CHERRY STREET CHARRETTE

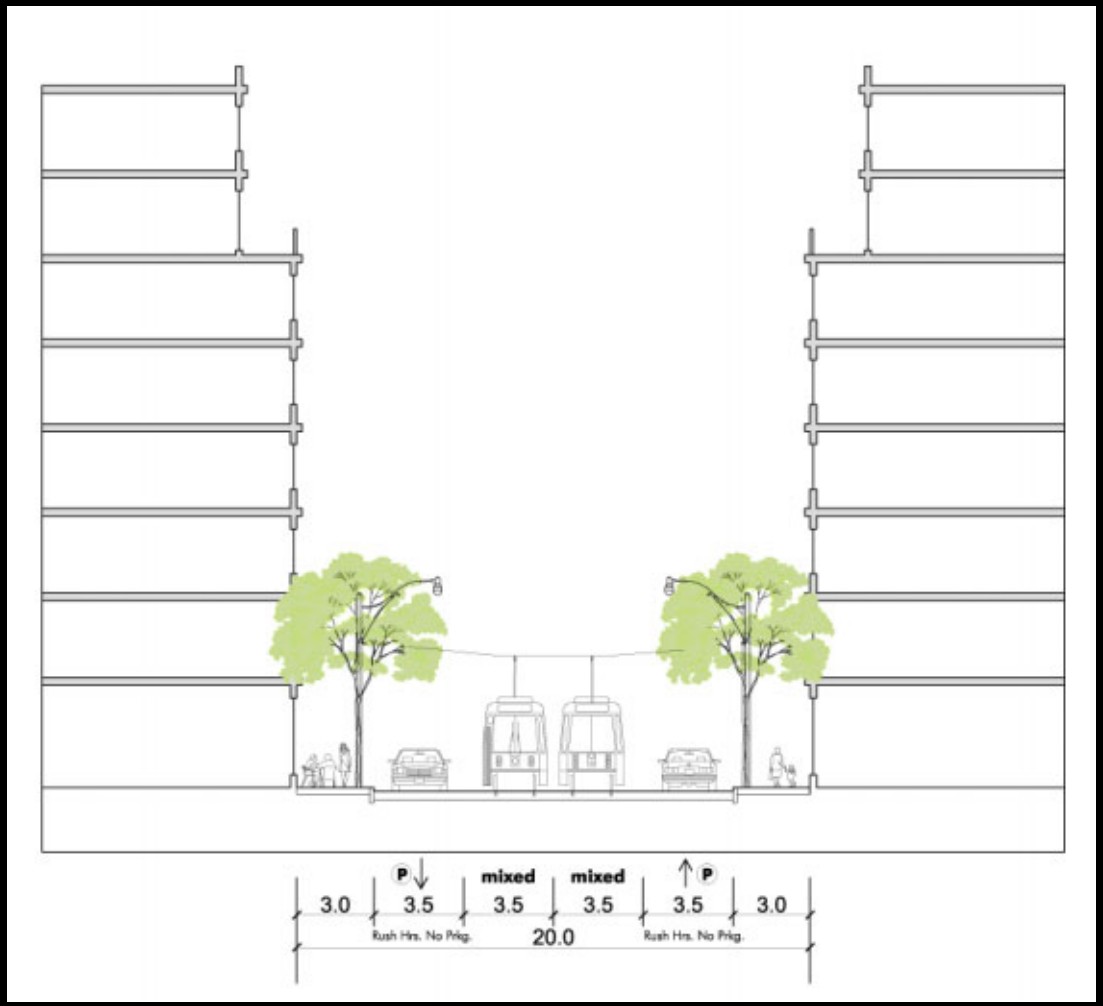
PRE-CHARRETTE PUBLIC MEETING

FEB 01, 2007

HOW DID WE GET TO 35 METRES?

How did we get to 35m?

- Historic Toronto downtown street=20m



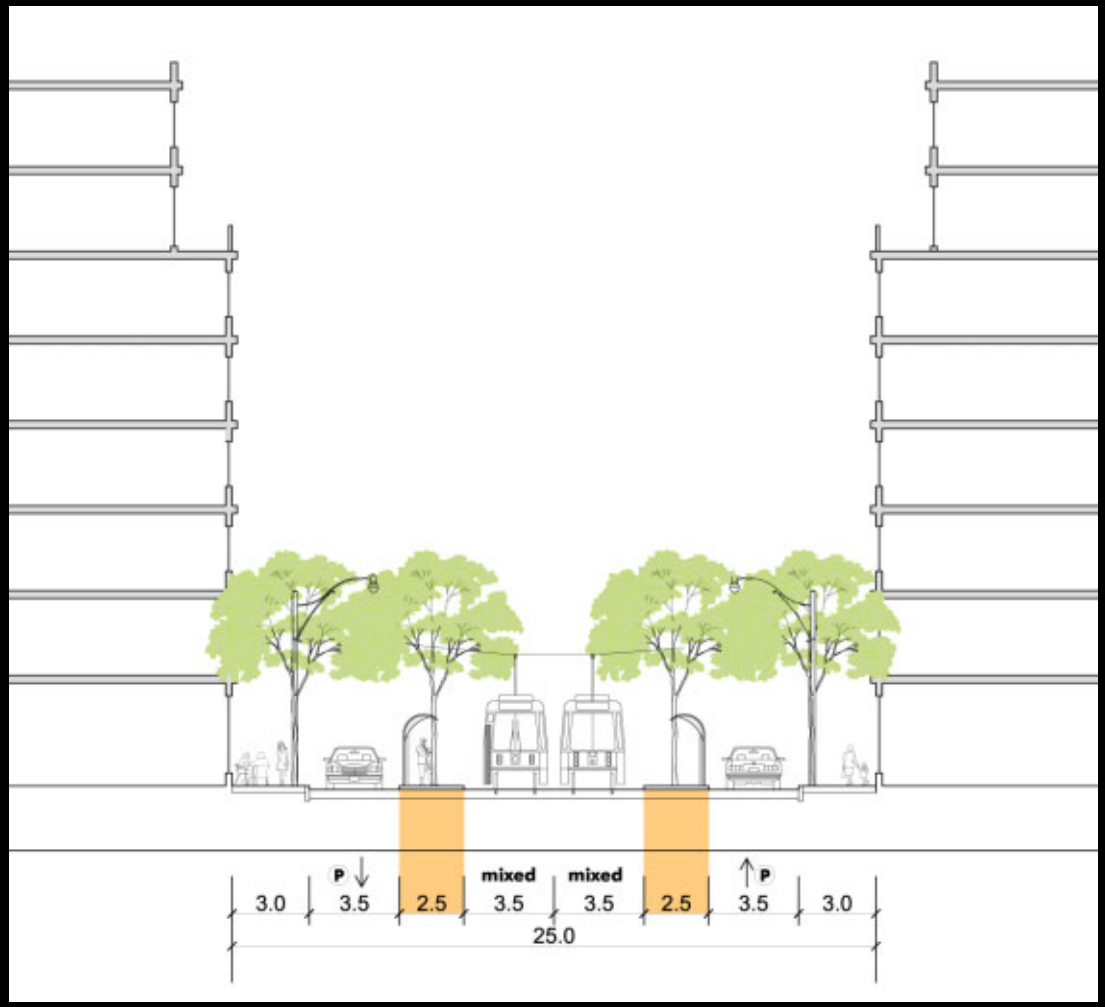
How did we get to 35m?

- Historic Toronto downtown street=20m
  - 4 lanes
  - Mixed traffic
  - +- 3m sidewalks

King Street West

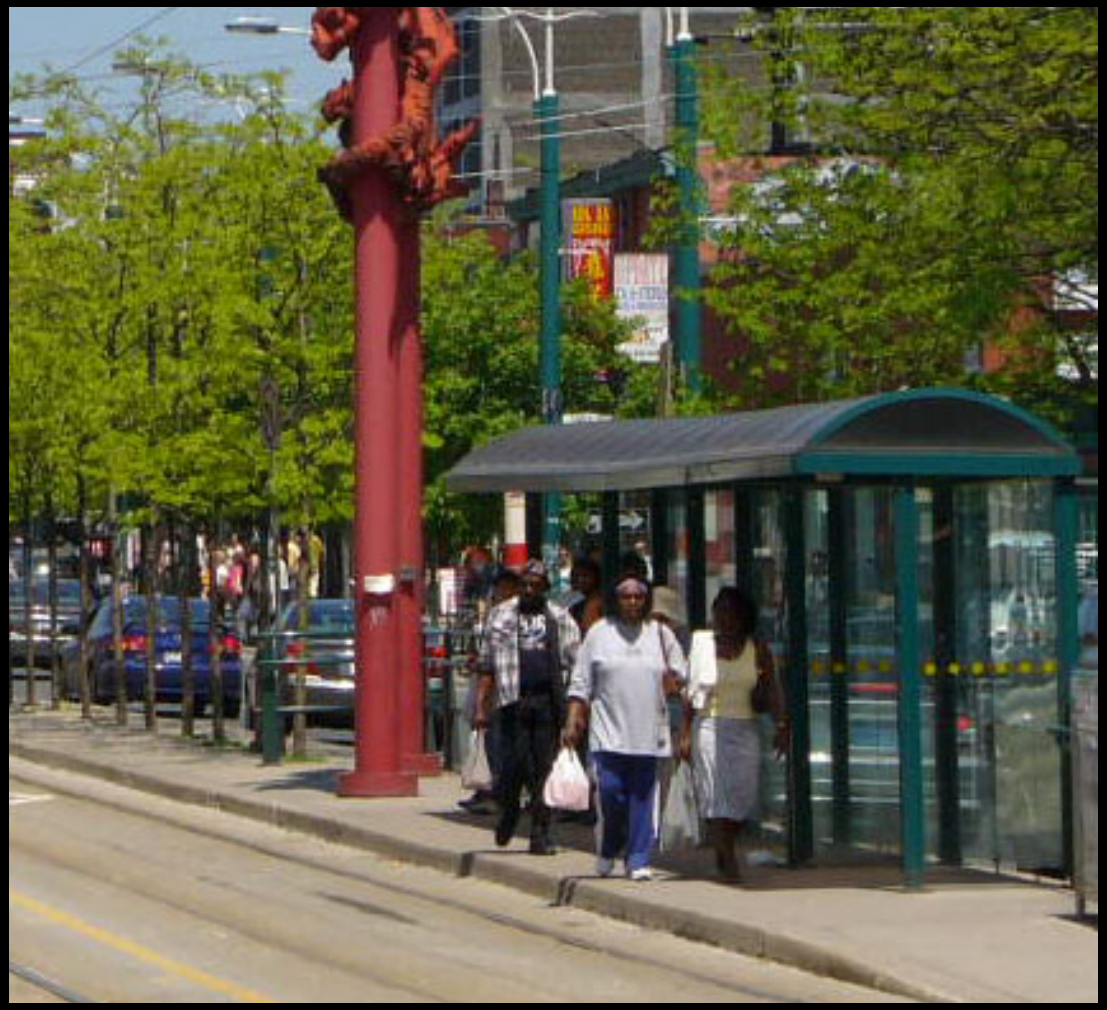
How did we get to 35m?

- Historic Toronto downtown street=20m
- Add improved streetcar platforms with improved safety and accessibility in centre lanes=25m



How did we get to 35m?

