

**THE CITY OF TORONTO**

**City Clerk's Office**

**Minutes of the Toronto Pedestrian Committee**

**Meeting 6**

**Thursday, July 14, 2005**

The Toronto Pedestrian Committee met on Thursday, July 14, 2005, in Committee Room 1, 2nd Floor, City Hall, Toronto, commencing at 9:37 a.m.

Members Present:

J. Richard Nelson, Co-Chair  
Helen Riley, Co-Chair  
Rita Brooks  
Joan Doiron, Feet on the Street  
Deanne Fisher  
Dr. Bob Frankford  
Daina Leja  
Dylan Reid  
Councillor Bill Saundercook  
Peter Tesar  
Elizabeth Walker, Older Womens' Network

Regrets:

Paul Collier  
Laurel Fortin  
Angela Kennedy, Trustee, Toronto Catholic District School Board  
Crawford Murphy, Toronto Cycling Committee

Also Present:

Roger Brook, Rocket Riders  
Bill Brown  
Janice Etter, Pedestrian Planning Network  
Joan Miles, Green Tourism Association  
Rhona Swarbrick, Pedestrian Planning Network  
Ian Wheal, Toronto Field Naturalists

Staff Present:

Daniel Egan, Manager, Pedestrian and Cycling Infrastructure Unit  
Lisa Ing, Coordinator, Pedestrian and Cycling Infrastructure Unit  
Jennifer Hyland, Assistant Planner, Transportation Planning  
Lee Bishop, Toronto Police Services  
Brad Bartlett, Committee Secretary

J. Richard Nelson in the Chair.

No declarations of interest pursuant to the Municipal Conflict of Interest Act were made.

**Confirmation of Minutes**

On motion by Joan Doiron, the Minutes of the meeting of the Toronto Pedestrian Committee held on June 8, 2005, were confirmed, subject to amending Minute 5.4 - Pedestrian and Cycling Infrastructure – Staff Update, as follows:

“On motion by Joan Doiron, the Toronto Pedestrian Committee referred the communication to the Pedestrian Safety Working Group.”

**Communication/Reports:**

**6.1. College Street Lessons Learned**

The Toronto Pedestrian Committee had before it a presentation by Rita Brooks, Member, Toronto Pedestrian Committee and Gord Brown, Harbord Village Residents Association on College Street Lessons Learned, including College Street Revitalization Initiative - Presentation Materials to the Toronto Pedestrian Committee.

The Toronto Pedestrian Committee considered:

- (1) a communication (May 6, 2005) from Rita Brooks, Member, Toronto Pedestrian Committee advising that Gord Brown, Harbord Village Residents Association would like to make a presentation to the Toronto Pedestrian Committee at its June 8, 2005 meeting on College Street Lessons Learned; and
- (2) the College Street Revitalization Initiative – Presentation Materials to the Toronto Pedestrian Committee.

On motion by Councillor Saundercook, the Toronto Pedestrian Committee referred the Lessons Learned College Street Revitalization Initiative - Presentation Materials to the Pedestrian Friendly Environments - Urban Design and Streetscaping Working Group requesting that the Working Group prepare a motion to support the Lessons Learned, as presented by the Harbord Village Residents Association, that can be applied to other revitalization areas in the City.

## **6.2. Designated Senior Staff Person on Pedestrian Issues**

The Toronto Pedestrian Committee considered:

- (1) a communication (April 27, 2005) from Joan Doiron, Chair, Feet on the Street, requesting that the Toronto Pedestrian Committee recommend to the Works Committee that City Council designate a existing senior staff person be put in charge immediately of the pedestrian realm in order to beautify and make the streets of the City of Toronto walkable, as part of the staff changes after April 15, 2005; and
- (2) the Planning for People - Policy Framework for Implementation of the Toronto Pedestrian Charter – Draft 2 (July 11, 2005) from Feet on the Street.
  - A. Joan Doiron moved that the communication (April 27, 2005) from Joan Doiron, Chair, Feet on the Street, be referred to the Pedestrian Friendly Environments – Urban Design and Streetscaping Working Group, for further detailing with the assistance of the Harbord Village Residents Association.

