



## CHALLENGES

There are several key **transportation infrastructure challenges** facing a growing Downtown, including the need to:

- Create a more walkable downtown
- Advance a long-term cycling network
- Unlock surface transit
- Align growth with existing and planning rapid transit infrastructure
- Manage parking, motor vehicle access and first responder access

## COMPLETE STREETS

While growth Downtown will continue, the amount of space within the existing rights-of-way is finite. The limited space within the rights-of-way will be allocated in accordance with the City's Complete Streets Guidelines to support compact and sustainable travel choices, reduce dependence on private automobiles and help achieve the overall transportation objectives of this Plan. Continued growth will require the provision of new, and improvements to existing, transportation infrastructure. The needs of first responders will also be integrated into street design.

## GOALS

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.

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.

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.

## COMPLETE STREETS GOALS

10.1

The transportation system 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 and provide for the movement of goods and services and emergency vehicles.

10.2

Pedestrians, cyclists and public transit will be prioritized relative to private automobiles through the application of the City's Complete Streets Guidelines.





## PROPOSED POLICIES

10.3

All streets will be safe, comfortable, functional and accessible in all seasons for pedestrians of all ages and abilities.

10.4

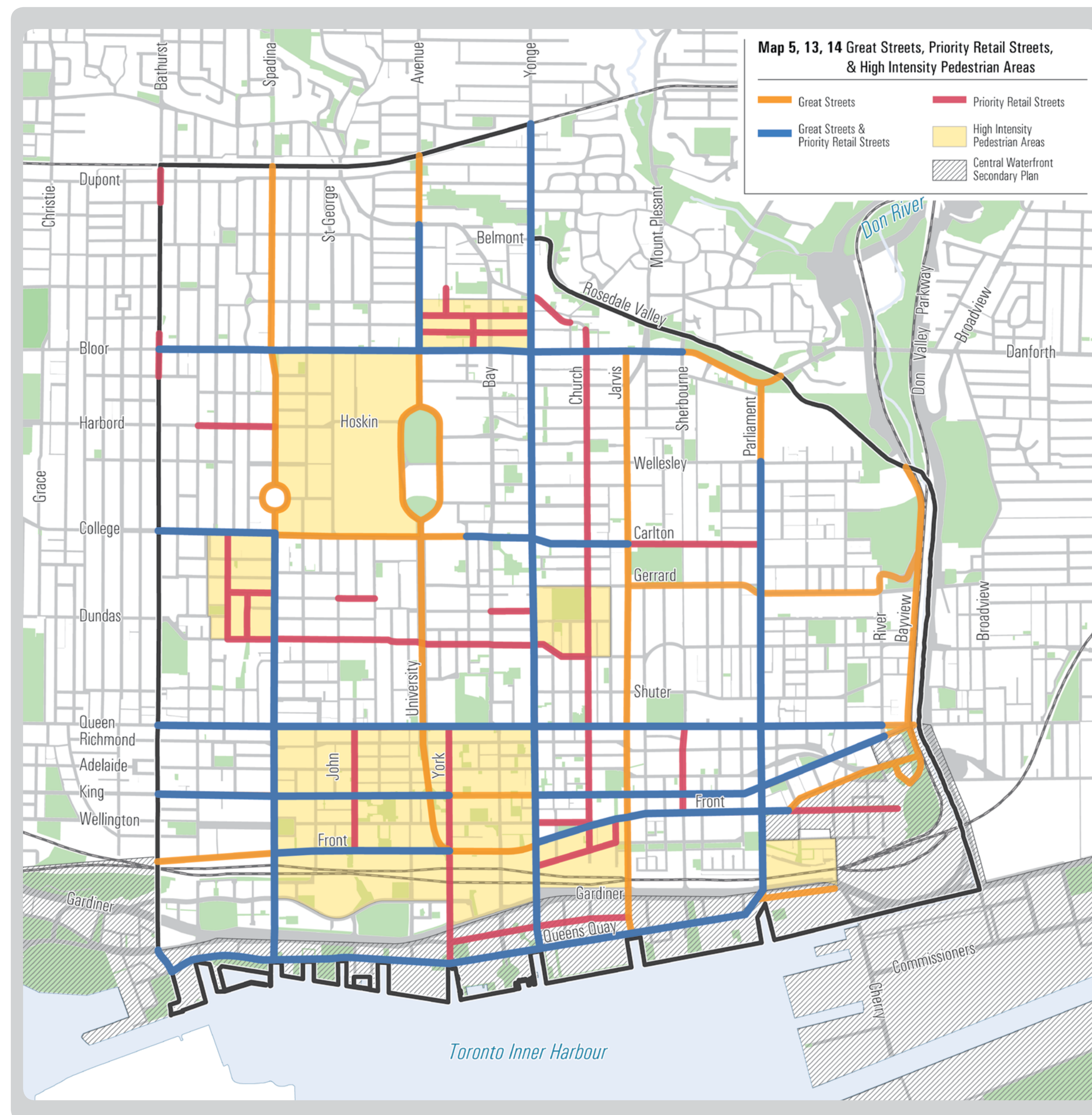
Pedestrian and public realm improvements will be prioritized on streets and in areas identified on Map 5 (Great Streets), Map 13 (Priority Retail Streets) and Map 14 (High Intensity Pedestrian Areas).

