

**Public Event #3 – Virtual Public Meeting**

**Online Information Package**

**Downtown Yonge Street**

September 2, 2020

After reviewing this material  
complete the online  
questionnaire at:

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

Prepared by

**steer**

**L U R A**  
LISTEN · UNDERSTAND · RELATE · ADVANCE

**The Planning Partnership**



# Contents

<b>COVID-19 &amp; City Streets</b>	<b>3</b>
<b>Where We Are</b>	<b>4</b>
<b>The Study Area</b>	<b>5</b>
<b>Study Drivers</b>	<b>6</b>
<b>How Did We Get Here?</b>	<b>7</b>
<b>What We Heard</b>	<b>8</b>
<b>Pedestrian Priority 101</b>	<b>9</b>
<b>Improving the Walking Experience – Good for Business</b>	<b>10</b>
<b>Traffic Modelling from Round Two</b>	<b>11</b>
<b>Confirming the Preferred Alternative Solution</b>	<b>12</b>
<b>Getting to the Preferred Concept</b>	<b>13</b>
<b>Summary of Design Concepts</b>	<b>14</b>
<b>Why 4c is the Recommended Design Concept</b>	<b>15</b>
<b>Recommended Design Concept</b>	<b>16</b>
College Street to Gerrard Street	17
Gerrard Street to Edward Street	19
Edward Street to Dundas Square	23
Dundas Square to Shuter Street	25
Shuter Street to Queen Street	27
<b>Developing Design Details</b>	<b>29</b>
<b>Cycling</b>	<b>30</b>
<b>Transit</b>	<b>31</b>
<b>Driving</b>	<b>32</b>
<b>Safety</b>	<b>33</b>
<b>Construction</b>	<b>34</b>
<b>Utilities</b>	<b>35</b>
<b>Next Steps</b>	<b>36</b>



# COVID-19 & City Streets

Over the past seven months, COVID-19 has changed how many Torontonians use and prioritize space on city streets.

Under the direction of Council, lane closures and other changes to city streets have been installed as part of the [ActiveTO](#), [CaféTO](#) and [CurbTO](#) programs to support social distancing.

The City is monitoring these temporary installations to identify challenges and opportunities in the short and long term.

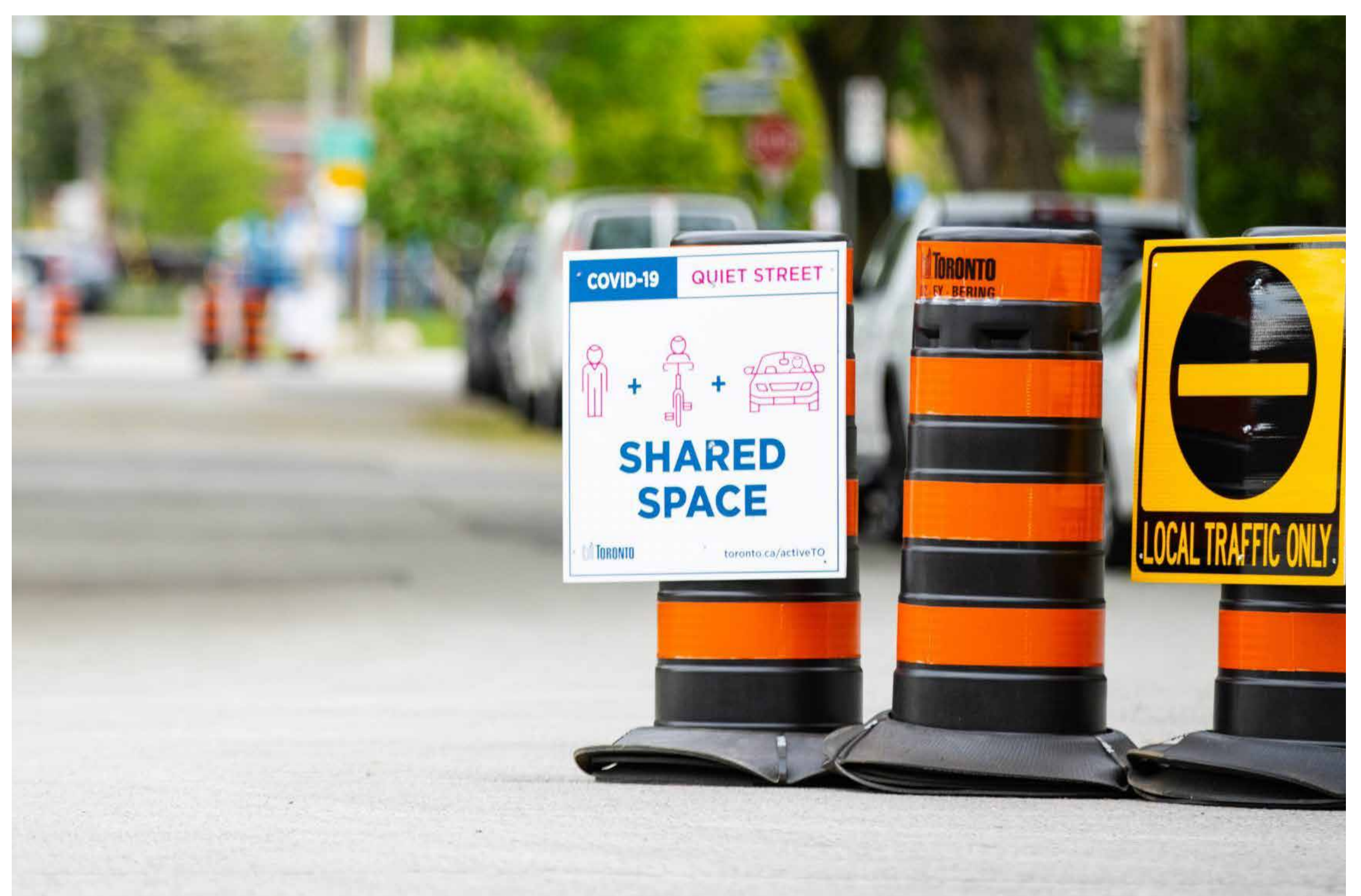


CurbTO

YongeTOMorrow has also asked stakeholders how their use of the street and priorities have changed in 2020 and have considered that feedback.

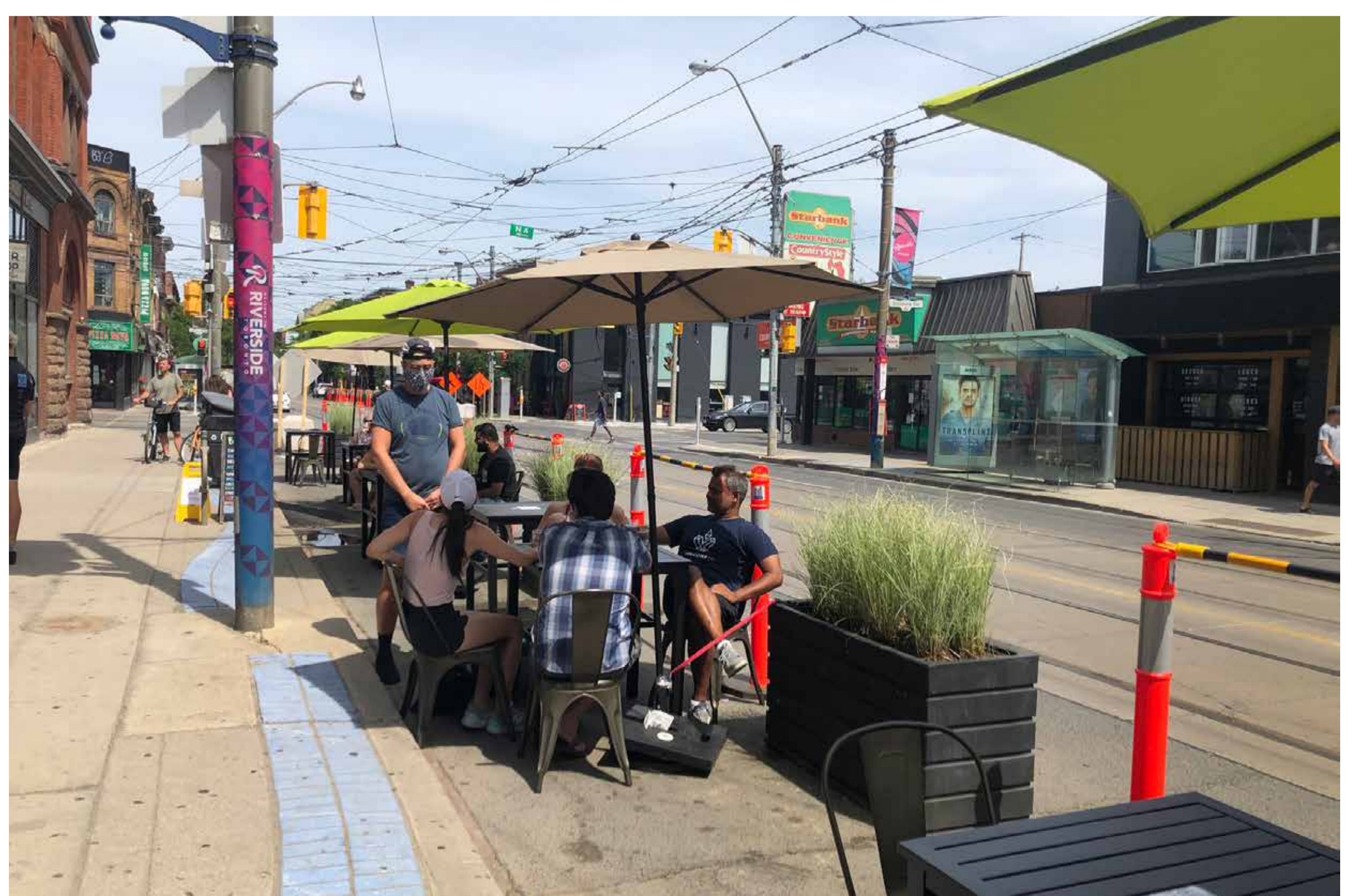
YongeTOMorrow continues to evaluate concepts based on the life span of the road and the needs of people using the street many years from now.

Short term, the Recommended Design Concept supports recovery needs by providing more space for walking, cycling, cafés, on-street retail, and public outdoor areas for downtown residents with limited access to parks and private yards.



