

# Queens Quay Revitalization Environmental Assessment Public Forum #2 - Meeting Summary



Harbourfront Community Centre, December 8, 2008

This report was prepared by Lura Consulting. It presents the key discussion points and outcomes from the December 8<sup>th</sup>, 2008 public forum convened as part of the Queens Quay Revitalization Environmental Assessment process, and is not intended to provide a verbatim transcript. If you have any questions or comments regarding the report, please contact:

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# Queens Quay Revitalization Environmental Assessment Public Forum #2

Monday December 8, 2008

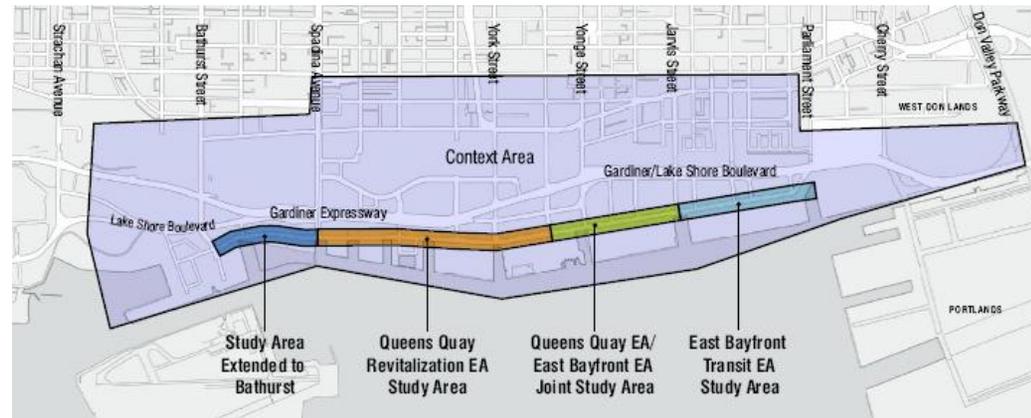
Open House: 6:00 p.m.    Public Meeting: 7:00 p.m. - 9:00 p.m.  
Harbourfront Community Centre

## 1.0 ABOUT PUBLIC FORUM #2

Public Forum #2 was the second public meeting hosted by Waterfront Toronto - in partnership with the City of Toronto - as part of the Queens Quay Revitalization Environmental Assessment (EA) process. The Queens Quay Revitalization EA project is focused on the stretch of Queens Quay bounded by Bathurst Street to the west and Lower Jarvis Street to the east, as shown on the map below. This study is exploring how to implement long standing City of Toronto policy objectives including revitalizing Queens Quay into a scenic waterfront drive and completing the Martin Goodman Trail, which is now absent through the central waterfront.

The purpose of Public Forum #2 was to:

- Provide a progress update on the Queens Quay Revitalization EA;
- Present and receive feedback on a “short list” of alternative design concepts for a revitalized Queens Quay corridor; and
- Discuss next steps in identifying a preferred design concept, including opportunities for public input.



An estimated 200 people participated in the forum, and of those, 128 signed in at the door (Appendix A includes a list of those who signed in).

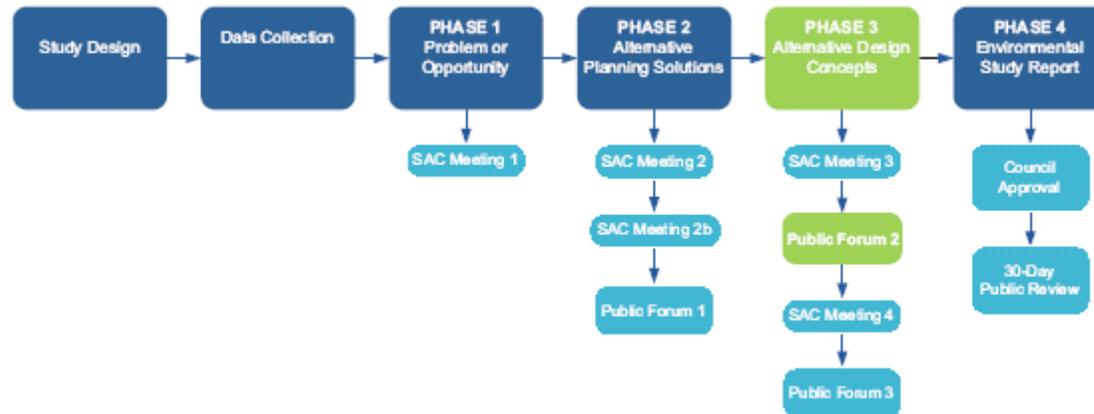
The format of the public forum consisted of an open house from 6:00-7:00 p.m., followed by a presentation by the Project Team, question and answer period, roundtable discussions, and a final facilitated plenary session. The meeting adjourned shortly after 9:00 p.m.



## 2.0 OPEN HOUSE

During the open house, participants were able to view a series of display boards that focused on several key aspects of the Queens Quay Revitalization EA, including:

- The EA Process;
- Study Area Boundaries;
- The Problem Statement;
- Guiding Principles;
- Evaluation of Alternative Planning Solutions and Alternative Design Concepts;
- Shortlisted Design Concepts
- Proposed Criteria for Evaluating Shortlisted alternatives; and
- Next Steps and Tasks Underway.



The Queens Quay Revitalization EA Project Team was available during the open house to answer questions and receive feedback. The Project Team includes:

- Waterfront Toronto;
- City of Toronto;
- Toronto Transit Commission;
- West 8 Urban Design & Landscape Architecture;
- du Toit Allsopp Hillier (dTAH); and
- Arup.

### 3.0 WELCOME AND OPENING REMARKS

Mr. Chris Glaisek, Vice President Planning and Design, Waterfront Toronto, welcomed participants to the meeting and introduced Olivia Chow, MP for Trinity-Spadina, to provide opening remarks.

Ms. Chow thanked participants for taking the time to come out to the public forum, noting that there is much excitement about new initiatives along the waterfront. She stated that Waterfront Toronto has been working very hard on the Queens Quay Revitalization EA and to ensure there is funding to support this project. She added that no matter what party is in charge of the federal government, she believes that there is adequate budget for existing waterfront projects. She also introduced TTC Chair Adam Giambrone and John Piper from Mayor Miller's office, who were both in attendance.

Toronto City Councillor Pam McConnell, Ward 28 Toronto-Centre Rosedale, indicated that she was coming from another meeting regarding the revitalization of Regent Park, and that it was exciting to see how many people had taken the time to come to both public meetings. Councillor McConnell noted that many changes are occurring in the waterfront and that community and public feedback was a big part of this process of change. She added that while sometimes it feels like a long time before ideas get put into action, the Project Team for the Queens Quay Revitalization EA has been working very hard to simplify the complex technical work that has gone on behind the scenes. Councillor McConnell stated that it is time for the community to discuss how Queens Quay will become the lifeline of this part of Toronto, as well as a place to which people want to come from all over the City.

David Dilks, Project Facilitator, Lura Consulting, welcomed participants and described his role as the neutral facilitator. He reviewed the agenda and handouts for the meeting, which included a set of key diagrams and images prepared by the Project Team, as well as Discussion Worksheets containing several discussion questions for participant feedback. Mr. Dilks noted that three main design alternatives for the future of Queens Quay were being presented for discussion purposes at this meeting. He indicated that following the Project Team presentation, there would be small table discussions during which participants could discuss the three alternatives in detail, and added that written feedback could be submitted after the meeting before December 19<sup>th</sup>. Mr. Dilks noted that that a report of the proceedings would be prepared by Lura. He then invited Chris Glaisek to provide an update on the Central Waterfront Master Plan.

Chris Glaisek of Waterfront Toronto provided a brief update on the Central Waterfront Master Plan and Waterfront Toronto's Long Term Plan. He indicated that the Spadina Wave Deck has been opened, and construction has begun on the decks at Rees and Simcoe. Waterfront Toronto is nearing completion of the design of the Spadina bridge, and hopes to have construction underway in Spring 2009. He added that Waterfront Toronto has been working actively to

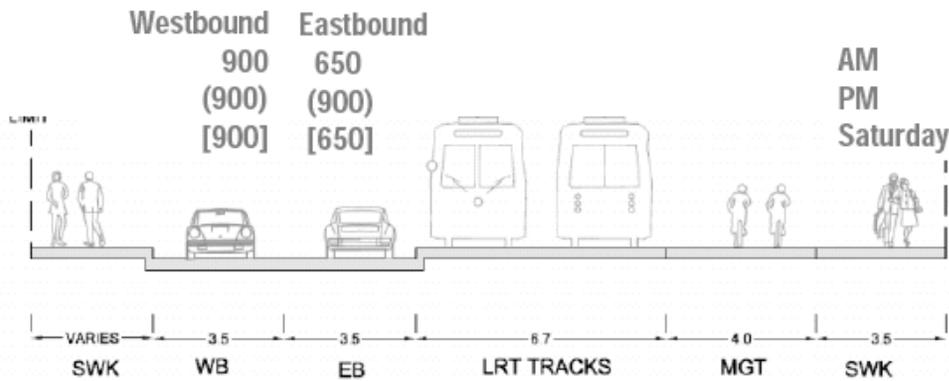
implement the precinct plans for West Don Lands and East Bayfront. Waterfront Toronto has also done very extensive long term planning for the waterfront public realm, and came up with \$219 million for this project. Mr. Glaisek noted that Waterfront Toronto is working from a prioritized list of projects and there is hope for more funding for additional initiatives, such as a new boardwalk to HTO Park.

Mr. Glaisek noted that the last public forum for the Queens Quay Revitalization EA was held in January 2008, and that despite the 11-month interval, Waterfront Toronto is committed to this project and revitalizing the public realm along Queens Quay. Mr. Glaisek acknowledged that Waterfront Toronto received a large number of comments from the public last January, and has held many meetings with various stakeholders since then. He stated that the alternatives being presented at this meeting have been prescreened to ensure that they are feasible, and that this has taken considerable time. Mr. Glaisek asked the public forum participants for their feedback on the shortlisted alternatives, and noted that the primary study area has been extended west to Bathurst Street. He concluded by stating that the Queens Quay Revitalization EA is being coordinated with the East Bayfront transit EA and other EAs in the area.

## 4.0 PRESENTATION

Mr. John Hillier, West8+dTAH Design Team, began the presentation with a brief recap of the January 2008 Public Forum #1 and a summary of work completed to date.