10.5

Pedestrian and public realm improvements will:

- 10.5.1. improve pedestrian safety and accessibility, especially for the most vulnerable;
- 10.5.2. improve pedestrian movement, connectivity and circulation between important destinations such as: major office buildings and institutions, schools, existing and planned transit routes and stations, parks and open space networks, sport, entertainment and tourist attractions, the Waterfront and ravine system by providing more generous pedestrian clearways and new pedestrian linkages such as mid-block connections, walkways, paths and access points;
- 10.5.3. improve pedestrian wayfinding;
- 10.5.4. create seamless and integrated pedestrian connections with the PATH network;
- 10.5.5. create vibrant public spaces that encourage public life;
- 10.5.6. support and reinforce existing historic public spaces;
- 10.5.7. be achieved over time through development review, area and corridor planning studies, capital investment and maintenance projects, and other programs and initiatives by:
  - 10.5.7.1. enhancing and increasing space adjacent to and in proximity to development sites;
  - 10.5.7.2. re-allocating space within the public street right-of-way through the application of the City's Complete Streets Guidelines; and
  - 10.5.7.3. aligning capital infrastructure investment in areas of future growth; and
  - 10.5.7.4. providing required building setbacks.

## HAVE YOUR SAY







## PROPOSED POLICIES

10.6

Development will be encouraged to connect to and expand the PATH network without compromising the role of the street as the main place for pedestrian activity.

10.11

Laneways that can accommodate pedestrian upgrades, without compromising their primary role for access and servicing, will be designed as safe and accessible walking routes by:

- 10.11.1. discouraging cut-through motor vehicle traffic and designing for slower vehicle speeds;
- 10.11.2. implementing design features to improve the attractiveness of the laneway;
- 10.11.3. implementing safety measures for pedestrians including lighting for personal security and, where feasible, sidewalks; and
- 10.11.4. ensuring that development includes amenities and design features oriented towards laneways.



Scramble intersection at Yonge Street and Dundas Street.

## STRATEGIC 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./Queen St., Gardiner Expressway ramps) and neighbourhood safety improvements around schools, community facilities, libraries, etc.

B

Undertake a Pedestrian Priority Area Study to develop a new vision for High Intensity Pedestrian Areas as shown in Map 14 (e.g. Kensington Market, The Distillery District, Union Station).

C

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

D

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

E

Initiate a Shared Streets Program to identify potential streets as candidates for a 'shared street' re-design (e.g. Temperance St., streets around the St. Lawrence Market).

