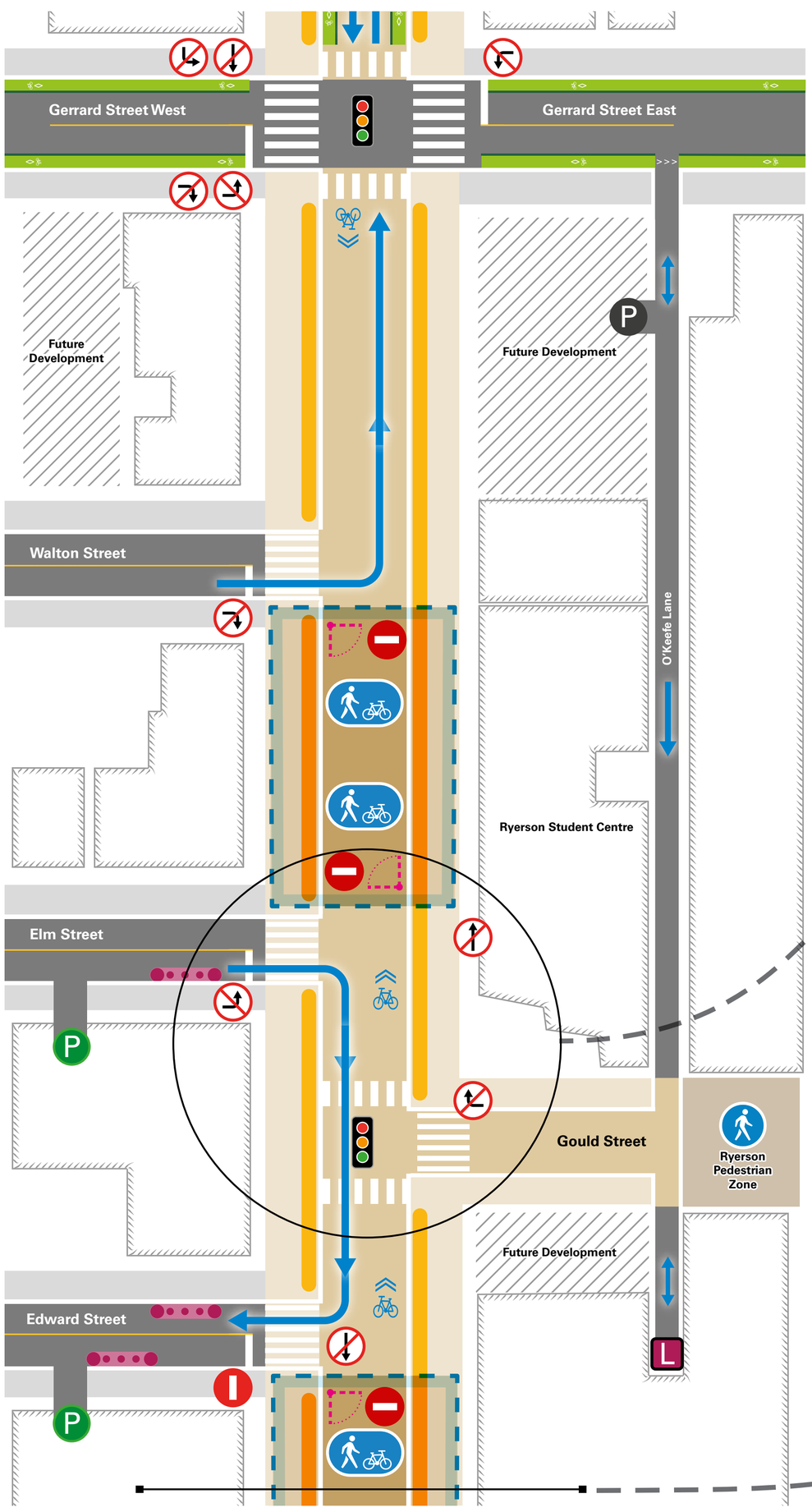
Gerrard Street to Edward Street

Gerrard Street to Walton Street —
One-Way Driving Access Northbound

Walton Street to Elm Street —
Pedestrian Priority

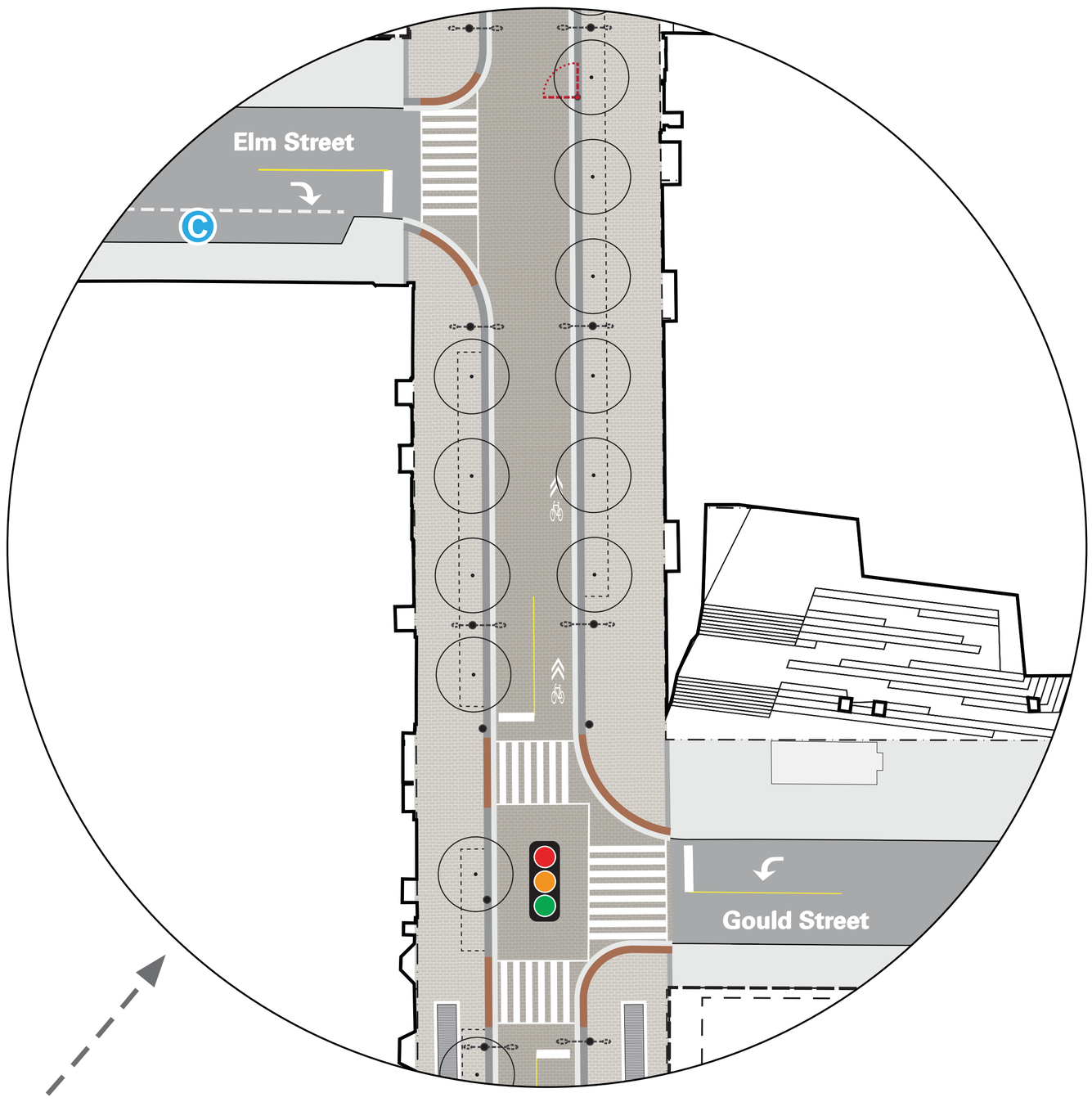
Elm Street to Edward Street —
One-Way Driving Access Southbound



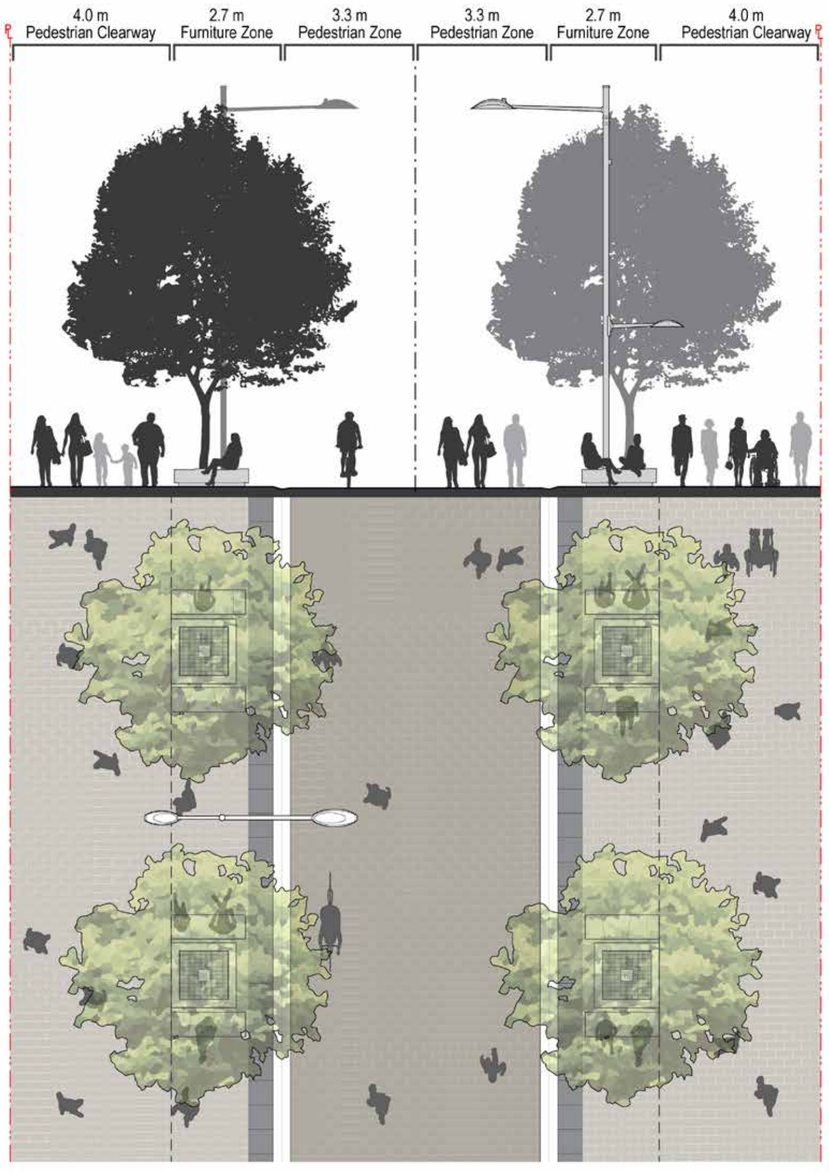
Legend:

- Street furniture/Greenery
- Curbside Activity
- Loading bay
- Parking garage
- Parking garage (private)
- Pedestrian zone
- Gate
- Pedestrian only
- Sharrow
- Pedestrian / Cycle only
- Direction of travel
- No right turn
- No left turn
- No straight through
- Traffic signals
- Cycle Track
- No Entry

