



March 15 . 2021

Key Stakeholder Meeting

ActiveTO Midtown Supporting Midtown Main Streets

Land Acknowledgement for Toronto

"We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit."

Opening Remarks

Councillor Matlow and Councillor Layton

Team

Director, Project Design & Delivery

Jacquelyn Hayward

Manager, Cycling & Pedestrian Projects

Becky Katz

Project Managers, Cycling & Pedestrian Projects

Karina Fortin and Dave Dunn

Project Engineer, Cycling & Pedestrian Projects

Daniel Samson

Stakeholder and Public Consultation

Maogosha Pyjor

BIA Office

Danielle Davis

CaféTO Project Manager

Tobiah Abramson

IBI Group

Zibby Petch

Dillon

Karla Kolli and Daniel Hoang

Key Stakeholder Group

*RSVPs

Associations

Avenue-Bay Cottingham (ABC) Ratepayers' Association*
Asquith-Collier Association
Bloor-East Neighbourhood Association
Brentwood Towers Tenants Association*
Deer Park Residents Group*
Governor's Bridge Ratepayers' Association
Greater Yorkville Residents' Association*
Huron-Sussex Residents' Organization
North Rosedale Ratepayers' Association*
Moore Park Residents' Association
Oriole Park Residents' Association*
Quantum Owners & Residents' Association
Republic Residents' Association
South Eglinton Ratepayers and Residents Association*
Summerhill Residents' Association*

Site Specific

Archdiocese of Toronto
Christ Church Deer Park
McDonald International Academy
Mount Pleasant Cemetery
Oxford College of Art, Business & Technology
The Dalton School
Toronto Film School
Toronto Lawn Tennis Club*
Toronto Reference Library
Tricon Residential Inc.*
York International School*
York School (Jr. Campus)
Yorkminster Park Baptist Church*

Organizations

City of Toronto Senior's Forum*
Cycle Toronto*
Toronto Youth Cabinet*
Walk Toronto*

People/Goods Movement

Board of Trade, Goods Movement Committee
Canada Post*
Purolator
UPS

BIAs

Bloor Yorkville BIA*
Midtown Yonge BIA
Rosedale Main Street BIA*
Yonge & St. Clair BIA*

Agenda

1

Using WebEx

2

Background

3

Corridor Comparison

4

Complete Streets

5

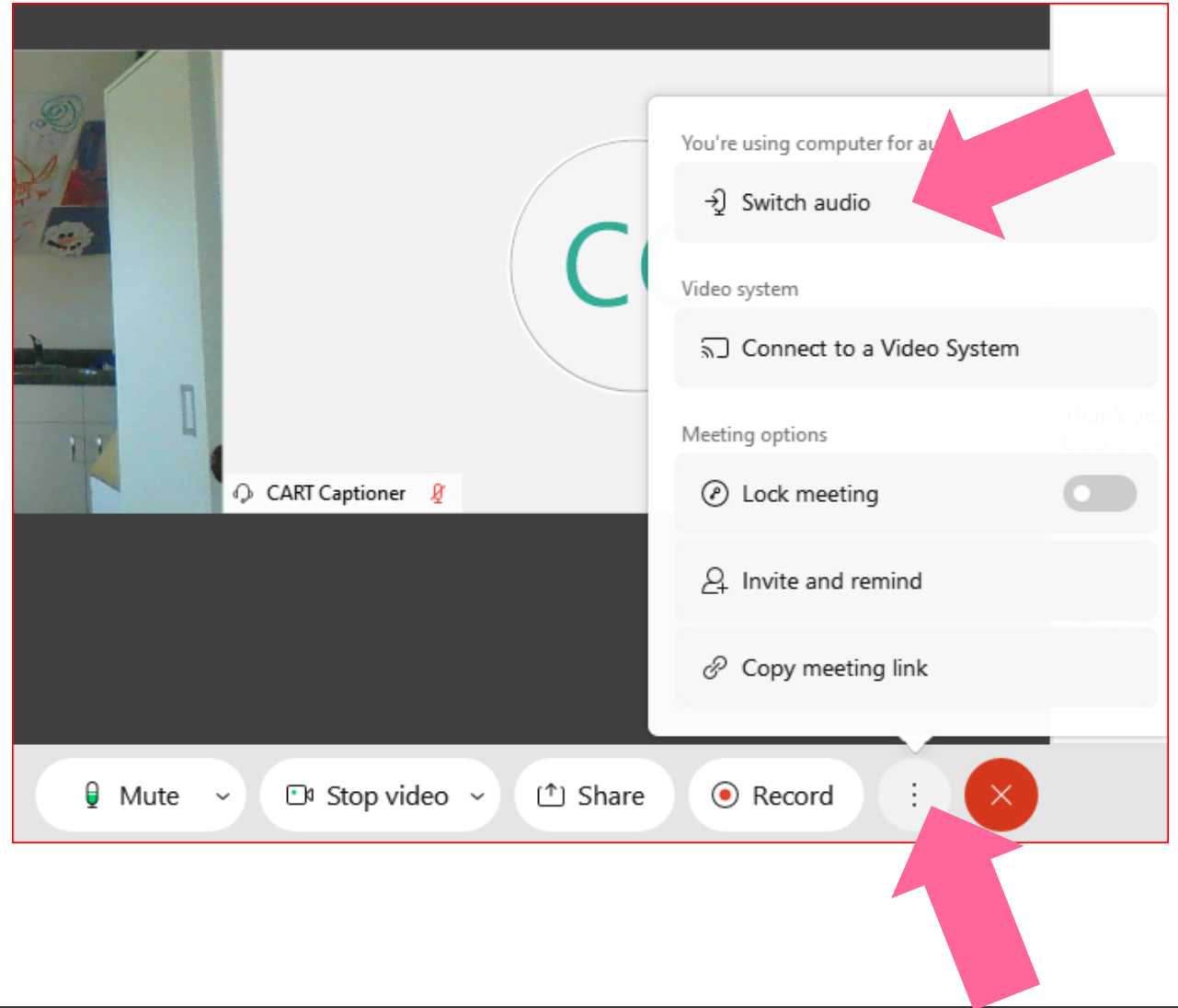
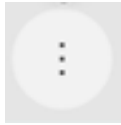
ActiveTO Midtown

