



# MIDTOWN

## Transportation Assessment

Midtown Open House  
February 10, 2018

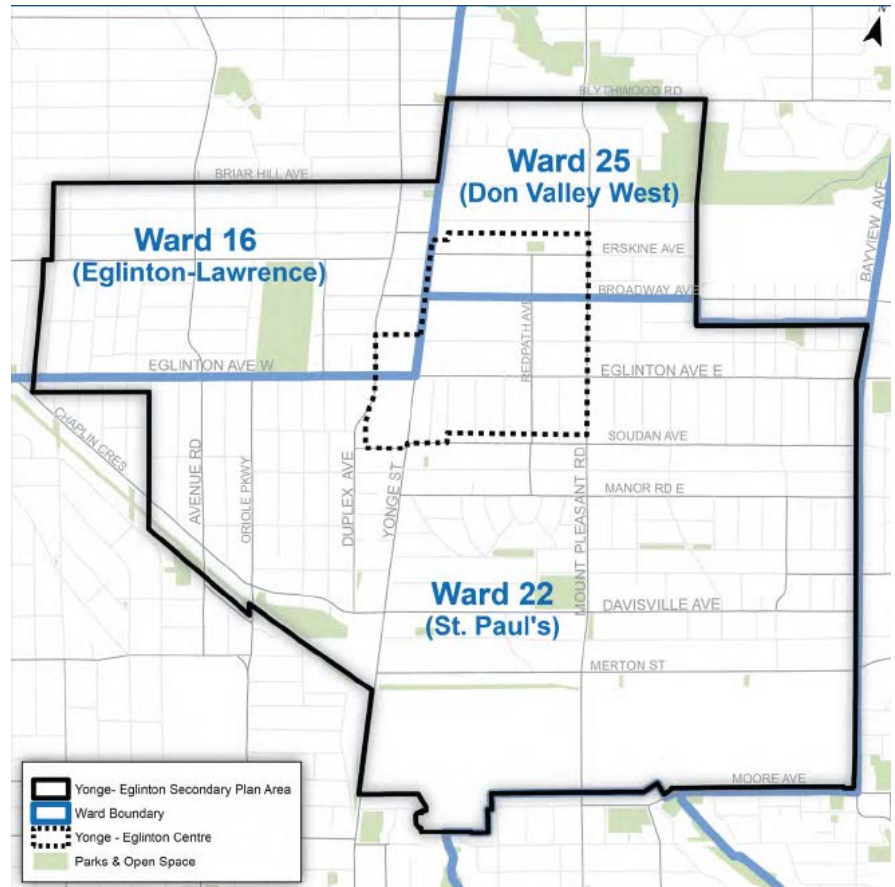


- Midtown in Focus Overview & Purpose of Today
- Transportation Assessment overview
- Summary of Transportation work to date
  - Review & Analysis
  - Key Issues/Challenges
  - Focus Areas
- Next Steps + Workshop
  - Key Next Steps
  - What are we asking for feedback on today?

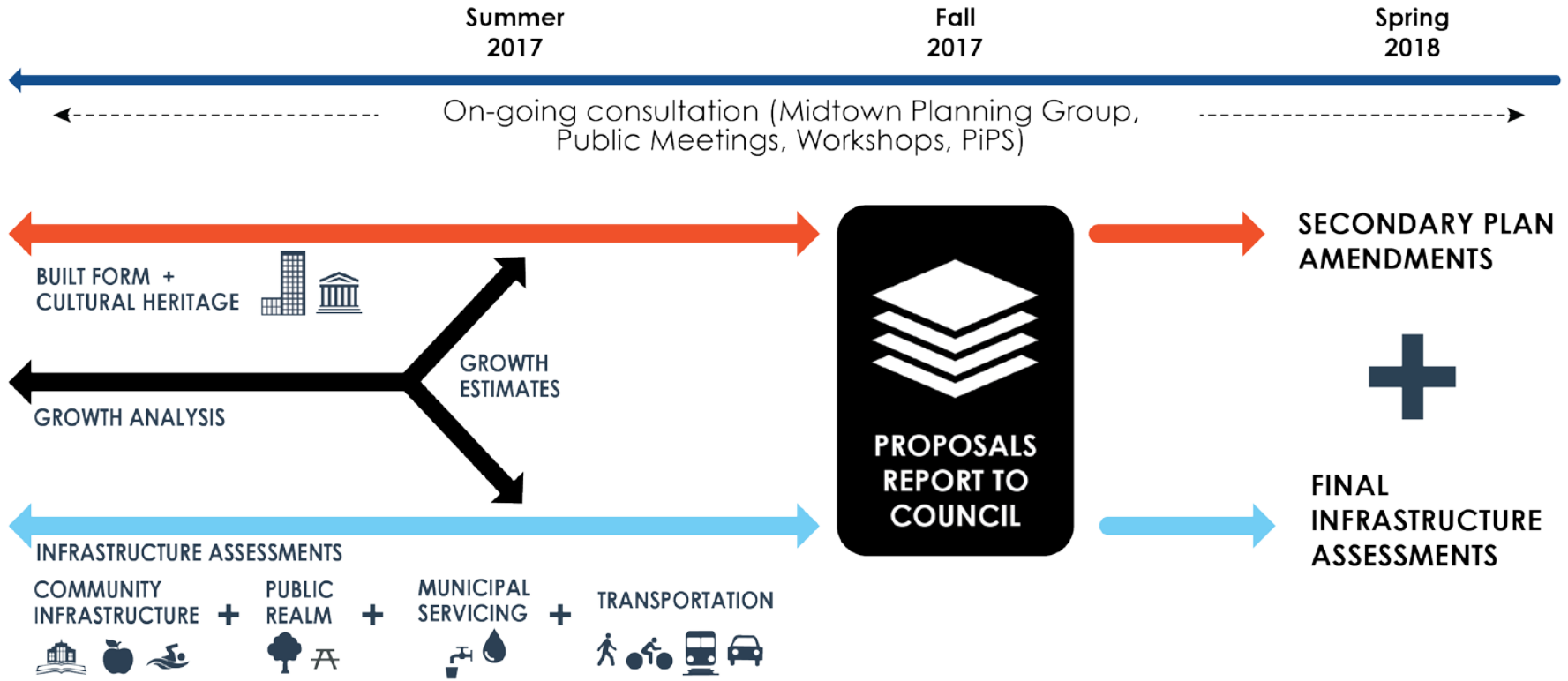
# Midtown-in-Focus Overview



- The Yonge-Eglinton area has experienced significant growth and change in the last decade.
- **Midtown in Focus** is a comprehensive planning study to ensure the ingredients of a livable community are aligned with future growth.
- The Study will result in:
  - Updates to the Yonge-Eglinton Secondary Plan policies and maps
  - Infrastructure assessments to identify improvements needed to support future growth
- A Proposals Report was brought forward and adopted by City Council in Fall 2017.



# Midtown in Focus: Study Timeline







**Complete  
Communities**



**Green and  
Resilient**



**Inclusive and  
Prosperous**

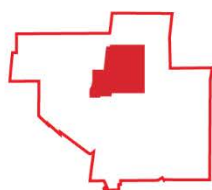


**Connected**

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## YE CENTRE



**2016**

**19,000 res.**

**18,000 jobs**

**Pipeline (2031)**

**40,000 res.**

**20,000 jobs**

**Proposed Plan (2051)**

**50,000+ res.**

**23,000+ jobs**

## YESP AREA



**2016**

**66,000 res.**

**34,000 jobs**

**Pipeline (2031)**

**94,000 res.**

**38,000 jobs**

**Proposed Plan (2051)**

**127,000+ res.**

**42,000+ jobs**





# What is the Transportation Assessment?

- Supports the **vision, goals, and policies** of the Yonge-Eglinton Secondary Plan and is closely aligned with the **Parks & Public Realm Plan**
- Primarily about identifying **local transportation needs** within the Yonge-Eglinton Area to improve mobility in and through the area (e.g. it is not about solving crowding on the Yonge subway line)
- Will Identify **a range of transportation infrastructure improvements** to safely move people in and around the area and support **a shift to active and sustainable travel modes** in context of the anticipated growth and completion of the Eglinton Crosstown LRT
- Will assist in aligning transportation infrastructure **capital planning with long-term growth**, and inform the **review of development applications** in the area

# Midtown Transportation Assessment: Local Area Planning



Official Plan (policies + maps)  
City-Wide Rapid Transit Network Planning  
(Relief Line, Smart Track, GO RER, etc)  
Eglinton Crosstown LRT & Eglinton  
Connects  
Planned Operational Improvements  
(Line 1 Automatic Train Control)  
Vision Zero Road Safety Plan  
10 Year Cycling Network Plan  
Complete Streets Guidelines  
And others...

