

# Welcome Public Event #1

Thursday, May 9, 2019

Municipal Class Environmental Assessment  
Yonge Street from Queen Street to College Street

The information displayed today is available online at:  
**[toronto.ca/yongeTOMorrow](https://toronto.ca/yongeTOMorrow)**

# Study area

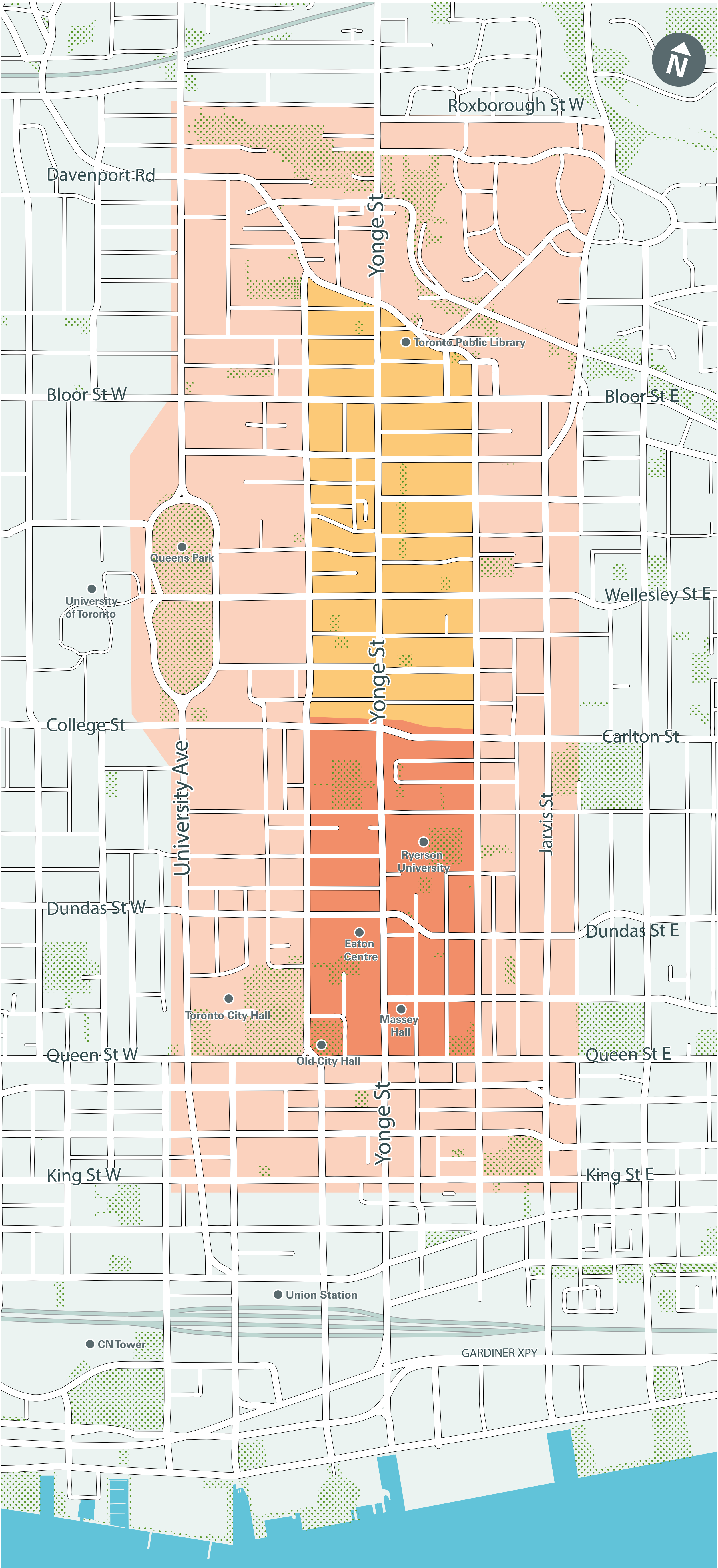
**Study Area**  
Area for which data collection and analysis is being completed

**YongeTOmorrow EA Focus Area (Phase 1)**  
Area for which alternative solutions are currently being developed and evaluated

**Future Focus Area (Phase 2)**  
An EA to develop and evaluate design solutions for Yonge from College to Davenport is planned to start upon completion of YongeTOmorrow Phase 1

### Wider Neighbourhood Impacts

YongeTOmorrow will consider the existing conditions and impacts of the alternatives on the north-south and east-west streets within the study area before making a final recommendation for the focus area.



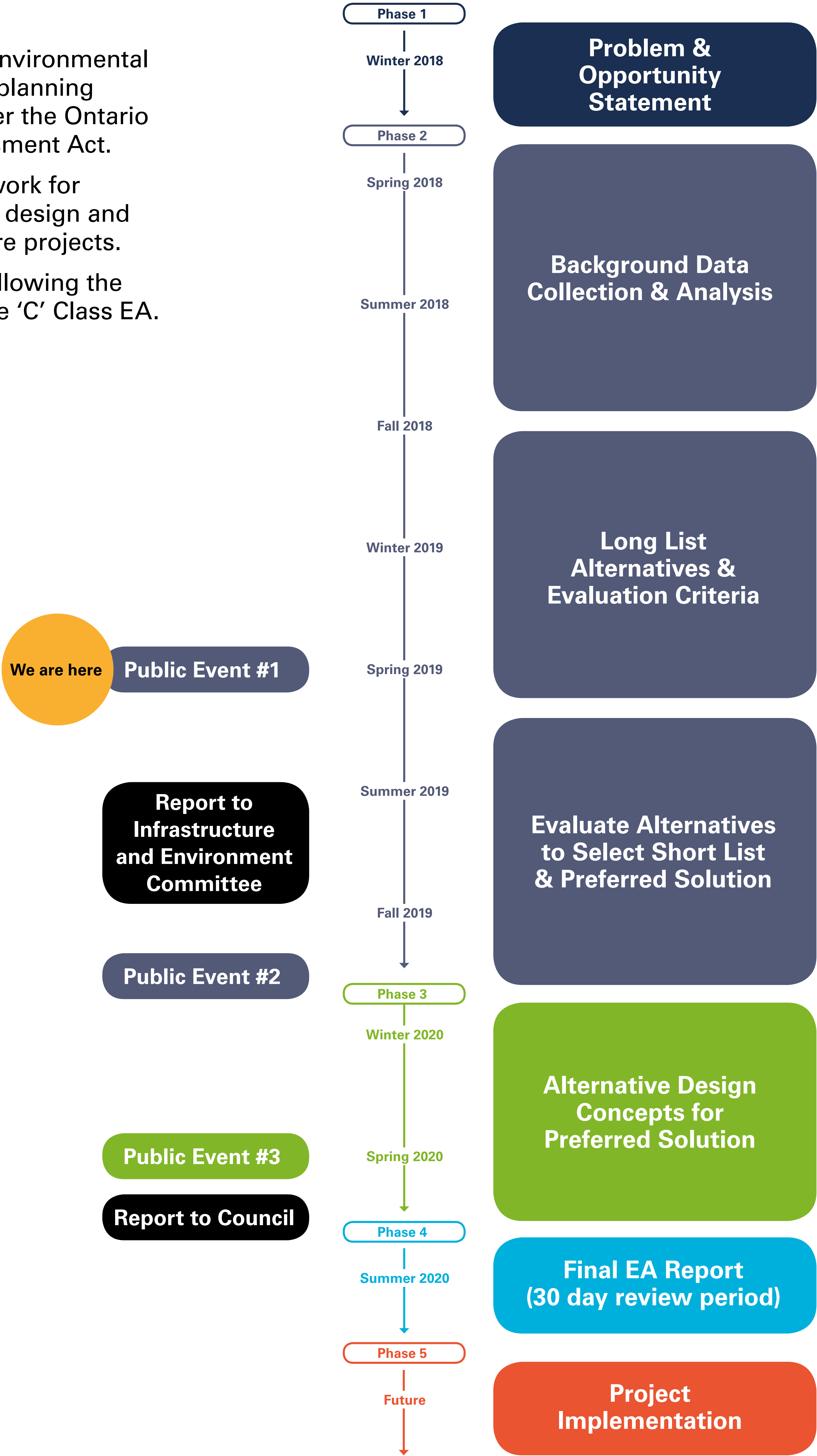


# What is an EA?

The Municipal Class Environmental Assessment (EA) is a planning process required under the Ontario Environmental Assessment Act.

It provides the framework for municipalities to plan, design and construct infrastructure projects.

YongeTOmorrow is following the process for a Schedule 'C' Class EA.





# Why are we doing this EA?

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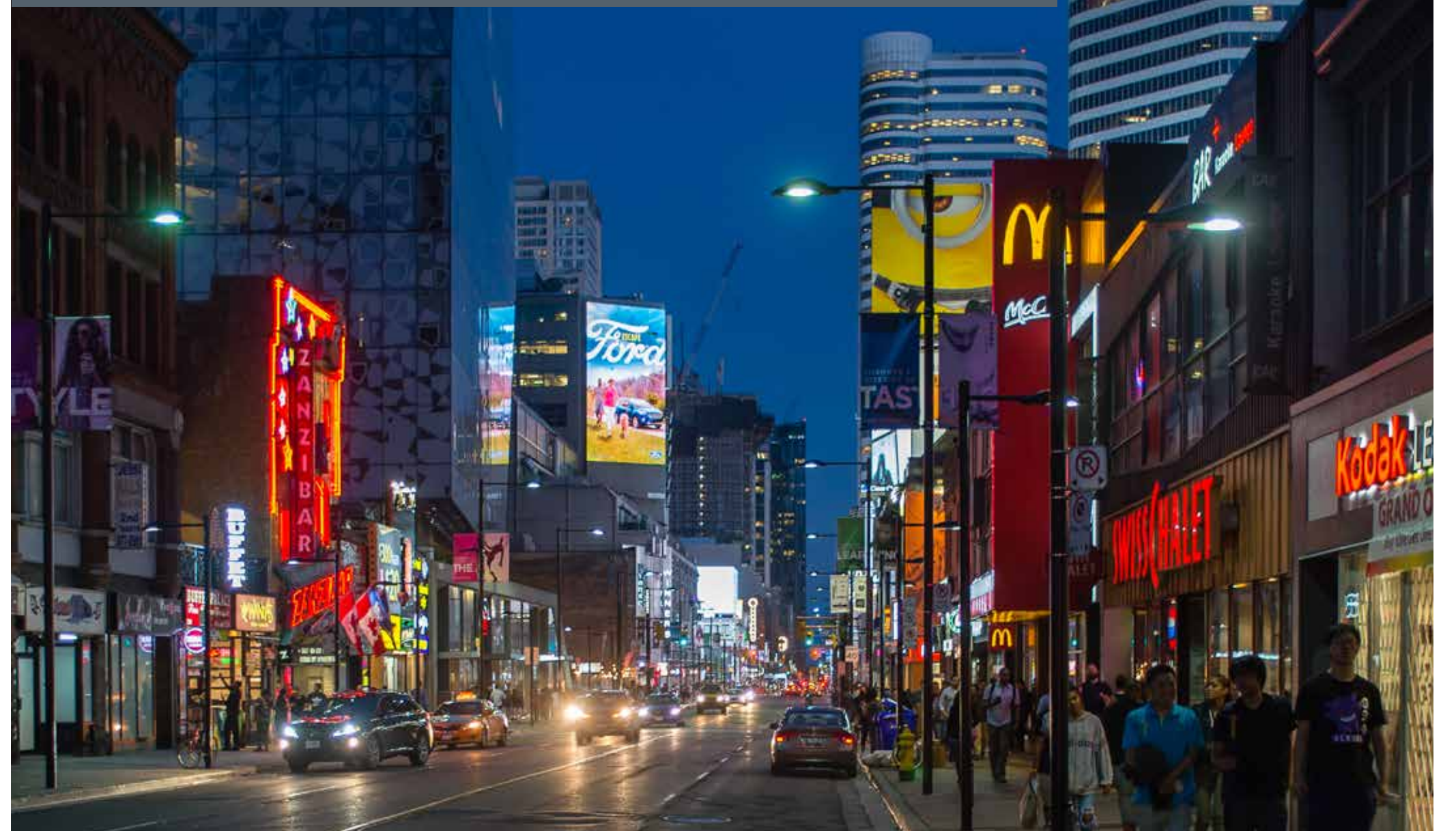
## Problem and opportunity statement

Yonge Street is iconic.

The street plays a significant role in the **cultural and economic identity** of Toronto and forms the spine of the city's transportation network. **Dramatic growth** is changing the character of built form along the street and the **needs of its users**, placing increased demands on aging infrastructure.

This provides us with an opportunity to re-examine how Yonge Street can best respond to our **diverse and changing city**. This presents the opportunity to elevate Yonge Street's physical form and the experience it brings to its users to reflect the significance it holds in both the city's landscape and in our minds.

### Cultural and economic identity



Source: Wikipedia

### Dramatic growth



### Needs of its users



### Diverse and changing city



Source: runningmagazine.ca



# What’s informing the study?

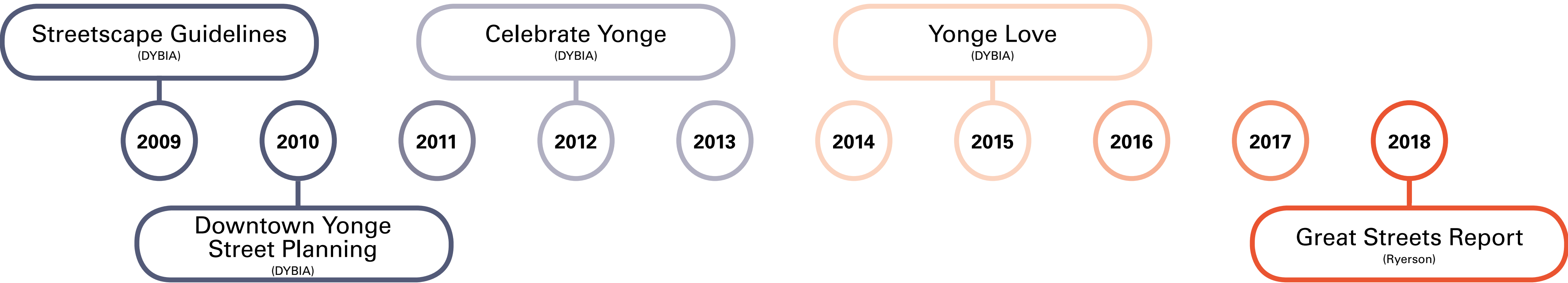


In 2018 Toronto City Council adopted a 25 year growth strategy for Toronto’s downtown core. The study projects that the population of the yongeTOmorrow study area will double by 2041.

The Downtown Plan provides guidance on Yonge Street’s role in supporting this development and enhancing cultural, civic and economic vitality.

The TOcore Parks & Public Realm Plan identifies downtown Yonge Street as a Cultural Corridor and one of the City’s Great Streets. It recommends the development of Yonge Street as a significant pedestrian destination and retail priority street.

## Building on stakeholder initiatives and studies



DYBIA - Downtown Yonge Business Improvement Area

## City of Toronto Policies and Guidelines





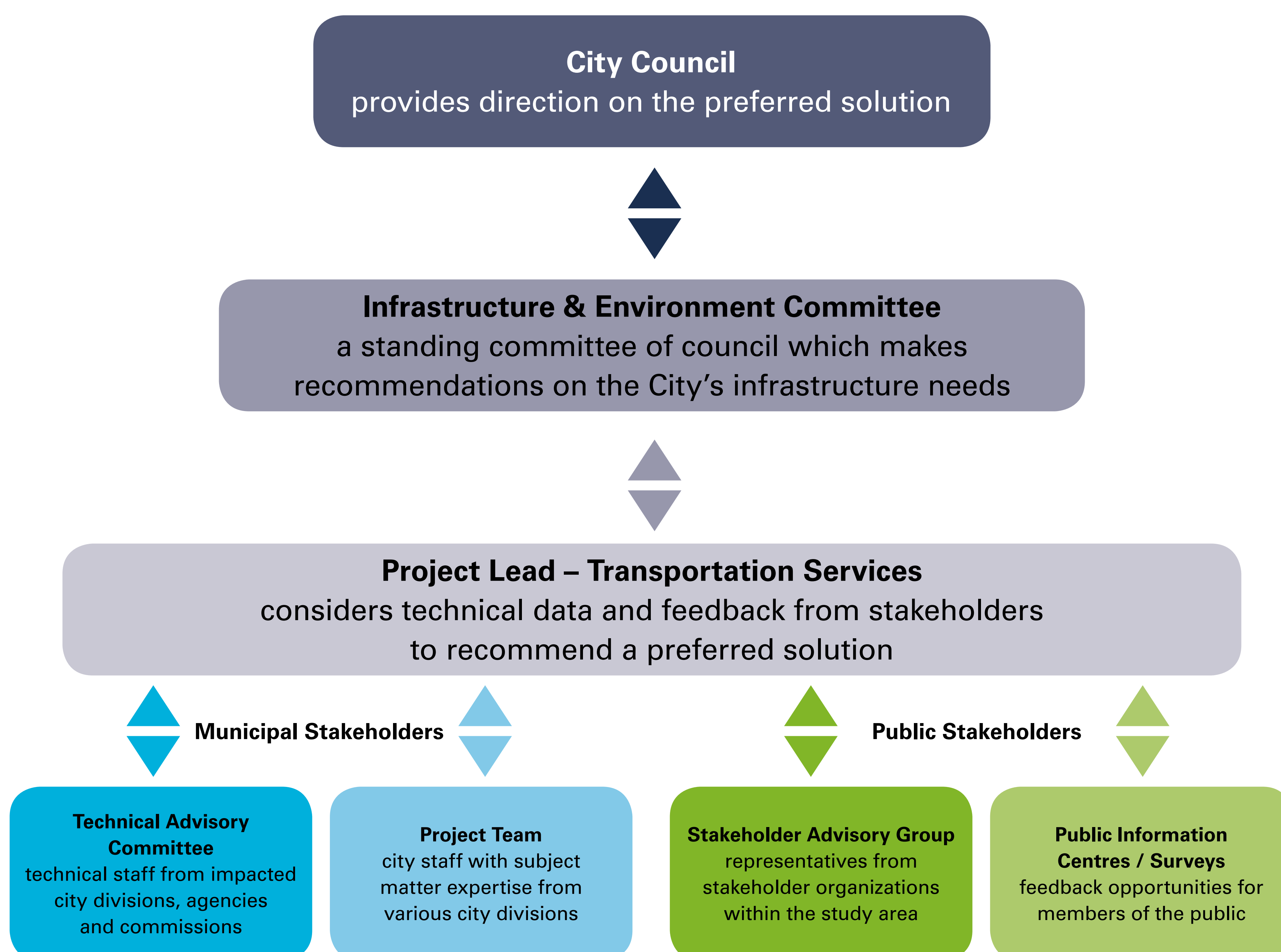
# What's being considered?

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**This study will consider many possible changes to the design of Yonge Street including:**

- Increasing the sidewalk width and space dedicated for pedestrians (clearway)
- Reducing driving lanes
- Redesigning intersections and laneway connections
- Installing cycling facilities on Yonge Street or a nearby north-south street
- Improving accessibility for all street users
- Improving or increasing pedestrian crossing opportunities
- Space for seating, planting, and public art
- Modifying other near-by streets and laneways
- Flexible uses of the street that may change in different zones of the street or throughout the day, week, and year
- Establishing car free zones during certain times of the day, week, or year, or permanently

## Who makes decisions?





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# Evolution of Yonge Street

## Major events

Due to convenient shipping and market access, the government invested in roads and transit. This made Yonge an important street that connected the city and attracted development. Yonge Street became an icon in the city.

**1883:** Eaton’s store opens and is the first with electric lights in any Canadian store

**1905:** First Santa Claus Parade is held on Yonge Street

**1920:** The Ed Mirvish film and play theatre opens as the Pantages Theatre

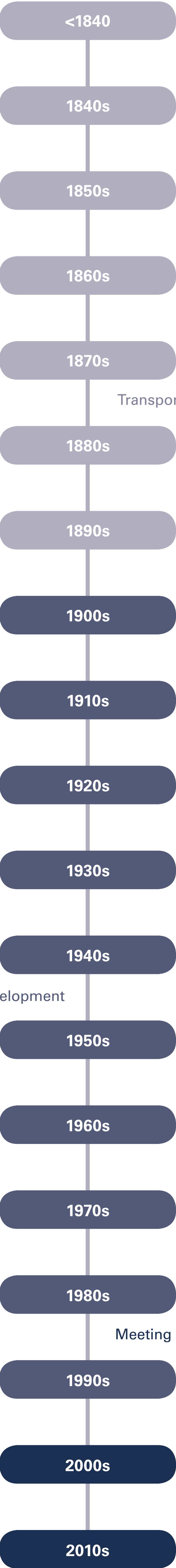
**1930s:** Thousands of people line up for soup and sandwiches at the Yonge Street Mission (and subsequently Evergreen)

**1954:** Yonge Street subway opens

**Early 1970s:** Yonge Street is turned into a pedestrian mall for four summers

**1980s:** First Pride Parade

**2002:** Yonge Dundas Square opens



**Pre-1800:** Intersections of land and water routes developed by Indigenous populations; used by early settlers and trappers.



