



Making Downtown streets more complete

The Secondary Plan for Downtown Toronto will prioritize walking, cycling, surface transit and essential access to improve mobility for the growing number of people living, working and visiting Downtown.

Our Downtown streets need to move people and goods more efficiently, be attractive and vibrant public spaces, and help support and strengthen the city's economic prosperity.

We need to consider many competing objectives when we make decisions about how our Downtown streets are designed and how right-of-way space is allocated.

The City is in the process of developing Complete Streets Guidelines that will help inform our thinking on Downtown streets as we develop mobility policies for the TOcore Secondary Plan.

Find more information about the City's Complete Streets Guidelines at: toronto.ca/completestreets



DOWNTOWN STREETS FOR PEOPLE

Downtown streets enable movement and circulation for a variety of travel modes, including pedestrians, cyclists, streetcars, buses, taxis, cars, delivery trucks, and emergency vehicles. Downtown streets should be safe and universally accessible for people of all ages and abilities, especially the most vulnerable — children, older adults and people with disabilities. Downtown streets should promote healthy lifestyles by inviting people to be physically active.

DOWNTOWN STREETS FOR PLACEMAKING

Downtown streets are important public spaces where people interact and experience public life. They should be beautiful, attractive and inviting. They should encourage investment and promote vibrancy and a sense of civic pride. Downtown streets should create a setting for daily life as well as special events. They should be comfortable places with a healthy street tree canopy, protected from wind and with adequate sunlight.

DOWNTOWN STREETS FOR PROSPERITY

Downtown streets support the city's economic vitality by providing pedestrian-oriented shopping streets that serve both the surrounding local neighbourhoods and visitors. They should promote street life by accommodating café seating and active uses. They should provide a range of transportation options to allow patrons and workers to move efficiently as well as ensure the movement of goods.



Creating a more walkable Downtown

When we're Downtown, we are all pedestrians. Whether you arrive Downtown by taking the subway, streetcar, bus, or GO Train, riding your bike, or even driving your car, you're a pedestrian once you're here.

With more people living and working Downtown, we need to improve walkability by creating:

- a well-connected network of direct and convenient walking routes between important Downtown destinations
- wider sidewalks for pedestrian accessibility, comfort and safety
- a high-quality streetscape with cafés, seating, trees, restaurants and shops
- convenient connections to parks and natural areas
- clear and helpful signage and pedestrian-scale lighting

The Downtown Secondary Plan will include policies and maps that will improve and expand the pedestrian network to reinforce and cultivate a culture of walking.



EMERGING DIRECTIONS

Identifying Priority Walking Streets and Areas

- Retail streets
- Special character areas such as Kensington Market, the Waterfront, St. Lawrence Market and the Distillery District
- Links between parks and open spaces
- Areas of high pedestrian volumes such as around subway stations or Union Station

Improving Walkability

- Widening sidewalks where possible through building setbacks, narrowing the roadway, adding parklets, and removing clutter
- Improving streetscapes through lighting, seating and street trees
- Expanding wayfinding between important destinations

