The below Frequently Asked Questions (FAQ) are in reference to the material presented at the Lower Yonge Municipal Class Environmental Assessment Public Information Centre meeting held on June 23, 2016.

Frequently Asked Questions (FAQ)

HARBOUR STREET (YORK STREET TO BAY STREET)

For the section of Harbour Street, between York Street and Bay Street, why haven't alternative cross-sections been considered?

The Lower Yonge Precinct Transportation Master Plan (TMP) completed in 2015 determined the general configuration for this particular segment of Harbour Street. Under the Municipal Class Environmental Assessment (MCEA) process, this segment of Harbour Street can proceed to the implementation phase after the completion of the TMP. It was presented as context to the MCEA EA we are currently undertaking. Hence, the design of this segment of Harbour Street was incorporated and will be implemented as part of the York/Bay/Yonge ramp removal project.

HARBOUR STREET (BAY STREET TO YONGE STREET)

Why are there different lane widths between each of the three alternatives?

Lane widths are influenced by a variety of factors, including, use of trucks, transit, passenger vehicles and also whether the lane is used as a curb lane, centre lane or turning lane. Additional information is available on the City's website here: http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=f1b900ee600ca410VgnVCM10000071d60f89RCRD.

The alternatives illustrate the different types of vehicle and lane uses that were contemplated as part of the alternative development process.

Why are the pedestrian clearway widths labelled as "varies" when each of the other lane widths are known?

The pedestrian clearway varies on some cross-sections where the property lines are not consistent. In all cases, the City of Toronto minimum width of 2.1 metres has been recommended.

Why are mountable curbs not being considered for the section of Harbour Street between Bay Street and Yonge Street?

City of Toronto standards allow for the use of mountable curbs in situations where there are space constraints due to the presence of existing infrastructure (e.g. a tunnel) that could limit or restrict emergency vehicle access. Otherwise, a barrier curb is the City's preferred design standard.

Why has a uni-directional (2.3 m wide as per other diagrams) cycle track on each side of Harbour Street not been presented as an option?

The Harbour Street cycle track has been designed to provide a continuous connection with the existing bi-directional cycle track to the west. To make it easier for cyclists to continue along Harbour Street without crossing from one side of the street to the other, the preferred configuration of this cycle track (bi-directional, along the south side of Harbour) matches the existing facility.

HARBOUR STREET (YONGE STREET TO FREELAND STREET)

Alternative #1 does not include a building setback on the south side of Harbour Street, while Alternatives 2 and 3 do. Why?

There is no building setback along Harbour Street from Yonge Street to Lower Jarvis Street. Edits will be made to the cross sections to correct this.

HARBOUR STREET (FREELAND STREET TO LOWER JARVIS STREET)

Why is Alternative 3 the preliminary preferred alternative when is has the widest road?

The third alternative is the preliminary preferred alternative because it provides the best balance between vehicle capacity and other modes of transportation (e.g. pedestrian and cycling facilities), including emergency vehicle access.

Why has on-street parking been included along this section of Harbour Street but not between Yonge Street and Freeland? Both sections seem to have similar amounts of ground-level activity.

Parking has been included along the section of Harbour Street between Freeland Street and Lower Jarvis Street because there will be a higher volume of ground-floor retail space along this stretch.

Street parking is also being contemplated for the section of Harbour Street between Yonge Street and Freeland Street. However, the westbound right-turn lane at the Yonge Street / Harbour Street intersection would limit the amount of available parking space along Harbour Street.

YONGE STREET (QUEENS QUAY EAST TO LAKE SHORE BOULEVARD EAST)

Why were there no alternatives provided, just the Preliminary Preferred?

The project team developed a number of alternative cross sections for this section of Yonge Street, however, none of the other alternatives provided the appropriate balance of road capacity, cycling facility, and pedestrian zones. Given the available public right-of-way, it was determined that none of the other alternatives were viable without greatly impacting other modes of transportation.

Why are there no mountable cycle paths along this section of Yonge Street?

Barrier curbs provide a high level of separation between cyclists and vehicles. Mountable curbs are used when there are space constraints due to the presence of existing infrastructure (e.g. rail corridor along Yonge Street north of Lake Shore Boulevard) that could limit or restrict emergency vehicle access. Otherwise, a barrier curb is the City's preferred design standard.

Why is there no separation between the cycle path and vehicular traffic like in the Preliminary Preferred Alternative for Harbour Street?