**(Carried.)**
  - B. Helen Riley moved that the Planning for People - Policy Framework for Implementation of the Toronto Pedestrian Charter – Draft 2 (July 11, 2005) from Feet on the Street, be received.

**(Carried.)**

Helen Riley in the Chair.

### **6.3. Toronto Pedestrian Committee Views on Nathan Phillips Square Design Competition**

The Toronto Pedestrian Committee considered:

- (1) a communication (May 25, 2005) from J. Richard Nelson, Member, Toronto Pedestrian Committee, requesting that the following points of interest regarding the Nathan Phillips Square design competition be referred for information and review to the Working Groups, with a request to report back to the Committee:
  - (a) Nathan Phillips Square invites people to cross Queen Street mid-block:
    - (i) an underground passage is provided between the parking garage and the Sheraton Centre, but it mostly used by those destined to or originating from the PATH network;
    - (ii) an overhead crossing was provided but is now closed. Its fate is presumably tied to the fate of the overhead walkway;
    - (iii) ways of making Queen Street more crossable - such as a median - should be investigated as part of the square's revitalization. Queen Street does seem to have sufficient width for a median, though it would require the streetcar tracks to be reconfigured; and
    - (iv) access to Nathan Phillips Square from the south would be greatly improved if the use of the Queen Street frontage as a parking bay for buses and hot-dog vendors was reduced;
  - (b) the slip lane from southbound Bay Street to westbound Queen Street should be removed or, failing that, made safer and more comfortable for pedestrians by, e.g, making it squarer;
  - (c) the crossing of Bay Street at Albert Street requires a clumsy grade change on the west side, which should be improved;
  - (d) the west side of Bay Street from Queen to Hagerman street is not well provisioned with a sidewalk, and indeed lacks a sidewalk north of Albert Street. The Bay Street entrance to the parking garage poses a challenge, but this side of Bay Street might be made more inviting or convenient to pedestrians;
  - (e) the intersection of Bay & Hagerman streets, including access to underground services, is not designed for safe pedestrian crossing. It should be improved;

Toronto Pedestrian Committee Minutes  
Thursday, July 14, 2005

---

- (f) the intersection of Armoury and Chestnut streets should be a gateway to Nathan Phillips Square for pedestrians and cyclists, with its peculiar geometry, unclear sightlines, and entrance to the parking garage, should be improved for pedestrians;
  - (g) the lane between Nathan Phillips Square and Osgoode Hall north from Queen Street engenders many pedestrian/motor vehicle conflicts, particularly as vehicles try to enter or leave Queen Street. Better approaches for vehicular access should be instituted; and
  - (h) the entrance of the parking garage on Queen Street engenders many pedestrian/motor vehicle conflicts. Improved design might mitigate this; and
- (2) City of Toronto Website Material on Nathan Phillips Square Design Competition.

On motion by J. Richard Nelson, the Toronto Pedestrian Committee:

- (1) endorsed the points of interest in the communication (May 25, 2005) from J. Richard Nelson, Member, Toronto Pedestrian Committee, subject to amending the points of interest as follows:

“The Toronto Pedestrian Committee is interested in, excited by, and supportive of the City's planned revitalization of Nathan Phillips Square. In aid of that project, we're making the following observations and recommendations. These notes are focused on improving access to the Square from the surrounding street grid.

Although most people get to Nathan Phillips Square on foot, it is surrounded by a number of pedestrian-unfriendly, even hostile, fixtures, which are discussed below. In general, the Pedestrian Committee wants to see walking access to the Square, for all pedestrians, improved and impediments to walking removed or mitigated.

In particular:

- (1) Nathan Phillips Square invites people to cross Queen Street mid-block:
  - (a) an underground passage is provided between the parking garage and the Sheraton Centre, but it is mostly used by those destined to or originating from the PATH network. Using it to cross Queen Street,

particularly northbound, requires retreating into the hotel to use its escalators. This route can be used only northbound between 10 p.m. and 6 a.m.

