

KEY PROPOSED POLICIES

3.7.1

The transportation policies in this Secondary Plan focus on the efficient movement of people and goods within and around the area. The use of transit and active transportation modes will be prioritized and supported by:

- (a) Ensuring land use patterns and a mix of uses that enable live-work proximities and access to daily needs that reduce the need for longer trips;
- (b) Improving public transportation, walking and cycling capacity and accessibility as part of new development and public works;
- (c) Promoting more efficient use of available and planned transportation infrastructure and encouraging increased use of transit and active transportation modes that reduce non-essential driving and the environmental impacts of automobile traffic; and
- (d) Encouraging the integration of major transportation infrastructure with improvements to the public realm, particularly around transit stations and intersections.

3.7.2

Active transportation improvements in the Secondary Plan Area will include:

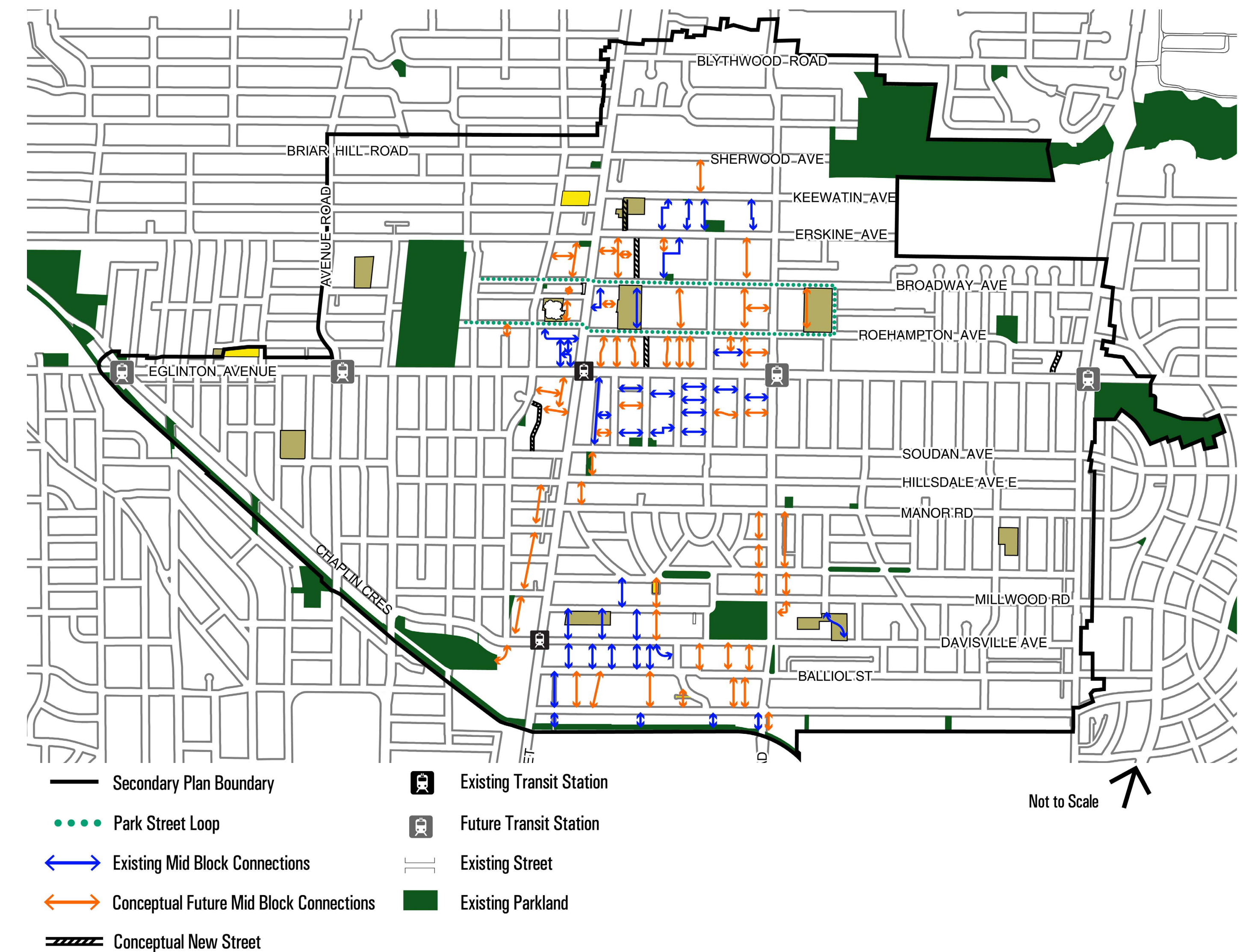
- (a) prioritization of pedestrian and cycling infrastructure;
- (b) enhanced pedestrian access and connections;
- (c) enhanced pedestrian facilities, such as the provision of wider sidewalks, additional protected crossings, enhanced connections to key destinations and curb extensions where appropriate;
- (d) implementation of priority cycling network routes and connections and infrastructure identified on Map 21-14 (Cycling Network);
- (e) provision of amenities for pedestrians and cyclists, such as street furniture, streetscape treatments, benches, wayfinding signs, shelters, and bike repair stations;
- (f) securing funding contribution and publicly accessible spaces for bike share systems from development applications; and
- (g) converting pedestrian crosswalks to full traffic lights where needed given high pedestrian volumes and safety concerns.

