

Summerhill Residents Association

123 Summerhill Avenue, Toronto Ontario, M4T 1B1
summerhillresidentsassociation@gmail.com

24 March 2022

VIA EMAIL: iec@toronto.ca

Infrastructure and Environment Committee
Attention: Matthew Green
10th Floor, West Tower, City Hall
100 Queen Street West
Toronto Ontario M5H 2N2

IE28.7 Cycling Network Plan - Active TO Midtown

Dear Chair McKelvie and Members of the Committee:

The *Summerhill Residents Association* ("SRA") represents the area bounded by Yonge Street to the west, the old Iroquois Shoreline escarpment to the north, the Vale of Avoca ravine to the east, and the CPR railway tracks to the south. The SRA supports properly planned complete streets and cycling networks. Unlike the Yonge Street segments of Queen to College and Sheppard to Finch, this project was not subject to either a Municipal Class EA process or a multi-modal traffic analysis.

However, no new data is needed to confirm the obvious: a 12.8 m wide pavement cannot hold the minimum 4 travel lanes needed for shuttle buses or priority surface transit in addition to bike lanes.

Accordingly, the SRA objects to extending the Yonge Street pilot to 31 July 2023 and asks that the bike lanes be removed immediately for the following reasons:

1. The future impact on travel modes of reducing the road capacity by 50% while intensifying development has not been assessed.
2. A rushed selection of Yonge Street as pilot produces a short bike route fragment instead of an integrated network component.
3. The evaluation of the Avenue Road, Yonge Street, and Mount Pleasant Road corridors ignored basic planning parameters.
4. The future congestion resulting from the intensification of the Yonge Street corridor required by the Growth Plan was not considered.
5. The existing congestion, emergency access impact, and elevated GHG-emissions in the land-locked area was ignored.
6. Much of the evidence in support of the pilot is based on errors, false comparisons, and lack of relevant traffic data.
7. The coordination of Midtown bicycle lanes and priority surface transit to relieve the overcapacity Line 1 has not been studied.

1. The future impact on travel modes of reducing the road capacity by 50% while intensifying development has not been assessed.

The City wants to extend for another 16 months a temporary pop-up installation designed to address short-term COVID-needs. It links Ontario's most active designated Growth Centre (Downtown), the second most active one (Yonge-Eglinton), and an undesignated one (Yonge-St. Clair) in

between, with a two-lane road on a 12.8 m wide pavement occupied also by cycle tracks, restaurant patios, loading areas, turning lanes, bus stops, planters, and parking spaces. To complete the picture: a massive intensification along this corridor - with tens of thousands of new residential units - is already in the development pipeline; the ultimate Line 1 subway capacity after all possible enhancements will be reached by 2026; and, Metrolinx, already in its 2015 *Yonge Relief Network Study*, recommended dedicated bus lanes as appropriate relief interventions – long before the 2017 and 2019 Growth Plans mandated a much higher intensification.

When confronted with evidence of congestion even under existing low traffic conditions, city officials promise to make adjustments to signs and traffic control signals to support the installation and mitigate negative impacts on drivers and local residents. The City’s approach to long-term planning and climate action without any relevant land use and transportation analysis reflects Charles Lindblom’s theoretical model of ‘Disjointed Incrementalism’, better known as ‘The Science of Muddling Through’¹ No tinkering with turning lanes or traffic signals will ever overcome the fundamental conceptual flaws of this slapdash pilot.

Transportation Services, in its reporting on the *yongeTOMorrow* project acknowledges the following: “Physical changes to a roadway that permanently impact the future use or traffic capacity of the street trigger a Municipal Class Environmental Assessment ... A project of this magnitude requires multiple years of design and planning prior to construction.” The Province has actually enacted legislation to significantly modify the environmental assessment system in place since 1975. The amended Act² replaces the Class EA system for ‘undertakings’ with a Project List system that identifies the ‘projects’ subject to Provincial assessment requirements in Regulations yet to be issued.³

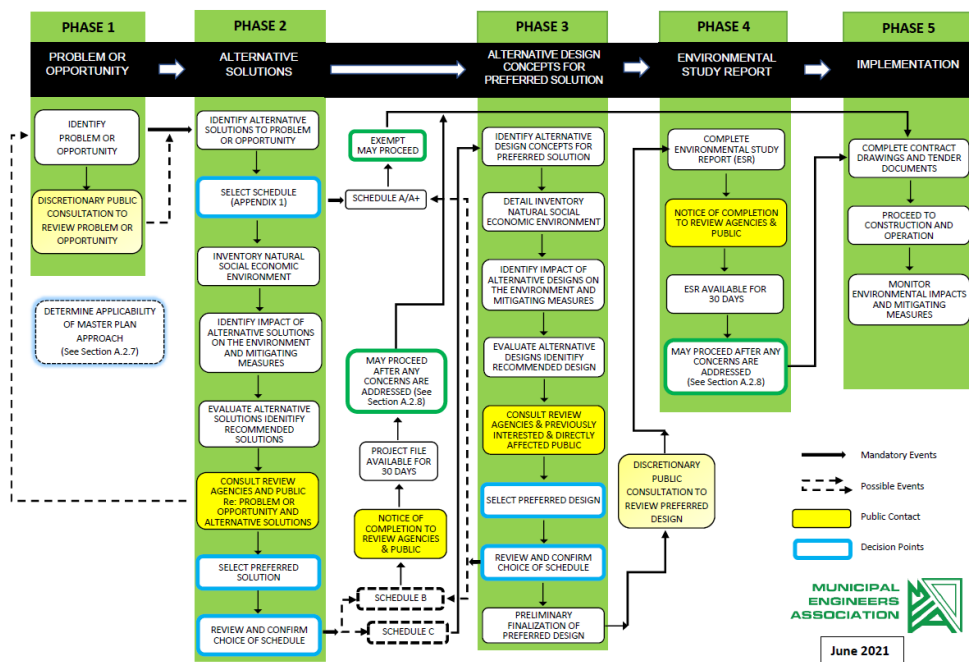


Figure 1

¹ John Friedmann, *Planning in the Public Domain: From Knowledge to Action*, Princeton NJ: Princeton University Press, 1987

² Ontario Bill 197, *The COVID-19 Economic Recovery Act, 2020*, enacted 21 July 2020

³ Ministry of the Environment, Conservation and Parks, *Environmental Assessment Modernization: Moving to a Project List Approach Under the Environmental Assessment Act*, 21 November 2021

Regardless of whether this project will be exempt from a Provincial review, the City needs to perform a responsible and professional assessment of this complex project, at least equivalent in process and scope to the original Municipal Class EA Schedule 'C' process (**Figure 1**). While this is being done, the bike lanes need to be removed. If the City is serious in adapting its transportation system to make it more resilient and responsive to climate change, then it must consider more comprehensive and integrated actions that support – not interfere with - an efficient and attractive long-term operation of the public transit system.^{4 5} (**Exhibit 1**)

2. A rushed selection of Yonge Street as pilot produces a short bike route fragment instead of an integrated network component.

This pilot was initiated through a Motion by Councillor Colle of 17 September 2020 and titled *Request to get Bike Lanes in Midtown along Yonge Street* (**Exhibit 2**). Notwithstanding Council's endorsement of the updated *Cycling Network Plan* (**Figure 2**) only a year earlier, on 16 July 2019, which called for the study of three Midtown corridors (Avenue Road, Yonge Street, Mount Pleasant Road), the Committee recommended this Motion to Council unchanged. Only a last-minute amendment at Council to add the words "or parallel routes after Yonge Street" preserved at least the appearance that the 2019 work plan was still being followed.

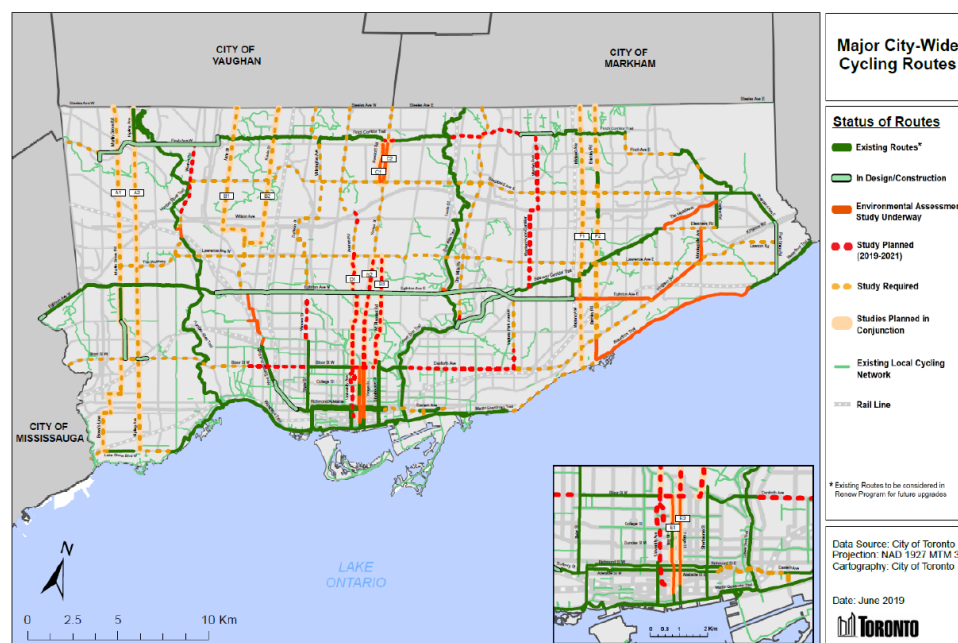


Figure 2

Five months later, on 02 February 2021, Council adopted the *yongeTOMorrow Recommended Design Concept*, based on a Municipal Class EA process⁶ that found Yonge Street not suitable for cycling infrastructure:

"The Cycling Network Plan identifies Yonge Street as a major corridor that presents opportunities to create City-wide connections. The yongeTOMorrow EA has evaluated the appropriateness and feasibility of cycling infrastructure on Yonge Street by reviewing technical constraints, stakeholder feedback, and guiding policy, and does not recommend cycling infrastructure on Yonge Street be-

⁴ RAND Corporation, *Incorporating Resilience into Transportation Planning and Assessment*, 2019

⁵ McKinsey, *Focused Adaptation: a strategic approach to climate adaptation in cities*, July 2021

⁶ City of Toronto, *yongeTOMorrow Environmental Study Report*, November 2021

tween Gerrard Street and Queen Street where there is a 20-metre right-of-way, very high pedestrian volumes and a high concentration of tourism and events. As a result, University Avenue, Bay Street, and Church Street were evaluated for cycling infrastructure as part of the yongeTOMorrow EA process.”

A minimal 20 metre right-of-way exists also on Yonge Street between Bloor Street and Heath Street. Only one month later, Transportation Services determined the obvious: The Staff Report, dated 09 March 2021 and titled *ActiveTO: Lessons Learned from 2020 and Next Steps for 2021*, concluded that the *Active TO Midtown* route on Yonge Street cannot be extended from Davisville to Eglinton and beyond for many years given the magnitude of the area’s ongoing LRT-construction and planned intensification:

“While the IE15.11 motion requested Transportation Services explore the implementation of complete streets features including bike lanes on Yonge Street between Bloor Street and Lawrence Avenue, Transportation Services recommends that major roadway changes on Midtown Yonge Street north of Davisville Avenue not be pursued further at this time. The intersection of Yonge Street and Eglinton Avenue has significant construction work underway by Metrolinx for the Eglinton Crosstown Light Rail Transit project. There are also several large private developments under construction or expected to start construction in the near-term, which have varying impacts to the area and will need to be coordinated.”

