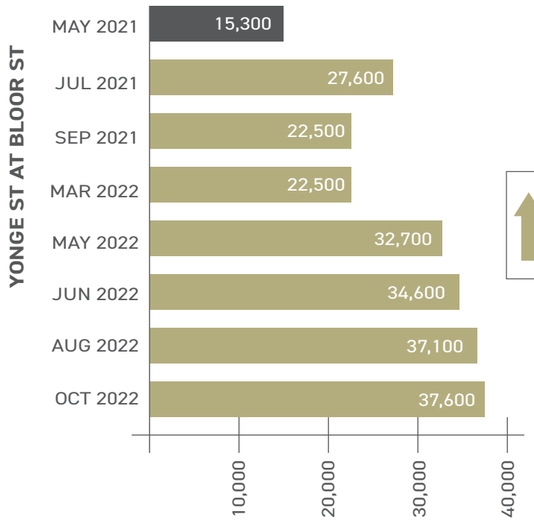


68% May - Oct 2022 vs Baseline

YONGE ST AT ROWANWOOD AVE

59% May - Oct 2022 vs Baseline

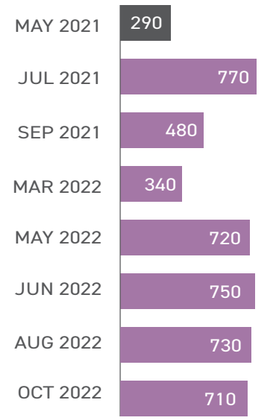
YONGE ST AT BLOOR ST



132% May - Oct 2022 vs Baseline

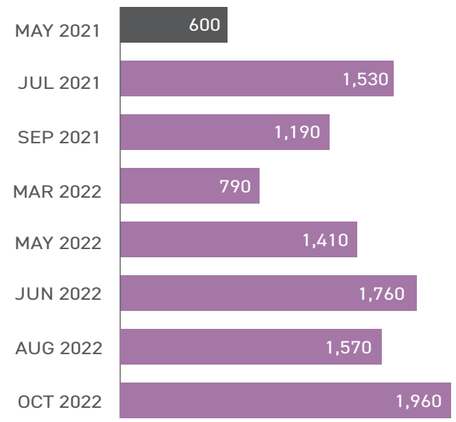
Cycling*

YONGE ST AT DAVISVILLE AVE



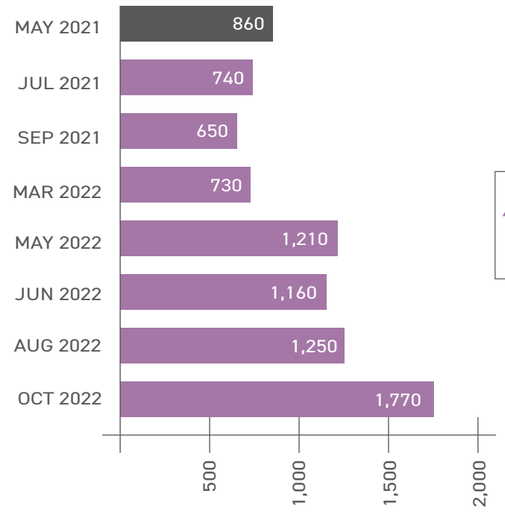
152% May - Oct 2022 vs Baseline

YONGE ST AT ROWANWOOD AVE



180% May - Oct 2022 vs Baseline

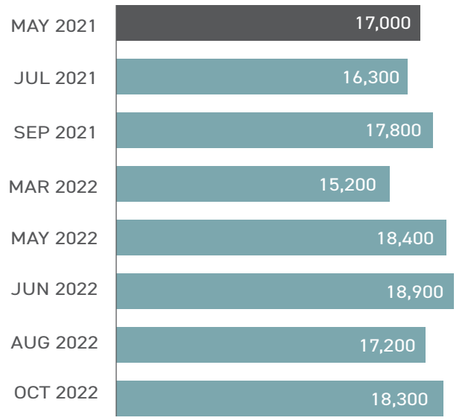
YONGE ST AT BLOOR ST



57% May - Oct 2022 vs Baseline

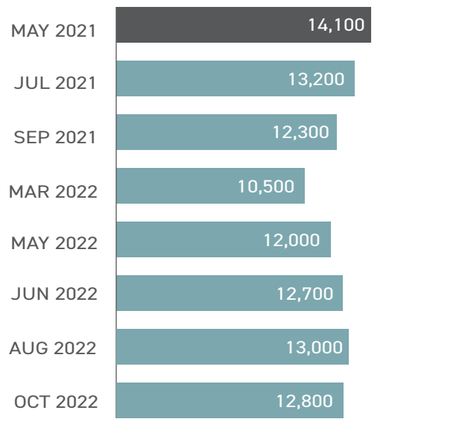
Driving

YONGE ST AT DAVISVILLE AVE



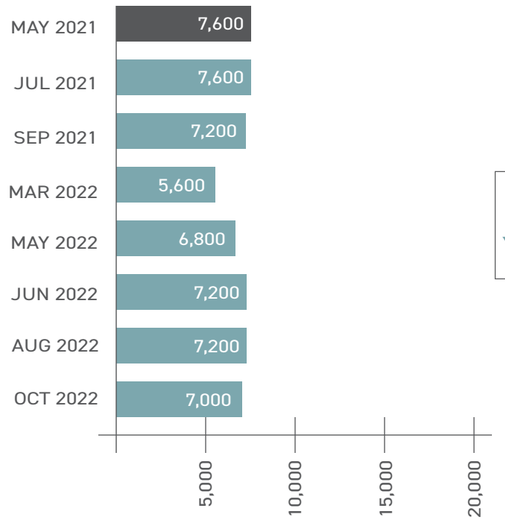
7% May - Oct 2022 vs Baseline

YONGE ST AT ROWANWOOD AVE



-11% May - Oct 2022 vs Baseline

YONGE ST AT BLOOR ST



-7% May - Oct 2022 vs Baseline

- There is a strong growth in pedestrian volumes across the corridor. This is likely largely due to changes in COVID-19 restrictions in the winter and spring of 2021 to the gradual re-opening of businesses, services and gatherings through the summer and fall of 2021 and beyond.
- October 2022 cycling volumes remained consistent with previous June and August 2022 counts.
- Vehicle volumes on Yonge St range from -11% lower to 7% higher than before the pilot was installed.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify and implement opportunities for where possible.

Data Collection Dates:

May 2021 - Baseline (May 5-6 & 8)
Jul 2021 (Jul 24, 28-29)
Sep 2021 (Sep 22-23 & 25)
Mar 2022 (Mar 29-31, Apr 5)
May 2022 (May 4-5, 26 & 28)
Jun 2022 (Jun 14-16 & 18)
Aug 2022 (Aug 24-27)
Oct 2022 (Oct 8, 11-12)

Volumes collected from intersection turning movement counts, represent a 16 hour period from 7AM to 11PM.

Notes:

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

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