3.7.4

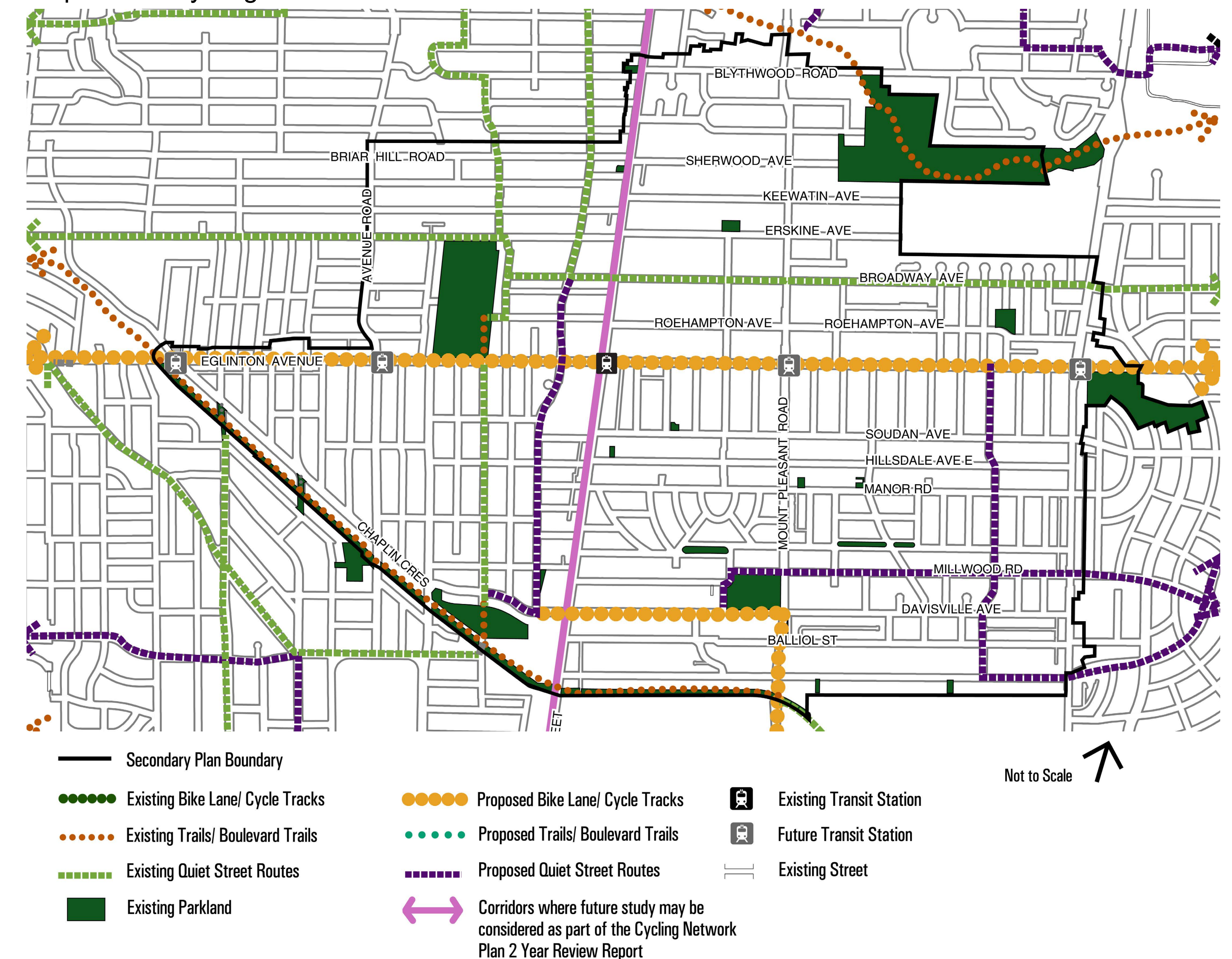
Improvements to streets and connectivity in the Secondary Plan area will include:

- (a) adopting a complete streets approach when planning, designing, refurbishing or reconstructing existing or planned streets to provide improved transportation choices and ensure safety and accessibility for all street users;
- (b) designing and securing new public streets or mid-block connections within development sites, where appropriate; and
- (c) restricting site access for development on major streets and consolidating site access where appropriate.

Map 21-13: Pedestrian Network



Map 21-14: Cycling Network

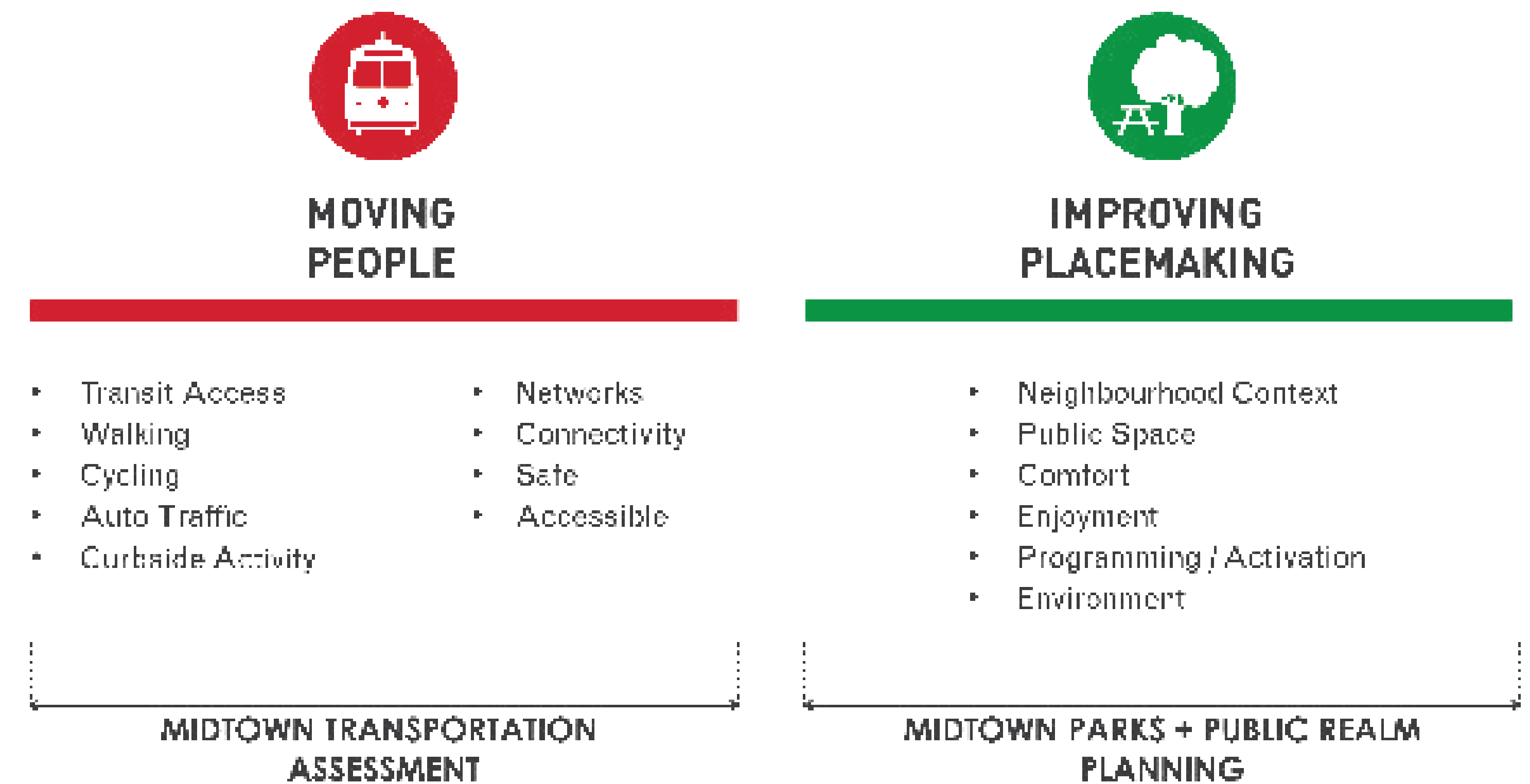


Transportation Assessment

A Transportation Assessment of the Yonge-Eglinton area is being completed as part of the Midtown in Focus study. The Assessment supports the vision, goals, and policies of the Yonge-Eglinton Secondary Plan and is closely aligned with the Parks & Public Realm Plan.

