



**Welcome**

**Public Event #2**

**Downtown Yonge Street**

**Thursday, November 21, 2019**

The information displayed  
today is available online at:  
**[toronto.ca/yongeTOMorrow](http://toronto.ca/yongeTOMorrow)**

Photo: Ryerson University

Prepared by

**steer**

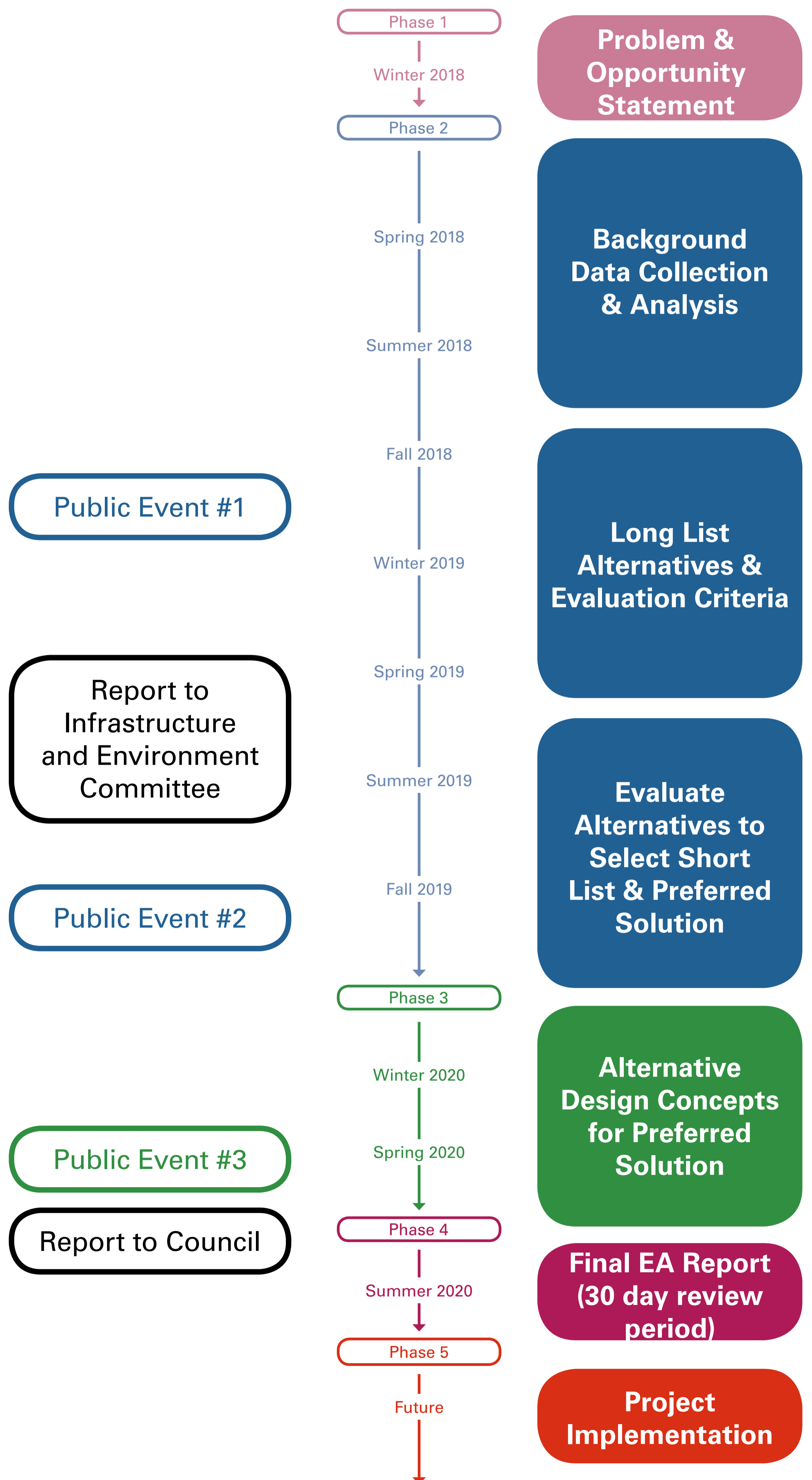
 **LURA**  
LISTEN · UNDERSTAND · RELATE · ADVANCE

# Where we are

## Consultation - Round Two

Thanks to public feedback received in Round One of consultation this spring, three Street Design Options have been shortlisted for Yonge Street. Yonge Street is used differently by people on each block between Queen Street and College Street. Round Two of consultation seeks your feedback on how the Street Design Options could be applied to each block of Yonge Street.

**We are here**



## Recap – The EA process

The Municipal Class Environmental Assessment (EA) is a planning process required under the Ontario Environmental Assessment Act. It provides the framework for municipalities to plan, design and construct infrastructure projects. YongeTOmorrow is following the process for a Schedule 'C' Class EA.

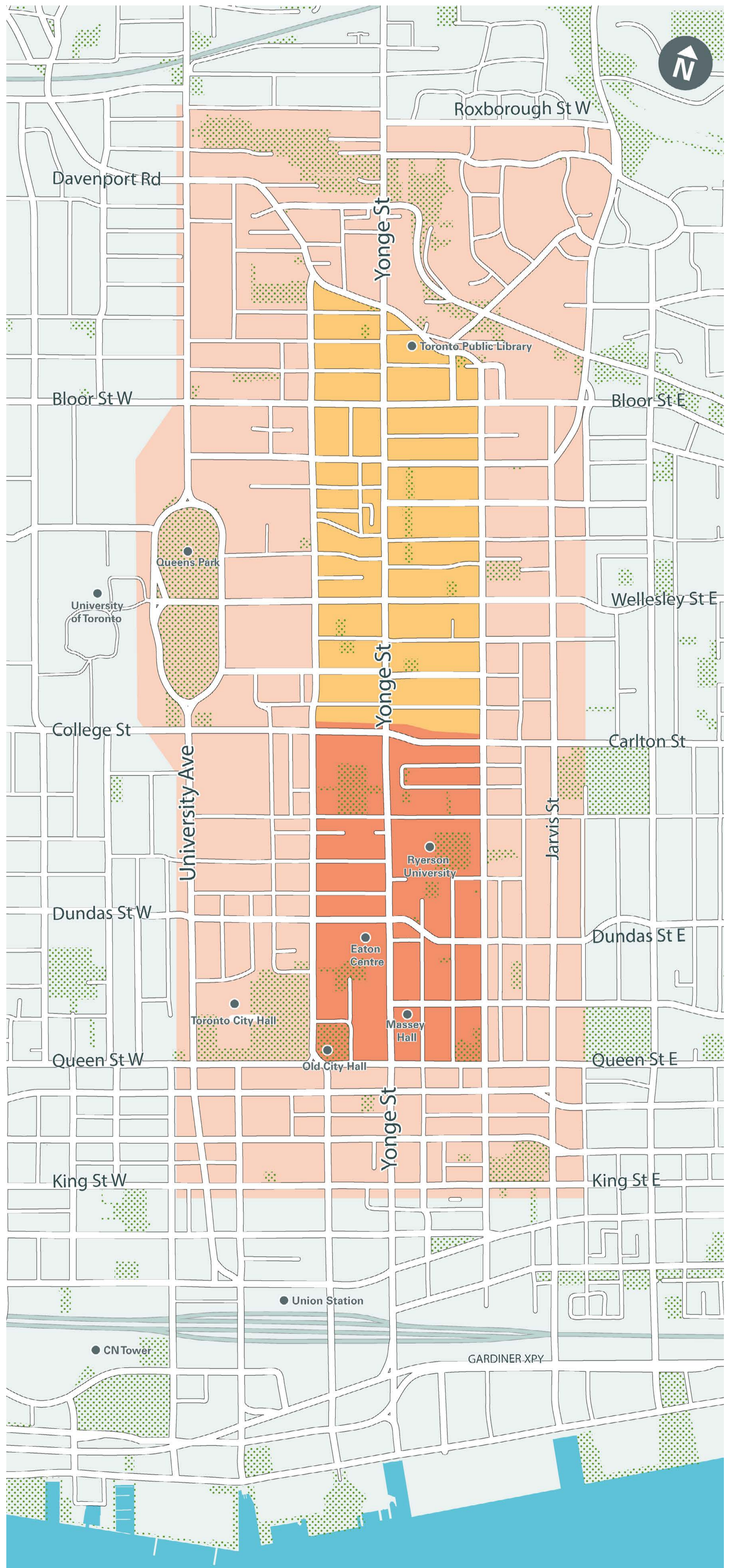
# The study area

## Problem and opportunity statement

Yonge Street is iconic.

The street plays a significant role in the **cultural and economic identity** of Toronto and forms the spine of the city's transportation network. **Dramatic growth** is changing the character of built form along the street and the **needs of its users**, placing increased demands on aging infrastructure.

This provides us with an opportunity to re-examine how Yonge Street can best respond to our **diverse and changing city**. This presents the opportunity to elevate Yonge Street's physical form and the experience it brings to its users to reflect the significance it holds in both the city's landscape and in our minds.



### Wider Neighbourhood Impacts

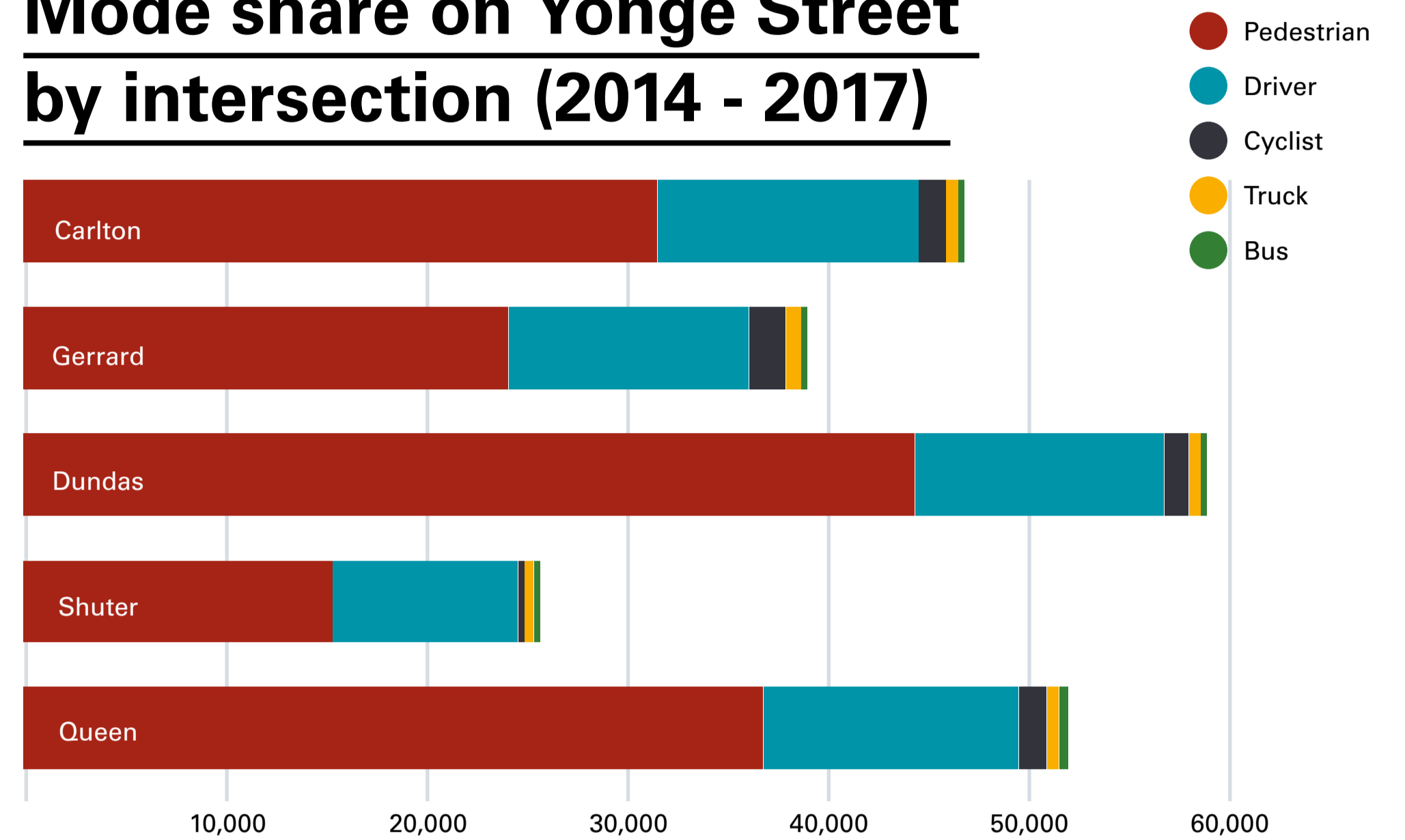
YongeTOMorrow will consider the existing conditions and impacts of the alternatives on the north-south and east-west streets within the study area before making a final recommendation for the focus area.

- Study Area**  
Area for which data collection and analysis is being completed
- YongeTOMorrow EA Focus Area (Phase 1)**  
Area for which alternative solutions are currently being developed and evaluated
- Future Focus Area (Phase 2)**  
An EA to develop and evaluate design solutions for Yonge from College to Davenport is planned to start upon completion of YongeTOMorrow Phase 1

# Study Drivers

- Pedestrian volumes on Yonge Street are high and the sidewalks are crowded
- The majority of street users on Yonge Street are pedestrians
- The population and employment in the downtown is expected to double by 2041
- More people are choosing to walk, bike and take transit - this shift is expected to continue
- Our city has changed, Yonge Street hasn't – it has been the same since the early 1900's
- The Downtown Plan approved by Council has identified goals for Yonge Street:
  - Create a pedestrian destination that supports retail
  - Support festivals and parades
  - Improve the streetscape for walking, cycling and transit use
  - Add gathering spaces, seating, patios and planting

## Mode share on Yonge Street by intersection (2014 - 2017)

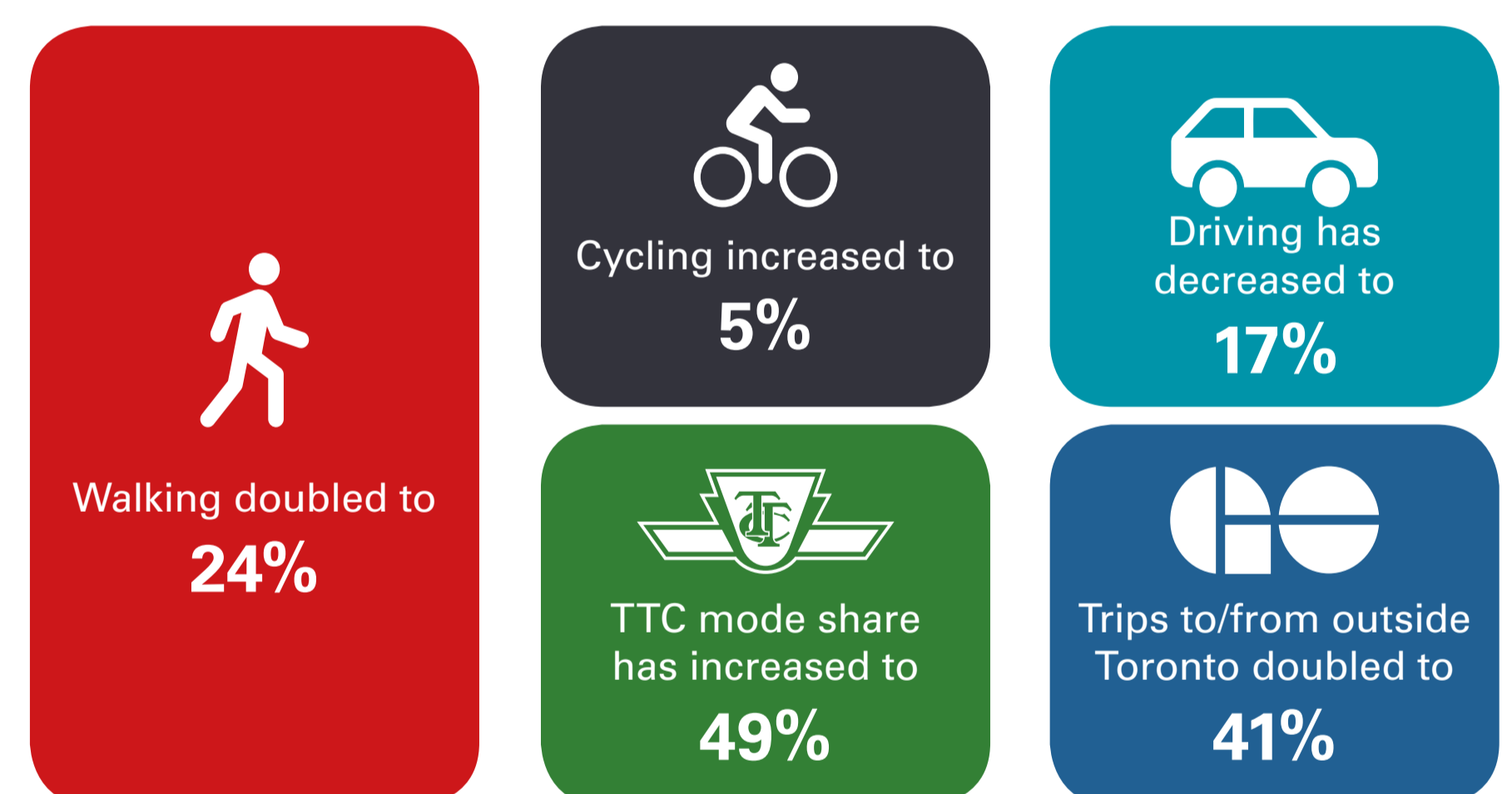


50-75% of people using Yonge Street are pedestrians (8 - hour intersection counts)