Recommended Design Concept from Elm Street to Gould Street



Typical cross section between Gerrard Street and Edward Street



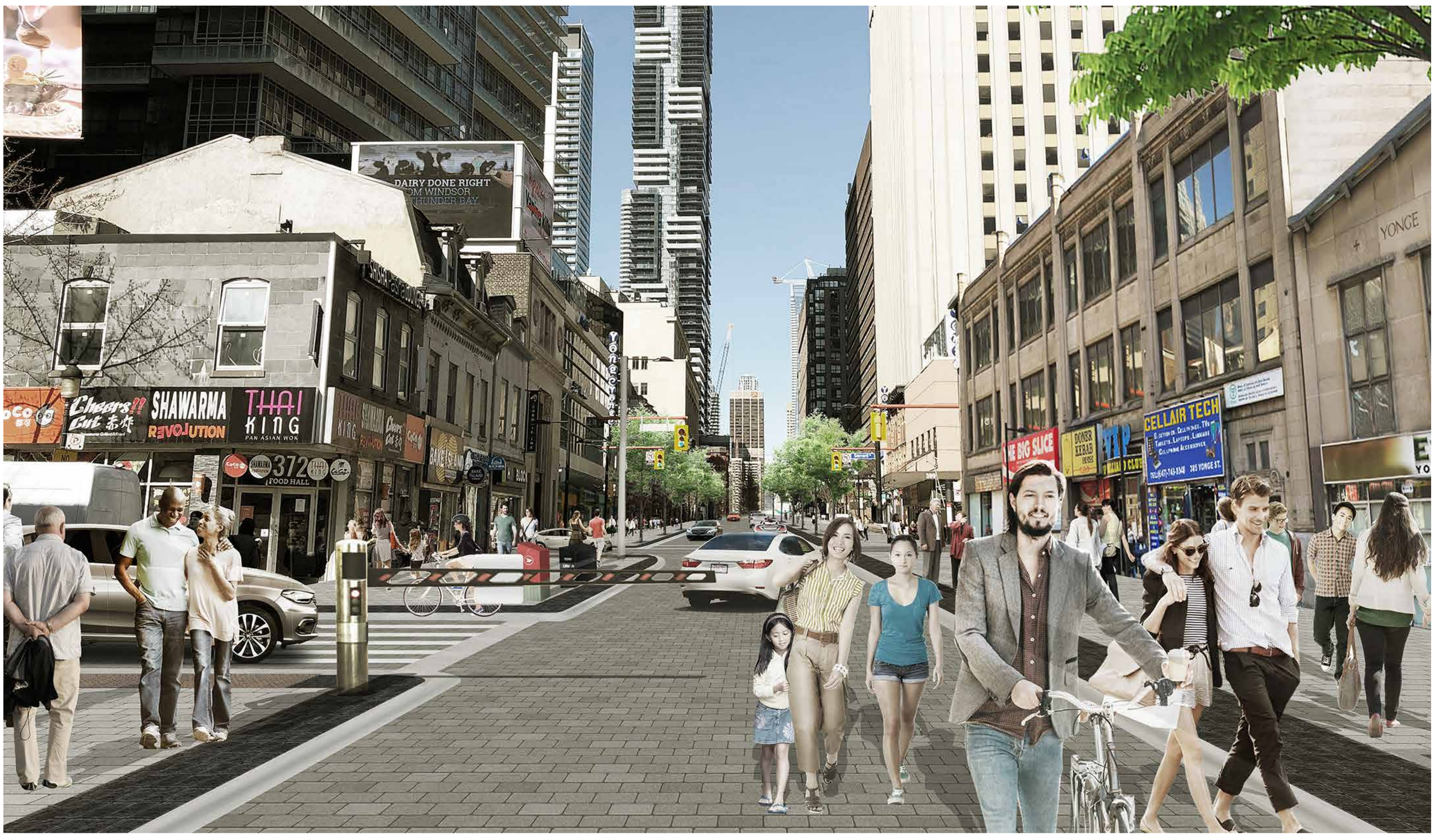
Gerrard Street to Edward Street

Gerrard Street to Walton Street

One-Way Driving Access — Northbound local access has been added to the recommendation for this block during the day to provide more support for deliveries and ride hailing on Walton Street and Yonge Street. The volume and speed of vehicles using this block would be very low to support a pedestrian friendly atmosphere. The character of this section would be similar to the pedestrian priority zones. The southbound lane won't have any cars or trucks during the day and can be used for cycling.

Mariahilfer Strasse, Vienna

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



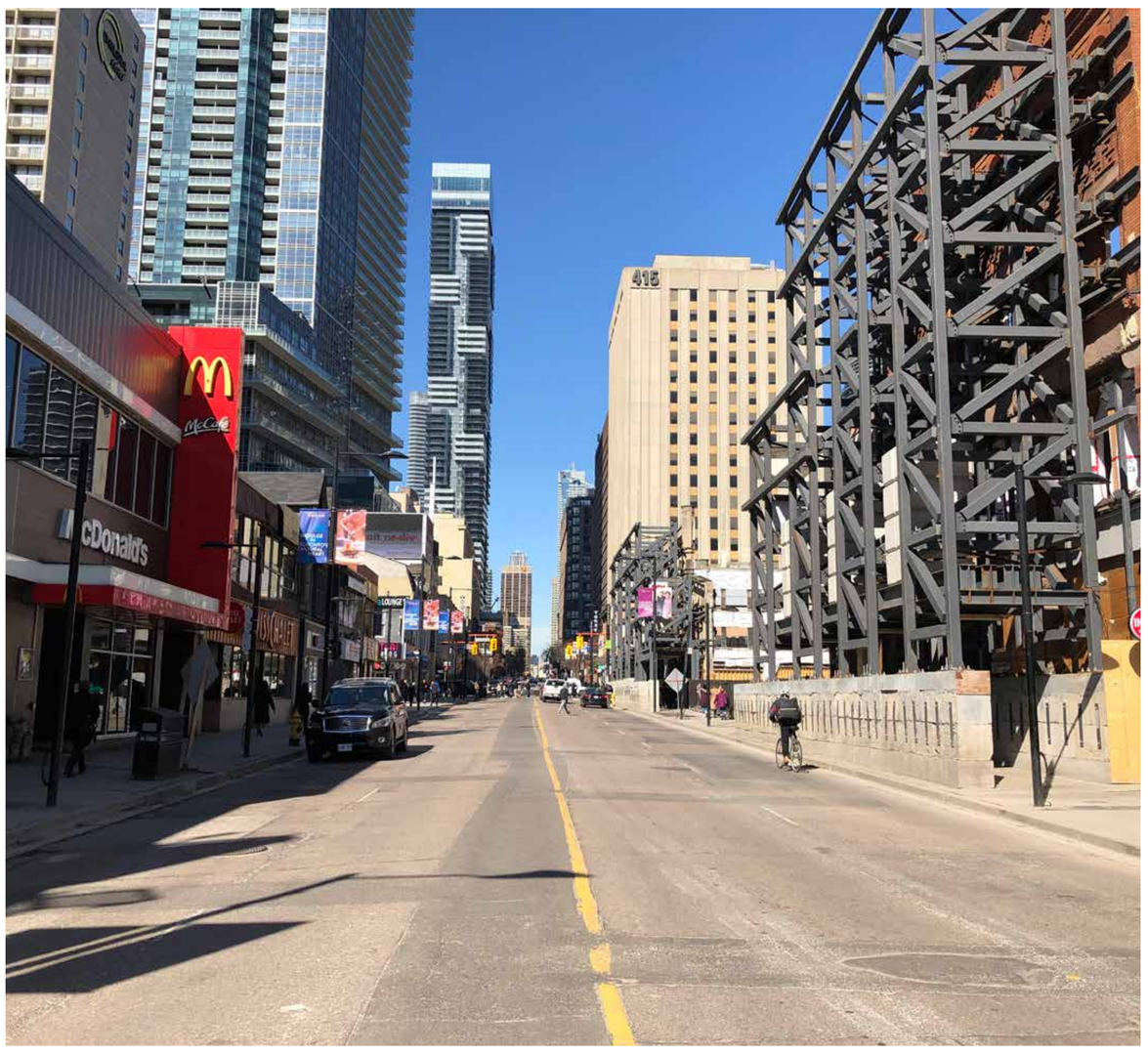
Artist rendering of Yonge Street between Walton Street and Elm Street looking north.

Walton Street to Elm Street

Pedestrian Priority —
The recommendation for his block stayed the same because it has high pedestrian volumes and more development is planned. Gates would close the road from 6 a.m. to 1 a.m. and open overnight to allow access or buses, cars, and trucks.

Cycling that yields to pedestrians is encouraged along the closed roadway. Sidewalks on each side of the road would remain for pedestrians only and are flanked by furnishing zones to support cafés, planting, and seating.

Curbside activity zones are provided on Walton Street and Elm Street to allow space for deliveries and ride hail during the day.



Current conditions on Yonge Street between Walton Street and Elm Street.

Artist rendering of Yonge Street between Walton Street and Elm Street looking north.

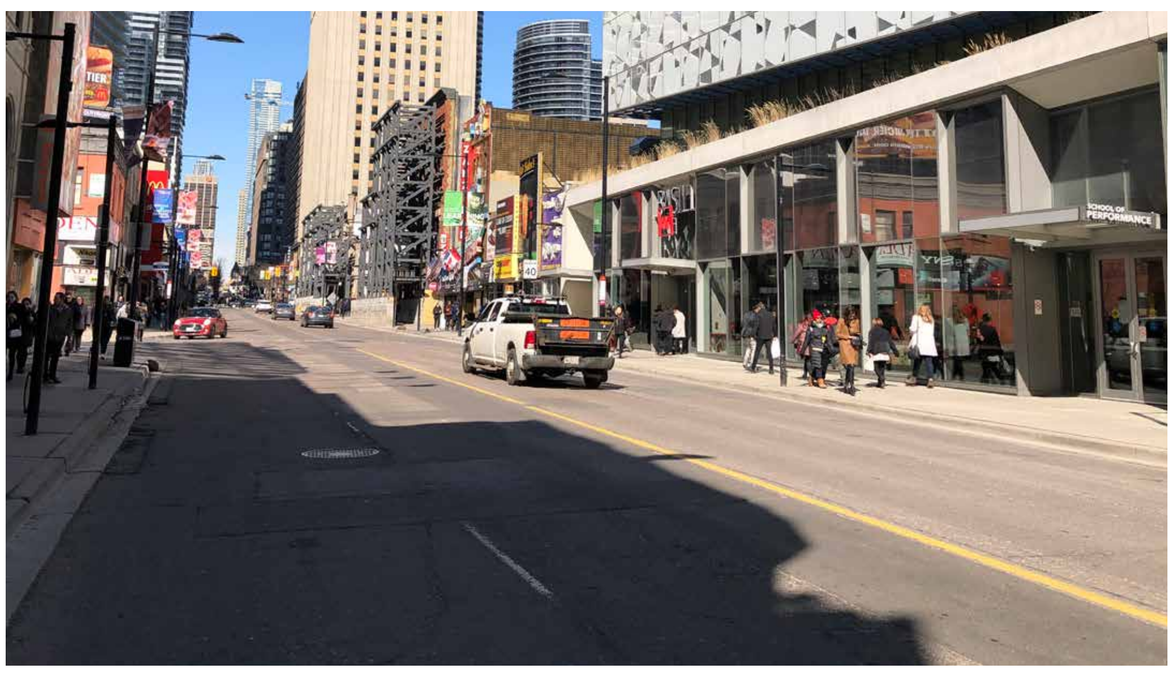
Elm Street to Edward Street

One-Way Driving Access Southbound — Southbound local access was added to the recommendation for this block during the day to provide more support for deliveries, ride hailing and service to loading docks from Gould Street. The volume and speed of vehicles using this block would be very low to support a pedestrian friendly atmosphere. The northbound lane wouldn't have cars or trucks during the day and can be used for cycling.

