



WELCOME

Yorkdale Block Master Plan & Transportation Master Plan

Public Meeting

Tuesday, November 26, 2019

What is this study about?

Purpose

The Yorkdale Transportation Master Plan (TMP) will identify transportation programs, policies, and infrastructure that will support the growth identified in the Yorkdale Shopping Centre Block Master Plan, the Lawrence-Allen Secondary Plan, and the Dufferin Street Secondary Plan.

How did we get here?

This study is the next step following a series of studies including:

- Improving Transit along the Dufferin Street Corridor (2018)
- Dufferin Street Secondary Plan & TMP (2015)
- Lawrence-Allen Secondary Plan & TMP (2011)

Study Area

There are two areas under study for the Yorkdale TMP:

Project Focus Area
Addresses the area in which the shopping centre and associated infrastructure is situated

Larger Study Area
Addresses the broader travel issues of the area



Current Problems and Future Opportunities



There are long-term plans for **development** and **growth** at Yorkdale Shopping Centre and in the surrounding areas that will place **increased demands on the transportation network**.



It is important for the City to develop a plan to address the area's existing and future transportation needs.



Currently, Yorkdale is surrounded by major physical barriers including Highway 401, Allen Road, and a 6-lane Dufferin Street, which causes **longer travel patterns** and **poor walking and cycling conditions** in the study area.

To address current problems and meet future needs, there are **opportunities** to:



Improve travel connections through a finer street grid



Establish Yorkdale Shopping Centre as a transit hub by improving services, operational reliability, and access to TTC and GO Transit



Improve connections to promote walking and cycling

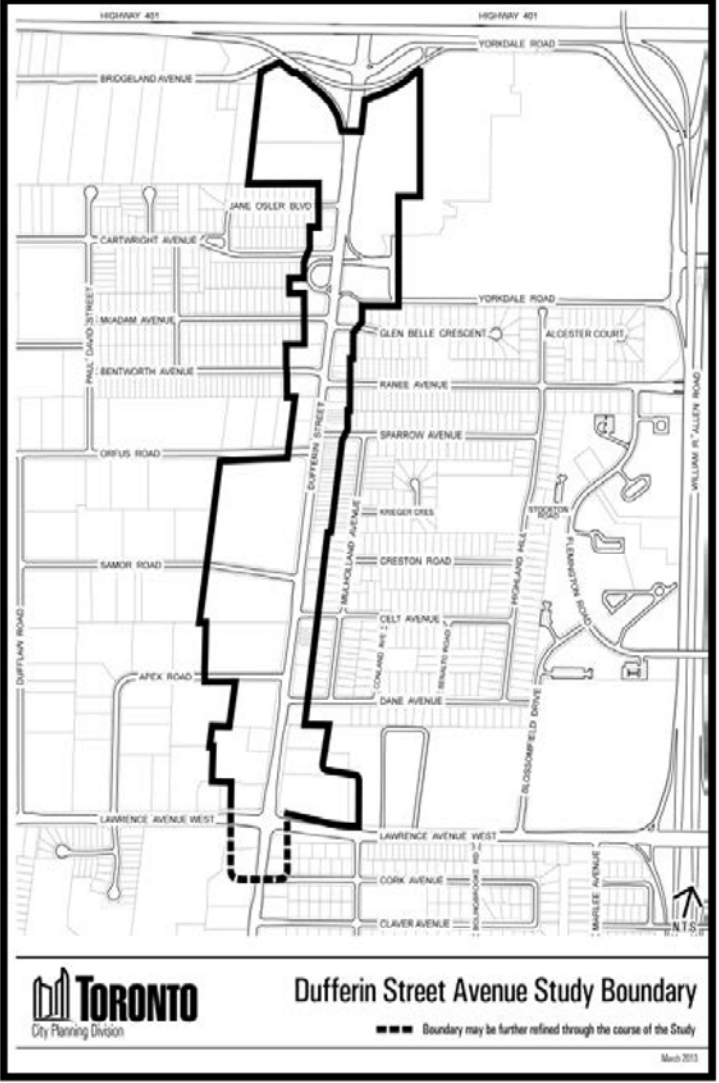


Design streets to safely accommodate all users



Improve access to and from municipal expressways and provincial highways

Area Studies that Influence this TMP



Dufferin Street Secondary Plan & TMP (2015)

The Dufferin Street Secondary Plan & TMP examines mixed land use and built form potential along Dufferin Street, between Highway 401 to south of Lawrence Avenue West. The intent of the study is to review the location of various built forms, improve the transportation network, service infrastructure, existing community facilities, and parks and open space. The results of the Dufferin Street Avenue Study will also establish a Transportation and Infrastructure Master Plan, and a Community Services and Facilities Strategy.



Lawrence-Allen Secondary Plan & TMP (2011)

The Lawrence-Allen Secondary Plan is a planning framework to guide growth and change in the Lawrence Heights neighbourhood over the next twenty years. The Plan describes a mixed-income, mixed-use neighbourhood which is park-centred, transit-supportive, and well integrated with the broader city. It lays out a new physical plan including new streets and parks, development blocks, and school and community facility sites.



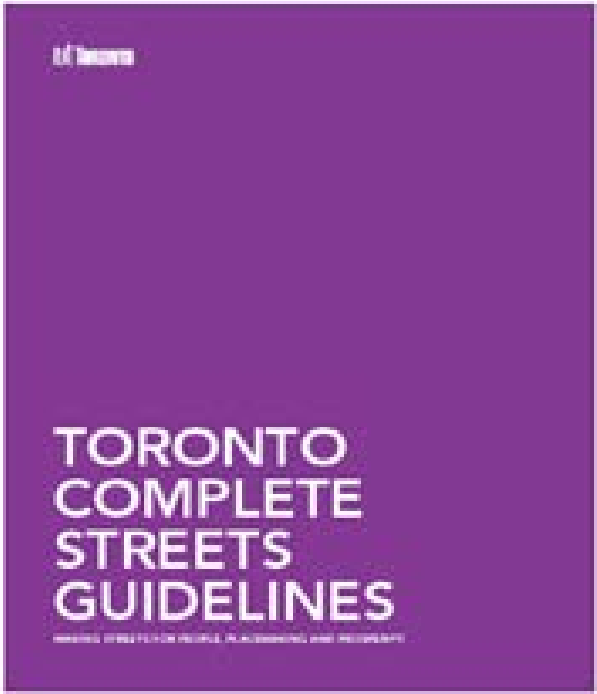
Vision Zero

Vision Zero is a five-year (2017 – 2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The Plan addresses safety for the most vulnerable users of our transportation system – pedestrians, school children, older adults and cyclists.



Cycling Network Plan

On June 9, 2016, Council approved the Ten Year Cycling Network Plan to connect, grow and renew infrastructure for Toronto's cycling routes over the next 10 years, and in July 2019, Council approved the Cycling Network Plan Update.



Complete Streets

Complete Streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities and stormwater management. The Toronto Complete Streets Guidelines should be considered in all City street design projects.

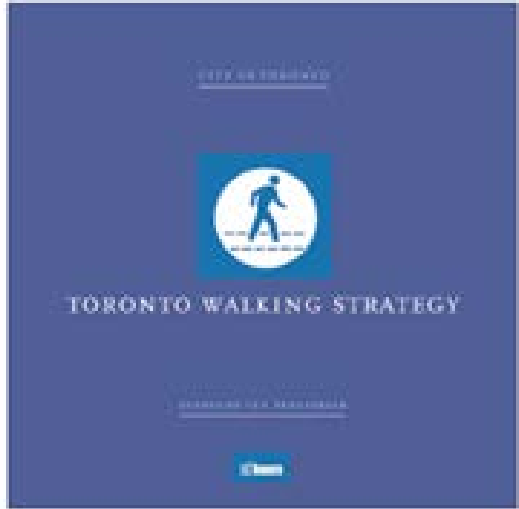
Accessibility

Design guides to facilitate better design for those with different mobility needs.



Green Streets

Green Streets is a new approach to increase the functionality of City streets to help manage stormwater (rain and melted snow), improve air quality, increase biodiversity and enhance and beautify the public realm. A Green Street incorporates green infrastructure which includes elements such as street trees, green walls and low impact stormwater management infrastructure.