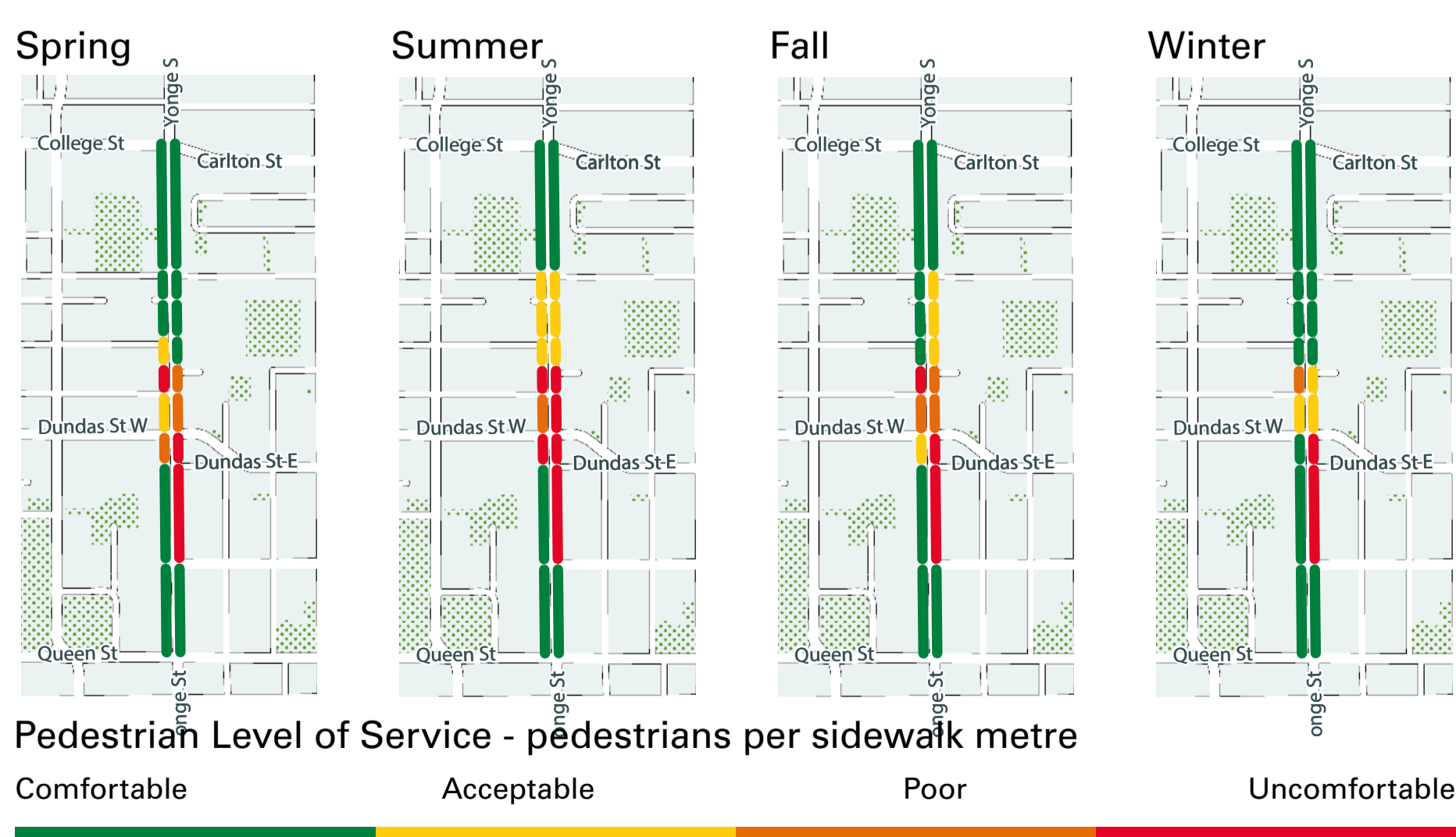
## Projected growth



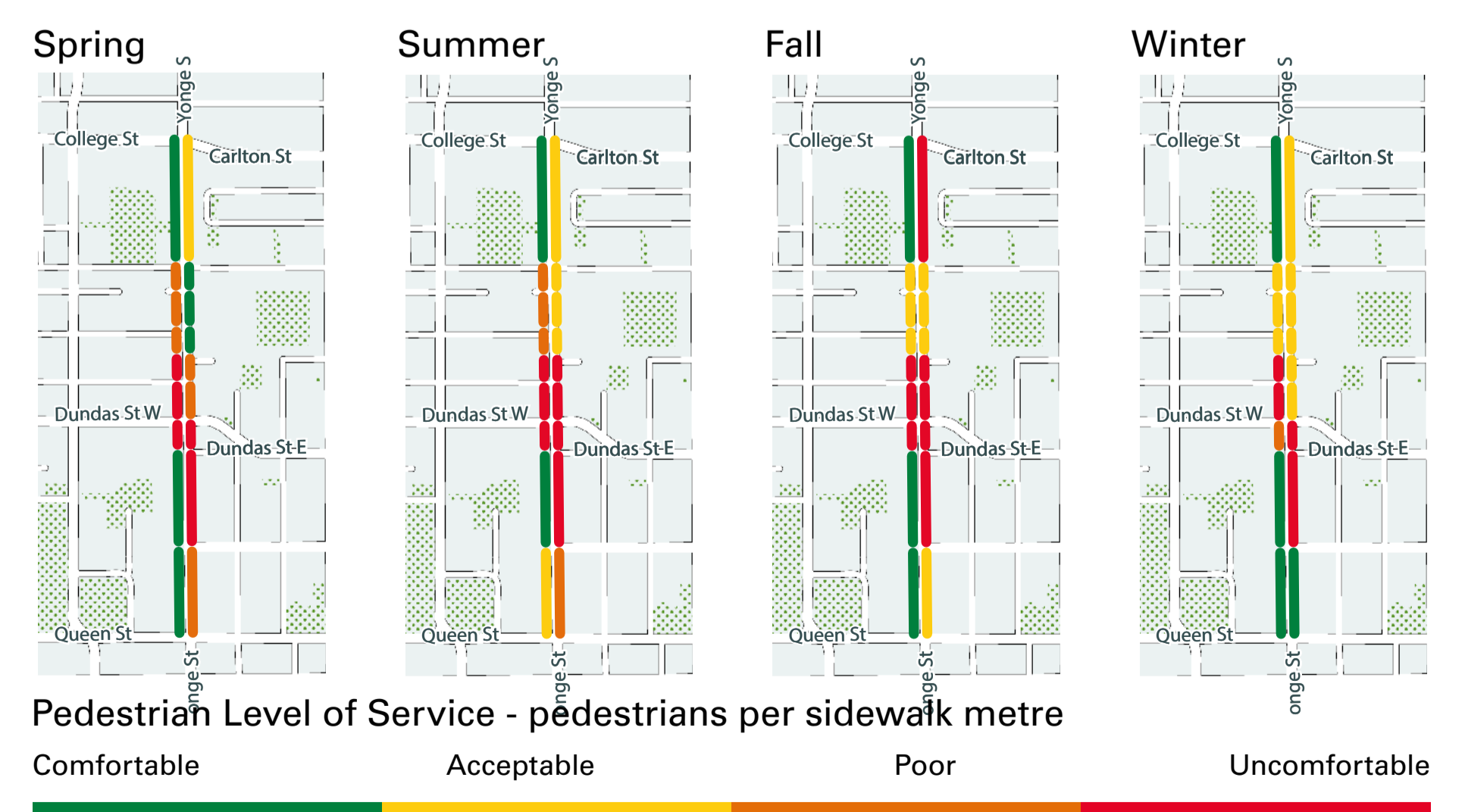
## Mode share in the Core



## Current Pedestrian Level of Service without increasing existing sidewalk widths (2017)



## Projected Pedestrian Level of Service without increasing existing sidewalk widths (2031)



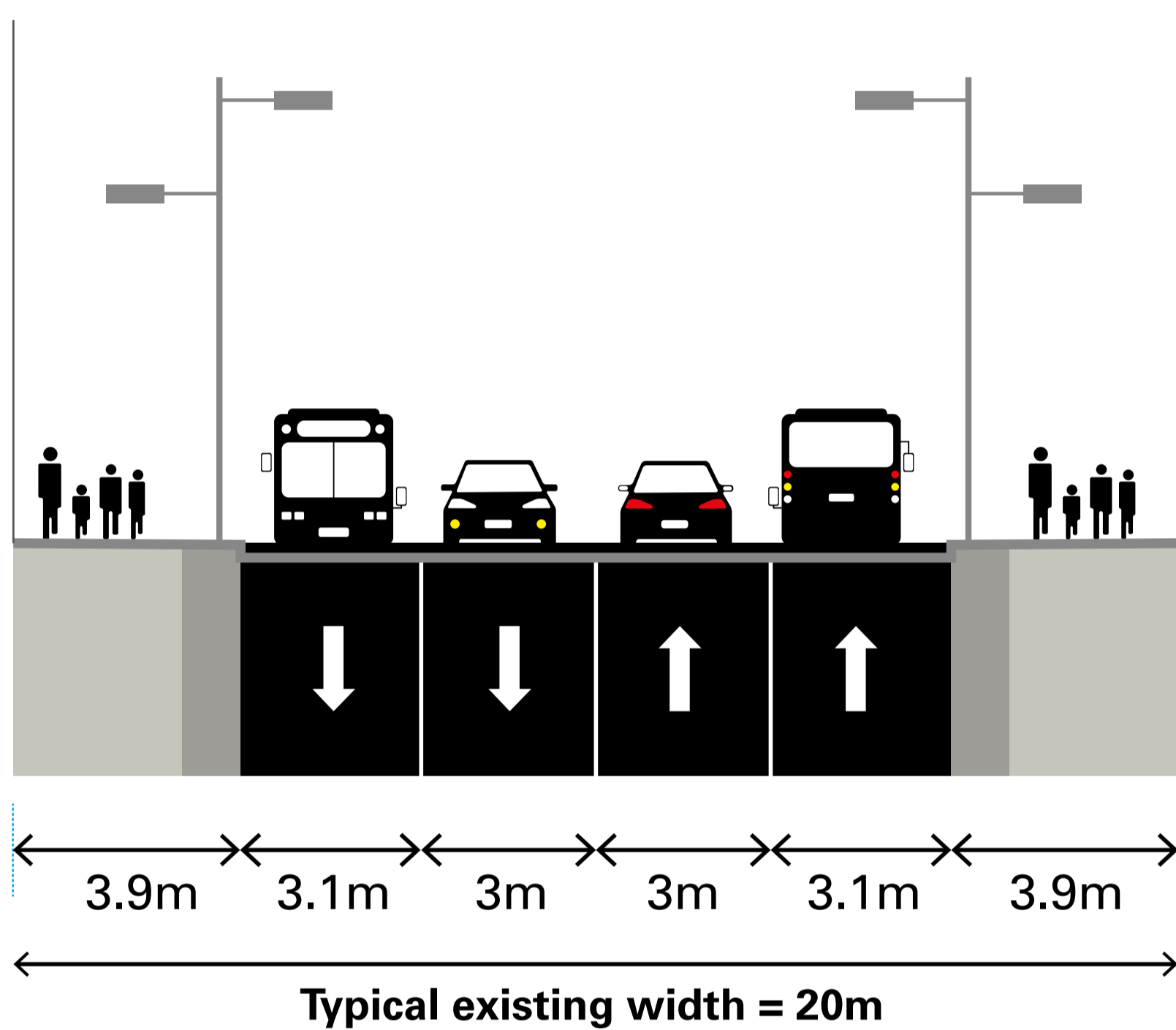
# Consultation Round One

Feedback was gathered from 3025 online surveys and 161 public event attendees

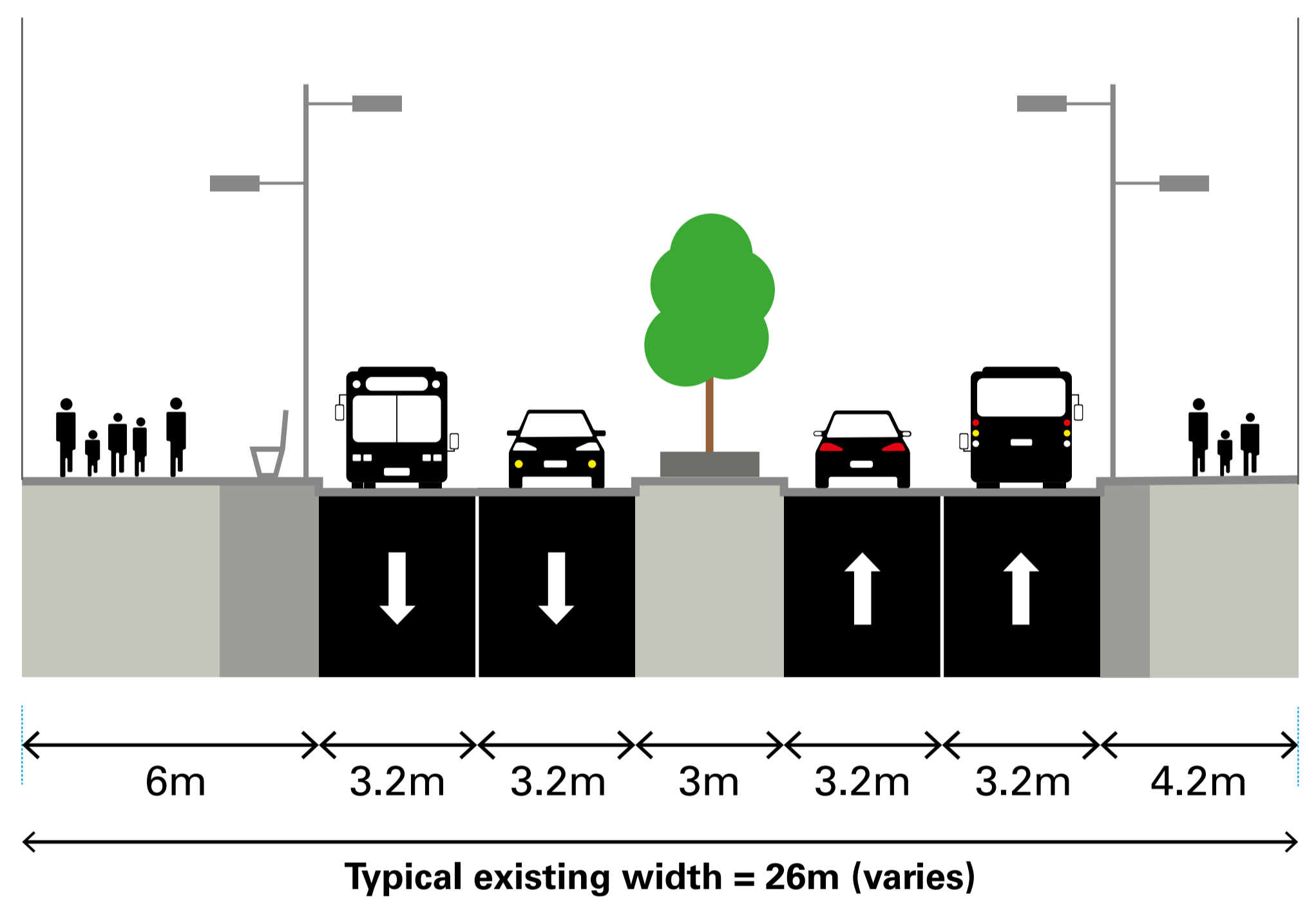


## This is what Yonge Street looks like now:

### Queen to Gerrard



### Gerrard to College



## This is what you had to say about it:

Improve the pedestrian experience by:

- Adding more space for walking
- Adding space for trees, seating & programming
- Creating a street that feels safe

Create a street where business and tourism can thrive by:

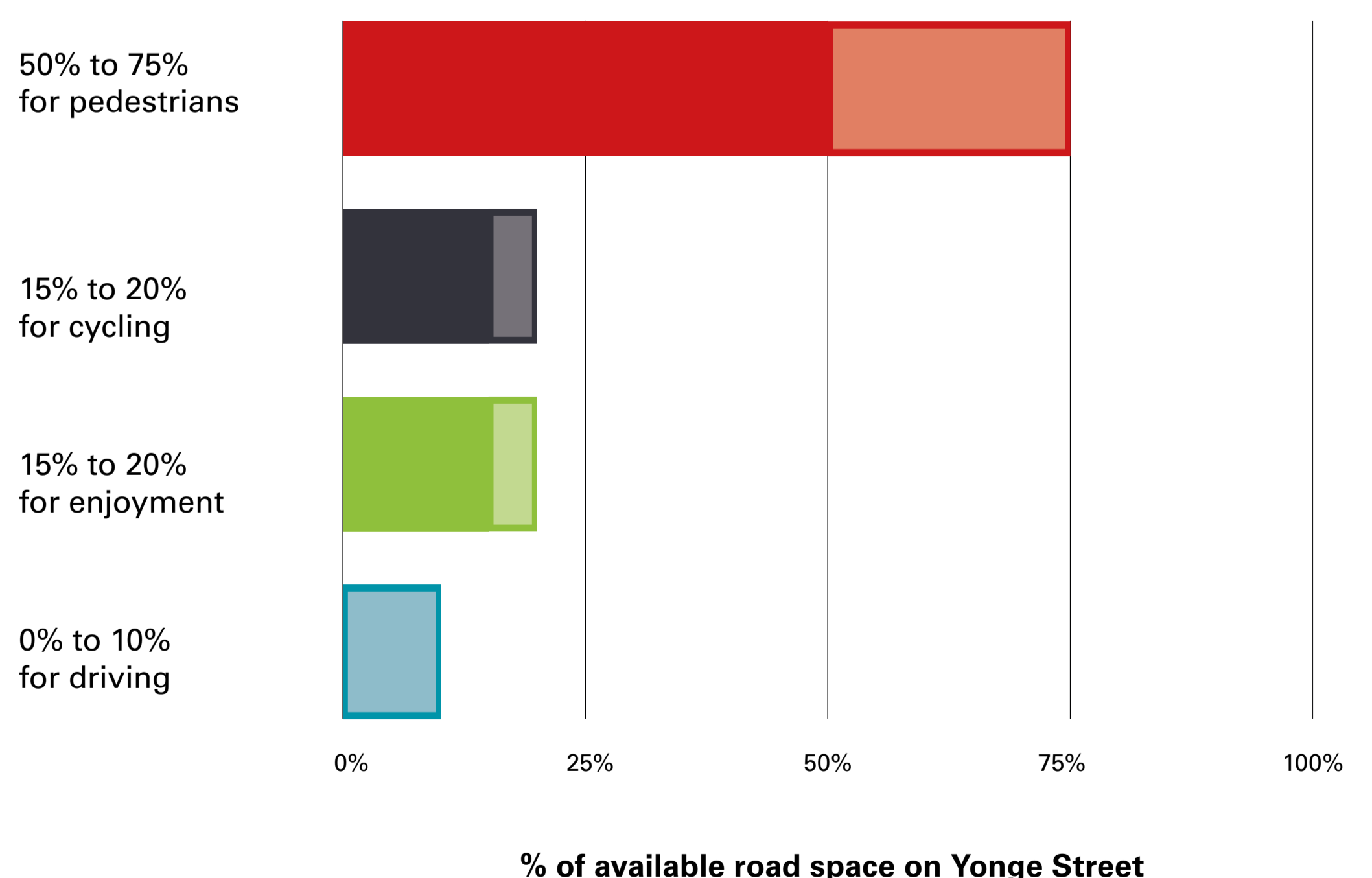
- Supporting deliveries, ride hailing, and services
- Adding space for patios & retail
- Supporting events, festivals & parades

Create a flexible street:

- That can adapt to change in use and growth

Improve the cycling experience

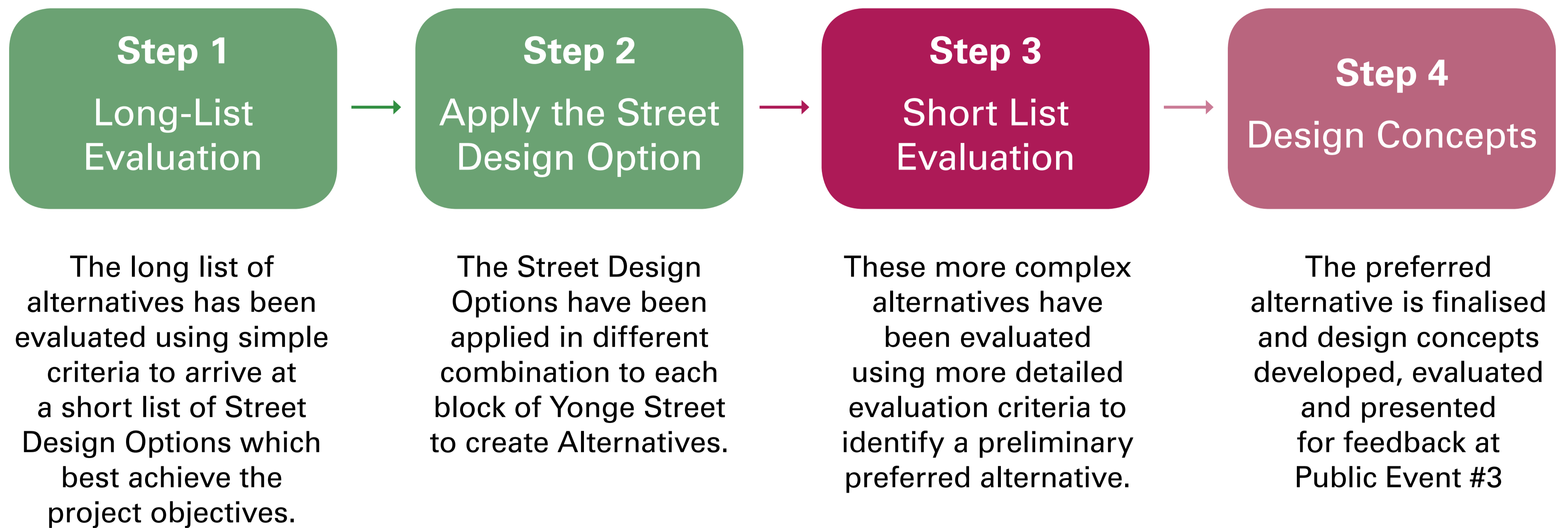
During Round 1 Consultation when asked how much space should be dedicated to each mode you said:



# Evaluating the Alternatives

## The Evaluation Process

We are here



## The Evaluation Criteria

Four objectives guide the yonge**TO**orrow evaluation process, each with their own set of criteria. The evaluation criteria have been updated to reflect the feedback gathered during Round One of consultation.

### Objectives

#### Mobility



**Pedestrian Movement**  
Provides the opportunity to significantly improve pedestrian movement by adding space for movement both along and across Yonge Street to accommodate growing pedestrian volumes



**Cycling**  
Provides a major north-south connection through downtown and improves experience for cyclists on Yonge Street



**Transit**  
Supports efficient operation of bus and streetcar routes identified by TTC to meet ridership demand and allows streetscape improvements to surface transit stops and transfers



**Driving**  
Provides suitable vehicle access to support business operation, tourism and servicing of neighbourhood

#### Liveability



**Pedestrian Experience**  
Provides the opportunity to significantly improve the pedestrian experience with a unified streetscape and public realm while not impacting pedestrian movement



**Events, Festivals & Parades**  
Supports Yonge Street's role as a cultural corridor by improving the streets ability to provide flexible space and operations for new and existing events, festivals and parades

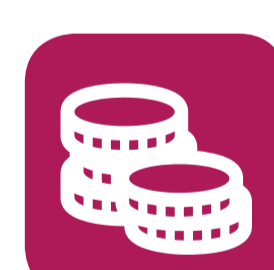


**Public Safety**  
Prioritizes the safety of pedestrians and cyclists by reducing vehicle speeds and mode conflicts and by providing space for lighting, sight lines and emergency services

#### Prosperity



**Retail & Tourism**  
Supports Yonge Street's role as a priority retail street by adding space for patios and vending and providing a streetscape which provides a pleasant experience to shop, dine and explore



**Cost Effectiveness**  
Improves Yonge Street in a cost effective manner [note that this is considered from the Short-List Selection onwards]

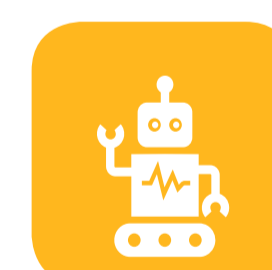


**Curbside Activity**  
Supports appropriate access and level of service for ride hailing, goods movement and municipal services to support business and tourism

#### Sustainability



**Natural Environment**  
Supports a healthier and more resilient streetscape by providing opportunities for tree planting



**Flexibility & Innovation**  
Provides flexible and adaptable street design that can respond to changing demands and needs



**Health & Wellbeing**  
Encourages walking, cycling and transit use for all ages and abilities by providing safe, convenient and attractive facilities

Criteria

# Selecting the Street Design Options

A Long List of 14 Alternatives was evaluated using the evaluation criteria. Three Street Design Options emerged which best achieve the project objectives.

**Legend**

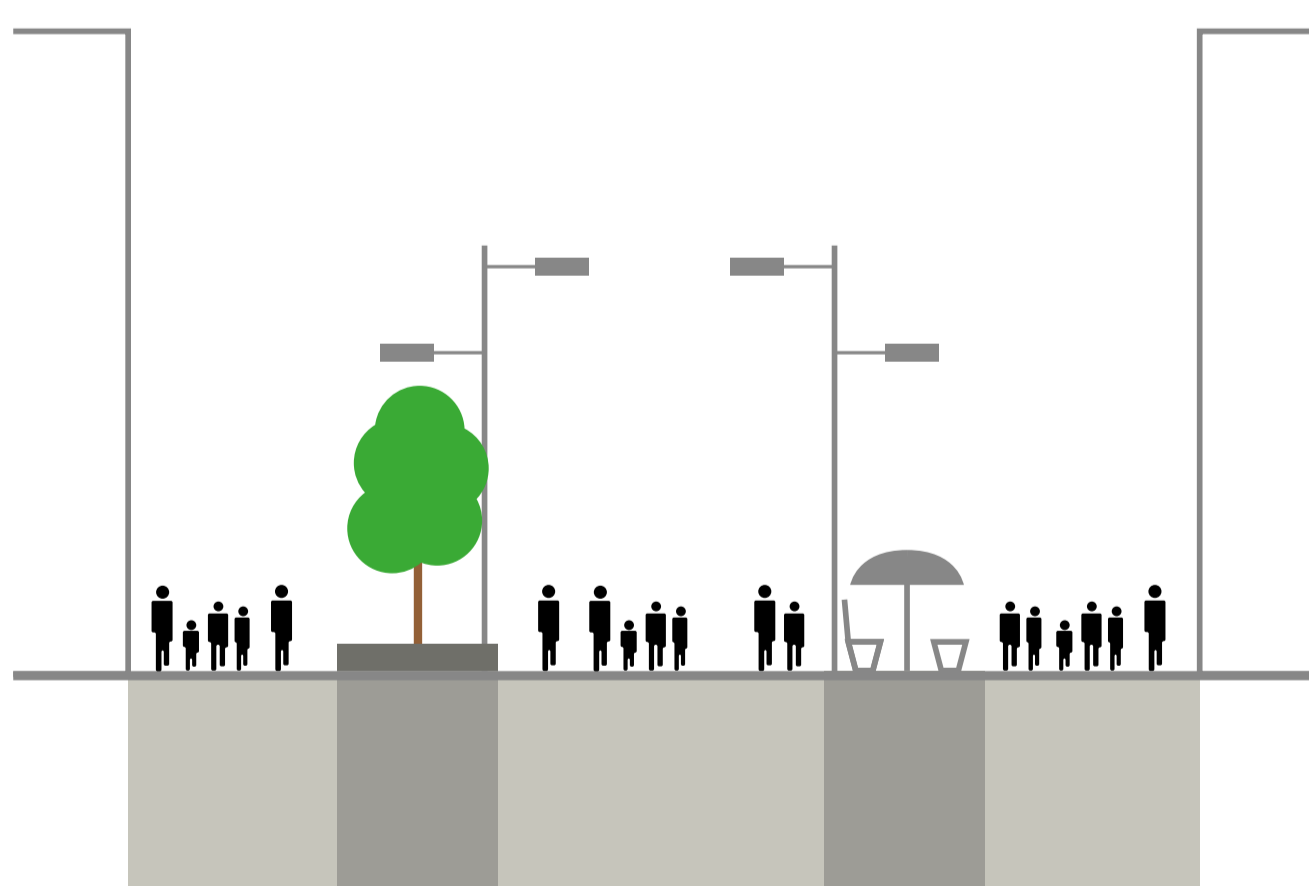
- + Meets study objective
- ! Meets study objective with some challenges
- ! More significant challenges to meet study objectives
- x Fails to meet study objective