Drivers would travel eastbound on Elm Street to enter Yonge Street and exit by travelling west on Edward Street. Gould Street remains two-way to support laneway operations.

Curbside activity areas are provided on Edward Street and Elm Street to allow space for deliveries and ride hail.

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

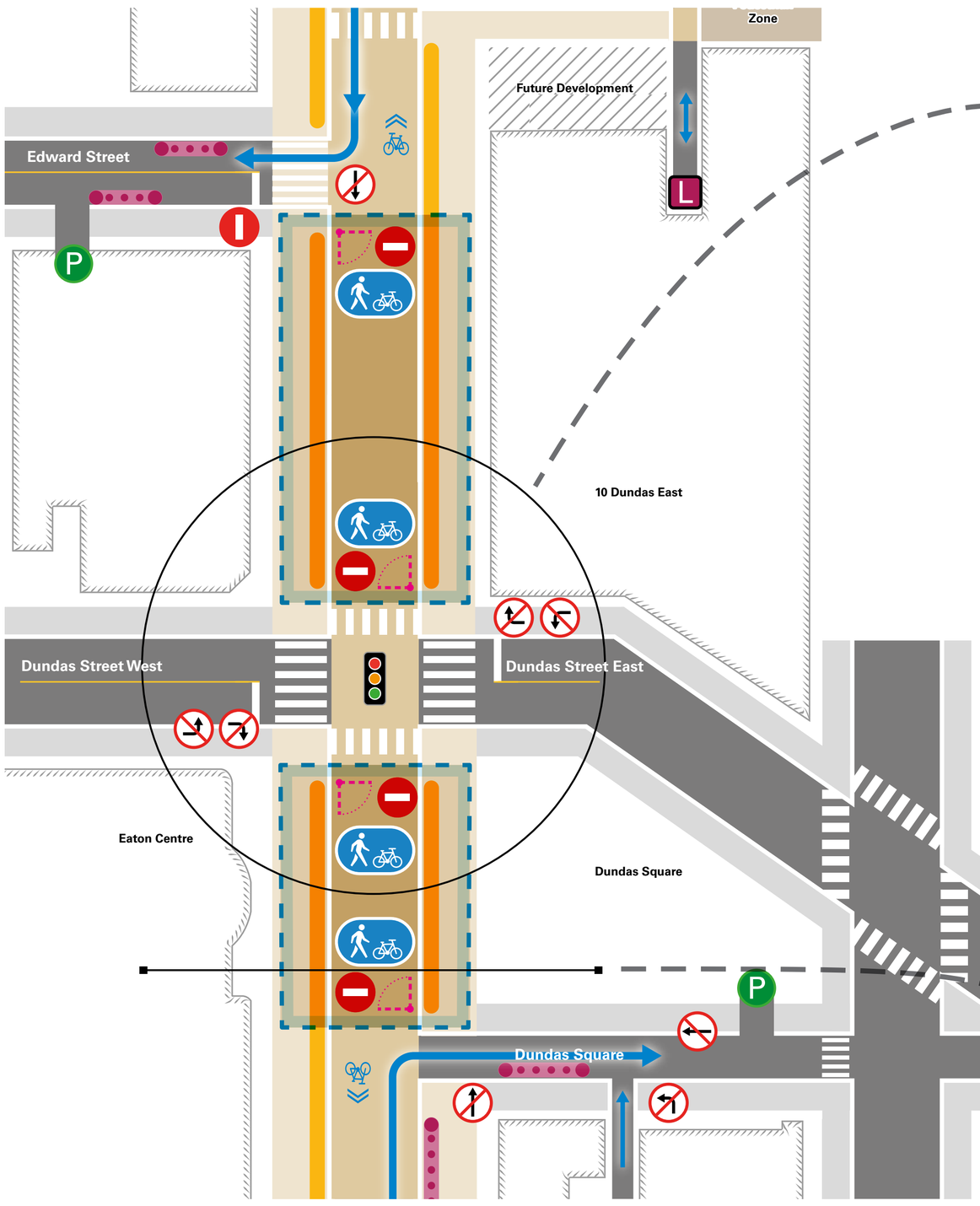


Current conditions on Yonge Street between Elm Street and Edward Street.

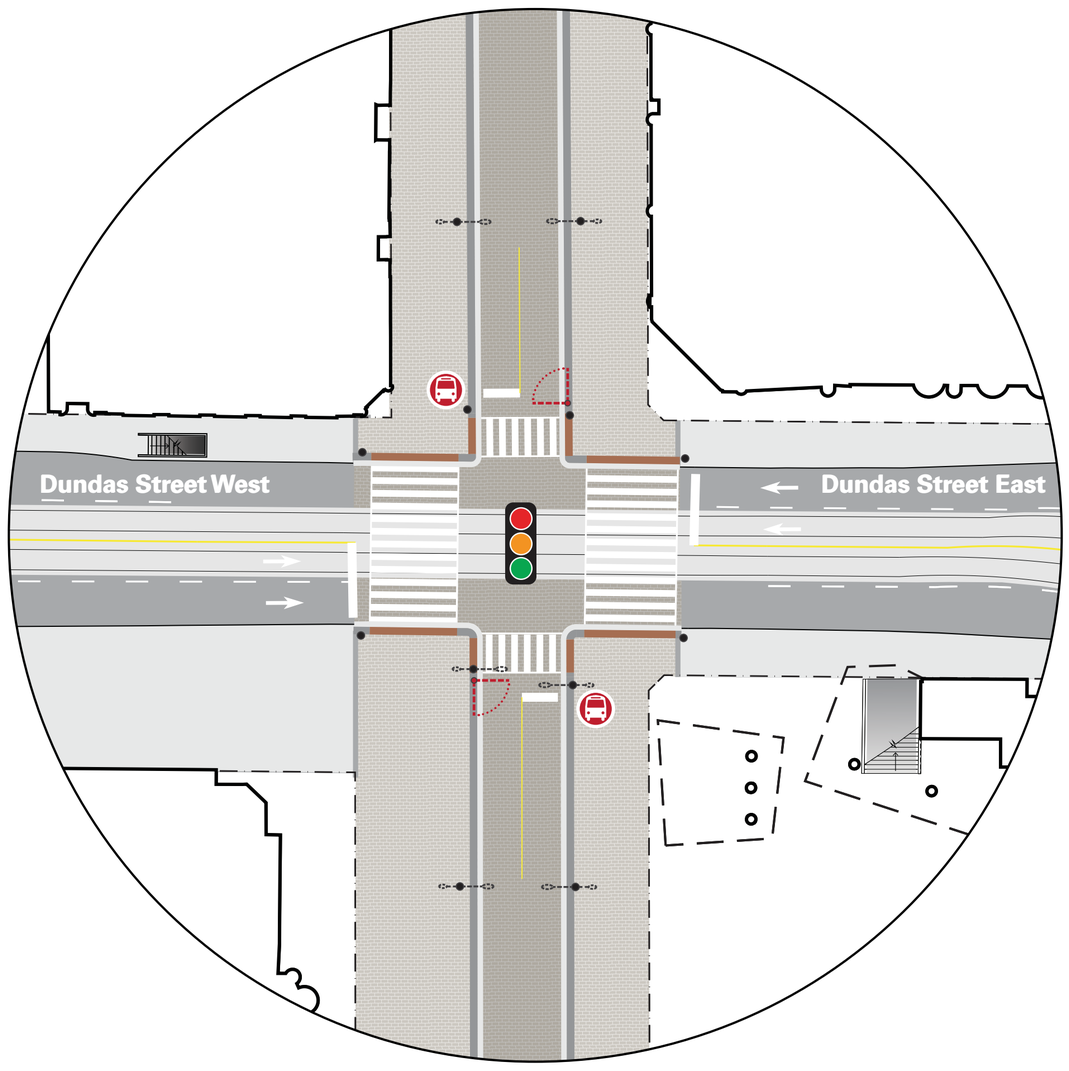
Artist rendering of Yonge Street between Elm Street and Gould Street looking north.

Edward Street to Dundas Square

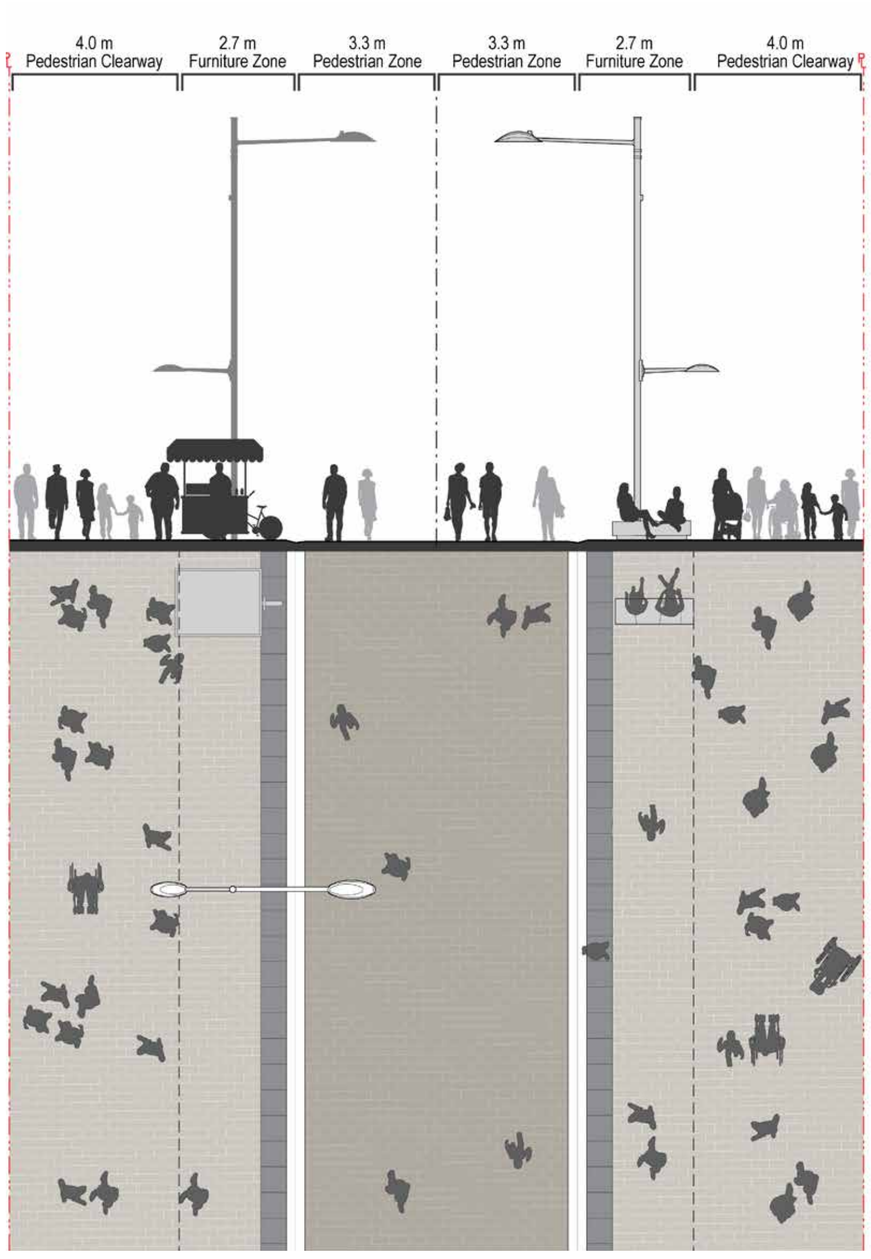
Pedestrian Priority



Recommended Design Concept at Yonge Street and Dundas Street



Typical cross section between Dundas Street and Dundas Square



Legend:

- Street furniture/Greenery
- Curbside Activity
- Parking garage
- Pedestrian zone
- Gate
- Sharrow
- Loading bay
- Pedestrian / Cycle only
- Direction of travel
- No right turn
- No left turn
- No straight through
- Traffic signals
- No Entry

Edward Street to Dundas Square

Edward Street to Dundas Street & Dundas Street to Dundas Square

Pedestrian Priority – The recommendations for these blocks stayed the same because they have the highest pedestrian volumes, east-west foot-traffic, and special events. Gates would close the road from 6 a.m. to 1 a.m. and open overnight to allow access or buses, cars, and trucks. Cycling that yields to pedestrians is encouraged along the closed roadway. Sidewalks on each side of the road would remain for pedestrians only and are flanked by furnishing zones to support cafés, planting, and seating.