Walking Strategy

The Toronto Walking Strategy was adopted to make Toronto a great walking city including policy, infrastructure and programming to create a rich culture of walking in Toronto.

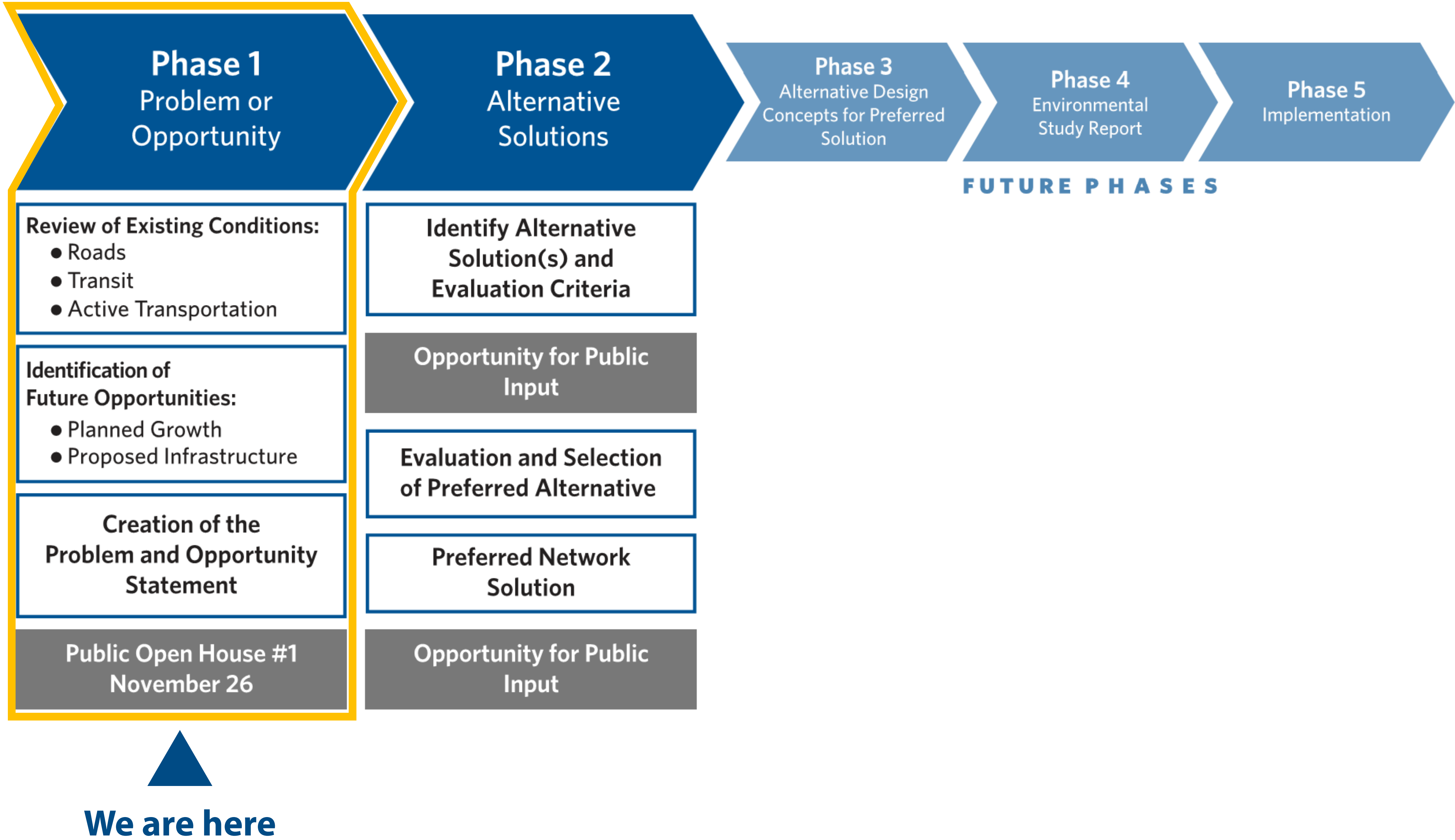


Improving Transit along the Dufferin Corridor (2018)

Also referred to as TTC's Surface Transit Operational Improvement Study (STOIS), this study plans to review high ridership in low reliability corridors. The study will identify and recommend transit priority measures for intersections with high delays. Low reliability corridors are evaluated on travel speeds, movement delays, and congestion. The corridors that will be studied in phases 1 and 2 include Bathurst, Dufferin, Keele, Wilson and York Mills/Ellesmere.

Transportation Master Plan Study Process

The Yorkdale Transportation Master Plan will follow the Municipal Class Environmental process. A Transportation Master Plan creates a framework for planning a range of infrastructure projects (e.g. roads, bridges, sidewalks) that may be implemented over a period of time. Public consultation is a key component of the study process, with many opportunities to share feedback as the study advances. Larger infrastructure recommendations will require further study by completing Phases 3 and 4 of the Municipal Environmental Assessment process.



Why is a Transportation Master Plan Needed?

Potential Future Growth to 2041

Significant growth is planned for Yorkdale Shopping Centre, resulting in:

15% Growth in employment for Yorkdale

58% Growth in population for the Larger Study Area

21% Growth in employment for the Larger Study Area

8 – 12% Net traffic growth in the larger study area



Source: The land use growth represents the City of Toronto's 2041 Medium Growth with SmartTrack forecasts. This does not account for the proposed land use in the Yorkdale Block Master Plan.

*Please note that the existing population stems from the residential neighbourhood to the south of South Service Road and north of Rane Avenue

Building a Vision

The Yorkdale Transportation Master Plan will build upon the visions identified in the Dufferin Street Secondary Plan and the Lawrence-Allen Secondary Plan:

Dufferin Street Secondary Plan – Vision

Dufferin Street will be an active, healthy, and vibrant place that will be developed and designed with bicycle, pedestrian, and vehicular connections to the surrounding neighbourhoods, employment areas, and other areas of the City. Land uses in the Secondary Plan respect and reinforce stable residential neighbourhoods, while protecting employment areas. Local community services and transportation infrastructure will be improved to support existing communities and keep pace with future growth.

Lawrence-Allen Secondary Plan – Vision

The Lawrence-Allen community will be a mixed-income and mixed-use community. The area will be a complete, livable community with a range of housing, employment, social, and recreational options. This will be accomplished through the use of pedestrian-oriented links between neighbourhoods and a distributed system of neighbourhood parks to promote active programming. The community will balance the needs of all modes including pedestrians, cyclists, transit users, and automobile drivers, through a fine-grain mix of land uses and intensification around Yorkdale and Lawrence West subway stations.