	Criteria	Do Nothing	Car Free (A)	Car Free (B)	One Driving Lane (A)	One Driving Lane (B)	One Driving Lane (C)	One Driving Lane (D)	One Driving Lane (E)	Two Driving Lanes (A)	Two Driving Lanes (B)	Two Driving Lanes (C)	Two Driving Lanes (D)	Three Driving Lanes (A)	Three Driving Lanes (B)
Mobility	Pedestrian Movement	x	+	!	-!	-!	!	!	!	x	x	-!	!	x	x
	Cycling	x	!	+	!	!	-!	-!	-!	+	+	-!	-!	-!	x
	Transit	+	-!	x	-!	-!	-!	!	-!	!	!	!	!	+	+
	Driving	!	-!	x	-!	-!	-!	!	x	!	!	!	!	!	!
Liveability	Pedestrian Experience	x	+	+	!	!	+	+	+	x	x	-!	!	x	-!
	Events, Festivals & Parades	-!	+	x	-!	-!	-!	!	x	x	x	-!	!	-!	!
	Public Safety	x	+	!	!	!	-!	!	!	x	x	-!	!	x	-!
Prosperity	Retail & Tourism	x	+	+	!	+	+	+	+	x	x	-!	!	x	-!
	Cost Effectiveness	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Curbside Activity	!	-!	x	-!	x	x	!	x	-!	-!	-!	!	!	+
Sustainability	Natural Environment	x	+	+	-!	-!	+	+	+	x	x	x	!	x	x
	Flexibility & Innovation	x	+	x	x	x	x	+	x	x	x	-!	+	x	+
	Health & Wellbeing	x	+	+	-!	-!	-!	!	-!	x	x	-!	!	x	x
Conclusions	⊗	✓	⊗	⊗	⊗	⊗	✓	⊗	⊗	⊗	⊗	⊗	✓	⊗	⊗

## Street Design Options

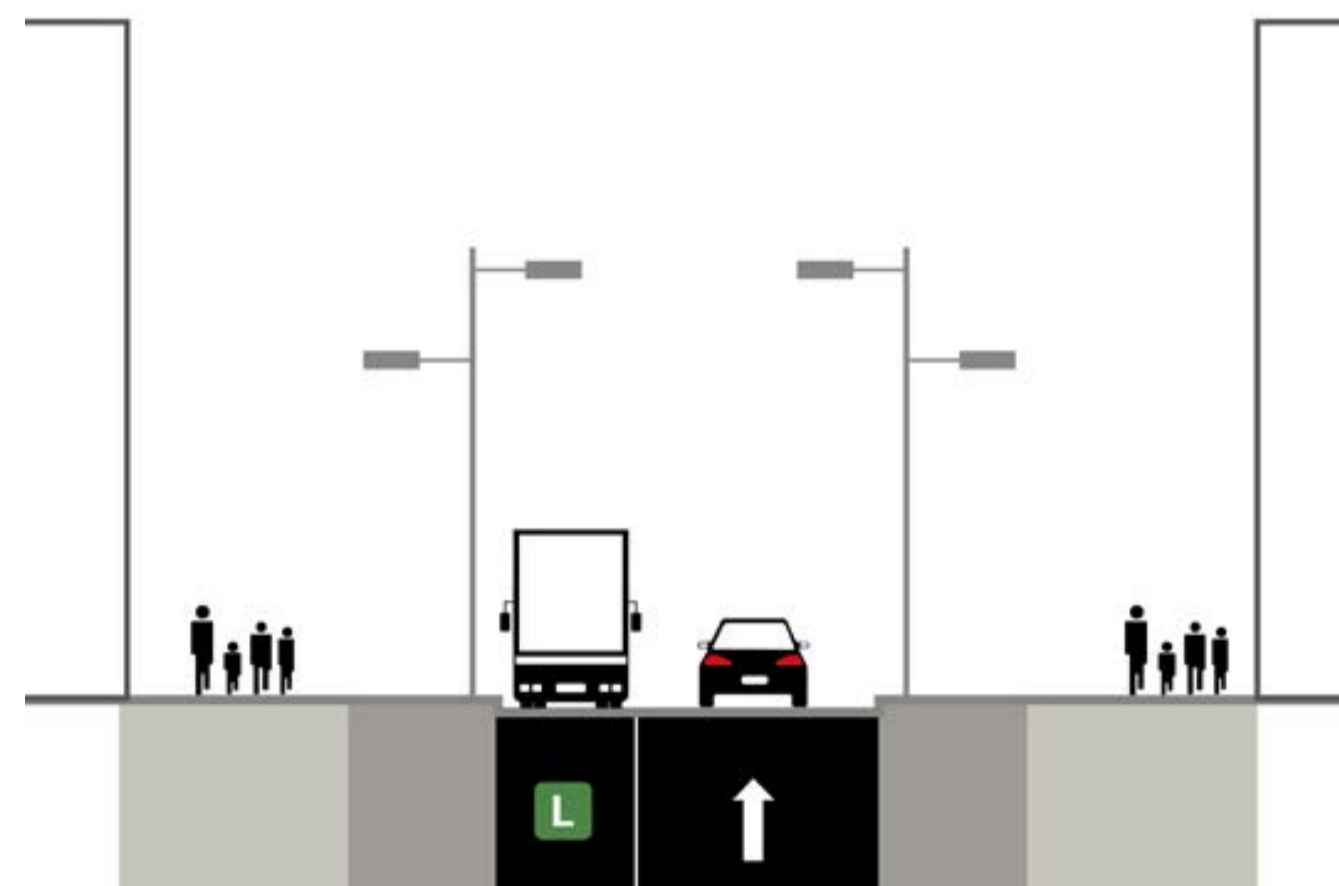
### Pedestrian Priority

(Car Free A)



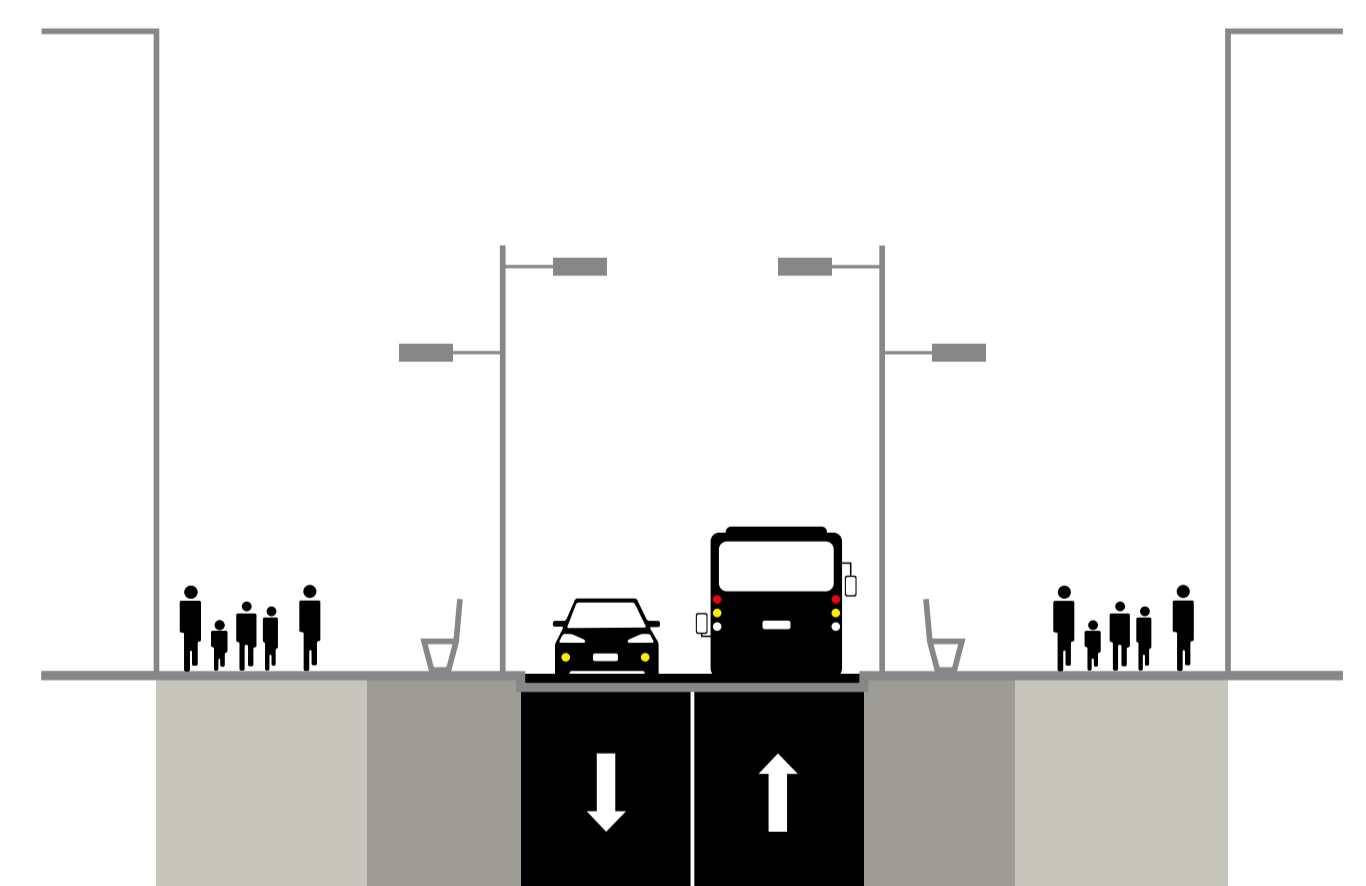
### One Way

(One Driving Lane D)



### Two Driving Lanes

(Two Driving Lanes D)



These 3 Street Design Options prioritise pedestrian movement and experience on Yonge Street. They provide a significant opportunity to add planting, seating, and patios. The central open space in each option supports flexibility and hosting events. The driving environment is focused on providing access to Yonge Street as a destination, rather than a route for passing through the city.

All 3 Street Design Options:

- Increase pedestrian clearways to a minimum required width of 4m in each direction
- Recommend a separated cycling facility on a parallel street
- Maintain the existing TTC 320 night bus service in two directions
- Consider timed access for different vehicle types (deliveries, loading, ride hail)

# Cycling

## What are the constraints?

- Pedestrian volumes, City policy, and public feedback all indicate that pedestrians should come first on Yonge Street
- Dedicating space to pedestrians, cyclists and drivers on Yonge Street will not allow meaningful improvement to the pedestrian experience
- The level of separation required to combine major cycling and pedestrian routes may not be fully compatible with a street intended to host numerous events
- Night bus operations and regular event closures would have major impacts on a cycling facility

## What are the other options?

The downtown core is lacking a central north-south cycling facility. Given yonge**TO**morrow is not recommending dedicated cycling infrastructure on Yonge Street, nearby major north-south streets were evaluated for feasibility:

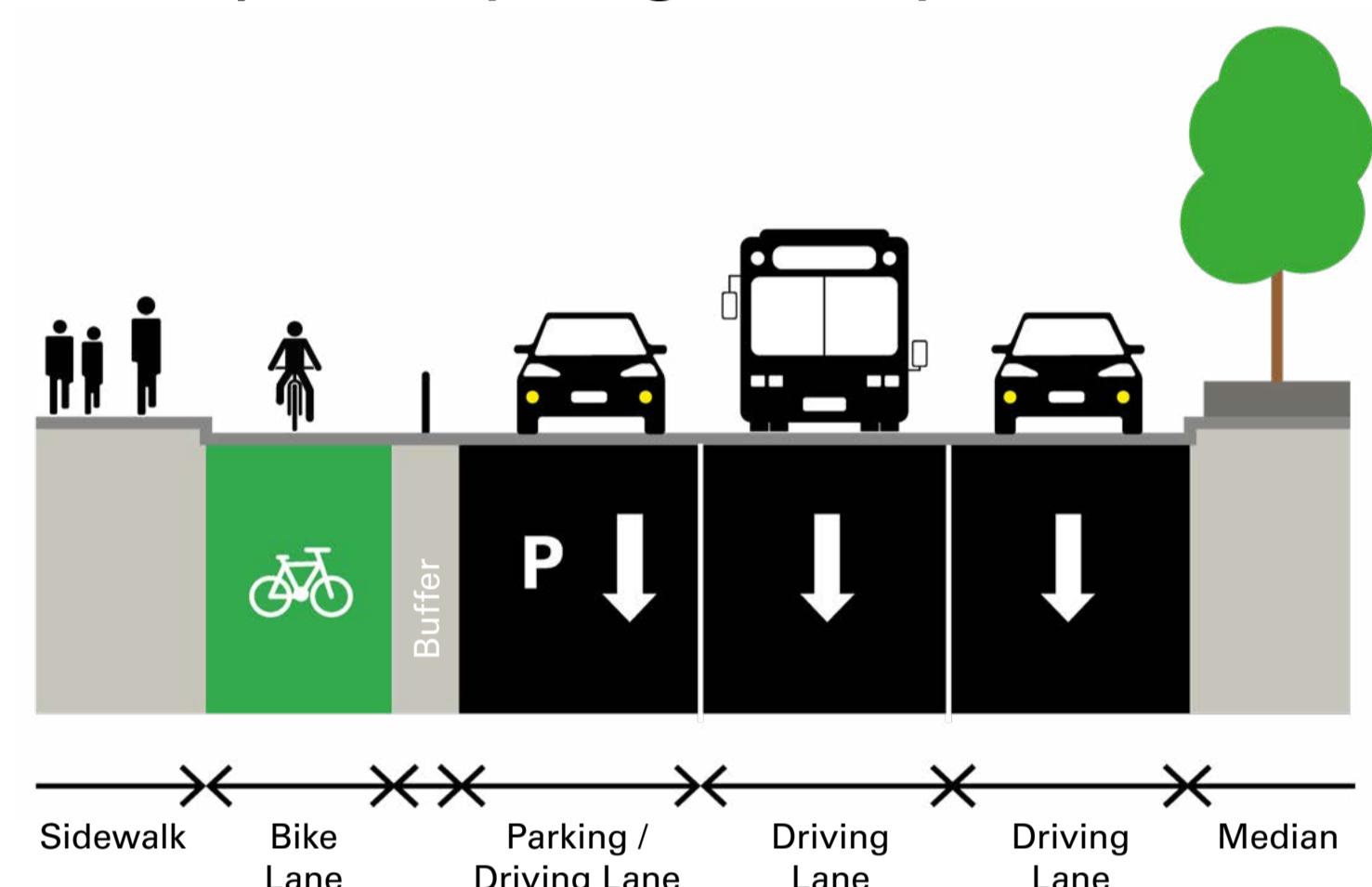
- Bay Street – Long Term Opportunities: Removal of driving lanes has a significant impact on transit and traffic. Additional consultation required to widen or lengthen existing bike lanes. Minor improvements using pavement markings can be undertaken in the short term
- Church Street – Mid Term Opportunities: Church Street shows strong potential for a major cycling facility. Significant removal of paid street parking is required. Further consultation is proposed as part of a separate process
- University Avenue - Near Term Opportunities: Reducing University Avenue to 3 driving lanes in each direction allows for a wide, buffered bike lane, supports network connectivity north and south of the focus area, and has a lower impact on parking transit and traffic than Bay Street or Church Street

## Cycling On Yonge – Benefits of the Street Design Options and Shared Streets

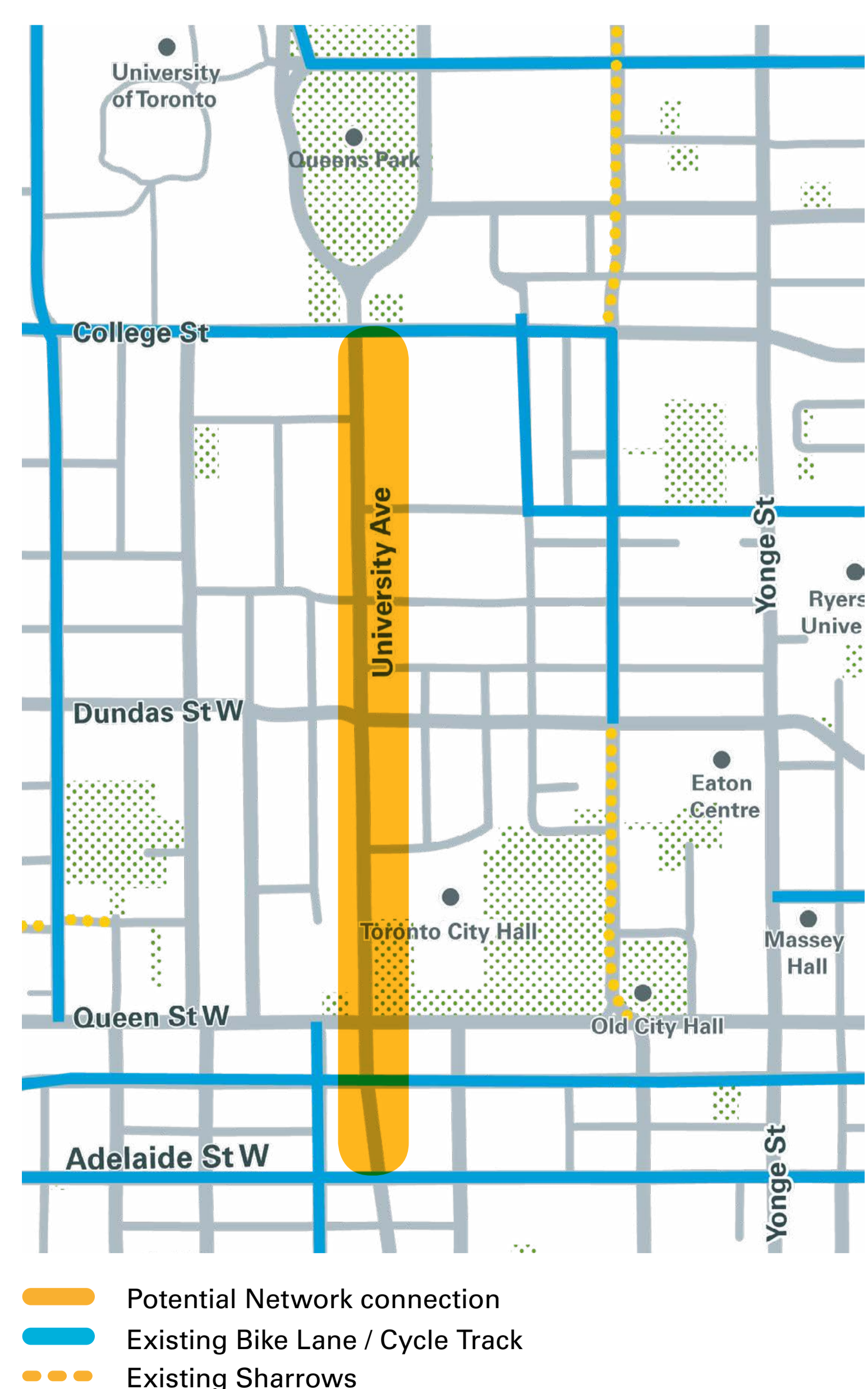
- Reducing driving lanes creates a condition similar to a local street
- Lower speeds for all modes, improves safety and enjoyment for all street users
- Within Pedestrian Priority zones conflicts with drivers are reduced

