

yongeTTomorrow

**Municipal Class EA –
Yonge Street from Queen Street to College Street**

Stakeholder Advisory Group Meeting #3 Summary

Prepared by LURA Consulting for the City of Toronto
July 2019

Table of Contents

Overview.....	1
Meeting Presentation	1
Summary of Feedback.....	1
Activity 1 – Evaluation Criteria Ranking.....	1
Activity 2 – Matching Individual Evaluation Criteria with Alternatives.....	6
Activity 3 – Matching Evaluation Criteria to Alternatives	10
Next Steps	13

Appendix A: List of Participants

Appendix B: SAG Meeting #3 Agenda

Overview

The City of Toronto hosted the third Stakeholder Advisory Group (SAG) meeting for the yongeTOmorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on July 18, 2019 from 9 a.m. – 12:30 p.m. at Metro Hall, located at 55 John Street. The purpose of the SAG meeting was to:

- Report on study progress and round 1 consultation feedback
- Solicit feedback on evaluation criteria and shortlisting alternatives
- Provide update on upcoming consultation activities
- Provide opportunity for questions and feedback

There were 25 SAG member organizations invited representing various sectors within the Study Area. A total of 21 participants, representing 19 SAG member organizations, attended the SAG meeting. The stakeholders included, Business Improvement Areas, Resident Associations, research and advocacy groups, educational institutions, and other stakeholders. A full list of SAG members and participants can be found in **Appendix A**.

This meeting feedback document is organized according to the SAG Meeting #3 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress and Round 1 Consultation

The SAG meeting began with a land acknowledgement and opening remarks provided by Johanna Kyte, City of Toronto, Transportation Services. Liz McHardy, LURA Consulting, reviewed the agenda and reviewed the results of the first round of engagement. Peter Piet, Steer then noted the changes occurring on Yonge Street since the last meeting and David Sutanto, Steer reviewed the evaluation criteria. Following the presentation, participants were invited to ask questions of clarification and provide general feedback. No questions or comments were received.

Summary of Feedback

Activity 1 – Evaluation Criteria Ranking

Members engaged in an activity to rank the Evaluation Criteria. Working in small groups, participants ranked each of the 15 Evaluation Criteria from most important to least important. Members were invited to think individually with their stakeholder organization in mind and then discuss and collaborate feedback and comments as a group. The following section provides images of the rankings along with discussion points that were addressed during the exercise

Group 1

Downtown Yonge BIA, Margaret's, Mirvish Productions, St. Michael's Choir School, and Toronto Youth Cabinet.



Ranking:

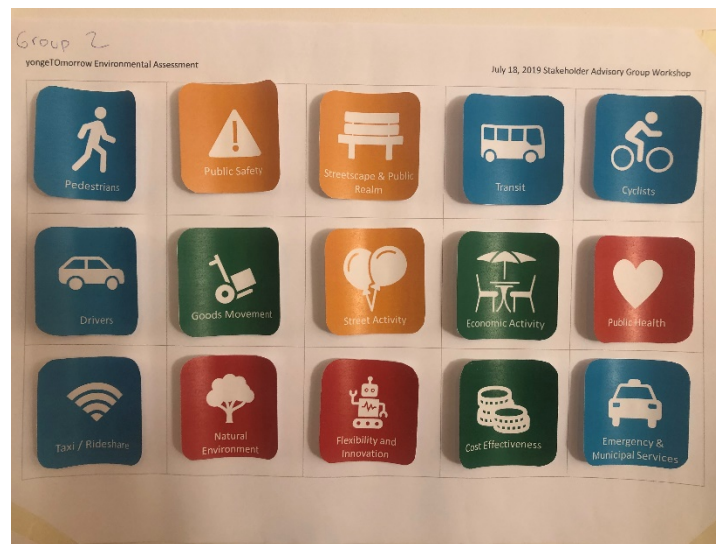
1. Public Safety
2. Pedestrians
3. Transit, Flexibility & Innovation (tied)
4. Transit, Flexibility & Innovation (tied)
5. Economic Activity
6. Goods Movement
7. Streetscape & Public Realm
8. Street Activity
9. Cyclists
10. Emergency & Municipal Services
11. Natural Environment
12. Public Health
13. Taxi / Rideshare
14. Drivers
15. Cost Effectiveness

Discussion:

- Public safety should be the top priority and overarching umbrella. It is the cornerstone that supports everything else.
- Economic activity should be the number one priority. The vitality of the street will drive the success of everything else. Pedestrians want to experience economic activities of the area.
- Cycling is important, but not as much of a priority as other criteria such as streetscape and public realm and economic activity.
- Greening, a top priority noted through the first round of the consultation process, is included with streetscape considerations over natural environment separately.
- Transit is an effective way of moving many types of people with different needs. Movement is key. However, reconsider surface routes on Yonge Street that are not well used such as the night bus. Throughout the study area, buses can be diverted off Yonge Street.

Group 2

Cadillac Fairview, Ryerson University, St. Lawrence Market Neighbourhood BIA, Walk Toronto



Ranking:

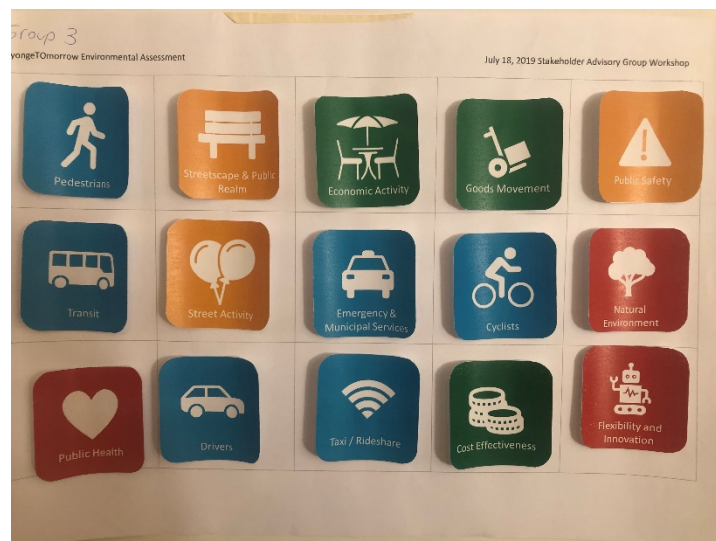
1. Pedestrians
2. Public Safety
3. Streetscape & Public Realm
4. Transit
5. Cyclists
6. Drivers
7. Goods Movement
8. Street Activity
9. Economic Activity
10. Public Health
11. Taxi / Rideshare
12. Natural Environment
13. Flexibility & Innovation
14. Cost Effectiveness
15. Emergency and Municipal Services

Discussion:

- Pedestrian experience is a top priority as the street should be friendly for people.
- Public safety as well as streetscape & public realm are priorities as they support the pedestrian experience.
- Emergency and municipal services should be ranked low as the street will be designed to suit their service needs.
- Modes of transportation ranked high on the list as pedestrians need methods of getting to and from Yonge Street.
- Economic activity, public health, and street activity ranked in the middle as they seem to be outcomes of developing a well functioning street.

Group 3

Church-Wellesley Neighbourhood Association, Ryerson City Building Institute, St. Lawrence Neighbourhood Association, YMCA



Ranking:

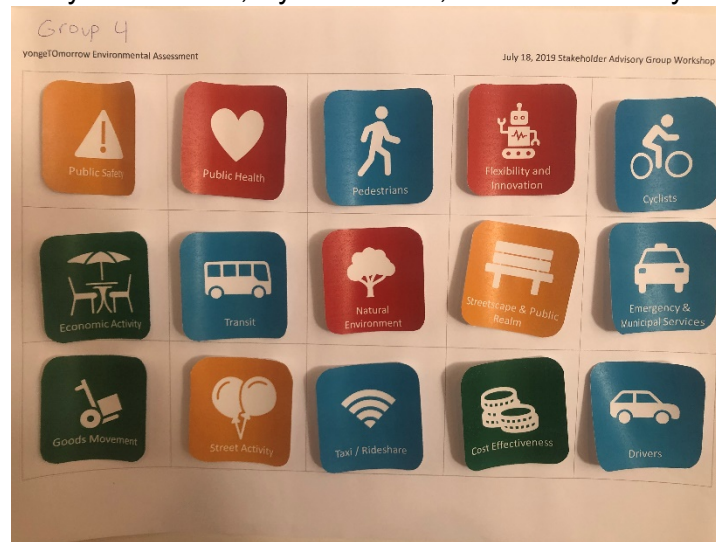
- | | |
|-----------------------------------|------------------------------|
| 1. Pedestrians | 9. Cyclists |
| 2. Streetscape & Public Realm | 10. Natural Environment |
| 3. Economic Activity | 11. Public Health |
| 4. Goods Movement | 12. Drivers |
| 5. Public Safety | 13. Taxi / Rideshare |
| 6. Transit | 14. Cost Effectiveness |
| 7. Street Activity | 15. Flexibility & Innovation |
| 8. Emergency & Municipal Services | |

Discussion:

- Cost effectiveness isn't an important consideration at this point in the project. Estimated costs and cost saving considerations would be made at the detailed design phase. Realistically, the City can be as cost effective as it wants to be.
- Driving should not be prioritized on Yonge Street.
- While public safety is a priority, there is a concern that this focus may restrain innovation and liveability.
- Many of the categories seem interrelated such as streetscape & public realm and natural environment. Streetscape & public realm ranked higher under the assumption that greening initiatives would be included in streetscaping.
- Goods movement is an important consideration as it supports the economic vitality of the street.

Group 4

Bay Cloverhill Community Association, Cycle Toronto, Church-Wellesley Village BIA



Ranking:

1. Public Safety
2. Public Health
3. Pedestrians
4. Flexibility & Innovation
5. Cyclists
6. Economic Activity
7. Transit
8. Natural Environment
9. Streetscape & Public Realm
10. Emergency & Municipal Services
11. Goods Movement
12. Street Activity
13. Taxi / Rideshare
14. Cost Effectiveness
15. Drivers