3. The evaluation of the Avenue Road, Yonge Street, and Mount Pleasant Road corridors ignored basic planning parameters.

The corridor selection process was perfunctory, if not biased, and bereft of any systematic analysis of transportation demand management issues such as prioritizing transit, linking strategic growth centers, reviewing existing and future major trip generators, or impacts on adjacent neighbourhoods.⁷ It disregarded the City’s *Complete Street Guidelines* which prescribe a context analysis.⁸ It overlooked the Province’s *Transit-Supportive Guidelines* which call for “*complete streets to reflect both the existing and planned land use, urban form and transportation contexts.*”⁹ It ignored the *Manual on Cycling Facilities* which outlines a network planning process that directs to “*respect current, and plan for future land uses and socio-economic and demographic contexts.*”¹⁰ And, it flouted the Official Plan which requires an integration of transportation and land use planning.”¹¹

Among the 19 indicators used in the evaluation, there is only one dedicated to land use: “*Routes with higher percentages of commercial and mixed-use frontages receive a higher ranking*” (**Exhibit 3**). Equally disturbing, the feasibility of accommodating the change was not considered despite acknowledging that “*the scores serve as the preliminary prioritization of projects, which must then be assessed for feasibility before they are programmed.*”¹² The Yonge Street pilot, unlike Avenue Road and Mount Pleasant Road, has for 70% of its length a 20 m ROW.¹³ Between Bloor Street and Heath Street, Avenue Road has six traffic lanes in a 36 m ROW whereas Yonge Street had four traffic lanes in a 20 m ROW.

⁷ Government of Ontario, Growth Plan for the Greater Golden Horseshoe, 2020, Section 3.2

⁸ City of Toronto, Toronto **Complete Street Guidelines**, 2016

⁹ Ontario Ministry of Transportation, **Transit-Supportive Guidelines**, 2012

¹⁰ Ontario Ministry of Transportation, **Ontario Traffic Manual – Book 18: Cycling Facilities**, 2021

¹¹ City of Toronto, Official Plan Policy 2.2.1

¹² Staff Report, Item IE6.11 - Cycling Network Plan Update, 13 June 2019

¹³ City of Toronto, Official Plan – Map 3: Right-of-Way Widths Associated with Existing Major Streets

This evaluation process also ignored Council’s direction of July 2018 to identify north-south corridors for both cycling facilities and surface transit priority routes. Worse, this essential coordination study requested by Q2 2019 was still neither ‘Underway’ nor ‘Planned’ as of June 2021.¹⁴ (**Exhibit 4**) Point 17 of Council’s decision on Item PG31.7 reads as follows:

“City Council request the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Toronto Transit Commission to study multi-modal access between Midtown and Downtown, including identifying north-south corridors for improved surface transit priority routes and for dedicated cycling facilities, and bring forward recommended additions to the Midtown cycling network, including the feasibility, timing and cost of dedicated cycling facilities, as part of the 10 Year Cycling Network Plan update.”



Figure 3

Unlike Avenue Road and Mount Pleasant Road, the Yonge Street corridor contains several *Major Transit Station Areas* (MTSAs) where intensification is mandated (**Figure 3**). Tens of thousands of new residents in the Yonge Street corridor will generate future travel demands not evident in existing traffic volume counts. The project team even discounted this issue and claims in its Consultation Report that *“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).”* Making the pilot permanent, surely, is longer term.

According to the corridor analysis: *“Traffic volumes on the three corridors at the intersections of Bloor St, St. Clair Ave, Eglinton Ave, and Lawrence Ave were considered over the past three years. Volumes on Yonge Street are comparatively lower, at an average of 405 vehicles per hour per lane versus 460 vehicles per hour per lane on both Mount Pleasant Road and Avenue Road.”* As the table below shows, this claim is false. (**Figure 4**)

Corridor	Intersection	Date	8-Hour Peak Volume	Hourly Volume	Hourly Volume/Lane
Avenue Road	Bloor St	2018-01-11	24,059	3,007	752
	St. Clair Ave W	2016-04-18	29,303	3,663	610
	Eglinton Ave W	2012-10-15	26,329	3,291	823
	Lawrence Ave W	2013-09-04	27,712	3,464	866
Yonge Street	Bloor St	2018-01-11	14,398	1,800	450
	St. Clair Ave	2014-05-03	20,437	2,555	639
	Eglinton Ave	2014-05-03	23,360	2,920	730
	Lawrence Ave	2017-10-02	24,489	3,061	765
Mount Pleasant Road	Charles St/Jarvis St	2016-11-01	16,280	2,035	509
	St. Clair Ave E	2017-01-14	16,436	2,055	514
	Eglinton Ave E	2017-01-09	20,734	2,592	648
	Lawrence Ave W	2017-01-16	16,832	2,104	526

Source: Toronto Open Data Portal - Traffic Signal Vehicle and Pedestrian Volumes

Figure 4

¹⁴ City of Toronto, Cycling Network Plan Update: External Stakeholders Briefing Summary, June 2021

Using the City's own pre-pandemic 8-hour peak volume data shows the opposite: the highest volume at St. Clair Avenue is on Yonge Street with 639 vehicles per hour per lane versus 610 vehicles at Avenue Road and 514 vehicles at Mount Pleasant Road. The traffic data for St. Clair Avenue are the relevant ones since staff does not recommend an extension beyond Davisville Avenue for years to come.

Rather than setting measurable objectives, defining realistic options, assessing long-term impacts, and selecting the optimal solution based on relevant land use and transportation data, the project team reversed the planning process. It decided on Yonge Street first and then rationalized its decision. Accordingly, it missed an obvious solution to avoid the congestion on Yonge Street (20 m ROW) between Bloor Street and Heath Street: extend the Bay Street and University Avenue bicycle lanes on Avenue Road (23-36 m ROW) to Chaplin Crescent and the Sherbourne Street bicycle lanes on Mount Pleasant Road (20-23 m ROW) to Davisville Avenue, then join them on Yonge Street (27 m ROW) going north.

Bicycle lanes in the right locations can offer a reliable, sustainable and affordable alternative to cars. The smart approach, however, is to find roads that can go on a 'diet' – roads that can slim down and free up space for bicycle lanes – without exceeding a V/C (volume-to-capacity) ratio of 0.75 that causes severe congestion.¹⁵ This was ignored on Yonge Street.

Yonge Street between Bloor Street and Heath Street does not qualify for cutting the number of lanes by 50%. It is classified by City Council as a 'Major Arterial Road' with a minimum requirement of four peak period lanes, excluding bicycle lanes, a speed limit of 50-60 km/h, and a daily traffic volume in excess of 20,000 vehicles (**Figure 5**).¹⁶ Avenue Road has the opposite problem. A report prepared by the *Avenue Road Safety Coalition* with *Brown and Storey Architects* proposes to reduce the six traffic lanes to four and adding a linear park and, perhaps, bicycle lanes.¹⁷

Characteristic	Locals	Collectors	Minor Arterials	Major Arterials	Expressways
Traffic movement versus property access	Property access primary function	Traffic movement and property access of equal importance	Traffic movement primary consideration; some property access control	Traffic movement primary consideration; subject to property access control	Traffic movement primary consideration; no property access
Typical daily motor vehicle traffic volume (both directions)	< 2,500	2,500 - 8000	8,000 - 20,000	> 20,000	> 40,000
Minimum number of peak period lanes (excluding bicycle lanes)	One (one-way streets) or two	Two	Two	Four	Four
Desirable connections	Locals, collectors	Locals, collectors, arterials	Collectors, arterials	Collectors, arterials, expressways	Major arterials, expressways
Flow characteristics	Interrupted flow	Interrupted flow	Uninterrupted except at signals and crosswalks	Uninterrupted except at signals and crosswalks	Free-flow (grade separated)
Legal speed limit, km/h	40 - 50	40 - 50	40 - 60	50 - 60 ¹	80 - 100
Accommodation of pedestrians	Sidewalks on one or both sides	Sidewalks on both sides			Pedestrians prohibited
Accommodation of cyclists	Special facilities as required		Wide curb lane or special facilities desirable		Cyclists prohibited
Surface transit	Generally not provided	Permitted	Preferred	Preferred	Express buses only
Surface transit daily passengers	Not applicable	< 1,500	1,500 - 5,000	> 5,000	Not applicable
Heavy truck restrictions (e.g. seasonal or night time)	Restrictions preferred	Restrictions permitted	Generally no restrictions		No restrictions
Typical spacing between traffic control devices ² , (metres)	0 - 150	215 - 400	215 - 400	215 - 400	Not applicable
Typical right-of-way width, (metres)	15 - 22	20 - 27	20 ³ - 30 ⁴	20 ³ - 45 ⁴	> 45 ⁴

Notes: - Private roads and lanes (public or private) are not part of this classification system.

1. A number of major arterial roads have speed limits which fall outside this range.
2. Traffic control devices include; traffic control signals, pedestrian crossovers and 'Stop' signs.
3. 20 metre rights-of-way exist on many downtown or older arterial roads. New arterial roads should have wider rights-of-way.
4. Wider rights-of-way are sometimes required to accommodate other facilities such as utilities, noise mitigation, installations, transit, bicycle facilities, and streetscaping. For new streets, wider rights-of-way should be considered to accommodate such facilities.

Figure 5

¹⁵ FiveThirtyEight, Bike lanes don't cause traffic jams if you're smart about where you build them

¹⁶ City of Toronto, **Road Classification System** – Summary Report, published August 2013, as amended by City Council on 24-27 April 2018

¹⁷ Gleaner, Report urges reduction of traffic lanes on Avenue Road, 08 September 2021

4. The future congestion resulting from the intensification of Yonge Street required by the Growth Plan was not considered.

Toronto is the second fastest growing central city in North America (**Figure 6**). Reducing the road capacity when the future travel demand is projected to exceed the ultimate subway capacity is not smart transportation planning. Toronto’s situation is materially different in this respect from such bike-friendly cities as Copenhagen, Amsterdam, Portland, Boulder, San Francisco, Chicago, Boston, New York or Paris. In fact, New York, Chicago, San Francisco, Boston, or Paris all experience a population decline in the central city.¹⁸ There is no precedent anywhere that mirrors the irrational plan proposed for the rapidly developing and narrow Yonge Street corridor with a transit system at or beyond capacity.

