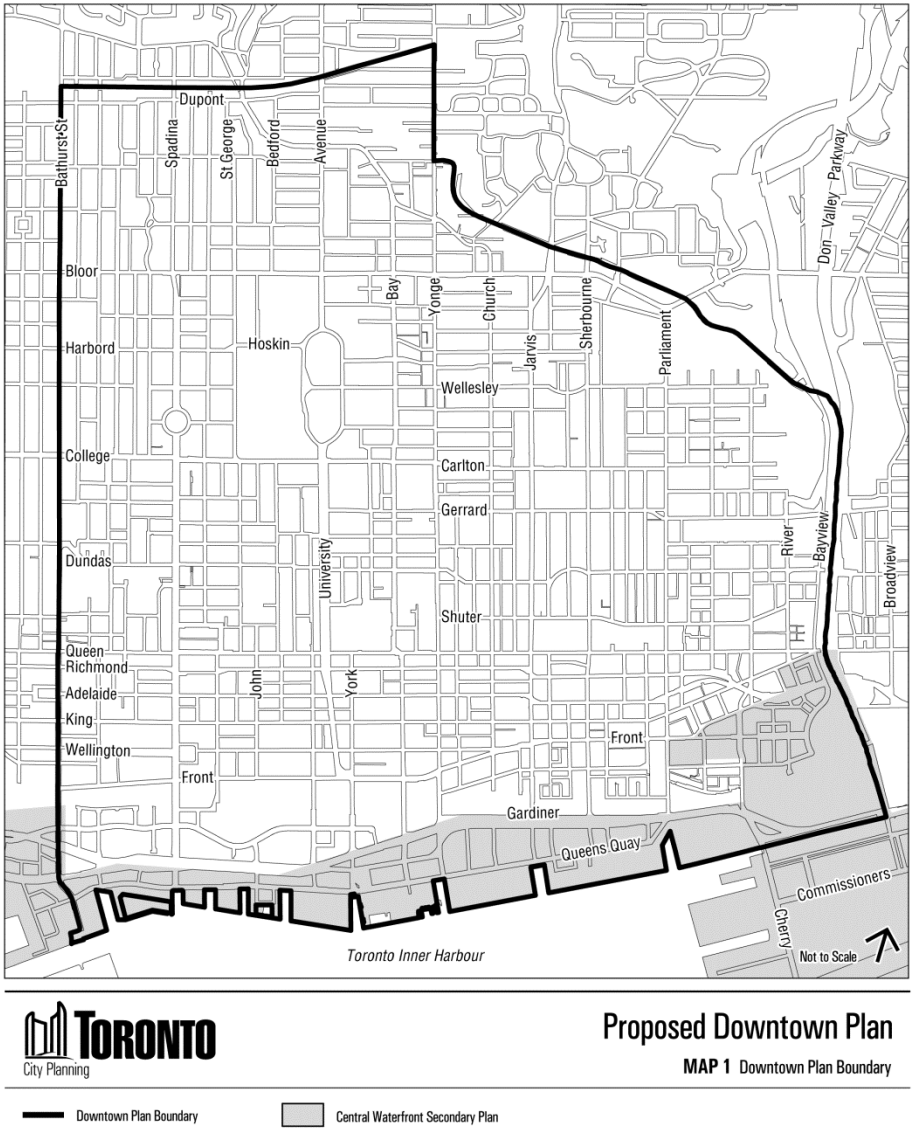
DOWNTOWN MOBILITY STRATEGY SUMMARY

Proposed Downtown Plan

- The Proposed Downtown Plan is a **25-year vision** that sets the direction for the city centre as the cultural, civic, retail and economic heart of Toronto, and as a great place to live.
- The Plan is a **response to rapid growth** in the core that is placing **pressure on physical and social infrastructure**.
- The Plan will provide a renewed, comprehensive planning framework for 17 square kilometers – the **whole of the Downtown**.
- The Proposed Downtown Plan will be adopted as a **Secondary Plan** within the Toronto's Official Plan, with **five supporting Infrastructure Strategies**.



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Infrastructure Strategies

- **Five Infrastructure Strategies** will work together to implement the vision, goals, and policies of the Downtown Plan and ensure infrastructure planning is aligned with long-term growth.
- The **purpose** of the Infrastructure Strategies is to:
  - Set **priorities** for the infrastructure investment needed to support growth
  - Provide a **vision, ideas and guidance** for implementation
  - Promote **coordination** among corporate and community partners throughout implementation.
- Each Infrastructure Strategy:
  - Identifies infrastructure **challenges** facing a growing Downtown.
  - Recommends **implementation strategies and actions**
  - Advances **related initiatives**
  - Sets **priorities and timeframes**
  - Determines required **investments**.

