

DI12.3

yonge**T**omorrow
meet us there

Toronto Accessibility Advisory Committee

November 20, 2020



Where We Are



COVID-19 Impacts and Responses

The CurbTO, ActiveTO and CaféTO programs have been implemented under the direction of the Mayor and Council based on consultation and recommendations from the Medical Officer of Health to address specific issues related to COVID-19.



CurbTO



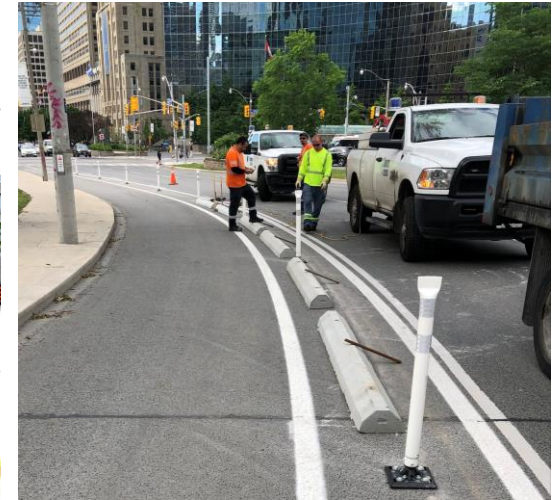
ActiveTO



CaféTO

COVID-19 Impacts and Responses

YongeTOmorrow continues to evaluate the Design Concepts by considering the needs of people using the street today and many years from now in a post-pandemic future.



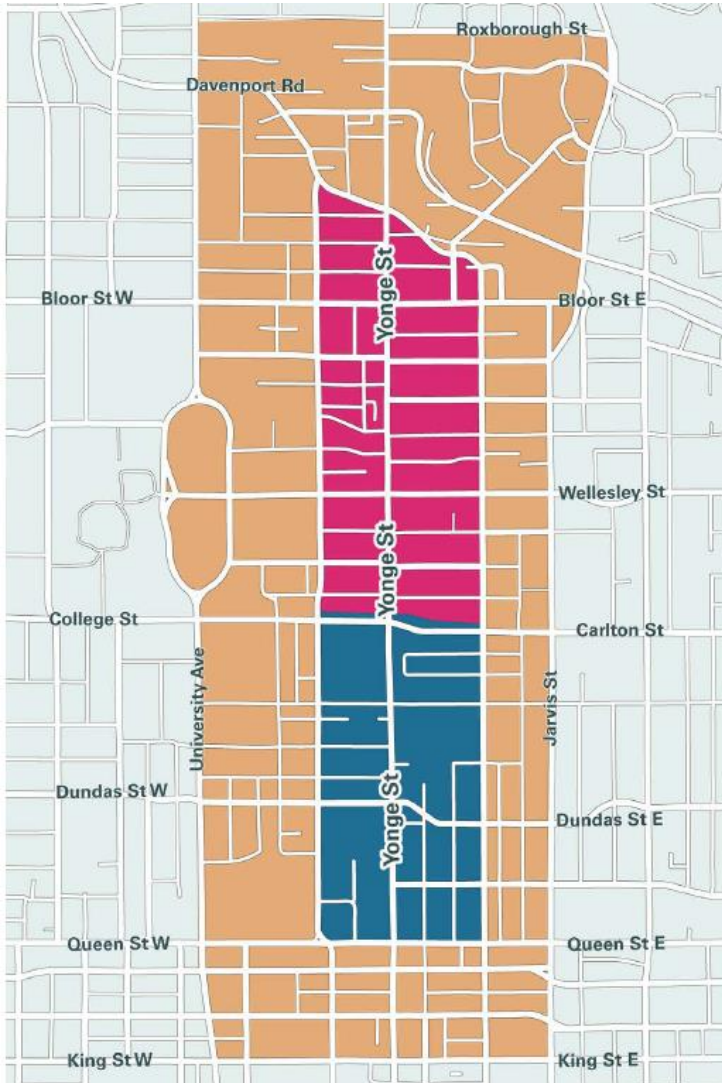
yongeTOMorrow Objectives

The recommended Design Concept would support short term recovery needs by:

- Providing more space for people walking and cycling
- Providing more space for outdoor cafés, vending, and on-street retail
- Improving equity and experience for those who walk, cycle, and take transit
- Providing public space for residents in the core with less access to parks and private outdoor spaces



Study 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



State of Good Repair



Mode Shift

More people are choosing to walk, cycle, and take transit (change 1996-2006)

Trips to/from Toronto



GO trips to/from outside Toronto have doubled to 41%



Driving has decreased to 37%

Trips in Toronto



Walking has doubled to 24%



Cycling has increased to 5%



Driving has decreased to 17%



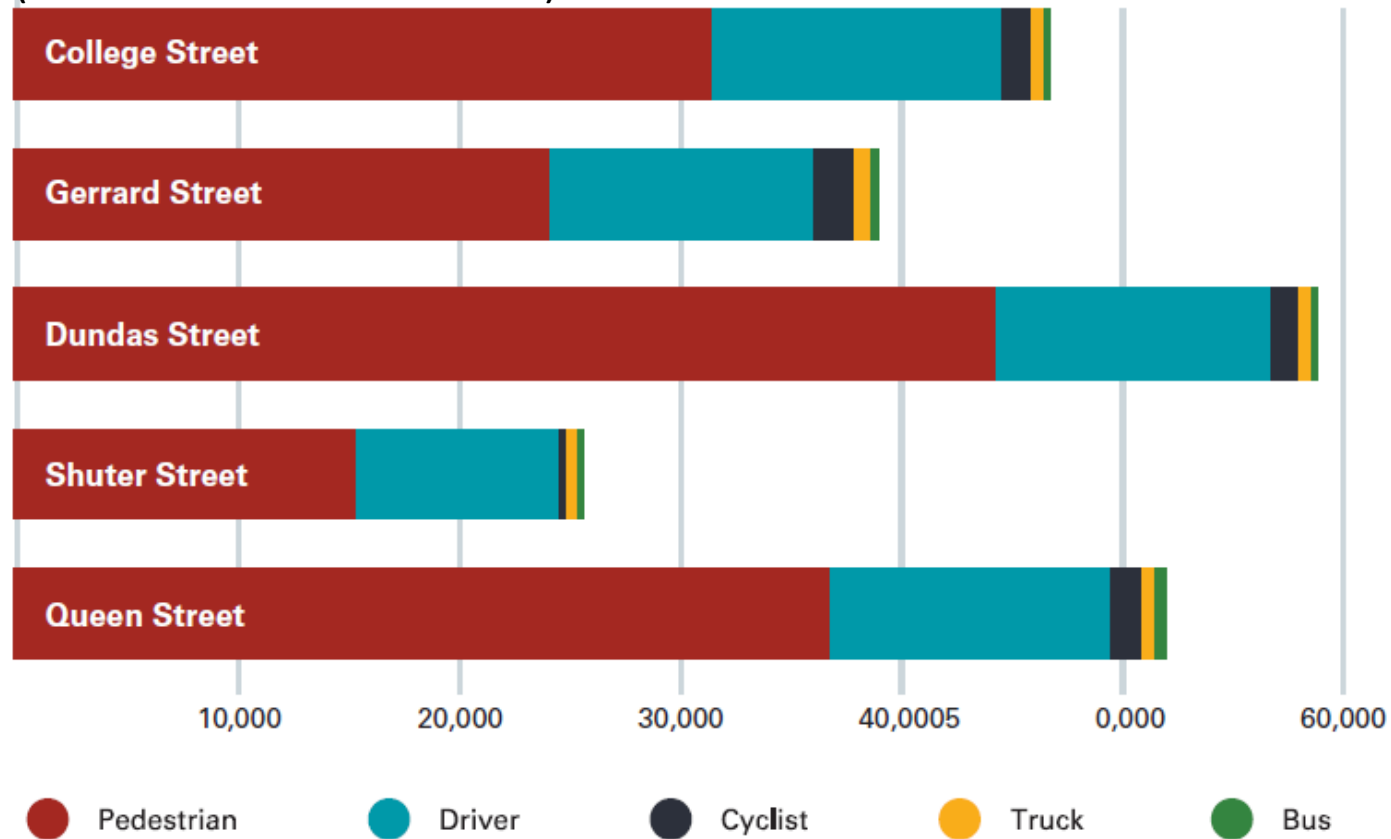
TTC mode share has increased to 49%

Mode Share



50-75% of people using Yonge Street are pedestrians

(8-hour intersection counts)



Growth



73%

increase in population between 1996 and 2016 to over 55,000



400

residents and jobs per hectare by 2031 according to Toronto's Official Plan



43%

increase in employment between 1996 and 2016 to over 225,000



8,500+

proposed condo units in development

City Policy

The City's Official Plan identifies Yonge Street as a Cultural Corridor and a Priority Retail Street that should be improved for walking, transit use, cycling, and social gathering, with space for seating, cafés, and greening.



