



Policy Direction Highlights - Booklet 4

DOWNTOWN MOBILITY

The transportation system for Downtown should form a well-connected and integrated network that provides a range of safe and sustainable travel choices to improve mobility and accessibility for all people. We need to utilize our existing Downtown transportation infrastructure more efficiently, providing people with more sustainable travel choices that reduce their dependence on the private automobile.

Downtown's narrow street rights-of-way and compact urban form create opportunities and challenges to rebalancing transportation modes, including walking, cycling and surface transit on key corridors. The current Downtown transportation system must continue to support economic growth and job creation, which includes facilitating the movement of goods into and out of the core.

Complete Streets

G1

Downtown will continue to grow, but the amount of space within the street rights-of-way is finite. The City's Complete Streets Guidelines initiative has three broad objectives: streets for people, placemaking, and prosperity. These objectives will be achieved on streets gradually over time through a variety of initiatives including: area planning studies; environmental assessments; capital and maintenance construction projects; or through other street improvement initiatives.

Several Downtown streets have multiple competing interests on narrow rights-of-way and will need special focus to determine the specific priorities and acceptable trade-offs.

Create a More Walkable Downtown

G2

G5

G8

There are places where the pedestrian experience should be prioritized. As part of Toronto's Walking Strategy, the Transportation Services Division has developed a proposed city-wide Pedestrian Priority map that identifies areas with high levels of pedestrian activity. Building on this map, a Downtown Pedestrian Priority Network can be refined by adding criteria such as the location of both residential and non-residential growth to identify and prioritize pedestrian improvements.



Pedestrians on King Street West (Credit: City of Toronto)

G

POLICY DIRECTIONS

G1: Design, allocate, and better utilize the finite amount of public street rights-of-way Downtown to move people more efficiently, to create vibrant public spaces, and to support the economic prosperity of Downtown and the surrounding region.

G2: Create a Downtown Pedestrian Priority Network to identify and prioritize pedestrian and public realm improvements for specific streets and areas in coordination with the City's Walking Strategy.

G5: Activate laneways as additional walking routes and as parts of the public space network Downtown.

G8: Target investment in pedestrian infrastructure in areas of future growth.

Activating Laneways

Downtown laneways offer a unique opportunity to augment the street-oriented pedestrian network by providing additional walking routes. Other cities, such as Melbourne and Vancouver, have transformed some of their Downtown lanes from a service function to an integral part of their larger public space network.

Consultation and careful design will be needed to ensure that the service and operation functions of the laneways are maintained.

Linking Improvements to Growth

As development continues, new or upgraded pedestrian infrastructure will be required. Improvements should be directed to areas where growth is concentrated in order to address future pressures on the public realm. However, improvements in walkability should also address existing issues. Some of these include a need to improve the connectivity and safety of walking routes to local neighbourhood destinations such as schools, community centres, and libraries. Improvements may also include adding new pedestrian amenities and street furniture such as benches and street trees.

Supporting the Cycling Network

G10 G11 G12

The City's recently completed 10-year Cycling Network Plan identifies a series of city-wide cycling routes and includes an associated capital spending plan. Through the development of the Network Plan, additional routes were identified for future study and implementation beyond the 10-year timeframe. As part of TOcore additional Downtown cycling infrastructure will be identified that builds on the already-approved Plan to serve existing and future demand.



City's Bike Share Program (Credit: City of Toronto)

G POLICY DIRECTIONS

G10: Identify and map additional priority cycling routes Downtown that build on the city's 10-year Cycling Network Plan to achieve a highly connected Downtown cycling network that is safe, convenient and comfortable for cyclists.

G11: Encourage more bicycle parking Downtown, informed by the City's Bicycle Parking Strategy.

G12: Expand and improve the Bike Share program Downtown to align with population and employment growth.