Key Statistics

Yorkdale Shopping Centre

Larger Study Area

Total number of daily trips



40,000



191,300

Of daily trips, this percentage reflects those made by car



75%



74%

Of daily trips, only this many are made by active transportation



170



5,900

Source: Transportation Tomorrow Survey 2016

Travel Trends

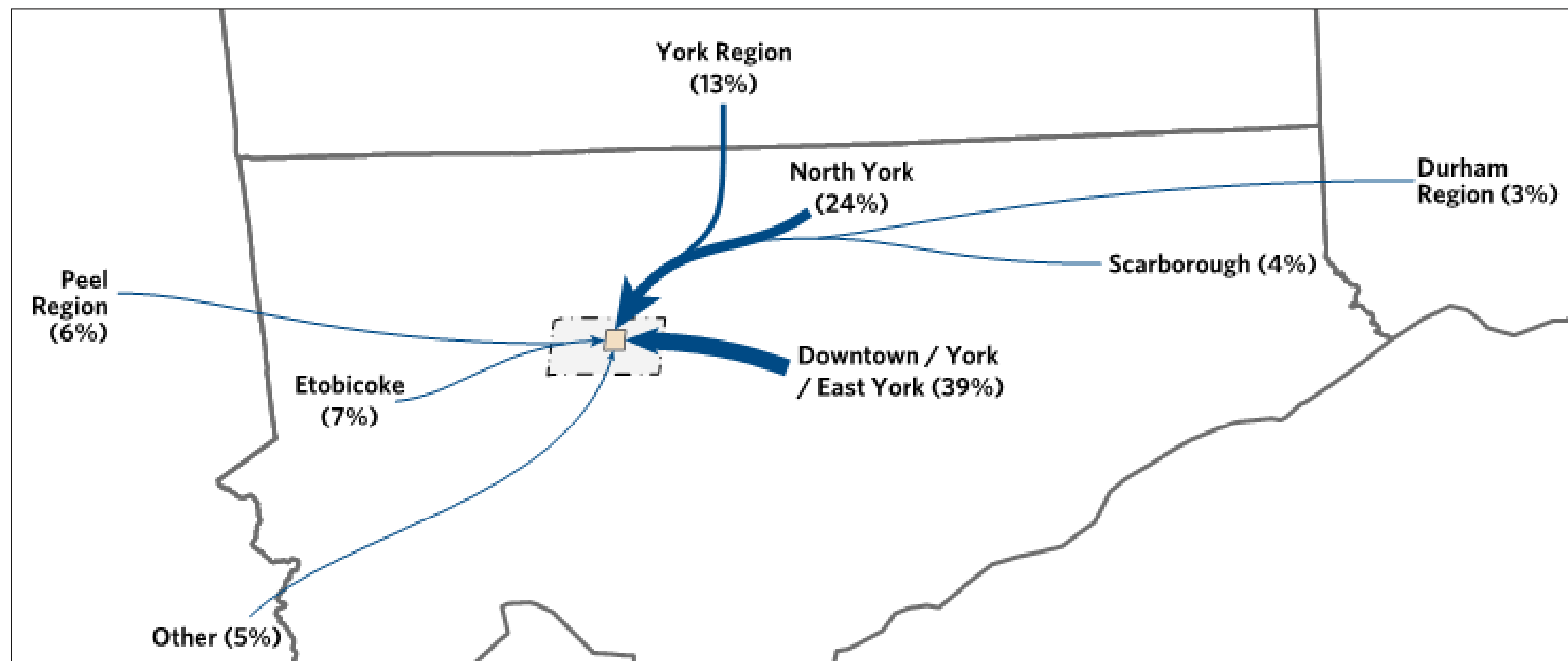
Project Focus Area – Daily Travel Patterns

74%

of daily trips destined to the Yorkdale Shopping Centre come from the City of Toronto

19,420

daily trips to the Yorkdale Shopping Centre are made during a typical day

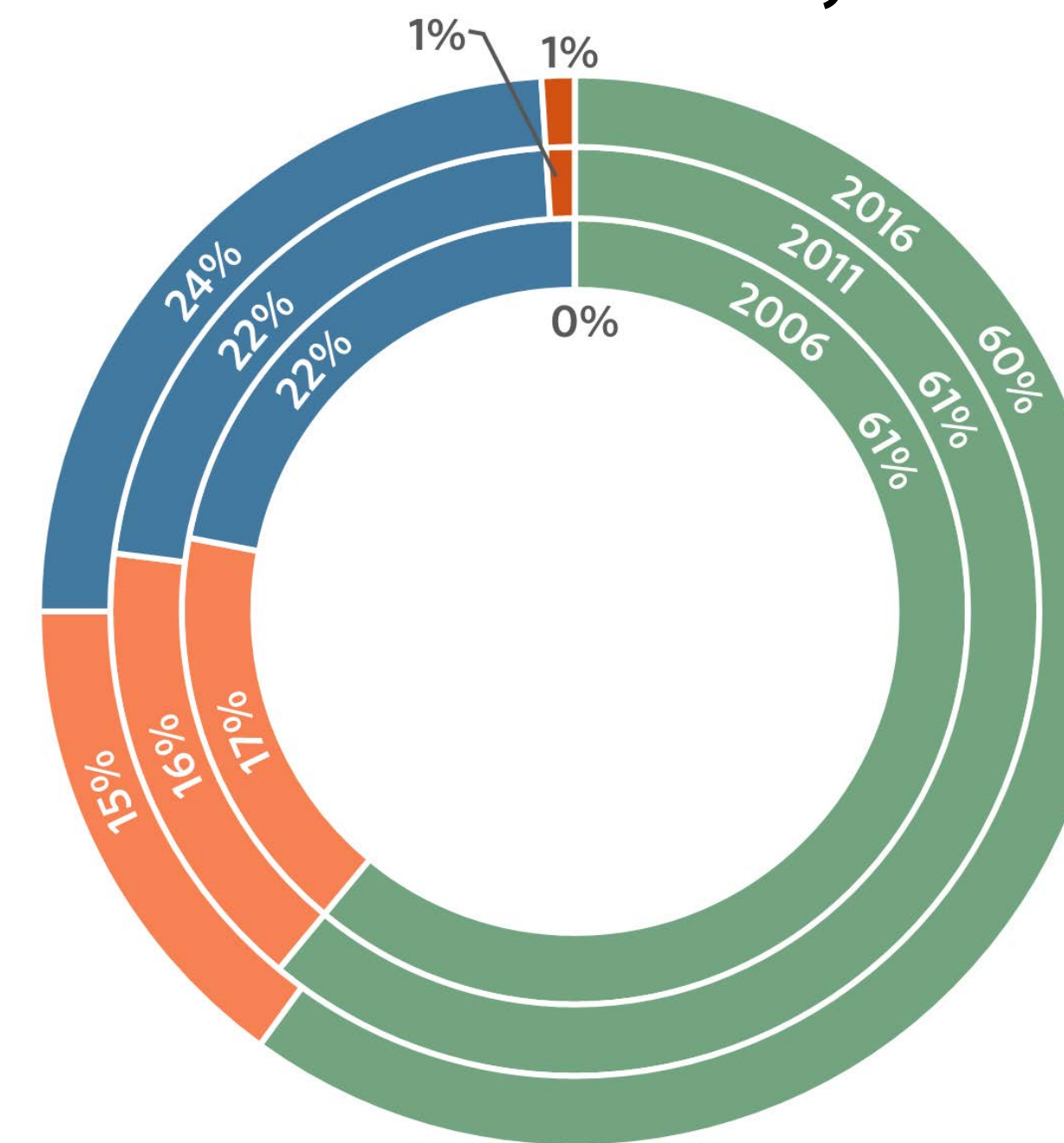


Mode Share

Over the last 10 years, mode share for daily trips destined to the study areas have remained unchanged and have largely been made by car.

