

May 13, 2016

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)




Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out a study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

We invite you to attend a Public Open House to learn about the City’s study, the work completed to date, and the next steps in this process.

Date: Wednesday, May 25, 2016
 (Please note that an earlier version of this notice stated Monday, May 25, 2016 in error. The City apologizes for any confusion this may have caused.)

Time: Drop in anytime from 5:00pm – 8:00pm

Place: North York Memorial Hall
5110 Yonge Street (one level below the North York Central Library)



What is being considered?

A number of opportunities will be considered, including:



Adding street trees, lighting, and street furniture



Adding bike lanes or cycle tracks on Yonge Street



The future of the landscaped median



Enhancing sidewalks and boulevard widths



Integrating adjacent parks and public open spaces



Improving pedestrian crossing facilities



Re-configuring right-of-way and traffic lanes



Improving safety for all users

What are the options?

The following options are currently being considered:

- 1 Do Nothing
- 2 Enhance: Focus on improving the streetscape
- 3 Modify: Minor reconstruction
 - Bike lanes
 - Pedestrian improvements, including widening sidewalks and enhancing crossings
- 4 Transform: Major reconstruction
 - Cycle tracks
 - Pedestrian improvements, including widening sidewalks and enhancing crossings

Options 2, 3, and 4 will all include enhancements to urban design (such as benches, lighting, and public art) and enhanced connections to public spaces (such as Mel Lastman Square and nearby parks).

What is an environmental assessment?

The study is being carried out in accordance with the requirements of the *Environmental Assessment Act* and will provide opportunities for public input at key stages. An environmental assessment is a planning and decision-making process that is used to assess changes to public infrastructure.



We would like to hear from you:

If you have questions, please contact us. If you are unable to attend the public open house, you will be able to view the materials online, fill out a comment form, and submit feedback until June 8, 2016.

برای درخواست کمک در لطفاً با 311 تماس بگیرید.

한국어로 도움이 필요하시면, 311 번으로 전화하십시오.

Participate in a brief survey. Visit the project web page at toronto.ca/reimaginingyonge.

Sr. Public Consultation Coordinator	Kate Nelischer, knelischer@toronto.ca, 416-392-4360
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311
Website	toronto.ca/reimaginingyonge

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

REimagining Yonge (Sheppard to Finch) EA Study Public Open House 1 Summary

Prepared by Kate Nelischer
Sr. Public Consultation Coordinator
City of Toronto

June, 2016



Public Open House #1
May 25, 2016, 5pm – 8pm
Memorial Hall, North York Civic Centre

The first Public Open House was held on Wednesday, May 25, 2016 at Memorial Hall in the North York Civic Centre to share information about the study and next steps in the process.

Notification

- Approximately 66,000 notices were mailed to addresses in the study area through Canada Post on May 13, 2016
- A Notice of Study Commencement and Public Open House #1 was placed in the North York Mirror (East) on May 12, 2016 and May 19, 2016
- Information about the Open House was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Open House was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

Attendees

188 people signed in to the Public Open House. Many attended and chose not to sign in.

Project Team Members in Attendance

- Ashley Curtis, Transportation Services
- Jeff Dea, Transportation Services
- Marilia Cimini, Transportation Services
- Jacquelyn Hayward Gulati, Transportation Services
- Dave Dunn, Transportation Services
- Shawn Dartsch, Transportation Services
- Shawn Dillon, Transportation Services
- Shalin Yeboah, Major Capital Infrastructure Coordination
- Leo Desorcy, City Planning
- Sasha Terry, City Planning
- Victoria Witkowski, City Planning
- Dewan Karim, City Planning
- Kate Nelischer, Public Consultation
- Robyn Shyllit, Public Consultation
- Jim Gough, WSP/MMM
- Raj Mohabeer, WSP/MMM
- Meghan Bratt, WSP/MMM
- Mehemed Delibasi, WSP/MMM
- Greg Moore, WSP/MMM
- Michelle Louli, WSP/MMM
- Dave McLaughlin, WSP/MMM
- Michael Parker, WSP/MMM
- Ken Greenberg, Greenberg Consultants

Information Presented

The first Public Open House focused on sharing the opportunities for consideration along Yonge Street, and presenting the options available to the City. The following information panels were displayed at the Public Open House and can be found on the project webpage:

- Welcome
- The project and study process
- Study area
- Accommodating planned growth
- Transportation trends and improvements
- Problem and opportunity statement
- Existing conditions: safety
- Existing conditions: pedestrian crossing and landscaped median locations
- Current cycling trips
- Transportation operations: study area
- Transportation operations: study focus area
- Existing conditions: public and private parking
- Existing conditions: cultural and natural environments
- Existing cross sections: northern portion of the study area
- Existing cross sections: southern portion of the study area
- Public realm / streetscape: have your say
- Opportunities to integrate public spaces
- Street design elements
- Potential visions for Yonge Street
- Alternatives for Yonge Street
- Evaluation Criteria
- What you've told us so far
- Design charrette: your chance to participate
- Next steps

Feedback Requested

Participants were invited to ask questions and provide comments about the project in general, but the project team was also specifically seeking the following:

- Their perspective of Yonge Street
- How they typically travel on Yonge Street
- Feedback on the alternatives identified
- Assessment of the proposed evaluation criteria

Public Comments

The project team was pleased to receive many comments and questions both from people who live and work in the study area as well as many who travel through it. This feedback came in the following forms:

- 67 comment cards submitted by June 8, 2016
- 173 sticky notes were filled out and posted on the display panels
- 88 comments were submitted separately via email or phone by June 8, 2016
- Staff spoke with attendees and recorded notes

Many of the participants responded positively to the initiation of the REimagining Yonge Street (Sheppard Avenue to Finch Avenue) Environmental Assessment Study, recognizing that Yonge

Street is in need of improvements. There was excitement over the potential opportunities to reimagine Yonge Street and better accommodate all modes of transportation, and support for the "transform" alternative.

Below is a summary of the feedback received including individual comments. Comments have been grouped according to the evaluation criteria.

Long-Term Resilience

Participants were interested in the maintenance of Yonge Street and encouraged the City to think about the projected growth of the study area, changes in demographic and the long-term impacts of the design.

- Health of local residents is a priority
- Noise reduction is important
- Air quality is important
- Property values should be considered
- Growing senior population
- How are socio-economic conditions and ethnicities being considered?
- There should be an enhanced system for regularly cleaning the sidewalks
- Funding for this project should be redirected to addressing neighbourhood maintenance issues, such as potholes
- Snow removal along Yonge St. needs to be improved
- Need to address waste receptacles, they attract raccoons and birds
- Tree maintenance is important
- Planter boxes should be well maintained
- Replace black key paving stone in sidewalks, many have shifted and broken
- Where will snow be stored?
- New waste receptacles with clear sorting instructions needed

Accessibility, Mobility & Transportation Infrastructure

Participants prioritized safety and ensuring that Yonge Street supported all modes of travel (walking, cycling, taking transit, and driving). There was general support for wider sidewalks, additional pedestrian amenities, cycling lanes, and a landscaped median. There was some concern that a reduction in vehicular lanes would increase traffic congestion. Most felt that on-street parking on Yonge Street was not a priority as currently parking is only available during off-peak hours and there is not a significant amount of spots available. Participants felt that sufficient parking was available elsewhere.

- Safety should be a priority
- Ensure safety and usability by all users as a priority over single-occupant vehicles
- The accessibility criteria should include child-friendly infrastructure
- Alternative vehicles, ride share, and HOV should be considered
- Main streets like Yonge St. should be dedicated to pedestrians first, vehicles second
- Reduce Yonge St from 6 lanes to 4 lanes
- Sidewalks should be widened and traffic lanes should be reduced
- Traffic speeding enforcement needed
- The speed limit on Yonge St. should be reduced
- Side streets are too wide for children to cross
- Vehicular traffic should be separated from cycling and pedestrian traffic

- Narrow the lane widths to reduce traffic speeds
- Noise from traffic is disruptive
- Traffic on Doris Ave is very loud
- Parking along Yonge Street is not a top priority as there are many alternative parking opportunities
- Build a multi-story parking garage to eliminate on-street parking
- Only allow parking outside of rush hour
- Paid parking on Hillcrest Ave. creates narrow passageway for cars to move through
- Allow space for food trucks to park
- Provide parking spaces for car share vehicles
- Reduce parking congestion at Finch Subway Station
- Include a taxi stand
- Need additional TTC routes in North York
- Need enhanced Viva-GO service
- Need a dedicated bus lane
- Pedestrians often cross mid-block, which is dangerous and slows traffic
- Median takes up space and encourages mid-block crossings
- Need more up-to-date traffic study
- Need better access for emergency vehicles traveling from Yonge St. to side streets
- No right turns on reds
- Traffic lights should be synchronized to move traffic quickly
- Need to consider how vehicles move in and out of the study area, ie north of Finch Avenue
- Consider adding overpasses along Yonge Street to allow traffic to move quickly
- Frustrating that vehicles have few opportunities to make left turns off of Yonge Street and right turns onto Yonge Street.
- Doris Ave and Beecroft Rd would be more useful if they connected to Highway 401, and would eliminate congestion on Yonge St.
- Accessibility for commercial service and supply vehicles is important
- This study should extend south of Highway 401
- Traffic congestion is caused by the traffic lights just east of the intersection of Yonge St. and Finch Ave., which allow TTC buses to turn into the station. This is also a potential safety issue as the intersection is so close to Yonge Street that many vehicles do not see it and drive through red lights.
- Traffic congestion in the area
- Keep the current number of vehicle lanes or increase, do not reduce
- Often a long line of vehicles along Yonge Street waiting to access the ramp to Highway 401
- On-street parking is needed to access shops
- More free parking to entice visitors
- It may be difficult for seniors to access shops without on-street parking

Natural Environment

Many participants recognized opportunities to enhance the natural environment within the study area with additional trees and plants.

- Should be environmentally friendly
- Wildlife is a priority
- Water conservation is important

- Plantings should be pollinator friendly
- Consider urban agriculture
- Building owners should fund landscaping improvements
- Encourage tree donations to enhance tree canopy
- Use water collection devices to irrigate planters
- Support for the landscaped median
- Build a green roof on top of community centre at Yonge St. and Churchill Ave.
- Use a variety of trees and plants
- Consider shrubs instead of trees
- Pine bushes in the Rose Garden are dark and uninviting

Cycling and Walking

Most participants were supportive to improvements to the pedestrian realm and the inclusion of bike lanes in the proposed design. Many felt that wider sidewalks and cycling infrastructure would make the area more inviting and vibrant.

- Improving the pedestrian realm will reduce traffic as a by-product
- Provide raised landscaped pedestrian walkway and cycle lanes
- Build barriers to protect pedestrians from vehicular and cycling traffic
- Add more benches
- Rearrange street furniture to provide a wider pedestrian clearway
- Need pedestrian crossing button at Yonge St. and North York Blvd.
- Need more ramps to accommodate people with disabilities
- Sidewalks are in poor condition with uneven paving, cracks, and patched utility cuts
- Increase sidewalk width along Doris Ave.
- Pedestrian crossings should be clearly marked
- Most intersections provide sufficient time for pedestrians to cross
- All intersections should have standardized pedestrian crossing markers in the pavement
- The intersection of Church St. and Kempford Ave. does not allow sufficient time for pedestrians to cross
- Encourage pedestrians to cross the Yonge St. and Sheppard Ave. intersection underground through TTC facilities
- The Yonge St. and Finch Ave. intersection needs improvements for pedestrian crossings
- Intersection of Yonge St. and North York Blvd. needs to be improved, difficult to cross
- Eliminate push button intersections, as many pedestrians don't understand they need to use the buttons to trigger the walk signal
- Build an underground pedestrian network, like the PATH system downtown
- Improve pedestrian conditions in construction zones, where pedestrians are often forced to walk on uneven and slippery surfaces
- Propose a Yonge St. – Highway 401 – Don Valley West ByPass multi-use trail to allow a separate grade crossing of Highway 401 and connect the multi-use trails of Earl Bales Park and York Mills Subway
- Propose a multi-use trail along the City's right-of-way along the North York Service roads of Beecroft Rd and Doris Ave
- There should be enough room on the median for pedestrians to feel safe
- Yonge Street needs cycling facilities
- Need separated bike lanes
- Connect bike lanes to Finch Hydro Corridor
- Need covered bike storage areas

- Add Bixi stations
- Support raised bike lanes
- How will the City address bike lanes ending at Sheppard Ave.?
- Other cities like Amsterdam are flatter and more conducive to cycling than Toronto. Bike lanes aren't needed here
- Cycling lanes should be on Doris Ave. and Beecroft Ave. instead of on Yonge St.
- Opposed to bike lanes as they could potentially slow traffic
- Sidewalks are wide enough as they are

Cultural Heritage & Built Heritage Resources

Comments did not focus on heritage during this phase, however some participants noted they were supportive of recognizing existing heritage features.

- Need greater regard for the history of Yonge St., e.g. Gibson House

Costs

Participants recognized REimagining Yonge Street would require significant costs, but many felt the improvements were necessary and worth this expense. Some were concerned the cost would direct funds away from other important issues in the city.

- Consider both capital and maintenance costs
- Province should be involved in funding
- Concerns about the amount of City funds dedicated to transportation projects instead of poverty reduction initiatives
- Transit and low-cost housing should be priorities and City funds should be directed there instead of to transportation projects
- Funds should be going to police enhancements instead

Constructability & Utilities

Comments did not focus on constructability and utilities during this phase.

Planning: Vision and Identity

Participants were largely excited by the prospect of REimagining Yonge Street and recognized a need for improvements to the Yonge Street corridor. There was support for the goal of this project.

- A transformation is important. Hundreds of thousands of people live and work in this area and it needs a vibrant core
- Need youth meeting spaces
- Look to precedents
- Community criteria should include civil society groups, non-profit organizations, and small businesses
- More park spaces needed along Yonge St.
- Add public gardens near the schools for students to access
- Host more events in Mel Lastman Square
- Cultural events are important to fostering cultural exchanges and giving insights into the relationships between people and spaces
- The only nice spots to sit are in Mel Lastman Square, need additional spaces like this
- Add a public space north of the Finch Subway Station
- Improve Mel Lastman Square and Toronto Centre for the Arts

- Add benches and picnic tables in cemetery and at the federal building
- Add art to private spaces that can be used by the public
- Create destinations, like the Toronto sign in Nathan Philips Square
- Add trees, art, fountains, and plants
- More patio space needed
- Add benches near trees
- Use solar street lighting
- Add a farmer's market
- Provide data for park utilizations
- Need more spaces like Gibson Park
- Turn plaza in front of the federal building into a skate park and splash pad
- The area needs more office buildings
- Commercial development needed
- Avoid public art
- Low, in-ground planters could be a tripping hazard and could encourage vandalism

Opportunities for Design Excellence

Many participants were excited by the opportunity to create beautifully designed spaces and better connections between the pedestrian realm and the buildings along Yonge Street.

- The design of the buildings and public spaces along Yonge Street is lacking
- Introduce new architectural standards for the condominium and retail podiums to make them more appealing
- Look to examples like Boston, London, Paris, Copenhagen, Amsterdam, Vancouver, and Rotterdam
- Mill Street in Toronto is a good precedent
- Encourage smaller scale development instead of high rises
- Planters are in poor condition
- The litter along Yonge St. needs to be addressed
- The architecture and width of Yonge St. is too large for human scale
- Yonge St. is very windy

May 30, 2016

REimagining Yonge Street Environmental Assessment (Sheppard Avenue to Finch Avenue)




Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out a study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

Thank you to everyone who attended the first Public Open House on May 25, 2016. We invite you to attend a Design Charrette to collaborate with the project team on identifying a preferred alternative solution and developing design alternatives for Yonge Street.

Please note that the same information will be available at both events. Attendees are encouraged to choose one event to attend.

Thursday, June 9, 2016
Time: Drop in 4:30pm - 8:00pm
Place: Spring Garden Church
112 Spring Garden Avenue (two blocks north of Sheppard Ave.)



OR

Saturday, June 11, 2016
Time: Drop in 10:00am - 1:30pm
Place: St. George on Yonge Anglican Church
5350 Yonge Street



What is a Design Charrette?
A Design Charrette is a planning and design session where the project team, stakeholders, and the community come together to discuss the project and collaborate on a vision for the plan. The collaborative environment of a Design Charrette encourages discussion and participation.

- During the Design Charrette, participants will:
- Review the existing conditions along Yonge Street (from Sheppard Avenue to Finch Avenue)
 - Review the alternative solutions for Yonge Street and collaborate with the project team on identifying a preferred alternative
 - Engage in design activities to help create a vision for Yonge Street, which will inform the development of design alternatives
 - Speak with the project team and other participants

What will be discussed?

The following opportunities will be discussed at the Design Charrette:



Adding street trees, lighting, and street furniture



Adding bike lanes or cycle tracks on Yonge Street



The future of the landscaped median



Enhancing sidewalks and boulevard widths



Integrating adjacent parks and public open spaces



Improving pedestrian crossing facilities



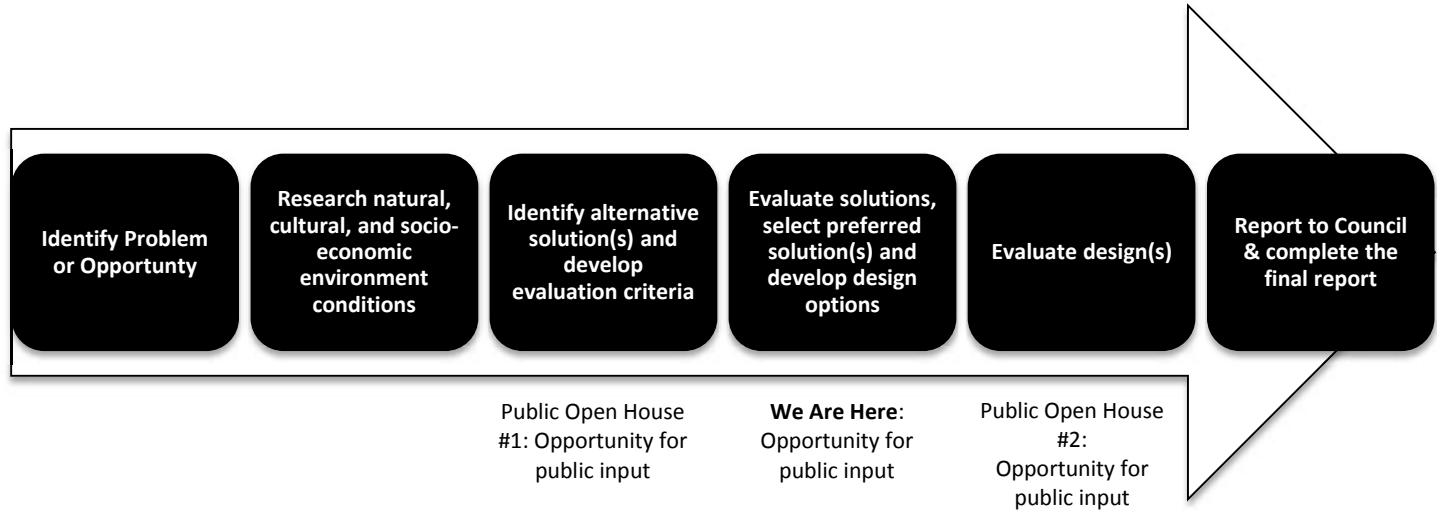
Re-configuring right-of-way and traffic lanes



Improving safety for all users

What is an environmental assessment?

The study is being carried out in accordance with the requirements of the *Environmental Assessment Act* and will provide opportunities for public input at key stages. An environmental assessment is a planning and decision-making process that is used to assess changes to public infrastructure.



We would like to hear from you:

If you have questions, please contact us. If you are unable to attend the Design Charrette, you will be able to view the materials online and submit feedback until June 27, 2016.

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Reimagining Yonge Street Charrette Feedback Form				
21-Jun				
Overall				
Feedback Questions				
1. Did this format provide enough time for discussion?	2. Was the content easy to understand?	3. Did you learn from the discussions?	4. Did you feel you were able to actively participate in discussions?	Comments
Yes	67	65	68	<p>Support cycling facilities. Would lie more opportunities to cross Yonge Stree around Hoiskam Ave.</p> <p>66 PIC needed clearer orientation.</p> <p>The content has too much information and questions at once. Concerened about maintance of the new green space.</p>
No	2	4	1	<p>3 The exisiting green space is not being maintained Staff was very good. Looking forward to further traffic analysis and micosimulation modelling for each alternative. How will taking a lane away affect traffic operations on Yonge like one Beecroft and Willowdale? Prefer centre median with trees. Would be nice to accomidate pedestrians walkign along the median- even if it can only be done on some blocks. Want to make the city more beautiful. Fix ring road Thanks for the 2 open houses and earlier May 25th meeting. Please expand the study north of Steeles. Keep in mind needs to citizens on wheelchairs and seniors with walkers. Preserve culture and identity. Expand on green areas. Big thanks to orgaizer of this meeting.</p> <p>Great opportunity to provide input Option 4F is the best no streetparking on hillcrest</p> <p>Great way to engage the community. Cycling lanesqill be under used due to long winters. I really think for safety concern, cycling lanes should move to Dorin and Beecroft Streets or direct cycling to those service streets as much as possible.</p> <p>Should put in smalls trees. Keeping green space. The space should be accessible to attract people. Have the green space connected to the neighbourhood in some way.</p> <p>Got usefult insgn on street design. Please consider multi use lanes along the east and west service roads and not along Yonge Want more public input like this one before a decision is made. Want ot see more resident and business involvement. I love NYC models.</p> <p>Traffic info was very enlightening. Building my own yonge street was very satisfying. This should be ties in with residential and commercial developers. Needs to include impacts to Doris and Beecroft street. When will we see time lines. Great format. Staff approached me rather than me waiting to talk to them.</p> <p>It was nice to have a one on one discussion and havbe my input written directly on the wall charts. well done well done Very excited to be part of this input. Need more pedestrian crossing. Get more engineers involved. Want to see time table of activity so people can see the planning process so far. Excellent format to get the residents invloved and to understand the issues that have to be considered. Looking forward to the next one This was very helpful Separate bike lanes are a must. Not just raised but seperated. Focus on the viability of business along the cooridor throughout the process.</p>

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)




Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out a study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

We invite you to attend the second Public Open House to learn about the study and review the preliminary preferred alternative and design options for Yonge Street. Staff will be available to answer your questions and receive your comments.

Monday, July 25, 2016


Time: Drop-in anytime from 11:00am – 2:00pm
Place: Mel Lastman Square 5100 Yonge Street (information booths will be set up in the Square)
OR
Time: Drop-in anytime from 5:00pm – 8:00pm
Place: North York Memorial Hall 5110 Yonge Street (one level below the NY Central Library)



Please note that the same information will be available at both events. You are encouraged to choose one event to attend.

Transforming Yonge Street

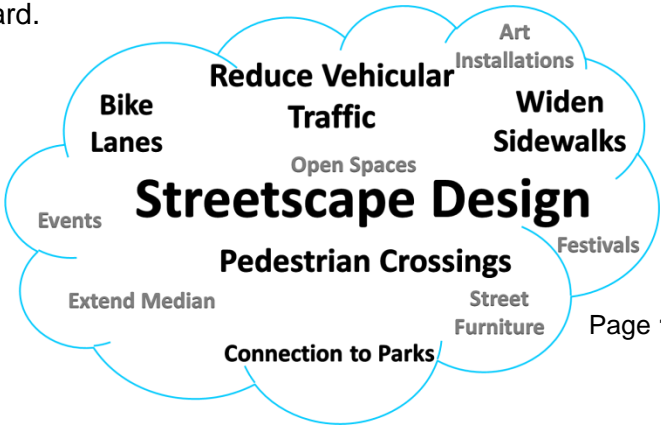
In evaluating alternative streetscape solutions for Yonge Street and reviewing public feedback, the City is recommending a transformation of Yonge Street. This means, a full reconstruction of Yonge Street within the City's existing right-of-way to include: wider sidewalks, enhanced pedestrian crossings, street trees, dedicated cycling facilities and planters, public art and street furniture throughout.

Transforming Yonge Street provides the greatest opportunity to create a street that serves all users, offers flexibility and capacity to evolving trends in transportation and offers the ability to create a unique identity and achieve design excellence for this important central corridor within North York Centre.

Your thoughts about Yonge Street

We've heard from hundreds of people about what they like and don't like about Yonge Street. With over 1,000 responses to our on-line and field survey, people told us that they like Yonge Street's convenience for walking and transit service but do not like the high traffic volume and lack of streetscape design. Pedestrian safety and mobility was one of the most common concerns we heard.

When we asked people what one change they would make, here's what they told us:



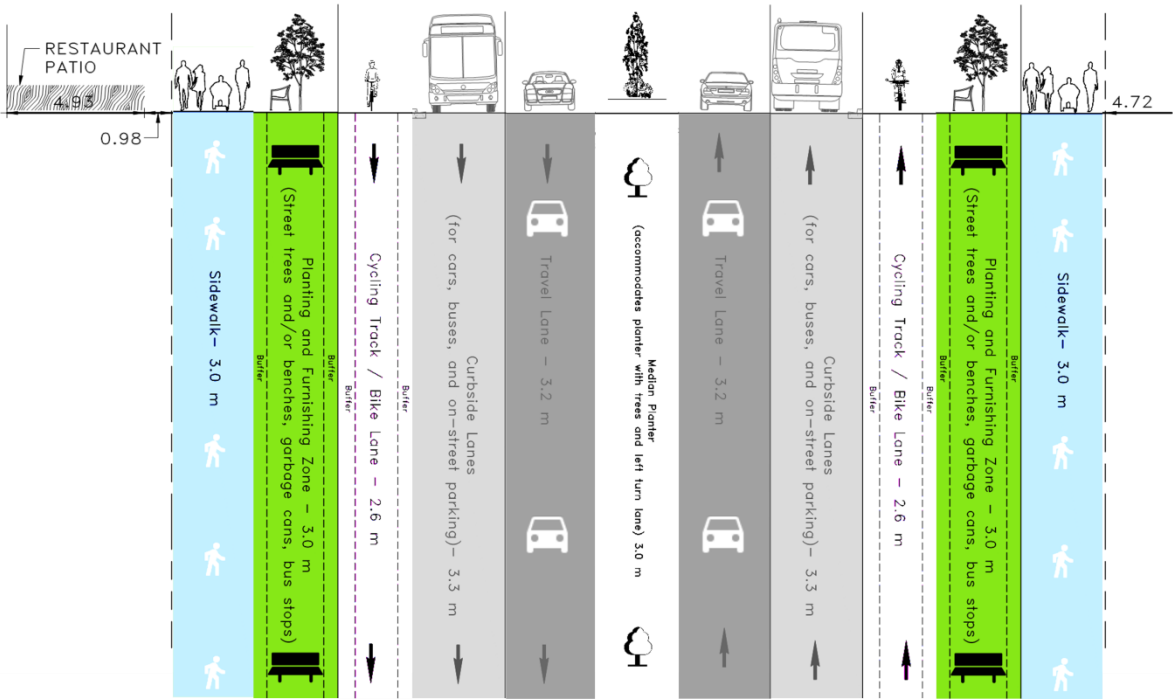
Design Options to Transform Yonge Street

At last month's design charrettes, participants had the opportunity to create their own streetscape using various elements such as vehicular travel lane, sidewalks of varying widths, bike lane, curbside lane (for cars, buses and on-street parking), planting and furnishing zones and a median option of varying widths. It can be a challenging exercise to incorporate all of these features.