F

Continue implementing the Toronto 360 Wayfinding Strategy.





## 10 PROPOSED POLICIES

10.12

Map 15 identifies priority cycling routes to achieve a well-connected cycling network that is safe, convenient and comfortable for cyclists.

10.13

Development and street reconstruction will secure opportunities to provide additional links to the cycling network and additional bike parking spaces.

10.14

Additional bike parking and end-of-trip bicycle amenities are encouraged at important destinations, including: rapid transit stations, civic buildings, parks and open spaces, sport and entertainment venues, and major employment destinations.

10.15

Priority will be placed on providing additional bike share stations in areas of future growth.

## STRATEGIC 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 including upgrading existing pilots to permanent cycling infrastructure, growing existing pilots, and undertaking a new cycling pilot study for a significant north-south corridor.

C

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

D

Undertake a Bicycle Parking Strategy.

E

Continue Bike Share expansion (with Toronto Parking Authority).

## HAVE YOUR SAY







## 10 PROPOSED POLICIES

10.16

Existing transit services will be improved and new transit services established to support growth, improve network connectivity, increase mobility options and encourage transit use.

10.17

Priority for surface transit will be implemented on all routes to favour public transit over private automobiles.

10.18

Priority for surface transit will be implemented in a variety of ways including:

- 10.18.1. replacing general purpose travel lanes with reserved or dedicated lanes for surface transit;
- 10.18.2. implementing transit signal priority measures at intersections along surface transit routes; and
- 10.18.3. implementing turning prohibitions, on-street peak parking restrictions, and other traffic and curbside management strategies.

10.20

Opportunities to enhance surface transit connections between Union Station and destinations along the Waterfront, including Billy Bishop Airport, will be encouraged.

10.21

Seamless and user-friendly connections that minimize transfers and improve connectivity for transit users between surface transit and new rapid transit stations will be encouraged.

## STRATEGIC ACTIONS

A

Undertake a surface transit priority pilot project on King St. Identify lessons learned from King St. 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. the Bathurst St.-Fleet St.-Lakeshore Blvd. intersection).

C

Undertake a Downtown Transit Area Study to develop a long-term vision and plan for surface transit operations in Downtown. The Study should assess future growth and determine where service and infrastructure improvements are required, and identify key routes for transit priority.

D

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

## HAVE YOUR SAY







8+10 PROPOSED POLICIES

HAVE YOUR SAY

10.25

Surface and above-grade parking will be discouraged by:

- 10.25.1. minimizing the establishment and expansion of lots and structures;
- 10.25.2. prohibiting additional commercial boulevard parking;
- 10.25.3. encouraging the redevelopment of existing lots; and
- 10.25.4. providing new or replacement parking spaces below grade, other than re-use or conversions of existing buildings.

10.26

Toronto Parking Authority public facilities will:

- 10.26.1. be integrated below-grade where possible, within new and existing developments;
- 10.26.2. incorporate design features that facilitate conversion to other transportation uses should parking demand decrease; and
- 10.26.3. encourage a variety of multi-modal transportation infrastructure including car-share facilities, bike-share facilities, electric vehicle-charging spaces and bicycle parking.

10.27

The use of smaller vehicles and non-motorized modes for deliveries, couriers, and goods movement will be encouraged.

10.28

Pick-ups and drop-offs, loading and parking activity shall be encouraged off-street wherever reasonable and practical to free up curbside space.

10.29

Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors, and located separately from any commercial parking garage on the site.

10.30

All permitted on-street parking of film vehicles will ensure that the pedestrian and cycling infrastructure is accommodated.

8.36

The provision of additional first responder facilities and appropriate passable space within the right-of-way for fire and paramedic services will be considered as part of development in *Mixed Use Areas 1*, *Mixed Use Areas 2* and *Mixed Use Areas 3*, *Institutional Areas* and *Regeneration Areas* where appropriate.