

GMS.19.1

**TORONTO FINANCIAL DISTRICT BIA**  
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July 3, 2015

Mayor John Tory  
City Hall, 2nd Floor  
100 Queen St. W.  
Toronto, ON M5H 2N2

Mayor Tory and Members of Toronto City Council:

**RE: NW PATH DEFERRAL REQUIRES IMMEDIATE PEDESTRIAN MITIGATION MEASURES  
GM5.19 Union Station Revitalization Project – Status Update**

The Toronto Financial District BIA would like to express concerns regarding the motion to defer the completion of the Northwest PATH extension. Union Station Revitalization efforts so far have significantly increased pedestrian traffic along York Street, resulting in pedestrian spillover onto the roadway (pictures attached below). This will be exacerbated when the Bay Street Concourse is closed for construction.

The 2008 Union Station EA outlines that the construction of the NW PATH is critical to the phasing of GO Transit's improvement program and that the City "must move forward to design and implementation on an urgent basis" (see Background below). In 2015, both the York GO Concourse and UP Express opened. However, the full provisions to accommodate the increased pedestrian traffic are not in place.

Understanding the financial basis for the deferral, we request that the following measures be put in place:

- 1) Ensure that the NW PATH remains a top priority. This item should be brought back to Council annually to ensure funding is committed.
- 2) Support a 2016 initiative developed by the Toronto Financial District and Entertainment District BIA's, City staff and local Councillors to see state-of-repair items addressed and sidewalks widened to the 2008 approved specifications on York Street south of Wellington Street using high-quality temporary materials.

Attached is a brief background document outlining these concerns. Should you have further questions, please contact Evan Weinberg at [eweinberg@torontofinancialdistrict.com](mailto:eweinberg@torontofinancialdistrict.com).

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Humes".

Grant Humes  
Executive Director

cc: Josie Scioli, Chief Corporate Officer  
Michael Williams, General Manager, Economic Development and Culture  
Stephen Buckley, General Manager, Transportation Services  
Elyse Parker, Director, Public Realm  
Bruce McQuaig, President and CEO, Metrolinx  
Andy Byford, CEO, TTC

## BACKGROUND

The need for a NW PATH link to relieve congestion and support increased activity at Union Station was identified as early as 2004 in the Council adopted Union Station Master Plan. The 2008 Council approved EA further outlines the "overwhelming need to plan and prepare for significant increases in pedestrian demand within Union Station and its environments over the next 15 to 20 years and beyond." Current facilities and operations will not adequately meet projected pedestrians demands, both at street level and in the PATH.

Pedestrian Volumes from Union Station in the AM Peak Hours		
2008	14,000 exit NB from Union to Front	19,000 use PATH
2021	24,000 exit NB from Union to Front*	36,000 use PATH

*\*Up to 6,100 pedestrians will be traveling NW from Union Station. (City of Toronto, 2008)*

The requirement to accommodate increased pedestrian traffic, both in the PATH and on street, will be fueled by transit expansion at Union Station. The EA identified service expansion for GO transit; however, it did not take into consideration increased growth from UP Express, located off of York Street in the Skywalk, and future considerations for SmartTrack.

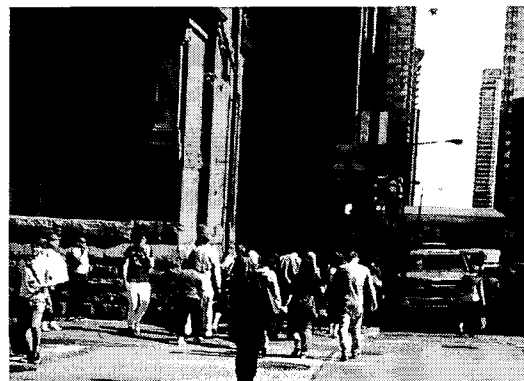
The Toronto Financial District BIA's Public Realm Strategy, "Raising the Standard," identifies the increasing prominence of York Street and need for improving the pedestrian experience. Since 2014, our BIA has allocated funding to help complete the York Street improvements. We have not been able to proceed with the improvements because they are tied to the completion of the underground work.

## PHOTOS OF CURRENT PEDESTRIAN CONGESTION ON YORK STREET

It is important to note that this is before the busier Bay Concourse of Union Station is shut down for its revitalization. That construction will push a much larger number of commuters out on the York Street side of Union Station.



Pedestrian volumes on York Street south of Wellington during evening peak hours.



Pedestrians occupying vehicle right-of-way on York Street during evening peak hour.