ActiveTO

**Many images in this package were created before COVID-19 was declared a global pandemic by the World Health Organization and illustrate recommendations for Yonge Street in a post-pandemic future.**



CaféTO



# Where We Are

## Consultation Round Three

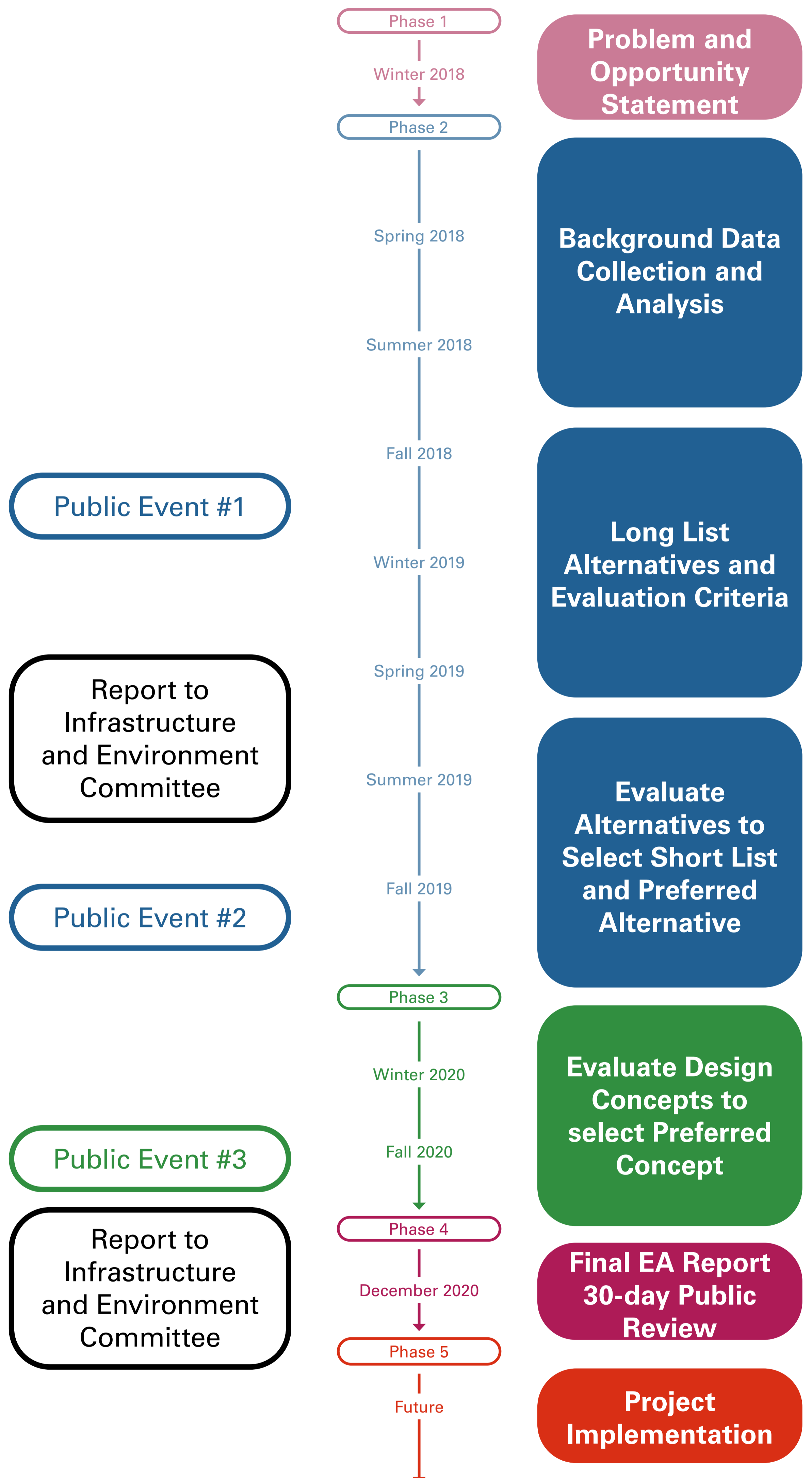
Based on stakeholder feedback, Alternative 4 has been confirmed as the *Preferred Alternative Solution* and has been refined into three *Design Concepts*. These concepts have been evaluated using the study objectives to identify a *Recommended Design Concept*.

Round Three seeks your feedback on how the *Recommended Design Concept* supports the priorities identified for Yonge Street in Round One and Round Two of consultation.

**We are here**

### Recap – The EA Process

The Municipal Class Environmental Assessment (EA) is a planning process 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.



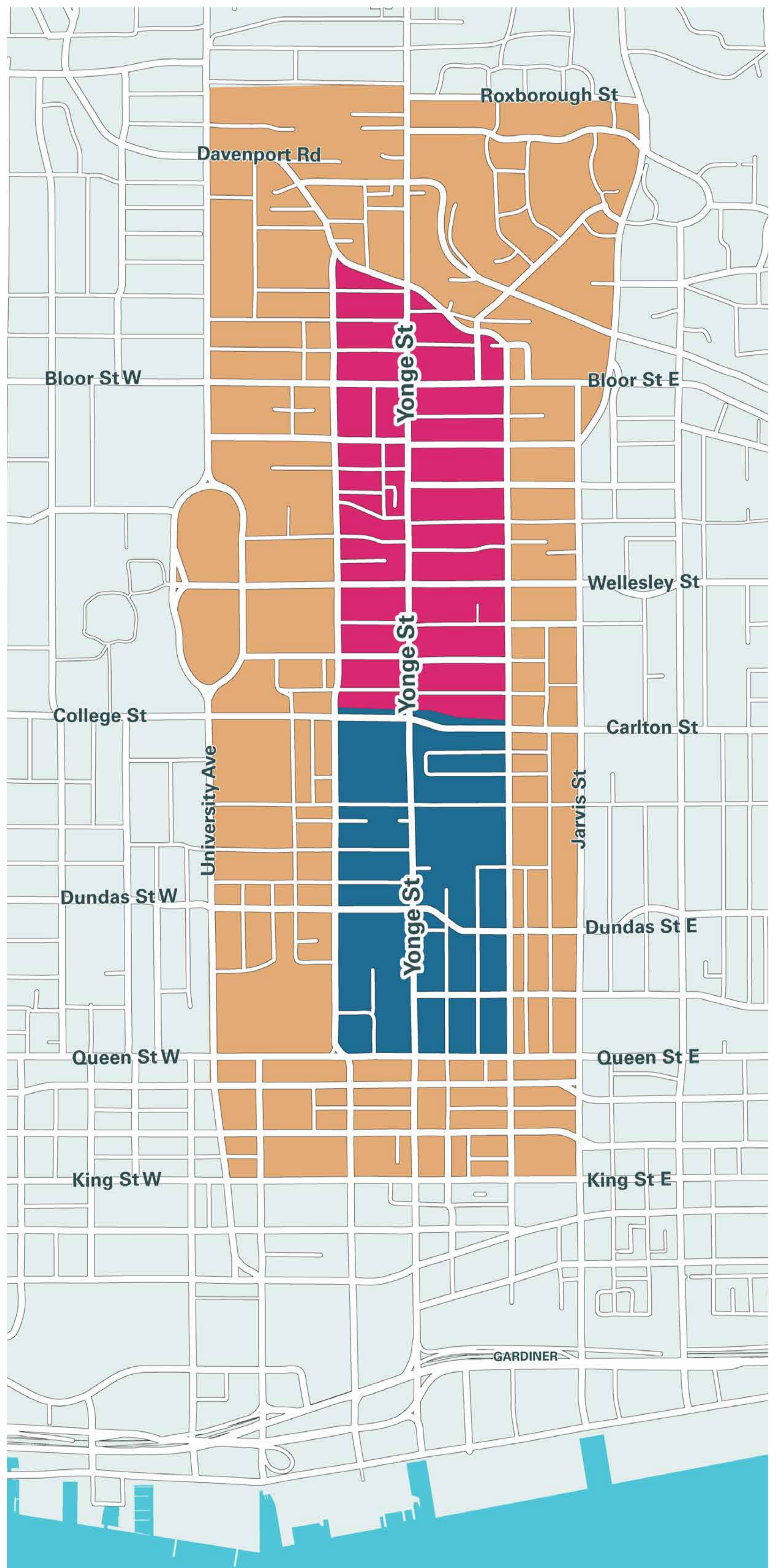


# The Study Area

## 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.

We have 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

## Changes in Downtown Toronto



### State of Good Repair

Yonge Street must undergo construction soon to replace the 100-year-old watermain beneath the roadway.



### Growth

The current population and employment in the downtown core are expected to double by 2031.



### Mode Share

50-75% of people using Yonge Street are pedestrians.



### Equity

There is a need to provide better experiences for all who walk, roll, cycle, and take transit and provide more public space for downtown residents.



### Mode Shift

More people are choosing to walk and cycle. Since 1996, the number of pedestrians has doubled.



### City Policy

The Official Plan identifies Yonge Street as a Priority Retail Street and Cultural Corridor that should be improved for people walking.

## Conditions on Yonge Street

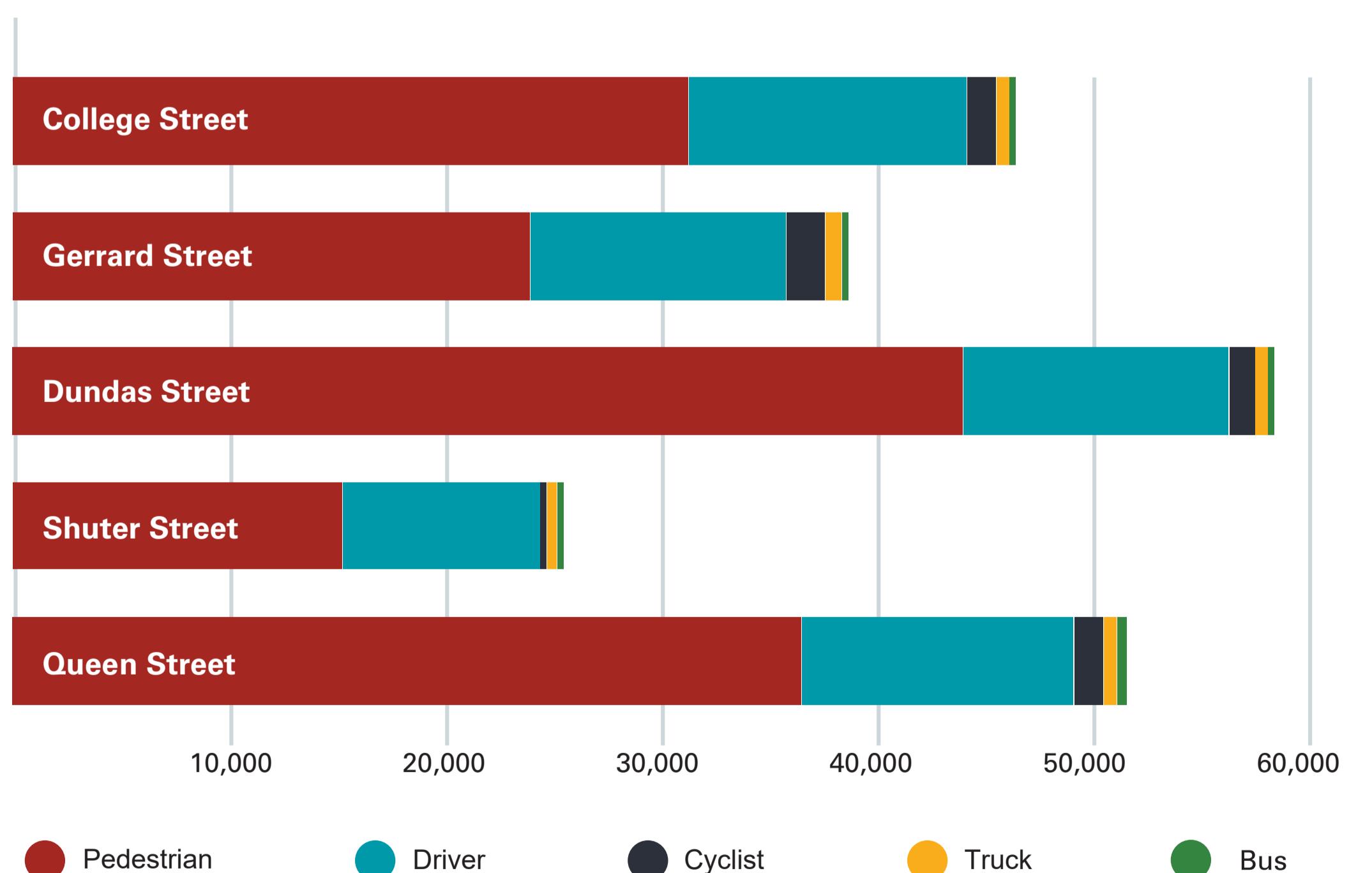
Pedestrian volumes, City policy, and public feedback all indicate that pedestrians should come first on Yonge Street.

The sidewalks on Yonge Street have daily volumes that exceed 100,000 pedestrians per day.

Pedestrian movement is slowed due to crowding especially near Yonge-Dundas Square.

Less than 25% of the right-of-way space is dedicated to pedestrian movement, yet 50-75% of people using the street are pedestrians.

