

Public Event #3: Questions & Answers

Accessibility

- 1. This design discriminates against disabled people. I can't walk and require someone to drive me and drop me off in front of desired location. The changes being made to the city make life more difficult for people who can't walk or use a bicycle.**

The pedestrian priority zones have been developed in consultation with Wheel-Trans. Many buildings fronting the Pedestrian Priority zones also have front door access from other streets (Atrium on Bay, Eaton Centre and 10 Dundas). During the next phase of design there will be more discussion with Wheel-Trans to determine if there are any properties which will require additional accommodation for Wheel-Trans to service adequately. The Design Team will also be presenting to the Toronto Accessibility Advisory Committee.

- 2. Are the pavers shown in renderings an accessible option for wheelchair users? Why not use asphalt or poured concrete instead?**

Unit pavers signal to people walking, cycling and driving that they are in a special area that is prioritized for pedestrians. The City of Toronto updated its unit paving design standards in 2019 to better consider accessibility. Unit pavers standards for sidewalks now are:

- non-tumbled and bevel free pavers designed to be smoother under wheel and foot
- laid on a concrete base to prevent shifting and heaving
- consistent light colouring providing contrast to roadway surface (light grey pavers on the sidewalk and dark grey pavers on the roadway provides the same contrast as concrete and asphalt)

- 3. Please comment on the longevity versus cost of using paving stones instead of asphalt.**

Unit paving in general has a higher initial construction cost than asphalt but can have an overall lower life cycle cost due to less frequent resurfacing. Unit paving is often chosen for its enhanced appearance and when correctly specified and constructed it can meet or exceed the lifespan of asphalt paving. For example, the City of North Bay reconstructed its Main Street in 1983 with unit pavers and 39 years later has experience a total life cycle cost savings.

- 4. The document mentions tactile paving delineating pedestrian only versus mixed use, but the images do not depict that other than in intersections, as well as having minimal contrast between the shared use and pedestrian only section. Why is there no yellow tactile paving delineating this (which is also useful for wheelchair users to mark the presence of a curb)?**

The City standard tactile paving strip has been shown in the renderings. It consists of 600 mm of rough textured, dark coloured, unit pavers that are cane detectable. This detail is used on Sherbourne Street and Market Street. The City only uses yellow tactile indicators around transit stops. The yellow tactiles would be used around bus stops on Yonge Street.

Business Economics

- 5. Why is there no loading zone on the east side of Yonge Street between Dundas Street and Dundas Square Street? This is the only driveway/loading zone onto Yonge-Dundas Square.**

Yonge-Dundas Square is an agency of The City. The City and Yonge-Dundas Square would work together to coordinate loading access through the pedestrian priority zone to support events.

- 6. Won't reducing driving on Yonge Street impact the success of businesses?**

Studies from across the UK and USA indicate that people walking and cycling spend more per trip and more per month on retail street than those driving. Case studies also show that reducing driving lanes to improve the walking and cycling experience attracts more visitors to retail streets. Data shows that more walking, cycling and taking transit is good for the economic health of a neighbourhood.

- 7. In terms of the research you cite, regarding the correlation between shopping and pedestrian traffic (as opposed to vehicular traffic), how successful was King Street Pilot and why were there many complaints from biz owners on King Street?**

Read the [Annual Summary Report](#) for an evaluation of the King Street Transit Pilot.

COVID-19

- 8. There has been a lot of positive momentum related to COVID-19 relief programs such as ActiveTO (e.g., road closures and Quiet Streets). Will there be an evaluation of these short-term projects to determine if they should be made permanent?**

Yes. Staff will report back to Council on these programs and council will determine whether these programs will be temporary or long-term. The Design Team is monitoring these temporary installations to understand opportunities short and long term.

- 9. OpenStreet, ActiveTO, CaféTO, CurbTO, etc. For how long will each of these projects continue? If Yonge Street changes are made, will it be a part of these projects or yongeTOMorrow?**

The ActiveTO, CaféTO and CurbTO programs have been implemented under the direction of the Mayor and Council based on consultation and recommendations from the Medical Officer of Health to address specific issues related to COVID-19.