Mr. David Pratt, Arup, presented the traffic analysis portion of the presentation. Mr. Pratt indicated that the results of the data collection indicated:



- 10% to 20% of current vehicular traffic along Queens Quay is “cut through” traffic;
- Vehicular traffic through the area will increase by approximately 20% in the future;
- Currently 1400 vehicles drive through the intersection of Bay Street and Queens Quay per hour in each direction;
- Future projections indicated that 1000 vehicles will drive through the intersection of Bay Street and Queens Quay per hour in each direction; and
- The proposed changes to Queens Quay will allow for better transit, designated bus parking and a curb management plan, bike lanes and a dedicated pedestrian environment.

Mr. Hillier then presented the key project objectives which are embodied in the Problem Statement:

1. Accommodate a satisfactory landscape;
2. Accommodate a generous pedestrian realm;
3. Accommodate a great cycling environment;
4. Mend the Martin Goodman Trail;
5. Improve streetcar operation;
6. Accommodate vehicle travel with fewer conflicts;
7. Accommodate bus parking with fewer conflicts; and
8. Accommodate on-street parking with fewer conflicts.

Mr. Hillier then proceeded to outline principles that guided the evaluation of the Alternative Design Concepts. These principles include:

- Finding a better balance;
- Providing a world class transit service;
- Developing a context sensitive approach to street design;
- Using all of the transit right-of-way to Improve the public realm;
- Creating a value-added public space;
- Making a destination...not a corridor; and
- Supporting a great community/business district.



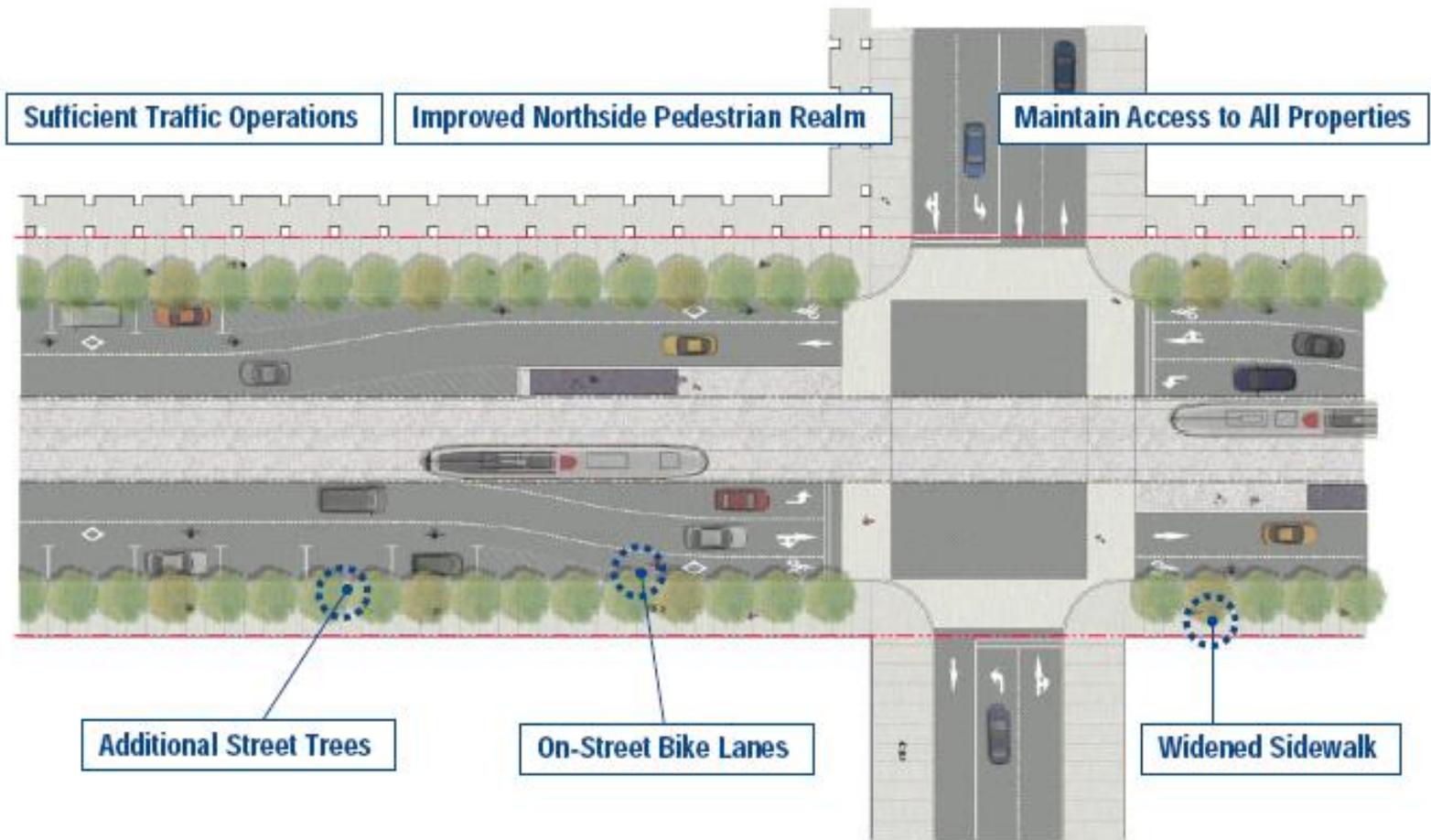
Mr. Hillier described the evaluation of the Alternative Design Concepts, and the Project Team’s conclusion that the following three alternatives should be shortlisted for further evaluation:

1. Alternative 2: Centre Transit with on-street bike lanes;
2. Alternative 4: Southside Transit with Martin Goodman Trail with two-way traffic;
3. Alternative 5: Southside Transit with Martin Goodman Trail with one-way traffic.

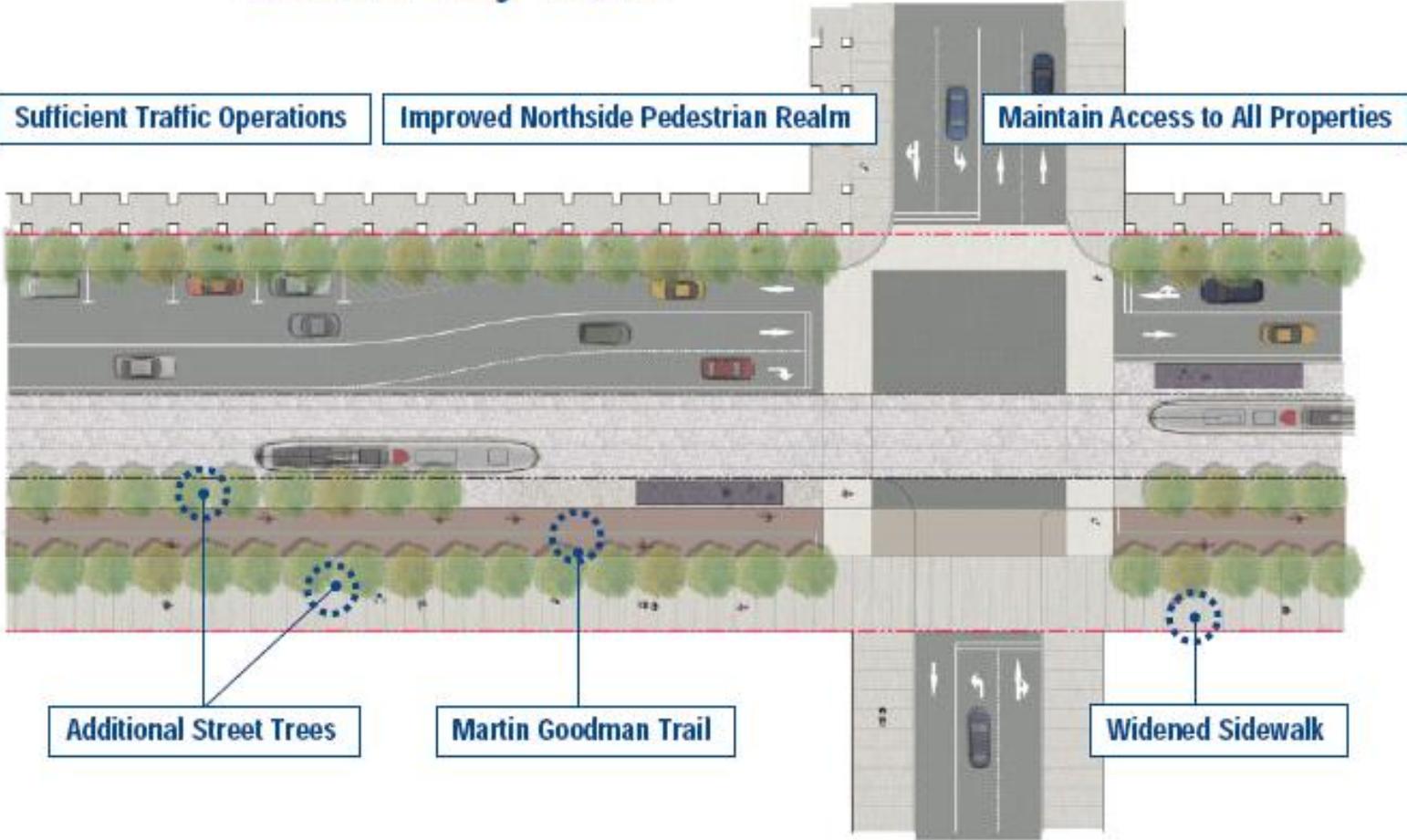
### Evaluation of Long-List of Design Alternatives

Evaluation Criteria	Centre Transit			Southside Transit	
	1. Do Nothing	2. On-Street Bike Lanes	3. Martin Goodman Trail	4. MG Trail w/ Two-Way Operations	5. MG Trail w/ One-Way Operations
Waterfront Main Street	✗	○	○	✓	○
N.S Connections	✗	○	○	✓	✓
E.W. Connections	✗	○	✗	✓	✓
Aesthetically Vital	✗	✓	○	✓	✓
Operations+ Safety	✗	✓	○	✓	✓
Grand+ Beautiful Blvd.	✗	✓	○	✓	✓
Policies	✗	✓	✗	✓	✓
Leverage Renewal	✗	✓	✓	✓	✓
Access	✓	✓	✓	○	○
Fit	✓	✓	✗	✓	✓