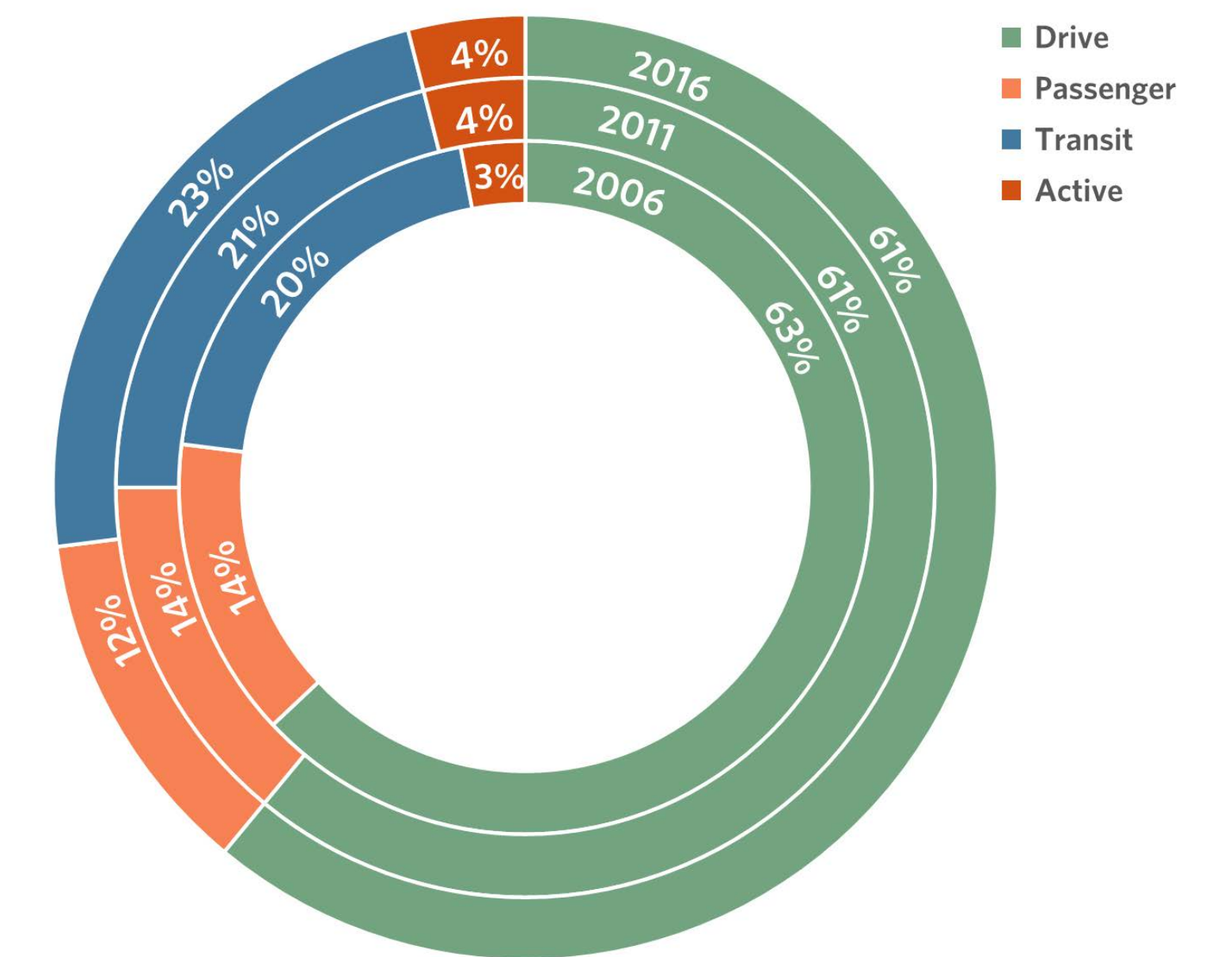
75%

of daily trips destined to the Yorkdale Shopping Centre in 2016 were made by car



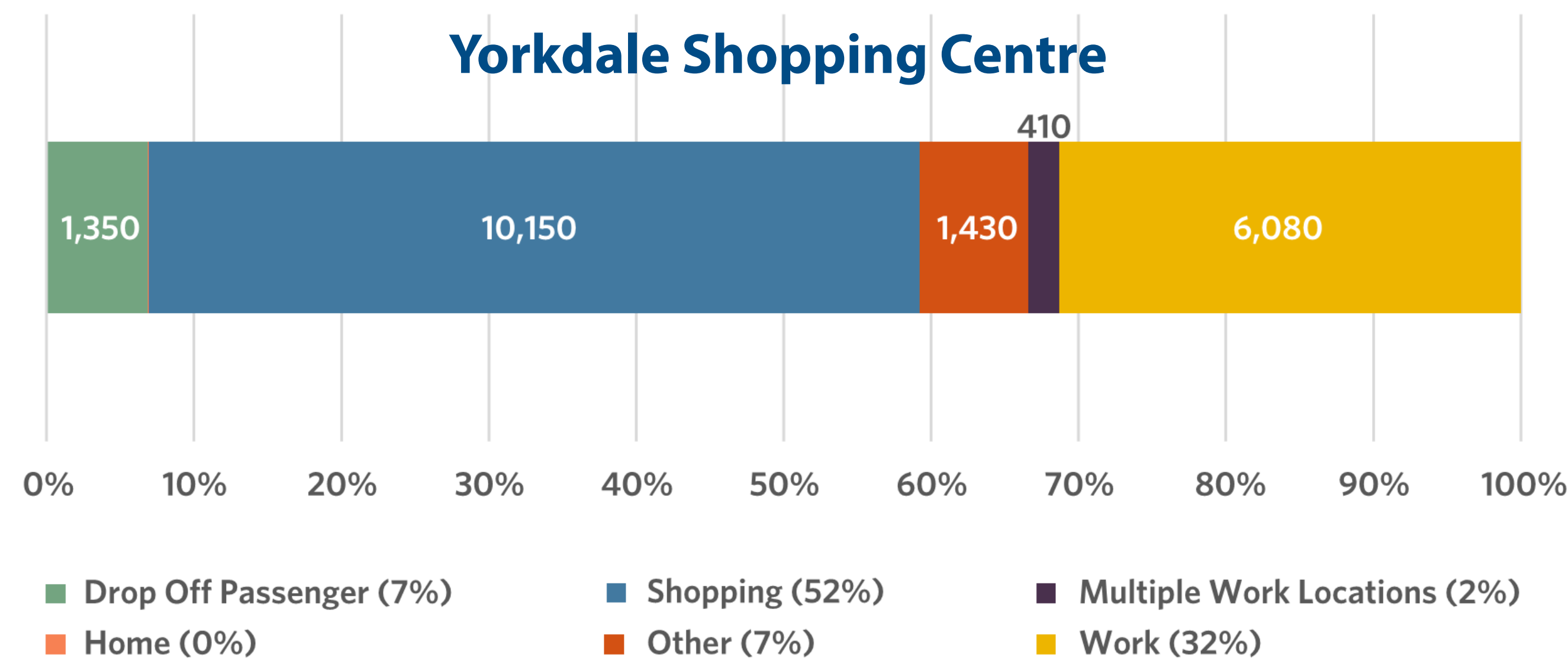
74%

of daily trips destined to the Larger Study Area in 2016 were made by car

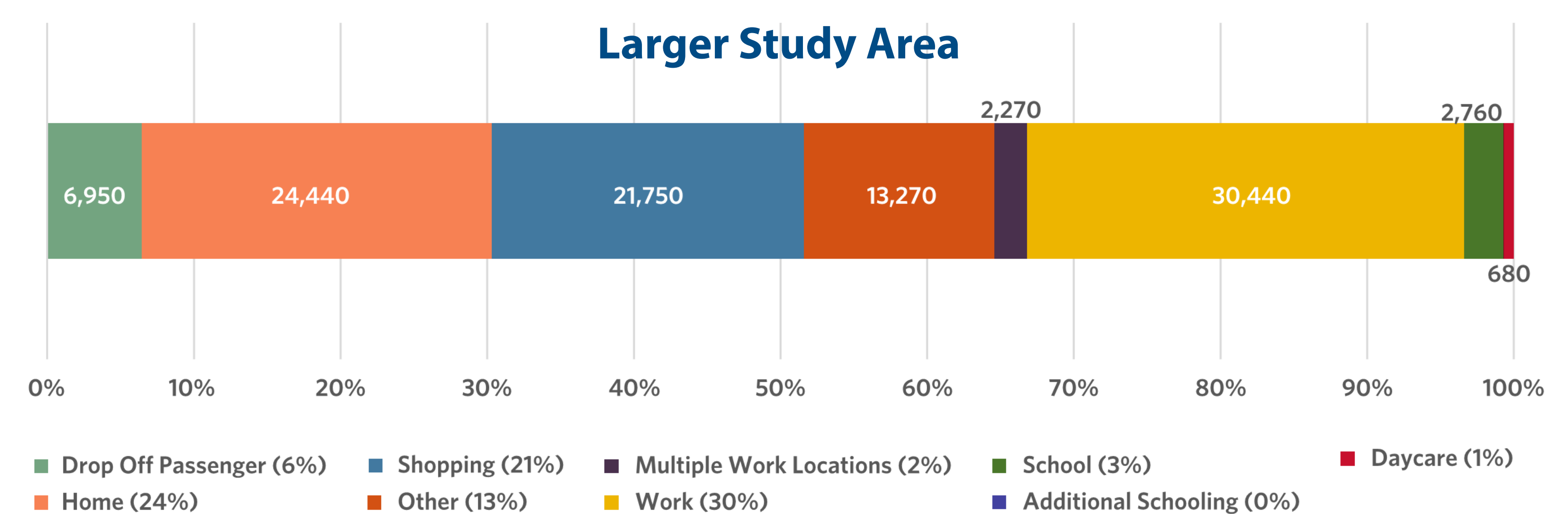


Trip Purpose

Yorkdale Shopping Centre



Larger Study Area



Source: Transportation Tomorrow Survey 2016

Street Network

Constraints and Challenges



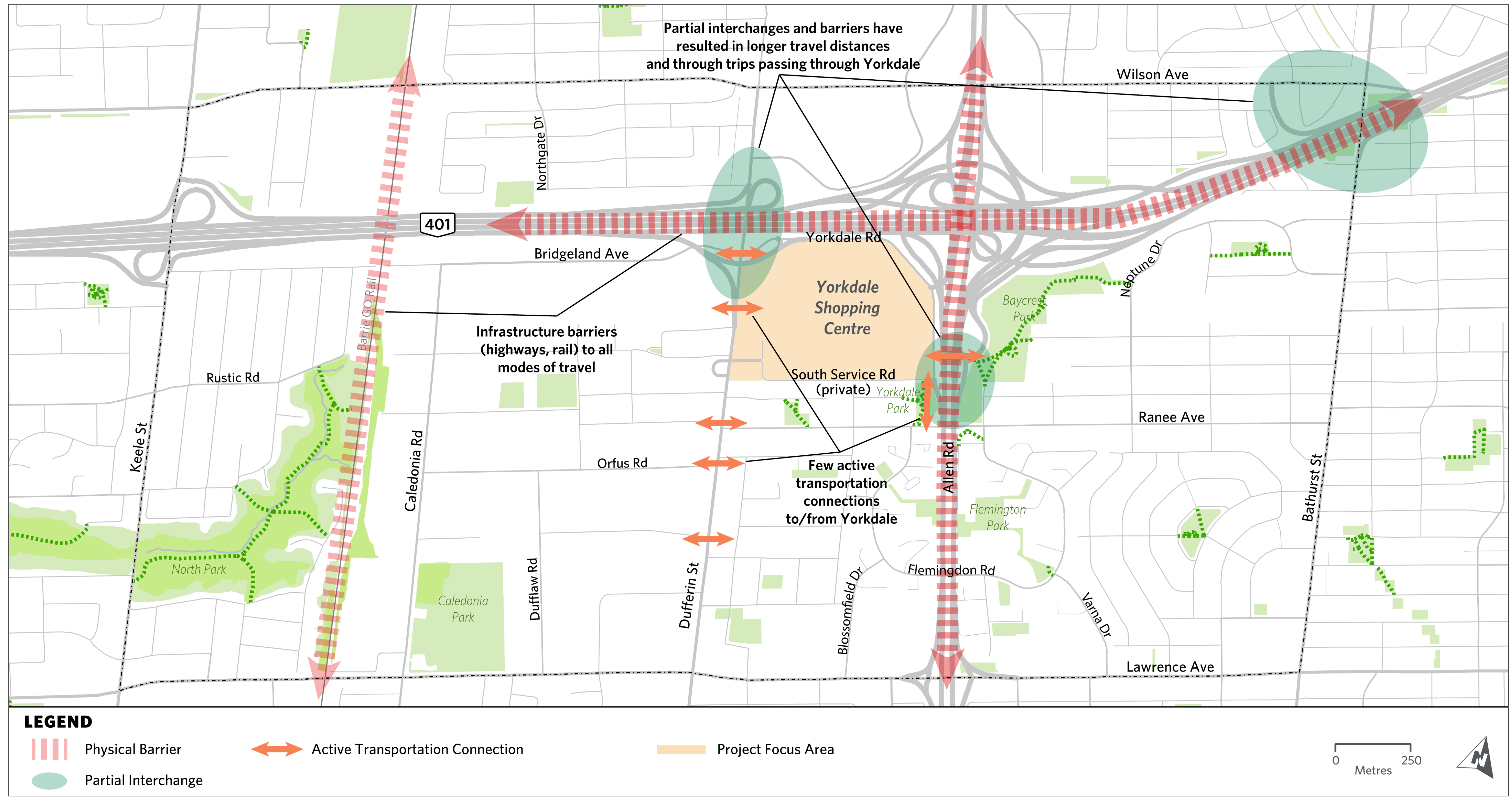
Highways and the Barrie GO Rail corridor can be physical barriers to travel



There are few areas to walk or cycle across major roads and Highways to access Yorkdale Shopping Centre