- [Council has approved temporary cycling infrastructure until December 31, 2021.](#)
- [On October 27, 2020, City Council requested that staff explore including a temporary protected bikeway along Yonge Street or parallel routes from Bloor Street to north of Lawrence Avenue with implementation by the second quarter of 2021.](#)
- [On October 27, 2020, Council extended CaféTO to April 14, 2021 for cafes not within the roadway.](#)

Open Streets is a weekend event that has been running since 2014.

yongeTOMorrow is a Municipal Class Environmental Assessment which is a provincial planning process for projects that may have a significant impact on local stakeholders. Changes to Yonge Street will be captured in the yongeTOMorrow report to Council. yongeTOMorrow has observed and consulted with stakeholders regarding ActiveTO, CaféTO and CurbTO and will consider them in the yongeTOMorrow recommendations.

10. Have public washrooms been planned or considered as part of this project? The need for washrooms has become more apparent with businesses closed and social distancing measures in place.

To date this was not considered, but it was recently brought up by the Stakeholder Advisory Group. The Design Team is currently investigating if there are any feasible ways to address the lack of public washroom facilities as part of this project.

11. Given COVID-19, won't more people be driving instead of taking transit?

The majority of people who use Yonge street walk because they live, work or study in the area. Both short term and long term yongeTOMorrow supports more space for walking, cycling, on-street dining and retail.

Cycling

12. Why isn't there a bike lane all the way from Queen Street to College Street?

The limited space is being prioritized for pedestrians and night bus/subway shuttle bus operation. The right-of-way is narrower south of Gerrard Street and the number of pedestrians, tourism sites and special events are much higher. Routing a high volume separated cycling facility through a busy pedestrian and tourism area without adequate space can cause challenges for people walking and cycling. A separated, high volume, cycling facility is recommended on University Avenue from College Street to Adelaide Street.

13. Why did you add a bike lane from College Street to Gerrard Street?

The right-of-way is wider here, tourism is lower, there are connections to the existing cycling network, and the vehicle volumes will be higher in this area due to connectivity to the north.

14. Why not run the bike lane further to Bloor Street to help reinforce the City's work building Bloor Street bike lanes?

Phase 2 of the yongeTOMorrow project will evaluate design alternatives for Yonge Street between College/Carlton Street and Davenport Road. The appropriateness and feasibility of cycling infrastructure will be considered during Phase 2.

15. Will there be a physical barrier between cycle tracks and roadway? What can be done to stop vehicles from pulling into the cycle tracks?

The proposed cycle tracks between Gerrard Street and College Street would be separated in height from the roadway with a mountable, curb similar to the Sherbourne Street cycle track south of Queen Street. Further deterrents will be considered during detailed design.

16. Will you add sharrows (share lane markings) to Yonge Street between Shuter Street and Queen Street?

The details of signage and pavement markings will be determined during the next phase of design after more detailed analysis. Sharrows will be considered if the estimated vehicle volumes both day and night are within range recommended for sharrows.

17. Do I need to dismount my bike in a pedestrian priority zone?

No. Cycling that yields to pedestrians is encouraged in pedestrian priority zones.

18. Is Toronto working with the insurance industry to license cyclists?

The City of Toronto has examined the idea of bicycle licensing on many occasions in response to concerns surrounding pedestrian safety, bike theft and compliance with the law.

Bicycle licensing has not been adopted as a solution to these issues. The studies asked what is purpose of licensing? If the goal is to increase cyclists' compliance with traffic laws, and to reduce the number of conflicts with pedestrians and other road users, then licensing as an approach needs to be compared with other possible initiatives.

Is the creation of the major bureaucracy that licensing would require worth it? The studies have concluded that licensing is not worth it. [Learn about licensing issues in detail, as well as the history of licensing in Toronto.](#)

- 19. In the mixed zones, can cyclists travel in both directions or only one? For example, in the section between Dundas Square and Shuter Street, it looks like cycling is only going in one direction. The details of signage and pavement markings will be determined during the next phase of design after more detailed analysis. Sharrows will be considered if the estimated vehicle volumes both day and night are within range recommended for sharrows.**

Cyclists can travel in both directions on all sections of Yonge Street from College Street to Queen Street. People cycling can travel in both directions on the sections designated one-Way for driving.