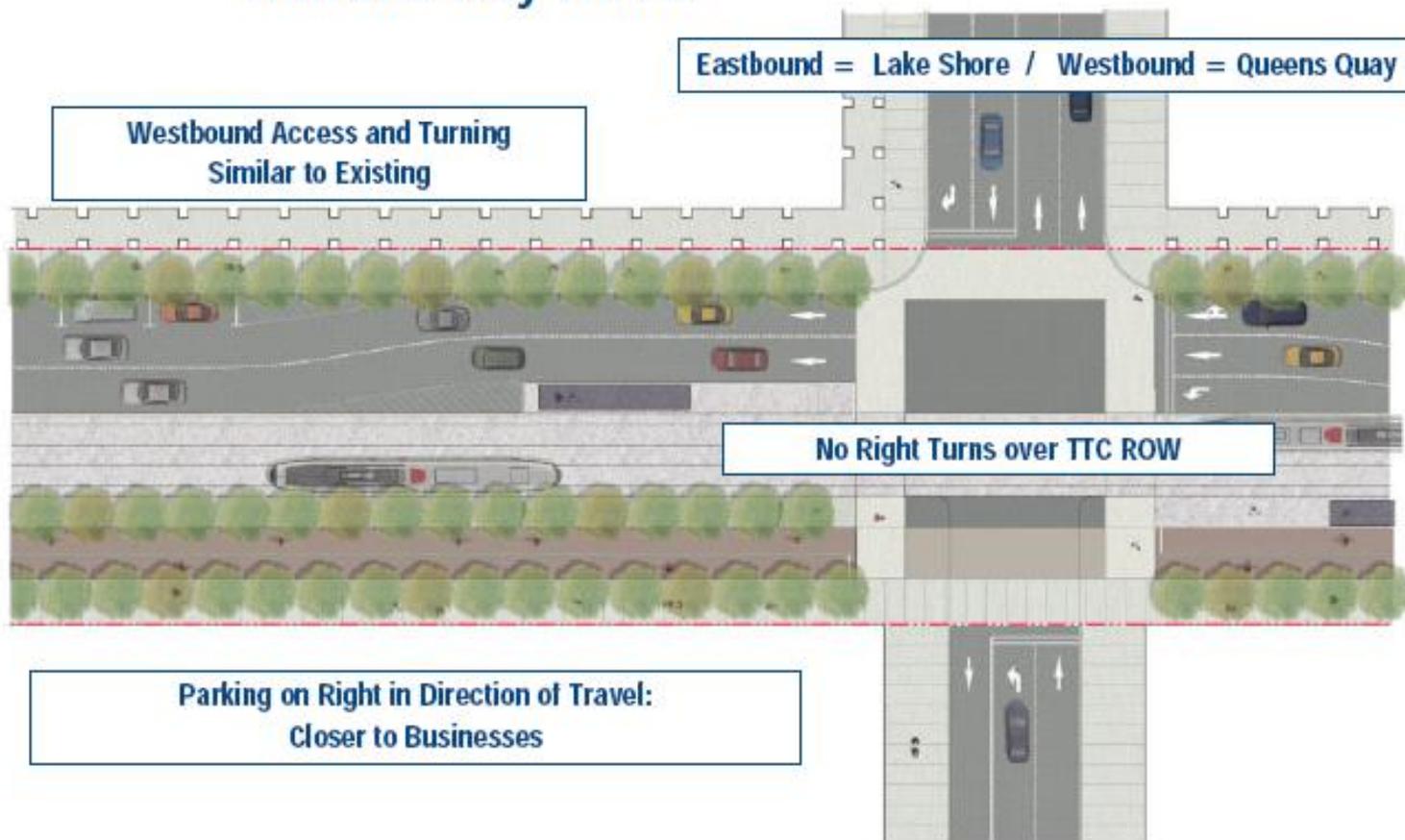
## Alternative 2: Centre Transit with Bike Lanes



# Alternative 4: Southside Transit with Martin Goodman Trail with Two-way Traffic



## Alternative 5: Southside Transit with Martin Goodman Trail with One-Way Traffic



In conclusion, Mr. Hillier outlined the next steps, which will include:

- Conducting a detailed evaluation of the shortlisted Design Alternatives;
- Optimizing transit signal priority and traffic operations;
- Developing parking plan for Queens Quay
  - School and Tour Buses
  - Taxis
  - Loading Zones
  - On-Street Parking;
- Working with affected/impacted landowners/condo boards
  - Fire/Emergency Services
  - Residential and Commercial Properties
  - Planned Development
  - Harbourfront Centre/other cultural facilities;
- Ensuring coordination with the overall Central Waterfront Master Plan; and
- Undertaking Round 3 of Public Consultation in early 2009.

To view the complete presentation, please visit the Waterfront Toronto website at <http://www.waterfronttoronto.ca>.

## 5.0 QUESTIONS OF CLARIFICATION

Following the presentation, Mr. Dilks asked participants if they had any questions pertaining to the presentation. The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the Project Team in *italics* (identified with 'A') where provided.

C1. I was sold on the idea of more pedestrian space and the Martin Goodman Trail. I see only Alternative 4 and Alternative 5 as new, bold and visionary. You will see that cars cheat and park in the cycling lanes. If we want a beautiful waterfront we need to go with Alternative 4 or 5.

Q1. I am new to the area, and I noticed a park where people walk their dogs and there is excrement left behind by the dog owners. I was wondering if this is a health issue. Have there been any studies about space for animals, the associated health impacts?

*A1. The Project Team has not examined this as part of the EA. We'll take a note of the question and pass it to the City Parks Department to consider.*

Q2. Did you consider an alternative that would really improve access to the area? It seems the “do nothing” alternative with a few changes of aesthetics would help with access issues more than Alternative 2, 4 or 5.

*A2. In January we said that physical changes within the existing right-of-way (ROW) would help rebalance the different users on the street. We moved forward from that position once we sensed consensus around that point. That is not to say there are no issues that need to be revisited, but the three alternatives presented tonight did meet the overall objectives and principles of the Problem Statement for this EA. The “do nothing” alternative did not meet the criteria, and we recognize that fundamental change is needed along Queens Quay.*

Q3. Have you been coordinating with the Lower Don Lands EA? Also, when screening the alternatives, the Martin Goodman Trail was a prominent point, but the bike lane you show is not a true continuation of the Martin Goodman Trail. You should also add the Toronto Bike Plan as part of the policy context for this project.

*A3. Thank you. Those comments will be considered going forward.*

Q4. What would be the cost if we go with south-side transit? Has that been evaluated?

*A4. The Project Team has not done detailed costing yet. The streetcar tracks will not move significantly, they will move about 1 meter. The section of streetcar tracks that currently exist needs to be replaced in the next 5 years so it is in the budget to move the transit right-of-way.*

C2. Toronto is sleeping. The CN Tower, Rogers Center and City Hall are great and innovative designs, but these are the only great structures in the City, the City has done nothing since then. Go to Europe and India to see truly innovative examples of design. If you continue to plan this way you are disgracing Toronto.

Q5. Do you have population density information for this area? There are a lot of seniors here as well as young families. Current population demographics need to be taken into account. York Street was the most congested area last summer, it was full of people with baby carriages and seniors.

*A5. The traffic modeling has taken into account the existing traffic and future growth in the area. Waterfront Toronto is looking at how this area will change over time and we should plan to accommodate people in different stages of life. We want to accomplish a balance so people in all stages of life can live here. We will do more detailed analysis of this in the next phase.*

## 6.0 ROUNDTABLE DISCUSSIONS

Following the presentation, participants worked in small groups at their tables to consider three discussion questions:

1. **Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?**
  - a. **Centre Transit: On Street Bike Lanes.**
  - b. **Southside Transit: Martin Goodman Trail, 2-Way**
  - c. **Southside Transit: Martin Goodman Trail, 1-Way**
2. **What additional information would assist in identifying a preferred design concept?**
3. **Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?**

A representative was chosen at each table to record and report on the group’s feedback to all participants.

The following provides a summary of the feedback received from participants at the roundtable discussions and ensuing plenary session. This summary also reflects individual feedback provided through submitted worksheets and written comments sent to Waterfront Toronto following the meeting. For full compilation of all written comments received, please see Appendix B.

**QUESTION #1: Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?**

**Overall Feedback on the “Shortlisted” Alternatives**

Based on the roundtable reports and written comments, most participants indicated an overall preference for either of the two Southside Transit options (Alternatives 4 and 5). Regarding the Southside alternatives, there was no clear preference among participants between whether the traffic flow along Queens Quay should be two-way (Alternative 4) or one-way (Alternative 5), with pros and cons being raised each way. There was considerably less support for the Centre Transit alternative (Alternative 2).

The following sections provide a summary of participant feedback on each of the three “shortlisted” alternatives.

**#1a: Centre Transit: On Street Bike Lanes (Alternative 2)**

Participants noted a number of things they liked about Alternative 2, as listed in the table below. Overall, participants were happy with access for emergency vehicles and local residents, the landscaping designs, the pedestrian and cycling realm, cost savings associated with keeping the transit right-of-way in the same location, available parking, and good traffic flow. However, a number of workshop participants noted that there is nothing to like about Alternative 2.

What do you like?	
➤ More space for landscaping/trees	➤ A cyclist can access both sides of the street
➤ Provides access to existing residents	➤ Better alternative for emergency vehicles
➤ More pedestrian and cycle space	➤ Bike lanes
➤ No need to spend money to move transit lines	➤ Workable for traffic
➤ Provides extra parking (legally)	➤ Nothing

Participants identified a number of concerns with Alternative 2, as listed in the table below. Overall, many participants felt that Alternative 2 is not pedestrian, cyclist and youth friendly, has no connection to the Martin Goodman Trail, does not improve Queens Quay beyond the status quo, and will cause traffic delays. It was also suggested that cars and taxis will park in bike lanes, and noise pollution and air pollution will both increase.

### What concerns do you have?

- Not bike/pedestrian/kid friendly
- With one lane for cars each way, traffic will slow to a crawl
- Doesn't connect the Martin Goodman Trail
- Doesn't offer much aesthetic improvement to the street
- Lack of "destination" feel
- Lack of cyclist parking
- Too similar to status quo
- Cars will park in bike lanes
- Not enough trees
- Noise and exhaust fumes from vehicular traffic
- Cars turning left have to cross in front of streetcars
- Cyclists getting knocked off bikes by people opening car doors

Participants discussed a couple of elements that they would like to improve or change for Alternative 2; a summary of ideas can be found in the table below. Overall, most participants would prefer to abandon Alternative 2 in favour of the Southside alternatives (Alternative 4 or 5). Participants suggested that if Alternative 2 was to be modified it would need separated bike lanes, physically separated from vehicles and pedestrians.

### What changes or improvements would you suggest?

- None - abandon this alternative
- Select Alternative 4 or 5 instead
- Separate bike lanes from pedestrians and cars
- Remove parking from Southside and go with Alternative 3

**#1b: Southside Transit: Martin Goodman Trail, 2-Way (Alternative 4)**

Participants noted a number of elements that would work well as part of Alternative 4, as listed in the table below. Overall, participants were happy with the expanded pedestrian zone, the bike lanes that incorporate the Martin Goodman Trail, the “destination feel” of the design, plentiful trees and excellent landscaping, easily accessible public transit, increased safety of cyclists and pedestrians, and the traffic calming effect of the design.