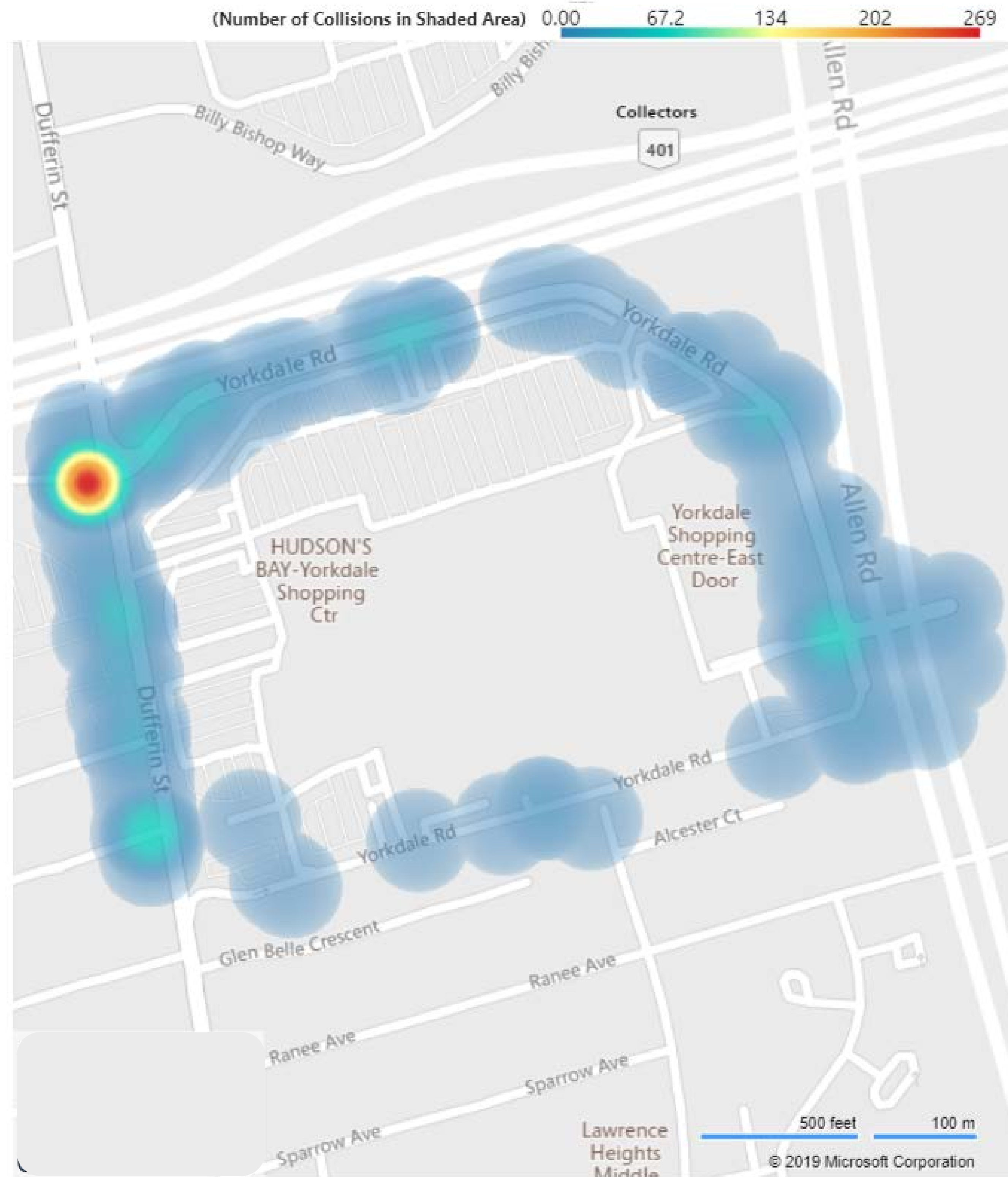
Partial interchanges cause longer travel distances in order to access Highway 401



Street Network

Collision History (2013-2018)

Yorkdale TMP Collision Analysis Dashboard (2013-2018) - Overview



873 Total number of collisions within the project focus area

The top three collision prone intersections in the project focus area are:

- 1 Dufferin Street / Bridgeland Avenue / Yorkdale Road
- 2 Dufferin Street / Cartwright Avenue
- 3 Yorkdale Road / Highway 401 On Ramp (by Yorkdale Station)

18 Pedestrian Collisions 

5 Cyclist Collisions 

The most common impact type for collisions is **rear ending**.