- 20. There needs to be a connected bike route along Yonge Street from the Lake to Steeles Avenue/Hwy 7.**

Pedestrian volumes, City policy and public feedback all indicate that pedestrians should come first on Yonge Street. A separated, high volume cycle track is not compatible with the number of pedestrians, events, tourism uses and night buses needing to share the limited space available on Yonge Street south of Gerrard Street. A separated, high volume, cycling facility is recommended on University Avenue from College Street to Adelaide Street to provide a north-south route through the downtown.

- 21. How will you keep cyclists off the sidewalks? Will there be signage stating "No Bikes on Sidewalk"?**

Toronto City Council has adopted a [staff report recommendation](#) that Toronto's sidewalk cycling bylaw shall stipulate "no person age 14 and older may ride a bicycle on a sidewalk". The fine for an adult who rides a bicycle on a sidewalk shall be \$60.

- 22. Do we need a speed limit for bikes?**

A speed limit for cyclists is not proposed as part of the project. Cycling that yields to pedestrians is encouraged in the pedestrian priority zones. People cycling should modify their speed and behaviour based on the number and types of pedestrians present.

- 23. Has there been thought to have specific cycling traffic lights, in order to accommodate cyclists that are crossing the streets perpendicular to Yonge?**

As part of the construction project cycling signals and signage would be incorporated where cycling facilities are introduced in accordance the [Ontario Traffic Manual Book 18: Cycling Facilities](#) and the Toronto On-Street Bikeway Design Guide.

- 24. How will cyclists be prevented from mingling with pedestrians within the new patios and gathering spaces?**

Cafés and patios would still be delineated in accordance with the [Sidewalk Café and Parklet Café By-Law Guide](#) or the [CaféTO Expanded Dining and Outdoor Café Placement Guide](#).

Deliveries

25. How do deliveries happen in pedestrian priority zones?

Three ways:

- rear loading docks and laneways
- curbside activity zones on side streets
- overnight

26. Why not limit loading to the night hours when traffic is allowed and make the length of Yonge Street pedestrian priority?

This was proposed in the Short-list of Alternatives in Round Two of Consultation. Many businesses and property owners commented that it was too restrictive. Based on this feedback design team recommends some vehicle access to support deliveries, loading, and ride hailing and increased access to parking garages, loading docks and laneway during the day.

27. Have deliveries done by cargo bicycles as in European cities been considered in design?

Cyclists, including cargo bikes, can travel in both directions along the full length of Yonge Street within the Study area, between Queen Street and College Street. This includes the pedestrian priority zones and the mixed traffic zones.

28. Can you do anything to reduce visual clutter?

Yes, during detailed design ways to reduce clutter will be explored. The Design Team recommends combining pedestrian and vehicular lights on the same pole to reduce the total number of poles needed.

29. The diagrams and renderings show one gate at each end of the pedestrian priority zones. Has the City considered putting gates on both curbs to help enforce pedestrian zones? I can see some drivers being tempted to swerve around the gates.

The gates would be wide enough to visually discourage drivers, while allowing emergency services and people cycling to pass. The Design Team does not recommend full width gates which would be more restrictive for emergency services and people cycling.

30. Will trees in the middle (between Gerrard and College) be removed?

Yes, the trees in the centre median between College Street and Gerrard Street will be removed as part of the TTC's College Station renovation project that is expected to commence in 2021. YongeTOmorrow recommends replacing the median with street tree planting on each side of the street where utilities allow.

31. How will new trees be supported? Will you include silva cells and seating around the trees like on Bloor Street? How will you protect the trees from salt?

Yes, soil trenches or soil cells will be used to achieve adequate soil volumes. Tree infrastructure will be determined during detailed design in coordination with Urban Forestry.