**1849:** Horse-drawn stagecoaches operated along Yonge Street from King Street and Bloor Street



**1861:** Toronto Horse-drawn Street Railway is established and tracks are laid, between Front Street and Bloor Street



**1892:** Toronto Street Railway is electrified



**1929:** Mid-day traffic and pedestrians clog the intersection of Queen and Yonge streets



**1949:** Construction of the Yonge Street subway starts



**1961:** Sam the Record Man opens



**1977:** Eaton Centre opens



**1992:** Toronto celebrates the Blue Jay’s World Series win



**2015:** Ryerson Student Learning Centre opens

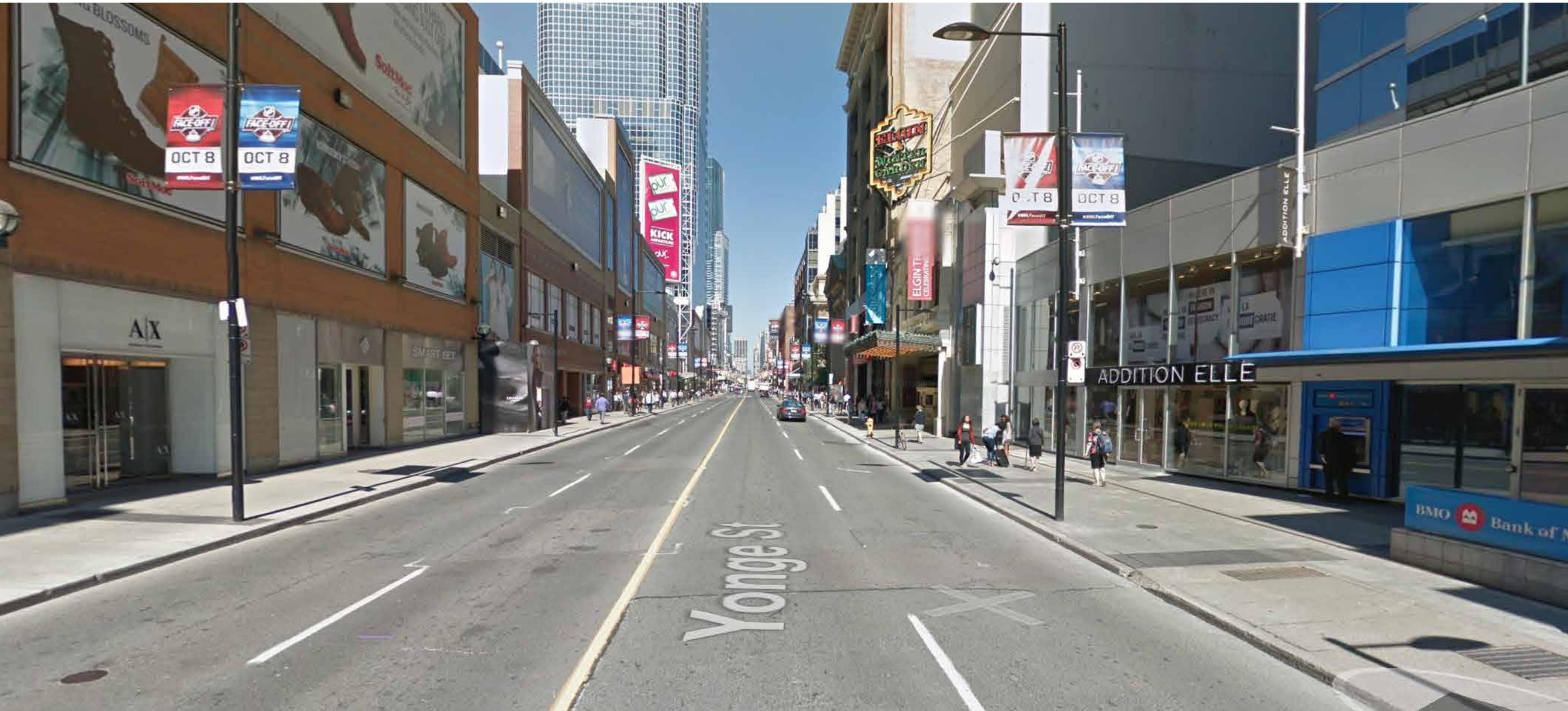
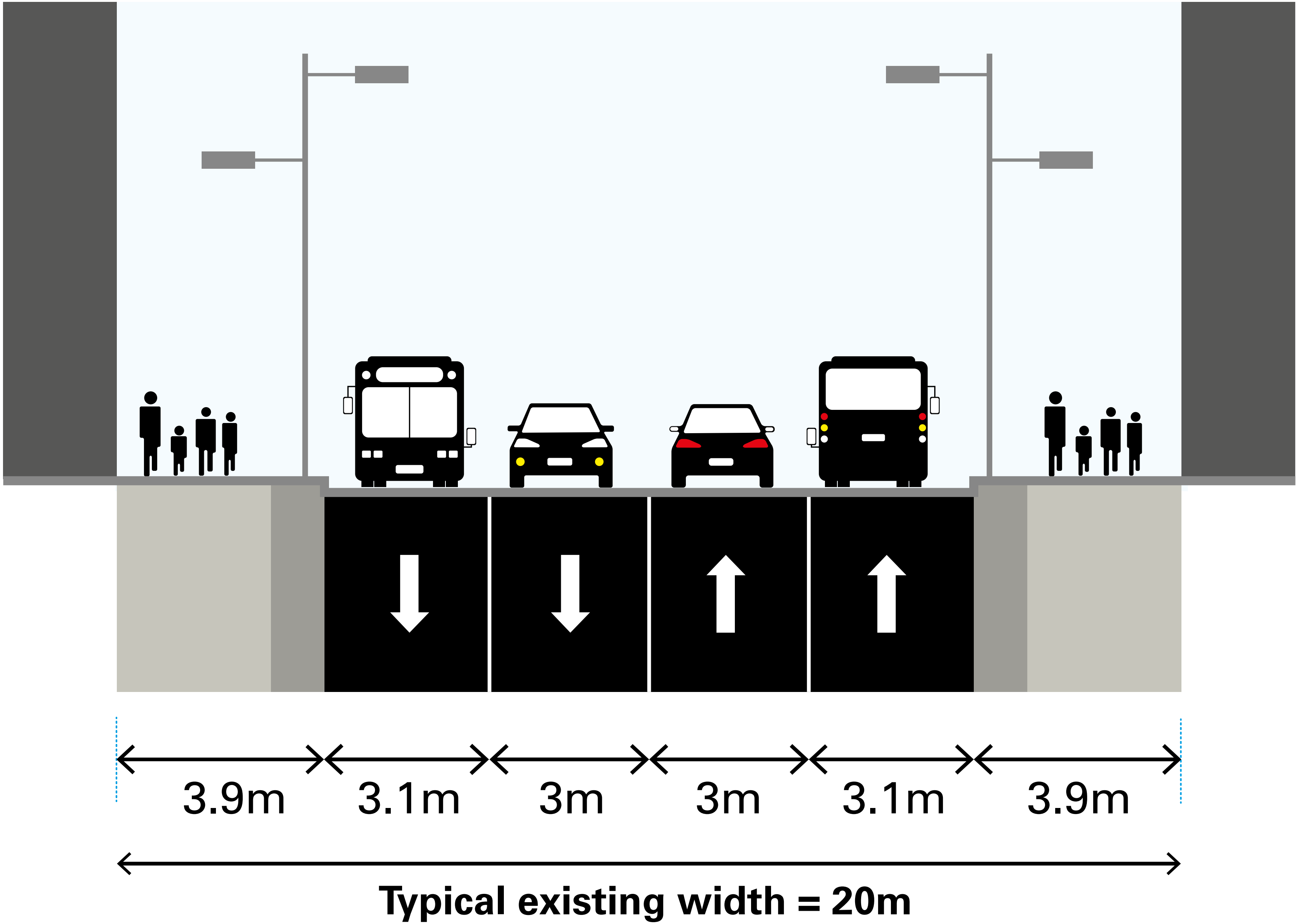


# Meet us there - Tell us your Yonge Street story





Queen to Gerrard

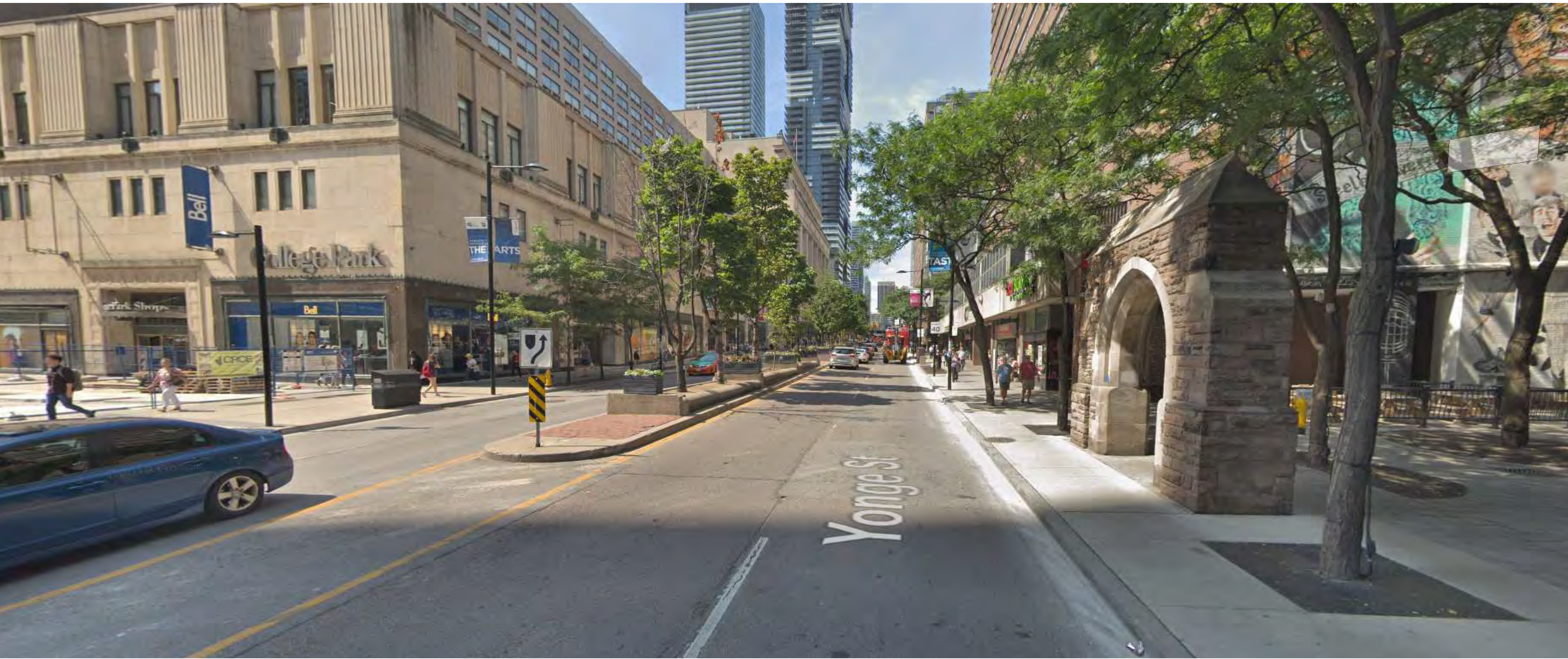
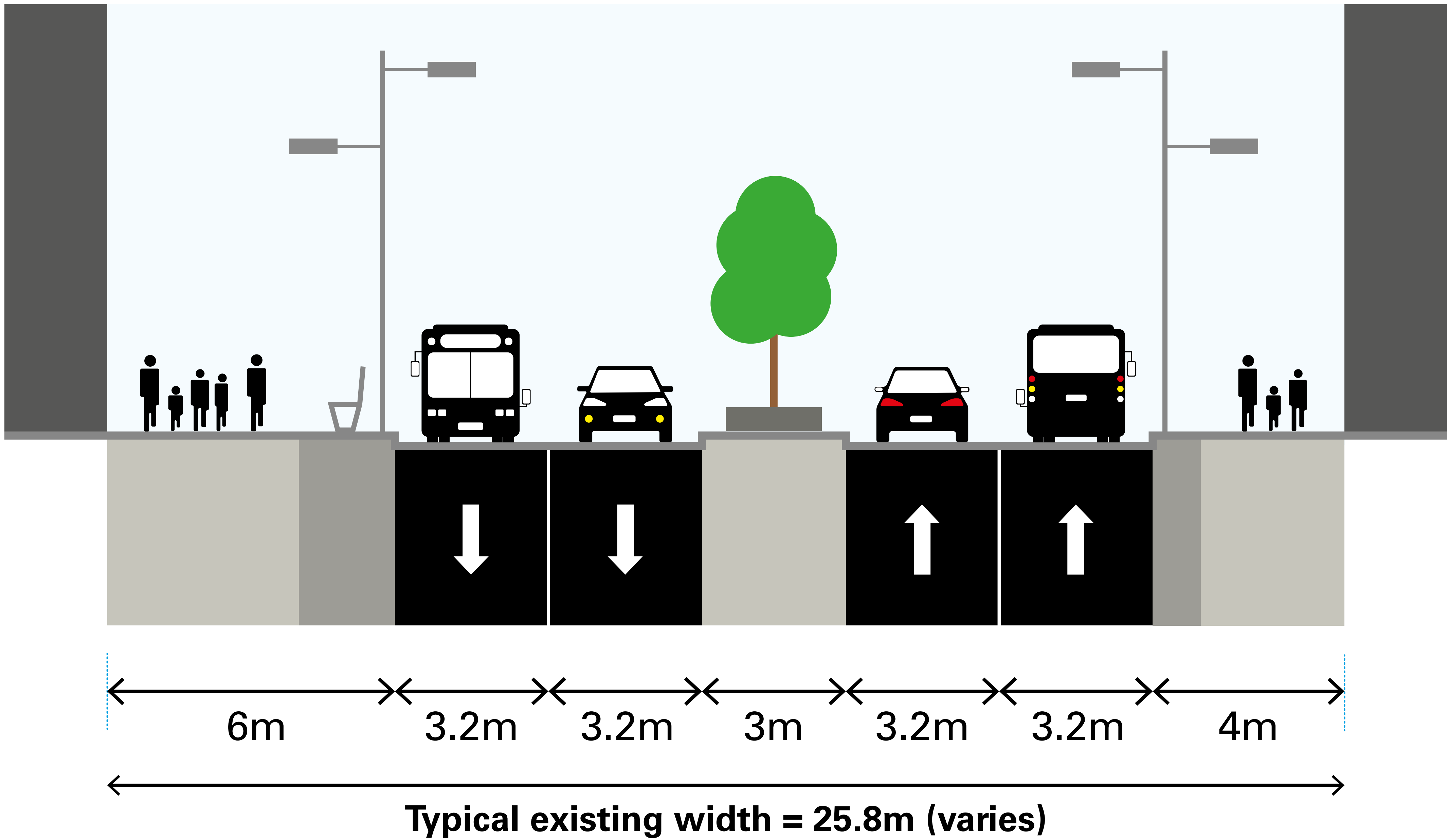


Yonge Street looking north from Queen Street  
Image - © Google



# Existing Conditions

## Gerrard to College



Yonge Street looking north from Gerrard  
Image - © Google



# Existing Conditions – Growth

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## Recent growth

**73%**

increase in population from 1996 to 2016 to over 55,000



**43%**

increase in employment from 1996 to 2016 to over 225,000



## Projected growth

**400**

residents and jobs per hectare by 2031 according to Toronto's Official Plan



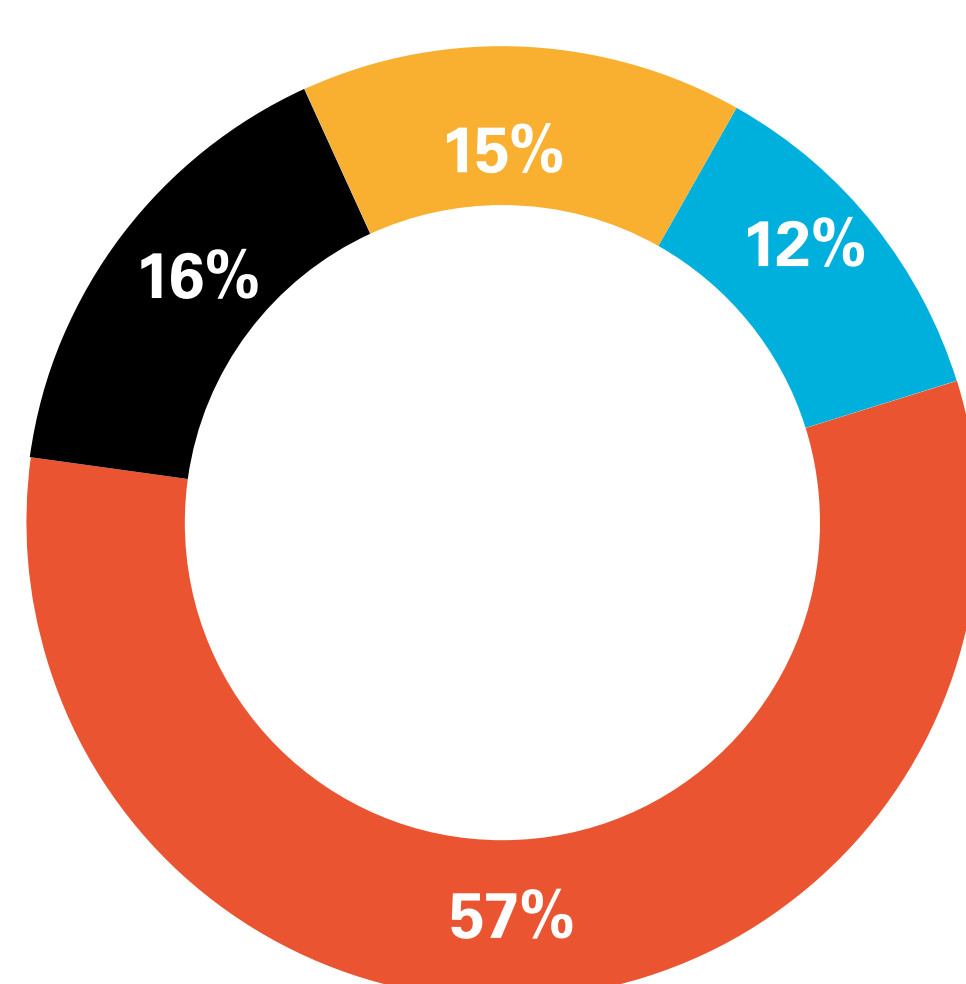
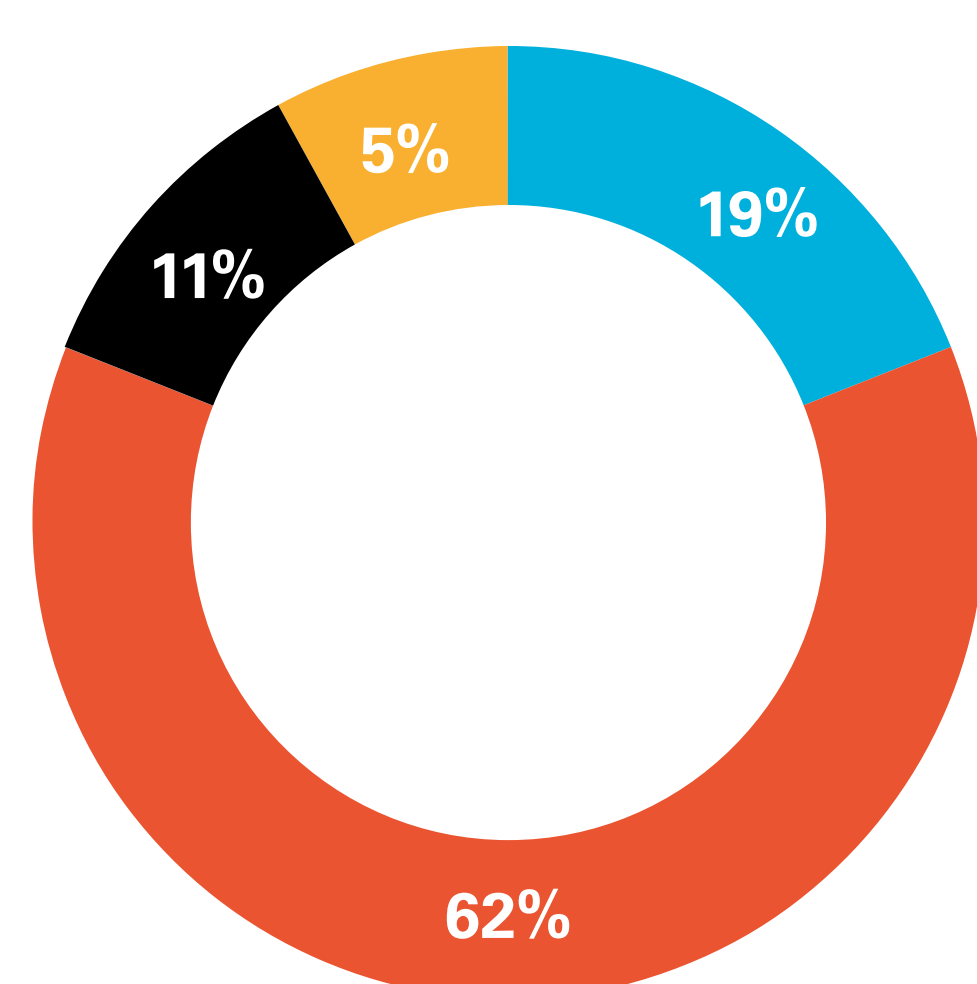
**8,500+**

proposed condo units in development



### Study area

### The City

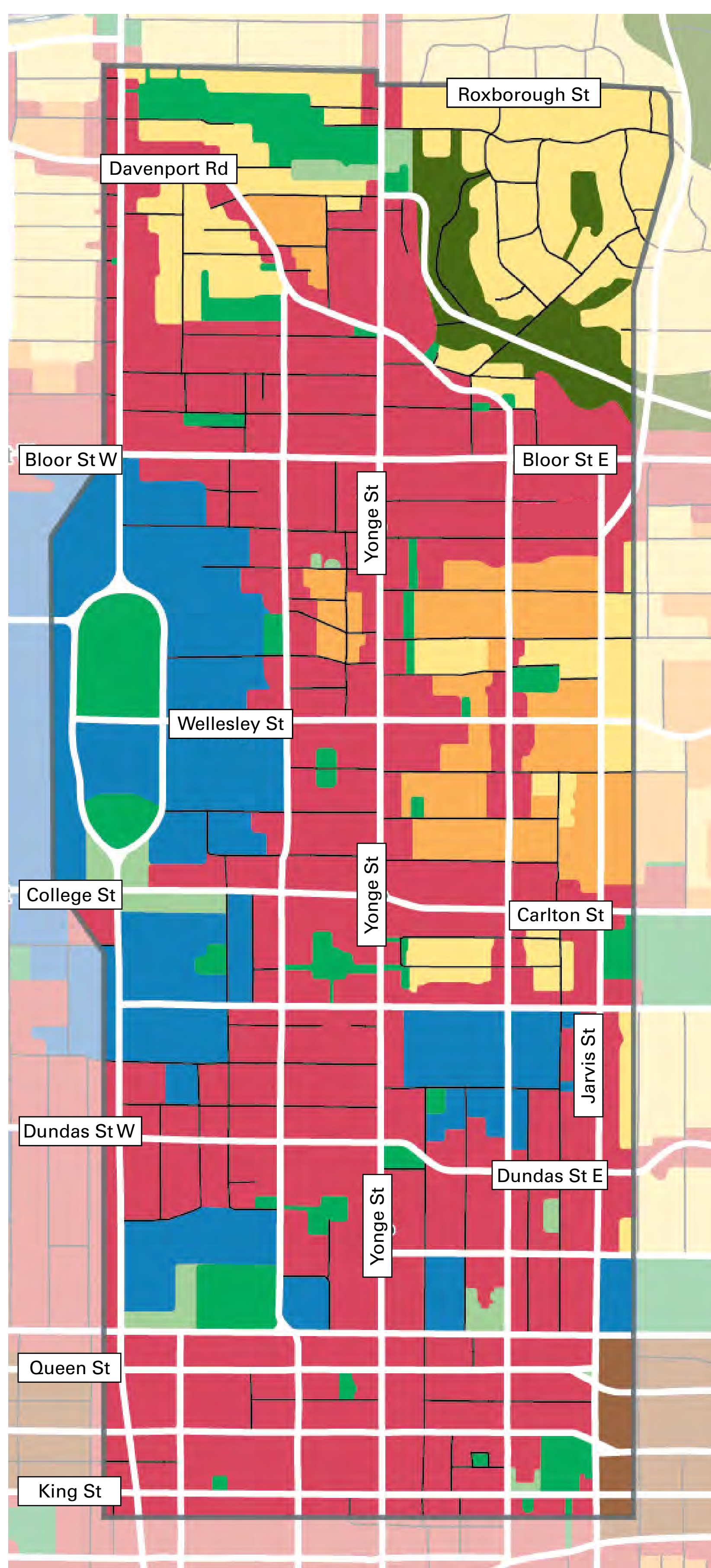


#### Age

0-14 15-24 25-64 65 and over

Children 0-14 make up a lower proportion of the population within the study area, while 18-24 year olds make up a higher proportion of the study area compared to the rest of the city.

## Most of the area is designated mixed use



- Neighbourhoods
- Apartment neighbourhoods
- Mixed use
- Parks & open spaces
- Regeneration
- Utility corridors
- Parks
- Natural areas
- Other open spaces
- Institutional areas
- Employment



# Existing Conditions – Safety, Equity and Inclusion

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The Downtown Yonge neighbourhood is a densely populated and diverse community. It is a hub, not only for retail, tourism and education, but also for social services and community programs for a broad range of Torontonians.