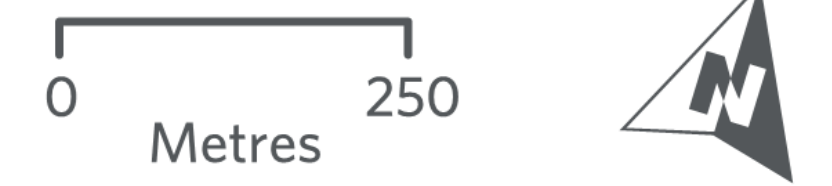
Note: Based on reported collisions only

Traffic Concerns and Key Findings



LEGEND

- Project Focus Area
- Larger Study Area
- Vehicles experience significant delay at intersections
- Vehicles experience significant delays making this turn
- Length of queue of vehicles
- Vehicles travel at speeds lower than posted speed limit

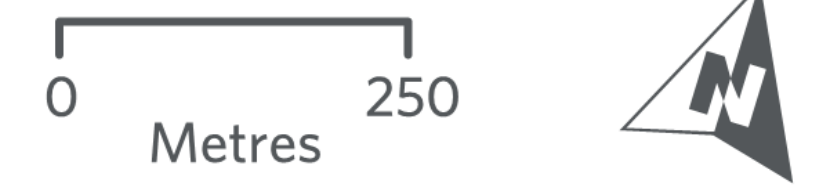


Traffic Concerns and Key Findings



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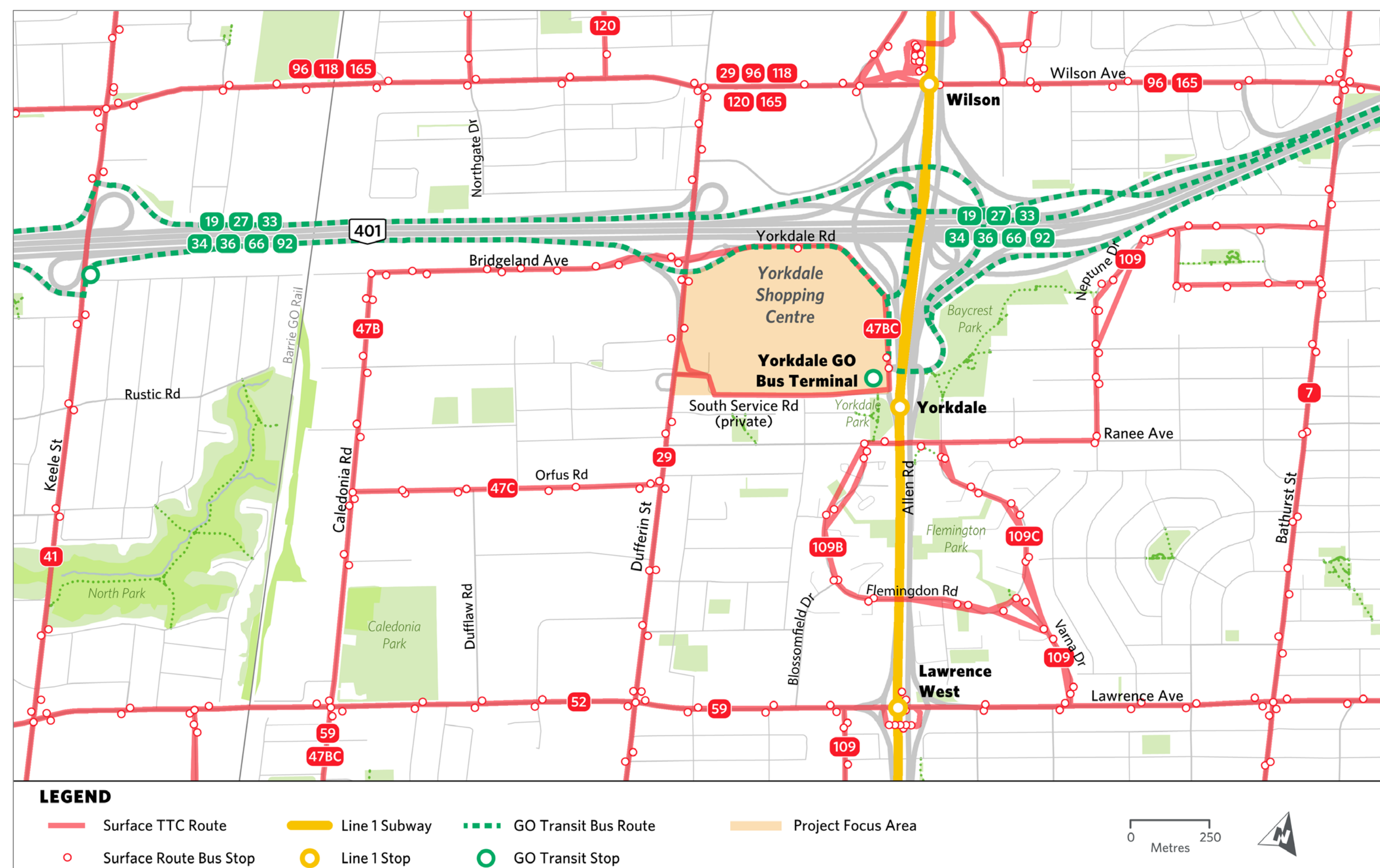
Transit Network

TTC and GO Transit provide transit service to the area (Map 1). GO Transit provides connections to: Mississauga, North York, Milton, Kitchener, Pearson Airport, Brampton, East Gwillimbury, and Oshawa.

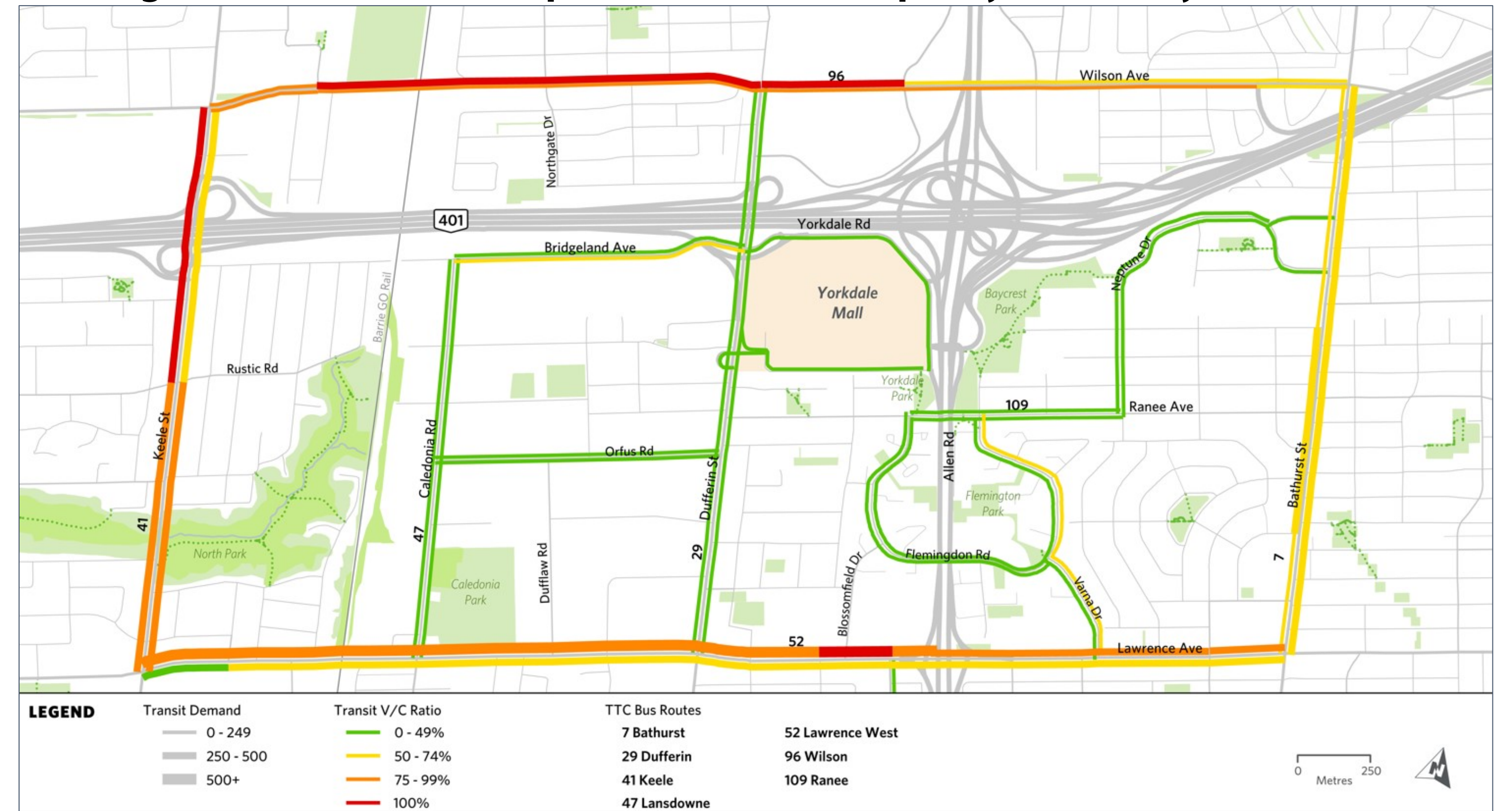
In the Larger Study Area, the major east-west and north-south arterials (Wilson Avenue, Lawrence Avenue, Keele Street, and Bathurst Street) experience some crowding on the buses (Map 2). The 29 Dufferin, 47 Lansdowne, and Line 1 Subway provide sufficient capacity to Yorkdale Shopping Centre.