32. Can you comment on the use of the pavers surface for mixed car/pedestrian scenarios. What are some of the benefits and challenges?

Unit pavers signal to people walking, driving and cycling that they are in a special area that is prioritized for pedestrians, encouraging considerate use of the space. Tumbled pavers,

which tend to slow drivers and also make cars more audible for people with low or no-vision, would be used in the roadway. Smooth unit pavers would be used in sidewalk areas. Pavement markings do not adhere as well to unit paving and must be refreshed more frequently. Unit paving is more costly up front to install, but when done correctly can have a lower overall life cycle cost.

33. Will any of the area under the road be used to store stormwater e.g. low impact development using permeable pavement

Underground utilities and soil conditions have been assessed as part of the project. Storm water retention and permeable paving techniques are not considered appropriate for the section of Yonge Street within the Study Area because of the presence of the TTC subway tunnel at a relatively shallow depth beneath the surface.

34. Which environmental considerations were considered and possibly accommodated?

[Display panels from Public Event #1](#) is a good reference here for existing conditions and considerations.

35. Will elements in the public realm like seating all be public? How will people distinguish between what elements are public and commercial?

Street furnishings to be installed as part of the project will be for public use and consistent in design. Private businesses will need to apply for permits to have on street cafés, patios, vending or other encroachments on the street (same as today) and will need to abide by applicable bylaws, but the look and feel of their space will be up to them.

Design

36. Why is there a need to change Yonge Street now?

The watermain beneath Yonge Street is over 100 years old and the road was constructed in the 1950's. Both soon need replacing. This necessary construction offers the opportunity to consider a street design that will best serve everyone.

37. Why does the design change on each block?

The physical design is consistent. Only the operations differ. The physical design -things like the width of the road, sidewalk and furnishings zones, materials and curbs are consistent throughout all the blocks so the street will look the same. The physical design does not differ much from block to block. What does change from block to block is the operation (one-way, two-way or pedestrian priority) There are varying needs between College Street and Queen Street based on the adjacent properties and how people use the street and the different operational strategies support those needs.

38. Won't this be confusing to drivers?

The design is meant to improve the experience for people walking and cycling by limiting the number of motor vehicles on Yonge Street. The design supports people in cars and trucks accessing properties on Yonge Street, but not those passing through. Between College Street and Queen Street, Yonge Street is a destination, rather than a through route. Signage, physical design cues, and wayfinding apps would help people navigate to and from their destination on Yonge Street.

39. How will cars get onto Walton Street given northbound restrictions on Yonge Street?

The Recommended Design Concept anticipates Walton Street will be a through street from Bay Street to Yonge Street as proposed as part of redevelopment application for the Delta Chelsea Hotel site.

40. Movement along Yonge Street seems to be constantly disrupted by construction, repairs and delivery. How will the proposed redesign absorb or minimize this daily disruption?

Once the street is reconstructed, a five year moratorium on excavations would go into effect. This ensures that the integrity of the pavement structure is protected and also serves to minimize the disruptions and inconvenience to the public resulting from repeated construction activity. Curbside activity zones have been designated for delivery activities.

41. Why not treat entire route from Queen to College with the College to Gerrard section (2-way driving with two cycle tracks, wide sidewalks), open to traffic Monday to Friday and closed for pedestrians on the weekends?

Pedestrian volumes are very high on all days of the week, not just on weekends.

42. How much will construction cost?

The estimated construction cost is 60 – 70 million including both utility and road works.

43. What are the impacts to utilities?

The Design Team recommends the the watermain, street lights, and a hydro conduit be relocated to facilitated the recommended design concept.

Driving

44. What are the impacts on traffic and congestion?

Some streets see increased travel times and some streets see decreased travel times. The highest increases are in the northbound direction on Church Street (120 seconds) and Bay Street (90 seconds). On east-west streets, Queen Street experiences the highest increase westbound at 40 seconds.

45. When you did the modelling for street travel time increases, did you take into account lane closures on Church Street for CaféTO?