Safety

yongeTOMorrow supports the Vision Zero Road Safety Action Plan to prioritize the safety of vulnerable road users by:

Adding:

- Protected space for walking and cycling

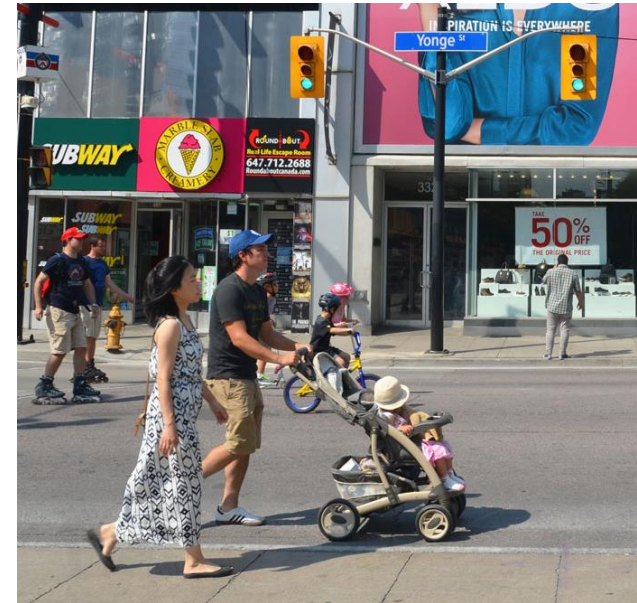
Reducing:

- Number of driving lanes
- Driving speeds
- Car and truck volumes
- Corner radii
- Crossing distances

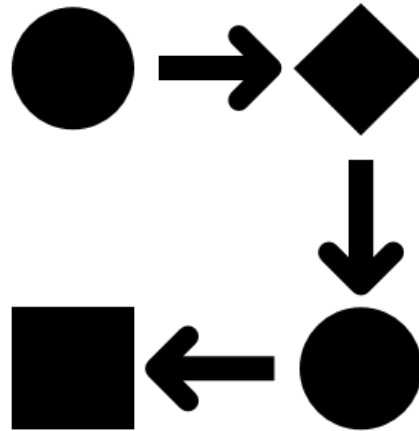


Equity

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



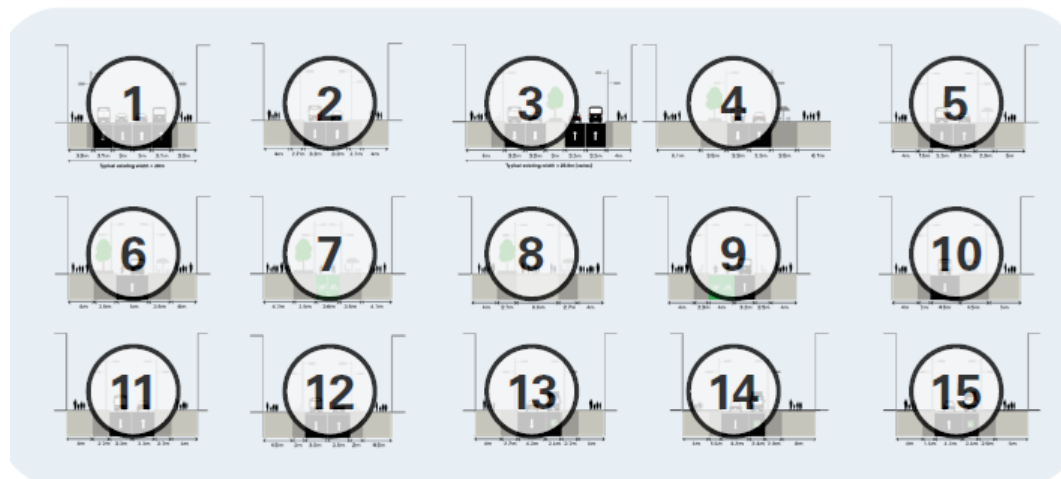
Study Process



How Did We Get Here?



Public Event #1 (May 2019)
 15 possible Street Design Options and a set of evaluation criteria were developed

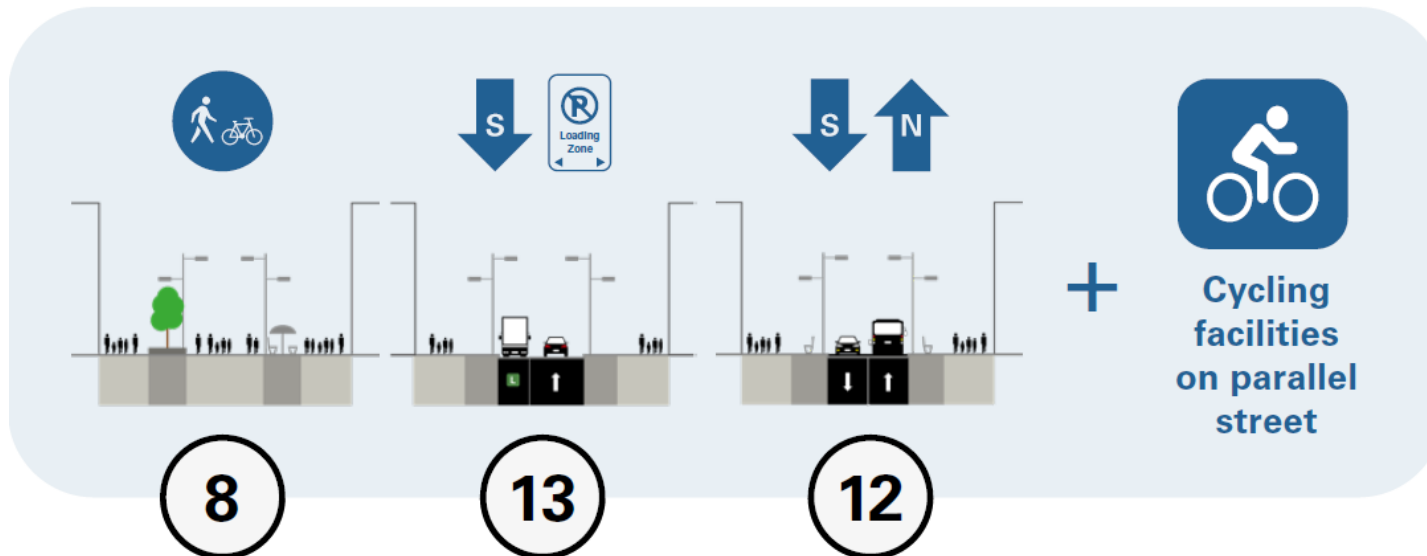


How Did We Get Here?

Report to Infrastructure and Environment Committee (October 2019)

Evaluation identified a Short List of three Street Design Options:

Short List of Street Design Options















How Did We Get Here?

Public Event #2 (November 2019)

Four Alternative Solutions were developed by applying one of the three Street Design Options to each block of Yonge Street.

Short List of Alternatives



	Alternative 1	Alternative 2	Alternative 3	Alternative 4	
Gerrard Street to College Street	↓ S ↑ N	↓ S ↑ N	↓ S ↑ N	↓ S ↑ N	
Elm Street to Gerrard Street	↓ S ↑ N	↓ S 			 + Cycling facilities on University Avenue
Dundas Square to Elm Street	↓ S ↑ N				
Shuter Street to Dundas Square	↓ S ↑ N	↑ N 		↑ N 	
Queen Street to Shuter Street	↓ S ↑ N	↑ N 		↓ S ↑ N	

What We Heard

Public Event #2 (November 2019)



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



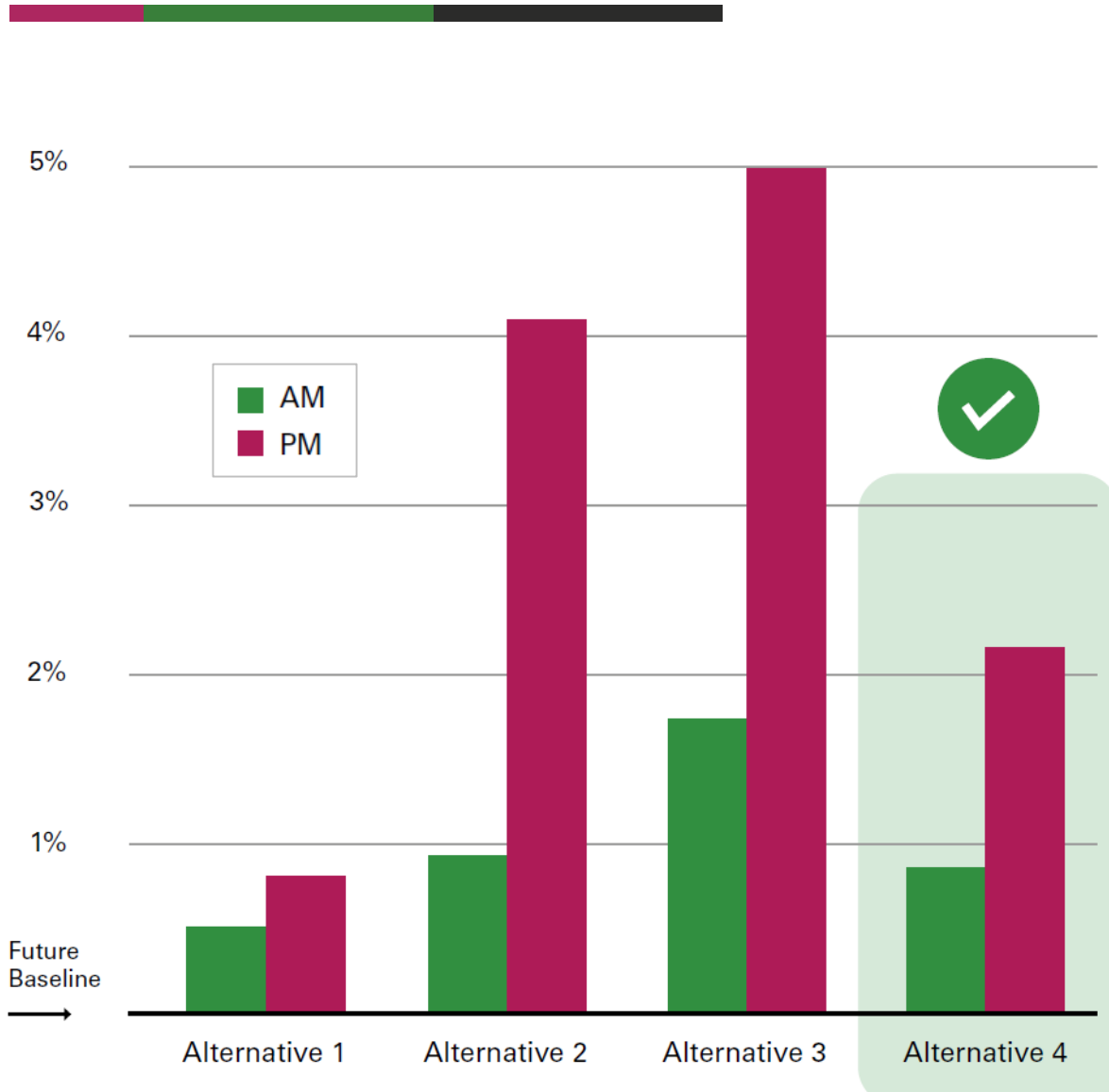
1 Design Review Panel Presentation

What We Heard

Public Event #2 (November 2019)