Secondary Plan (policies + maps)  
Integrated land use planning framework  
and local transportation improvements  
Improving local transportation networks  
and connections with surrounding city  
networks  
Improving range of mobility choices  
Targeted walking and cycling  
improvements  
And more...

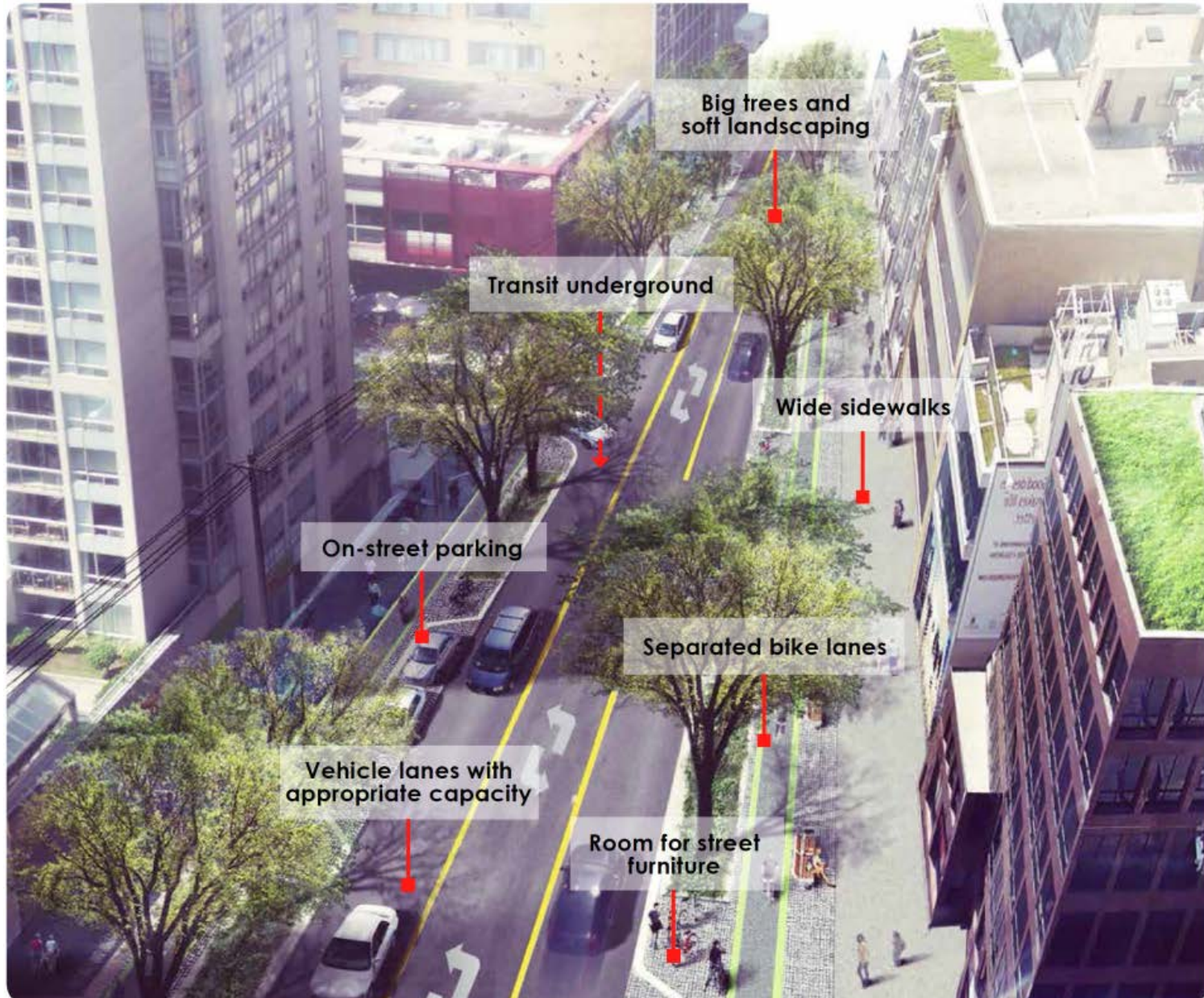
# City-Wide Rapid Transit Network Planning



