

John Street Corridor Improvements – Frequently Asked Questions

Who initiated this Environmental Assessment and how did it come about?

In September 2009, Toronto City Council made the John Street Cultural Corridor projects a City priority and authorized an environmental assessment to assess and evaluate options for improving the public realm. This is to be consistent with the Toronto Entertainment District Business Improvement Area's Master Plan (http://torontoed.com/master_plan/introduction), previously endorsed by Council. The Master Plan envisions John Street primarily as a pedestrian-oriented *destination* within Toronto's arts and culture district rather than a typical road whose primary purpose is to carry traffic. The City and BIA are partners in this study.

What is the difference between alternative solutions and alternative designs?

Alternative Solutions generally refers to big and fundamental ideas about how to solve a problem. In this case, how John Street will function given the Master Plan's vision.

Alternative Designs consider more detailed options for how the preferred *Alternative Solution* will be implemented. In this case, things like traffic lane and sidewalk widths, tree locations and other landscaping, materials and design details.

Why could the pedestrian realm not be widened in Alternative 5, which includes dedicated bike lanes?

Although the John Street pavement width varies from one end to the other, alternative solutions that could be achieved uniformly across the entire street were evaluated for the first public open house; dedicated bike lanes (Alternative 5) preclude the expansion of the pedestrian realm north of Adelaide Street West. However, it may be possible to have different alternative solutions for sections of John Street. Typically our goal is to provide continuous bike lane facilities however at this point in the study it is difficult to determine the operational constraints.

Why was a one-way street alternative not considered given that it may result in even more space for both pedestrians and dedicated bike lanes?

Assessment for this scenario is currently underway to explore whether a one-way street is feasible from a transportation perspective and appropriate given the objective of making John Street a destination.

How are cyclists going to be accommodated in the John Street neighbourhood?

The City of Toronto is supportive of cycling on all streets, and is implementing cycling infrastructure in numerous corridors throughout the city. In this study, cyclists are being considered as a significant user group, and would be accommodated in all but the "pedestrian mall" options which would require cyclists to dismount and walk their bike.

The balance of dedicated space provided for each transportation mode is being studied keeping in mind the objective of making John Street a pedestrian-oriented *destination*. The final results of this analysis and the proposed John Street design will be made available for public review and comment on the project web site and at a second round of Public Consultation in the fall.

When were the cycling counts taken?

The complete traffic data (motor vehicles, bicycles, pedestrians) was collected during various times of the day on the following dates:

- Friday, April 30th 6 pm to 10 pm
- Saturday, May 15th 6 pm to 10 pm

Supplementary 24 hour bicycle counts were collected on the following dates:

- Wednesday, September 29th
- Friday, October 1st

How many cyclists (real numbers) use John Street as opposed to other nearby north-south streets?

Just under 1500 cyclists per day were observed using John Street just south of Queen Street (September 29th count). We did not collect comparable data for any other streets.

How many cyclists use each block of John Street?

Generally, the highest cycling volumes were observed in the block closest to Queen Street and gradually reduce for each block south to Front Street.

How will you integrate the Hydro Station into the design?

At this point in time the Toronto Hydro sub-station is a permanent fixture and an important requirement of the downtown core. Urban design features will be evaluated which can make this location more visually appealing and blend into the neighbourhood.

What are the next steps?

The evaluation of alternatives presented at the first public open house held in June 2010 is being reviewed in light of comments received from the public. At the same time, the alternative solution will be either validated or modified and alternative designs to implement the preferred solution(s) will be developed. All of the analysis and refinements relating to the preferred solution and design will be presented at the next public open house.

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