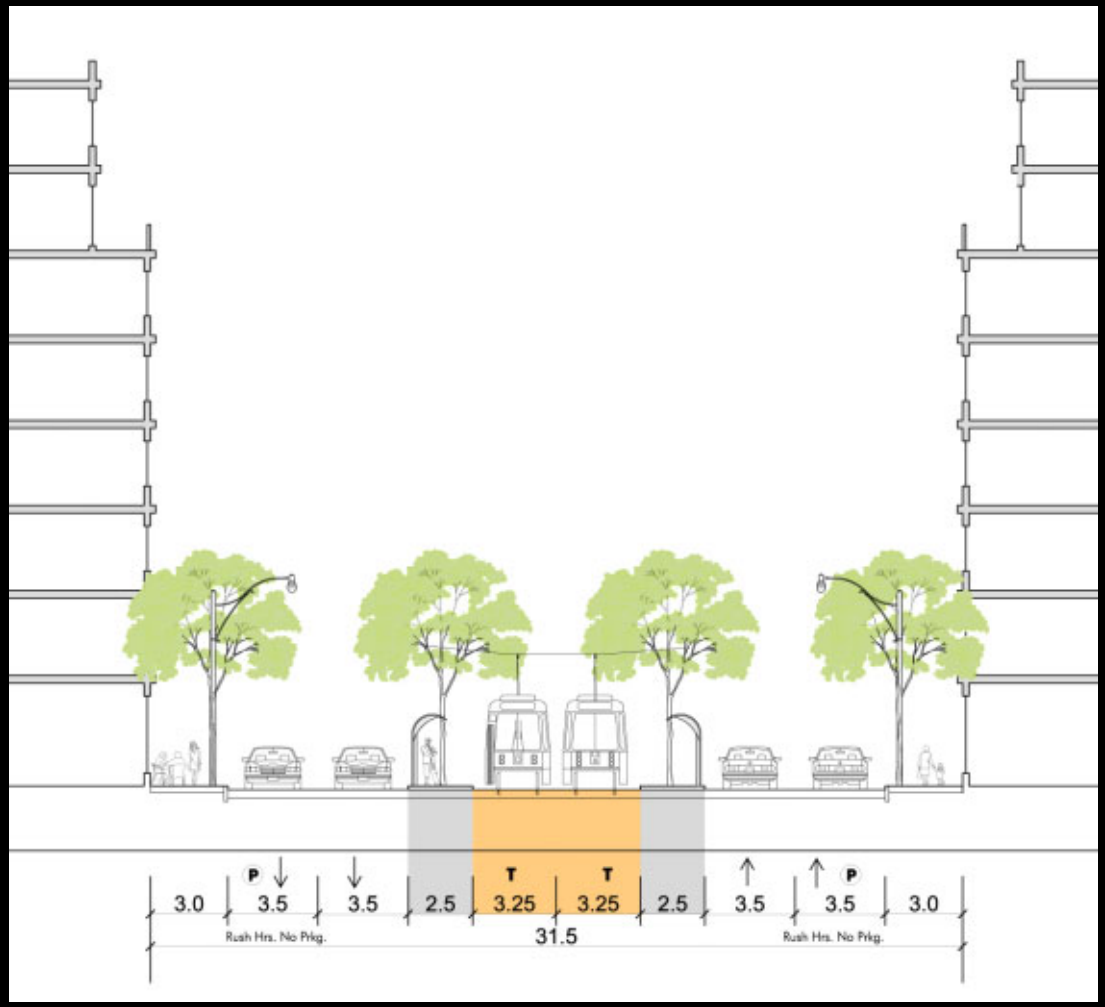
- Historic Toronto downtown street=20m
- Add improved streetcar platforms with improved safety and accessibility in centre lanes=25m
  (2 x 2.5m)



Spadina Avenue

How did we get to 35m?

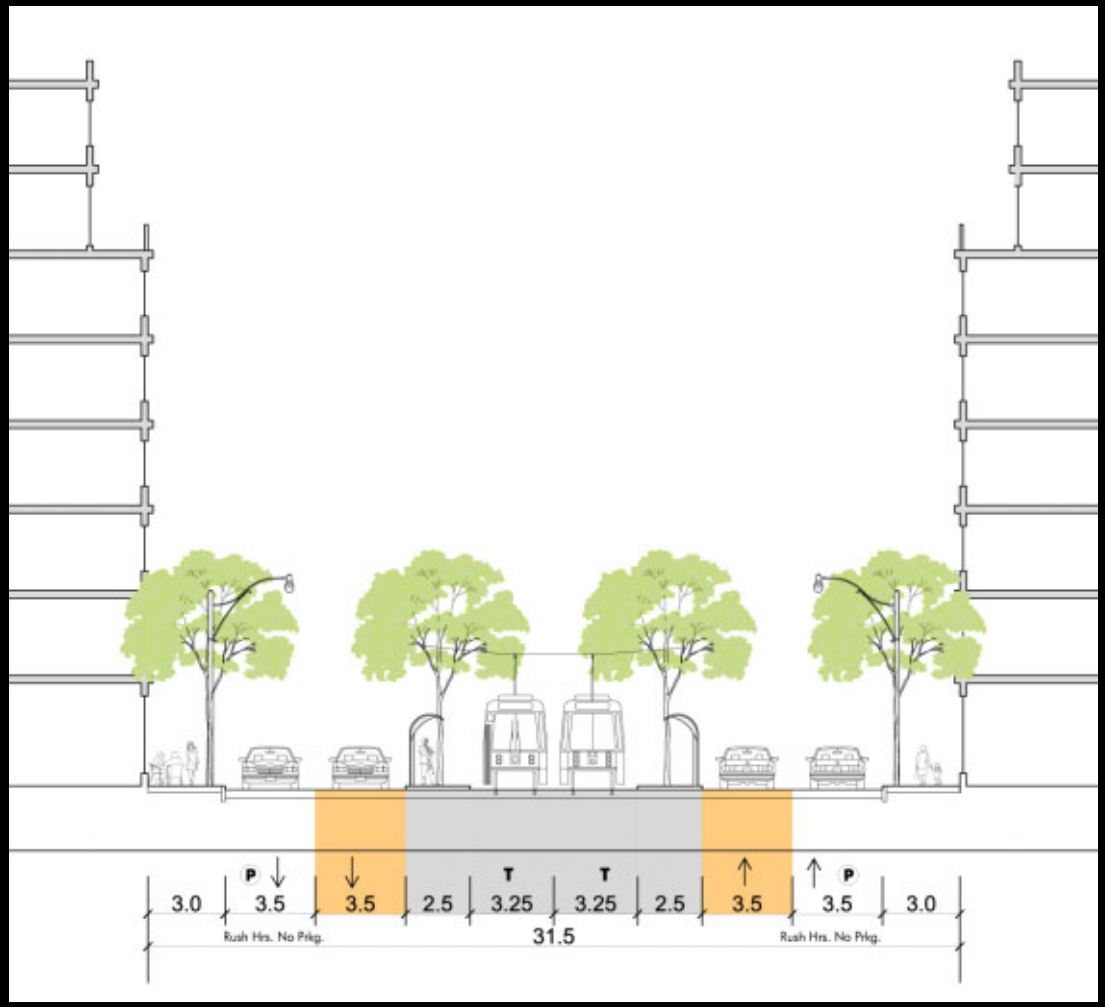
- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety=25m
- Facilitating “Transit Priority” to centre lanes shifts traffic functions to the outer lanes…



How did we get to 35m?

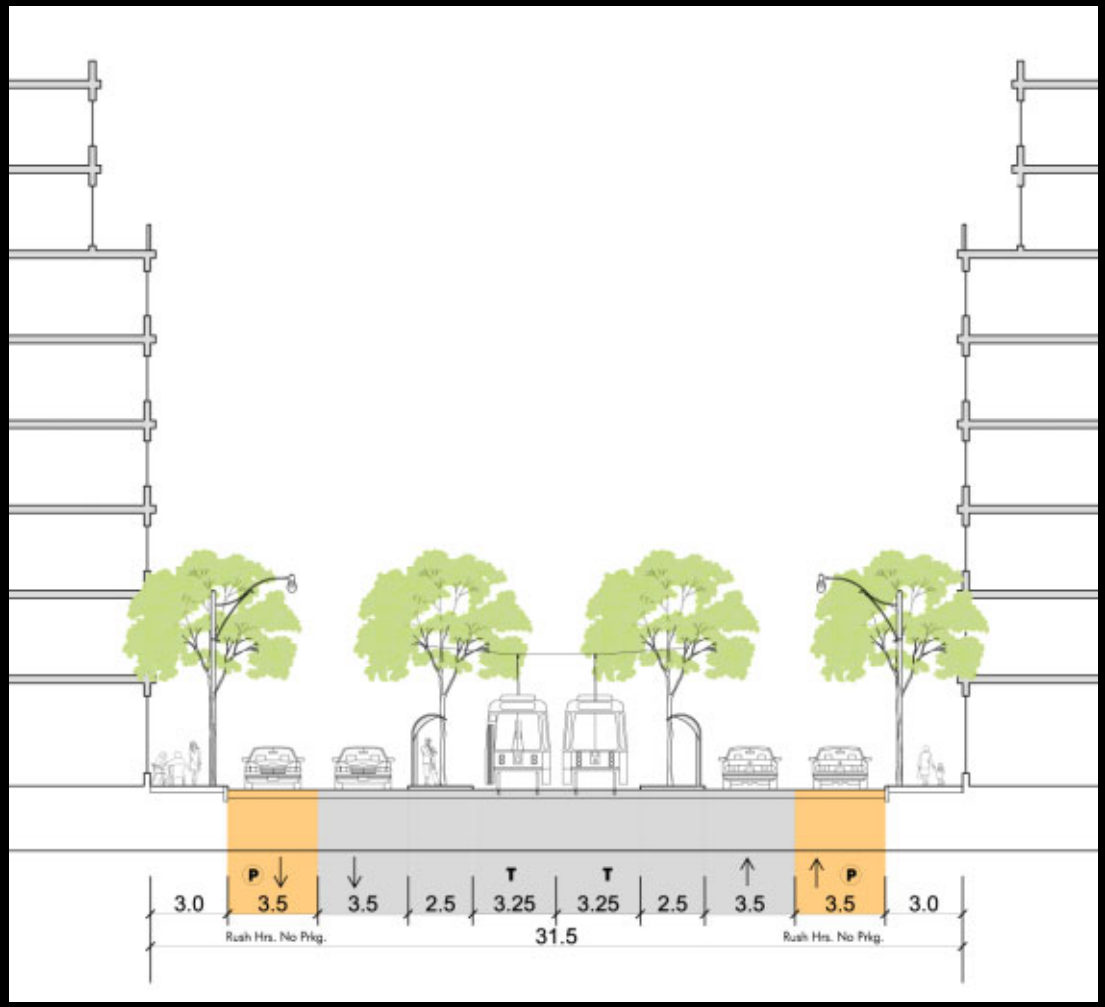
- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety=25m
- Facilitating “Transit Priority” to centre lanes shifts traffic functions to the outer lanes…
- turning lanes at intersections

(with near side platforms)



How did we get to 35m?

- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety=25m
- Accommodating dedicated transit lanes shifts traffic functions to the outer lanes…
- off-peak parking lanes mid-block



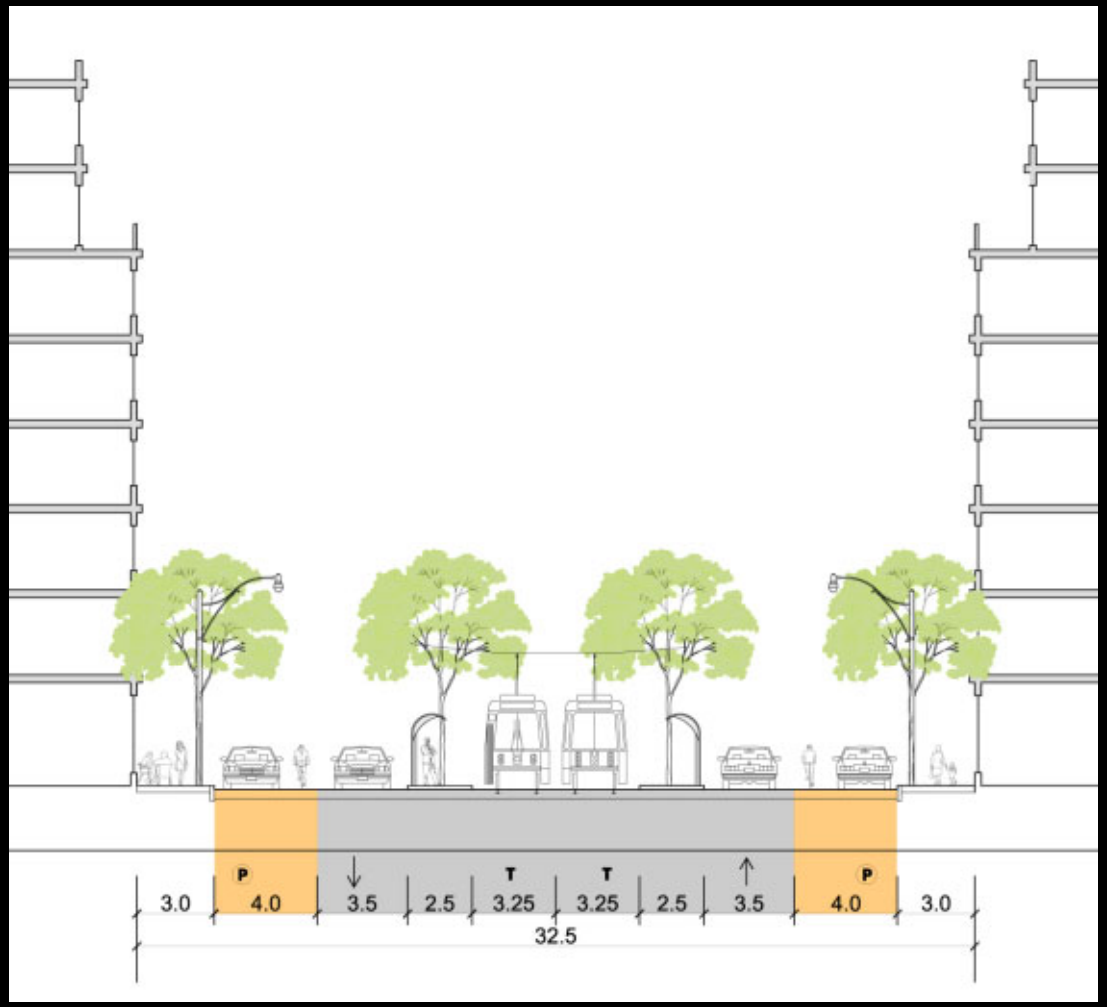
How did we get to 35m?

- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety=25m
- Add Transit Priority …
- Add turning lanes at intersections+ 3.0m
- Add off-peak parking lanes mid-block+3.5m
- Total= 31.5m

Spadina Avenue (36.0m ROW)

How did we get to 35m?

- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety
- Add dedicated transit lanes, turning lanes at intersections, off-peak parking lanes
- Add shared traffic lanes for bicycles +0.5m x 2
- Total = 32.5m



How did we get to 35m?

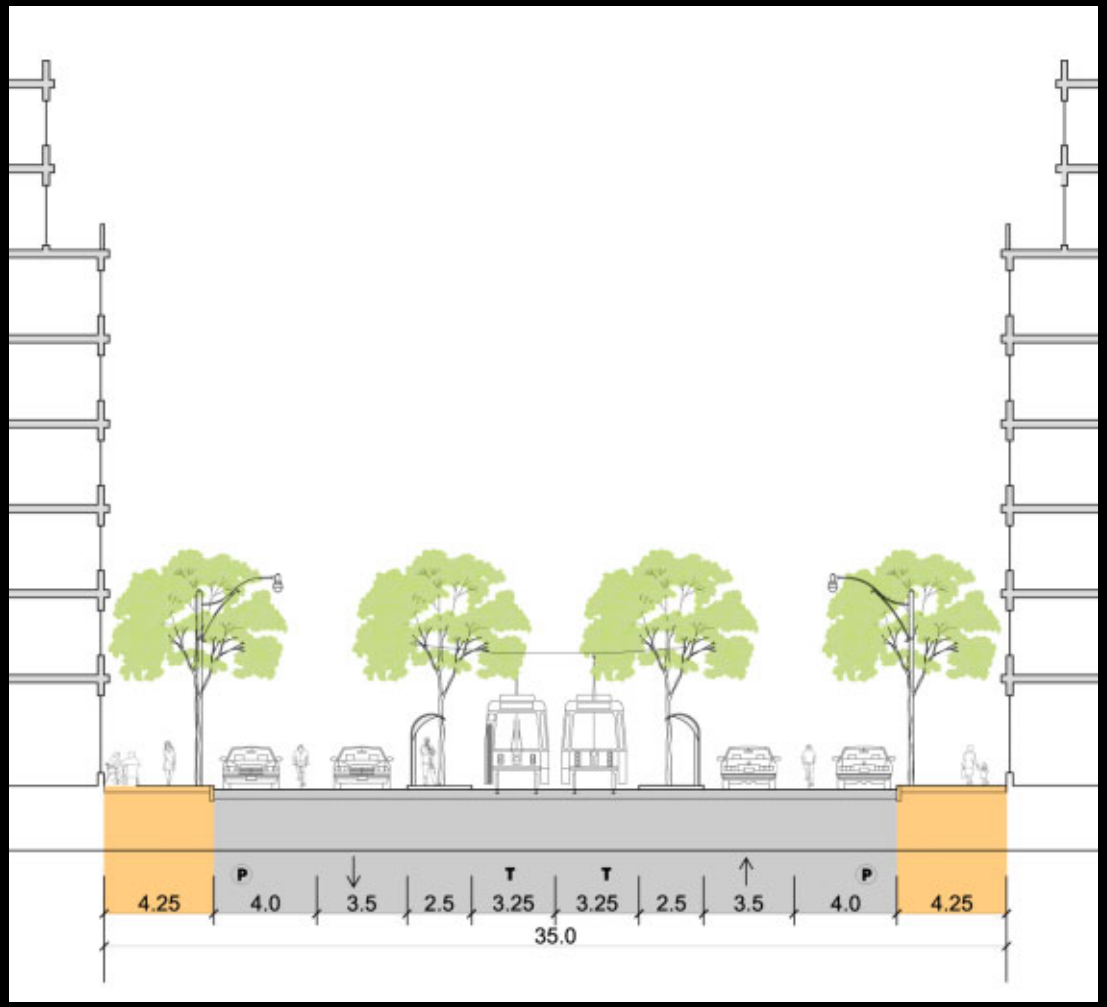
- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and
- Add dedicated transit lanes, turning lanes at intersections, off-peak parking lanes
- Add shared traffic lanes for bicycles +0.5 x 2

(widened curb lane=4m)

Shaw Street

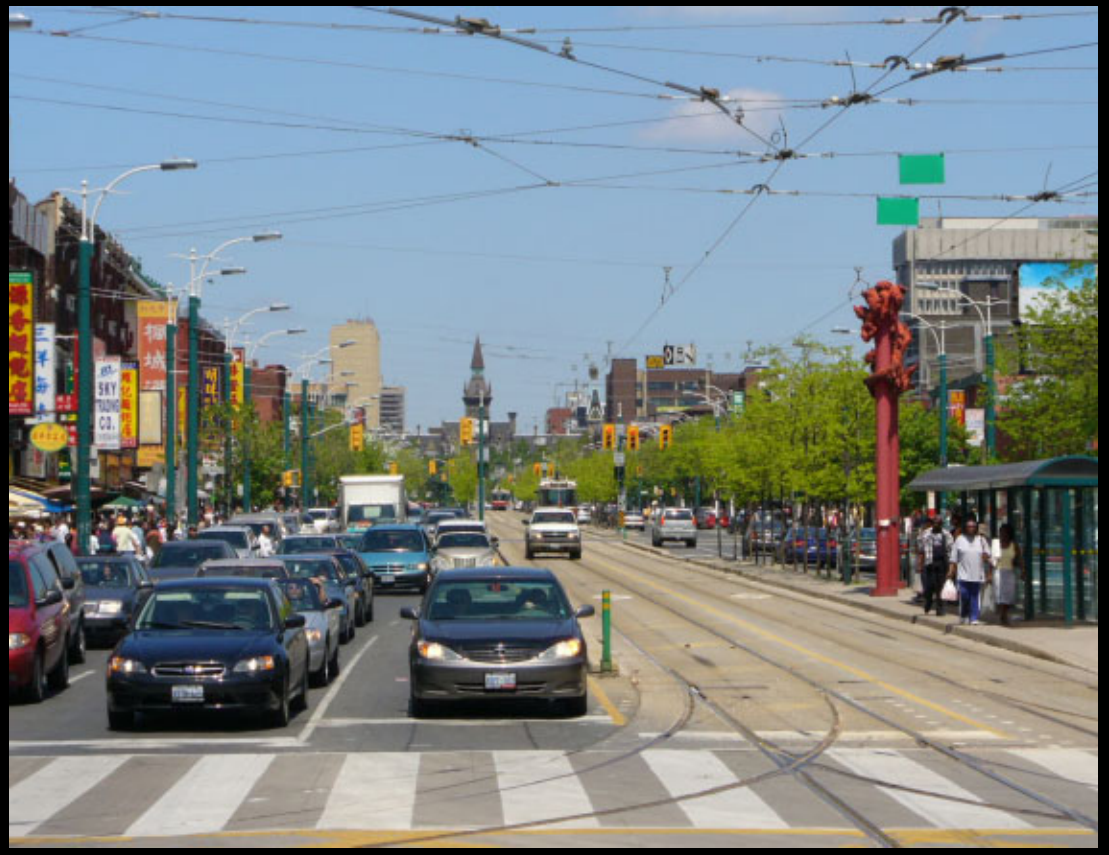
How did we get to 35m?

- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety
- Add dedicated transit lanes, turning lanes at intersections, off-peak parking lanes
- Add shared curb lanes for bicycles
- Widen sidewalks to 4.25m (or more)
- Total=35m



How did we get to 35m?

- Historic Toronto downtown street=20m
- Add streetcar platforms for accessibility and safety
- Add dedicated transit lanes, turning lanes at intersections, off-peak parking lanes
- Add shared curb lanes for bicycles
- Widen sidewalks to 4.25m
- Total=35m



Spadina Avenue 36.0 m ROW (40.0m building to building including setbacks)

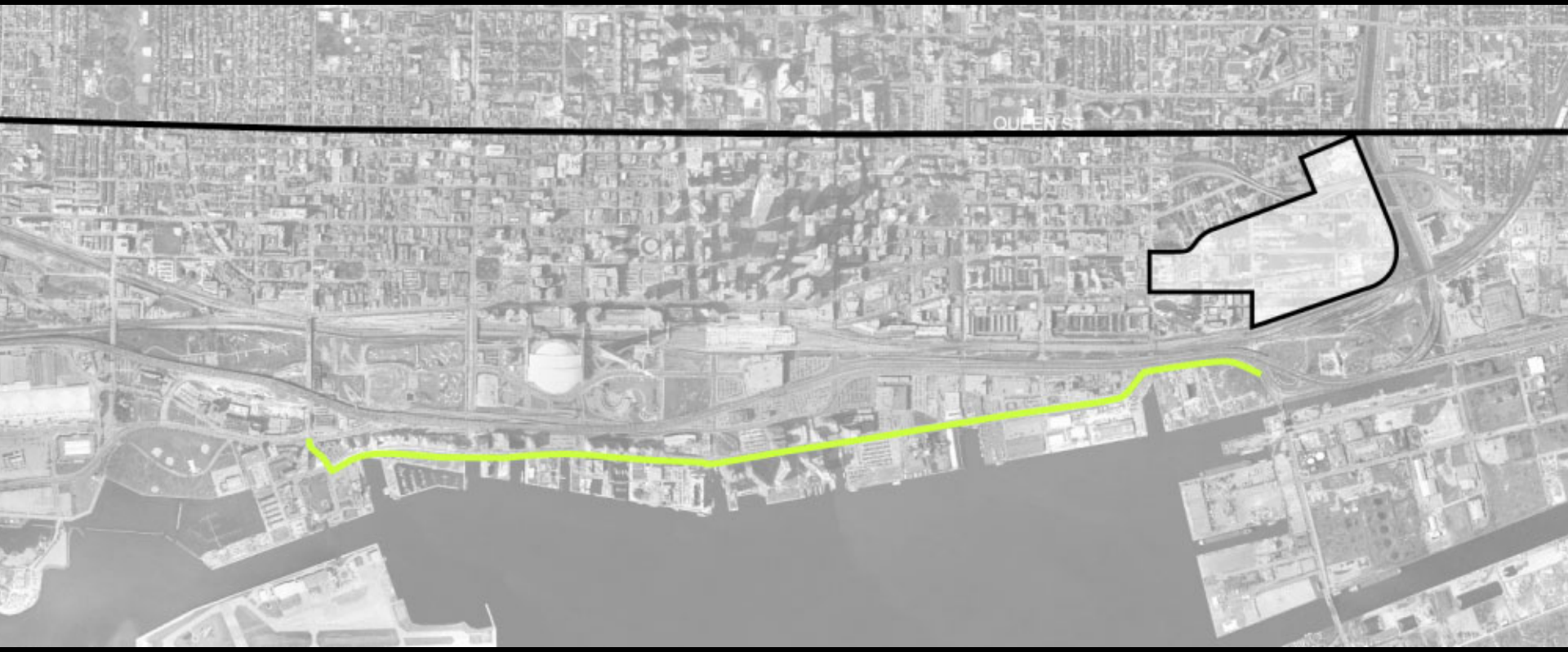
HOW DOES CHERRY STREET FUNCTION IN THE LARGER CONTEXT?