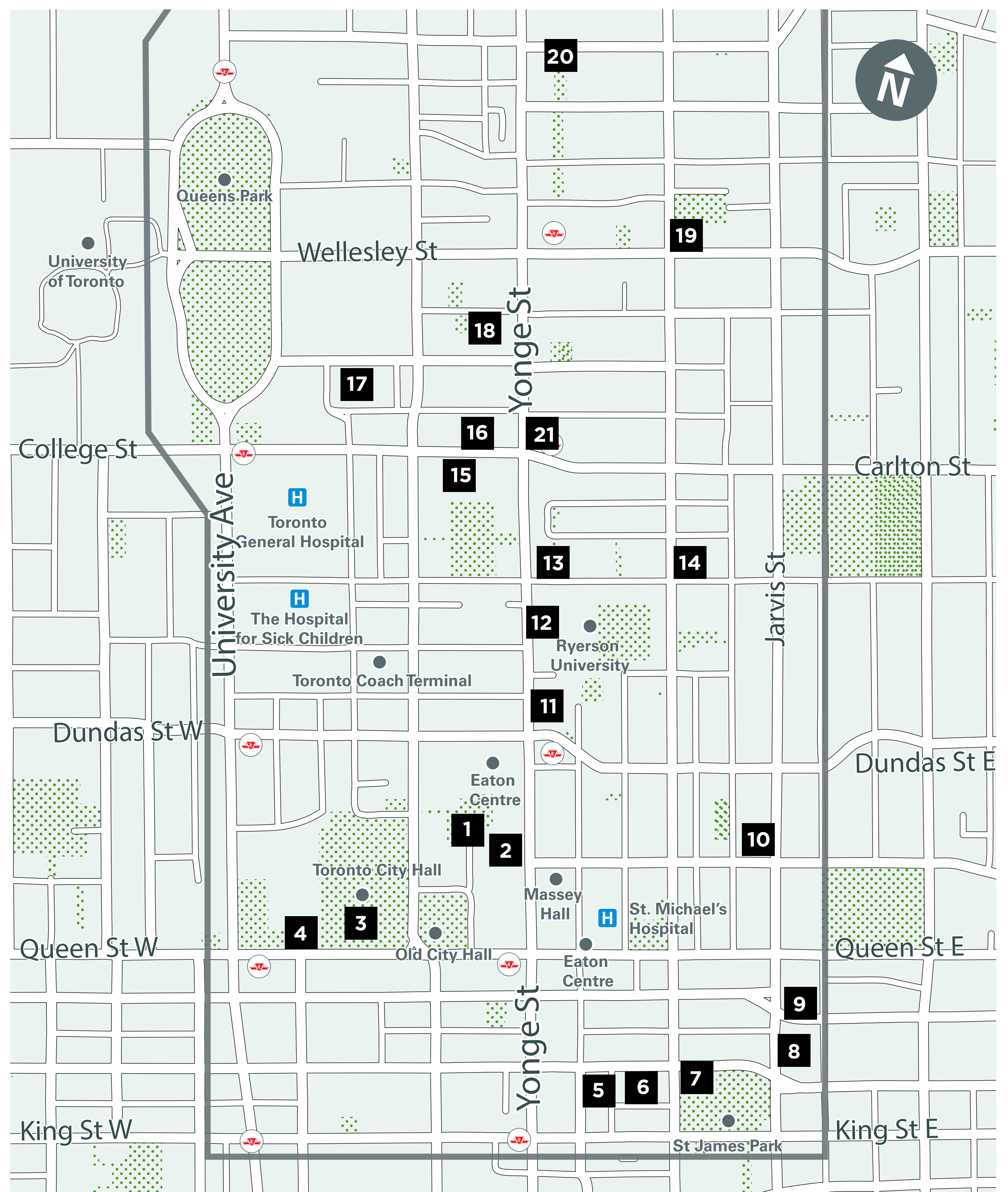
The study area has a long history of providing aid to those in need. Organizations like the Yonge Street Mission have been serving the community since 1896. There are also programs and services offered in the neighbourhood that may not be available in other parts of the city or province.

Many Torontonians, by choice or due to circumstance, spend much of their day or night on the street within the Focus Area.

Representatives from the following city divisions and agencies are part of our Technical Advisory Committee to provide advice on how yongeTOmorrow may influence and impact street activity and vulnerable members of the community.

## Technical Advisory Committee Members:

- Shelter Support & Housing
- Toronto Community Housing
- Toronto Public Health
- Toronto Police Services
- Toronto Paramedic Services
- Toronto Fire Services
- Municipal Licensing & Standards



Below is a list of non-profit organizations providing programs and services to improve the lives of Torontonians from all walks of life:

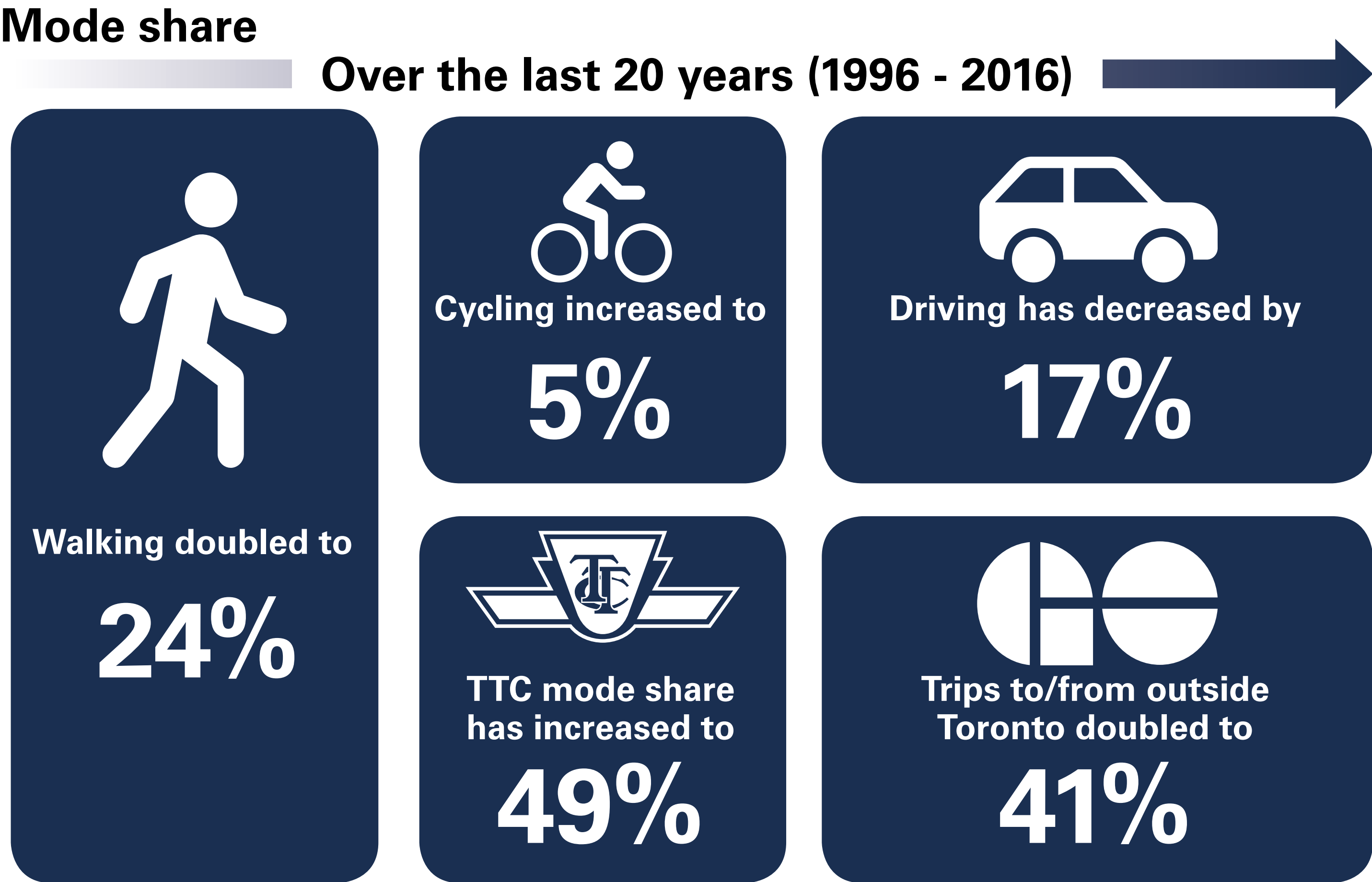
- |   |   |   |
|---|---|---|
| <b>1</b> Church of the Holy Trinity         | <b>9</b> Fred Victor                                  | <b>17</b> Women's College Hospital        |
| <b>2</b> Mothercraft Society                | <b>10</b> Haven Toronto                               | <b>18</b> YMCA                            |
| <b>3</b> Government of Canada               | <b>11</b> The Works                                   | <b>19</b> The 519                         |
| <b>4</b> Lawyers Feed the Hungry            | <b>12</b> Evergreen Centre for Street Youth           | <b>20</b> Sanctuary Ministries            |
| <b>5</b> LOFT Community Services            | <b>13</b> Covenant House Toronto                      | <b>21</b> 2 Carlton Street                |
| <b>6</b> Adelaide Resource Centre for Women | <b>14</b> St Vincent De Paul Society                  | Canada Employment & Immigration Union     |
| <b>7</b> St. James Cathedral                | <b>15</b> ServiceOntario                              | - Social Planning Toronto                 |
| <b>8</b> Salvation Army Gateway             | <b>16</b> Native Child and Family Services of Toronto | - Urban Alliance on Race Relations        |
|   |   | - Uniting Muslims and Allies for Humanity |



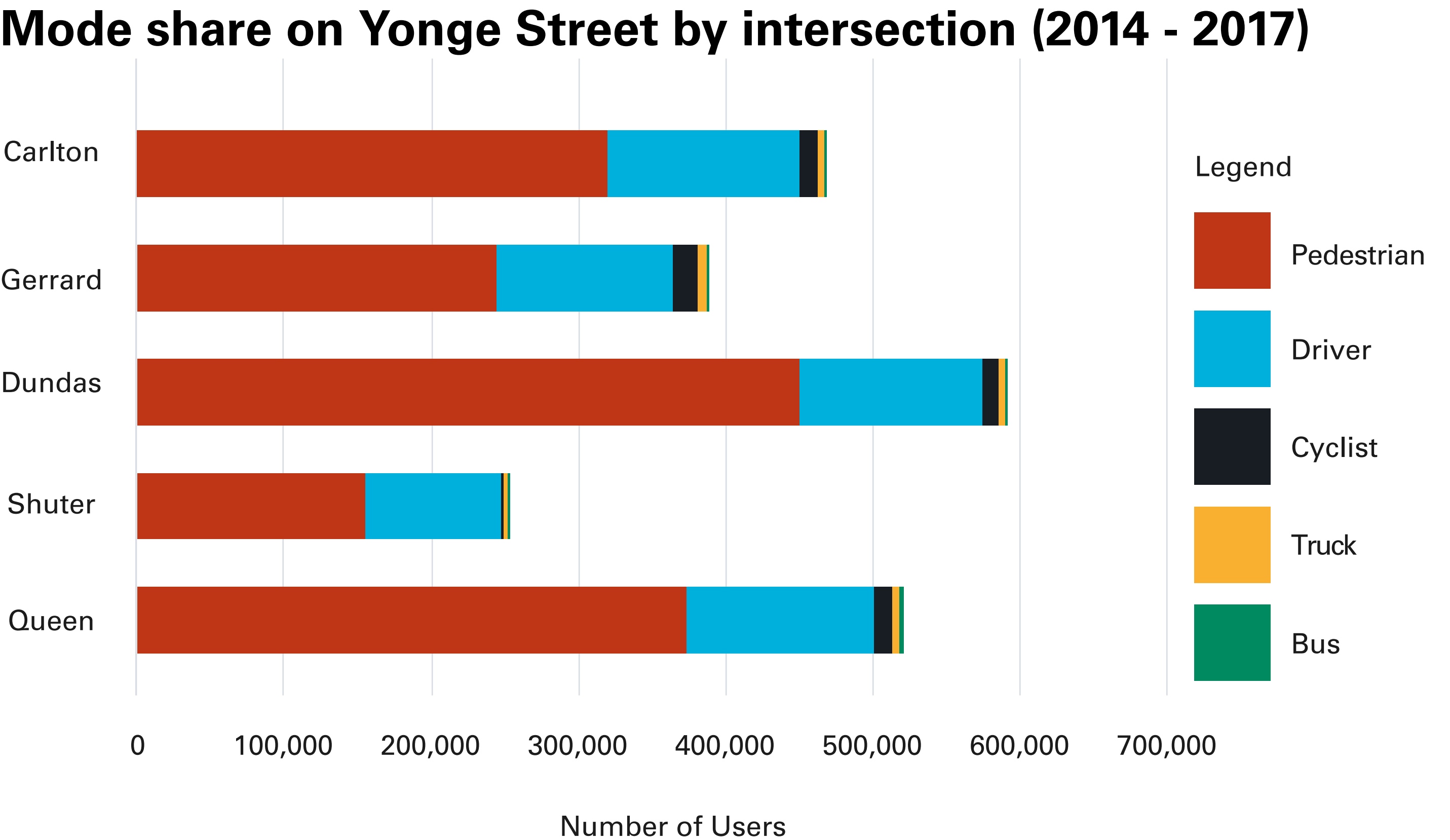
# Existing Conditions – Transportation Trends

## Getting around

- 50% of inbound weekly trips occur between 6 am - 9 am
- 54% of outbound weekly trips occur between 4 pm – 7 pm
- Weekly trip distribution follows standard commuting patterns

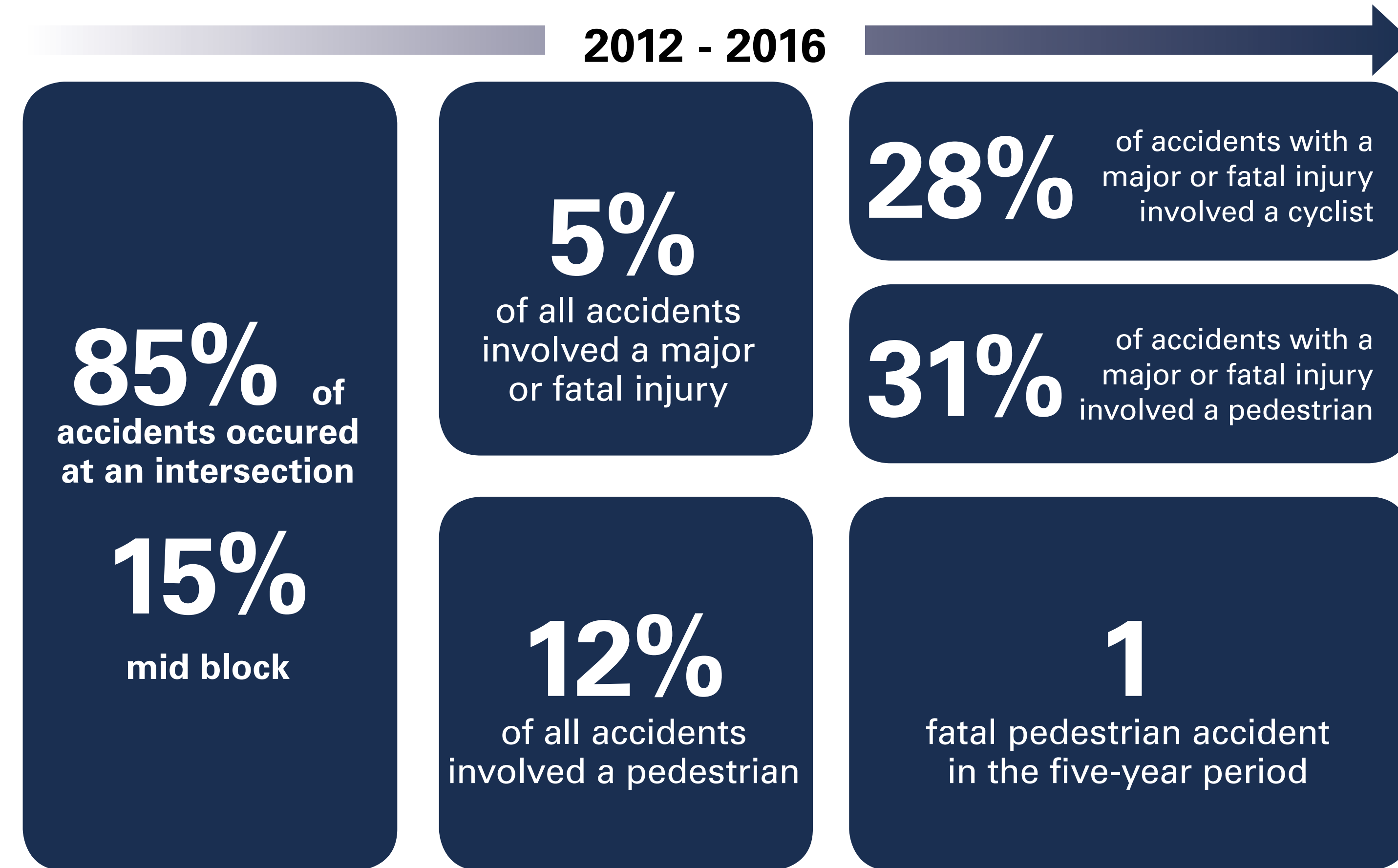


**50-75%**  
of people using Yonge Street are pedestrians according to the City’s 8 - hour intersection traffic counts



## Road safety

- Yonge Street Road Safety Audit underway
- YongeTOMorrow will be guided by Toronto’s Vision Zero Road Safety Plan to protect vulnerable street users





# Existing Conditions – Pedestrian

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## Crowding

- Pedestrian movement can be slowed by crowding, particularly near Yonge-Dundas Square, which sees up to an average of 134,000 pedestrians per day in the summer
- Population and employment is forecast to double, which will further increase pedestrian congestion
- Pedestrians make up 75% of traffic on Yonge Street but have less than 25% of the space

### Common site observations:

- pedestrians crossing midblock
- pedestrians stepping off the sidewalk to pass
- pinch-points bottleneaking pedestrian flows



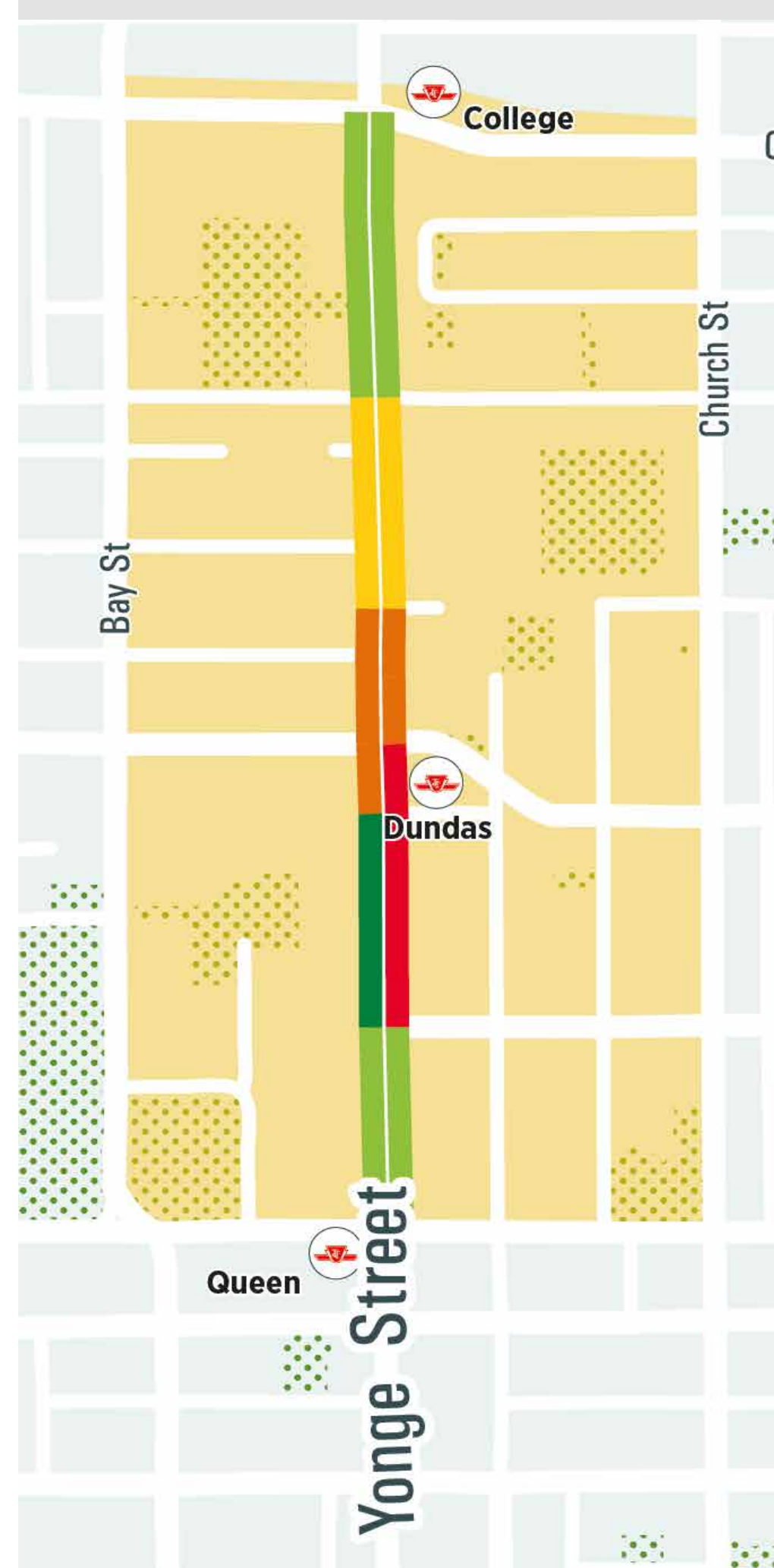
### Spring

24 - hour average: 180,000



### Summer

24 - hour average: 238,000



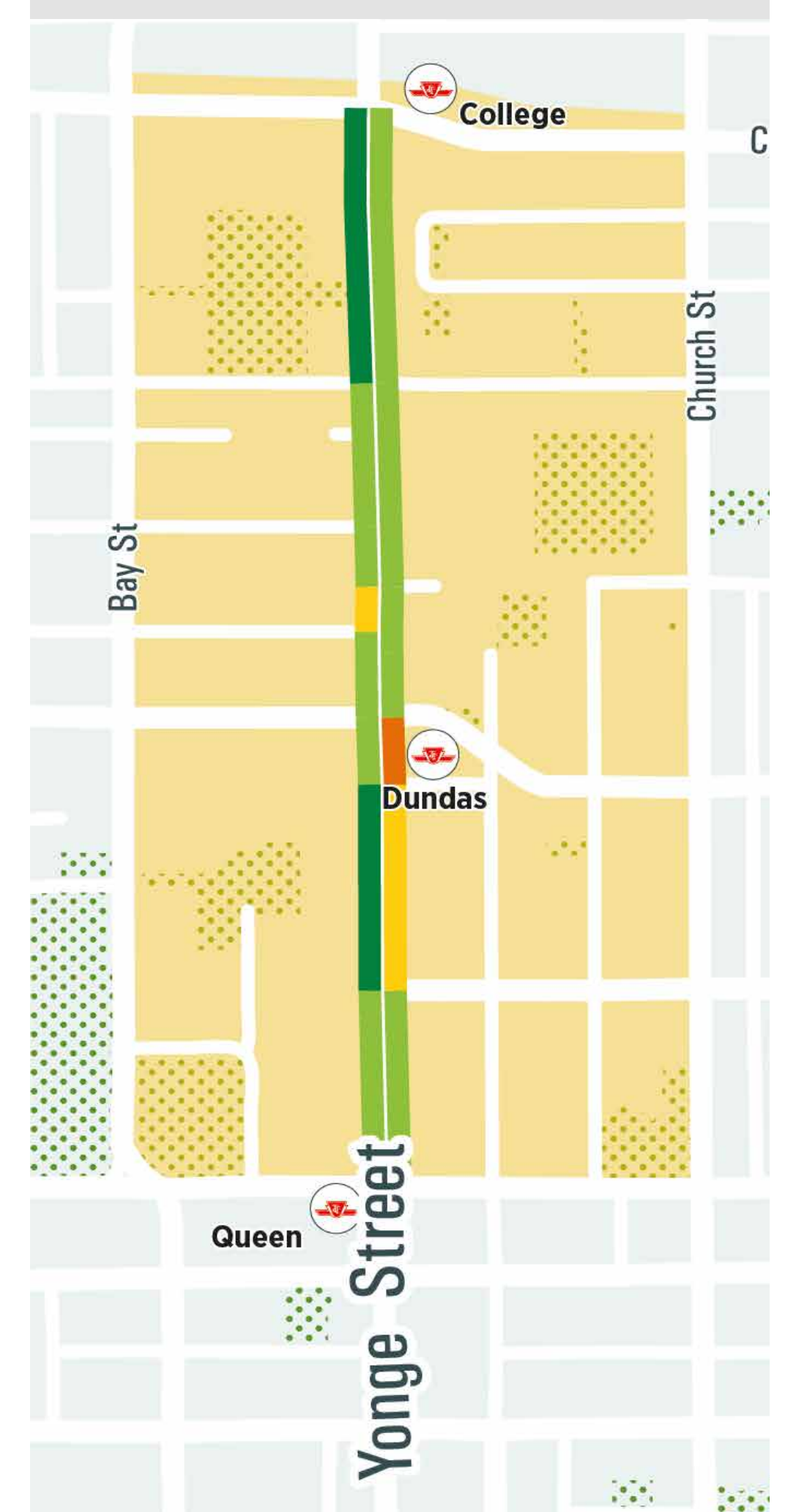
### Fall

24 - hour average: 217,000



### Winter

24 - hour average: 184,000



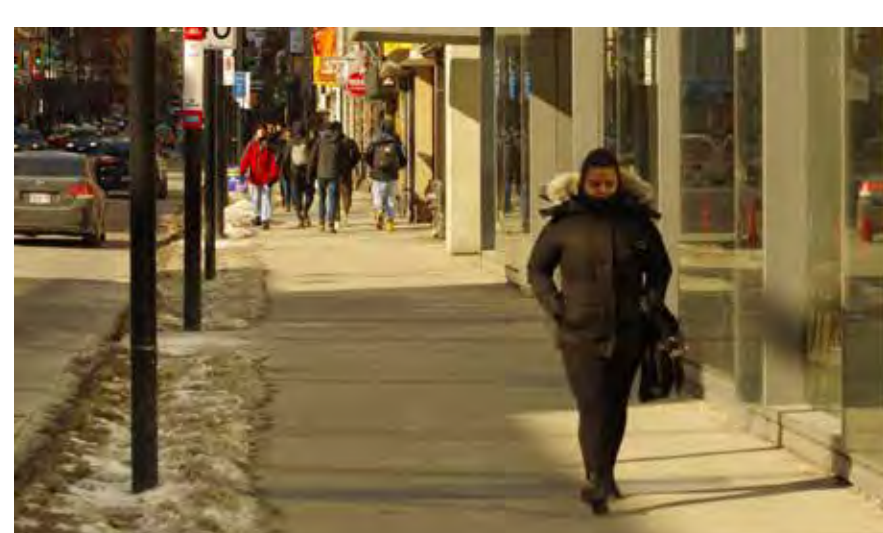
Pedestrian Level of Service - pedestrians per sidewalk metre