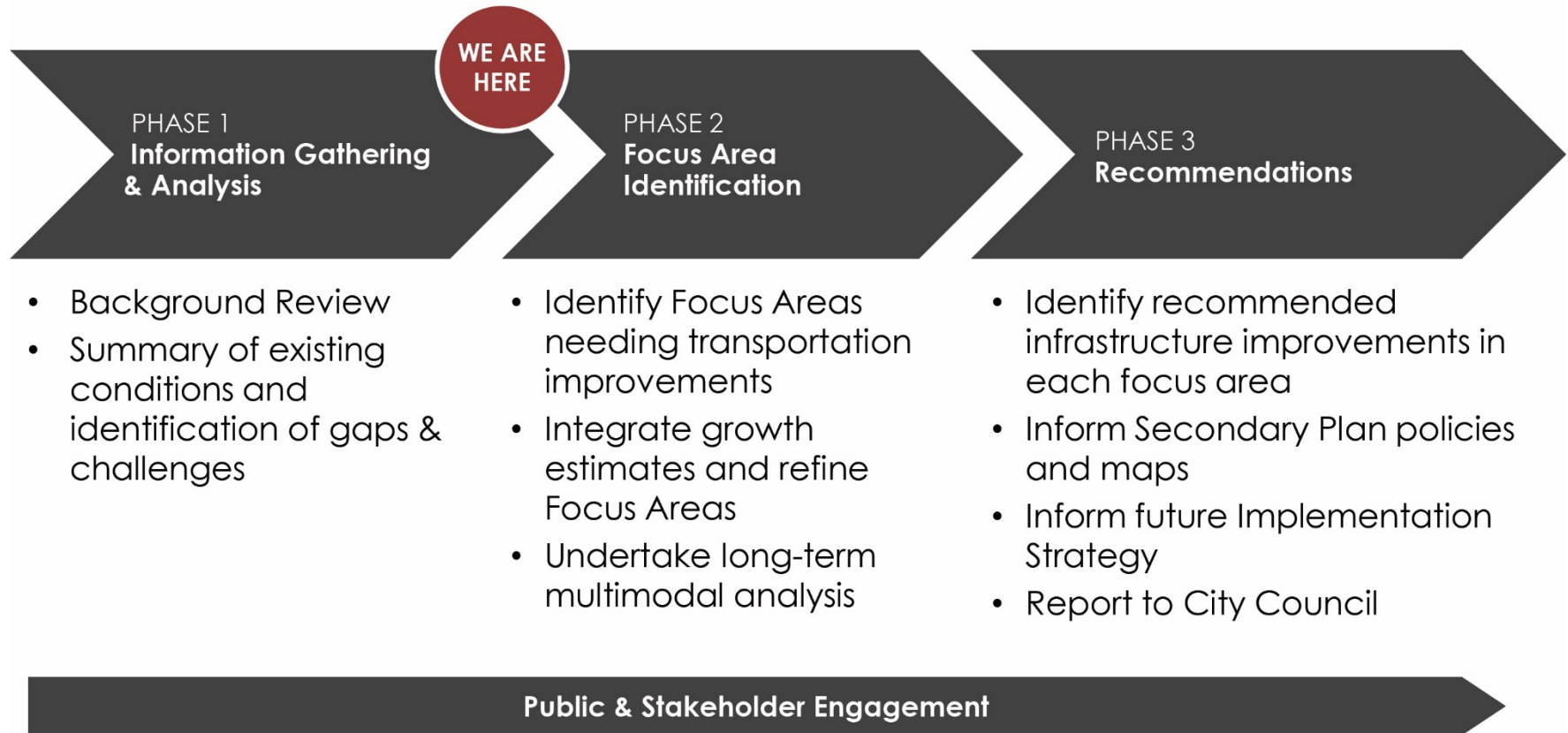
15 year rapid transit network plan







# Midtown Transportation Assessment





# Phase 1 Summary: Background Review & Analysis

- **Existing planning policies & guidelines:** Provincial Growth Plan, Metrolinx Regional Transportation Plan, City of Toronto Official Plan, City-wide rapid transit planning, Eglinton Connects, Mobility Hub Guidelines, Complete Streets Guidelines, etc.
- **Travel trends and characteristics:** Analysis of TTS data, Census data, travel time analysis, trip distribution, mode share, etc
- **2017 Midtown Travel Survey:** An online survey of area residents and workers to assist in developing a more current snapshot of movement trends and characteristics in Midtown
- **Safety data:** Historical collision data for the area
- **Traffic data:** Intersection traffic volumes and intersection capacity analysis, origin-destination trends for through traffic, etc
- **Pedestrian and cycling data:** Intersection pedestrian and cycling volumes, inventory of sidewalk widths, area walkshed analysis and mapping, inventory of existing cycling infrastructure, review of planned 10-Year Cycling Network Plan, etc
- **Transit ridership data:** TTC subway ridership and capacity data



# Key Issues + Challenges

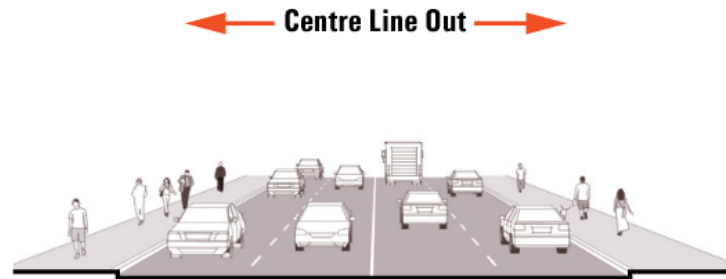
1. Future population and employment growth will continue to increase demand for travel into, out of and within Midtown, putting more pressure on existing transportation and transit infrastructure



New development in Midtown should help create a **compact, transit-supportive community** with a **mix of land uses** that support more sustainable transportation choices to help reduce auto dependency

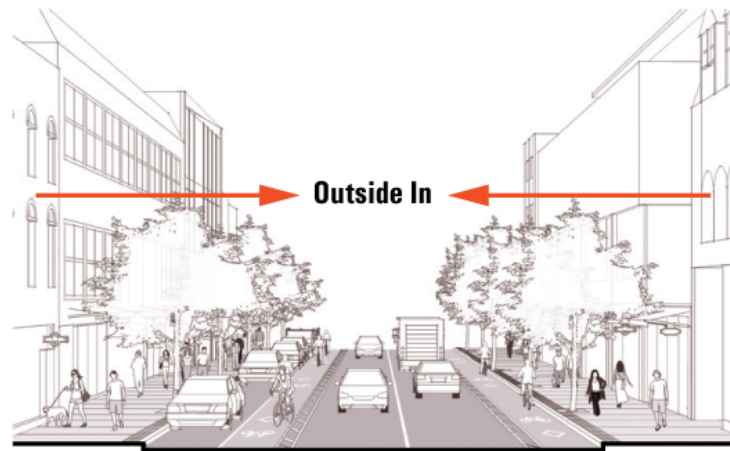


## 2. Midtown is a built up urban environment with limited street space



### LESS URBAN

- Auto-Mobility
- Automobile Safety

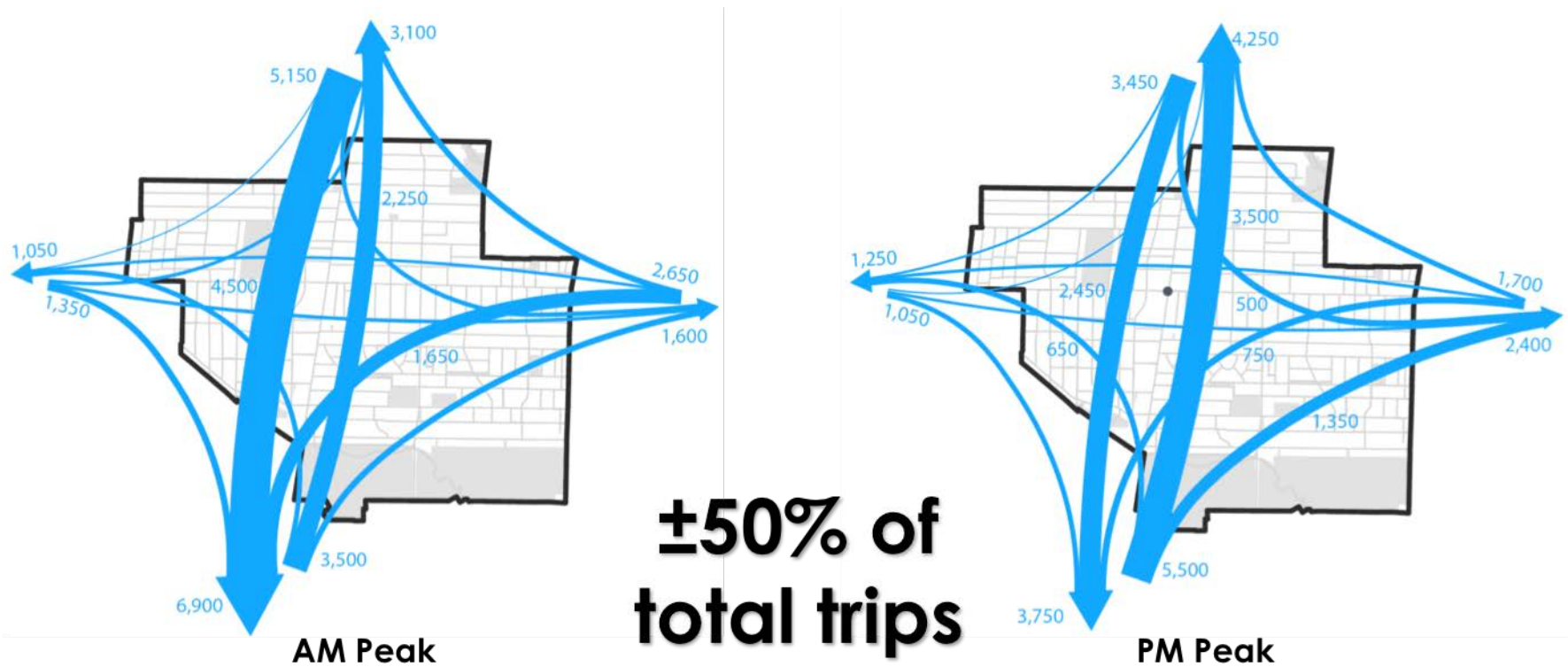


### MORE URBAN

- Multi-modal Mobility + Access
- Public Health/Safety
- Economic Development
- Environmental Quality
- Livability/Quality of Life
- Equity

Redesign key streets to **move more people** more efficiently and achieve mobility and placemaking objectives