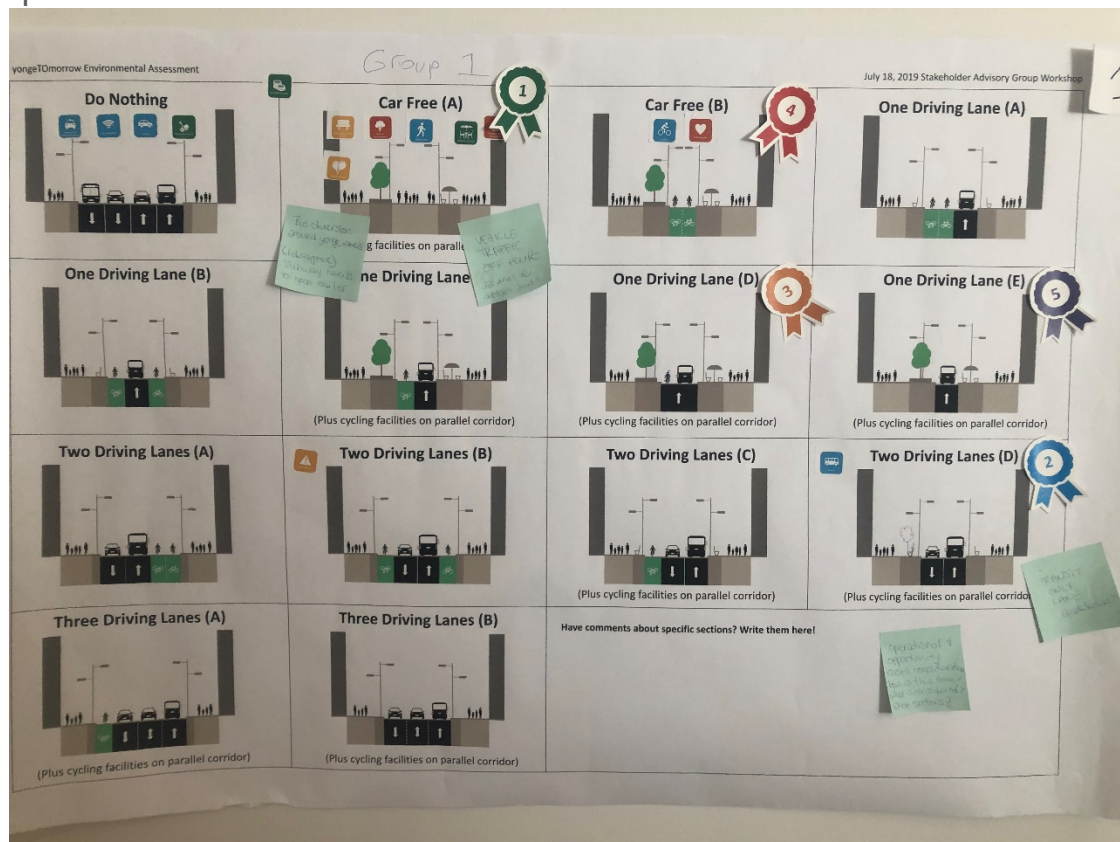
Discussion:

- Public safety is ranked most important as it is the strongest indicator of an individual's experience. If someone feels safe, they are likely to feel comfortable and have a more positive experience than someone who may feel unsafe or not at ease.
- Public safety should include considerations for emergency services response times.
- While public safety is important, it should not stifle or limit innovation or creativity when it comes to the development of the street.
- Some of the criteria was difficult to rank as either some were interrelated or some were perceived to be goals while others were action oriented.

Activity 2 – Matching Individual Evaluation Criteria with Alternatives

Activity two asked participants to consider the alternative street designs. Again, working in the same small groups, participants were instructed to match the evaluation criteria to the alternatives that would best suit that criterion. The following demonstrates the results of the activity. Key points from the group discussions have also been summarized below.

Group 1



Discussion:

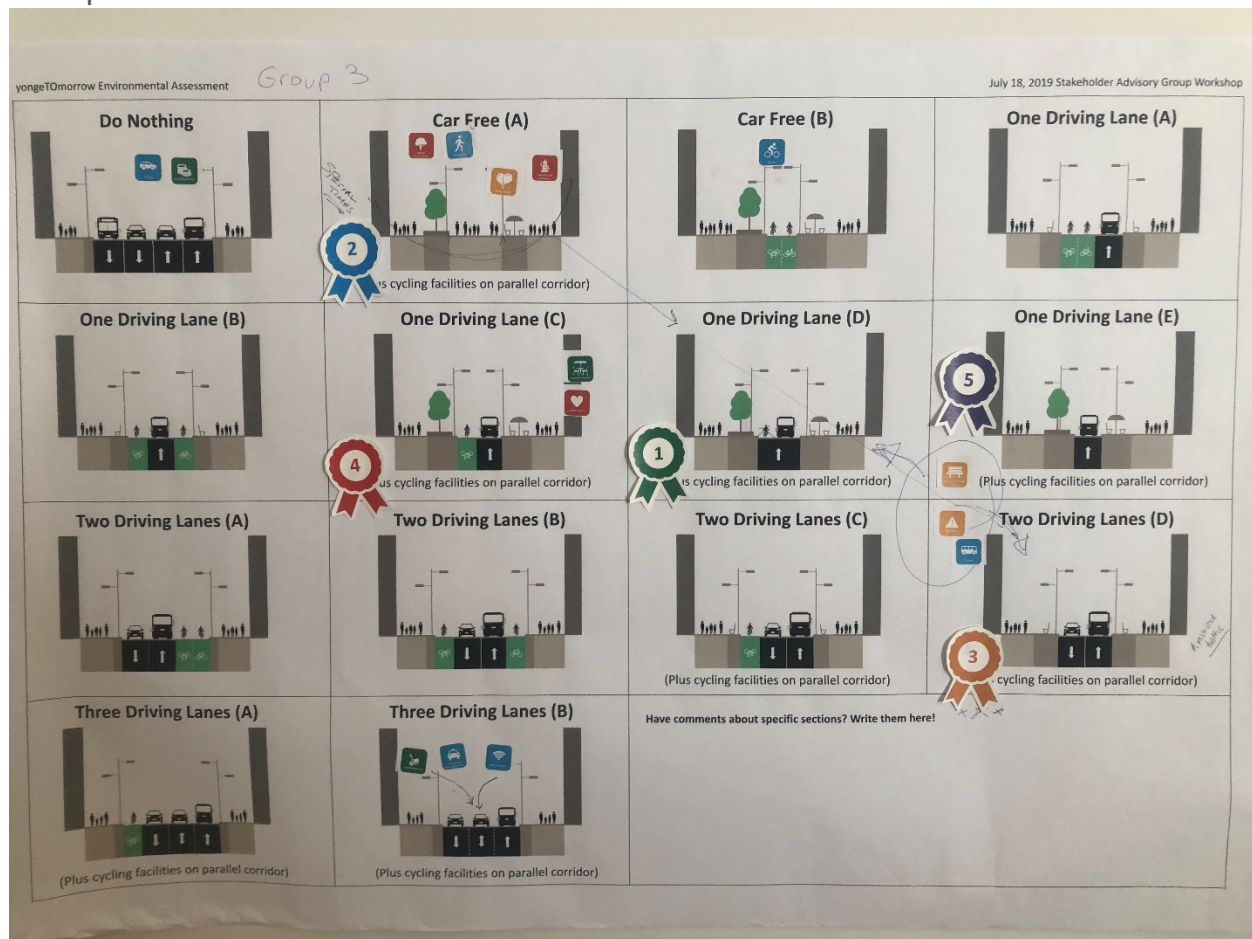
- A car-free environment provides the best pedestrian experience and the greatest opportunity for street activity. A car-free environment may also contribute to the greatest boost to economic activity.
- A car-free option should allow vehicles during off-peak hours. This is particularly important for deliveries.
- Surface transit may not be feasible on Yonge Street, however a diversion should be considered onto an adjacent street.
- The “do nothing” alternative may be the best option for emergency and municipal services, goods movement, drivers, taxis and rideshare.
- A car free street was determined to be the most cost-effective option.
- Leaving one driving lane may be a good alternative, but the lane should be dedicated to surface transit only. However, the two-lane alternative is preferable to allow transit to move in both directions.

