

Summerhill Residents Association: Observations and Questions

---

ActiveTO Midtown Complete Street Pilot: June 2022 Data Release

GENERAL OBSERVATION

1. The pandemic lockdowns and restrictions - which started in Ontario on 17 March 2020 when the government declared a state of emergency – put a cloud over the validity of much of the reported data since even today, most businesses and the Ontario government itself continue to operate with a hybrid office/home office model. Accordingly, the traffic volumes have still not returned to pre-pandemic levels. Also, of concern is the lack of attention paid to the various levels of pandemic restrictions that affected data collected during the first six months of this pilot following Council approval in April 2021 and taint its use in comparisons, as explained further below.

VEHICLE TRAVEL TIMES

2. The data reported is not based on a valid statistical analysis which contains two serious conceptual flaws: 1) it compares the averages of three Fall months (October/November/December) with the averages of two Spring months (May/June); and 2) it compares pre-pandemic traffic volumes of 2019 with still reduced traffic volumes of 2022. Solely using the data of comparable months October/November/December 2019 with October/November/December 2021 would result in a maximum increase of vehicle travel times of approximately 3 minutes – twice the figure reported – which represents an increase of 33% while not even accounting for the higher pre-pandemic traffic volumes.

**Question 1: Will this misleading analysis of Weekday Travel Times be corrected, and the figures also adjusted for the differences in traffic volumes?**

3. No Weekend Vehicle Travel Times have been reported although some of the worst traffic congestions are occurring at Yonge and St. Clair on weekends with 27 Line 1 full weekend closures planned by the TTC for 2022 alone.

**Question 2: Will Weekend Travel Times also be reported?**

4. No data has been presented about the increase in vehicle travel time for trips originating from landlocked areas where the elimination of outward left-turn lanes and the congestion on Yonge Street has led to long queues and increases in travel time.

**Question 3: Will these situations finally be evaluated?**

TRAFFIC VOLUMES

5. The multi-modal nature of a Complete Street includes not only vehicles, cycling, and walking as travel modes but also public surface transit. No data on transit volumes or travel time changes have been presented. Given the large number of planned and unplanned subway closures, the necessary frequent operation of shuttle buses and their impact on traffic congestion is of particular concern.

**Question 4: Will the impacts of the pilot's elimination of two travel lanes on the surface transit operation be explored and documented?**

6. The Cycling Volumes reported are not based on a valid statistical analysis since it contains two serious conceptual flaws: 1) the volume increases are measured against May 2021 when Toronto was under a Stay-at-Home Order until June 02; and 2) there is a data gap of six months that misses the entire Fall and Winter seasons from 26 September 2021 to 28 March 2022. Using July 2021 data instead, for

example at Yonge and Rowanwood, the 193% volume increase reported from May 2021 to June 2022 shrinks to 15%. Similarly, making the same adjustment for the Davisville location shrinks the reported 159% increase to a 3% decrease.

**Question 5: Will this misleading analysis of Cycling Volumes be corrected?**

7. You note that “*cycling volumes have been seasonally adjusted based on temperature and precipitation levels to allow a direct comparison of cycling volumes across seasons.*” It is not clear how these adjustments were made since, as noted above, no cycling volumes have been reported for Fall and Winter despite our assurance that these counts were carried out by a contractor “*starting with baseline data collection in May 2021 and repeating every 2-4 months throughout the pilot.*”

**Question 6: Will Fall and Winter Cycling Volumes (requested since April 2022) as well as unadjusted raw data for all cycling figures be released?**

8. Cycling volumes have been presented as aggregate figures. We note that the composition of the bike lane user group is increasingly changing. Besides regular bicycles, there is now a proliferation of e-bicycles, e-motorbikes, e-scooters, e-wheelchairs, e-tricycles, Uber food deliveries, etc. inflating cycling volumes.