There are different ways to implement the preferred alternative solution to transform Yonge Street. The design options that are being considered will feature:

- Wider sidewalks
- Enhanced pedestrian crossings
- Street trees
- Dedicated cycling facilities
- Options for parking
- Planters, public art and street furniture
- Minimum of 4 traffic lanes

Design options will be considered on a block-by-block basis. The image below illustrates an example of a cross-section, which includes some of the elements noted above.



We would like to hear from you:

If you have questions, please contact us. If you are unable to attend the public open house, you will be able to view the materials online, fill out a comment form, and submit feedback until August 8, 2016.

برای درخواست کمک در لطفاً با 311 تماس بگیرید.

한국어로 도움이 필요하시면, 311 번으로 전화하십시오.

Contact	Kate Nelischer, knelischer@toronto.ca, 416-392-4360
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311
Website	toronto.ca/reimaginingyonge

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REimagining Yonge (Sheppard to Finch) EA Study Public Open House 2 Summary

Prepared by Kate Nelischer
Sr. Public Consultation Coordinator
City of Toronto

August, 2016



Public Open House #2

July 25, 2016

Session 1: 11:00am – 2:00pm, Mel Lastman Square

Session 2: 5:00pm – 8:00pm, Memorial Hall, North York Civic Centre

The second Public Open House was held on Monday, July 25, 2016. A lunchtime session was held in an outdoor tent in Mel Lastman Square facing Yonge Street, and an evening session was held at Memorial Hall in the North York Civic Centre.

Notification

A potential Canada Post labour disruption prevented the City from distributing flyers for this event. Alternative methods of notification were used, including:

- A Notice of Public Open House #2 was placed in the North York Mirror (East) on July 14, 2016 and July 21, 2016
- Information about the Open House was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Open House was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

Attendees

95 people signed in to the Public Open House. Many attended and chose not to sign in.

Project Team Members in Attendance

- Ashley Curtis, Transportation Services
- Jeff Dea, Transportation Services
- Marilia Cimini, Transportation Services
- Jacquelyn Hayward Gulati, Transportation Services
- Dave Dunn, Transportation Services
- Shawn Dartsch, Transportation Services
- Shawn Dillon, Transportation Services
- Shalin Yeboah, Major Capital Infrastructure Coordination
- Leo Desorcy, City Planning
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- Kate Nelischer, Public Consultation
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- Michelle Louli, WSP/MMM
- Dave McLaughlin, WSP/MMM
- Michael Parker, WSP/MMM

Information Presented

The second Public Open House focused on sharing the preliminary preferred alternative and design options for Yonge Street. The following information panels were displayed at the Public Open House and can be found on the project webpage:

- Welcome
- Recap: problem and opportunity statement
- Recap: alternatives for Yonge Street
- The project and study process
- What we've done: consultation
- What we've heard: public open house 1
- What we've heard: survey results
- What we've heard: design charrette
- Overview of existing parking demands
- Revised evaluation criteria
- Evaluation results
- Confirming the preferred alternative
- Benefits of the transform alternative
- Yonge Street right-of-way width
- Design options for Yonge Street
- Design options for the "transform" alternative
- Design option 4A: 6 lanes
- Design option 4B: 4 lanes
- Design option 4F: 4 lanes with parking bays
- Design option 4G: 4 lanes with no median
- Public realm opportunities: Olive Square
- Public realm opportunities: Mel Lastman Square
- Public realm opportunities: Joseph Shepard Federal Building
- Criteria for evaluation of the design options
- Additional technical analyses
- Next steps

Feedback Requested

Participants were invited to ask questions and provide comments about the project in general, but the project team was also specifically seeking the following:

- Feedback on the preliminary preferred alternative
- Comments on the design options
- Feedback on the evaluation criteria for the design options

Public Comments

The project team was pleased to receive many comments and questions both from people who live and work in the study area as well as many who travel through it. This feedback came in the following forms:

- 61 comment cards submitted by August 8, 2016
- 175 sticky notes were filled out and posted on the display panels
- 89 comments were submitted separately via email or phone by August 15, 2016
- Staff spoke with attendees and recorded notes

Many of the participants responded positively to the preliminary preferred alternative of "transform." However, there were concerns around the possible traffic implications of lane reductions. There was support for the design options that included adding more trees, wider pedestrian spaces, and cycling infrastructure.

Below is a summary of the feedback received including individual comments. Comments have been grouped according to the evaluation criteria.

Long-Term Resilience

Participants were excited about the project and its potential to transform the future of Yonge Street, creating a vibrant neighbourhood that will support the continued growth in the area.

- This is a beautiful refuge for North York Centre. It is good for the trees, people, business, and for the next 50 years climate resilience.
- Current configuration is outdated and needs to be redesigned for the 21st century
- Currently it is a challenge walking on parts of Yonge St. and with all of the new developments, the pedestrian traffic will only increase
- Something must be done because what is happening now is spiraling out of control
- The increase in pedestrian traffic has transformed the area around Mel Lastman Square to a true urban "downtown"
- Consider demographics of current residents
- Think about future development in the area and its effects
- Take into account the future technologies in car manufacturing, fuel usage, communication and security (ie driverless cars, drone deliveries)
- Transforming the streetscape on this stretch of Yonge St is the essential catalyst that is needed to help galvanize the transition that is already underway
- The proposed plan should be extended to Steeles Ave
- Dense, walkable neighbourhoods with a strong sense of community is the key to long term health and quality of life. This kind of lifestyle will encourage more people to live and visit here as you can live independently and access everything.
- The draft criteria seem sufficiently broad and flexible to capture the majority of important questions
- Add inclusiveness as a priority
- Equity of use of public space is important
- I hope that as part of the reimagining of our section of Yonge Street, safety and crime-prevention measures are also considered
- Additional security measures would be welcomed
- Level of service is important
- Consider how impacts differ depending on age, disability and factors such as being accompanied by small children
- The sidewalks are falling into a state of disrepair whereby huge chunks of the sidewalk are breaking apart, which creates a tripping hazard and presents accessibility barriers
- Where will snow be stored?
- Trees need to be well maintained
- Pavers are a maintenance nuisance
- Snow removal could be more difficult with trees on both sides of the bike lane
- Medians are difficult to maintain
- More waste receptacles are needed

Accessibility, Mobility & Transportation Infrastructure

Similar to the first open house, participants prioritized safety and were supportive of Yonge Street providing amenities for all modes of travel (walking, cycling, taking transit, and driving). Pedestrian and cyclist safety were top of mind, as many noted that the existing six lanes of traffic present challenges for pedestrians and cyclists crossing the street. There was general support for eliminating on-street parking, however there was some concern about restricting access for Wheel Trans drop-offs and seniors accessing shops and services. Again, there was some concern that a reduction in vehicular lanes would increase traffic congestion. However, many felt that with increased pedestrian and cycling amenities, and various transit options, more people would be encouraged to use alternative modes of transportation.

- Prioritize user safety within accessibility criteria
- Support "Vision Zero" and prioritize safety
- The multi-modal idea has great merit
- Value pedestrian needs over cyclists' (and motorists) needs
- Ramp access points for strollers is important
- Encourage bringing the "StopGap" ramp project to North York to improve accessibility
- Accessibility for people with disabilities and the aging population needs to be taken into consideration in the process of Re-imagining Yonge Street as a means of making it more pedestrian and age-friendly
- Traffic operations are important
- Put bike lanes together on west side of Yonge St. to allow for a Wheel Trans Stop on the east side at the North York Centre subway station
- Evaluate each design from the perspective of whether it reduces or creates conflict between users
- Six lanes are not needed
- Decreasing the number of lanes is the highest priority
- There is no need for seven vehicle lanes on any street with a subway, as well as significant regional transit
- 3.0m should be the minimum travel lane width, not 3.2m
- Suggest traffic calming measures, such as speed limit reductions, changes to the road alignment, and different pavement surfaces at crosswalks
- Consider decreasing the speed limit on Yonge St to 40km/h or 30km/h
- Enhancing and improving Florence Ave and Avondale Ave would help relieve the congestion at the Yonge/Sheppard intersection
- The roads need to be fully re-carpeted, not patched
- Monitoring the traffic is essential
- Implement additional left-turn signals for added safety
- Additional traffic should be diverted away from Yonge St
- Suggest allowing legal U-turns, like on St. Clair
- Turning lanes should never cross the cycle track
- Suggest a traffic light at the garage entrance for 33 Elmhurst Ave (on Beecroft) as it is currently difficult to turn left
- How will garbage trucks stop to pick up in front of restaurants?
- No parking should be allowed on Yonge St
- Parking creates bottlenecks
- Do not allow on-street stopping, unless for emergency vehicles
- Encourage condominiums to provide additional underground parking so that on-street parking on Yonge Street is not needed and the space can be used for a bike lane

- Do not like parking bays as they risk causing congestion as vehicles move in and out of them
- Encourage greater use of Doris Ave for parking
- Put parking lanes outside of bike lanes
- On-street parking on Yonge St is not needed
- Ensure proper signage for off-street parking
- Provide additional parking on nearby streets, or in structures
- Need a dedicated bus lane
- Where will the bus stops be? With subway stops far apart, many who are older or have small children need the Yonge St. bus.
- Concerned about safe access between the street, via Wheel-Trans vehicles, and the North York Centre Subway Station accessible entrance at 5095 Yonge St. Empress Walk. Currently, there is on-street parking which presents challenges in the winter. A proper Wheel-Trans Stop is required.
- Median is not needed and provides an obstacle in dealing with traffic volumes
- Don't need the median, too expensive to maintain and blocks vision. Safety is a concern, especially at night.
- Traffic on Yonge St is more congested after speeds on Doris Ave and Beecroft Rd were reduced to 40km/h
- The 401 exit ramp to Yonge St needs to be addressed as it is very congested
- Doris Ave and Beecroft Rd have become very busy over the past years and somewhat dangerous
- Connect Avondale Ave and Kenneth Avenue more directly across Sheppard Ave E
- Concerned about congestion getting worse – Yonge St and Bishop Ave / Hendon is chaotic daily
- Opposed to reducing vehicle lanes from 6 to 4 on Yonge St
- Narrowing Yonge St as proposed will contribute to increased congestion on Yonge St and Bayview Ave, both key vehicle commuter routes
- Do not support the proposed left turn lanes
- We need more lanes for cars instead of parking space
- Parking along Yonge St is important for deliveries
- It is already difficult to find parking
- Accessible parking is needed
- Removing on-street parking will hurt seniors (a growing and major part of the surrounding neighbourhoods), people with disabilities and small businesses, including market vendors
- Where would the food trucks park?
- Allowing parking outside of rush hour helps seniors, people with disabilities and people with a lot to carry make better and more frequent use of the market, shops and restaurants
- The side streets are already overcrowded with parked cars and a lot of the off-street surface parking will disappear as sites are developed
- The cost of street parking should reflect "short term" inflated parking rates to discourage drivers from using street parking on a daily basis
- Parking fares should be reduced after hours and on weekends
- Businesses should be consulted about proposed parking changes

Natural Environment

Participants were supportive of supporting the natural environment through additional trees and green spaces.

- Sustainability of natural environment is a priority
- Natural environment should be a key focus
- Need more green space
- Increase number of trees and other facilities on the sidewalk
- Support additional trees
- Add more trees to Mel Lastman Square
- Greenery is essential to off-set traffic pollution and keep the city scape "green" for enhanced use of our outside city space by pedestrians and cyclists
- Could build tree trenches and Silva cells under bike lanes, similar to Queens Quay
- Trees cannot survive on Yonge Street if sufficient soil is not available for their roots to breathe and to receive moisture
- Trees should not be in planters
- Add more planters instead of trees, as trees restrict visibility
- Like treed median
- Suggest London Plane trees
- A double row of trees can help calm winds
- Encourage additional green roofs in the area

Cycling and Walking

Participants recognized that the pedestrian space is currently lacking and that cycling along Yonge Street is not inviting due to lack of cycling infrastructure. Most supported additional sidewalk and patio space and dedicated cycle tracks.

- Provide a clear and consistent space for pedestrians
- The unfortunate risk we face in our neighbourhood is pedestrian safety
- The current configuration is visually unappealing and dangerous for cyclists
- More pedestrian space required
- Sidewalks are too narrow
- The sidewalks need to be patched up at the very least if not redone and widened
- Pedestrians should be further separated from cyclists
- A double row of trees separating bikes and people is unnecessary if each already has their own lane
- Instead of concrete for sidewalks, use granite pavers
- Pedestrian clearway below 2.1m seems too narrow
- Yonge St. should be treated like Bloor St. or Queen's Quay with beautiful paving, not concrete
- Six lanes is too wide for safe pedestrian crossing
- There are not enough crosswalks in this stretch of Yonge St. Pedestrians jaywalk and may cause accidents.
- Crossing Yonge Street on foot takes such a long time that people often avoid crossing the street altogether and choose shopping and dining spots for convenience on same side of the street
- Add pedestrian crossings across from the CIBC on Norton Avenue
- Include a crosswalk at Eglerslie Ave
- Extend pedestrian crossing times

- Underground walkway under the Yonge and Sheppard intersection should not be restricted to only those with metro passes
- Suggest an east/west crosswalk at Eglerslie Ave as residents have difficulty crossing now, having to go north or south to the lights
- Suggested changes to save space: lamp post to centre median = 0.8m, buffer = 0.3m, cycle track = 0.7m
- Eliminate the median and re-allocate space to the sidewalk and allow for a double row of trees
- Do not support sacrificing walking space for benches and other pedestrian amenities
- Suggest below grade pedestrian tunnel connecting the east and west sides of Yonge St
- Bike lanes on Yonge Street are essential
- Like that the City is planning to invite a safer and more accessible option for cyclists along the Yonge St corridor between Finch Ave and Sheppard Ave. This can benefit cyclists and motor vehicle drivers alike.
- Fully support bike lanes on Yonge Street even if parking spots are removed
- Support separated bike lanes
- Studies have shown increased business activity on streets where bike lanes have been installed
- I bike on the sidewalks almost exclusively now since above Finch Ave the bus/taxi/hov/cycle lanes are dangerous
- Cyclist safety is the priority
- Experience elsewhere in city (Richmond, Adelaide, Bay Street, and Bloor Street) shows that bike lanes are rendered unsafe and unusable by parked and stopped vehicles unless there is a barrier that prevents parking in the bike lane
- The new tree basins on College St. between Bay St. and Yonge St. are good examples
- Consider separation by bollards, like on Richmond and Adelaide
- More bike parking is needed
- Bike lanes are welcome as they would keep cyclists from using the sidewalks
- Suggest a multipurpose bike trail on the west side of Yonge St
- Should include Dutch-style protected intersections
- Bike lanes should be separated from vehicular traffic like in many European countries by having it at the level of the sidewalk rather than the road
- Need to prevent pedestrians from walking in the bike lane
- Concerned about delivery trucks parking in bike lane
- Cyclists need additional protection as delivery trucks and taxis are bound to block the bike lane
- Avoid the system at Queen's Quay – like the proposed design of pedestrians separated from cyclists
- Look to Vancouver and Seattle for examples of bike lane design
- Connect the bike lanes to the Finch corridor bike path and the East Don Trail
- Include a bikeshare program
- Extra room is needed to pass slower cyclists - 1.8m is insufficient
- Bike lanes should be designed for 20 km/h speeds
- Cycling paths need to be cleared the way roads are cleared for cars
- Move the trees to the other side of the bike lane to provide greater separation from traffic
- Would prefer straight bike lanes instead of zigzagging in and out
- In order for the bike lanes to be effective and safe, they must extend past the 401, and up Hoggs Hollow to Yonge Blvd. Going southbound, support providing access to the

side road underneath the 401 as a bike friendly option and then out through the golf course.

- The number of intersections on Yonge Street is going to be a safety problem for cyclists, with cars turning in and out
- Cyclists should have a speed limit
- 0.7m buffer zone is too generous for the bike lane, instead there could be a 0.5m buffer and a 0.3m wide planter
- Trees on both sides of the cycle track would make it too dark
- Concerned that cyclists in the bike lanes will not give the right away to vehicles turning right off of Yonge St.
- Bike lanes are not useful if a safe way to cross the 401 is not available
- Beecroft Rd and Doris Ave should also have designated bike lanes (refer to City of Toronto 10 year Bike Plan)
- Consider putting bike lanes northbound on the east side Doris and southbound on the west side of Beecroft
- There is no use for a bike lane on Yonge St if it ends at the 401, would make more sense on Beecroft Rd or Doris Ave
- Cycle tracks will make the vehicle lanes narrower and as a result could increase difficulty in future transportation
- Move the bike lane off of Yonge Street and use Willowdale Ave and/or Beecroft Rd as cycling laneways
- Cycle tracks are unacceptable unless a contraflow cycle track allows passing
- 7 months of the year it's winter and no one can bike
- Instead of a bike lane provide a wider pedestrian space and six lanes of traffic

Cultural Heritage & Built Heritage Resources

Comments did not focus on heritage, however some participants noted they were supportive of recognizing existing heritage features.

- Integrate remaining historical aspects into the green space
- Important to respect, protect and potentially highlight the historical and cultural aspect of Willowdale

Costs

Participants recognized REimagining Yonge Street would require significant costs and were supportive of the expense, but some urged the City to look for cost savings measures.

- Option 4B appears to be cost effective
- Keeping costs and construction time as low as possible is important

Constructability & Utilities

Comments did not focus on constructability and utilities during this phase, however some did support a quick construction schedule.

- During construction, traffic will be impacted as vehicles will crowd into Doris Ave, which will make both Yonge St and Doris Ave noisy
- A fast construction schedule should be prioritized, but work should only be completed during the daytime
- Clear presentation on stages of project management

Planning: Vision and Identity

Participants were supportive of the proposed options and recognized this project as an opportunity to transform Yonge St into a neighbourhood that supports those who live, work, and study nearby and draws visitors.

- Our Councillor has done a wonderful job of creating and maintaining Park space for our children, but we also yearn for a pleasant, walkable Main Street with seating where we can meet friends, enjoy the outdoors and have a quiet conversation over a meal or beverage
- Yonge St should be a destination in its own right
- This project is very exciting and if done well will make the area look great again
- This is innovative and will greatly enhance the area for local residents, workers, and visitors
- This should be a neighbourhood, not a thoroughfare
- Given the political will and conscious choice of residents to live in this dense area, forming a downtown in its own right, there is considerable opportunity to move forward and make Yonge Street the inviting central artery the neighbourhood deserves
- North York really needs a main street people we can be proud of
- The current streetscape is holding the area back from becoming a destination spot. Transforming the streetscape is necessary to bring the kind of life to the area that makes someone want to subway up to North York to shop, dine, or take in culture
- Should be a live/work neighbourhood
- Looking forward to the area feeling more like home rather than like a freeway
- The streetscape should be unique to North York
- Support the 'transform' alternative
- Improve and beautify the existing sidewalks with more trees, planters and benches interspersed by mini parkettes or green spaces where possible
- Important to think about the value in bringing people to visit Yonge Street and street events and festivals
- Give the area much-needed character for potential neighbourhood festivities (much like Taste of Danforth, The Beaches, Annex, The Junction, etc.)
- It's not too late to incorporate the changes needed to make this a more desirable, liveable neighborhood
- Love the idea of public realm opportunities at Mel Lastman Square, Olive Square, and The Joseph Shepard Building. We need to maximize our public spaces by integrating them.
- The streetscape should be more consistent
- Make the street more like an esplanade
- Need more "coves", intimate spaces to sit and enjoy feeling protected
- Add fountains to public spaces to minimize noise pollution provide a soothing effect
- Pavers in front of the public spaces will promote jaywalking across Yonge St.
- Mel Lastman Square has too many levels to allow a full integration of any user groups
- There is an opportunity to improve the space around the school board property
- Keep water features
- Avoid artwork that could look dated quickly
- Engage students in designing public art
- Improved signage to guide visitors to the area would be welcome
- Integrate the TDSB site
- Shelter needed in Mel Lastman Square

- Good lighting is needed throughout
- Model street lighting after Paris
- Provide shaded seating
- Higher planters could also act as seating
- Add benches to the median like on University Ave.
- Add additional public benches along Doris Avenue in the shaded areas
- Support artwork in the median
- Patio space is needed
- Bury hydro and cable poles underground
- Include public drinking fountains for people and dogs
- Need sufficient street furniture for the aging population
- More benches for people to sit and rest would be helpful, especially for people with mobility issues
- Suggest additional art across a number of disciplines be considered for the area, including murals and sculptures
- Support a greater transformation like on St George between College St and Bloor St
- Suggest an elevated walkway above the noisy traffic
- Add off-leash dog area

Opportunities for Design Excellence

Participants were supportive of the focus on design and were eager to see solutions to better integrating the built environment with the pedestrian realm.

- The high volume of condominiums creates visual clutter
- Ground floors should include shops and restaurants
- Look towards the Avenue des Champs Élysées and Berlin's Kurfürstendamm for inspiration
- Yonge St should be a mixed retailing and office street
- Support fewer new condos and more entertainment and businesses that serve the area
- Currently the traffic and noise bouncing off tall buildings drown out conversation and create an atmosphere that drives pedestrians away from Yonge St.
- Limit billboards to a specific size and number and only in certain areas
- Standardize the signage for shops and restaurants
- Mitigate wind caused by condos
- Integrate building foyers into streetscape
- Developers who have been allowed to build towers along Yonge St between Sheppard Ave and Finch Ave should bear some responsibility for making Yonge Street more accessible and friendly to pedestrian traffic by building new pedestrian access points to business and residences
- Shade needed in Hullmark Plaza

Public Consultation

Most participants were satisfied with the consultation process to date.

- Congratulations to the great success with such a good participation
- Suggest using Chinese translations (in addition to Korean and Farsi) in notices
- Keep up the great work! Love that this city is doing this and keeping residents informed/involved.

August 30, 2016

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)



Geotechnical Investigations on Yonge Street

Expected Start Date: Early-September 2016

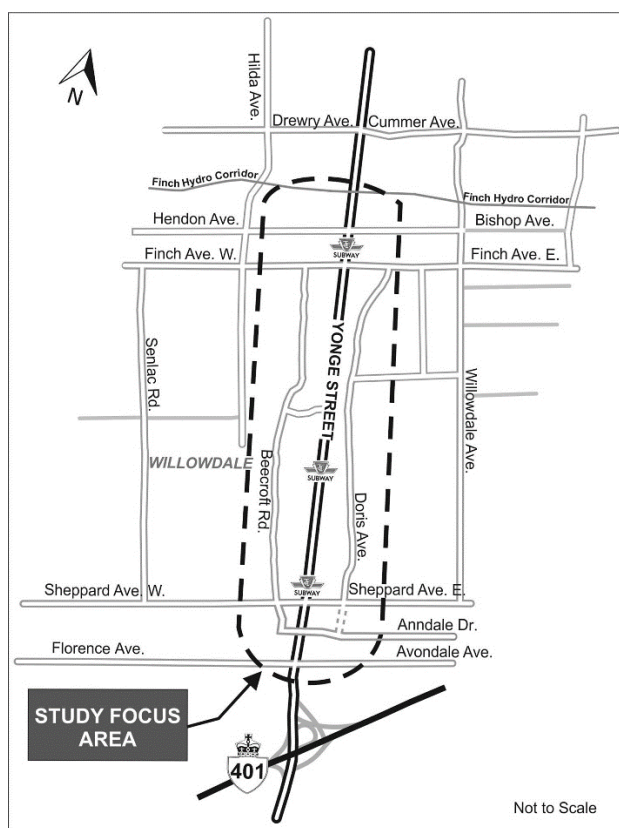
Expected End Date: Mid-October 2016

**Timeline is subject to change.*

Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out an Environmental Assessment Study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

As part of our Environmental Assessment Study, on-site investigations will be completed. We will be taking samples of asphalt, soil and underground conditions in the work area. Sampling is needed to confirm the conditions below ground and is used for engineering design. **The operation will take approximately six weeks to complete, and it will occur sometime between early-September and mid-October.**

MAP OF WORK AREA







WORK DETAILS

- Drilling rigs will be set up at various locations along Yonge Street between the Finch Hydro Corridor and Florence Avenue / Avondale Avenue to take soil, asphalt and groundwater samples along the street on City property.
- Boreholes will be drilled into the ground to collect soil, asphalt and water samples from both the surface of the road and below the surface.
- As drilling is completed, monitoring wells will be placed at some locations into the ground through a borehole (10 monitoring wells).
- The monitoring well will sit about 1.2 meters (4 feet) above ground, if feasible.
- These wells will have padlocks on them as a safety measure and to provide access for ongoing ground water measurements, as they will remain in place through the detailed design phase of the project.
- In the case where a borehole is located in an area where there is traffic, the pipe will be placed flush at ground level.
- Survey crews will also be in place to determine the exact location of surface and underground infrastructure.
- Unloading and loading equipment, as well as drilling and surveying within the roadway, may result in temporary disruption to local traffic.

WHAT TO EXPECT DURING CONSTRUCTION

- You may experience dust, noise and other inconveniences. The City will make efforts to reduce the impacts. We appreciate your patience.
- Property owners should remove items located within City property limits (boulevard), such as landscaping and / or decorative objects.
- The City will not be responsible for damage to any privately owned items on City property.

	Work Hours: Work will take place from approximately 9:00 am to 4:00 pm, Monday to Friday, with work after hours as required. Night work will also be required in some areas.
	Road and Sidewalk Access: In order to complete the work in a safe manner, there will be road and sidewalk restrictions within the construction work zone. Access for emergency vehicles will be maintained at all times. Driveway Access: The contractor will notify you in advance of any temporary restrictions to your driveway access. If your property has two entrances, one entrance will be kept open at all times.
	Traffic Management: Unloading and loading equipment may result in temporary disruption to local traffic. In order to complete the work effectively and in a safe manner, some pedestrian and vehicle traffic restrictions will be necessary.
	Restoration: The work area will be restored with sod and/or asphalt where required. Interlocking bricks, flagstone on a granular base, or other similar features that are removed from public and private property during construction will be replaced. Lawn seeding and/or laying of sod will be done as needed during ideal growing seasons only - in the spring (April to June) and fall (September to October).

NEED MORE INFORMATION?

If you have questions about the upcoming work, please contact us.

Project Manager	Marilia Cimini, 416-392-6758, mcimini@toronto.ca
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Thank you for your patience.
Building a great city takes time.
Better infrastructure for all of us is worth the wait.

September 9, 2016

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)



Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out a study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

We invite you to attend the third and final Public Open House to learn about the study and review the preferred design option for Yonge Street. Staff will be available to answer your questions and receive your comments.