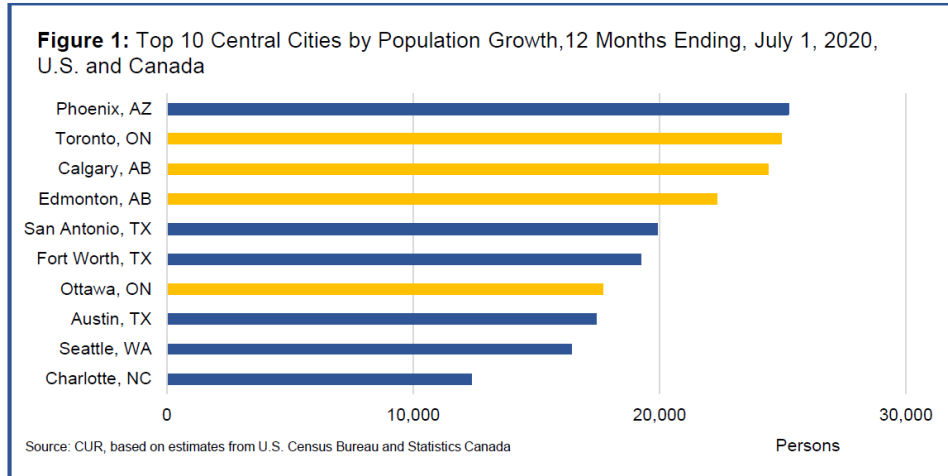
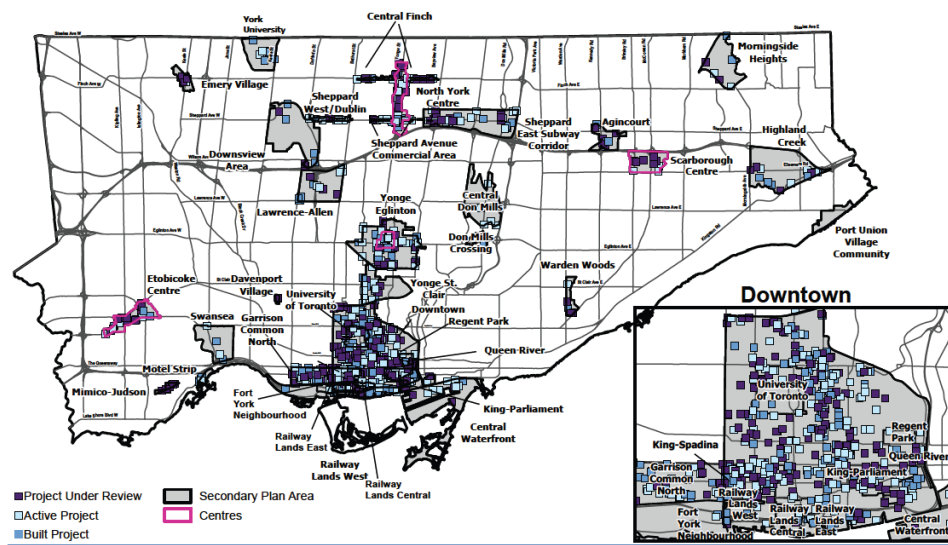


Figure 6

The 2019 Minister’s approvals of OPA 405 and OPA 406 increased the densities in the downtown and midtown Secondary Plan areas. (**Figure 7**) and the 2029 Growth Plan modified the MTSAs minimum density targets



Source: Land Use Information System II

Development projects with activity between January 1, 2016 and December 31, 2020. Built projects are those which became ready for occupancy and/or were completed. Active projects are those which have been approved, for which Building Permits have been applied or have been issued, and/or which are under construction. Projects under review are those which have not yet been approved or refused and those which are under appeal.

Prepared by: Toronto City Planning Division, Planning Research and Analytics - June 2021

Figure 7

¹⁸ Ryerson University Centre for Urban Research and Land Development, June 2021

Below is an illustration (**Figure 8**) of some significant projects in the current pipeline located in the Yonge Street corridor that will put further strains on the Line 1 subway level of service. Further examples of developments proposed closer to the land-locked Summerhill area can be found in **Exhibit 5**.



As of June 2021, Toronto’s Development Pipeline Bulletin shows 28,186 residential units and 245,817 m² of non-residential GFA proposed at Yonge-Eglinton and 3,980 residential units and 53,476 m² of non-residential GFA proposed at Yonge-St. Clair. An additional 924 residential units have already since been proposed at Yonge-St. Clair (1196-1210 Yonge: 68 units, 1233 Yonge: 110 units; 1406-1428 Yonge: 406 units; and 1 St. Clair W:340 units) which results in a total of 33,090 residential units currently proposed in the two Secondary Plan areas alone. The suggestion that this magnitude of growth may not necessarily result in more vehicular trips when the subway is at overcapacity is simply absurd.

Such a situation - as Councillor Mike Layton cogently argued relative to comparatively minor development pressures at Bloor and Spadina – calls for a comprehensive assessment of the cumulative development impacts on the transportation system which has yet to be performed at Yonge and St. Clair (**Exhibit 6**):

“This high level of planned growth warrants a comprehensive lens to inform the redevelopment of this major downtown intersection. Thousands of new residents will potentially be housed at this single intersection. While there are planning studies and frameworks, development guidelines, and policy documents such as the Official Plan and TOCore, the breadth of development that is now anticipated for this area exceeds what was initially expected. While there are height restrictions and building envelope guidelines, coordination of the development proposals and understanding of the cumulative impact of development (human density) to infrastructure is an important piece that needs to be considered.”¹⁹

¹⁹ Councillor Mike Layton, Letter to Toronto and East York Community Council, 24 November 2021

5. The existing congestion, emergency access impact, and elevated GHG-emissions in the land-locked area was ignored.

The thousands of residents living on at least 16 streets that rely exclusively on Yonge Street for vehicular access have experienced congestion and gridlock as a result of the pilot. (Figures 9 & 10). This has caused reduced air quality, delayed fire trucks, ambulances, and police, blocked access for contractors performing emergency repairs, delayed courier services, grocery deliveries, construction trucks, school buses, taxis, and Ubers, and long delays for many residents that need cars for various valid reasons. When confronted with such concerns, city officials suggested that the impacts will be the worst at the onset as drivers need to relearn behaviours as changes take place and adjustments are made. This optimistic view overlooks, at least, four factors: 1) traffic is still below the pre-pandemic volumes; 2) the intensification of the Yonge Street corridor will create not only construction-related traffic but substantial new travel demands that cannot be met by the overcapacity Line 1; 3) the increase in e-commerce, predicted to double again by 2023, results in new urban freight traffic growth;²⁰ and, 4) the increased use of private transportation services, often to avoid an unattractive transit service, contributes to vehicular traffic growth even by residents who are not car owners.



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2021-10-29



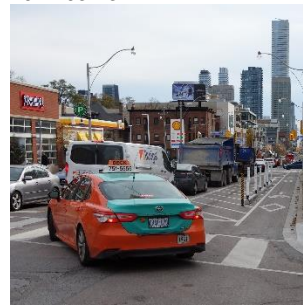
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2021-10-28



2021-11-05



2021-11-11

Figure 9

The City's own research shows a rapid growth of trips performed by Private Transportation Companies:

"PTC trips have grown rapidly since September 2016, when the service was first licensed by the City. 176,000 trips were made daily in March 2019, an increase of over 180% since September 2016. As of March 2019, 105 million trips have been completed in the City of Toronto using PTCs ... Trends in comparable North America cities point towards rapid growth in PTC trips The City of Toronto is still in the early stages of PTC adoption relative to other comparable cities in North America. For context, Chicago, a city of comparable population, experiences approximately 330,400 PTC trips daily, almost twice that of Toronto." ²¹

²⁰ University of Washington Supply Chain Transportation & Logistics Center, How Your Online Shopping Snarls Traffic On City Streets, 2019

²¹ City of Toronto, The Transportation Impacts of Vehicle-for-Hire in the City of Toronto, June 2019



Figure 10: Land-locked Area from Price Street to Jackes Avenue

Safety concerns have been dismissed by City officials since various emergency services had reviewed the installation plans and, apparently, had not expressed any apprehensions. However, *Toronto Fire Services* is on the record as having serious concerns in this regard:

“New Roadway Design Standards: *When responding to emergency incidents, TFS already contends with ever increasing levels of traffic congestion as a result of planned capital works projects, unplanned delay in emergency road repairs and a host of major and localized special events. Increased congestion not only impacts travel times, it also increases the risk of incidents and demand for emergency response. Recently, Toronto Transportation Services and City Planning have advanced a number of Transportation Strategies and Guidelines that seek to achieve a safer pedestrian and cycling environment and create a more holistic and inclusive design approach for all users of the public right-of-way through a Complete Streets Strategy. These goals will be achieved through the implementation of various traffic calming initiatives; that advocate for reductions in the number of travel lanes and/or effective widths of roadways to enhance the safety of cyclists and pedestrians, through the implementation of various right-of-way amenities such as protected bike lanes and reduced turning radii’s at intersections. While TFS understands the benefits of the Complete Streets Strategy, it is imperative that City Divisions work together to ensure that potential impacts on emergency response routes and times are considered on a project-by-project and/or location-by-location basis. Looking ahead into the next five years and into the future, population growth and the associated congestion will be the primary impact on the roads. This is an impediment to service provision and a primary consideration as TFS plans for future service delivery.”*²²

Similarly, *City Transportation Services* acknowledges the need to better manage traffic congestion:

²² Toronto Fire Services, 2015-2019 Fire Master Plan

“Travel demand continues to rise in the City of Toronto as the population increases and our economy grows. Existing road infrastructure is not able to keep pace with this increase in travel demand – in fact it is impractical to build enough roads and infrastructure to comfortably accommodate this demand. The resulting situation – where travel demand exceeds the capacity of the transportation network – is traffic congestion. Each area of the city has different factors that contribute to traffic congestion. Roads in one area may be affected by issues related to parking and stopping or construction work zones; others by infrastructure bottlenecks that decrease road capacity; and still others by traffic signals that could be better coordinated with existing traffic flow ... The impact of this congestion is significant. Estimates from 2008 for the Greater Toronto and Hamilton Area (GTHA) suggest that congestion costs commuters as much as \$3.3 billion annually in terms of delay and increased vehicle operating costs, while the cost to the local economy was an additional \$2.7 billion due to lost economic output and accompanying job loss.”²³

Since the land-locked condition is pre-existing, it was entirely predictable that access for everyone would be severely impacted by the congestion created by the pilot configuration. According to the Government of Canada, idling cars contribute significantly to GHG-emissions: *“In fact, if Canadian motorists avoided idling for just three minutes every day of the year, CO₂ emissions could be reduced by 1.4 million tonnes annually. This would be equal to saving 630 million litres of fuel and equivalent to taking 320,000 cars off the road for the entire year. Eliminating unnecessary idling is one easy action that Canadians can take to reduce their GHG emissions that are contributing to climate change.”²⁴* Cycle tracks that cause congestion due to an elevated V/C ratio on a narrow road and, in addition, obstruct surface transit are not climate friendly.

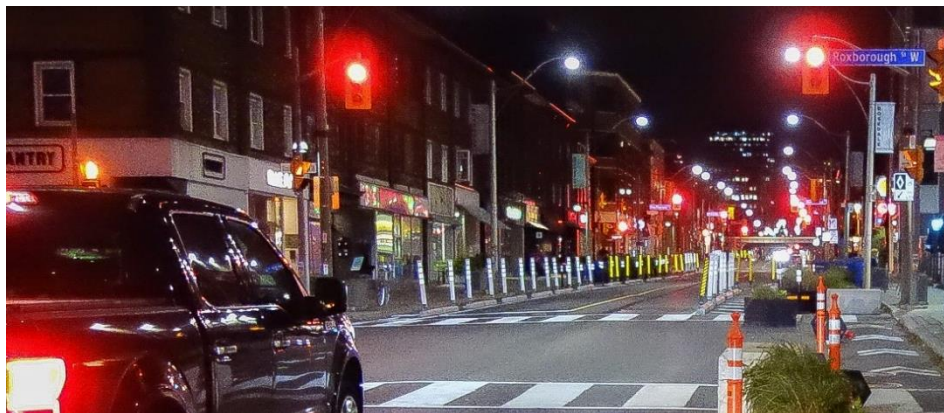


Figure 11: traffic signals at Roxborough, Rowanwood, Price, and Scrivener Square

Congestion specific to the Summerhill area is also caused, partly, by the absence of sufficient left-turn lanes and, partly already before the pilot, by a proliferation of signalized intersections (**Figure 11**). In the 575 m stretch of Yonge Street between Crescent Road and Shaftesbury Avenue, there are six signalized intersections with an average spacing of only 115 m between signals (**Exhibit 7**) when the optimal distance for coordination between signalized intersections considering a two-way arterial with a 50 km/h speed limit, according to Provincial guidelines²⁵, is 416 m to 625 m, depending on the cycle length from 60 s to 90 s, and 215 m to 400 m according to the City's own spacing criteria (**Figure 5**).