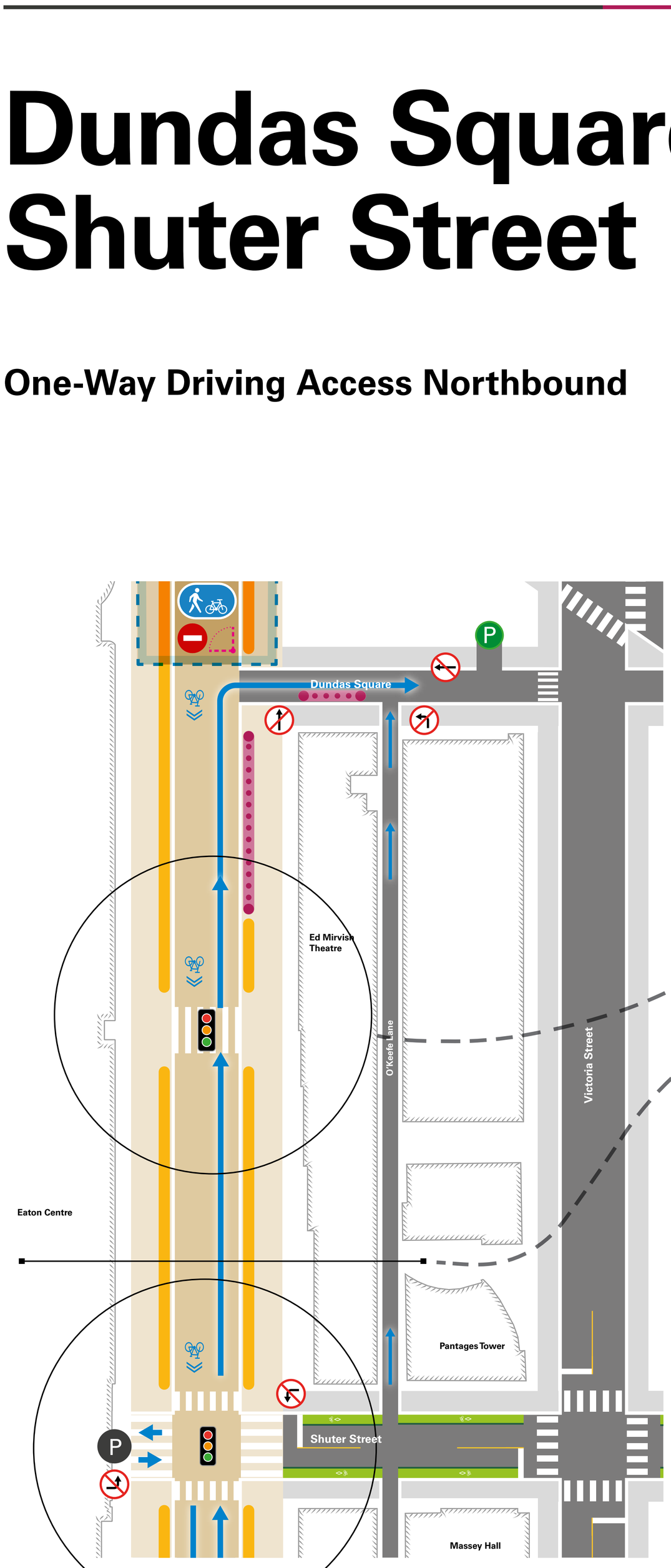
Curbside activity zones are provided on Edward Street and Dundas Square to allow space for deliveries and pick-up/drop-off during the day.

Pedestrians can cross east-west anytime so the scramble phase would be eliminated from the Yonge-Dundas intersection to improve east-west travel times on Dundas Street for transit riders and drivers.

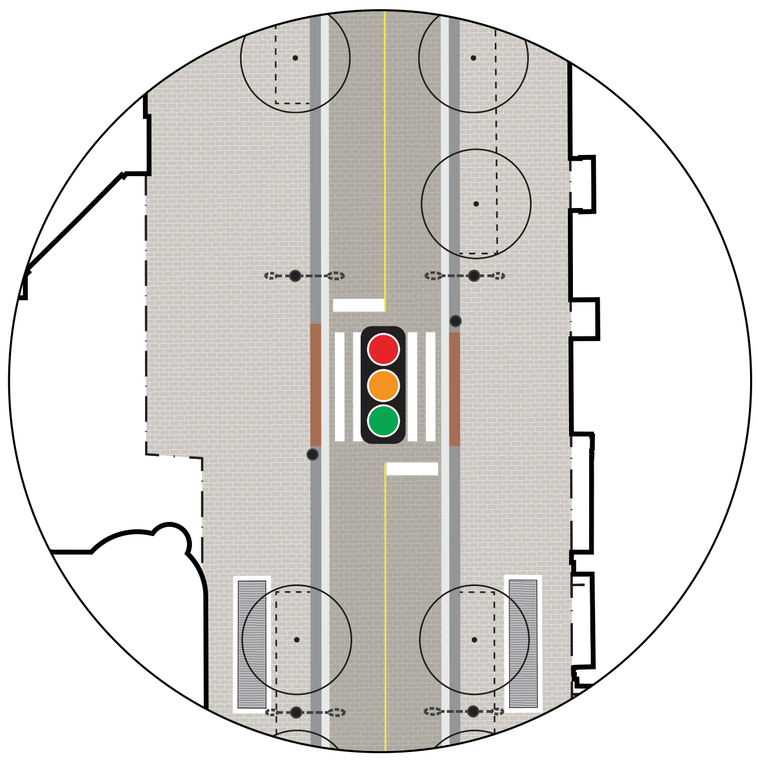
Artist rendering of Yonge Street at Yonge and Dundas Square

Dundas Square to Shuter Street

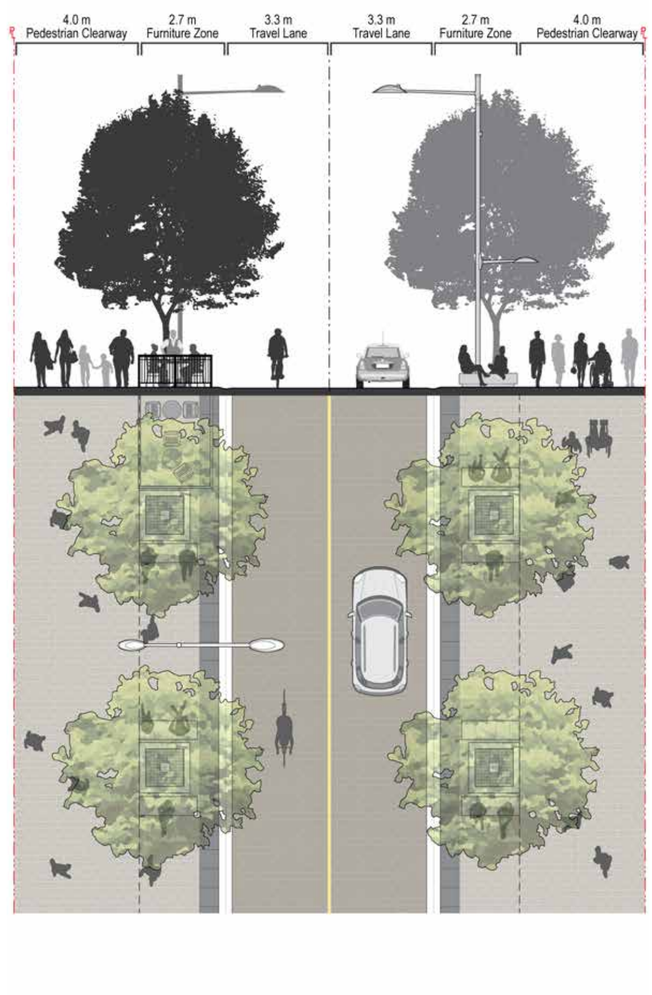
One-Way Driving Access Northbound



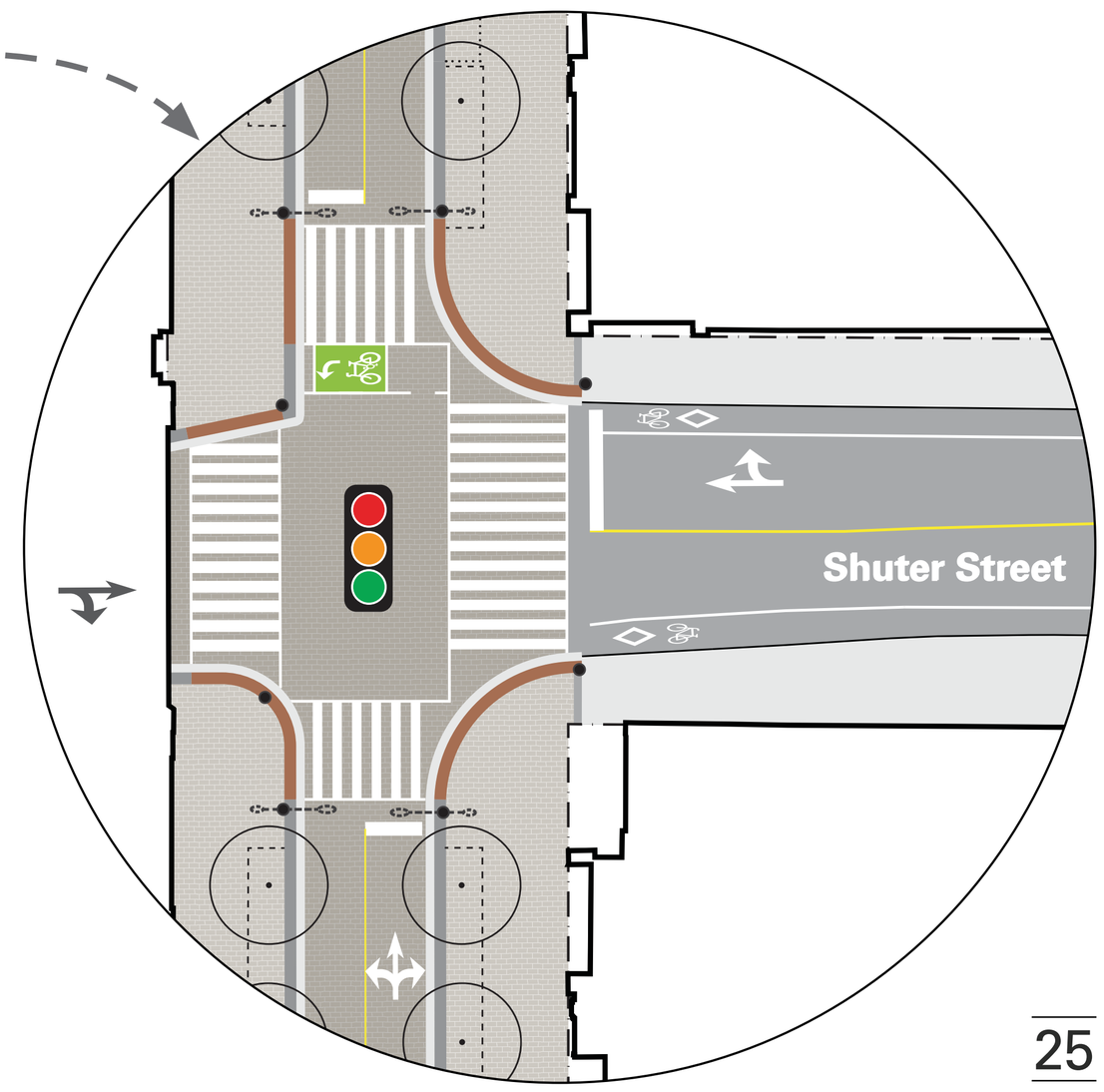
Recommended Design Concept plan south of Dundas Square



Typical Cross Section Between Dundas Square and Shuter Street



Recommended Design Concept at Yonge Street and Shuter Street



Legend:

- Street furniture/Greenery
- Curbside Activity
- Sharrow
- Parking garage
- Parking garage (private)
- Pedestrian zone
- Gate
- No Entry
- Pedestrian / Cycle only
- Direction of travel
- No right turn
- No left turn
- No straight through
- Traffic signals
- Cycle Track

TORONTO

Dundas Square to Shuter Street

One-Way Driving Access Northbound — The recommendation for this block stayed the same, providing northbound local access and lots of curbside activity space on the east side. This is because this block has the most ride hailing and tour-bus use supporting tourism and entertainment. This block also provides access to the Green P Parking garage entrance located on Dundas Square. The southbound lane won't have any cars or trucks during the day and can be used for cycling.