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			

What We Learned from the Traffic Model

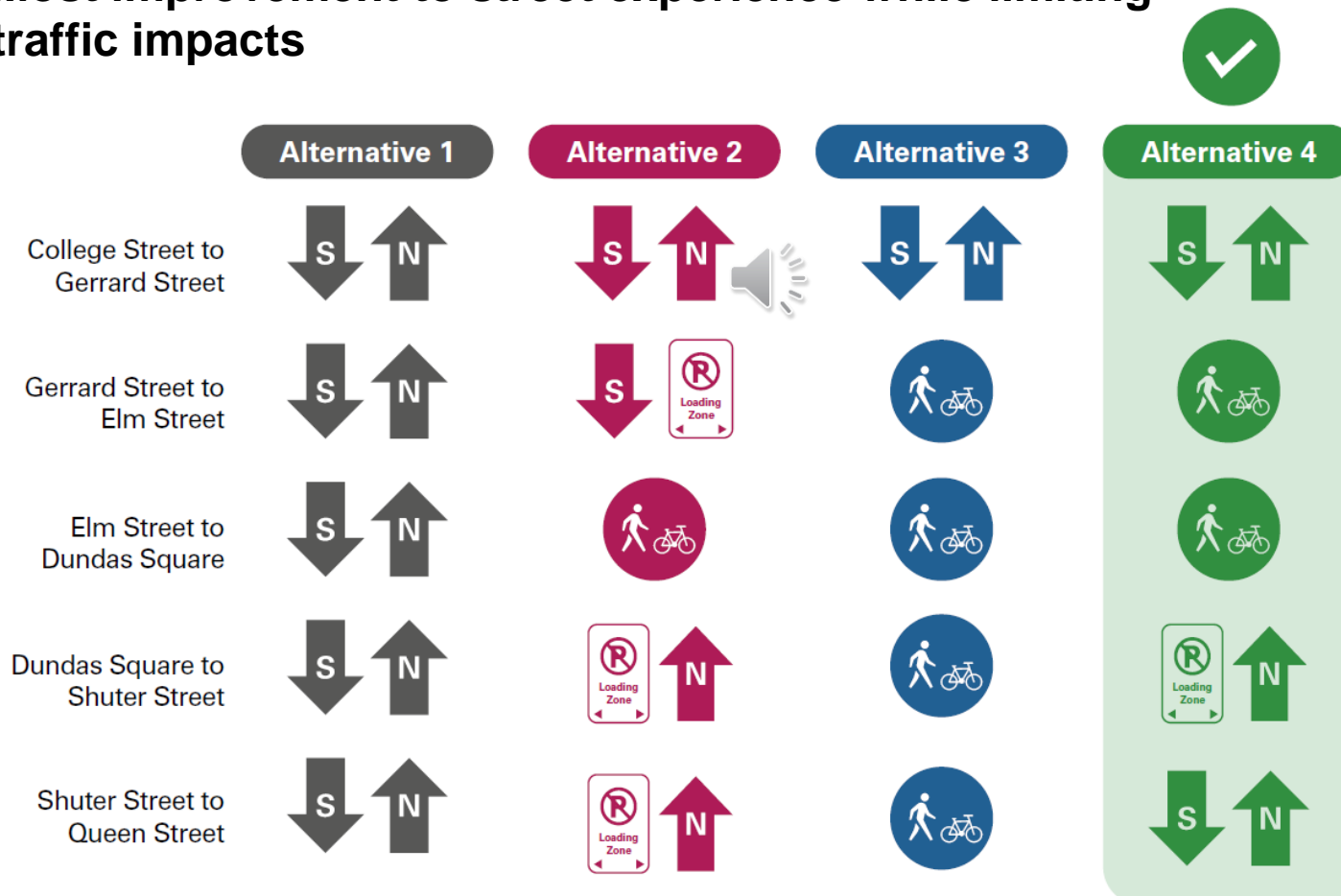


The longest delays in Alternative 4 were about 90 seconds

Confirming the Preferred Alternative

Alternative 4:

Most improvement to street experience while limiting traffic impacts

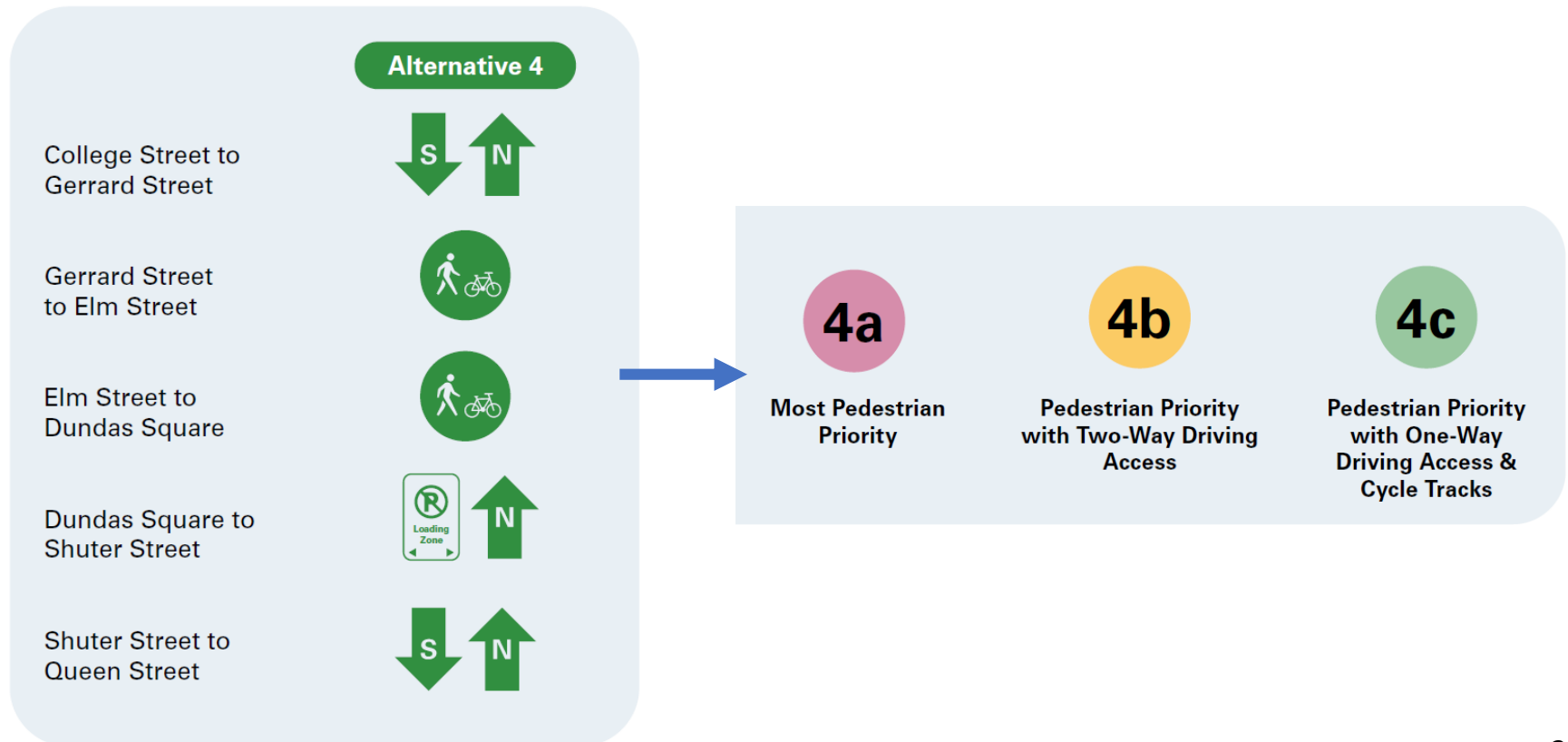


Getting to the Recommended Design Concept

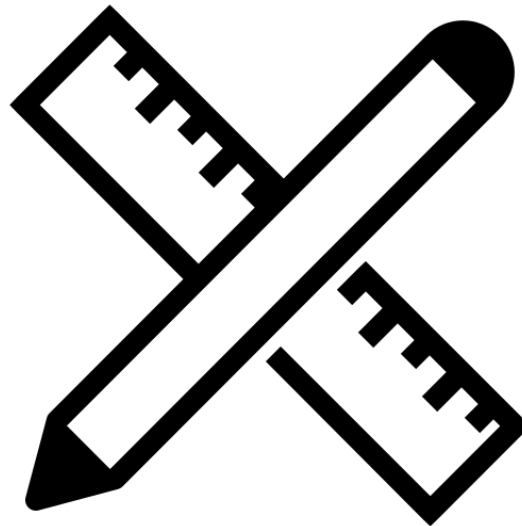
Public Event #3 (September 2020)

Alternative 4 was then developed into three Design Concepts.