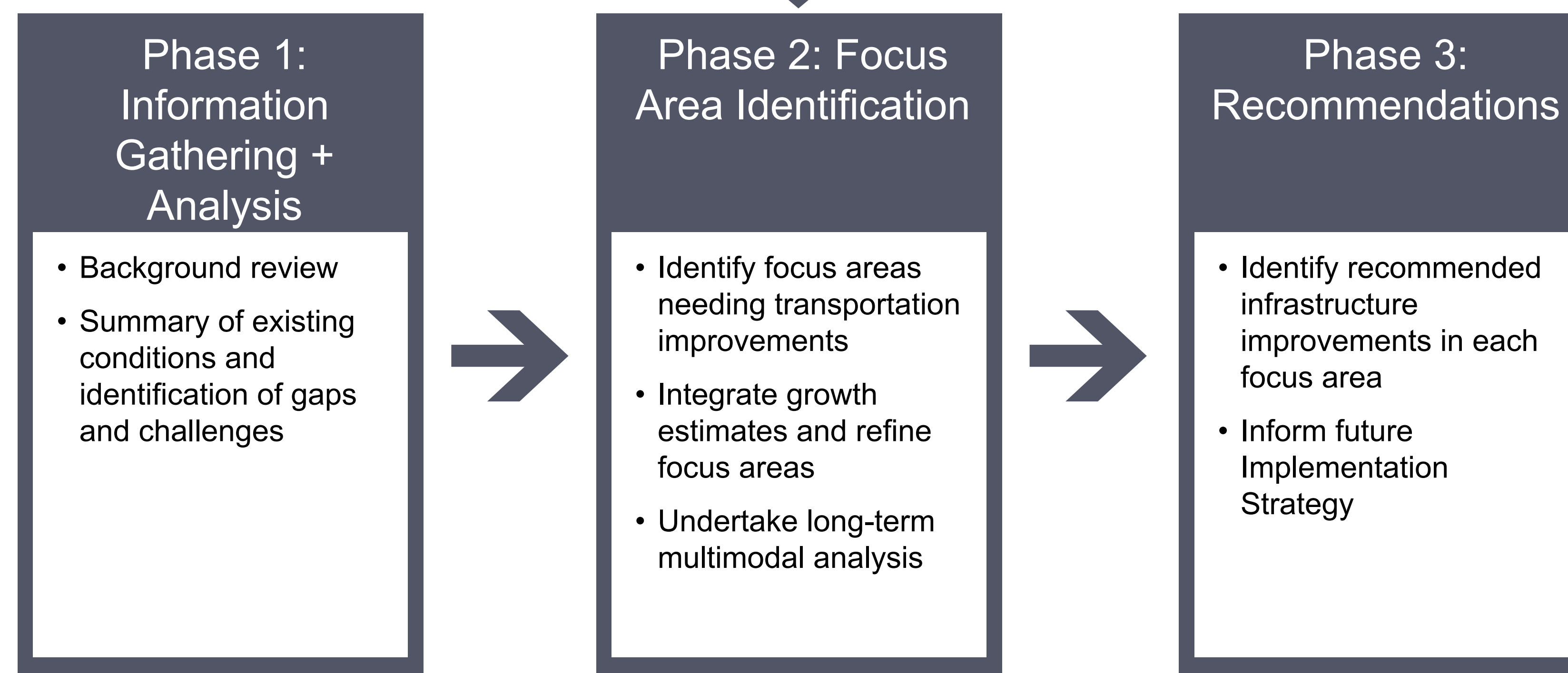
The primary focus of the assessment is to identify local transportation needs within the Yonge-Eglinton Area and to improve mobility in and through the area. The Assessment will identify a range of transportation infrastructure improvements to safely move people in and around Midtown and support a shift to active and sustainable travel modes in the context of the anticipated growth and completion of the Eglinton Crosstown LRT.

Additionally, the assessment will assist with identifying opportunities to align transportation infrastructure capital planning with long-term growth, and inform the review of development applications in the area.



Study Process

WE ARE HERE



Phase One: Background Review

In order to help identify key issues and challenges facing Midtown, a background review and analysis was undertaken, including:

- **Scan of existing planning policies & guidelines:** Provincial Growth Plan, Metrolinx Regional Transportation Plan, City of Toronto Official Plan, City-wide rapid transit planning, Eglinton Connects, Mobility Hub Guidelines, Complete Streets Guidelines, etc.
- **Review of area travel trends and characteristics:** analysis of TTS data, Census data, travel time analysis, trip distribution, mode share, etc
- **2017 Midtown Travel Survey:** An online survey of area residents and workers to assist in developing a more current snapshot of movement trends and characteristics in Midtown
- **Review of safety data:** historical collision data for the area
- **Analysis of area traffic data:** Intersection traffic volumes and intersection capacity analysis, origin-destination trends for through traffic, etc.
- **Analysis of pedestrian and cycling data:** intersection pedestrian and cycling volumes, inventory of sidewalk widths, area walkshed analysis and mapping, inventory of existing cycling infrastructure, review of planned 10-Year Cycling Network Plan, etc
- **Review of TTC transit ridership data:** TTC subway ridership and capacity data