What do you like?	
➤ Bike lanes incorporate Martin Goodman Trail	➤ Expanded pedestrian zone
➤ Plentiful trees and excellent landscaping	➤ The next best alternative as compared to Alternative 5
➤ Easily accessible transit with larger streetcar platforms	➤ Makes the waterfront a destination
➤ Separate bike lanes are safe for cyclists	➤ Less conflicts between bikes/cars/pedestrians
➤ Encourages healthy lifestyles	➤ Slowing down and calming of traffic

Participants identified some concerns with Alternative 4, as listed in the table below. Some participants felt that Alternative 4 would be costly, create traffic congestion and increase noise pollution, restrict access to Southside residences and businesses, and restrict access for emergency vehicles.

What concerns do you have?	
➤ One lane each way for cars will create same traffic jam problems as Alternative 2 if a car breaks down or stalls	➤ Vehicles crossing the Martin Goodman Trail
➤ Cost to move transit line to the south	➤ Access to south side residences and businesses
➤ Noise pollution	➤ Head on collisions
➤ Proper lighting is needed	➤ Taxis stopping illegally
	➤ Access for emergency service vehicles

Participants discussed a number of elements that they would like to improve or change for Alternative 4; a summary of feedback can be found in the table below. Overall, participants would include public art as part of the design, extend the CN Tower skywalk down to Harbourfront Centre, bring the path south from Union Station, restrict access and parking for coach buses along Queens Quay, plant for seasonality, and make the street one-way for vehicular traffic.

### What changes or improvements would you suggest?

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>➤ Include public art, fountains, and creative lighting</li> <li>➤ Get rid of the maple leaf design in the walkway and avoid “Canadiana” designs</li> <li>➤ Extend the CN Tower skywalk down to Harbourfront Centre</li> <li>➤ Connect the bike trail along Queens Quay with the bike trail at Stadium Road</li> </ul> | <ul style="list-style-type: none"> <li>➤ Buses must be moved to alternate parking and drop-off locations</li> <li>➤ Make the street one-way</li> <li>➤ Bring the path south from Union Station</li> <li>➤ Plant coniferous trees</li> <li>➤ Install traffic signals at eye level for cyclists</li> <li>➤ Reduce speed limits</li> </ul> |
|--|---|

### #1c: Southside Transit: Martin Goodman Trail, 1-Way (Alternative 5)

Participants noted a number of positive aspects of Alternative 5, as listed in the table below. Overall, many participants considered Alternative 5 to be the best design for Queens Quay. Participants were happy with the balance of pedestrian, cycling, transit and vehicular needs, enhanced traffic flow through the area, dedicated bike lanes, and increased pedestrian and cyclist safety.

### What do you like?

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>➤ This is the best alternative for bikes/cars/traffic/pedestrians and emergency vehicles</li> <li>➤ Cars and taxis will be able to unload passengers without stopping traffic</li> <li>➤ Extra row of trees</li> <li>➤ Lakeshore Boulevard is available for eastbound traffic</li> </ul> | <ul style="list-style-type: none"> <li>➤ Traffic will flow faster with the two lanes being one-way</li> <li>➤ Vehicular traffic will be separated from bikes and pedestrians by public transit right-of-way</li> <li>➤ Expanded, dedicated bike lanes</li> <li>➤ Eliminates u-turns and left hand turns</li> <li>➤ Safer for pedestrians</li> </ul> |
|---|---|

Participants expressed some concerns with Alternative 5, as listed in the table below. Overall, participants felt that Alternative 5 would create challenges for eastbound traffic, encourage speeding by cars, confuse tourists, restrict access to buildings on Southside, and cause problems with respect to access for emergency service vehicles.

### What concerns do you have?

- Cost to move transit line to the south
- Where will eastbound traffic go?
- Pedestrians need to cross the Martin Goodman Trail to get to transit stops
- One-way streets encourage speeding
- Tourists may be confused by the one-way street
- Access to buildings on Southside
- Capacity problems when road closures occur (e.g. Lakeshore Boulevard)
- Buses, taxis and private cars unloading waterfront visitors and blocking traffic
- Not enough pubs, restaurants, cafés and useful shops along Queens Quay
- Maintenance of trees and plants
- Eastbound traffic on Lakeshore Boulevard will increase
- Access for emergency service vehicles

Participants discussed a number of elements that they would like to improve or change for Alternative 5; a summary of feedback can be found in the table below. Overall, participants would like to continue the design as far west along Queens Quay as possible, create a pathway from Union Station, eliminate parking on the south side, add more bike racks to the area, install cycling signals at eye level, create pick-up and drop-off bays for coach buses, lower speed limits, and plant more trees.

### What changes or improvements would you suggest?

- Provide enclosed wind shelters at streetcar stops
- Plant lots of trees (especially coniferous trees)
- Create a pathway from Union Station (maybe enclosed)
- Lower speed limits
- Water taxis to run the length of Queens Quay and stopping at major slip heads
- Passenger unloading bays near main intersections for coach buses
- Coach buses should be kept off of Queens Quay in large parking lots
- Tourists should walk to Queens Quay or be shuttled by small shuttle buses circulating for free between
- Continue the design as far west as possible
- Eliminate parking on south side
- Restrict traffic to local businesses and residents only
- During morning rush hour have 2 lanes eastbound and one lane westbound
- During late afternoon rush hour, have 2 lanes westbound and one lane eastbound
- More bike racks
- Make improvements to the Ferry Terminal
- Put the cycling signaling at eyelevel
- Add low shrubs next to the transit lane so as to soften the edge between the bike trail and

parking lots and Union Station	pedestrian realm
➤ Use turf or decorative cobblestone on transit right-of-way	➤ Create artistic designs for TTC stops
	➤ The design should allow the Queens Quay to be vibrant and alive all year round, including winter

**QUESTION #2: What additional information would assist in identifying a preferred design concept?**

Participants identified various information and data that would assist in identifying the preferred design concept, as listed in the table below. Overall, participants requested more information regarding local area demographics, traffic statistics, TTC construction schedules, noise pollution, air pollution, access points for condominiums, and local parking areas.

<b>What additional information would assist in identifying a preferred design concept?</b>	
➤ Up to date traffic statistics	➤ Demographics
➤ Parking information	➤ Construction schedules
➤ Locations of unloading areas for buses and taxis	➤ Noise pollution studies
➤ Entry points to condominiums and parking lots	➤ Air pollution studies

**QUESTION #3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?**

Participants provided a wide range of additional feedback on the Queens Quay Revitalization EA, as listed in the table below. Overall, participants felt that the Project Team should consider the seasonality of the design, liability issues in winter, more frequent transit service along Queens Quay, prohibiting vehicular access to Queens Quay, accessibility for people with physical disabilities, increased signage, a pathway from Union Station, speed limits for cyclists, and additional public washrooms along the central waterfront.

***Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?***

- Consider electric buses versus streetcars
- Extend underground streetcar tracks
- Use less concrete in the design and construction
- More frequent public transit needed along Queens Quay
- No more cars on Queens Quay, just pedestrians and bicycles
- Speed up the construction schedule for the Queens Quay Revitalization EA
- Review the backup in westbound traffic flow at the Spadina and Queens Quay intersection
- Additional public washrooms along the central waterfront
- Shutdown Island Airport
- Speed limit signs for cyclists
- Tour bus parking under the Gardiner Expressway (pick up/drop-off areas)
- Noise restriction by-law for vehicular traffic on Queens Quay
- The main criteria should be the greatest enjoyment by the most people of the central waterfront
- Consider seasonality of design and liability in winter
- Maximize greenery between trail/pedestrians and vehicles
- Consider accessibility for people with physical disabilities
- Increase signage
- Bring paths down to the waterfront from Union Station and the CN Tower
- Prohibit trucks and vehicles over a certain weight class from travelling on Queens Quay
- More gardens all along Queens Quay
- Turf on the streetcar track seems far-fetched, but it is great to look for something better than concrete such as interlocking brick, wood or coloured pavement
- TTC to consider quieter streetcars
- Beautify the underside of the Gardiner Expressway
- Slip head Wave Decks should join fully to the sidewalk

## 7.0 NEXT STEPS

Facilitator David Dilks reminded participants to hand in their completed Worksheets or return them by the December 19<sup>th</sup>, 2008 deadline. Mr. Dilks informed participants that the meeting presentation would be available on Waterfront Toronto's website (<http://www.waterfrontoronto.ca>) and that a report on tonight's meeting would be prepared.

Chris Glaisek of Waterfront Toronto thanked participants for coming to the meeting and assured them that the input gathered at the Public Forum will inform the final recommendations for the Queens Quay Revitalization EA.



## APPENDIX A: Meeting Attendance

The following is a list of participants who signed in at the Public Forum:

Organization, Participant	Participant	Participant
260 Queens Quay, Randy Craig	A. Chin	Michael St. Laurent
BQNA / Harbourfront Community Centre, Michael Brown	A. Linds	Nash Singh
BQNA / TDSB / Harbourfront Community Centre, Ana Silva	A. Petricic	Norman Pancic
Camex Inc., Jan Gawrylczyk	Anne Trebilcock	Pat Jones
Canamac, Mac Makarehlek	Annette VanLeeuwen	Peter Wood
Citizen Development Group, D. Fazari	B. Winn	R. Burnett
Citizen Development Group, Paulo Stellato	Bob Kennedy	Richard Jones
Olivia Chow, MP, Trinity-Spadina	Bob Korogyi	Richard Pereira
City of Toronto, Councillor Pam McConnell	Brian Booth	Robea Alkins
City of Toronto, Kathy Thom	Carolyn Johnson	Robert Vivacqu
City of Toronto, Tom Davidson	Channing Sze	Robert Wanu
City of Toronto, Parks, Forestry and Recreation, Marc Kramer	Chelsea Murray	Rod Taylor
City of Toronto, Toronto Public Health, Melanie Azeff	Chung Lee	Sandra Taylor
Councillor Adam Vaughan's Office, Jen Chan	Clay McFayden	Steve Munro
DTWT, Miroslav Glavic	D. Cooper	Susan Davis
Environment and Economy Coalition, Michael Rosenberg	Darwin O'Connor	Susan Schaffeitlin
FVB, John Stephenson	David Fisher	Victoria Stanca
Goodmans, Allan Leibel	David Sharma	Wayne Buden
GWNA / WDLC, Julie Beddoes	David Trebilcock	Wing Wo
Harbourfront Centre / Kayak Centre, Dave Corrigan	Diana Cockburn	Zenon Godzyk
Maripossa Cruises TPVA, Cindi Vanden Heuvel	Ellen Spears	
Mayor's Office, John Piper	Estelle Weynman	
NBLC, Scott Walker	Evan Roberts	
NFCICC, James Kowalewski	Ewa Pereira	
Nuko Investments, Murray Blankstein	Fred Taylor	