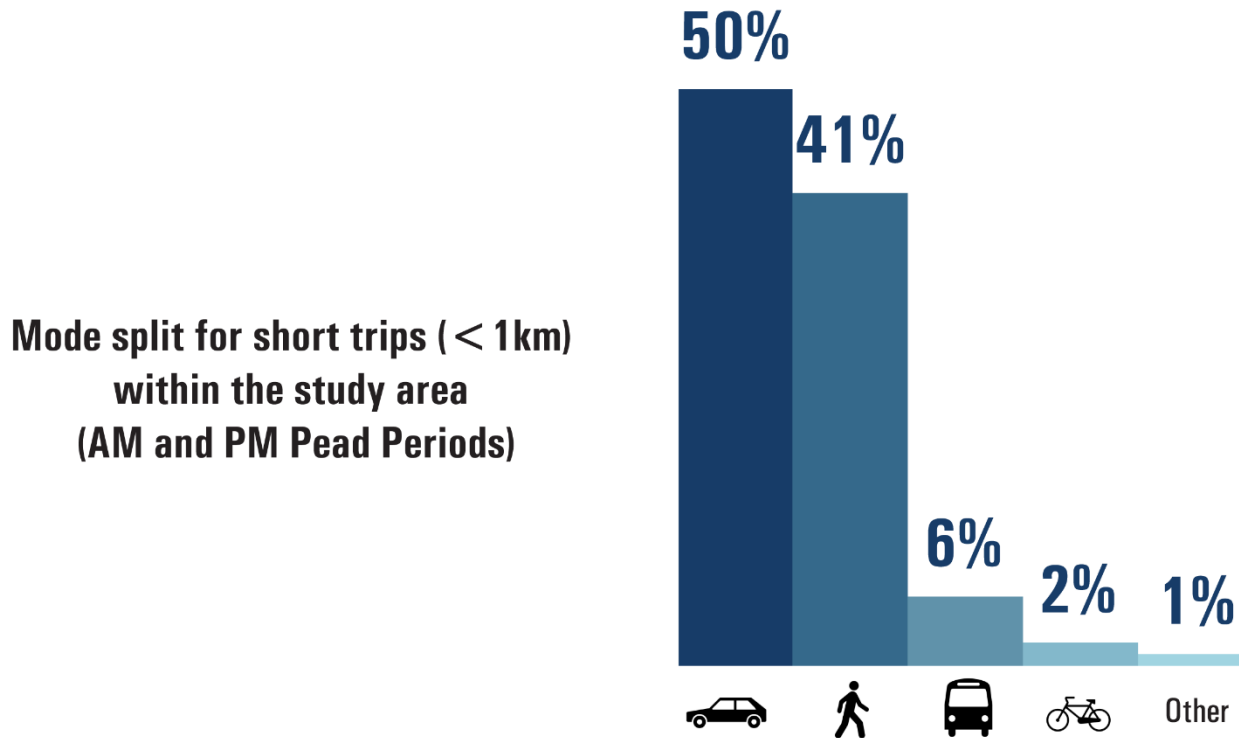
3. Significant auto traffic congestion occurs during rush hours, but is mostly 'through traffic' generated from outside the local Midtown area



Continue to **reduce auto traffic** generated within Midtown and **better manage** auto traffic congestion and curbside activity



## 4. Many people in Midtown are choosing to drive for short, local trips



Improve local walking and cycling infrastructure to encourage more people to walk and cycle for short trips

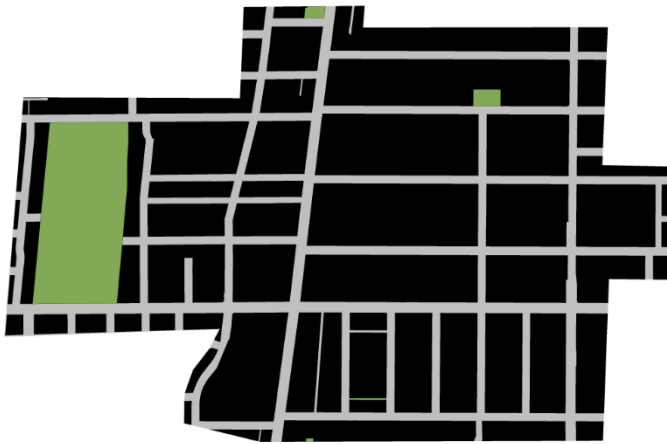
5. Future growth will result in more people walking and cycling, but key streets and intersections are currently designed mainly for cars



**Pedestrian and cycling improvements** are needed on several key streets and at major intersections to provide more space and improve safety

6. The area generally has a fine grain street network for pedestrian and cycling connectivity, but there are some larger blocks

**YONGE + EGLINTON**

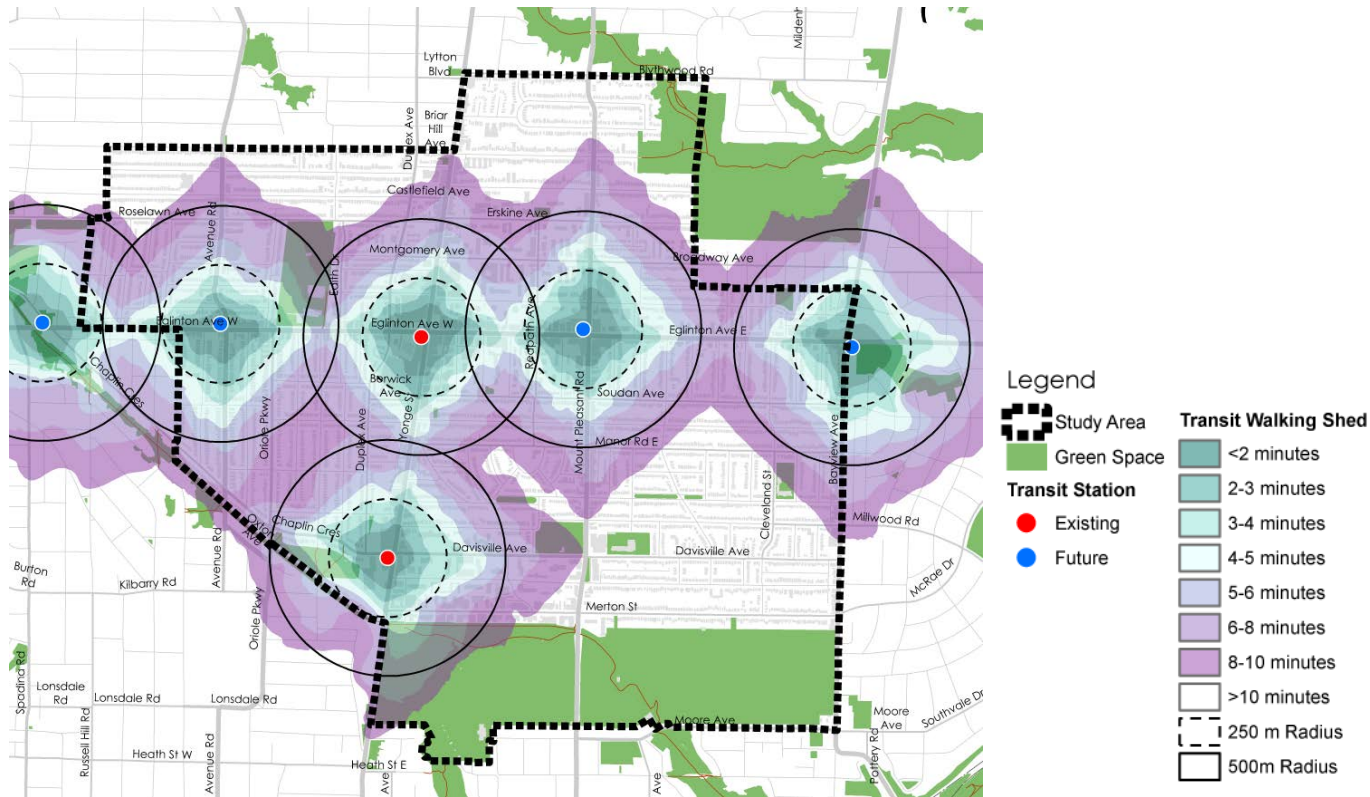


**GERARD-EASTERN-CARLAW-COXWELL**



More **mid-block and street connections** are needed to improve permeability within and through the area