6

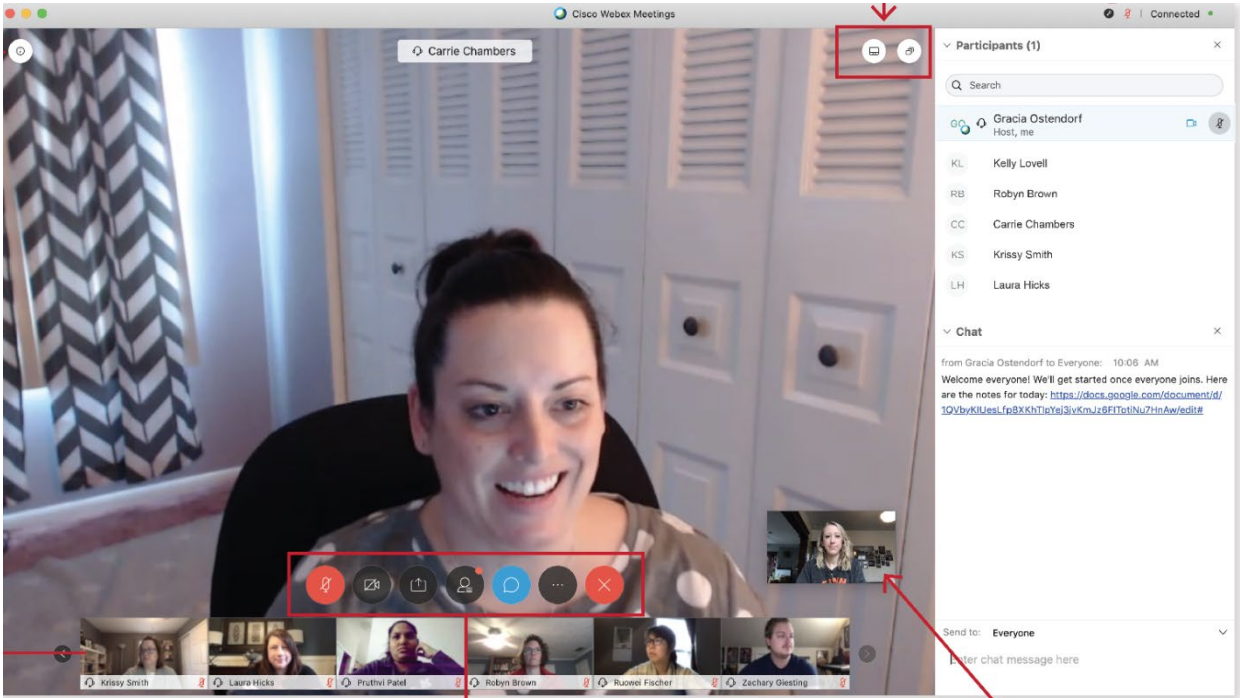
Proposed Next Steps

Using Webex | Audio Trouble?

1. Click more options button at bottom
2. Click **“Switch audio”**
3. Use **“Call me”** function
 1. Enter your phone #
 2. Webex will call your phone
 3. No long distance charges



Using Webex

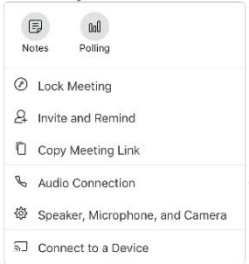


meeting participants

meeting chat

your video

- mute
- share screen
- record
- view participants
- view chat
- more options
- leave meeting



audio connection

Webex looks different in some browsers and on mobile.

Using Webex

Turn on your **Chat** window



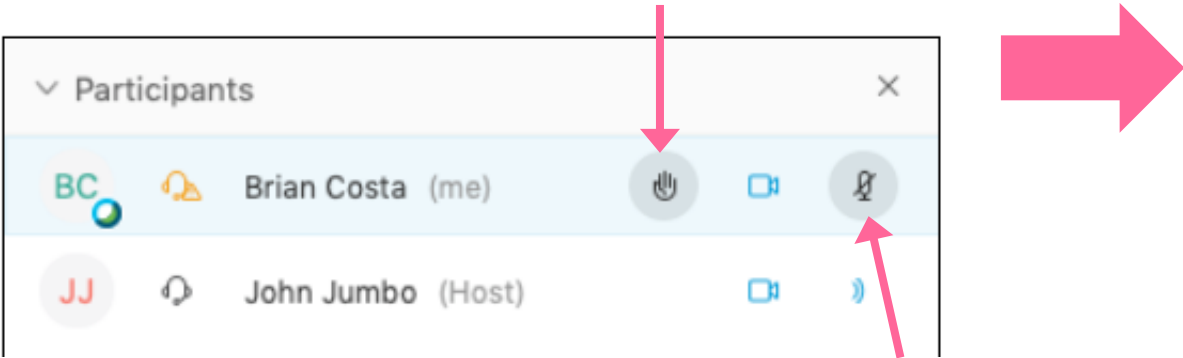
Type your questions and comments, and paste links into the **Chat** message box.

Send to everyone or select an individual.



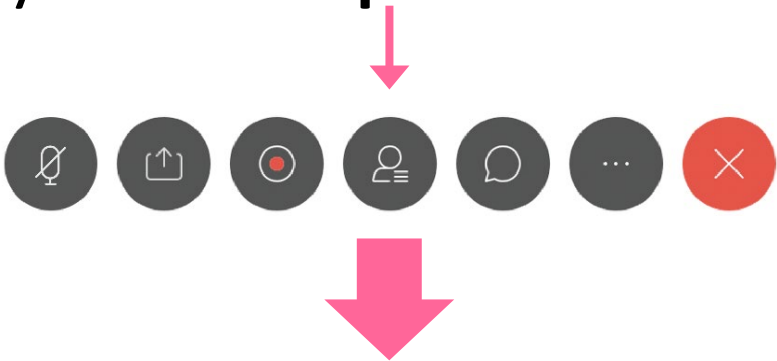
Using Webex

Raise your hand to get the facilitator / presenter's attention



Mute / unmute your mic

Turn on your **Participants** window



Mentimeter

Have your mobile phones handy, or open up a new internet browser (if you have two computer screens)