²³ City of Toronto, Transportation Services, **Congestion Management Plan, 2016-2020**

²⁴<https://www.nrcan.gc.ca/energy/efficiency/communities-infrastructure/transportation/cars-light-trucks/idling/4415>

²⁵ Ontario Ministry of Transportation, **Ontario Traffic Manual – Book 12: Traffic Signals**, July 2001

6. Much of the evidence in support of the pilot is based on errors, false comparisons, and lack of relevant traffic data.

Council asked “to consider and explore ... a temporary protected bikeway along Yonge Street or parallel routes ... following the complete streets approach applied to Danforth Avenue.” Unlike the Yonge Street Pilot, the Danforth Avenue Complete Street was informed by an area-wide Planning Study²⁶ which showed comparatively little development pressures. The most significant physical difference between the two situations which undercuts transferability of the lessons learned is the existing road configuration. Danforth Avenue has a pavement width of 16.4-16.8 m whereas that of Yonge Street between Bloor Street and Heath Street is only 12.8-13.0 m - a material difference in road capacity with one additional traffic lane. (Figure 12)



Figure 12

For comparison purposes, below is an illustration (Figure 13) of the lane configuration on the 12.8-13.0 m wide pavement in the Bloor Street to Heath Street segment of the Active TO Midtown Complete Street Pilot:

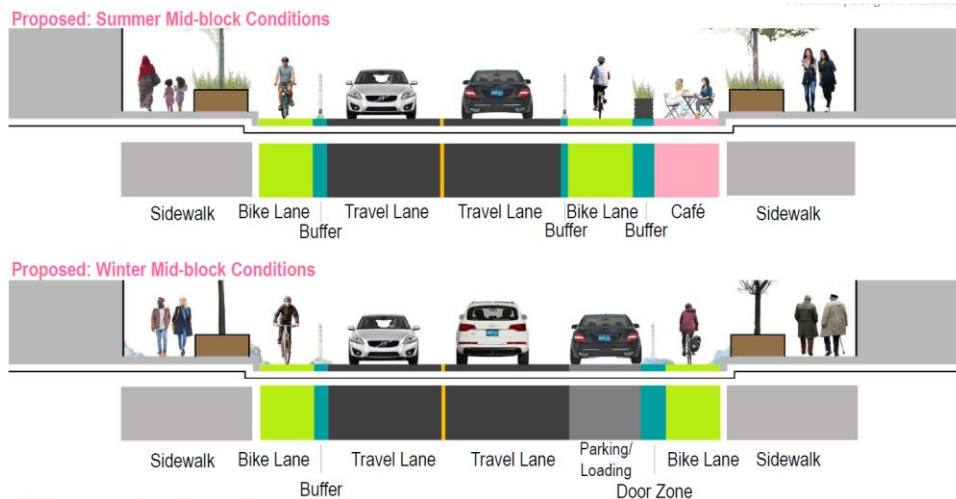


Figure 13

In stark contrast to this Bloor to Heath cross-section, a much more appropriate example of introducing bicycle lanes and creating a complete street is the *Transform Yonge* project for Yonge Street segment between Sheppard Avenue and Finch Avenue (Figure 14). It maintains four traffic lanes, as required for major arterial roads according to City Council’s road classification system, and allows for additional turning lanes to minimize congestion.

²⁶ City of Toronto, **Danforth Avenue Planning Study Area: Profile Report Broadview Avenue to Coxwell Avenue**, An Integrated Complete Street and Planning Study, January 2020

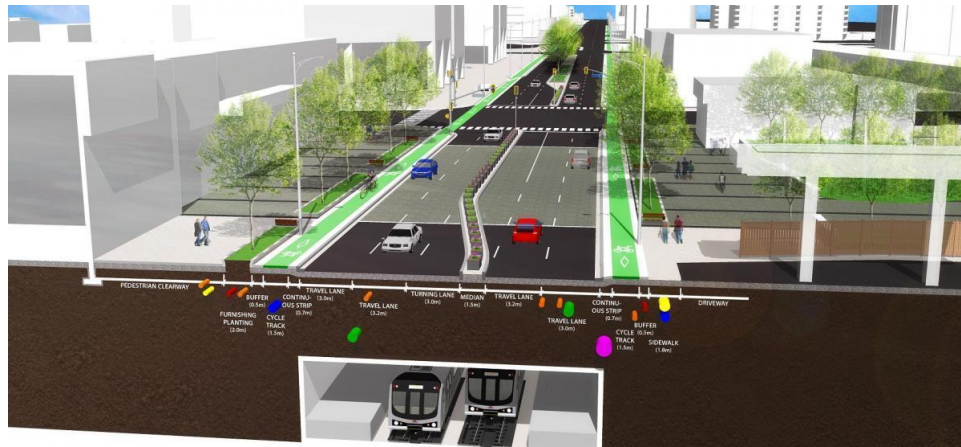


Figure 14: REimagining Yonge: The selected Transform Yonge option

Mayor John Tory had called for a rigorous testing of bike lanes, emulating former New York City major Michael Bloomberg: *"I won't compare myself to him because he was obviously a tremendously successful entrepreneur, but we were both business people... and what you try to do [in business] is make your decisions based on rational sets of facts – and that comes from measurement, in some form or another."*²⁷

Travel times along Yonge Street during most times of the day are now reported to be only slightly above the pre-pandemic (Fall 2019) baseline with only up to a 30 second increase in am/pm peak periods and a 102 second increase during midday. These travel times averages do not distinguish between the travel times of pilot segments with a 20 m ROW from Bloor to Heath and a 27 m ROW from Heath to Davisville. During the pilot, the speed limit was lowered from 50 km/h to 40 km/h. This 10 km/h reduction itself increases the average travel time somewhat, suggesting that the pilot obstacle course may have actually reduced travel time.²⁸

Travel Times | Vehicles*

* Preliminary results

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.

Figure 15

The project team reported a 105% increase in cycling volume between May 2021 and July 2021 (**Figure 17**). The average High/Low (°C) temperatures in Toronto during May 2021 were 19°/10°, whereas during July 2021 they were the highest of the year at 27°/18° - a significant temperature difference that, most likely, accounts for the increase in cycling volume.

²⁷ Globe and Mail, 'New Bloor bike lanes in Toronto must pass 'rigorous' tests', 11 August 2016

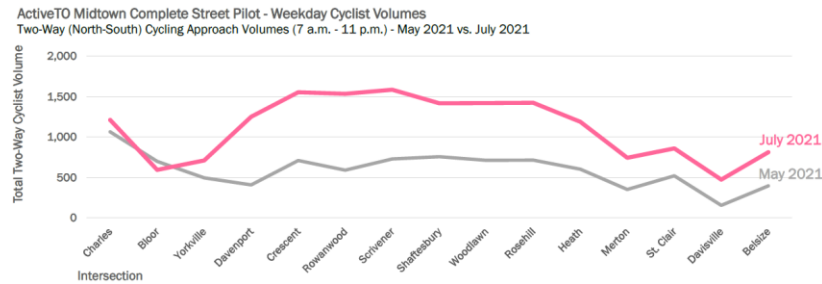
²⁸ Monash University - Accident Research Centre, The Impact of Lowered Speed Limits in Urban and Metropolitan Areas, January 2008

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



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

39 ActiveTO Midtown Complete Street Pilot

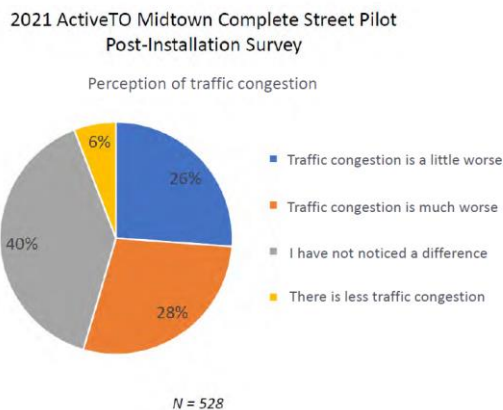


Figure 16

Pre-Installation Intercept Surveys were conducted on 3 & 5 June 2021. The installation was complete by 30 June and Post Installation Surveys were done on 11, 14, 16, & 18 September 2021. Accordingly, a 10-week period from 01 July to 11 September, with the lowest traffic volumes of the year during July and August and with congestion reduced by 45% due to the COVID-lockdown was the test period for congestion. **(Exhibit 8)** Despite these favourable and non-typical conditions, the majority of the respondent still noted a worse congestion during this low-volume period.

Intercept Survey | Congestion

* Preliminary results



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

36 ActiveTO Midtown Complete Street Pilot



Figure 17

The survey sample did not reflect the target population since the surveys were conducted in the Bloor, Rosedale, St. Clair, and Davisville study zones but not in the Summerhill zone (from Scrivener Square to Woodlawn) – the congested land-locked area. 40% of pre-installation respondents were from Bloor and 36% of the post-installation ones from Davisville **(Exhibit 9)** The surveys did not capture the views of motorists in cars.

An amazing 76% project support was reported based on the following question: *“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 comfort for everyone, and providing a safe and protected bike lane along the Line 1 subway. Do you agree Active TO Midtown on Yonge has met these goals.”* **(Figure 18)**

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?

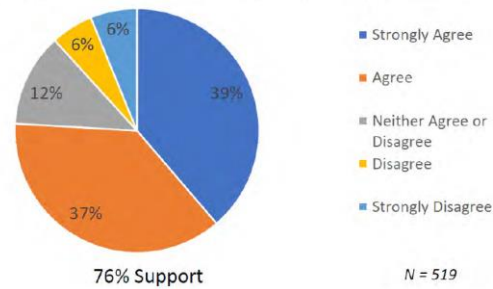


Figure 18

When confronted with the observation that this was, first, a leading question, second, a triple-barreled question that did not allow respondents to differentiate degrees of support or non-support for the quite different goals of supporting businesses, improving comfort, or providing safe bike lanes, and third, a social desirability question with an inherent conformity bias, the project team offered the following response:

“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. 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. 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.”²⁹

These rationalizations only reinforce the view that this survey is riddled with measurement errors. Furthermore, the arbitrary classification of respondents as pedestrians, cyclists, drivers, and transit users is dubious at best since most people fit more than one category and many fit all four. Clearly, the measurement errors combined with the coverage errors render the survey results more than suspect.