## Mode Share on Yonge Street by Intersection (2014 – 2017)



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

# How Did We Get Here?

## Public Event #1

May 2019

### Long List of Street Design Options & Evaluation Criteria

15 possible cross sections and a set of evaluation criteria were developed. There were three consistent themes among stakeholder priorities:

- pedestrian experience
- businesses and tourism
- street flexibility



## Report to Infrastructure & Environment Committee

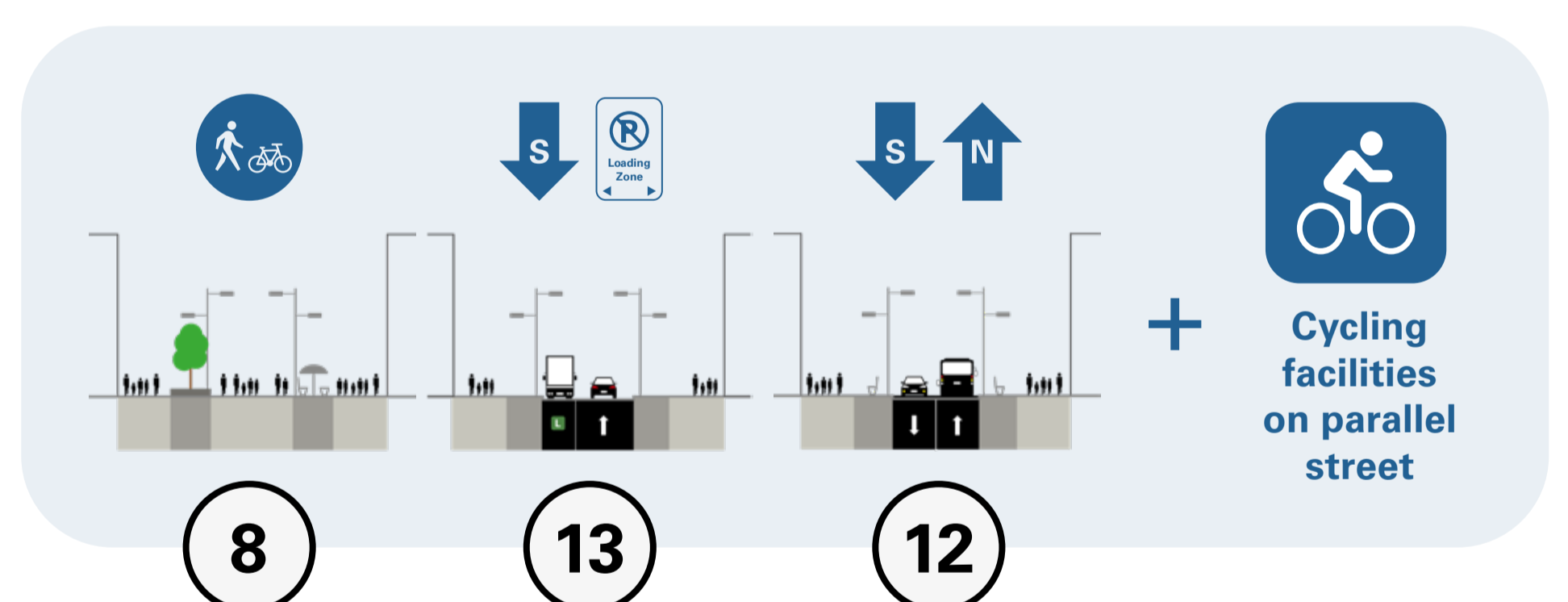
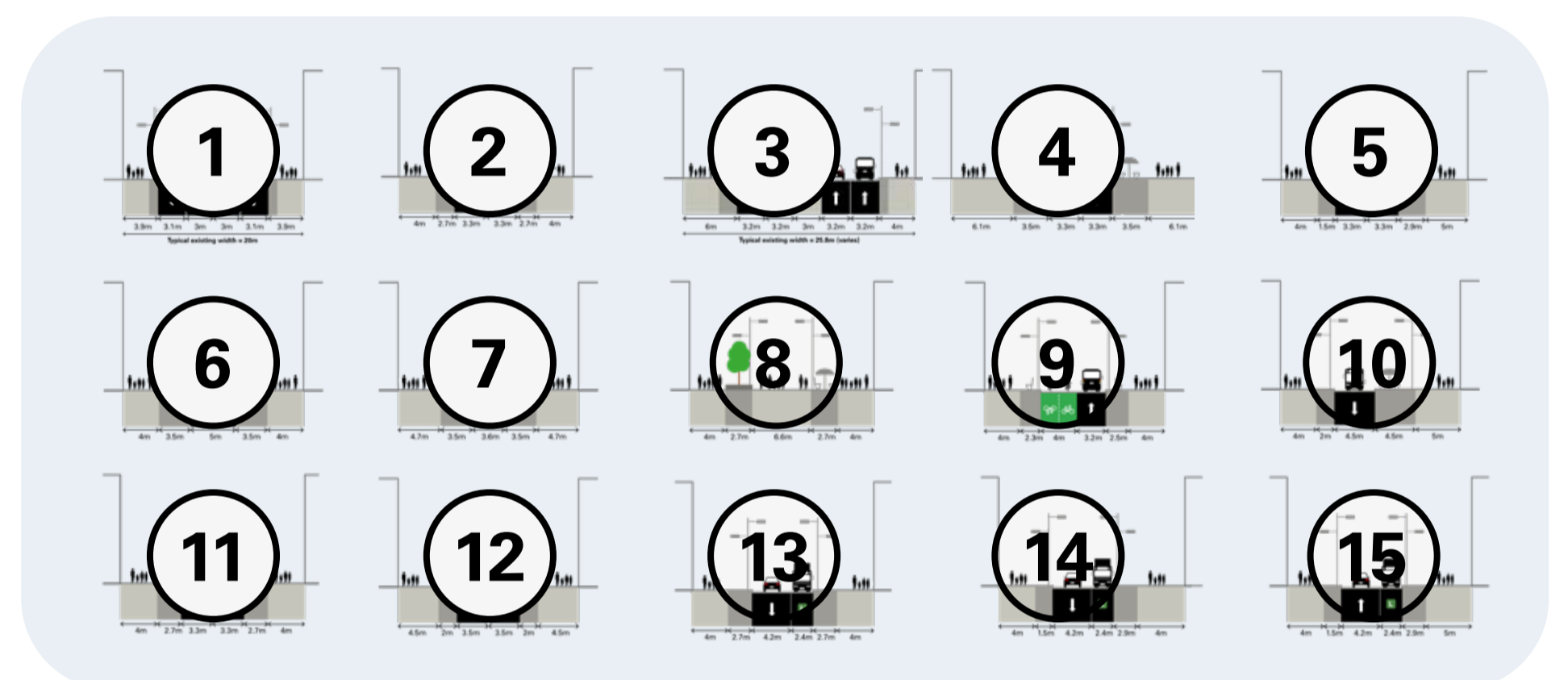
October 2019

### Short List of Street Design Options

Evaluation identified a Short List of three cross sections:

- Pedestrian Priority
- One Way
- Two Way

It was recommended cycling facilities be evaluated on Bay Street, Church Street and University Avenue.

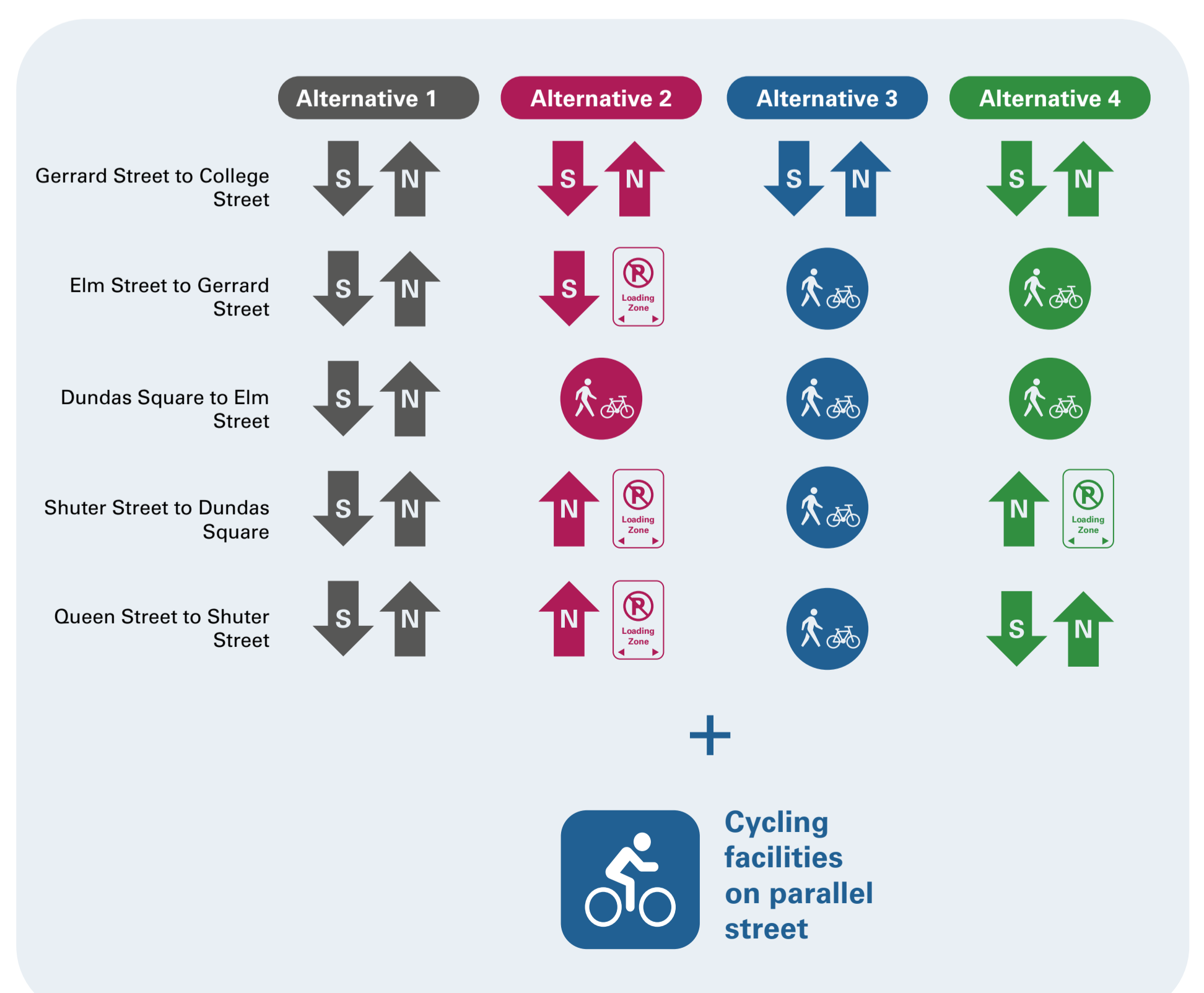


## Public Event #2

November 2019

### Short List of Alternative Solutions

Four Alternative Solutions were developed by applying one of the three cross sections to each block of Yonge Street. Alternative 4 with cycling facilities on University Avenue was identified as the preliminary preferred.