## University Avenue

Conceptual Cycling Facility



## Potential network connection from Adelaide to College St



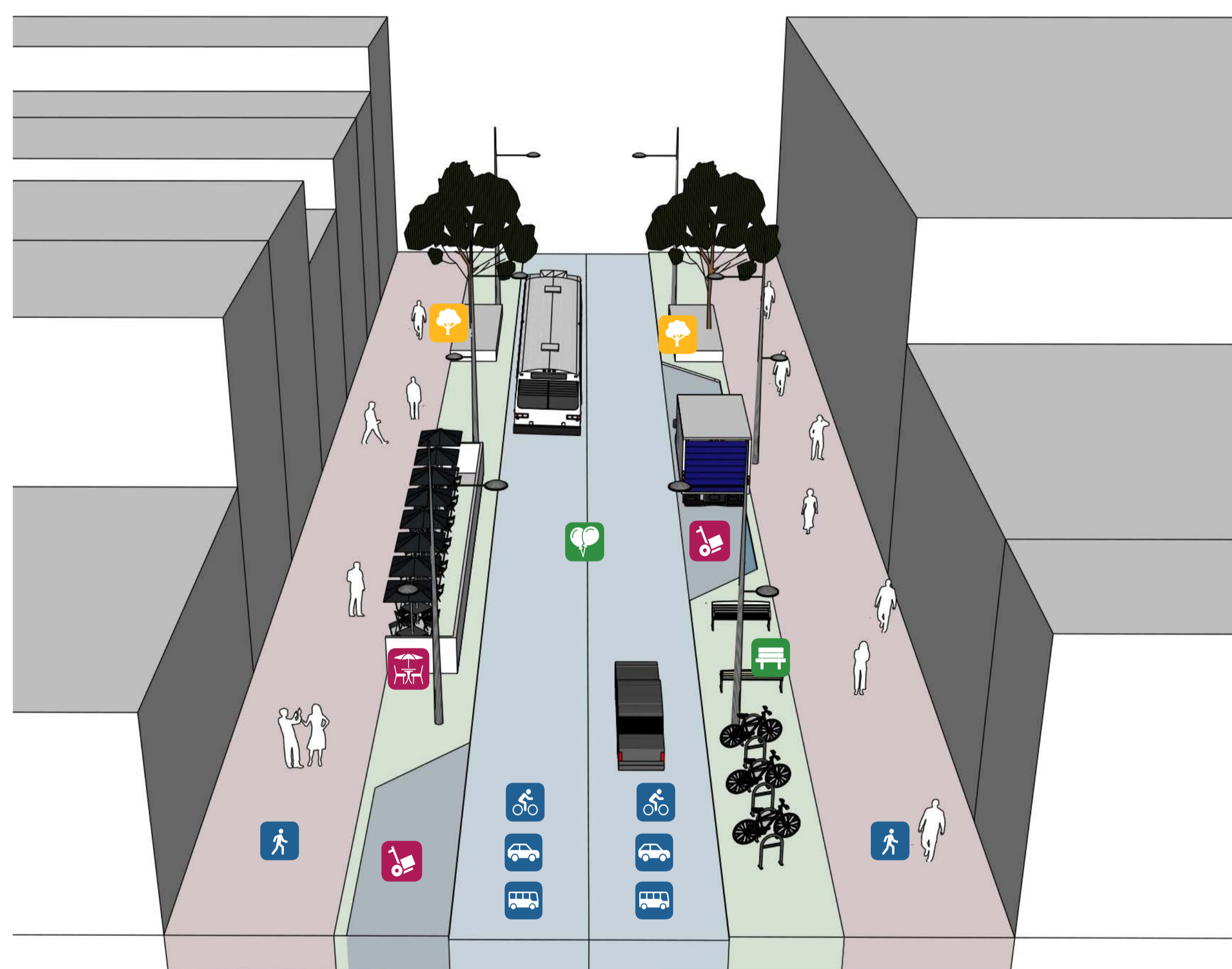


# More about Street Design Option 1

## Two Driving Lanes

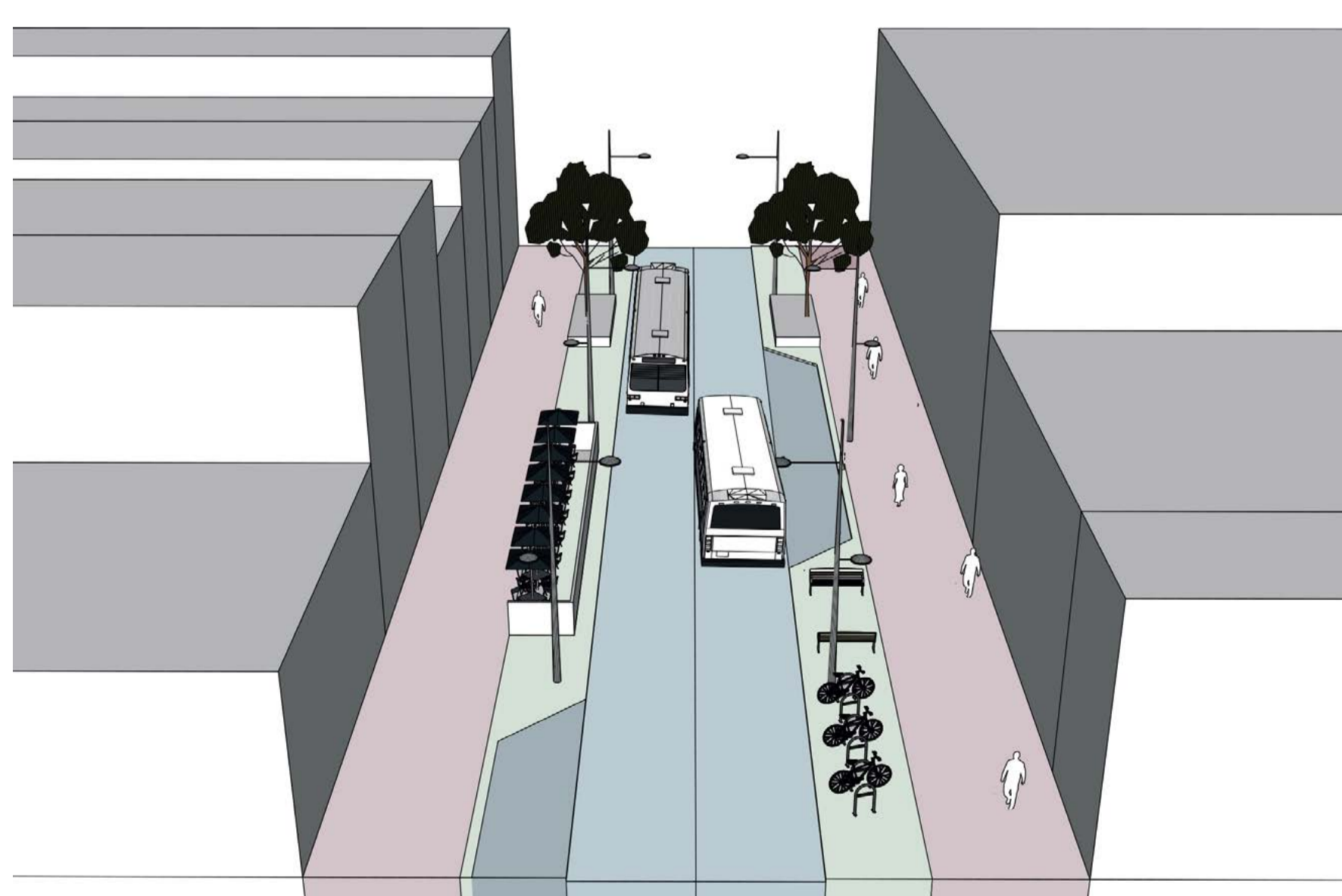
A focus on driving access with two-way travel and an improved pedestrian experience. Some space for seating, trees and patios. Existing TTC night bus service is maintained overnight in two directions. Separated cycling facility provided on University Avenue.

### Day



Pedestrian Clearway
  Furnishing and Marketing
  Curbside Access
  Driving Lanes

### Night



## Mobility



### Pedestrian Movement

Space for 4.0 to 6.7m of pedestrian clearway on each side of the street



### Cycling

Lower driving speeds and volumes create a cycling condition similar to a local street



### Transit

97b bus, 320 night bus and Wheel-Trans services can be maintained in two directions. Space to improve streetscape at surface route stops



### Driving

Supports access for all vehicles types, managed access by time may be considered to improve operations during rush hours

## Liveability



### Pedestrian Experience

Up to 2.7m of space for seating, trees, bike parking, and other street furnishings



### Events, Festivals & Parades

Can be accommodated with temporary driving lane closures



### Public Safety

Increased space for pedestrians, shorter crossing distances, lower driving speeds and volumes, space to improve street lighting and space for programming will help people feel and be safer

## Prosperity



### Retail and Tourism

Up to 2.7m available for patios and vendors within the furnishing zone



### Curbside Activity

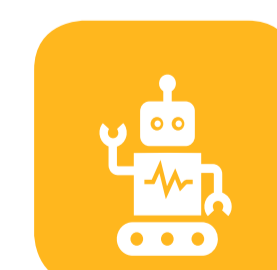
Deliveries, ride hailing and services accommodated using laybys within the furnishing zone

## Sustainability



### Tree Planting

Up to 2.7m of space for tree planting on each side of the street



### Flexibility and Innovation

The presence of two driving lanes limits the flexibility of the street



### Health & Wellbeing

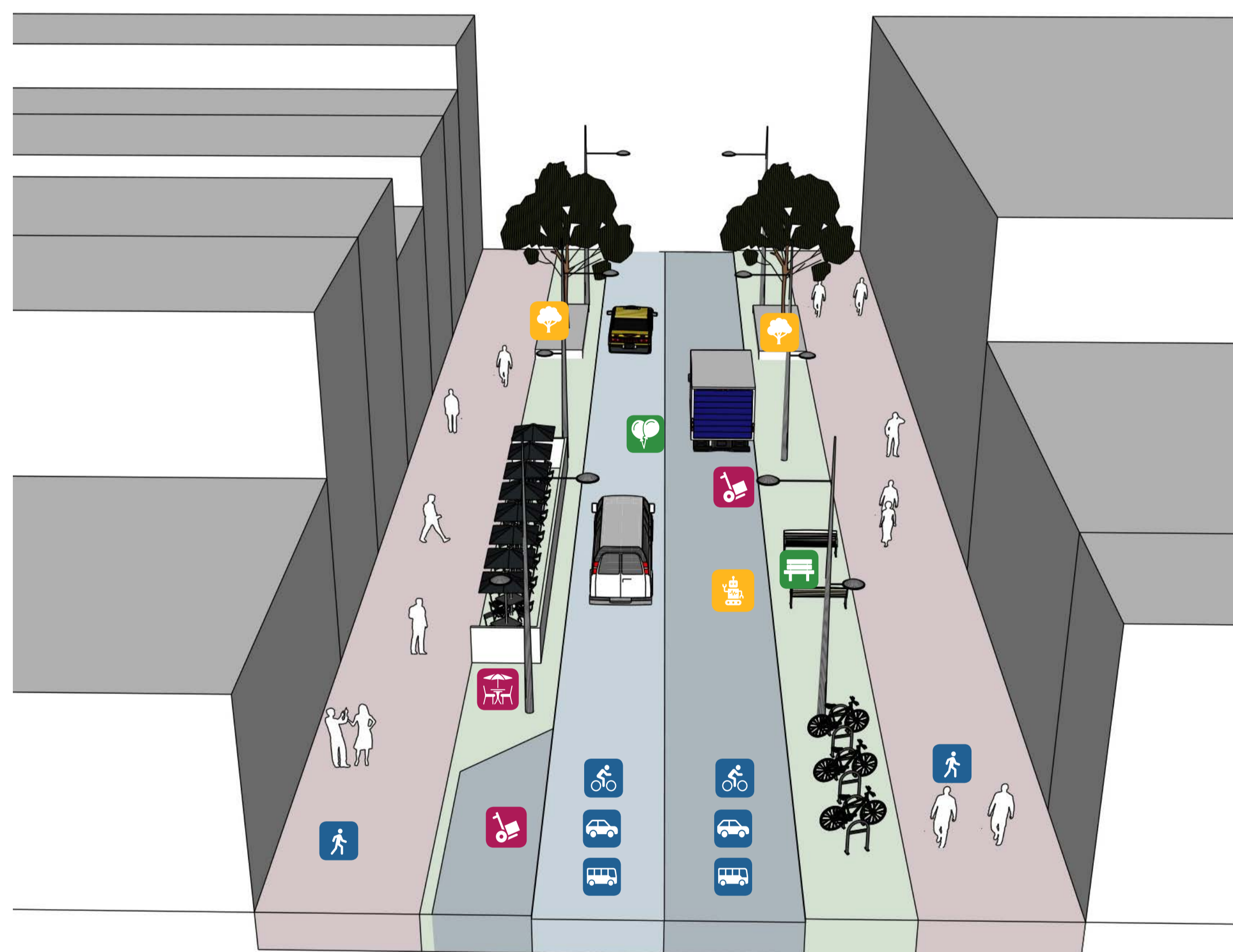
Provides a better environment for walking and cycling

# More about Street Design Option 2

## One Way

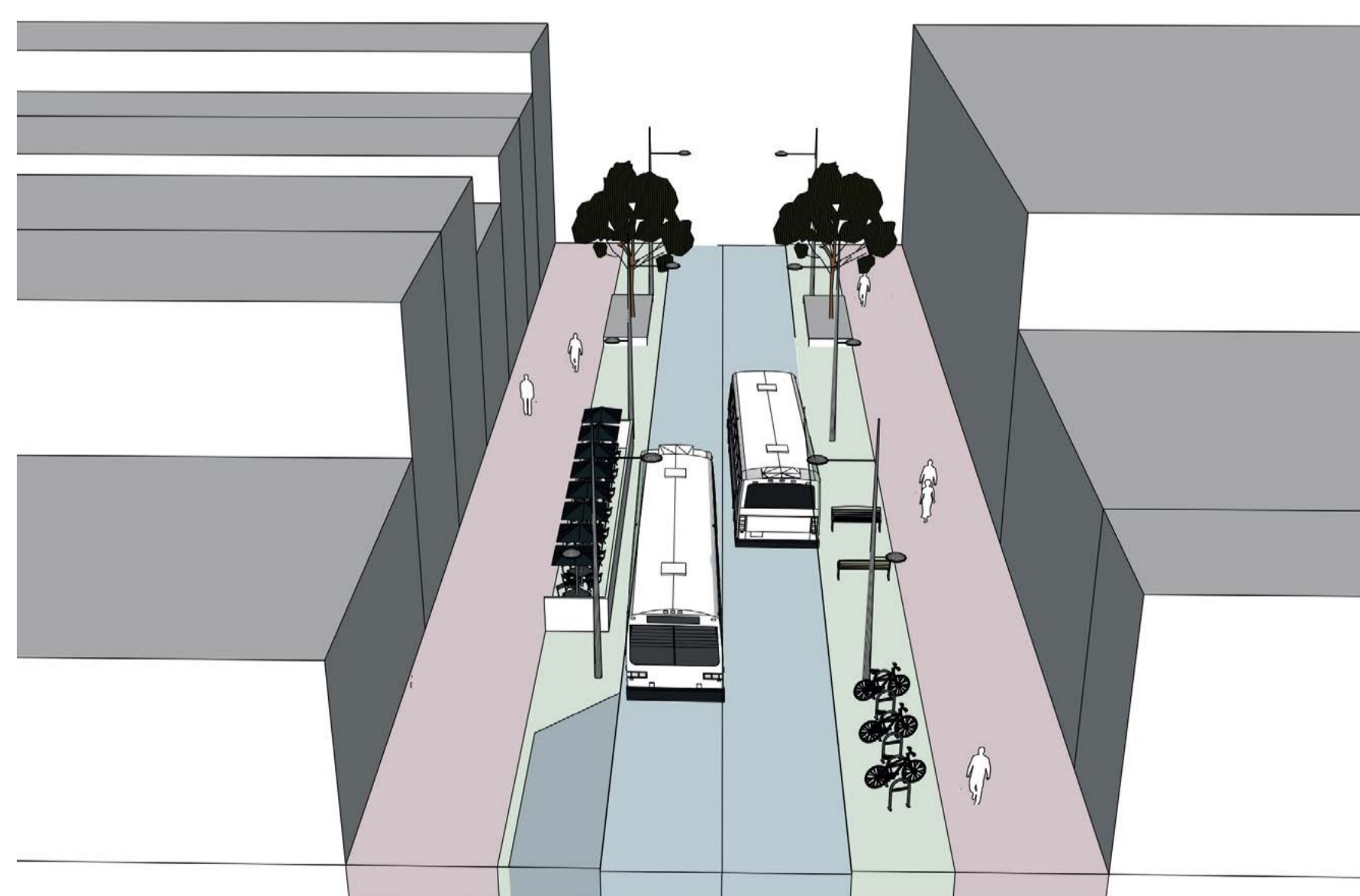
One driving lane with space dedicated for deliveries, ride hailing and services, and an improved pedestrian experience. Some space for seating and patios. Existing TTC night bus service is maintained overnight in two directions. Separated cycling facility provided on University Avenue.

### Day



Pedestrian Clearway
  Furnishing and Marketing
  Curbside Access
  Driving Lanes

### Night



## Mobility



### Pedestrian Movement

Space for 4.0 to 6.7m of pedestrian clearway on each side of the street



### Cycling

Lower driving speeds and volumes and curbside access lane may provide some added comfort on Yonge Street for cyclists. Travel is limited to one way



### Transit

During the day 97b bus and Wheel-Trans service can only be accommodated in one direction. Subway closure shuttle low operation requires further review. 302 Night Bus service can be accommodated by switching operations to two way from 1am to 6am



### Driving

Supports access for all vehicles types, managed access by time may be considered to improve operations during rush hours

## Liveability



### Pedestrian Experience

Up to 2.7m of space for seating, trees, bike parking, and other street furnishings



### Events, Festivals & Parades

Can be accommodated with temporary driving lane closures



### Public Safety

Increased space for pedestrians, shorter crossing distances, lower driving speeds and volumes, space to improve street lighting and space for programming will help people feel and be safer

## Prosperity



### Retail and Tourism

Up to 2.7m available for patios and vendors within the furnishing zone



### Curbside Activity

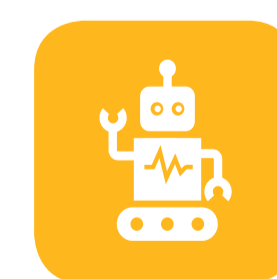
Deliveries, ride hailing and services accommodated with curbside access lane during the day or laybys during the night when buses are running

## Sustainability



### Tree Planting

Up to 2.7m of space for tree planting on each side of the street



### Flexibility and Innovation

The presence of one driving lane limits the flexibility of the street; however, the curbside access lane could be used for temporary programming, patios, seating or installations



### Health & Wellbeing

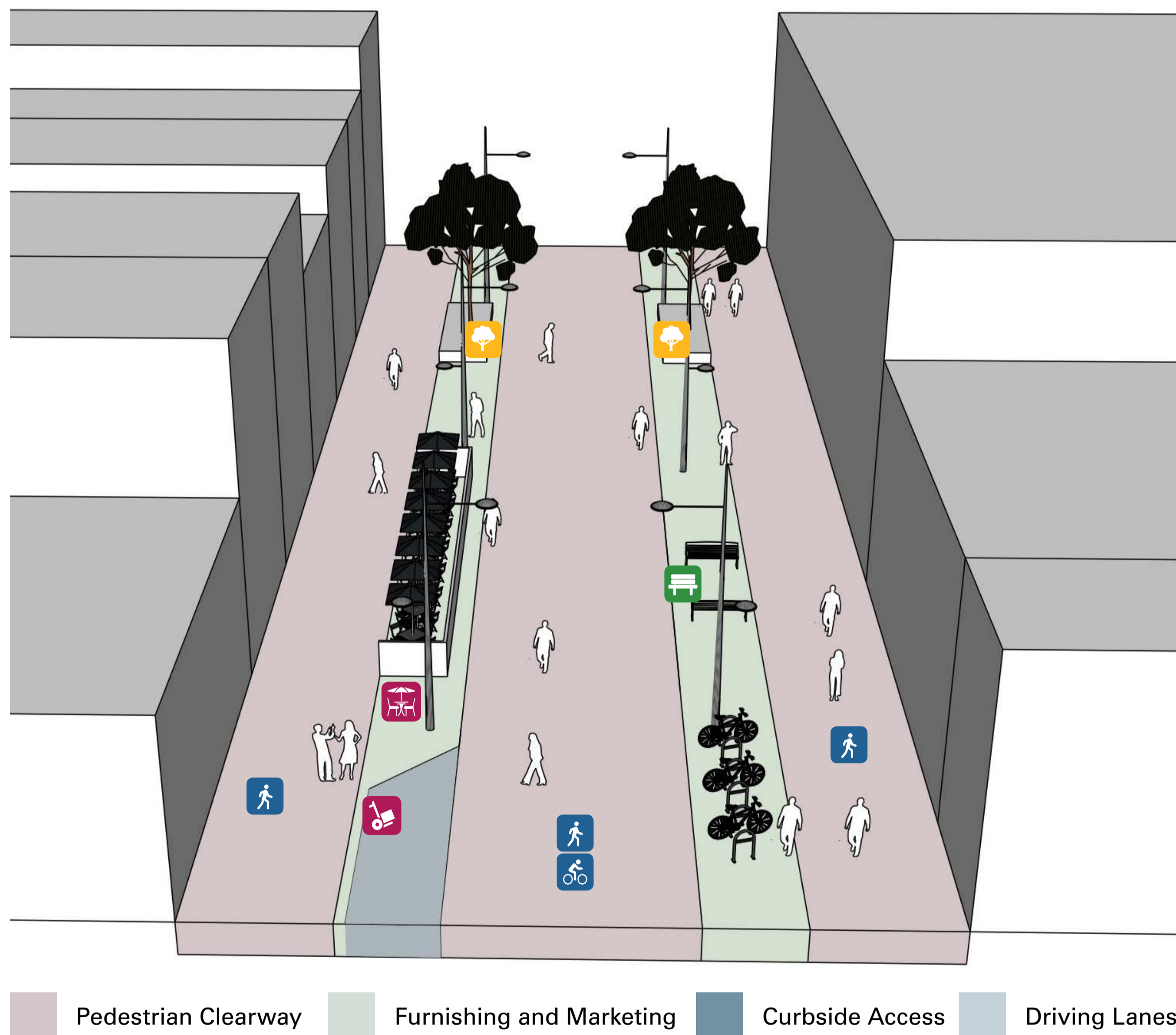
Provides a better environment for walking and cycling

# More about Street Design Option 3

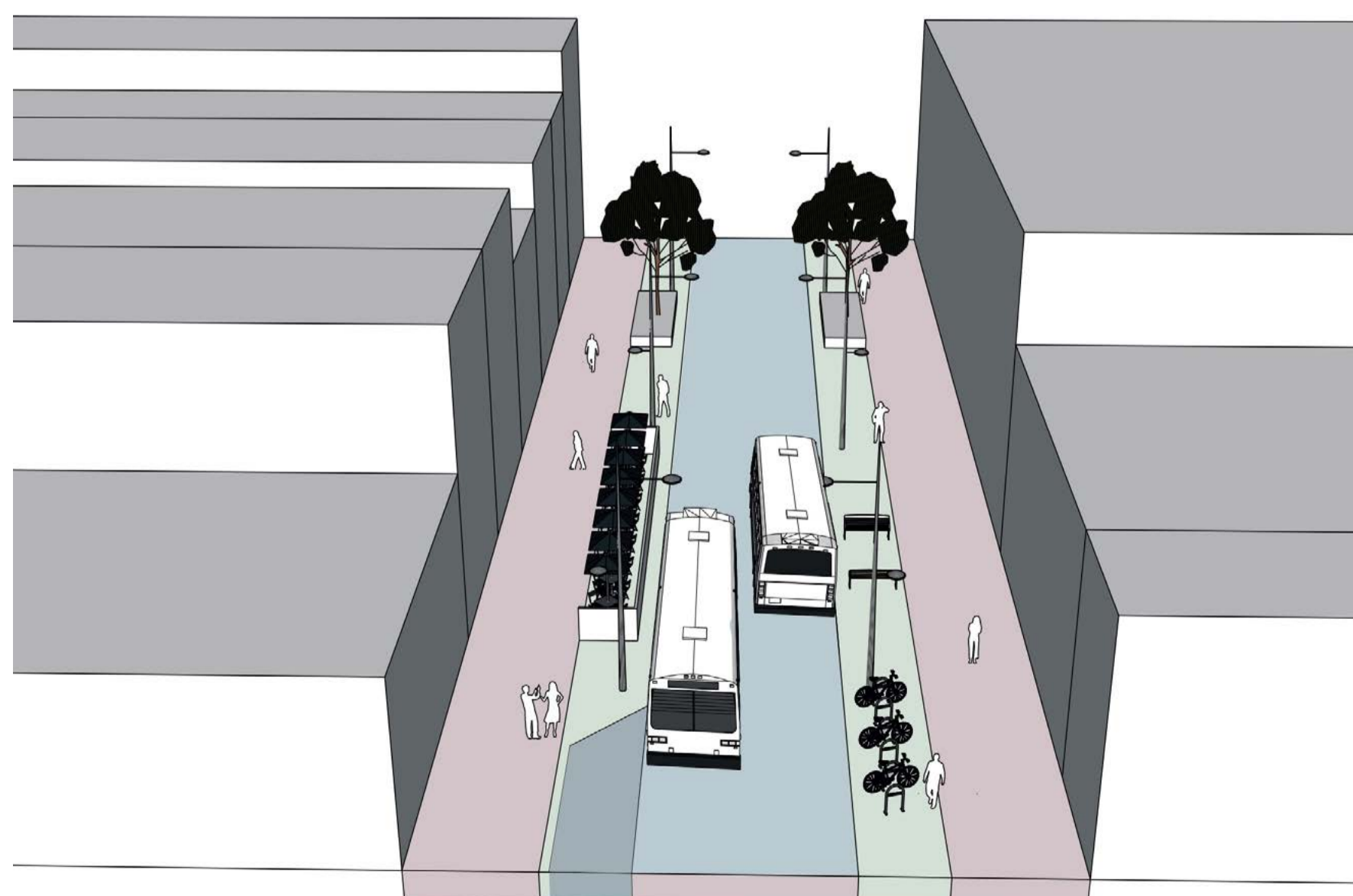
## Pedestrian Priority

A focus on active transportation and the ability to accommodate growth, tourism and events. Vehicle access is managed by time. Existing TTC night bus service is maintained overnight in two directions. Separated cycling facility provided on University Avenue.