As vehicle travel speeds in the Larger Study Area are slower than posted limits, buses also experience lower travel speeds (Map 3).

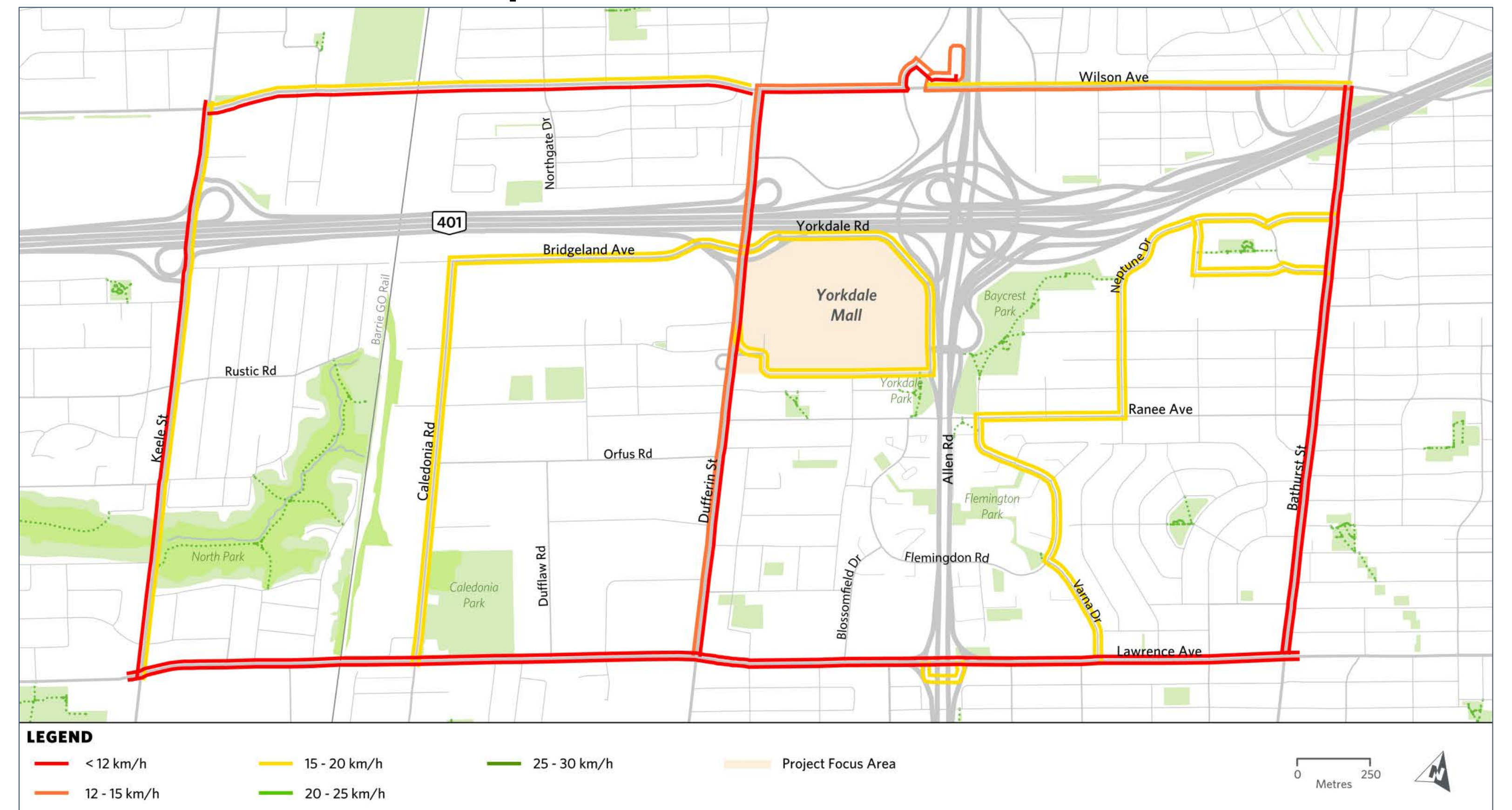
Map 1
Transit Network



Map 2
Existing Local Transit Ridership and Volume-to-Capacity (v/c) Analysis (PM Peak Hour)