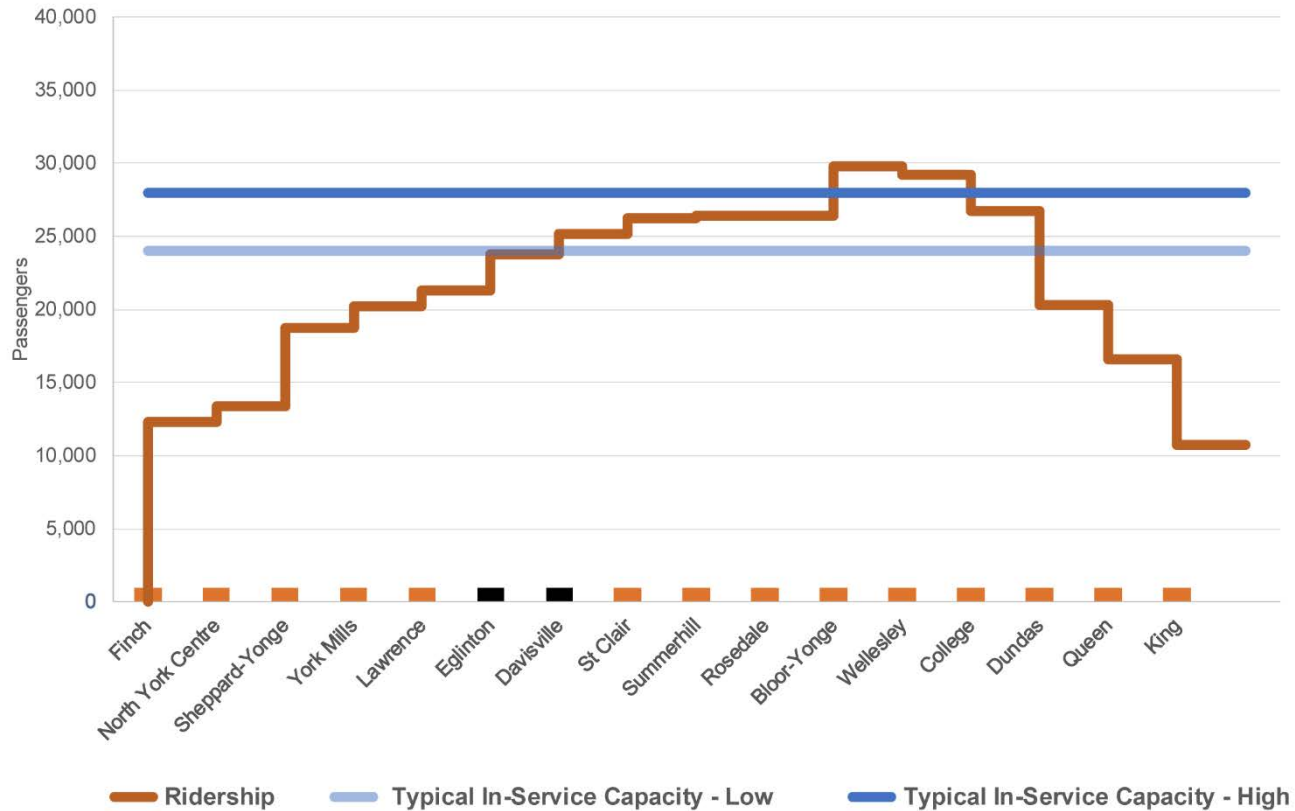
## 7. Increasingly more people will live or work within close distance to a rapid transit station



Walking and cycling improvements are needed to **improve access to and from neighbourhoods** outside the immediate station areas. Additional mobility choices should be provided as part of stations and new developments: car-sharing, bike sharing, etc



## 8. There are significant crowding issues during the rush hours on the Yonge subway line



Operational improvements and city-wide rapid transit network planning initiatives are underway to address crowding and capacity issues

## 9. There are gaps in the cycling network within Midtown and a lack of connections with the surrounding city-wide cycling network



### Legend

#### Cycling Network and Trails Plan

Bike Lane | Cycle Tracks

Trails | Boulevard Trails

Quiet Street Routes

Tunnels and Bridges

Major Corridor Studies

*Note: Initiation of a Major Corridor Study on Danforth Avenue subject to Council direction in Fall 2017*

Corridors where future study may be considered as part of the Cycling Network Plan 2 Year Review Report

#### Existing Cycling Network

Bike Lane | Cycle Tracks

Trails | Boulevard Trails

Quiet Street Routes

Rail Lines

Freeways

Major Roads

Green Spaces



Build on the 10-year Cycling Network Plan to identify new or upgraded cycling routes and make a more complete cycling network in the area

10. Transportation technology is rapidly evolving and people's travel behaviour will also change over time with flexible work hours and locations



New technology like automated or electric vehicles, is appealing, but it isn't a "silver bullet" that will solve the city's transportation challenges. In some cases, it could cause more traffic congestion. It's important to plan for emerging technologies, but ensure that the vision and goals for Midtown are maintained

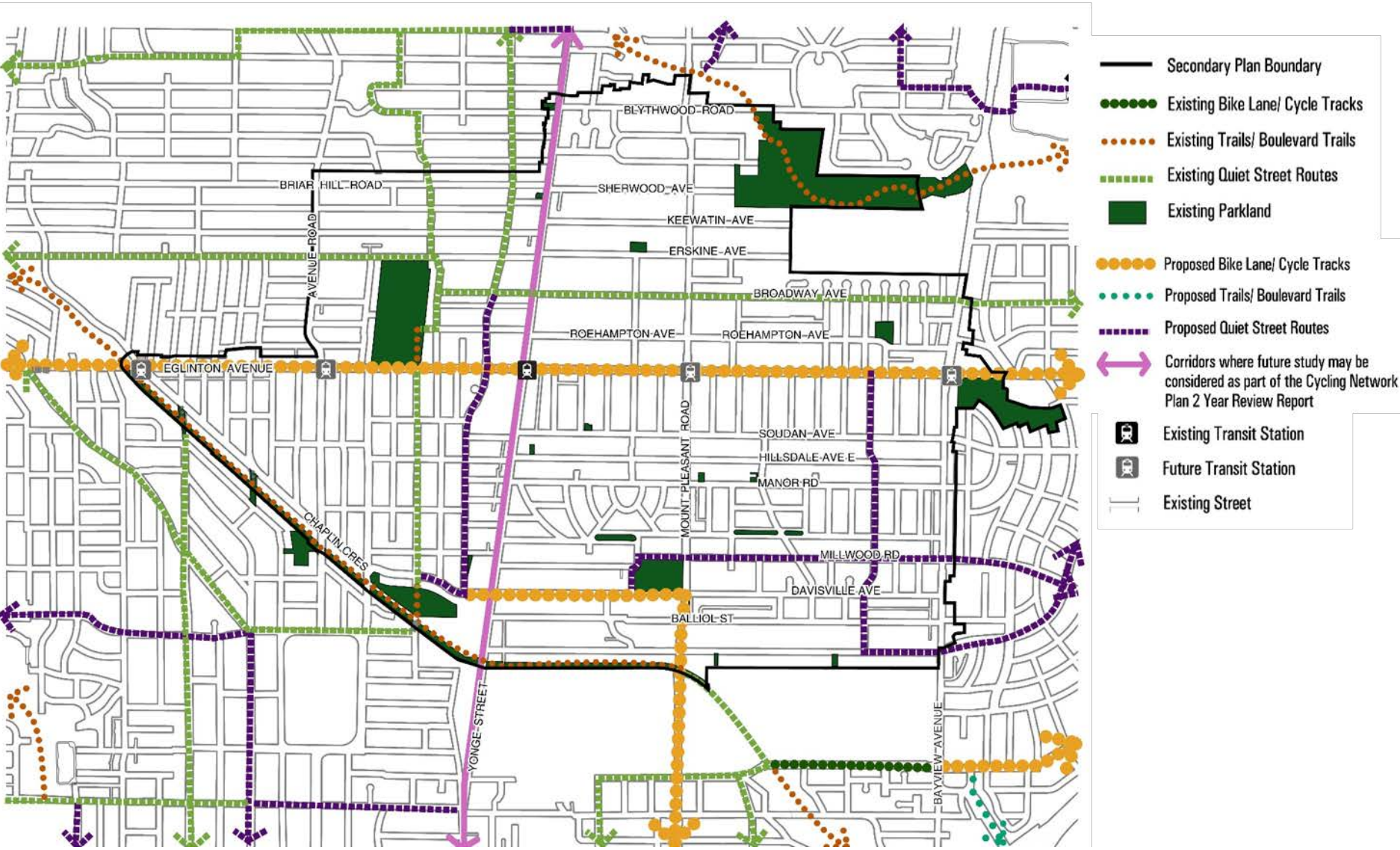
# Midtown Secondary Plan: Proposed Policies & Maps