**Question 7: Will a breakdown of the “Cycling” types be presented?**

INTERCEPT SURVEY

9. The Intercept Survey data presented to Council in April 2022 had been prepared by cycling advocates, not non-partisan consultants, and was based entirely on public perceptions on project effectiveness, public support, congestion, and modal shifts gained during an 11-week period from 01 July 2021 to 15 September 2021. This period at the very start of the pilot included the months of July and August, with lowest traffic volumes of the year, as well as various levels of pandemic restrictions in Steps 2 and 3 of the ‘Roadmap to Reopen’. Put another way: the entire survey is based on non-typical conditions and, therefore, misleading.

**Question 8: Will an Intercept Survey covering a full year of pilot operation be conducted by independent professional consultants?**

FUTURE PROJECTIONS

- 10 All new data reported reflect still only past and present conditions with limited usefulness as a planning tool for the future. New future demands for priority surface transit on Yonge Street have been identified by both subway relief studies to address Line 1 overcrowding until the Ontario Line and the Bloor-Yonge Station upgrade are completed in 2031 and beyond that as a general policy to accommodate priority surface transit on all arterials as part of the City’s TransformTO net zero climate change strategy.
- 11 According to our information, in the Yonge Corridor between Bloor and Heath there are currently 26 significant developments in the development pipeline with 8,467 planned residential units of which 5,778 have already been approved. Neither the required construction-related traffic restrictions nor the new travel demands are reflected in any of this historic data. You note that “*ongoing data collection, monitoring, and evaluation is planned prior to reporting back to Council by January 2023.*”

**Question 9: Will this forthcoming work include a multi-modal transportation analysis comparable to those performed for both *yongeTOmorrow* (Queen to College) and *REimagining Yonge* (Sheppard to Finch)?**

# ActiveTO Midtown Complete Street Pilot

June 2022



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.

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 June 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 June 2022. During the counting periods, the City conducted counts at approximately 35 locations across the study area covering intersections on Yonge Street, Mount Pleasant Road and Avenue Road.



## VEHICLE TRAVEL TIMES

Change in weekday Travel Times, Fall 2019 vs June 2022, Bloor St to Davisville Ave:

|                                                                                               | Northbound             | Southbound             |
|-----------------------------------------------------------------------------------------------|------------------------|------------------------|
| <br>AM PEAK  | <b>+36</b><br>seconds  | <b>-1.2</b><br>minutes |
| <br>MIDDAY   | <b>+1.5</b><br>minutes | <b>+42</b><br>seconds  |
| <br>PM PEAK | <b>+48</b><br>seconds  | <b>+6</b><br>seconds   |

When comparing vehicle travel times between Fall 2019 and June 2022, the largest changes are northbound on Yonge St in the midday.

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

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

## VEHICLE VOLUMES

**Varies +/- 10%**

change in daily vehicle volumes on Yonge St in June 2022 compared to May 2021



## CYCLING VOLUMES

**Varies from 750-1,760 daily people cycling in June 2022.**

**35%-193%** growth in daily cycling volumes at various sites on Yonge St within the pilot area in June 2022 compared to before the pilot (May 2021).



## CaféTO

CaféTO is a program that provides restaurants and bars in Toronto with the opportunity to expand their outdoor dining space.

Curb Lane Cafés installed on Midtown Yonge Street:

**17**

Curb Lane Café installed in 2020  
(inaugural year for the CaféTO program)