Comfortable

Acceptable

Poor

Uncomfortable





# Existing Conditions – Cycling

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## Cycling

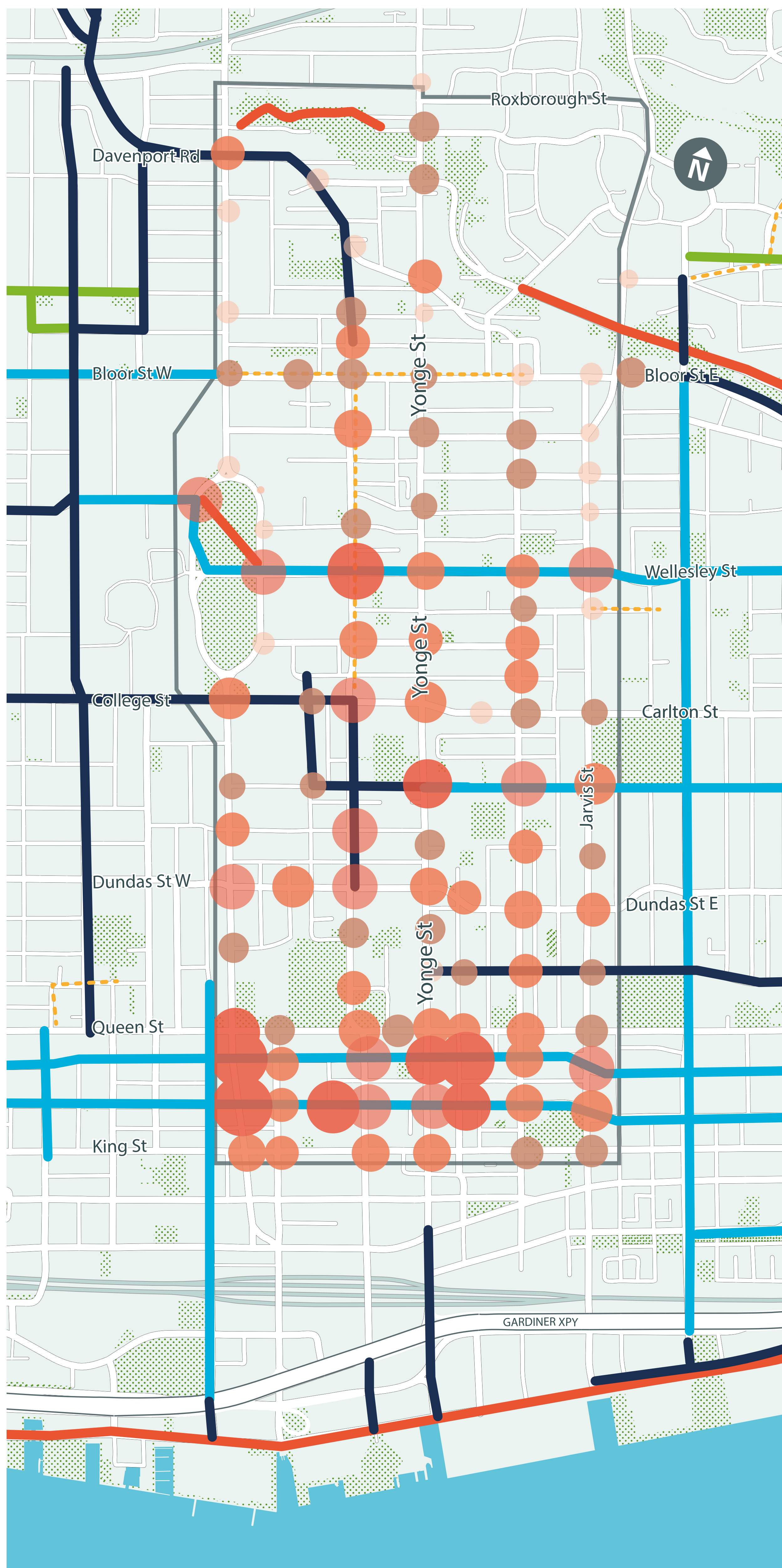
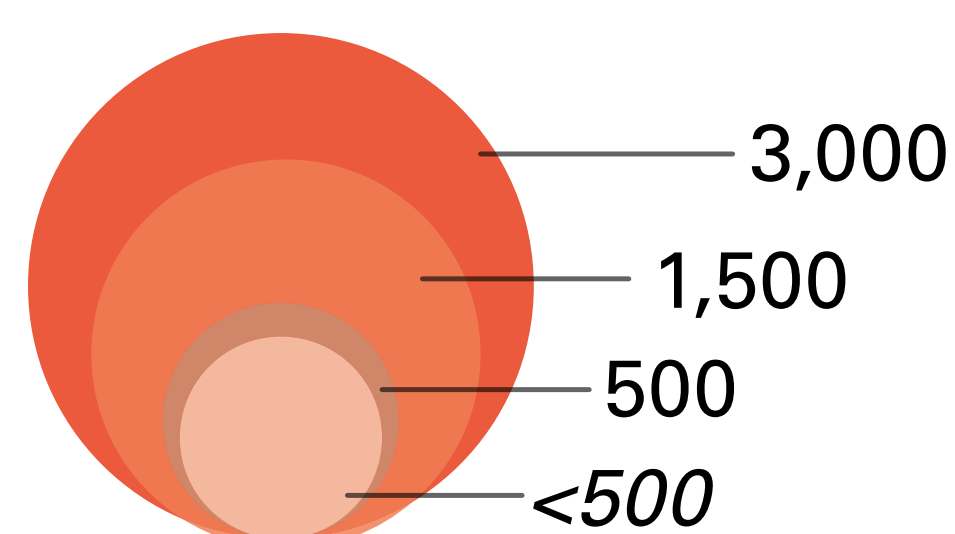
- The downtown core lacks a north-south dedicated cycling facility
- Cycling volumes are highest where cycling facilities exist
- The Cycling Network 10 Year Plan recommended a Major Corridor Study be undertaken to evaluate placement of cycling facilities on Yonge Street
- YongeTOMorrow will evaluate the appropriateness of cycling infrastructure on Yonge Street within the context of existing city policy, neighbourhood needs, and growth
- If the preferred alternative solution recommended for Yonge Street does not include cycle facilities, then parallel streets will be studied for feasibility

## Legend

### Cycling infrastructure

- Bike Lane
- Multi-use Trail
- Signed Route
- Sharrows
- Cycle Track

### 8 hour cycling counts (weekday)





# Existing Conditions – Driving

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## Driving

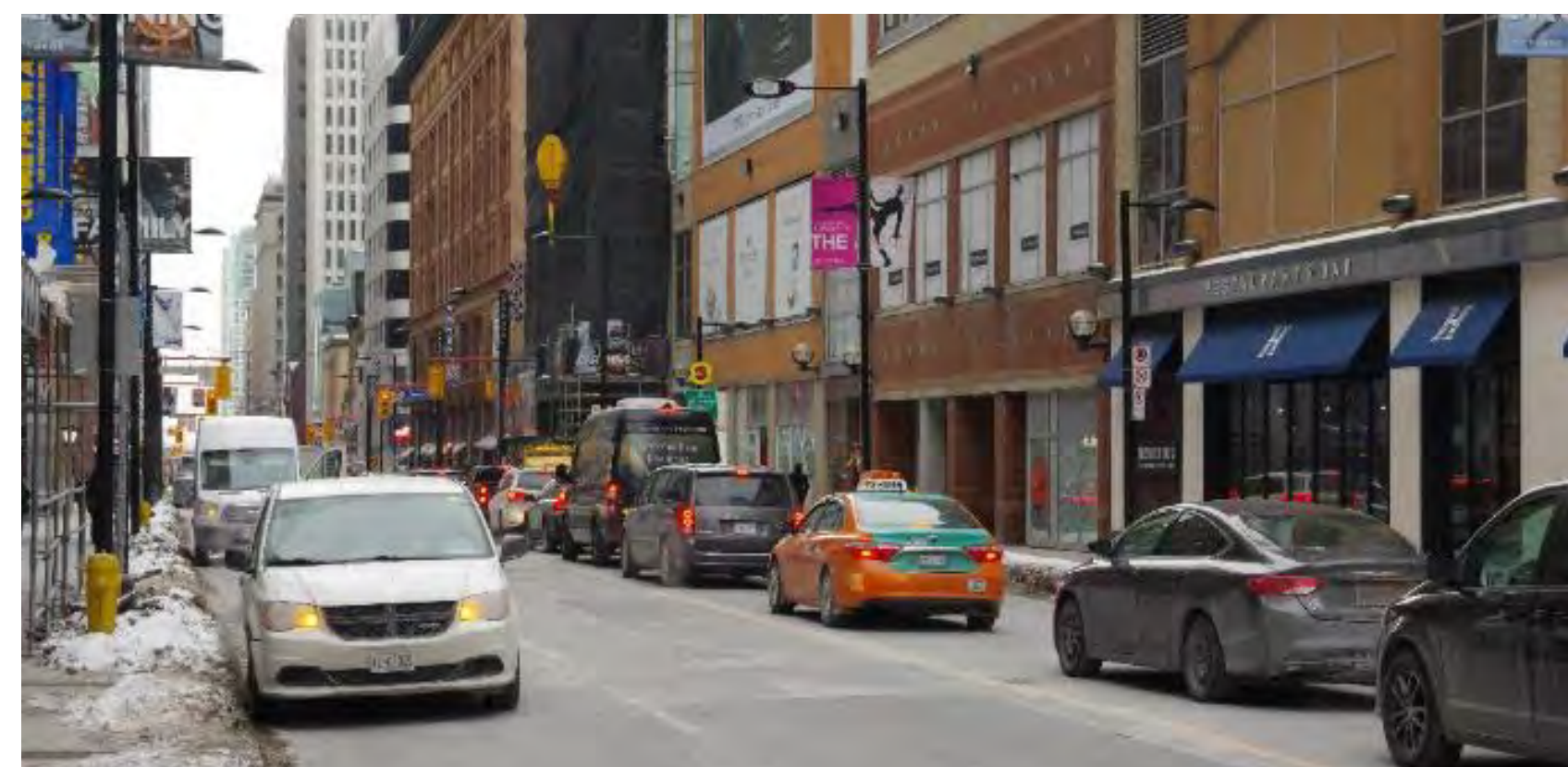
- Yonge Street is used less by drivers than other north-south streets
- Other intersections within the focus area also have spare capacity
- Yonge Street often operates as two lanes rather than four due to curbside activity like deliveries

## Parking

- No street parking is permitted on Yonge Street
- Street parking is located on side streets
- Parking within the focus area is primarily located in underground garages
- A survey of focus area garages indicated excess capacity

## Taxi & Rideshare

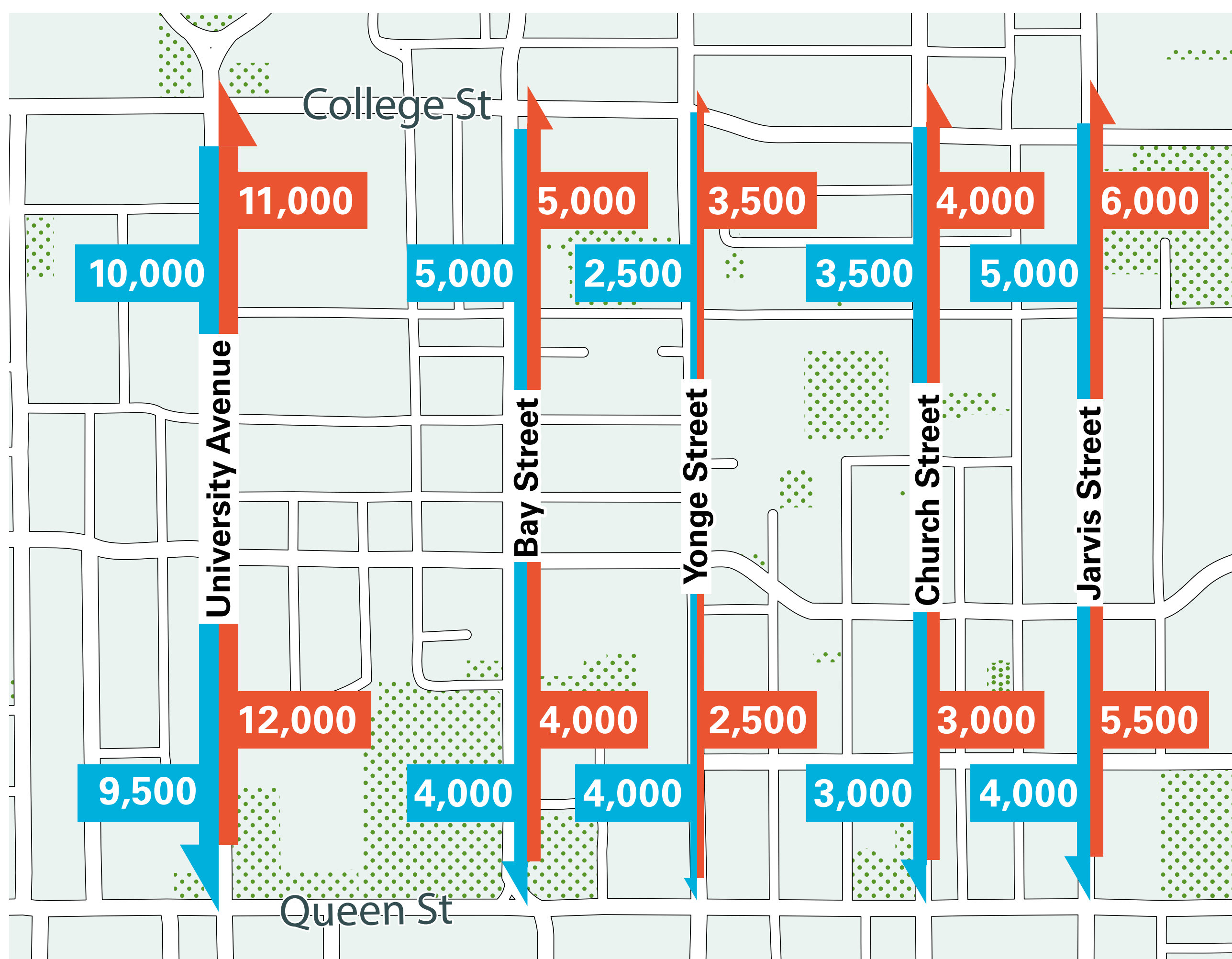
- Site observations highlighted taxi and rideshare vehicles make frequent stops for pick-up and drop-off



## How we evaluate car and truck movement:

- Studying vehicle counts
- Simulating the road network using computer traffic models
- On-site observation

Comparing weekday 8-hour driving volumes between streets





# Existing Conditions – Transit

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## Subway

- Ridership is higher on the Yonge side of the Yonge-University Line 1
- Sidewalk congestion slows access to and from subway stations, particularly at the north-east corner of Yonge Street and Dundas Street
- During subway outages, shuttle buses provide service on Yonge Street

## Buses & Streetcars

- There are 15 streetcar and bus routes that service the Yonge Street Focus Area, with nearly 84,000 passengers boarding per day
- East-west routes are served by streetcars
- Connections to and from surface routes are highest along Yonge Street. Streetcars must stop for longer durations at Yonge Street to accommodate loading and unloading of high volumes of riders
- TTC 97 bus runs along Yonge Street subway alignment, serving approximately 7,000 passengers per day
- TTC 302 bus replaces Yonge Street subway service overnight, serving approximately 1,300 nightly riders within the Study Area in 2016
- College Street at Yonge Street sees the highest turnover of streetcar passengers in the Focus Area
- Wheel-Trans provides accessible service and stops on Yonge Street

## TTC

- TTC is part of this project's Technical Advisory Committee
- The City is coordinating yongeTOmorrow with the TTC's Easier Access and Second Exit programs
- TTC will be improving interior access at College Station and Dundas Station. College Station construction is scheduled between 2019 - 2022



Source: socialist.ca



# Existing Conditions – Services

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## Goods & Servicing

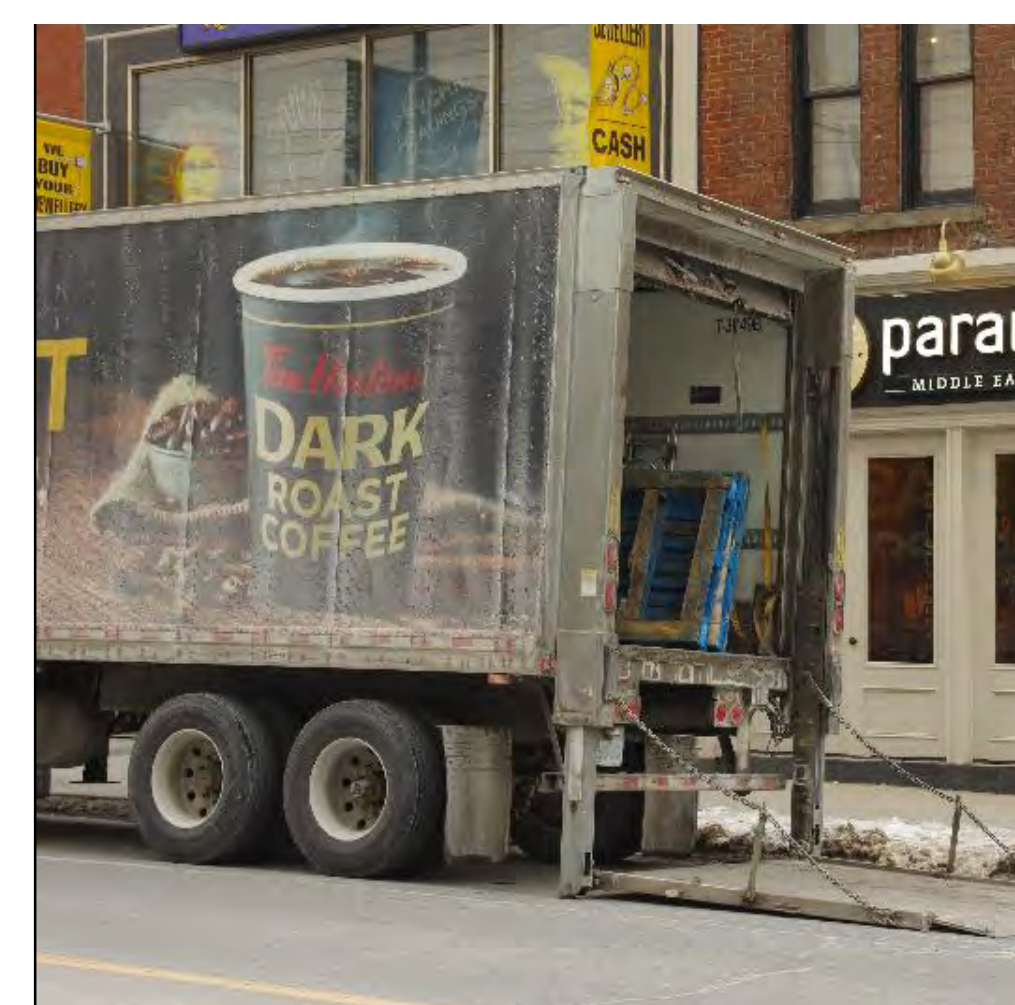
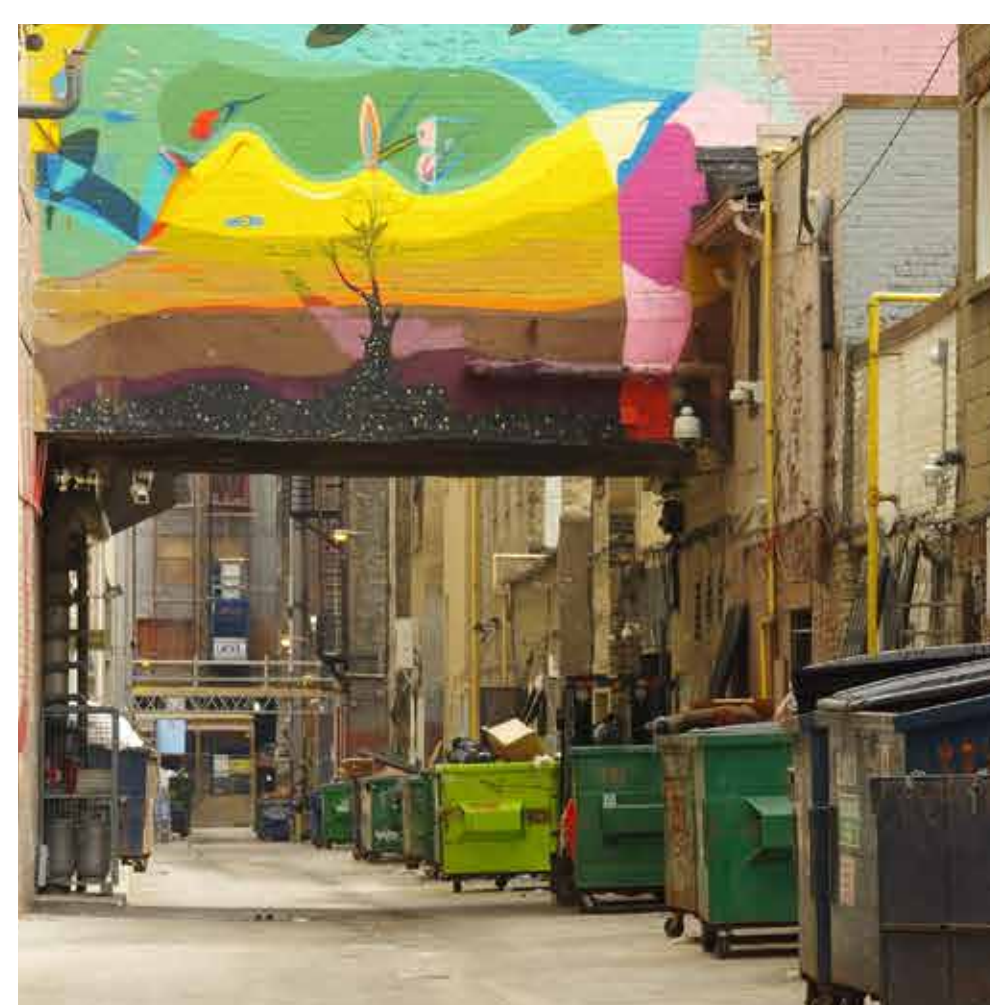
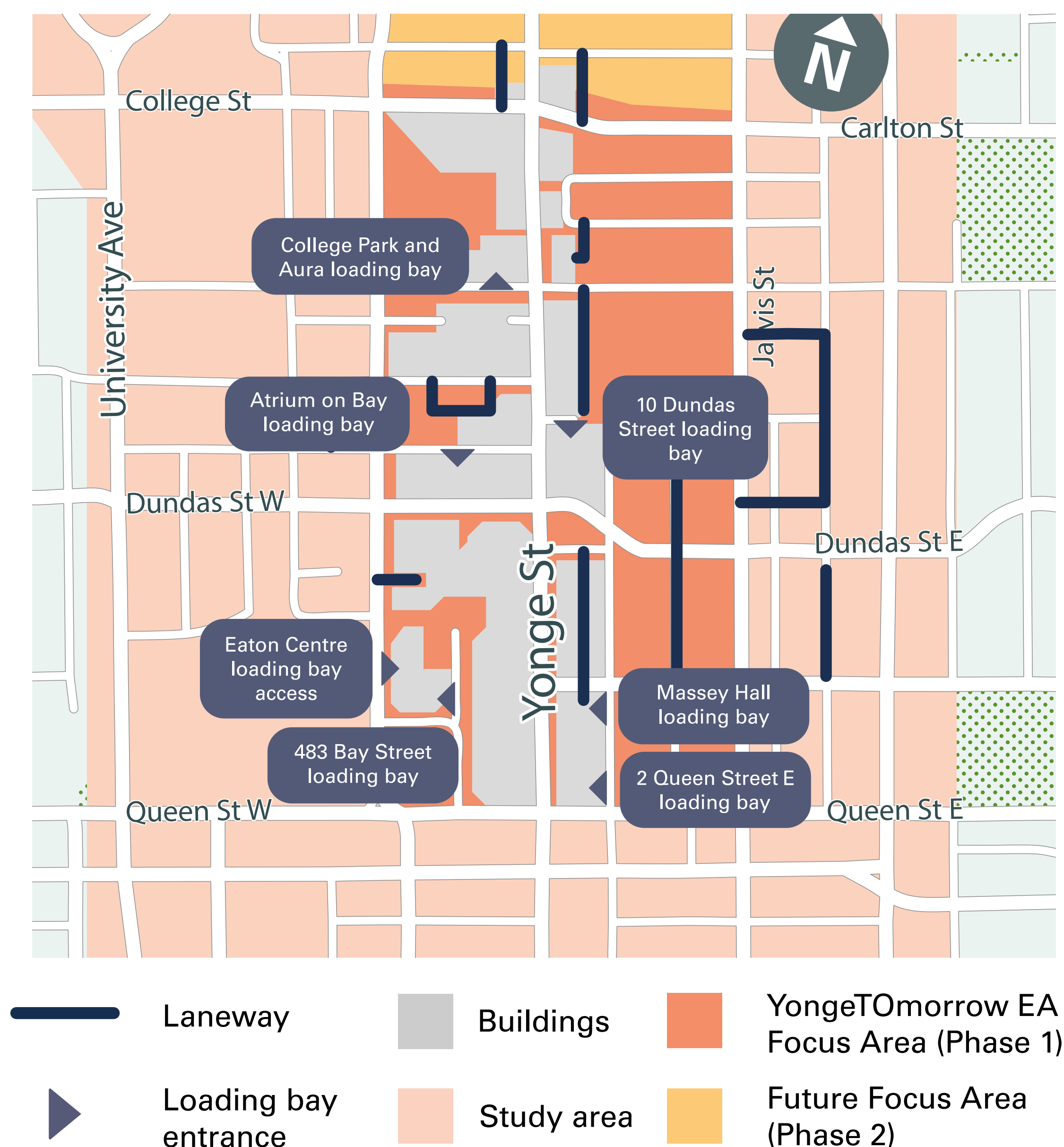
- Some businesses have laneway access, or a loading bay located on side or parallel streets
- Rear lane/loading dock access is not universally available
- A higher volume of trucks use Bay Street, particularly due to Eaton Centre loading dock entrance