Visit: www.menti.com

Use code: 1438 8391

Background | Policy Guidance



Official Plan Goals

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



Road to Health: Healthy Toronto by Design

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



Vision Zero Road Safety Plan

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



TransformTO: Climate Action Strategy

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



Complete Streets Guidelines

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



Reduce Reliance on Motor Vehicles

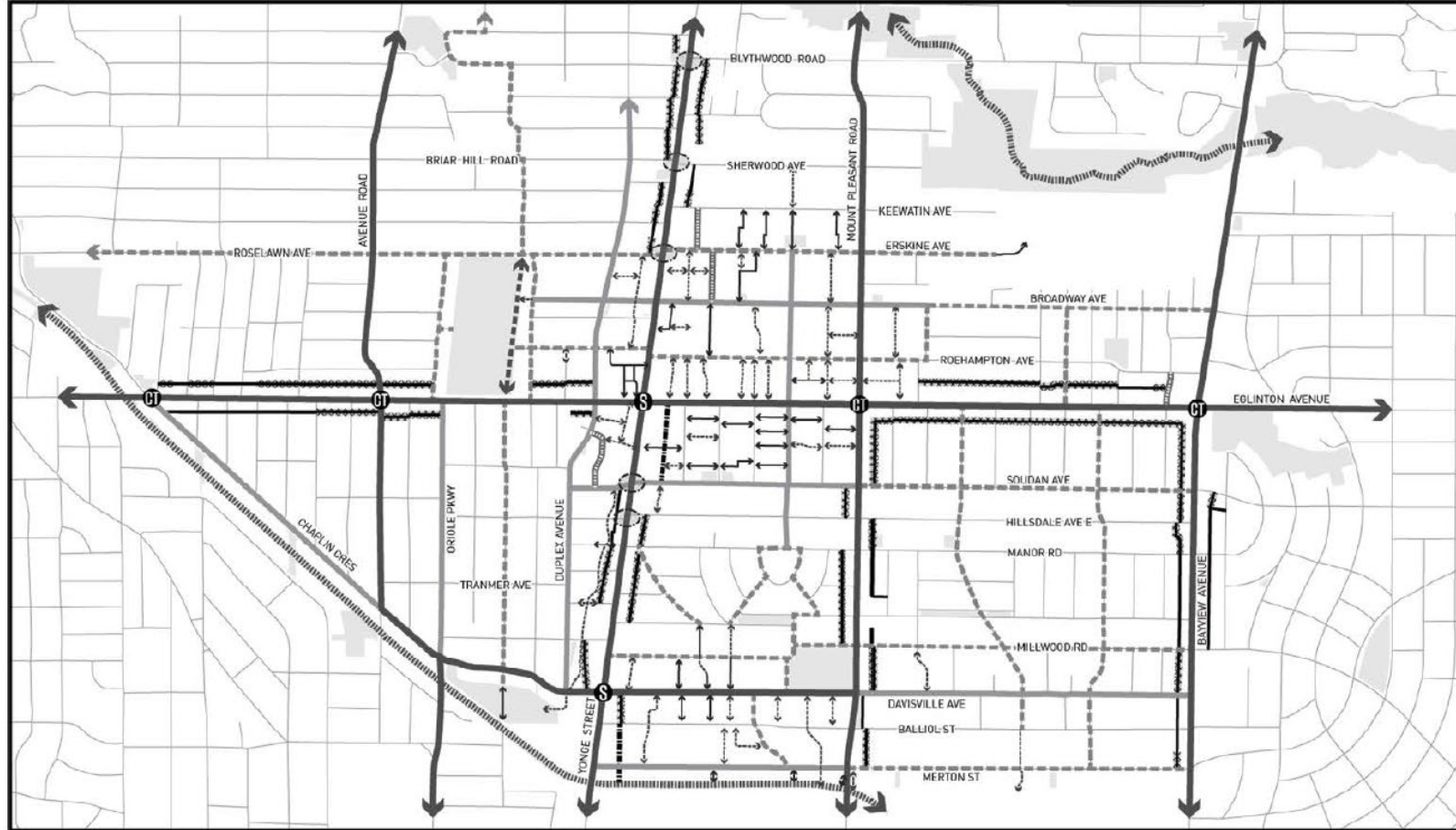
Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)



Encouraging People of All Ages and Abilities to Ride

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

Background | Yonge Eglinton Secondary Plan



Yonge-Eglinton Secondary Plan

MAP 21-9 Midtown Mobility Network

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

April 18, 2018

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

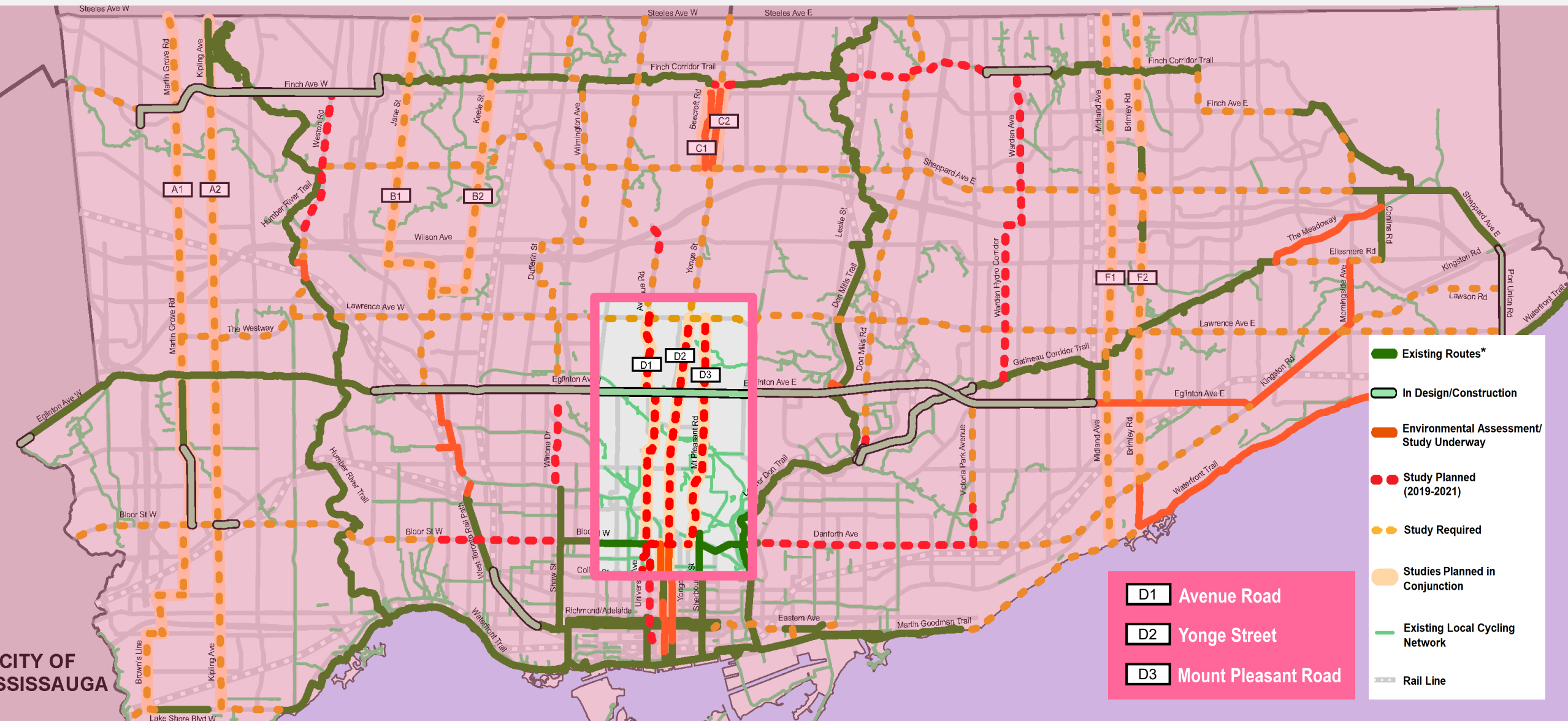
Dedicated cycling facilities will be accommodated on Major Streets, where possible, and the Park Street Loop.

