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

Stakeholder Advisory Group Meeting #4 Summary

Prepared by LURA Consulting for the City of Toronto
October 2019

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Overview

The City of Toronto hosted the fourth Stakeholder Advisory Group (SAG) meeting for the yongeTOMorrow: Municipal Class Assessment (EA) – Yonge Street from Queen Street to College Street on September 24, 2019 from 9:30 a.m. – 12:00 p.m. at Metro Central YMCA, located at 20 Grosvenor St. The purpose of the SAG meeting was to:

- Report on study progress
- Present and solicit feedback on draft short list alternatives and preferred alternatives
- Provide update on upcoming public consultation activities
- Provide opportunity for questions and feedback

There were 28 SAG member organizations invited representing various sectors within the Study Area. A total of 22 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 #4 Agenda. A detailed agenda can be found in **Appendix B**.

Meeting Presentation – Study Progress

The SAG meeting began with a land acknowledgement and opening remarks provided by Councillor Wong-Tam (Ward 13) and Johanna Kyte, City of Toronto, Transportation Services. Liz McHardy, LURA Consulting, reviewed the agenda and purpose for the meeting. Peter Piet, Steer and David Sutanto, Steer reviewed the study timeline updates, consultation feedback that informed 'Where We Are in the EA', short list of alternatives, preferred alternatives and next steps for the technical work and consultation.

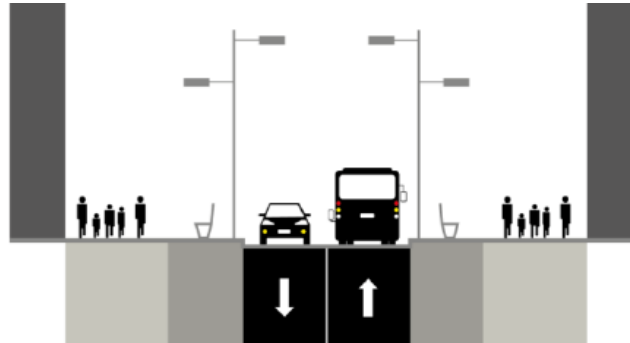
The information and worksheet package provided to participants with detailed visuals of the short list of alternatives (street design options) and alternative solutions can be found in **Appendix C**.

A highlight of the short list of alternatives (street design cross-sections) and alternative solutions (application of cross-sections to different blocks) are presented below.

Short List of Alternatives (Street Design Options)

Street Design Option 1 – Two Way

A focus on driving access with two-way travel and an improved pedestrian experience. Some space for seating and patios. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



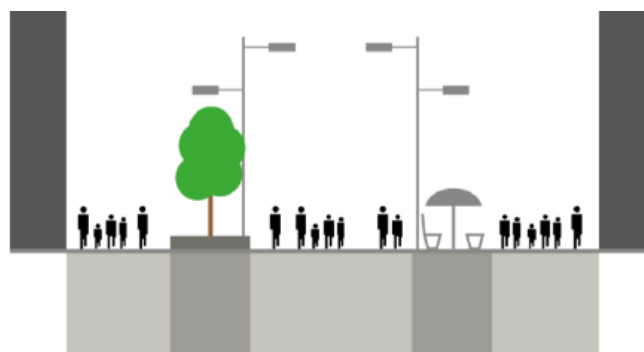
Street Design Option 2 – One Way

One driving lane, space dedicated for deliveries, ride hailing and services, and an improved pedestrian experience. Space for tree planting, patios and seating. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



Street Design Option 3 – Pedestrian Priority

A focus on active transportation and the ability to accommodate growth, tourism and events. Vehicle access is managed by time. Existing TTC night bus service is maintained overnight. Separated cycling facility provided on University Avenue.



Alternative Solutions

Alternative Solution One – Daytime/ Nighttime

- Two driving lanes along entire length of Yonge Street.
- No restrictions based on vehicle type

Alternative Solution Two – Daytime

- 2 Driving lanes from College St to Gerrard St.
- 1 Driving lane from Gerrard St to Elm St.
- **Pedestrianization from Elm St to Dundas Sq.**
- 1 Driving lane from Dundas Sq to Queen St.
- No access for 97B bus between Gerrard St and Queen St.
- Managed service access to pedestrianized blocks from Elm St to Edward St, including Wheel Trans

Alternative Two – Nighttime

- 2-Way transit access through entire corridor begins at 9:00pm until 6:00am for 320 night bus
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Alternative Three – Daytime

- 2 Driving lanes from College St to Gerrard St.
- **Pedestrianization from Gerrard St to Queen St.**
- 97B Bus would need to divert to a parallel north-south street in both directions.
- Managed service access to pedestrianized block, including Wheel Trans.
- 2-Way access to Walton St premise.
- 2-Way access to Gould St from Elm St and Edward St.
- 1-Way access from Elm St to Edward St.
- Wheel-Trans permitted in pedestrianized blocks between Dundas Sq. and Shuter St, and Shuter St to Queen St

Alternative Three – Nighttime

- 2-Way transit access through entire corridor begins at 9:00pm until 6:00am for 320 bus.
- Allows access for taxi/rideshare, servicing, and Wheel Trans
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Alternative Four – Preliminary Preferred Daytime

- 2 Driving lanes from College St to Gerrard St.
- **Pedestrianization from Elm St to Dundas Sq.**

- With unrestricted service access from Elm St to Walton St, and from Elm St to Edward St.
- 1 Driving lane from Dundas Sq. to Shuter St.
- 2 Driving lanes from Shuter St to Queen St.
- No access for 97B bus between Gerrard St and Queen St.
- Allows managed access to pedestrianized blocks between Walton St and Elm St, and Elm St and Edward St for taxi/rideshare, servicing, and Wheel Trans

Alternative Four – Preliminary Preferred Nighttime

- Pedestrianized blocks and Dundas Sq. to Shuter St converted to 2-way transit-priority from 21:00 until 06:00 for 320-night bus, including Wheel Trans.
- Timed access:
 - Night buses/Wheel-Trans: 1:30am to 6:00am (except to 8:30am on Sundays)
 - Taxi/Ride Share: 9:00pm to 6:00am
 - Servicing: 12:00am to 7:00am

Following the presentation, participants were invited to ask questions of clarification.

Questions of Clarification

The following represents a summary of the questions of clarification that followed the presentation. The summary is not verbatim. Questions posed by participants are noted with a 'Q,' participant comments are marked with a 'C' and answers/responses provided by the project team are represented by an 'A'.

- Q.** For the section from Edward Street to Dundas Square, you said there was no justification for vehicles in this area?
- A.** Yes, during the day, the volume of pedestrians is very high. Where there is a higher pedestrian footprint, we've determined that it does not make sense at this time to have cars. We want to improve safety and minimize conflicts with vehicles. This scenario does allow for buses at night.
- Q.** Could this be resolved by widening the sidewalks instead?
- A.** Potentially. This is something that we have considered.
- Q.** In the pedestrian zone for Alternative Four (Preliminary Preferred), are cyclists expected to walk?
- A.** The idea is to prevent conflicts and promote courtesy. Cyclists could potentially cycle slowly during non-busy times. However, it is up for discussion as to how this should function. The challenge is that pedestrian-cyclist conflicts are increased when there is a dedicated cycling facility in a pedestrian zone. A shared space could work if courtesy is practiced.
- Q.** For the pedestrian areas in Alternative Four (Preliminary Preferred), is the intention to create a tabletop design for seamless elevation, or will there be a curb and gutter for nighttime uses?
- A.** This will be determined at the detailed design phase. There is the potential to have a flushed design for universal access, but we still need to incorporate visual cues that

delineate sidewalks and roadways for night bus operations as well as drainage. Exhibition Road in London, England is a good example.

- Q.** Why are you recommending pedestrianization south of Dundas Street in Alternative Four (Preliminary Preferred)? This portion has some of the widest sidewalks in the study area.
- A.** Pedestrian volumes on the east side of the street are high, but we could also look at semi pedestrianization.
- Q.** The proposed solution dead-ends Yonge Street northbound at Shuter Street. This will have major impacts to the parking lot at Shuter Street and will make it unusable.
- A.** We have taken this into consideration. The idea of ending northbound traffic on Yonge Street is to limit conflicts with pedestrians.
- Q.** The impacts of this dead ending are serious. For example, if someone is coming from the Island Airport to 250 Yonge Street. How will they get there?
- A.** The access will be limited, yes and this is why we are taking the time to have these discussions. We appreciate your comment. This is the type of feedback we are looking for today.
- Q.** It is not clear why cars are permitted anywhere in Alternative Four (Preliminary Preferred). The City has decided that walking, cycling and public transit are the priority as identified in the TOCore report. Shouldn't the priority be to remove cars entirely?
- A.** From the feedback we've received, some vehicle access is still required. We've attempted, through the proposed Alternative Four (Preliminary Preferred) design, to provide the best mix of modes as possible.
- C.** My suggestion is that you build for a future without cars.
- A.** The street could be fully pedestrianized in the future. The incremental implementation of pedestrianization is a possibility for the future based on a flexible design of the street. There are precedents of this from Copenhagen. Trying to implement a big change all at once from day one doesn't always work. Part of this design is about changing attitudes and changing minds towards transportation methods.
- Q.** I can remember the days of the Yonge Street Pedestrian Mall in the 1970s. The whole street was closed outside of business hours, but no one walked on the street. They stayed to the sidewalk.
- A.** This could be an issue if there isn't enough activity. It could become a dead zone. However, there are many new residential towers in the area with more under construction. But we are not sure how people would use the street if pedestrianized. The Alternative Four (Preliminary Preferred) could allow for vehicles during the night to increase a sense of pedestrian safety.
- C.** Pedestrianization requires enormous population density to service the street.
- C.** The big difference between now and the 1970s is the amount of people living downtown. There is a big residential population in this area.