Central Waterfront

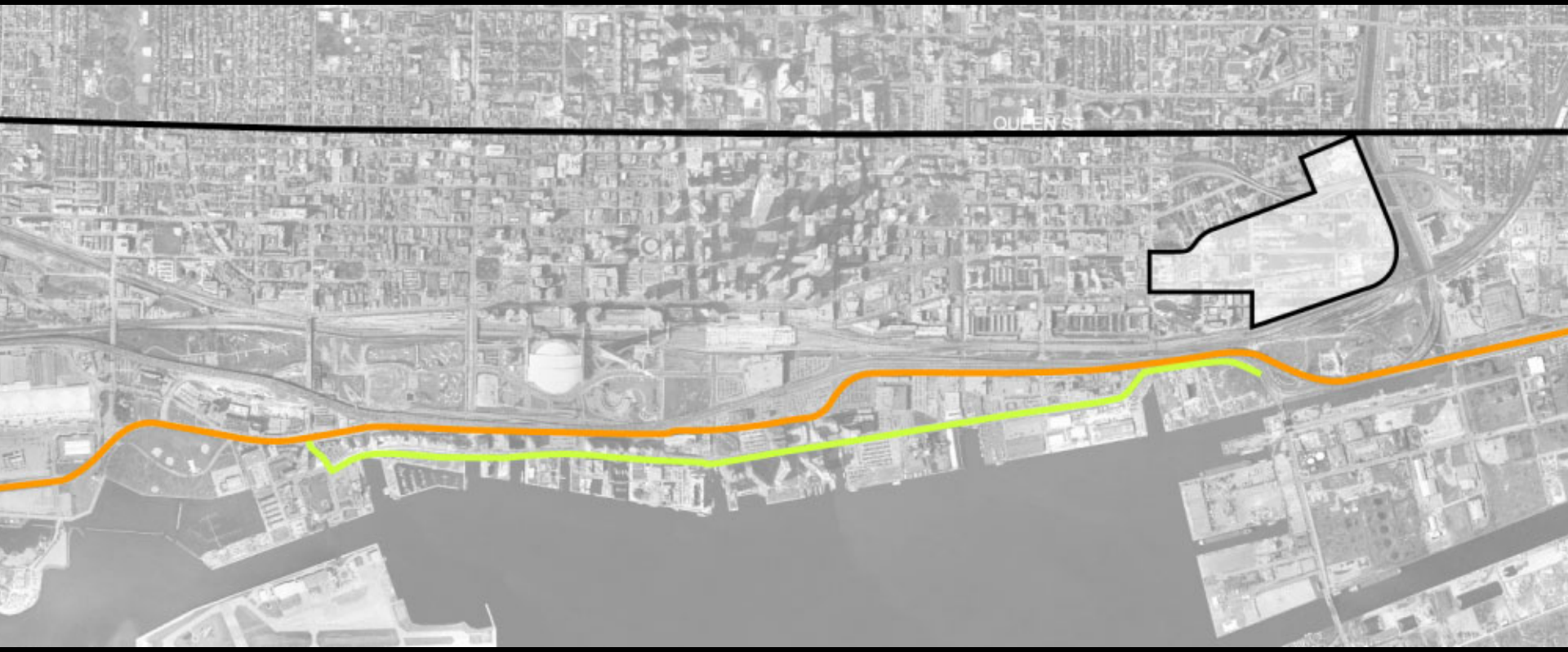
West Don Lands

Queen Street

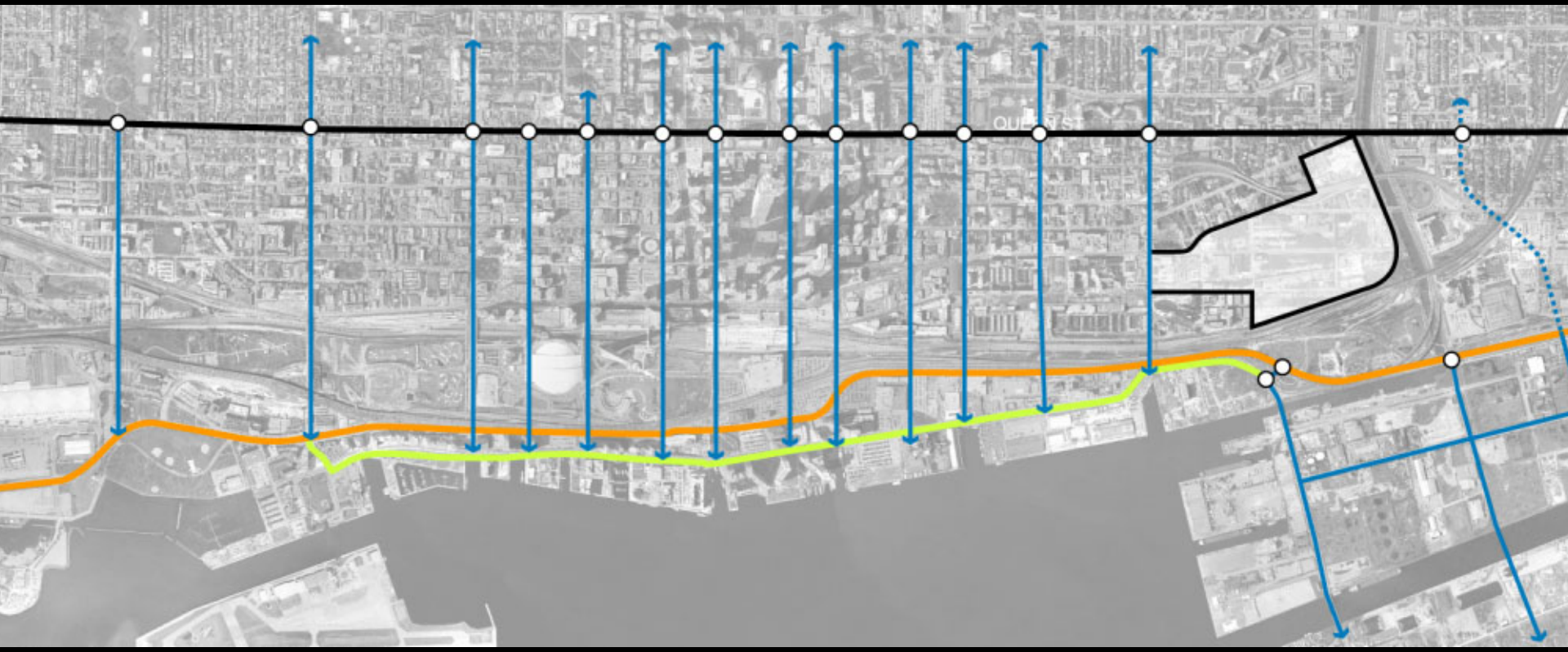
Queens Quay



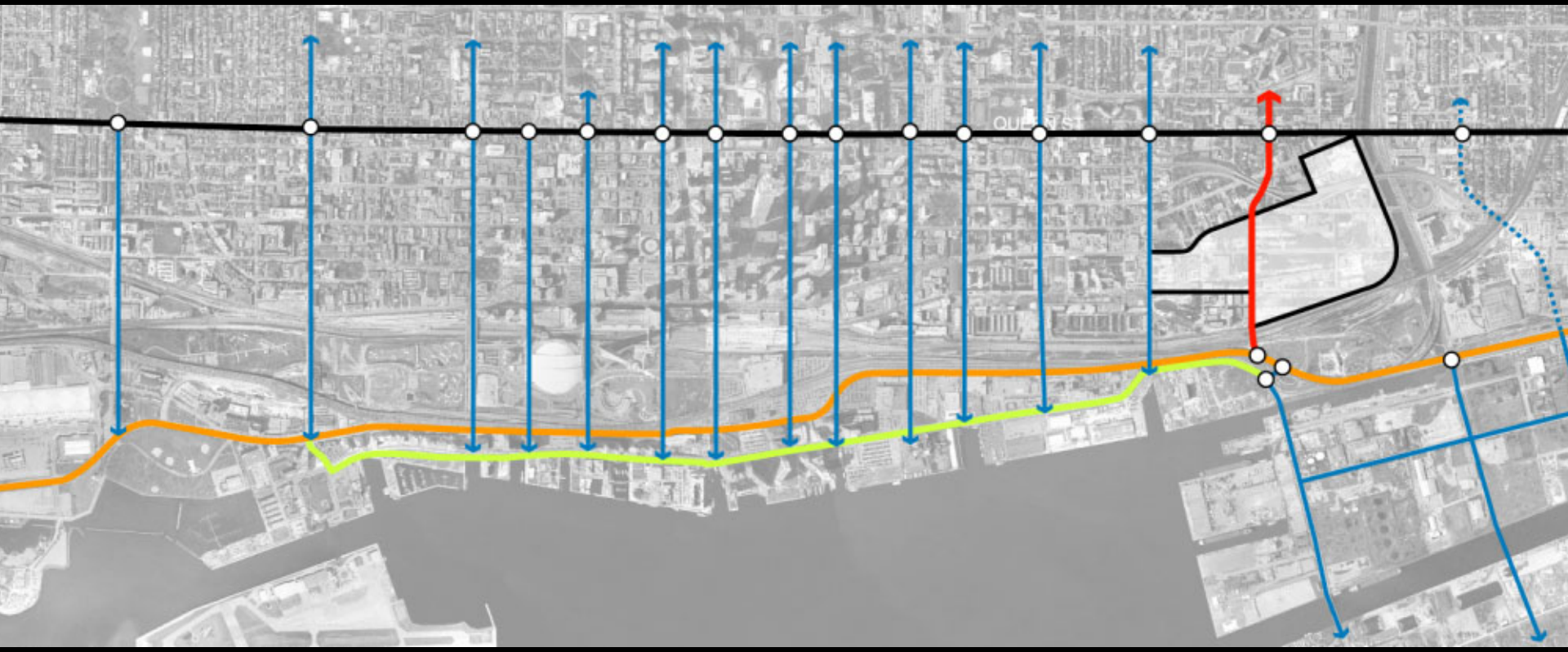
Lakeshore



Public Space Framework: Waterfront Connections



Cherry Street



Generalized Transit Network: Existing

Transit: Existing

Potential Transit Priority Corridor

Key Connections with Existing Transit

Generalized Transit Networks: Proposed

Transit: Existing

Potential Transit Priority Corridor

Key Connections with Existing Transit

Generalized Transit Networks: Proposed

Transit: Existing