Increasing Connectivity

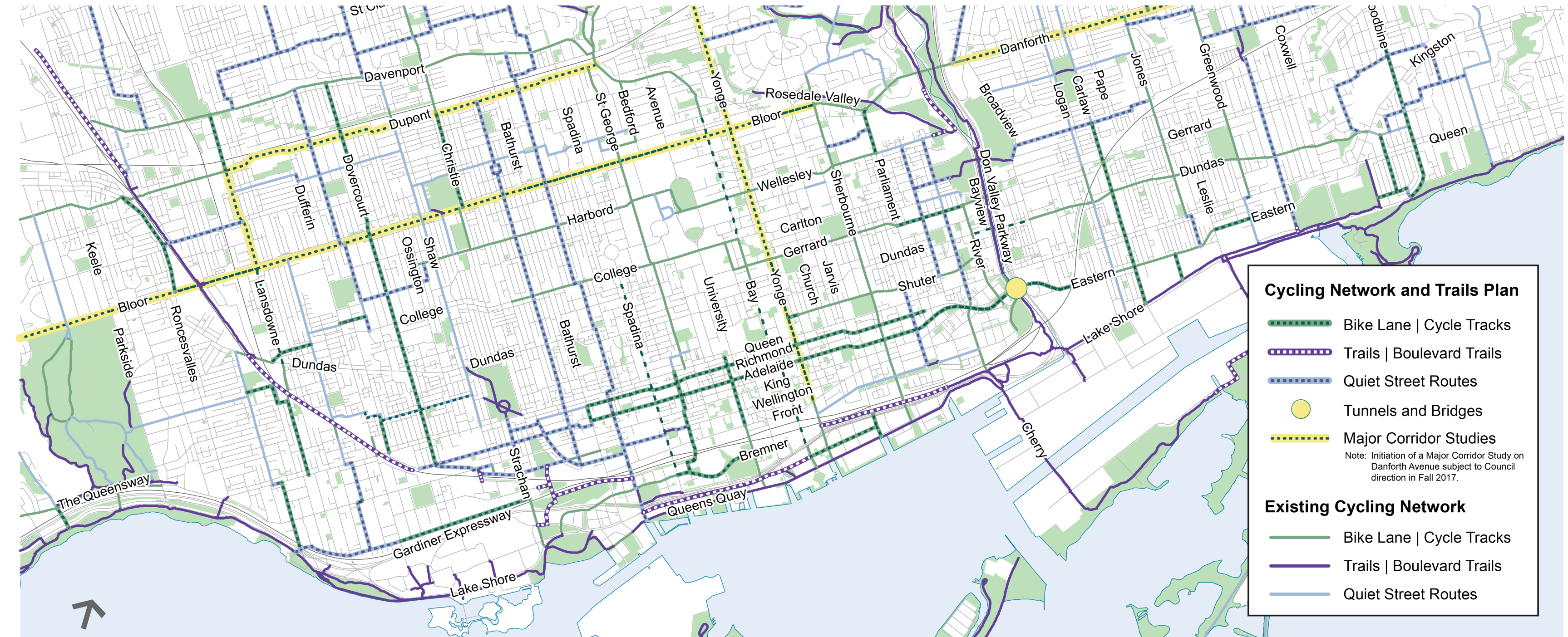
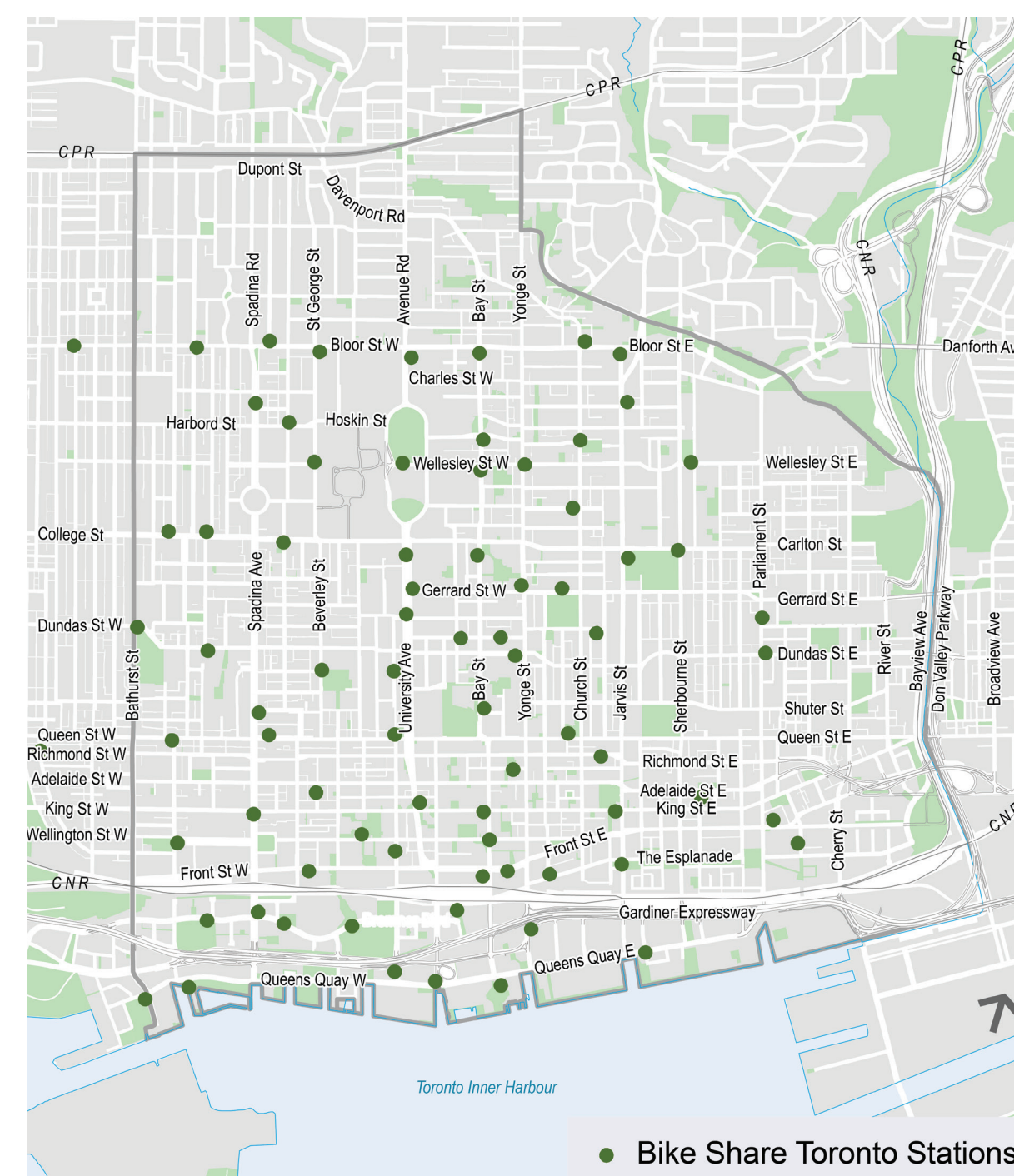
- Adding mid-block connections
- Using laneways as additional walking routes and places of activity
- Improving street crossings
- Overcoming physical barriers such as the rail corridor
- Creating better connections to the Don Valley and the waterfront
- Expanding and improving PATH connections