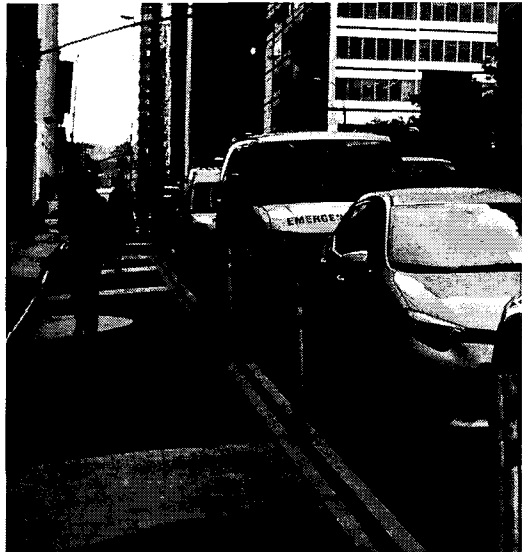
Pedestrians occupying vehicle right-of-way on York Street during evening peak hour.



Unsafe sidewalk conditions on York Street.

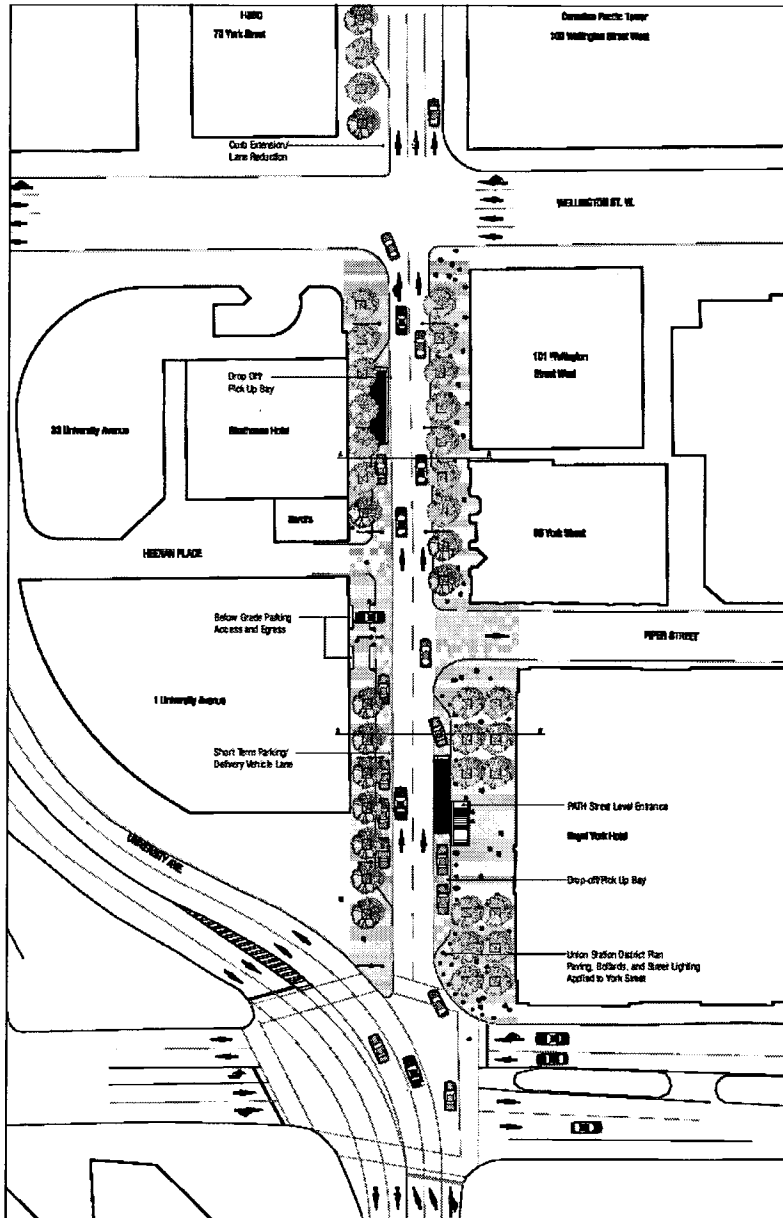


Unsafe sidewalk conditions on York Street.



New York City uses temporary materials to manage pedestrian congestion.

PREFERRED ALTERNATIVE FOR YORK STREET AS APPROVED IN THE 2008 EA



UNION STATION DISTRICT NORTHWEST CORNER DEVELOPMENT YORK STREET IMPROVEMENTS

ARUP | Du Toit Atsopp Miller | Totten Sims Hubicki | 2007-10