Potential Transit Priority Corridor

Key Connections with Existing Transit

Bicycle Networks: Existing and Proposed

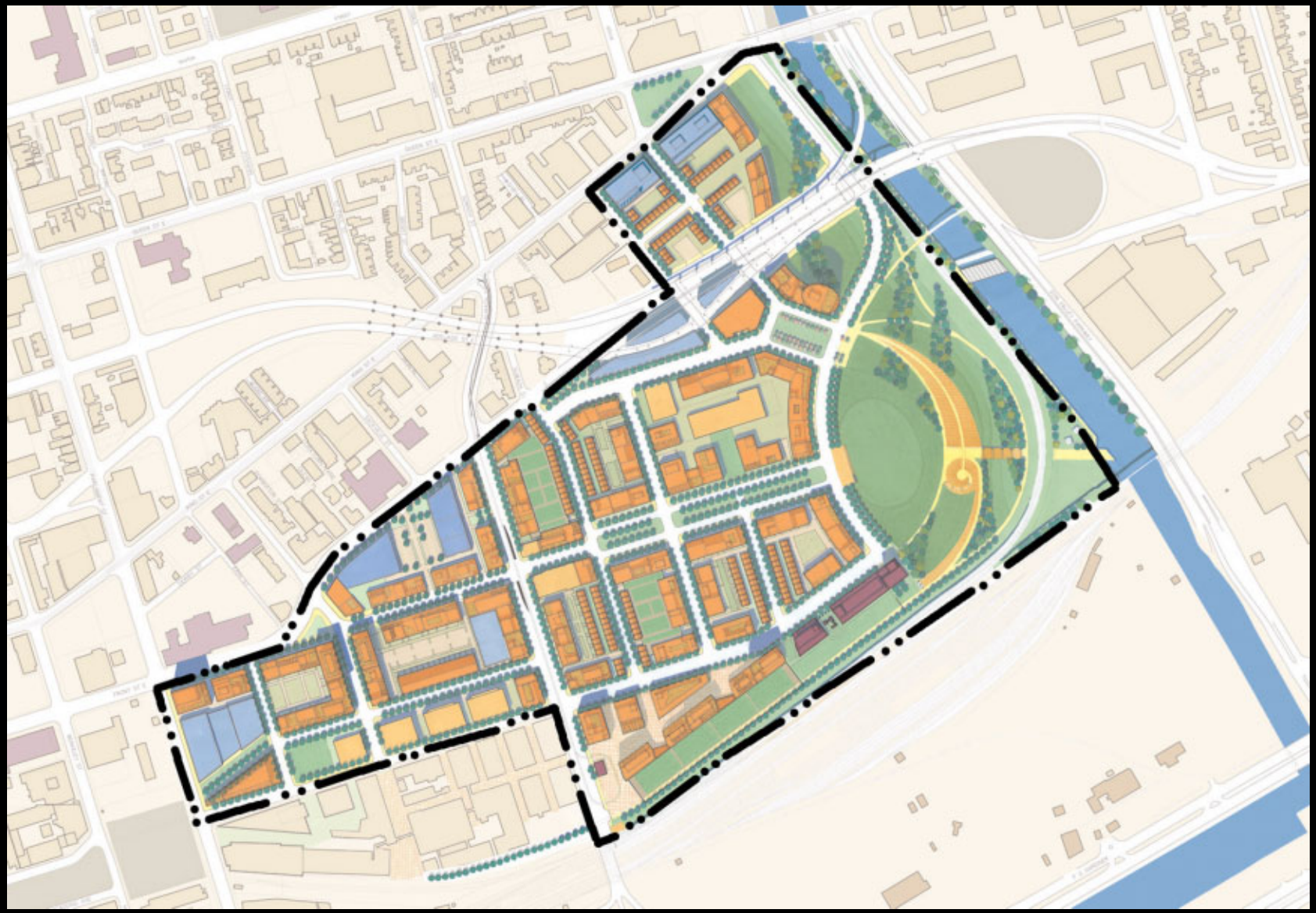
On Road Bike Routes: Existing, Proposed

Off Road Bike Routes: Existing, Proposed

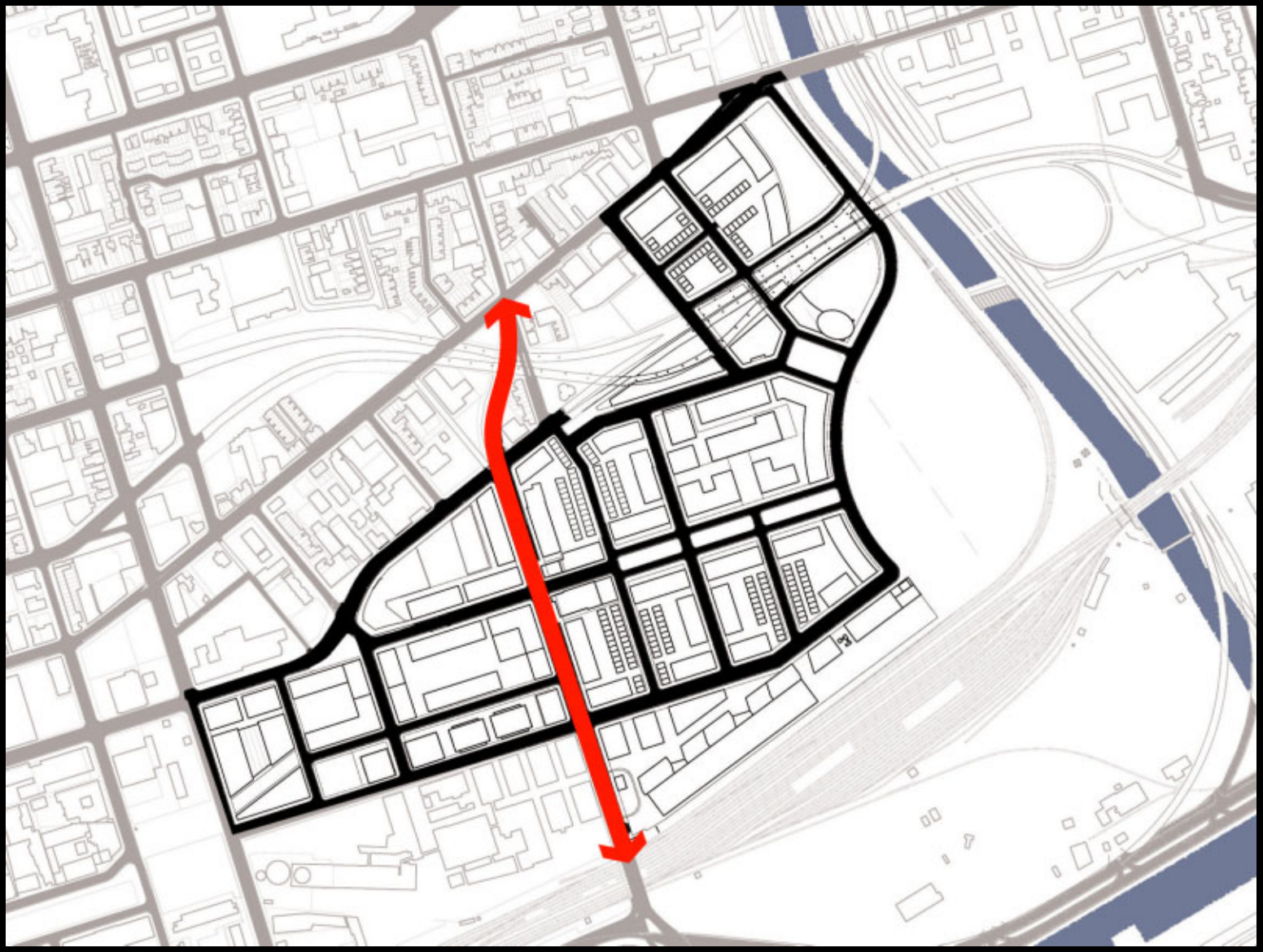
Bicycle Networks: Existing and Proposed

On Road Bike Routes: Existing, Proposed
Off Road Bike Routes: Existing, Proposed

Precinct Plan

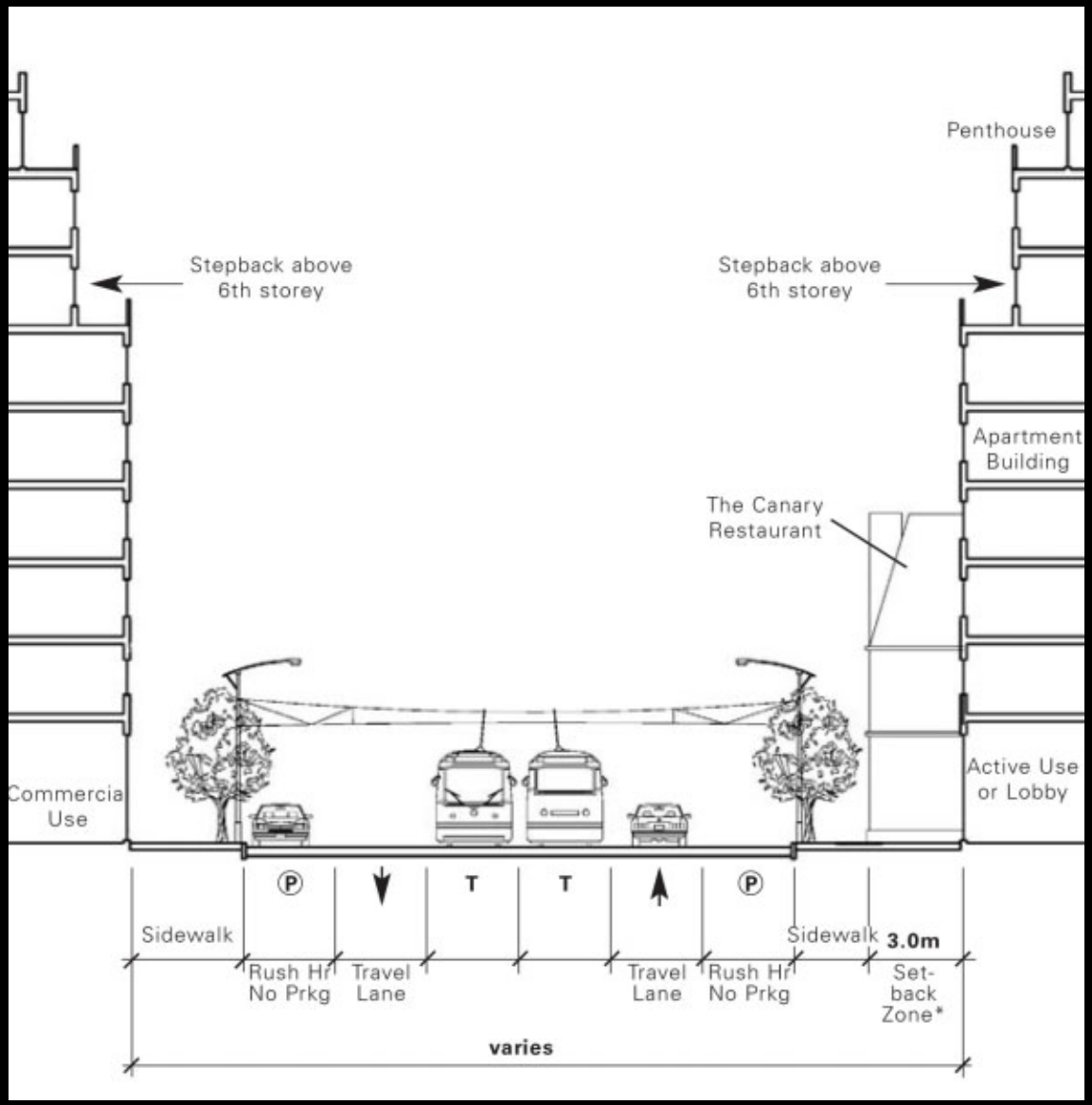


Precinct Plan Road Network

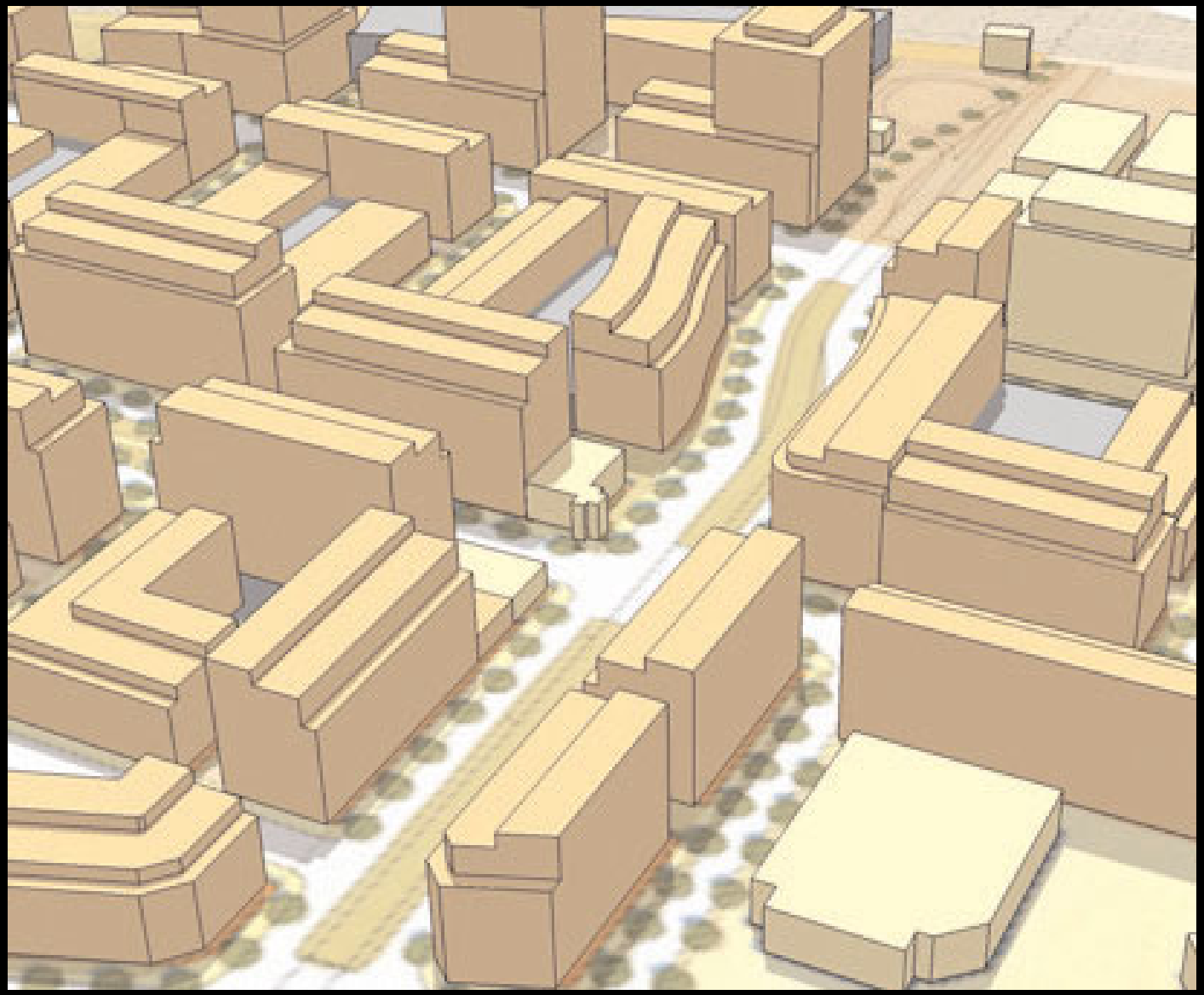


Block Plan

Block Plan : Cherry Street Typical Section (35.0 – 37.0m)