Mobility Strategy

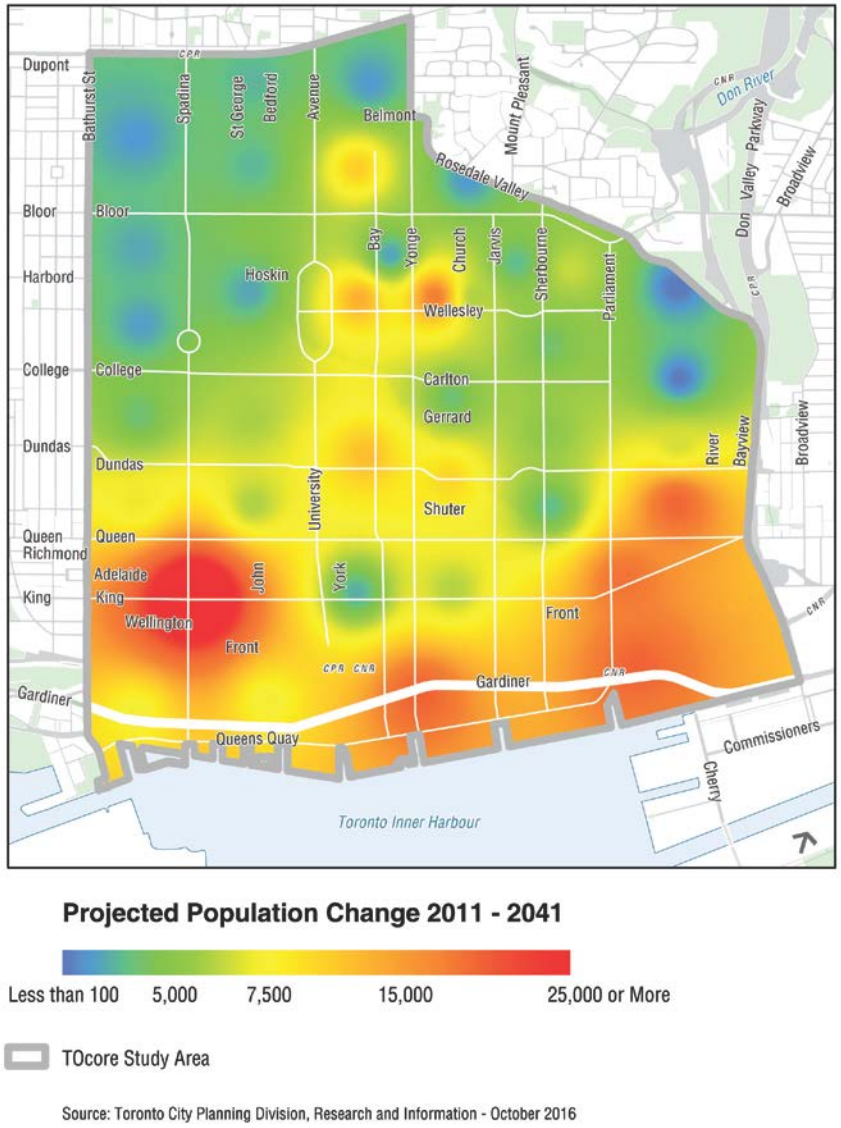
What is the Mobility Strategy?

- The Mobility Strategy outlines a series of **transformative ideas and actions** to implement the transportation-related elements of the Proposed Downtown Plan.
- It is primarily about addressing **transportation needs within the Downtown**
- It **advances several transportation and transit initiatives** already underway or recently completed and helps better align transportation infrastructure capital planning with long-term growth.
- It **works in tandem with the Downtown Parks and Public Realm Plan**
- It **supports rapid transit network infrastructure planning** initiatives at the City-wide or Regional scale.

Addressing Challenges

Downtown is Growing Rapidly

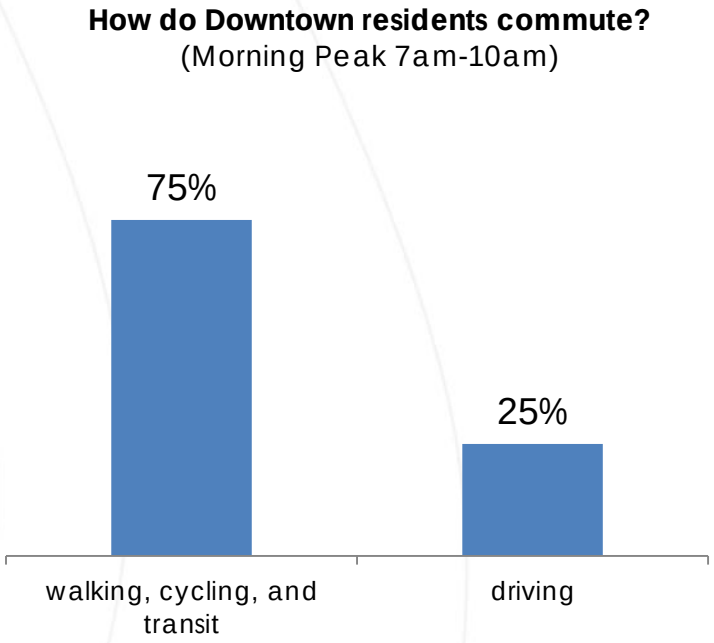
- Population and employment growth in the Downtown is putting tremendous pressure on existing transportation and transit infrastructure.
- 2041 population and employment projections (not including visitors or students) estimate that Downtown will grow:
  - From 238,000 to 475,000+ Residents
  - From 500,000 to 850,000+ Jobs
- This growth significantly increases demand for travel into, out of, and within the Downtown.
- Improvements are needed to the Downtown transportation system to accommodate this growth.



Addressing Challenges

Increased Demand for Walking, Cycling & Surface Transit

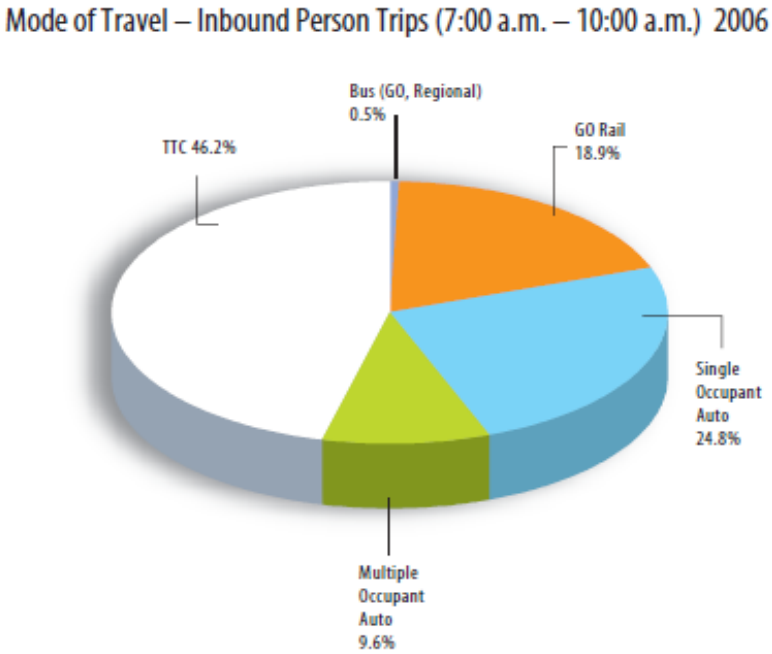
- The overwhelming majority of people living Downtown walk, cycle, or take transit to work. Half of households don't even own a car. At many intersections, pedestrians far outnumber cars.
- Active transportation is on the rise. The number of residents living Downtown who walk and cycle to their places of employment in the Downtown is increasing.
- The streetcars serving Downtown are seeing increasing ridership as a result of new residential and employment growth, both within the Downtown and in neighbourhoods close to the Downtown.
- Our streets also enable vehicle traffic to circulate within the Downtown, especially for goods delivery and other essential traffic such as fire and emergency vehicles.