yongeTOMorrow:
Stakeholder Advisory Meeting #3 Summary

[illegible]

- A pedestrianized street is not the best option for pedestrians. Pedestrians need ways to get to the street such as by driving, cycling or taking transit.
- A pedestrianized street would be better for the natural environment, streetscape and public realm and street activity.
- A street with two driving lanes would be the best alternative for pedestrians as there are options for pedestrians to get there by other modes first.
- A two driving lane option should be modified with laybys to allow for taxis and rideshares to pick up and drop off passengers.
- While replacing driving lanes with cycling lanes would serve cyclists best, this is not a desirable alternative. Yonge Street shouldn't become a cycling super highway.
- A street with two driving lanes and cycling lanes would potentially support the greatest economic activity as all road users are able to travel on the street.

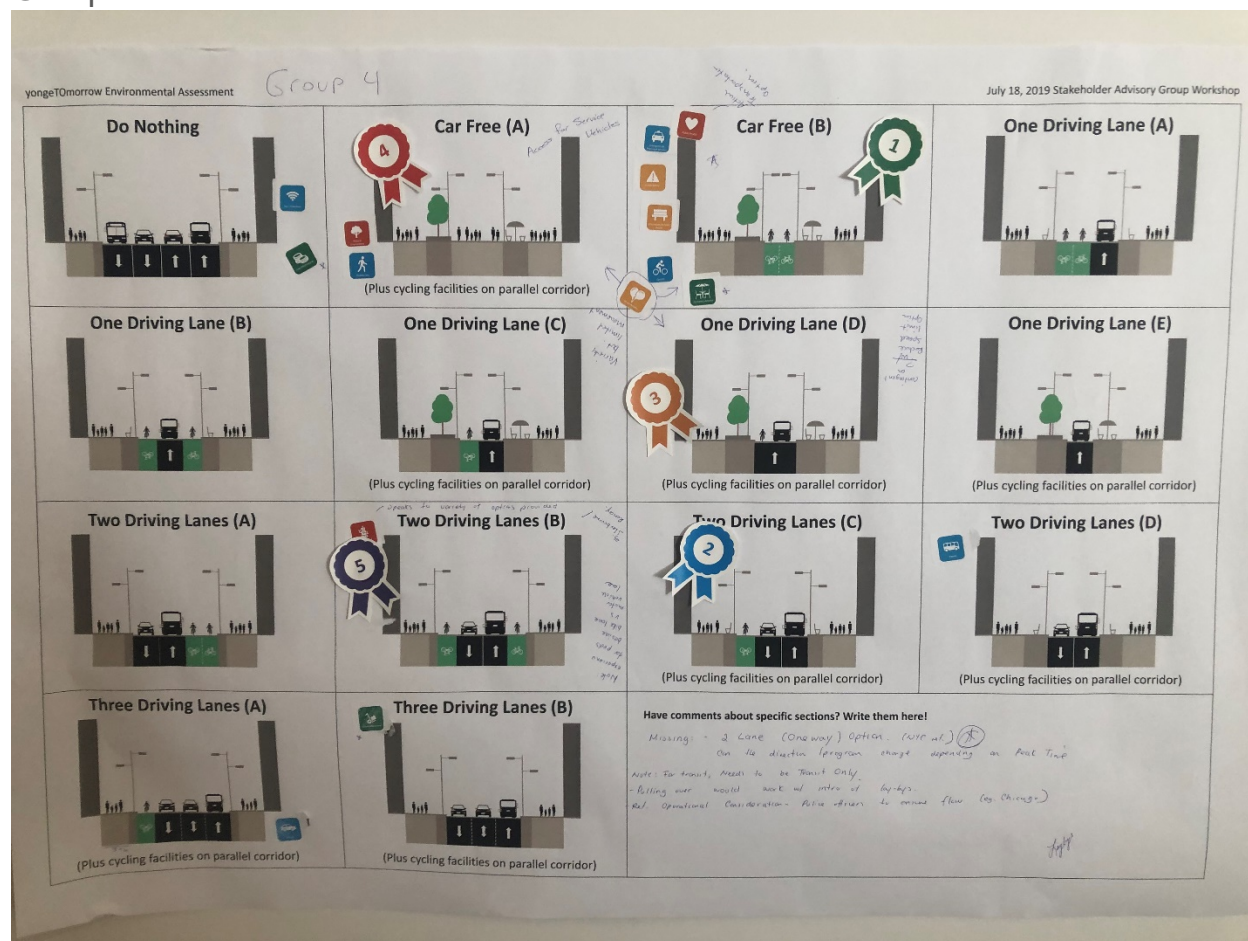
Group 3



Discussion:

- A two driving lane configuration provides better support for pedestrians while not compromising the street's other functions too severely.
- The street may not need dedicated cycling infrastructure if vehicle lanes are reduced. Cyclists may perceive the street as a safer route.
- Seasonal pedestrianization on alternatives with vehicle lanes should be considered.