Summary of Feedback

Following the presentation and questions of clarification, participants were provided worksheets with the draft preliminary preferred alternatives and encouraged to ask questions, provide individual comments on the benefits and challenges of each alternative, and discuss their feedback in small groups. Liz McHardy, LURA Consulting then facilitated a group discussion of participant questions, feedback and advice for the project team as they move forward with the project process. Feedback was provided during and after the SAG meeting in the form of verbal and written comments. In total, five post-meeting submissions were received. A transcript of written worksheet feedback can be found in **Appendix D**.

A summary of the feedback received from participants is organized first, by alternative and then by themes.

Alternative Four – Preliminary Preferred: Overall Feedback

- Alternative Four received mixed reactions. While some segments such as the segment from College Street to Gerrard Street were positively received, many of the other segments feedback noted positive and negative considerations as outlined in the subsequent points.
- Supportive feedback identified innovative change for Yonge Street as a positive attribute. Some participants asserted that the proposed changes may be too drastic for Yonge Street and that the City should implement change over time.
- Objections were primarily related to vehicle movement and lack of cycling facilities. From a vehicle movement perspective, some participants are concerned about the complexity of the street design and lack of continuity, which may confuse drivers and affect traffic flow. Others stated that pedestrianization in some areas may negatively affect commercial activity on Yonge Street by restricting access during off peak hours.

Alternative Four – Preliminary Preferred: Block Section Feedback

- **The segment from College St. to Gerrard St.** was received positively. The wide sidewalks, curb-side access and design were noted as positive elements and would support economic vibrancy today and in the future. With residential growth and economic development, it was noted that this alternative will support more store front usages and business visibility for residents and visitors as the population of this segment continues to grow.
- **The segment from Gerrard St. to Edward St.** received mixed responses. Participants felt that a four-metre sidewalk is not wide enough to accommodate current and anticipated future pedestrian flows. However, it was also noted that the reduction of vehicle lanes to support wider sidewalks may confuse drivers and limit access for such things like deliveries and Wheel-Trans services. In addition, the lack of cycling facilities was cited as a concern for some participants who suggested that cyclists may be encouraged to use sidewalks or travel against traffic, particularly in the one-way traffic portion.
- **The segment from Edward St. to Dundas Sq.** received mostly positive feedback. Several participants said that this design would assist in accommodating the high volumes of pedestrians that circulate through this portion of the study area. A few participants suggested that this design solution should be supported by physical barriers to block car access (e.g., bollards) and funding for animation and maintenance. The

primary concern with this configuration was the potential for conflicts between cyclists and pedestrians. It was noted that clear signage for cyclists would be needed. One participant also noted that access for City services (e.g., Fire, Solid Waste Collections) would need to be maintained. Many participants cited the importance of maintaining night bus services in the evening.

- **The segment from Dundas Sq. to Queen St.** received mixed feedback. While some participants noted their support for the design solution, including specific elements such as the laybys and widened sidewalk, others expressed concern. Concerns related to the complexity of the design, the potential impact to traffic flows and risk of bottlenecks adjacent to the Eaton Centre and parking garage, the limited widening of the sidewalks, and potential limitations to delivery and service vehicles. The intersection of Yonge Street and Shuter Street was noted as a potential pinch point.

Other Alternatives Feedback (Alternative One, Two and Three)

- Some participants noted that the consistency of traffic flow (particularly in Alternative One with a two-lane cross-section throughout the study area) is preferred because of its continuity on Yonge Street both north of College Street and South of Queen Street. This design would be easy to navigate for all modes of transportation.
- It was suggested that the project team could begin by implementing the design recommendations from Alternative One and add changes/modifications over time through seasonal events and weekend closures.
- One participant (in reviewing Alternative Two) noted the importance of connections for placemaking and addressing pedestrian connection issues with Yonge Street and adjacent side streets.
- One participant (in reviewing Alternative Three) noted the desire for cycling connections north of College Street connecting to midtown and uptown as well as permitting slow cycling southbound with strong cues and signs for commuter cyclists.

Pedestrians

- Mixed feedback received about the pedestrianization of certain sections of the study area. Some participants indicated that pedestrianization may negatively impact economic activity and traffic circulation throughout and beyond the study area. A few participants asserted that limited vehicle access may discourage people from driving to visit and spend money at the various Yonge Street businesses. Conversely, other participants felt that the creation of pedestrian zones could positively impact pedestrian traffic and accessibility throughout the busiest portions of the study area. It was also suggested that more pedestrian space would improve connections to TTC subway stations.
- Several participants noted that the minimum four-metre clearway for sidewalks is good but might not be enough to accommodate the current volume of pedestrian traffic and anticipated increases in future pedestrian volumes. A few participants noted the need for pedestrian clearways to support and provide enough space for those with mobility devices (e.g., mobility scooters, wheelchairs, canes, etc.).
- Suggestion that additional space needs to be considered for sidewalk right-of-way usage for people with e-scooters, walkers/canes, wheelchairs, electric scooters, strollers and bike deliveries as the number of people using these devices is also increasing.

- One participant noted that continuity and simplicity in pedestrian walkway design may be preferred to a design that includes multiple variations (e.g., some sections with patios, some sections with street furnishings, some sections with laybys). A complex design may not be the best solution for pedestrians.
- Accessibility measures should be addressed regardless of final design. For example, curbs are important for people with visual impairments especially if the proposed pedestrian zones will also accommodate bicycles. It was suggested that the design include materials that prioritize accessibility to support safety for all.

Vehicles

- Vehicle laybys for ride hailing and deliveries were widely supported by participants. A few participants, however, noted that these laybys would take away from much-needed pedestrian space.
- Some participants said that a mix of two-way and one-way street configurations would be too confusing for motorists.
- A few participants suggested that enforcement is needed to ensure drivers abide by changes to road rules and regulations. However, some participants cautioned that enforcement is difficult to implement given limited police resources.
- One participant stated that no vehicles should be permitted on Yonge Street at any time, except for public transit and service vehicles (e.g., garbage pick-up, maintenance vehicles and emergency services).

Cycling

- Some participants expressed the need for bike lanes on Yonge Street.
- Concern that the complex design of Alternative Four (i.e. variation in two lane, one lane and pedestrian priority areas with no dedicated cycling facility) may confuse cyclists. Several participants also noted the potential for conflict between cyclists and pedestrians in pedestrian zones. Clear signage demonstrating “road rules” should be provided to instruct cyclists on how to proceed through these zones.
- Tied to the previous point, some participants said that University Avenue is not a suitable alternative to Yonge Street for bike lanes as it is too far west of Yonge Street. While some said Church Street and Bay Street (both not either) cycling alternatives should be explored further, others were insistent that Yonge Street is the best solution for cycling infrastructure and connections with key destinations. As the downtown population grows, and cycling becomes a more popular alternative to driving, more cycling infrastructure will be needed. Cycling infrastructure in some areas seems to be nearing capacity.
- One participant suggested a cycling alternative route could be on Victoria Street which could increase economic development and provide more eyes on the street.
- One participant noted that Yonge Street should be recognized as a cycling corridor deserving of dedicated infrastructure as it is a street that runs continuously through downtown, midtown and up to North York. The proposed alternative streets (Bay Street, Church Street and University Avenue) do not extend as far north. The participant suggested that a solution could be to divert cyclists along Victoria Street and then back onto Yonge Street to avoid pedestrian areas if necessary.

Public Transportation

- Multiple participants noted their support for continued night bus service along Yonge Street in all the proposed alternatives. A few participants noted that the daytime bus service is also important to consider.
- A few participants expressed concern that inconsistency of bus schedules will be confusing for users
- Although not in scope, access issues and crowding at Dundas Station were noted as a concern by two participants.