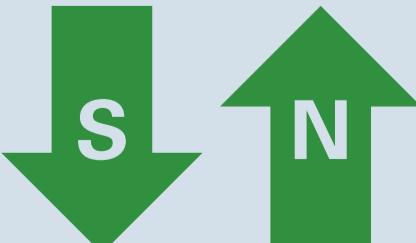
# What We Heard

## Feedback From Round Two

- 
**Pedestrian Experience**
  - The pedestrian experience remains the top priority
  - Pedestrian priority zones were generally supported, with consideration for expansion
  - Safety is a priority for all users
- 
**Cycling Experience**
  - Increased consideration for cyclists on Yonge Street
  - University Avenue cycling facility may be inconvenient for some to access from the east and north
- 
**Vehicle Access**
  - Increased consideration for goods movement, ride hail and business access
- 
**Space for Patios and Street Retail**
  - Dedicated space for patios and street retail will contribute to economic vibrancy, street activation and safety
- 
**Support Festivals and Events**
  - Consider a phased or temporary approach to pedestrian priority zones

**Consultation Activity to Date from Round 1 and 2**

- 
**6 Stakeholder Advisory Group meetings**
- 
**44 representatives from local businesses and community groups participated in our Stakeholder Drop-in Event**
- 
**56 individual stakeholder interviews**
- 
**334 participants at 2 Public Drop-in Events**
- 
**6,110 Online Questionnaire participants**
- 
**1 Design Review Panel Presentation**

Block	Alternative 4	Online Approval Rating	Key Comments
College Street to Gerrard Street		2.92 ★★☆☆☆	Increase consideration for cyclists. Maintain access for vehicles to allow residents to access their homes.
Gerrard Street to Elm Street		3.72 ★★★★★	Increase consideration for: accessibility, cycling, goods movement and curbside movement. Increase consideration for conflicts between vehicles, pedestrians and cyclists.
Elm Street to Dundas Square		4.38 ★★★★★	Increase consideration for: accessibility and cycling.
Dundas Square to Shuter Street		2.61 ★★☆☆☆	Increase consideration for: accessibility, cycling, goods movement and curbside movement and transit.
Shuter Street to Queen Street			



# Pedestrian Priority 101

## Frequently Asked Questions from Round One and Two

### What is a pedestrian priority zone?

This is an area dedicated to walking and cycling where motor vehicles are restricted during the daytime from 6 a.m. to 1 a.m.

### Do I need to dismount my bike in a pedestrian priority zone?

No! Cycling at safe speeds while yielding to pedestrians is encouraged in pedestrian priority zones.

### Will there be a dedicated space for “pedestrians only” in pedestrian priority zones?

Yes! There would be 4 meter wide traditional sidewalks next to the buildings on each side of pedestrian priority zones for pedestrians only. These sidewalk areas would be elevated from the pedestrian priority area by a rolled curb and tactile paving strip.

### What about the buses on Yonge Street?

The daytime bus route would be discontinued or rerouted. The night bus and subway replacement shuttle service would not be impacted.

### Can cars and trucks drive in the pedestrian priority zones overnight?

Yes! From 6 a.m. to 1 a.m. buses would share the road with cars and trucks.

### What about Emergency Services?

Access gates and curbs have been designed in consultation with Fire, Police and Paramedics to ensure access is maintained for emergency services.

### Are any east-west streets closed?

No! Access is maintained across Yonge Street for all east-west streets and transit lines.

### How will I park at or access a Yonge Street property?

Access to all existing driveways, loading docks, laneways and parking garages have been maintained. You can also be dropped off within 50 metres of any front door on Yonge Street.

### What is local access?

Given Yonge Street would no longer provide a through route connection, only vehicles accessing a property on Yonge Street would choose to use the street which would lower traffic volumes.

### How do deliveries happen in pedestrian priority zones?

- Loading docks and rear lanes
- Overnight
- Curbside activity zones on side streets



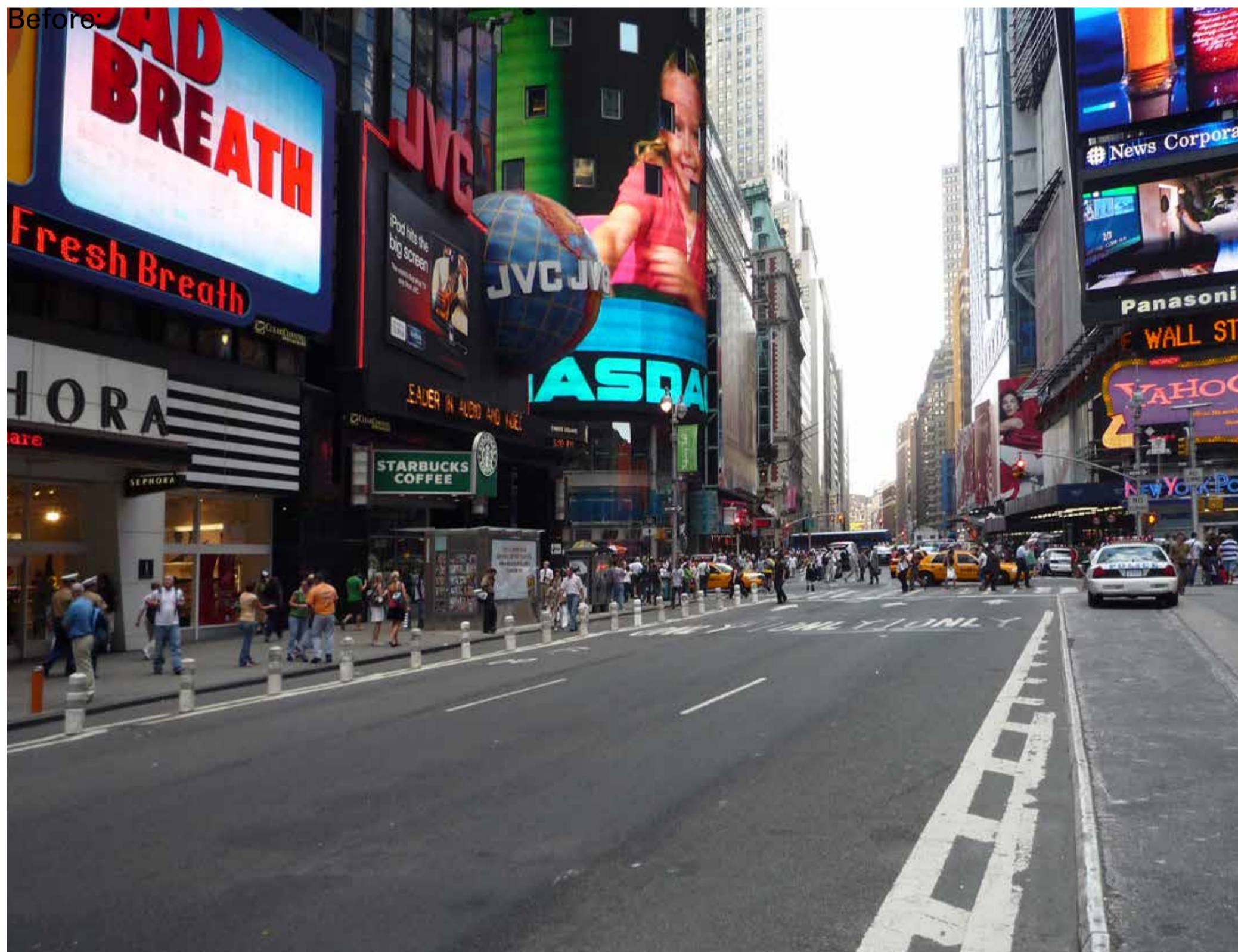
# Improving the Walking Experience – Good for Business

## Studies from the United Kingdom indicate:

- Improving streets for walking can increase retail sales by up to 30%
- Retail vacancies were 17% lower after main street improvements
- Over a one month period, people who walk to retail streets spend up to 40% more than people who drive

## Global Evidence

Studies in Portland, Oregon, San Francisco, California, and Copenhagen, Denmark, also found that people who walk and cycle visit shops more often and spend more per month than drivers.



Source: NYCDOT



Source: NYCDOT

## Times Square, New York, NY

In 2009 New York City closed Broadway from 42nd Street to 47th Street to vehicular traffic in Times Square to improve the experience for pedestrians.

Between 2007 and 2011 economic activity increased 22% (compared to a 9% increase city-wide).

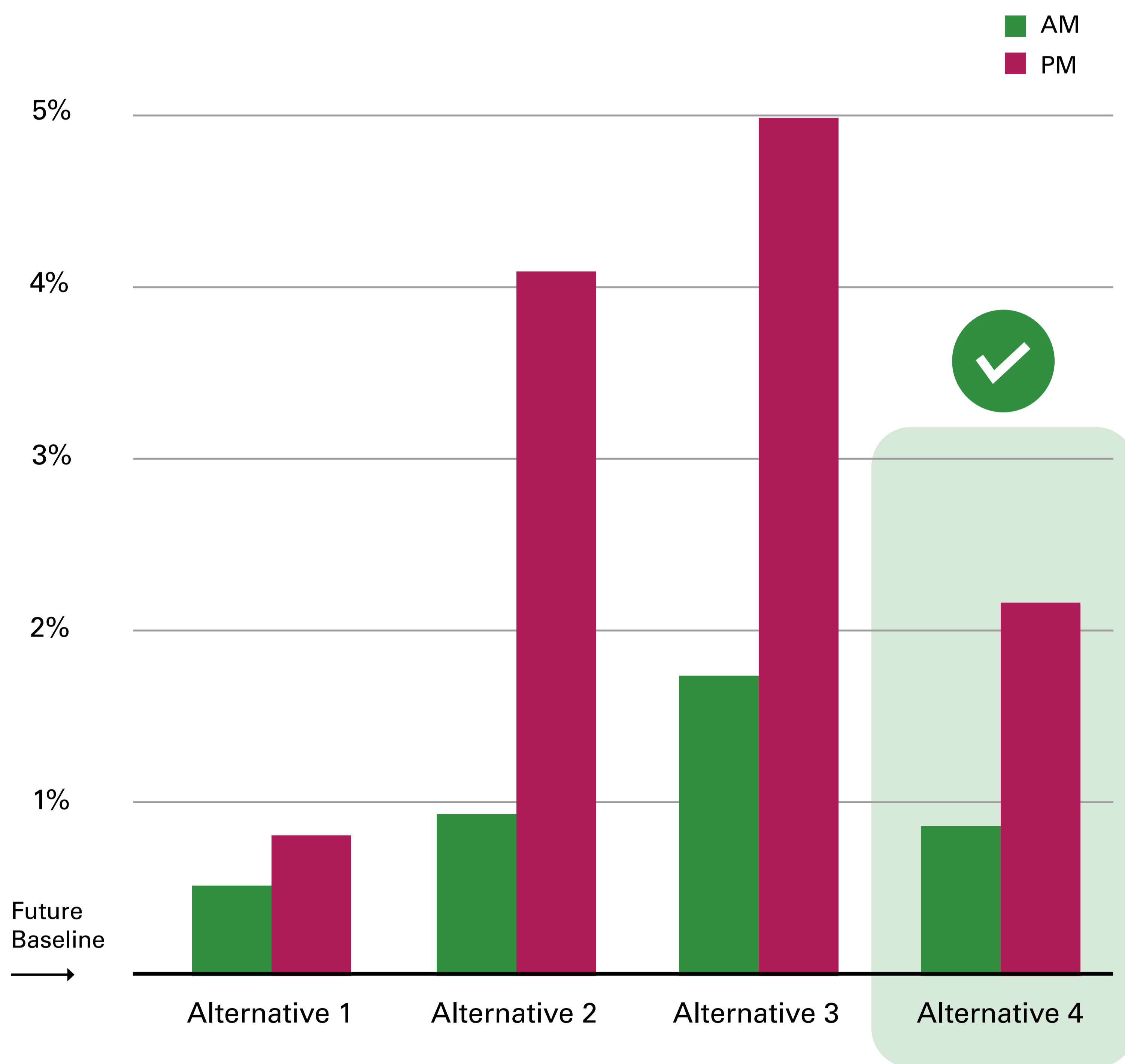


# Traffic Modelling from Round Two

The Short List of Alternative Solutions were modelled and tested at a network level to compare performance.

## Increase in average driving delay in 2031

The graph compares how the Alternative Solutions perform in 2031 compared to the existing design of Yonge Street.



**Alternative 1** had the lowest delay increases, but also provided the lowest level of improvement for people walking, biking and enjoying the street.