- (b) an overhead crossing is provided but can only be used northbound (the hotel doors are locked to southbound users). Its fate is presumably tied to the fate of the overhead walkway, and its usability is at the whim of the hotel's management; and
- (c) ways of making Queen Street more crossable should be investigated as part of the Square's revitalization:
  - (i) crossing distances could be reduced. Depending on budget and other constraints, this might include a median (which would require reconfiguring the streetcar tracks), or it might include bulb-outs or other devices;
  - (ii) a traffic signal about halfway between Bay Street and York Street would encourage both crossing, and compliance with traffic flows; and
  - (iii) access to the Square from the south would be greatly improved if the use of the Queen Street frontage, as a parking bay, for buses and hot-dog vendors, was reduced. Although the southern portion of the Bay Street frontage is dedicated to bus parking, it is rarely available for such (because of illegally parked vehicles), so buses often combine to present a wall of vehicles to pedestrians venturing to cross Queen Street.
- (d) the slip lane from southbound Bay Street to westbound Queen Street should be removed;
- (e) the crossing of Bay Street at Albert Street requires a clumsy grade change on the west side, which should be improved. The whole area at this crossing is cluttered and is difficult for the less able;

Toronto Pedestrian Committee Minutes  
Thursday, July 14, 2005

---

- (f) the west side of Bay Street from Queen Street to Hagerman Street does not present a pedestrian-friendly face. Although pedestrians walking on the west side of Bay Street can divert slightly to the west to use the Square, a kind of uninviting wall is presented to pedestrians on the east side of Bay Street. The Bay Street entrances to the parking garage (one of which is long disused) pose a challenge, but this side of Bay Street might be made more inviting or convenient to pedestrians. Note that the areas to the north and south of the ramps are used as informal (and in fact illegal) parking zones;
  - (g) the intersection of Bay Street and Hagerman Street, together with the ramps to the loading dock and to the parking garage, presents an odd geometry (and currently non-standard markings), which is not conducive to comfortable pedestrian use. It should be improved;
  - (h) the intersection of Armoury Street and Chestnut Street should be the northwestern gateway to Nathan Phillips Square for pedestrians and cyclists, but its non-orthogonal geometry, unclear sightlines, and entrance to the parking garage make it uncomfortable and unclear. It could be improved;
  - (i) the lane between Nathan Phillips Square and Osgoode Hall north from Queen Street engenders many pedestrian/motor vehicle conflicts, particularly as vehicles try to enter or leave Queen Street. Better approaches for vehicular access should be instituted; and
  - (j) finally, the entrance of the parking garage on Queen Street engenders many pedestrian/motor vehicle conflicts. Improved design might mitigate this.”; and
- (2) requested J. Richard Nelson to communicate directly with the Executive Director, Facilities and Real Estate Division, on the position taken by the Toronto Pedestrian Committee.

(Sent to: Executive Director, Facilities and Real Estate Division, c: Helen Riley, Co-Chair; Manager, Cycling and Pedestrian Infrastructure Unit - July 27, 2005)

J. Richard Nelson in the Chair.

#### **6.4. 2006 Schedule of Meetings for the Toronto Pedestrian Committee**

The Toronto Pedestrian Committee considered a communication (June 15, 2005) from J. Richard Nelson, Co-Chair, Toronto Pedestrian Committee requesting a discussion of suitable dates, times and meeting locations for the 2006 Schedule of Meetings for the Toronto Pedestrian Committee.

On motion by Councillor Saundercook, the Toronto Pedestrian Committee:

- (1) requested the Committee Secretary to report back to the Toronto Pedestrian Committee once the scheduling of 2006 Committee meetings has been completed, taking into consideration that the Committee would like to meet on Wednesdays at 3:30 p.m., and the schedules of City Council and its Committees, Toronto Hydro and the Toronto Transit Commission; and
- (2) requested the Committee Secretary to schedule a meeting of the Toronto Pedestrian Committee in 2006 at the East York Civic Centre, during the warmer months.