- Move people and goods more efficiently
- Provide a mix of compact land uses to reduce the need to travel longer distances
- Prioritize transit and active transportation infrastructure to reduce auto-dependency
- Design streets as more 'complete' to improve walking and cycling networks, connections to transit, and safety for the most vulnerable
- Provide more pedestrian amenities (benches, etc) and end-of-trip cycling facilities (eg, benches, bike parking, trees, etc)
- Expand Toronto Bike Share program into Midtown
- Secure mid-block connections within large development sites
- A proposed Pedestrian Network Map and Cycling Network Map



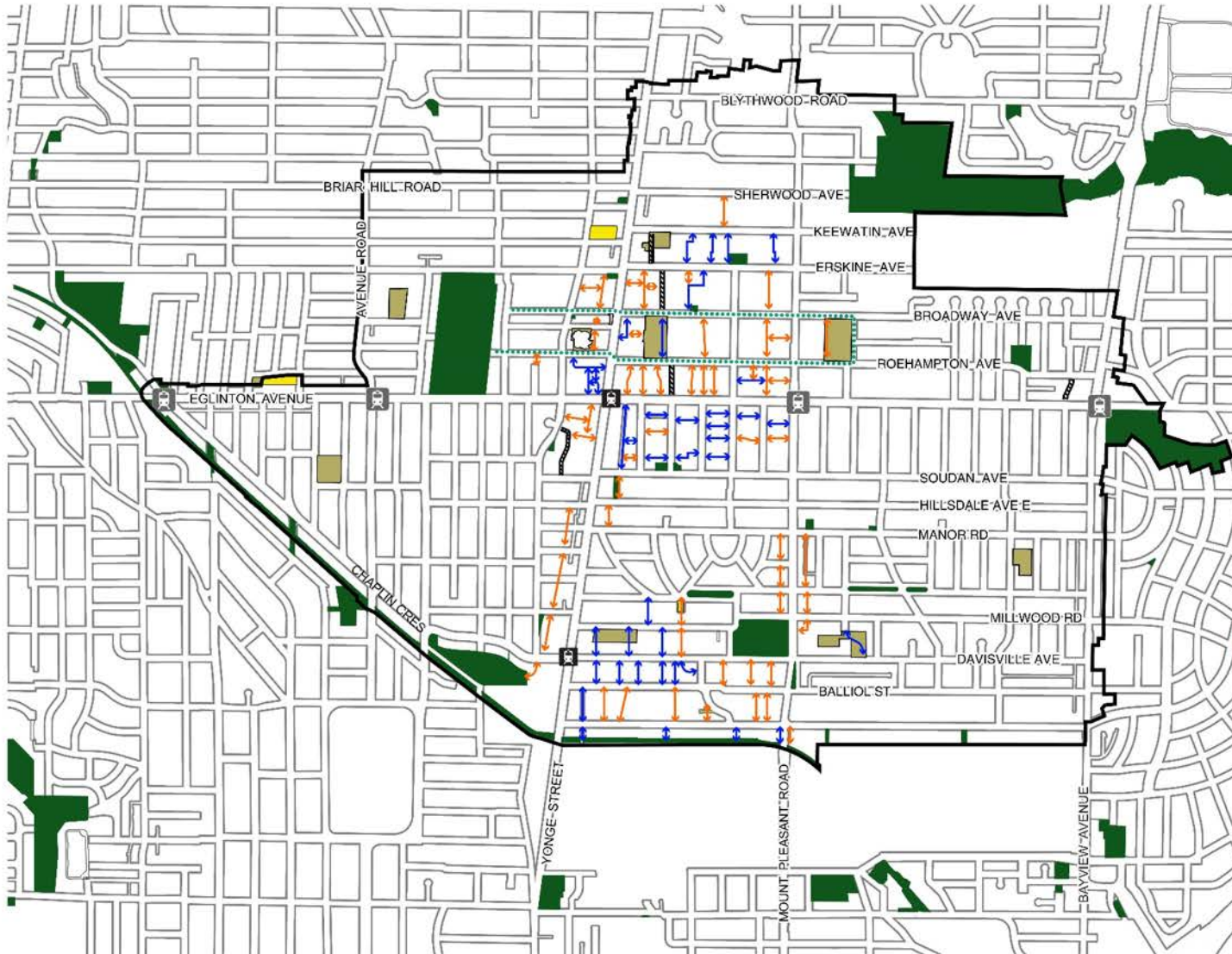
# Cycling Network Map



- Secondary Plan Boundary
- Existing Bike Lane/ Cycle Tracks
- Existing Trails/ Boulevard Trails
- Existing Quiet Street Routes
- Existing Parkland
- Proposed Bike Lane/ Cycle Tracks
- Proposed Trails/ Boulevard Trails
- Proposed Quiet Street Routes
- Corridors where future study may be considered as part of the Cycling Network Plan 2 Year Review Report
- Existing Transit Station
- Future Transit Station
- Existing Street



# Pedestrian Network Map



- Secondary Plan Boundary
- Park Street Loop
- Existing Mid Block Connections
- Conceptual Future Mid Block Connections
- Conceptual New Street
- Existing Transit Station
- Future Transit Station
- Existing Street
- Existing Parkland

# Focus Areas





- Recognizes and builds on City **transportation initiatives underway** or recently completed
- Addresses **key transportation issues and challenges** facing Midtown
- Proposes a range of **recommended transportation infrastructure** opportunities
- Informs development of future **Implementation Strategy**
- **Four types** of Focus Areas:
  - Midtown-Wide
  - Key Streets or Corridors
  - Areas of Growth
  - Stable Neighbourhoods