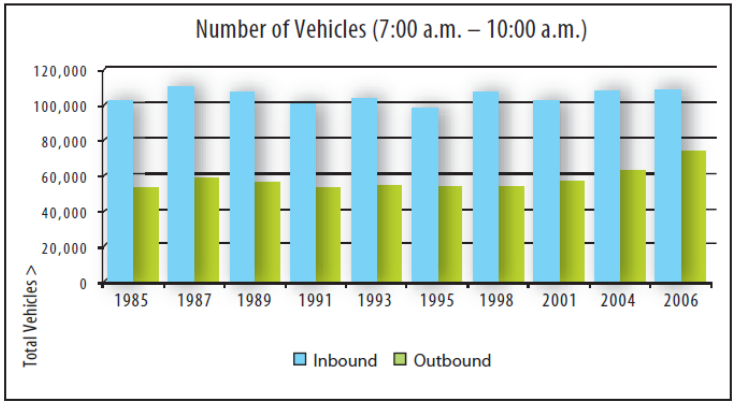


Addressing Challenges

Downtown Auto Traffic Demand is Stable

- The City's Official Plan clearly states that the increasing travel demands of the Downtown should not be met by increasing the capacity of the roads to accommodate auto commuters.
- Peak hour traffic volumes on the roads crossing into the Downtown have remained relatively stable over the past 30 years, essentially operating under capacity-constrained conditions.
- Outbound traffic volumes in the morning have slightly increased recently as some Downtown residents are reverse commuting to areas outside the Downtown.
- The continued success of the Downtown relies on the primary assumption that auto capacity is fixed and that the majority of people travelling into and out of the Downtown should do so by taking transit, walking, or cycling – not by driving a car.



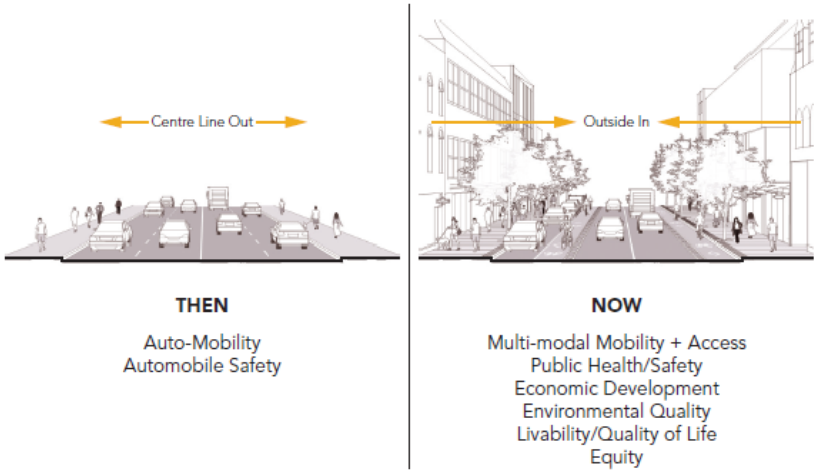


Addressing Challenges

Street Rights-of-Way are Finite

- Downtown's narrow street rights-of-way and compact urban form create opportunities and challenges to rebalancing transportation modes on key corridors.
- Existing road space needs to be used more efficiently to move the most people (and goods) as possible.
- Streetcars are stuck in traffic. There is an urgent need to address surface transit priority.
- Demand is being placed on road space for non-transportation uses such as patios or parklets as the core becomes more vibrant.
- Temporary uses of road space, such as for construction activities, have placed further demands on the existing road space.
- How can we re-think our streets to give more priority to pedestrians, cyclists, and surface transit vehicles, while continuing to provide access for essential vehicles and recognizing that different streets may play different roles?

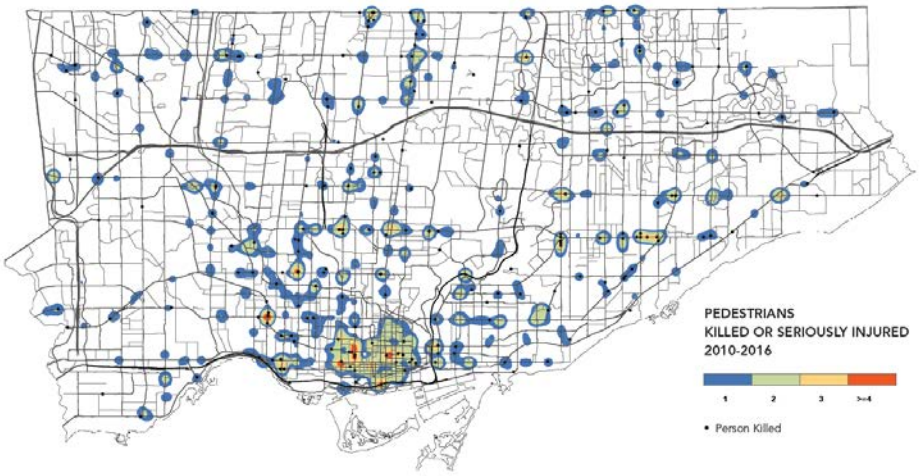
There are many competing demands on our Downtown street rights-of-way. Different streets may have different priorities.