#### **6.5. Appointments to the Toronto Pedestrian Committee**

The Toronto Pedestrian Committee considered the following communications:

- (1) (June 17, 2005) from the City Clerk, advising that City Council appointed Councillor Bill Saundercook to the Toronto Pedestrian Committee for a term of Office ending November 30, 2006, at its meeting on June 14, 15 and 16, 2005.
- (2) (June 20, 2005) from the City Clerk, advising that City Council appointed Joan Doiron to the Toronto Pedestrian Committee for a term of Office ending November 30, 2006, at its meeting on June 14, 15 and 16, 2005.

On motion by Helen Riley, the Toronto Pedestrian Committee received the communications.



## 6.6. Comprehensive Air Quality Strategy

The Toronto Pedestrian Committee considered the following communication:

- (1) (June 16, 2005) from Helen Riley, Member, Toronto Pedestrian Committee, requesting the Toronto Pedestrian Committee, approve the following motion concerning a comprehensive air quality strategy for the City of Toronto:

“WHEREAS pedestrians are all affected by the quality of air in the City of Toronto; and

WHEREAS the Toronto Pedestrian Committee supports the comprehensive air quality strategy, and in particular Recommendations 11 to 16 which directly affect pedestrians;

NOW THEREFORE BE IT RESOLVED THAT the Toronto Pedestrian Committee requests that it be included in the planned public consultation in October/November 2005;

AND BE IT FURTHER RESOLVED THAT the Executive Director, Technical Services, be requested to report on the status of the implementation of Recommendation 14;

AND BE IT FURTHER RESOLVED THAT the Toronto Pedestrian Committee be involved in the feasibility study noted in Recommendation 14, through its Pedestrian Friendly Environments – Urban Design and Streetscaping Working Group.”; and

- (2) (July 14, 2005) from Joan Doiron, Member, Toronto Pedestrian Committee, entitled, “Pedestrians Affected by Air Quality Downtown”, containing the following motion:

“WHEREAS even now, 45 percent of downtown office workers are walking to work and a total of 70 percent are either walking, taking transit or cycling to travel in the downtown; and

WHEREAS the City of Toronto Official Plan calls for a reduction of downtown motor vehicle traffic so that air pollution is reduced;

NOW THEREFORE BE IT RESOLVED THAT City Council set a downtown business example of cleaning the air by eliminating free car parking at Nathan Phillips Square;

AND BE IT FURTHER RESOLVED THAT City Council make it a policy to reduce the number of private automobiles that enter the area bounded by Bloor Street, Lake Ontario, Bathurst Street and the Don Valley Parkway by 30 percent by the year 2008;

AND BE IT FURTHER RESOLVED THAT the Medical Officer of Health, in consultation with other City staff, to report within three months on how these goals can be reached by 2008.”

- A. Helen Riley moved that the Toronto Pedestrian Committee endorse the following motion and referred it to the Executive Director of Technical Services for inclusion in their report to the Board of Health:

“WHEREAS pedestrians are all affected by the quality of air in the City of Toronto; and

WHEREAS the Toronto Pedestrian Committee supports the comprehensive air quality strategy, and in particular Recommendations 11 to 16 which directly affect pedestrians;

NOW THEREFORE BE IT RESOLVED THAT the Toronto Pedestrian Committee requests that it be included in the planned public consultation in October/November 2005;

AND BE IT FURTHER RESOLVED THAT the Executive Director, Technical Services, be requested to report on the status of the implementation of Recommendation 14;

AND BE IT FURTHER RESOLVED THAT the Toronto Pedestrian Committee be involved in the feasibility study noted in Recommendation 14, through its Pedestrian Friendly Environments – Urban Design and Streetscaping Working Group.”

**(Carried.)**

(Sent to: Executive Director, Technical Services; c: Helen Riley, Co-Chair, Toronto Pedestrian Committee; J. Richard Nelson, Co-Chair, Toronto Pedestrian Committee; Manager, Pedestrian and Cycling Infrastructure, Transportation Services; Karen Clark, Project Manager, Comprehensive Air Quality Strategy; Environmental Planning, Technical Services – July 27, 2005)

- B. Dylan Reid moved that the communication (July 14, 2005) from Joan Doiron, Member, Toronto Pedestrian Committee, entitled, "Pedestrians Affected by Air Quality Downtown", be deferred to the September 28, 2005 meeting of the Toronto Pedestrian Committee.