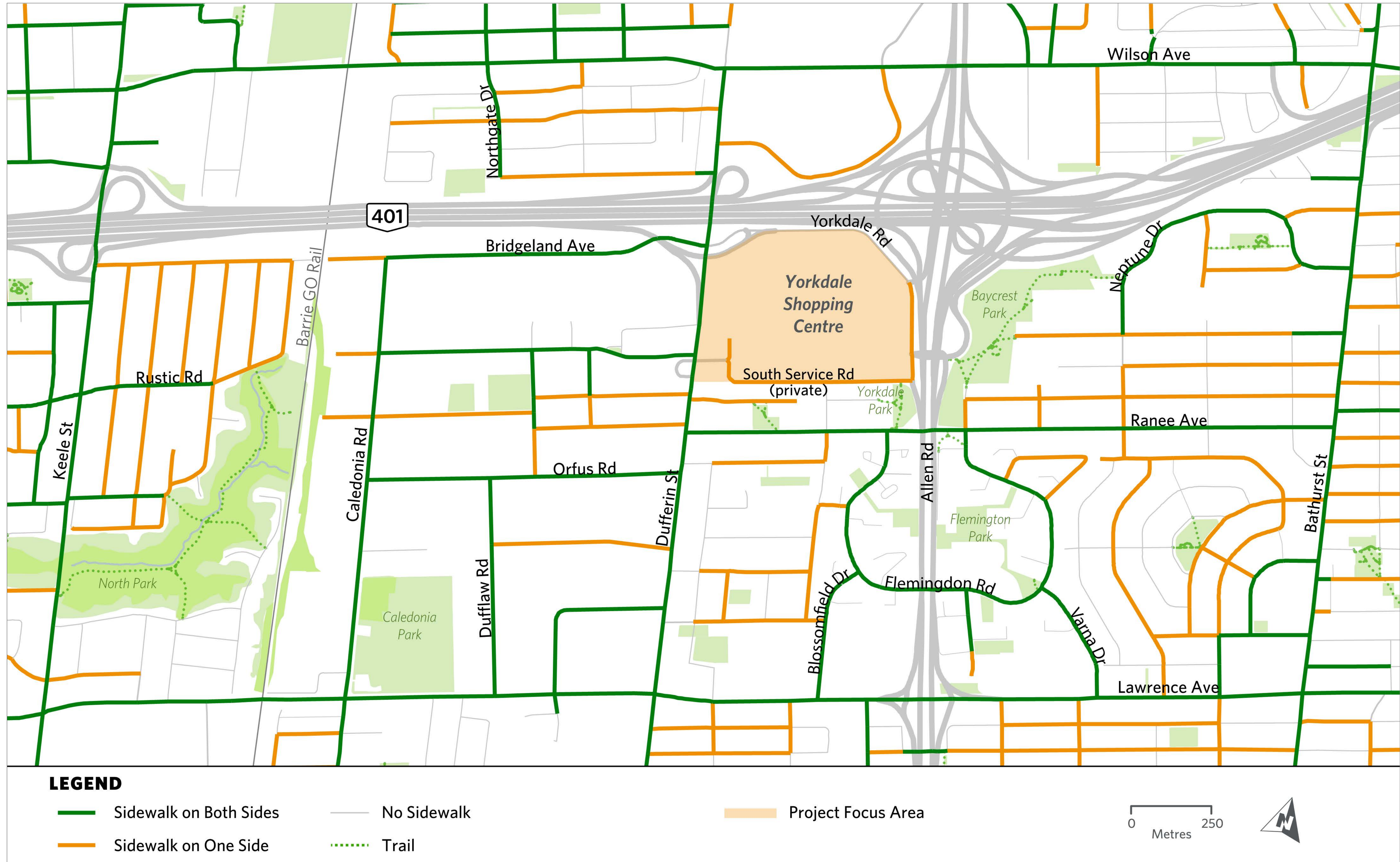


Map 3
TTC Surface Transit Travel Speeds (PM Peak Hour)

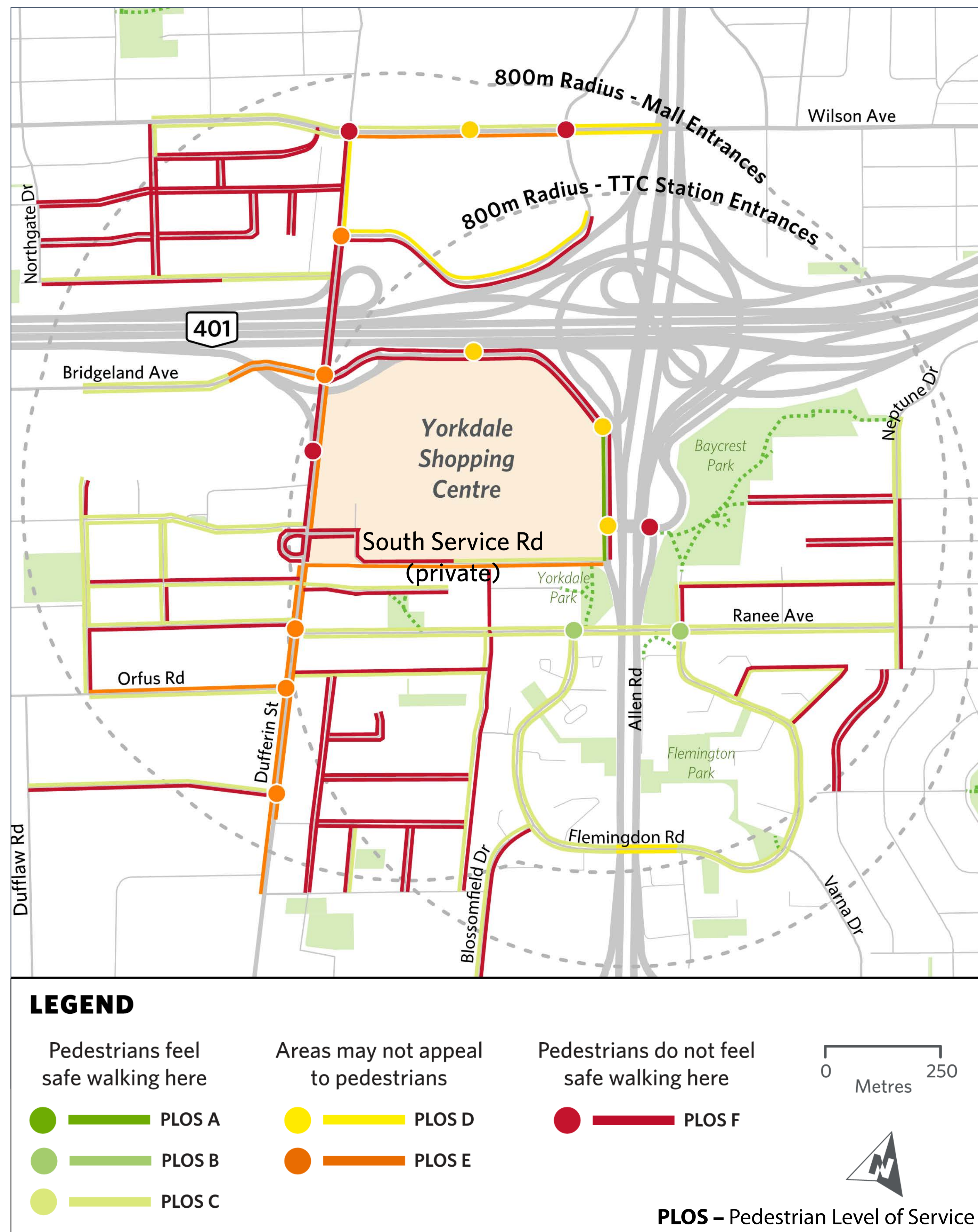


Existing Pedestrian Network

There are several gaps in the Larger Study Area as many roads do not have any sidewalks. There are also several roads which only have a sidewalk on one side.



Level of Comfort for Pedestrians



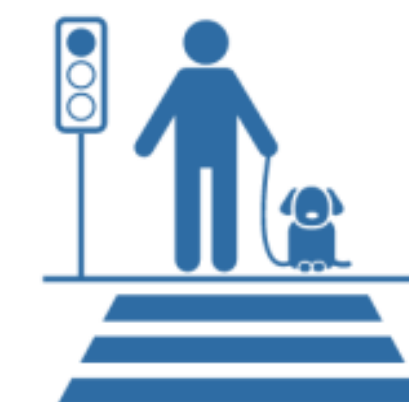
A review was conducted for an 800 metre radius (10 minute walking distance) from all Yorkdale Shopping Centre entrances and the Yorkdale Subway Station entrances to determine Pedestrian Level of Service (PLOS). This is calculated based on a number of criteria including: sidewalk width, road width, number of vehicles using the road, the presence of a barrier between the sidewalk and the road (e.g. on street parking), and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



Main thoroughfares perform poorly due to high vehicle operating speeds, narrow sidewalks, and little to no separation of pedestrians from vehicular traffic



Constant interference with sidewalks / pedestrians due to the many driveways & access points



Intersections with dual left turns reduce **pedestrian access opportunities**



Intersections and off-ramps are not designed with pedestrians in mind, with large turning radii and longer crossing distances



Missing sidewalks on both sides of the street, often in residential neighbourhoods

Note: Analysis is based on the City of Ottawa Multi Modal Level of Service Guidelines

Existing Cycling Network



Level of Comfort for Cyclists



A review was conducted for an 800 metre radius (10 minute walking distance) from all Yorkdale Shopping Centre entrances and the Yorkdale Subway Station entrances to determine Bicycling Level of Service (BLOS). Level of comfort is calculated based on a number of criteria including: type of cycling facility, cycling facility width, number of vehicular travel lanes, any blockage of the cycling facility, and the vehicle travel speeds. The most common criteria which result in a poor score in the surrounding area are due to:



Only 1 dedicated cycling facility is provided – a bike lane along a 250m segment of Raneer Avenue



Poor scores at high volume intersections with large cross-sections and turning speeds adversely impact cycling safety and comfort



Dufferin Street is particularly hostile to cyclists due to high speeds, vehicular volumes, and the lack of dedicated cycling facilities



Local roads perform better due to lower volumes and lower speeds associated with school zones



The Shopping Centre is inaccessible to cyclists as its surrounding infrastructure is geared toward driving (e.g. on/off ramps, large intersections)

Note: Analysis is based on the City of Ottawa Multi Modal Level of Service Guidelines

Thank you for attending the drop-in event.

We'll keep you posted!

Please sign up for the project email list to receive updates. You can also check the project website to see the most recent information:



www.toronto.ca/yorkdalemasterplan

Contact Us

Please share your thoughts or opinions about the TMP by sending us an email at:



yorkdalemasterplan@toronto.ca

Feedback



Please complete a comment sheet and place it in the box provided **or** submit written comments via email, mail, and/or fax by **December 10, 2019.**



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