## Municipal Operations

- Shuter and Gerrard have been identified as important connections to hospitals from Yonge Street
- Operational activities such as snow clearing, salting, and street sweeping must be considered

## Waste Removal

- Curbside daytime collection north of College Street
- On-street loading and waste pick-up occurs on the Yonge Street primarily observed on east side and south of Dundas Street
- Mix of municipal and private waste pick-up

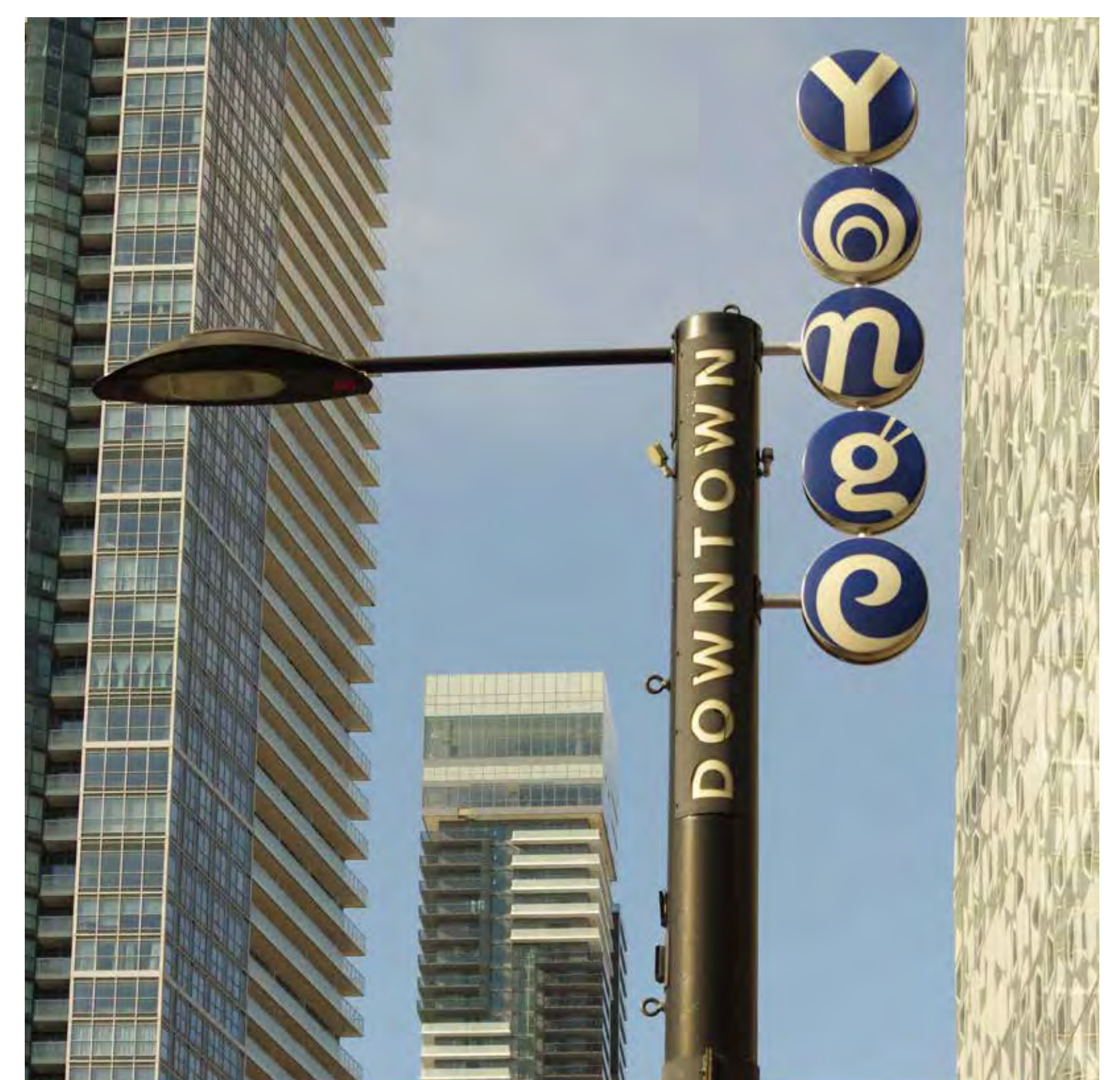




# Existing Conditions – Public Realm

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- There are no street trees between Queen and Gerrard on Yonge Street
- There are no sidewalk cafes on Yonge Street within the Focus Area
- 423 Yonge Street has 2 different 22 storey murals depicting music history on Yonge Street
- There is one bench on Yonge Street within the Focus Area
- Public laneways are focused on deliveries and solid waste pick-up
- Decorative lights and poles on Yonge Street between Queen and College are owned and operated by the Downtown Yonge BIA





# Existing Conditions – Events & Tourism

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## Yonge Street is a key destination for tourism and entertainment

- Yonge Street has long been a street for events and entertainment
- It was the site of the first Santa Claus parade in 1905 and is known for its historic music venues
- It is now is the official route for the Pride Parade, Dyke March, Festival of India Parade, and St Patrick's Day Parade
- Since the opening of Dundas Square in 2002, the neighbourhood's importance as a tourism and entertainment zone has evolved
- The square plays host to dozens of events each year including many concerts
- The Eaton Centre, flagship stores, and theatres also draw visitors to the area
- Yonge Street also hosts three races annually, including the Toronto Marathon and street festivals like Open Streets



Source: michaelhsuphotography



Source: the culture trip



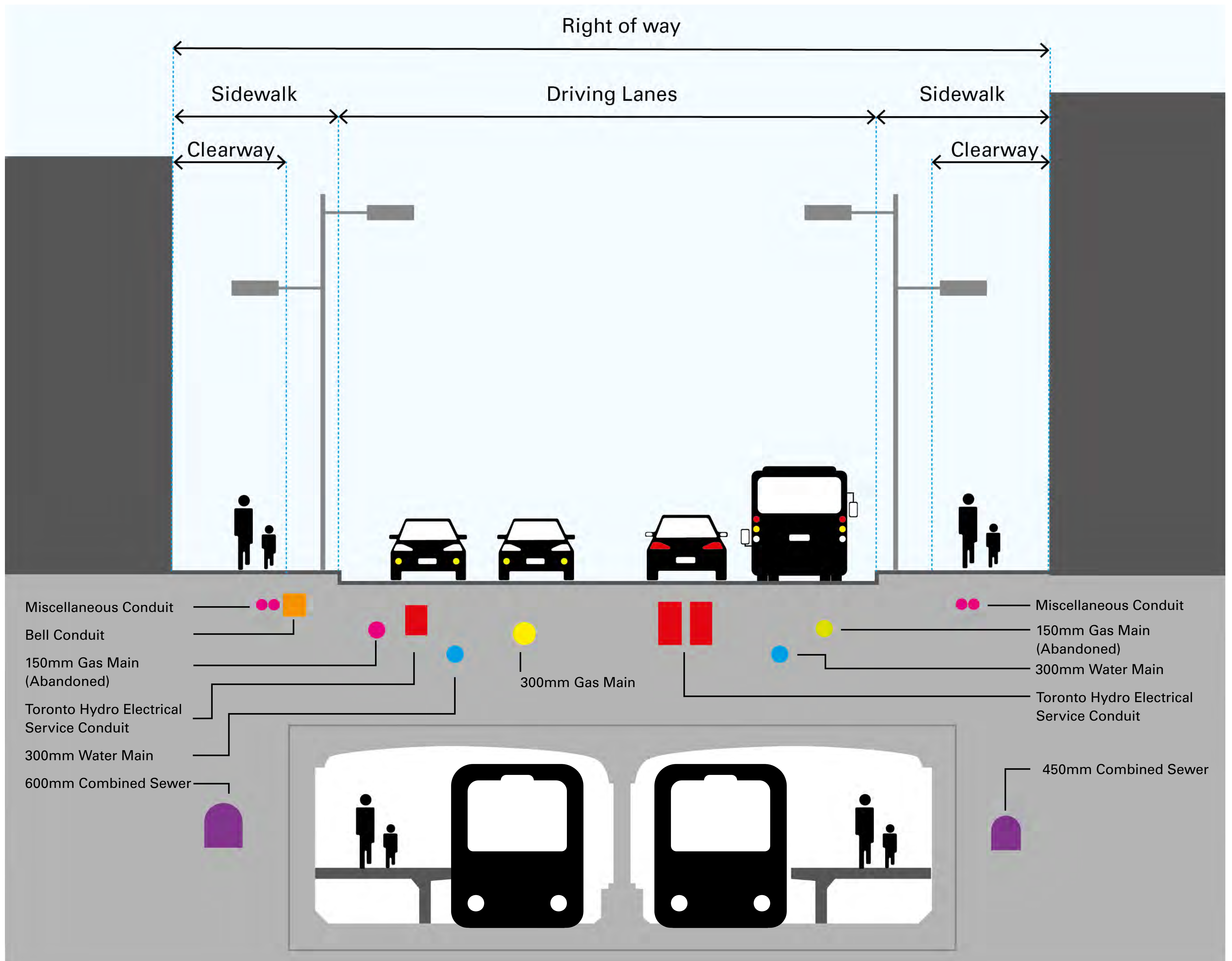
Source: runningmagazine.ca



# Existing Conditions – Underground

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The underground environment under Yonge Street is very complicated and congested



## Did you know?

- There are over 17,000m of conduit and pipe running beneath Yonge Street in the Focus Area
- The watermain below Yonge Street was constructed in 1889
- There are 180m<sup>2</sup> of grating and vents in the sidewalk between Queen Street and College Street
- PATH system tunnels cross beneath Yonge Street to connect with subway stations



# Current Conditions - Getting Around

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We want to understand how you currently feel moving through and being on Yonge Street between Queen Street and College/Carlton Street. Tell us about your current experience when filling out the online questionnaire.



## Walking

It is easy and comfortable for all ages and abilities to walk along and across Yonge Street

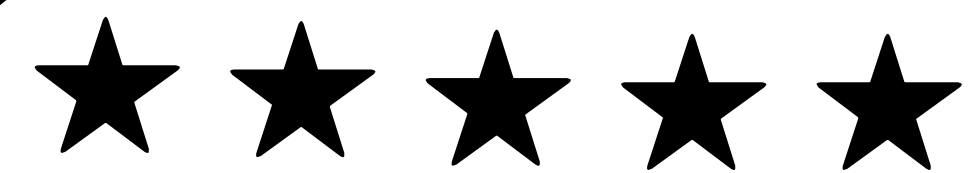


 **Comment**



## Subway Station Access

It is easy and comfortable to access subway stations from Yonge Street



 **Comment**



## Streetcars & Buses

It is easy and comfortable to access streetcars and buses from Yonge Street

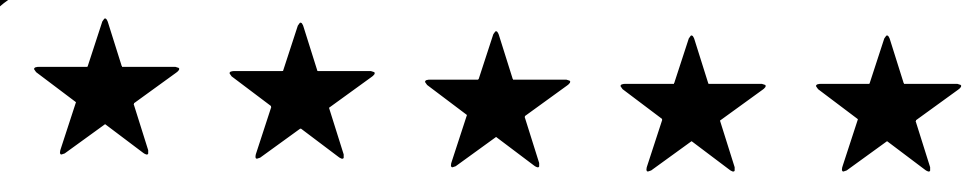


 **Comment**



## Cycling

It is easy and comfortable biking along and across Yonge Street

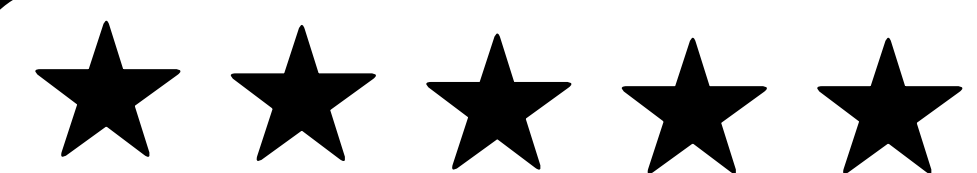


 **Comment**



## Driving

It is easy and comfortable to drive along Yonge Street



 **Comment**

Tell us at: [toronto.ca/yongeTOmorrow](https://toronto.ca/yongeTOmorrow)



# Current Conditions - Enjoying the Area

23

We want to understand how you currently feel moving through and being on Yonge Street between Queen Street and College/Carlton Street. Tell us about your current experience when filling out the online questionnaire.



Comfortable areas

Yonge Street offers space to enjoy and spend time in

★ ★ ★ ★ ★

 Comment



Things to do and see

Yonge Street encourages enjoyment at all times of the day, every day of the year

★ ★ ★ ★ ★

 Comment



Clean and well kept

Yonge Street is an environment that is clean and well maintained

★ ★ ★ ★ ★

 Comment



Safe Environment – Daytime

Yonge Street feels safe, accessible and comfortable during the day

★ ★ ★ ★ ★

 Comment



Safe Environment - At Night

Yonge Street feels safe, accessible, and comfortable after dark

★ ★ ★ ★ ★

 Comment



Attractive

Yonge Street is visually attractive with distinctive or iconic spaces / elements

★ ★ ★ ★ ★

 Comment

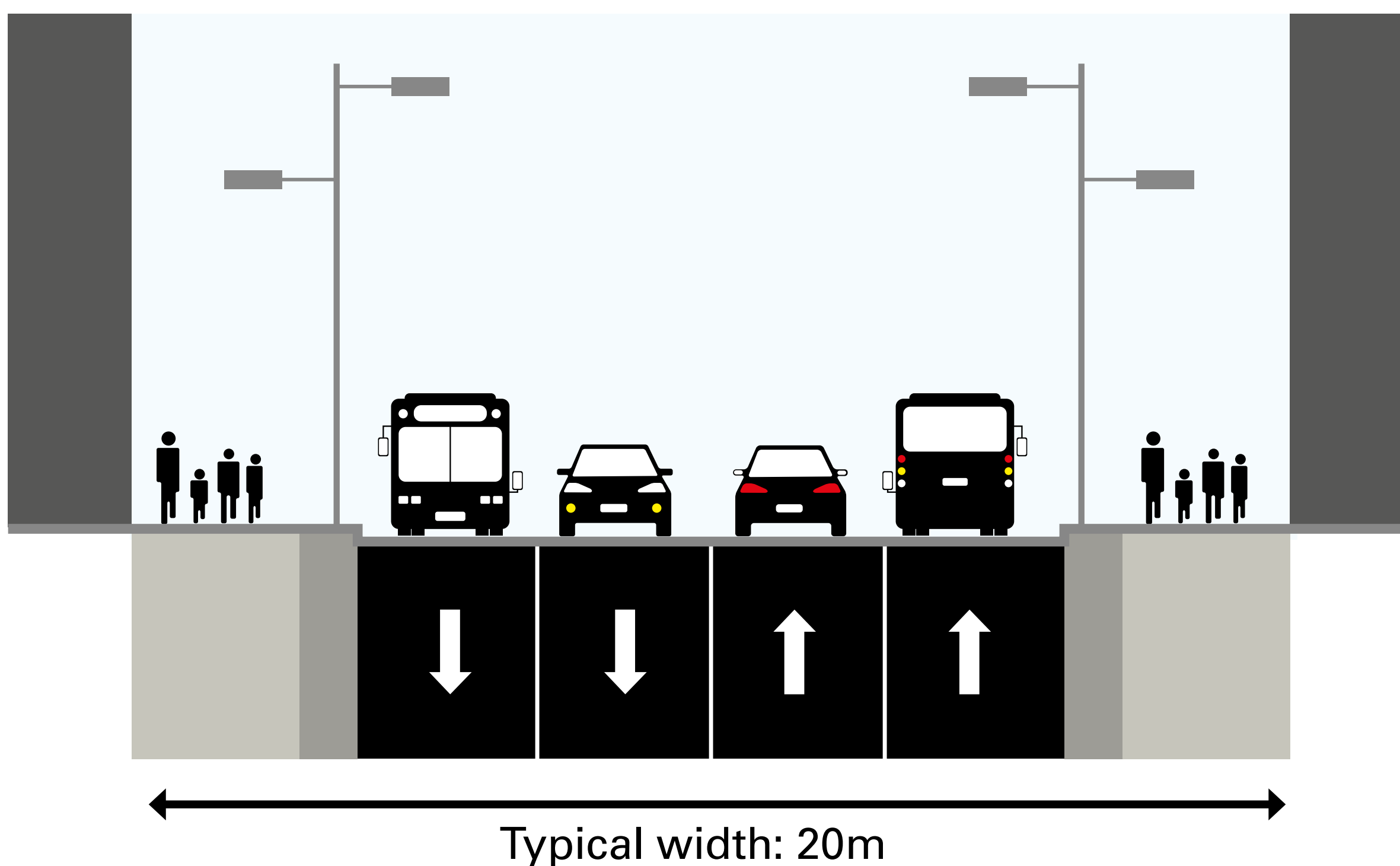
Tell us at: [toronto.ca/yongeTOmorrow](https://toronto.ca/yongeTOmorrow)



# The Challenge – Limited Space

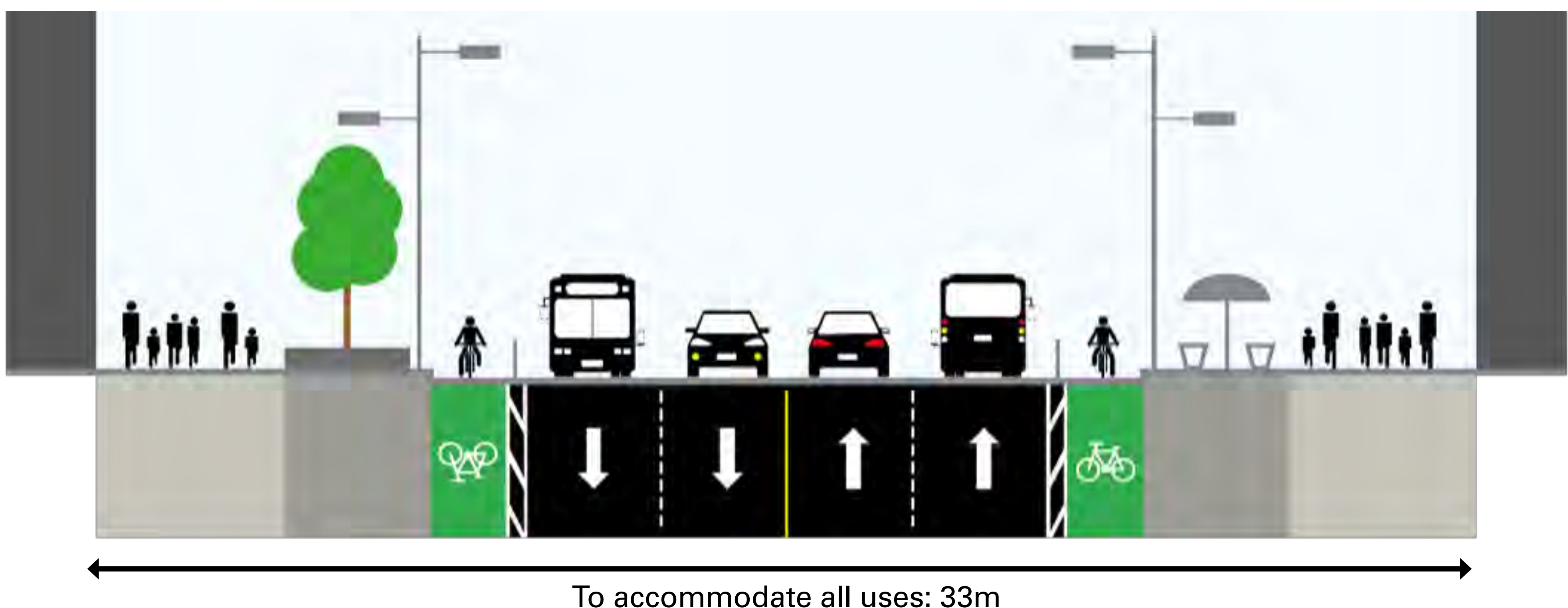
## How do we decide what can fit into Yonge Street?