**(Carried.)**

### **6.7. Pedestrian and Cycling Infrastructure – Staff Update**

The Toronto Pedestrian Committee considered a communication (July 5, 2005) from the Manager, Pedestrian and Cycling Infrastructure Unit, Transportation Services, providing, for information, a review of zebra markings/gridlock box and the pedestrian safety campaign.

On motion by Helen Riley, the Toronto Pedestrian Committee received the communication.

### **6.8. Working Groups**

The Toronto Pedestrian Committee considered the following Updates from the Working Groups:

- (i) Promoting Walking:
- (ii) Pedestrian Friendly Environments – Urban Design and Streetscaping:
  - Response to DIPS Review of Local Road Standards; and
- (iii) Pedestrian Safety:

A brief report was given of the Pedestrian Safety Working Group meeting held on July 13, 2005.

All interested members of the Toronto Pedestrian Committee were invited to attend the next meeting of the Pedestrian Safety Working Group on August 30, 2005 to review the draft Collision Study, with City staff.

On motion by Dylan Reid, the Toronto Pedestrian Committee:

- (1) received the Working Group Updates; and
- (2) endorsed the Response to DIPS Review of Local Road Standards from the Pedestrian Friendly Environments - Urban Design and

Streetscaping Working Group and requested that the Response be forwarded to the Executive Director of Technical Services.

**(Carried.)**

(Sent to: Director, Development Engineering, Technical Services,  
c: Helen Riley, Co-Chair, Toronto Pedestrian Committee;  
J. Richard Nelson, Co-Chair, Toronto Pedestrian Committee;  
Dylan Reid, Member, Toronto Pedestrian Committee; Manager,  
Pedestrian and Cycling Infrastructure, Transportation Services

### **6.9. Segways on Sidewalks**

The Toronto Pedestrian Committee considered the following communications:

- (1) (June 23, 2005) from Councillor Saundercook, regarding Briefing on his Segway Experience for Pedestrian Committee Members and Invitation to Ride a Segway;
- (2) (June 23, 2005) from Pam Prescott, regarding Segways on Sidewalks.
- (3) (July 5, 2005) from Nathan Loeppky, in opposition to Segways on Sidewalks;
- (4) (July 11, 2005) from William E. Brown, in opposition to Segways on Sidewalks;  
and
- (5) (undated) from Councillor Saundercook, reporting to the Toronto Pedestrian Committee on his experiences with the Segway pilot project.

A. Rita Brooks moved that the matter of Segways on Sidewalks, be deferred to a future meeting of the Toronto Pedestrian Committee to allow time for a pilot project to be developed.

**(Lost.)**

B. Councillor Saundercook moved that the recommendations contained in his communication (undated), be adopted.

**(Lost.)**

C. Helen Riley moved that the communications, be received.

**(Carried.)**

**6.10. Updates – Committee Members**

No action taken.

**6.11. Items for Information**

The Toronto Pedestrian Committee considered the following:

- (1) Communication (June 25, 2005) from Lela Gary, regarding “Municipal Planning and Anticipating the Future”;
- (2) May 2005 Fatal Collision Summary, Transportation Services Traffic Management Centre Traffic Data Centre and Safety Bureau;
- (3) January 1 to December 31, 2004 Cyclist Collision Summary, Transportation Services Traffic Management Centre Traffic Data Centre and Safety Bureau; and
- (4) News release (July 4, 2005) from the Toronto Police Services on Project Wheelie.
  - (i) Statistical Analysis – Project Wheelie (July 4-10, 2005)

On motion by Councillor Saundercook, the Toronto Pedestrian Committee received the Items for Information.

The Toronto Pedestrian Committee adjourned its meeting at 12:50 p.m.

---

J. Richard Nelson, Co-Chair