Economic Activity

- While some participants were pleased to see patio and marketing zones in some of the segments, others suggested that sidewalk space should be dedicated to pedestrian movement.
- There was some concern expressed that pedestrianization needs to be supported by high local populations density, consistent and ongoing programming, as well as animation during the day and night which can be costly.
- There is some concern that pedestrianization may negatively effect businesses in the area and/or may create “dead zones” when programming and events are not taking place.

Public Information and Education

- Participants noted that any road changes should be paired with an ongoing education campaign to help pedestrians, cyclists, transit users and drivers acclimatize to the change. The messaging should be framed around positive change and include tactics such as signage, social media, TV ads, and radio ads.

Implementation

- Some participants suggested an incremental approach to phase in changes. One participant suggested that the City should pursue Alternative One (2 driving lanes) but design it in such a way where sections of the street could be pedestrianized in the future.
- A few participants stated that more information is needed to complement the proposed changes. For example, one participant requested for traffic impacts on parallel and adjacent streets. Another participant requested evidence to demonstrate the need to pedestrianize certain portions of the study area. It was also suggested that modeling be done to determine whether the four-metre clearway would accommodate anticipated future pedestrian volumes.

Next Steps

Liz McHardy, LURA Consulting and City staff reviewed the approach to PIC #2, including online questionnaire and thanked SAG members for their participation. City staff expressed that the worksheets will be shared after the meeting. The meeting was then adjourned.

Appendix A – List of Participants

The following is a list of organizations that are members of the SAG. Those organizations that participated at the September 24, 2019 meeting are signified in **bold text**.

Stakeholders

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

Toronto City Councillor/Representatives

- Councillor Kristyn Wong-Tam, Ward 13
- Lorraine Hewitt, Chief of Staff, Ward 13 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
- Khatija Sahib, City of Toronto, Coordinator Public Consultation Unit
- Peter Piet, Steer, Project Manager
- Angie Ning, Steer, Project Coordinator
- David Sutanto, Steer, Transportation Planning Lead

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- Jordan Talker, Steer, Project Coordinator
- 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 #4 Agenda

Meeting Purpose:

- Report on study progress
- Present and solicit feedback on draft short list alternatives and preferred 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, logistics and room orientation etc. by LURA before city Intro
9:30 am	Land Acknowledgment, Opening Remarks and Introductions Johanna Kyte, City of Toronto, Transportation Services Councillor Kristyn Wong-Tam, Ward 13
9:35 am	Presentation – Study Progress Liz McHardy, LURA Consulting Peter Piet, Steer <ul style="list-style-type: none"> • Study timeline updates ‘Where We Are in the EA’ • Short list of alternatives • Preferred alternatives • Next Steps
10:20am	Facilitated Discussion – SAG Questions, Feedback and Advice (Liz McHardy, LURA Consulting, Facilitator) <p>Worksheet</p> <ul style="list-style-type: none"> • Participants will be provided with worksheets displaying each of the presented preferred alternatives and be encouraged to provide their individual comments/suggestions. This worksheet will include space to provide comments. <p>Group Discussion</p> <ul style="list-style-type: none"> • LURA will ask participants to provide comments on the benefits and challenges of each of the preferred alternatives presented. Probes will be provided to ask participants to consider operational elements such as street activities, transit, and deliveries. Participants will also be invited to provide feedback on if anything is missing and if any potential changes need to be considered.
11:20 am	Public Information Centre (PIC) Materials <ul style="list-style-type: none"> • Review Approach to PIC #2, including online questionnaire

11:55 am	Next Steps <ul style="list-style-type: none"> • PIC #2 November 21st Drop-in Event 4 p.m. to 8 p.m. Metro Central YMCA – 20 Grosvenor Street, 2nd floor Auditorium • Next Meeting
12:00 pm	Meeting Adjourns



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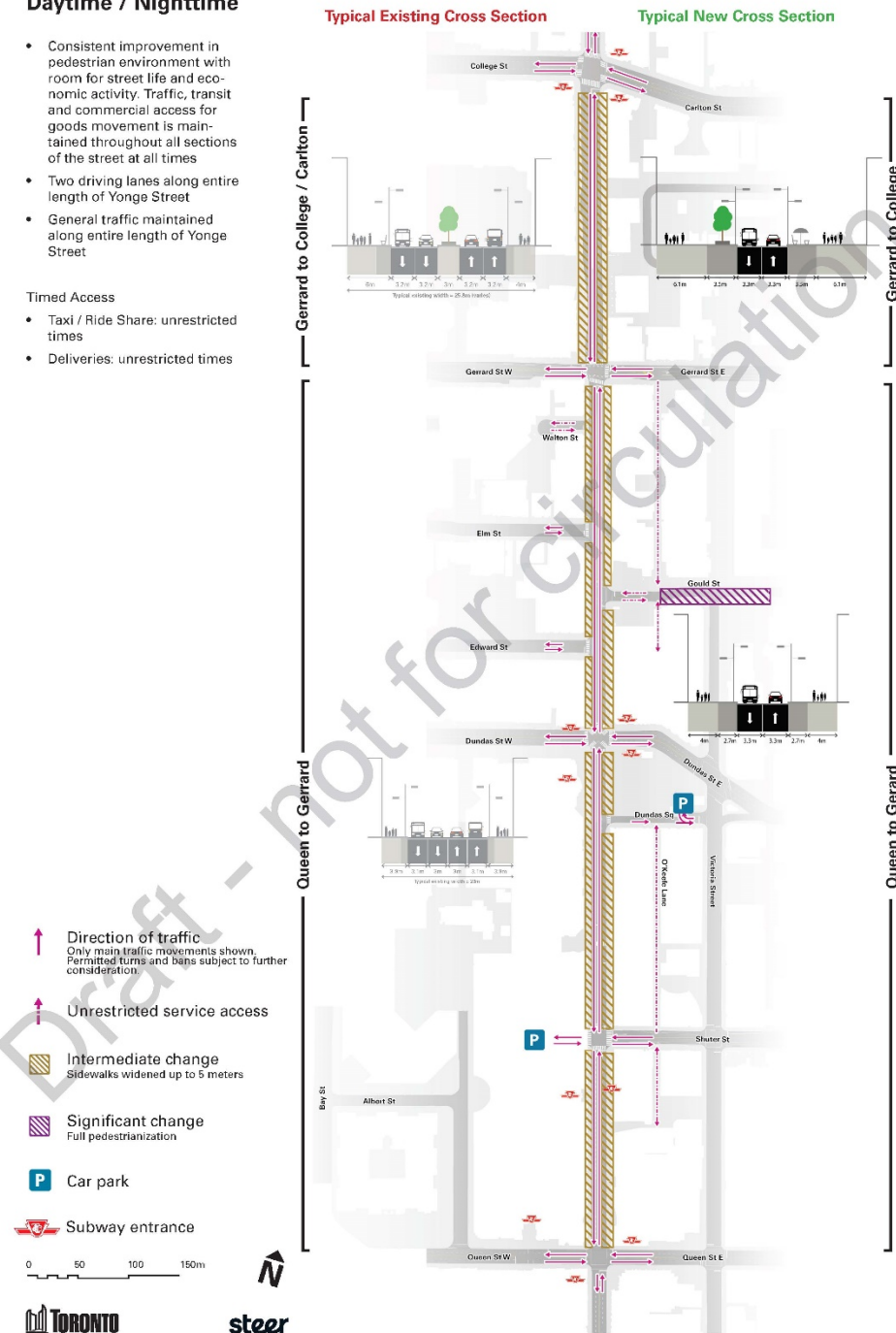
Daytime / Nighttime

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- Consistent improvement in pedestrian environment with room for street life and economic activity. Traffic, transit and commercial access for goods movement is maintained throughout all sections of the street at all times
- Two driving lanes along entire length of Yonge Street
- General traffic maintained along entire length of Yonge Street

Timed Access

- Taxi / Ride Share: unrestricted times
- Deliveries: unrestricted times



Alternative Solution 2

Nighttime

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- Significant improvement in pedestrian environment and ability to promote street life. Night bus, taxi/rideshare, servicing and goods movement access retained

Timed access:
Night buses: : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown.
Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- Car park
- Subway entrance