**18**

Curb Lane Café installed in 2021

**21**

Curb Lane Café installed in 2022

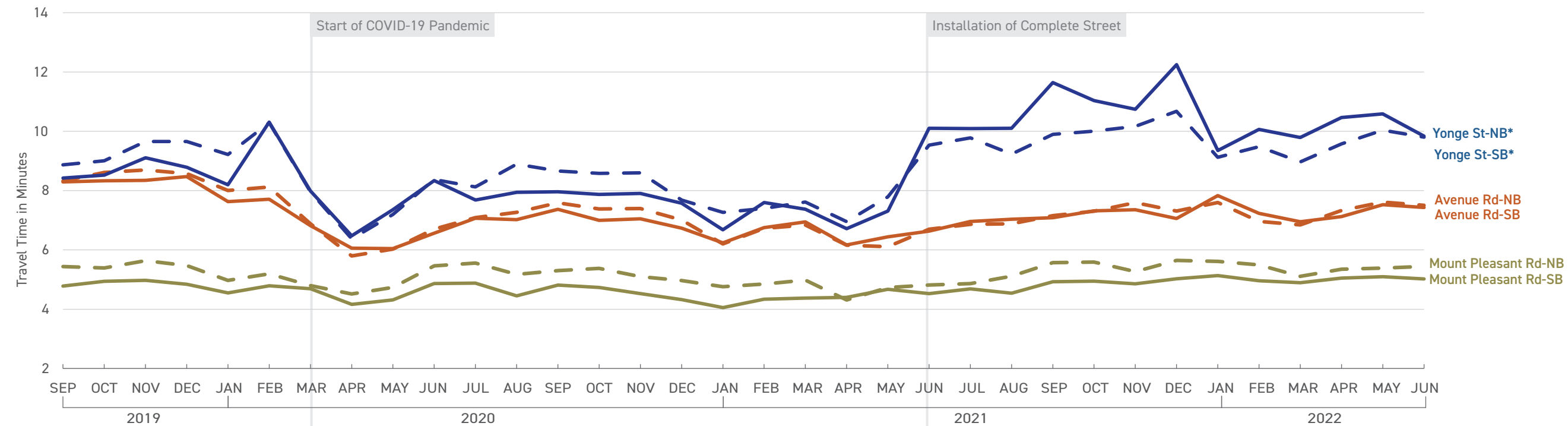


Ongoing data collection, monitoring, and evaluation is planned prior to reporting back to Council by **January 2023.**