Group 4



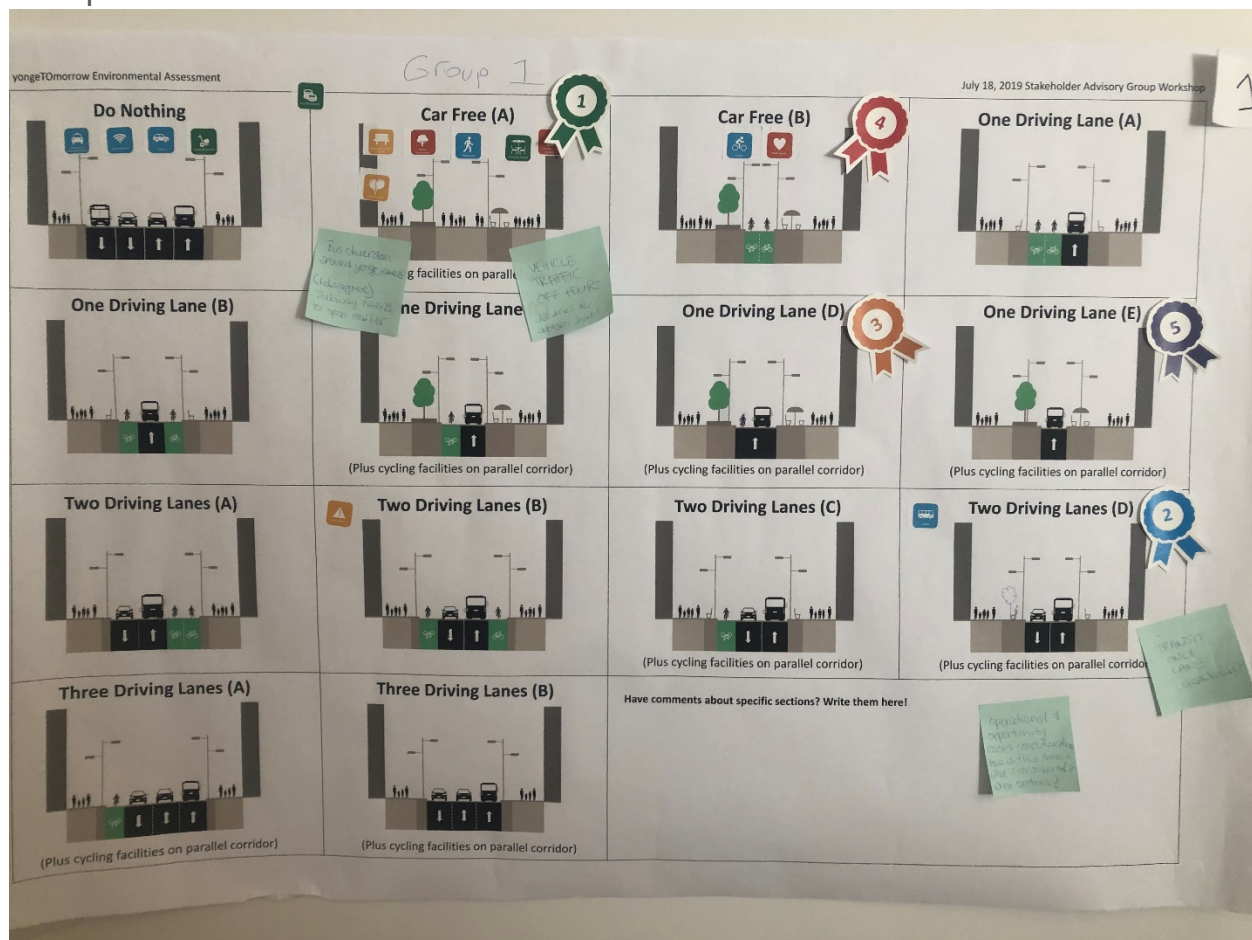
Discussion:

- A car free alternative with cycling lanes was noted as the best option to satisfy public health, emergency and municipal services, public safety, streetscape and public realm, cyclists and economic activity.
- An alternative that turns the street into a one-way street with two lanes should be considered.
- The alternative that includes one driving lane with non-dedicated space for cyclists should be paired with reduced speed limits to be viable.
- Adding cycling lanes on both sides of the street would enhance the pedestrian experience as the lane acts as a buffer.
- Consider adding laybys to the street to facilitate vehicles pulling over.

Activity 3 – Matching Evaluation Criteria to Alternatives

The final activity asked the groups to select their top five alternatives. Participants were instructed to recall their discussions from the previous two activities when making their decisions. If possible, participants were told to go one step further and rank their top five alternatives from first to fifth. The following section shows the results of the activity and the discussions that occurred.