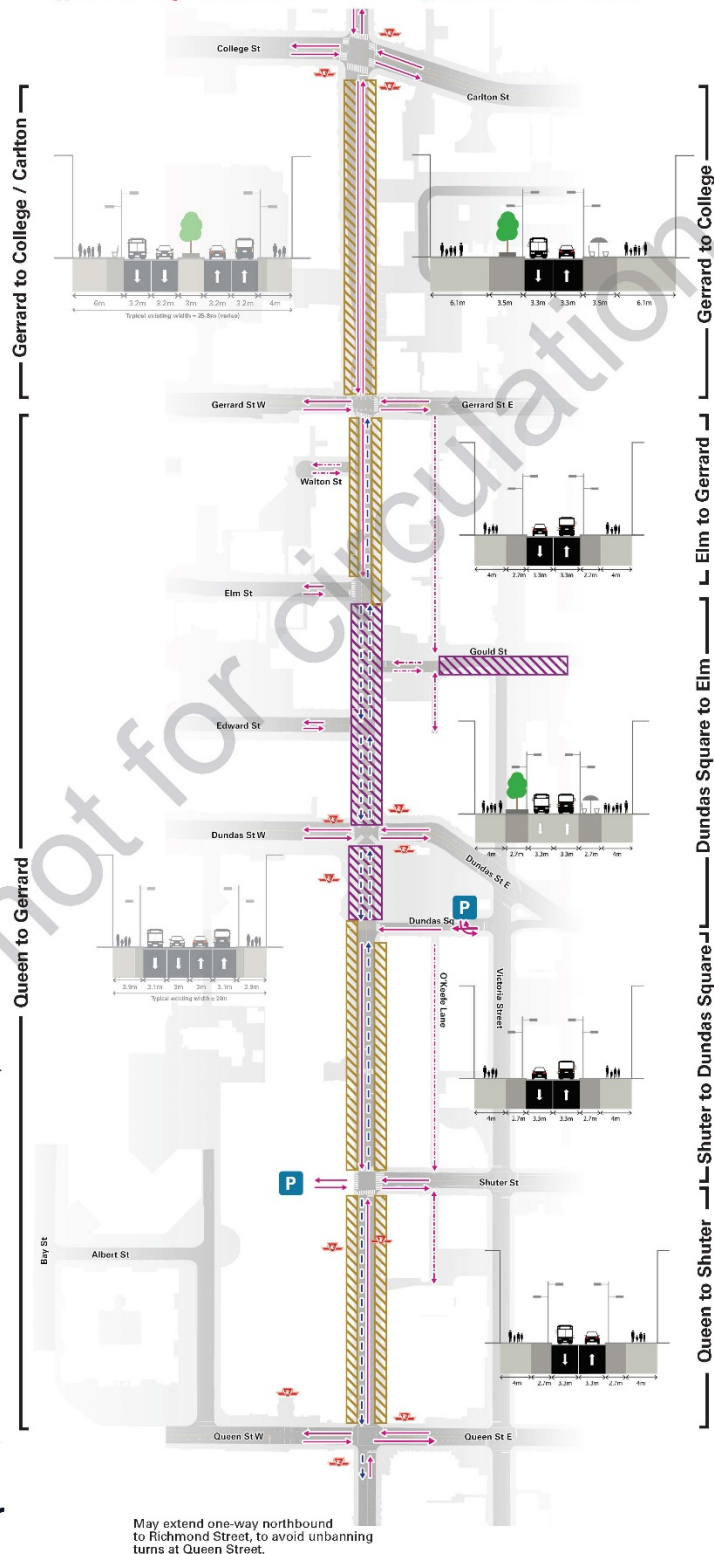
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Typical Existing Cross Section

Typical New Cross Section



May extend one-way northbound to Richmond Street, to avoid unbanning turns at Queen Street.

Alternative Solution 2

Daytime

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- Significant improvement in pedestrian environment and ability to promote street life. Pedestrianization of section improves conditions where demand is highest
- 2 driving lanes from College St to Gerrard St
- 1 driving lane from Gerrard St to Elm St
- Pedestrianization from Elm St to Dundas Sq
- 1 driving lane from Dundas Sq to Queen St
- 97B bus would need to divert to a parallel north-south street in both directions
- Managed service access to pedestrianized blocks from Elm St to Edward St, including Wheel Trans

- ↑ Direction of traffic
Only main traffic movements shown. Permitted turns and bans subject to further consideration.
- ↑ Unrestricted service access
- Traffic barrier
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- P Car park
- Subway entrance

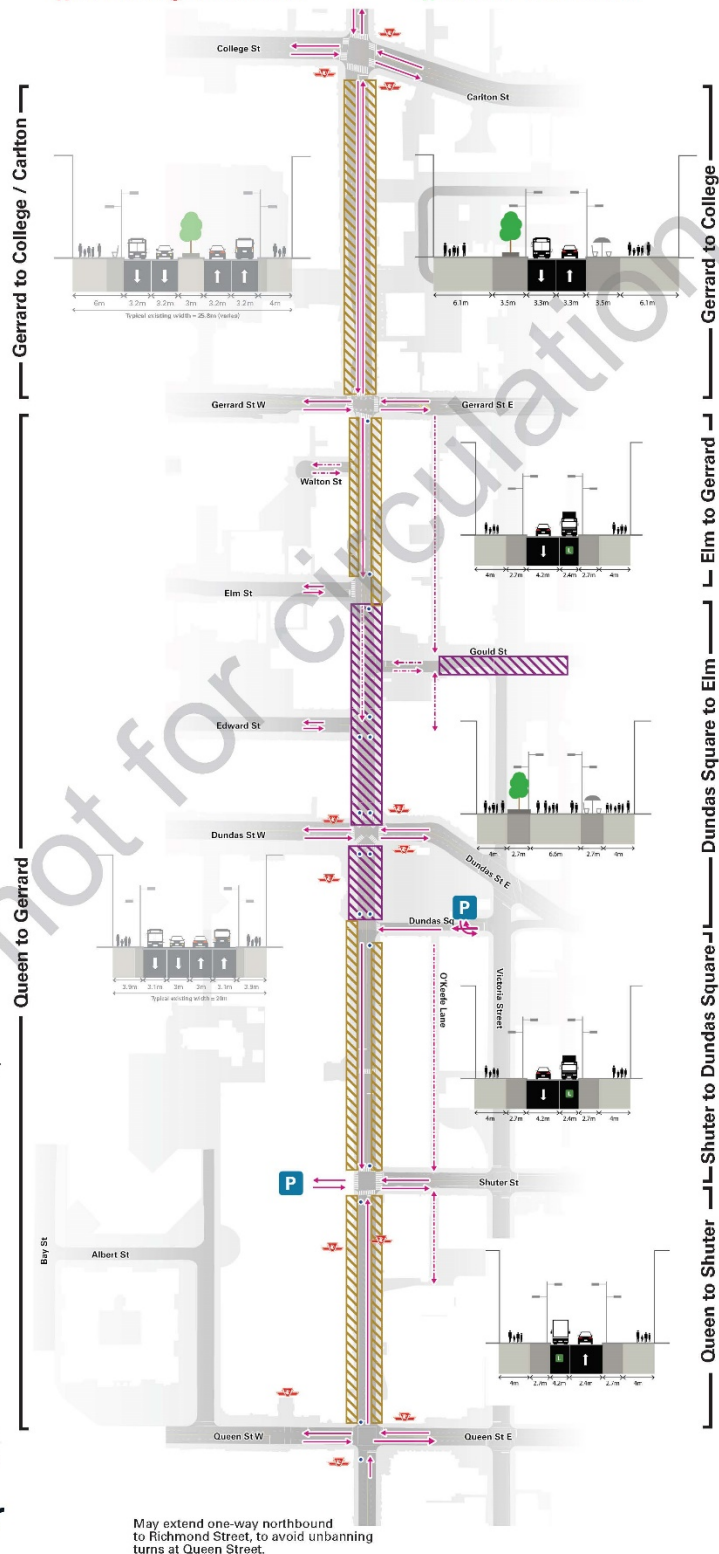
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steer

Typical Existing Cross Section

Typical New Cross Section



May extend one-way northbound to Richmond Street, to avoid unbanning turns at Queen Street.