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

## Weekday Midday Vehicle Travel Times

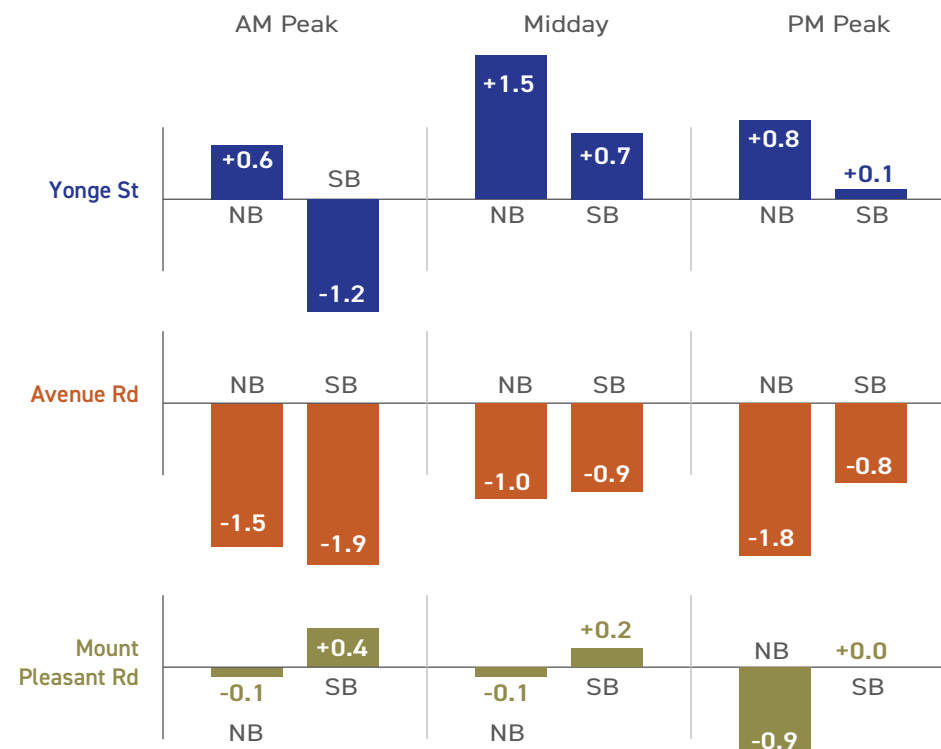
Sep 2019 - Jun 2022



## Overall Changes: Weekday Travel Time

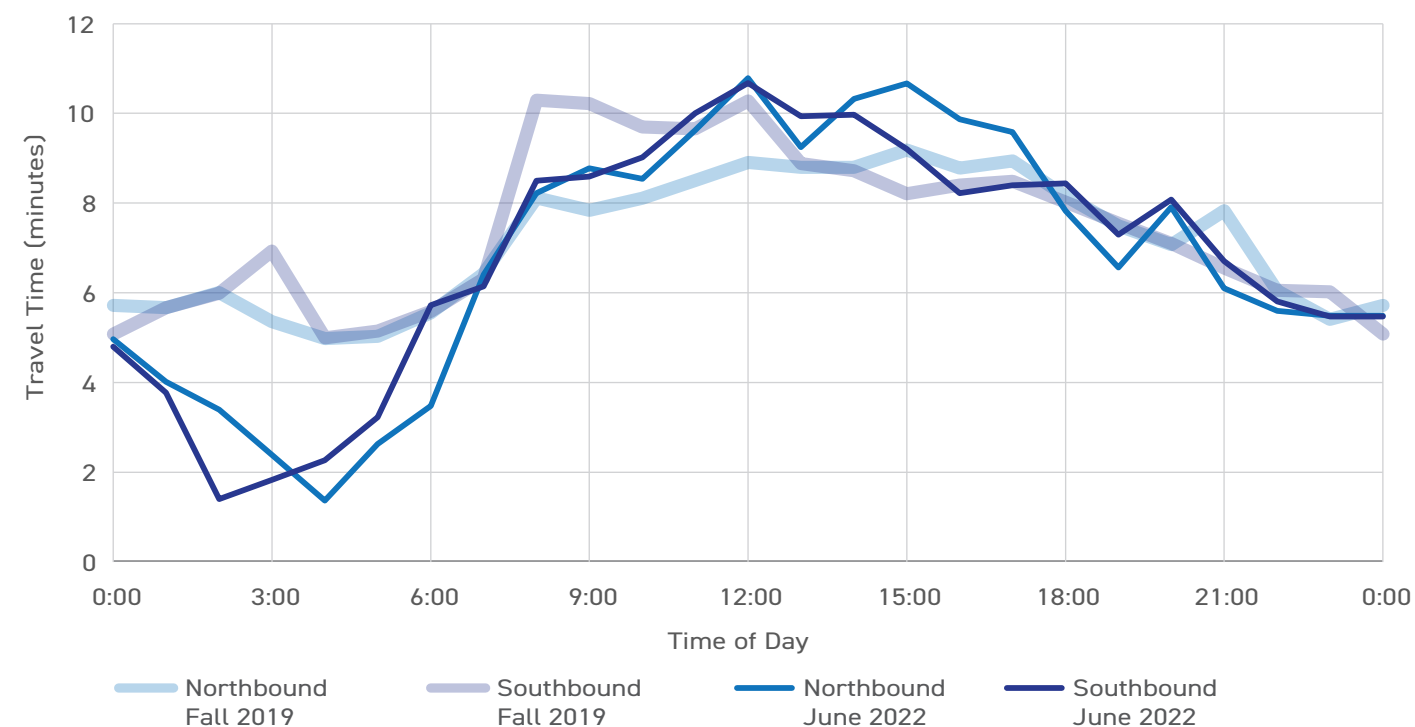
May/June 2022 vs Fall 2019 Change (mins)

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



## Yonge St Weekday Travel Time by Time of Day

June 2022 vs Fall 2019 (mins)



## Vehicle Travel Times:

- 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 0.6 min in the a.m. peak, 1.5 min midday and 0.8 min in the p.m. peak in June 2022 compared to Fall 2019.
- 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.
- Staff will continue to monitor travel times for vehicles during the pilot, and will identify opportunities for improvements as required.