### Day



### Night



## Mobility



### Pedestrian Movement

Up to 17m of pedestrian clearway possible



### Cycling

Elimination of traffic during the day provide a more comfortable environment for cyclist who choose to ride within the centre pedestrian priority area



### Transit

During the day no access for the 97b bus, but managed access for Wheel-Trans. At night and during subway closures, the centre pedestrian area would convert to two driving lanes to accommodate the 320 Night Bus in both directions



### Driving

During the day there would be no access for private vehicles. At night or other designated times, two driving lanes can be provided for driving

## Liveability



### Pedestrian Experience

Up to 2.7m of space for seating, trees, bike parking, and other street furnishings



### Events, Festival & Parades

When the street is operating for pedestrian priority a wide range of events can easily be accommodated. At night events within the centre pedestrian area would impact night bus operation



### Public Safety

The elimination of traffic during the day, space to improve street lighting and activation will help people feel and be safer

## Prosperity



### Retail and Tourism

Up to 2.7m of space for patios and vendors within the furnishing zone. The centre pedestrian area could also be used for retail activity during the day



### Curbside Activity

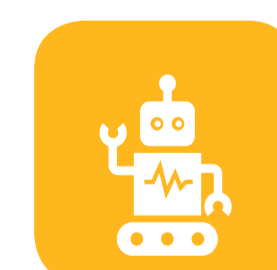
Deliveries, ride hailing, and services access are managed by time

## Sustainability



### Tree Planting

Up to 2.7m of space for tree planting on each side of the street



### Flexibility and Innovation

The centre pedestrian area offers a high level of flexibility



### Health & Wellbeing

Provides a better environment for walking and cycling

# Applying the Street Design Options

## Key Issues for Consideration

### Pedestrian Crowding & Growth

Sidewalks are already crowded. Based on the projected growth in pedestrian numbers, sidewalk clearway widths need to increase to the widths shown below, for pedestrians to feel comfortable along different blocks of Yonge Street:

Existing sidewalk clearway widths and future requirements (in metres)	West side		East side	
	Existing	Future (2031)	Existing	Future (2031)
College / Carlton to Gerrard	4.5	4.0	3.5	6.7
Gerrard to Elm	2.7	4.0	3.0	4.0
Elm to Gould	2.5	4.0	3.0	4.0
Gould to Edward	2.6	8.0	2.8	4.6
Edward to Dundas	3.3	8.0	2.8	4.6
Dundas to Dundas Sq	5.6	14.4	2.9	13.2
Dundas Sq to Shuter	6.2	4.0	2.8	7.4
Shuter to Queen	2.8	4.0	2.7	4.0

### Impact on Surface Transit operation:

- 320 Night Bus and shuttle buses during subway closures
- Support bus, streetcar and Wheel-Trans operation (6 Bay, 505 Dundas etc.)
- Reviewed ridership numbers, route frequencies and operations data with TTC

### Access to off Street

#### Parking Garages:

- Cadillac Fairview Eaton Centre Parking Garage access via Yonge and Shuter intersection
- Toronto Parking Authority Lot 34 located beneath Yonge-Dundas Square

#### Curbside Activity:

- Deliveries, ride hailing and garbage pick-up
- Ride hail GIS data, field observations and interviews with stakeholders

### Traffic Operations

Examining traffic congestion is a key part of this study. An Aimsun model of existing and future driving conditions in 2031 has been developed to test the alternatives during morning, afternoon and weekend rush hours.

- **Step #1 – Test Street Design Options**  
Two Driving Lanes (most driving access) and Pedestrian Priority (least driving access) modelled from Queen Street to College Street to confirm performance
- **Step #2 – Test Preliminary Preferred**  
To confirm the performance of the Preliminary Preferred Alternative:
  - Driving access added to the Pedestrian Priority model south of Dundas Square and north of Gerrard Street
  - University Ave was reduced to 6 driving lanes to model the addition of a cycling facility
- **Step #3 – Compare Alternatives**  
All alternatives have been modelled and tested at a network level to compare performance
- **Step #4 – Gather Stakeholder Feedback**
- **Step #5 – Modify Detailed Model**  
Make modifications to the preferred model to optimize network performance

We are here



Pedestrian crowding



Surface transit



Parking access



Curbside activity

# Applying the Street Design Options

## Considerations by block

Yonge Street is used differently by people on each block between Queen Street and College Street. The future of downtown Yonge Street could apply different street design options on each block. The design does not need to be the same all the way from Queen Street to College Street.

The Street has been divided into four sections. Consider the unique features of each section in the application of the Street Design Options.

### Gerrard Street to College / Carlton Street

Located in this section – Condos & Apartments, College Park, Parks, Retail and Dining

- Wider right of way of 26m
- Lower pedestrian crowding
- Existing layby for deliveries and ride hailing



### Edward Street to Gerrard Street

Located in this section - Ryerson University, Developments, Retail and Dining

- High pedestrian crowding
- Lots of pedestrian movement across Yonge Street
- Smaller scale retail
- Demand for special events
- Requirement for curbside activity and access to loading docks



### Dundas Square to Edward Street

Located in this section - Yonge-Dundas Square, Movie Theatre, Retail and Dining

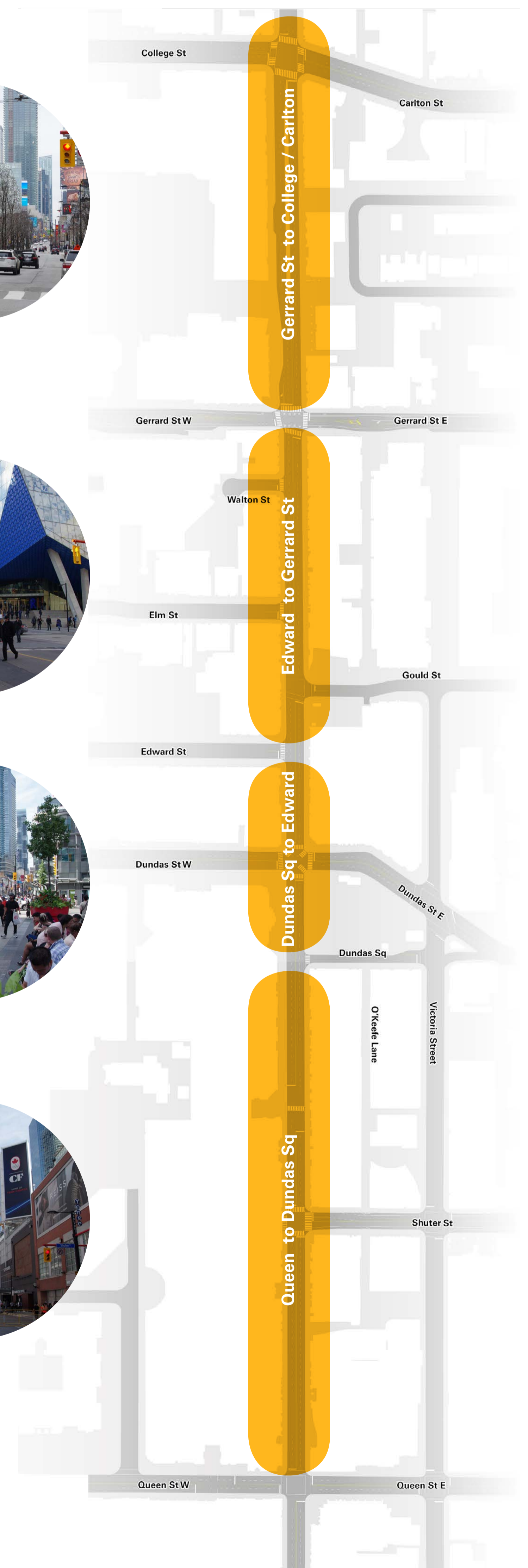
- Highest pedestrian crowding
- Lots of pedestrian movement across Yonge Street
- Larger scale retail
- Demand for special events
- Limited requirement for curbside activity



### Queen Street to Dundas Square

Located in this section - Eaton Centre, Live Theatre, Office, Condo/Hotel, Retail and Dining

- Lower pedestrian crowding
- Access to major parking garages
- Lots of deliveries and ride hailing



# Applying the Street Design Options: Alternative 1

## Prioritizing Driving Access

In this alternative, Two Driving Lanes has been applied from Queen Street to College Street to allow local access and through traffic.

Access is maintained at all times for all vehicle types (cars, buses, trucks).

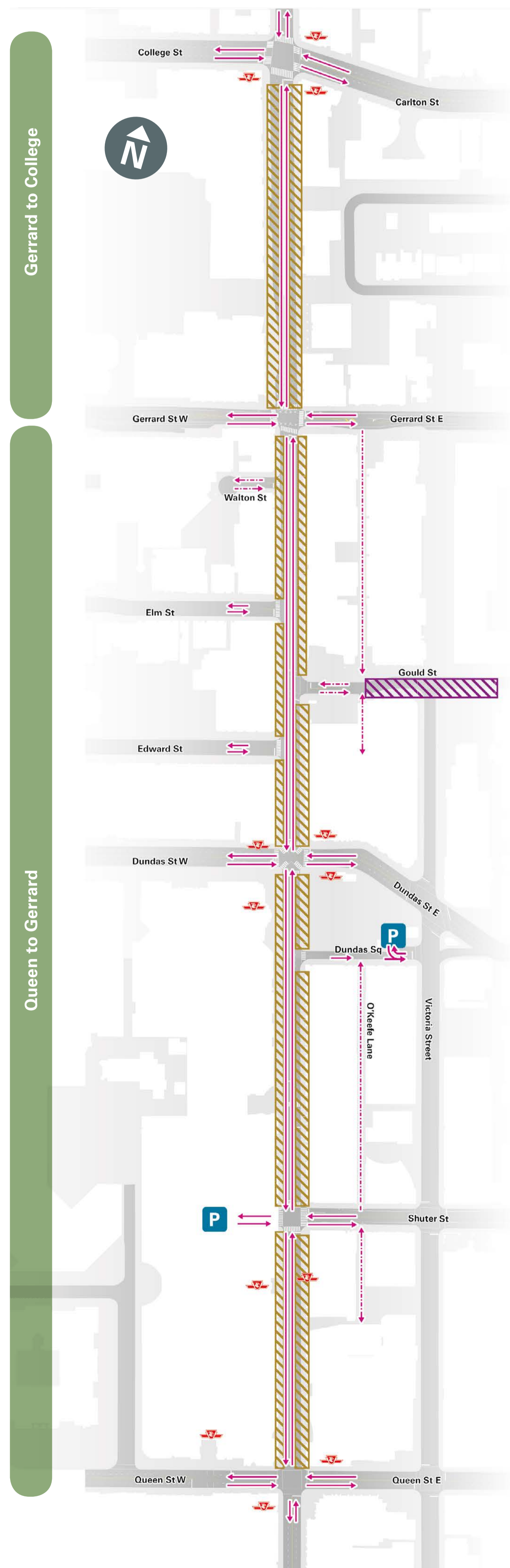
Laybys can be used to support deliveries and ride hailing. Temporary lane closures are required to support events, festivals and parades.

Sidewalk widths between Dundas Square and Edward Street are insufficient to accommodate forecasted 2031 pedestrian volumes.

### Pedestrian Priority Timed Access

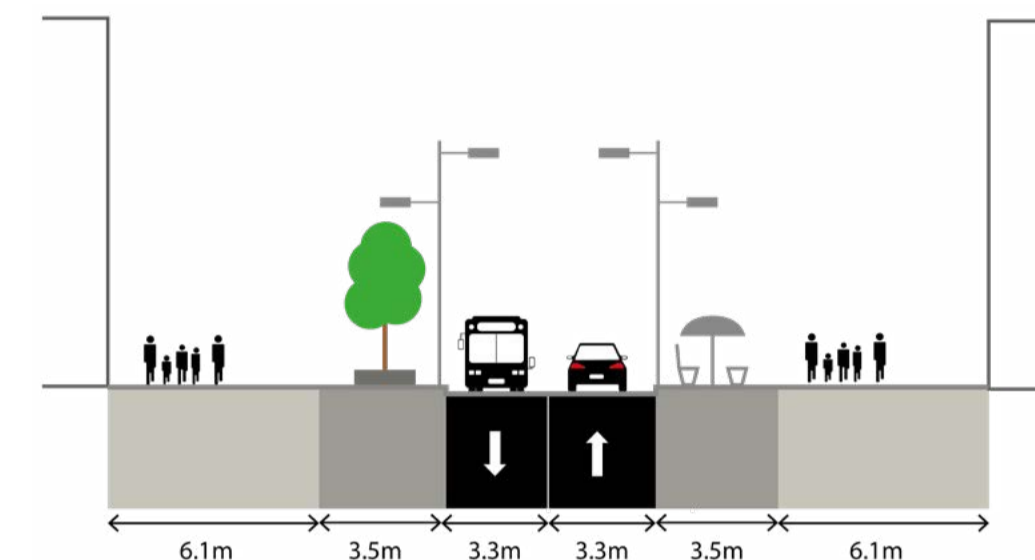
Ride hail: unrestricted

Deliveries: unrestricted



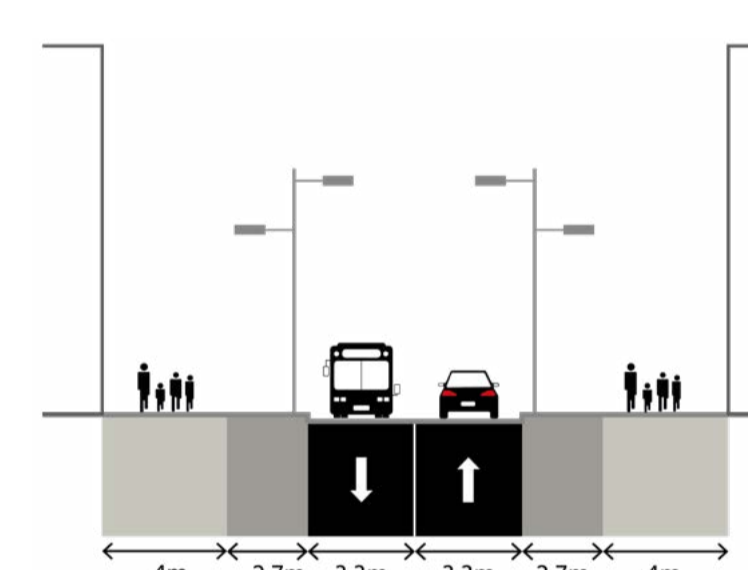
### Gerrard to College - Two Driving Lanes

Day & Night



### Queen to Gerrard - Two Driving Lanes

Day & Night



### Legend

- Widened sidewalks
- Pedestrian priority
- Direction of travel
- Managed access by time
- Unrestricted service access
- Traffic barrier
- Subway entrance
- Parking garage

# Applying the Street Design Options: Alternative 2

## Addressing short term needs

In this alternative, Pedestrian Priority has been applied between Dundas Square and Elm Street where pedestrian crowding is the highest and events are most frequent.

From Dundas Square to Edward Street only emergency vehicles would have access during day. From Elm Street to Edward Street southbound travel would allow service access to local businesses.

One Way would be applied from Queen Street to Dundas Square and from Elm Street to Gerrard Street. This is to allow local access, but discourage through traffic.

Between Gerrard Street and College Street Two Driving Lanes has been applied where pedestrian crowding is low and ride hailing is common.

97B day bus cannot be accommodated on Yonge Street from Queen Street to Gerrard Street. Night buses and Emergency shuttles can be accommodated in both directions.









### Pedestrian Priority Timed Access:

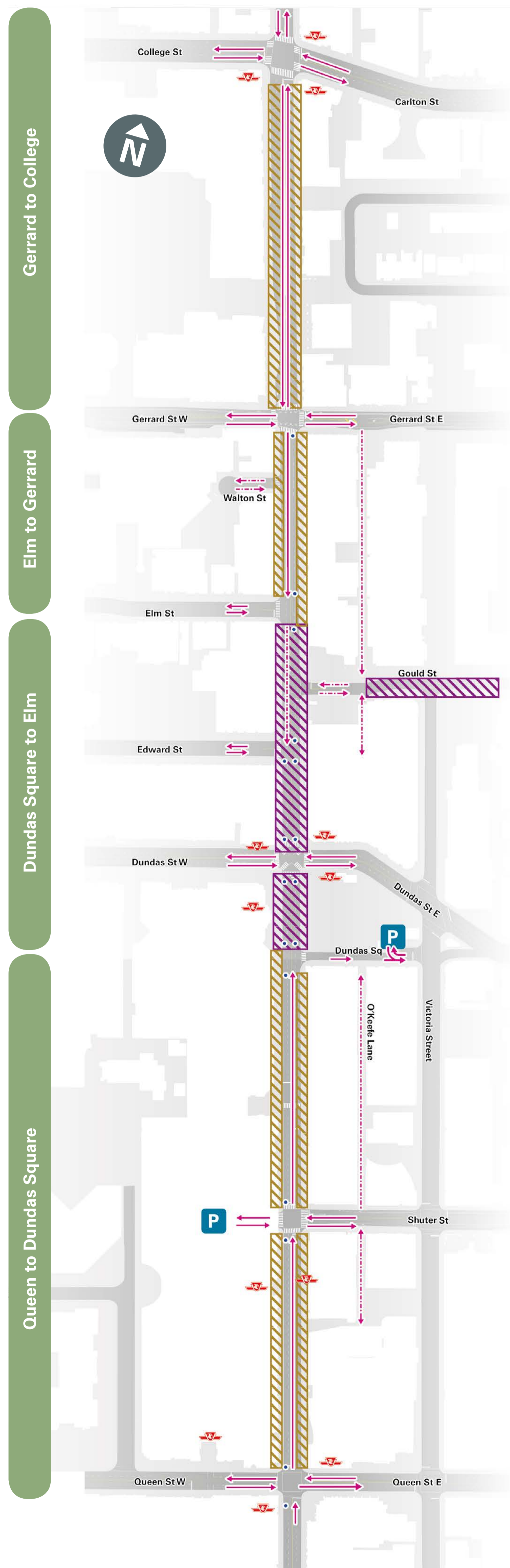
Night buses: 01:30 to 06:00  
(01:30 to 08:30 on Sundays)

Ride hail: 21:00 to 06:00

Servicing: 00:00 to 07:00

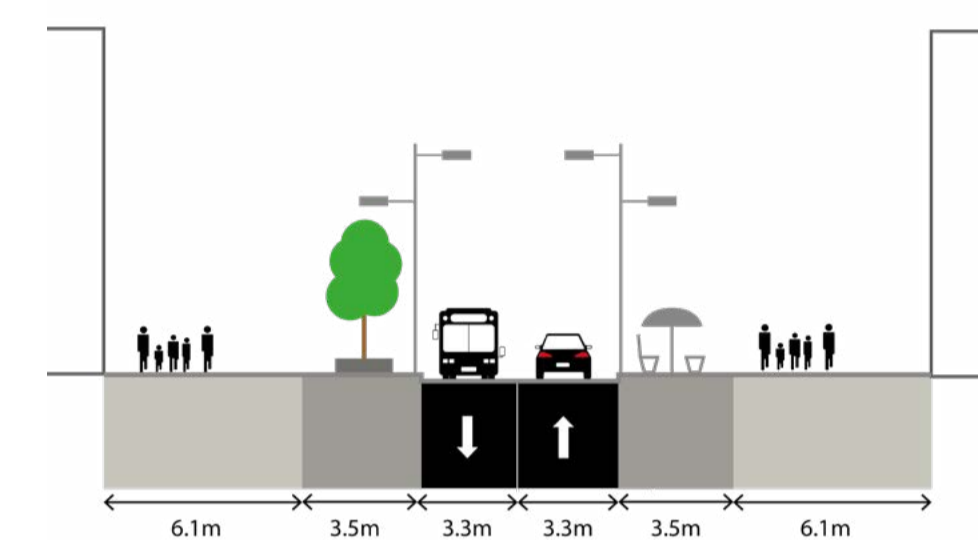
### Legend

-  Widened sidewalks
-  Pedestrian priority
-  Direction of travel
-  Managed access by time
-  Unrestricted service access
-  Traffic barrier
-  Subway entrance
-  Parking garage



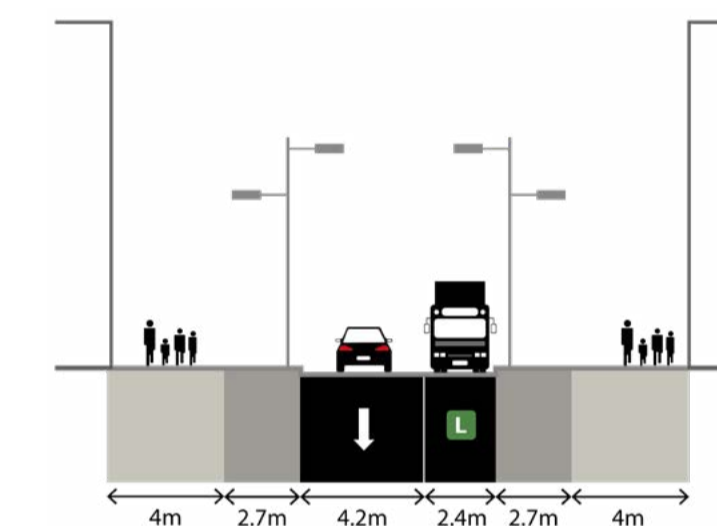
### Gerrard to College - Two Driving Lanes