Alternative Solution 3

Nighttime

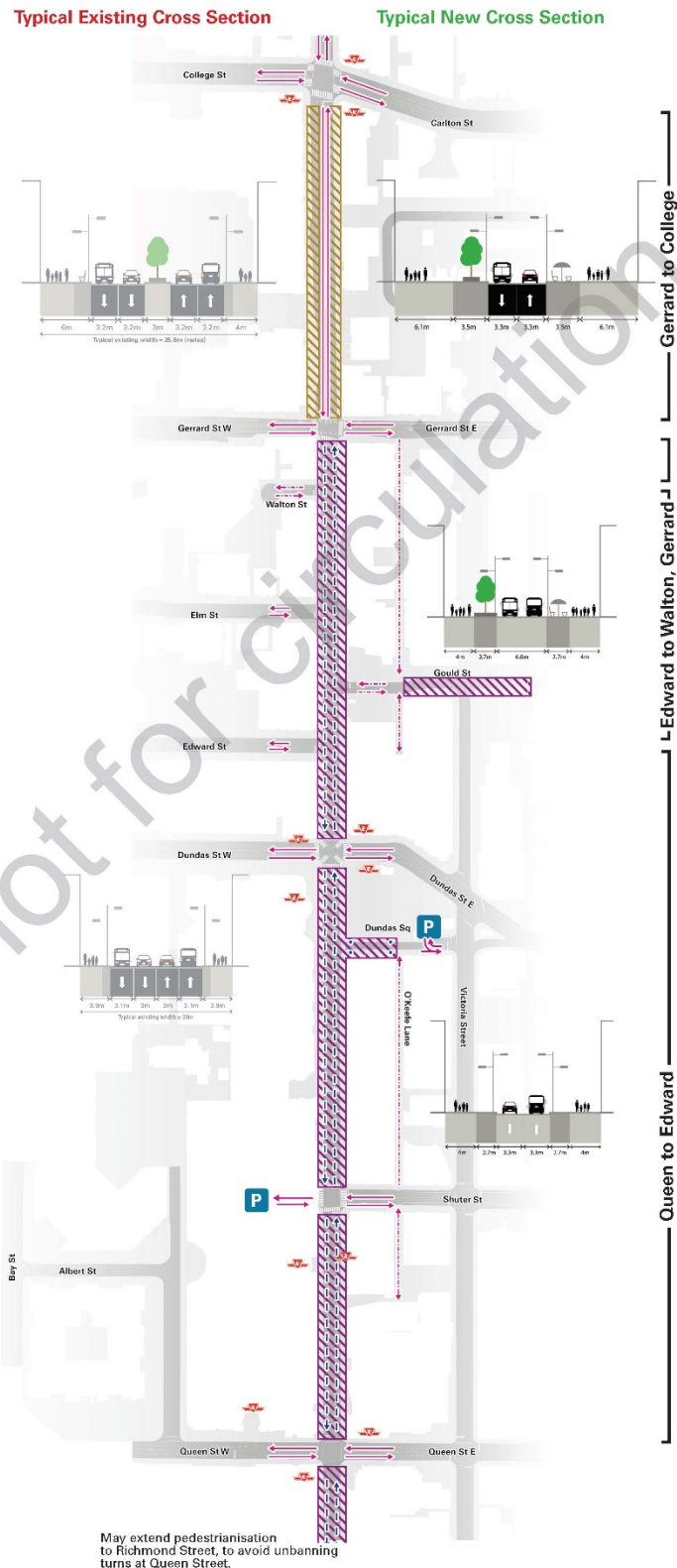
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- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity. Night bus, taxi/rideshare, servicing and goods movement access retained

Timed access:
Night buses: : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown.
Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Traffic barriers
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- Car park
- Subway entrance

0 50 100 150m



Alternative Solution 3

Daytime

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- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity
- 2 driving lanes from College St to Gerrard St
- Pedestrianization from Gerrard St to Queen St
- 97B bus would need to divert to a parallel north-south street in both directions
- Managed service access to pedestrianized block, including Wheel Trans
- 2-way access to Walton St premise
- 2-way access to Gould St from Elm St and Edward St
- 1-way access from Elm St to Edward St
- Wheel-Trans permitted in pedestrianized blocks between Dundas Sq and Shuter St, and Shuter St to Queen St

- ↑ Direction of traffic
Only main traffic movements shown. Permitted turns and bans subject to further consideration.
- ↑ Managed / timed access
- ↑ Unrestricted service access
- Traffic barriers
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- P Car park
- Subway entrance

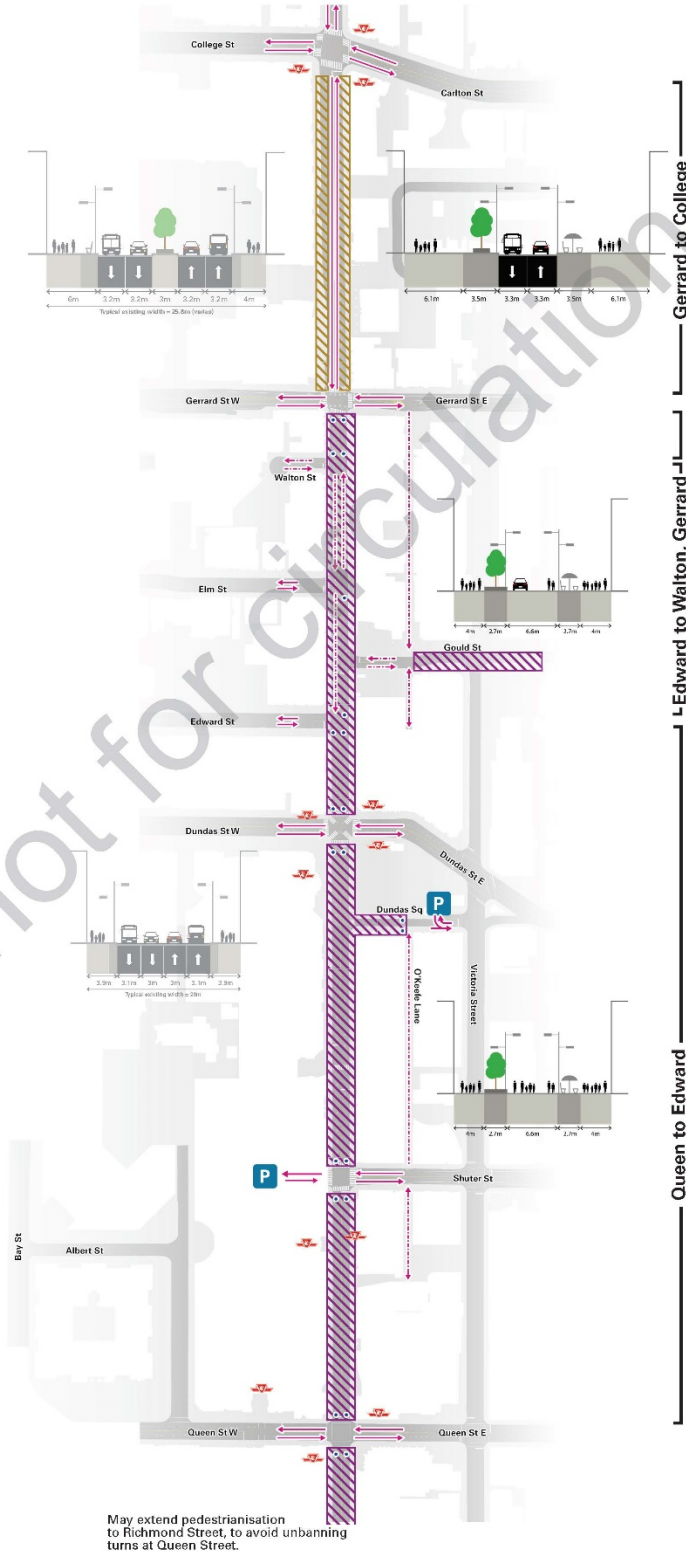
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Typical Existing Cross Section

Typical New Cross Section



Alternative Solution 4

Preferred - Nighttime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity. Night bus, taxi/rideshare, servicing and goods movement access retained
- Pedestrianized blocks and Dundas Sq to Shuter St converted to 2-way transit-priority for 320 night bus and including Wheel Trans

Timed access:

Night buses : 01:30 to 06:00
(except to 08:30 on Sundays)
Taxi / ride share: 21:00 to 06:00
Servicing: 00:00 to 07:00

- Direction of traffic
Only main traffic movements shown.
Permitted turns and bans subject to further consideration.
- Managed / timed access
- Unrestricted service access
- Intermediate change
Sidewalks widened up to 5 meters
- Significant change
Full pedestrianization
- Car park
- Subway entrance