**Alternative 2 and 3** provided greater levels of improvement for those using the street, but also had higher delays.

**Alternative 4** provided significant improvements to the street experience and much lower delays than 2 or 3. The highest delays in Alternative 4 were less than 90 seconds.

Factors considered in the development of the Round Two traffic analysis:

- King Street Transit Priority Corridor
- University Avenue cycling facilities
- City Planning’s forecasted growth in auto demand

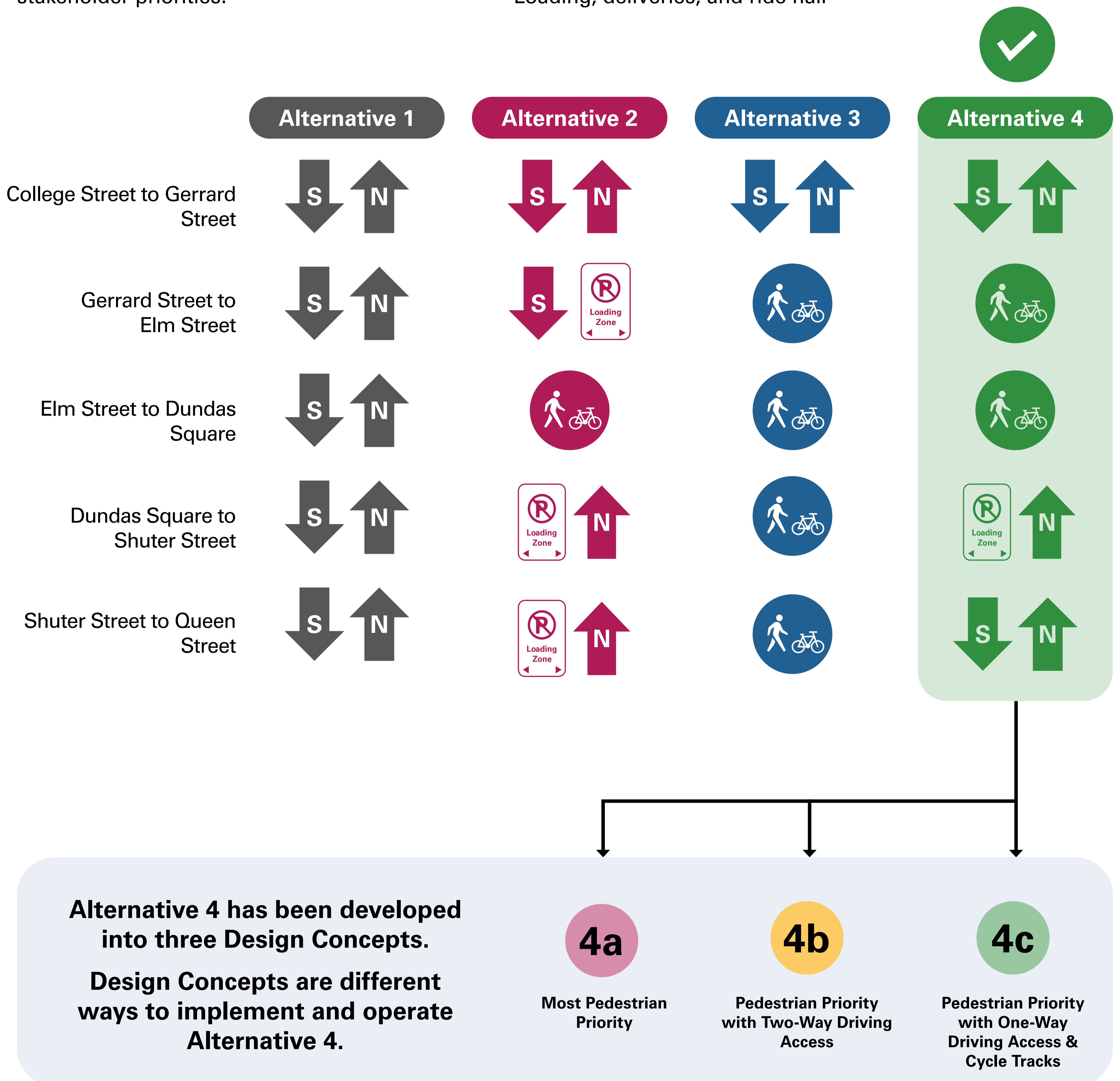


# Confirming the Preferred Alternative Solution

Round Two feedback and modelling results confirmed Alternative 4 as the Preferred Alternative Solution. It best addressed the project objectives and the diversity of stakeholder priorities.

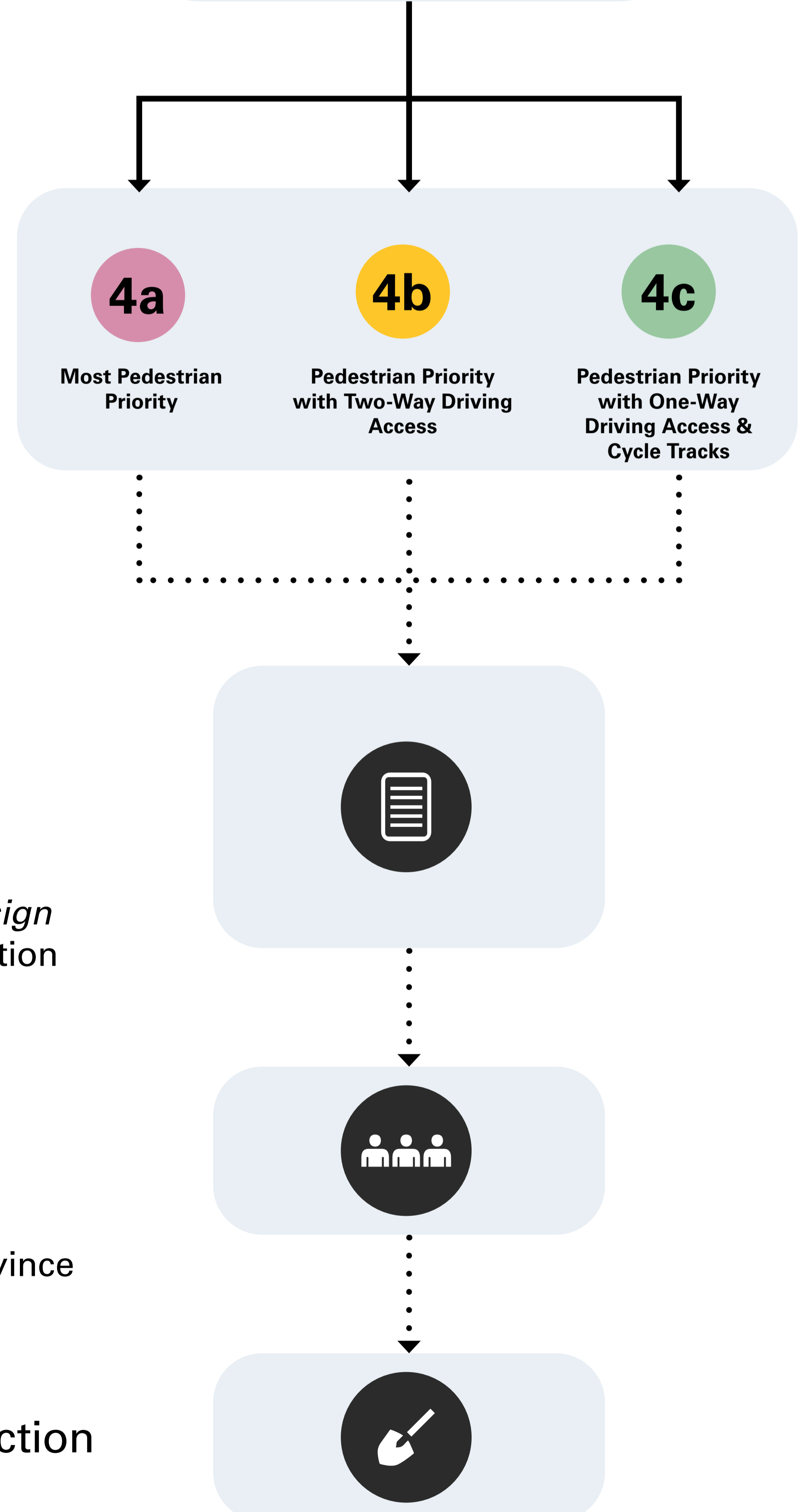
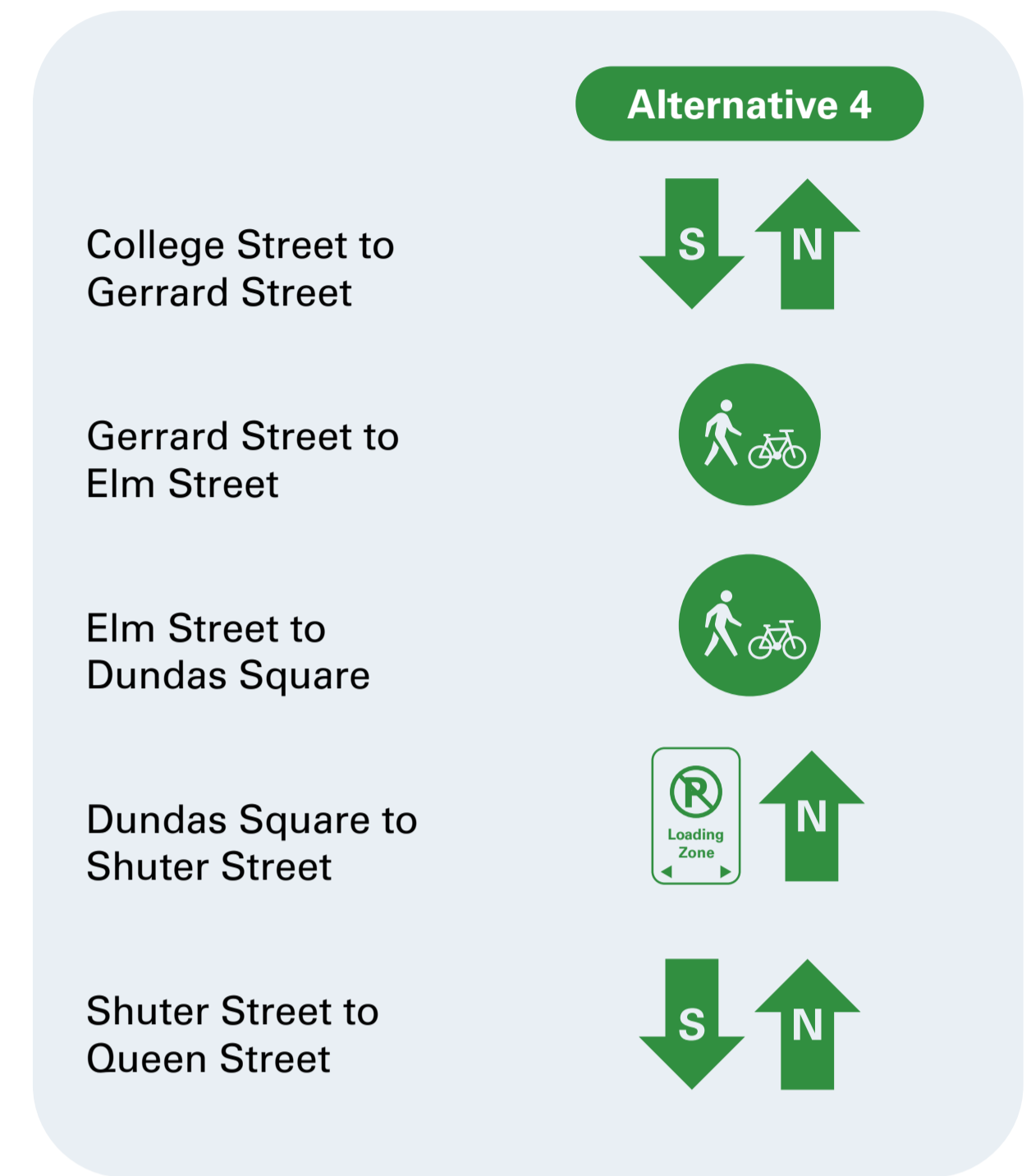
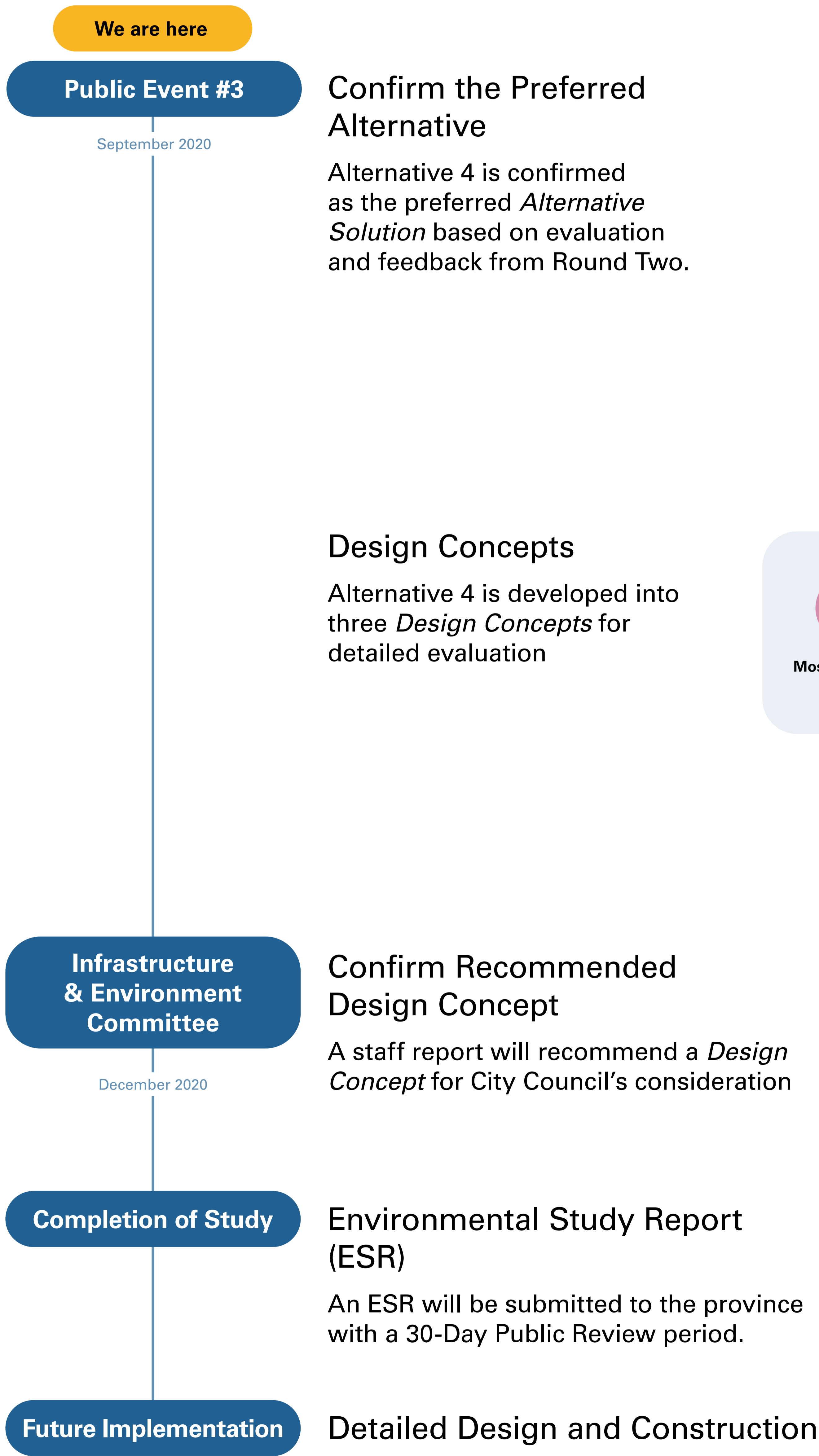
Feedback also indicated that more consideration was needed for:

- Cycling
- Loading, deliveries, and ride hail





# Getting to the Preferred Concept





# Summary of Design Concepts

## What are Design Concepts?

The *Design Concepts* are more detailed plans showing three different ways to design and operate Alternative 4.

The concepts divide Alternative 4 into smaller blocks to address feedback and provide more detail.

Block	4a Most Pedestrian Priority	4b Pedestrian Priority with Two-Way Driving Access	4c Pedestrian Priority with One-Way Driving Access & Cycle Tracks
College Street to Gerrard Street			
Gerrard Street to Walton Street			
Walton Street to Elm Street			
Elm Street to Edward Street			
Dundas Square to Edward Street			
Dundas Square to Shuter Street			
Shuter Street to Queen Street			



**4a provides the most improvement to the pedestrian experience with pedestrian priority zones from Gerrard Street to Dundas Square.**

- Two-way local access between Elm Street and Gould Street to support goods movement.
- Most turn restrictions and least turn lanes to prioritize people walking and cycling.
- Least curbside activity areas and most space for cafés, seating, and greening.

**4b provides the most driving access and support for loading, deliveries and ride hailing.**

- Two-way local access from Gerrard Street to Walton Street and from Elm Street to Edward Street.
- Least turn restrictions and most turn lanes to prioritize driving access
- Most curbside activity areas and least space for cafés, seating, and greening.

**4c balances the priorities of people walking, cycling and accessing local properties by car or truck.**

- One-way local access from Gerrard Street to Walton Street and from Elm Street to Edward Street.
- Turning movements are more restricted than 4b, but more relaxed than 4a.
- Space dedicated to curbside activity areas, cafés, seating, and greening more balanced - less than 4a and more than 4b.
- Cycle tracks from College Street to Gerrard Street to link to the existing network.



# Why **4c** is the Recommended Design Concept

**Design Concept 4c** has been selected as the *Recommended Design Concept* as it best supports the four objectives: Mobility, Livability, Sustainability, and Prosperity.

A detailed evaluation has been completed. Below is an overview of the key differences in the evaluation of the design concepts.

Evaluation Criteria	Concept 4a Most Pedestrian Priority	Concept 4b Pedestrian Priority with Two-Way Driving Access	Concept 4c Pedestrian Priority with One-Way Driving Access & Cycle Tracks
<ul style="list-style-type: none"> <li>• Pedestrian Movement</li> <li>• Pedestrian Experience</li> <li>• Retail &amp; Tourism</li> <li>• Greening</li> <li>• Street Flexibility</li> <li>• Special Events</li> <li>• Public Safety</li> <li>• Health &amp; Wellbeing</li> </ul>	<p><b>Best</b></p> <p>●●●</p> <p>4a has the most pedestrian priority zones and fewer curbside activity areas which allows it to provide the most space to support walking and improvements that contribute to a positive street experience such as planting, cafés, seating, and programming.</p>	<p><b>Good</b></p> <p>●○○</p> <p>4b has two pedestrian priority zones and is serviced by two-way driving access and the most curbside activity areas. This provides the least support for walking and improvements that contribute to a positive street experience.</p>	<p><b>Better</b></p> <p>●●○</p> <p>4c has two pedestrian priority zones and is serviced by one-way driving access and fewer curbside activity areas. This provides lower traffic volumes and good support for walking and improvements that contribute to a positive street experience.</p>
<ul style="list-style-type: none"> <li>• Cycling</li> </ul>	<p><b>Better</b></p> <p>●●○</p> <p>4a provides more pedestrian priority areas for people cycling and reduces traffic volumes on one-way driving access blocks, but does not include cycle tracks on Yonge Street.</p>	<p><b>Good</b></p> <p>●○○</p> <p>4b has the greatest amount of two-way driving access that is shared with people cycling and does not include cycle tracks on Yonge Street.</p>	<p><b>Best</b></p> <p>●●●</p> <p>4c is the only concept that provides cycle tracks on part of Yonge Street.</p> <p>Three one-way driving access blocks provide lower traffic volumes for people cycling.</p>
<ul style="list-style-type: none"> <li>• Driving</li> <li>• Transit</li> <li>• Curbside Activity</li> </ul>	<p><b>Good</b></p> <p>●○○</p> <p>4a provides the least driving access and support for curbside activity. As a result, travel times are greater for all types of vehicles and activities like deliveries are more challenging.</p>	<p><b>Best</b></p> <p>●●●</p> <p>4b provides the most two-way driving access with fewer intersection restrictions. It also has the most space for curbside activity. As a result, travel times are lower and activities like deliveries are easier.</p>	<p><b>Better</b></p> <p>●●○</p> <p>4c falls in the middle, by providing the most one-way driving access and adding some intersection restrictions. As a result, travel times and support for curbside activity fall in the middle.</p>
<ul style="list-style-type: none"> <li>• Cost Effectiveness</li> </ul>	<p><b>Better</b></p> <p>●●○</p> <p>All three concepts would have similar construction costs but the increased space for programming, planting, cafés, and furnishings in 4a mean operations and maintenance costs would be higher.</p>	<p><b>Best</b></p> <p>●●●</p> <p>Less space for programming, planting, cafés, and furnishings in 4b mean operations and maintenance costs would be lower.</p>	<p><b>Best</b></p> <p>●●●</p> <p>Less space for programming, planting, cafés, and furnishings in 4c mean operations and maintenance costs would be lower.</p>

**Design Concept 4c** best achieves priorities of people moving through and experiencing Yonge Street across all modes.

It offers ways to access and experience Yonge Street by walking or cycling, by using transit, or driving a vehicle.

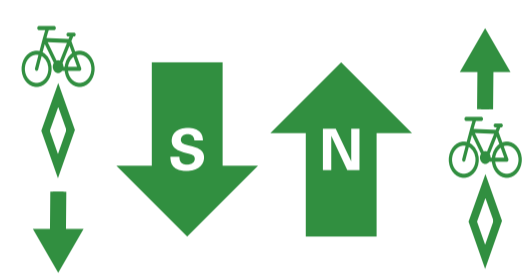


# Recommended Design Concept

## 4c – Pedestrian Priority Zones with One-Way Driving Access and Cycle Tracks

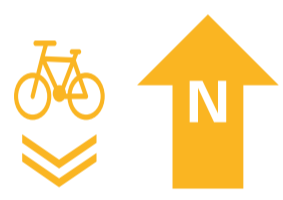
### Overview

The priorities for Yonge Street vary based on the adjacent properties and how people use the street to access them. This map shows how different operations have been applied by block during the day (6 a.m. to 1 a.m.) to address these different needs.