We are here



Round 3 – The Design Concepts



Summary of Design Concepts

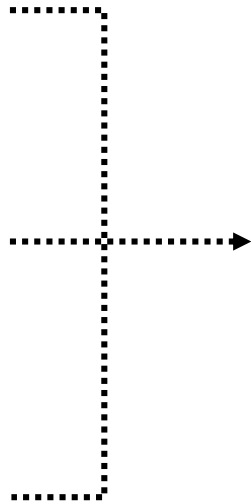
Public Event #3 (September 2020)









We are here

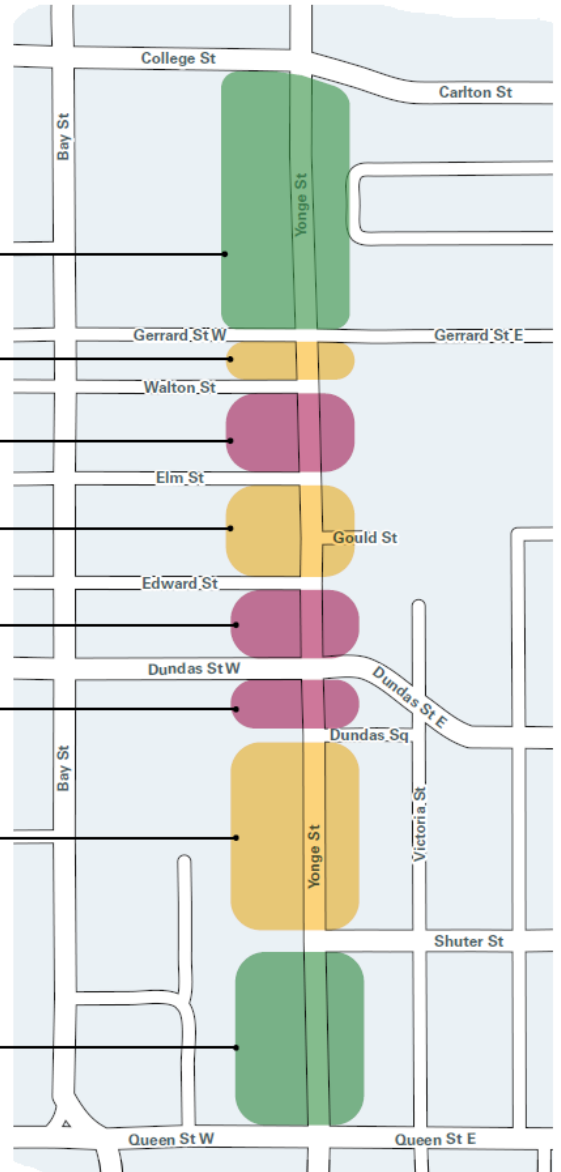
Block	4a Most Pedestrian Priority	4b Pedestrian Priority with Two Way Driving Access	4c Pedestrian Priority with One Way Driving Access & Cycle Tracks
College Street to Gerrard Street			
Gerrard Street to Walton Street			
Walton Street to Elm Street			
Elm Street to Edward Street			
Dundas Square to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



4C – Recommended Design Concept



- 
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



4C – Recommended Design Concept

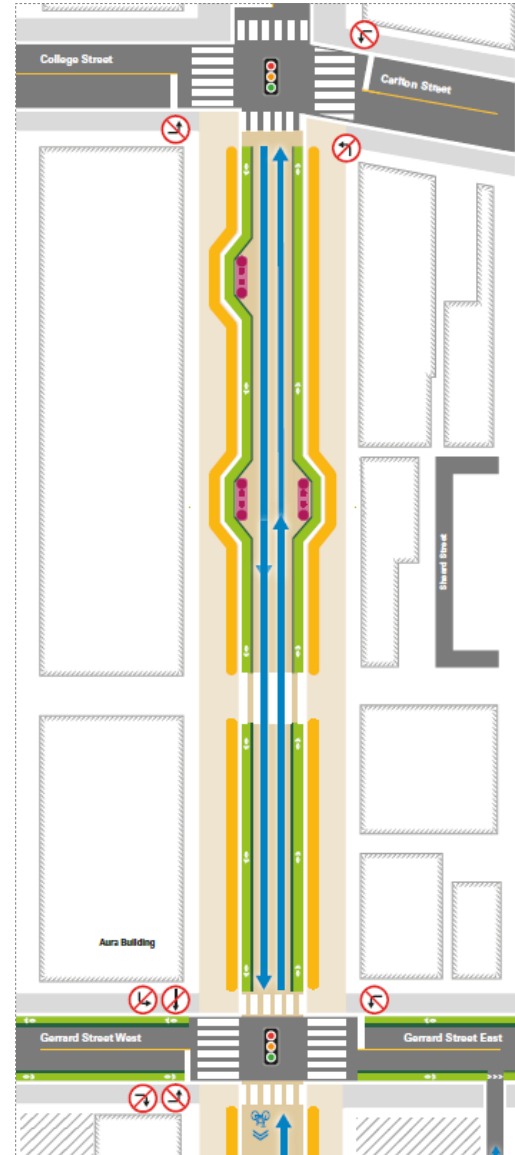
College Street to Gerrard Street – Two-Way Driving Access with Cycle Tracks












4C – Recommended Design Concept

College Street to Gerrard Street Two-Way Driving Access with Cycle Tracks

Typical cross section between College/
Carlton Street and Gerrard Street



Legend:

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

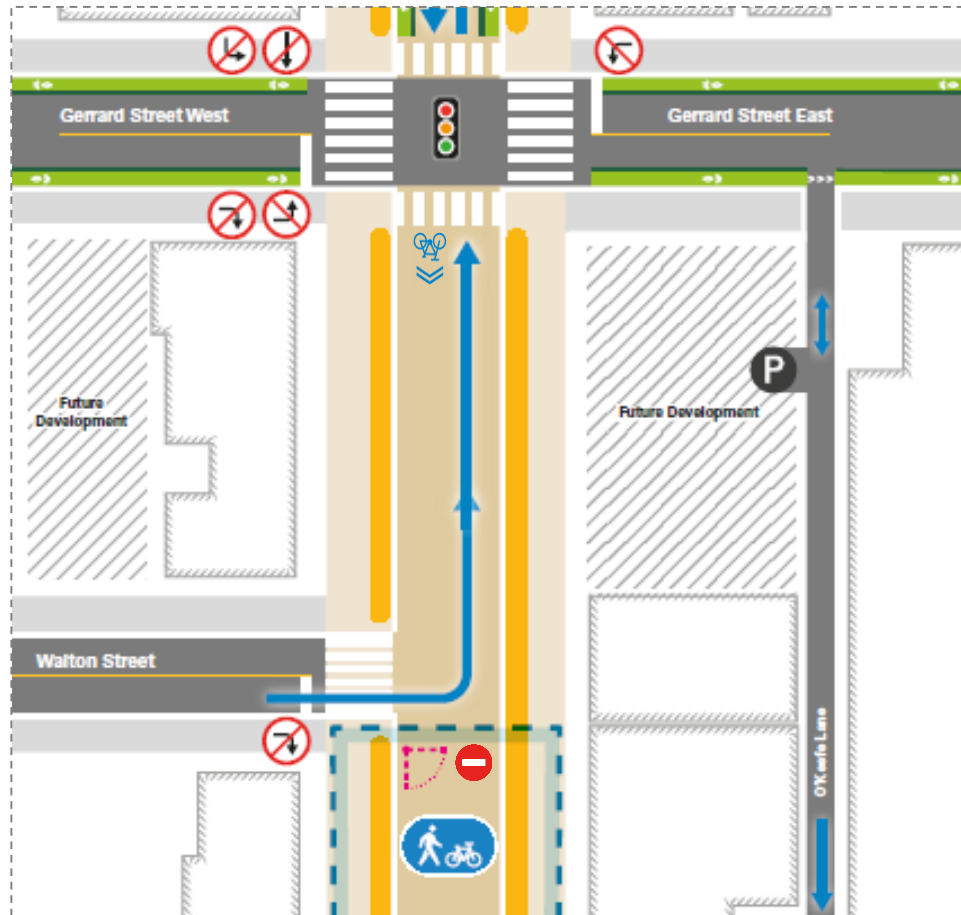
4C – Recommended Design Concept

Gerrard Street to Walton Street – One-Way Driving Access



4C – Recommended Design Concept

Gerrard Street to Walton Street – One-Way Driving Access



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

4C – Recommended Design Concept

Walton Street to Elm Street – Pedestrian Priority



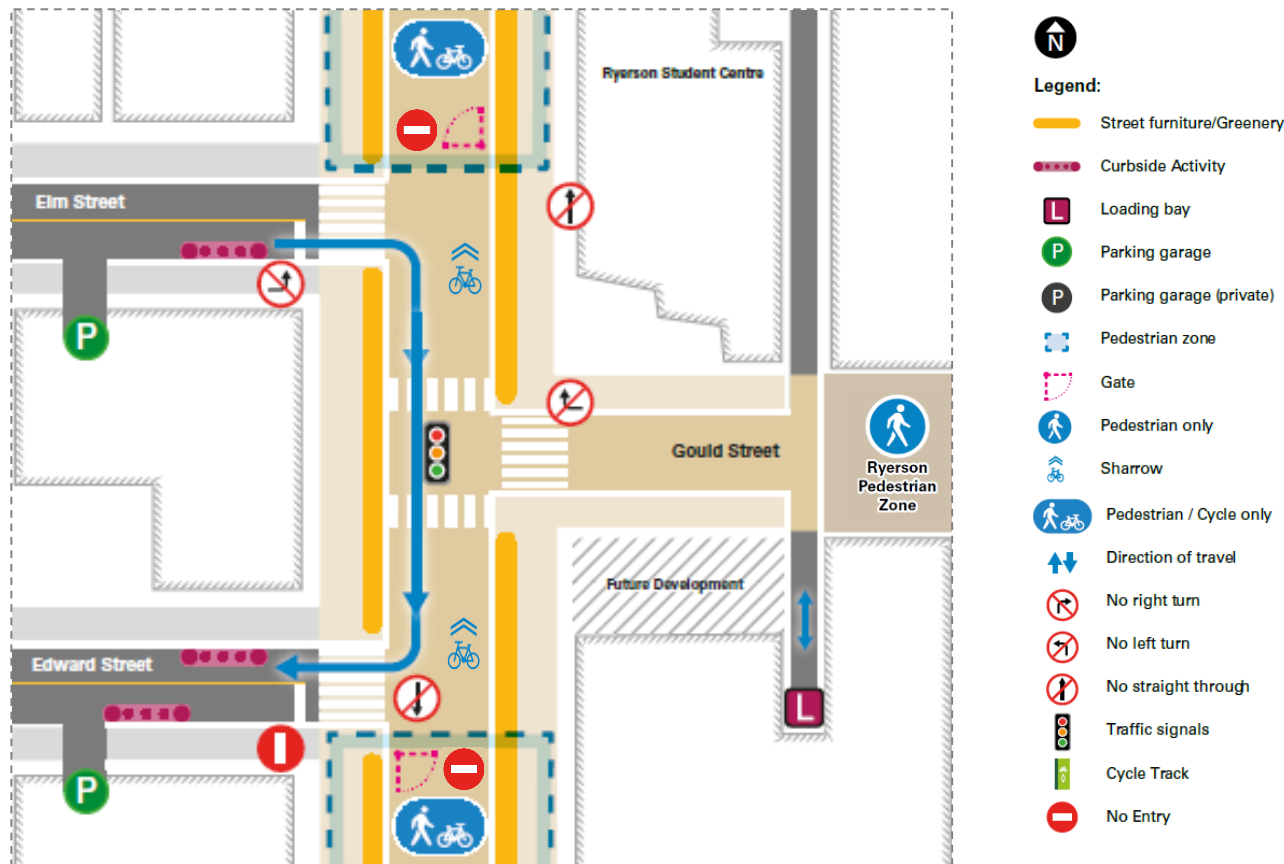
4C – Recommended Design Concept

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



4C – Recommended Design Concept

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



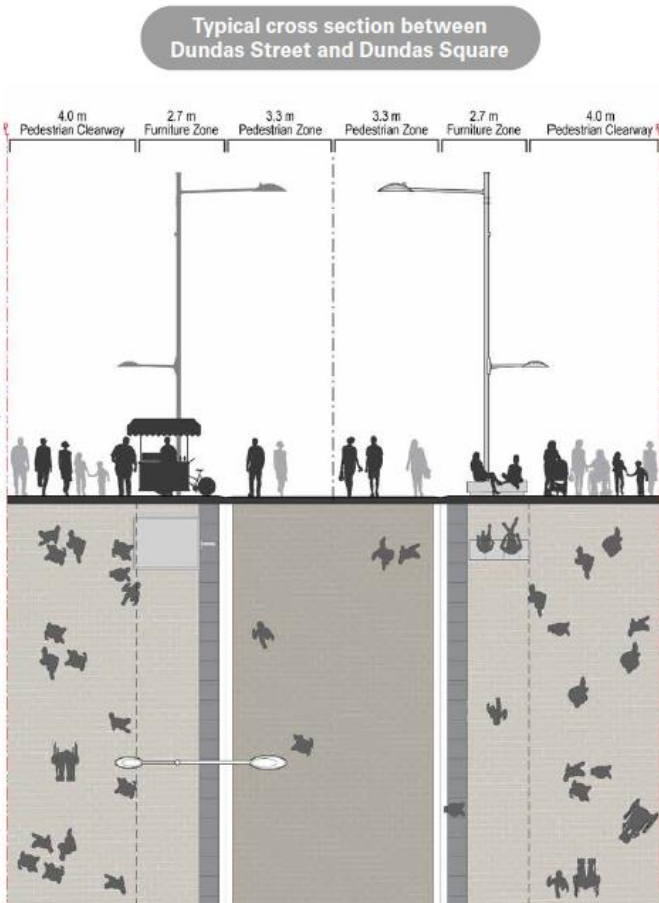
4C – Recommended Design Concept

Edward Street to Dundas Square – Pedestrian Priority



4C – Recommended Design Concept

Edward Street to Dundas Square Pedestrian Priority



4C – Recommended Design Concept

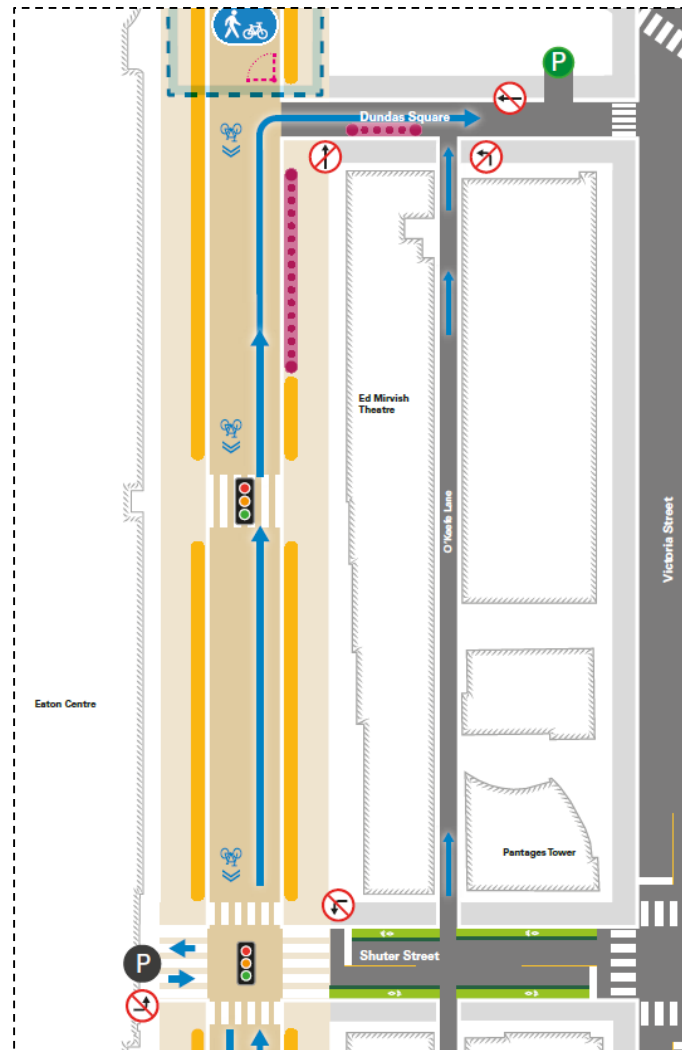
Dundas Square to Shuter Street – One-Way Driving Access Northbound



4C – Recommended Design Concept

Dundas Square to Shuter Street One-Way Driving Access Northbound

Typical Cross Section Between Dundas Square and Shuter Street



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

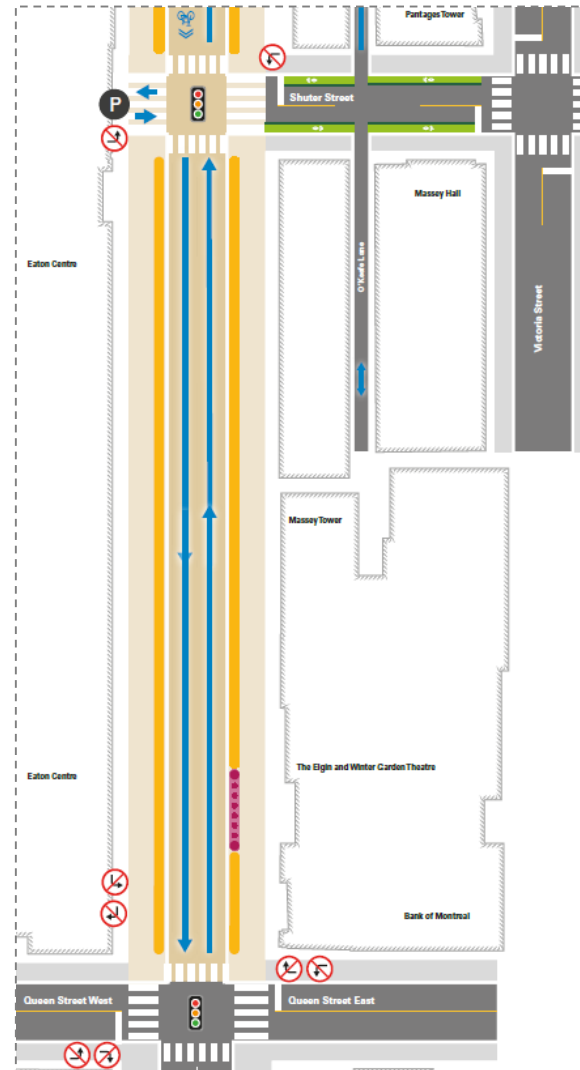
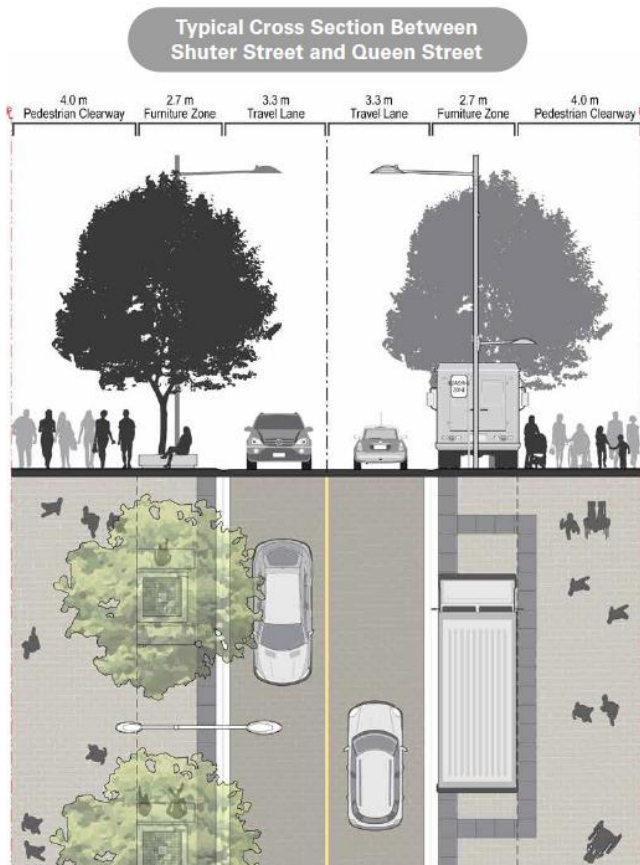
4C – Recommended Design Concept

Shuter Street to Queen Street – Two-way driving access













4C – Recommended Design Concept

Shuter Street to Queen Street Two-way driving access



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

Developing Design Details

Managing Driving Access

Automated gates are recommended to limit vehicle access to pedestrian priority zones during the day.



Example of automated gate, Den Haag, Netherlands

Developing Design Details

Lighting

It is recommended that the lighting on Yonge Street be simplified by combining pedestrian and vehicular lights on the same pole.



Front Street East, Toronto, Ontario

Developing Design Details

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.