Making cycling safe, convenient and comfortable in the Downtown

The City's recently completed Cycling Network Plan identifies a 10-year capital plan to build on the existing cycling network by proposing significant new routes, by connecting gaps in the network, and by upgrading and enhancing key existing routes. With increasing numbers of people on bikes in the Downtown, and as population and employment continues to grow, we need to think about our cycling network and associated facilities beyond the 10-year horizon.

Key aspects of the Cycling Network Plan and supporting policies will be incorporated into the Downtown Secondary Plan.



Ten Year Cycling Network Plan

The Plan identifies proposed routes in the Downtown: major city-wide routes (requiring further study), routes on fast, busy Downtown streets, and routes on quiet Downtown streets

EMERGING DIRECTIONS

Developing a 25-year Vision for the Downtown Cycling Network

Building on the City's Ten Year Cycling Network Plan, TOcore will identify strategies to grow, renew and connect the cycling network in the Downtown for the next 25 years.

Supporting Bike Share Toronto

Bike Share Toronto stations throughout the Downtown and adjacent neighbourhoods provide an additional transportation option for residents, workers and visitors travelling relatively short distances. Policies and strategies will support the expansion of the bike share network.

Expanding Bicycle Parking

Bike parking is an important component that supports a functional bike network. The City is currently developing a Bicycle Parking Strategy. The Downtown Secondary Plan will include policies to increase bike parking.



Unlocking the potential of surface transit in the Downtown

Our streetcar and bus routes are a critical part of the transportation system, moving people in, out and within the Downtown.