**Two-Way Driving Access with Cycle Tracks**

College Street to Gerrard Street



**One-Way Local Driving Access**

Gerrard Street to Walton Street



**Pedestrian Priority**

Walton Street to Elm Street



**One-Way Local Driving Access**

Elm Street to Edward Street



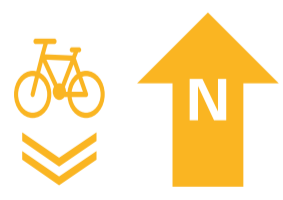
**Pedestrian Priority**

Edward Street to Dundas Street



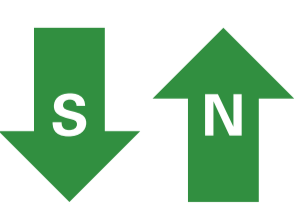
**Pedestrian Priority**

Dundas Street to Dundas Square



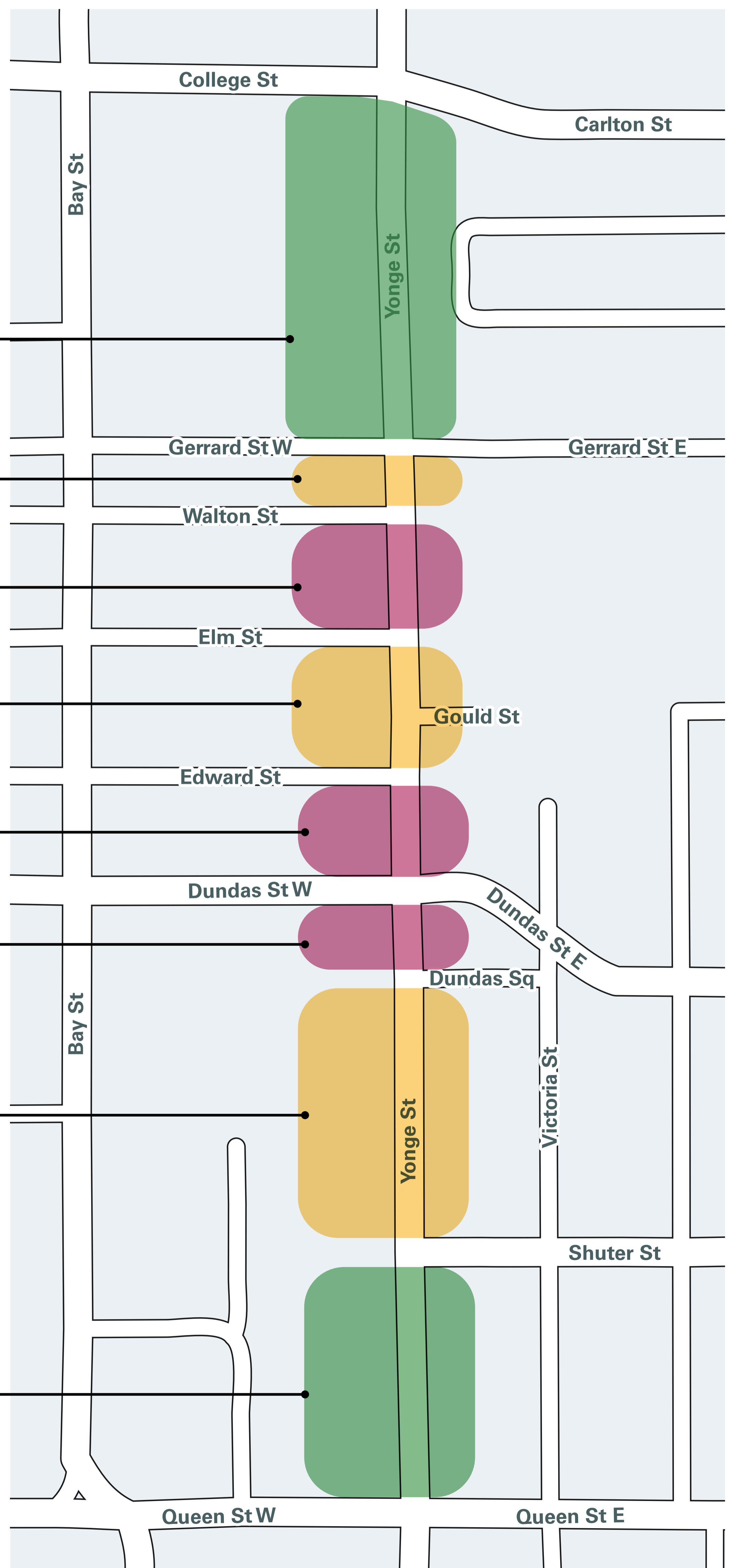
**One-Way Local Driving Access**

Dundas Square to Shuter Street



**Two-Way Driving Access**

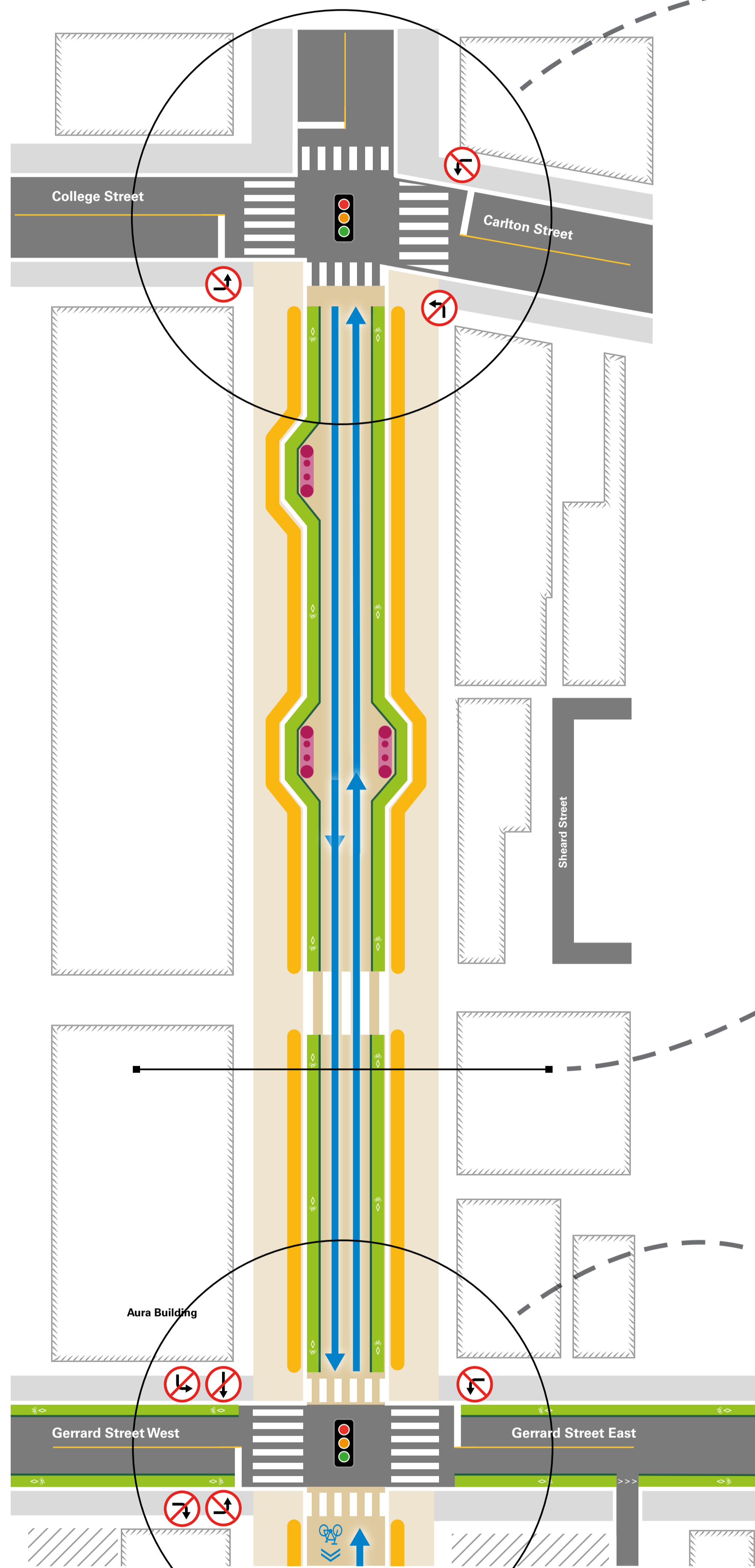
Shuter Street to Queen Street



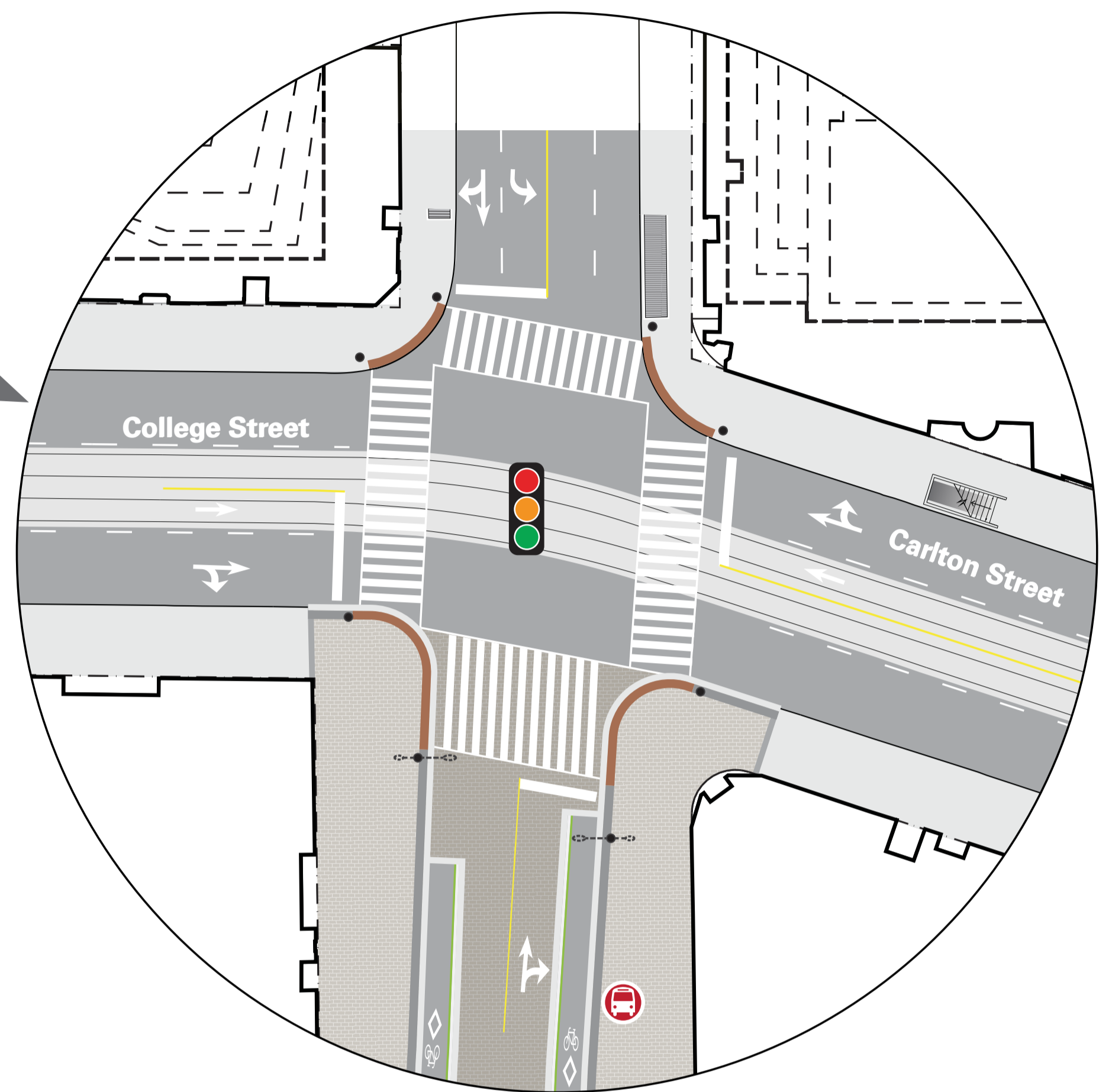


# College Street to Gerrard Street

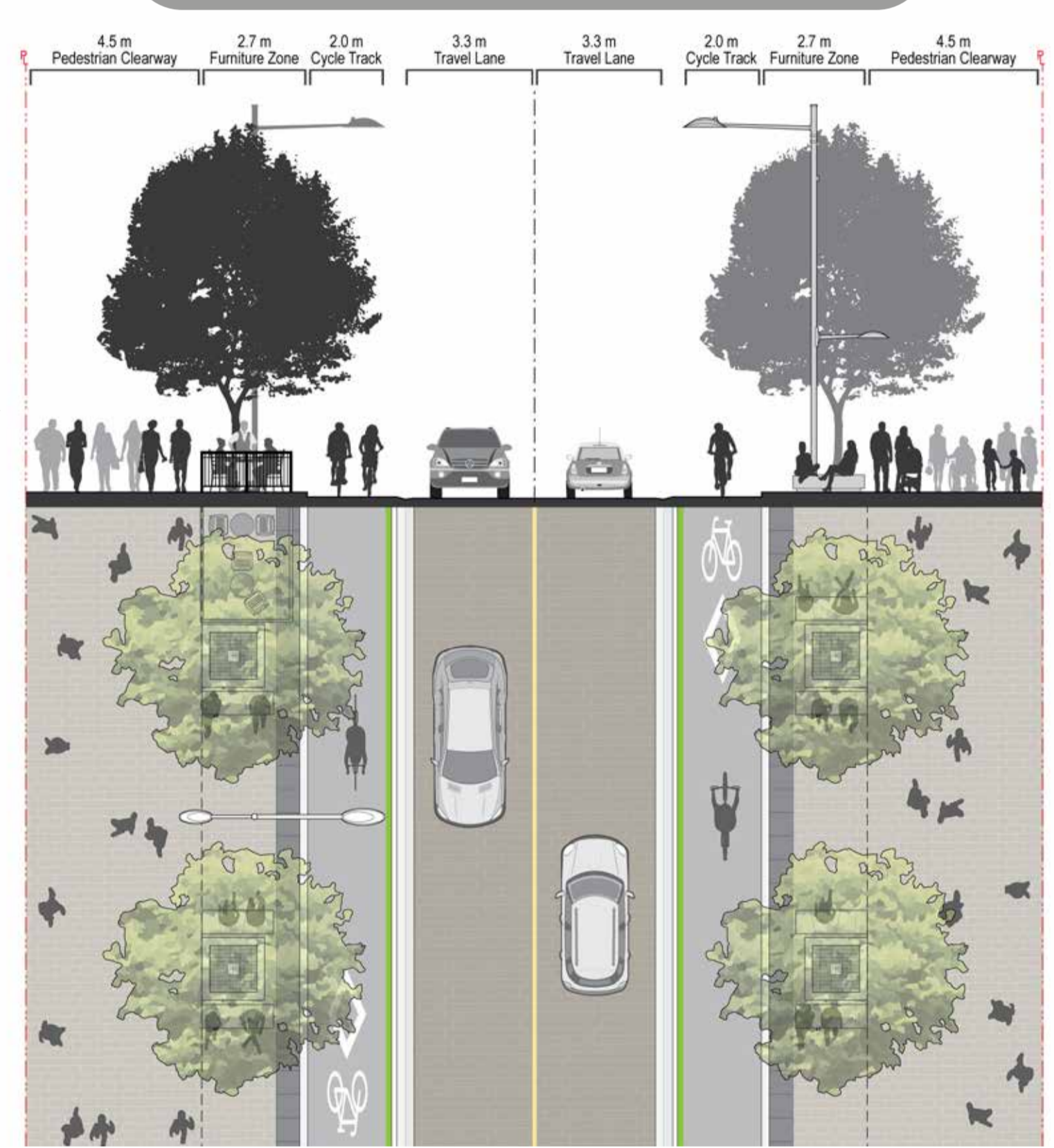
## Two-Way Driving Access with Cycle Tracks



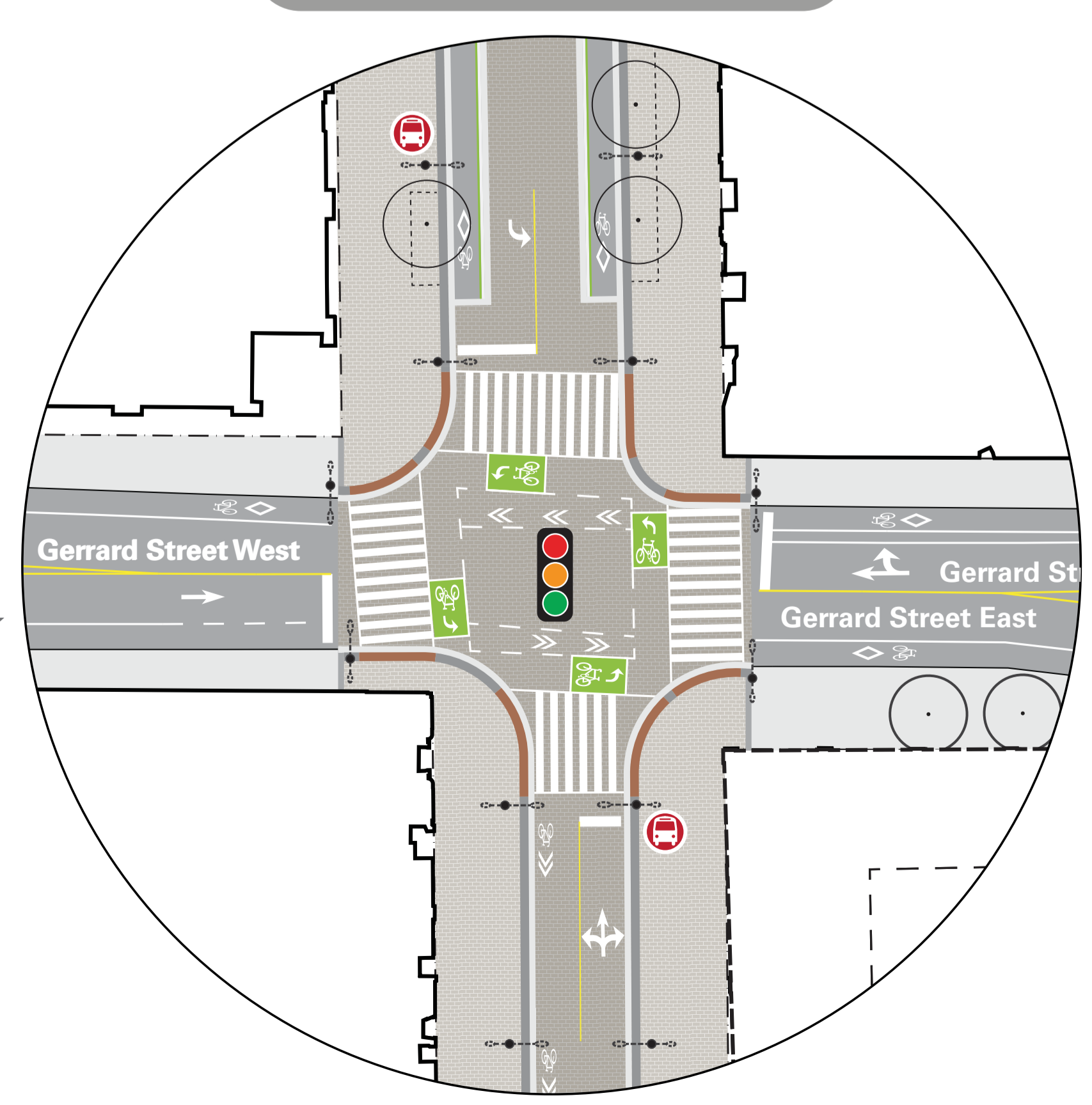
Recommended Design Concept at Yonge Street and College/Carlton Street



Typical cross section between College/Carlton Street and Gerrard Street



Recommended Design Concept at Gerrard Street and Yonge Street