Addressing Challenges

Improving Safety for the Most Vulnerable Users

- Downtown streets must be safe and universally accessible for people of all ages and abilities, especially the most vulnerable: children and seniors.
- How we design our streets also impacts how people choose to get around. The safer people feel walking or cycling, the more people will choose to walk or cycle.
- The City recently adopted its Vision Zero Road Safety Plan, a city-wide strategy to eliminate transportation-related fatalities and serious injuries.
- The Vision Zero approach is based on the principle that no loss of life is acceptable on our streets. People will always make mistakes and so the transportation system needs to be designed and operated to compensate for human error in order to eliminate fatalities and serious injuries.
- Nowhere else in the city is this more apparent than in the Downtown, where there is the largest concentration and volume of pedestrians and cyclists moving around on our streets.
- As Downtown continues to grow, more people will be walking and cycling.



Six Emphasis Areas in Toronto's Vision Zero Road Safety Plan

Addressing Challenges

Encouraging Healthy Lifestyles

- Chronic diseases are the leading cause of death and disability in Toronto.
- Physical activity has been shown to reduce mortality of chronic diseases such as heart attacks, strokes, diabetes and some types of cancers including colon and breast cancer.
- About 280 deaths and 1,100 hospitalizations arise from exposure to traffic-related air pollution emitted within Toronto each year.
- In Toronto, 2006 levels of walking and cycling to work were estimated to prevent about 120 deaths each year.
- More people walking, cycling, and using public transit also reduces vehicle emissions that contribute to a range of adverse health outcomes.

Climate Change & Environmental Resiliency

- The transportation sector has a significant impact on the environment, including the production of greenhouse gases or criteria air pollutants.
- There is an increasing awareness of the environmental and health impacts of transportation choices.
- Through TransformTO, Council adopted the long-term goals that 75% of trips under 5 kilometers be active trips, and that all vehicles be low or zero-emissions by 2050.

Addressing Challenges

Planning For New Technologies & Behaviours

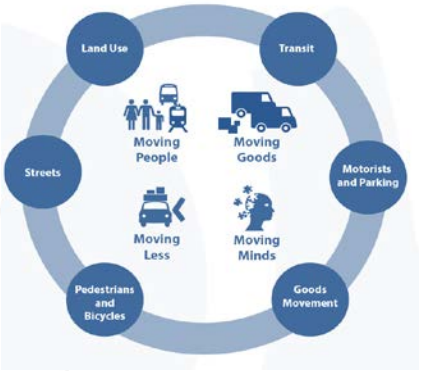
- How and why we choose to travel changes over time.
- Many workers are adopting more flexible work schedules or locations, either by choice or necessity.
- Downtown is increasingly busy at all hours of the day throughout the week.
- Technology is evolving rapidly with new innovations to improve the remote work experience or simplify the process of ride sourcing.
- While new technologies like automated or electric vehicles are appealing, they aren't a "silver bullet" that will solve the city's transportation challenges. In some cases, they could even cause congestion to increase, if not properly regulated.
- It is important that we plan accordingly for these emerging technologies to ensure that the vision and goals for the Downtown are maintained.

Mobility Vision and Goals

The City's **Official Plan (OP)** establishes the policy foundation of the **transportation vision:**

The transportation system in the Downtown will consist of well-connected and integrated networks providing a range of safe and sustainable travel choices to improve mobility and accessibility for all people, including the movement of goods and emergency vehicles.

Pedestrians, cyclists and public transit will be prioritized on Downtown streets to move people and goods more efficiently, to better utilize transportation infrastructure, and to reduce people's dependence on the private automobile.



The Mobility Strategy builds on this OP vision and addresses the **goals** outlined in the Proposed Downtown Plan:

Policy 3.6

Downtown will continue to be Canada's corporate capital and the region's largest and most accessible employment and institutional centre. Union Station and an expanded subway system will provide unparalleled access to skilled labour and linkages to Billy Bishop Toronto City Airport and Toronto Pearson Airport will contribute to national and international connectivity.

Policy 3.7

Downtown will be less dependent on the private automobile. More space within the street network will be allocated to sustainable modes of transportation, prioritizing high-quality, accessible and safe networks for pedestrians, cycling and surface transit.

Policy 3.8

A connected public realm with an expanded system of parks and open spaces linked together by a fine-grain network of streets, laneways, mid-block connections and pathways will provide the foundation for health, liveability and public life as Downtown grows.

Five Transformative Ideas

The Mobility Strategy outlines a series of implementation strategies and actions to achieve the policy goals included in the Proposed Downtown Plan. These strategies and actions are grouped under the following **five Transformative Ideas:**

1. Make Downtown Streets More Complete
2. Create a More Walkable Downtown
3. Build a Long-Term Downtown Cycling Network
4. Get the Most from Public Transit
5. Manage Motor Vehicle Traffic & Parking

Complete Streets

1. Make Downtown Streets More Complete

The most fundamental element of the Downtown transportation system is its streets. They are both corridors for movement and important public spaces. As the Downtown continues to grow, competition for limited space in the street right-of-way will increase. Most Downtown streets were designed many decades ago, when cars were the dominant mode of travel. But travel behaviour is changing, with more people choosing to walk, cycle and take transit. Downtown's streets need to be rebalanced to reflect this shift.