Carden Street, Guelph, Ontario

Developing Design Details

Contrasting Colours and Textures

Dark Colour Tumbled Pavers
Roadway

Light Colour Smooth Pavers
Pedestrian Clearway

Dark Colour Rough Face
Tactile Warning Strip

Mountable Curb



Developing Design Details

Contrasting Colours and Textures

Dark Colour Tumbled Pavers
Roadway

Rough Face
Tactile Warning Strip

Light Colour Smooth Pavers
Pedestrian Clearway



Carden Street, Guelph, Ontario

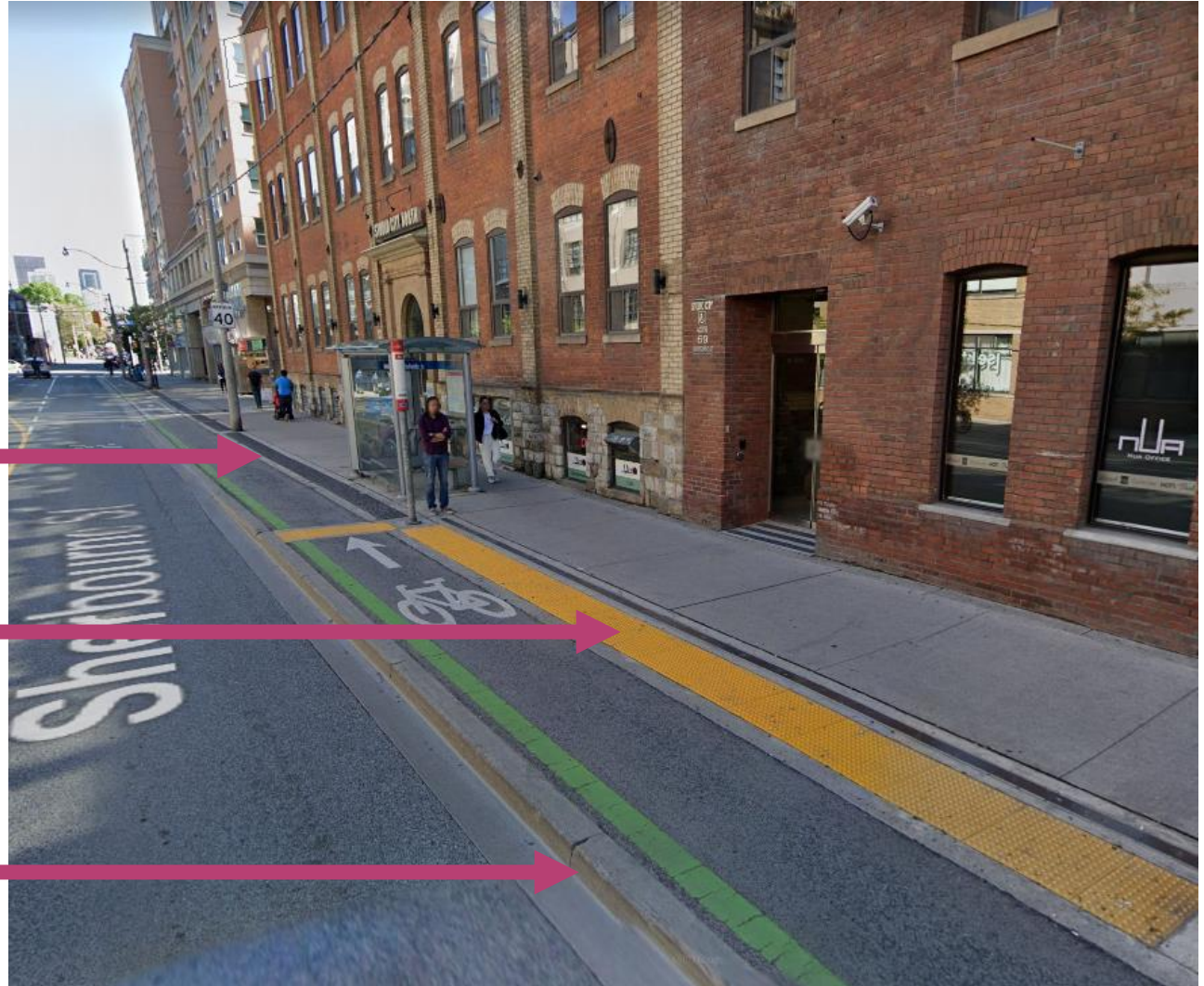
Developing Design Details

Cycling & Transit

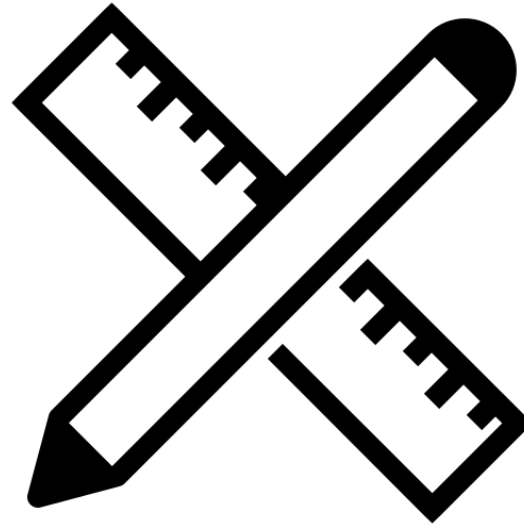
Dark Colour Rough
Face Tactile Warning
Strip

Transit Stop yellow
tactile indicator

Raised barrier curb
at transit stop



Evaluation & Impacts



Cycling

Design Concept 4c recommends a separated cycling facility on Yonge Street from College Street to Gerrard Street and on University Avenue from College Street to Adelaide Street.



- Recommended Cycling Facility —
- Existing Bike Lane / Cycle Track —
- Existing Sharrows •••
- Existing Temporary Cycle Track to be evaluated as part of ActiveTO in 2021 —



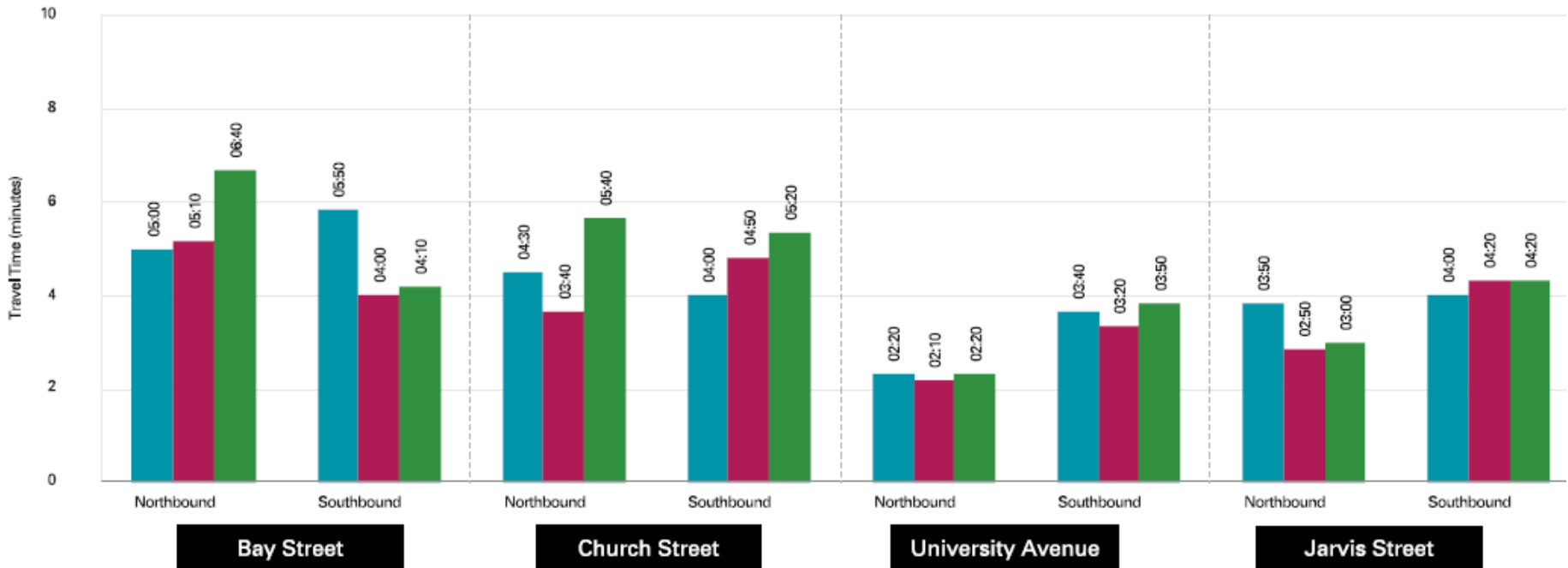
Driving



North-South driving times between College Street and Queen Street during afternoon rush hour