Bi-directional cycling facilities were explored but not further contemplated for Yonge Street for the following reasons:

1. Bi-directional cycling facilities typically require separate signal timing phases to allow cyclists to cross intersections. Allocating additional phases for cycling at the Yonge Street intersections in the study area would have significant traffic capacity impacts on the existing Yonge Street intersections.

2. Space limitations along the segment of Yonge Street through the rail corridor to Front Street poses implementation constraints for Bi-directional cycling facilities. Allocating space for a cycling facility of this type along this portion of Yonge Street would result in significant vehicular traffic capacity impacts.

YONGE STREET (LAKE SHORE BOULEVARD TO RAIL CORRIDOR)

Why are the buffer zones between the cycle track and pedestrian clearway different colours in each of the Alternatives?

The colouring distinguishes the separation between the cycle facility and the pedestrian clearway.

Under the evaluation criteria "Natural Environment" it is said that there is a lack of natural environmental features. If this is the case, why do the alternatives indicate a treed and turfed median?

"Lack of natural environmental features" refers to the existing conditions for the whole study area. There are opportunities to landscape the medians in some locations. This will be further investigated throughout the course of the study.

The two diagrams are not to scale with one another. Why?

The diagrams on each board are to scale, however, some diagrams have different scales because additional information is presented with them.

YONGE STREET (RAILWAY CORRIDOR)

What safety considerations are there for the mountable curb between vehicles and pedestrians, other than distance that is comparable to a hard curb?

Cycling facilities with mountable curbs are elevated from the roadway and do provide an element of separation. The preliminary preferred alternative along Yonge Street through the rail corridor should provide increased level of comfort and safety when compared to the standard bike lanes that currently exist along Yonge Street. Mountable curbs are required along Yonge Street from Lake Shore Boulevard to north of the rail corridor because of physical constraints posed by the rail structure and the need for vehicles to pull over to allow sufficient passable space for emergency vehicles.

Compare this diagram to the Cooper Street tunnel. Why must the bike lane be part of the Yonge Street 'street' (either on the same level or mountable)? The Cooper Tunnel alternatives, including Alternative 2, which includes a median, have hard curb separation between vehicular traffic and bike lanes (no consideration given for emergency vehicles).

The Yonge Street rail corridor is an existing condition, whereas the Cooper Street tunnel is proposed and can be designed with additional width to accommodate a variety of transportation needs. The Yonge Street tunnel cannot be widened without extensive construction. For additional information about the design of the Cooper Street tunnel, please refer to the "Transportation" criteria for the Cooper Street tunnel evaluation.

YONGE STREET (RAIL CORRIDOR TO FRONT STREET)

Why were there no alternatives provided, just the Preliminary Preferred option?

The project team developed a number of alternative cross sections for this section of Yonge Street, however, none of the other alternatives provided the appropriate balance of road capacity, cycling facility, and pedestrian zones. Given the available public right-of-way, it was determined that none of the other alternatives were viable without greatly impacting other modes of transportation.

Why does the buffer between pedestrians and the cycle track not continue on this section of Yonge Street and why does the cycle track become a bike lane?

Given the space of the existing public right-of-way, other types of cycling facilities (including a buffer) could not be accommodated in this section.

COOPER STREET (QUEENS QUAY EAST TO LAKE SHORE BOULEVARD EAST)

Why is it called “future bike lane” in this diagram where all other diagrams use “bike lane”?

Given that the Cooper Street bike lanes south of Lake Shore Boulevard East do not connect to other cycling facilities, the bike lanes would only be built when the Cooper Street Tunnel is constructed. In the interim, additional space is included to protect for future bike lanes.

Why isn’t a separate cycle path provided as an option?

Cooper Street is classified as a Collector Road. Standard bike lanes are an appropriate form of cycling facility for a collector road given the use and volume of traffic on a collector road.

How can the setbacks be the same from each diagram (3m and 6.1m) but the Right-of-Way (ROW) be different? Would the properties themselves be larger?

ROW widths vary from street to street depending of its intended road function. The City's Official Plan identifies uniform width requirements for each street and the City will secure the required property when it can (typically via the land development process).

COOPER TUNNEL

The first diagram is listed as Alternative 1 TMP – what does TMP stand for?

TMP means Transportation Master Plan. Municipal infrastructure projects are subject to a planning and decision-making process set out under the MCEA. The Lower Yonge Precinct MCEA is a refinement of the TMP and builds upon on work already completed as part of the TMP.

Additional information about the overall MCEA and in particular the master planning process can be found here:

- http://www.authorstream.com/Presentation/MCEA-1422897-introduction-to-municipal-class-environmental-assessment/
- http://www.authorstream.com/Presentation/MCEA-1422911-master-plans/