Day & Night

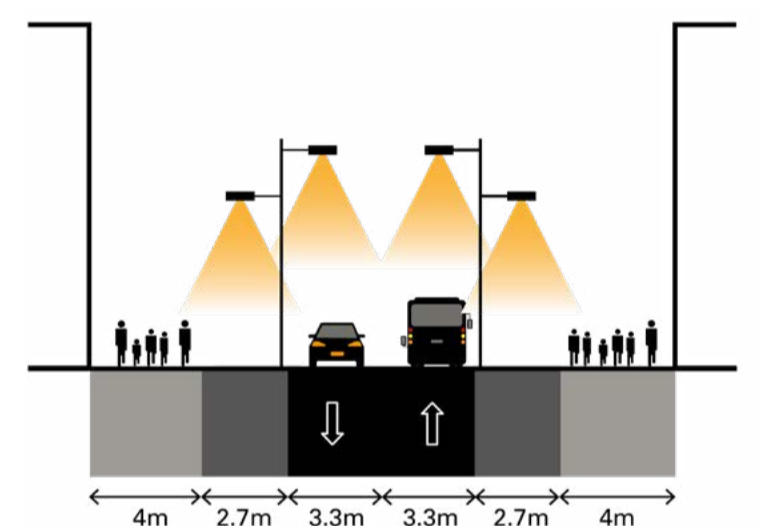


### Elm to Gerrard - One Way

Day

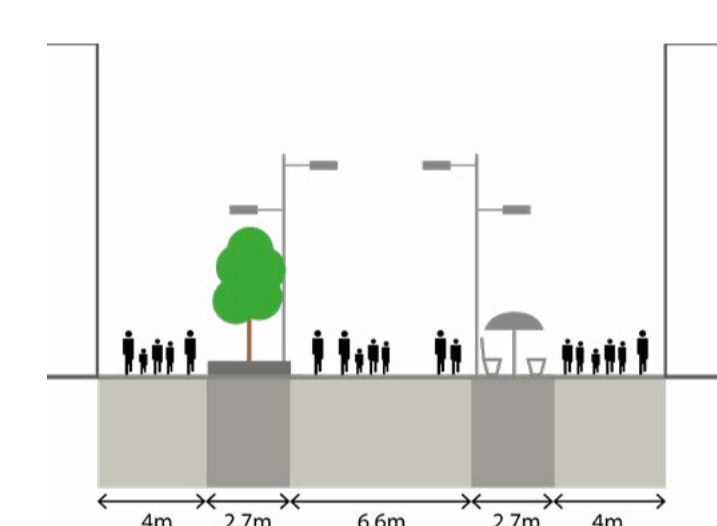


Night

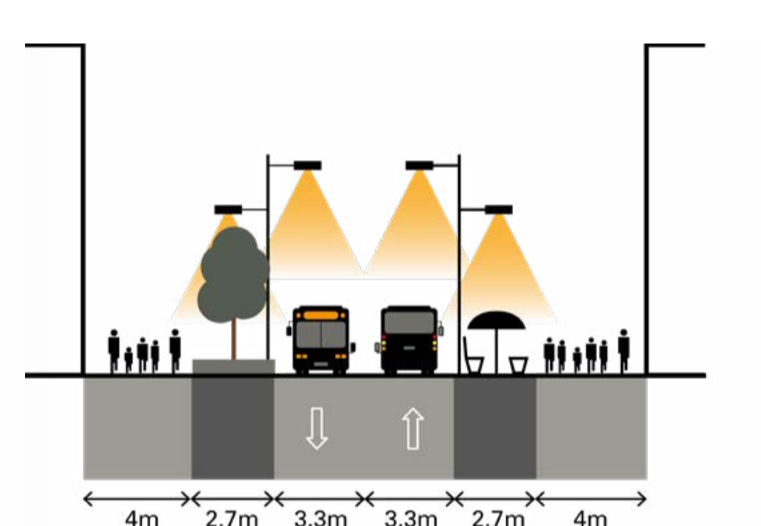


### Dundas Sq to Elm - Pedestrian Priority

Day

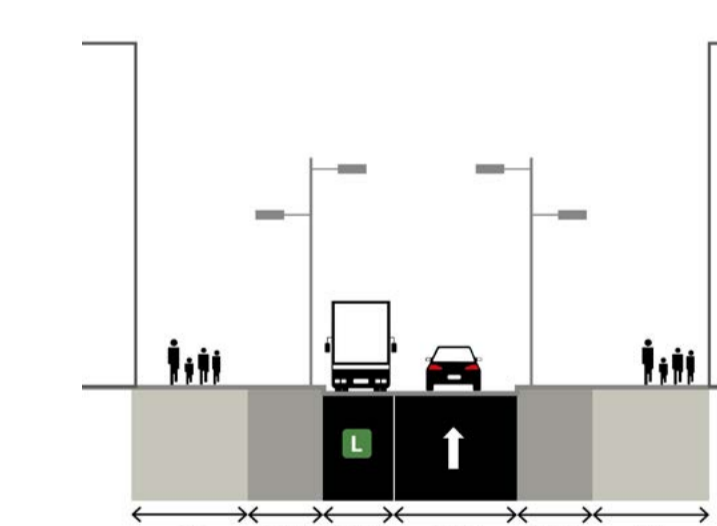


Night

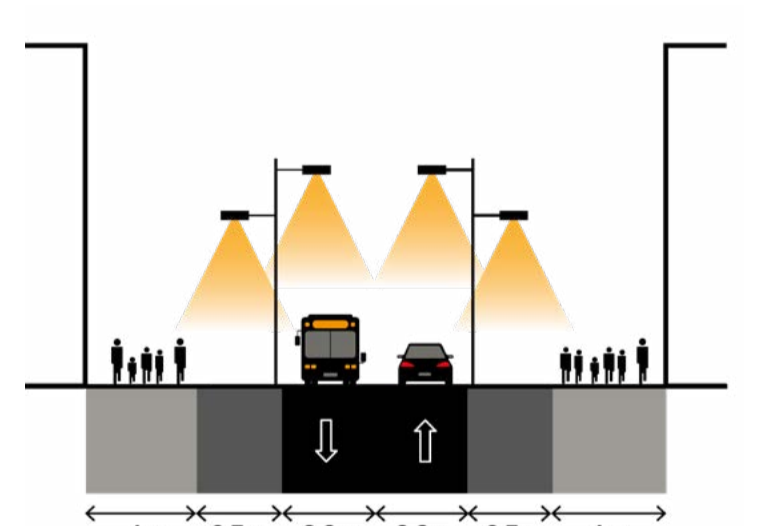


### Queen to Dundas Sq - One Way

Day



Night



# Applying the Street Design Options: Alternative 3

## Destination Street – Planning for growth and change

In this alternative, Pedestrian Priority has been applied between Queen Street and Gerrard Street where future pedestrian crowding is anticipated and to support a flexible destination street for events and tourism.

From Queen Street to Edward Street only emergency vehicles would have access during the day. Between Edward Street and Walton Street there would be limited access to serve local businesses.

Between Gerrard Street and College Street Two Driving Lanes has been applied where the right-of-way is wider, pedestrian crowding is low and ride hailing is common.

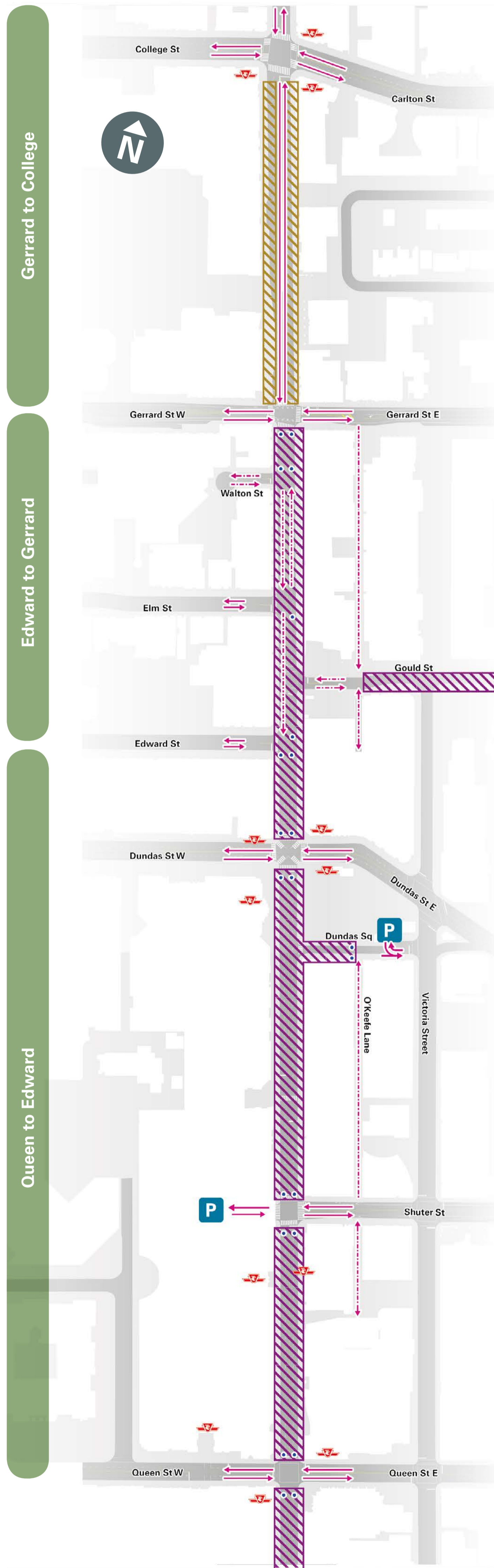
97B day bus cannot be accommodated on Yonge Street from Queen Street to Gerrard Street. Night buses and Emergency shuttles can be accommodated in both directions

### Pedestrian Priority Timed Access

Night buses: 01:30 to 06:00  
(01:30 to 08:30 on Sundays)

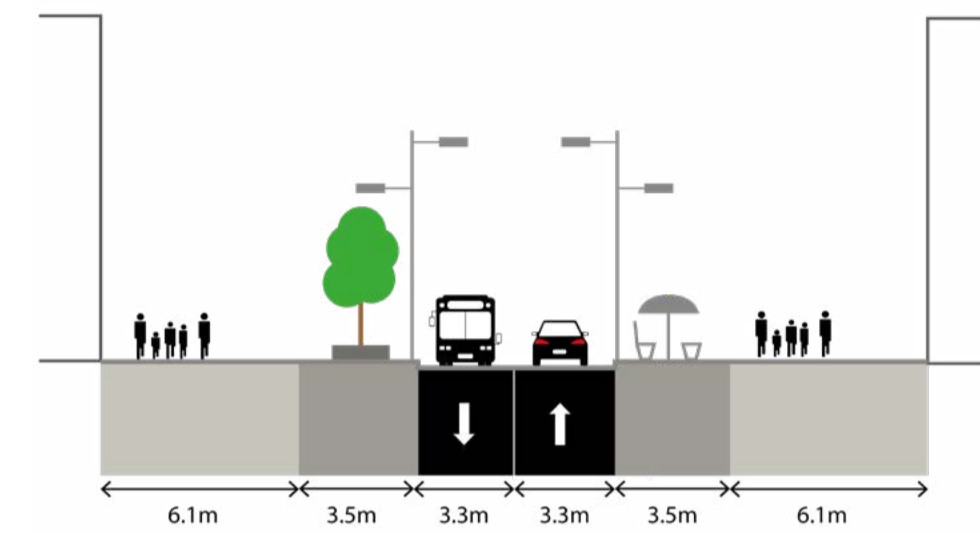
Ride hail: 21:00 to 06:00

Servicing: 00:00 to 07:00



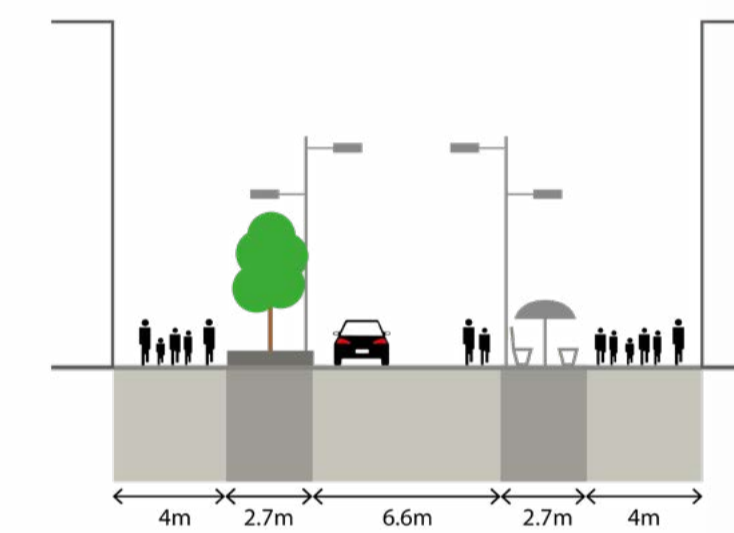
### Gerrard to College - Two Driving Lanes

Day & Night

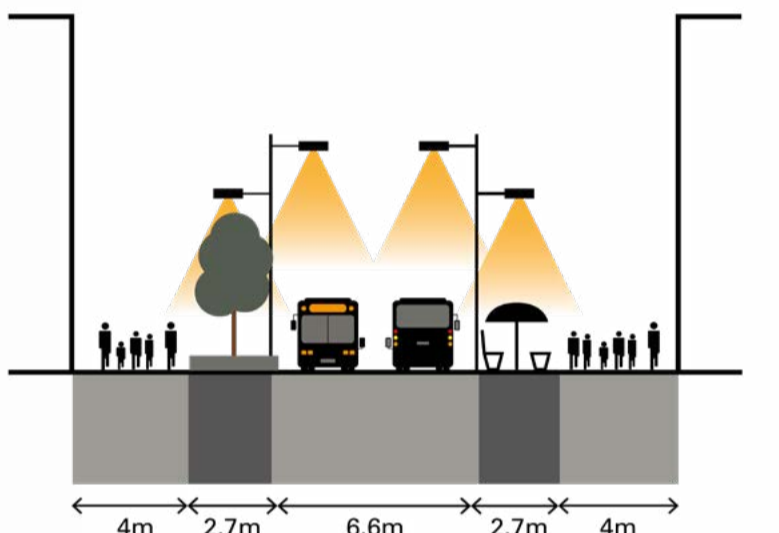


### Edward to Gerrard - Pedestrian Priority

Day

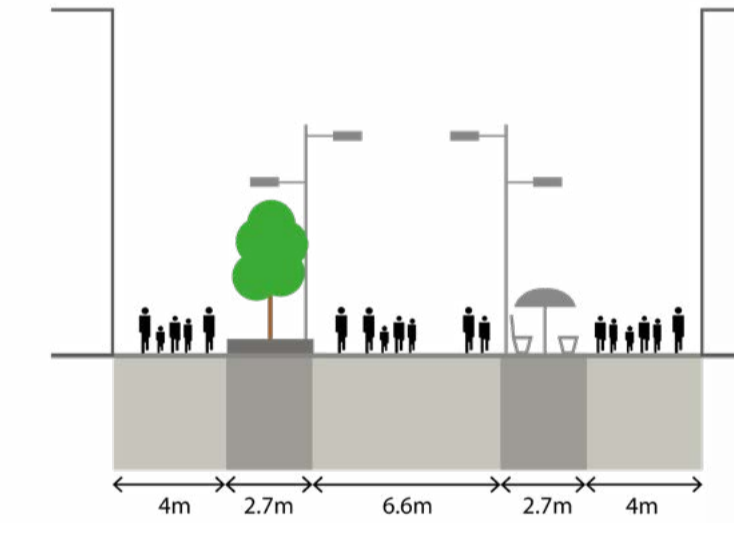


Night

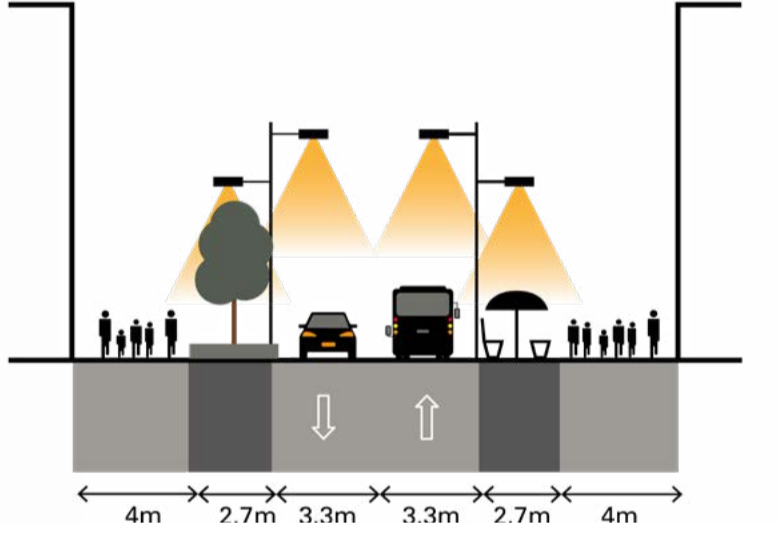


### Queen to Edward - Pedestrian Priority

Day



Night





# Applying the Street Design Options: Alternative 4

## Balancing future growth with driving access

In this alternative, Pedestrian priority has been applied between Dundas Square and Gerrard Street where pedestrian crowding and frequency of events are highest.

Between Dundas Square and Edward Street only emergency vehicles would have access during the day.

From Edward Street to Walton Street, there would be limited day access to serve local businesses.

One Way will be applied from Shuter Street to Dundas Square. This is to allow local access, but discourage through traffic.

Two driving lanes has been applied from Queen Street to Shuter Street, and Gerrard Street to College Street pedestrian crowding is lower and driving access for off street parking and ride hail is needed.

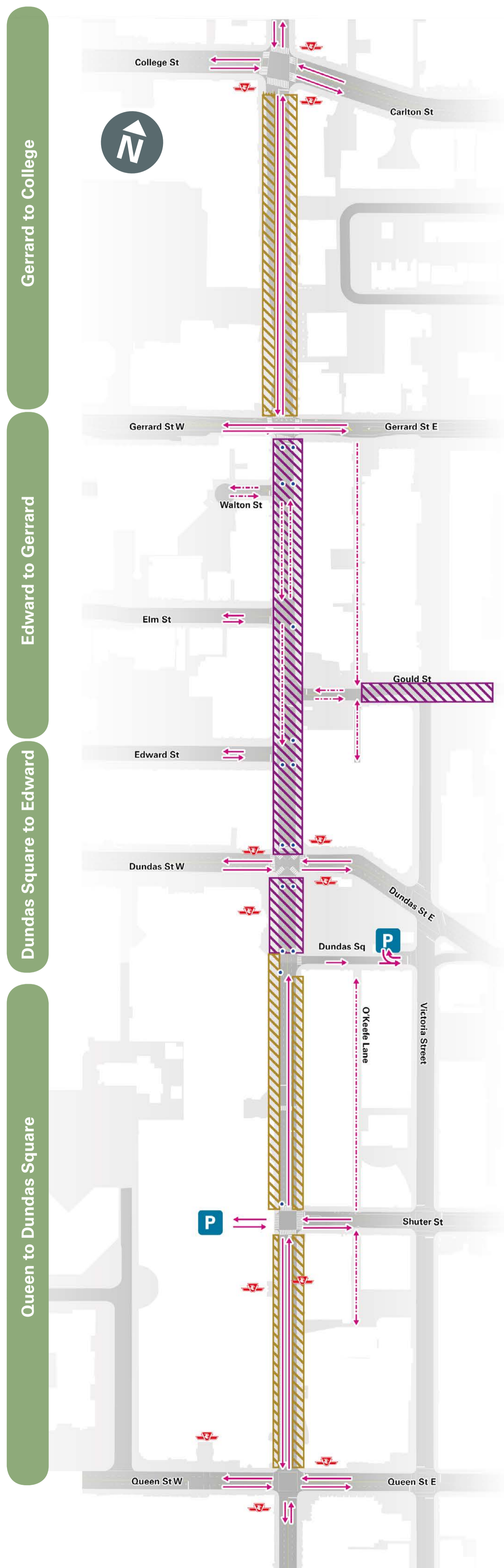
97B bus and Wheel-Trans cannot be accommodated from Dundas Square to Gerrard Street, but night buses and emergency shuttles can operate in two directions.

### Pedestrian Priority Timed Access:

Night buses: 01:30 to 06:00  
(01:30 to 08:30 on Sundays)

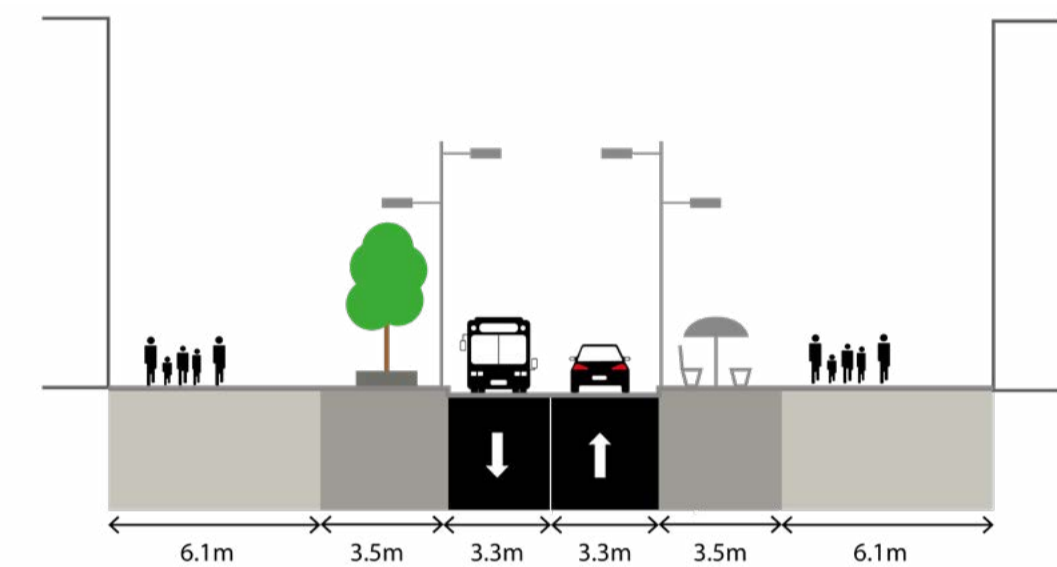
Ride Hail: 21:00 to 06:00

Servicing: 00:00 to 07:00



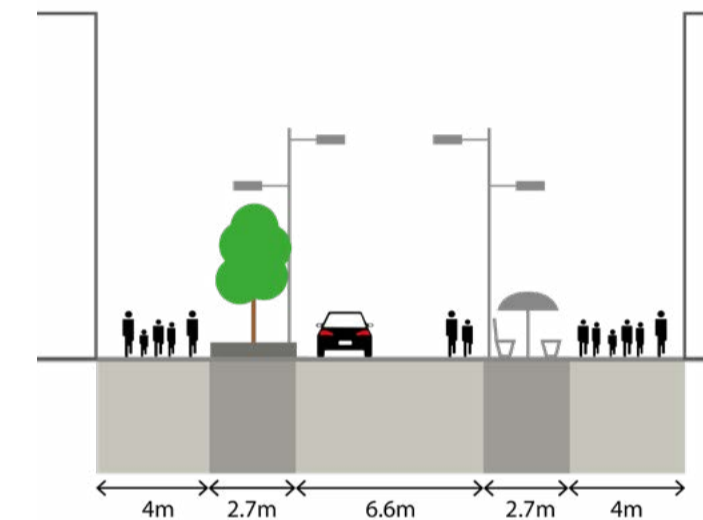
### Gerrard to College - Two Driving Lanes