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

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

Midtown in Focus

Background | 2019 Near Term Cycling Network Implementation



Background | 2020 Council Direction

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

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

Motion
IE15.11

Background | ActiveTO Destination Danforth

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

1

more room for physical distancing,

2

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

3

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

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



Background | Bloor St Bikeway Spadina-Shaw Lessons Learned



More people are cycling

56% increase after install



Flexible bollards need improvements

as well as maintenance attention



Collect and report on data

and share lessons learned



Safety improved for all users

44% decrease in all conflicts



Wider cycle track design

would make it easier to pass



Traffic delay can be mitigated

with changes to signal timing



Customer spending has increased

although opinion from businesses is mixed



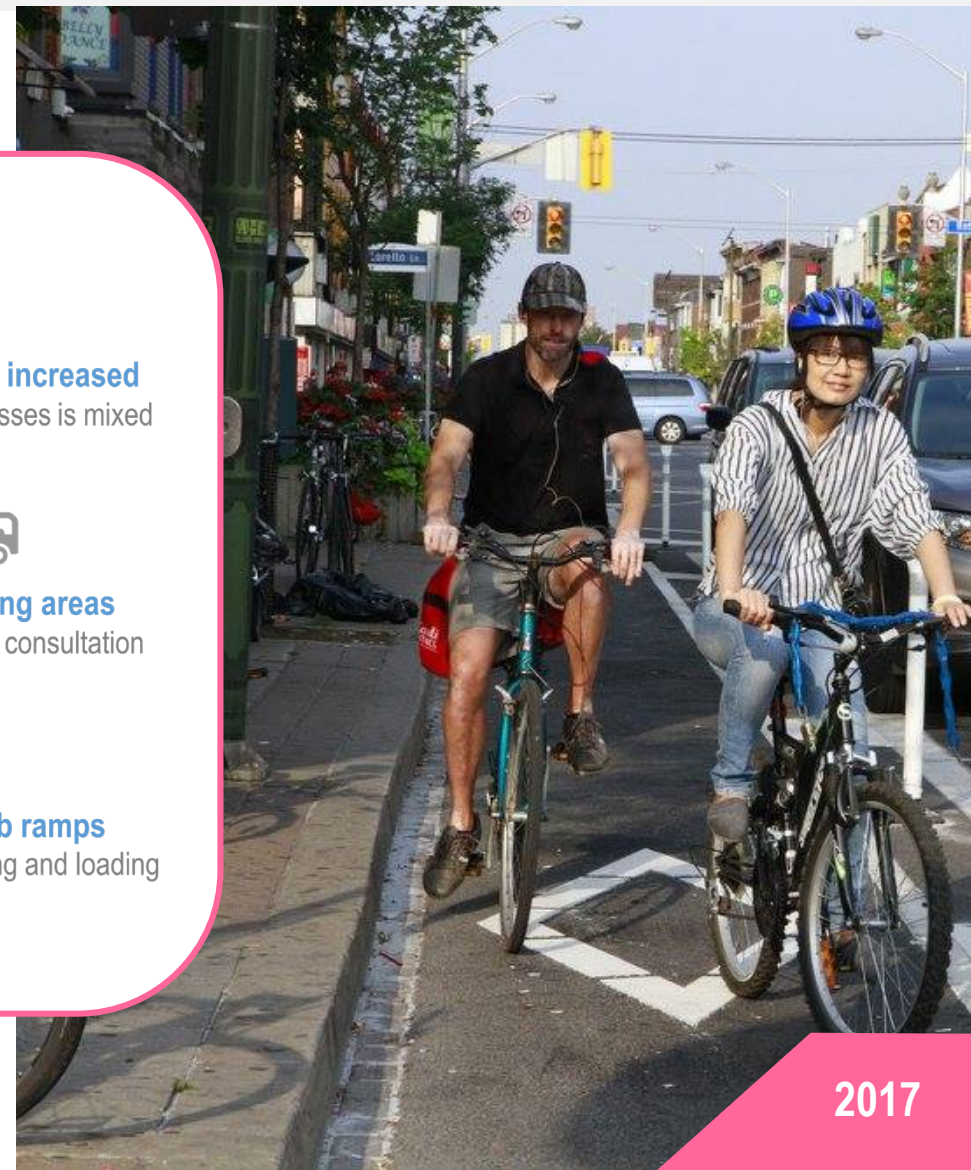
Add parking and loading areas

Determine locations through consultation



Install accessible curb ramps

to connect sidewalks to parking and loading



2017

Background | Bloor West Bikeway Extension | Shaw to Runnymede

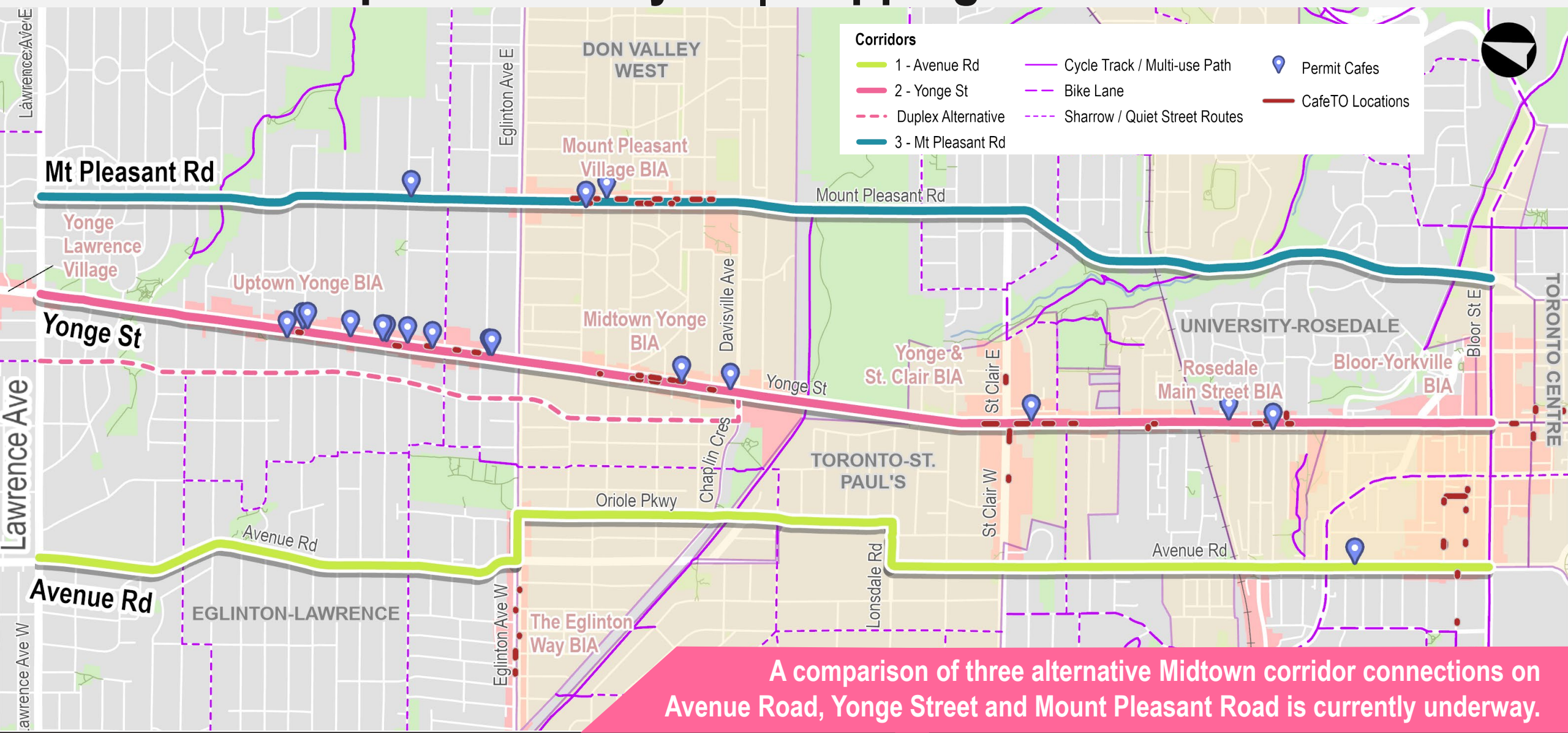
The Bloor West Bikeway Extension, a permanent cycle track, was approved for accelerated installation in 2020.

The road is similar to Yonge Street (~12.8m in narrow sections and ~16.5m in wider sections).



2020

Corridor Comparison Analysis | Mapping

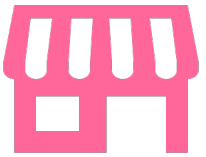


A comparison of three alternative Midtown corridor connections on Avenue Road, Yonge Street and Mount Pleasant Road is currently underway.

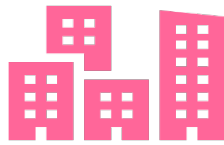
Corridor Comparison Analysis | Findings

Factor	Avenue Rd	Yonge St	Mount Pleasant Rd
Indicator 1. Context and Role of Corridor in Network			
Policy Support	Better	Best	Good
Traffic Volume to Lane Ratio	Good	Best	Good
Equitable Access to Active Transportation Facilities	Similar	Similar	Similar