Based on the 2016 Transportation Tomorrow Survey, Toronto’s mode share is as follows: car (driver and passenger) 58.35%; public transit 26.14%; walking 10.66%, cycling 2.82%; and, other 2.03%. The physical distribution of the cycling mode share across the entire city is shown below (**Figure 19**).³⁰

²⁹ City of Toronto, Active TO Midtown Complete Street Pilot: Consultation Report, December 2021

³⁰ Mischa Young et al, Mapping the demand and potential for cycling in Toronto, International Journal of Sustainable Transportation, Volume 15, Issue 4, April 2020

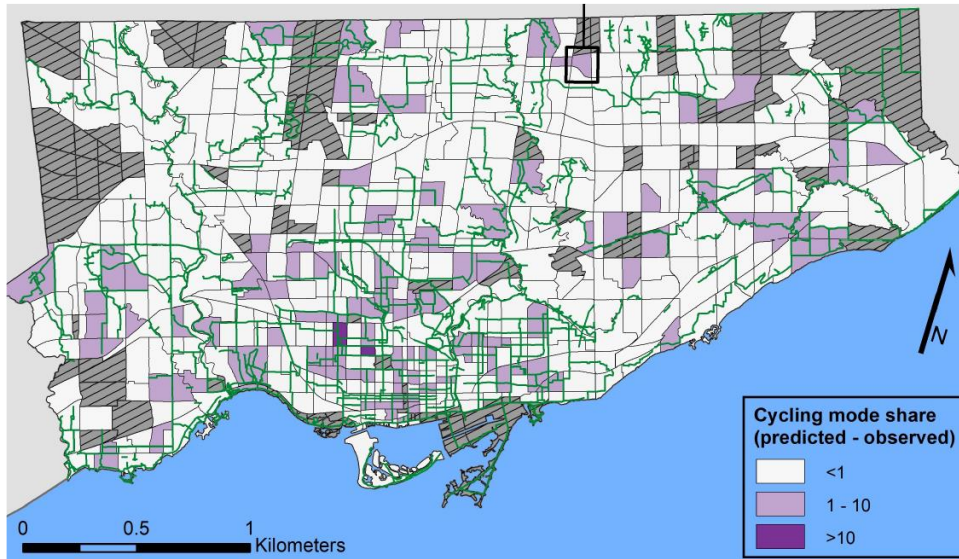


Figure 19

One of the *TransformTO* initiatives to reach a net-zero-carbon future is to have “nearly 70% of all trips taken in the city either by bike e-bike, walking, or transit.”³¹ The in-bound person trips in the am peak period (7 am to 10 am) in the Downtown are already close to this target at 62% (Figure 20) and the work travels within the Downtown itself exceed this target at 79% (Figure 21). The discrepancy exists in areas outside of the core with long commuting distances and poor transit level of service.

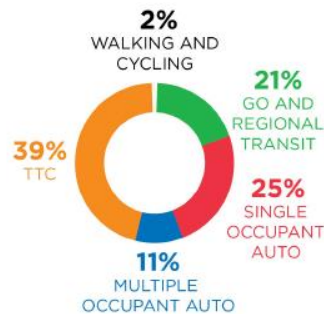


Figure 20



Figure 21

Cyclist and pedestrian volumes daily averages and average motor vehicle travel times in the am peak period are meaningless metrics given the identified priority actions: “Enhancements to existing transit services will add capacity and improve travel reliability... Surface transit improvements are needed to support planned growth within and near the Downtown.”³²

For a data-driven decision, the following key questions must be answered: Given the Growth Plan’s mandated growth targets to 2051, what are the current and projected figures for am and pm peak traffic volumes, modal splits, and TTC-ridership (subway, LRT, bus) in 10, 20, and 30 years - with and without a complete street design? There is a need to think more regionally, to better integrate transportation with land use planning, and, to privilege evidence over political ‘workarounds’ incompatible with an effective transit system.³³

³¹ City of Toronto, *TransformTO Net Zero Strategy – Technical Report*, November 2021

³² City of Toronto, *Downtown Mobility Strategy*, April 2018

³³ Matti Siemiatycki and Drew Fagan, *Transit in the Greater Toronto Area: How to get Back on the Rails*, Munk School of Global Affairs and Public Policy, 2019

7. The coordination of Midtown bicycle lanes and priority surface transit to relieve the overcapacity Line 1 has not been studied.

The City of Toronto is projected to add a minimum of 617,000 people and 282,000 jobs over the next 30 years in a region (*Greater Toronto and Hamilton Area*) which is projected to grow in population by 44% from 7,747,000 to 11,172,000 – with the iconic Yonge Street in the centre of this growth.³⁴ What is lacking is a reliable land use and transportation analysis of possible scenarios for the growing city and region.

In 2015, Metrolinx predicted that the ultimate capacity of Line 1 would be reached by 2031.³⁵ It outlined numerous potential relief interventions, including various surface transit bus services. This prediction was based on then available land use information and did not include the new policies of the 2017 Growth Plan nor the Minister's density increases in 2019 for OPA 405 (Yonge-Eglinton) and OPA 406 (Downtown). Some issues with the ridership projections are summarized below:

“Future demand growth will be a critical issue in the analysis given that the Yonge line is projected to be effectively “full” by 2031. Except for a recent leveling-off of demand (which itself could be a factor of capacity constraints and unattractive service), an annual growth rate of 2% is not out of the question especially with strong growth of office space in the core area. Only a slight change in that rate would eat through any residual capacity very quickly.”³⁶



Figure 22

More recently, the TTC predicts that the maximum Line 1 capacity – with all possible enhancements, including the Automatic Train Controls – will already be reached by 2026, long before the Ontario Line (relief line) and the Yonge North Subway Extension (**Figure 22**) will enter into service in 2029/2030 and the \$1.5 B Yonge-Bloor Station expansion will be completed in 2033. (**Exhibit 10**) Also not considered have been the frequent subway closures and the need to run shuttle buses on Yonge Street.³⁷

“Increases in ridership are mainly as a result of population and employment growth. Continued growth, along with planned transit expansion projects, is driving forecasted future ridership demand even higher. Current plans will permit modest increases in capacity over the next few years, until approximately 2026.

³⁴ Hemson Consulting Ltd., **Greater Golden Horseshoe: Growth Forecasts to 2051**, 16 June 2020

³⁵ Metrolinx, Yonge Relief Network Study, July 2015

³⁶ Steve Munro, The Dwindling Capacity of the Yonge Subway, 07 July 2016

³⁷ TTC, Subway Closures – 2021 Review and Forecasts 2022, 2022-02-10

After that point, the continued increase in ridership demand will introduce concerns for the continued safe, reliable, and effective ability of Line 1 to serve transit customers ... A failure to deliver the necessary capacity on Line 1 will have serious effects on the transit system throughout Toronto. If the line ridership regularly exceeds capacity, the quality of the transit service will decline. Delays will become longer and more common. Customers at some stations will be unable to board trains at busy times. ... Ridership will decline, trust in the transit system will be damaged, and the wider economic and social benefits of a well-functioning transit service will not be fully achieved.”³⁸

Reconfiguring streets to prioritize public transit and active modes can significantly increase the people-moving capacity of a street.³⁹ However, priority surface transit lanes - one potential relief intervention recommended by the *Yonge Relief Network Study*⁴⁰ – would be blocked by cycle tracks, forcing transit users back into cars. Similarly, the interesting scheme for a seamless mobility in major metropolitan cities by 2030 - with a projected bicycle share of 5% - proposed by the *McKinsey Center for Future Mobility* would also be blocked by cycle tracks in a 20 m ROW.⁴¹ (**Exhibit 11**)

“Various schemes have been proposed to deal with Line 1 crowding. In addition to ATC and more trains/hour, these include diversion of traffic to the TYSSE (Vaughan extension) and to GO/RER/SmartTrack. Demand will rise from population and employment growth, from new LRT service feeding in on Eglinton, and further if the subway is extended north to Richmond Hill. The net effect of all this is to take the projected demand to only slightly below the design capacity with ATC and 33 trains/hour. However, we know that the TTC does not actually operate all of its scheduled service and that missing ten percent is equivalent to 3 trains/hour. A further problem with the projections (contained in a 2015 report on the effect of a Richmond Hill extension) is that any additional capacity provided on the subway will immediately be swamped by latent demand that is constrained only by the existing level of service.”⁴²

Infrastructure Ontario, on behalf of the Province, is working with York Region on the development of the High Tech Station area Transit Oriented Community (TOC) as part of the proposed 3-stop Yonge North Subway Extension (YNSE) with a target in-service date of 2029/2030 to follow Ontario Line entry into service. This TOC with towers as high as 80 floors alone, submitted for approval in August 2021, will add 21,000 new residential units to the Yonge Street corridor and Line 1 (**Figure 23**).



Figure 23; Proposed Transit Oriented Community (TOC) at High Tech Road, Richmond Hill

³⁸ TTC Board Report, Line 1 Capacity Requirements - Status Update, 11 April 2019

³⁹ TCAT, *Improving Active Transportation and Public Transit Integration: A Guidebook* July 2019

⁴⁰ Metrolinx, *Yonge Relief Network Study, Technical Summary*, July 2015

⁴¹ McKinsey & Company, *An Integrated Perspective on the Future of Mobility*, January 2019

⁴² Steve Munro, *Toronto's Transit Capacity Crisis*, 15 February 2018

Metrolinx predicts that the YNSE will produce up to 8,500 net new transit riders in the AM peak hour by 2041 compared to business-as-usual.⁴³ On the other hand, Metrolinx predicts that the Ontario Line – the new rapid transit line that is supposed to provide a relief for the overcrowded Line 1 – will reduce the number of subway riders at Eglinton Station during the busiest hour by only 5,000.⁴⁴ Put another way: Line 1 will reach its ultimate capacity with all possible technical enhancements by 2026 and the safe, reliable, and effective ability of Line 1 to serve transit customers will continue to decline with no relief in sight.⁴⁵ ⁴⁶ This analysis does also not take into account the additional ridership from the planned future GO/TTC interchange at Summerhill.⁴⁷ York University Professor Mark Winfield summarizes the bottleneck issues at Yonge and Eglinton:

“Two fundamental problems have emerged. The first is that the form of development that has actually taken place has been almost exclusively residential, and overwhelmingly in the form of high-rise condominiums. The development of significant new employment sites, and in fact, of any other activities, such as cultural destinations, has been virtually nil ... With no new employment at Yonge and Eglinton, most of the people moving into the area will be working somewhere else – a somewhere else they likely expect to reach onto Toronto’s already overcapacity Yonge subway southbound. To these commuters, the one major infrastructure project in the area, the Eglinton LRT line, will add additional passengers from the East and West, who will be coming not to work at Yonge and Eglinton, but to transfer south onto an even more overcrowded Yonge line.”⁴⁸

Metrolinx projects that even in 2041, a majority of residents (62%) and of jobs (51%) within its area (**Figure 24**) will not be within walking distance to frequent rapid transit, measured as 400 m from Priority Bus, BRT and LRT lines, and 800 m from subway and 15-minute GO stations.⁴⁹ But an increasing number of regional commuters will continue to arrive in the agglomeration’s central city and rely on an efficient public transit system.