### Existing



- Yonge Street has a 20 metre right of way for most of its length: there is not enough room to accommodate everything
- What is the priority of Yonge Street?
- Decisions made for Yonge Street may have impacts on adjacent streets
- All options have **trade-offs** that must be **evaluated** against the priorities for Yonge Street

### All Uses



### Opportunities

This study will consider many possible changes to the design of Yonge Street including:

- Increasing the sidewalk width
- Reducing driving lanes
- Redesigning intersections and laneway connections
- Installing cycling facilities
- Making some sections pedestrian only or car free
- Improving or increasing pedestrian crossing opportunities
- Space for seating, planting, cafés, and art
- Flexible spaces for events



# What are your Future Priorities for Yonge Street?

Tell us your vision for Yonge Street when filling out the online questionnaire by ranking your top three priorities from the list below.



**Relaxing Spaces**

Yonge Street will have comfortable public spaces where people can sit, relax, talk, listen and watch

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**Public Art**

Yonge Street will provide space for public art

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**Space to Support Retail and Dining**

Yonge Street will allow for a lively and vibrant economy by providing space for sidewalk cafes, street vendors, and a streetscape that supports dining and retail

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**Greening**

Yonge Street will incorporate plantings of trees, shrubs, or other plant material to provide shade, comfort and beautification

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**Adaptable Space**

Yonge Street will be designed to adapt to changing technology and mobility trends

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**Street Events, Activities and Event Space**

Yonge Street will be a vibrant and adaptable space for street events, festivals, celebrations and everyday enjoyment

Tell us at: [toronto.ca/yongeTOMorrow](https://toronto.ca/yongeTOMorrow)



Provide **Mobility** for a diverse and evolving city



Quality of the pedestrian environment



Transit usage experience



Impact on drivers



Quality of the cycling environment



Impact to taxi and ride sharing services



Emergency and municipal service access

Support **Prosperity** with a public realm that further develops Yonge Street as an economic and cultural hub



Allows for on-street economic activity (cafes, street vendors, busking)




Impact on deliveries

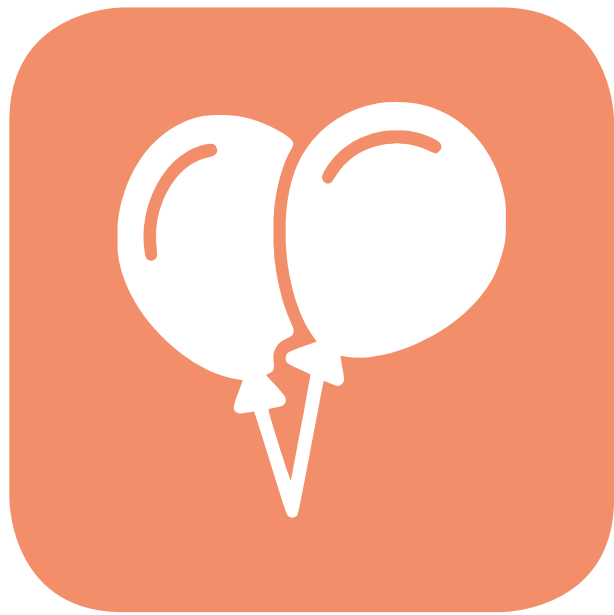


Overall cost of construction and maintenance


Celebrate and enhance **Liveability** by providing an enriching and adaptable urban destination



Enhances street beauty and enjoyment (seating, trees and art)



Enables year-round on-street programming and events



Improves safety for all street users

Foster **Sustainability** with design that responds to our changing climate, protects our ecological assets, and benefits our well-being



Impact to the natural environment



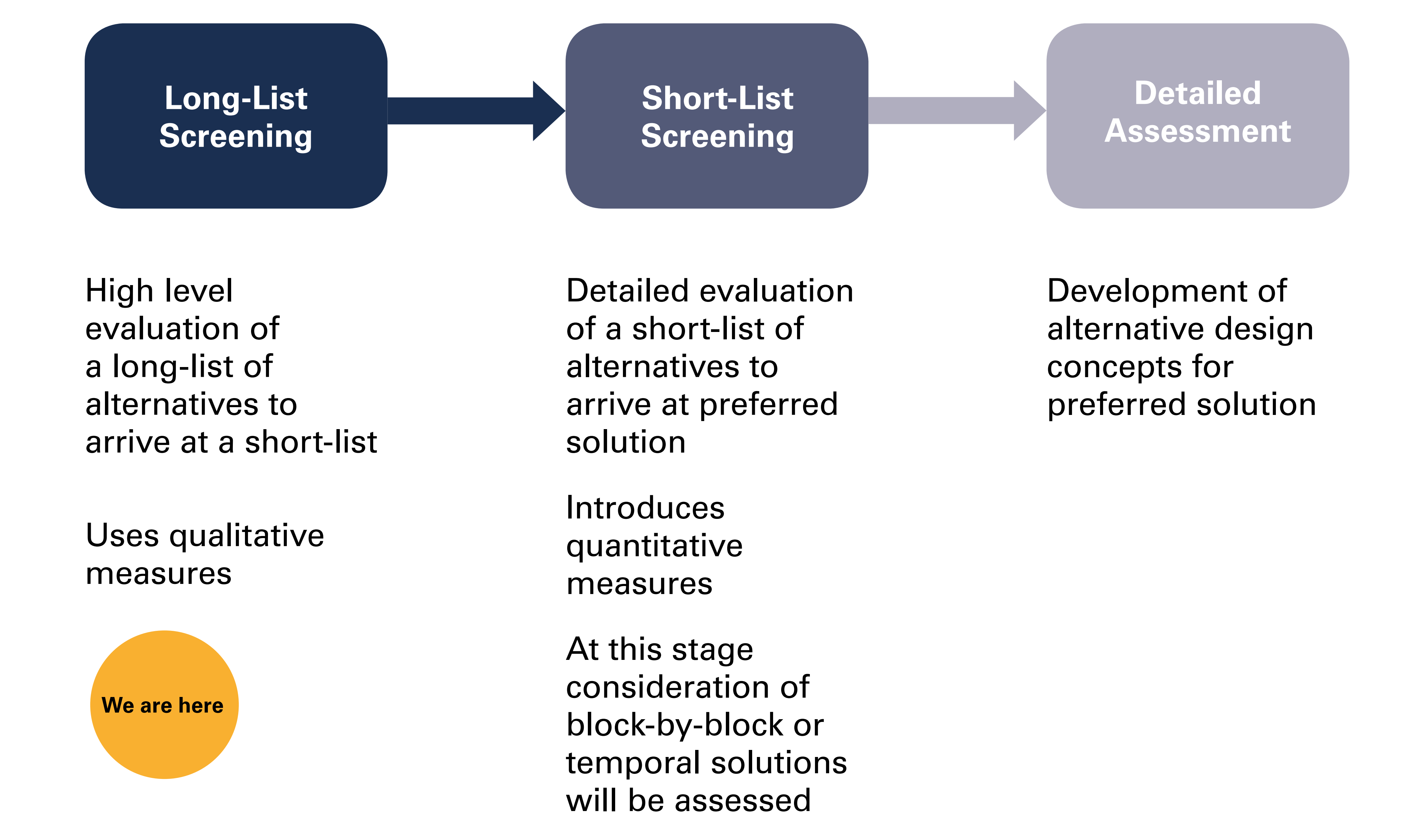
Ability of the area to adapt to new technologies, climate change and seasonal variations



Impact to our health and wellbeing

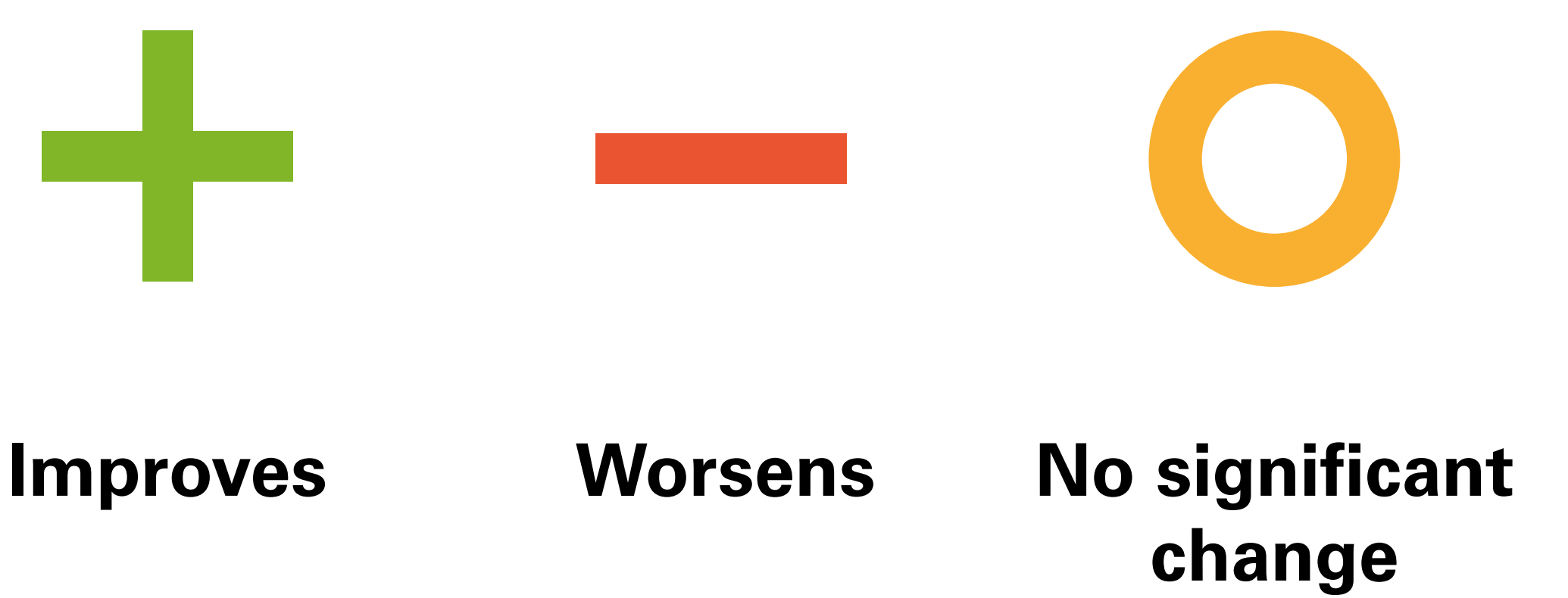


Choosing the preferred solution



More space vs less space

- The objective of yongeTOmorrow is to improve conditions for pedestrians. Alternatives that reduce sidewalk widths will not be considered
- Alternatives that do not include cycling facilities on Yonge Street will provide them on a parallel street
- The following panels show the impact of the alternatives on the narrow section of Yonge Street between Queen and Gerrard
- The short-list alternatives will be looked at on a block-by-block basis between Queen and College





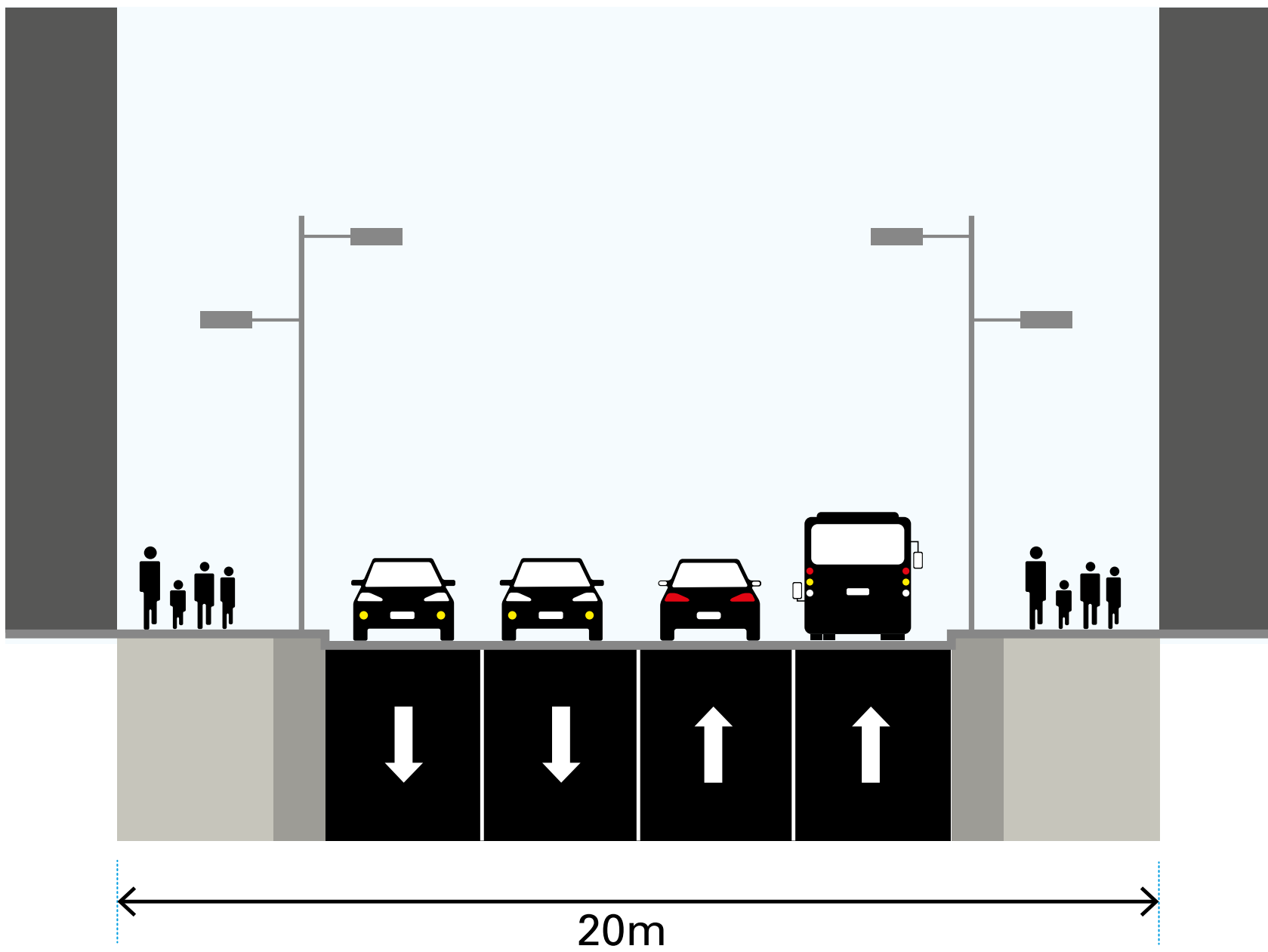
# Alternatives: 1

## Long list

### Do Nothing

A

The Do Nothing alternative shows no change to the current conditions and is used for comparison purposes in the EA process.



	Pedestrians	○
	Cycling	○
	Driving	○
	Transit	○
	Goods and services	○
	Enjoyment and beautification	○

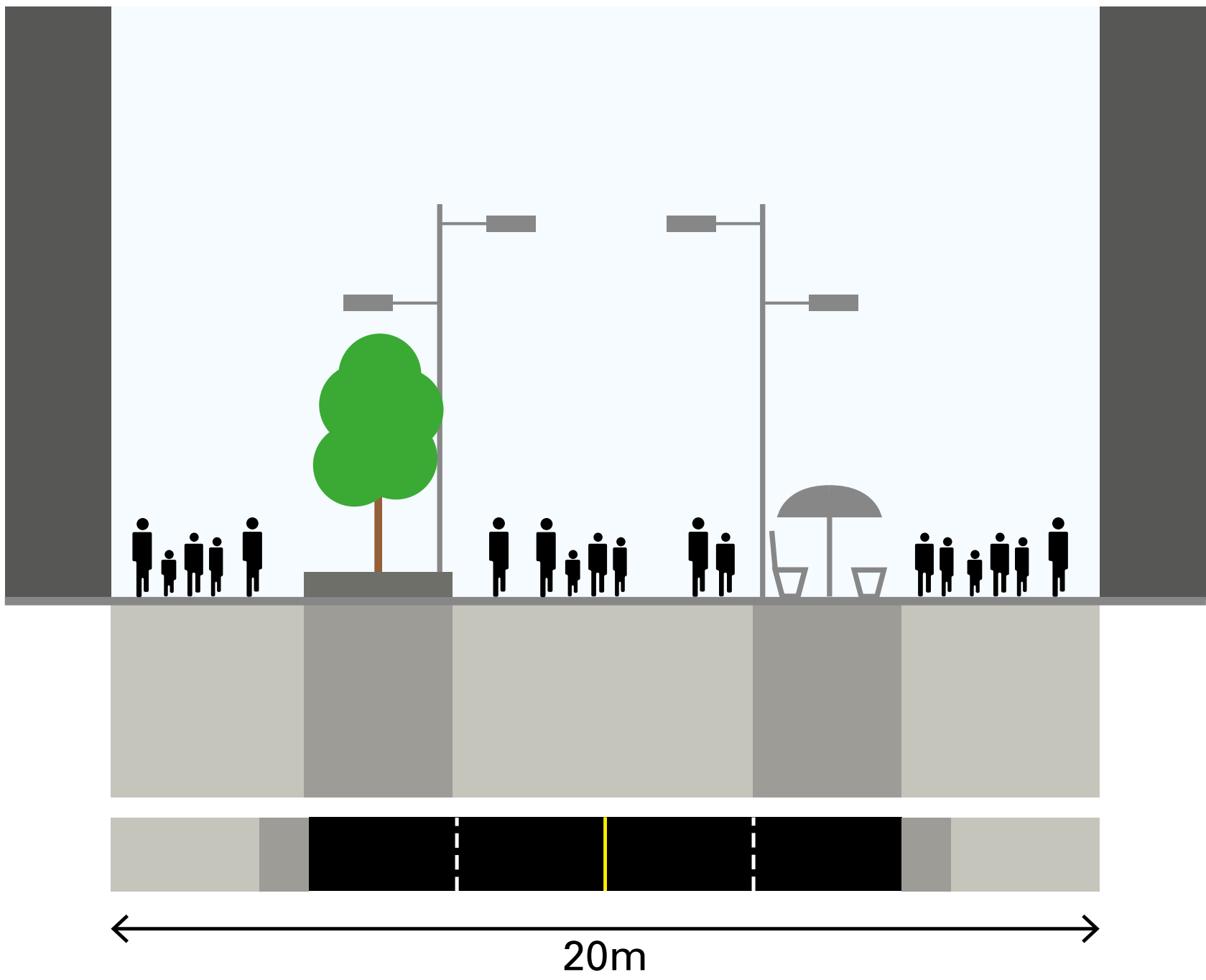
### Car Free

A

This alternative provides the maximum benefit to pedestrians by providing more space to walk and opportunities to support patios, planting, and event space.

New operational strategies or an access schedule for vehicles to facilitate goods and services would be required. Alternative routes for regular transit service and driving would need to be established.

Two-way cycling facility on parallel street

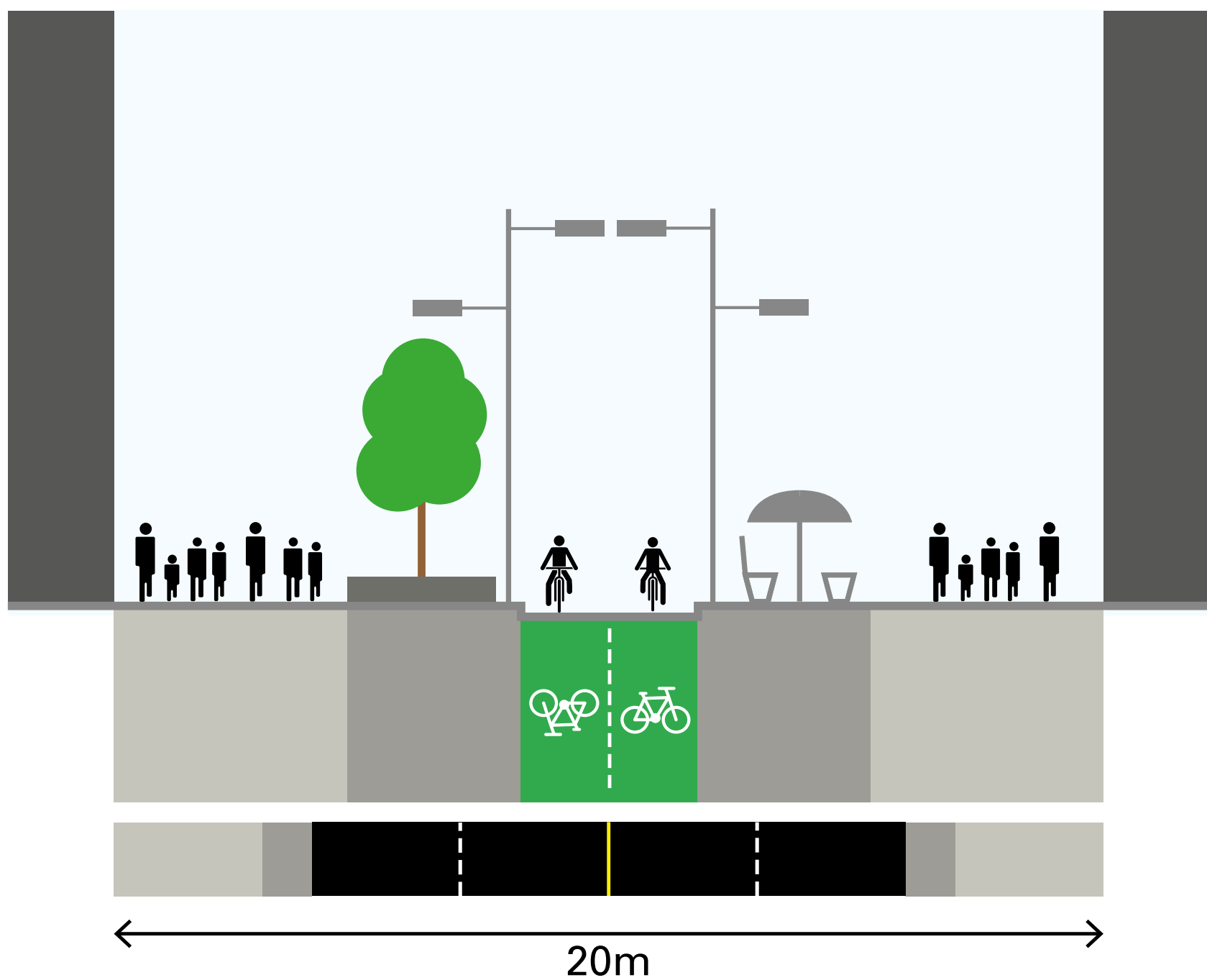


	Pedestrians	+
	Cycling	○
	Driving	-
	Transit	-
	Goods and services	-
	Enjoyment and beautification	+

B

This alternative significantly improves conditions for pedestrians and cyclists while adding space for beautification and enjoyment.