The Complete Streets approach recognizes that there is no single way in which to make a street "complete". It depends on many factors according to the character and context of each street, with some uses prioritized over others. While every user or use may not be accommodated on every street, the overall objective is to create a well-functioning street network that provides safe access and efficient operation for all street activities and functions , while ensuring the needs of people with lower mobility or disabilities are met.

Key Objectives

- Establish Priorities of Uses on Streets
- Rebalance Streets to Reflect Current and Future Use
- Increase Space for Lingering
- Improve Safety for All Users
- Increase Flexibility and Adaptability

STREETS FOR PEOPLE
Safe, Accessible, Choices, Transportation, Networks, Connectivity, Healthy, Resilient

STREETS FOR PLACEMAKING
Vibrant, Beautiful, Context Sensitive, Sustainable

STREETS FOR PROSPERITY
Economic Vitality, Social Equity, Flexible, Cost Effective

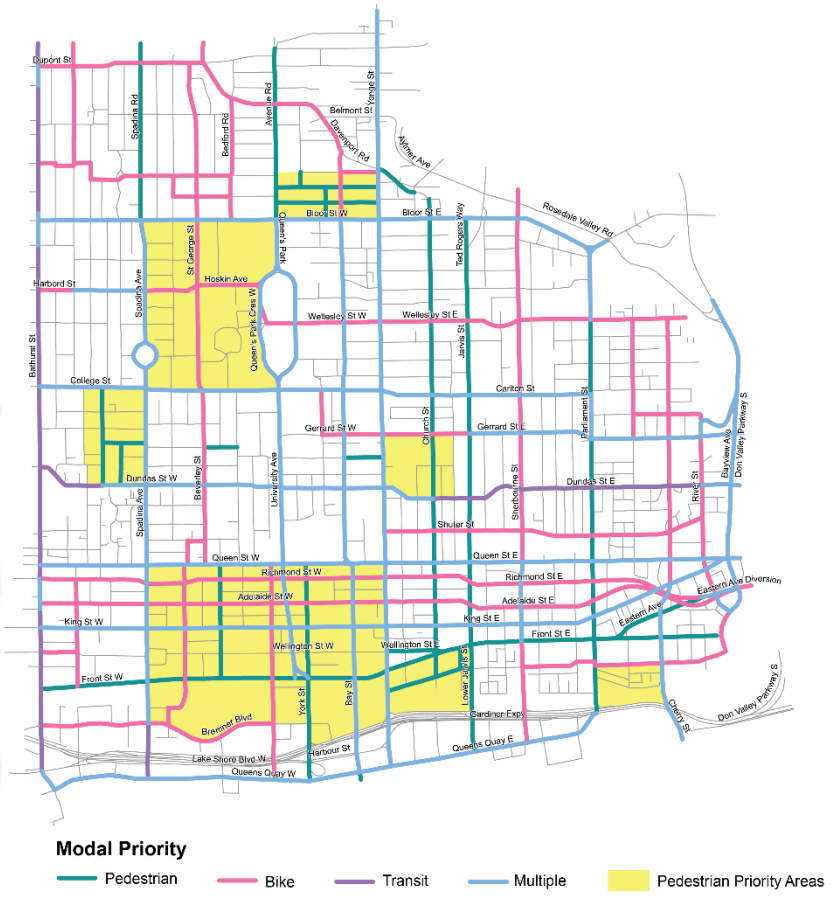
Complete Streets

1. Make Downtown Streets More Complete

Proposed Actions

A. Undertake a **Street Typology Study** for key Downtown streets to identify street typologies and modal priorities. This work would incorporate:
   A. Complete Streets Guidelines
   B. Curbside Management Strategy
   C. Sidewalk Cafés and Marketing Displays Review
   D. Emergency vehicle needs

B. Initiate a **Shared Streets Program** to identify potential streets as candidates for a 'shared street' re-design



Walking

2. Make Downtown More Walkable

Downtown is already the walking heart of the City. Everyone in the Downtown is a pedestrian at some point in their journey. When people are walking, they experience their city in a fundamentally different way. Walking is enjoyable, healthy and affordable. It helps build a sense of community.

Key Objectives

- Increase Space for Walking
  - Create pedestrian priority areas & corridors
  - Better integrate the PATH network
  - Better utilize laneways
- Enhance the Public Realm
  - Support Retail Streets
- Remove Barriers
  - Enhance safety and accessibility
  - Overcome physical barriers
  - Improve access to Parks and Open Spaces
  - Improve pedestrian wayfinding
- Improve Connections to other Modes
  - Improve access to transit

Walking

2. Make Downtown More Walkable

Proposed Actions

A. Undertake Downtown-focused pedestrian safety improvements as part of the **Vision Zero Road Safety Plan**, including physical and operational safety **improvements at busy intersections** (e.g. Bay St. and Queen St., Gardiner Expressway ramps, etc.) and **neighbourhood safety improvements** (around schools, community facilities, libraries, etc.)