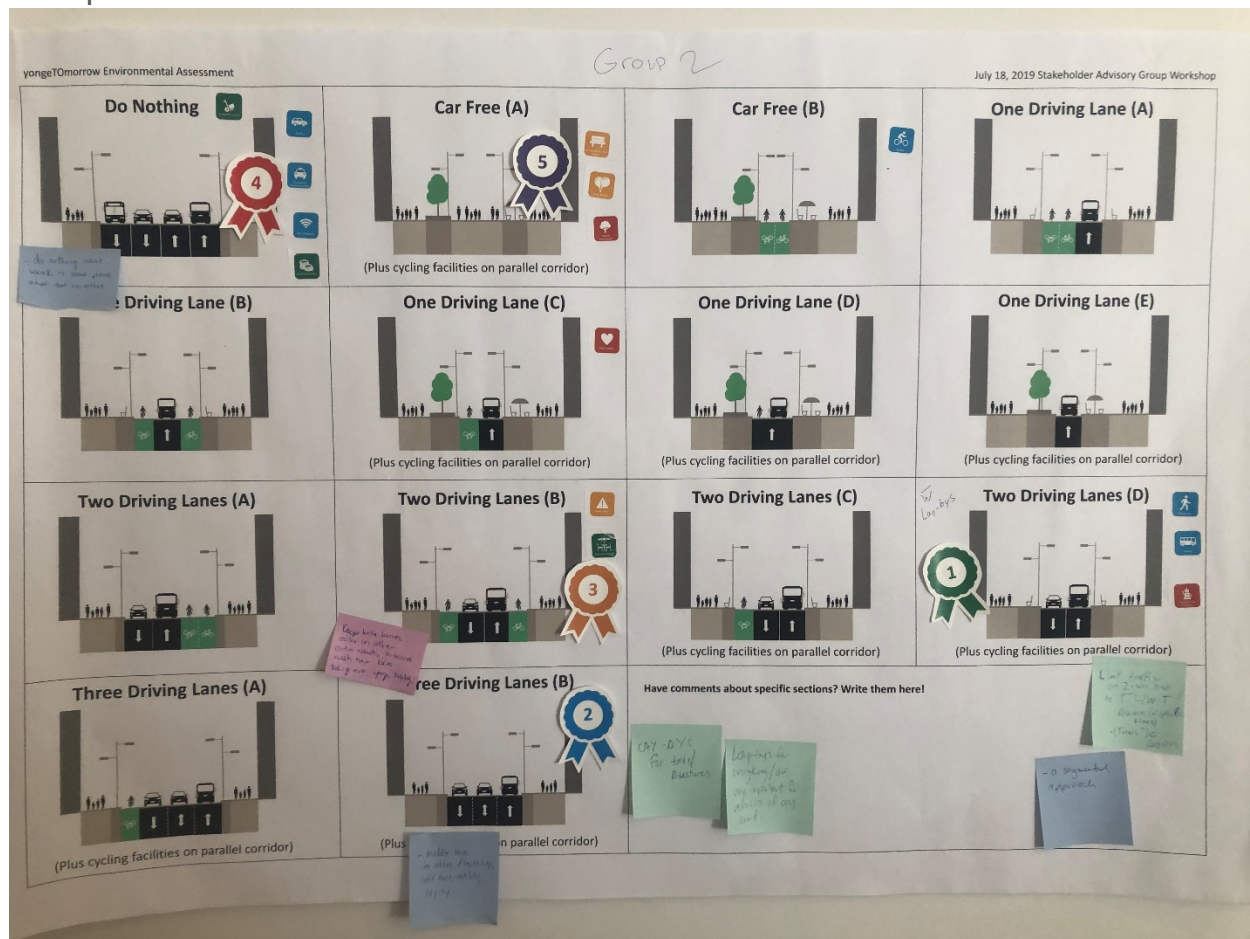
Group 1



Discussion:

- The car-free and pedestrianized alternative was ranked as most favourable as it was perceived to be the most flexible option. Allowing for vehicles after hours would ensure that the street is not too quiet at night and would accommodate goods movement.
- While a two-lane alternative was considered to be a more equitable option, participants noted that it would only extend sidewalks by two feet which might not be enough to deal with the current overcrowding issues.
- Vehicle access may be necessary to accommodate those who travel from the suburbs to get to Yonge Street.
- The car-free alternative with cycling lanes was determined to be less favourable than other options due to the potential for safety conflicts between cyclists and pedestrians.