Mariahilfer Strasse, Vienna

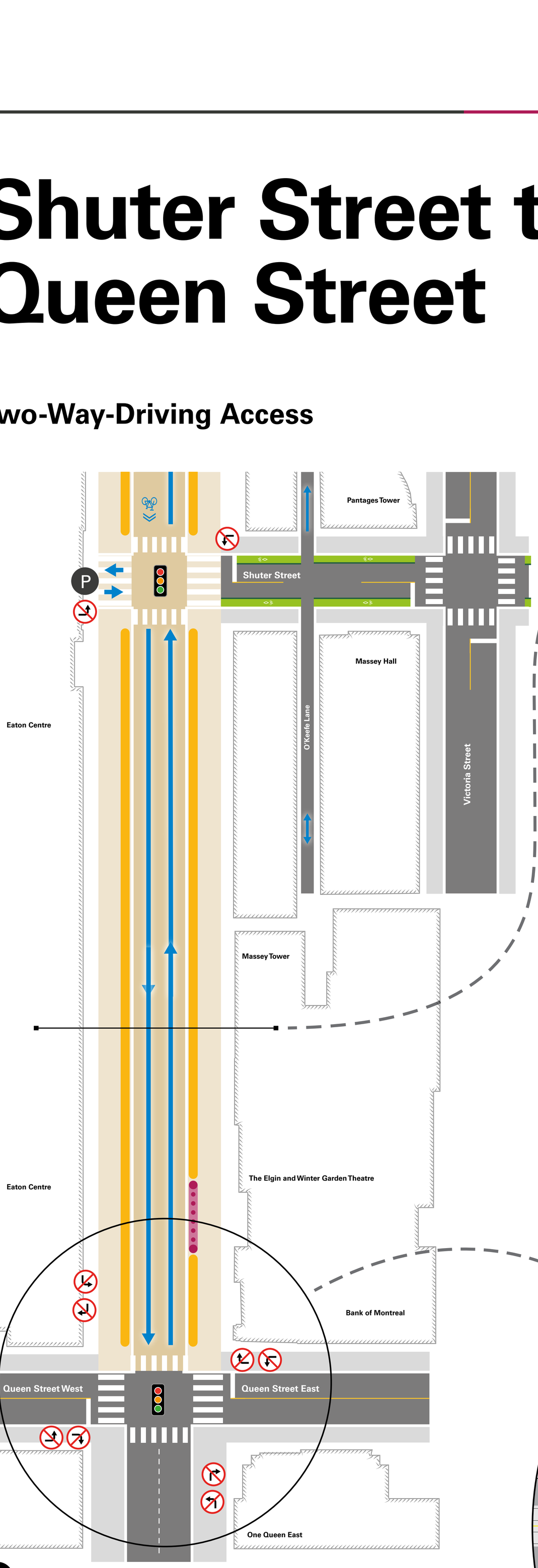
The operation of Shuter Street (two-way), Dundas Square (eastbound), and O'Keefe Lane (northbound) remain unchanged.

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

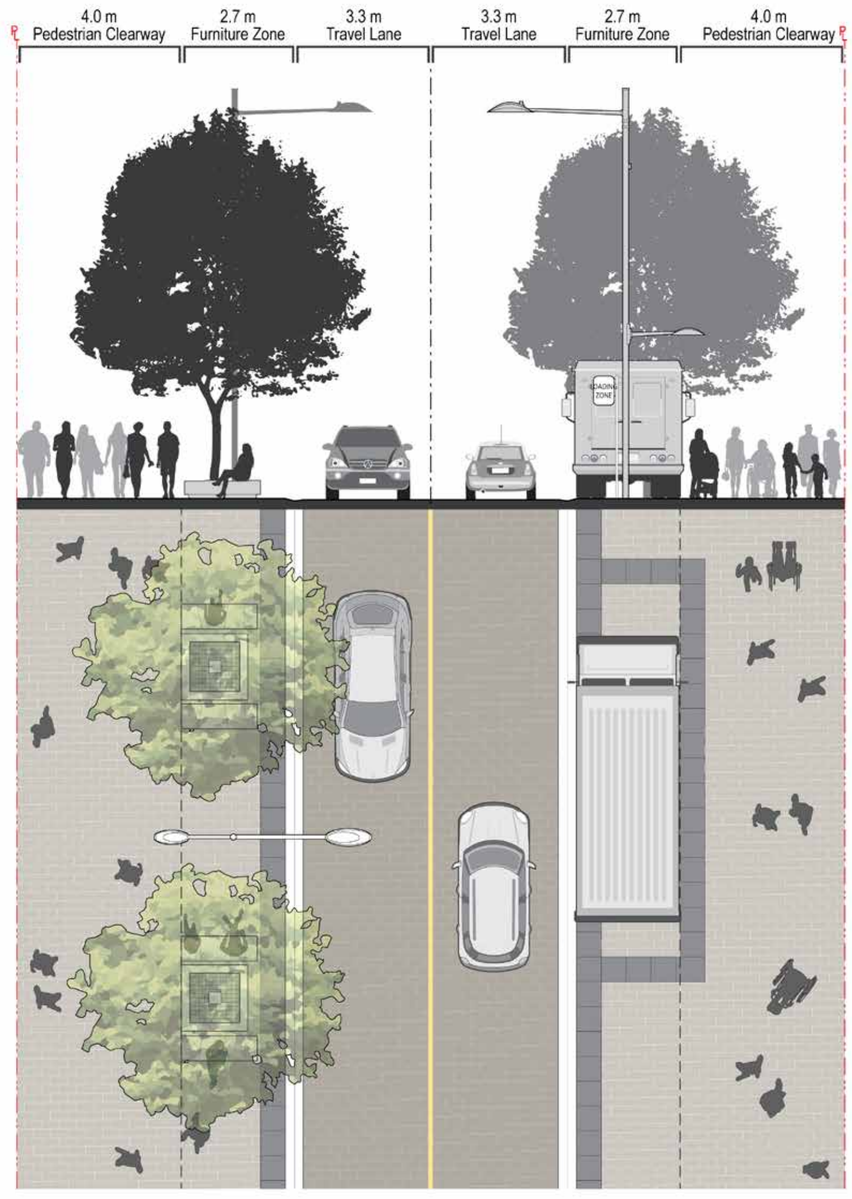
Artist rendering of Yonge Street between Dundas Square and Shuter Street looking north

Shuter Street to Queen Street

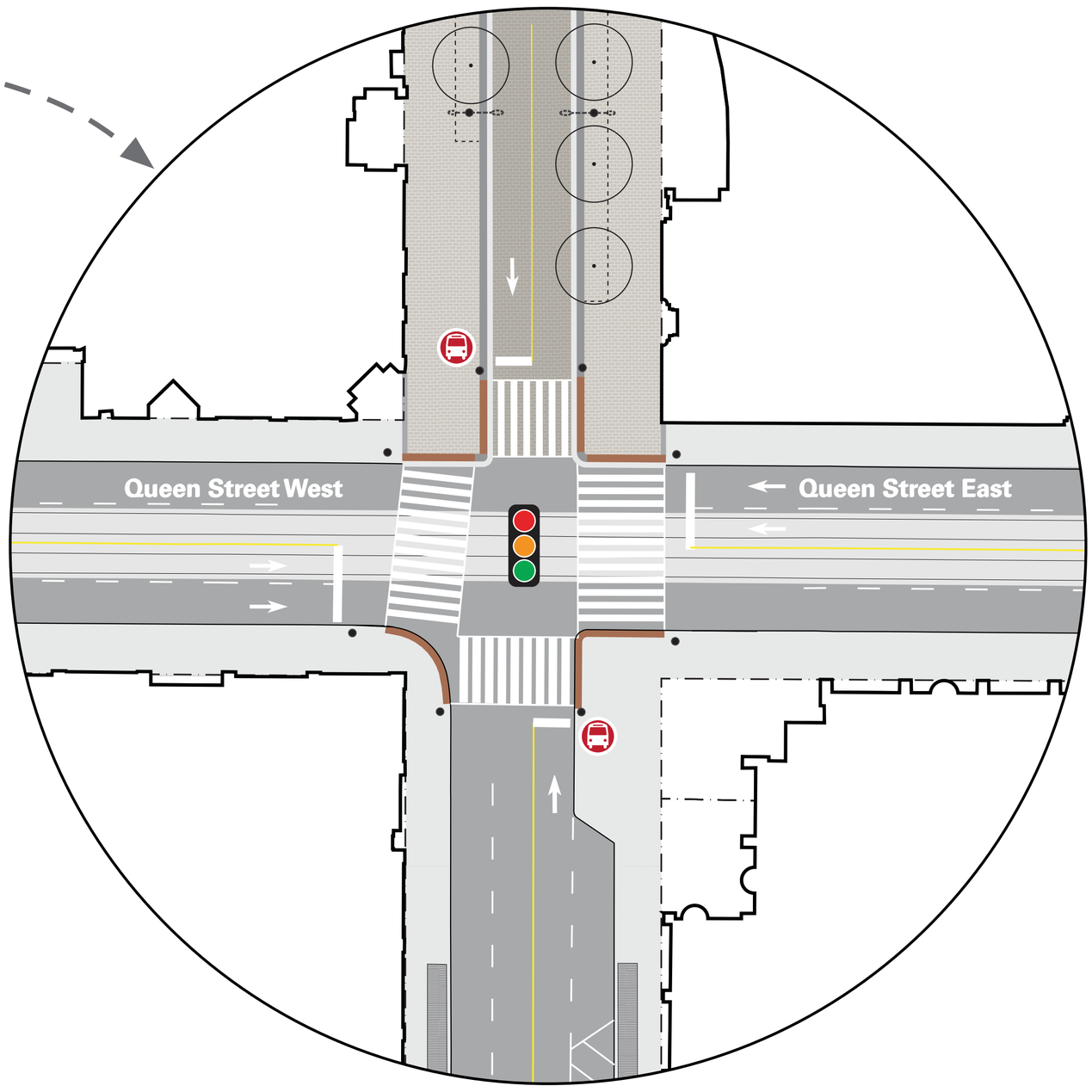
Two-Way-Driving Access



Typical Cross Section Between Shuter Street and Queen Street



Recommended Design Concept at Queen Street and Yonge Street



Legend:

- Street furniture/Greenery
- Curbside Activity
- Parking garage (private)
- Sharrow
- Cycle Track
- Direction of travel
- No right turn
- No left turn
- No straight through
- Traffic signals

Shuter Street to Queen Street

Two-Way Driving Access —
The recommendation for this block stayed the same because two-way driving access connects parking garages and tourism sites to major routes in/out of the downtown, limiting traffic congestion. This block also has lower pedestrian volumes. A curbside activity zone on the street supports properties without rear access and pick-up/drop-off for the theatre.