Thursday, September 29, 2016

Time: Drop-in anytime from 5:00pm – 8:00pm

**Place: North York Civic Centre, Main Floor Foyer
5100 Yonge Street**

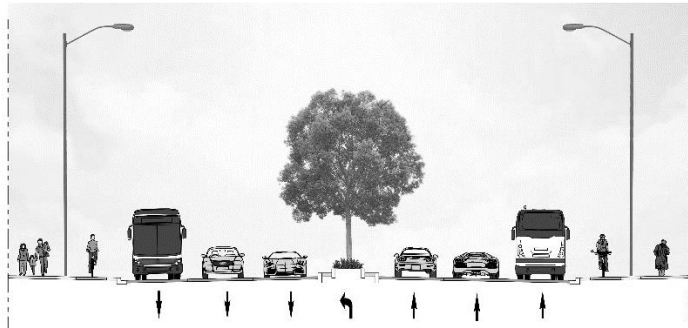


Design Options to Transform Yonge Street

After receiving comments from the public and completing a detailed assessment of the design options, the project team is recommending a combination of the “Transform” design options, shown on the back of this notice and in greater detail on the project webpage. This means a full reconstruction of Yonge Street within the City's existing right-of-way. At the second Public Open House these design options were presented and considered the following elements:

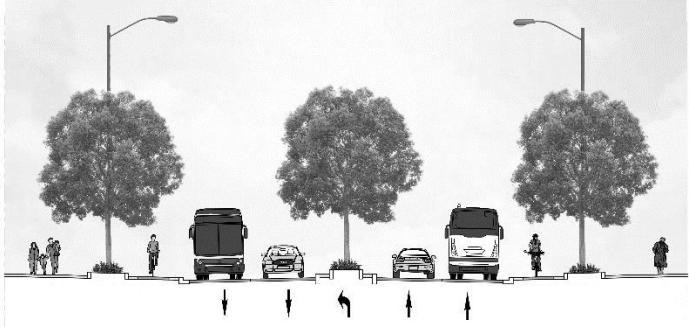
- Wider sidewalks
- Enhanced pedestrian crossings
- Street trees
- Dedicated cycling facilities
- Options for parking
- Planters, public art and street furniture
- Number of traffic lanes

Alternative 4A



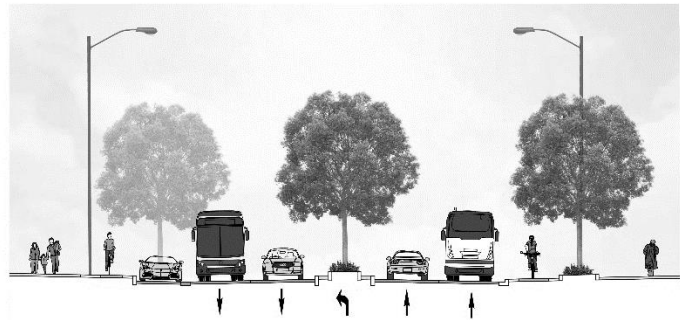
- 6-lane cross section
- Pedestrian clearway below City guideline of 2.1m
- This option has the narrowest sidewalk width
- Separated bike facility adjacent to traffic lanes
- Planted median between intersections with left turn lanes where needed
- Sidewalk widths on the east and west sides of the street are balanced (narrower sidewalks than the other design options)
- Off peak parking in curb lanes
- Maximum clear space for emergency vehicles

Alternative 4B



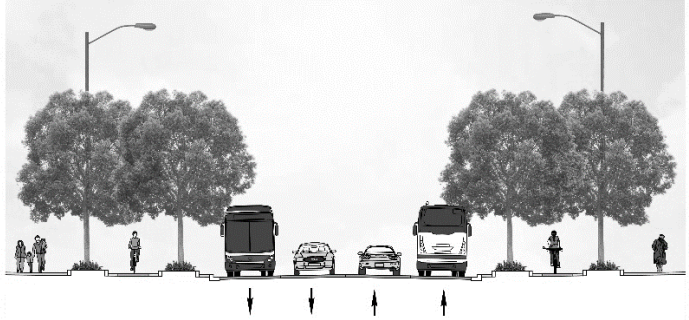
- 4-lane cross section
- Separated bike facility adjacent to traffic lanes
- Planted median between intersections with left turn lanes where needed
- Sidewalk widths on the east and west sides of the street are balanced
- No on street parking

Alternative 4F



- 4-lane cross section
- Parking bays, a type of on-street parking spot
- Separated bike facility adjacent to parking bays
- Planted median between intersections with left turn lanes where needed
- Wider sidewalks

Alternative 4G



- 4-lane cross section
- Double row of trees between intersections
- Separated bike facility between rows of trees
- Wider sidewalks
- At intersection approaches, single row of trees only
- No on-street parking
- Lane and curb alignment varies significantly

We would like to hear from you:

If you have questions, please contact us. If you are unable to attend the Public Open House, you will be able to view the materials online, fill out a comment form, and submit feedback until October 13, 2016.

برای درخواست کمک در لطفاً با 311 تماس بگیرید.

한국어로 도움이 필요하시면, 311 번으로 전화하십시오.

如果需要普通话协助, 请拨 311

Contact	Kate Nelischer, knelischer@toronto.ca, 416-392-4360
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Call **3-1-1**


The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)

Municipal Class Environmental Assessment Study Notice of Public Open House #3

Public Consultation

We invite you to attend the third and final Public Open House to learn about the City's study, including: work and consultation activities completed to-date; evaluation of the design options; selection of the preliminary preferred design option; results of the transportation modelling and utility investigations; parking strategy; and next steps in the process.

Date: Thursday, September 29, 2016
Time: Drop-in anytime from 5 p.m. to 8 p.m.
Location: North York Civic Centre
 Main Floor Foyer, 5100 Yonge St. 

Study Overview

The City of Toronto is carrying out a study to evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue. After receiving comments from the public and completing a detailed assessment of the design options, the project team is recommending a full reconstruction of Yonge Street within the City's existing right-of-way. The design options for transforming Yonge Street include elements such as wider sidewalks, enhanced pedestrian crossings, street trees, dedicated cycling facilities, improved plantings, public art and street furniture. Traffic lanes on Yonge Street may be reduced from 6- to 4-lanes. A parking strategy is also recommended.

Study Process

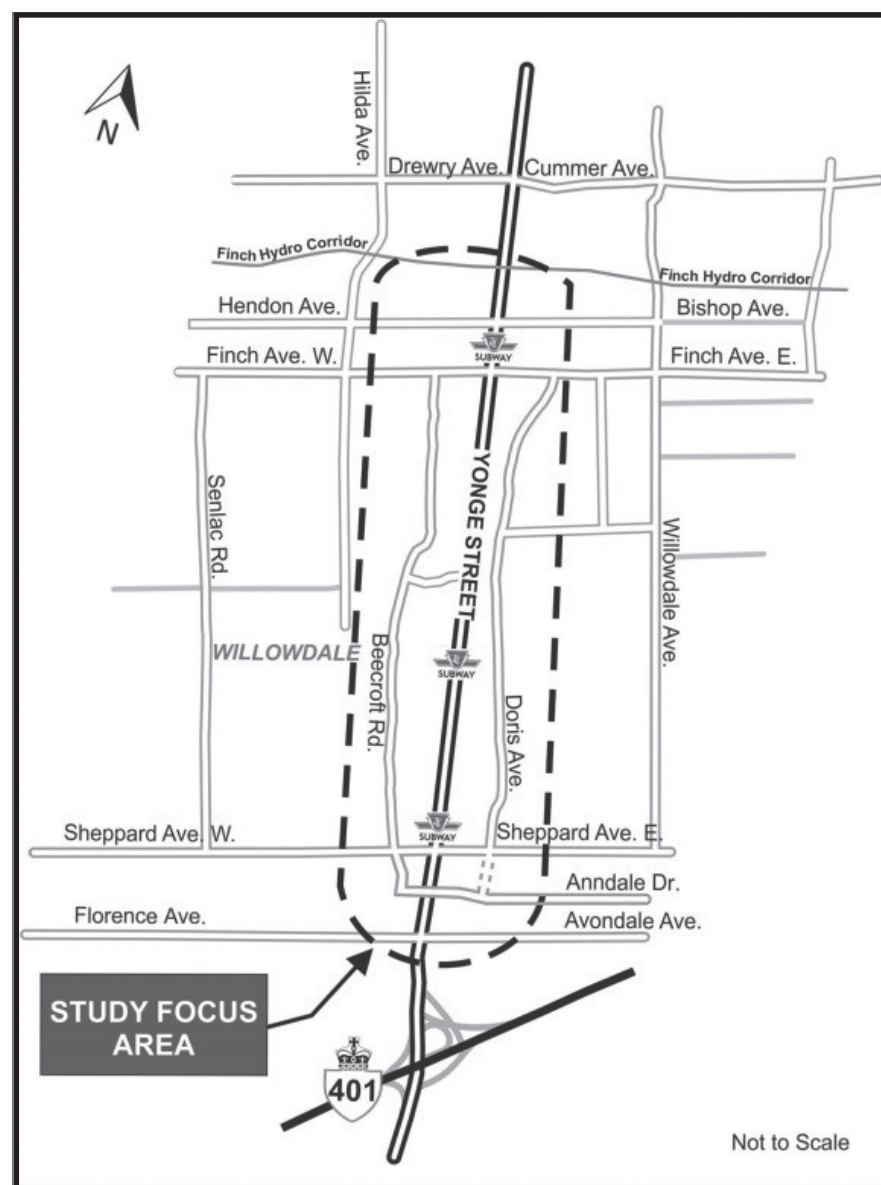
The study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Ontario Environmental Assessment Act. The public will have opportunities for input at key stages of this study. An Environmental Study Report will be prepared at the end of the process in accordance with the requirements of the Municipal Class EA.

We want to hear from you

Visit the project web page for additional information about this study: toronto.ca/reimaginingyonge. If you have any questions or would like to be placed on the study mailing list, please contact:

Kate Nelischer
 Senior Public Consultation Coordinator
 City of Toronto, Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6
 Tel: 416-392-4360 Fax: 416-392-2974 E-mail: knelischer@toronto.ca
 Issue Date: September 15, 2016

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



REimagining Yonge (Sheppard to Finch) EA Study Public Open House 3 Summary

Prepared by Kate Nelischer
Sr. Public Consultation Coordinator
City of Toronto

October, 2016



Public Open House #3
September 29, 2016
5:00pm – 8:00pm, Main Floor Foyer, North York Civic Centre

The third and final Public Open House was held on Thursday, September 29, 2016 in the main floor foyer of the North York Civic Centre.

Notification

- Approximately 66,000 notices were mailed to addresses in the study area through Canada Post on September 9, 2016
- A Notice of Public Open House #3 was placed in the North York Mirror (East) on September 15, 2016
- Information about the Open House was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Open House was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the offices of Councillor Filion, Councillor Shiner, Councillor Robinson, and Councillor Carmichael Greb to be shared with constituents.

Attendees

64 people signed in to the Public Open House. Many attended and chose not to sign in.

Project Team Members in Attendance

- Ashley Curtis, Transportation Services
- Jeff Dea, Transportation Services
- Marilia Cimini, Transportation Services
- Jacquelyn Hayward Gulati, Transportation Services
- Dave Dunn, Transportation Services
- Shawn Dartsch, Transportation Services
- Shawn Dillon, Transportation Services
- Shalin Yeboah, Major Capital Infrastructure Coordination
- Leo Desorcy, City Planning
- Sasha Terry, City Planning
- Victoria Witkowski, City Planning
- Dewan Karim, City Planning
- Kate Nelischer, Public Consultation
- Anne-Marie Croce, Public Consultation
- Kimmo Hamalainen, Engineering & Construction Services
- Jim Gough, WSP/MMM
- Raj Mohabeer, WSP/MMM
- Meghan Bratt, WSP/MMM
- Mehemed Delibasic, WSP/MMM
- Greg Moore, WSP/MMM
- Michelle Louli, WSP/MMM
- Dave McLaughlin, WSP/MMM
- Michael Parker, WSP/MMM
- Bob Koziol, WSP/MMM

Information Presented

The third Public Open House focused on sharing the preliminary preferred design option for Yonge Street. The following information panels were displayed at the Public Open House and can be found on the project webpage:

- Welcome
- The project and study process
- What we've done: consultation
- Recap: design options for the "transform" alternative
- What we've heard: transform design options
- What we've heard: integration of public space
- Recap: problem and opportunity statement
- Recap: benefits of the transform alternative
- Transportation effects: 2031 horizon
- Utilities analysis
- Criteria for evaluation of the design options
- Design options evaluation results
- Preliminary preferred design options along Yonge Street
- Preliminary preferred design option
- Opportunities to integrate public spaces: Olive Square
- Opportunities to integrate public spaces: Mel Lastman Square
- Opportunities to integrate public spaces: Joseph Shepard Federal Building
- Traffic Operations Strategy
- Parking mitigation strategy
- Pedestrian facilities and benefits
- Cycling facilities
- Cycling connections
- Construction management strategy
- Potential environmental effects and preliminary mitigation measures
- Monitoring program to be implemented
- Next steps

Feedback Requested

Participants were invited to ask questions and provide comments about the project in general, but the project team was also specifically seeking feedback on the:

- Preliminary preferred design option, 4B
- Overall corridor plan for Yonge Street
- Proposed design concepts for Olive Square, Mel Lastman Square, and the Joseph Shepard Federal Building
- Proposed monitoring effects
- Consultation process

Public Comments

The project team was pleased to receive many comments and questions both from people who live and work in the study area as well as many who travel through it. This feedback came in the following forms:

- 100 comment cards submitted by October 17, 2016 at the public open house, via mail, and online
- 77 sticky notes were filled out and posted on the display panels
- 84 comments were submitted separately via email or phone by October 17, 2016
- Staff spoke with attendees and recorded notes

Many participants were pleased with the preliminary preferred design option 4B, and were supportive of the early design concepts for Mel Lastman Square, Olive Square, and the Joseph Shepard Federal Building area. There was support for the design of the cycle track, removal of on-street parking, median design, expanded sidewalks, and additional trees. There was some concern about the potential traffic impacts of reducing Yonge Street from six lanes to four lanes, and potential impacts to local businesses of eliminating on-street parking along Yonge Street.

Below is a summary of the feedback received including individual comments. Comments have been grouped according to the evaluation criteria.

Long-Term Resilience

Participants were supportive of long-term change along Yonge Street, and were supportive of the City's plans to monitor the study area after changes have been implemented to understand impacts and adjust the design if necessary. Maintenance was a priority for participants.

- I like the plan because you are thinking ahead for a place where pedestrians and cyclists can be compatible and is accessible
- Cycle track must be maintained year-round
- Ensure that the sidewalks and cycle tracks will be plowed in the winter
- Keep the sidewalks cleaner and address garbage and debris
- If water features, monuments etc. are to be included, provide sufficient budgets to keep them operational and maintained or alternatively, don't have them at all
- Could encourage volunteers and local groups to maintain the cleanliness of public spaces
- Monitor environmental effects (noise and air quality)
- Monitor tree health
- Monitor cyclist and pedestrian traffic volumes – not just collisions
- Monitor people sitting in the new public spaces
- Monitor perceptions of safety and comfort among pedestrians, cyclists, and drivers
- Monitor cycling for recreation, shopping, and other leisure destinations, not just commuting
- Monitor the traffic effects of new condos and development
- Monitor changes in property values
- Monitor changes to empty lots (development potential)
- Monitor the residents turning left onto Doris Ave with a view to finding solutions
- Monitor property rental vs. ownership trends in the area
- Monitor the suitability of the planned changes for elderly people
- Monitoring collaboration against different designs is important: presence/ absence of left turn lanes, protected only vs. phasing, right turn lanes, crosswalk set back etc.
- Use students/interns to identify what use people are actually making of different areas and compare it to planned use
- Transit travel times should be considered, to see if there are operational changes that would assist bus operations

- Monitor collisions
- Monitor time needed for vehicles to travel on this section of Yonge Street
- Measure happiness, if you can
- Need to think of the indirect effects of this work. Look at total time spent by commuters because of longer travel times caused by reduced lanes, and the impact on the merchants
- Extend the length of the corridor to Steeles Avenue
- It would be more logical to implement this proposal once Doris Ave extension is completed
- Monitor traffic flow into the West Lansing neighbourhood via Florence Ave and via Poyntz Ave west of Beecroft Rd
- Monitor the effect on adjacent streets due to all the parking spaces lost on Yonge Street
- New public spaces may necessitate increased police presence and maintenance costs
- Should slow condo development in the area, as it's creating more traffic issues

Accessibility, Mobility & Transportation Infrastructure

Participants generally supported the proposed lane reduction and removal of on-street parking along Yonge Street in order to provide additional space for pedestrians and cyclists, however some were concerned that this could increase congestion on Yonge Street, Doris Avenue, and Beecroft Avenue. Safety and accessibility remained priorities.

- Support the proposed lane reduction
- Important to focus on increasing safety and minimizing collisions between vehicles and pedestrians. Suggest reducing the corner radius at intersections to slow vehicles and further protect pedestrians
- Support bike lanes and moving the parking to parking bays is a good idea, but am concerned about the traffic flow during rush hours
- Cars have no place on a busy street such as Yonge St. There is such terrible congestion along that particular stretch of Yonge St. that I seldom go north of the 401, preferring to go south or over to Avenue Rd to shop
- Please include gentle speed humps conducive to cars going 50km/h or less throughout
- Unfortunate that 6 travel lanes will remain in the south part of the study area. The report does not make a strong case as to why these are necessary.
- Encourage use of transit instead of driving
- Need to maintain easy access for emergency services vehicles
- Challenging to turn left onto Doris Ave, which could be helped with additional traffic lights
- Suggest adding traffic lights at Eglerslie Ave.
- Include advanced signage advertising no left turns at Sheppard Ave and advising of the preferred alternatives to access Sheppard Ave
- For pedestrian/cyclist safety, red light cameras should be outfitted, and right turns on red lights should be banned (to protect the pedestrian right of way)
- Suggest adding a traffic lane especially for catering trucks as a lot of those trucks currently park on the side of the street and cause traffic jams
- Consideration should be given to longer light timing, and longer turning signals
- Travel lane widths should be reduced; 3.2m is too wide
- Yield signs for cars making right hand turns onto side streets and at intersections across both bike and pedestrian lanes plus maintaining highlighted lines would help avoid collisions.

- On-street parking on Yonge is not needed, as there is sufficient parking underground and on side streets
- Removing on-street parking will improve traffic flow
- Need to ensure there is sufficient parking for people working in the area
- Suggest removing parking on Beecroft Rd as well
- Create parking structure at Sheppard and Yonge
- Suggest removing parking on Hillcrest Ave
- Only allow deliveries in off-peak hours
- Encourage implementation of technology to direct traffic and advise of available parking. The same technology could allow for constant monitoring of parking usage and availability.
- Provide method to extend paid parking without physically having to return to your vehicle
- Preferred the option that included lay-by parking for transit and service vehicles
- Change Green P parking lots to multi-story parking garages
- Advanced green turning signals are needed at intersections along Yonge St.
- Suggest providing gaps in the median to allow EMS vehicles to mount them if needed
- When will Beecroft Rd be extended?
- Suggest aligning Bishop Ave / Hendon Ave
- Suggest adding lights at Yonge St / Hollywood Ave
- Additional pedestrian crossings will create more stop-and-go traffic and encourage idling, which will negatively affect the environment
- Concerned that traffic will worsen with additional residential developments in the area
- Concerned that a reduction in lanes will cause further traffic congestion
- Concerned about possible traffic implications for Beecroft Rd, Doris Ave, and Bayview Ave
- Since the improvements are being stopped at Avondale and Florence and not being carried further south, significant additional traffic infiltration into the West Lansing neighbourhood to the west of Yonge (south of Sheppard) is inevitable. Florence Ave will become essentially an infiltration thoroughfare instead of a residential street. Extreme traffic calming measures (road narrowing, speed humps etc.) would be required to reduce this risk.
- The only viable options are to either a) retain the left turns at Sheppard, with or without the removal of the streetscape improvements south of Sheppard, or b) extend the streetscape improvements all the way south to the 401, pushing traffic problems back onto the provincial highway
- The elimination of turning lanes at key intersection like Yonge and Sheppard will force traffic turning activity into the surrounding neighbourhoods
- There is a need for some parking laybys for food trucks in strategic locations, ie. In Mel Lastman Square
- No on-street parking would be problematic for the Farmer's Market
- Provide safe zones for passenger drop off near all subway entrances
- Need to consider accessibility and safety. North York Centre station is one of a few subway stations beyond downtown Toronto where the Wheel Trans Stop is on the street at the accessible entrance to the subway station as opposed to the Stop being on the Bus Platform in the station. At North York Centre station, it is difficult to access the Wheel Trans vehicle because the area in front of this accessible entrance has parking spots during off-peak hours and/or snowbanks. The REimagining Yonge Street study is planning to locate a bike lane there between the sidewalk and the traffic lane. This creates a safety and accessibility concern for Wheel Trans customers entering/exiting

the vehicles at this top because they are crossing through an active bike lane. Incorporate the TTC Wheel Trans Stop access to the accessible entrance of North York Centre subway station at 5095 Yonge Street that is safe for Wheel Trans customers and Wheel Trans service providers.

- 4B balances the needs of drivers, pedestrians, cyclists very well, while allowing easier maintenance than other options (aside from 4A). One lane each side is gone, but most of the time it is occupied by parking.
- To get an idea what Yonge from Sheppard to Finch will look like with reduced traffic lanes, try to drive through the bottleneck at Mel Lastman Square during the Farmer's Market, when food trucks have reduced the three lanes going south by 33%
- Already difficult to turn at Elmhurst Ave with existing traffic congestion
- Beecroft Rd is not an alternative to Yonge St. as the speed limit is 40 km/h and drops to 30 km/h
- Concerned about traffic impacts of prohibiting turns at Sheppard Ave.
- Concerned about additional crossings slowing traffic down
- Adding on-street spots on Beecroft Rd will further restrict capacity of Beecroft Rd which is already congested in peak hours and at times in off-peak hours
- Concerned that no on-street parking on Yonge St. will negatively impact local businesses
- Add parking without impacting existing parking along Yonge Street, as this was originally created through infrastructure investments by taxpayers
- Would angled parking on one side provide more spots?
- Believe that many of the privately owned surface parking lots cited in the project as alternatives to Yonge Street on-street parking are only temporary until developments are approved, so they should not be included as a long term parking solutions
- The TTC recently separated the 97 Yonge route into two bus routes; there is no longer a single bus from Steeles to downtown. This willingness to cut the city into sections must be resisted, as it leads to further rationalizations for piecemeal bike and pedestrian routes.
- More evidence is needed on traffic impacts before a decision can be made
- Yonge St. function well for the last 70 years, do not destroy what works
- This EA format has been rushed and doesn't adequately examine the consequences, especially with relation to elimination of traffic lanes on Yonge Street and how that will impact the surrounding communities
- The traffic study does not take into consideration the realities of planning decisions in the province of Ontario wherein the Ontario Municipal Board regularly overrides City of Toronto's Official Plan. These numerous decisions over the past 20 years have resulted in disproportionate residential condominium development in North York and more specifically the immediate vicinity of the West Lansing Community.

Natural Environment

Participants were supportive of planting additional trees to enhance the pedestrian environment and air quality. However, some participants were concerned that the proposed placement and maintenance of trees would not be sufficient to protect their health.

- Important to encourage reduction of air pollution through reduction of cars
- Wind tunnels should be considered when developing the planting plan
- Trees require a much greater amount of space than what is available here. They can become visual and physical obstacles and could be a safety hazard. Also they create

too much shade and are high maintenance. Introduce plants and flowers in containers on light poles, other poles, above arches and on buildings.

- The trees in the median suffer early deaths due to greater stress, and are a waste of money
- Concerned about trees in median hindering visibility
- If we are to spend money on trees, they should be planted at the sides of the road, not in the middle

Cycling and Walking

Participants were generally supportive of wider sidewalks, pedestrian amenities, and dedicated cycling facilities, seeing these as amenities that can lead to a more vibrant public realm. Some suggestions were made to improve pedestrian and cyclist crossings.

- Wider sidewalks enhance walkability
- Support additional pedestrian crossings
- Pedestrian traffic in this corridor has grown exponentially over the last several years, driven mainly by the concentration of high rise condominiums, so wider sidewalks are needed
- Support wider sidewalks and trees
- Wider sidewalks and landscape medians will mean shorter crossing distances for pedestrians.
- The current sidewalks are cluttered and crowded
- There are no safe bicycle or pedestrian routes across the 401 within the central area of the city. All existing paths require people to have to look behind them in order to cross ramps. At Yonge St, there is no signage clearly indicating that a person has to cross the street twice in order to get past the 401.
- Kempford Blvd intersection light timing is very long and needs to be adjusted to allow more time for pedestrians to cross
- Students often jaywalk on Doris Ave south of Empress Ave, may warrant a crosswalk
- The addition of separated bike lanes is forward looking
- Support bike lane separated from traffic and pedestrians
- Bicycle safety and connectivity to the subway is a priority
- A bi-directional bike lane may save space
- Would prefer a barrier separating the cycling lane
- Consider installing bike parking intermittently between tree plantings
- In favour of bike lanes continuing along the entire length of Yonge St
- I spend two months of the year in Europe and I see how bikes and dedicated lanes benefit a city
- I prefer the separated bike facility between rows of trees (4G) as cars sometimes do not observe or respect bike lanes, so safety can be an issue
- As a road cyclist with thin tires I worry about having to navigate up and down curved ramped curbs at every street crossing, increasing the potential for crashes. I would prefer separated bike lanes level with the road to avoid these potential road hazards which would only be multiplied in inclement weather
- Limiting left hand turning lanes is a good idea to keep traffic flowing and limiting car to bike, and car to pedestrian collisions
- The key problem will be how to take the bike lanes south of Florence Ave under the 401. This should be seen as a priority, as right now the 401 is an impenetrable cycling barrier, there is no safe option to travel south of the 401 within 5 km of Yonge Street
- Concerned about vehicles and delivery trucks possibly driving onto cycle track to park

- Concerned about pedestrians walking on the cycle track
- Heavy trucks should not be permitted to drive in the lane adjacent to the cycle track
- Small changes have a strong impact on how the intersections function. Suggest trying new intersection designs (ie Dutch protected intersection example) at a few intersection to allow for trial and monitoring, and allow time for the community to get used to a new design
- Suggest following the design of the bike paths on Eglinton west of Jane
- 1.5m cycle track is not wide enough
- There should be enough space between parked cars and the bike lane so that cyclists can't be doored
- Include covered bike parking
- Signal timings should also ensure that pedestrians and cyclists get a green ahead of drivers to minimize conflict
- Additional bike locks are needed
- Bike parking on the backs of the outdoor seating is a way to serve two functions with the same piece of furniture
- Plan a bike share/rental location near Avondale Park
- Bike lanes should have low speed regulations
- Please ensure cycle tracks are not blended like on Sherbourne, but rather properly raised
- Wayfinding from the Finch TTC Station to hydro corridor trail needs to be clarified
- Protected intersection should be included at Yonge and Sheppard, providing more visibility for cyclists, more queuing space for turning cyclists, and less awkward turning movement
- People jaywalk in front of Mel Lastman Square, which could warrant a crosswalk
- Current plans provide no left turn accommodations, no protected intersections, and high conflicts with turning vehicles. This might serve existing low volumes, but not future growth or mode shift.
- Bishop Ave / Hendon Ave near Yonge St is very busy during rush hours and the way cars turn in and out of parking and pick-up areas is highly unsafe, suggest not adding a trail there
- Do not agree with this plan because not many pedestrians use Yonge Street
- Sidewalks are sufficiently wide enough currently
- Would prefer bike lanes on Willowdale Ave to keep traffic moving on Yonge St
- This isn't downtown (i.e. Bloor St. or Queen's Quay), people won't cycle here
- People won't cycle in the winter, so dedicated cycle tracks are not needed
- Concerned about ability for vehicles to drop-off and pick-up with a bicycle lane
- Will there be any signage promoting the Koreatown retail area to help draw cyclists into the businesses, as car volumes are reduced? Bicycle themed art and cultural elements can play a pivotal role in encouraging people to bike and buy in the area
- Are there opportunities for new underground pedestrian connections (on the east side of Yonge Street north of Sheppard, and north-south across Finch Avenue)?
- The plan may only be popular with the minority amount of bicyclists for only 7 months of the year, and be brutal for the cars and trucks that use this route 12 months of the year

Cultural Heritage & Built Heritage Resources

Comments did not focus on heritage during this phase, however some participants noted they were supportive of recognizing existing heritage features.