Organization, Participant	Participant	Participant
Port Lands Action Committee, Dennis Findlay	Geoff Hadrill	
Queens Quay Harbour BIA, Braz Menezes	George Grey	
R.C.Y.C., Magnus Clarke	Glenn Hoover	
R.E. Millward and Associates Ltd., Michael Loberto	Glenn Shyba	
St. Lawrence Neighbourhood Association, Robert Sherrin	Harold McMann	
St. Lawrence Neighbourhood Association, Ronny Yaron	J. Petricic	
St. Lawrence Neighbourhood Association, Sylvia Pellman	J. Robert	
Strada Survey, Craig Leslie	J. Winn	
TISC, Liz McGroarty	Jack Alkins	
Toronto Bicycling Network, Troy Fletcher	Jack Brannigan	
Toronto Island Community Association, Anna Prodanou	James McAshur	
Toronto Transit Commission, Bill Dawson	Janet Galizia	
Toronto Transit Commission, Ursula Gawrylczyk	Joe Callaghan	
UFA Inc., Alex Bartlett	John Jordan	
Victor Ford and Associates, Victor Ford	John MacMillan	
Walk and Bike for Life, Amanada O'Rourke	John Ricchinto	
Waterfront Regeneration Trust, Vicki Barron	John Spears	
YCC 510, Carl Bunnik	John Wallace	
YCC 510, Doug Dempry	John Winters	
YCC 510, Wanda Matuzkievrg	Joseph Cheung	
York Quay Neighborhood Association, Allan Rivers	Joyce Denger	
York Quay Neighborhood Association, Claire Sparks	Julie Lin	
York Quay Neighborhood Association, Friedel Hatje	Krystyna Szopruske	
York Quay Neighborhood Association, Gloria Cornell	Laurie Stevenson	
York Quay Neighborhood Association, Klause Hatje	Lori Look	
York Quay Neighborhood Association, Kleah Lambert	Mario Galizia	
York Quay Neighborhood Association, Marcia Boyd	Marlene Gris	
York Quay Neighborhood Association, Patrick Gidlow	Martin Koob	
York Quay Neighborhood Association, Ulla Colgrass	Matt Cabarge	

## APPENDIX B: Detailed Participant Feedback

### Breakout Group Workbooks

*Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?*

#### **#1a: Centre Transit: On Street Bike Lanes**

##### **What do you like?**

Bike lanes will fill up with cars

- Provides access to existing residents.
- Provides ample space for other uses.
- Workable for traffic.

Provides extra parking (legally)

More space for landscaping because there is only one lane of traffic in each direction.

As a cyclist I can access both sides of the street.

Nothing.

Trees.

Better alternative for emergency vehicles.

Bike lanes.

Nothing.

##### **What concerns do you have?**

- Not bike/kid friendly
- Bikes hitting car lanes

Throw away - can't work.

Cyclist safety - doors opening.

Lack of destination feel.

No place for a 1-year-old following his parents.

If the whole point is coming down to the lake, don't want cars in your way.

Drives cyclists onto sidewalk - people park in bike lane.

Not safe for cycling. Parked car doors open = dangerous etc.

Cars tend to park in the bike lanes.

Doors open and injure cyclists.

Simply doesn't change much from what we have now. Too much conflict. Nothing we like.

Cars opening doors on cyclists.

Grass on street car a real concern (e.g. summer 2007).

Lack of cyclist parking.

Too much like status quo.

Waste of money - when there is so little change

Cars will be parking on bike lanes.

Safety for cyclists with parking and cyclists.

Street bike lanes less safe for cyclists than dedicated bikeway.

- Pedestrians are forced to walk through traffic to get to platform.

- Don't like grass.

- Don't like 2-way traffic.

- Cars turning over streetcar tracks.

### **What changes or improvements would you suggest?**

Build Alternative 4 or 5 instead.

Suggestion - remove parking from south side and go with Alternative #3.

Separate bike lanes (from pedestrians and cars)

Drop this alternative.

Should not be considered.

Lack of pedestrian crossing - add pedestrian crossing (Rees/Spadina).

Landscaping blocking pedestrian access.

Realize quality of experience e.g. park benches, planting trees for winter)

Study plan for horticultural maintenance (grassy streetcar misguided).

We don't recommend anything because we don't agree with this alternative.

Best for emergency vehicle access.

## #1b: Southside Transit: Martin Goodman Trail, 2-Way

### What do you like?

Good cycle routes

- Martin Goodman Trail
- Amount of trees
- Two-way traffic

Best alternative.

More room for pedestrians and cyclists.

Makes waterfront a destination.

Separated bike lanes means that “all” people can bicycle - 80 year olds to 8 year olds.

Martin Goodman Trail excellent.

Safe for cyclist.

Excellent landscaping.

Good pedestrian space.

Aesthetics “the experience”.

Less conflicts between bikes/cars/pedestrians. “Rebalances” cars versus pedestrians and bikes.

More room to do roadwork beautification (i.e. lighting)

Access to the streetcar won't be as dangerous.

Less fumes from vehicles.

Second choice but whichever would reduce auto traffic.

Bike lanes safe and separate from automobile traffic.

Opportunity for healthy beautifying area.

Encourages healthy lifestyles.

Encourages a boulevard feel.

Less vehicles and cleaner air.

Priority to the south side of Queens Quay.

Safety for pedestrians and cyclists.

Slowing down traffic and calming of traffic.

More beautiful.

Transit - pedestrians get off streetcar on the south side.

Trees.

Dedicated bikeway - excellent.

Like the 2-way car lanes because it will keep the speed down. 1-way would tend to increase traffic speed.

Like south side - pedestrian and bike friendly.

The best plan. Southside should be just for pedestrians.

### **What concerns do you have?**

Access for south side driveways.

- Access to anything on south side
- Need for pm street parking is not needed
- Merchant parking are dominating the need to have parking on the street

Stopped vehicles (taxis, drop-offs, disabled, ambulances, fire trucks) will bring traffic to a stand-still with only 1 lane each way. Bus off load spots needed.

If one vehicle stops in the lane, it blocks it completely.

How to control taxis from stopping illegally?

Vehicular access to south side (deliveries) but are optimistic that “where there is a will there is a way”.

Not as good as Alternative #5.

- Is there enough room for drop offs, parking and vehicle traffic?
- Paving stones not good for roller-bladers, wheelchairs, buggies etc.
- Lighting
- Transferring streetcars unsafe with vehicular configuration. One platform to drop 510, 509 streetcars.

How are they going to achieve on street parking?

If a car stops it slows down traffic or stops traffic.

Moving trucks? Condos?

Pedestrians and bikes - safety issues.

What about emergency services?

Access for larger vehicles like coach vans and buses.

Noise.

Too much emphasis on traffic concerns. The rest of the world closes streets to traffic, yet we are concerned with it. The waterfront is for people not cars. No concerns with this alternative, but having the transit below ground is best.

### What changes or improvements would you suggest?

Deal with double parking problem.

Move streetcar over to the south side.

Make it one-way.

Drop this alternative for one-way traffic alternative.

Have whole plan go through to Bathurst.

Be sure bike trail connects with the bike trail at Stadium Road.

If wasn't an alternative then tunnel north/south.

Weather - 1) pine trees, 2) bring the path south from Union, and 3) extend the CN Tower skywalk down to Harbourfront Centre.

Install traffic signals at eye level for bikes.

Underground parking that is a park on top. Restaurants and coffee shops along the street with minimal or reduced rents so they can survive.

We like Southside Transit: Martin Goodman Trail, 2-way.

### **#1c: Southside Transit: Martin Goodman Trail, 1-Way**

#### What do you like?

- Best alternative
- Best car parking
- Buses can double park and cars can pass
- Our favourite alternative!
- Best traffic flow.
- Martin Goodman Trail / walking is excellent.
- Pedestrian and car flow.
- Increases beauty.
- Excellent landscaping.
- Safer for cyclists (no risk of being hurt by opening car doors).
- Good pedestrian space.
- One vehicle can stop without "plugging up" the traffic flow.
- Lakeshore is available for eastbound traffic.
- It reduces the number of left turns, so traffic flows better.
- Gives alternative to easily operate 3 lanes if needed (e.g. Gardiner closed).

Traffic still continues even when car is parallel parking or if there is a vehicle breakdown.

Less driver frustration.

Better turning alternatives.

Best alternative.

Safest for pedestrian street crossing with one way.

Simpler/safer design and less traffic infrastructure, signs, lights required.

We all liked this alternative the best because we thought traffic would be reduced.

Park/Waterfront area is shielded from traffic, but others feel that the 2 way would be better for reducing traffic.

Ease flow of traffic - it will not.

Overload Lakeshore on weekends.

Trees.

Dedicated bikeway trail.

Eliminates the left hand turning. Less accidents between streetcars and cars and pedestrians. More pedestrian friendly.

### **What concerns do you have?**

South side driveway access.

I hate it - will become a freeway.

One-way attracts speeding.

Eastbound traffic on Lakeshore will increase.

Bus off-loading spots needed.

Tourists may be confused by the one-way.

The street loses a “neighbourhood feel”, i.e. don’t want an artery in which vehicles tend to race along.

That in-line skaters/cyclists are separate from joggers/pedestrians and that joggers/pedestrians are designated to separate lanes.

Make sure these lanes are wide enough for a cyclist to pass a runner or faster runners to pass joggers.

Access for emergency vehicles.

Access restricted.

Lots of looping (increased flow from Lakeshore)

Is the Gardiner coming down? Can there be more eastbound lanes on Lakeshore (4 east and 2 west)?

Concern about slip redesigns being completed before the EA has been completed.

Lighting.

By putting one-way in, you end up dumping Harbourfront’s problem on other people.

What about emergency services?

Access to buildings on south side.

We would like to see detailed traffic patterns as soon as possible.

Population numbers - what are the statistics?

Clearly worst alternative for emergency vehicles.

Capacity problems when get road closures e.g. Lakeshore.

Capacity problems in general.

1-way may become a racetrack and will increase traffic on Lakeshore.

Confusing to visitors.

One-way is not as good for traffic.

Access to some buildings on the south side.

Cyclists not obeying stops signs or lights.

Having parking would cause lots of congestion for cars to pass through.

How would emergency vehicles, taxis, delivery vans, and wheeltrans be accommodated on the north side?

Intersection cut sidewalk for turning lane.

### **What changes or improvements would you suggest?**

Build it.

Grass under streetcars would be great, add green!

Add lots of trees.