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

Turning right out of the Eaton Centre parking garage would be allowed and the signal could allow pedestrians to cross first.

Turn restrictions are maintained and space for pedestrians is increased the Queen Street and Yonge Street intersection.

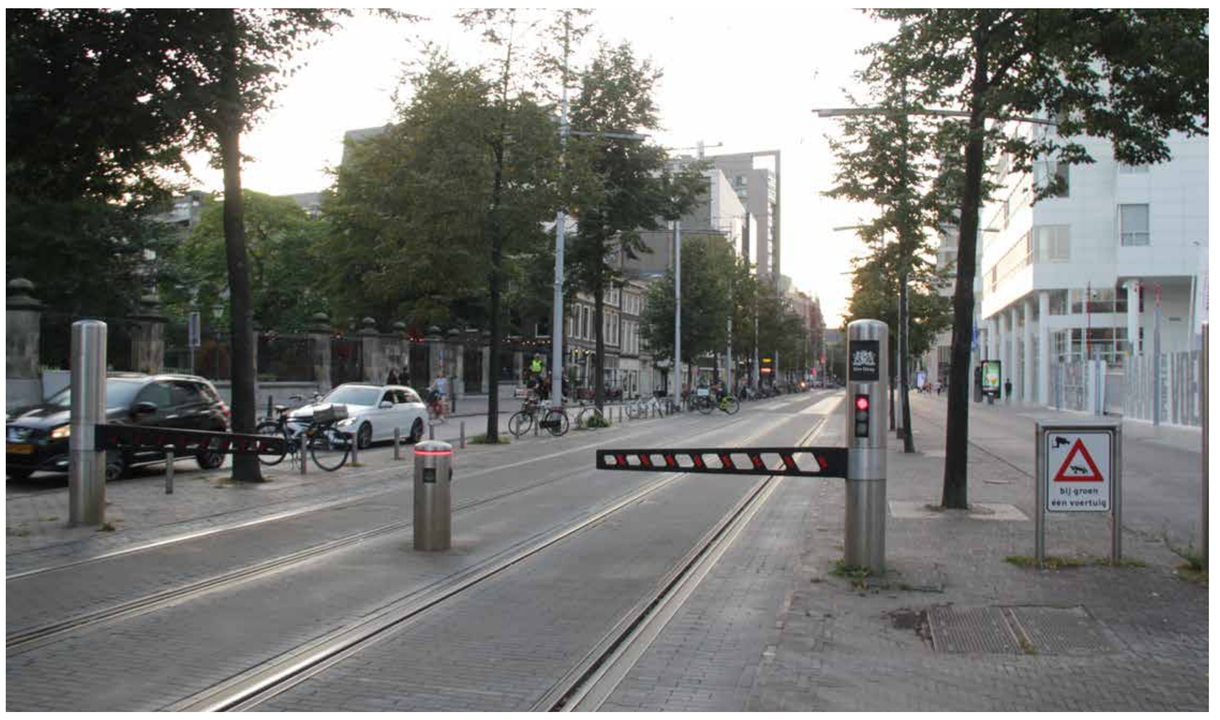
Argyle Street, Halifax

Artist rendering of Yonge Street between Shuter Street and Queen Street looking north

Developing Design Details

Managing Driving Access

Automated gates are recommended to limit vehicle access to pedestrian priority zones during the day. The gates would be wide enough to visually discourage drivers, while allowing emergency services and people cycling to pass. Gates open overnight to allow access for the night bus service and can be opened in the event of subway closures.



Example of automated gate. Den Haag, Netherlands.

Curbs and Tactile Indicators

Mountable curbs are recommended to elevate pedestrian only sidewalks from the pedestrian priority, two-way driving access, and one-way driving access areas that would also be used by buses overnight. A tactile paving strip would indicate the edge of the sidewalk areas to assist pedestrians with low/no vision.

Example of roll curb. Carden Street, Guelph, Ontario

Lighting

It is recommended that the lighting on Yonge Street be simplified by combining pedestrian and vehicular lights on the same pole. This would allow the number of poles on the sidewalk to be significantly reduced. Light poles should be relocated to the new curb edge.

Example of coordinated lighting. Front Street East, Toronto, Ontario

Cycling

Changes From Round Two

Based on feedback received, more consideration for cycling has been added to the *Recommended Design Concept* by providing:

- A separated cycling facility between College Street and Gerrard Street.
- On blocks with one-way driving access, the lane in the opposing direction is available for cycling.

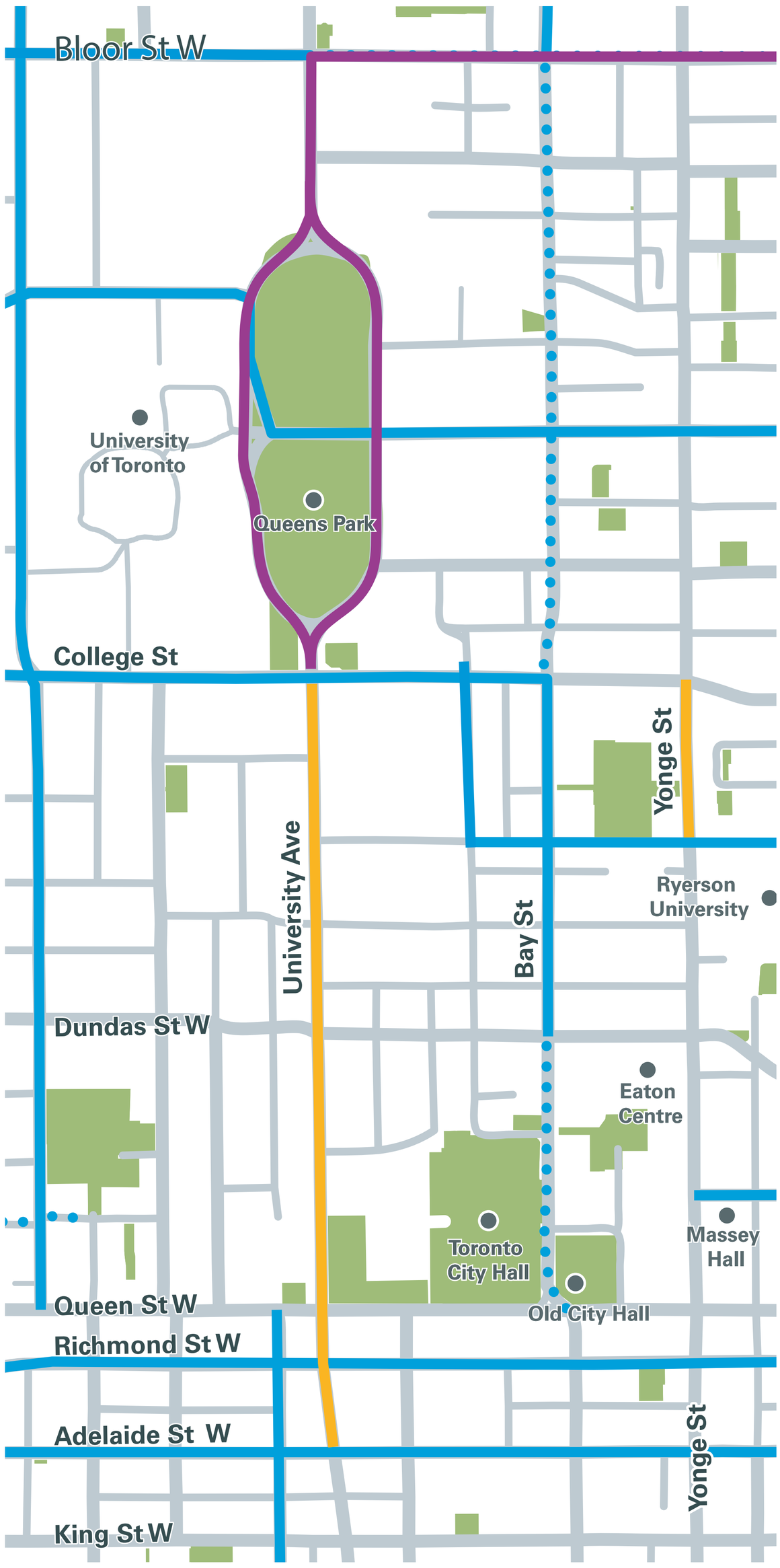
Why wasn't a cycle track added along the full length of Yonge Street?

- Pedestrian volumes, City policy, and public feedback all indicate that pedestrians should come first on Yonge Street.
- A separated, high-volume cycle track is not compatible with the number of pedestrians, events, tourism uses, and night buses needing to share limited space available on Yonge Street south of Gerrard Street.

Benefits for People Cycling on Yonge Street:

- Protection from cars and trucks in Pedestrian Priority Zones.
- Reduced vehicle volumes and speeds on two-way and one-way blocks.

Recommended Network Connection



Transit

How would transit be impacted?

97B day bus service within the focus area would be discontinued or rerouted. Discussions with the TTC are ongoing.

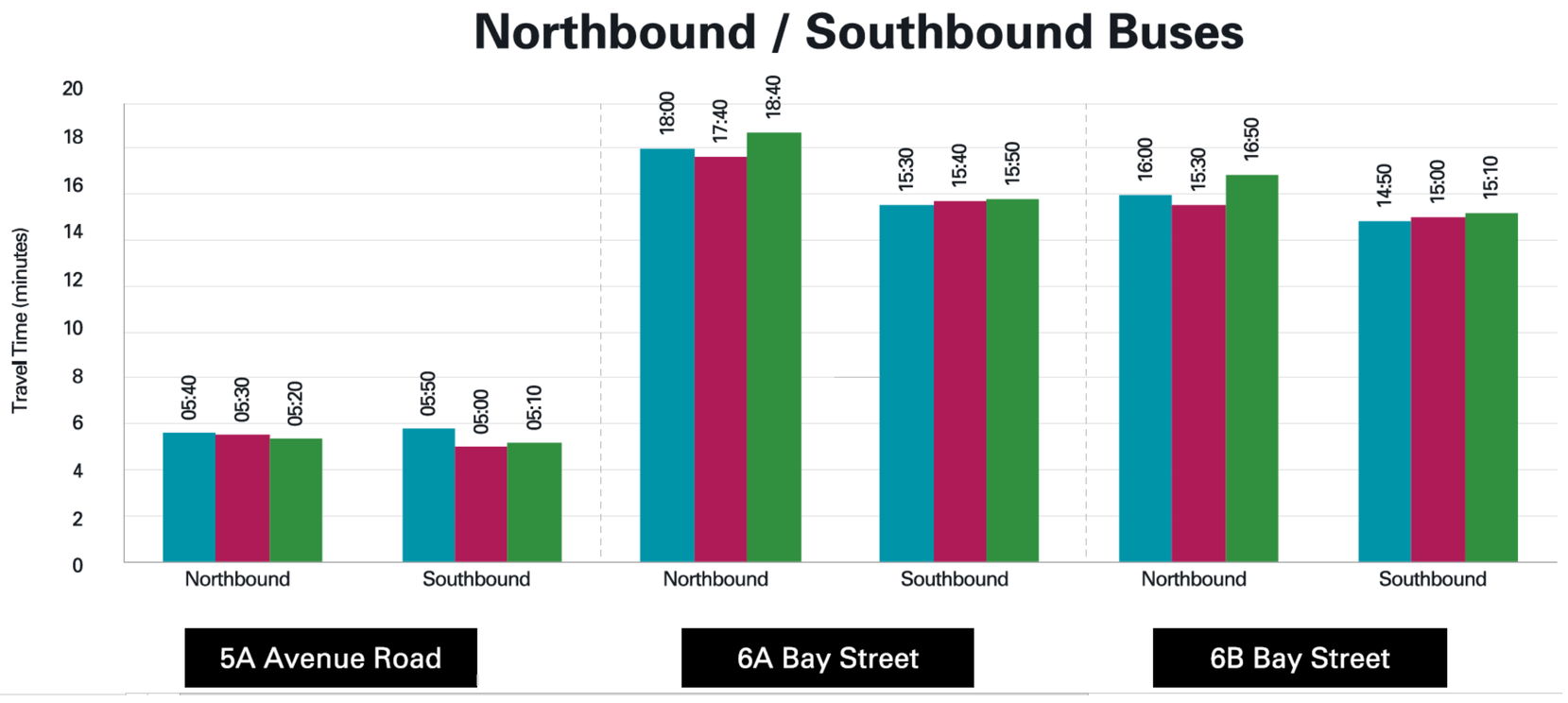
320 night bus service would be maintained. Stop locations would be relocated closer to pedestrian crossings where possible.