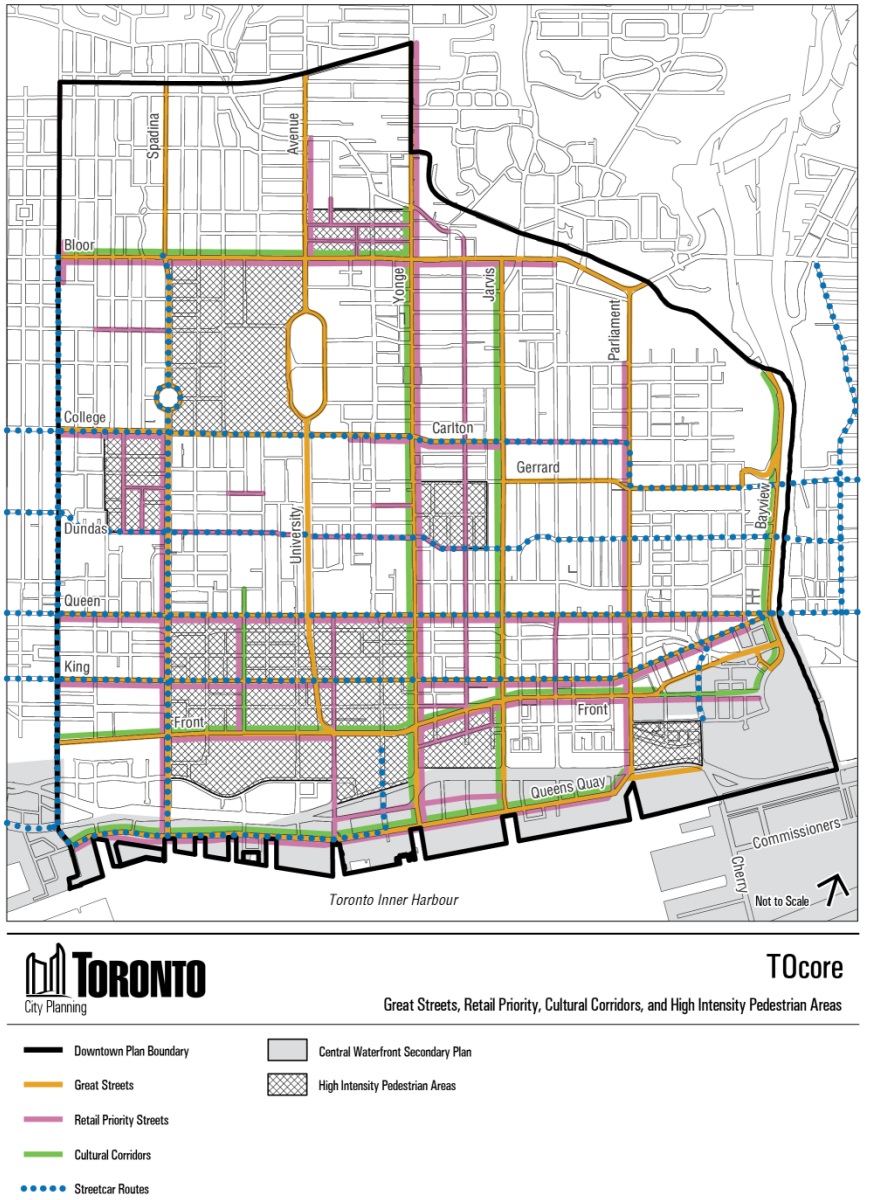
B. Undertake a **Pedestrian Priority Corridor Study** to develop a new vision for streets that re-allocates more space in the right-of-way for pedestrians (e.g. Bay St., Front St., Yonge St.).

C. Undertake a **Pedestrian Priority Area Study** to develop a new vision for certain areas that prioritizes pedestrians (e.g. Kensington Market, the Distillery District, Union Station).

D. Develop a **Pedestrian Special Events Strategy** to accommodate events that generate high-surge volumes of pedestrians (e.g. around the Rogers Centre, Air Canada Centre, Theatre District, etc.)

E. Build **new PATH extensions and connections** to off-street trail system.

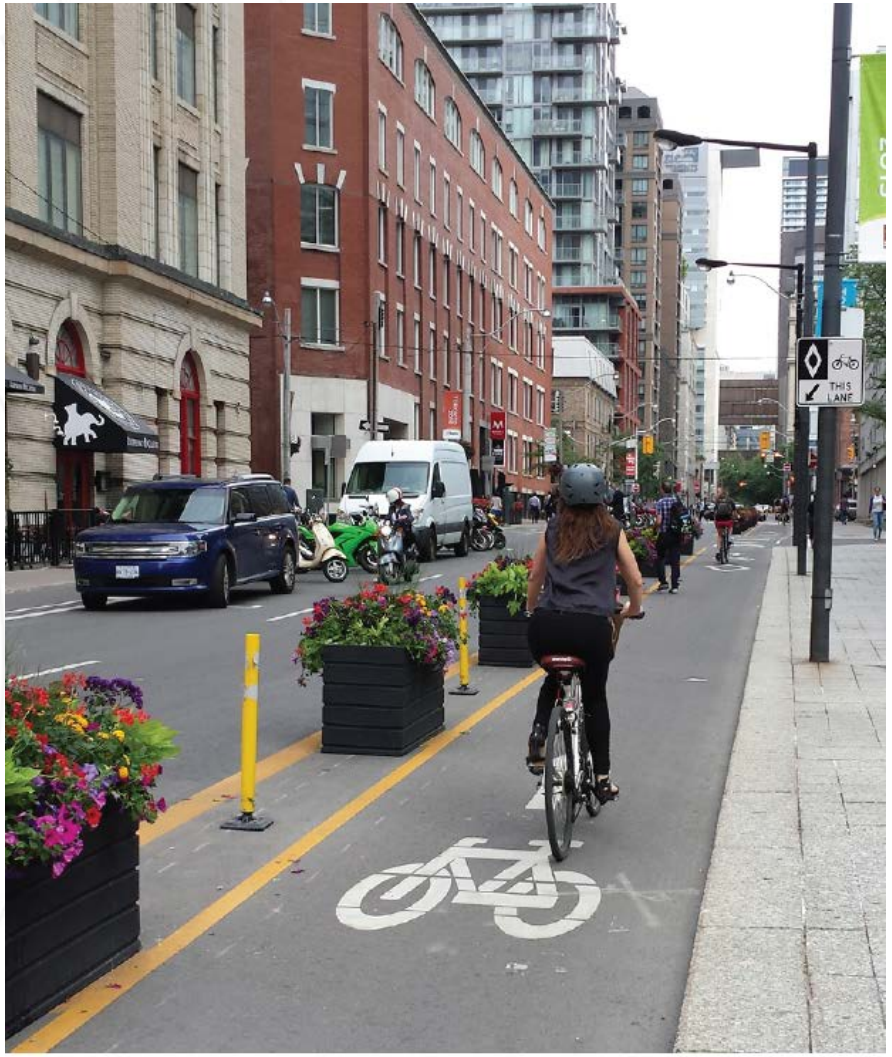
F. Continue implementing the **Toronto 360 Wayfinding Strategy**