Key Issues and Challenges

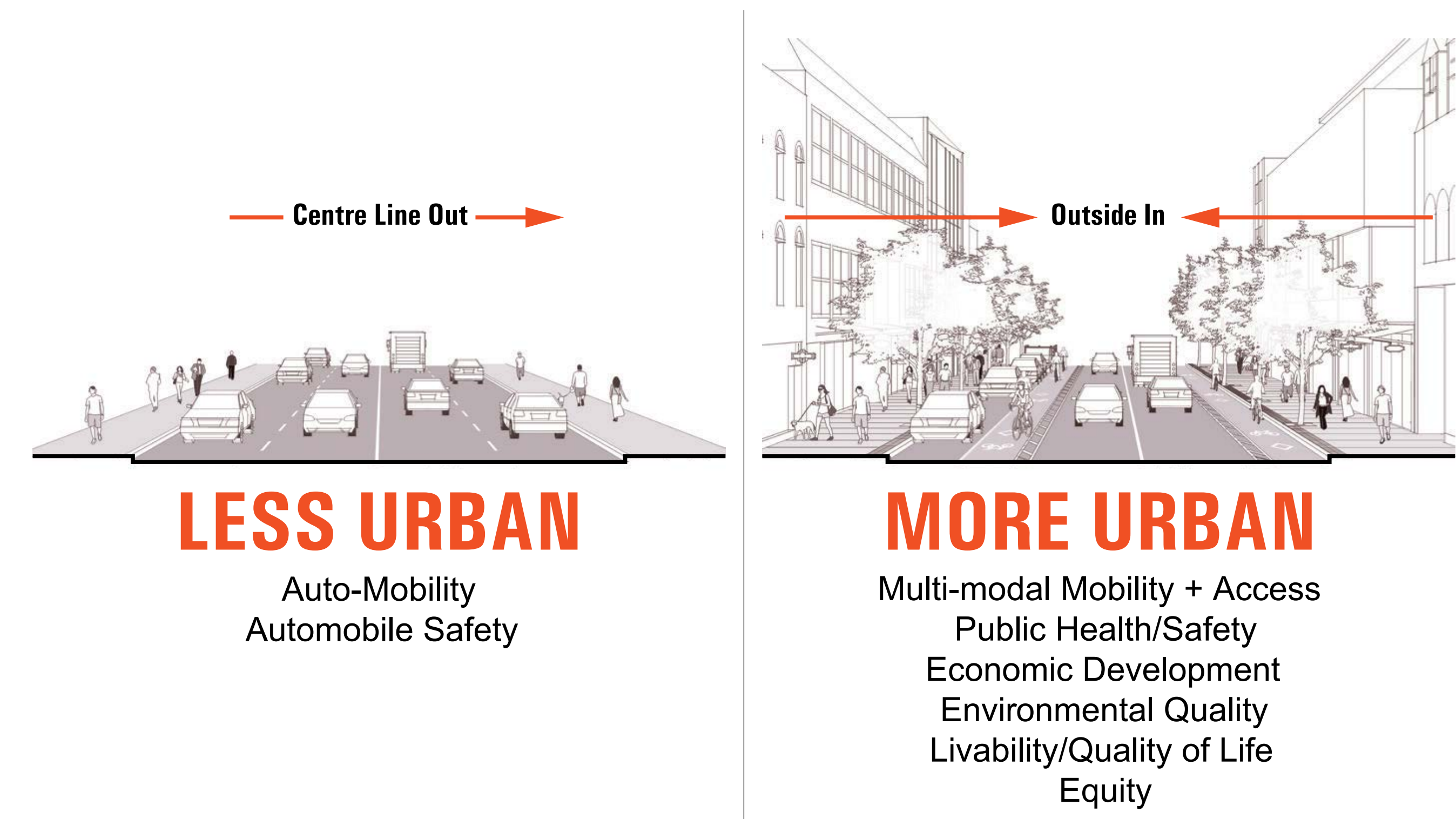
Future population and employment growth will continue to increase demand for travel into, out of and within Midtown, putting more pressure on existing transportation and transit infrastructure

New development in Midtown should help create a compact, transit-supportive community with a mix of land uses that support more sustainable transportation choices to help reduce auto dependency.



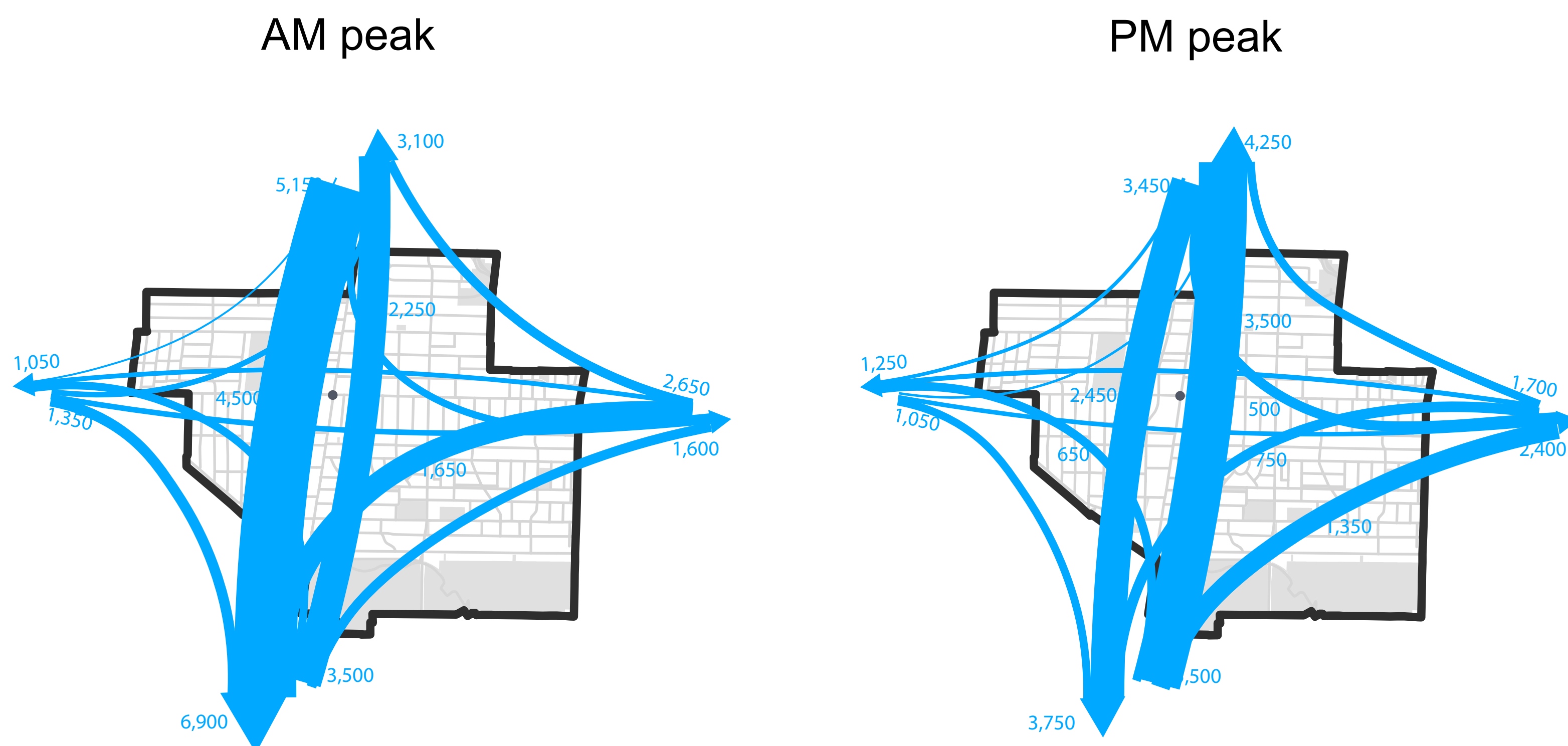
Midtown is a built up urban environment with limited street space