Legend

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

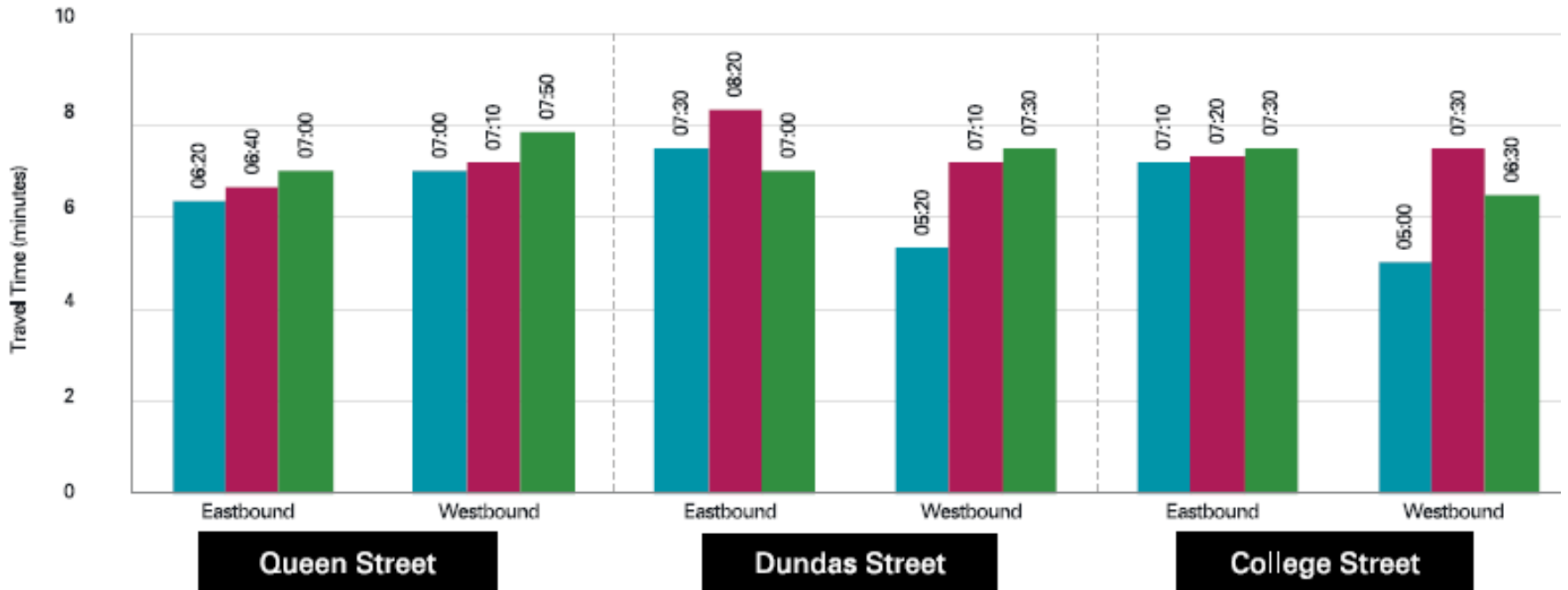


Driving

East – West driving times between University Avenue and Jarvis Street during afternoon rush hour

Legend

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

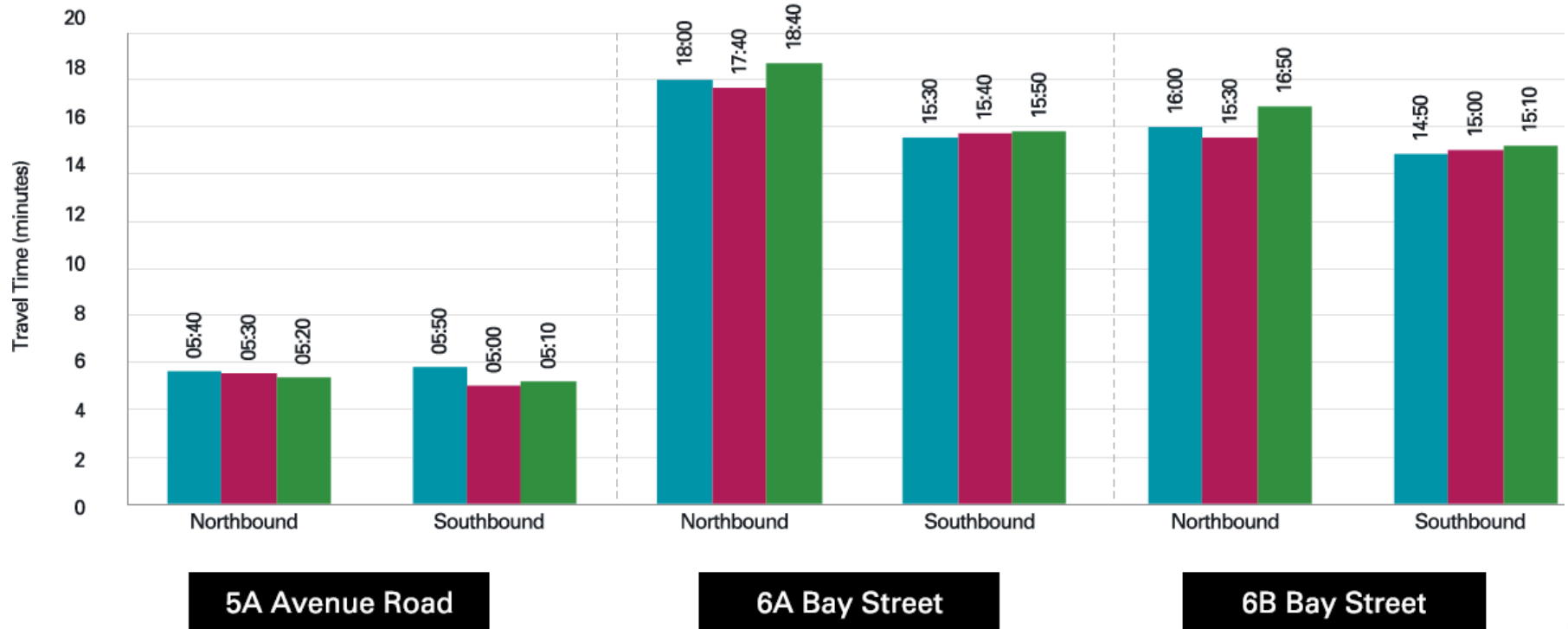


Transit

North-South bus travel times between College Street and Queen Street during afternoon rush hour

Legend

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

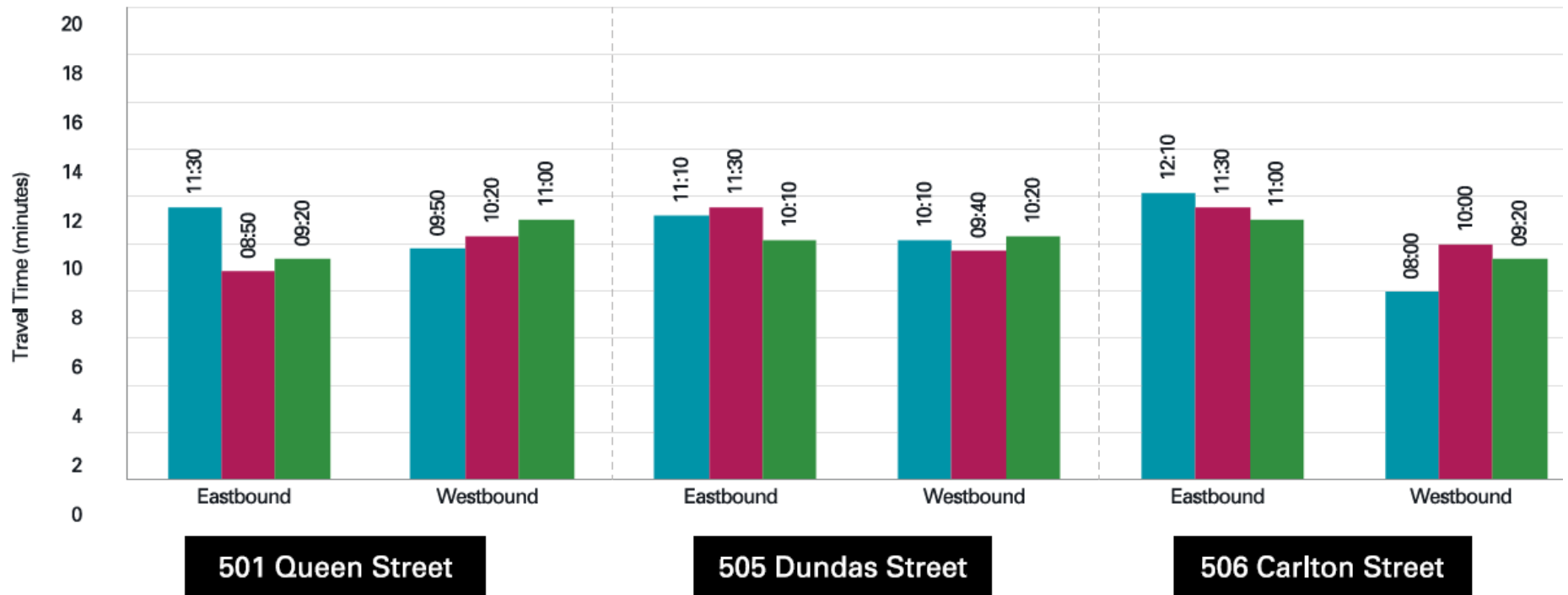


Transit

East-West streetcar travel times between University Avenue and Jarvis Street during afternoon rush hour