Cycling

3. Build a Long-Term Downtown Cycling Network

Cycling is a great way to get around in the Downtown. It's fast, convenient, space-efficient, low-cost, environmentally sustainable, and healthy. As the Downtown continues to grow, and the number of cyclists increases, there must be continued investment in cycling infrastructure to **Grow**, **Connect**, and **Renew** the network to improve safety, comfort and convenience. End-of-trip bicycle infrastructure and facilities must also be improved, including adding significant amounts of new on-street post-and-ring bicycle parking, improving bicycle parking within new developments and at public buildings, like at Union Station and within Toronto Parking Authority (TPA) parking facilities.



Key Objectives

- Grow, Renew, and Connect the Cycling Network
- Increase Supply of Bicycle Parking
- Expand Bike Share Toronto

Cycling

3. Build a Long-Term Downtown Cycling Network

Proposed Actions

A. Continue implementing initiatives already planned as part of the **10-Year Cycling Network Plan.**

B. Advance additional initiatives from the **Long-Term Cycling Network Plan:**
   - **Renew**: upgrade **existing pilots to permanent** cycling infrastructure (Richmond St., Adelaide St.)
   - **Grow:** Extend **existing lanes** (Richmond St., Adelaide St., Bloor St.)
   - **Connect:** Undertake **new corridor** study for a significant **north-south corridor** (University Ave., Bay St., Yonge St.)

C. Undertake bicycle safety initiatives at key locations in the Downtown as part of the **Vision Zero Road Safety Plan**.

D. Complete and implement **Bicycle Parking** Strategy.

E. Implement mechanisms for securing and funding additional **Bike Share** infrastructure (with Toronto Parking Authority).

Public Transit

4. Get the Most from Public Transit

Public transit is the backbone of the Downtown transportation system. As the Downtown, and neighbourhoods near the Downtown, continue to grow, there will be even more demand on already busy transit routes. Surface transit is the most effective way to move large numbers of people on narrow Downtown streets, but streetcars and buses are often stuck in traffic.

A new subway route hasn't been added in the Downtown since 1978. Several rapid transit lines are already being planned and are critical in supporting the long-term growth of the Downtown, including the Relief Line subway, Smart Track, GO RER, and the Waterfront Transit LRT.

Key Objectives

- Enhancing rapid transit access to the Downtown
- Co-ordination with development
- Improve transit customer experience
- Downtown Area Transit Study
- Transit Priority
- Enhance connections to and from transit

Public Transit

4. Get the Most from Public Transit

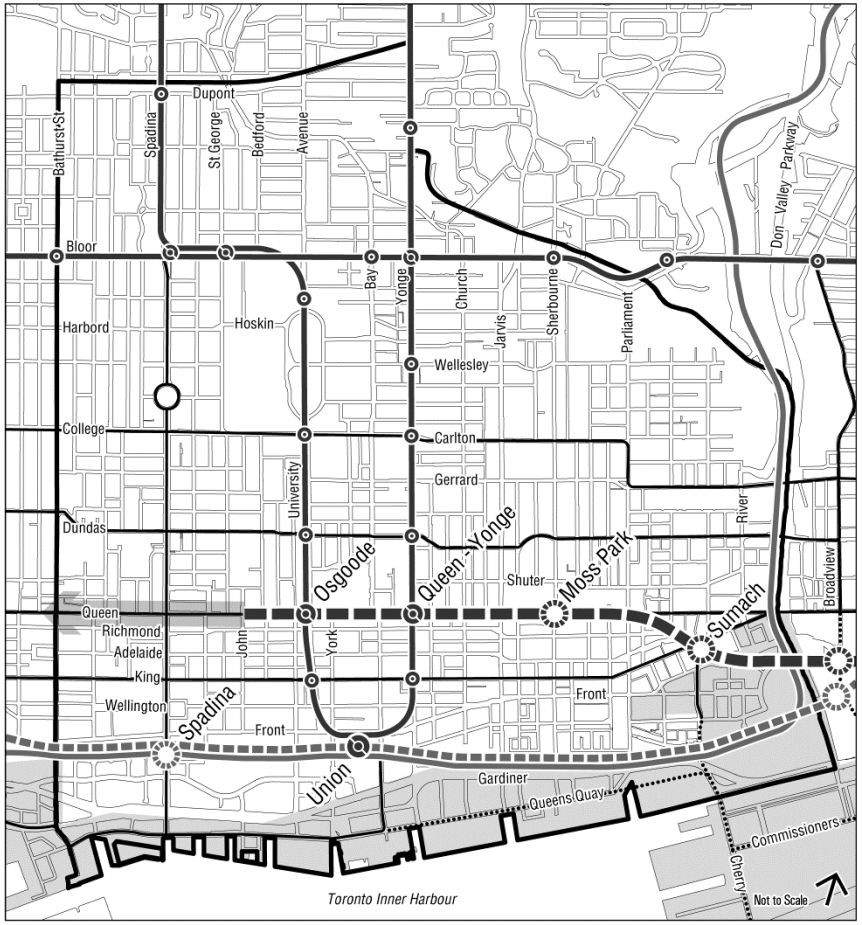
Proposed Actions

A. Implement **transit priority** initiatives
   - Undertake surface transit priority pilot project on King Street
   - Review lessons-learned from the King Street Pilot and apply to other surface transit corridors, as appropriate

B. Undertake **physical and operational improvements** along busy routes and at key bottleneck intersections (e.g. Bathurst St.-Fleet St.-Lake Shore Blvd.)