Redesign key streets to move more people more efficiently and achieve mobility and placemaking objectives.



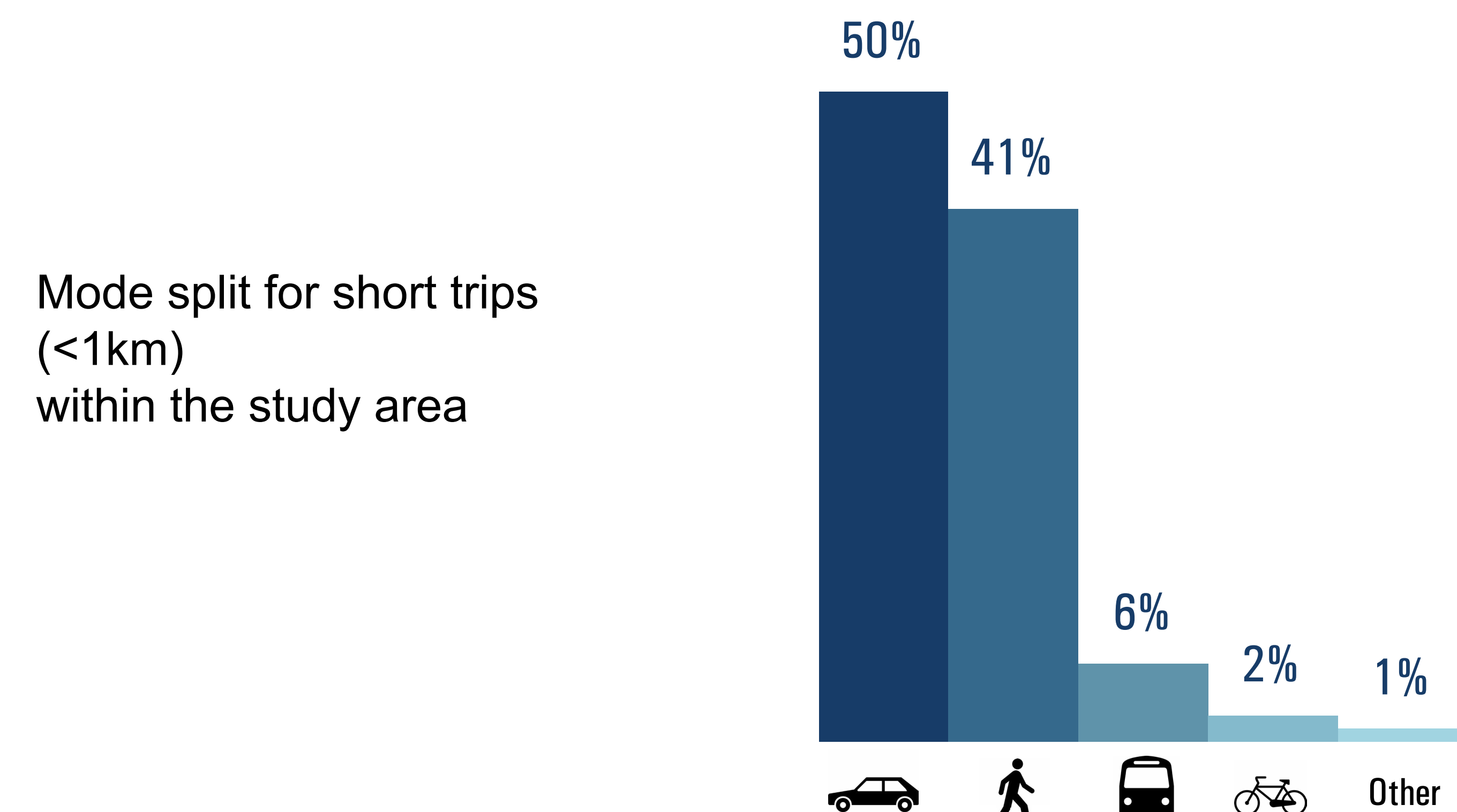
Significant auto traffic congestion occurs during rush hours, but is mostly 'through traffic' generated from outside the local Midtown area

Continue to reduce auto traffic generated within Midtown and better manage auto traffic congestion and curbside activity.