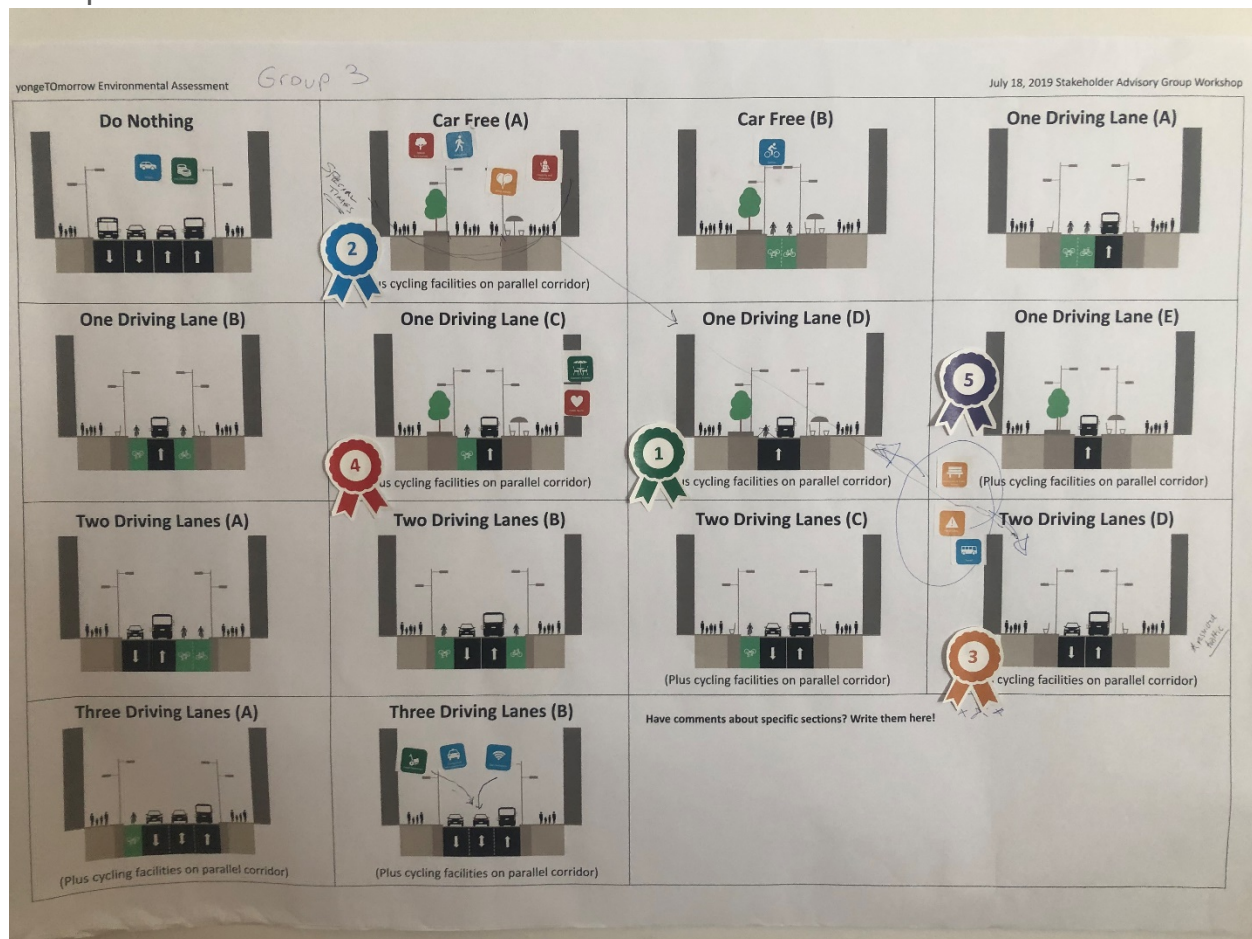
Group 2



Discussion:

- The group determined that a two-lane option was the most preferable as it provided the greatest flexibility for multiple modes of travel while also improving the pedestrian experience (the group's top priority in the first activity).
- A menu approach was taken when selecting the other options. It was determined that lane reduction or pedestrianization might be preferable north of Dundas, whereas the do nothing alternative was perceived to be a better option south of Dundas.
- The other two selections, two driving lanes with cycling lanes and the three lane alternative with no cycling lanes, were selected because of their similarity to the preferred two-lane option.

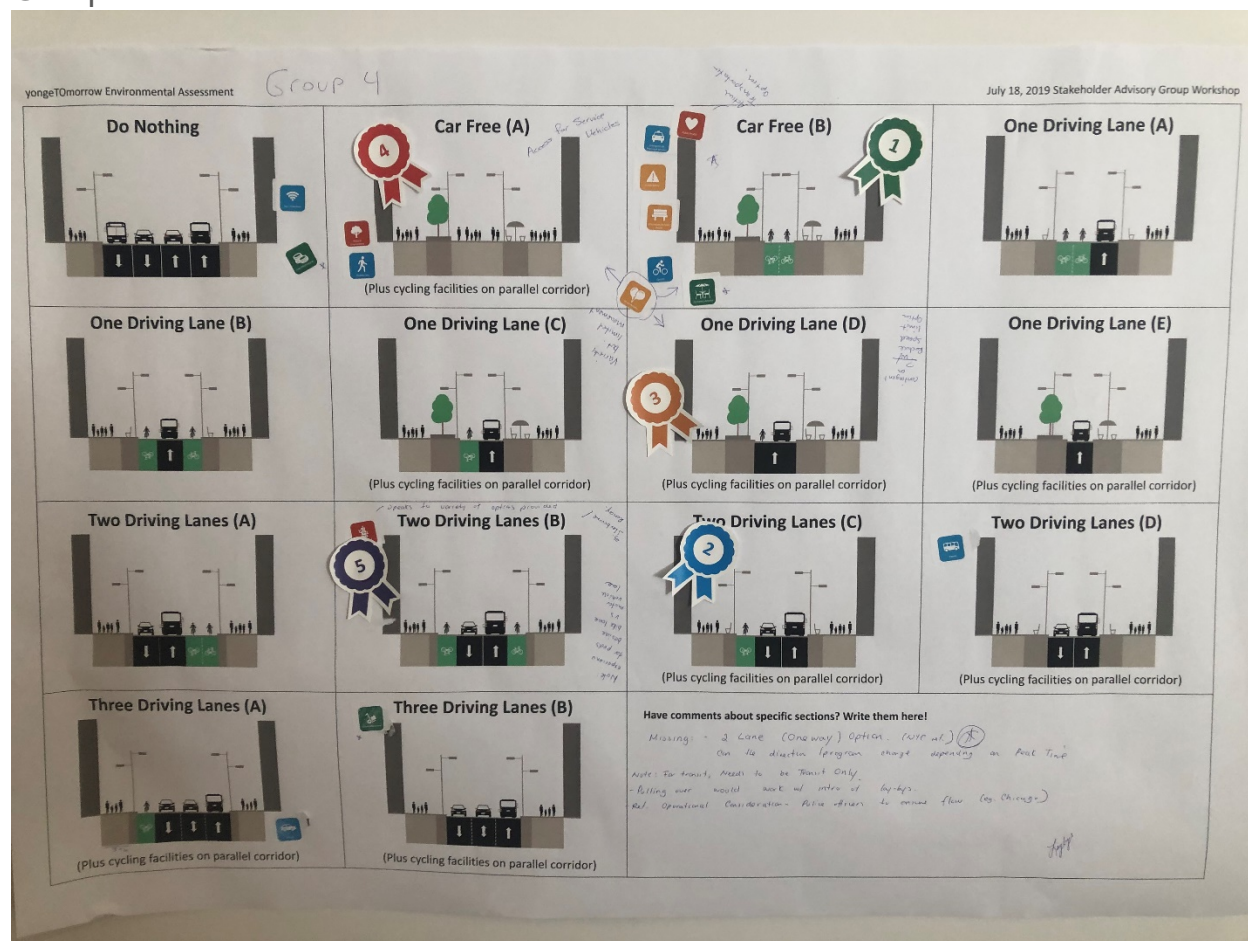
Group 3



Discussion:

- Group three settled on their top five alternatives quickly. However, they also agreed that seasonal variations should be considered when selecting an alternative. For example, their second choice, the pedestrianized street, should only be pedestrianized in the summer and should be a two lane street in the winter.
- Options with some driving lanes (one or two) and cycling were preferred by the group as the modes were seen to be complementary. There was concern that a street with just cycling lanes would be more dangerous for pedestrians than one with both cars and bicycles.
- Greening was another consideration for this group. Trees planted in the ground were preferred to planter boxes (subject to space between utilities) as it was perceived that planters are not well maintained, there are problems with frost and can end up as an eye sore.