Pathways from Union Station would be great (maybe enclosed).

Continue as far west as possible.

Plan to go to Bathurst.

More evergreens in planted areas.

Use a 407 scanner to restrict traffic to local businesses/residents.

No parking on south side.

Reduce 3 lanes to 2 lanes with very few parking areas.

Lower speed limits.

Different types of trees so there is green all year round.

Reduce right hand turning lane.

Sidewalk on north side of road.

## **#2: What additional information would assist in identifying a preferred design concept?**

TTC alternatives for train/streetcar/bus alternatives.

Safe lane for runners/joggers. Identify the lane as runners/cyclists or pedestrians/runners in plan and future signs when complete.

Focus on practicality over aesthetics e.g. wave bridges are dangerous - tripping, no lights at foot level, and no rails on water edge.

More wave bridges?

Do not use wood from the rainforest e.g. Brazil.

Need demographic data and traffic statistics - up to date. Look at different times of day and days of the week.

## **#3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?**

Please do Alternative #4 - this is the best alternative for pedestrians. At the end of the day everyone is a pedestrian.

1. Electric buses versus streetcars - like in Vancouver. Reduces right-of-way wasted space.
2. Liability in winter. Let's have walk to protect from the wind, and lights to liven up the waterfront.
3. Can streetcar underground be extended to free up more pedestrian space?
4. Bicycles: the wave of the future.
5. Ugly streetcar tunnel.
6. How much of automobile traffic is local, and how much is flow-through?

TTC riders are pedestrians and cyclists.

Southside alternative is best for TTC.

Ensure greenery on TTC tracks - aesthetics, soft surface, more environmental, noise reduction.

Maximize greenery between trail/pedestrians and vehicles.

Less concrete - harsh on eyes in sunlight. More green.

Too much concrete also bad for environment re: water runoff.

More frequent public transit needed.

Remove one more car lane.

Wheelchair consideration.

- Create an overview, don't just piecemeal the development. Look at the Distillery, Kensington, and Liberty Village.
- No more cars on Queens Quay just pedestrians and bicycles.
- Evaluate traffic during multiple major events.
- Bring path down to waterfront from Union Station and CN Tower.
- Increased signage, also indicate where each type of transit and direction happens.

- Post bylaw forbidding bikes on sidewalk.

We want to be alive when this project is complete. Please speed up the manual labour portion of the project.

Consider using European metal off servicing buildings and businesses with trucks rolling through pedestrian areas before 10:00 am.

How will TTC traffic continue east? What are the plans?

Can you remove ugly portals for TTC on Queens Quay?

Get on with it!

Extend as far west as possible.

The wave decks should provide more safety as to install a glass rail across.

Bicycles should obey pedestrian as when the mock up ignored pedestrians.

## Individual Workbooks

**Thinking about each of the “shortlisted” design concepts - What do you like? What concerns do you have? What changes or improvements would you suggest?**

### **#1a: Centre Transit: On Street Bike Lanes**

#### **What do you like?**

Need not spend money to move transit lines.

More pedestrian and cycle space.

Nothing. Does nothing to seriously improve Queens Quay.

No! Forget it, drop it.

Nothing.

Nothing. Safety, bike/car/pedestrian conflicts.

Nothing.

Not much; basically the setup we have now, which is minimal.

Somewhat reduced space for motorized traffic, although this continues to endanger cyclists.

#### **What concerns do you have?**

With one lane for cars each way, traffic will slow to a crawl.

Will be worse than status quo - we experienced this during the trial period.

Too similar to status quo.

How do we discourage vehicular traffic which is sometimes unavoidable while on the way from home to somewhere else or shopping on Queens Quay?

Will emergency vehicles get through a traffic jam?

Cars parking in bike lanes.

Traffic too close.

Something not considered is breathing in vehicle fumes (motorcycles especially).

Noise issues (choppers getting louder) - surprised that they don't get tickets.

Lost of people in the summer (numbers from streetcars)- there should be dedicated cycling

Still too much concrete.

Not enough trees.

Not bike and pedestrian friendly.

Same old, same old and dangerous. Doesn't produce the waterfront street we want. Doesn't increase the pedestrian realm sufficiently.

This doesn't really connect the Martin Goodman Trail. It also doesn't offer much aesthetic improvement to the street.

Getting knocked off my bike by some bozo opening a car door.

Not a "waterfront experience".

Worst alternative - dangerous for cyclists and unhealthy to inhale exhaust from vehicles, and being exposed to excessive noise from vehicles (especially "chopper" motorcycles).

Reduces attractiveness of pedestrian area. Cars turning left have to cross in front of streetcars. Same old, same old. Unpopular with community.

For cyclists travelling west bound it is difficult for them to cross the south side to destination areas.

The bike lanes are not a good alternative in this area. If they were along side parking they will present a dooring hazard (drivers opening their doors into the path of cyclists).

In areas where the bike lanes are next to the curb there will likely be illegal parking on the bike lane, especially on the south side, so these issues will result in obstacles for cyclists.

Proximity of bikes to cars; frequent interruption of bike lane by stopped cars, idling taxis, delivery trucks, etc; sends many bicyclists onto the sidewalk.

This alternative is extremely dangerous for cyclists. Over the years tour buses, and visitors, persist in dropping off passengers and even parking along Queen's Quay. Despite this being illegal drivers feel there are few alternatives for them to access the many attractions along the waterfront so they risk the ticket. Cyclists trying to move around these vehicles are at extreme risk as they are forced out into traffic. Passenger cars opening doors lead to serious injury and death for cyclists, to the great shame of our city. People operating tons of metal with powerful engines do not mix with vulnerable bicyclists. This must be avoided at all costs.

### **What changes or improvements would you suggest?**

Abandon this alternative in favour of the Martin Goodman Trail.

Ditch this alternative!

Drop it, can't be fixed enough!

Drop this alternative.

We would prefer Alternative 2 be changed to Alternative 3.

Choose a south-side alternative.

Reject this alternative as regressive and dangerous.

## #1b: Southside Transit: Martin Goodman Trail, 2-Way

### What do you like?

Bike lanes incorporated in/on Martin Goodman Trail.

At least the traffic lanes are together so that emergency vehicles can get around a traffic jam.

Trees and landscaping.

Reduced traffic

Cars isolated from cyclists (safer)

More room for people.

Bike lanes.

Trees.

Expanded pedestrian zone.

A real connection to waterfront.

One-way (this may not be possible without other streets also going one-way).

I would support King and Queens also going one-way, with the streetcar then becoming dedicated.

Love it a) good bike/Martin Goodman Trail/Roller bladders

b) great pedestrian realm

c) lots of trees

d) transit easily accessible

Tree lined bike trail, larger streetcar platforms etc. all good.

Next best to 1-way.

The bold vision and beauty.

Best pedestrian area.

Extra row of trees.

Separating bike traffic from motor vehicle traffic is safer for cyclists:

- it maintains the continuity of the Martin Goodman Trail (MGT)
- it allows all level of cyclists to traverse the central waterfront, from children to seniors
- the Quay to the City; where the temporary MGT was set up, was a huge success and saw a many fold increase in cycling

The preferred alternative for me is Southside Two-Way, because it isolates the cars from the bicycles and makes the Martin Goodman Trail unambiguous; broadens the distance between water and cars; continues to allow local business and residential traffic; and discourages commuter through-put, which I'm sure the one-way traffic alternative would.

Isolation of cars from bikes; 2-way cars better for businesses and homes while one-way traffic invites through traffic i.e.

commuter traffic; broadens distance from water to cars.

This alternative, keeping motorized traffic to the north side of the TTC tracks is best. It permits motorized vehicles total access to the waterfront, but its limited space will necessitate these vehicles to move slowly. Very slow speed signs and enforcement is essential, perhaps 20 Km/hr maximums. Dedicated lanes for cyclists and separate pedestrian trails provide maximum safety and hence use. This will provide the long-sought after east/ west link of the Martin Goodman Trail. The summer 2006 experiment that proved so successful would be realized.

The Bathurst Quay Neighbourhood Association (BQNA) met on December 19, 2008 and endorsed this proposal. Queens Quay West should be a 2-way, there should be 2-way transit and the trail should be 2-way in what is presently the south lane of Queens Quay. Please see [www.BQNA.org](http://www.BQNA.org) for more information on our association and who it represents.

We love that automobiles are treated as the least desirable form of transportation along the waterfront. Granted stores and businesses need delivery vehicles to have access to buildings as do residents with cars. The crossing pedestrian and bike lanes must ensure the safety of the more vulnerable cyclists and pedestrians.

- The continuation of the Martin Goodman Trail from Stadium Road to where it picks up again just East of Jarvis Street.
- The solution statement giving green issues high priority (Landscape, Pedestrian, Cycle ways, Transit Ways, Vehicle Lanes and Bus and Vehicle Parking)
- Two-way traffic on Queens Quay and the proposed slowing of vehicular traffic to encourage Queens Quay and Harbourfront to be a destination rather than a vehicular throughway (as it is sometimes currently used as)

Offers cyclists a safe and scenic pathway into downtown Toronto. Keeping motorized traffic on the north side of the TTC tracks and reserving the south side of the tracks for cyclists can server to embolden non-cyclists (who normally dare not ride their bicycles in the City of Toronto) to climb onto their bicycles and try it out. This would be a great step forward for the City of Toronto and could encourage even more citizens to leave their cars at home and to participate in this healthy form of transportation.

### What concerns do you have?

Cost to move transit line to the south.

One lane each way for cars will create same traffic jam problems as the “Centre Transit: On street bike lanes” alternative.

Cross traffic (e.g. vehicles crossing the Martin Goodman Trail).

I’m concerned that the expanded bike lanes and pedestrian zone can’t or won’t be accommodated along the entire length (Bathurst to Parliament).

Access to residences and businesses (will be attended to)

Possible traffic problems if someone stalls or parks illegally or there is an accident.

It looks like the north sidewalk has narrowed. This is probably ok in most places but there are some choke points (e.g. Swiss Chalet and coffee Time take over the colonnade space in front of their locations, forcing pedestrians out to the sidewalk).

Head on collisions.

That it won't happen due to shortsighted views and concerns, surely we can reach for the stars and come up with solutions to vehicular problems.

Alternative #5 is better. One way cat traffic is better than two-way because less chance of accidents/ collisions, less need for two-way traffic signals - lights - delays etc.

Access to south side buildings.

With parking only on one side cars going eastbound will be doing u-turns to access parking.

I don't see how 2 lanes of traffic plus 1 lane of parking fits into the north side, and would support some trimming of the streetcar north border or even the sidewalk.