Many people in Midtown are choosing to drive for short, local trips

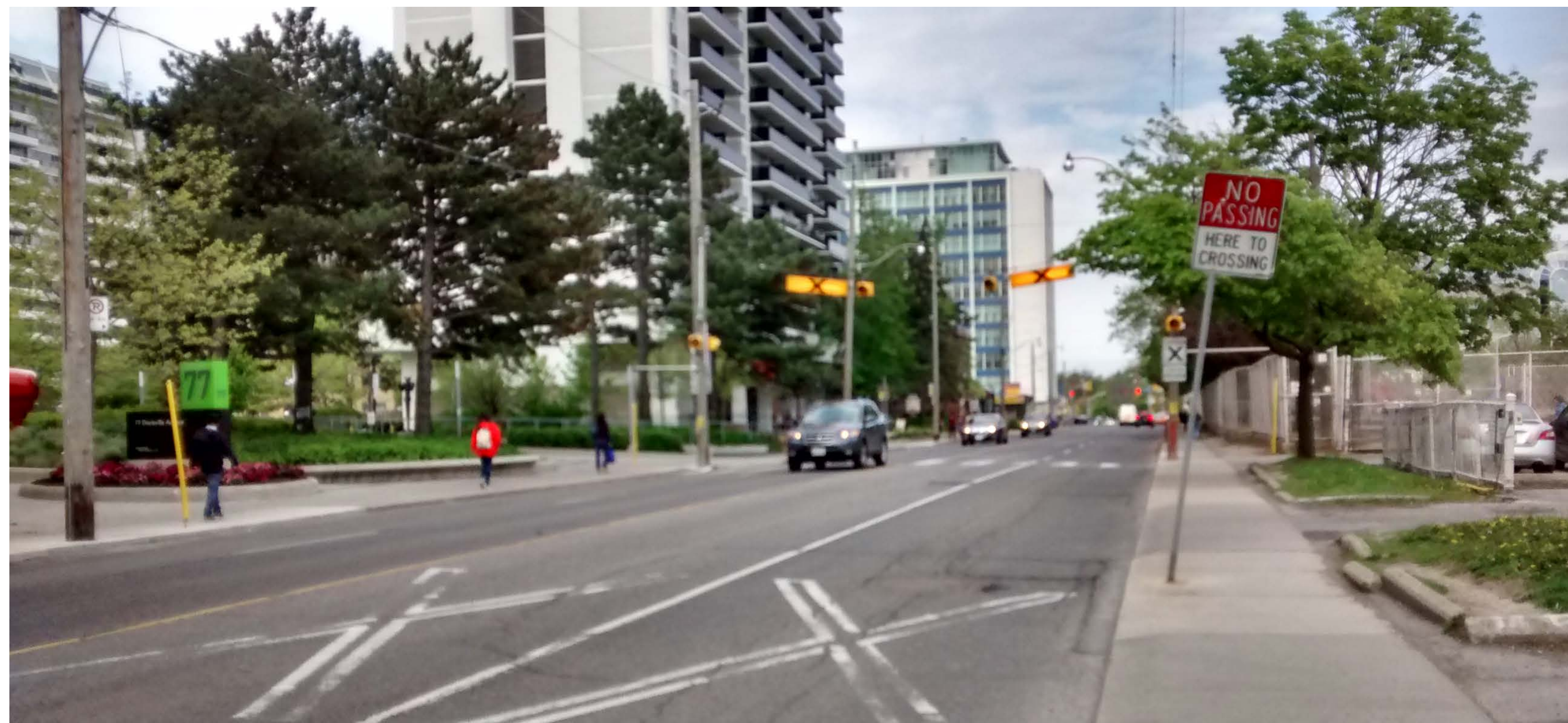
Improve local walking and cycling infrastructure to encourage more people to walk and cycle for short trips.



Key Issues and Challenges

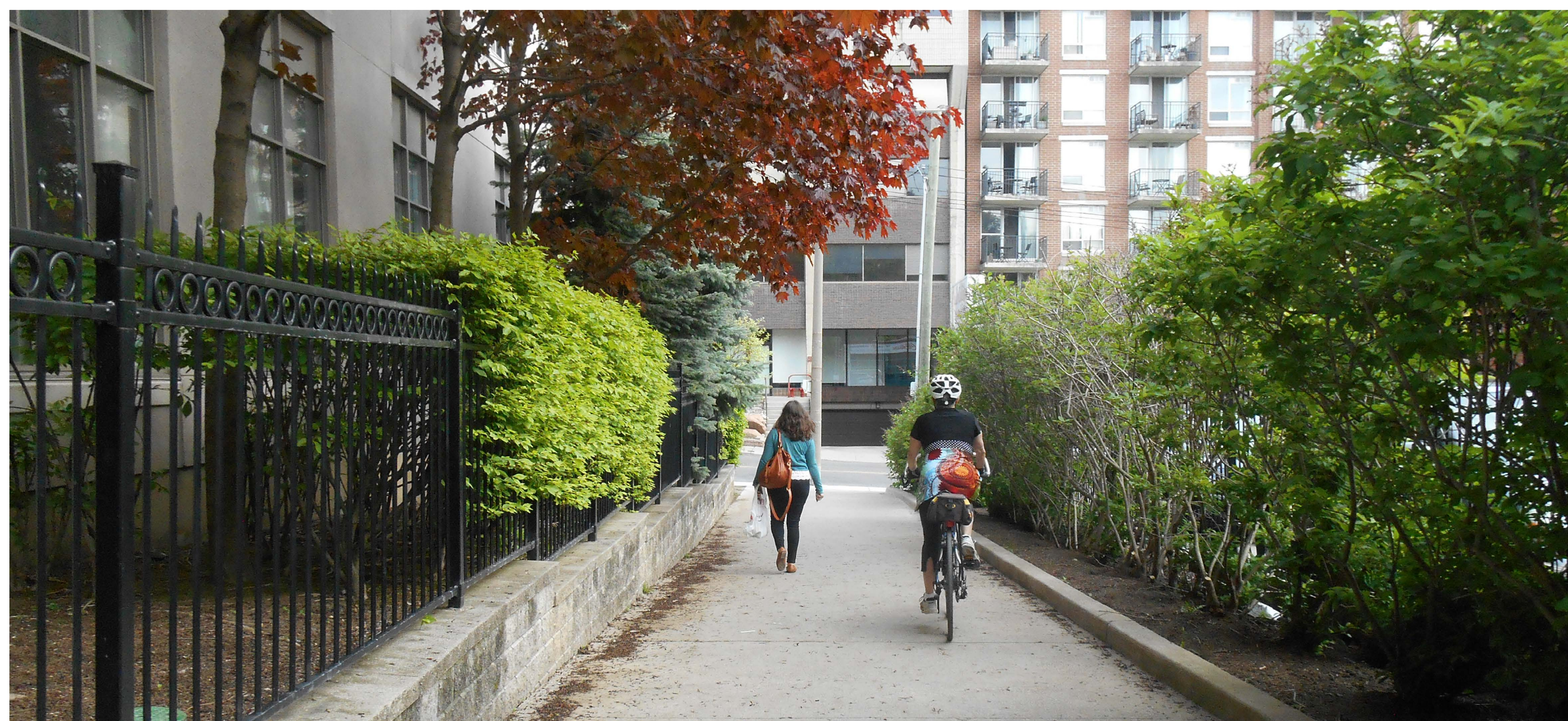
Future growth will result in more people walking and cycling, but key streets and intersections are currently designed mainly for cars

Pedestrian and cycling improvements are needed on several key streets and at major intersections to provide more space and improve safety.