Group 4



Discussion:

- Group four selected the five alternatives that served the most amount of road users including delivery services and emergency services.
- The car free alternative with cycling lanes was ranked number one as the group felt it satisfied the highest number of criteria.
- While a car-free alternative was ranked number one, the group acknowledged that an option that served a variety of modes, allowing users of different needs to access the street, would be beneficial.
- Flexible programming for delivery vehicles was a key necessity with car-free alternatives
- For the selected 'two driving lanes D', the group preferred that the two lanes were dedicated to 2-way transit instead of general traffic.
- While not ideal, if an option without dedicated cycling facilities were to be implemented, a lowered speed limit should be considered so cyclists can share the space with vehicles.

Next Steps

Liz McHardy, LURA Consulting and City staff thanked SAG members for their participation. City staff expressed that the meeting presentation will be shared after the meeting. The meeting was then adjourned.

yongeTOMorrow:
Stakeholder Advisory Meeting #3 Summary

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the July 18, 2019 meeting are signified in **bold text**.

Stakeholders

- **Bay Cloverhill Community Association**
- **Cadillac Fairview**
- Church of Holy Trinity
- **Church-Wellesley Neighbourhood Association**
- **Church-Wellesley Village BIA**
- Cresford
- **Cycle Toronto**
- **Downtown-Yonge BIA**
- Greater Yorkville Residents Association
- **Margaret's**
- McGill Granby Village Residents Association
- **Mirvish Productions**
- **Older Women's Network**
- **Ryerson City Building Institute**
- **Ryerson University**
- **St. Lawrence Market Neighbourhood BIA**
- **St. Lawrence Neighbourhood Association**
- St. Micheal's Cathedral Basilica and Cathedral Block Master Plan
- **St. Michael's Choir School**
- Toronto Camera Centres Limited
- **Toronto Financial District BIA**
- **Toronto Youth Cabinet, City of Toronto**
- **Walk Toronto**
- **YMCA**
- Yonge Suites / Firkin on Yonge
- **Yonge-Dundas Square**

Toronto City Councillor/Representatives

- Lorraine Hewitt, Chief of Staff, Ward 13 Councillor Wong-Tam's Office
- Tristan Down-Dewdney, Advisor, Policy & Stakeholder Relations, Councillor Wong-Tam's Office

Project Team

- Johanna Kyte, City of Toronto, Senior Project Manager Public Realm
- Maogosha Pyjor, City of Toronto, Senior Coordinator Public Consultation Unit
- Alexa Aiken, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- David Sutanto, Steer, Transportation Planning Lead
- Jordan Talker, Steer, Project Coordinator

yongeTOmorrow:

Stakeholder Advisory Meeting #3 Summary

- Liz McHardy, LURA Consulting, Community Engagement Lead
- Zoie Browne, LURA Consulting, Community Engagement Project Manager
- Ryan Adamson, LURA Consulting, Community Engagement Support

Appendix B – SAG Meeting #3 Agenda

Meeting Purpose:

- Report on study progress and Phase 1 consultation
- Solicit feedback on the evaluation criteria and recommendations of a short list of alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

9:00 am	Registration and Welcome <ul style="list-style-type: none"> • Light refreshments, mix and mingle • Welcome, logistic and room orientation etc by LURA before city Intro
9:30 am	Land Acknowledgement, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13
9:35 am	Presentation – Study Progress and Round 1 Consultation Liz McHardy, LURA Consulting David Sutanto, Steer <ul style="list-style-type: none"> • Study timeline updates ‘Where We Are in the EA’ • Review of ‘What We Heard’ from last public consultation round • Today’s session activities, purpose and process • Evaluation Criteria Overview
9:50 am	Questions of Clarification – SAG Questions, Feedback and Advice (Liz McHardy, LURA Consulting, Facilitator)
10:00 am	Activity #1 – Evaluation Criteria <u>Ranking</u> <ul style="list-style-type: none"> • Participants will be split into groups of 4-5 people from various sectors • Each team is asked to rank the evaluation criteria indicators in order of importance • <u>Guiding question:</u> <i>which evaluation criteria is most important to your group?</i>
10:30 am	Activity #2 – <u>Matching</u> Evaluation Criteria to Alternatives <ul style="list-style-type: none"> • In the same teams as activity #1, each team is asked to place a sticker on the alternative that best serves each evaluation criteria • <u>Guiding question:</u> <i>Looking at the long list of alternatives, which 1 of the 14 options best serves each evaluation criteria? (i.e. select one alternative for pedestrian movement, one for cycling movement, one for traffic movement, etc.)</i>

11:15 am	Break <ul style="list-style-type: none"> • 10-minute break
11:30 am	Activity #3 – Alternatives <u>Prioritization</u> <ul style="list-style-type: none"> • In the same teams as activity #1 and #2, each team is asked to work together to pick their top 5 alternatives from the long list alternative options • <u>Guiding question:</u> <i>out of these 14 alternatives, which one best serves Pedestrian Movement? Cycling Movement, Traffic Movement? Etc. Which section best serves this indicator?</i>
12:00 pm	Report Back <ul style="list-style-type: none"> • Each group will be asked to present their results to the other teams, explaining their ideas and rationale.
12:25 pm	Next Steps <ul style="list-style-type: none"> • Next Meeting
12:30 pm	Meeting Adjourns