- Maintain and highlight the remaining historical features of the area

Costs

Some participants sought more detailed information on cost estimates associated with the project, and some were concerned that the proposed design would be expensive to implement.

- The estimated costs of each design option should be shared
- Concerned about the total cost of this project
- Concerned that there won't be enough funds to properly maintain median plantings
- The City should spend additional funds on maintaining existing infrastructure instead of reconstructing Yonge Street. We cannot maintain what we already have.

Constructability & Utilities

Participants expressed a desire for an efficient construction schedule.

- It would be great to start as soon as possible
- Will utilities interfere with proposed increase in trees?
- Make construction efficient and as quick as possible
- Ensure the Mel Lastman Square work is finished by spring so it doesn't interfere with the market and festivals
- Can access via Leona Dr be opened temporarily if traffic congestion becomes onerous during construction?

Planning: Vision and Identity

Participants were excited about the proposed improvements to the Yonge Street corridor and felt that these would create a more inviting and beautiful neighbourhood. There was support for the proposed redesigns of Mel Lastman Square, Olive Square, and the Joseph Shepard Federal Building.

- Very impressed with the design
- This will add considerable liveliness, safety, beauty and cultural possibilities
- It's about time for this
- The aesthetics of the preferred plan are nailed, it looks fantastic
- This should be a model for other, similar EA projects throughout the city and region. This plan makes me want to move to the area
- The broadening of sidewalks and landscaping increases the vibrancy of the street's pedestrian use and with it commercial and retail sustainability
- Support the integration of public space, culture and heritage built space, and pedestrian and cycle paths with the street
- Would like this area to feel like a downtown
- Our world needs more trees, more bikes, more public transport usage, less cars, and better walking opportunities
- In general, this is a significant step forward for Toronto, and this project could be a template to improve our suburban streets
- Everyone's needs and dreams are considered
- More seating on the sidewalk is needed, facing away from traffic
- Use planters instead of trees in the median to provide more protection
- Need more patios, less cars
- Very good opportunities to bring public space to the forefront of Yonge Street
- Support using Olive Square as a major visual part of a gateway into North York Centre

- Support the integration of Olive Square into the streetscape
- Olive square is a good public space that more pedestrians should know about. Bring the square to the other side of the road and add seating opportunities
- Support improvements for Mel Lastman Square
- Design aspects that further integrate Mel Lastman Square at the street level elevation are welcome.
- Mel Lastman Square: removable median is a great idea to enlarge public space when needed. Add more covered areas inside the square for comfortable seating
- It will be nice to make the stretch of Yonge St. in front of Mel Lastman Square more pedestrian friendly and feel more like part of the square
- The design for Mel Lastman Square looks more open and inviting, like the painted circle that suggests where people could gather for major events/street festivals
- Support for improvements to the Joseph Shepard Federal Building Public spaces should be well-lit
- The busy Joseph Shepard Federal building area could use prominent public space, and perhaps a subway entrance
- I like that much of the courtyard in front of the Federal building is raised and joined to the sidewalk to form a public space next to Yonge St.
- Joseph Shepard Federal building area needs more trees
- Like the lay-by parking option at the Joseph Shepard Federal building area. If it were integrated into the design elsewhere it would ease traffic congestion considerably.
- The pillar in the centre median at the Joseph Shepard Federal building is a nice addition as it symbolizes one end of North York Centre. There should be an identical pillar at the north end around Finch Ave.
- Suggest creating additional small parkettes
- Need to build some small, stylishly designed kiosks to serve coffee and pastries and some outdoor tables to draw people into these spaces
- These public spaces should provide sufficient garbage, recycling and compost containers
- Please consider the elderly, people with strollers, and people in wheelchairs. Smooth ground surface with anti-slip features would help keep the space enjoyable for people of all ages
- The parks should include small tables for shared meals and games
- Like tying in public spaces across the corridor with the use of pavers. This also lends itself to the potential of closing off the Yonge St. to automobile traffic and diverting traffic around it via Doris and Beacraft for public holiday/ weekend events
- Mel Lastman Square presents accessibility and safety challenges, which should be addressed in new design
- Suggest extending the median across the plaza area at Mel Lastman Square
- Provide free street parking on weekends and easier access to the library at Mel Lastman Square
- Suggest making the pedestrian crossings between Mel Lastman Square and the mall more apparent to ensure that it is very easy to see by drivers, even at night
- At Mel Lastman Square move the tree barrier on the right to the other side of the bike lane to separate cyclists from vehicles
- It would be fantastic to purchase the small building at the south east corner and add that to the existing Olive Square space
- Add some community activities to Olive Square (similar to the ping-pong tables at Mel Lastman Square) to draw people to the park

- Olive Square needs good lighting
- Need to make Olive Square more intentional and appealing
- Olive Square should become more European looking
- Dislike that there doesn't seem to be separation between car lane and bike lane in Olive Square
- Enhanced street crossings and the right-of-way turning lane features could decrease the likelihood of traffic jams and speeding, and increase pedestrian crossing safety in Olive Square
- Include wider sidewalks along Olive Square
- At Olive Square consider installing the median with trees between the bike lane and the car lane
- The sidewalk on the east side of the Joseph Shepard Federal building looks very narrow. There is a lot of pedestrian traffic here and there may be pedestrian/bike conflicts with pedestrians mistakenly spilling over into the cycle track
- Suggest a monument to soldiers in the Joseph Shepard Federal building area
- Landmarks or signs making the Joseph Shepard Federal building area explicit for new visitors would encourage greater use of the space
- Public spaces need to be well lit so people feel safe walking day or night
- Include different seating options: rocks, low walls, benches, tables etc.
- Need more shaded areas, less concrete. Consider replacing concrete areas with grass.
- No raised flower boxes/containers or other obstructions
- Need more space for restaurants, cafes, with patios like in Europe.
- Improve streetscape south of Sheppard Ave for the thousands of residents south of Avondale Ave. We need safe, welcoming pathways to encourage walking and cycling to this new, exciting Yonge St.
- People won't sit at patios along Yonge St. because it feels like a highway
- Suggest extending median further along Yonge St
- Provide maps on Yonge advertising parks and features along Beecroft Rd and Doris Ave
- At Yonge and Wellesley there are bronze maps with the surrounding streets and landmarks embedded into the sidewalk. We could do something similar here.
- The public benches between the cycling and pedestrian paths is a great idea
- Support public art in the median
- Median should be narrower, with the room being used to widen sidewalks further
- Concerned that the median could encourage jaywalking
- Medians are costly
- Prefer eliminating the median and using the space to widen sidewalks
- Street trees and furniture can be added without reducing traffic lanes
- Since the paved space at Olive Square is rectangular, it doesn't separate this area as well from the other parts of the street. Also, the existence of the left-turn lane and narrow median makes the space look more car-dominated than it should be.
- Mel Lastman Square is successful currently, no need to change it
- Concept for Joseph Shepard Federal building area looks barren, not encouraging for more people to sit or be active together
- Concerned about unwanted activity occurring in public spaces
- Sufficient seating at the Joseph Shepard Federal Building currently
- No additional trees required at Mel Lastman Square, as it is already sufficiently shaded
- The proposed Mel Lastman Square design extends the square onto Yonge Street and encourages jaywalking

- Concerned about the possible impacts on locally-owned Persian and Korean businesses along Yonge Street

Opportunities for Design Excellence

Comments during this phase did not focus on design excellence. However, some participants expressed desires to create better connections between the pedestrian realm and the buildings along Yonge Street, and to improve building facades.

- Buildings facing Yonge Street should have the street level entrance designed to permit maximum pedestrian access
- Create signage standards for retail stores, including size, colours, template, monitoring etc.
- The Joseph Shepard Federal building should be replaced

Comments on Public Consultation Process

The project team solicited feedback on the consultation process through the comment card.

Highlights include:

- 77% of respondents found communications materials easy to understand
- 87% of respondents felt informed and engaged
- 63% of respondents felt their comments and questions were addressed by the project team

Additional comments:

- I am thrilled at the level of interest from residents and the City's efforts to engage and listen. It's a model for other renewal projects
- Well done
- The pace is faster than most EAs, which is actually satisfying to see (plan has been updated twice based on consultation in under six months)
- Appreciate the presence of senior managers at meetings
- The public forums were great for access to planners, understanding challenges and projects underway in the area, where some areas seem stalled. Even though the conversation sometimes strayed from the specific focus of this project, I think it was beneficial to all. Perhaps ongoing neighbourhood discussions can happen.
- Pleased to see this project is being developed and that the planners are working the feedback into their designs. Please continue to keep the community apprised of the developments in this project. Appreciate the chance to provide feedback.
- Glad to be given the opportunity to participate
- Online comment forms are the way to go! It's much more convenient than evening open houses
- Just want to say you guys have done a wonderful job
- Thanks for taking the time, I hope my feedback helps
- I appreciated the effort in involving the community and the various plans that were drawn up
- Flyer was very helpful with the pics of 4 options. I was happy to get it.
- All of the comments which I've provided during the consultation process have been addressed by the staff

- Public Open House an excellent way to get feedback. Am happy that feedback is able to be done online. But I found that I had to read everything twice to understand what is being said, so I think this could have been made easier.
- I'm happy with the consultations in general, and the speed has been good (not too fast) for me
- Thank you for engaging the community on this important civic improvement
- It was fun and informative to meet and speak with everyone and I appreciated the opportunity
- I do appreciate that all of you took the time to meet with the people (myself included) and shared the vision rather than just tender out contracts to construction companies
- I support the process of consultation that is being used for this project. I appreciate the quality of the presentations available online.
- Notices should include translations to all languages instead of just Korean, Farsi, and Chinese
- I had difficulty comparing the designs and figuring out the pros and cons.
- Could have been a bit more simple as to the number of things you wanted feedback on
- In communications make note that online feedback is available too
- The city should publish comments online
- There needs to be more consultation
- Acknowledgement of comments would be preferred
- I would have preferred more clear diagrams

March 22, 2017

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)



Geotechnical Investigations on Yonge Street

Expected Start Date: Late March 2017

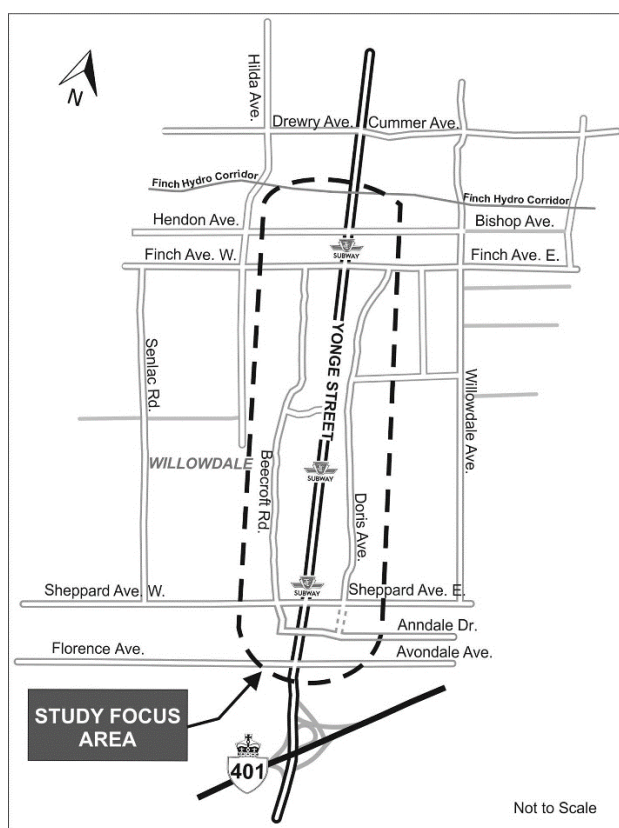
Expected End Date: Mid-May 2017

**Timeline is subject to change.*

Yonge Street is the central transportation corridor and pedestrian promenade within North York Centre, one of four centres in the City focused on transit-based employment and residential growth. Inconsistent urban features, from sidewalks, crossings, and medians, to the lack of dedicated cycling facilities present challenges. The City of Toronto is carrying out an Environmental Assessment Study that will evaluate opportunities to improve the streetscape and public realm along Yonge Street from Sheppard Avenue to Finch Avenue.

As part of our Environmental Assessment Study, on-site investigations will be completed. We will be taking samples of asphalt, soil and underground conditions in the work area. Sampling is needed to confirm the conditions below ground and is used for engineering design. **The operation will take approximately six weeks to complete, and it will occur sometime between late March to mid-May 2017.**

MAP OF WORK AREA







WORK DETAILS

- Drilling rigs will be set up at various locations along Yonge Street between the Finch Hydro Corridor and Florence Avenue / Avondale Avenue to take soil, asphalt and groundwater samples along the street on City property.
- Boreholes will be drilled into the ground to collect soil and asphalt samples from both the surface of the road and below the surface.
- Survey crews will also be in place to determine the exact location of surface and underground infrastructure.
- Unloading and loading equipment, as well as drilling and surveying within the roadway, may result in temporary disruption to local traffic.

WHAT TO EXPECT DURING CONSTRUCTION

- You may experience dust, noise and other inconveniences. The City will make efforts to reduce the impacts. We appreciate your patience.
- Property owners should remove items located within City property limits (boulevard), such as landscaping and / or decorative objects.
- The City will not be responsible for damage to any privately owned items on City property.

	Work Hours: Work will take place from approximately 9:00 am to 4:00 pm, Monday to Friday, with work after hours as required. Night work will also be required in some areas.
	Road and Sidewalk Access: In order to complete the work in a safe manner, there will be road and sidewalk restrictions within the construction work zone. Access for emergency vehicles will be maintained at all times. Driveway Access: The contractor will notify you in advance of any temporary restrictions to your driveway access. If your property has two entrances, one entrance will be kept open at all times.
	Traffic Management: Unloading and loading equipment may result in temporary disruption to local traffic. In order to complete the work effectively and in a safe manner, some pedestrian and vehicle traffic restrictions will be necessary.
	Restoration: The work area will be restored with sod and/or asphalt where required. Interlocking bricks, flagstone on a granular base, or other similar features that are removed from public and private property during construction will be replaced. Lawn seeding and/or laying of sod will be done as needed during ideal growing seasons only - in the spring (April to June) and fall (September to October).

NEED MORE INFORMATION?

If you have questions about the upcoming work, please contact us.

Project Manager	Marilia Cimini, 416-392-6758, mcimini@toronto.ca
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Thank you for your patience.
Building a great city takes time.
Better infrastructure for all of us is worth the wait.

August 3, 2017

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)



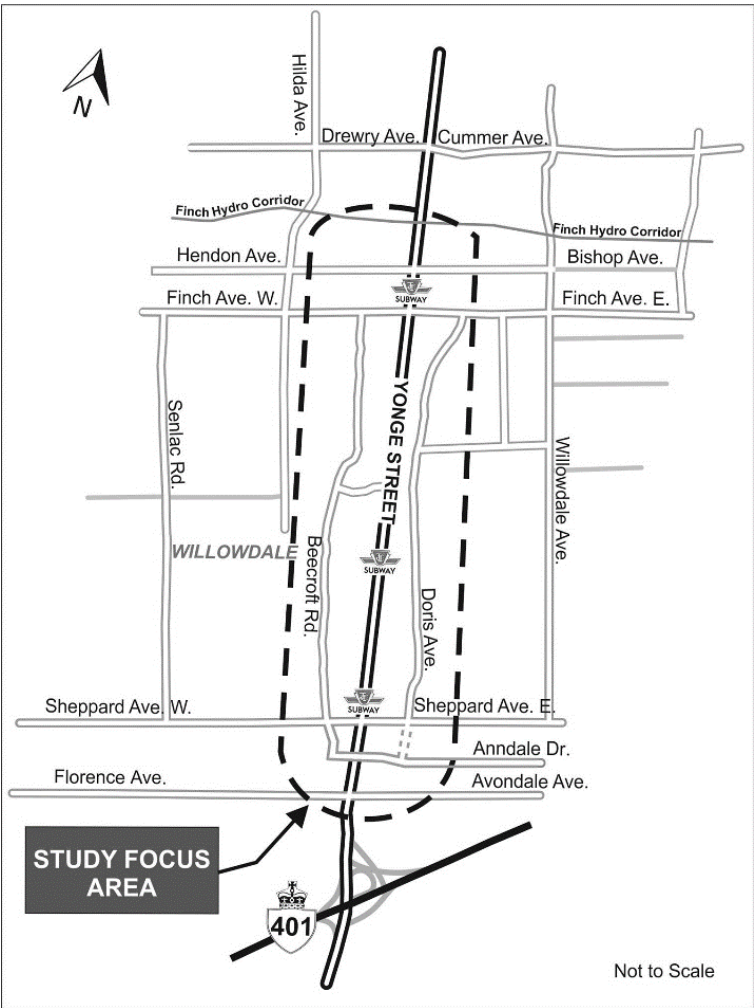
Geotechnical Investigations on Beecroft Road and Doris Avenue

Expected Start Date: Early August 2017
Expected End Date: Mid-August 2017
**Timeline is subject to change.*

North York Centre is one of four centres in the City focused on transit-based employment and residential growth. This area is envisioned to be a vibrant urban environment that balances the transportation needs of all users and promotes walking and cycling. Inconsistent urban features, including sidewalks, pedestrian crossings, and medians, and the lack of dedicated cycling facilities, present challenges. The City of Toronto is looking at ways to create an attractive and consistent streetscape that will serve people of all ages as they travel in and around the area for work, school, and leisure, and that will also support economic activity.

As part of our Environmental Assessment Study, on-site investigations will be completed. We will be taking samples of asphalt, soil and underground conditions on Beecroft Road and Doris Avenue. Sampling is needed to confirm the conditions below ground and is used for engineering design.

The operation will take approximately three weeks to complete, and it will occur between early and mid-August 2017.







WORK DETAILS

- Drilling rigs will be set up at various locations along Beecroft Road and Doris Avenue to take soil and asphalt samples along the street on City property. For both streets, work will be undertaken from Sheppard Avenue to Finch Avenue.
- Boreholes will be drilled into the ground to collect soil and asphalt samples from both the surface of the road and below the surface.
- Survey crews will also be in place to determine the exact location of surface and underground infrastructure.
- Unloading and loading equipment, as well as drilling and surveying within the roadway, may result in temporary disruption to local traffic.

WHAT TO EXPECT DURING CONSTRUCTION

- You may experience dust, noise and other inconveniences. The City will make efforts to reduce the impacts. We appreciate your patience.
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NEED MORE INFORMATION?

If you have questions about the upcoming work, please contact us.

Project Manager	Marilia Cimini, 416-392-6758, Marilia.Cimini@toronto.ca
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Thank you for your patience.
Building a great city takes time.
Better infrastructure for all of us is worth the wait.

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)

The City is looking at ways to improve the streets and sidewalks in North York Centre to accommodate people of all ages as they travel in and around the area for work, school and leisure, and support economic activity. We are now in Stage 2 of this study, where we are looking at opportunities on Yonge Street, Beecroft Road and Doris Avenue to enhance mobility and safety for all users, including cyclists, pedestrians, transit riders, and drivers.

We invite you to attend the fourth Drop-in Event to learn about the study and provide feedback on:

- The review of potential cycling facilities on Beecroft Road and/or Doris Avenue as well as Willowdale Avenue
- The recommended cycling route
- The various design options and recommended solution for Yonge Street

Date: Tuesday, October 10, 2017

Time: Drop-in anytime from 5 p.m. – 8 p.m.

Place: North York Memorial Hall

5110 Yonge Street (one level below the NY Central Library)

Korean, Farsi, and Chinese interpreters will be available.



Project History

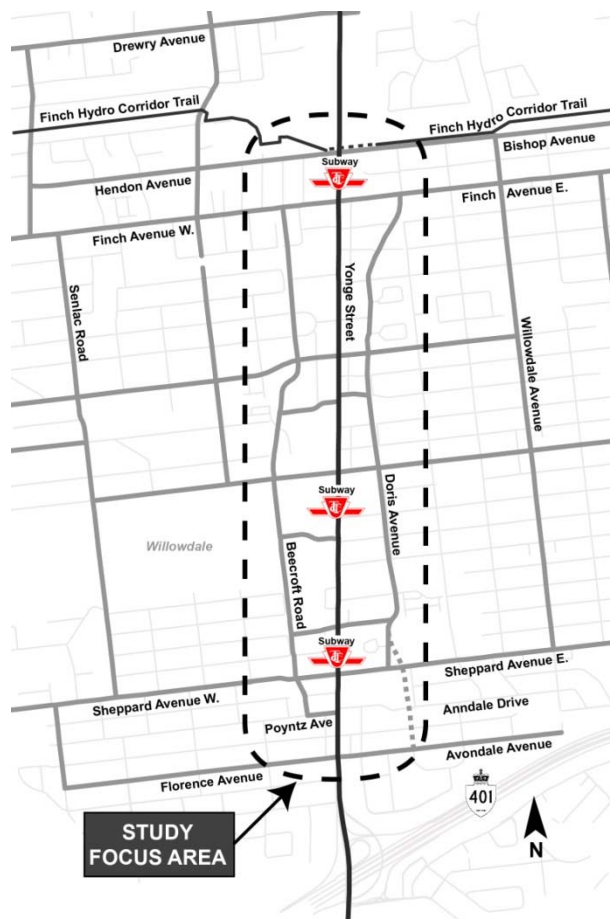
The project team began this study by exploring a range of options for Yonge Street to address the challenges of inconsistent features such as sidewalks, pedestrian crossings and medians and a lack of dedicated cycling facilities and concerns over traffic movement.

The project team analyzed options based on existing and future traffic conditions, pedestrian accessibility, urban design conditions, connectivity, tree impacts, and costs, among other factors. These options were presented to the public for feedback at three public drop-in events. Following this process, the City recommended the "Transform" solution. Transforming Yonge Street meant:

- Reconstructing the street to reduce the number of travel lanes from six to four (between Sheppard Avenue and Hendon Avenue/Bishop Avenue)
- Widening sidewalks to create more space for pedestrians
- Enhancing the landscaped median
- Building dedicated cycle tracks
- Adding street trees, plantings, public art, and street furniture throughout
- Integrating public spaces with the street

The project team studied existing traffic and anticipated growth through 2031 and concluded that future traffic conditions would be similar with either six lanes or four lanes.

The reduction of lanes on Yonge Street would include the removal of the existing on-street parking spaces, which are only available part-time, during off-peak hours. A parking analysis concluded that adding new full-time parking spaces on side streets would provide more than enough parking spaces to meet current and future demand in the area.



Potential Bicycle Lanes on Beecroft Road and Doris Avenue

In February 2017, City Council directed staff to complete a second stage of the study that reviews the possibility of implementing cycling facilities on Beecroft Road and/or Doris Avenue, rather than on Yonge Street, and Willowdale Avenue from Bishop Avenue to Steeles Avenue.



Beecroft Road south of Kempford Boulevard



Doris Avenue north of Elmwood Avenue

Get Involved

Following the October 10th Public Drop-in Event, the City will refine plans based on public input and the final preferred solution and design options will be presented to the public in late 2017. A report of the study recommendations will be presented to City Council in early 2018.

You can visit the project website to access information presented at the previous public drop-in events, along with project reports and other resources: www.toronto.ca/reimaginingyonge

If you have questions or would like to be added to the project email list to receive updates, please contact us.

«مترجمانی در رویداد غیررسمی عمومی حاضر خواهند بود. اگر مایل به دریافت این اطلاعات به زبان کره‌ای/فارسی/چینی هستید، لطفاً از وبسایت پروژه بازدید نمایید یا از طریق ایمیل kate.nelischer@toronto.ca با Kate Nelischer تماس بگیرید.»

공개 참가 행사장에서는 통역이 제공됩니다. 이 통지를 한국어/이란어/중국어로 받고 싶으시면 프로젝트 웹사이트를 방문하시거나 kate.nelischer@toronto.ca 로 Kate Nelischer에게 연락해주시십시오.

此次公开活动将有翻译员在场。如果您想获得本通知的韩文/波斯文/中文版本，请访问项目网站或与凯特·奈利舍（Kate Nelischer）联系：kate.nelischer@toronto.ca

Contact	Kate Nelischer, kate.nelischer@toronto.ca , 416-392-4360
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Call **3-1-1**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. Toronto thrives on your great ideas and actions. We invite you to get involved.


REimagining Yonge Street (Sheppard Avenue to Finch Avenue)

Municipal Class Environmental Assessment Study Notice of Public Drop-in Event #4

The City is looking at ways to improve the streets and sidewalks in North York Centre. We are now in Stage 2 of this study, where we are looking at opportunities on Yonge Street, Beecroft Road and Doris Avenue to enhance mobility and safety for all users, including cyclists, pedestrians, transit riders, and drivers.