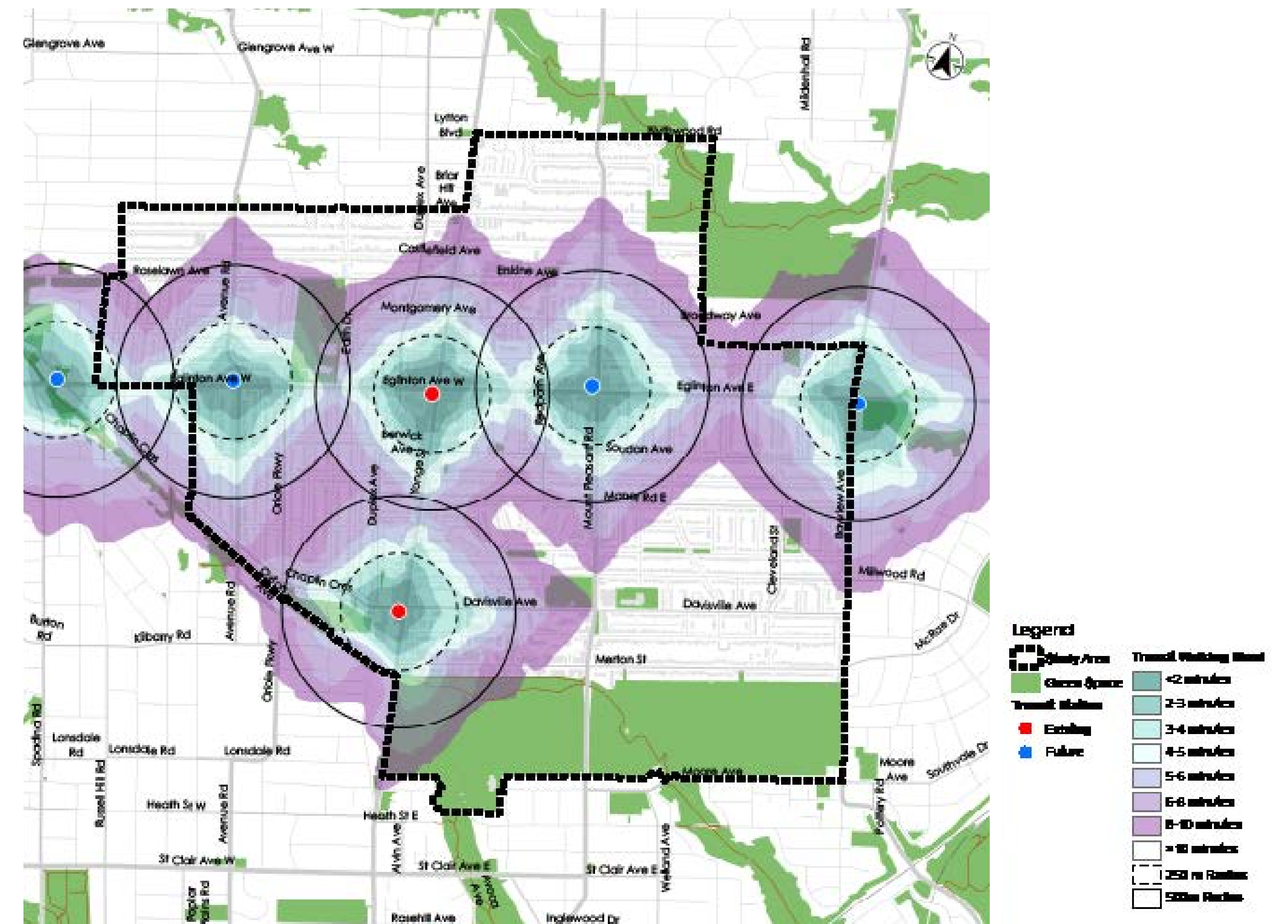
The area generally has a fine grain street network for pedestrian and cycling connectivity, but there are some larger blocks

More mid-block and street connections are needed to improve permeability within and through the area.



Increasingly more people will live or work within close distance to a rapid transit station

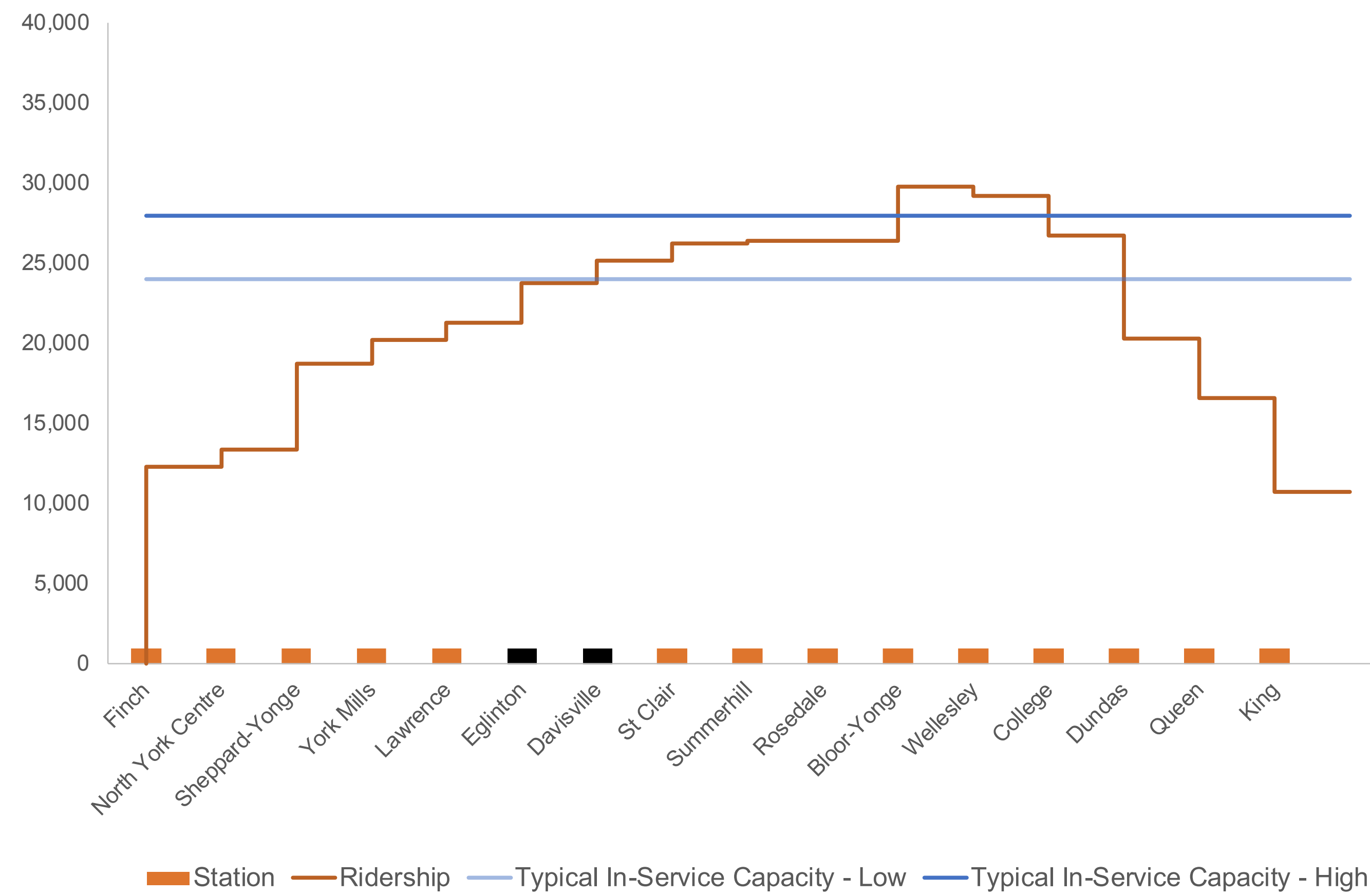
Walking and cycling improvements are needed to improve access to and from neighbourhoods outside the immediate station areas. Additional mobility choices should be provided as part of stations and new developments: car-sharing, bike sharing, etc.