No, at this point Council has only permitted CaféTO installations within the roadway until November 16, 2020. On sidewalk cafes are permitted until April 14, 2021. Lane reductions on Church Street will be modelled based on potential streetscape plans being considered by the Church-Wellesley BIA prior to council reporting.

46. Has traffic calming been considered for the smaller streets around Yonge which will absorb car traffic? Some already see high car volumes and very unsafe driving (Shuter and Victoria especially). Can policy be worked in to absorb that impact?

The introduction of pedestrian priority zones, eliminating access to/from Yonge Street on some blocks in Design Concept 4C along with the addition of curbside activity zones on side streets are expected reduce traffic volumes on side streets. Speed humps or bumps are not recommended.

47. How are emergency services accommodated in pedestrian priority zones?

Access gates and curbs have been designed in consultation with Fire, Police, and Paramedics to ensure access is maintained for emergency service vehicles. Gates have been designed as part width. Emergency services will use the oncoming lane to go around the gates. Curbs are mountable to allow vehicles to overtake in case of emergency.

48. Are any lanes on east-west streets closed?

No! Access is maintained across Yonge Street for all east-west streets and transit lines.

49. How will I park my car or access a Yonge Street property?

Access to all existing driveways, loading docks, laneways and parking garages have been maintained. You can also be dropped off within 50 metres of any front door on Yonge Street.

50. What physical measures (such as retractable bollards) will be used to restrict car access?

Gates are recommended to limit vehicle access to pedestrian priority zones during the day. The gates would be wide enough to visually discourage drivers, while allowing emergency services and people cycling to pass.

51. How will speed limits be controlled?

Speeds can be managed three ways:

- designing for a desired speed limit
- posting speed limits
- enforcement

52. How are we going to limit driving access on those one-way blocks to ride-hailing? Given the poor state of enforcement on the King Street transit corridor, why do we have confidence that car volumes will drop on those one-way sections?

One-way driving access blocks are open to all types of vehicles. Traffic volumes are reduced by eliminating "through traffic" and supporting local access. Traffic counts indicate that [in 2018, King Street saw an 80% reduction in car volumes](#).

53. Currently vehicles continue to park illegally, (short-term) at 386-388 Yonge Street in front of the Aura Condos. It's quite common to see five to seven vehicles. How will this or a similar problem be fixed?

There will be less space in general for illegal short term parking. The design provides dedicated curbside activity areas where it was observed to be needed most. When any new street design is implemented it is always monitored and operational adjustments can be made where challenges arise.

54. Is it possible to limit traffic on Yonge Street to local traffic (with passes handed out by City and source of tax revenue) only, to lessen the amount of traffic on the one-way streets?

Limiting road use to locals by issuing permits would be difficult and costly to administer and enforce. The Recommended Design Concept eliminates Yonge Street as a 'through route', encouraging local access only and therefore reducing vehicle volumes.

55. How are you going to deal with more cars using Shuter Street?

It is likely that there would be some changes to the traffic signals at the intersections along Shuter Street to accommodate the changes in vehicle movements resulting from the recommended design concept.

56. Can cars and trucks drive in the pedestrian priority zones overnight?

Yes! From 1 a.m. to 6 a.m. buses will share the road with cars and trucks.

Pedestrian Priority

57. What is pedestrian priority?

This is an area dedicated to people walking and cycling, where motor vehicles are restricted during the daytime from 6 a.m. to 1 a.m.

58. Why can't it be pedestrian priority all the way from Queen Street to College Street like in Europe?

The Design Team recommends some vehicle access to support deliveries, loading, and ride hailing and increased access to parking garages, loading docks and laneway. Many property owners and businesses felt full daytime pedestrianization would be too restrictive to support economic vitality on the street.

59. Will there be a dedicated space for “pedestrians only” in pedestrian priority zones?

There will be traditional sidewalks next to the buildings on each side of pedestrian priority zones for pedestrians only. These sidewalk areas will be elevated from the pedestrian priority area by a rolled curb and tactile paving strip.