We invite you to attend the fourth Public Drop-in Event to learn about the study and provide feedback on:

- The review of potential cycling facilities on Beecroft Road and/or Doris Avenue as well as Willowdale Avenue
- The recommended cycling route
- The various design options and recommended solution for Yonge Street

Date: Tuesday, October 10, 2017
Time: Drop-in anytime from 5 p.m. to 8 p.m.
Location: North York Memorial Hall 
 5100 Yonge St.
 (one level below the NY Central Library)

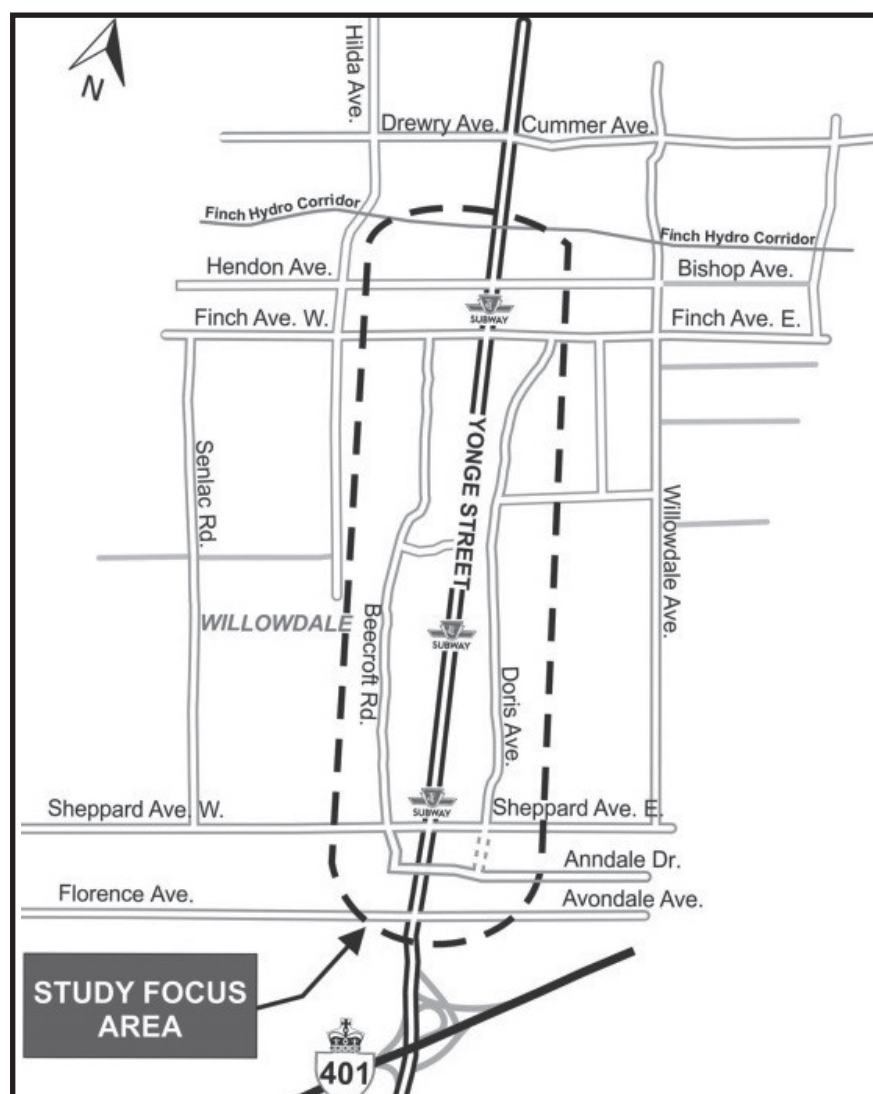
Korean, Farsi, and Chinese translators will be available.

Study Process

The project team began this study in early 2016 by exploring a range of design options for Yonge Street. After three public drop-in events and other consultation events, a preliminary preferred solution was identified in Fall 2016, which included reducing Yonge Street from 6-lanes to 4-lanes, widening sidewalks, enhancing the landscaped median and introducing cycle tracks. In February 2017, City Council directed staff to complete a second stage of the study that reviews the possibility of implementing cycling facilities on Beecroft Road and/or Doris Avenue, rather than on Yonge Street, and Willowdale Avenue from Bishop Avenue to Steeles Avenue. Stage 2 includes further consultation with the public, businesses, and property owners.

The study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Ontario Environmental Assessment Act. An Environmental Study Report will be prepared at the end of the process in accordance with the requirements of the Municipal Class EA.

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



We want to hear from you

Visit the project web page for additional information about this study: toronto.ca/reimaginingyonge

Kate Nelischer

Senior Public Consultation Coordinator

City of Toronto, Metro Hall, 19th Fl., 55 John St., Toronto, ON M5V 3C6

Tel: 416-392-4360 or Fax: 416-392-2974

E-mail: Kate.Nelischer@toronto.ca Issue Date: September 28, 2017

REimagining Yonge

Municipal Class Environmental Assessment Study Summary of Public Drop-in Event October 10, 2017

Prepared by Tracy Manolakakis
City of Toronto



A forth Public Drop-in Event was held on October 10, 2017 in the main floor foyer of the North York Civic Centre. The focus of the event was to present findings from a second stage of study requested by the Public Works and Infrastructure Committee for the review of the possibility of installing cycling facilities on Beecroft Road and/or Doris Avenue while maintaining traffic capacity on Yonge Street.

Notification

- Approximately 66,000 notices were mailed to addresses in the study area through Canada Post the week of September 12
- An ad appeared in the North York Mirror (East) on September 28 and October 5
- Information was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Drop-in Event was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the local Councillors to be shared with constituents.

Attendees

Approximately 230 people signed in to the Public Drop-in Event, with some people choosing to not sign-in.

Staff from Transportation Services, City Planning and consultant team at WSP/MMM were in attendance.

Information Presented

The event focused on providing a study update, including an update to existing conditions in the Study Area, the identification of the preferred Stage 2 alternative solution, and next steps.

Feedback Requested

Participants were invited to ask questions and provide comments about the project in general, but the project team was also specifically seeking feedback on the:

- Type of cycling facility preferred for Beecroft Road and/or Doris Avenue
- Preliminary preferred alternative Transform 1
- Comparison of preferred Stage 1 and Stage 2 alternatives
- Consultation process

Public Comments

Approximately 204 responses were received via feedback forms at the meeting or online. Results showed the following:

- 57% preferred cycling on Beecroft Road and Doris Avenue compared with 33% preferring Beecroft Road only and 9% preferring Doris Avenue only
- The type of cycling facility preferred along Beecroft Road and/or Doris Avenue showed highest support for Transform 2: In-boulevard bi-directional cycling path (43%) and Transform 1: Raised cycle tracks adjacent to the curb (30%)
- Of the 215 respondents, preference for alternatives Stage 1 (Transform Yonge) vs Stage 2 (Enhance Yonge and Transform Beecroft) was 40% to 60% in favour of Stage 2

Below is the feedback received, with comments grouped by key topic.

Support for Stage 1 - Transform Yonge

- I don't see cyclists preferring to use Beecroft and Doris. I imagine they would want to be near the stores and activity. Stage 2 also sounds very expensive since three streets will need to be reconstructed. This would make Yonge Street shopping possible by bike. There would also be an opportunity to see what the businesses are on Yonge Street while commuting by bike down Yonge Street, something that cannot be done easily while driving in heavy traffic and 50-60km/hr. Yonge Street is the more interesting of the streets compared to Doris or Beecroft to cycle on and it would create a sense of community with pedestrians, cyclist and cars traveling together. It would create a much more European feel. There are no shops or anything to go to along Beecroft. It doesn't make sense to put bike lanes there because cyclists would still have to bike to Yonge street to go to the destinations located there. This option makes Yonge Street a complete street. I would cycle on Yonge Street which is where the shops, restaurants and services are. There is too much speeding on the ring roads and they are not safe. Stage 2 only works for people who interact with the west side of Yonge. On the east side, there would be no change, and only moderate improvements on Yonge itself. Therefore stage 1 would be my preferred option.
- I want to be able to walk or bike and enjoy the Yonge Street. Having Yonge Street more pedestrian/cyclist friendly feel would enhance the draw to the shops and restaurants. It would be nice to sit on a patios without 6 lanes of traffic whizzing by."
"Transform 1 offers more street improvements for pedestrian and cyclist alike, giving better and more pleasant access to local business which are in Yonge St. When more people walk/bike in their own neighbourhood they also shop locally. As a consequence people feels that they belong to a neighbourhood (and not just go there to sleep). Also more diverse type of business will be attracted by the pedestrian/bike traffic and will be a win/win situation. This already happens in many older neighbourhoods (queen east, high pack, and downtown core), it's time to realize that North York is not a suburb anymore. Want to bring more life to Yonge Street, not divert it to adjoining streets. Besides, it's not clear that many cyclists would use Beecroft or Doris, since most of the people in the adjoining single-family residences drive. Cycle paths on Yonge more likely to be used. Prefer stage 1 because it will have a greater positive impact. Biking should be on Yonge St. We need to focus on pedestrians and cyclists, not on enabling more and more traffic. We need to design the city we want, and that's not a city of rehabilitating traffic. It will make Yonge Street a better place to walk and cycle. Currently walking up and down Yonge to access shops and amenities isn't a fun experience because there is so much traffic. Would prefer it was made friendlier by removing 2 of the car lanes and replacing them with wider sidewalks and cycle tracks.
- Yonge Street is the focus of our neighbourhood, this is our one chance to make it a great street for people and bicycles. Four lanes will work on Yonge, Beecroft and Doris can take the overflow
- Prefer Stage 1 because it offers more benefits at a lower cost. Stage 1 offers more transformative opportunities. Yonge Street is the centre of activity and should be made into a complete street. The incremental cost of transforming Yonge Street is expected to be modest relative to the cost of enhancing it. Complete streets improve the community

by providing more eyes on the streets. Not everyone can drive a car; we need to cater to the needs of everyone not just those who drive. Promoting cycling and walking can help curb obesity which improves health and lowers health care costs. Toronto's Climate Change Action Plan calls for reducing emissions; encouraging use of transit and active transport is a piece of this puzzle; results of the traffic studies show that Stage 1 provides more benefits to transit users

- Yonge Street should go down to 4 lanes to slow down traffic. Cycle tracks make sense here too as that is where people are. Now is this time to make changes for the future. Yonge Street should not be a transformation for people who live outside the city. Traffic has to be reduced now is the time to start. Yonge Street is more direct to get to shops/stores/various places. Easier to understand where you are (on a directional basis). Beecroft/Doris do not extend from one end of the city to the other like how Yonge Street does. You would still need to figure out how to transfer from Beecroft Doris to get to Yonge Street.
- I support the installation of bike lanes across NYCC and the city. I think they are key to improving streetscape and safety for all users. User sidewalks on Yonge Street will help create a vibrant and sustainable road. The main issue that needs to be addressed is on street parking. Too hazardous for all users.
- In stage 1 I suggested 4 lanes of traffic and two lanes parking drop off. This is closest to my original preference. Allows option in the future to transform to lanes to bike lanes. More chance of passing due to the 6 lanes.
- Yonge Street should be a destination for everyone, drivers, bikes and pedestrians. We should not treat bikers and pedestrians like 2nd class citizens. Even if traffic increases my commute time, I would rather have that, and let my neighbourhoods have the chance to flourish into a vibrant community- one that people all over Toronto want to come visit. By bike or TTC.
- 4 lanes will slow traffic and make cycling and walking more safe and appealing. It will boost local retails and residents.
- It's time to bring Toronto streets into 21st century and make them great for all residents. Feasibility of cycling is higher on Beecroft rd. compared to Yonge. Sidewalks encourages inviting public spaces, helpful for local business. Enhancements on many streets, not just one would create a sustainable mixed use urban centre. Traffic problems are not solvable. I prefer bike lanes extending down to Hwy 401 including lane reductions.
- Most travel destinations are on Yonge Street, not Doris on Beecroft. Cycling infrastructure on Yonge will stimulate local business. Reducing Yonge to 4 Lanes will make it a more pleasant downtown feeling rather than a highway. Improves pedestrian experience.
- I am a car driver who support reducing it to four lanes. North York is like a downtown. Cycling and walking to shops will promote community.
- Bicycle lanes must be on Yonge Street, because this is where people go on a bike. I rarely visit west of Yonge on my bike. Having bicycle lanes is much safer for cyclists, pedestrians, and vehicles, and complies with Vision Zero, and the idea of complete streets. Beecroft and Doris Avenue bike lanes are not in the city's ten year cycling plan; and will not comply easily with the plans to have cycling on Yonge Street both north and south of here. It will therefore become an underutilized route as compared to Yonge Street. Cyclists will continue to bike on Yonge Street, using the sidewalk and street, to get to where they have to go. The other option does not re-imagine Yonge Street, and is very poor value for the money spent. All it does is reconstruct sidewalks on Yonge Street. Yonge Street lanes adjacent to curb are parking lots for 20 hours per day, and

available to car traffic for four hours: from 7-9 a.m. and 4-6 p.m. on M-F. This parking space can easily be moved to adjacent side streets so that pedestrians and bicycles can move safely. You cannot do that to the pedestrian or the cycling pattern. The public health benefits of cycling and walking will far outweigh the added costs of installation. This was not even part of the environmental assessment. Many major cities around the world are installing bike lanes. This will be a first for Willowdale, let's do it right the first time.

- Stage 1 provides more opportunity for connecting the network and supports the already growing non-motorized traffic on Yonge Street. The route on Beecroft, while would be pleasant for recreational use, may not end up being as useful for commuter cycling, or other utilitarian cycling. Also, Yonge Street in this area could do with a full 'transform' - I feel that if the focus is on Yonge, we'll see a broader impact. I look forward to what it brings. I do love my neighbourhood.
- This option will make this section of Yonge a destination. Business should expect even more pedestrian traffic with this approach. Cyclist want to access services/shops/restaurants on Yonge. Not Doris and Beecroft
- 6 lanes mini highway clearly given higher priority to cars than pedestrians and cyclists; the goal of making Yonge St a vibrant community
- This alternative would create a more vibrant neighborhood downtown North York. It would also provide a more direct route for cyclists going south to downtown.
- Provides more space for pedestrians on Yonge. Provides cycle tracks on Yonge. Cycle tracks on Yonge and on Doris and Beecroft.
- Prefer Stage 1 because: Beecroft and Doris should be viewed as the ring roads to take traffic off of Yonge Street; there is no shopping, dining or other services on Beecroft and Doris so keep them this way, and enhance the flow of automobile traffic to them, and off Yonge St. Therefore Stage 1 enables transforming Yonge St so that the services, shopping, dining and community facilities are accessible to all: add bike lanes, enhance sidewalks etc. to fulfill this mission. This should bring in more business and life to Yonge Street. It will enhance living along Yonge Street and public transport and car alternatives along Yonge Street.
- By contrast, Stage 2 is a compromise on all of Yonge, Beecroft and Doris, and does not fulfill any real objective; not future looking.
- Encouraging more local and safe travel along Yonge Street will improve the sense of "community" that's largely absent along this important Toronto street. And that's good for people who live, work, and go to school and shop in this corridor.
Right now pedestrians/cyclists have to fight for the right of way at intersections/in crosswalks with vehicles, contend with broken/chipped/uneven pavement, and dodge obstacles (e.g. sidewalk "sandwich boards", debris wash at the side of the roadway) when they travel along Yonge Street. That's aside from the smell, noise and GHG emission "externalities" that haven't been properly factored into past decisions about the evolution of our "main street".
At present, Yonge Street from Finch to the 401 is configured as a race-track and little surprise that car commuters treat it as such by racing through our neighbourhood. No wonder there is so little storefront commercial (aside from restaurants and eateries) at street level as it isn't prudent to walk/bike-ride along on Yonge Street day or night, in any weather.
- Demands for curbside parking convenience, at bargain basement prices, as a small business necessity is a ruse. There is plenty of room for vehicle parking on side streets and via city parking lots within a block or two of Yonge Street. How many citizens does a single car parked on Yonge Street for an hour at \$5.00 (or so) inconvenience (i.e. by

taking a traffic lane out of use)? If the car lobby wants to retain on-street metered parking on Yonge Street then by all means charge a (downtown) market price for it (e.g. \$20.00/hour) because "nearly-free parking" is definitely not free.

Plans to shunt dedicated bicycle lanes to Beecroft/Doris aims to dodge the basic issue: Can vehicles share Toronto's thoroughfares together with pedestrians and bicyclists? Grid lock is increasing. The mayor and council haven't the stomach for congestion fees. The need for "fresh thinking" about Yonge Street is so obvious and necessary.

- Having a highway through the neighbourhood doesn't make it very neighborly. Stage 1 is cheaper and more in line with the overall vision of the city. Less disruptive during construction. Being bold in a planning for a pro-pedestrian post-motorist era."
- Having lived in London and seeing the positive changes that occurred from narrowing the traffic over the past 30 years, I fully support the change to pedestrianize Yonge Street. I spent my youth on Florence Ave. Later we have live lived north of Finch. We have traveled in France and Florence. In all cases walking and cycling ass to the ambiance. Cities are for people.
- Recent research on Bloor indicated that bike paths increase businesses. Make street more intimate. It will raise property values. Will be much safer then pedestrians. Cheaper as only one street will be worked on. Could become a destination street.
- 4 Lanes important to transforming Yonge Street from thruway to destination. Lots of room to fully separate bike lanes and pedestrians
- With 6 lanes I don't think there will be enough room for trees to grow in buffer between cyclists and pedestrians.
- Transform Yonge to a main street on a village. This includes bike lanes on Yonge, 4 lanes traffic, wide sidewalks and trees. Presents a calming of the area and encourages people to go out and shop on their main street. There are a lot of people on walks now and it's not that pleasant.
- Yonge Street must be 4 lanes not 6. With 6 lanes it is like a highway that divides the neighbourhood. With 6 lanes Yonge will not attract more pedestrians and diverse retail.
- Greater emphasis on Yonge Street as where people live well rounded and balanced lives. Promotes street life. Will attract more cyclists and pedestrians to Yonge street businesses.
- Yonge Street should be for people/pedestrians and bikes. Push the traffic to Beecroft and Doris. Cyclist prefer Yonge Street because that's where their destinations are (Stores, library, government offices, subway, etc.) However, motorists heading to the 401 don't care about these destinations, and so Doris and Beecroft should be used by them- which was the original purpose of these service roads. Also, Stage 1 will provide wider, bigger sidewalks, and transform Yonge into a true 'downtown street rather than being an ugly, noisy, polluted conduit to an expressway.
- Less cost. We need design streets to match demand. Walking and cycling is shown to be increasing in popularity.
- Encouraging of bike usage. Safer for Cyclist, as well as drivers. Exposure of cyclists biking to/from home/work to less air pollution. Flexibility (in case of emergencies for example). Congestion/road rage reduction. Lower costs
- This area of Yonge is supposed to be a city centre. You cannot have a livable, enjoyable, attractive neighbourhood with six lanes of traffic running through it. It's too noisy, too dangerous, too smelly, and too uncomfortable. This section of Yonge is also identified in the Vision Zero Road Safety Plan. You need to decide between having a freeway and having a city centre – you can't have both!
- Wider sidewalks will make existing patios more attractive, and bring a certain charm to the area that is seldom found in other neighbourhoods in Toronto. I wish to make this

area the envy of other neighbourhoods. Wider sidewalks will extend the public spaces such as Mel Lastman Square, the Canada Government Building, Olive Square Park--creating more real estate for farmer's markets, food truck lines, and other creative cultural ideas. Wider sidewalks will also solve the pedestrian congestion problems at the corners of some intersections.

Support for Stage 2 - Enhance Yonge and Transform Beecroft

- I actually welcome the reduction of through lanes on Yonge from 6 to 4 but I'd only like this done by making the on street parking permanent 24/7. Since this approach or parking cut in is not an option in Stage 1, I have to strongly support Stage 2.
- Like the idea of two streets getting fixed. I would restrict parking on Doris and Beecroft at most time (allow only on weekend). I would also improve some streets that connect Doris and Beecroft, like Hendon/Bishop and Andale/poyntz.
- Yonge St could certainly use a facelift. Benches for older people who walk on Yonge is one simple idea. Moving bicycle traffic to Beecroft would also bring improvements. But let's not ruin the livability of Yonge St, as Option/Stage 1 would."
- I prefer Stage 2 primarily to ensure the safety of cyclists, pedestrians and vehicular traffic. Stage 2 offers the best option for this.
- I prefer stage 2 because the transform of Yonge Street should not be made radically different. Rather, making bicycle lanes will be helpful on Doris. I think bicycle lane is not necessary on Yonge Street considering for 6 months winter period.
It is important to make traffic flow smooth by making 6 lanes on Yonge Street as opposed to current 4 lanes. No bike lanes on Yonge Street.
- I prefer Stage 2. There are few cyclists on Yonge St between Sheppard and Finch Aves. Reliable studies have shown that business is down at shops when bike lanes are installed. The bike lanes along Bloor Street have shown that, but city council doesn't listen to business owners, puts on blinders and can't offend the cyclists so bike lanes get put in everywhere. The side streets here in Willowdale, are already filled with parked vehicles, and by eliminating parking along Yonge Street, businesses will suffer. I'm sure it will affect the response time with EMS, Fire and Police when the already congested 6 lanes of traffic during rush hour is reduced to four lanes. Mayor John Tory always promotes ""keep traffic moving"" but how can traffic keep moving when you eliminated live traffic lanes? Not everyone can travel to work on a bicycle. Council should improve the TTC first before creating a war on the car. Toronto is about 50 years behind other cities in this problem.
- Stage 1 is stupid because there's extremely low volume of cycling on Yonge Street due to highway 401, Don Valley West and North York Centre being a Vertical Sleeping Community (60 new condo towers vs 1 office tower in last 20 years)! Cycling is NOT a commuting option for most residents here due to distance and physical barriers. Stage 2 with the proper active infrastructure being bi-directional Off-Road Multi-Use Trail along west-side of Beecroft AND east-side of Doris is preferred since it minimize number of cyclist-vehicle conflict points and is inclusive; Off-Road Multi-Use Trails encourage more people to do a variety of activities including not just cycling but jogging/running, rollerblading, skateboarding, etc.,... The addition of east-west connectors will encourage local residents and workers to explore North York Centre more instead of making a beeline out!
The problem is City Staff and Consultants seems focused on delivering a Complete Street solution of Cycle Tracks instead of focusing on delivering what's best for the

people of community! One of the problem of Cycle Tracks, both uni-directional and bi-directional, is they're on the roadway between sidewalks and increase the crossing distance pedestrian must do when crossing Beecroft Rd and Doris. The majority of the time, there won't be a cyclist and the pedestrian will become accustom to not expecting a cyclist in the Cycle Track until one day there'll be a cyclist in the Cycle Track and POW - you have a cyclist-pedestrian collision. Along west-side of Beecroft Rd and east-side of Doris Ave is network of open greenspace, parkettes and parks that can host Off-Road Multi-Use Trail which will increase utilization of this public realm green space - that's important since area suffers from one of the lowest park-space per capita in City due to the increase in local population density without sufficient amount of new parkland. With Stage 2, there's no lost in parking or traffic lanes on Beecroft Rd, Doris Ave or Yonge St.

- Why I prefer Stage 2: dedicating Beecroft and Doris to cycling I think will be a good compromise that will please both drivers and cyclists. The feature of having cycling tracks along Beecroft and/or Doris, where the pace of traffic should be less intense, as well as the more picturesque setting of these side roads will, I think, will make it almost like a tourist attraction to both cyclists and residents across Toronto. Furthermore, for the aging population, as well as for handicapped people (who do not bike nor walk), I think it is still important to provide a convenient way for elderly and disabled people to safely get in and out of cars on Yonge, and not have to navigate around bike lanes/tracks. But I wish to strongly argue that we invest more in pedestrians over drivers and cyclists-- meaning we invest more in wider and level sidewalks. Can we not transform and widen the sidewalks all along Yonge--instead of ""where feasible""?? Can this not be done in lieu of cycle tracks and still have six lanes of traffic? I suspect that walking will be the most dominant form of transportation in the area (it is for me) for the booming population in this area. It will encourage the growing number of residents in the area to roam and patronize the local business and restaurants. It will encourage people to walk (instead of bike) in the area and create valuable foot traffic for the local business.
- It is hard to imagine people using their bikes on such a busy street such as Yonge especially in the Newtonbrook and Willowdale area. The traffic is already very bad with 6 lanes, can't imagine how it would be like with 4! Although I prefer this option I would definitely like to see more trees on Yonge and also a nice design which is appealing aesthetically while driving by, just want to see Yonge as a beautiful boulevard in that section.
- Yonge Street is a main artery for north and south vehicular traffic. With the cars, buses (both TTC and GO) and emergency vehicles I believe it would be criminal to reduce traffic lanes to accommodate bikes which can be easily and more safely directed to ring roads. The Yonge subway extension proposed to Richmond Hill will make the subway an even worse nightmare than it is now and ultimately force more drivers to track downtown. There is no alternative at the present or the foreseeable future. I do use the subway on occasion and no matter the time I find that it's crowded standing room only getting on at Sheppard going South in the morning and standing room only going North in the evening (at 9:30 p.m.?, give me a break). As well there seems to be a slowdown/stop occurring multiple times during the week. I have to allow another 15 minutes to accommodate these unscheduled stops. I might be persuaded if the city ever decided to invest in improved Subway/Rapid Transit in the Yonge corridor. (I.e. more tracks, relief line etc.). While I do believe in beautifying Yonge street I support and endorse "function over form

- Yonge St. traffic is already horrendous all day from 401 to well north of Sheppard. In my opinion, bike lanes would make this situation worse. Stage 2 seems to be a logical alternative.
- As much as I would like Yonge Street to 4 lanes, despite the studies, I am not convinced that served bottle neck and other issues will not develop that old NY early council decoded on this level of development on Yonge Street 30 years ago. And it was always with Yonge Street and 3 lanes each way along with roads to help cope with traffic enhancing Beecroft well go a long well helping with traffic issues on Yonge.
- Remaining 6 lanes on Yonge Street. There are less condos on Beecroft rd. and it seems there is no elementary school. I hope the government can develop TTC.
- Too much traffic on Yonge Street. We need 6 lanes for cars. Also need parking for stores on Yonge Street.
- Traffic is a nightmare already. Please don't reduce lanes on Yonge. I cycle everywhere why was Beecroft extended without bike lanes?
- Looks like a better alternative. Has anyone ever considered Beecroft/Doris to become one way streets?

Support for Bike Lanes on Beecroft

- Because Yonge street is very busy for cyclist and it's going to be difficult for TTC bus or Go bus to stop in Yonge street or even its going too difficult for cab drivers to stop ,but Doris and Beecroft is more residential and bikes is use more by locals and people that are living in that area. Another thing is that is better to connect bike lanes to other bike lanes that is located along power lines in Willowdale Ave.
- It would maintain the number of driving lanes on Yonge and create bike lanes on Beecroft that are separated from traffic by trees.
- Beecroft is a wider avenue than Doris and can more easily handle two bicycle lanes.
- Maintain volume of traffic on Yonge. Beecroft greater flexibility to incorporate bike lanes. Doris too much student traffic to have bike lanes.