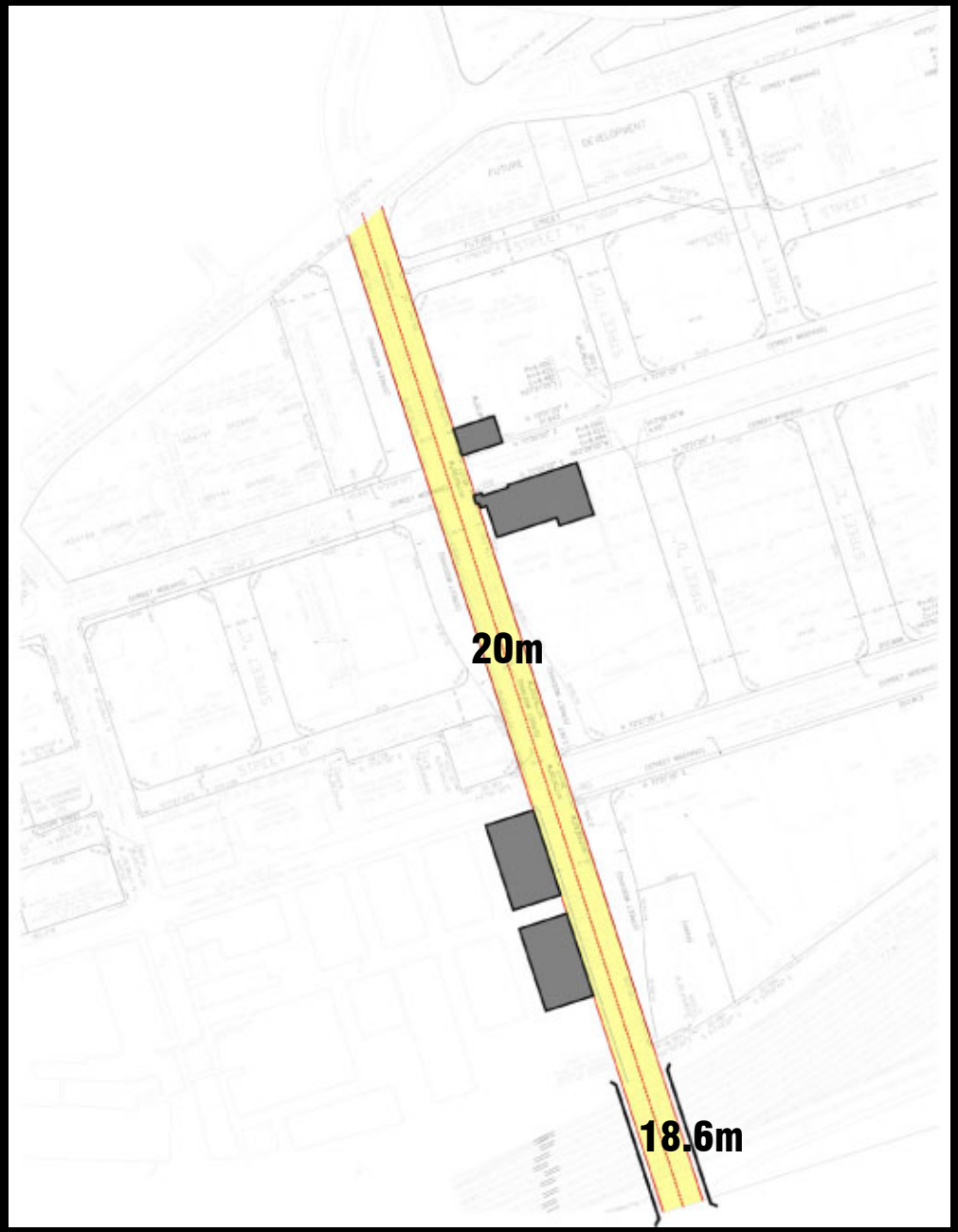


Block Plan



Existing Conditions: 20m

- Historic buildings on east and west sides
- Railroad bridge=18.6m wide



Existing Conditions: 20m

Existing Conditions: 18.6m

Accomodating a Wider Street: 25m

- Historic buildings on east and west sides.
- Railroad bridge=18.6m wide.
- Right of way moves east and west to avoid buildings, narrowing at bridge.

Accomodating a Wider Street: 30m

- Historic buildings on east and west sides.
- Railroad bridge=18.6m wide.
- Right of way moves east and west to avoid buildings, narrowing at bridge.
- Curve becomes more apparent.

Accomodating a Wider Street: 35m

- Historic buildings on east and west sides.
- Railroad bridge=18.6m wide.
- Right of way moves east and west to avoid buildings.
- Curve becomes more apparent.
- 35m is protected right of way width in Block Plan.

CHARACTERISTICS OF THE COMPONENTS

Parts of a Street

A Typical Downtown Street as a Starting Point….

Pros

- Historic condition.
- Familiar arrangement for drivers and transit.
- Comfortable street scale
- Slower pace due to congestion. (i.e. potentially safer condition generally)

Cons

- Slower pace due to congestion.
- Less dependable transit service.
- Transit vehicles not accessible.
- Street lighting, less safe
- Traffic congestion and related environmental consequences

King Street East

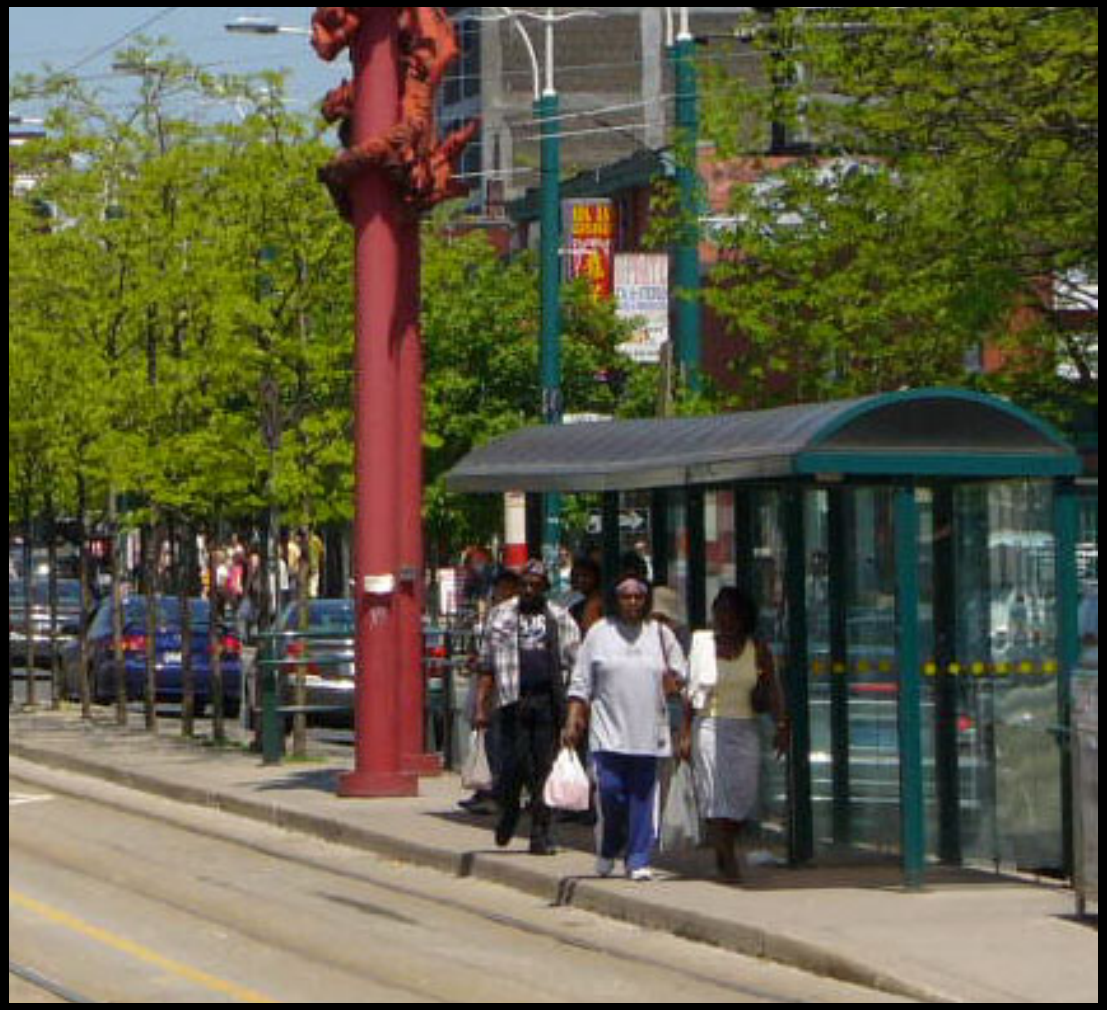
Streetcar Platforms

Pros

- Make streetcars accessible and improve pedestrian safety.
- Improve loading/unloading efficiency.

Cons

- Increase the width of the R.O.W. / scale of street.



Dedicated Transit Lanes

Pros

- Improve transit service efficiency.
- Commits to “Transit First” and sustainability objectives.
- Level of service supports level of development envisaged for waterfront redevelopment.

Cons

- Widen travelway.
  - 11.5m when combined with platforms.
- Puts pressure on rest of street to accommodate remaining functions,(e.g emergency access and number of traffic lanes).
- Limits driveway access.

Spadina Avenue

On-Street Bike Lanes

Pros

- Encourage bicycle use.
  - Increase bicycle visibility.
  - Heighten cyclist safety.
  - Improve air quality.

Cons

- Widen travelway.
  - 0.5m if combined with parking lane.
  - 1.5m if dedicated bike lane.
  - Potential to limit parking opportunities, e.g.bike lanes

St. George Street

Wider Sidewalks

Pros

- Improve pedestrian realm.
  - additional space for seating and other enlivening activities.
  - More space for street trees.
  - More room for street furniture.

Cons

- Increase width of right of way.

Note: Wider streets are more comfortable for pedestrians with proportionally wider sidewalks

Spadina Avenue

Parking and Loading Lanes / Bays

Pros

- Full block lanes are multi-use: May accommodate traffic, parking and loading.
- Improve safety and comfort of sidewalk environment
- Good streets have parking, healthy retail needs it.

Cons

- May require an extra traffic lane without off peak restrictions.
- May use sidewalk space if combined with only one travel lane.

King Street West of Spadina (5.25m sidewalk, 3.25 m curb lane)

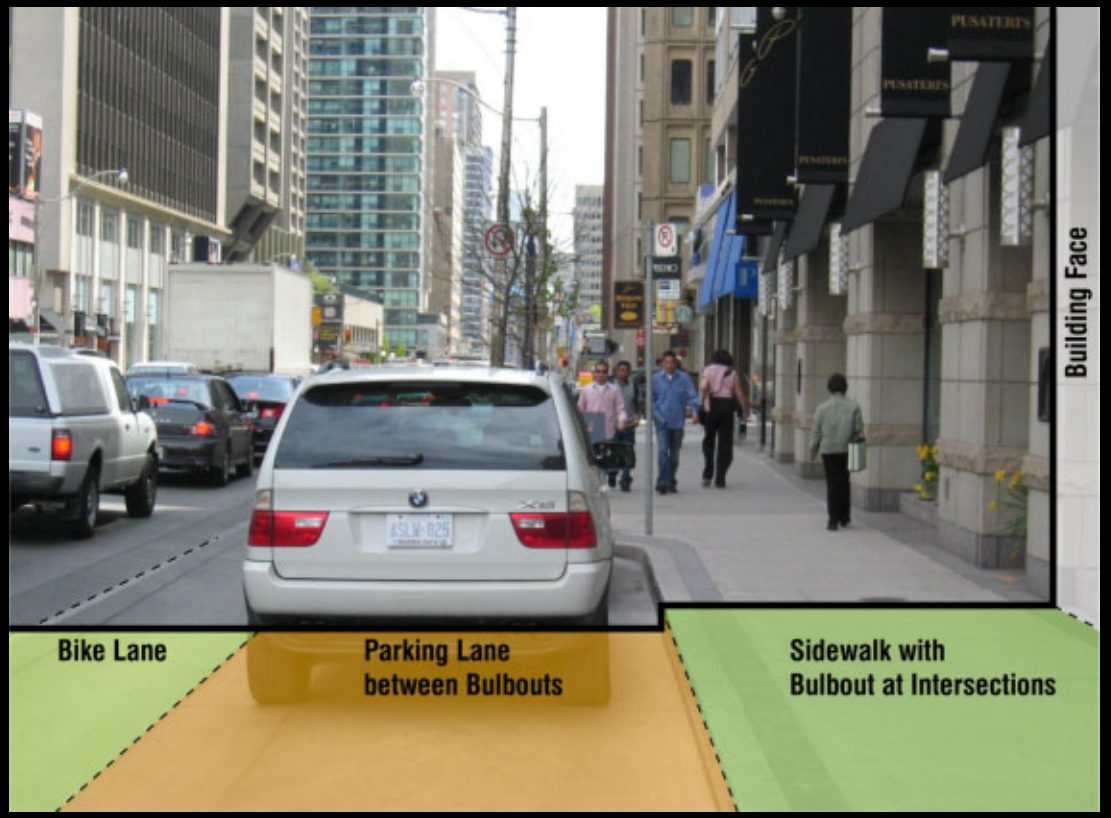
Dedicated Parking and Loading Bays

Pros

- Full-time parking and loading helps avoid double parking and traffic congestion.

Cons

- Generally narrows sidewalk space (including space for trees).
- Cannot be used for traffic in peak conditions.



Bay Street north of Bloor

Emergency Vehicle Access

Pros

- Self evident.
- Every second counts.