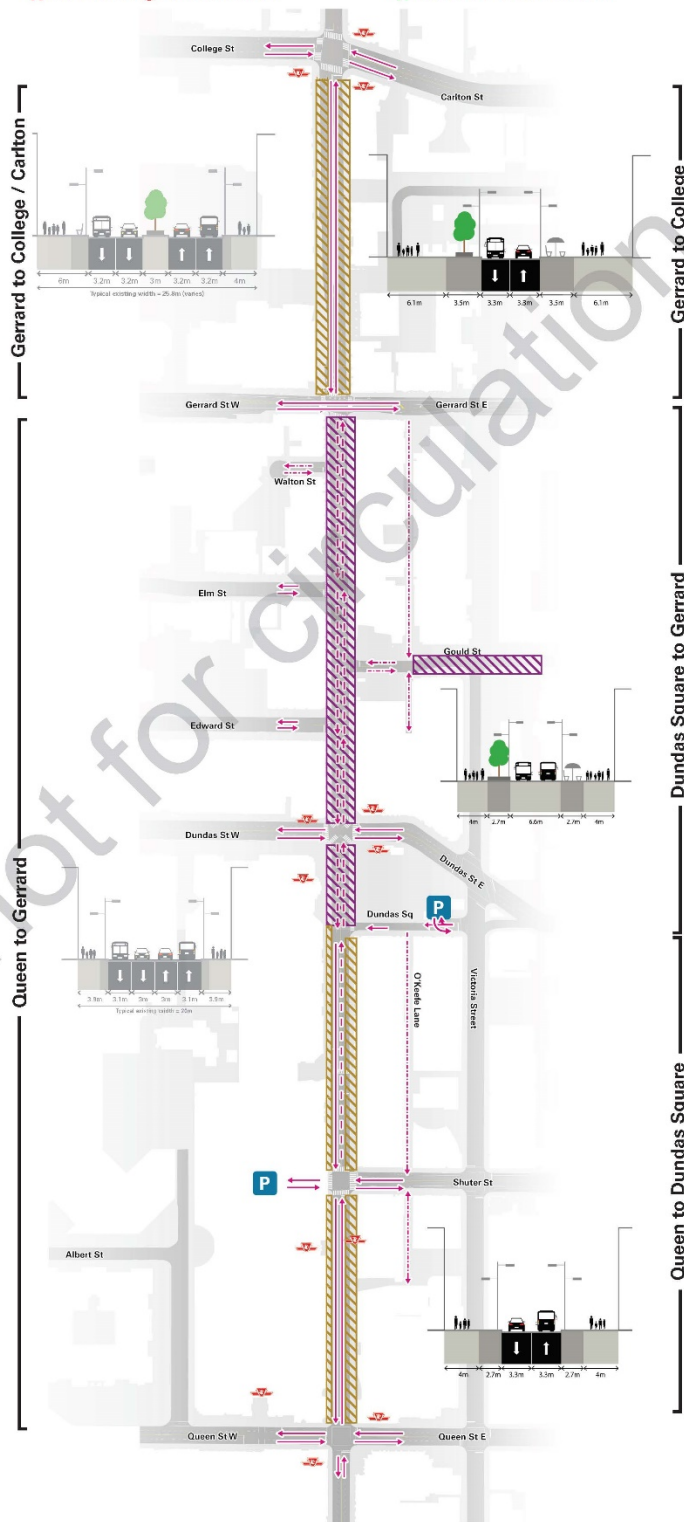
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Typical Existing Cross Section

Typical New Cross Section



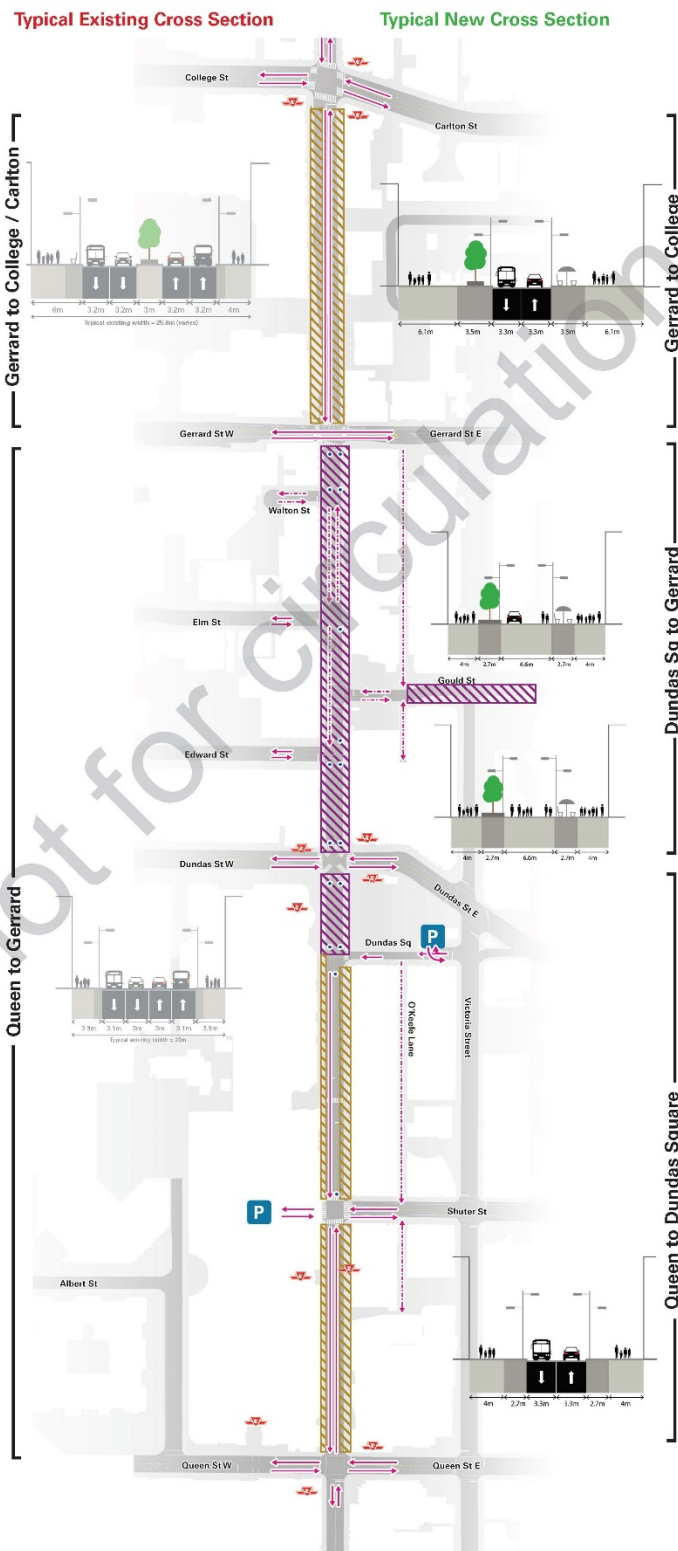
Preferred - Daytime

DRAFT 23 September 2019

- Significant improvement in pedestrian environment with room for flexibility, street life, greening and economic activity
- 2 driving lanes from College St to Gerrard St
- Pedestrianization from Elm St to Dundas Sq
- With unrestricted service access from Elm St to Walton St, and from Elm St to Edward St
- 1 driving lane from Dundas Sq to Shuter St
- 2 driving lanes from Shuter St to Queen St
- 37B bus would need to divert to a parallel north-south street in both directions
- Allows managed access to pedestrianized blocks between Walton St and Elm St, and Elm St and Edward St for taxi/rideshare, servicing, and Wheel Trans



steer



SAG 24th Sept 2019

Sheet 1 - Name / organization: _____

Alternative 4 – Preferred – College to Gerrard

Any comments? What do you like? What don't you like? What would you change?

Daytime



Comments:

Nighttime

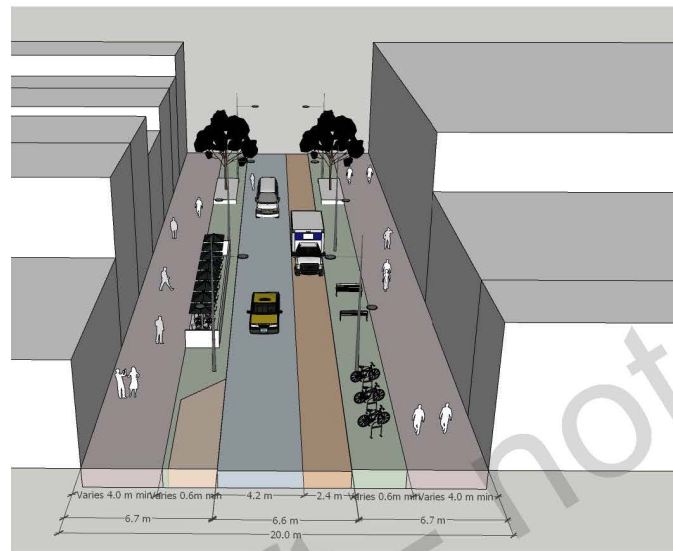


Comments:

Alternative 4 – Preferred – Gerrard to Edward

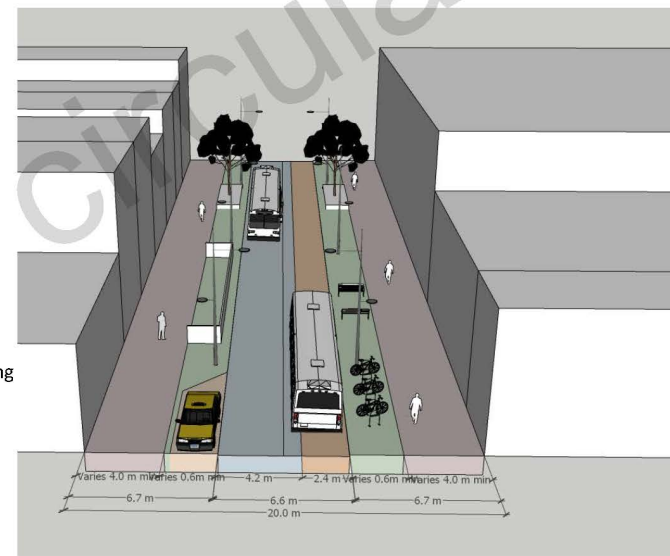
Any comments? What do you like? What don't you like? What would you change?