Support for Bike Lanes on Doris

- No need for bike lanes on Yonge. Preserve as much of Yonge Street as possible
Bike lanes not even necessary but if they are installed, consider Doris Avenue instead of Beecroft

Support for Bike Lanes on Beecroft and Doris

- Would prefer cycle lanes/tracks off on Beecroft and Doris. But wish we can still retain some of the Transform Yonge Street elements—primarily the wide sidewalks, which I think will contribute to the growth of the area more than cycle tracks.
I do have to question whether North York shares the same cycling culture and enthusiasm as the downtown cycling community. I am not sure if the data from downtown cycle projects can be completely transferable to Willowdale.
I know there isn't a strong cycling culture among the Korean community (I am of that community), especially as a means of commuting. Just wondering if it is also true the same among the broader Willowdale demographics. Perhaps as a recreational activity,

but not as a means of daily commuting to work or errands. That is why I think cycle tracks on the quieter side streets will give it a more “recreational” atmosphere that is more compatible with the cycling needs and character in this area.

- I prefer biking on side streets vs Yonge St (which has lots of traffic, restaurants, events)
- Bike lanes should be on Doris and Beecroft, otherwise just put them on Yonge.
- Remaining 6 lanes of Yonge Street. There are less on Beecroft rd. It is easier to reconstruct cycle tracks. I hope the government will do more important things. For example TTC extensions, not doing things that are useless.
- It will make the transportation easier on Yonge Street. I disagree with the idea of making bicycle lanes on Yonge Street. Beecroft rd. and Doris Ave because we have long winters and will cost a lot.
- Completely reworking Yonge Street is a costly and unnecessary action that would tie up for years the traffic and ultimately direct the car traffic over to Doris and Beecroft. Beecroft and Sheppard is already over saturated. The number of cyclists on Yonge and Beecroft is negligible and on Doris cyclists ride their bikes on sidewalk, which is illegal and dangerous. Providing bike lanes on both Beecroft and Doris would be the perfect solution. Spend the money on a solution for the tie ups off Yonge to 401 East.
- I like the bike lanes on Doris and Beecroft on both sides of the street. Plus, I like continuing Doris over Sheppard and connecting to Avondale. Please keep people and walking separate. Safer to take cyclists off Yonge street. Need to ensure plant trees all along Yonge and Beecroft to help with smog created by traffic and keep area 'invisible' Beecroft makes most sense.
- Bike lane on Senlac and Willowdale. Keep cyclists off Yonge Street. Yonge needs 6 lanes. If its reduced to 4 trucks, taxis, buses, ubers it will reduce it to one lane in each direction just like what happens on king or Queen downtown. I very strongly support a tread/landscaped median and wider sidewalks on Yonge. Cyclist might be safer riding on dedicated lanes on Beecroft Doris. There is room for bike lanes and 4 lanes of traffic on Beecroft and Doris - a strip of dead grass between the road and the sidewalk is not useful parkland and is expendable.
- Most cyclists live west of Beecroft or East of Doris. For cyclists in the centre core, tracks on Beecroft or Doris are just as close as Yonge.
- Too much traffic on Yonge Street to narrow it. I believe using Beecroft and Doris for Bike lanes would be better and safer.

Ring Road Purpose

- Stage 2 doesn't make any sense. Beecroft and Doris were built to be ring roads that allow car drivers to bypass the busy section of Yonge Street between Finch and Sheppard. Why would you then put bike lanes where the car traffic is meant to go? This would discourage car drivers from using the ring roads, which is the whole point of their existence. Because driving a car doesn't require any physical exertion on the part of the driver, it would be easier for a car driver to bypass Yonge Street and use Doris and Beecroft than a cyclist. If a cyclist wants to use the Beecroft cycle track, they would have to use extra energy and physical effort to get over to that street from Yonge. Drivers are lucky in that very little physical energy is needed to push down on a gas pedal. They can use the ring roads without breaking as much of a sweat as cyclists would.
- We are residents near Yonge and Sheppard for many years. We are also avid cyclists. The purpose of the ring road system was to take traffic away from our Yonge Street ""Downtown."" Why do you insist on bringing back traffic to Yonge Street? Don't bring more traffic onto Yonge Street. There are many pedestrians on Yonge Street now using

the stores, restaurants and coffee shops. That is our Main Street! It is not a thoroughfare for hundreds of cars to quickly drive north and south on Yonge Street. That was supposed to be the purpose of the ring road system.

It's bad enough that those of us who live west of Beecroft are physically blocked from walking or biking directly over to our Main Street, but now you want to make Yonge Street full of cars once again so that it is not ours even when we do get there. We often walk or bike over to Yonge Street to eat out and use the restaurants, stores, library - when it's open-, and pool etc. We have many road obstacles to get over there.

I look forward to the day when the City declares the ring road system an absolute total failure and give us back our access to Yonge Street by opening up all the side streets that you closed up to keep us residents blocked in, and from walking or riding to use the amenities on our main street! Right now it seems that only the Condo dwellers along Yonge have that amenity.

Support for Bike Lanes on Yonge Street

- Right now Yonge Street is nothing but a route for cars to and from the 401. It is too dangerous to cycle on and difficult to visit businesses and other locations on Yonge. Anything to reduce the automobile traffic on Yonge would be welcome, and to develop infrastructure to make cycling and walking safe and pleasurable. Diverting bicycle traffic to adjacent streets does not solve the problem of visiting Yonge street businesses and other functions by bicycle. Yonge Street should be an attractive destination, not a route through a business district. Divert the cars, not the bicycles and pedestrians.
- I like to cycle and sightsee. I do not understand why cyclists would want to ride on Doris and Beecroft. When I ride a bike I use Yonge to go to shopping or dine or to be with other people, not cars via side streets.
- Makes more sense for cyclists to have a destination on Yonge Street. Cars can use side streets. (Beecroft and Doris) to pass through north York.
- Here is the other issue. Whether you put bike lanes on Yonge Street or not, cyclists will continue to ride on Yonge Street because it provides the most direct route between most of their destinations. Beecroft has no destinations that would interest cyclists. It's a route designed for to get cars moving as fast as possible which is why there are no businesses located on that street. Since cyclists are going to ride on Yonge Street no matter what, you might as well put separated cycle tracks on it to protect their safety. If car drivers are not going to be encouraged to use these ring roads, I would prefer that the city eliminate them since they take up a lot of valuable space that could be put to more productive use.
- Less chance of biker/pedestrian collisions. Faster bike commute. bi directional bike lane allows quicker turn around for bikers. Drivers can still drive to businesses.

Improved Pedestrian Space on Yonge Street

- City research shows the pedestrian hazards/fatalities when there are no medians to enable crossing. With the prioritization of pedestrian safety and increase in population (especially seniors & children), we must install medians for everyone's safety. Right now, cars will often use the far right lane to speed and get ahead of traffic. When stopped at traffic lights in the far right lane, as soon as the light changes, they then speed sharply to get ahead of traffic and get out of the far right lane to avoid parked cars. This is a safety issue. Having only 2 lanes will address this behaviour. As a pedestrian, the sidewalks

along Yonge St are simply not wide enough to accommodate the current level of baby strollers, kids on bikes/scooters, rollerblades, motorized wheelchairs, cyclists, bike locks, people pulling grocery carts, etc. Given the population explosion with the upcoming condo developments, this situation will only worsen.

- I do not drive, I do not cycle. I strongly advocate for walking on wide sidewalks for community and as a destination. Dedicating Beecroft for a cycle track would avoid escalating tension between cars and cyclists perhaps.
- Wider sidewalks better. Yonge is basically a freeway today. Not pedestrian friendly at all. 4 lanes wouldn't effectively be today's. Works just fine.
- More cosmopolitan and Parisian lifestyle. Walking, unlimited choices for dining, shopping, groceries. Need the walking space to maximize evolution this vision.
- Because it would make Yonge more people friendly. More like a neighbourhood.
- Safe crossing for pedestrians. More beautiful. safer for cyclists
- Too many cars and pedestrians on Yonge St. Cycle tracks on the same level as pedestrian's sidewalks is not safe. Pedestrians tend to walk on the track.
- I want wider sidewalks and a narrower street to cross. I am a senior and disabled- and at present Yonge Street is dangerous for me and 6 lanes of traffic makes a lot of noise.

Concerns about narrowing and/or adding bike lanes on Yonge Street

- Bike lanes on Yonge don't make sense with all the side roads (west side of Beecroft has very little side road interruptions).
- Yonge Street is busy enough without taking away lanes for biking.
- Yonge Street is too busy to cycle on safely. Most drivers are not even aware of cyclists and are in too much of a rush. This is not downtown where drivers are accustomed to cyclists on the roads. Cars find bicycles irksome. As a cyclist I would prefer a safer method of travelling up Yonge even if it means travelling on a parallel road where there is adequate provision. A few bicycle lanes are not going to get people out of their cars and riding bicycles along a busy roadway. But more would utilize bike lanes on a quieter street and allow the cars to do what they may on a street without bicycles. Safer for all concerned
- Need for cars on Yonge Street. Danger of cars on Yonge Street. Danger for bikes on Yonge Street. I live off Willowdale. There should not be any bike lanes on Yonge Street because most people who bike can only use these lanes for a few weeks in our Canadian year. We need many lanes for driving cars and to park along Yonge Street. Most people who I see only bike during the weekends. Many people who live in this area need to take the highway. In order to get to work year round. We need more lanes for driving. We already have enough walking space along Yonge Street.
- Yonge Street needs better maintenance. Leave 6 lanes to prevent traffic jam. No cycle tracks because it is not safe to cycle on main road.
- I don't think bike lanes on Yonge is a good idea.
- Like the bikes off Yonge Street. Leave Yonge St for people and parking cars. There are less residential areas to be considered....parking lots, gardens.....Yonge Street should remain main vehicle Traffic Street - no bike lanes and no restriction in number of lanes
- No bike lanes on Yonge.
- More lanes to perhaps help congestion. Yonge St will look better with no bike lanes
- Keep cycle tracks off main streets like Yonge.

- Stage 1, which would narrow the existing Yonge Street is a foolhardy, ill-conceived and dangerous option. This poorly researched short-sighted option will decrease the public safety and well-being of the community.
Fire Services, police and EMS will be hampered in their ability to respond to emergencies. Already, Yonge Street with 6 lanes cannot handle the traffic load. With the seemingly endless overbuilding of high-rise condos in the area, this will only continue to get worse. Already, the City has admitted that the block bounded by Yonge, Hollywood Avenue, Doris Avenue and Elmwood has the highest density of any area in the GTA! To even think of taking traffic lanes away from Yonge Street is ludicrous and may result in future deaths if fires or other emergencies ensue. Then the guilt will accrue to the City of Toronto, the politicians and the OMB (which is unique in North America and is strictly for the billionaire property developers - never for the community).
By the way, bicyclists make up fewer than 2% of all Torontonians commuting to work, yet for some reason, have achieved almost a cult-like status (the ""bicycle"" - as it has been called). Enough already. Please do not endanger the lives of the vast majority of Torontonians by ""selling out' to special interests such as the bicyclists. In addition to all the public safety hazards, local businesses might suffer with this hare-brained scheme. Please do not narrow Yonge Street!
- As a cyclist, there are more destinations on Yonge. As a pedestrian, 4 car lanes would be more pleasant to cross. As a driver, 4 car lanes would be less hectic to travel through. Don't sit in the office with imagination. Here is not downtown. No one is riding bikes. I've been living here for more than 20 Years. There are people either taking TTC or drive to work. Who is riding bikes? Please save the money for tax players.
Family lives off of Yonge Street. We walk or use our car to travel. Good to have temporary parking when cars work. I've lived here 12 years. Families don't use bikes. Bike lanes are located where there are fewer east west points to interrupt safer. Yonge Street need to maintain parking on street for convenience. There are no successful pedestrian areas without on street parking. I.e. beaches and Danforth.
- Necessary to keep bike lanes due to extremely heavy traffic at am to pm. rush hour changes should be recognized. Streetscape improvements absolutely.

Concerns about Parking, Traffic, Accessibility and Costs

- I have a big issue with removing on street parking from Yonge as I believe this is important for the success of local businesses (customers want convenience and the presence of other parking in the area isn't good enough). Street parking also provides a buffer between pedestrians and cars. Other successful destination neighborhoods in Toronto have on street parking and this is the formula that works.
- I prefer to leave Yonge 6 lanes as is. It is impractical to insert bikes lanes for a short portion of Yonge, and create a bottleneck even worse than we have with the abhorrent access to 401 east!
- Yonge Street is a major thoroughfare for traffic as well as a business street offering services both presently in use and needing even more services and businesses. Aside from persons traveling to and from the 401 for a variety of reasons, the population actively using these services during the day on Yonge Street are either seniors or at home parents or the ill seeking medical services. In the evening one searches for a more interesting choice of dining than is available now. To eliminate both parking and a traffic lane in each direction is not an asset to either business or the general population. To offer side street parking for any of the afore mentioned categories of persons is a

detriment particularly in winter months. To expect to encourage new businesses and new restaurants and take away convenient parking is not rational.

- No cycle tracks on Doris. Special parking required for thousands of cars and condo residents. Garage repairs, power wash.
- Concern for accessibility access to nice subway station at 5095 Empress walk. Bike lane could affect Wheel Trans access to drop off and pick up.
- To remain 6 lanes on Yonge Street it will be congested during the rush hours if reconstruct Yonge street to 4 lanes. This project is literally wasting money. The government should use the money to the neediest area.
- Reconstruct Beecroft with 4 lanes and cycle track- Not needed
I would prefer this is no other option. Yonge Street is congested enough as it is.
- Yonge must be maintained as a major vehicular throughout. Actually, this is all a previous waste of money that would be better put towards extending the Yonge subway to Richmond Hill.
- Need all 6 lanes for 416-905 to get to work and pay tax. Cannot use Leslie- stops at Steels. Keele is still a mess. Dufferin has HOV lanes makes use very slow, people don't drive to work in 2 + 3s. Yonge Street only has restaurants not a real community street.
- Yonge street asphalt is horrible conditions for years. Fix the roads. Don't add bike lanes, don't remove/ reduce car lanes to prevent ease further traffic jam.
- Reconstructing Yonge will cause massive disruption and load on surrounding streets which must be addresses. First, the current condition of Doris will not support as is.
- We don't need bike lanes. Don't use parking. Where will the traffic go? Spend the money on transit instead.
- It is no doubt tempting to transform a major street into a showcase but the goal of change is progress not change itself. The lengthy, costly transformation of St. Clair west was without doubt an exercise that brought many problems to those who owned businesses and worked on and around the street. The result was a difficult street to drive on and a very small improvement in streetcar travel time. In short it was largely a waste of taxpayers' money. Let's not do that here.
- Stage 1: the government has too much money to spend. It's better not doing anything here. Use the money on TTC and the extension lines. How many people will bike? It won't be changed even thirty years later. Don't spend the tax payer's money carelessly. Stage 2: Don't change if possible. Nothing needs to be changes. Not so many people will ride bikes. The government is sitting in the office with imagination they won't be too many bikers thirty years from now.
- Our Canadian weather. Bicycle tracks are a waste of space. These Tracks will only be used in summer.
- The planning committee has not given assurance that all EMS services have agreed that they can provide appropriate response times if traffic lanes are removed as per Stage 1 plan.
- Spend less money Reimagining 6 lanes on Yonge Street is the best way. Spend the money on useful project
- Can traffic on Yonge Street is heavy as it is now. Reducing lanes from 6 to 4 would be a nightmare. At every little construction it would be down for leave. Plus as I am a sidewalk user, I never feel cramped walking on the sidewalk.
- There is a large condo development the east side of Yonge Street. Many more cars to come up Yonge Street. Yonge is also developing 2 large condos.
- Keep Yonge to 6 lanes. We need all of them.

- Maintain flow of traffic on Yonge Street. Condo building can still get temp permit from city to park on Doris ave. when underground parking is being repaired, Improves side walk on Yonge Street.
- Mixing cars with bikes is extremely dangerous. Is a war against motorists, old people and handicaps? Bikes are used only 2-4 months a year.
- Populations and condo buildings are increasing on Yonge Street. Need more car lanes to move the traffic faster and safer.
- Currently traffic slow by multiple modes is terrible on Yonge. I think reducing lanes on Yonge would exasperate the problem
- We need 6 lanes on Yonge for transit not to back up miles if a single vehicle stops in curb lane.
- Yonge needs 6 lanes
- Peaks time traffic on Yonge Street is already horrendous. taking lanes away would cause gridlock
- Gridlock during rush hours. too dangerous to narrow
- Cars merging from 3 to 2 lanes and Sheppard and the traffic that took Doris/Beecroft coming back into Yonge and Bishop will be worse. And then the gridlock now. We not need turn restrictions.
- Make more traffic stay in Yonge street
- I feel like putting bike lanes on Yonge will create a more hectic environment. Too many transportation modes in one already busy corridor.
- Ideally I would keep things the way they are 4 lanes would be a nightmare.
- I am worried about increased congestion from diverted traffic from Yonge street with fewer lanes going to side streets and TTC
- Currently Yonge Street is a thoroughfare for commutes from Vaughan. Our planning ought to accommodate a dramatic reduction in auto traffic and increase cycling and walking.
- Transit times for EMS services must not be reduced due to loss of lanes. Less dangerous on Beecroft and Doris due to lower traffic volume. Beecroft and Doris have no stores or restaurants- small business, so they will not be impacted by loss of parking. Less pollution on Yonge St. and neighbourhood if traffic idles in an attempt to funnel from 3 to 2 lanes, pollution will increase
Longest street in North American and one of the busiest streets in Canada. Why would anyone in their right mind want to restrict or impede the flow of traffic? This street from Finch south to Sheppard is in serious need of re paving. Start with that. Sidewalks currently in need of repair. Just fix them! Most cities do this as needs arise. This initiative could turn into blatant waste of tax payer's money. People will never abandon their cars- whoever thought bicycle lanes on Yonge was a good idea is on drugs
- It will be safer for cyclists to travel along Beecroft/Doris. Persons with disabilities will not be inconvenienced by having to park on side streets away from the commercial activities of Yonge Street. Businesses along Yonge will not be negatively impacted by the proposed loss of parking along Yonge Street. It will be safer for people trying to get on and off buses that run along Yonge Street. Traffic congestion will only be exacerbated if you remove lanes of traffic from Yonge Street
- There is heavy traffic congestion north of the 401 because of cars coming off this major highway and because it is a very high density area. If the lanes of traffic were reduced on Yonge north of Sheppard, it would aggravate an already difficult situation and create a traffic nightmare causing not only frustration and delays but also contributing to pollution and preventing emergency vehicles from getting through in a timely manner.

- I think that four lanes on Yonge Street would exacerbate the problem of traffic congestion which is already a major concern. Six lanes allows for overcrowding of buses and trucks, giving cars a better chance of moving through the congestion.
- Simplicity and practicality, no contribution to more car traffic congestion along Yonge St. I wonder how and who originally thought that it's a good idea to reduce traffic lanes on Yonge St.
- The reduction of drive lanes on Yonge will impede emergency services. There will be bottlenecks at Finch and Sheppard.
- Reducing lanes on Yonge Street would be irresponsible. Traffic is already heavy on Beecroft and using the pedestrian crosswalk is stressful experience. I would like to see more priority for the needs of pedestrians over those of the bicycle lobby.

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)

The City is looking at ways to improve the streets and sidewalks in North York Centre. We are approaching the completion of a study that is looking at opportunities on Yonge Street, Beecroft Road and Doris Avenue, to enhance mobility and safety for all users, including cyclists, pedestrians, transit riders and drivers.

We invite you to attend the fifth Public Drop-in Event to learn about the study and provide feedback on:

- the evaluation of the preferred alternatives: - Transform Yonge (Stage 1)
- Enhance Yonge & Transform Beecroft (Stage 2)
- the overall preliminary preferred alternative and design options
- next steps

Monday, December 11, 2017

Time: Drop-in anytime from 5:00 p.m. – 8:00 p.m.

Place: North York Memorial Hall

5110 Yonge Street (one level below the NY Central Library)

Korean, Farsi, and Chinese interpreters will be available.



Study Update

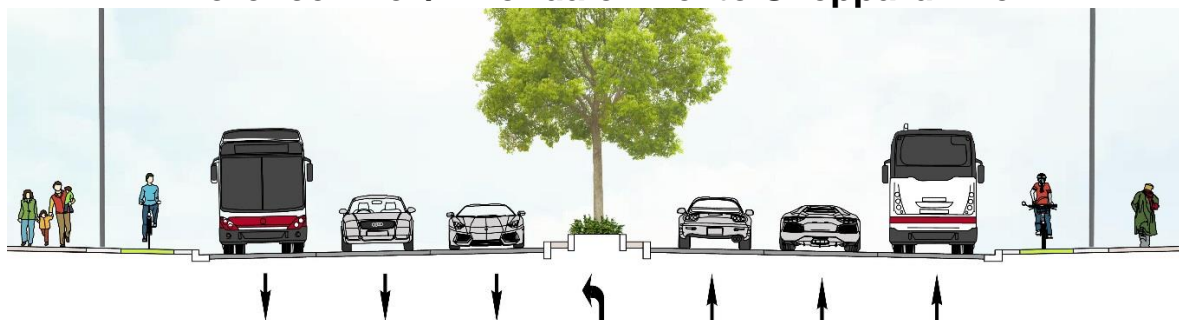
At the last Public Drop-in Event held in October 2017, the study team presented the preferred alternative resulting from the Stage 1 phase of study and introduced the Stage 2 phase of study which included a review of options for cycling facilities on Beecroft Road and/or Doris Avenue. Alternatives for Stage 2 were developed and evaluated and the preferred alternative identified was Enhance Yonge and Transform Beecroft.

After completing a detailed evaluation and careful consideration of the Stage 1 and Stage 2 preferred alternatives, the study team is recommending the preferred alternative from Stage 1 - Transform Yonge, as illustrated below.

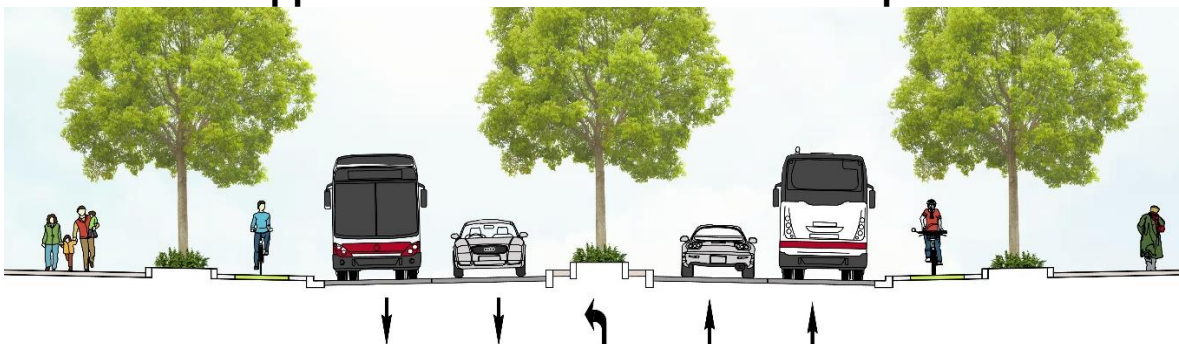
Transform Yonge offers:

- Safer travel conditions for all users
- Little change to travel time or average speed for drivers
- More space for pedestrians and better access for cyclists to local destinations
- New full time on-street parking along side streets
- More trees, plantings, street furniture and public art
- Better connections to public spaces such as Mel Lastman Square
- Lower cost and shorter construction time

Florence Ave. / Avondale Ave. to Sheppard Ave.



Sheppard Ave. to Hendon Ave. / Bishop Ave.



toronto.ca/reimaginingyonge

A Comparison of the Two Alternatives

Below is an overview of the Stage 1 and Stage 2 preferred alternatives:

	Transform Yonge (Stage 1)	Enhance Yonge and Transform Beecroft (Stage 2)
Yonge Street	<ul style="list-style-type: none">Reconstruct with 6 traffic lanes from Florence Ave./Avondale Ave. to Sheppard Ave. and 4 traffic lanes from Sheppard Ave. to Hendon Ave./Bishop Ave.Cycle tracks on both sides of the streetWider sidewalksNew landscaped medianNew street trees, plantings, street furniture and public artReplacement of off-peak parking with full time parking spaces on east-west streets, and off-peak parking on Beecroft Road and Doris Avenue	<ul style="list-style-type: none">Reconstruct with 6 traffic lanes from Florence Ave./Avondale Ave. to Hendon Ave./Bishop Ave.No cycle tracksWider sidewalks where possibleNew landscaped medianModerate streetscape improvementsOff-peak parking maintained
Beecroft Road	<ul style="list-style-type: none">No physical changesAddition of new on-street parking spaces	<ul style="list-style-type: none">Reconstruct with 4 traffic lanesCycle tracks on both sides of the streetWider sidewalksNew street trees, plantings, street furniture

Study Process

The study is being carried out under Schedule ‘C’ of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Ontario Environmental Assessment Act. An Environmental Study Report will be prepared at the end of the process in accordance with the requirements of the Municipal Class EA.

Get Involved

Join us at the December 11th Public Drop-in Event to learn more about the evaluation of the alternatives and proposed design.

You can visit the project website to access information presented at the previous public drop-in events, along with project reports and other resources: www.toronto.ca/reimaginingyonge

If you have questions or would like to be added to the project email list to receive updates, please contact us.

«مترجمانی در رویداد غیررسمی عمومی حاضر خواهند بود. اگر مایل به دریافت این اطلاعیه به زبان کره‌ای/فارسی/چینی هستید، لطفاً از وبسایت پروژه بازدید نمایید یا از طریق ایمیل reimaginingyonge@toronto.ca با Tracy Manolakakis تماس بگیرید.»

공개 참가 행사장에서는 통역이 제공됩니다. 이 통지를 한국어/이란어/중국어로 받고 싶으시면 프로젝트 웹사이트를 방문하시거나 reimaginingyonge@toronto.ca 로 Tracy Manolakakis 에게 연락해주시요.

此次公开活动将有翻译员在场。如果您想获得本通知的韩文/波斯文/中文版本，请访问项目网站或与凯特·奈利舍（Tracy Manolakakis）联系：reimaginingyonge@toronto.ca

Contact	Tracy Manolakakis, reimaginingyonge@toronto.ca , 416-392-2990
TTY Hearing Impaired Service	416-338-0889 (7 Days a week, 8:00 am – 5:00 pm, closed holidays)
General inquiries	311

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

REimagining Yonge Street (Sheppard Avenue to Finch Avenue)

Municipal Class Environmental Assessment Study Notice of Public Drop-in Event #5

The City is looking at ways to improve the streets and sidewalks in North York Centre. We are approaching the completion of a study that is looking at opportunities on Yonge Street, Beecroft Road and Doris Avenue, to enhance mobility and safety for all users, including cyclists, pedestrians, transit riders, and drivers.

We invite you to attend the fifth Public Drop-in Event to learn about the study and provide feedback on:

- the evaluation of the two preferred alternatives:
Transform Yonge (Stage 1) & Enhance Yonge and Transform Beecroft (Stage 2)
- the overall preliminary preferred alternative and design options
- next steps



Monday, December 11, 2017

Drop-in anytime from 5:00 p.m. to 8:00 p.m.



North York Memorial Hall

5110 Yonge St.

(one level below the NY Central Library)



Korean, Farsi, and Chinese translators will be available.