No changes are planned to streetcar routes.

Subway services and facilities are not impacted by yongeTOmorrow. The study continues to coordinate project recommendations with planned TTC station upgrades.

Subway replacement shuttles would continue to operate on Yonge Street as needed.

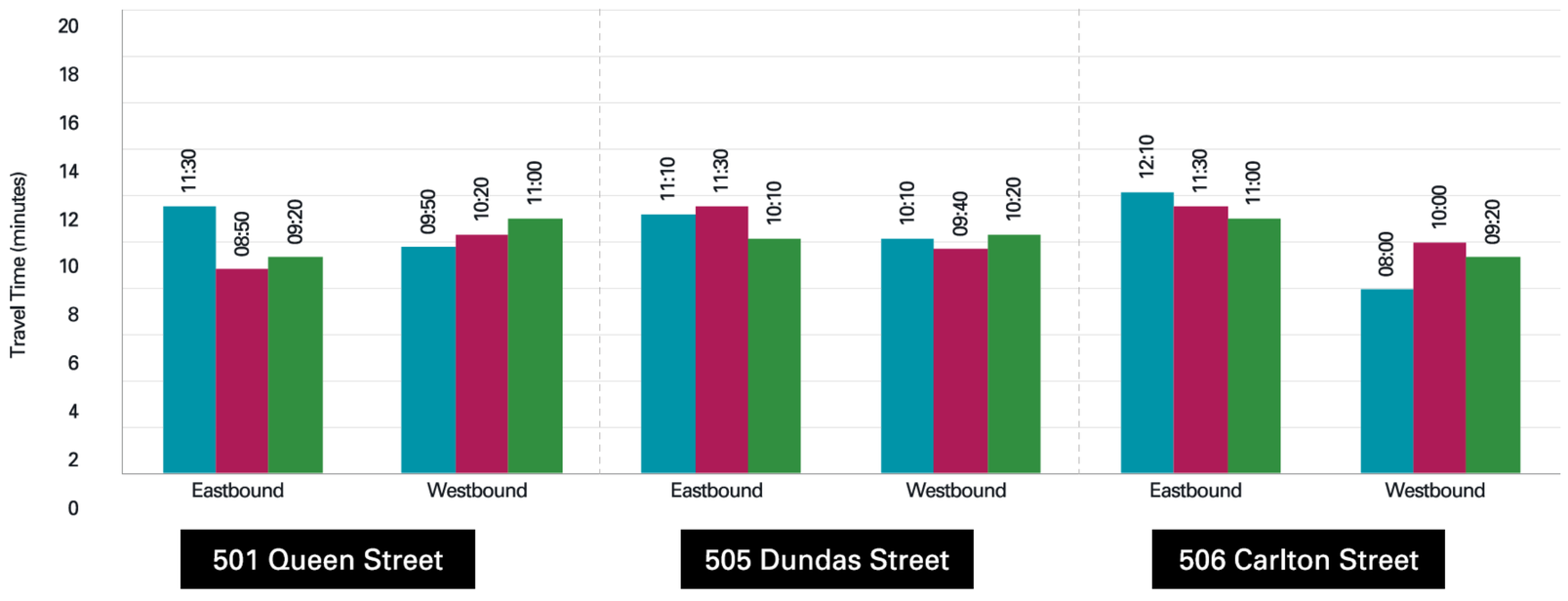
The charts below compare how long it would take to take a bus north or south from College Street to Queen Street or streetcar east or west from University Avenue to Jarvis Street in afternoon rush hour under current conditions, in 2031 if Yonge Street remains the same, and in 2031 if Design Concept 4c is implemented.



Legend

- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c

The highest estimated increase in travel time would be 80 seconds on the 6B Bay Street going northbound.



The highest estimated increases in travel times would be 40 seconds on the 501 Queen Street and the 505 Dundas Street going westbound.

Driving

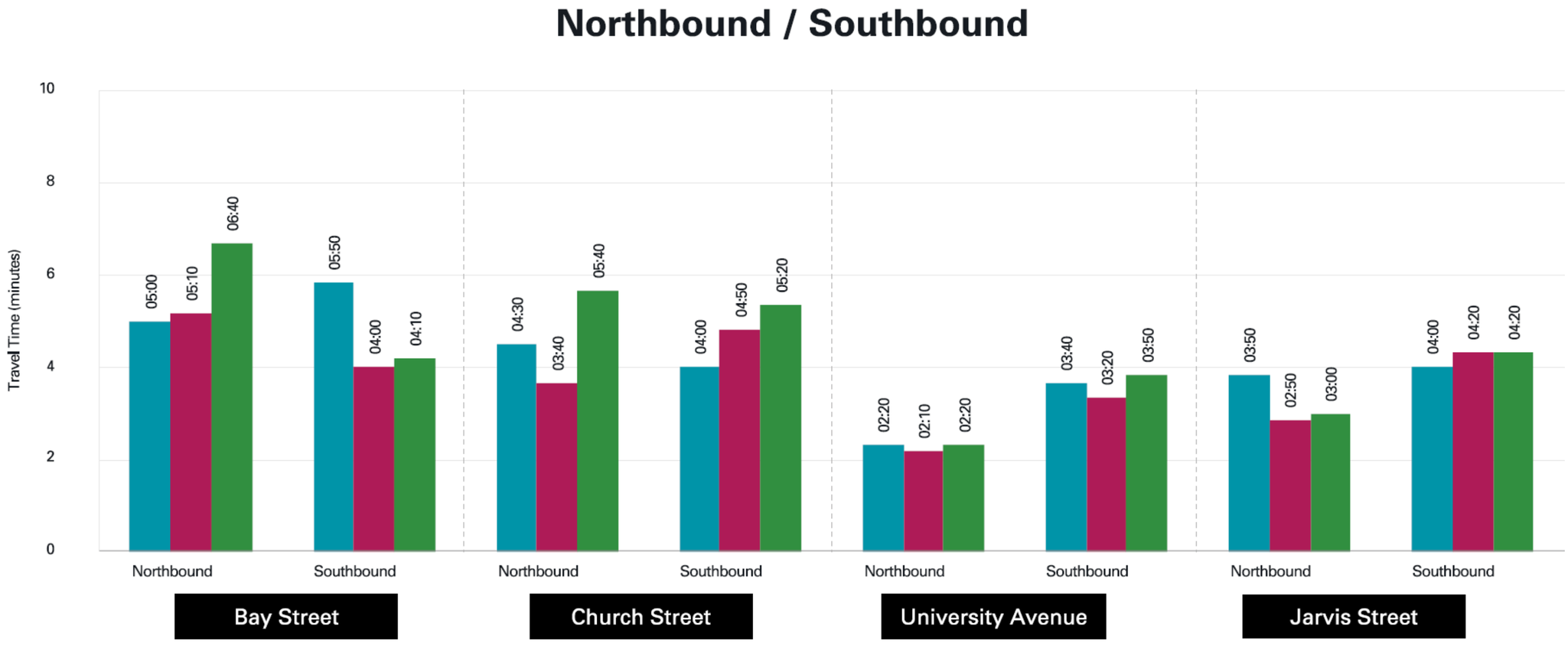
Traffic impacts between Queen Street, College Street, University Avenue and Jarvis Street have been estimated using a traffic simulation model.

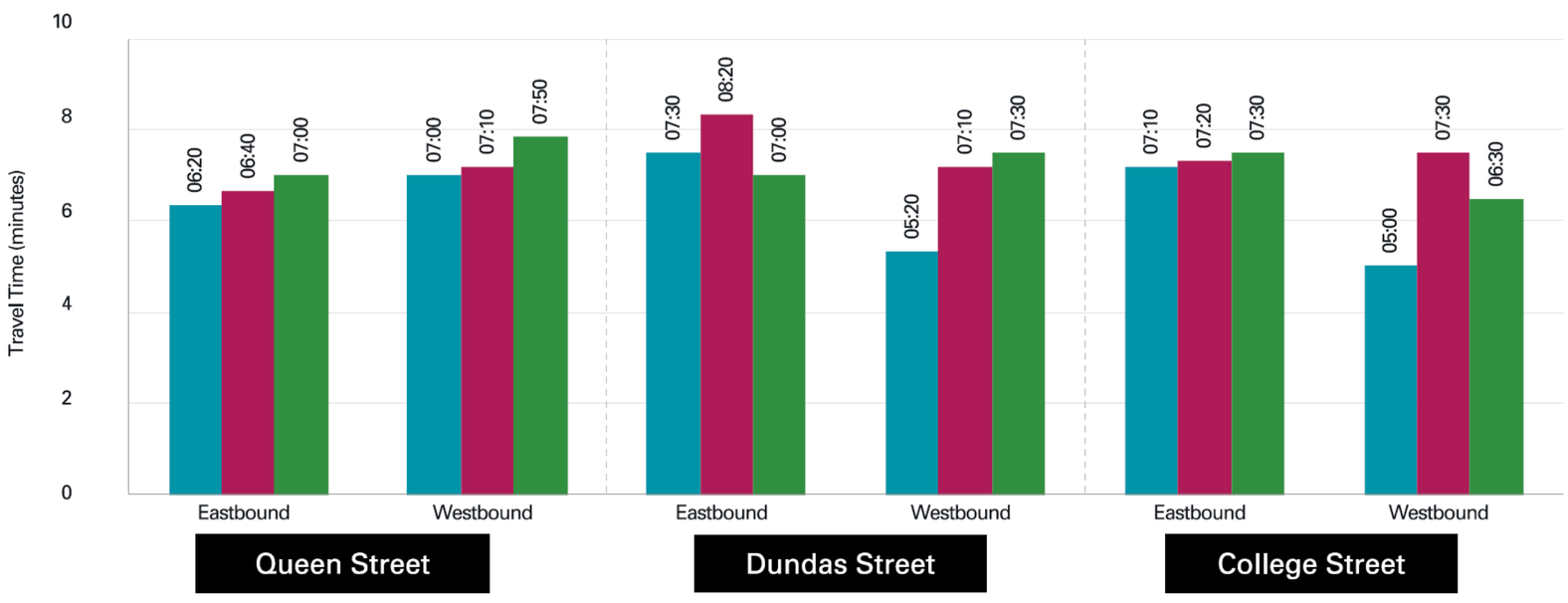
Concept 4c Intersection Changes:

- Yonge Street and Shuter Street westbound left turn ban
- Right turn permitted out of Eaton Centre parking garage
- Yonge Street and Gerrard Street southbound right turn ban
- Removal of all-way pedestrian crossing (scramble) at Yonge Street and Dundas Street intersection

Further modifications to intersection operations will be considered based on public feedback.