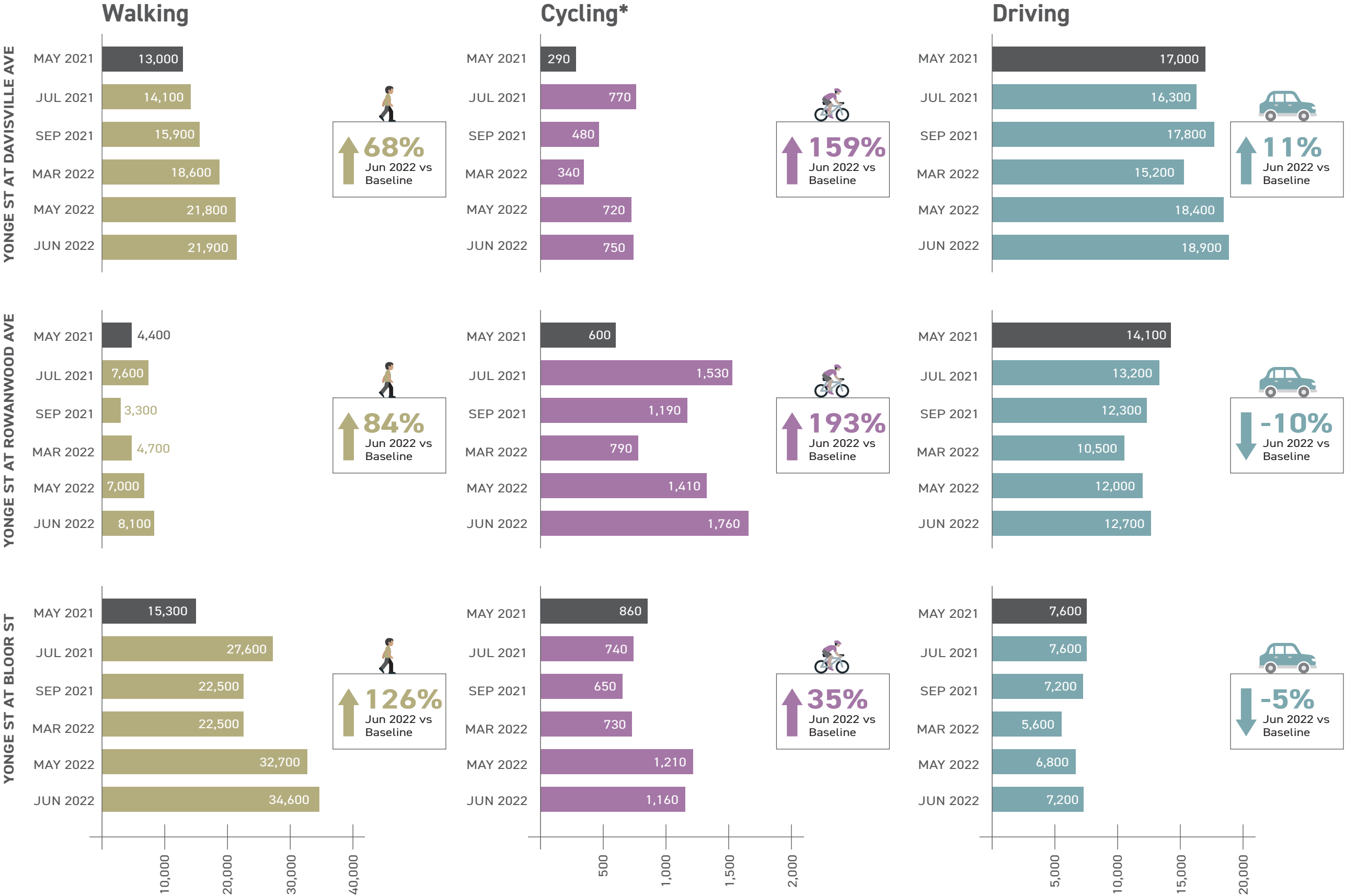
## Notes:

- \* NB stands for Northbound
- \* SB stands for Southbound

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

ActiveTO Midtown  
Complete Street Pilot  
June 2022

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



- 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.
- Evidence of additional 10-15% growth in cycling volumes comparing 2021 to 2022 after the installation of the bike lanes.
- Vehicle volumes on Yonge St range from 10% lower to 10% 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 & 2021)  
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)

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

**Notes:**  
\* Cycling volumes have been seasonally adjusted based on temperature and precipitation levels to allow a direct comparison of cycling volumes across seasons.