Study Update

At the last Public Drop-in Event held in October 2017, the study team presented the preferred alternative resulting from the Stage 1 phase of study and introduced the Stage 2 phase of study which included a review of options for cycling facilities on Beecroft Road and/or Doris Avenue. Alternatives for

Stage 2 were developed and evaluated and the preferred alternative identified was Enhance Yonge and Transform Beecroft. The table below summarizes the two preferred alternatives for each stage:

	Transform Yonge (Stage 1)	Enhance Yonge and Transform Beecroft (Stage 2)
Yonge Street	<ul style="list-style-type: none"> Reconstruct with 6 traffic lanes from Avondale Ave. to Sheppard Ave. and 4 traffic lanes from Sheppard Ave. to Hendon Ave./Bishop Ave. Cycle tracks both sides of the street Wider sidewalks New landscaped median New street trees, plantings, street furniture and public art Removal of off-peak parking with addition of full time parking spaces on east-west streets, Beecroft Road and Doris Avenue 	<ul style="list-style-type: none"> Reconstruct with 6 traffic lanes No cycle tracks Wider sidewalks where feasible New landscaped median Moderate streetscape improvements Off-peak parking maintained
Beecroft Road	<ul style="list-style-type: none"> No physical change Addition of new on-street parking spaces 	<ul style="list-style-type: none"> Reconstruct with 4 traffic lanes Cycle tracks Wider

After completing a detailed evaluation and careful consideration of the Stage 1 and Stage 2 preferred alternatives, the study team is recommending the preferred alternative from Stage 1 - Transform Yonge.

Transforming Yonge meets the civic goals of North York Centre to serve people of all ages as they travel by walking, cycling, transit and driving in and around the area, for work, school and leisure, and supporting economic activity.

Join us at the December 11th Public Drop-in Event to learn more about the evaluation of the alternatives and proposed design.

Study Process

The study is being carried out under Schedule 'C' of the Municipal Class Environmental Assessment (EA), which is an approved planning process under the Ontario Environmental Assessment Act. An Environmental Study Report will be prepared at the end of the process in accordance with the requirements of the Municipal Class EA.

We want to hear from you.

Visit the project web page for additional information about this study:
toronto.ca/reimaginingyonge.

Tracy Manolakakis

Manager, Public Consultation Unit

City of Toronto



Tel: 416-392-2990



Email: reimaginingyonge@toronto.ca

Issue date: November 30, 2017

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

REimagining Yonge

Municipal Class Environmental Assessment Study Summary of Public Drop-in Event December 11, 2017

Prepared by Tracy Manolakakis
City of Toronto



A final Public Drop-in event was held on December 11, 2017 at North York Memorial Hall. The focus of the event was to offer an opportunity for the public to learn about the study and provide feedback on the evaluation of the preferred alternatives of Transform Yonge (Stage 1) and Enhance Yonge/Transform Beecroft (Stage 2), along with the overall preliminary preferred alternative and design options as well as next steps.

Notification

- Approximately 66,000 notices were mailed to addresses in the study area through Canada Post on week of November 30
- An ad appeared in the North York Mirror (East) on November 30
- Information was posted on the project website, along with all panels and reports: www.toronto.ca/reimaginingyonge
- The Public Drop-in Event was listed on the City of Toronto's central "Get Involved" online consultation event calendar
- Notices were sent via email to the project email list
- The notice was also provided to the local Councillors to be shared with constituents.

Attendees

Approximately 160 people signed in to the Public Drop-in event, with some people choosing to not sign-in.

Staff from Transportation Services, City Planning and consultant team at WSP/MMM were in attendance. Translators were also present to aid in providing information to attendees in Korean, Chinese and Farsi.

Feedback Requested

Participants were asked for feedback on their agreement of the study recommendation "Transform Yonge" and recommended locations to add new on-street parking off of Yonge Street.

Public Comments

A total of 613 responses were received through the online feedback form and hard copies. In response to questions posed:

- 89% agreed with the Transform Yonge Street recommendation, and 11% disagreed
- Respondents expressed interest in on-street parking being investigated for: Beecroft Road (73%); Doris Avenue (67%), and east-west streets (35%).

Below is the feedback received, with comments grouped by key topic.

Yonge Street needs to be transformed into a vibrant neighbourhood for people to live and visit

- The transform Yonge option turns Toronto's principal street from a car sewer that connects to the 401 into a proper Main Street that serves the people who live and visit North York Centre.

- It's progressive, inclusive, and a proven success model in many major cities worldwide.
- I think the planning staff are forward thinking with the recommendation and it will serve as a model for our city.
- It is time that Yonge St becomes an attractive area in the city to staff, cycle and generally speed time, rather than an access highway to the 401 as it is now. Reducing lanes to 4 means less traffic, easier street crossing for pedestrians, and more pleasant and safe place for shoppers, pedestrian and cyclists
- Beecroft and Doris Ave are hardly used by commuters (bike/walking), so no changes are necessary to those streets. However, Yonge St does need a major re-construction to keep up with the times, and to become a real first class city
- Transform Yonge provides better access to businesses, destinations, and location north and south of project area for cyclists. Also, safe for all road users would improve much more than other alternatives.
- Excited by the opportunities it offers- currently Yonge is not a nice road to walk + cycle on
- Overall project provides much needed changes with an acceptable cost & impacts. While Beecroft could use some changes, Yonge is more of a priority (i.e. bike lanes & look).
- As an owner of a condo, I consider "Transform Yonge" plan is quite a nice plan especially "reconstruction with 4 lanes from Sheppard to Bishop" This will make our daily life much easier and convenient, making nicer environment around North York area.
- 'Transform Yonge' is the future
- As a residents of the Yonge corridor, it would be great to have a street where I could walk, shop, eat, cycle, and live
- It promotes shopping, walking, lingering and cycling. Since driving is not prohibited, I have more choices on how I want to travel. I do not want to live and shop next to a 6 lane freeway which is currently used to get to the 401 quickly. This area needs to be more like midtown Toronto where there is more shopping than just restaurants. Midtown Toronto has 4 lane Yonge Street and is more successful. The current 6 lane design, which exists today, does not promote shopping.
- Yonge Street feels like a highway and isn't attractive for businesses along that stretch. Improving the streetscape will attract more customers.
- I agree because it will be the street more attractive. We need to move away from car centric neighbourhoods and roads and start transforming urban landscape that is more inclusive.
- This is the most drastic change, costs less and will provide more attractiveness and pleasure to residents of the area. Side is to embrace OUR quality of life; we residents are the priority not cars
- I feel this alternative will truly revitalize downtown North York to serve it an actual identity.
- More livable, neighborhood-friendly Yonge St
- Will realign infrastructure with current and future needs. Will ultimately move more people more quickly and be aesthetically much more pleasing.
- I generally agree but think the section with 6 lanes plus a turning lane gives too much space to cars, which will be regretted years from now. Still, this looks like a major improvement and will help take a hellish "city highway" and make it more human, more valuable, and better for residents and businesses.

- Overall though, this would help civilize the street. This looks much more pleasant to walk along.
- Now is the time!
- It makes for a more enjoyable experience when traveling, shopping, or dining along this stretch and allows for various means of travel. This certainly helps Toronto to be a more liveable city.
- The street will become safer and a more lively place for people.
- This is the more user friendly option for those of us who live on Yonge. Commuter traffic can divert to Beecroft and Doris which do not have the commercial and residential presence that is found on Yonge thereby making for better traffic flow. It will not necessitate the destruction of half the tree cover on Doris to accommodate bike lanes.
- It will calm the madness that is Yonge and Shepard. Make it more human friendly.
- Make Yonge St less of an expressway and more of a destination- place cl might actually want to visit
- I love the inclusion of cycle tracks. They will make the street safer for ALL road-users. The wider sidewalks will encourage walking and be good for local business which depends on walk-in traffic. The new trees will add beauty, provide a sound barrier and improve air quality! Overall, the "transform Yonge" proposal is great. One additional comment: please lower speed limits to protect our kids!
- This plan is much more people friendly, I believe that the city should be for people to enjoy, not for drivers to get from one place to another. I live just South of the area that you are proposing these changes for and I think that this part of Yonge Street is an area that already gets a certain amount of people traffic, particularly in the summer. There are a lot of offices and especially condos in the area with more being built all the time that are bringing more and more people and pedestrians into the area. The area around Mel Lastman Square in particular attracts a lot of people, more restaurants and cafes are opening in the area to cater to the increasing number of condo residents that have recently moved into the area. Toronto has an opportunity to make this a very people friendly area and an area that will attract people to it in the summer in particular. The area should be designed for people who live in the area, not people who drive into work and then leave after the working day is over. A plan like this will encourage pedestrian traffic, and discourage automobile traffic, which in turn, over time will be good for any businesses located along this stretch of Yonge Street, it may even encourage some people to leave there cars at home and decrease traffic in the area. Toronto, and any city, should be about the enjoyment of people who make the city and local neighborhoods their home, not about commuters who drive through the area. With this plan Toronto has a chance to really improve this area for local residents, and to make it an area that people from surrounding areas will want to visit and spend some time in.
- It's a long overdue project that needs to be done!
- Less overall construction and disruption while providing vast improvements to the area. This option will also probably be more beneficial to the businesses on Yonge and allow the most growth in the area. Also less expensive than the alternative option and we will be able to see the effects of the project sooner rather than later. Really optimistic about these plans and hope the City follows through with making it a reality

- Less disruption, less money, greater long term benefit to Yonge St itself, turning North York into a true destination. I say this as a driver- it's time to consider sharing the road and sidewalk with everyone else. This is a great opportunity, let's not squander it!
- We have a once in a generation opportunity to do something that will improve Toronto on so many levels:
- I agree because this is a more vibrant community vision. Keeping trees and planting more will create a healthier community. Decreasing provide healthier lifestyle choices + when examining long term goals, make sustainable options available for future residents
- I like this proposal. This will make Yonge a vibrant "destination" centre for both local residents and visitors. The location of bike lanes along Yonge also puts the cyclists near the businesses and promotes families to bike down Yonge.
- I like that Transform Yonge does a better job of supporting quality of life in the study area.
- Transform Yonge offers an opportunity to make Yonge St welcoming and attractive to pedestrian traffic. It will also be safer for families with children
- Yes, Yonge St could be much more vibrant + enjoyable to stroll, shop, eat. Spend the money on Yonge St!!
- Transform Yonge offers more benefits to pedestrians and allows to build a real neighborhoods (instead of a collection of packed condos)
- This is a great proposal. It is exactly what Yonge St. should become. More space for pedestrians, more greenery, safe infrastructure for cyclists and a more livable street altogether. Fantastic proposal. Go with it please!
- It will be a safer, more attractive street. The city needs to be more livable, not stripped down to the basics for greater 'efficiency'.
- This section of Yonge badly needs revitalization, many condo owners do not use cars, plus it's also feeling a lot more like downtown in terms of its congestion, needs, and yes, vitality too. Bike infrastructure here would take it from being perilous to safe. Although there are not a lot of connecting spurs to the residential community, there could be. But this has to happen first. It will be easier to install other infrastructure than it is downtown. Also doing this section would better rationalize infrastructure between Avondale and Old Yonge street and further south into midtown.
- It improves the walkability of Yonge St., and I think this is a major consideration for cities. Making that part of Yonge a destination (e.g. for dining and shopping) is better than keeping Yonge primarily as a thoroughfare. Also, improving cycling on Yonge will help link with York Region's plan for cycling routes. All of these can be achieved without significant increase in traffic travel times, so I think this option is the way to go.
- It will improve safety and improve the streetscape.
- Creates more space for cars, clears traffic. Better for pedestrians with the wider sidewalks. Cycle tracks will be good for cyclists. Good for the locals and tourists to have trees, furniture, public art. Improves quality of life and happiness.
- Cycle tracks and wider sidewalks would make Yonge a far more pleasant place to be and shop, rather than just drive through.
- Creates an inviting public realm, and further protects pedestrians using bike lanes as a buffer between the traffic. Cycle tracks allow safe cycling to major

destinations along the corridor, and would be a major step forward for growing biking in the neighbourhood.

- I think a street designed around all users is perfect for this stretch of Yonge Street. It will help make this a more vibrant "main street" type of corridor and hopefully encourage people to cycle locally and to the subway stations.
- Plan transforms Yonge St from high speed thoroughfare to neighbourhood main street! Other plans compromise this idea. To get more pedestrians walking on Yonge, you need wider sidewalks and more trees.
- The street needs a makeover, and while I often drive on Yonge and likely will be impacted by the traffic, it will dissipate and adjust once the improvements are done and people get used to the changes. The street needs to feel like it's meant for walking on.
- Currently feels like you are walking next to a highway. So many lanes of traffic and no streetscape; not welcoming for pedestrians. It also currently looks very bleak and lifeless. The addition of trees and landscaping will be a huge improvement. I think putting the bike lanes on Yonge Street is a good idea. Yonge is the centre of activity and definitely needs improving to make North York more a destination and not just a place you pass through.
- On my visits here to have lunch with a former colleague I have been distressed by the unfriendly streetscape on this stretch of Yonge Street. The pedestrian realm is terrible. My colleague often remarks how much nicer the Danforth is for shopping and dining.
- Unifies the community. As it exists now, the street is a barrier which divides the community and feels unsafe.
- The area is experiencing and will continue to experience large growth in residents. We need to design the streets for healthy, safe, and effective use of space. The streetscape is one of the strongest defining characteristics of an area. We should plan for an area that maximizes things of societal value like safety, recreation, health, effective stormwater management, healthy modes of transportation, and community.
- Yonge Street is a destination with many shops. I usually park my car at a lot behind the Civic Centre immediately and not on Yonge or any side streets (the Green P) and then walk to wherever I am going by car. This design enhances the streetscape and the walkability of Yonge. If I need to drive into York Region I use the Hwy 404 or other alternates and then go east-west along other major arteries.
- Best use of space for all residents, and will draw visitors to the area.
- We must think long term. As more and more people will be using alternate forms of transit their needs must take precedence over the automobile. Anything that makes the street safer, quieter and more fun is the right answer.
- Focus is on the main street with all the amenities with focus on foot traffic experience being positive.
- Safer bike lane and more places to relax on Yonge St
- Appealing streetscape, safer
- Cost-effective, allows for bike lanes, more human-friendly and aesthetic, minor impact on traffic flow
- We need to have streetscapes made for persons, and the biotic community, not cars.
- Great to make this street modern
- Four lane option with boulevards is more human scale from Florence to Sheppard.

- It will improve the public realm and make that section of Yonge feel like less of a highway
- Roads definitely in need of repair. I'm in favour of more outdoor seating. Planting more greenery/trees would be wonderful too :)
- Wider sidewalks, increased cycling use and safety, Additional trees = improve neighbourhood walkability and experiences
- I would rather prioritize pedestrian traffic and treed boulevards to discourage use of cars. The wider boulevard could be used for street markets and other local community activities. I'd rather see the street traffic slowed and the area designed to encourage a local community feeling. There are alternative routes for cars that want to quickly get through the area, not shop etc... Locally -- Bayview, most obviously.
- The following redesign of Yonge Street will serve to create a more livable scale and make the corridor friendlier to active forms of transportation. This, enhancing the livability of the region and making it a more desirable to live, work and play.
- The Transform Yonge option will improve safety for pedestrians, cyclists and motorists. It will also create a more vibrant community and benefit local business
- Yonge Street is Toronto's main north/south street. The existing businesses, several community gathering places (such as Mel Lastman Square) and even the existing housing, is oriented towards it. Enhancing Yonge to encourage pedestrian and local travel will encourage use of local businesses and allow for enhancements such as patios. Uniquely outside of downtown, this stretch of Yonge is also home to the Theatre for the Performing Arts, movie theatre, Gibson House Museum, the Douglas Snow Aquatic Centre, and North York Central Library (when reopened); more sidewalk options will allow users of these institutions more opportunity to interact with local business, and business patrons to connect with these cultural institutions. I used to work at Yonge and Finch, and occasionally walked down as far as Sheppard. For the most part, it's not a 'fun' or interesting walk. As density increases along Yonge, we will see increased numbers using the street to get around, enhancing the streetscape to make the street itself a destination will create a more vibrant and engaged community.
- I love the bike lanes, wider sidewalks, street furniture, public art and TREES. These things will all make this section of Yonge more people-friendly, not just car friendly. It will benefit businesses, citizen's health and accessibility.
- Redeveloping Yonge Street along this stretch per the recommended plan is crucial for developing a more livable urban area. Supporting non-motorized methods of transportation will be beneficial to businesses and residents of the area, and would make the area feel like a proper downtown.
- I love bike lanes, wider sidewalks and better landscaping. Four lanes, in my opinion, however, should be the maximum number of motor lanes.
- It makes the street significantly nicer to walk and cycle on. I expect to spend more time
- Traffic commute times are the same, essentially, with either option. Transform Yonge benefits cyclists and makes the neighbourhood along Yonge a much more attractive destination. Enhance Yonge/Beecroft costs millions more, maintains disruptive on street parking and does nothing to improve the neighbourhood. If we are going to spend \$50 million, then the Transform Yonge option is the clear winning choice on

- Looking for art to TRANSFORM YONGE! We need to move away from car-centric world. Being right on top of the subway line, why do we insist on keeping extra car lanes that are used by on-street parking anyways? I look forward to having bike lanes (safe ones!) all along Yonge one day. I want a neighbourhood that encourages residents and visitors to take advantage of green and communal public space, to be enjoyed by all. But most of all, 20 years from now, I want to look at my kids in the eyes and proudly tell them taxpayers' money was used wisely to improve the neighbourhood in a progressive way, with the future and environment in mind. Yonge as a result, and to patronize more businesses as I do!
- Adding trees and street art to enhance the whole area is a wonderful idea, and the bike lanes and wider sidewalks will make it so much safer.
- The cycle tracks make Yonge Street a fast way to get around the neighbourhood while the increased size of sidewalks make my occasional walking forays much more pleasant. The landscaped median and new street trees and plantings reduces heat from the concrete in the summer and increases the beauty of the area.
- At present, cyclists use the sidewalks on Yonge, endangering pedestrians. If the cycle tracks are on Beecroft, cyclists will continue to cycle on the sidewalks on Yonge. Also, at present, restaurant patios restrict pedestrian traffic. This option allows for restaurant patios and room for pedestrians, both which benefit local businesses. This option also makes more enhancements to Yonge Street which will encourage people to spend more time on the street, fostering and enhancing the development of the local community.

All modes of travel - walking, cycling, and driving - need dedicated space along Yonge Street for safer travel

- I would like to cycle on Yonge but do not feel comfortable with the current configuration. More foliage is welcome. The wider sidewalks are also an important aspect of this option. I like the idea of balancing all modes of transportation.
- We need to move more of our shared street space into concepts such as this.
- The existing pedestrian realm is in poor condition and is not an attractive environment. Pedestrian safety at crossings is poor. Cycling-specific access is non-existent, and cycling along Yonge is unsafe. Side parking on Yonge is not necessary and is a waste of space in the right-of-way that would be better dedicated to pedestrians and cyclists. The proposed solution addresses these issues and then some.
- I am a driver and a pedestrian. When I drive I use Beecroft to bypass Yonge. When I am going to anywhere on Yonge between Sheppard and Finch, I walk. "Transform Yonge" proposal best fits my activities. Sidewalk widths are a concern today. This proposal addresses that.
- Aside from the cost different of \$20 million the wider sidewalk plus the addition of the bike lanes are an overall improvement to the pedestrian space
- Cars are not the future- cycling and walking is, especially with global warming and climate change
- It will make Yonge St a better place for locals, pedestrian + cyclist + wheelchair folk

- Transform Yonge is definitely the best alternative. North York Centre is a highly populated area. The main street which runs through it should accommodate all road users. Safe cycling options along Yonge Street would unlock amazing transportation potential for so many local residents to enable them to make many short trips around their neighbourhood. It will also enable convenient and direct travel for all users passing through this part of the city by bike, allowing them the opportunity to stop at many shops and restaurants on their way.
- The recommendations make Yonge a multimodal street. Adding cycle tracks and widening sidewalks will encourage usage of walking and biking along Yonge Street.
- Too many car lanes.
- More bike routes and wider sidewalks are more pedestrian friendly and will make the street more enjoyable to dine/shop on.
- Yonge Street should not be a highway, it should be a city centre. We should not be encouraging people to keep driving when it is so accessible by transit (and would be accessible by bicycle if bike lanes were installed). Transform Yonge will create an attractive area that people will actually want to visit, improving business.
- The four lane option should extend through all of Yonge Street. Wider sidewalks are meaningful everywhere
- There is a once-in-a-lifetime opportunity to make this section of Yonge Street fit for purpose for everyone, and not just drivers.
- Like idea of 2 lanes each way, wider sidewalks, more pedestrian friendly, + bike lanes
- I like the focus on pedestrian and cycling traffic. It will feel more like a "main st" than a traffic thru-way that it is today. Minimize unsafe traffic alongside-streets. Restricting traffic should not be an issue on a road directly above a subway line
- Opportunity to truly provide for walking, cycling, handicapped access in all seasons. Unlike alternative 2. The reconstruction of 6 lanes from Florence/Avondale to Sheppard should be curtailed to 4 lanes
- It looks safer for everyone and more welcoming for all modes of transportation
- I believe Yonge St. needs to be multimodal and have fewer lanes of traffic in order to attract vibrant businesses and pedestrian traffic. If there are 6 lanes of traffic, it would continue to be like a highway that bisects the community
- Toronto needs to make complete streets and pedestrian/cycling infrastructure a high priority.
- We need to make the city more friendly for bikes and pedestrians. It is better for people, the environment, communities and the city.
- Physically separated cycle tracks and sidewalks would be a lot safer.
- I agree and support any reconstruction that supports bike lanes and people-centered design.
- Very important to have wider sidewalks and cycle tracks!
- I am in favour of anything that makes the city safer, more accessible for pedestrians and bike riders, and more beautiful.
- Looks like it will calm traffic, don't need fast moving cars on Yonge, also more cycle tracks are a good idea
- Safer for cyclists and pedestrians, as in many other cities in Europe and China I have been where cyclists do not share the auto/truck road, and are also separated from pedestrians.

- This recommendation creates a space that welcomes more users. It will make this stretch of Yonge Street an attractive destination for people too. Also, the bike lanes will encourage more people to cycle which will help reduce other traffic congestion (primarily cars and trucks) and allow people to choose a healthier and greener transportation option.
- Fairer road usage, will encourage less driving and provide a more vibrant street for merchants
- I think it will improve safety for cyclists and pedestrians.
- Takes into consideration all types of transportation.
- Complete street w/ cycle track: yes please! I dread cycling on unprotected parts of Bloor, this would make me feel safer in all modes of transit.
- I would bike on Yonge more if there were bike lanes and wider sidewalks will be more accessible.
- The street is ugly, dominated by cars, and unsafe for pedestrians and cyclists in its present form. It badly needs the reconstruction this plan suggests.
- Separation of pedestrian, cycling, and automobile lanes has been shown to be a success in European cities; also I like having more trees!
- Looks like a safer and greener solution for all vehicles!
- The more traffic reducing, traffic calming, landscaped streets, the better. Bikes, pedestrians and public transit should be the priority. Turn Toronto from car culture to bike culture. A city built for human locomotion is best.
- More people friendly. Clear traffic flow and separation. Accommodations for people cycling. Dedicated left turn lanes.
- Walking and biking should take priority over this street
- The city needs more of these "complete streets". Separating cyclists from motorists will keep cyclists safer and encourage more people to consider commuting on their bikes, reducing car volume and improving the commute for all road users.
- Population is growing at a fast pace. 10-15 years from now this area will be equal to what Yonge/St. Clair is now. If you don't follow logic, the vast population will be caught in chaotic traffic and pollution. Cycling is a major part of future transportation. Take this opportunity now while you can.
- Transform Yonge is by far my preferred option. We don't need Yonge to turn into an expressway for cars. Bike lanes on Yonge makes sense as that is where people want to so don't make bike lanes on Beecroft as they don't serve anything there.
- Yonge St should not be a highway, which it would be 6 lanes of traffic
- This is a huge opportunity to transform Toronto's central corridor for pedestrians, cyclists and transit users. Reconstructing the street to improve the public in tandem with improving transportation options makes sense. There is a dire needs of upgrading sidewalks and adding protected cycling infrastructure to accommodate Yonge. Based on the success of the Bloor pilot project, bike lanes directly on Yonge will benefit local businesses and contribute to a livelier and more people- friendly commercial street
- Cycle lanes and transit are the future for an increasing population. We want to come to our community centres that are only a short distance away in a mode of transportation that allows us to enjoy our community. More car lanes will only lead to induced demand. Thank 10, 20 and even 30 years in the future!!!

- Yonge, on this part of the city, has become a pedestrian street, with large numbers of people walking, shopping and accessing other amenities like restaurants, etc. The vehicle traffic is not the main source of clients for local businesses; pedestrians are. We (the City) needs to enhance the pedestrian experience; even businesses that may at first worry would likely not be negatively impacted. Over time, businesses may increase as more people walk the street. 6 lanes of car traffic would be for those to a large extent, who use Yonge as a highway to get from York Region to downtown and even York plans to decrease Yonge to 4 lanes. So why should Toronto have 6!?
- More friendly and safer for bikes and pedestrians.
- It gives a chance to change behaviours towards less driving and more pedestrian friendly experience
- Allowing cyclists safely to be on Yonge St should enhance the street as a destination, and not just as a corridor.
- Through consideration of both present and future uses- loads to the future
- It is time to be bold in envisioning Yonge St - reduced car traffic, room for cyclists and pedestrians and using Yonge St as an artery that balances the use of a dense city community and car commuters. Many European cities have transformed overcrowded areas into delightful leisure neighbourhoods where cars are no longer rulers of the road. but citizens are transported by efficient and speedy transportation uses
- It's clear the city has done a comprehensive assessment of all alternatives. We need to make Yonge St. a complete 21st century street for all users. As someone who uses all transportation alternatives I support this recommendation 100%
- I support this option with bike lanes a part of the re-configuration, accommodating all road users with secure space for pedestrians, cyclists, people on mobility devices, and motorists.
- Keeps people and cyclist on Yonge St where the restaurants + stores are (vs. car focused)
- Separated bike and pedestrian lanes treat all commuters as equals. And increases safety of cyclists and pedestrians from the dangers of careless drivers
- Yonge Street feels like a highway, and it makes sense to encourage traffic to use the ring road (Beecroft and Doris) that was built specifically for motorists, rather than encourage cyclists and pedestrians to use it since there are no businesses on those streets.
- Six lanes of traffic is too much, should be 2 lanes each way max.
- I feel that this change improves Yonge Street without removing real traffic capacity (since the removed lane is usually full of stopped buses or parked cars).
- Increased pedestrian space, more greenery, may discourage driving
- Two words: Complete streets!
- Because it includes bike lanes and more canopy and other streetscape, making the street more inclusive to multiple users.
- Safest alternative for all using the roads
- Toronto has to show we are serious about safe transportation
- Good balance that caters to all types of commuters/walkers/travelers.
- It is the safest option and agree with vision zero, having zero fatalities.
- I believe that too much public space is currently dedicated to cars and that our collective space needs to be better shared with other modes of transportation as well as improving the aesthetic realm. As a driver I find it easier to drive with

having dedicated bike space and as a cyclist I feel safer with separated bike lanes. Thank you!