## 1. Midtown-Wide

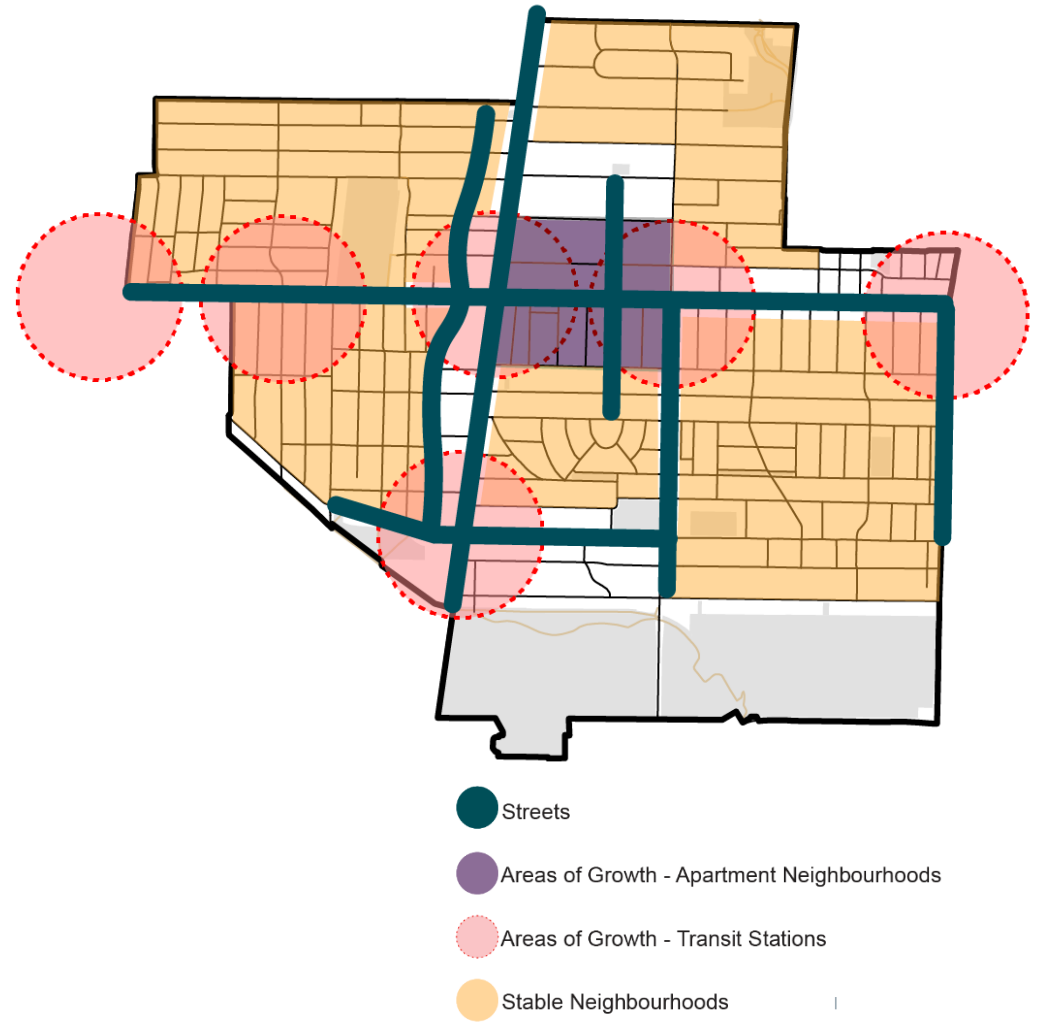
## 2. Key Streets or Corridors

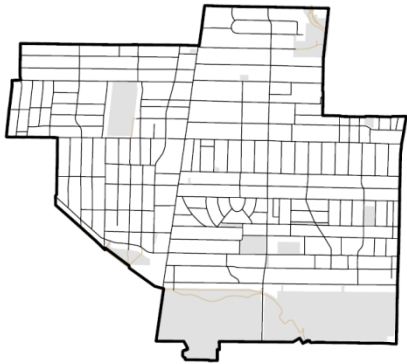
- A. Yonge Street
- B. Eglinton Avenue
- C. Redpath Avenue
- D. Mount Pleasant Road
- E. Davisville Avenue/ Chaplin Cres.
- F. Bayview Avenue
- G. Duplex Avenue

## 3. Areas of Growth

- A. Roehampton Common
- B. Soudan West Common
- C. Areas around rapid transit stations

## 4. Stable Neighbourhoods

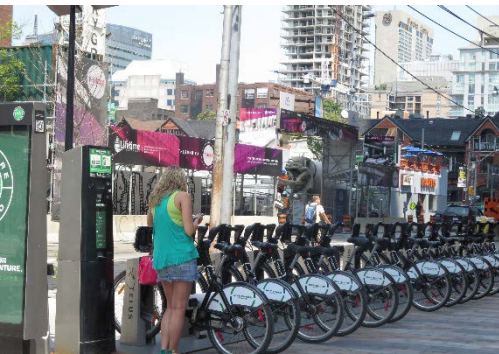




## Potential Solutions



- Implement Toronto's Vision Zero Road Safety Plan
- Implement 10-Year Cycling Network Plan and any New Cycling Connections Identified through Midtown In Focus
- Expand Toronto Bike Share into Midtown
- Secure Electric Vehicle Charging Infrastructure and Transportation Demand Management (TDM) Measures in New Developments
- Review Parking Standards for Developments Around Transit Stations
- Implement Curbside Management Strategies



- 2A** Yonge Street
- 2B** Eglinton Avenue
- 2C** Redpath Avenue
- 2D** Mount Pleasant Road
- 2E** Davisville Avenue
- 2F** Bayview Avenue
- 2G** Duplex Avenue



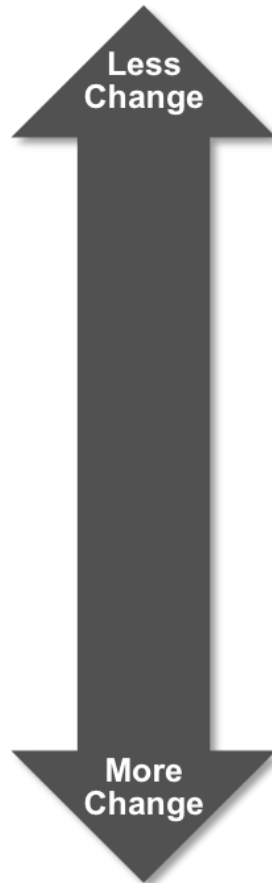


## Planned/Approved Improvements

- Park Street Loop and Midtown Greenways in 2014 Midtown Public Realm Plan
- Eglinton Crosstown LRT & stations under construction
- Eglinton to be reconstructed as a complete street w/ wide sidewalks, cycling facilities, trees starting between Avenue Road to Mount Pleasant Road
- Eglinton Green Line in 2014 Parks, Open Space and Streetscape Master Plan