60. Will you heat the sidewalks to remove snow?

The Design Team does not recommend heated sidewalks. They are very expensive to construct and maintain and have long term operational and maintenance challenges. In the next phase of design the specifics of winter operations will be determined.

61. Why are there still curbs at the sidewalk? If sections are to be pedestrianization why not have the whole street on the same level? Having curbs is a tripping hazard and makes it needlessly difficult for people with mobility issues, strollers, etc. to use the street in the same way as able-bodied people.

- **Drainage:** to keep water away from buildings and directed to the storm sewers.
- **Accessibility:** to define the pedestrian only space for those with low or no vision.
- **Safety:** to define pedestrian only space from space shared with people cycling during the day and the space used by buses, cars and truck overnight.

Curbs will be mountable and can be traversed by people using mobility devices and strollers.

62. How will you manage and enforce rules of the road for wheeled modes to be respectful of pedestrians?

- designing for a desired behaviour
- signage
- education and enforcement
- enhanced education and enforcement strategies will be considered during detailed design

63. Why will there be more pedestrians on Yonge Street?

Right now intersection counts show that 50 – 75% of people using Yonge Street are pedestrians. Pedestrian volumes are expected to continue to increase due to:

- **Growth & Development:** more people will be living and working in the neighbourhood
- **Mode Share:** people are choosing to walk instead of taking other modes

Public Consultation

64. How many people participated in the surveys for the options throughout the previous public events?

A total of 6,110 participants completed the online questionnaires over the course of Round One and Round Two of Consultation.

Safety & Security

65. Are additional security cameras being considered in the designs for any new Yonge Street strip?

The design focuses on creating an inclusive and desirable street for people to walk, cycle, dine, shop and experience Yonge Street. More people out and about, programming on the street, and a well maintained streetscape are the most effective ways to create a safe and enjoyable street experience for everyone.

66. In 2018, a man used a rented van to purposely plow down pedestrians on a busy stretch of Yonge Street in North York. He faces 10 counts of first-degree murder and 16 counts of attempted-murder, linked to this tragic attack. What specifically in the current designs will make it more difficult for a similar attack(s) to occur?

Hostile Vehicle Mitigation (HVM) is significant investment so it is an initiative that is being dealt with on a City-wide basis outside of this project. Once City-wide risks and mitigation standards have been determined, they can be applied to the yongeTOMorrow design concept. Incorporating HVM is simplest in pedestrian priority areas.

67. Please confirm that there will be gates blocking off the pedestrian focused areas during the day and that emergency services will have access to the road if need be by opening the gates?

The gates would wide enough to visually discourage drivers, while allowing emergency services and people cycling to pass.

Timelines

68. When is construction expected to take place?

Construction will take in two years and is recommended to take place from 2023 – 2025. This is contingent upon funding and coordination with other construction projects in the neighbourhood.

69. When is it anticipated that Phase Two of the EA from College to Davenport will go ahead?

Phase 2 is targeted to commence in 2021 following the completion of yongeTOMorrow.

70. Given construction is not expected until at least 2023, is there be an opportunity to do a pilot of yongeTOmorrow ahead of construction?

It is up to City Council to consider the benefits of a pilot compared to overall costs of pilot implementation and provide direction to staff. Significant traffic modelling and analysis have taken place as part of the yongeTOmorrow study.

Transit

71. Can you elaborate on how TTC service will be integrated as part of this new design?

The 97B day bus service within the Focus Area would be discontinued or rerouted, The 320 night bus and subway replacement shuttles would be maintained. No changes are planned to streetcar routes or subway services.

Night bus stops along Yonge Street would be shifted closer to major intersections.

72. What about the buses on Yonge Street?

The daytime bus route would be discontinued or rerouted. The night bus and subway replacement shuttle service would not be impacted.

73. How does Yonge Street function in the event of an "emergency"(not the scheduled) subway closure and will shuttle buses have access?

Discussions with TTC on arrangements for emergency shuttle buses during daytime subway closures are ongoing.