Legend

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

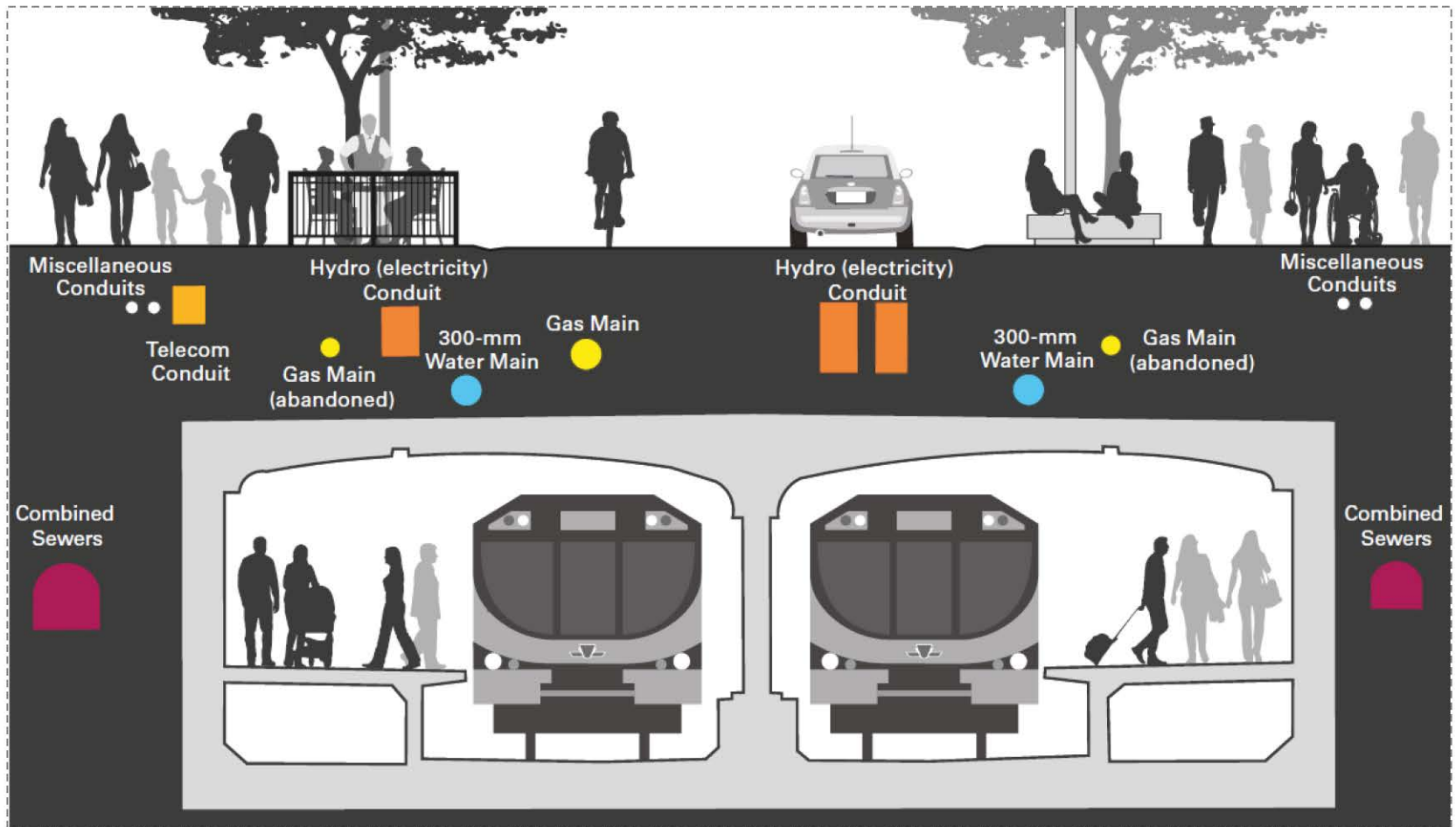


Why 4C is the Recommended Design Concept

Evaluation Criteria	4a – Most Pedestrian Priority	4b – Pedestrian Priority with Two-Way Driving Access	4c – Pedestrian Priority with One-Way Driving Access & Cycle Tracks
<ul style="list-style-type: none"> • Pedestrian Movement • Pedestrian Experience • Retail & Tourism • Greening • Street Flexibility • Special Events • Public Safety • Health & Wellbeing 	Best 	Good 	Better
<ul style="list-style-type: none"> • Cycling 	Better 	Good 	Best
<ul style="list-style-type: none"> • Driving • Transit • Curbside Activity 	Good 	Best 	Better
<ul style="list-style-type: none"> • Cost Effectiveness 	Better 	Best 	Best

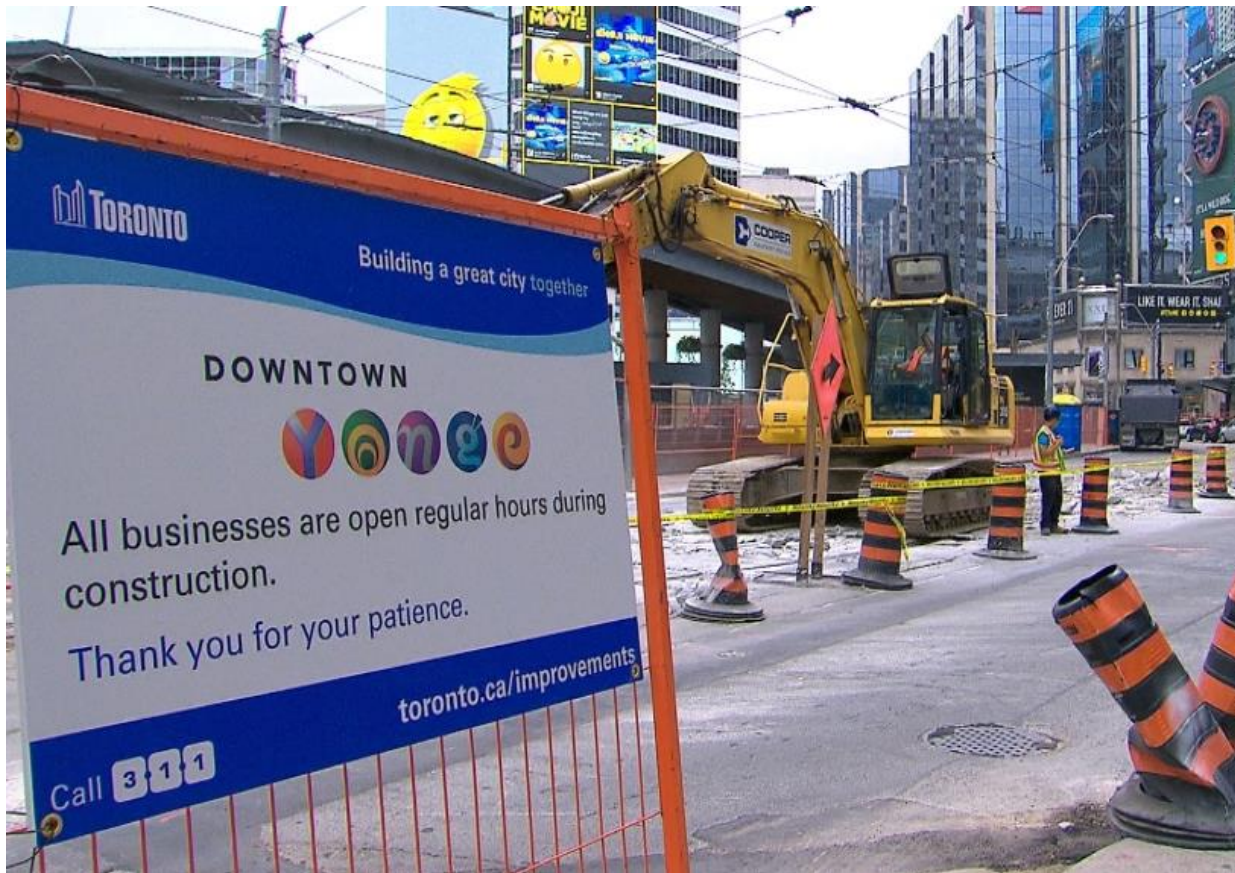
Utilities

This diagram shows the typical layout of existing utilities in relation to the Recommended Design Concept.



Construction

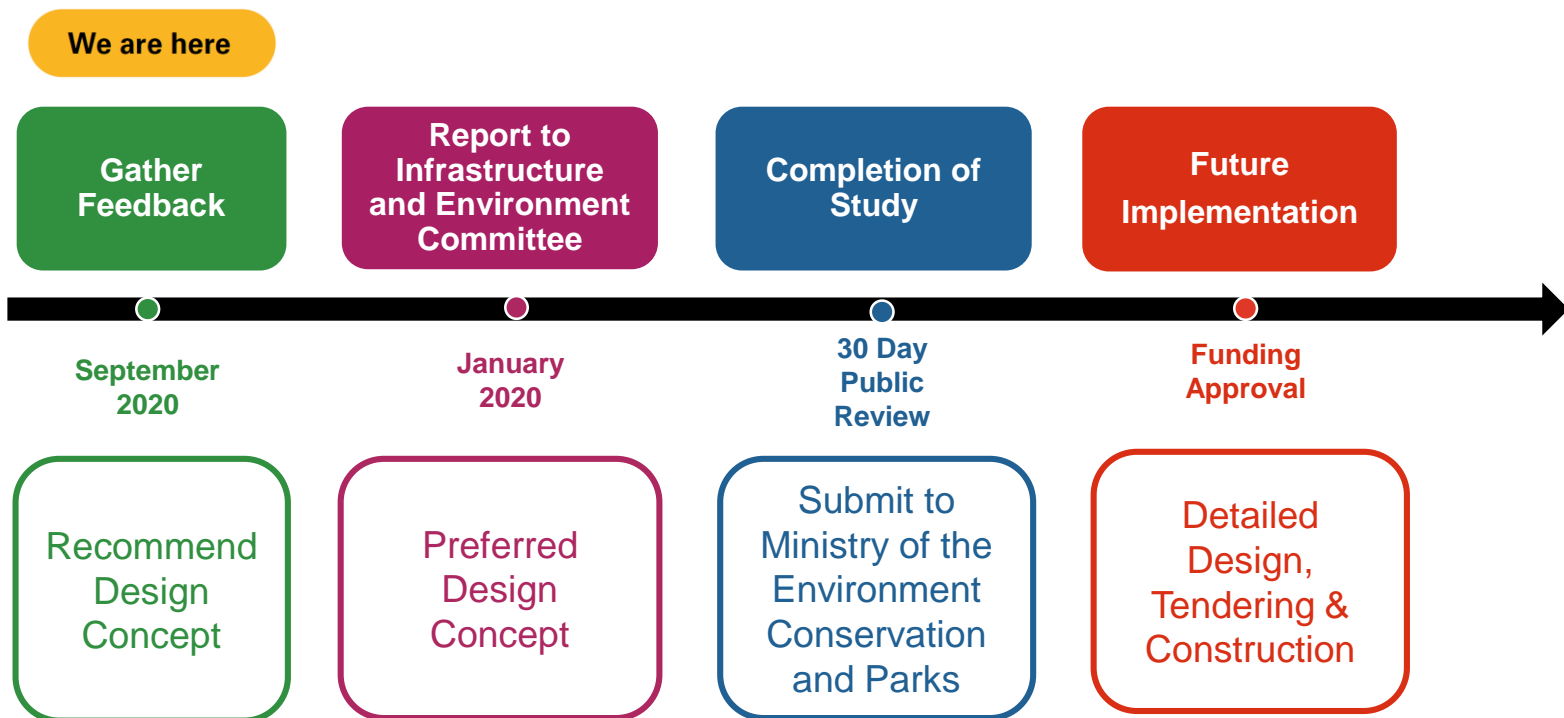
After the project and funding are approved, an engineering team would be hired to develop the preferred concept into detailed plans for tender and construction.



Next Steps

After Public Event #3, the following activities will be carried out:

- Review and report on feedback
- Report to Infrastructure and Environment Committee December 2020



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meet us there



TORONTO



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 **The Planning
Partnership**

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