A problem remains that people will still try to drive as close to the waterfront as they can. Such areas in Europe post police officers in peak times, or close the street to vehicles other than emergency/and locals. Cross traffic (north/south) must be carefully controlled. This area will attract many cyclists of varying skill level, e.g. youth.

Everything should encourage visitors to Queens Quay and Harbourfront to come by TTC or bicycle. It defeats the purpose of coming here if you drive, so to speak. But for those who do drive here for a performance or other event, can parking be placed on the outer peripheries of Queens Quay? That is parking off north-south streets or east-west streets north of Queens Quay so as little traffic as possible reaches Queens Quay. Only "local" traffic - vehicles or residents or delivery vehicles should be allowed.

- Two BQNA members encountered one worker working on the Spadina Slip. This worker held out a piece of Brazilian hardwood for the members to hold. Although this wood may be ideal for its use in the building of the Slip, we would like to request that landscaping/architectural materials be indigenous where possible and that this be part of the criteria in the Request for Proposals. Are there Canadian hardwoods that could be considered instead of importing woods from overseas? This issue we feel fits well within the Best Environmental practices of the City of Toronto that the EA is being based upon.

- That the EA stops at Bathurst Street. We applaud the decision to extend the boundary of the study from Spadina to Bathurst but would request that you extend it 2 short blocks further West to Stadium Road.

The main concern we have is "do nothing".

### **What changes or improvements would you suggest?**

Include public art, fountains, creative lighting.

Please get rid of the cheesy maple leaf design in the walkway. I much prefer the original amorphous, geometric designs.

Don't let Dutch designers fall in line with "Canadiana".

Act now. We were sold on this idea several years ago and nothing has progressed.

Pick this alternative.

I feel that the best solution for the continuation of the Martin Goodman Trail and beautifying the area, is Southside Transit #4. This having been said; the EMS and Fire Departments must be consulted and accommodated. As you well know, even when there is a false alarm at one of the condos more than four emergency vehicles are dispatched. This happens quite often per week

and would shut down traffic each time... heaven forbid during rush hour or an event. The parking and stopping bylaws must be strictly and aggressively enforced. All busses must be moved to alternate parking and drop-off locations. No longer, can line-ups be tolerated at entrances of parking lots on Queens Quay because this would shut down all traffic. It would be very helpful and I feel necessary to inform all people who live in this neighbourhood of the next meeting due to the immediate impact to all. It would be a shame to get this far and have the whole project shut down by a group opposed to the program. I have seen that happen.

Given the high number of cyclists the trail should be made wider, than the avenue path 4.0 m, it should be more like 5.0 m. There should be clear markings of places where the trail crosses the street. Use “elephants feet” as described in the TAC Bicycle Pavement marking guidelines(Transportation Association of Canada).

Trail designs should include areas for people to pull off to trail and stop.

Westward extension of plan to Stadium Road.

Lower speed limits dramatically (e.g. 20 km/hr). Limit and reduce the number of north/south cross streets as much as possible. Narrow such access points so that motorized vehicles will move as slowly as possible. Provide off-site bus parking areas and police violations determinedly and with large fines. Where bicycles and motorized vehicles intersect use the latest innovations to provide optimum safety with priority to cyclists. Make the bike trail wide enough for two-way cycling e.g. minimum 5 meters.

- Keep doing a great job...it was so nice to see the priority on slowing traffic and making Harbourfront a destination.
- Extend the EA westward 2 blocks to Stadium Road

### ***#1c: Southside Transit: Martin Goodman Trail, 1-Way***

#### **What do you like?**

Best alternative.

I think this is the best alternative for bikes/cars/traffic/people and emergency vehicles. Although I didn't quite understand what problems it presents at intersections. I come from Welland where we have had one way streets for many years.

I like this alternative best. Vehicular traffic will be separated from bikes and pedestrians by public transit ROW. Traffic will flow faster with the two lanes being one-way. Turns will be easier to make, also it will be much easier for cars and taxis to unload passengers without totally stopping traffic.

This is my preferred alternative, although I can live with Queens Quay staying 2-way.

For the same reasons as the 2-way alternative, I like this alternative:

- planted promenade
- expanded, dedicated bike lanes
- increased pedestrian zone
- connection to waterfront and piers

Initially not fond of one-way street but I'm beginning to be persuaded!

It addresses problems of “stalled” vehicles.

This may become my first choice as it really encourages people to use Lakeshore Blvd as their way past the waterfront, while the one-way street make sit a local street which will service the local needs be they residents or the visitor.

One-way could work well - it also eliminates u-turns, which are a bit of a problem on Spadina.

This is best - it avoids conflicts. I live on Stadium Road and this is the way I travel already. It's easy to make a right to go east on Lakeshore from Stadium, or Bathurst. Then coming west its good to travel on Queens Quay to pick up pizza etc. on way home and get home without making left turns from Lakeshore.

Best for bikes too - less chance of getting hit with a door opening from a car.

Best for pedestrians - far from cars.

Easier to turn at intersections.

Traffic still flows westbound when someone parallel parks or vehicle breaks down.

Best alternative.

Good pedestrian realm.

Extra row of trees.

Separating bikes from traffic is preferable:

- safer for cyclists
- maintains continuity of Martin Goodman Trail
- allows all level of cyclists, children to seniors., through the central waterfront.

Quay to the City was a huge success.

Parking will be easier to access for all vehicles. Cars don't have to u-turn to access parking.

Isolation of cars from bikes; broadens distance from water to cars.

This alternative would be almost as desirable as two way if traffic speed can be minimized.

I strongly prefer the Southside Transit alternative (although I'd call it the Southside bike trail alternative, instead of acting like bike don't count). I do not have a strong opinion about whether the road should be one-way or two-way, but I can see how one way would allow traffic to flow better because people wouldn't be stuck behind cars waiting to turn.

Besides dramatically improving the cycling experience the main benefit of this design is improved transit priority. It will dramatically reduce the number of motor vehicles that have to cross the transit ROW. Only vehicles that need to access one of the parking lots on the south side of Queens Quay need to cross the ROW. Streetcars should be able to travel without stopping for traffic at all.

Offers cyclists a safe and scenic pathway into downtown Toronto. Keeping motorized traffic on the north side of the TTC tracks and reserving the south side of the tracks for cyclists can server to embolden non-cyclists (who normally dare not ride their bicycles in the City of Toronto) to climb onto their bicycles and try it out. This would be a great step forward for the City of Toronto and could encourage even more citizens to leave their cars at home and to participate in this healthy form of transportation.

### What concerns do you have?

Cost to move transit to the south.

I'm not sure that on-street parking should be allowed when 2 lanes of traffic are operational. What are the alternatives?

I am concerned about transit buses, taxis and private cars unloading waterfront visitors and blocking traffic while doing so. I am very concerned that a proper environment be created to grow large shade trees which will have a chance to survive to maturity.

Please provide wind shelters at streetcar stops (enclosed ones).

You have consulted widely - please just get on with it!

Signal lights for cyclists. That here should be clear ways to designate.

The fact that the pedestrians need to cross the Martin Goodman Trail / roller blade path to get to the transit stop.

Not enough pubs, restaurants, useful shops etc. along Queens Quay. All we've got is a couple of convenience stores and a Beer Store.

Where will eastbound traffic go?

Not so sanguine as planners on consequence of one-way traffic, certain that it will invite commuters (I drive to work half the time, 509 streetcar other half, prefer 509).

Two lanes going in the same direction could lead to speeding, the effect being of a wider road, with opportunities to pass and thus speed.

I'm surprise that so little seems to have been done on how the intersections would work, as that is key to the functionality of these new street layouts.

The other concern is pedestrians crossing the ROW. The busiest time for the streetcar ROW would be weekdays in the early morning and late afternoon, while the busiest time for pedestrians is on summer weekends.

Because these are different times, priority can be given to streetcars on weekdays and to pedestrians on weekends.

### What changes or improvements would you suggest?

Would you consider:

1. Terminating on street parking so there will be 3 lanes
2. During morning rush hour have 2 lanes eastbound and one-lane westbound
3. During late afternoon rush hour, have 2 lanes westbound and one lane eastbound.

There should be passenger unloading bays near main intersections e.g. Westin Hotel, Harbourfront Centre etc. Buses should be kept north of Queens Quay in large parking lot and tourists should walk to Queens Quay or be shuttled by small shuttle buses circulating for free between parking lots and Union Station.

Also there should be water taxis running the length of Queens Quay and stopping at major slip heads. Better yet water buses i.e. public transit our water.

Need more bike racks.

When designing the public realm around the tracks, please do not just use concrete slabs. I like the idea of using turf on decorative cobblestone. TTC stops should also be artistic.

Improvements to Queens Quay should be concurrent with improvements to the Ferry Terminal (which is currently dreadful).

Put the cycling signaling at eyelevel for them.

Need to design a way of slowing the cyclists as they approach transit stops.

Add low shrubs next to the transit lane so as to soften the edge between the bike trail and pedestrian realm.

Get the condos along Queens Quay to lower rent to get more ground floor animation.

Allow more vendors along south side of Queens Quay including mobile beer carts.

Allowing for on street parking good - makes it easier to nip into a store on way home, especially if no bikes zooming along beside the car parking spots!

Shutdown the Island Airport.

Pick 2-way alternative.

Trail should be wider than 4.0 m as there is and will be a high volume of cyclists, it should be 5.0 m.

Use pavement markings for bicycles i.e. “elephant feet” markings for crossings and bike boxes for left turns.

Use bicycle signals at intersections.

Have areas along path where cyclist can pull of and stop so they don’t have to stop on trail.

Choose south side two-way alternative.

One thing that might work if this alternative were chosen is to stagger the road width, thus allowing vehicles to stop to discharge passengers, and slowing the speed. Certainly, the buffer zone must be significant and provide optimum safety.

To give streetcars priority over everyone crossing the ROW, inspiration should be taken from railway crossings. While the full system with barriers that lower would be excessive, flashing lights warning of a streetcars approach would prevent collisions.

## ***#2: What additional information would assist in identifying a preferred design concept?***

Parking info, unloading areas for buses and taxis, entry points to condos and parking lots.

How would south side access work with the two south side transit alternatives? Aren’t there driveways mid-block? It all falls apart if cars will be turning across the tracks and trail.

In order to lessen the impact on local businesses, TTC construction would be best done over the winter months - this could be a consideration for all major projects.

The wave decks - to connect them from end to end at the same level as the sidewalks on each side that way patrons could walk the waterfront using the wave decks.

Wave decks are designed from the land perspective; they look quite poor/unattractive from the water. This is especially true as the water level lowers as the summer goes on - could this be improved?

The south side transit ideas are the only 2 alternatives that will transform this part of the City. Don't be afraid to move in the progressive direction. When did we lose our way on the project? Think to the future.