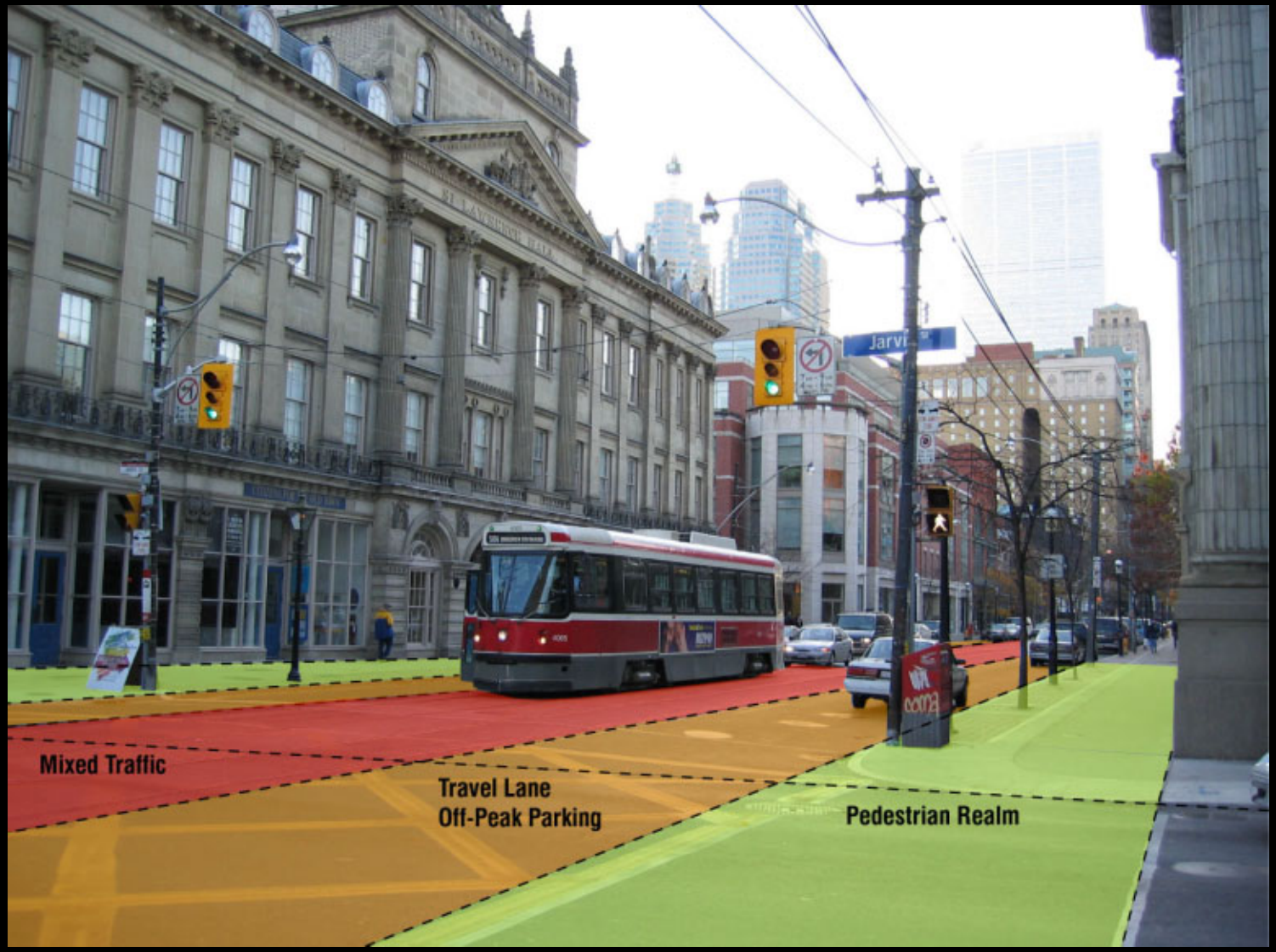
Cons

- Need 6m clear access on streets for emergency vehicles.
- May widen curb lanes (when transit lanes are inaccessible /not usable).

Toronto Fire Truck with outriggers

TORONTO TRANSIT STREETS

20m: King Street East

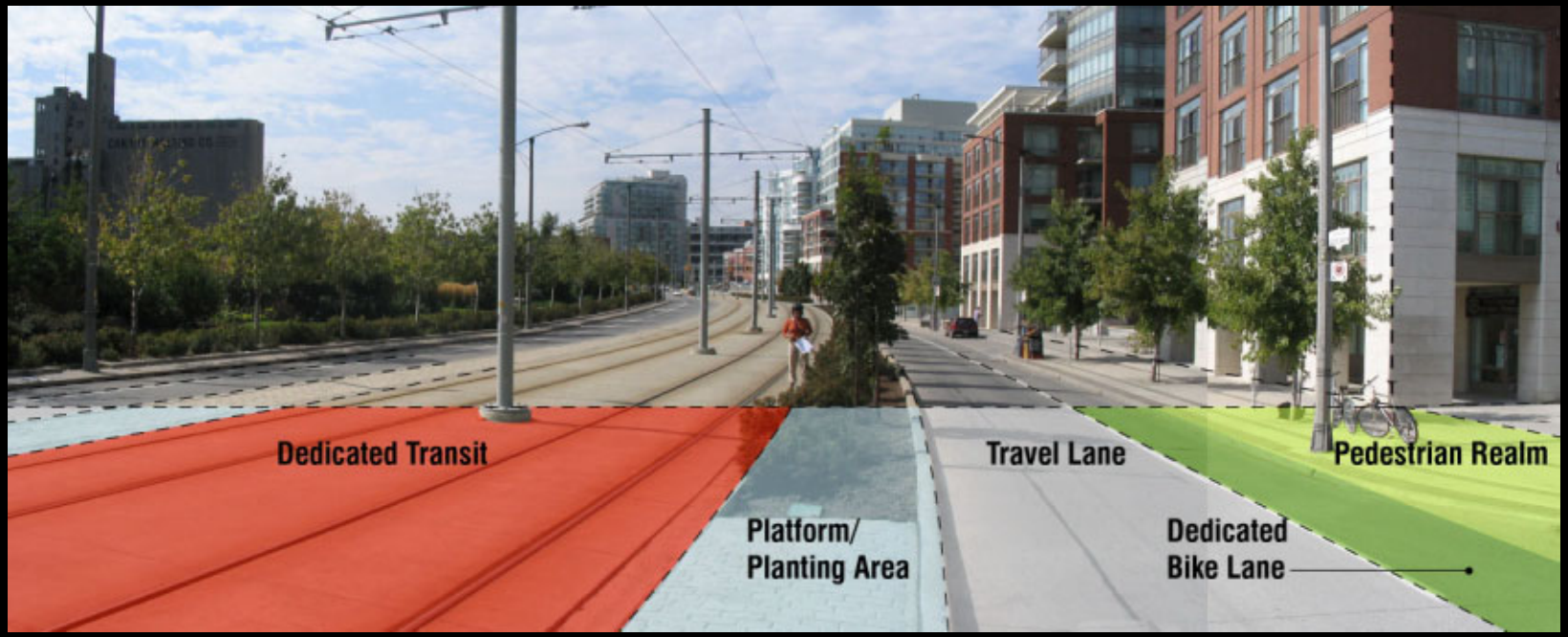


30m: St. Clair Avenue West (existing condition)

27 to 36m: Lake Shore West-Mimico

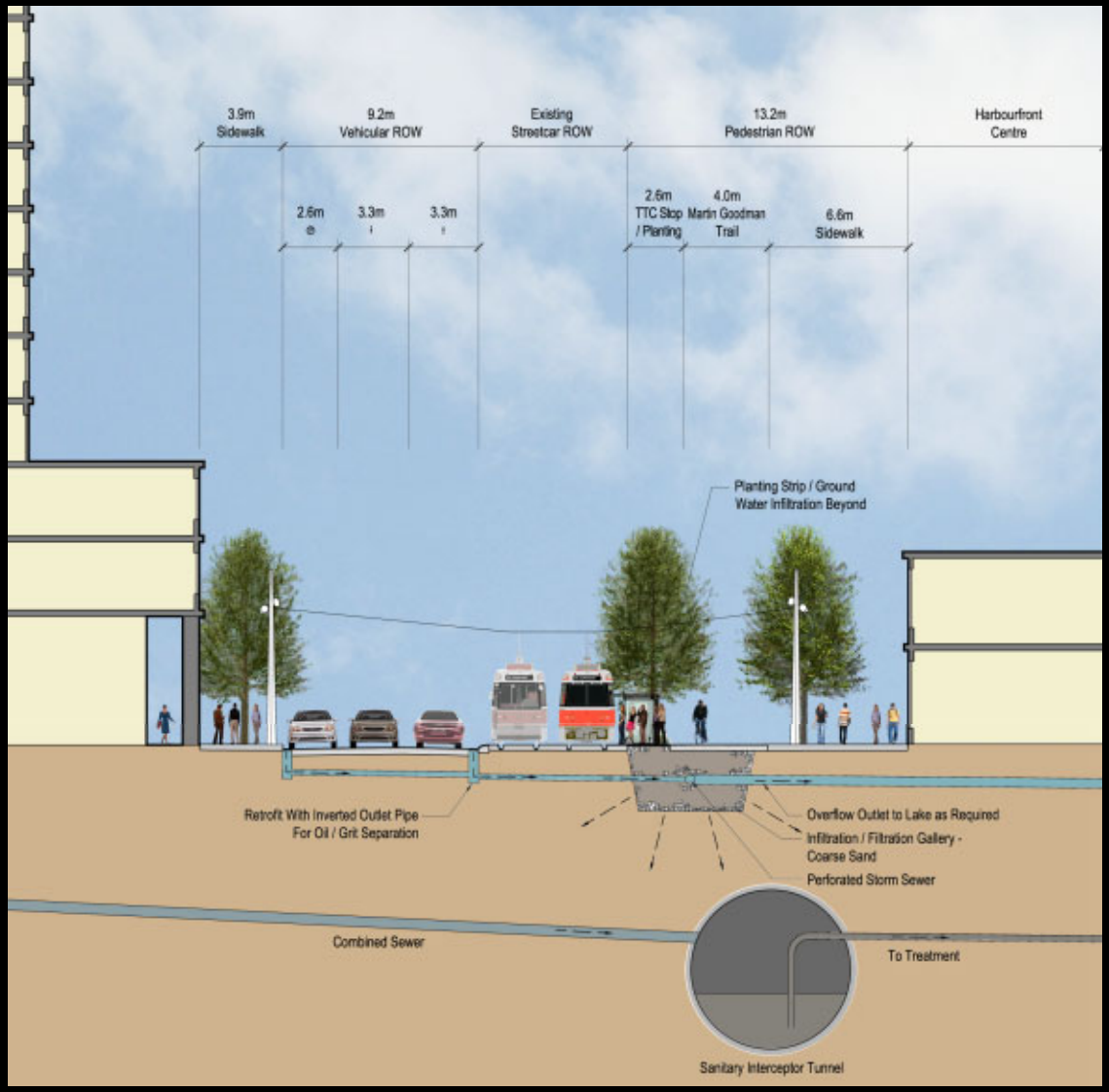
36m: Spadina Avenue south of College

27 to 30m: Queens Quay West of Spadina



30m: Queens Quay East of Spadina Proposal

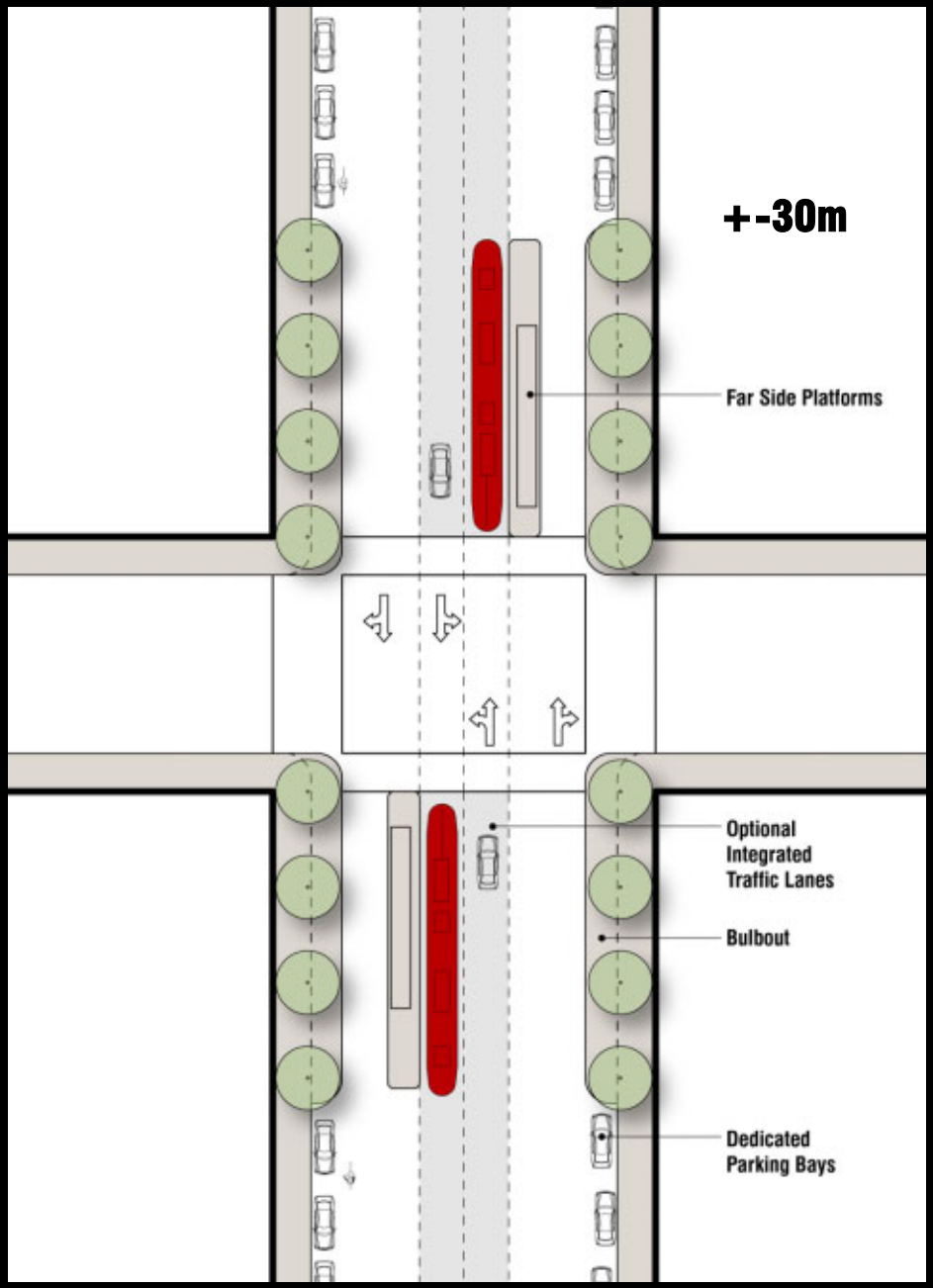
30m: Queens Quay – East of Spadina Proposal



SOME POSSIBLE DIRECTIONS FOR THE CHARRETTE.