- Legend:**
- Street furniture/Greenery
  - Curbside Activity
  - Cycle Track
  - Direction of travel
  - Sharrow
  - No right turn
  - No left turn
  - No straight through
  - Traffic signals



# College Street to Gerrard Street

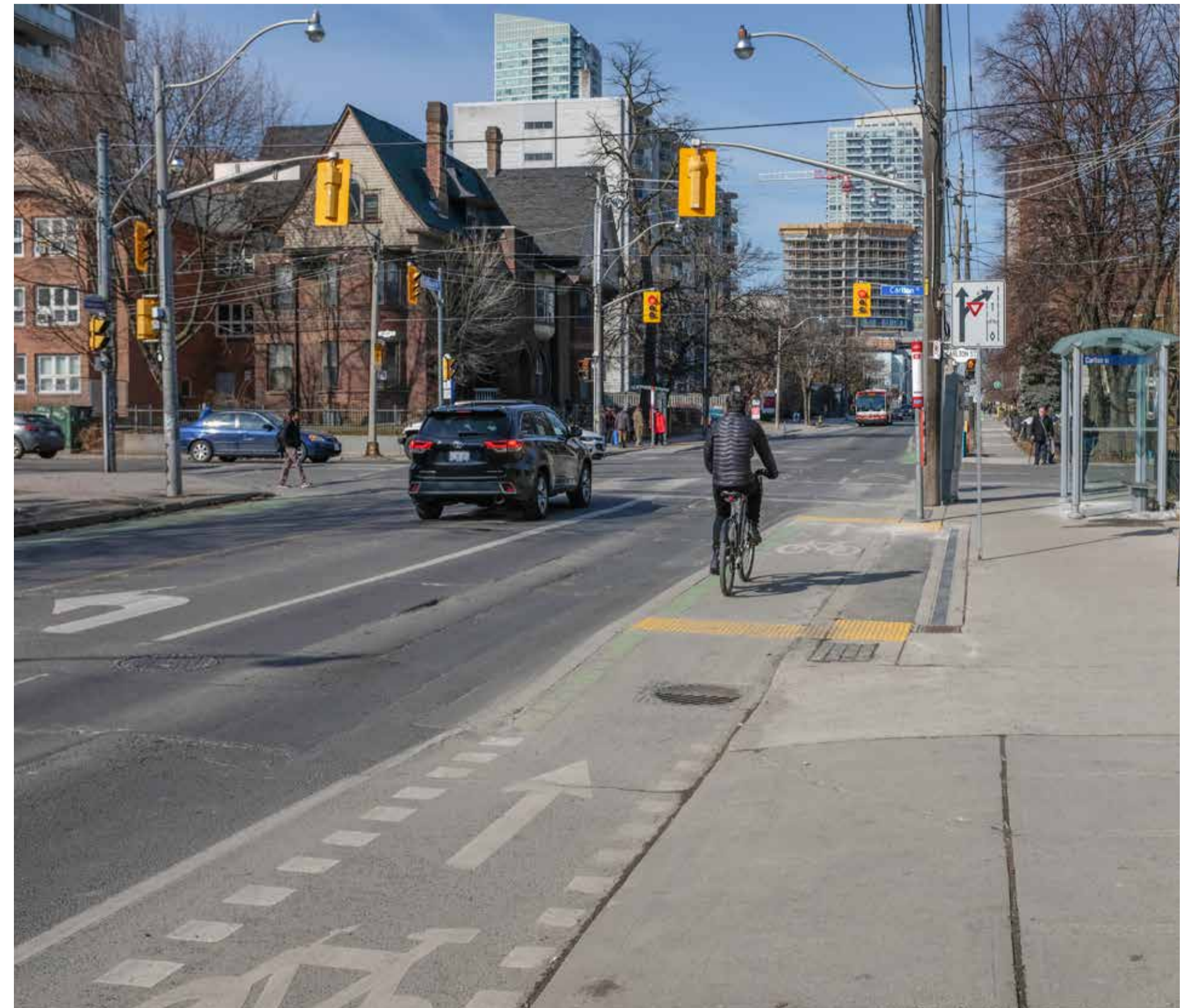
## Two-Way Driving Access with Cycle Tracks

Cycle tracks have been added to the recommendation for this block because it has a wider right-of-way, lower pedestrian volumes, higher vehicle volumes, and provides links to the existing cycling network. It also provides curbside activity areas on both sides of the street because there is lots of ride hailing and deliveries.

Unit paving, a 30 km/h speed limit and no through travel south of Gerrard Street during the day would calm traffic.

A signalized pedestrian crossing would connect College Park and McGill Street Parkette.

Wide sidewalks and furnishing zones to support cafés, planting, and seating remain.



Cycle track on Sherbourne Street, Toronto



Artist rendering of Yonge Street looking north of Gerrard Street towards College Street.