C. Undertake a **Downtown Transit Area Study** to develop a long-term vision and plan for surface transit operations in Downtown
   - Assess future growth and determine where service and infrastructure improvements are required
   - Identify new routes (including upgraded capacity for a north-south route on the east side e.g. Parliament St.)
   - Identify key routes for transit priority

D. Implement strategies identified in the **TTC's Ridership Growth Strategy**



TORONTO City Planning

Proposed Downtown Plan

MAP 12 Existing and Planned Rapid Transit Stations

- Downtown Plan Boundary
- Streetcar Existing
- Streetcar Planned
- Subway Existing
- Subway Planned
- Central Waterfront Secondary Plan
- SmartTrack
- GO-RER
- Subway Potential Relief Line West Alignment to be Determined
- Existing Stations
- Planned Stations

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Motor Vehicles

5. Manage Motor Vehicle Traffic & Parking

Motor vehicles also play an important role in the Downtown, providing a range of functions including emergency response, servicing, goods movement, and personal transport. The growing competition for road space also slows down motor vehicles, reducing the efficiency of the network.

Wherever and whenever possible, people should be encouraged to walk, cycle, and take transit. However, this shift is more challenging or not possible for some users and certain uses such as emergency response, goods movement and servicing. Personal motor vehicles cannot move enough people within the available space to provide a sufficient level of mobility. To ensure a well-functioning City, personal travel and other functions which can shift to other modes should be encouraged to do so. In all cases, we should strive to use road space more efficiently by sizing vehicles and operations to the urban environment.

Key Objectives

- Support Core Functions
  - Emergency Vehicles
  - Goods Movement
- Facilitate a Shift to More Sustainable Travel
  - Re-Think Parking

Motor Vehicles

5. Manage Motor Vehicle Traffic & Parking

Proposed Actions

A. Implement findings of the **Curbside Management Study**.

B. Undertake a **Freight and Goods Movement Study** with consideration for ways to encourage and facilitate innovative **freight delivery methods** (remote consolidation centres, etc.)

C. Investigate changing parking by-law to require **parking spaces that satisfy Toronto Parking Authority's (TPA) size requirements.**

D. Include **multi-modal facilities** in TPA parking facilities.

E. Incorporate features to **support film industry** into street designs (e.g. conduits for wiring) within the Downtown Film Precinct.

F. Promote **off-peak delivery**, the use of **alternative delivery methods** (like bicycles), and **smaller delivery vehicles** within the Downtown.

Related Projects

Related Projects

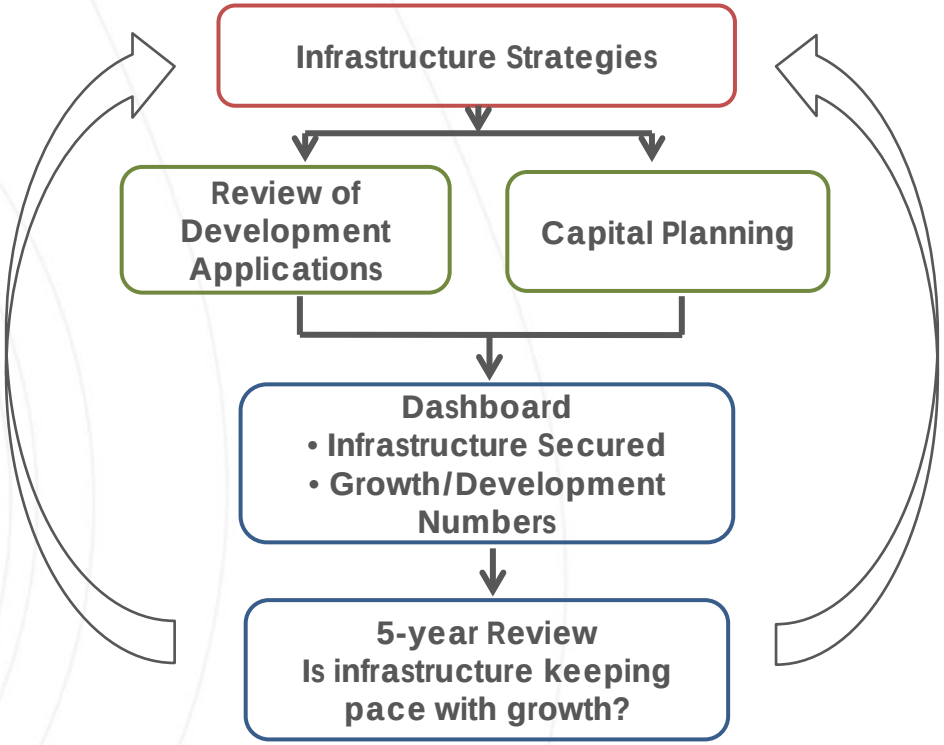
- TransformTO
- Complete Streets Guidelines
- Curbside Management Strategy
- Sidewalk Cafes and Marketing Displays Review
- Vision Zero Road Safety Plan
- PATH Master Plan
- The Bentway
- Rail Deck Park
- John Street Corridor Improvements
- Yonge Street Environmental Assessment Study
- 10-Year Cycling Network Plan
- Bloor Street West Bike Lanes
- Bicycle Parking Strategy
- King Street Transit Pilot
- Relief Line Project Assessment
- Waterfront Transit Reset
- Freight and Goods Movement Strategy
- xoTO

Monitoring & Implementation

How the Mobility Strategy will be used

The infrastructure strategies are key to linking the timely provision of infrastructure to growth.

- Infrastructure Strategies will inform the review of development applications.
- The strategies will inform the annual capital planning process.
- A dashboard with metrics related to infrastructure secured as compared to our growth and development numbers will track how we are doing.
- A review of the strategies every five years will tell us whether infrastructure is keeping pace with growth



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