- Yonge St is a more complex destination focus than Beecroft or Doris and is in more desperate need of improvement to support active transportation channels.
- The street is currently too wide and too fast for most road users, especially pedestrians (crossing lights) and cyclists.
- I agree with the proposal and support it whole heartedly. Streets in North York need to be reconfigured to better suit the needs of residents. I typically walk in this area and find it threatening and difficult. Pedestrians are routinely made the lowest priority and unsafe conditions threaten a growing number who live and work in this area. I have witnessed many accidents even on small streets as drivers simply do not pay attention. This transformation will go a long way to humanize that stretch of Yonge Street.
- This neighbourhood needs to become friendlier for pedestrians and cyclists.
- More adequate accommodations for pedestrians, cyclists and vehicles
- Much safer for all road users. Encourages more vibrant community. Allows for further connections extending North and South
- This stretch of Yonge Street is already effectively a 4 lane Street. By accepting reality and trying to make this street more usable for everyone it will get more people into the area and out of their cars. I don't want the area to be an alternative for the 404. People live, work, and enjoy their lives in this neighborhood, we deserve an opportunity for our streets to reflect that need.
- The city needs to get away from so much space given over to cars. The street scape should be focused on providing safe places for bikes and pedestrians. We don't need 6 lanes of vehicle space on Yonge. It only encourages vehicle dominance and high speeds.
- 2 lanes for cars would be plenty in each direction.
- I like the proposal of wider sidewalks & designated cycle area, but not an increase in car lanes. Toronto and the GTA is growing everyday but our physical space is not. I feel that we need invest to improve transit, cycle and pedestrian areas to be more efficient and practical.
- I like the mixed use and the emphasis on active transportation.
- It seems to serve the widest assortment of needs and priorities.
- Make it safer for cyclists and to encourage people to take TTC, bike or walk.
- Cycle tracks and wider sidewalks would benefit all users, not just the ones who can afford to own cars. More trees and street art would also be an aesthetic and environmental improvement. However, I would not advocate for wider streets for cars.
- It is crucial that we begin to build into our cities separate, safe 'roads' for bikes.
- Makes the city a nicer place for human beings, easier to bike and walk, more beautiful.
- I travel frequently on Yonge Street, and I think the changes suggested will make a real difference in general use ability for cyclists, pedestrians, and drivers alike.
- I'm glad to see the city become safer for pedestrians and more bicycle-friendly.
- Safety for pedestrians and cyclists should be the highest priority. The ease of public transportation. Lastly, efficiency for car use. I drive downtown, and along Yonge Street, but my car is not more important than thousands of other lives
- We need to create safer ways for pedestrians and cyclists to travel along and across Yonge. Yonge also looks absolutely terrible.

- Making cycling safe is so good for many....healthy mode of transportation maybe less cars therefore better for environment.
- Better balance of the space between difference modes of transport. Wider sidewalks will encourage more street cafes. Less motor traffic will improve air quality. More space for trees will provide additional shade for hot days, and help improve air quality.
- Love walking and biking - there should be less space for cars and lower speed limit
- Yonge, in its current state, has far too much vehicle noise and is very fast and uninviting for pedestrians and cyclists.
- More cycling and pedestrian infrastructure is good for everyone!
- I believe that pedestrians on the street make the community work. That includes cyclist. This plan looks safe for everyone. I think it will encourage more people to hang around and enjoy the neighbourhoods.
- Separated bike lanes are the safest and most efficient use of space
- Yonge Street should prioritize public transit and pedestrians.
- Cyclists and pedestrians have a right to use the streets
- Yonge street is the main road in this part of the city; we should make it a complete street first; complete streets will yield more eyes on the street which helps curb crime
- A city that's serious about increasing cycling and pedestrian traffic must make these kinds of improvements *every* time streets are remediated.
- I like the cycle lanes and the trees, and the narrower lanes for cars.
- Toronto needs to cater to the needs of the people who live and work in Toronto, not to those people who commute through our neighbourhoods. There is a perfectly good subway under Yonge. Why are we devoting so much above-ground space to an extremely inefficient mode of transportation when business and cultural opportunities abound by reclaiming some of the public space wasted on roads?
- It's critical for Toronto to construct complete streets that protect and prioritize vulnerable road users.
- I like the rebalancing of space to accommodate non-driving uses
- Achieves a good balance for all users of Yonge.
- Anything that favours pedestrians and bikes over vehicles is the way of the future.
- Anything that makes the sidewalks wider and adds cycling lanes is a terrific idea!
- More bike lanes makes cycling safer. Wider sidewalks encourage more pedestrians. We need to make driving safer for those who have no other commuting choice, but also make it safer for pedestrians and cyclists so non-car options are more viable too.
- Considers the needs of all who use Yonge Street. Promotes physical activity, walking and bike riding
- It's a good balance of uses. The fully grade separated bike lanes will prevent vehicles from obstructing them and the streetscape will be much more conducive to life,
- We need to keep transforming our streets AWAY from the outdated concept of roads only being for cars!!!!
- Toronto's roads are in need of a redesign to prioritize transit and alternative transportation like bikes.

- Yonge Street needs a large change, as it's not at a human scale currently. There's a lot of space to make a big transformation and design this street for people, instead of cars.
- Better usage amongst all users and not just cars
- This recommendation will bring changes which will be better for everyone. I walk on Yonge Street and I like the fact that there will be more space on the sidewalks for pedestrians and more landscaping. Also I bike on Yonge and these changes will make the street safer for cyclists and for pedestrians and car drivers also.

Dedicated and protected bike lanes along Yonge Street corridor along with improved connections will encourage more cycling

- Cycle tracks are important for safety
- Need to build for the future, cycling is increasing and need safe routes to move across the city.
- The Cycling Network Plan calls for bike lanes on Yonge from Queen's Quay to Steeles, while York Region's bike plan also calls for extending those bike lanes north of Steeles. When you factor in other factors such as pedestrian and public realm improvements, potential for patio spaces for businesses, and the lower cost of \$51 million (vs \$71 million), supporting Transform Yonge is a no brainer! Not to mention, there is no need for Yonge Street to have six lanes of traffic.
- It adds safe cycling infrastructure. (I'd cycle on Yonge if there were dedicated lanes. Right now it's too dangerous.) The landscaping improves the aesthetic for everyone. Two lanes of car traffic is enough north of Yonge. It shouldn't become a 6-lane highway.
- Separated bike lanes will allow my family and me to cycle along Yonge Street. Improving the sideways for pedestrians should improve the opportunities for local businesses.
- Biking is awful on Yonge St. now with few safe routes to cross the 401. This should help
- It's always been very dangerous cycling on Yonge Street, so bike lanes would delineate space. It's better for the environment to encourage cycling and make it safer to cycle. Yonge Street could also be a gentler street. It used to be closed off to traffic in places and it should be again.
- Changes to Yonge make sense but there should at least be painted bike lanes on Doris and Beecroft to avoid the traffic on Yonge for those who do not have Yonge St. as their destination. Although not in scope, there needs to be a safer conduit for pedestrians and bicycles to traverse the 401
- Cyclists shop. Cyclists need and deserve their own safe space to cycle, same is true for pedestrians. Toronto needs to learn to be less car-dependent and drivers need to learn to share the road. Complete Streets are a good thing
- It provides ability for cyclists to shop on Yonge, which is good for cyclists and merchants. On the "evaluation of alternatives" board, the line "cycling" has two check marks for each. Should be 2 for transform Yonge, only 1 for the alternative. Beecroft is only helpful for cyclists going 8 or 10 blocks or more, will not attract cyclists for shopping.
- Cycle tracks look great!
- I do a lot of biking. It would make me feel a lot safer on Yonge St

- Without repeating them here, Christopher Hume and John Filion make very convincing arguments that question the appropriateness of cycle tracks for this area. I have been swayed.
- More bike and pedestrian friendly. Bike safe
- Generally, yes, but it would be better if the cycle tracks were separated from traffic by the trees to help prevent people from parking or stopping in the cycle tracks.
- Bike lanes allow for safer travel, so we need them on as many main streets as possible; trees great too!
- I don't live in the Sheppard area but I understand that a cycle tract would connect to bike lanes in York Region and that would be awesome
- Cycling is good for people's health, creates no pollution and we should start giving it easy and safe routes, not pushing them to side streets
- As a person who both bikes and rides on Yonge Street; it would be much safer for the cyclists and the drivers who often come very close to the cyclist.
- Riding between cars and parked cars, with drivers throwing open their doors, is very dangerous and certainly no person getting out of their car or driving wants to hit a cyclist. Segregated bike lanes would encourage many people to get out of their cars and onto their bikes which result in be less congestion and healthier people. Thank you.
- In higher traffic areas- please enclose bike lanes (with the concept of deterring vehicles from using bike lanes to park, as passing lanes etc?)
- We need separated cycling facilities if we are to evolve into a world class city.
- Please. Bike lanes for me are essential. I have already suffered serious cycling injuries but love shopping and dining along Yonge.
- Separated bike lanes make traveling for cars and bikes safer. Encouraging active transportation is essential to a healthy and vibrant city. Cycling is not a fringe activity, but a valid alternative to cars and transit. Keep pedestrians safe by keeping bikes off the sidewalk. And yes to trees! Thank you.
- Bike lanes would be a great improvement. I really hate biking there now and cars go too fast.
- We have been cycling in Toronto for more than 20 years. (We came here from New York.) I am happy to see that Toronto is finally pushing to make the city safe for cyclists. We have a young daughter and sharing the road with Toronto's aggressive car drivers finally moved us to get a car simply to take her to school and back. Things are finally improving, however, and we hope that Toronto will soon become as safe as the Dutch streets we cycle on when we travel to Holland each summer.
- My primary mode of transportation is cycling and the lack of dedicated, long distance, cycling paths causes a lot of frustration and needless risk for both cyclist and drivers. The ability for me to leave my car at home and to cycle without risk or worry would help reduce traffic and provide a great alternative not just for myself, but for many people.
- We need bike lanes on every major street.
- Puts bike lanes where people want to bike
- Amazing to see that cycle tracks are included as part of the proposed design. The city needs more continuous North-South cycle tracks, and this is a good start. It would have been amazing if the cycle track can be extended underneath Highway 401 as that is one of the major pain-point for any bike commuter given the amount of traffic going in and out of 401.
- Cycling is the new norm. Encourage pedestrians, cyclists and drivers on Yonge

- Need physical separation between cars and bikes.
- I prefer to have the cycle lanes on Yonge as most of the destinations are here so cyclists will have to travel to Yonge any way.
- It improves quality of life along Yonge. It also presents opportunities for a bike corridor along Yonge where as a cyclist I can stop to shop and eat as I bike
- Safe cycletracks are critical to inspiring new riders.
- Added cycle tracks will not only make this part of Yonge viable for me as a cyclist but should also be a welcome buffer to anyone walking on the sidewalk.
- Cycle tracks are desperately needed on this stretch of Yonge St to provide residents and commuters with a safe way to make trips in the area, while getting exercise and reducing pollution.
- I like the idea of separation of cycle tracks such as models from the Netherlands. I also support improve streetscape with trees, landscaped plantings, furniture, art. We need that here. It is completely lacking as of today.
- Definitely will feel safer biking up to meet friends for dinner.
- Increased cycling infrastructure is a positive step for all Toronto.
- There should be a divider between the road and the bike lane (not just a raised bike lane)
- As a cyclist, I support any initiative which makes cycling more attractive and safer.
- A lot more people would cycle if it were safer.
- There is a definite need for cycle paths. The main reason I don't cycle along Yonge is due to my safety.
- Separating the bike lane is the safest method. I would be more comfortable biking on Yonge with these options
- We need to support cycling infrastructure so that safe, efficient, mixed use of Yonge will be encouraged.
- More separated cycling infrastructure is the future, especially if it is going to connect more neighbourhoods. And the wider boulevards with sidewalk cafés, so enticing! Do it!
- I agree with cycle tracks, however wider sidewalks are unnecessary. The sidewalks here are plenty wide enough for the pedestrian volume. I am also concerned that no allowance is being made to connect the cycle tracks south of Sheppard past/under the 401 which is the most dangerous stretch of Yonge Street.
- Proper separated bike lanes
- It will be a relief to cycle with protection. And it will be a relief to drive with a clear separation between my car and the cyclists.
- Bike lanes!!!
- Bike lanes are great
- Traveling by bike going north, once you get to Hendon/Bishop - then what, you're in the middle of traffic again. Same with going south past Florence/Avondale. Any addition of bike lanes is wonderful but they need to connect and continue further. Also important is a safe place to park my bike.
- Bicycle lanes will make this part of the city so much more manageable!
- Bicycle access to where we need to go.
- Excellent plan, Toronto has too few north/south bike lanes. This is a most welcome project. The raised bike lane is a great feature.
- It's good to introduce bike lanes. Landscaping is aesthetically pleasing and good for the air quality.

- Including bike lanes along Yonge Street is an important addition to increase cyclist safety and encourage more active transportation.
- Really want to see bike Lanes make Yonge safer
- Safer for cyclists and more attractive for businesses along Yonge
- The grade-separated cycle tracks are much clearer to view than flat painted lines. I feel much safer on the street cycling (ex. Sherbourne cycle tracks). Walking as well will be removed farther from the traffic, which will be safer as well.
- It makes it much safer for cyclists. I have nearly been hit a number of times by cars trying to squeeze past me, and I saw a young man going to school get doored just a few weeks ago.
- Cycle tracks are key to safe cycling that is accessible to many.
- from my experience walking along Yonge mid-day between Sheppard and Eglinton I noticed that the roadway is too wide for the relatively small volume of traffic; it's not normal that we reserve such a wide roadway only to accommodate traffic for 2 out of 24 hours a day; on the other hand, pedestrian traffic is more constant and spread out throughout the day and deserves more space. Cyclists already use Yonge, and if it's safer and encourages more people (younger people and older people, and people who are not particularly physically fit) more people to cycle the proposed cycle tracks would be a welcome addition. I for one am too weak to consider cycling on Yonge, but if I had a dedicated separated lane I would start cycling more often because I use Yonge to walk often, but only use my bicycle occasionally.
- Bicycle lanes would make my travel safer
- This would make me feel safe riding bicycle. Yonge St is currently too dangerous for bikes.
- Any additional cycling infrastructure is welcome, particularly in high car traffic areas
- I support the idea of cycle tracks and more trees.
- We could really benefit from separated bike lanes on all major streets. Cars aren't the future. I bike along Yonge every day and it's far from safe.
- The addition of separated bike lanes is most important to me. The greenery and pedestrian space is a bonus.
- As a cyclist it has been often too scary for me to bike along Yonge as the drivers are very aggressive and there is no bike lane
- It's great, much safer for those biking. But much more of Yonge St needs this kind of improvement. Particularly Yonge & Eglinton and further south.
- Cycle tracks make such a huge difference in how I get around the city quickly, affordably and safely.
- The idea is sound but the execution is lacking. You want to add bike lanes but don't address the real issue to implementation and integration which is the 401. So if someone is riding a bike up and down Yonge Street, how will they connect with the rest of the City south of Sheppard? Wouldn't it make sense to also look at how Yonge connects with the 401 at the same time?
- The most important transformation is to have separated bicycle lanes, which will make it safe, which will get more people out of cars for short trips. Unless we have the infrastructure to make cycling safe and convenient, we can't expect the shift. It will be better for health, for the environment, for local merchants. We have to think about the next generation, not just the people who have been doing things the same...things do have to transform.

- Adapt to increasing changes in how people transport themselves. More cycling is the norm as statistics show.
- Cycle paths are important as is saving money.
- I've cycled in this area and found it very dangerous. Separated cycle lanes make such a difference to my sense of safety, and I'll cycle almost anywhere. I want to see people of all ages and comfort levels feel welcome to cycle in this neighbourhood. I believe if done properly it makes the street safer for everyone, including drivers, by making it clear where everyone is supposed to be. I've also been a pedestrian in this area and would welcome the landscaping and street furniture changes.
- Includes cycle tracks at sidewalk level. I would cycle on Yonge Street with the cycle tracks.
- Much safer for cyclists
- The cycle tracks are urgently needed. It is utterly unsafe for mere mortals to travel on two wheels on Yonge. We need to rid our city of the mindset that that streets such as Yonge are mere high-speed highways for motor vehicles.
- I like the protected bike lanes on Yonge.
- I think including bike lanes on any new road design is imperative for the future growth of any neighbourhood. My preference is the design for Sheppard Ave to Hendon Ave/Bishop ave. The Florence/Avondale to Sheppard Ave design is similar to the design on Roncesvalles and it's not safe for cyclists with distracted pedestrians walking into the bike lane.
- Bike lanes are essential!
- I feel that it is very important to separate the bike lanes from the vehicular traffic and pedestrians. More people will bike if they feel safe in their own dedicated lane and drivers will feel much safer when they aren't worried about hitting a cyclist.
- I hope those bike lanes are curbed, that's the only reason I'm agreeing
- I would appreciate separate cycle tracks for safety.
- Need better bike lanes please

Wider sidewalks needed for improved movement

- Sidewalks with eating patios or product displays, plus street furniture constrain pedestrian movement.
- We need wider streets! It's such a crowded shopping district (which is a good thing!) but there just needs to be more room for pedestrians.
- Yonge St is too busy, dangers for pedestrians, cars move too fast
- This would make Yonge St more pedestrian friendly. Traffic is way too fast and nosy on Yonge to be conducive to a neighbourhood environment. Some sidewalk are too narrow now. Wider sidewalks could allow for cafes

Design a great space with more trees, seating and art

- I totally agree with your selective alternative but it is better to determine the spots for public spaces in the mentioned street (Yonge). Moreover, it is practical to focus more on street furniture, as well as public art (Social life in public spaces) people is the crucial factor in designing. People absorb into the paces that other people are. So, the recommendation is that after finishing the alternatives, accentuate your preferences on

people. By using some easy devices such as places for sitting, for eating etc. Consequently, it could be practical if you consider the basic needs of citizens in Beecroft Road

- Trees (with a plan of how they will be nurtured for at least first 3-5 years after planting), have significant benefits! (i.e air quality, biological and emotional impact on humans). Dedicated space for cyclists promotes better health, can provide potential for alternative to motor transportation. Space in designated spaces with ample seating promotes areas for people to rest, rejuvenate, while keeping in mind easy access to businesses especially for those with limited capacity where appropriate. Integrating needs of pedestrians to make it doable, pleasurable promotes health of all.
- Love the Idea of a treed medium, reminds of the Ramblas in Barcelona and countless other cities with landscaped medians. The section of Yonge at College Park looks fantastic.
- As a pedestrian, safety is paramount. We need medians all along Yonge Street, especially with increasing seniors, this is urgent.
- It sounds good, and I approve of the bike lanes and less traffic as you go north; however, I find that the trees planted as part of the landscaping never really survive, since they do not have enough room for their roots, and they are subjected to such stressful conditions.
- If you could find a way to introduce more street trees into the top drawing and widen the sidewalks even more, that would be ideal. But I agree with the general thrust that we should be widening sidewalks and introducing more plant life to our sidewalks for a more pleasant pedestrian experience.
- More outdoor seating and larger trees
- It is crucial that we make our city as green as possible as soon as possible.
- Good removal of on street parking. Appropriate scale to surroundings. However, an increase in street planting would be appreciated, as well as more thorough separation of bike lanes and car lanes.

Pay attention to changes in travel and traffic

- The plan to transform Yonge is consistent with City policies such as the 2016 bike plan, Vision Zero and Transform TO. By the time the construction is completed many times paid transit lines will be open such as all day trains on Barrie GO, York region Viva rapid ways, Spadina subway extension to Vaughan and Eglinton crosstown. Therefore there will be alternatives to driving for many people that live or work on the area.
- Proposed change means well to encourage transit, however drivers will just look to backup other routes — Bayview, DVP, Bathurst, etc. Routes north/south are not sufficient as is in the city and with so many living out of the M postal code range, they often drive in to offices, transit stations, etc. The roads are too congested as is without eliminating lanes.
- Cycle tracks and wider sidewalks make sense; lane reduction from 6 to 4 at any point will result in a bottleneck and thus a slowdown. Moreover, wide roads make the street less passable for pedestrian traffic. Consider some way to connect the two sidewalks (i.e. overhead walkway) in addition to changing landscape.
- Beautification/reconstruction of Yonge St is a great idea - let's do that - but it is utter madness to restrict traffic movement in this corridor which is a

thoroughfare for thousands coming from the north (Richmond Hill, Newmarket, etc.) who have no other roads, public transit, etc. And to remove parking, reduce the 'through' lanes from 3 to 2 is just crazy. Those who'll be moved from parking on Yonge St. are expected to park on the side / east-west) streets and Doris + Beecroft- which are already saturated. And no left turns at Yonge/Sheppard- God Almighty! And we'll still have grid-lock further south at the 401 Eastbound ramp

- It is important to maintain the maximum possible vehicle flow to and through the area to reduce travel time and provide the movement of cars, trucks, public transit vehicles and emergency vehicles north-south a large city needs. This should not be obstructed by unnecessary landscape features. The "Enhance Yonge and Transform Beecroft" option might be suitable if it helps do this. There should be no more than one bicycle lane each way altogether, preferably on Beecroft and/or Doris.

Other considerations

- Why- it is the least bad option offered.
- Still need to improve the overall layout in more detail. Thanks you for the opportunity!
- I'm concerned the landscaped median will encourage higher auto speed but impede emergency vehicles. I would prefer to see that removed and the space used to improve the buffer between cars and bikes/pedestrians.
- The recommended option is the lesser of 2 evils. I like reducing traffic lanes from 6 to 4, but I believe the complete elimination of on street parking will hurt businesses and make Yonge St less of a destination, running counter to the objectives of the plan.
- Bikes should be better protected from cars. Bikes should have less street interruptions. Bikes should be on Doris or Beecroft. There should be space for parked cars on Yonge St. Space needed to cars to stop and let people out. Business will suffer without parking. Bikes turn to walks at some point and they should be forced to do this just off Yonge St.
- Please do not put cycle tracks on Yonge. It is too dangerous for cars to turn right.
- Better alternative would be to use the eastern lane on Doris. Part of it (Doris) already closed down cars and it would be much safe for cyclists and pedestrians

Locations to investigate for parking off of Yonge Street

East/West Streets and Other suggestions

- Church? In front of Metro Store and / or South side- plus / minus
- Eglinton seems lightly used and could have more parking without too much downside
- Tolman, Kempford, Lorsham, Norton, Parkview
- Church, Empress, Byng (the ones with access to Yonge)
- Either Doris or Beecroft would be a good idea.
- every side street should have full time parking
- Kempford Blvd
- North York Blvd, Johnston Ave, Eglinton Ave.
- All of them!
- Parkhome and Hendon may have some potential
- every street where it is safe to park
- Anndale Drive
- Empress Av
- Construct multilevel parking garage west side of Beecroft south of Park Home
- Consider more Green P parking. More parking spaces on the Green P- not too much on Beecroft and Doris as it will cause a safety issue
- I fully support parking on all these streets. It slows traffic and buffers the sidewalk, and currently these feel like traffic sewers and nothing more. The city should also move away from calling these streets "the ring road". These are and should be treated like actual "streets".
- Not an east-west suggestion, but rather a comment on Doris and Beecroft. The parking should only be on the West side of Doris and the East side of Beecroft thereby improving traffic flow in one direction
- Park items where taxi stand currently is
- I would like to see on-street parking to encourage restaurants, but it should not be a priority that determines how Yonge is designed

Preference to reduce or eliminate parking on Yonge Street

- Prefer to minimize the creation of new parking. Parking on Yonge is inefficient anyway. Chances are it's the shopkeepers parking there and not customers. That's typically the case in other locations. Look at Bloor. The biggest complainants were not customers but business owners who didn't want to have to walk to their shops!
- Parking is plentiful in local lots and free on many side streets. I don't think more street parking is needed
- Eliminate on-street parking
- No parking at all
- Don't own the car, no interest in parking.
- No more parking spots, please.
- Don't add any parking.
- I am in favour of reduced parking, not alternative parking. Sounds extreme, but provision can be made for elderly, infirm, emergency and delivery needs.

- I would not prioritize parking
- Car parking should be systematically removed everywhere to stop car drivers from launching their lethal cancer poison attacks upon innocent children.
- No parking, fewer car lanes. Parking is a waste of lane, and ride sharing will eventually render it unnecessary.
- No strong opinion here, however in general we should not be encouraging car usage
- There is more than enough parking
- Leave Yonge St alone
- Limit On-street parking. Parking is not the way of the future. Active transit and public transit should be prioritized, not parking.
- No parking on Yonge at any time
- Since I do not drive, what I like to see is that drivers should not be allowed to use side streets to commute and congest them as well.
- There is usually substantial parking in this area - I'm not sure it's necessary to look for more.

Parking on Yonge

- Keep parking on Yonge

Parking in Residential Areas

- Don't push cars onto residential streets
- Residential preferred
- I suggest you get the residents on these streets to agree to a pilot project and go from there
- All the residential streets between Doris & Kenneth.

Investigate Underground and Green P Parking Options

- What about underground parking?
- Build underground parking
- Drivers need to learn to use green P and underground parking, you can't walk four blocks without finding a green P lots, so I think the city should launch a campaign championing green P and black P usage.
- Promote the underground parking more aggressively
- Condo & full-time lots, to provide full-time parking
- There is underground parking on the condos? Why not to get into an agreement with the new buildings? (and/or old)
- There's plenty of Green P parking lots in the area. No need to add extra parking.
- No new parking to encourage alternate forms of transportation.
- Each building should have its own parking for visitors and deliveries. On street parking should depend on traffic. East-west streets should not be busy most of the time.

Angled Parking

- Where side-street width permits, consider angled parking in order to make more parking and make parking easier/faster. This has been used effectively on Donlands south of O'Connor. e.g. the road width on Park Home between Beecroft and Yonge might accommodate this sort of angled parking.

Add Bike Parking

- Actually we need more bicycle parking units whatever they're called sometimes I have no place to park my bicycle we can't attach them to the trees cause they're too thick we need more bike parking everywhere

Other Opinions

- Don't feel strongly about where, just that it should cost & be variable based on hourly demand
- I have no recommendation. I do not know how much of the parking is used. Neither do I know how many spaces will ultimately be lost. It is impossible to make a recommendation without that information.
- more stopping zones, not surface parking and better signage to off street lots
- Parking should be rotated through a number of part-time positions, or through full time on some blocks only. Where possible, these should alternate sides of the street in order to calm traffic (as on Logan avenue north of Bloor St.)
- You could have a cheaper parking alternative off-site with free shuttles - costly, but effective. People could choose to walk in nice weather.
- I do not like Doris Ave off-peak parking because crossing the street to get to the subway is hard
- Doris is dealing with higher density where large sweeping in could force cars out overnight + daytime parking outside