Functional Road Classification	Similar	Similar	Similar
Indicator 2. Road User Safety			
Pedestrian Collision Reductions	Good	Best	Better
Cycling Collisions Reductions	Similar	Similar	Similar
Auto Collisions Reductions	Good	Best	Better
Indicator 3. Business Benefits			
Business Improvement Areas	Good	Best	Good
Land Use Context	Good	Best	Good
Employment	Better	Best	Good
Indicator 4. Curb Lane Potential			
Parking	Good	Best	Better
Surface Transit	Best	Fair	Best
CaféTO Street Permits	Good	Best	Better
Accessible Curb Access Needs	Similar	Similar	Similar
Indicator 5. Cycling Connectivity and Impact			
Toronto Cycling Network Plan Impact Analysis Score	Good	Best	Good
Bike Share Utilization	Better	Best	Good
Topography (Incline)	Good	Best	Better
Proximity to Parallel Routes	Similar	Similar	Similar
Low Stress Accessibility Impact	Better	Best	Good

Corridor Comparison Analysis | Findings

66% 

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

87% 

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

34  CaféTO
Permits

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

30  Serious
collisions

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



**Lower surface transit demand on Mount
Pleasant and Avenue**

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

~400 

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

20,000 

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



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

40  Cycling Impact
Analysis Score

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

Do you have any questions of clarification?

In what ways do you think Yonge Street could be improved through a temporary project?

Complete Streets | Principles



Streets for People

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



Streets for Placemaking

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



Streets for Prosperity

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

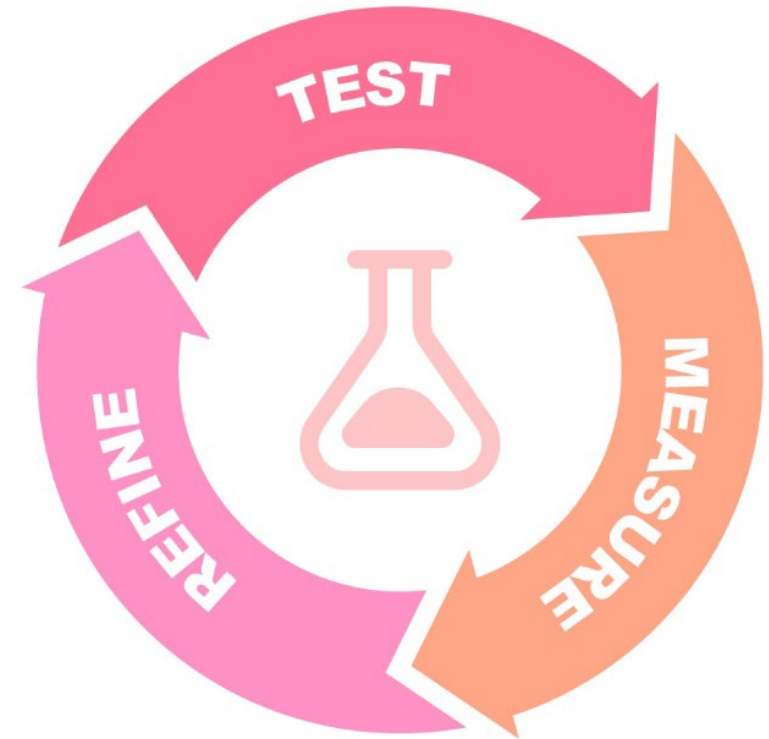
Complete Streets | A Pilot Approach

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

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

Keys to Successful Pilot Projects:

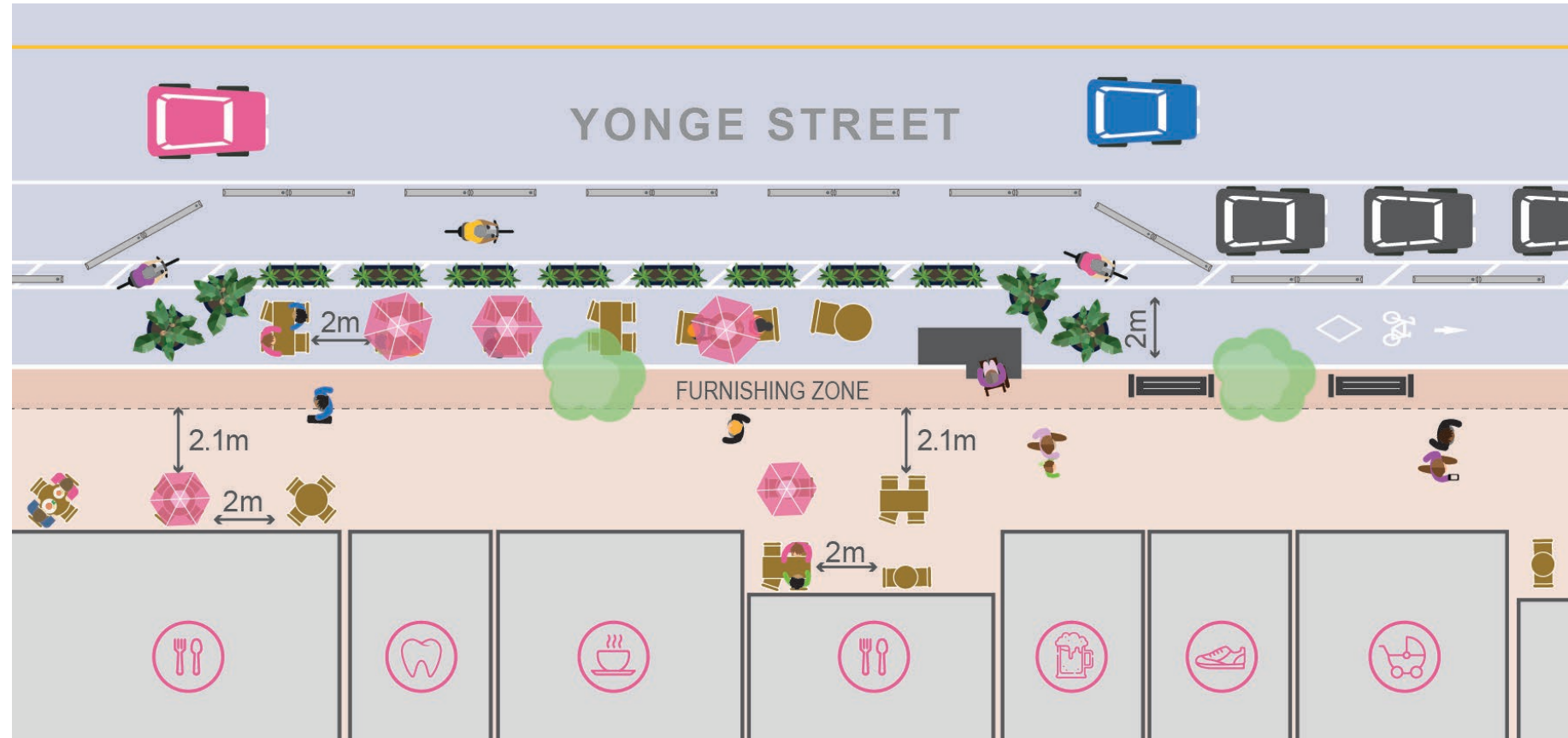
- Quick build materials
- Public consultation and stakeholder feedback
- An evaluation framework including the collection of before & after data



Complete Streets | COVID-19 Response Goals

Better use of the right-of-way in the context of COVID-19:

- **Providing a safer environment** by allowing for a more predictable, consistent streetscape design
- **Supporting local businesses** by improving access options for loading and deliveries, providing expanded patio and outdoor seating opportunities
- **Supporting physical distancing** for active modes of transportation
- **Supporting transit system relief** by providing sustainable alternatives for people
- **Providing more space** for accessible features, public realm enhancements, Bike Share, bike parking



Complete Streets Features | Cafés



Complete Streets Features | Curb Extensions



Complete Streets Features | Parking and Loading



Complete Streets Features | Cycle Track (protected bike lanes)



Richard Lautens/Toronto Star

Complete Streets Features | Bike Share & Bike Parking



Complete Streets Features | Planters



Complete Streets Features | Accessibility

2m between curbs + posts & reflective strips



24/7 on-street parking



Shortened crossing distance



Unobstructed pedestrian clearways & refreshed markings



Platforms at key locations



Unobstructed loading for high use Wheel-Trans locations



1. Which of these features are you excited about?
2. Which of these features are you concerned about?

Cafes
Curb Extensions
Parking
Loading
Accessibility
Cycle Track (protected bike lane)
Bike Share
Bike Parking
Planters

ActiveTO Midtown | Considerations

Review Existing Conditions:

- Data collection and corridor comparison
- Survey
- Assumptions maps

Preliminary design/analysis:

- Developing preliminary cross sections
- Parking and loading considerations
- Traffic model and signals

Detailed design:

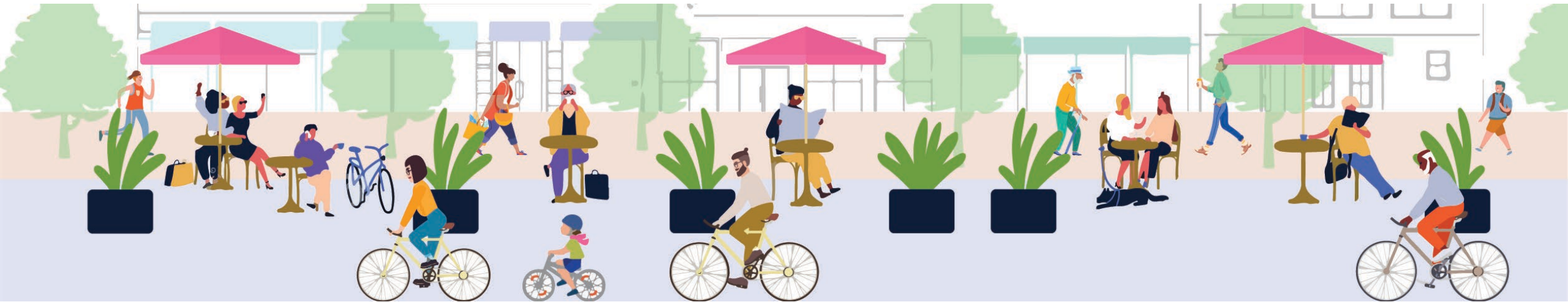
- Pavement marking plan
- Public realm plan (CafeTO, Planters, seating, artistic curb extensions)