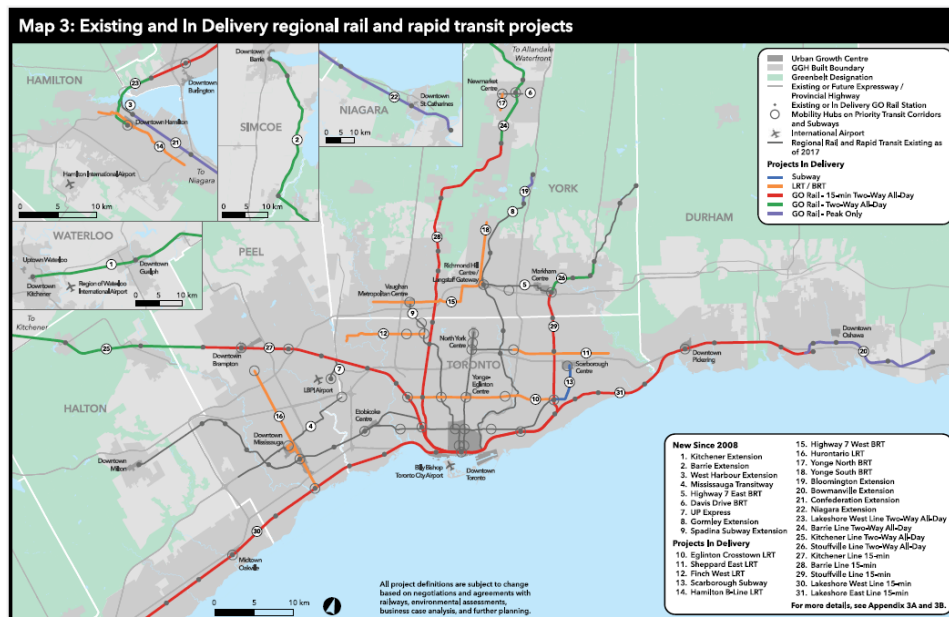


Figure 24

⁴³ Metrolinx, Yonge North Subway Extension: Initial Business Case, 17 March 2021

⁴⁴ <https://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

⁴⁵ Torontoist, Extending the Yonge line will only make crowding worse, 20 February 2018

⁴⁶ <http://drlnow.com/yongecapacity.html>

⁴⁷ City of Toronto, Official Plan, Map 4: Higher Order Transit Corridors

⁴⁸ <https://marksw.blog.yorku.ca/2021/06/21/has-the-yonge-eglinton-centre-become-a-case-study-in-how-not-to-urban-intensification/>

⁴⁹ Metrolinx, 2041 Regional Transportation Plan – For the Greater Toronto and Hamilton Area, 2018

Summary and Conclusions:

In summary, the SRA objects to making the temporary Active TO Midtown permanent and asks that the bike lanes on Yonge Street be removed:

1. The future impact on travel modes of reducing the road capacity by 50% while intensifying development has not been assessed.
2. A rushed selection of Yonge Street as pilot produces a short bike route fragment instead of an integrated network component.
3. The evaluation of the Avenue Road, Yonge Street, and Mount Pleasant Road corridors ignored basic planning parameters.
4. The future congestion resulting from the intensification of the Yonge Street corridor required by the Growth Plan was not considered.
5. The existing congestion, emergency access impact, and elevated GHG-emissions in the land-locked area was ignored.
6. Much of the evidence in support of the pilot is based on errors, false comparisons, and lack of relevant traffic data.
7. The coordination of Midtown bicycle lanes and priority surface transit to relieve the overcapacity Line 1 has not been studied.

Toronto, with 3 million people spread over 630 km² and a transit mode share of 26% - within a census metropolitan population of 6 million spread over 5,900 km² with a car mode share of 70%⁵⁰ (**Exhibit 12**) - cannot seriously address climate change with cycle tracks that block priority transit lanes. As a recent global survey confirms, the magnitude of Toronto's sustainability gap requires prioritizing the public transit system to effect meaningful mode shifts.⁵¹ (**Exhibits 13&14**)

Electronic data of current traffic flows, including cycling volumes, are meaningless in the second-fastest growing central city in North America and, especially, in the Yonge Street corridor where most of the intensification mandated by the Growth Plan is to occur. What is needed are integrated land use and multi-modal transportation projections for Avenue Road, Yonge Street, and Mount Pleasant Road in 5, 10, and 30 years to reach the Growth Plan targets of 2051.

The SRA, respectfully, urges the Committee to recommend to Council that the temporary pilot not be extended to 31 July 2023 and that the bicycle lanes on Yonge Street be removed forthwith. Sufficient evidence exists already to confirm that they are harmful to the *TransformTO* goals.

Yours sincerely,
Summerhill Residents Association



Deborah Briggs
President

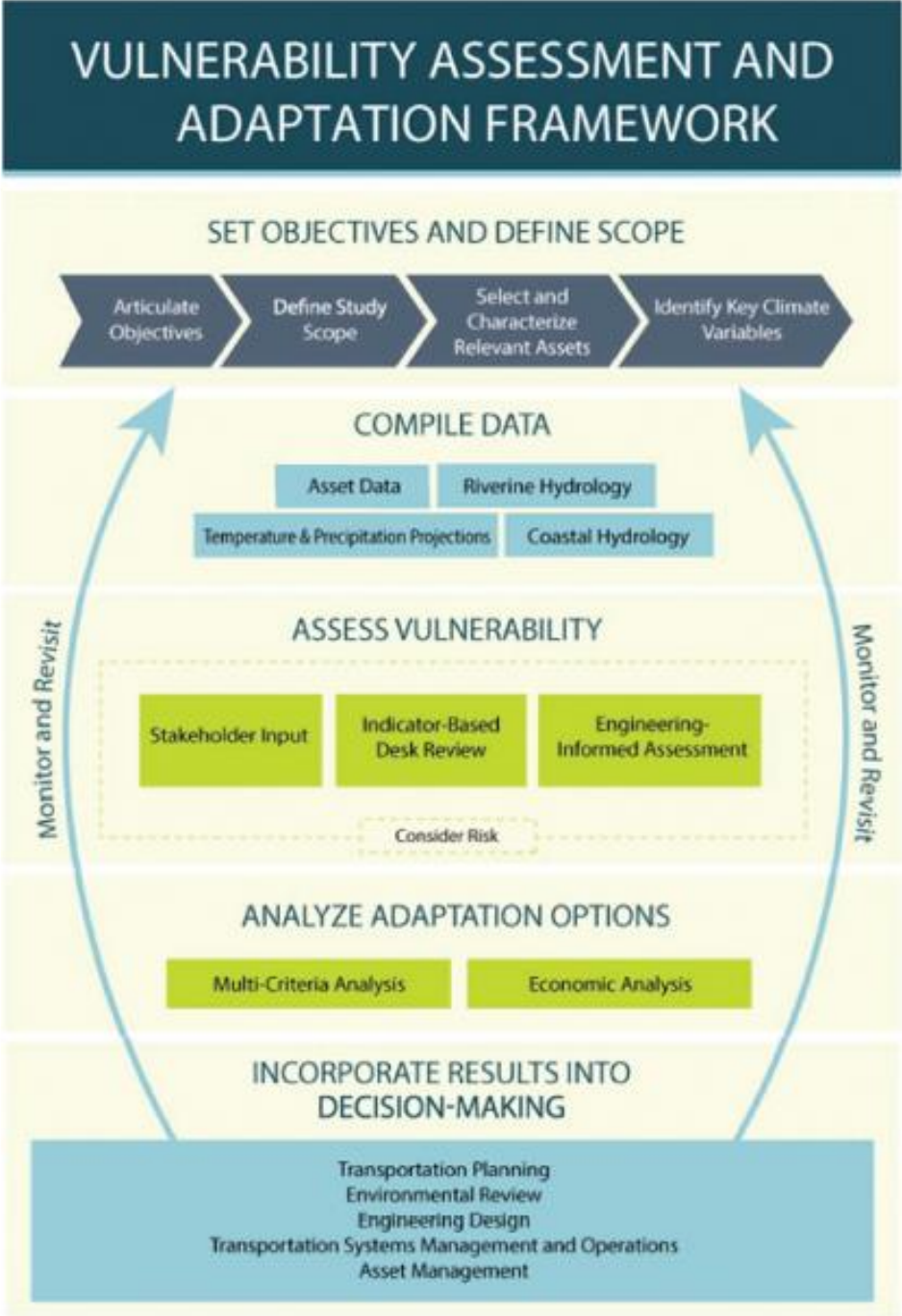
Exhibits 1 - 14

Copies:

Major John Tory and Members of City Council
Other Interested Parties

⁵⁰Deloitte, Toronto Mobility Index, 2018

⁵¹ McKinsey & Company, **Urban Transportation Systems Of 25 Global Cities**, July 2021



SOURCE: U.S. Department of Transportation, FHWA, 2018a.



IE15.11
Councillor Mike Colle

Ward 8 Eglinton-Lawrence
City Hall, 100 Queen Street West
2nd Floor, Suite A20
Toronto, Ontario M5H 2N2



September 17th, 2020

To: Infrastructure and
Environment Committee

Re: Request to get Bike Lanes in Midtown along Yonge Street

SUMMARY:

The ActiveTO initiative has played a vital role in Toronto's recovery and rebuild process, providing city residents of all ages and abilities with new, temporary and permanent, bikeways, which allow them to enjoy fresh air, obtain healthy exercise, and safely get around the city.

The benefit of these cycling facilities must now be expanded to reach other parts of the city. *"Our streets are going to look different in many places in the post-COVID world...we will need more bike infrastructure,"* said Mayor John Tory when launching the ActiveTO initiative, which is *"going to mean more business for shop owners, it's going to mean that we're going to take some of the pressure off our transit system and protect the health of the city."*

Building a resilient city not only means providing clean and safe transportation alternatives during the current pandemic but achieving existing city policies, including the Vision Zero Road Safety Plan, the Cycling Network Plan, TransformTO's climate mitigation plan through the reduction of short trips travelled by car, as well as the City's equity and public health initiatives.

Given the aforementioned policy goals, the need to accommodate active transportation during the COVID-19 pandemic, and the strong local community support, it is crucial that we prioritize a temporary bikeway along Yonge Street in Midtown, aligned with TTC's Line 1.

RECOMMENDATIONS:

The Infrastructure and Environment Committee request that:

1. The General Manager, Transportation Services, to include, as part of either the 2021 update to the cycling network plan or COVID-19 pandemic cycling network expansion response plan, a temporary protected bikeway along Yonge Street from south of St. Clair Avenue 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 Q2 2021, and iteration and evaluation throughout 2021.

Thank you,

EXHIBIT 3

The below table provides a description of the indicators evaluated and the related project goals.

Indicator	Description
Policy Support	Routes that are identified in existing policy and planning documents for complete streets improvements receive a higher ranking
Traffic Volume to Lane Ratio	Routes with lower existing traffic volumes carried per traffic lane receive a higher ranking
Equitable Access	Routes with lower Toronto neighbourhood equity index scores in adjacent and intersecting neighbourhoods receive a higher ranking
Functional Road Classification	Routes with more emphasis on access receive a higher ranking (i.e. collectors preferred over arterials)
Potential to Reduce Pedestrian Collisions	Routes with higher numbers of serious pedestrian collisions (KSI collisions) receive a higher ranking
Potential to Reduce Cycling Collisions	Routes with higher numbers of serious cyclist collisions (KSI collisions) receive a higher ranking
Potential to Reduce Auto Collisions	Routes with higher numbers of serious auto collisions (KSI collisions) receive a higher ranking
Business Improvement Areas	Routes with a higher percentage of Business Improvement Area (BIA) coverage receive a higher ranking
Land Use Context	Routes with higher percentages of commercial and mixed-use frontages receive a higher ranking
Employment	Routes with a higher number of employees working within 150 m receive a higher ranking
Anticipated Parking Impacts	Routes where parking can be maintained (reduced impact), where there is a larger percentage of no stopping or parking zones (reduced curb lane space competition), and where parking can be added receive a higher ranking
Surface Transit	Routes with lower ridership and frequency of surface transit receive a higher ranking due to reduced demand/competition for curb access
CaféTO Street Permits	Routes with more existing CaféTO street permits receive a higher ranking due to demonstrated demand
Accessible Curb Access Needs	Routes with needs for accessible curb side access to businesses, housing, essential services and other destinations receive a higher ranking
Toronto Cycling Network Plan Priority Score	Routes with higher cumulative priority scores receive a higher ranking – priority score reflects current and potential cycling demand, trip generators, transit access, connectivity and coverage, barriers, safety and equity.
Bike Share Utilization	Routes with more highly utilized bike share stations receive a higher ranking
Topography (Elevation)	Routes with less elevation change receive a higher ranking
Proximity to Parallel Routes	Routes farther away from a viable alternative receive a higher ranking