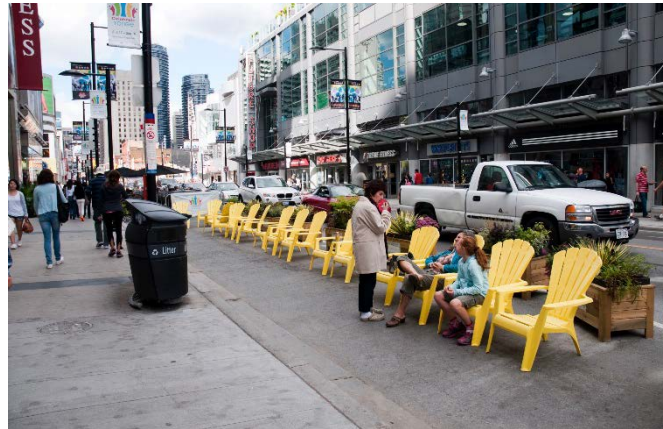
## Potential Solutions

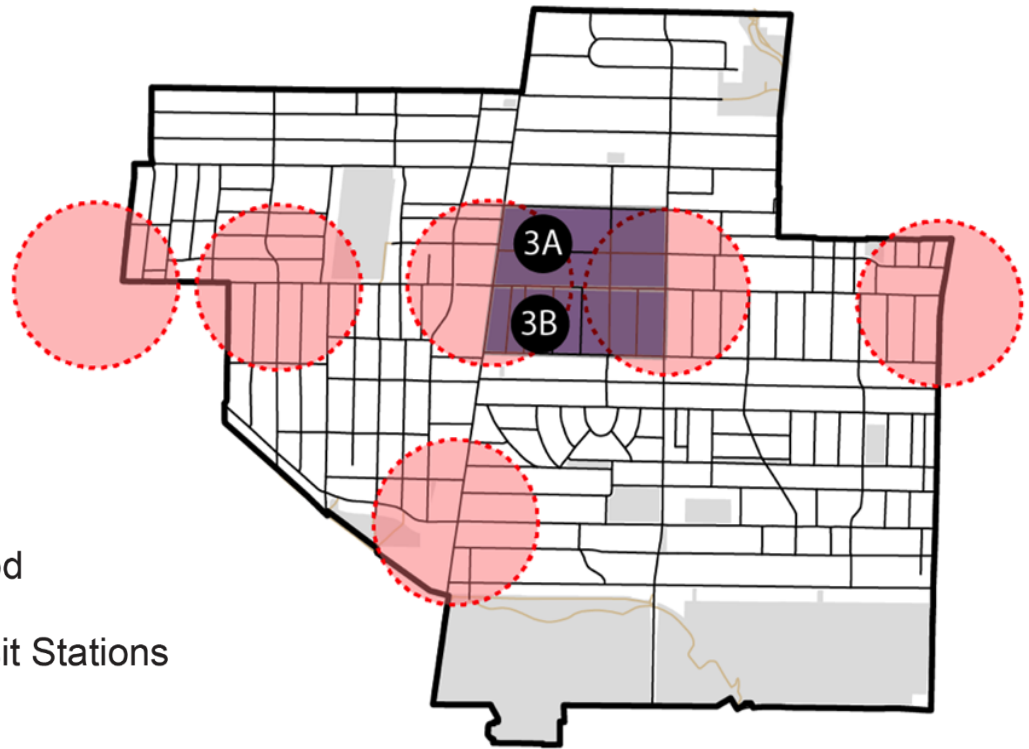


- Make operational and pedestrian improvements at intersections
- Optimize on-street parking restrictions to improve on-street efficiency
- Restrict left turns along key pedestrian corridors
- Reduce speed limits on streets to 30km/hr
- Implement streetscape improvements (curb to building face)
- Reduce on-street parking and reclaim space for pedestrian amenity
- Revisit pedestrian scramble intersection at Yonge and Eglinton and introduce at other busy intersections
- Provide continuous sidewalks uninterrupted across minor, unsignalized intersections
- Provide dedicated cycling lanes on key streets by reducing lane widths and/or vehicular lanes
- Redesign and reconstruct streets as complete streets



## Potential Solutions





**3A** Redpath Park Street Loop

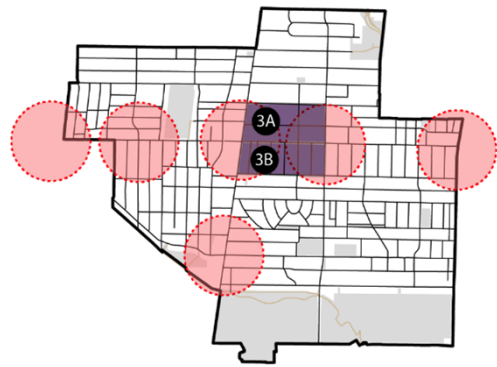
**3B** Soudan Apartment Neighbourhood

Areas around Higher Order Transit Stations

## Planned/Approved Improvements

Park Street Loop and Midtown Greenways in 2014 Midtown Public Realm Plan

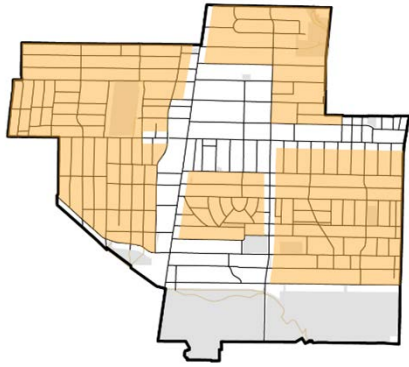




## Potential Solutions



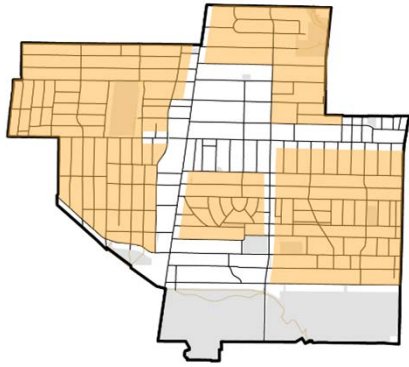
- Secure mid-block connections as part of new development
- Secure shared public parking in first level underground garages of new development
- Change on-street parking restrictions
- Implement bike share stations at key locations
- Improve entrances to existing rapid transit stations
- Implement the Park Street Loop and Midtown Greenways as part of development
- Redesign Cowbell Lane as a shared street to improve pedestrian and cyclist safety
- Widen sidewalks on local streets to accommodate increased pedestrian traffic
- Narrow vehicular lanes on Broadway, Roehampton and Soudan



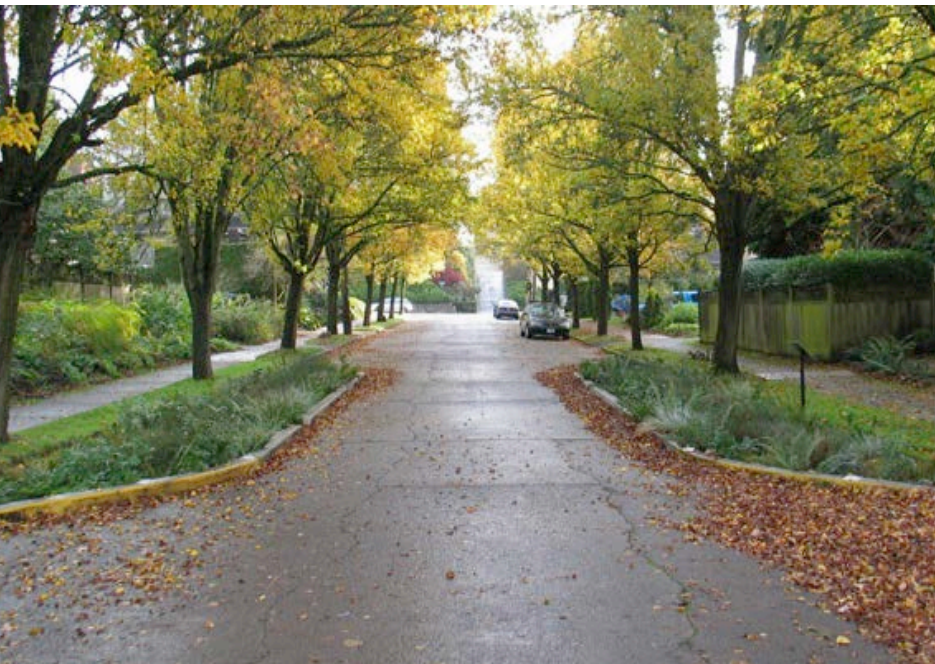
## Potential Solutions



- Widen sidewalks to improve accessibility and as maintenance occurs on streets
- Provide dedicated space for cycling lanes on key local streets to provide enhanced access to destinations
- Implement innovative traffic calming measures



## Potential Solutions



# Next Steps + Workshop



- Identify, map, and catalogue the focus areas, taking into account the City's growth estimates
- Finalize transportation policies and maps in the Secondary Plan
- Inform future Implementation Strategy
- Report to City Council



## Activity 1: Focus Areas (10 Minutes)

Are there focus areas you think we've missed? What are they and how do you think they will improve movement? Identify problem areas with a red dot and write down key issues on a sticky note.

## Activity 2: Streets Dotmocracy (15 Minutes)

Identify the measure or measures you think should be implemented and prioritized for streets in Midtown with a **GREEN** dot. Use a **YELLOW** dot to identify solutions you think are not absolutely necessary, but would be "nice to have"

## Activity 3: Pedestrian and Cycling Network (15 Minutes)

What do you think of the proposed Pedestrian and Cycling Network? Have we missed any important connections?