New operational strategies or an access schedule for vehicles to facilitate goods and services would be required. Alternative routes for transit and driving would need to be established.



	Pedestrians	+
	Cycling	+
	Driving	-
	Transit	-
	Goods and services	-
	Enjoyment and beautification	+

Improves +      Worsens -      No significant change ○



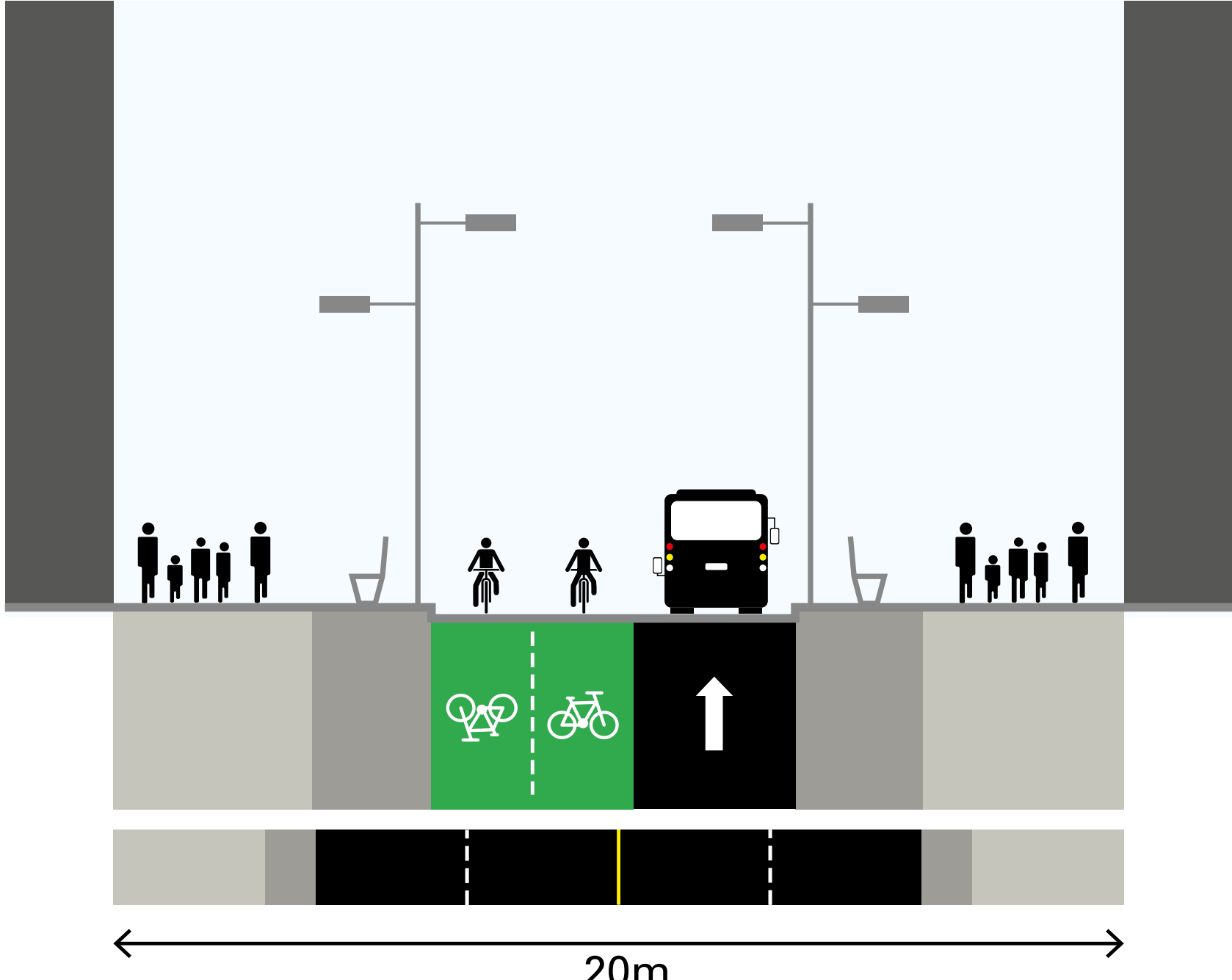
## Long list

One Driving Lane

A

This alternative improves conditions for pedestrians and cyclists while allowing access for transit, goods and services.

Operational and access schedules would be required to define what activities have access to the single lane, when, and the direction of travel. One way travel reduces connectivity and route options for transit, goods, and services.



Pedestrians

+

Cycling

+

Driving

-

Transit

-

Goods and services

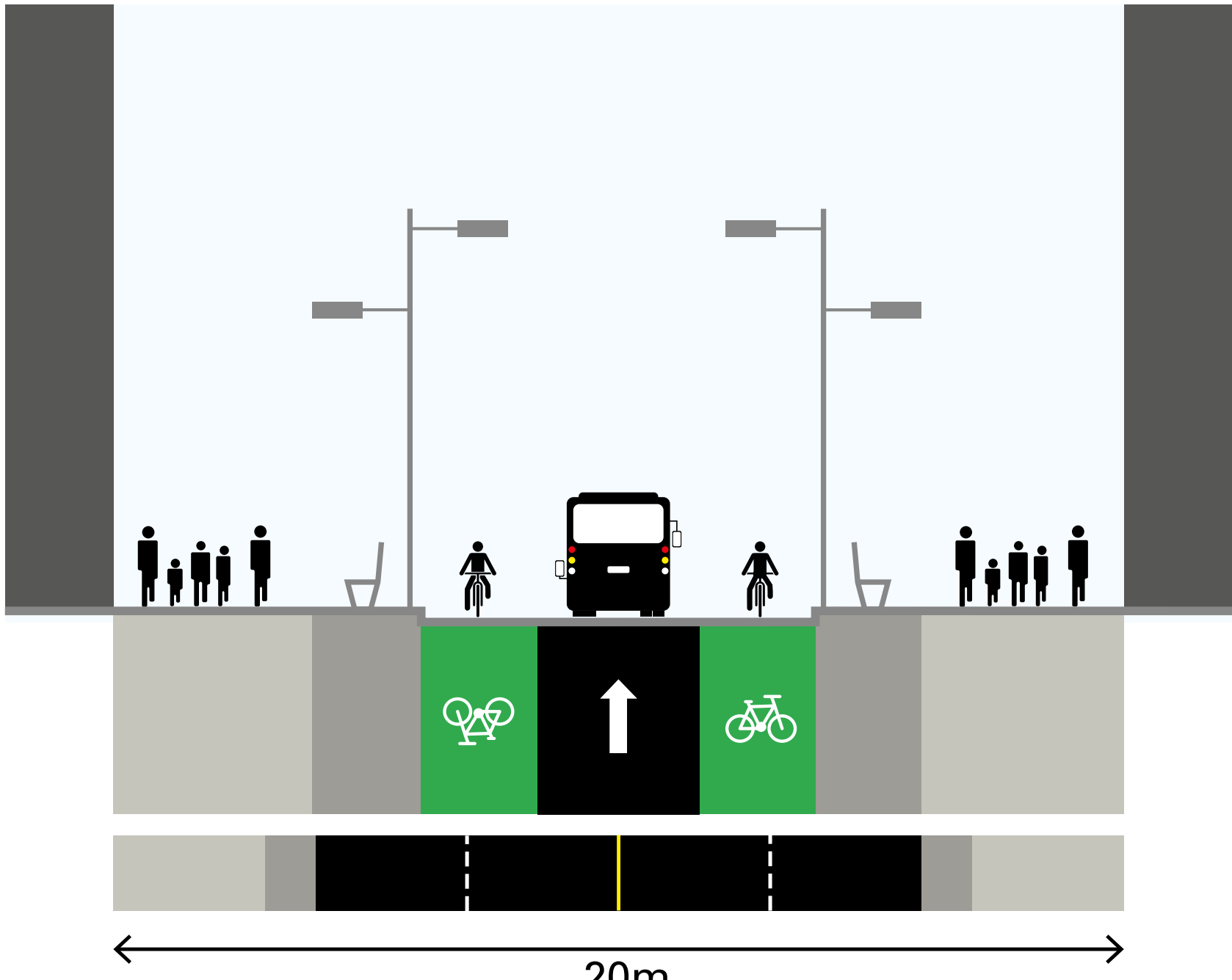
-

Enjoyment and beautification

+

B

This alternative is very similar to the previous alternative but provides better connectivity for cyclists. However, transit users boarding buses may conflict with cyclists travelling in the same direction as vehicles.



Pedestrians

+

Cycling

+

Driving

-

Transit

-

Goods and services

-

Enjoyment and beautification

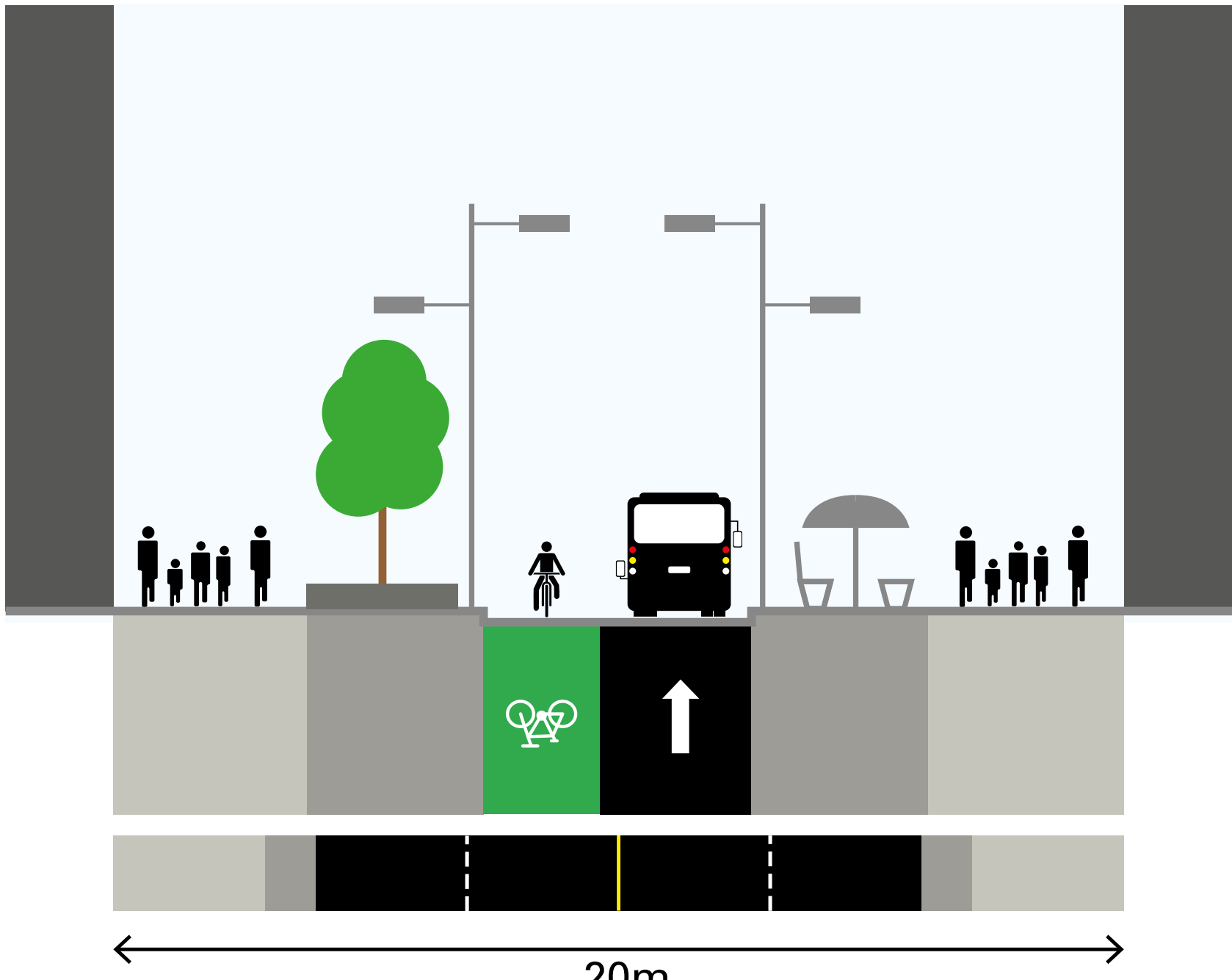
+

C

This alternative significantly benefits pedestrians and the public realm. Cyclists would benefit from a one way facility that would be paired with a facility in the opposite direction on a nearby street. One way travel reduces connectivity and route options for ransit, goods, and services

Operational and access schedules would be required to define the direction of travel, what types of vehicles have access, and at what times.

One-way cycling facility on parallel street



Pedestrians

+

Cycling

+

Driving

-

Transit

-

Goods and services

-

Enjoyment and beautification

+

Improves +

Worsens -

No significant change o



# Alternatives: 3

## Long list

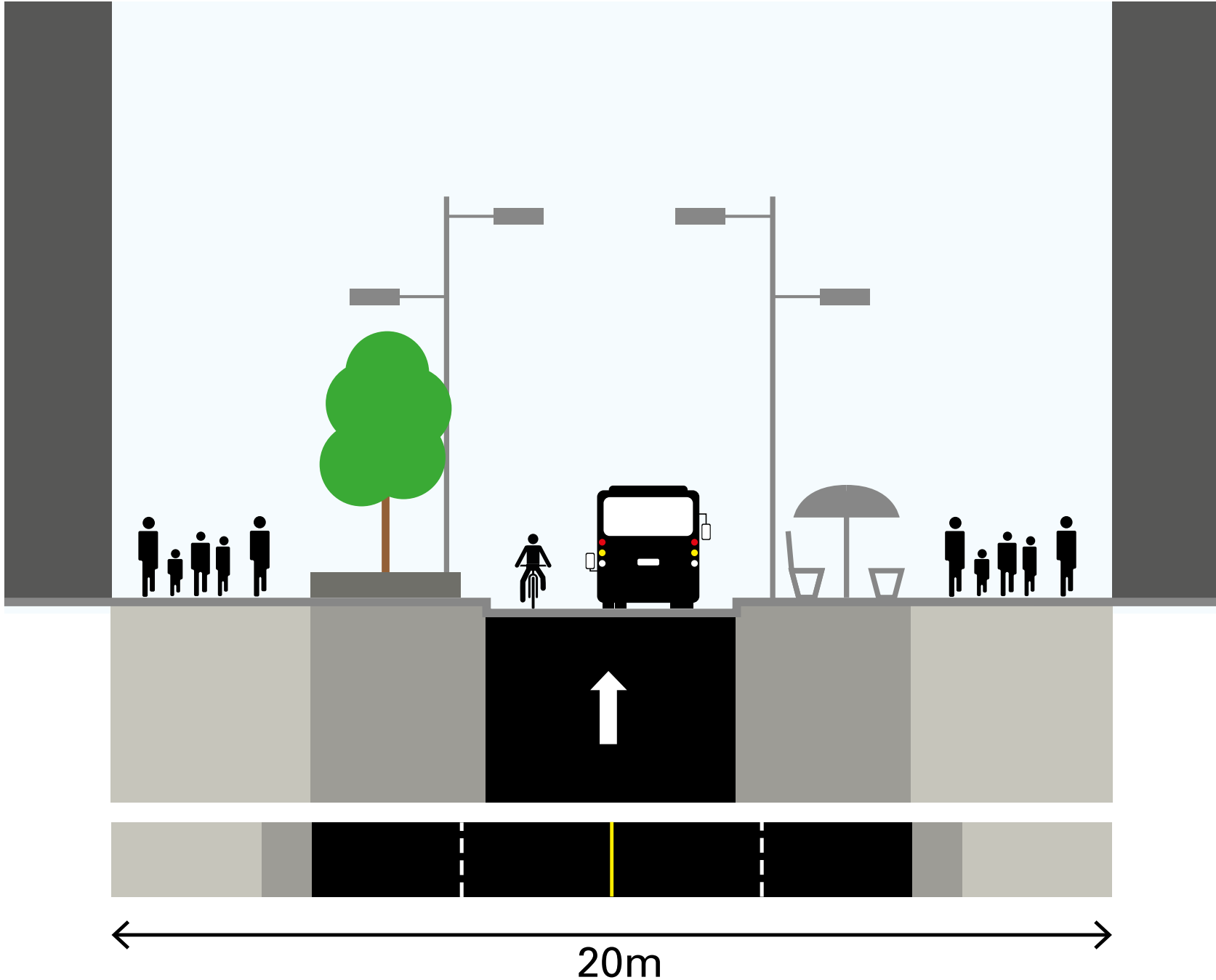
One Driving Lane


D


This alternative benefits pedestrians by increasing walkings space and supporting patios, plantings, and space to enjoy the street.


Travel in one direction reduces mobility for drivers, but additional road width allows drivers to pass cyclists, transit, taxis and service vehicles.


**Two-way cycling facility on parallel street**





 Pedestrians

 Cycling

 Driving

 Transit

 Goods and services

 Enjoyment and beautification

+

○

-

-

-

+

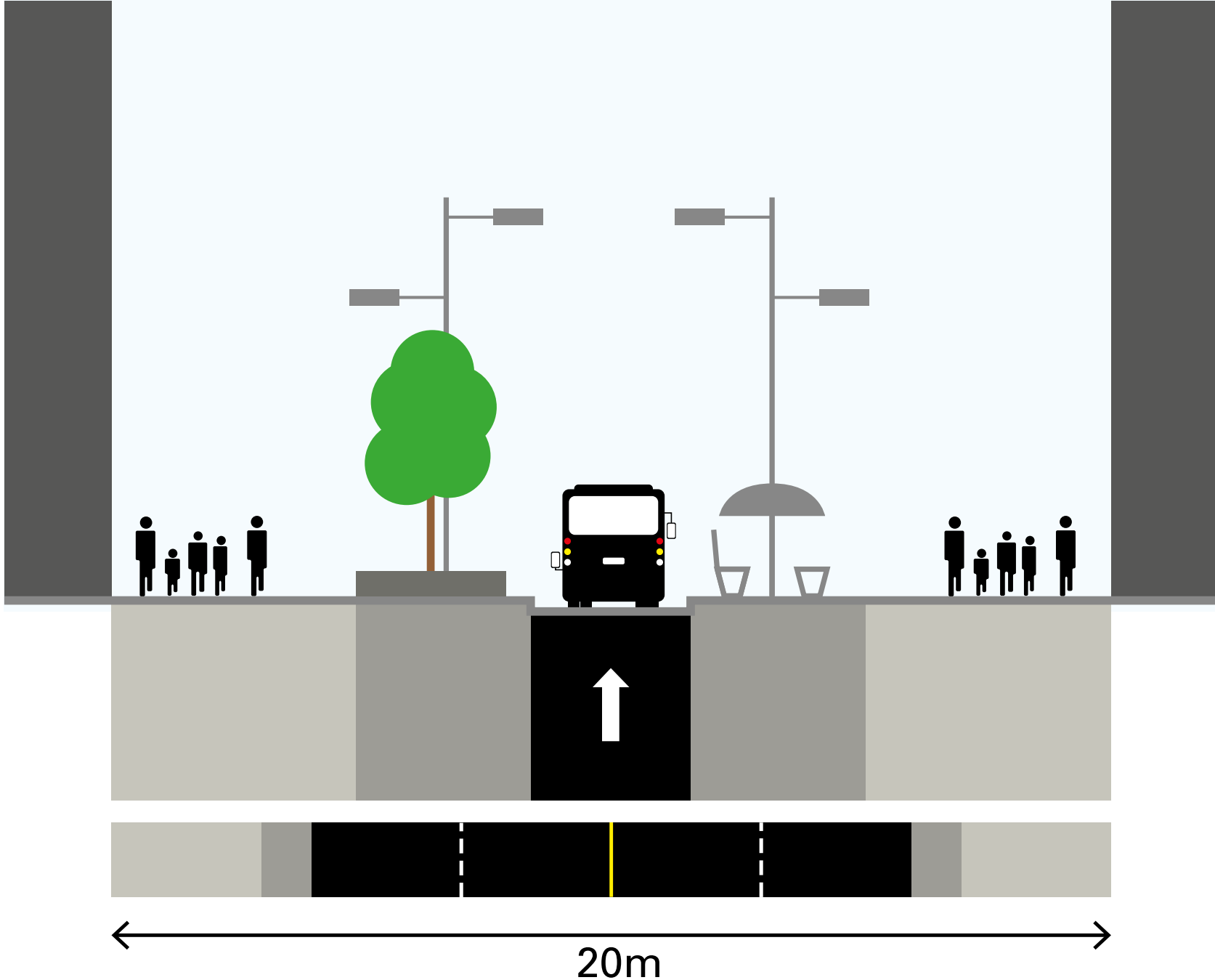
E


This alternative significantly benefits pedestrians by increasing space for walking and supporting space for enjoyment and beautification.


The single lane in one direction reduces mobility for all types of vehicles.


Operational and access schedules would be required to define the direction of travel, what types of vehicles have access, and at what times.


**Two-way cycling facility on parallel street**





 Pedestrians

 Cycling

 Driving

 Transit

 Goods and services

 Enjoyment and beautification

+

○

-

-

-

+

Improves + Worsens - No significant change ○



# Alternatives: 4

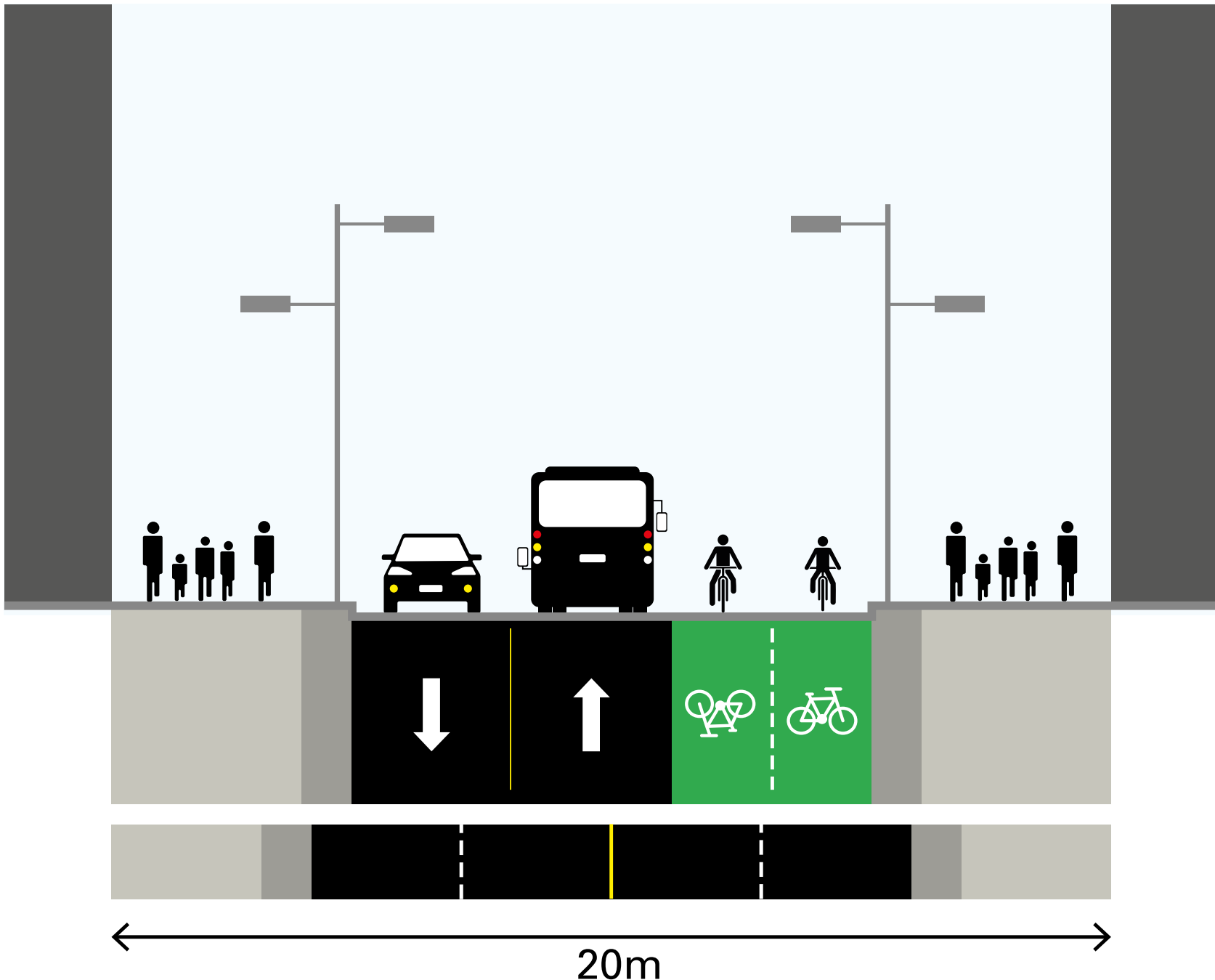
## Long list


Two Driving Lanes


A


This alternative provides more benefit to cyclists than other modes. Space for walking is increased slightly. There is not enough space to accommodate planting, patios, or other spaces for enjoyment and beautification.