Indicator	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			
Potential to Reduce Pedestrian Collisions	Good	Best	Good
Potential to Reduce Cycling Collisions	Similar	Similar	Similar
Potential to Reduce Auto Collisions	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 Cycling Accessibility Impact	Better	Best	Good

Major City-Wide Cycling Routes on Surface Transit Network

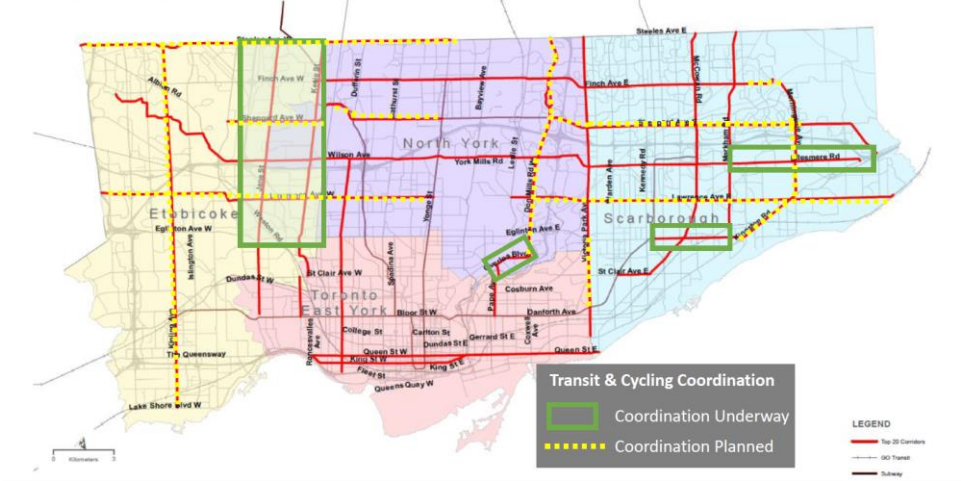


EXHIBIT 5



1140 Yonge Street



5 Scrivener Square



1233 Yonge Street



49 Jackes Avenue



1365 Yonge Street



1406-1428 Yonge Street



1421 Yonge Street



1 Delisle Avenue



1198-1210 Yonge Street



Rosehill Tower



1 St. Clair Avenue West



St. Clair Place



878 Yonge Street



1910-1944 Yonge Street



29-39 Pleasant Boulevard

Councillor
Mike Layton
 Ward 11 University—Rosedale



November 24, 2021

Dear Chair and Members of Toronto and East York Community Council,

Re: Addressing Development Pressure at Bloor Street West and Spadina

The four corners at Bloor Street West and Spadina intersection is facing significant transformation in the near future due to large-scale anticipated growth. Both northern corners of the intersection currently have applications submitted to the City to permit high-rise towers and the southeast corner has been identified as a development site for the University of Toronto. This high level of planned growth warrants a comprehensive lens to inform the redevelopment of this major downtown intersection.

Thousands of new residents will potentially be housed at this single intersection. While there are planning studies and frameworks, development guidelines, and policy documents such as the Official Plan and TOCore, the breadth of development that is now anticipated for this area exceeds what was initially expected. While there are height restrictions and building envelope guidelines, coordination of the development proposals and understanding of the cumulative impact of development (human density) to infrastructure is an important piece that needs to be considered.

The Bloor-Spadina intersection also holds significance for Indigenous communities. The name Spadina itself originates from Ojibway "Ishpadinaa", "a place on a hill". Immediately to the north of Bloor on Spadina, there are two important Indigenous cultural and housing organizations, Wigwamen Terrace, a seniors housing residence managed by Wigwamen Inc, Ontario's largest Aboriginal urban housing provider as well as Native Canadian Centre of Toronto. Through engagement with Toronto-based Indigenous organizations, the importance of the south east corner in terms of its significance as a gathering space for indigenous people in the city, including those who have recently arrived to Toronto, was highlighted.

During the Working Group meetings for the Development Application of 334-350 Bloor, the importance of meaningful Indigenous engagement to inform the redevelopment of the Bloor and Spadina intersection came up as an important element, that both residents, the Applicant, and City Staff felt should be properly pursued in all applications in this area.

RECOMMENDATION

1. City Council request the Chief Planner undertake to, in consultation with the local councillor and community, coordinate the application review process for the existing and future applications at the corner of Spadina and Bloor, that include public realm, urban design, transportation impacts,

Toronto City Hall, 2nd Floor, Suite C47 | 100 Queen Street West, Toronto, Ontario M5H 2N2
 Phone: (416) 392-4009 | Fax: (416) 392-4100 | councillor_layton@toronto.ca

sustainability and potential for district energy, city servicing and heritage, and undertake any studies Planning staff deem necessary and policy reviews Planning staff deem necessary, as a result of this coordinated approach

2. City Council request the Chief Planner to initiate Indigenous-led engagement to inform the redevelopments at the Spadina and Bloor intersection.

Thank you,

Councillor Mike Layton
 Ward 11, University-Rosedale

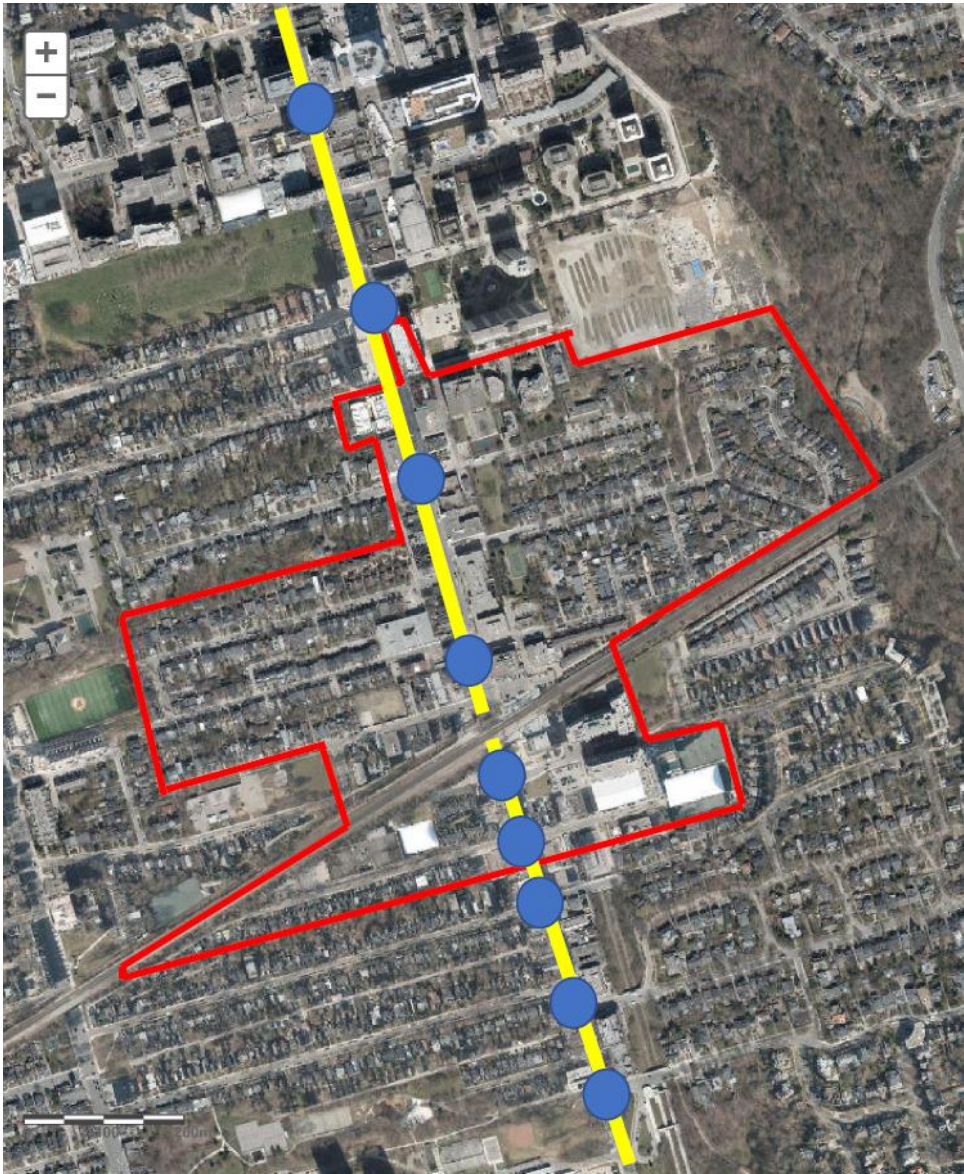


EXHIBIT 8

2021 Impact Rank (2020 Rank)	Urban Area	Country	2021 Hours Lost	Compared to Pre-COVID	2021 Last Mile Speed (MPH)	Last Mile Speed over Normal
1 (16)	London	UK	148	-1%	11	10%
2 (6)	Paris	FRA	140	-15%	11	10%
3 (25)	Brussels	BEL	134	-4%	10	11%
4 (4)	Moscow	RUS	108	-15%	16	7%
5 (3)	New York	USA	102	-27%	13	18%
6 (7)	Chicago	USA	104	-28%	15	36%
7 (18)	Rome	ITA	107	-35%	14	27%
8 (1)	Bogota	COL	94	-51%	13	44%
9 (23)	Palermo	ITA	109	-20%	9	13%
10 (33)	Istanbul	TUR	88	-42%	14	27%
11 (2)	Bucharest*	ROU	98	-	14	-
12 (34)	Lyon	FRA	102	-2%	11	10%
13 (5)	Philadelphia	USA	90	-37%	13	30%
14 (28)	Rostov-on-Don	RUS	97	16%	13	0%
15 (30)	Budapest	HUN	92	0%	15	0%
16 (20)	Dublin	IRL	89	-42%	13	30%
17 (45)	Turin	ITA	93	-24%	12	33%
18 (36)	Boston	USA	78	-47%	15	25%
19 (453)	Bursa	TUR	82	75%	17	6%
20 (11)	Saint Petersburg	RUS	75	-50%	15	7%
21 (123)	Poznan	POL	87	45%	15	-12%
22 (86)	Toronto	CAN	74	-45%	14	27%
23 (26)	Mexico City	MEX	67	-58%	14	17%
24 (42)	München	DEU	79	-9%	11	0%
25 (42)	Wroclaw	POL	84	9%	15	15%

*New to Scorecard in 2020

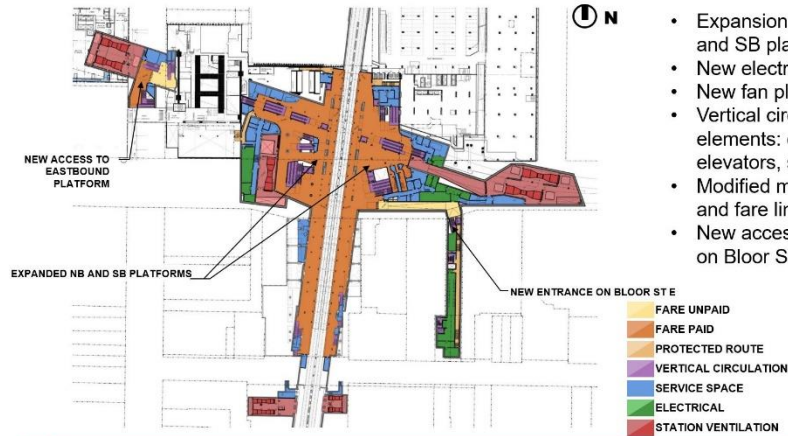
Source: 2021 INRIX Global Traffic Scorecard, December 2021