74. Are you planning upgrades to the subway stations or more a second entrance at Dundas Station?

While the TTC is a City agency, it operates separately from Transportation Services with a separate capital plan. For this project, TTC is a member of the Technical Advisory Committee to ensure coordination between yongeTOmorrow and subway upgrades. The TTC is assessing opportunities for a second exit at Dundas Station, in coordination with developers, the City and Ryerson University. YongeTOmorrow cannot recommend new entrances to TTC stations or station renovations.

75. Are any upgrades planned to TTC stations?

The TTC has [ongoing plans for upgrades to subway stations](#) which are separate projects not part of yongeTOmorrow

Well-Being

76. How will you address homelessness?

YongeTOmorrow is a transportation study. It will not recommend programs to address homelessness. Shelter support and housing staff are part of the technical advisory committee and provide advice on how street design may impact those experiencing homelessness and behaviour on the street. Stakeholder concerns related to homelessness will be documented in the study report for City Council's information and consideration.

77. How is this study addressing increased drug use?

This is a transportation study. It will not recommend programs to address drug use. Public Health staff are part of the technical advisory committee and provide advice on how street design may impact those experiencing addiction and drug related behaviour on the street.

Stakeholder concerns related to drug use will be documented in the study report for City Council's information and consideration.

78. What is your plan to clean up discarded needles?

Enhanced/alternative maintenance plans related to syringes will be evaluated and considered for Yonge Street during detailed design in consultation with Toronto Public Health during detailed design.

Other

79. Is there a maintenance strategy?

Detailed maintenance plans will be developed during the next stage of design once the preferred concept is finalized.

80. How will the street be programmed?

The Design Team recommends that strategies to provide public realm programming and be developed in the next phase of design in consultation with key stakeholders like the Downtown Yonge BIA.

81. Was the PATH considered or is it outside of the project scope? As the Eaton Centre is the north end of PATH as of right now, it seems like this project would work almost like the extension of PATH at ground level.

The scope for the study is to evaluate future designs for Yonge Street at ground level within the transportation right-of-way.

82. Are e-scooters legal or illegal on streets and sidewalks?

E-scooters are not legal for use on roadways or sidewalks in the City of Toronto. Read the [most recent report](#) on this, which was referred back to staff.

83. Have we learned lessons from mixed modes on Queen's Quay that were incorporated into the design of this plan (e.g. differentiate sidewalk from bike lane)? An earlier question noted the design might be too complicated for people to understand. I think the Queen's Quay design was also confusing?

Yes. Incorporating a dedicated, high-volume cycling facility into an area with high pedestrian volumes and high tourism and entertainment uses is challenging. In these areas, the street design should not encourage high speeds or a right-of-way for the faster mode, especially if there is limited space. For this reason, a separated cycling facility is not recommended on Yonge Street from Gerrard Street to Queen Street, but rather on University Avenue from College Street to Adelaide Street.

84. Are there plans to extend the project south of Queen to the Lakeshore?

South of Front Street, the [Lower Yonge Precinct EA](#) and [Public Realm Concept Plan](#) were completed in 2018 and is currently in detailed design.

85. With thousands of pedestrians coming out of the towers to get home after work south of Queen, why was the project area limited to north of Queen Street?

The Study Area was determined in consultation with the Councillor, community stakeholders and developers, and took into consideration the southern boundaries of the:

- [Downtown Yonge BIA](#)
- [Official Plan](#) Site Area and specific policies
- [Celebrate Yonge](#) street event

86. How will you make sure utility companies do not ruin the pavers and cause a mess?

Once the street is reconstructed, a five-year moratorium on excavations would go into effect. This ensures that the integrity of the pavement structure is protected and also serves to minimize the disruptions and inconvenience to the public resulting from repeated construction activity. Curbside activity zones have been designated for delivery activities.

87. Was a timeline set for the completion of the roadwork in the Yonge and Eglinton area?

The Eglinton Crosstown Project is expected to be complete in 2022. Stay up to date with [construction updates for Yonge and Eglinton](#).

88. Will the project include renovation/upgrade of adjacent laneways?

No. Most of the laneways within the Focus Area have either recently been rehabilitated or will be as upgraded as part of a development project.