Key Issues and Challenges

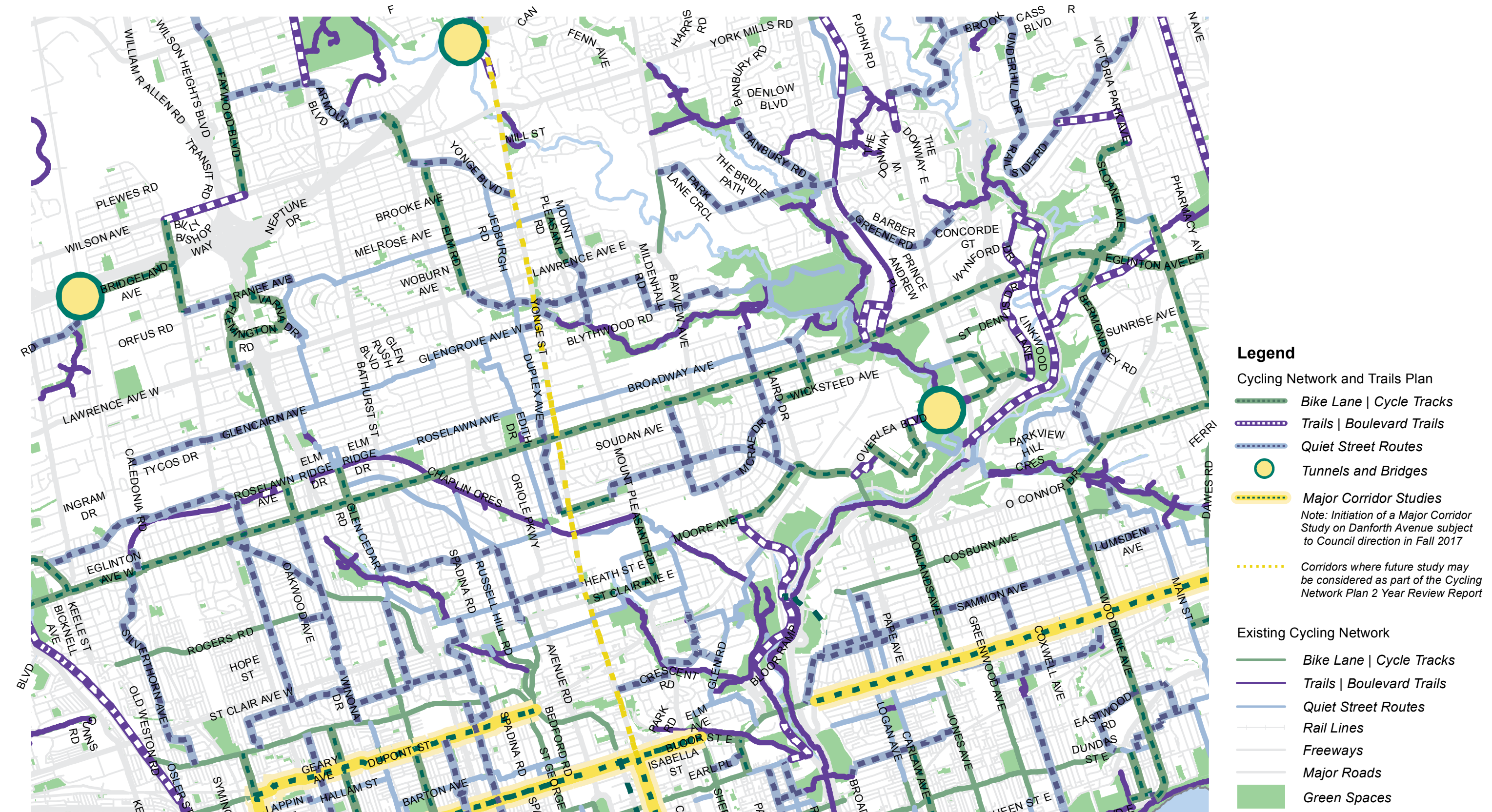
There are significant crowding issues during the rush hours on the Yonge subway line

Operational improvements and city-wide rapid transit network planning initiatives are underway to address crowding and capacity issues.



There are gaps in the cycling network within Midtown and a lack of connections with the surrounding city-wide cycling network

Build on the 10-year Cycling Network Plan to identify new or upgraded cycling routes and make a more complete cycling network in the area.



Council approved cycling projects

Transportation technology is rapidly evolving and people's travel behaviour will also change over time with flexible work hours and locations

New technology like automated or electric vehicles, is appealing, but it isn't a "silver bullet" that will solve the city's transportation challenges. In some cases, it could cause more traffic congestion. It's important to plan for emerging technologies, but ensure that the vision and goals for Midtown are maintained.