Convenience is reduced for drivers and servicing with the removal of two driving lanes.





 Pedestrians

 Cycling

 Driving

 Transit

 Goods and services

 Enjoyment and beautification

+

+

-

-

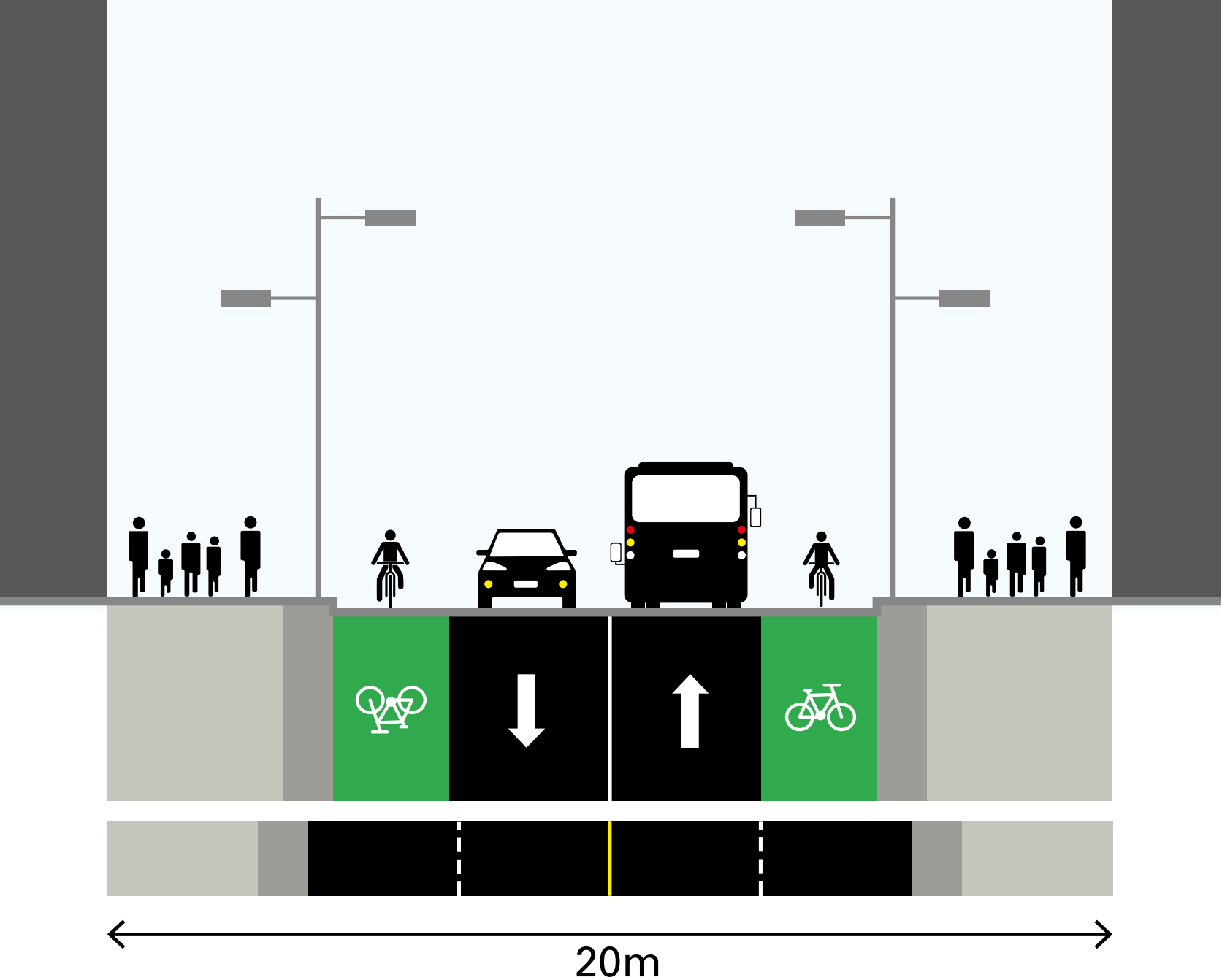
-


o


B


This alternative provides more benefits to cyclists and has improved connectivity over the previous alternative. Space for walking is increased slightly. There is not enough space to accommodate planting, patios, or other spaces for enjoyment and beautification.


Convenience is reduced for drivers and servicing with the removal of two driving lanes.





 Pedestrians

 Cycling

 Driving

 Transit

 Goods and services

 Enjoyment and beautification

+

+

-

-

-

o

Improves +

Worsens -

No significant change o



# Alternatives: 5

## Long list

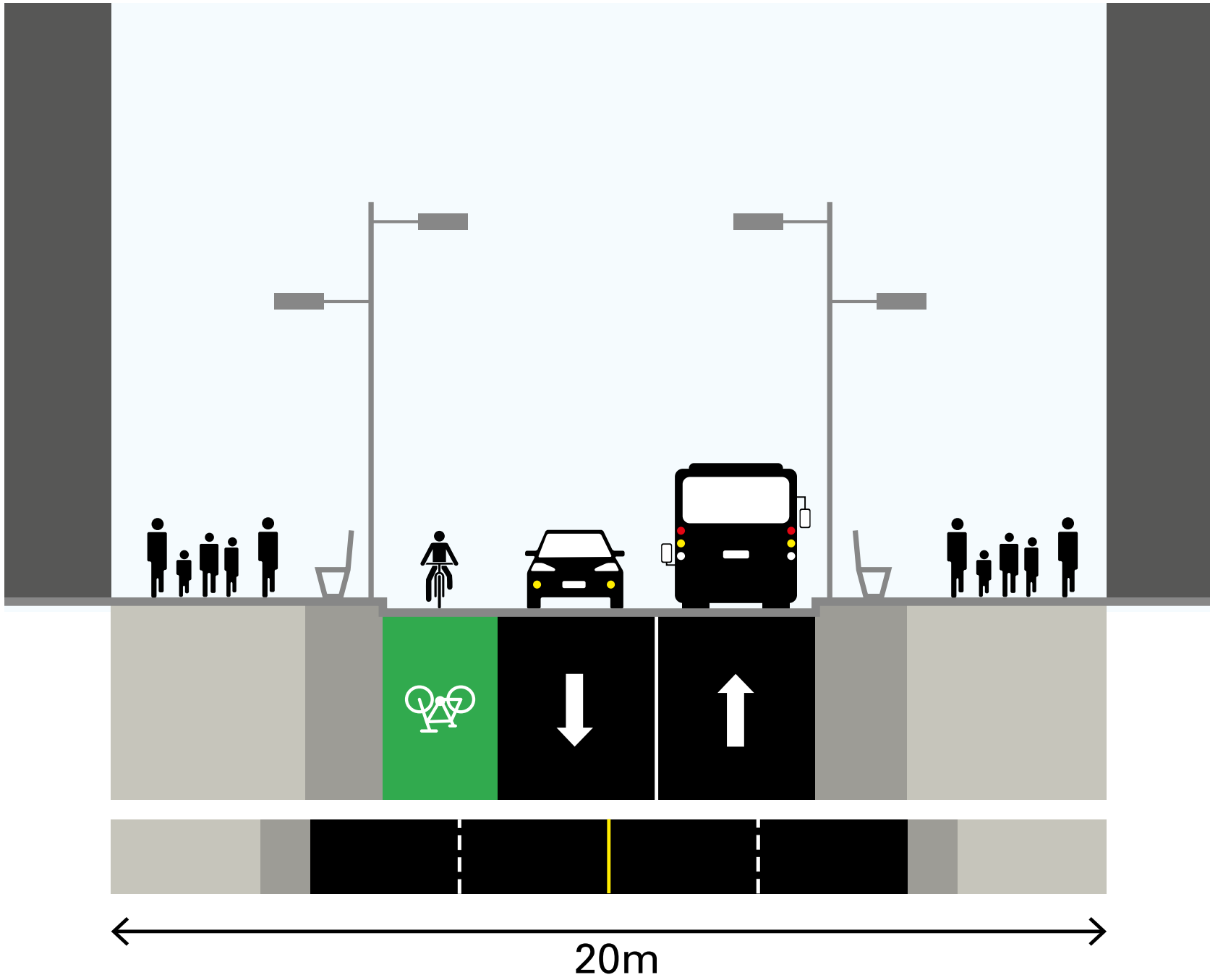
Two Driving Lanes

C

This alternative provides additional space to pedestrians for walking and also accommodates some street furnishings. Cyclists benefit from a one way facility that would be paired with a facility in the opposite direction on a nearby street. Space for walking is increased slightly. There is not enough space to accommodate planting, patios, or other spaces for enjoyment and beautification.

Convenience is reduced for drivers and servicing with the removal of two driving lanes.

One-way cycling facility on parallel street



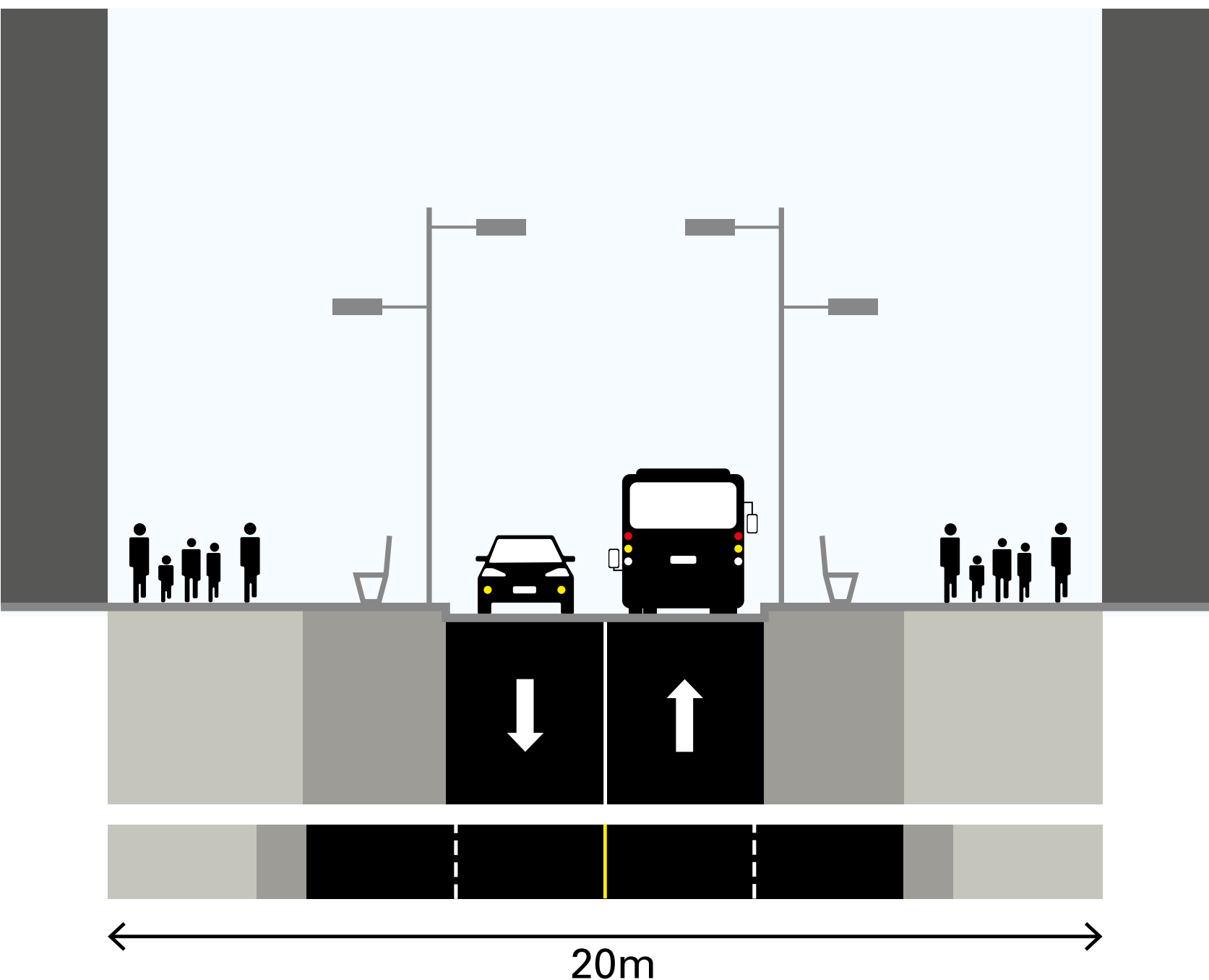
	Pedestrians	+
	Cycling	○
	Driving	-
	Transit	-
	Goods and services	-
	Enjoyment and beautification	○

D

This alternative significantly improves the pedestrian environment by adding space to walk and accomodating space for enjoyment and beautification. Cyclists would continue to share the road with drivers.

Convenience is reduced for drivers and servicing with the removal of two driving lanes.

Two-way cycling facility on parallel street



	Pedestrians	+
	Cycling	○
	Driving	-
	Transit	-
	Goods and services	○
	Enjoyment and beautification	+

Improves +

Worsens -

No significant change ○



# Alternatives: 6

## Long list

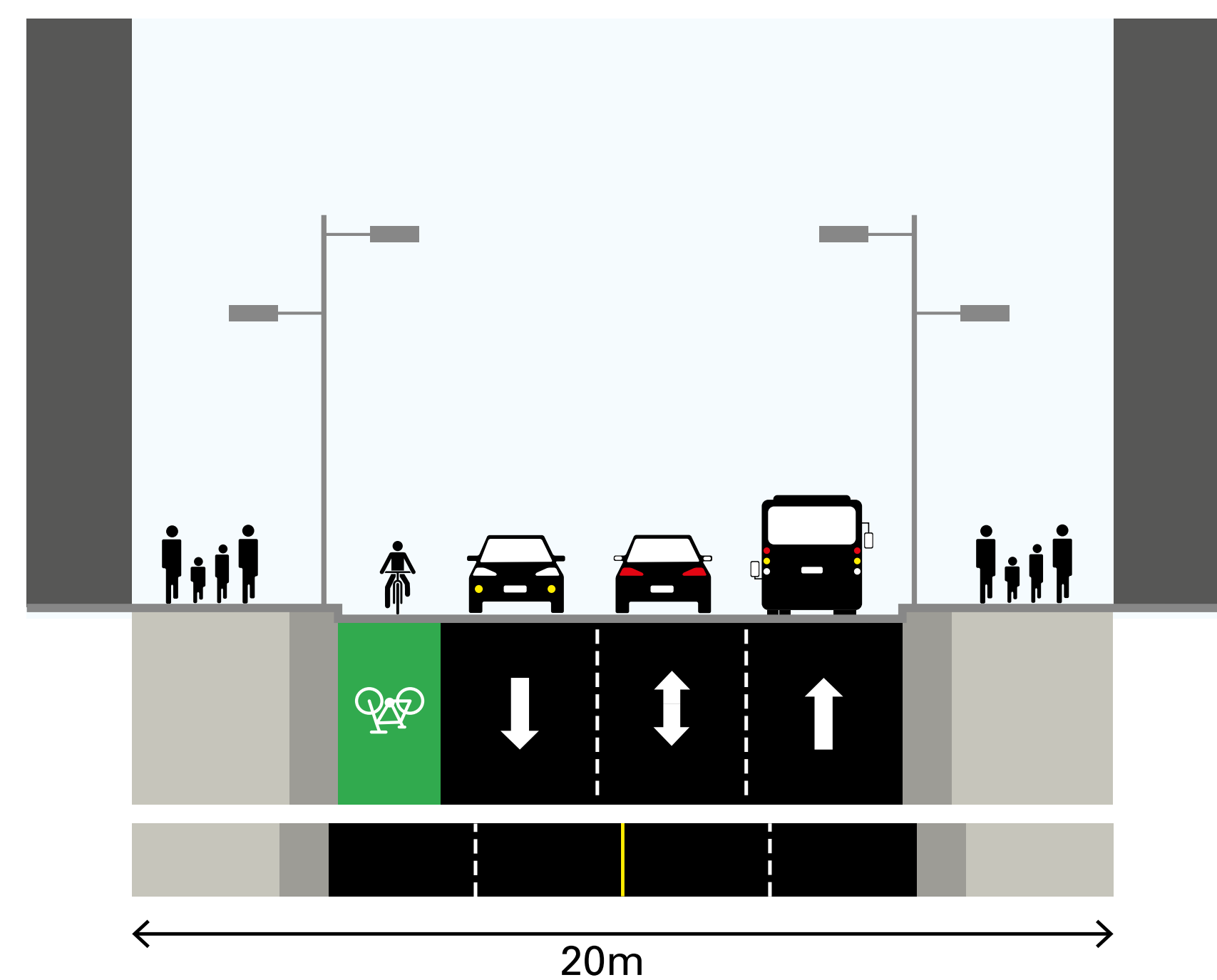
### Three Driving Lanes

A

This alternative provides some benefit to cyclists with a one direction facility. Space for walking is increased slightly. There is almost no improvement to the pedestrian environment.

Convenience is somewhat reduced for drivers and servicing with the removal of 1 driving lane.

One-way cycling facility on parallel street



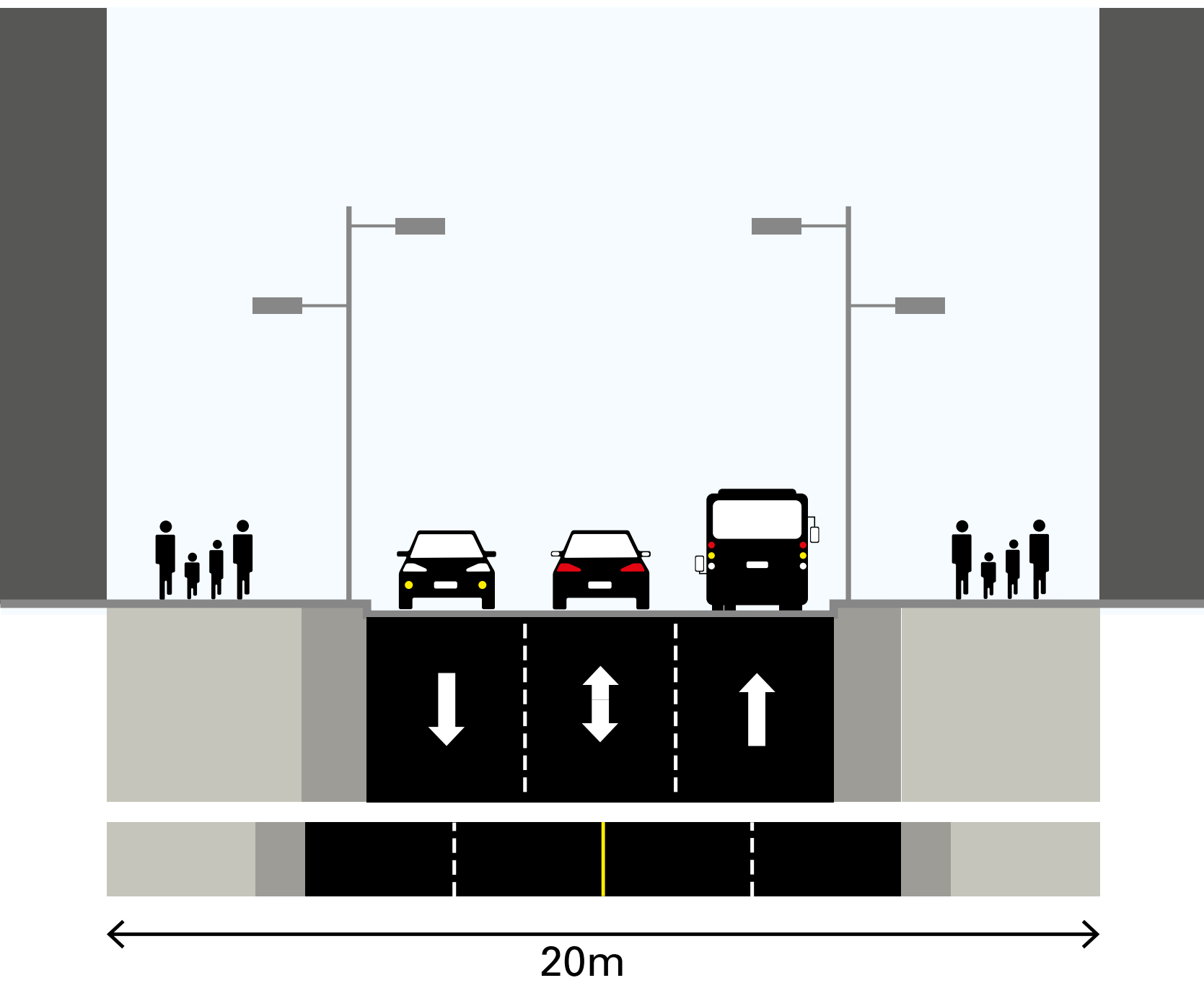
	Pedestrians	+
	Cycling	○
	Driving	-
	Transit	-
	Goods and services	○
	Enjoyment and beautification	○

B

This alternative benefits pedestrians with increased walking space. Cyclists continue to share the road with drivers.

Convenience is somewhat reduced for drivers and servicing with the removal of one driving lane. There is not enough space to accommodate patios, plantings or other spaces for enjoyment.

Two-way cycling facility on parallel street



	Pedestrians	+
	Cycling	○
	Driving	-
	Transit	-
	Goods and services	○
	Enjoyment and beautification	○

Improves +      Worsens -      No significant change ○



# Next Steps

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After this Public Event, the following activities will be carried out:

- Review and report on feedback
- Continue to meet with stakeholders
- Evaluate alternatives
- Report to Infrastructure & Environment Committee with a short list of alternatives
- Hold Public Event #2 (Fall 2019)

## Get involved



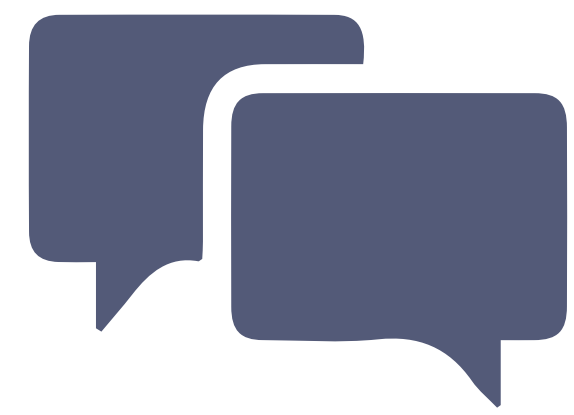
### Visit the website

Stay up to date with materials and sign up to receive updates



### Online Questionnaire

Tell us your vision for downtown Yonge Street. Complete the online questionnaire



### Public Consultation

Join us for future events and activities

**We want to hear from you!**

[toronto.ca/yongeTOmorrow](https://toronto.ca/yongeTOmorrow)

### Contact:

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Senior Public Consultation Coordinator, City of Toronto

Telephone: 416-338-6866

Email: [yongetomorrow@toronto.ca](mailto:yongetomorrow@toronto.ca)