Demographics (families, age etc.)

Inhaling vehicle exhaust is the greatest concern and discomfort for many cyclists (especially from motorcycles which are also too loud to ride next to). Therefore dedicated bike lanes are only acceptable alternative with cyclists buffered from vehicle traffic by TTC streetcars and greenspace and trees. Many of us do not want to ride bicycles next to vehicles because of obvious safety reasons, but also because of toxic fumes/health reasons and excessive noise from many vehicles (loud/broken mufflers etc.) - especially loud motorcycles that are too common and have the most toxic exhaust.

#5 is the best alternative. Southside transit - complete separation of Martin Goodman Trail from car/SUV/motorcycle traffic, noise and exhaust fumes with one-way vehicle traffic on north.

The goal of this project was primarily to create a continuous Martin Goodman Trail alternative. Centre Transit with on-street bike lanes does not realize this goal and so should be screened out.

The scope of the study has been expanded to Stadium Road. The continuous Martin Goodman Trail (MGT), provided by the south side transit alternative, should start right at Stadium Road. This will solve the problem of how cyclists will cross from the westbound lane of the MGT to the westbound bike lane from Bathurst to Stadium. It will also avoid the parking in the bike lanes that is a constant problem at the north west corner of Bathurst and Queens Quay.

Design of the intersection of Bathurst and QQ should bear in mind the coming Toronto Museum at the silos. Notice also that pedestrian traffic on QQ west of Bathurst has an additional large factor: the streetcar stops at the corner of Bathurst attract people on foot from the entire neighbourhood to the immediate southwest i.e. across to Stadium Road and Tip Top Tailors.

***#3: Do you have any additional comments on any other aspect of the Queens Quay Revitalization EA (e.g. alternatives considered to date; proposed criteria to evaluate shortlisted alternatives; etc.)?***

1. Should prohibit trucks and vehicles over a certain weight class to travel on Queens Quay for environmental reasons.
2. Review the backup in westbound traffic flow at the Spadina and Queens Quay intersection. From my experience of travelling this route every day, I believe this is caused by the traffic light at Spadina and the light just east (outside Shoppers Drug Mart). Both lights should be synchronized to be green at the same time. Present lights at Shoppers Drug Mart turns green but traffic problems cannot move because the light at Spadina is red. Or lights at Spadina is green but only 3 to 4 cars will move through because that's all the space between the 2 lights and the light at Shoppers is red.

I like the Children's Garden and Wetlands compost bins which I use regularly. We need more gardens all along Queens Quay. Thanks for your efforts to improve my neighbourhood.

The turf idea for the track seems a bit far-fetched, but it's great to look for something better looking than concrete. If grass doesn't work, how about interlocking brick, wood or coloured pavement?

There are no public washrooms along the central waterfront, not even at HTO Park. With all the additional walkers and cyclists these will be badly needed.

Great work overall - please keep going!

Any way to streamline the political speeches, policy framework recaps, and phony questions of clarification would be appreciated. It seems that the most important part of the meeting gets squeezed into a rushed few minutes.

Shutdown Island Airport.

Make Ireland Park accessible from Queens Quay along the west side of Bathurst and Quay, (e.g. get rid of the steel etc. attached to the Canada Malting Silos) open up pedestrian access along east side of silos.

- Please have the TTC do their work on tracks etc. not in the summer season June to end of September.
- If the Gardiner Expressway stays (which I think it should) you might consider artificial sheets of leaves (vines) to beautify the underside of the expressway (sheets should be removed when Expressway needs to be fixed).
- Tour bus parking under Gardiner (pick up/ drop-off areas).
- Speed limit signs for cyclists if pathway is on same side as TTC drop off.
- Could the TTC consider quieter streetcars as they are the loudest noises by far for residents in condos (and others)? It is the only thing you hear when the windows are closed in condos.
- Slip head wave decks should join fully to the cement walkways.
- I would still like to see some beautiful landmark constructions at the water edge, There were some designs that had some tall sail-type structures (huge beacons).
- Please put lots of research into tree planting so they thrive.
- More public washrooms (fire station!).
- Possibly look in future to animating the water (i.e. water fountain ballet outside with sponsors to pay some of it - the Belagio hotel in Las Vegas).
- Really make the walkway between Union Station to south side of Queens Quay, maybe CN Tower Skywalk, as “experience” of beauty.
- Kids need a splash pad to cool off.

Have as much greenery (shrubs, trees etc.) separating bike trail and pedestrians from vehicle traffic as possible. This is the healthiest, safest, quietest most pleasant/enjoyable for everyone and for visiting tourists.

Motorcycle noise is becoming worse and unbearable - start ticketing these vehicles for noise violations as is already done with loud vanity car mufflers,, excessive car stereo noise etc.

The noise is retelling even inside the condos many floors up and wakes me up most mornings in the summer, spring even in November at 6am and often at 2 or 3 in the morning in the middle of the night. This must stop to make the waterfront and City livable, family friendly and pedestrian/cycling friendly.

TTC riders are pedestrians.

People won't get out of cars and walk to transit steps unless the pedestrian experience is as pleasant and comfortable as possible. South side alternative is the best for the TTC.

Include the Toronto Bike Plan as part of the policy context.

Coordinate this with the West Don Lands Plan as well to ensure connections with Lakeshore East Path, Don Trail, and Martin Goodman Trail.

Continuous Martin Goodman Trail should be criteria used to evaluate alternatives, therefore alternative 2 should be screened out. Designs should include secure bike parking stations so people can park bikes and walk along the waterfront and visit destinations. Especially at intersections with bike lanes i.e. Simcoe, Yonge. Also bike parking on north side of street should be included.

It would be useful to explain to future meetings how the West 8 plan has been 'segmented,' for lack of a better term. Many of us thought that their scheme was it; and yet, several years later we're still debating where to put the bike trail. Other aspects, however (such as the wave decks) are going ahead. Which parts of the plan need to be further studied, and studied, and studied, and which parts only await their orderly construction?

Regarding the new consideration in the plan for the area of Queens Quay West between Spadina and Bathurst, the most important part of the pedestrian and visual experience in this section concerns the parking lot adjacent to Queens Quay and Bathurst (Omni TV building parking lot). The sidewalk becomes extremely narrow and uneven on Queens Quay at this point. Also, there is no protection from the elements making it a most unpleasant and cold, windy walk - it is the worst part to walk along Queens Quay West.

What is required is a flattening and widening (part of the sidewalk comprises an asphalt slope), and beautifying of the sidewalk first (possibly with some large, long nice stone planters full of greenery and flowers that could be part of a long barrier separating pedestrians from the parking lot and providing a partial barrier from the strong winds coming off the parking lot). Secondly, some head cover would be nice, preferably in the form of trees as there are no trees along the sidewalk at this point.

Lastly, for the entire Queens Quay Revitalization, I would like to see all advertising eliminated since we are talking about "public realm" (not commercial realm).

The main criteria should be the greatest enjoyment by the most people of this wonderful and scarce resource that is our central waterfront. Having dealt with dozens of serious cycling accidents as Past President of the Toronto Bicycling Network, I can say that the biggest deterrent to city cycling is the fear of interacting with motorized traffic. Cyclists need wide safe dedicated cycling lanes, as do pedestrians. This opportunity to provide safe access to our waterfront must not be squandered.

Although I do not currently live in the area, I do have a several connections to it. I use Queen Quay when I cycle to work, traveling from the Martin Goodman trail from the west, along Queen Quay and up Bay.

Also, I used to live in the Waterclub condos, where my view looked out over the street. I now live on the Queensway, on the route of the planned Waterfront West LRT which may travel along Queens Quay, and I've been participating in the environmental assessment for that line.

When Waterfront West LRT service starts after Phase I, Dufferin to Exhibition, is complete it would be worth considering having the streetcars coming from Long Branch travel express through Queens Quay during peak periods. Express routes have never been considered for streetcars because they cannot pass each other. There are solutions to that problem. Passing sidings or crossovers could be built at some non express stops to allow express streetcars to pass local streetcars.

The TTC has started an Environmental Assessment on a new streetcar route along Bremner. I believe with the changes proposed, it will speed up the Queens Quay route enough that the Bremner route is no longer required.

There are several advantages to focusing on the Queens Quay route instead of building both:

- Cost. Obviously not building the Bremner route is cheaper than building it, especially as it requires a new tunnel.
- Service. During off peak service it is better to have one route with relatively frequent service than two nearby routes with infrequent service. There is no need for service along Fort York Blvd, as the neighborhood is centered on Fleet St. There would be a loss of service to CityPlace, but most of the development is close to the Spadina and Bremner stop and is a short walk to the PATH.
- Speed. One of the main benefits of the Bremner route is to avoid crossing Lake Shore, but it still has to cross Spadina which is busy with traffic going to the Gardener and several other streets. As I mentioned, with the proposed redesign of Queens Quay, after Bathurst the streetcar very few vehicles would be crossing the ROW. The money that would be spent building a tunnel along Bremner east of York could be spent on a tunnel connecting Fleet to Queens Quay at Bathurst.

If implemented properly, Queens Quay can be a high speed express way for transit and cyclists, a friendly local road for the residents and a major destination for people looking for culture or experience on the lake.

1. Why is the waterfront so hydrophobic? I can only find one spot along the entire Central Waterfront where one can reach down and touch the water. This is perverse.
2. Can the condos surrounding the Peter Street water slip not be encouraged to partner with Waterfront Toronto to sponsor a design competition to fashion a more alluring feature there. This could be an attractive spot for pedestrians to stop to eat at sidewalk tables overlooking a beautiful lagoon. It is now a sterile eyesore.
3. The stretch of Queens Quay west from Spadina to Bathurst seems to be off the agenda. This ignores the disappearance of bike lanes at that intersection for about 10 meters. How can that remain as is if Queens Quay is supposed to be bike friendly?
4. The stretch of Queens Quay from Bathurst west to Stadium Road includes the construction of the Martin Goodman Trail. The BQNA strongly urges that for continuity sake, the Queens Quay revitalization feature continue west all the way to Stadium Road.

Why is the western boundary a concern for the Bathurst Quay Neighbourhood Association (BQNA)?

1. There are significant traffic concerns that have arisen out of the expansion of the Island Airport ferry service. We are concerned that by stopping the Environmental Assessment at Bathurst street, the impact that modifications East of Bathurst Street will have on the Bathurst Quay won't be given sufficient weight.
2. The EA proposes as one of its priorities a linking of the Martin Goodman Trail across the Harbourfront community. However, if the EA stops at Bathurst Street, our concern is that two blocks of the Martin Goodman Trail between Stadium Road and Bathurst Street will fall outside the EA and therefore potentially never be completed.