Daytime



Comments:

Nighttime

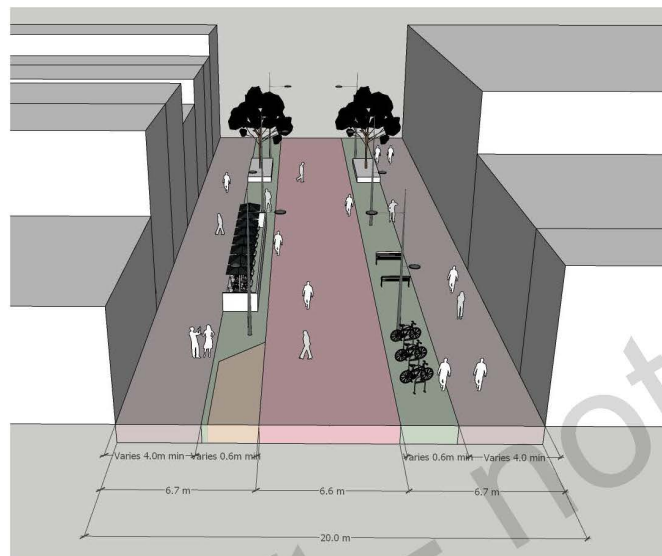


Comments:

Alternative 4 – Preferred – Edward to Dundas Sq

Any comments? What do you like? What don't you like? What would you change?

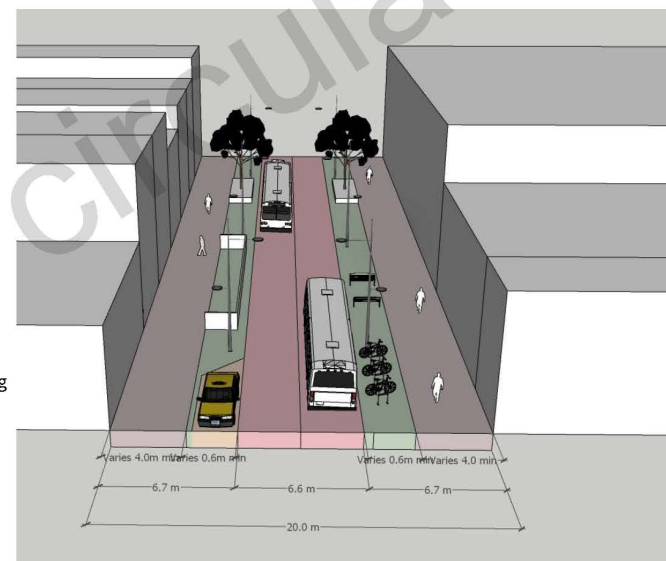
Daytime



- Pedestrian Clearway Zone
- Roadway
- Furnishing, Planting & Edge Zone
- Curbside Access
- Frontage and Marketing Zone

Comments:

Nighttime



Comments:

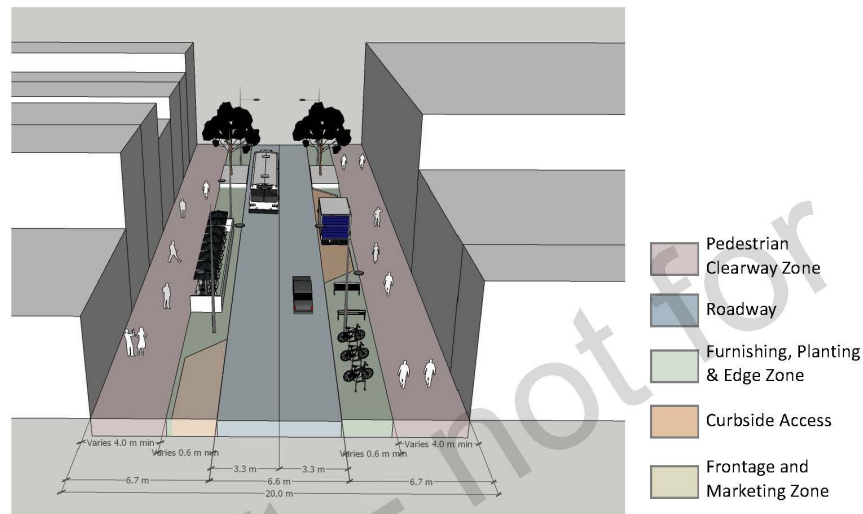
SAG 24th Sept 2019

Sheet 4 - Name / organization: _____

Alternative 4 – Preferred – Dundas Sq to Queen

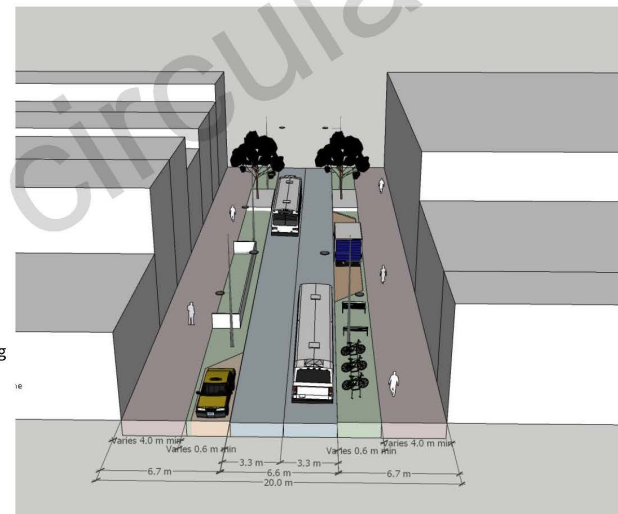
Any comments? What do you like? What don't you like? What would you change?

Daytime



Comments:

Nighttime



Comments:

Appendix D – Transcribed Worksheet Feedback

The following are the verbatim transcribed worksheet notes provided by participants during the meeting.

Overall Feedback

- Generally, support Alternative #4 for College to Gerrard
- Alternative 4 represents an innovative and elegant solution to meet study criteria while responding to local block by block context and emphasizing flexibility
- Incremental changes Option #1 but flex street that can be closed based on programming
- Understand community needs and uses and evolve pedestrian uses over the years – phase in Alternative #4 over years. As cars stop using CFTEC it will be easier to implement
- I believe that 1 lane of roadway in each direction is important throughout the entire study area from College to Queen (still needs day bus service). A mix of 2way/1way traffic will be very confusing
- I like the Copenhagen incremental approach to pedestrianization (Greater Yorkville RA)
- Like no specific bike lanes. Need bike signage for safety. Cyclists must respect pedestrians
- Public education continuous
- Permanent people managing spaces throughout
- We need more bike lanes Bay Street AND University. Bike use will only increase. Bike lanes in place now are bumper to bumper already in rush hour. More condos more riders
- Is this study taking into account possible changes south of Queen and how things will play out, not as is now, but what it could be south of Queen? (in the future) (SLMBIA)
- How will the public be taught how to use these changes? Need 4-6 seasons of education campaigns framed as positive changes that includes signage, social media, TV ads, radio
- The City has said (in TOCore plan) that it wants to prioritize walking, cycling and transit. So why would we facilitate car use on Yonge? Why allow cars at all? They have 5000km of other roads in Toronto. Why in 2019 would we build infrastructure that facilitates private car use? The message to cyclists – you're not wanted on Yonge
- Right of way usage throughout – bikes, e scooters, walking/pedestrians, walkers/canes – seniors, wheelchairs, electric scooters, strollers, delivery bikes
- Victoria St cycle track from Dundas Sq to Front St alternative route – increase economic development along street and eyes on street

Alternative 4 – Preliminary Preferred

College Street to Gerrard Street

Daytime

- Maximum posted time for curbside access use
- Quite like this – lots of room

yongeTOMorrow:

Stakeholder Advisory Meeting #4 Summary

- Opportunity to restrict traffic similar to King Street Pilot to minimize conflicts blocking of intersection at Gerrard
- Elevator access at College Subway Station?
- Good to design for the future (i.e. College Park currently does not have street front business, new design will encourage change at store front.
- Curbside access good to be on both sides
- Operations turning radius, enforcement of those not using the new design correctly
- Greening is key to connect to other parts and greening projects being implemented
- Potential residential growth at College Park “new residential tower” but no plans or growth expected on east side
- Total support for the 4m sidewalks
- Needs to maintain access to parking garages
- Concern about dead zone/safety if full pedestrianization in non-business hours
- Need to learn from Queen’s Quay transformation + learn from King Street
- Reflection NYC Time-Square model re: pedestrians + vehicles
- Cycling still important hours to achieve
- Up to 22m of patio space may be redundant in front of College Park
- General concern that University is too far away for an alternate cycling route
- Patio space on east side – two way traffic needed