Unlocking Surface Transit

G13 G14 G15 G17 G18 G19

On an average weekday, approximately 258,000 customers use the streetcar routes that operate in and around our Downtown. The Downtown streetcar streets will continue to see tremendous population and employment growth in the coming decades, leading to further demand on these already heavily subscribed routes.

Investments in enhanced streetcar infrastructure (e.g. dedicated rights-of-way, transit priority, enhanced stops) has brought favourable increases to transit ridership and reliability on the Queens Quay, Spadina and St. Clair streetcar routes.

A Vision for King Street

The King streetcar route is the busiest surface transit route in the City, carrying over 65,000 riders on an average weekday. Streetcar operations have suffered from slow travel speeds, delays caused by traffic signals and turning vehicles, unreliable headways leading to bunching, and long dwell times at busy transit stops. The significant growth of pedestrian activity from the new developments around King Street coupled with the longer passenger service

times required to serve the increasing ridership, has reduced the traffic capacity of King Street.

The King Street Pilot Study is a city-building exercise that will explore bold, transformative ideas for how to re-allocate space in the right-of-way to improve transit while creating a great civic street in the heart of Downtown Toronto.

More information can be found at:

toronto.ca/kingstreetpilot

Enhancing the Network

North-south surface bus routes, such as Bay Street, Sherbourne Street, and Parliament Street have frequent service that provides connections from the Bloor-Danforth Subway (Line 2) to various destinations Downtown terminating at the waterfront. Future growth is anticipated on key north-south streets such as Bay and Parliament Streets. Additional growth along the Yonge Street and Bay Street corridors will likely add to crowding and congestion on the subway network.

Additional transit capacity and enhancements could include transit priority measures and additional service frequency to provide alternate transit options into Downtown.

G POLICY DIRECTIONS

G13: Better define 'priority' for key Downtown streetcar routes.

G14: Transform King Street into a true transit-priority street as informed by the results of a pilot project.

G15: Develop a plan to improve north-south and east-west transit services to support future growth and improve mobility options, including along the Waterfront.

Unlocking Surface Transit

Align Growth with Existing and Planned Rapid Transit Infrastructure

Rapid transit investments such as the Relief Line and Regional Express Rail are being advanced to support existing development and planned growth as well as to serve the growing transit needs of our Downtown.

Higher density, mixed-use developments should be located closest to stations and where possible integrated with the station particularly through accesses and entrances. This must be done with consideration of all elements of the planning framework that provide guidance on determining the appropriate form of development.



King Streetcar
(Credit: City of Toronto)

Parking and Curbside Management

G22 G23 G24 G25

Curbside Management

The City is undertaking a Curbside Management Study to develop strategies to better manage curbside operations Downtown. Some of the strategies emerging from this work include: identifying specific areas for taxi and ridesharing parking; coach loading and parking; film parking; and shared courier/delivery loading zones. Other strategies will involve better managing on-street and off-street Toronto Parking Authority (TPA) public parking.

Parking

As car ownership rates and on-street parking supply Downtown continues to decrease, it is more efficient to encourage a public auto parking supply that can be shared by building residents, workers, visitors and the surrounding community alike.

TPA public parking facilities, operating as community transportation hubs could include other transportation infrastructure such as: space for car-sharing, shared retail deliveries/couriers, taxi stands, bicycle parking and sharing stations, electric car charging infrastructure, among others.