Day & Night

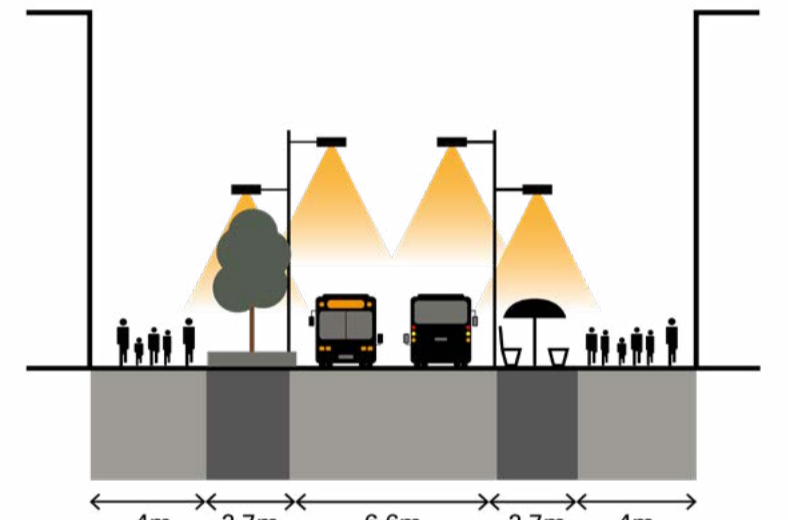


### Dundas Sq to Edward - Pedestrian Priority

Day

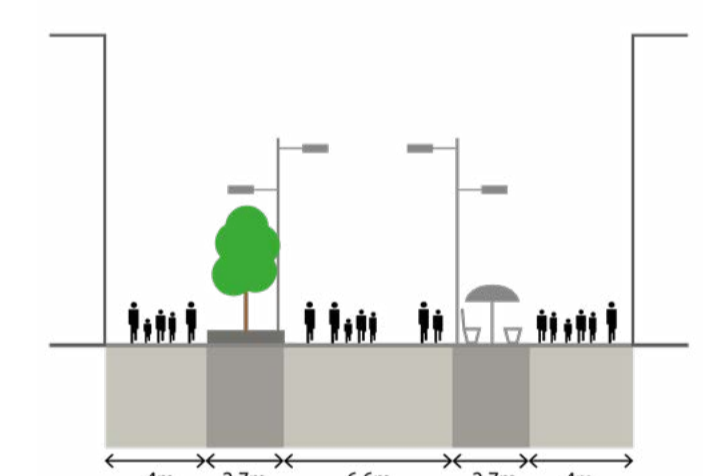


Night

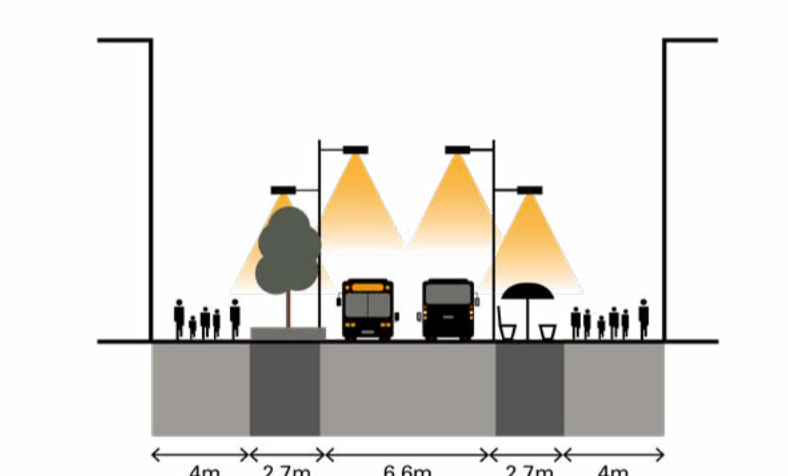


### Dundas Sq to Edward - Pedestrian Priority

Day

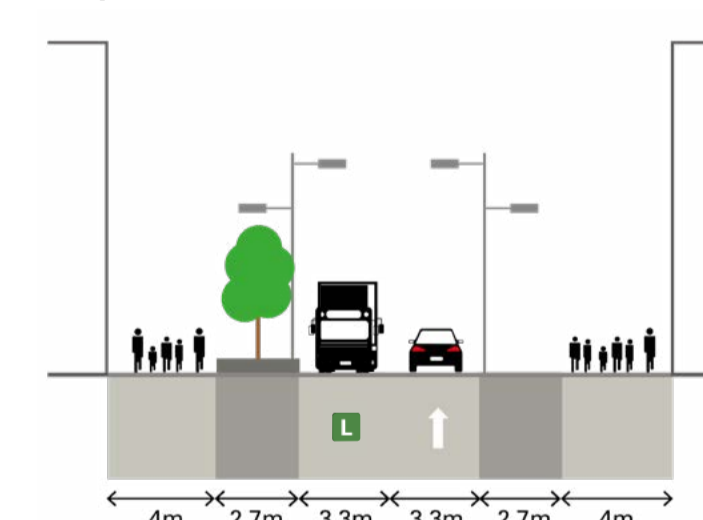


Night

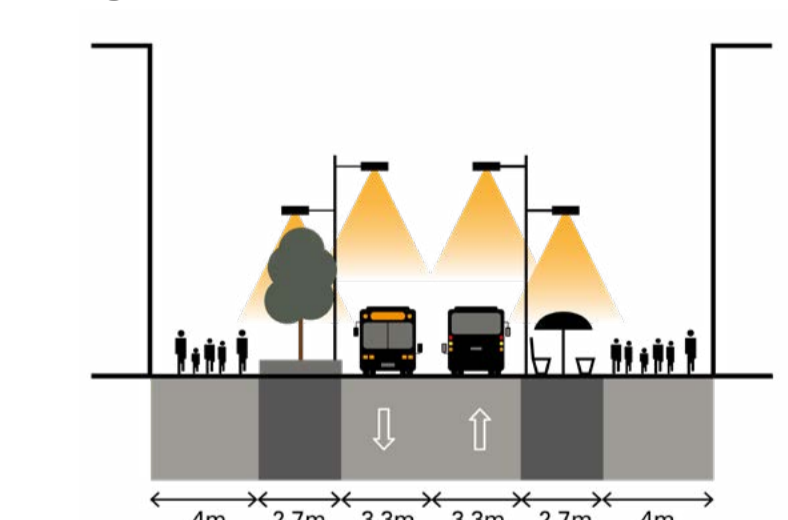


### Shuter to Dundas Sq - One Way

Day

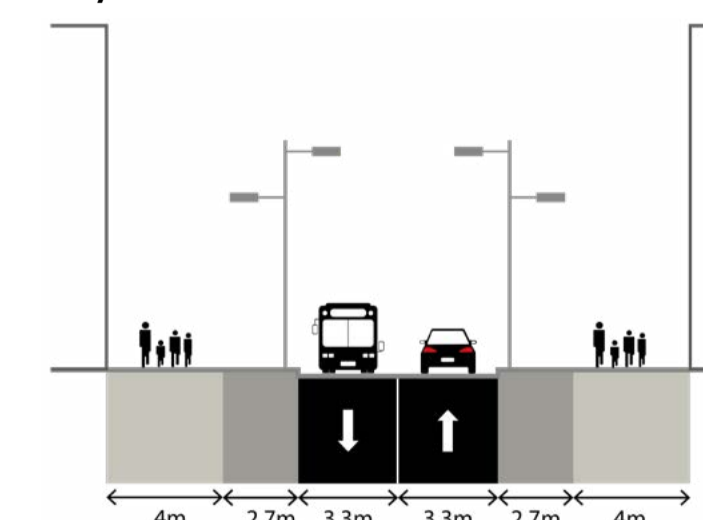


Night

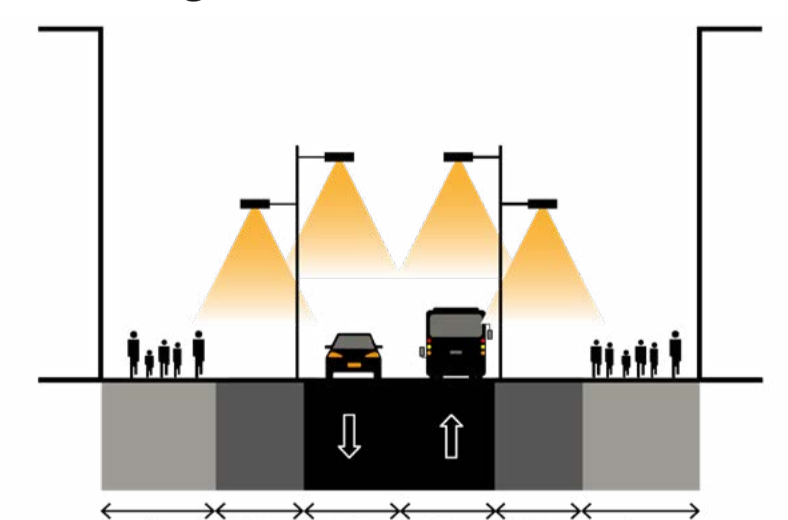


### Queen to Shuter - Two Driving Lanes

Day



Night



### Legend

- Widened sidewalks
- Pedestrian priority
- Direction of travel
- Managed access by time
- Unrestricted service access
- Traffic barrier
- Subway entrance
- Parking garage

# Applying the Street Design Options

## Legend

### Comparing the performance of the Alternatives

++	High Performance
+	Good Performance
!	Fair Performance
!!	Lowest Performance

## Evaluation of the Alternatives

The Street Design Options were applied to Yonge Street in different combinations to develop four Alternative solutions. A more detailed evaluation of the four Alternatives has been prepared using the evaluation criteria. The chart below summarizes the evaluation and identifies a preliminary preferred Alternative. The following panels describe the benefits and challenges associated with each Alternative.

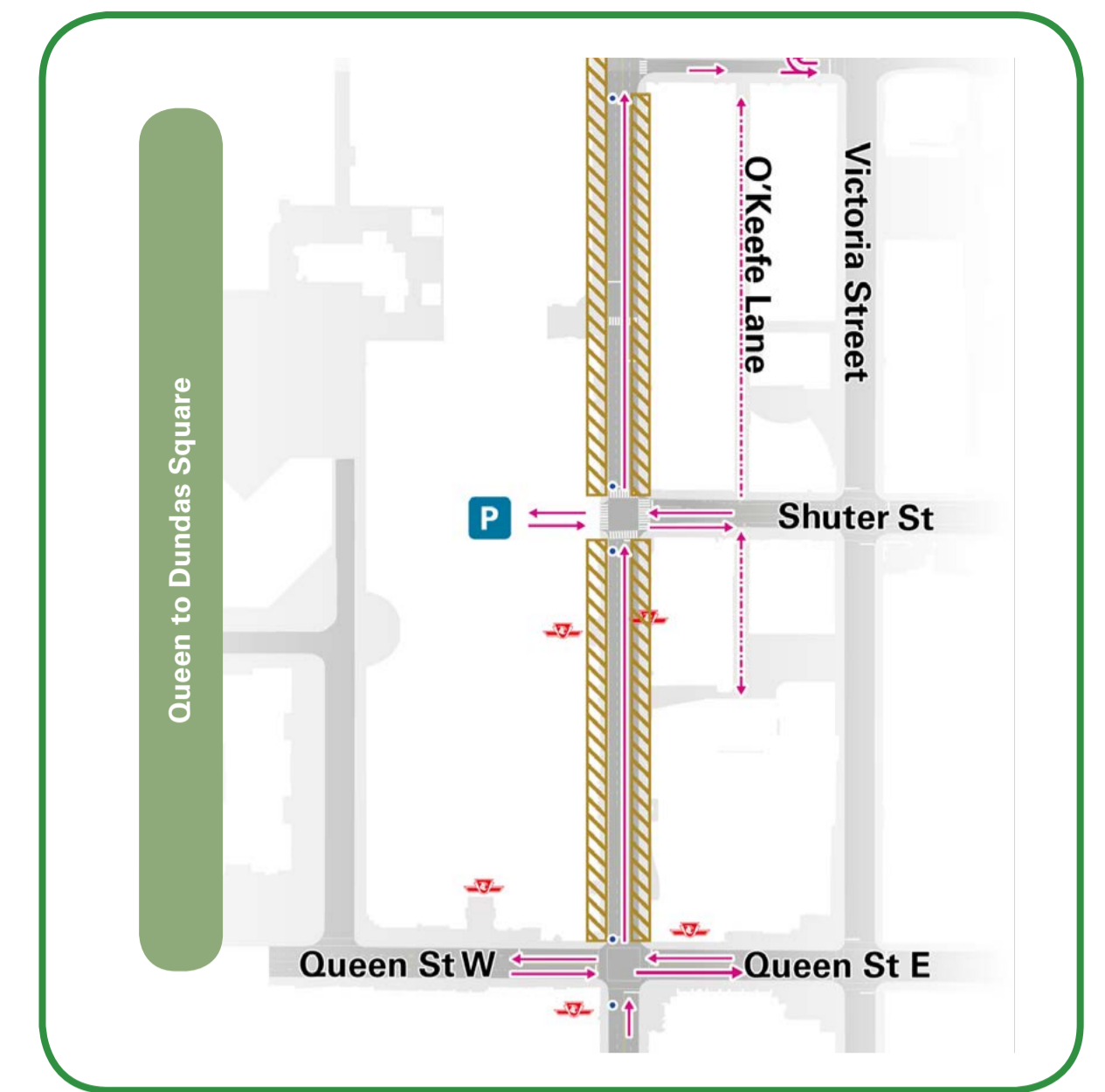
Alternative 3 most strongly supports the yongeTOMorrow objectives related to improving pedestrian experience and developing Yonge Street as a cultural destination. However, it also presents the most challenges in supporting driving access for transit, deliveries, ride hailing and access to off street parking. Alternative 4 has been selected as the preliminary preferred Alternative because it provides a good balance between improving Yonge Street as a destination for pedestrians, tourism and events, while also providing more opportunities for driving access to support businesses. While Alternative 2 focuses pedestrian and public realm improvements where Yonge Street is currently its busiest, from Dundas Square to Elm Street, Alternative 4 extends improvements north to Gerrard Street to consider the impacts of planned condo developments.

Objectives	Criteria	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Summary
Mobility	Pedestrian Movement	!! Does not address crowding and crossings at busiest locations in 2031.	+ Addresses crowding and crossings at busiest locations in 2031.	++ Best addresses crowding and crossings in 2031 throughout focus area.	+ Mostly addresses crowding and crossings at busiest locations and in sections experiencing development.	Alternative 3 adds significant space for pedestrians to address crowding. Alternatives 2 and 4 also add significant space, but address crowding at busiest locations to a lesser degree. Alternative 4 provides more space around Gerrard Street in this area of planned growth, while Alternative 2 does not.
	Cycling	!! Provides the least improvement for cyclists travelling on Yonge Street.	! Provides some added comfort for cyclists travelling on Yonge Street in pedestrian priority areas and one way sections.	+ Provides the most comfort for cyclists travelling on Yonge Street within pedestrian priority areas.	! Provides the some added comfort for cyclists travelling on Yonge Street in pedestrian priority areas and one way sections.	All Alternatives include a dedicated cycling facility on University Avenue. Alternative 3 provides the best cycling environment on Yonge Street. Alternatives 2 and 4 provide smaller pedestrian priority zones and traffic calming.
	Transit	+ Lowest impact on buses and streetcar routes due to diverting drivers.	! Some mitigation measures required to manage impacts on buses and streetcars.	! Some mitigation measures required to manage impacts on buses and streetcars.	! Some mitigation measures required to manage impacts on buses and streetcars.	Alternative 1 has the least impact on buses and streetcars, while Alternatives 2, 3 and 4 have a similar level of impact. In all Alternatives, mitigation measures are needed to minimize impacts.
	Driving	+ Lower impact to road network performance with fewer mitigation measures required.	! Higher impact to road network performance requiring some mitigation measures.	! Higher impact to road network performance requiring some mitigation measures.	! Higher impact to road network performance requiring some mitigation measures.	Alternative 1 has the least impact on driving, while Alternatives 2, 3 and 4 have a similar level of impact. In all Alternatives, mitigation measures are needed to minimize impacts.
Liveability	Pedestrian Experience	! In areas of highest pedestrian crowding, there won't be enough space for street furniture.	+ In a few areas of crowding, there won't be enough space for street furniture.	++ Significant space for permanent and temporary furnishings to improve the pedestrian experience.	+ In a few areas of crowding, there won't be enough space for street furniture.	All Alternatives provide a 2.7m zone for seating and furnishing. This zone may need to be used for clearways where crowding is highest in Alternatives 1, 2 and 4.
	Events, Festivals & Parades	! Road closures required for events on all blocks.	+ Supports events associated with Yonge-Dundas Square.	++ Strongly supports events on all blocks where tourism is high.	+ Supports events near Yonge-Dundas Square and Ryerson Campus.	Only Alternative 3 provides good support in all of the blocks associated with entertainment and tourism. While, while Alternatives 2 & 4 are more focused on Yonge-Dundas Square.
	Public Safety	!! Provides lowest level of protection for pedestrians and cyclists.	! Pedestrian priority zones protect active modes on only the busiest sections of Yonge Street.	++ Conflicts with drivers are reduced the most with a large pedestrian priority zone.	+ Pedestrian priority zones protect active modes near Ryerson and where development is planned.	Alternatives 3 and 4 have a greater positive impact on safety (compared to Alternatives 1 and 2), as they provide a greater separation from vehicles and allow activation of the street.
Prosperity	Retail & Tourism	! In areas of highest pedestrian crowding there won't be enough space for patios.	+ Space for permanent and temporary patios /vending in the busiest sections.	++ Significant space for permanent and temporary patio patios/vending in blocks associated with entertainment.	+ Space for permanent and temporary patios /vending in the busiest sections and where the number of small shops is high.	All Alternatives provide a 2.7m zone for patios/vending. In Alternative 1 there may not be enough space for patios on blocks with crowding. Patios can also occupy central area when pedestrian priority zones are in operation.
	Cost Effectiveness	++ Lower costs associated with managing driving access (bollards etc) and public realm improvements.	+ Higher costs associated with managing driving access (bollards etc,) and public realm improvements.	! Highest costs associated with managing driving access (bollards etc) and public realm improvements.	+ Higher costs associated with managing driving access (bollards etc,) and public realm improvements.	Estimated costs for construction and operation are highest for Alternative 3 and lowest for Alternative 1, with Alternatives 2 & 4 somewhere in between.
	Curbside Activity	++ Good access throughout for deliveries, ride hailing, servicing and off street parking.	+ Timed driving access restrictions limited to Dundas Square to Elm Street.	!! Highest level of timed driving access restrictions from Queen Street to Gerrard Street.	! Timed driving access restrictions from Dundas Square to Gerrard Street.	All Alternatives maintain access for ride hailing, deliveries, services and off street parking. Alternative 1 offers the most access during the day and Alternative 3 offers the least. An intermediate level of access is provided in Alternatives 2 and 4.
Sustainability	Natural Environment	! In areas of highest pedestrian crowding there will not be enough room for tree planting.	+ In most blocks there will be opportunities for tree planting.	++ Significant space for available for planting.	+ In most blocks there will be opportunities for tree planting.	All Alternatives provide a 2.7m zone for planting. This zone may need to be used for clearways where crowding is highest in Alternatives 1, 2 and 4.
	Flexibility & Innovation	! Presence of driving lanes limits level of flexibility on regular & short term basis.	+ Good flexibility in the vicinity of Yonge-Dundas Square.	++ Highest level of flexibility throughout blocks associated with events, tourism and growth.	+ Good flexibility in the vicinity of Yonge-Dundas Square and section where development is planned.	Alternatives 2, 3 and 4 offer greater flexibility than Alternative 1, due to the presence of pedestrian priority zones.
	Health & Wellbeing	! Reduced driving lanes provide some traffic calming and an improved pedestrian environment helps, helping promote active modes.	+ Good support for active modes in busiest pedestrian areas.	++ Extent of pedestrian priority zones provides highest support for active modes.	+ Good support for active modes in areas experiencing crowding and development.	Alternatives 2, 3 and 4 encourage walking, cycling and transit use to a greater degree than Alternative 1, due to the presence of pedestrian priority zones and traffic calming due to no through traffic.

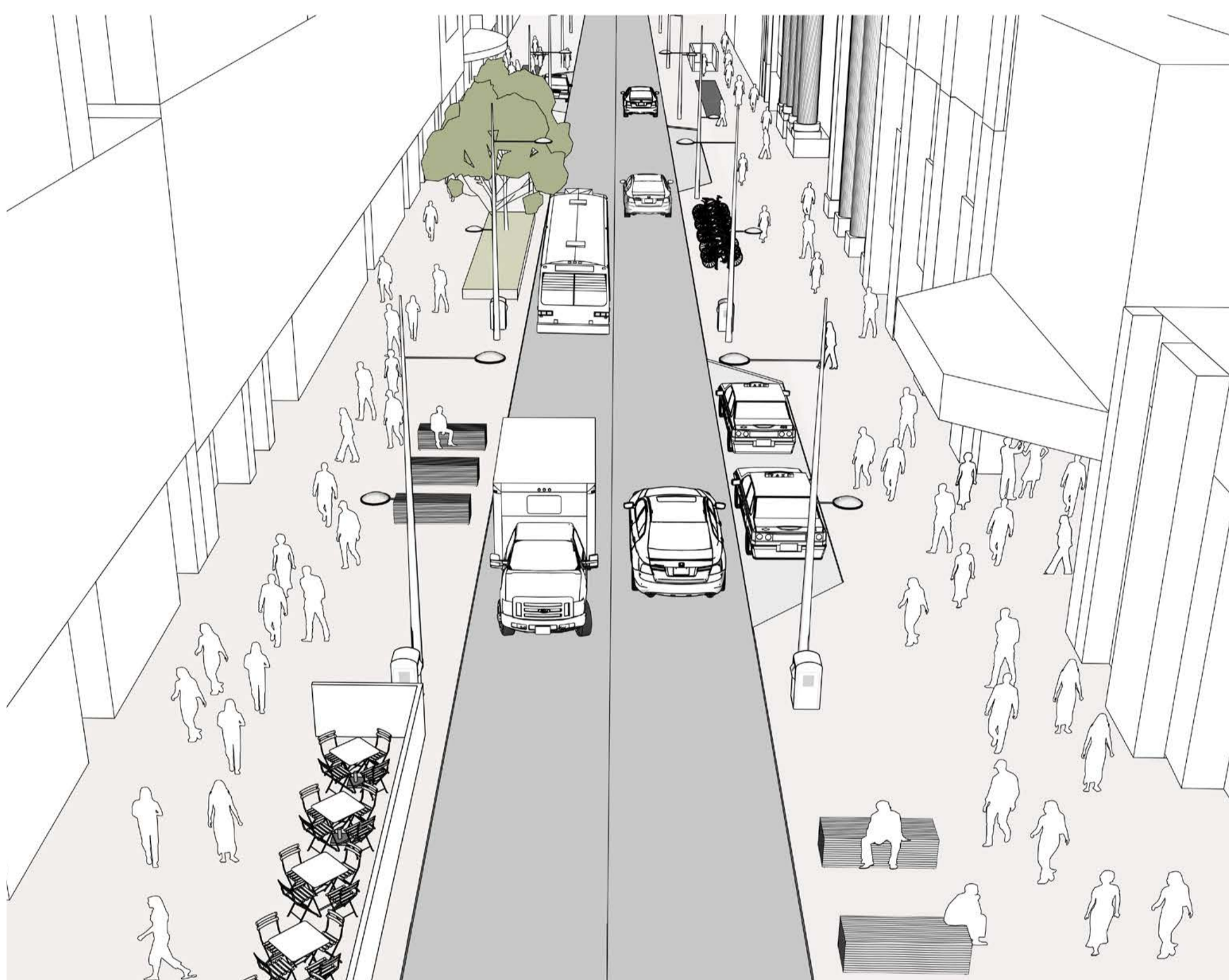
# Alternative 4: More About the Preliminary Preferred by Block

## Queen Street to Dundas Square

Key plan



Day



Night



Two Driving Lanes Queen Street to Shuter Street and One Way Shuter Street to Dundas Square are considered the most appropriate street design options for this section of Yonge Street because:

- Pedestrian crowding is lower, so both 2031 pedestrian volumes and driving lanes can be accommodated
- Less pedestrian demand across Yonge Street
- Driving access is required for the Eaton Centre & Yonge-Dundas Square parking garages
- Servicing is needed for businesses without rear lane access
- Office towers, hotels and live theatres generate ride hailing
- Events requiring lane closures are less frequent

Two Driving Lanes and One Way will support:

- Adding space for walking and patios needed on the east side of the street
- Local driving access for business and tourism
- Adding space for seating, planting, lighting, Bike Share stations and bike parking to support Yonge Street as a destination
- Reducing driving speeds/volumes and crossing distances to protect vulnerable road users



# Alternative 4: The Preliminary Preferred Queen Street to Dundas Square

Using the dots provided rate this scenario on how well it meets the three objectives that are most important to you for this part of Yonge Street

- Improve the pedestrian experience on Yonge Street
- Improve the cycling experience downtown
- Provide vehicle access for ride hailing, deliveries and off-street parking
- Provide space for patios and on street retail
- Supports festivals and events