Installation:

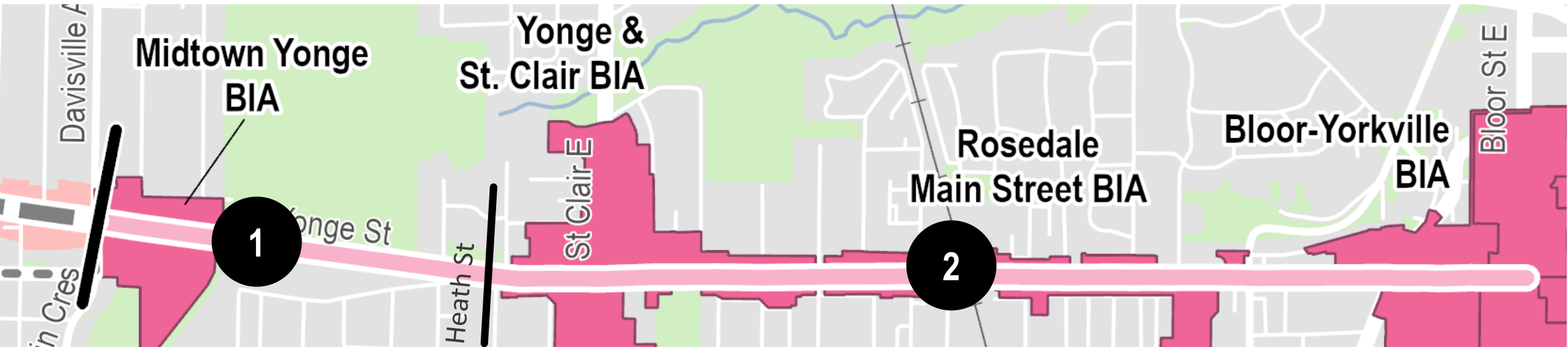
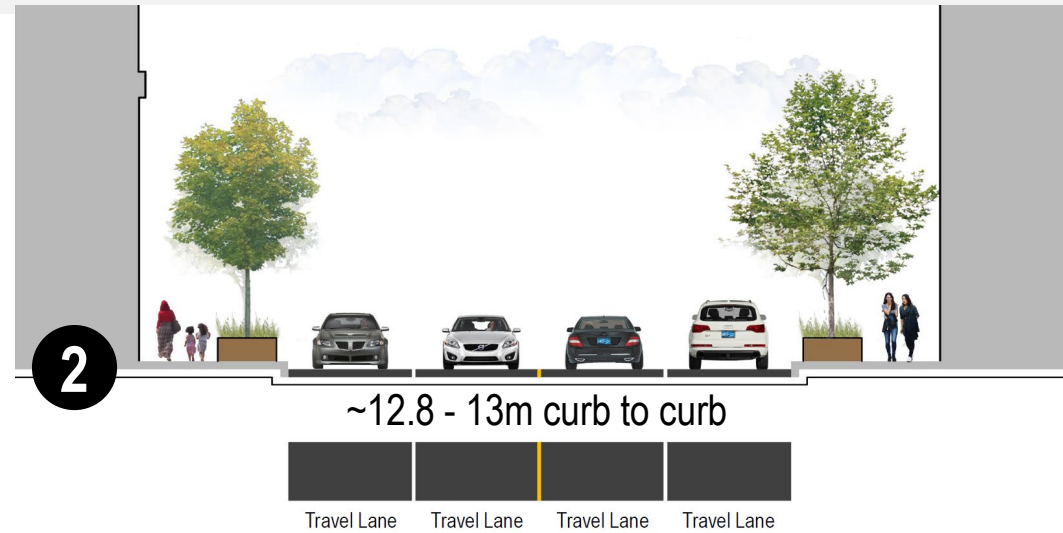
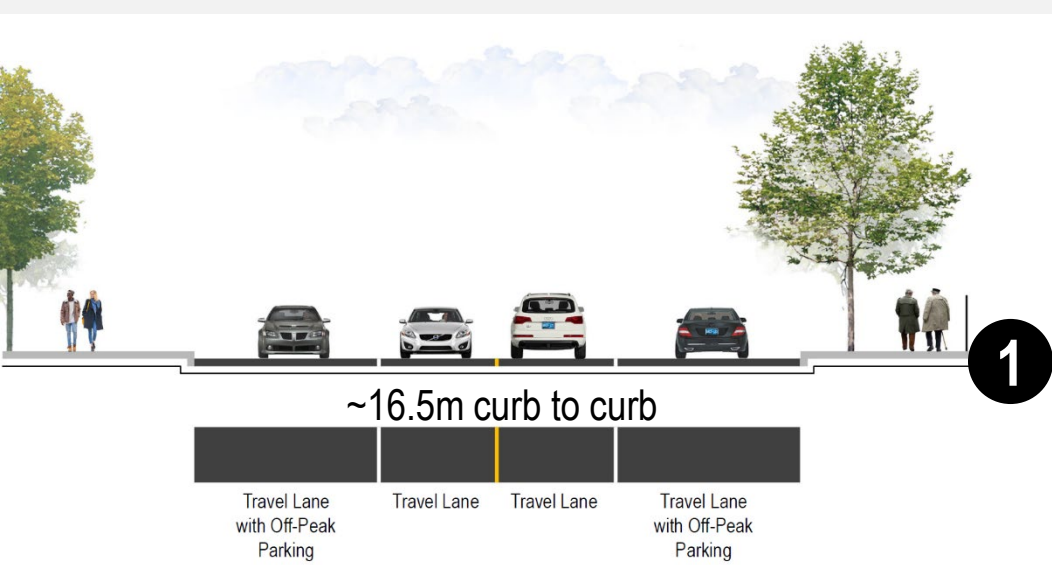
- Traffic management plan during installation
- Site inspections

Post installation/Evaluation:

- Traffic Observations
- Adjustments (including signals and pavement markings)
- Before and After Study



ActiveTO Midtown | Yonge Street Segments



Active TO Midtown | Minimizing Transit Impacts

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

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

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

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

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

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



ActiveTO Midtown | Minimizing Traffic Infiltration

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

1

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

2

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

3

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

4

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

ActiveTO Midtown | Improving Intersection Operations

Strategies for improving intersection operations will be explored through the design process, including:

1

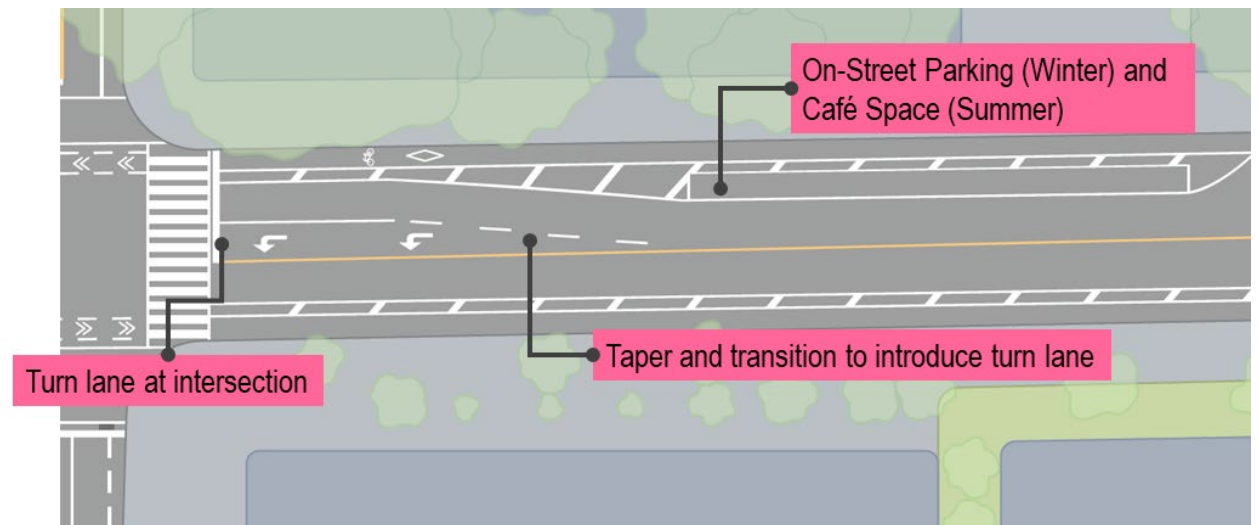
The addition right or left turn lanes will be revised, as needed based on traffic volumes and turning movements

2

And at TTC stops, wherever possible, providing additional space for vehicles to pass buses stopped for loading/unloading will be considered



Bike Lane Travel Lane Left Turn Lane Travel Lane Bike Lane



ActiveTO Midtown | CaféTO Curb Lane Closures

Public safety is the first priority and City staff require a detailed review and traffic plan to close the curb lane.

In 2020, most CaféTO installations were on one side of the street south of Heath Street.

The 2021 CaféTO guidelines have been posted online. Curb lane closures are not possible within in the following areas:

- Commercial or accessible loading or boarding zones
- Certain transit stop zones
- Designated Accessible Parking locations
- Designated Taxi Cab zones
- Areas that would conflict with active construction zones
- Setbacks from intersections

Every effort will be made to accommodate all CaféTO applications that meet the guidelines.



ActiveTO Midtown | Evaluation

Before and after data is key to a successful evaluation of a complete streets pilot:

1

Motoring environment (traffic volume, travel time speed and traffic infiltration)

2

Safety (collision data)

3

Cycling environment (cycling volume)

4

Curbside demands and parking (parking and loading)

5

Public perception and level of support



Destination Danforth
Intercept Survey

Do you have any questions of clarification?

Proposed Next Steps

1

Consulting with stakeholders March – April 2021 on an ActiveTO complete street pilot on **Yonge Street between Davisville Avenue and Bloor Street** in 2021 to complement the CaféTO program. Consultation will include design options, loading areas, accessibility needs, planters and decorative curb extensions.

2

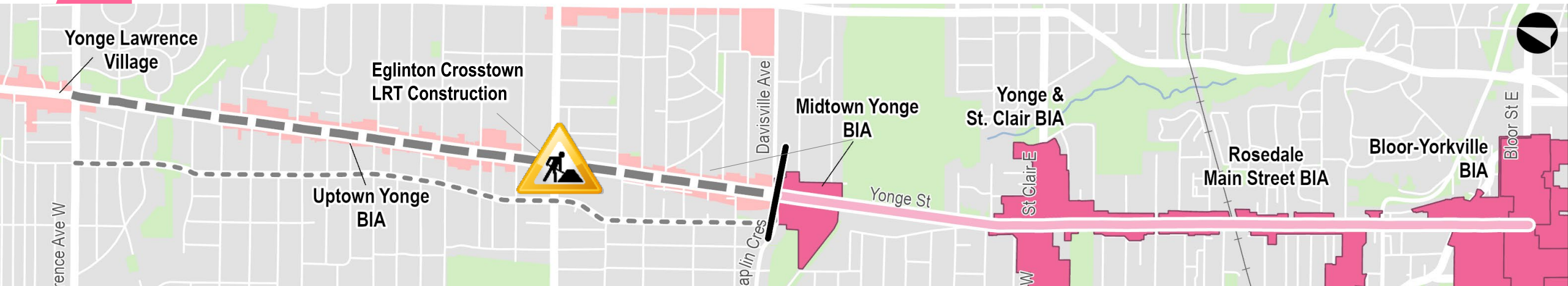
Reporting to Infrastructure and Environment Committee and City Council in Spring on recommendations for an ActiveTO Yonge Street temporary pilot project. Subject to Council approval, public meeting in April and on-going stakeholder engagement.

3

Continuing to analyze both Yonge Street and parallel Duplex Ave between Davisville Ave and Lawrence Ave for consideration, subject to future Council direction.

4

Supporting Yonge Street main street businesses north of Davisville Ave through the 2021 CaféTO program.



Proposed Next Steps | Key Stakeholder Engagement

The City is looking for ongoing feedback on changes that could take place. We are seeking input for the design and installation phase with two areas of focus:

1

Design Considerations: How it Looks

CaféTO and streetscape aesthetic, etc.

2

Site Specific Considerations: How it Works

Loading and delivery requirements, traffic issues and concerns, CaféTO requests and issues, installation timelines, accessibility.



Yonge St
Crescent Rd

Is there anything you'd like to learn more about with regards to the ActiveTO Midtown Complete Street Pilot?

Next Meeting

Virtual WebEx Meeting

April 9, 9-11am, invitation coming soon!

If you are not available, please forward the WebEx invitation to another representative.

Maogosha Pyjor, Senior Coordinator Public Consultation

Maogosha.Pyjor@toronto.ca

416.338.2850

Thank you. Questions?