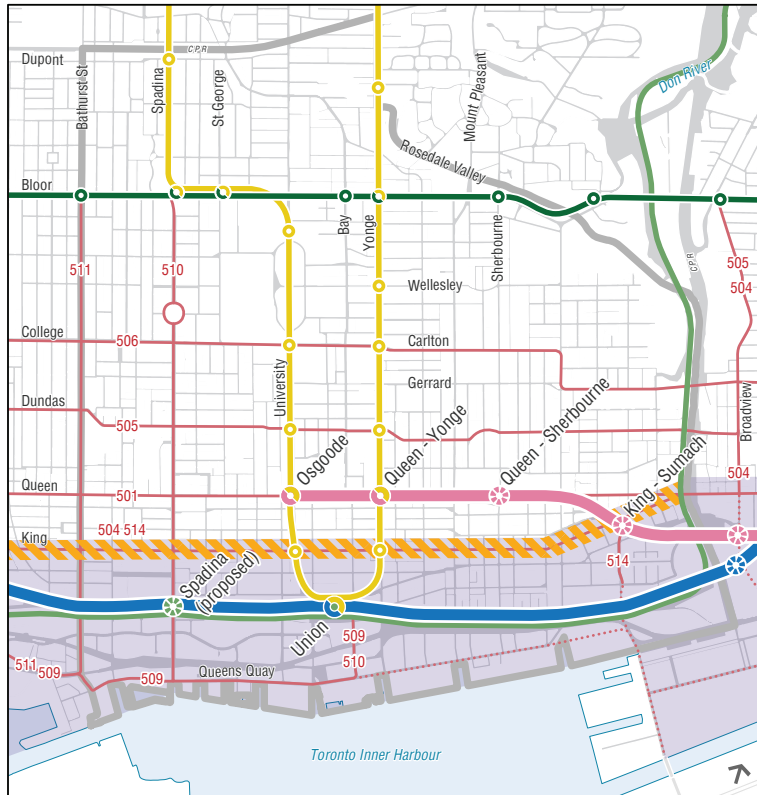
G POLICY DIRECTIONS

G17: Create seamless and user friendly connections between surface transit and new rapid transit projects in Downtown including the Relief Line, SmartTrack and Regional Express Rail.

G18: Protect for Council-approved alignments and station location sites for the Relief Line, SmartTrack/Regional Express Rail and Waterfront Light Rail transit routes. Leverage integrated development opportunities when possible.

G19: Examine the creation of context appropriate land use policies for new rapid transit station areas in Downtown.

Existing & Planned Transit Investments & Initiatives



- TOcore Study Area
- Existing Transit Network**
 - Streetcar Routes
 - Line 1 - Yonge University Subway
 - Line 2 - Bloor Danforth Subway
 - GO / Regional Express Rail
- Planned Transit Investments**
 - Proposed Streetcar Routes
 - Relief Line
 - SmartTrack
 - King Street Visioning Study
 - Waterfront Transit Network Study

G POLICY DIRECTIONS

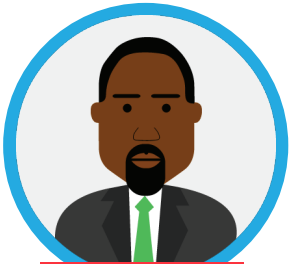
G22: Integrate strategies from the Curbside Management Study into the Downtown Secondary Plan.

G23: Encourage the use of smaller vehicles and other types of modes for deliveries, couriers, and goods movement within the Downtown.

G24: Encourage establishing additional Toronto Parking Authority public parking facilities within new and existing developments in the Downtown.

G25: Explore adapting Toronto Parking Authority parking facilities into 'multi-modal community transportation hubs'.

Have you met our Avatars?



Charles

43 years old | Young, 1st generation family
Owns a Midtown condo | Enjoys museums & libraries

"As someone who regularly experiences the frustrations of taking transit Downtown, I think the proposal to turn King Street into a true transit-priority street will completely transform how people get around."



Ruth

25 years old | Recent Grad | Bikes to Work
Rents | Enjoys nightlife

"As someone who bikes to get around Downtown, the proposed TOcore policy directions around identifying and implementing new priority cycling routes, encouraging more bicycle parking, and expanding the Bike Share program Downtown will help make me feel safer and will make cycling more convenient for more people."

Tell us about yourself

How will these policies improve the quality of your life?



You

Have Your Say

- How do you think these policies will improve Downtown?
- What policies would you change? How?
- Is anything missing?

This booklet provides you with an overview of the Policy Directions in the TOcore Proposals Report. To see them all please visit

WWW.
TORONTO.CA/
TOCORE