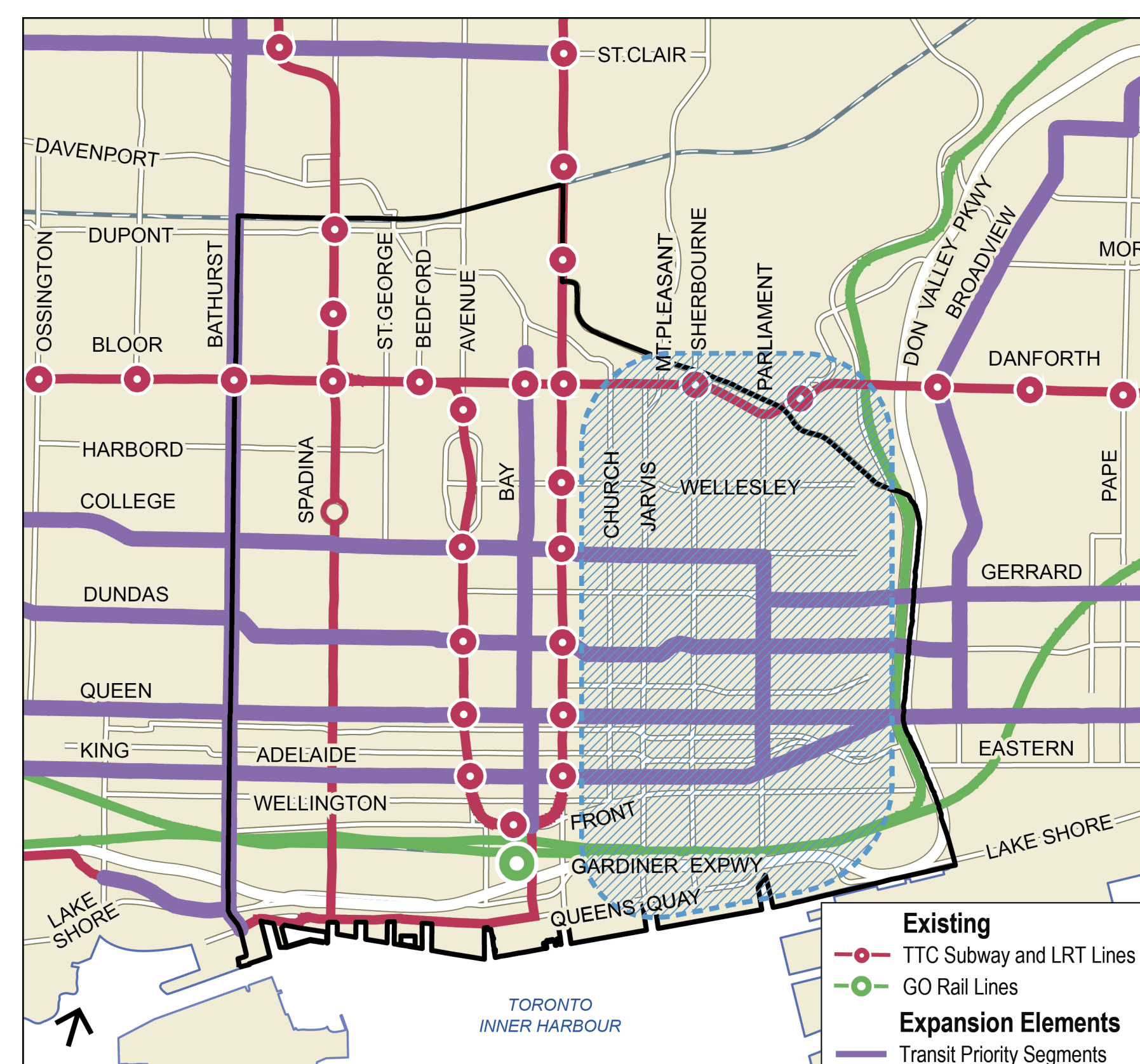
Operational improvements, like restricting turns and on-street parking, help give surface transit vehicles more priority. As the Downtown resident and worker populations continue to grow, we need to find additional ways to move streetcars and buses more efficiently on our narrow Downtown streets.

We also need to integrate Downtown surface transit routes with planned rapid transit infrastructure — like the Relief Line, SmartTrack/RER, and the Waterfront LRT — that will help serve areas of future growth, such as the east side of Downtown, along the Waterfront and into the Port Lands.

EMERGING DIRECTIONS

Determining what Surface Transit Priority means for Downtown streets

The City's Official Plan identifies many Downtown streets for 'surface transit priority'. We are exploring the range of options for surface transit priority implementation such as painted transit lanes, enhanced signal priority or physical modifications to the right-of-way. We will test some of the options in real-world situations to learn what works best for Toronto.



Analyzing the need for an upgraded north-south surface transit route on the east side of Downtown

As the east side of Downtown continues to grow, Parliament Street, or another north-south route, could play an expanded role in an improved surface transit network, especially as the eastern waterfront lands redevelop around destinations like the Distillery District.



Integrate planned rapid transit into the Downtown Secondary Plan

This will include planned rapid transit infrastructure such as the Waterfront LRT, the Relief Line subway, SmartTrack (new station east of Don Valley) and GO RER (potential new station between Bathurst & Spadina).



**SUPPORT
ECONOMIC
PROSPERITY**

We want to engage Torontonians in exploring a range of design options that consider the local context and character of the various neighbourhoods along the corridor.

