

Active TO Midtown Complete Street Pilot

Stakeholder Meeting - 18 October 2021

I am Debbie Briggs, President of the **Summerhill Residents Association**, and would like to address the following six concerns:

1. The land-locked corridor middle
2. The missing land use planning
3. Vehicular traffic operational issues
4. Cycle track operational issues
5. Surface transit impacts
6. The post-pandemic future

1. The land-locked corridor middle:

Our Summerhill neighbourhood is blocked in by the CPR-tracks, the ravine, and the escarpment with no alternative vehicular access or egress. This is different from the situation faced by South Rosedale, ABC, or Deer Park. There are 16 land-locked streets in the area from Jackes Avenue to Price Street on the east side and from Walker Avenue to Marlborough Avenue on the west side. The residents within this area rely exclusively on Yonge Street for access to anywhere. The impacts arising from the substantial reduction of Yonge Street's carrying capacity haven't even been considered.

2. The missing land use planning:

The analysis of the three corridors – Avenue Road, Yonge Street, and Mount Pleasant Road - reveals that basic land use issues were ignored. Of the 19 indicators used for evaluation, land use was reduced to this single one: *"Routes with higher percentages of commercial and mixed-use frontages receive a higher ranking."* There was no recognition of the important relationship between transportation and the land use it serves, including existing densities, future developments, and trip generations. Even in the land-locked island itself, for example, there are several major developments under construction or under review at Scrivener Square, at Marlborough, at Birch, at Woodlawn East and at Jackes - and many more immediately to the north.

3. Vehicular traffic operational issues:

The absence of sufficient turning lanes in a single-lane situation on Yonge results in single cars waiting for a gap in traffic regularly stopping the entire traffic flow in one direction. Similar problems have been created on side streets. On both Shaftesbury and Summerhill, for example, the right-turn movements to go north have now been obstructed by poles. The existence of traffic lights in quick succession at Rowanwood, at Price, at Scrivener Square, and at Shaftesbury with sub-standard spacings in between creates gridlock and often blocks intersection. Both the reduction of snow storage space and the effects of sliding cars and buses on an icy incline in a single-lane configuration have not been properly addressed.

4. Cycle track operational issues:

Although this pilot seems to be propelled primarily by cycling objectives, even the needs of cyclists have not been adequately met. The bicycle lanes are too narrow to permit passing in many locations, too riddled with potholes, too obstructed by on-street features, too interrupted by an excessive number of traffic lights (often ignored by cyclists), and too steep for a safe operation in icy winter conditions. In addition, faster-moving electric bikes and scooters contribute to force many cyclists onto the sidewalks or the single traffic lane – thereby creating new hazards for cyclists, pedestrians, and cars alike

5. Surface transit impacts:

The planned and un-planned subway shutdowns regularly inundate the narrow streets with shuttle buses and create frequent gridlock around the Yonge-St. Clair intersection and beyond. This situation impedes access for emergency vehicles, particularly, to land-locked addresses. The March 2021 staff report indicates that the impacts of the pilot project on the transit operation would be further investigated. However, there was no mention of a comparable investigation of the serious impacts of the frequent surface transit operation on residents and businesses under present conditions.

6. The post-pandemic future:

A COVID 19 pandemic response was one of the reasons for the delivery of a complete street pilot. Substantial changes to current traffic patterns can be expected when businesses adapt to a post-pandemic world but workers remain hesitant to return to transit. Similarly, the need for such temporary features such as CaféTO or on-street patios may diminish. 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.

In conclusion, these are fundamental issues that, in our view, have not yet been addressed.