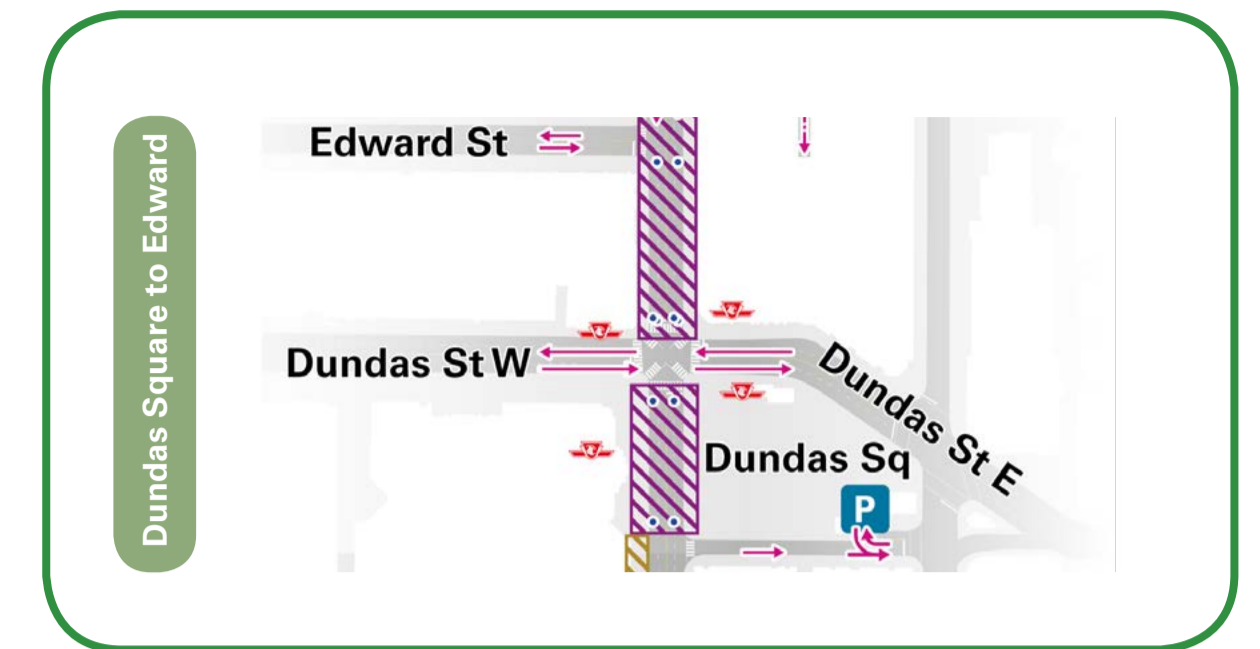


## Explain your rating



# Alternative 4: More About the Preliminary Preferred by Block

Key plan



## Dundas Square to Edward Street

Day



Night



Pedestrian Priority is considered the most appropriate street design option for this section of Yonge Street because:

- The combined existing clearway averages 7m and is very crowded. To meet current demand an average clearway width of 16M is needed for pedestrians to feel comfortable. In 2031 20M would be needed.
- Pedestrian demand is high both along and across Yonge Street
- Frequent events at Yonge-Dundas Square would benefit from a more flexible street
- It has the busiest subway station entrances and high volumes of passengers getting on and off streetcars
- It allows shorter traffic signal cycles at Yonge and Dundas intersection to improve vehicle movement east-west on Dundas
- It is the hub of retail, entertainment and tourism where an improved streetscape will help promote Yonge Street as a destination
- No parking garages are accessed from Yonge Street in this section

Pedestrian Priority will support:

- Adequate space for walking along and across Yonge Street
- An improved environment for cyclists and transit users
- Reduced conflicts with drivers and a more enjoyable street
- Space for seating, lighting, Bike Share stations and bike parking
- Access for buses, deliveries, ride hail, and servicing managed by time
- Space for patios, vending and retail on street
- Space for tree planting where underground utilities allow




# Alternative 4: The Preliminary Preferred Dundas Square to Edward Street

Using the dots provided rate this scenario on how well it meets the three objectives that are most important to you for this part of Yonge Street

- Improve the pedestrian experience on Yonge Street
- Improve the cycling experience downtown
- Provide vehicle access for ride hailing, deliveries and off-street parking
- Provide space for patios and on street retail
- Supports festivals and events

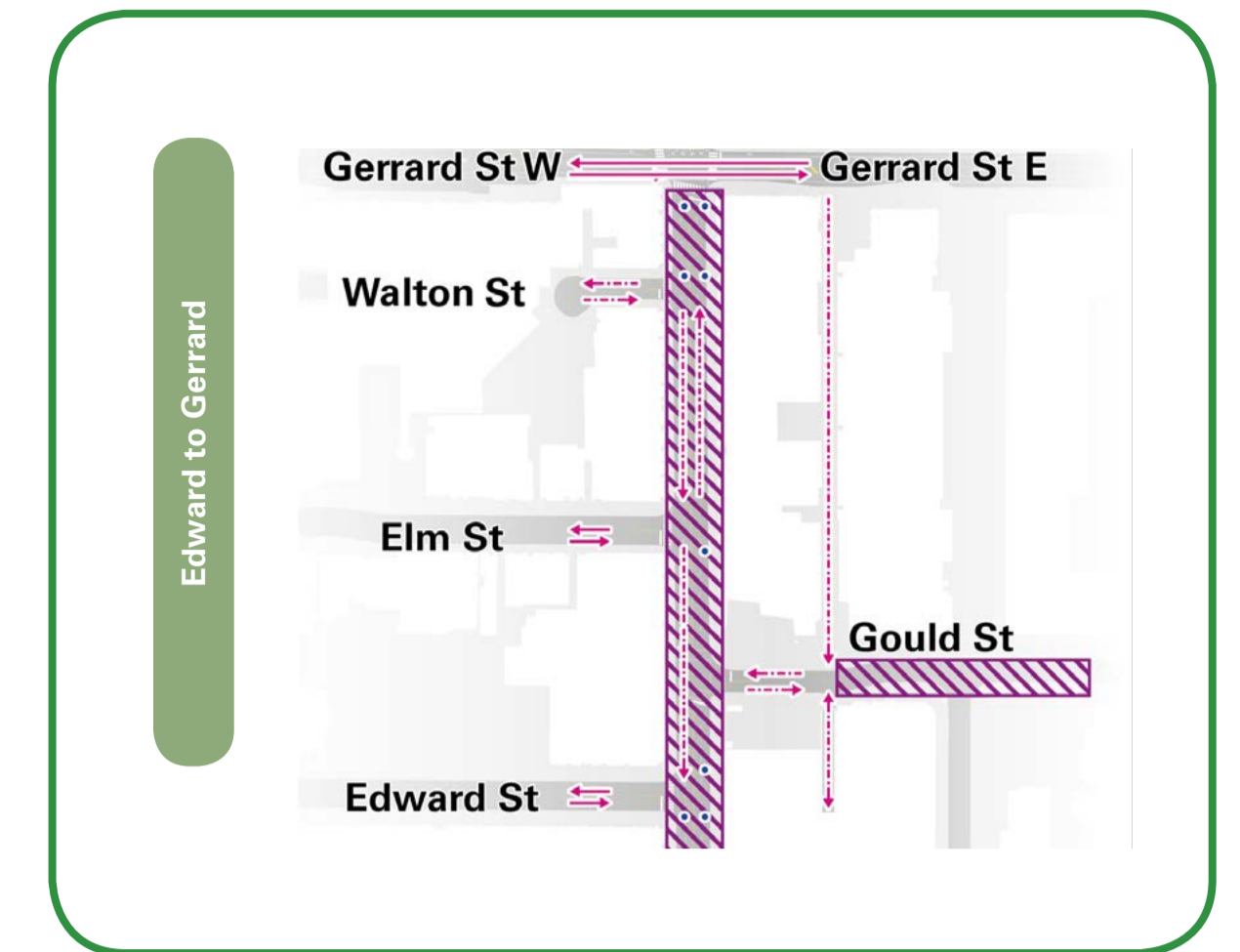
				
				

## Explain your rating



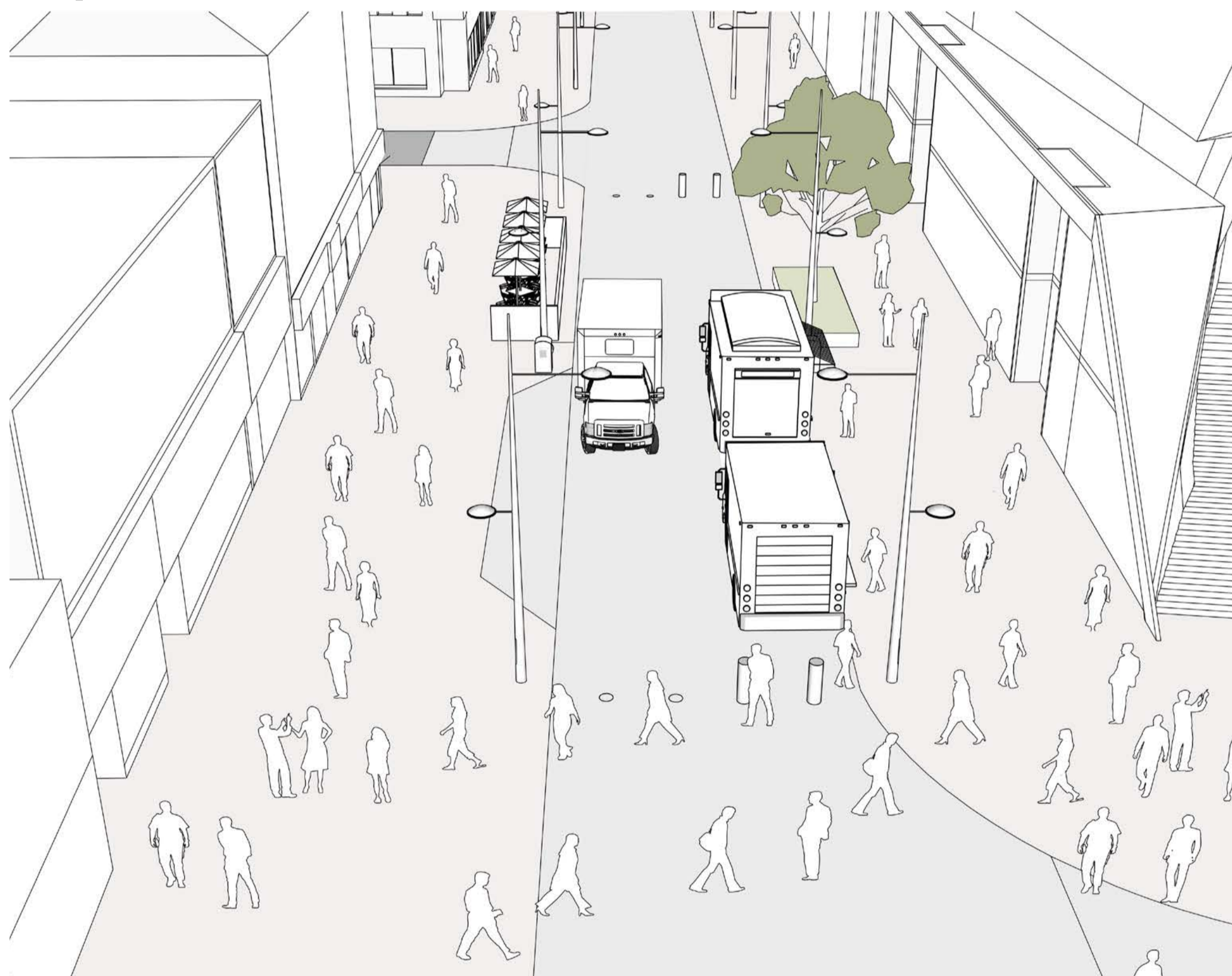
# Alternative 4: More About the Preliminary Preferred by Block

Key plan



## Edward Street to Gerrard Street

Day



Night



Pedestrian Priority is considered the most appropriate street design option for this section of Yonge Street because:

- The combined existing clearway width averages 6m and is overcrowded in places.
- Ryerson University generates high pedestrian volumes along and across Yonge Street, especially near Gould Street
- High frequency of shop entrances contributes to pedestrian congestion
- Smaller independent retailers would benefit from flexible space for patios and on street retail
- There are 4 major condo towers planned in this section adding to pedestrian crowding and the demand for public space
- No parking garage are accessed from Yonge Street in this section

Pedestrian Priority will support:

- Adequate space for walking along and across Yonge Street
- An improved environment for cyclists and transit users
- Reduced conflicts with drivers and a more enjoyable street
- Space for seating, lighting, Bike Share stations and bike parking
- Access for buses, deliveries, ride hail, and servicing managed by time
- Space for patios, vending and retail on street
- Space for tree planting where underground utilities allow



# Alternative 4: The Preliminary Preferred Edward Street to Gerrard Street

Using the dots provided rate this scenario on how well it meets the three objectives that are most important to you for this part of Yonge Street

- Improve the pedestrian experience on Yonge Street
- Improve the cycling experience downtown
- Provide vehicle access for ride hailing, deliveries and off-street parking
- Provide space for patios and on street retail
- Supports festivals and events











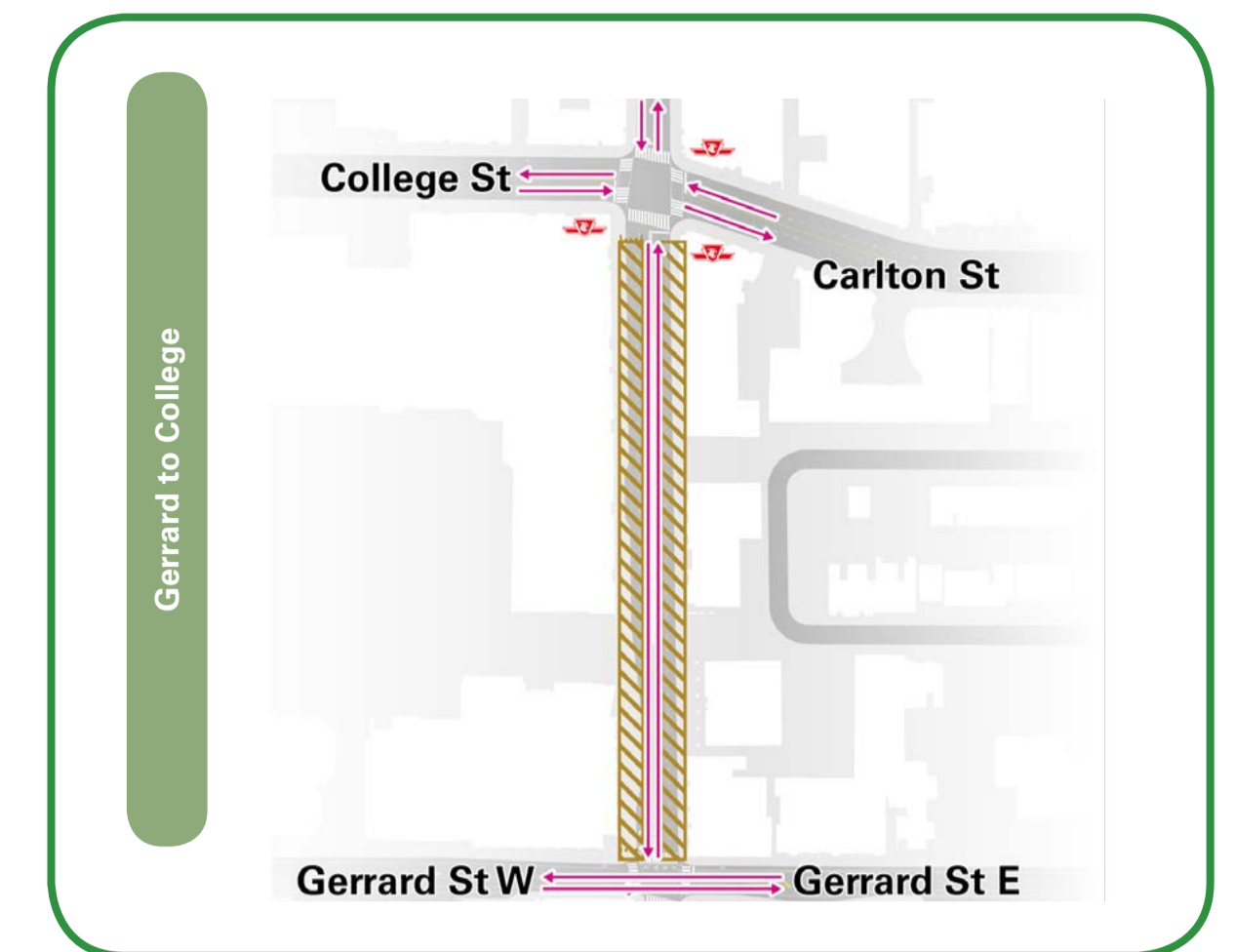
## Explain your rating





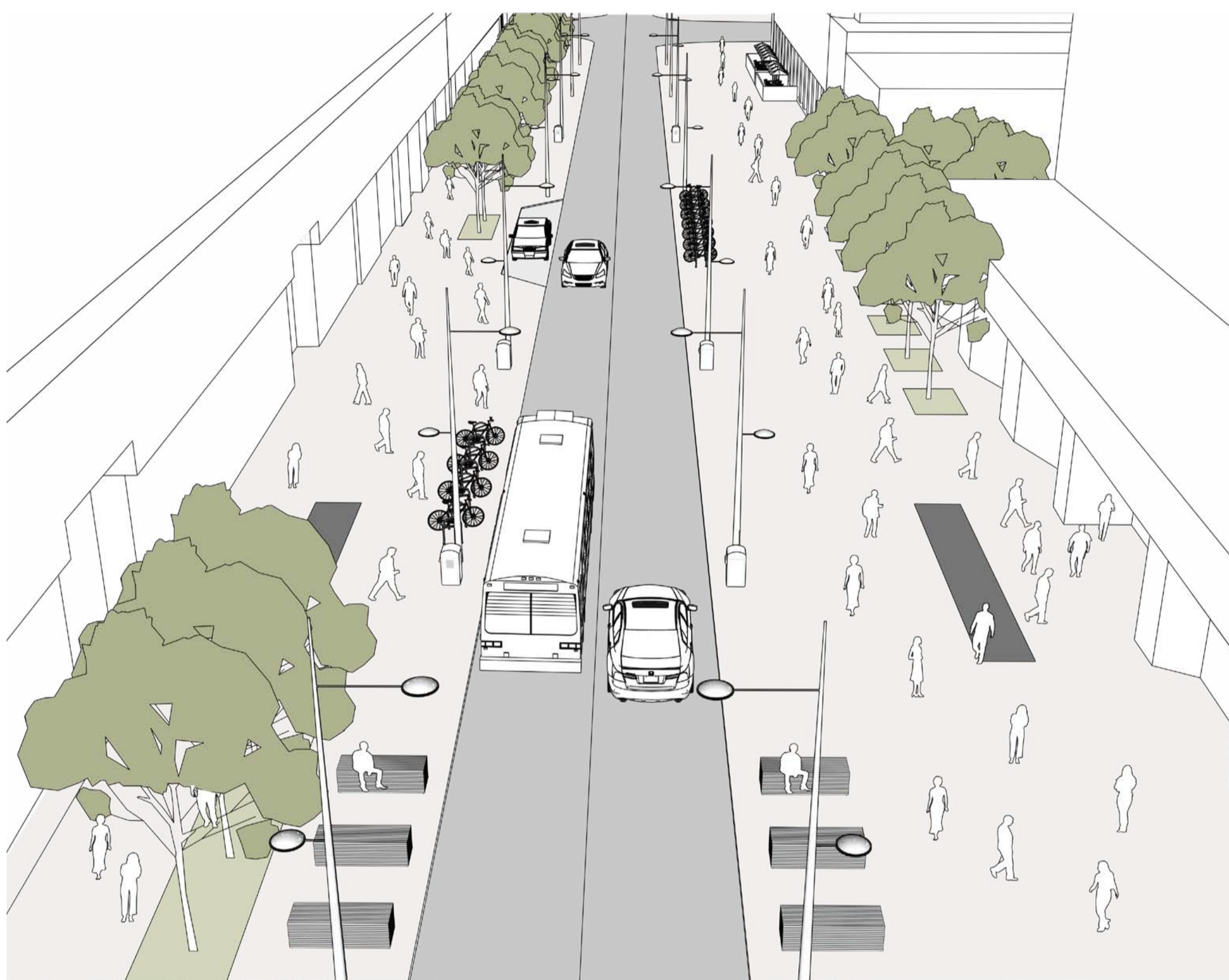
# Alternative 4: More About the Preliminary Preferred by Block

Key plan



## Gerrard Street to College / Carlton Street

Day



Night



Two Driving Lanes is considered the most appropriate street design option for this section of Yonge Street because:

- The right-of-way is wider and can support adding space for walking, patios, bike parking, seating and the plantings in addition to two driving lanes
- This section of Yonge Street has more residential, less tourism, and fewer events requiring lane closures
- There is a lower demand for pedestrian movement across Yonge Street
- College Park, the Carlu, condos and seniors' housing generate increased demand for ride hailing

Two driving lanes will support:

- Local driving access for business and residents
- Adding space for walking and patios needed on the east side of the street
- Prioritizing the replanting of new trees where underground utilities allow
- Reducing driving speeds/volumes and crossing distances to protect vulnerable road users



# Alternative 4: The Preliminary Preferred

## Gerrard Street to College / Carlton Street

Using the dots provided rate this scenario on how well it meets the three objectives that are most important to you for this part of Yonge Street

- Improve the pedestrian experience on Yonge Street
- Improve the cycling experience downtown
- Provide vehicle access for ride hailing, deliveries and off-street parking
- Provide space for patios and on street retail
- Supports festivals and events











### Explain your rating

# Any other feedback for the Project Team



# Next Steps

After this Public Event, the following activities will be carried out:

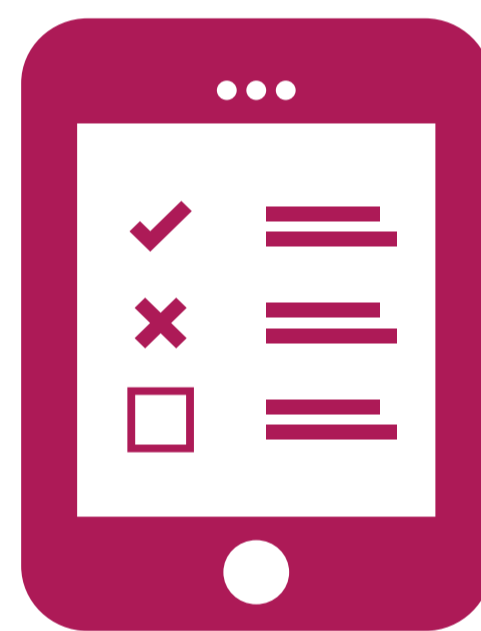
- Review and report on feedback
- Continue to meet with stakeholders
- Finalise preferred alternative solution
- Develop alternative concepts for preferred solution
- Hold Public Event #3 Spring 2020
- Report to Council Summer 2020

## Get involved



### Visit the website

Stay up to date with materials and sign up to receive updates



### Online Questionnaire

Give us your feedback on the application of Street Design Options by completing the online questionnaire



### Public Consultation

Join us for Public Event #3 in Spring 2020

**We want to hear from you!**

[toronto.ca/yongeTOMorrow](https://toronto.ca/yongeTOMorrow)

### Contact:

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Email: [yongetomorrow@toronto.ca](mailto:yongetomorrow@toronto.ca)