Nighttime

- Is parking allowed overnight at curbsides?
- Metal bollards + special sidewalk – like paving (See Downtown King Street in Kitchener) can be used for part-time curbside access to ensure they are accessible to pedestrians when not used at night
- Minimum 4metre clearway must not be infringed in anyway
- This looks great
- Wider sidewalks please
- How to avoid criminal and other undesirable behaviours at McGill/Yonge and Granby/Yonge?
- Space allocated for patio could be expanded, great idea (Church-Wellesley BIA)
- YongeTOmorrow team needs to engage into the other City of Toronto projects around the ‘Nighttime economy’
- Nighttime delivery, maintenance, shipments and delivery of products (i.e. Banks armed car delivery, Canabis armed car delivery)
- TTC Buses! Use is there and needed at night and early morning

Gerrard Street to Edward Street

Daytime

- No cycling lanes
- Manage traffic at lights all walk intersections only. Allow cars to turn right or left
- 4m sidewalk is not wide enough for number of pedestrians in future
- Concern again about cyclists going against traffic or taking sidewalk in this section – especially going North from Ryerson
- Guidance for cyclists within this section is critical to avoid cyclists travelling against traffic or on sidewalks in the one-way section of Yonge Street

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Stakeholder Advisory Meeting #4 Summary

- Wheel-Trans needs to be maintained 24/7
- Have you considered mobility devices?
- Loading access to Gould Street/O'Keefe is essential
- Need curbside access on both sides of the street
- Need to have patios on east side of Yonge based on development and retail at grade and F&B options to be implemented
- Permitting cars at certain times and certain locations increases complexity and enforcement – would not recommend
- University is not a close cycling alternative, and has only employment trip generators – no destinations for people to go
- What conditions need to be met to safely accommodate cyclists on Yonge Street?
- Concern that the minimum 4m clearway may not accommodate pedestrian volumes, especially access to Ryerson/Gould Street.
- How does pedestrianized Yonge connect with pedestrianization of Gould Street?
- Do we need this? It's hard to enforce. It's not continuous. Won't this confuse people? Especially non locals. 4m sidewalks not enough. Pedestrian movement expected to double in 20 years (no)
- Incremental change for vehicle access today and potential pedestrian zone later
- Can there be a crossing from Gould to Yonge "Can this connect"

Nighttime

- Lighting + CPTED principles key at night
- How to handle potential newer building construction (i.e. Yonge + Gould SE corner?)
- Needs to have greening in this space
- This section will have major residential development with retail at grade on east side
- Allowing taxis and ride hailing starting at 21:00 – 06:00 is too early and too long - will cannibalize public transit by making it easier to hail a ride. Either no taxis at all or mirror night bus hours (although that may cause a lot of traffic and delay buses)
- Car free street should be Gerrard to Dundas Sq. Permitting cars reduces effectiveness
- Pedestrianize maybe in future. Just wider sidewalks keep traffic lanes narrow (incremental change needed)

Edward Street to Dundas Square

Daytime

- Improves East/West TTC 505 streetcar if scramble no longer necessary
- TTC access to Dundas Station – any discussion to connect with platform to better manage pedestrian flow
- Question about pedestrian/cyclists – University Ave for the west. Cyclist use in AM period might not be obvious but concerned about conflict when there are lots of pedestrians
- Excellent!
- Must ensure adequate maintenance and programming funds to sustain and support operations and vibrancy
- Focus on accessible design and materials
- A clear direction for cyclists will be critical here – do they dismount or go slowly?
- Emphasis should be on high quality materials

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Stakeholder Advisory Meeting #4 Summary

- Use at bollards/physical barriers for cars during the day will be key
- Suggest a 'tabletop' solution (without curbs) for pedestrian areas
- Pedestrians from Gould/Ryerson need the link made from Dundas
- Space needs animation/activation, access for business deliveries needs to be planned
- How do cyclists and pedestrians interact?
- Curbside access on both sides of the street based on business needs
- Toronto not ready for this cultural change? Phase in uses? Flex Street?
- Need is there based on current pedestrian volumes
- Prefer to see car free Gerrard to Dundas Sq versus car lanes
- Is a rolled curb and painted bike lane an acceptable configuration to ensure flexibility, night buses, and reduce conflicts between people walking and riding bikes?
- Excellent full pedestrianization is the only way to manage pedestrian volumes near Dundas Square and Dundas station
- What about solid waste? Toronto fire?

Nighttime

- Ideal with reliable bus access
- Need gates to ensure taxis/uber/etc. obey laws – seeing abuse on King St with signs
- Lighting + CPTED principles key at night
- Transit station – access to Dundas Station must be improved if greater pedestrian access will happen
- Transit station – access points within the right of way are urgently needed (because private landlords will provide poor/non-existent improvements)
- Bump-ins are great/needed
- Yes on buses in the nighttime
- Rolled curbs can also help clarify night bus route
- How to consider accessibility for cyclists with mobility impairments (many adults use adult tricycles due to improved stability?)
- Is clarifying the place for people riding bikes a better option for reducing conflict?
- Conflict between people driving cars and pedestrian/bikes is biggest safety concern
- Laybys important to ensure taxi/rideshare to not block buses
- Night bus service = good

Dundas Square to Queen Street

Daytime

- Streets are to move people, place making should focus on our squares and parks. E have seen no evidence or research that supports closing of streets. Wider sidewalks are one specific solution, but this does not mean street closure. The real operational and economic impact of this will be significant
- Prioritize planting trees where possible
- Ensure design materials prioritize accessibility (i.e. contrast, tactile pavers, etc.) to support safety
- Consider patio opportunities
- Very much support Alternative #4 in principle – flexible by day/night, seasons, days of week – future flexible, priorities pedestrians and public life. These designs align very well with the project objectives and goals

yongeTOmorrow:

Stakeholder Advisory Meeting #4 Summary

- This looks great
- Consider an additional pedestrian crossing of Yonge North of Gerrard
- Like bump-ins
- Operational challenges deliveries, traffic flow
- This is Toronto's largest "entertainment precinct" (i.e. Massey Hall, Mirvish, Wintergarden, Elgin 'Legacy Venues' uses for TIFF, Just for Laughs, music and performance)
- People coming to this precinct need to convene in space prior and after the shows
- Operational restrictions such as no through traffic, time of day access restrictions, transit only, lower speed limits, etc. all can work to accommodate cyclists' access – but does 2 lanes of traffic make a safer route compared to a car free Yonge? (Car free Gerrard to Dundas Sq makes more sense south of Dundas Sq would recommend these means to ensure slow vehicle traffic)
- Need lots of communication
- Clear signage for all modes of traffic
- Design elements need to support variation of movement
- Complicated variations need to be revealed in stages
- Clear enforcement by police for a long time until culture changes
- O'Keefe Lane needs north bound not south
- Concern that sidewalk/pedestrian clearway is not significantly wider than current design
- What does the circulation look like? Cannot bottleneck traffic at Shuter or further north
- Design details will be key

Nighttime

- No evidence or research that supports the need for any pedestrianization
- Why pedestrianize south of Dundas when sidewalks here are already wide?
- Access to 250 Yonge St is severely curtailed which will impact the attractiveness of this building to clients. This is a real economic risk to the neighbourhood
- By dead ending Yonge North bound at Shuter, forcing all traffic to turn on Shuter will have a catastrophic impact on access from the Yonge parkade
- There has been no research or evidence presented that supports this proposal, or any of the shortlisted proposals
- Must ensure proper lighting/safety features at nighttime
- All deliveries by motor need to be done after hours
- Good for late to home nights
- Keeps less fortunate from taking over late nights
- Turns from Yonge to Queen? Should be able to turn right or left
- Design of traffic speeds
- Maintaining night bus service appreciated
- Flexibility/buses

Alternative 1

Daytime

- Preferred option
- Sections of this plan can be altered at a later date
- Need incremental change to convince/evolve uptake and change

yongeTOmorrow:

Stakeholder Advisory Meeting #4 Summary

- This is best traffic consistency. Start with this. Add to this with some seasonal events and closings (weekends)
- College Street to Gerrard Street - Cafes and kiosks needed. A possibility only on this block. This block needs animation

Alternative 2

Nighttime

- Winter special events and summer to start with
- Intersection of Yonge + side streets are an important place-making + pedestrian connection issue

Alternative 3

Daytime

- College – direct with strong cycling connections and provide cycling connections on Yonge north to midtown and uptown
- Gerrard - Provide strong design cues for commuter cyclists: slow permitted cycling southbound or movement to Gerrard