EXHIBIT 9



Source: Public Active TO Midtown Intercept Survey – Evaluation Report, March 2022

Bloor-Yonge – Line 1 Platform Level



9

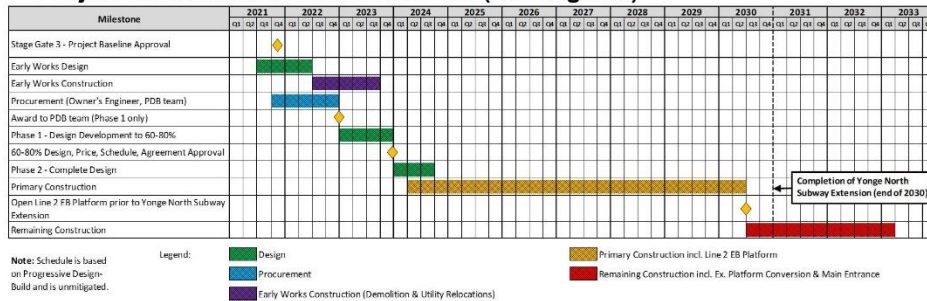
Bloor-Yonge – Line 2 Platform Level



11

Bloor-Yonge – Project Preliminary Design Baselines

• **Project Schedule with Risk Allowance (Unmitigated)**



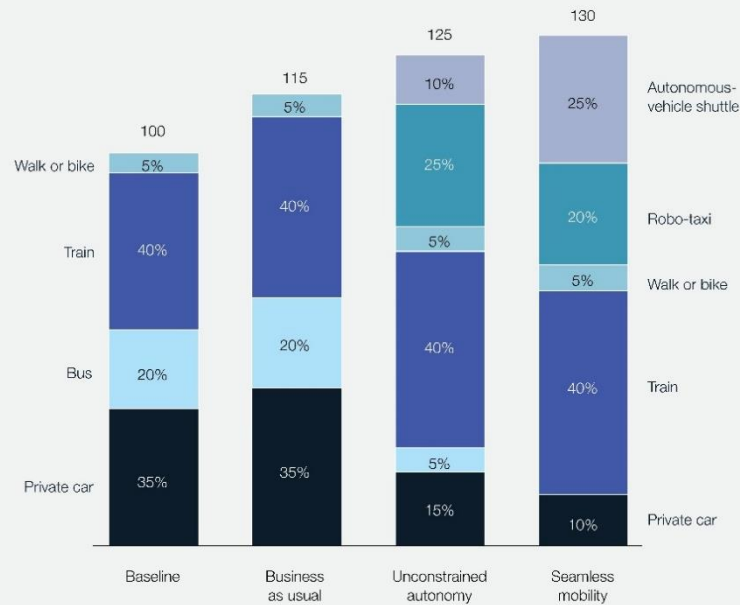
• **Project Cost Estimate**

- o Class 3 cost estimate – total project cost = \$1.505 billion (\$1.514 billion budget)
- o Based on 30% design
- o Completed peer review, value engineering, and quantitative risk analysis

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Exhibit 5 The type of transportation people gravitate toward would vary by scenario.

Type of travel by scenario,¹ passenger-kilometers per year²



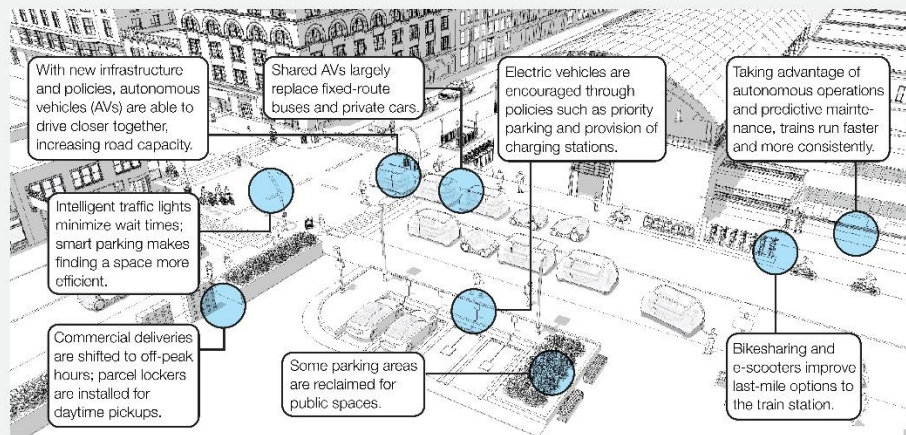
¹ Example is for developed, dense metropolitan area.

² Index (baseline = 100).

Source: McKinsey analysis

Exhibit 3

Scenario 3 shows a typical intersection under seamless mobility in 2030.





Sustainable development index

We calculated sustainable development index values based on resident survey data. The index is measured as the difference between the share of respondents who have, over the last several years, increased the use of public transport and personal mobility devices (including walking on foot) and the share of those who have increased the use of motor vehicles.

In most cities, transport systems are progressing toward sustainable development. On average, their residents indicate that over the last

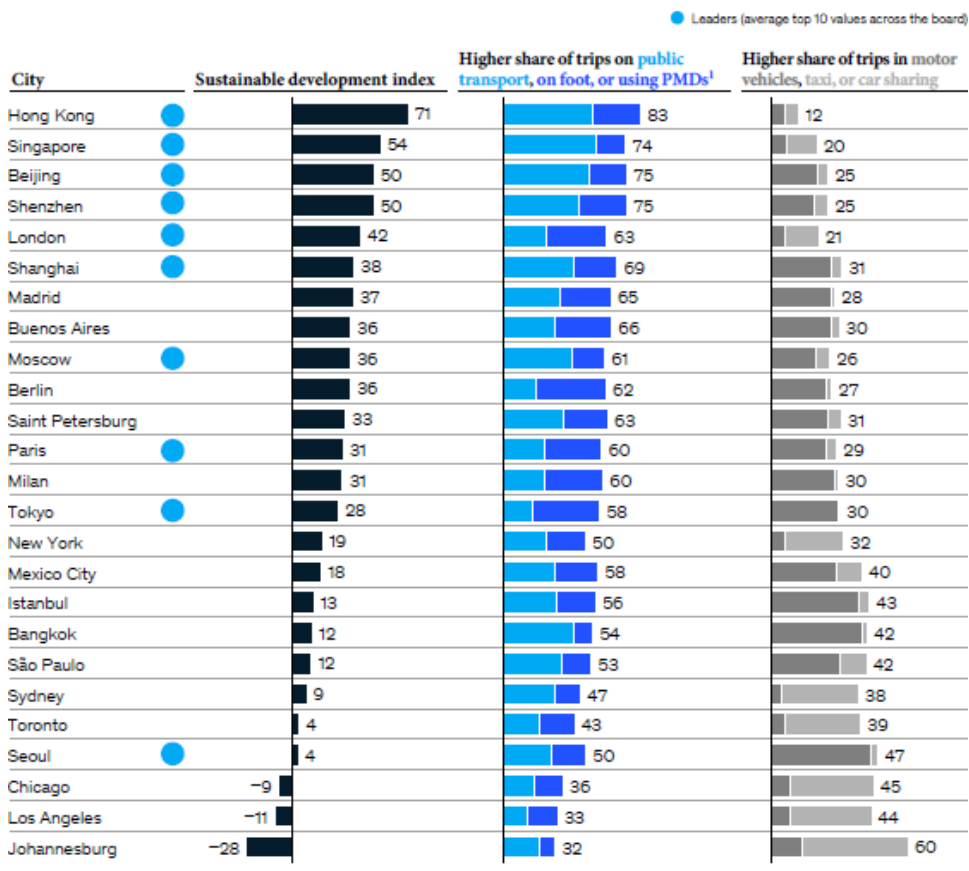
several years, they have been using public transport and personal mobility devices more frequently, thereby reducing the load on the road network.

There is a clear correlation between sustainable development indexes of certain cities and the level of sophistication of their transport systems, including public transport and personal mobility infrastructure (Exhibit 12).

In those cities, residents may be prompted to switch over to public transport because it is more convenient than using personal transport.

Exhibit 12

Sustainable development index and its components

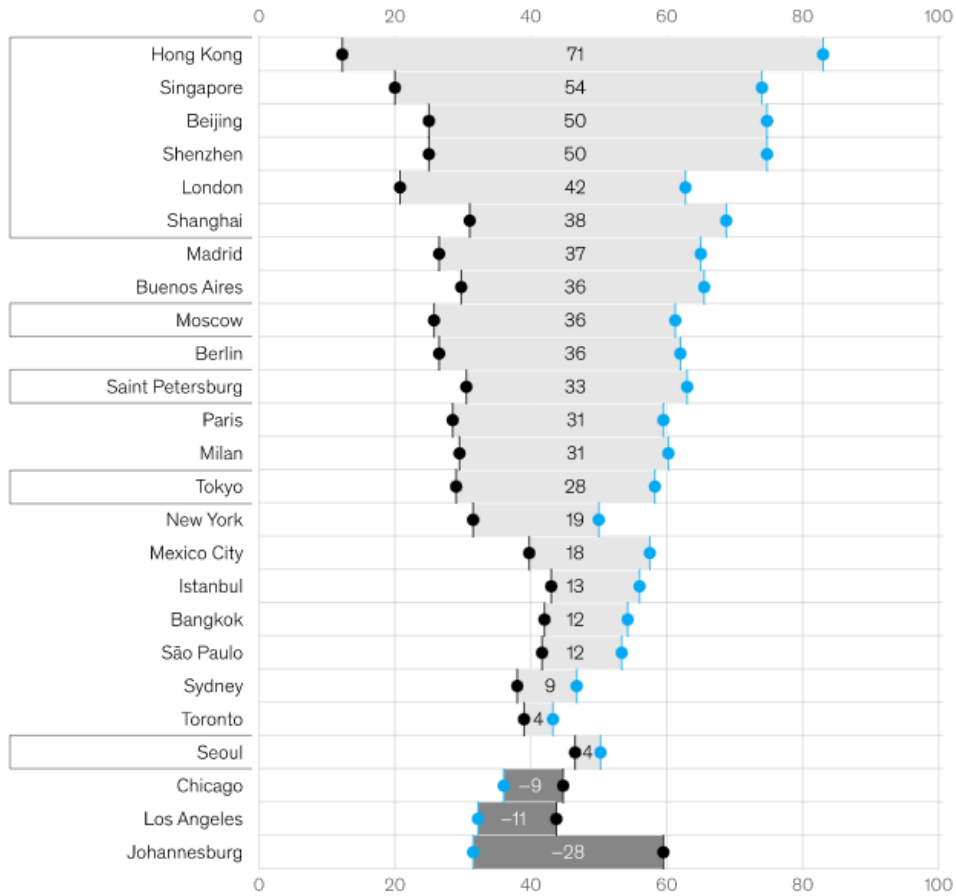


¹ Personal mobility devices.

Leading cities that prioritized sustainability enjoyed greater use of their public-transport systems.

Sustainable mobility vs personal-mobility share,¹ percentage-point difference

- Public transport, on foot, or using personal-mobility devices
- Motor vehicles, taxis, or ride-sharing
- Leaders (average top 10 values across the board)



Note: Figures may not sum, because of rounding.
¹This metric is calculated based on resident survey data.