The charts below compare how long it would take to drive north-south from College Street to Queen Street or east-west from University Avenue to Jarvis Street in afternoon rush hour under current conditions, in 2031 if Yonge Street remains the same, and in 2031 if Design Concept 4c is implemented.





*Yonge Street results are not shown as through traffic is prohibited in Alternative 4

Legend

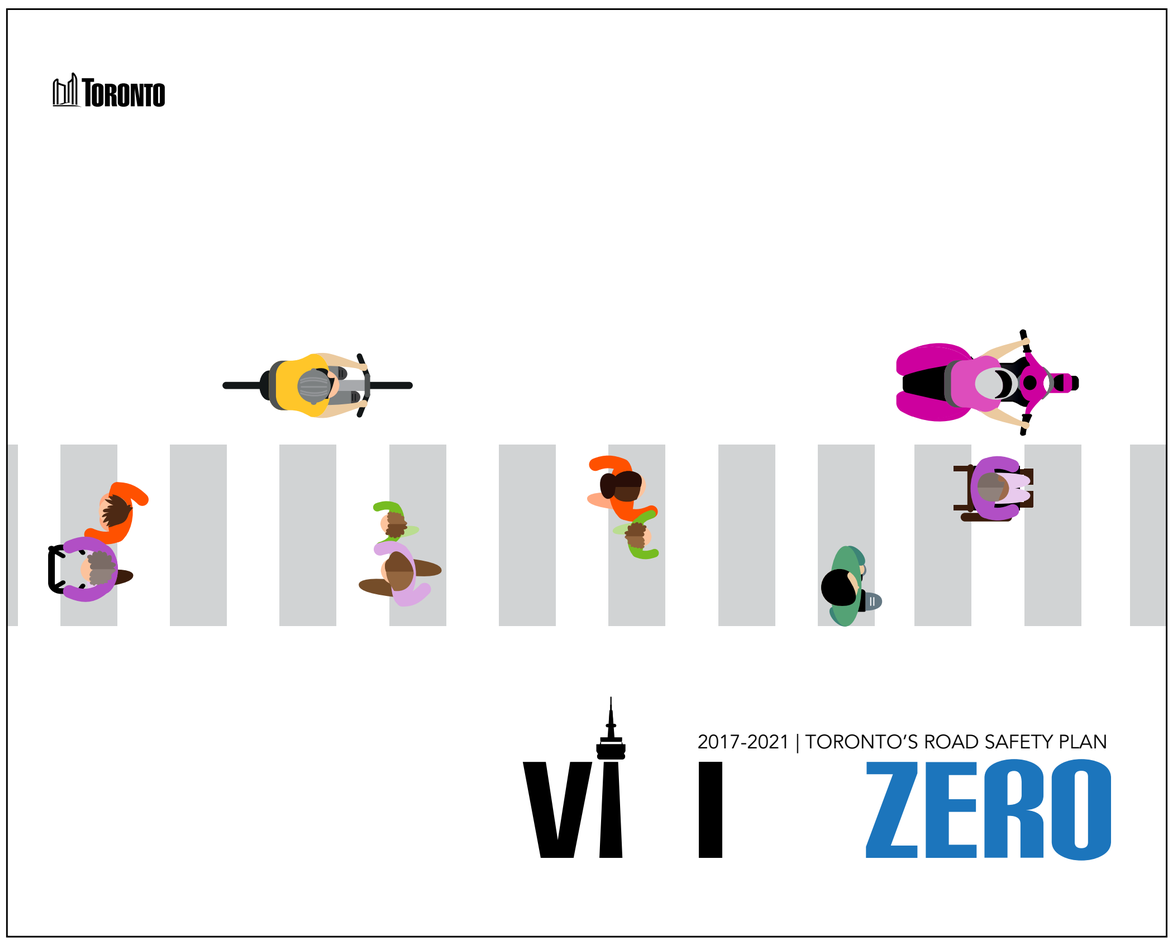
- Existing
- 2031 Do Nothing
- 2031 Recommended Design Concept 4c

This highest estimated increase in travel time would be 120 seconds on Church Street going northbound.

Safety

Vision Zero

An In Service Road Safety Review (ISSR) and a Road Safety Audit (RSA) were completed to inform the yongeTOmorrow design concepts.



The Recommended Design Concept supports the Vision Zero Road Safety Action Plan to prioritize the safety of vulnerable road users on Yonge Street by:

- Reducing:
  - Driving speeds
  - Car and truck volumes
  - Lane widths
  - Corner radii
  - Crossing distances
  - Posted speed limits to 30km/h

- Adding:
  - Wider sidewalks
  - Increased separation between pedestrians and drivers
  - Pedestrian priority areas
  - Cycle tracks
  - Leading Pedestrian Intervals (LPI's)
  - Signalized Pedestrian crossing
  - Consistent paving and crosswalk markings
  - Consistent lighting

Construction

After a design concept is approved by City Council, an Environmental Study Report is submitted to the Ministry of the Environment Conservation and Parks (MECP) for a 30-day Public Review period. After the project and funding are approved, an engineering team would be hired to develop the preferred concept into detailed plans prior to tender and construction.

The next phase of design will also refine plans for operations, maintenance, and street programming. This team will continue to consult with the community on construction schedules, phasing, and impacts.

The recommended timing of next steps is:

- Detailed Design 2021-2022
- Construction 2023-2025

It is estimated the construction will take more than one year to complete because it includes watermain renewal and utility relocations in addition to the road works.

The timing of next steps is subject to budget availability and capital coordination with the timing of other construction work in the study area

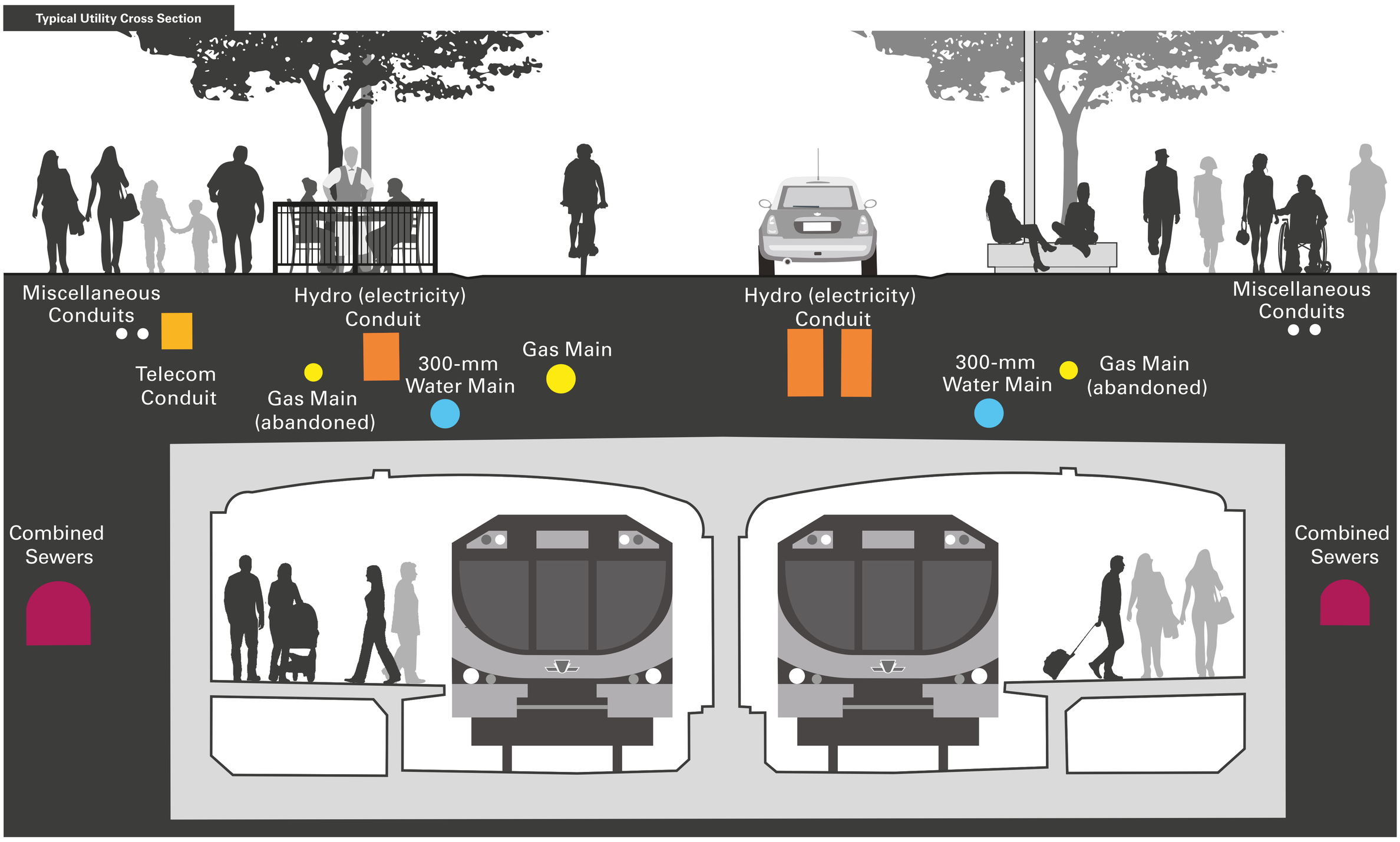
Post-Construction

- Educate users on new operations
- Temporary enhanced enforcement
- Monitoring for necessary operational and programming adjustments

Utilities

This diagram shows the typical layout of existing utilities in relation to the Recommended Design Concept and the chart describes utility impacts.

Utility	Impacts
Combined Sewers	Relocation of catch basins to new curb alignment.
Water	Relocation of watermain away from proposed street trees. Relocate hydrants and valve chambers to match new road alignment and elevations.
Toronto Hydro Electric System (THES)	Relocate distribution conduit awayfrom proposed street trees.
Telecommunications (multiple)	Minor adjustments to chambers for multiple service providers.
Gas	No change.
TTC subway	Minor adjustments to vent grates.
Geothermal (Enwave)	Adjustments to chambers.
Toronto Hydro Street lighting (THESL):	Relocate street lighting poles and conduits to new curb edge.

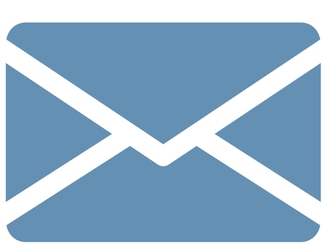


Next Steps

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

- Review and report on feedback
- Report to Council December 2020

Get involved



Join the mailing list

Stay up to date with project updates

Attend the Virtual Public Meeting

Wednesday,
September 16, 2020,
6:30 p.m. – 8 p.m.

Complete the online questionnaire

Give us your feedback by completing the online questionnaire

We want to hear from you!

toronto.ca/yongeTOmorrow

Contact:

Maogosha Pyjor

Senior Public Consultation Coordinator, City of Toronto

Telephone: 416-338-6866

Email: yongetomorrow@toronto.ca