## News Release

August 15, 2022

### City of Toronto releases ActiveTO Midtown Complete Street Pilot data

Today, the City of Toronto released the most recent data from the ActiveTO Midtown Complete Street Pilot, which saw the installation of cafés, bikeways and other streetscape improvements on Yonge Street, between Bloor Street and Davisville Avenue.

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

The ActiveTO Midtown Complete Street Pilot data released today shows that:

- some changes in vehicle travel times on Yonge Street, between Bloor Street and Davisville Avenue, have been observed. The highest increase in vehicle travel times was observed during the midday period with a 1.5 minute increase compared to pre-pandemic travel times in the fall of 2019. Changes to vehicle travel times during the a.m. and p.m. peak periods were generally less than one minute (plus/minus). No spillover travel time impacts have been observed on the parallel corridors of Avenue and Mount Pleasant Roads. The City will continue to monitor vehicle travel times throughout the pilot and will identify and implement opportunities for improvements, where possible.
- cycling volumes on Yonge Street in the pilot increased between 35 per cent and 193 per cent, between May 2021 and June 2022. At the busiest part of the pilot corridor at McPherson/Rowanwood Avenues, the number of people cycling between 7 a.m. and 11 p.m. increased from 600 to 1,760.
- pedestrian volumes on Yonge Street in the pilot area increased between 68 per cent to 126 per cent, between May 2021 and June 2022. This increase is largely impacted by seasonal changes in pedestrian activity, in addition to pedestrian behaviour shifts throughout the COVID-19 pandemic.
- vehicle volumes on Yonge Street in the pilot area have changed by plus/minus 10 per cent, between May 2021 and June 2022. Vehicle volumes along the Yonge Street corridor ranged from 7,200 vehicles at Bloor Street to 18,900 vehicles at Davisville Avenue.
- 17 curb lane cafés were installed on Yonge Street in the pilot area in 2020; 18 in 2021 and 21 in 2022.

This set of data is available on the ActiveTO Midtown Complete Street dashboard [www.toronto.ca/wp-content/uploads/2022/08/8ffd-TSATM-DashboardJune-2022.pdf](http://www.toronto.ca/wp-content/uploads/2022/08/8ffd-TSATM-DashboardJune-2022.pdf).

Toronto City Council approved the installation of the temporary ActiveTO Midtown Complete Street Pilot in April 2021, as part of the City's Pandemic Mobility Recovery Strategy. In April of this year, City Council approved extending the pilot on a provisional basis to enable further monitoring, consultation, and evaluation. The City's Transportation Services division is expected to report to the Infrastructure and Environment Committee and City Council by January 2023 on additional data, evaluation and future recommendations.

Community consultation has taken place before and during the pilot, with local businesses, four Business Improvements Areas, several neighbourhood associations and area residents. Further feedback will be gathered before making a recommendation on whether the pilot should be made permanent next year.

More information is available on the ActiveTO Midtown Complete Street Pilot webpage: [www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/activeto-midtown-complete-street-pilot-project/](http://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/activeto-midtown-complete-street-pilot-project/).

Toronto is home to more than 2.9 million people whose diversity and experiences make this great city Canada's leading economic engine and one of the world's most diverse and livable cities. As the fourth largest city in North America, Toronto is a global leader in technology, finance, film, music, culture and innovation, and consistently places at the top of international rankings due to investments championed by its government, residents and businesses. For more information visit [www.toronto.ca](http://www.toronto.ca) or follow us on Twitter at [www.twitter.com/CityofToronto](https://www.twitter.com/CityofToronto), on Instagram at [www.instagram.com/cityofto](https://www.instagram.com/cityofto) or on Facebook at [www.facebook.com/cityofto](https://www.facebook.com/cityofto).