Squeezing the Current Plan?

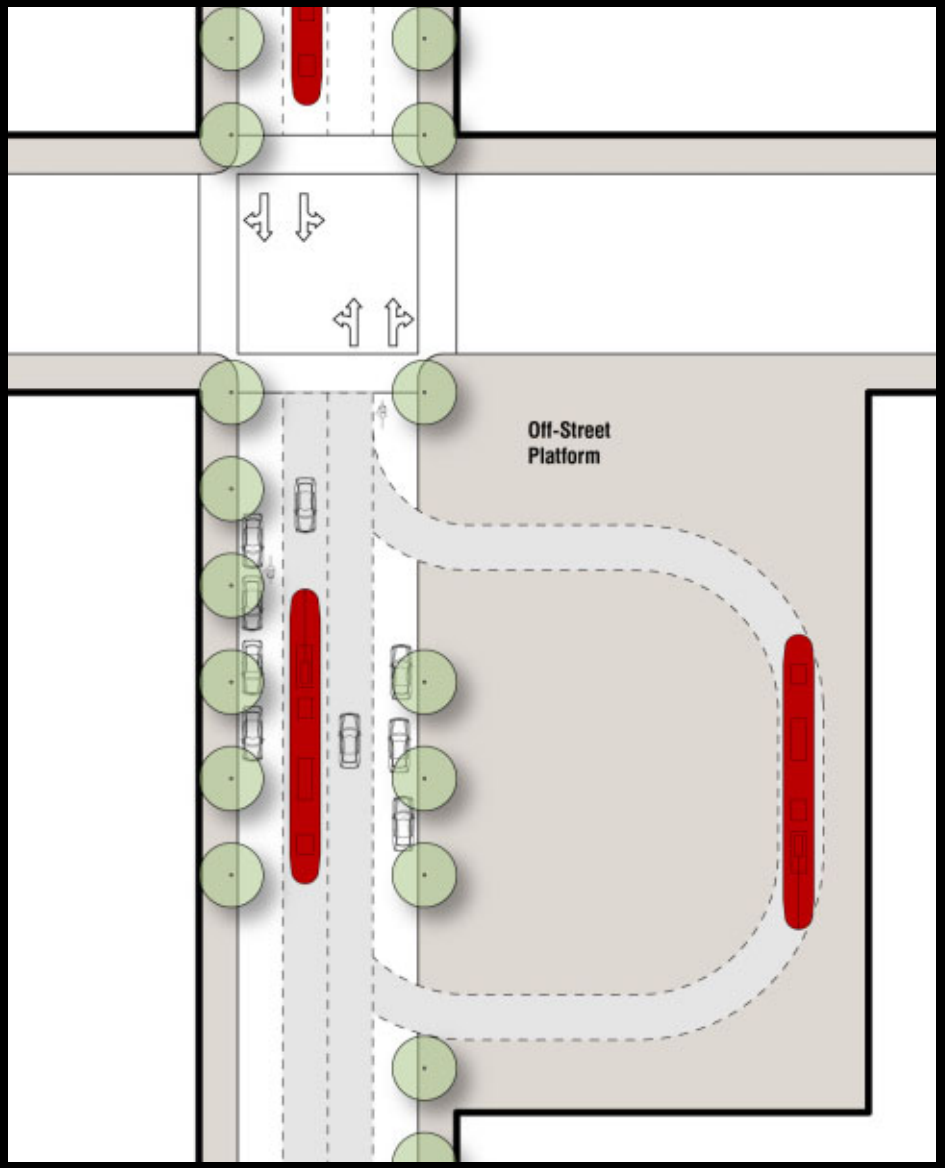
- Far side transit platforms?
- Slightly narrower platforms?
- Off-peak parking?
- Limited loading and parking bays?
- Restricted turning movements?
- No shared lane for cyclists?
- Reduced sidewalk widths?



Locate Transit Stops where Impact is Minimized?

Considerations:

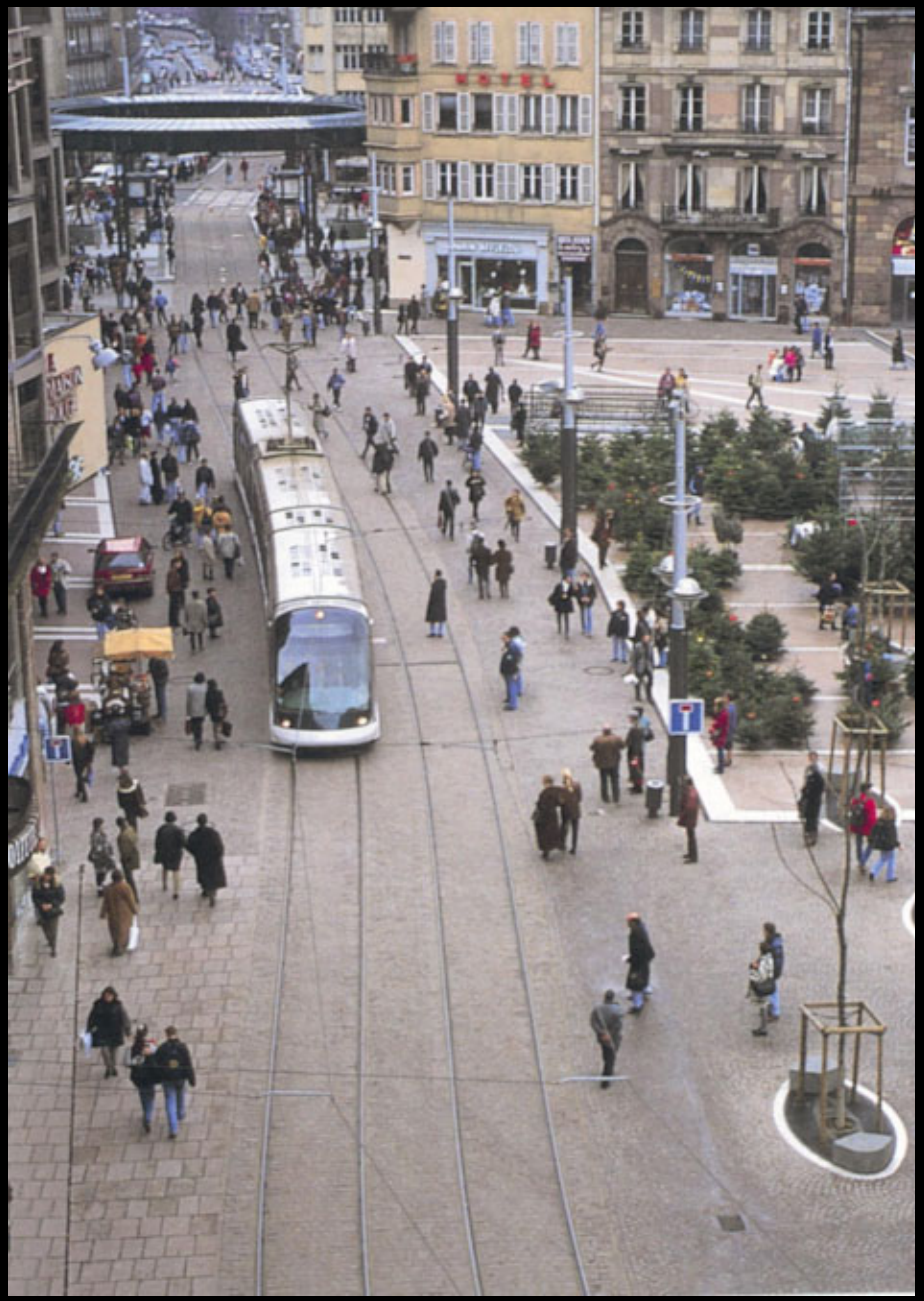
- Locate platforms at the south transit loop and at Eastern Avenue
- Eliminate need for platform on Cherry street between Eastern and Mill so that “street widening” at transit stops only occurs in one location (e.g. at Eastern)



Transit Mall South of Mill?

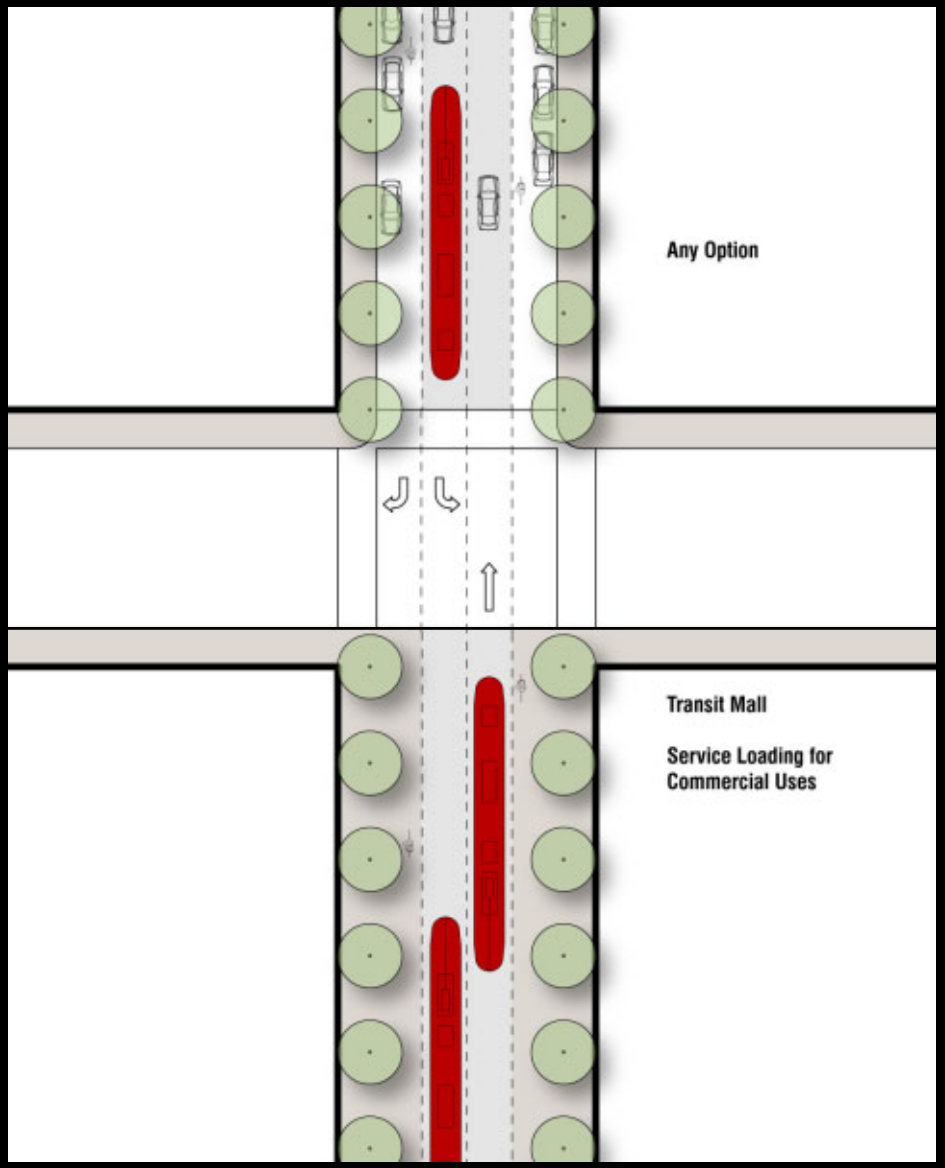
Considerations:

- Greater pedestrian connections from Distillery to West Don lands.
- Punctuates linkage to waterfront.
- Could solve issue of narrow rail bridge constraint.
- Viability of street retail?
- Accommodation of Emergency Access?
- Accommodation of Cyclists?
- Pedestrian safety when street not active?
- Where does traffic go?
  - Traffic redistribution and infiltration.(to Bayview, Mill, Front)
  - How does this impact Parliament?



Strasbourg

Transit Mall South of Mill?



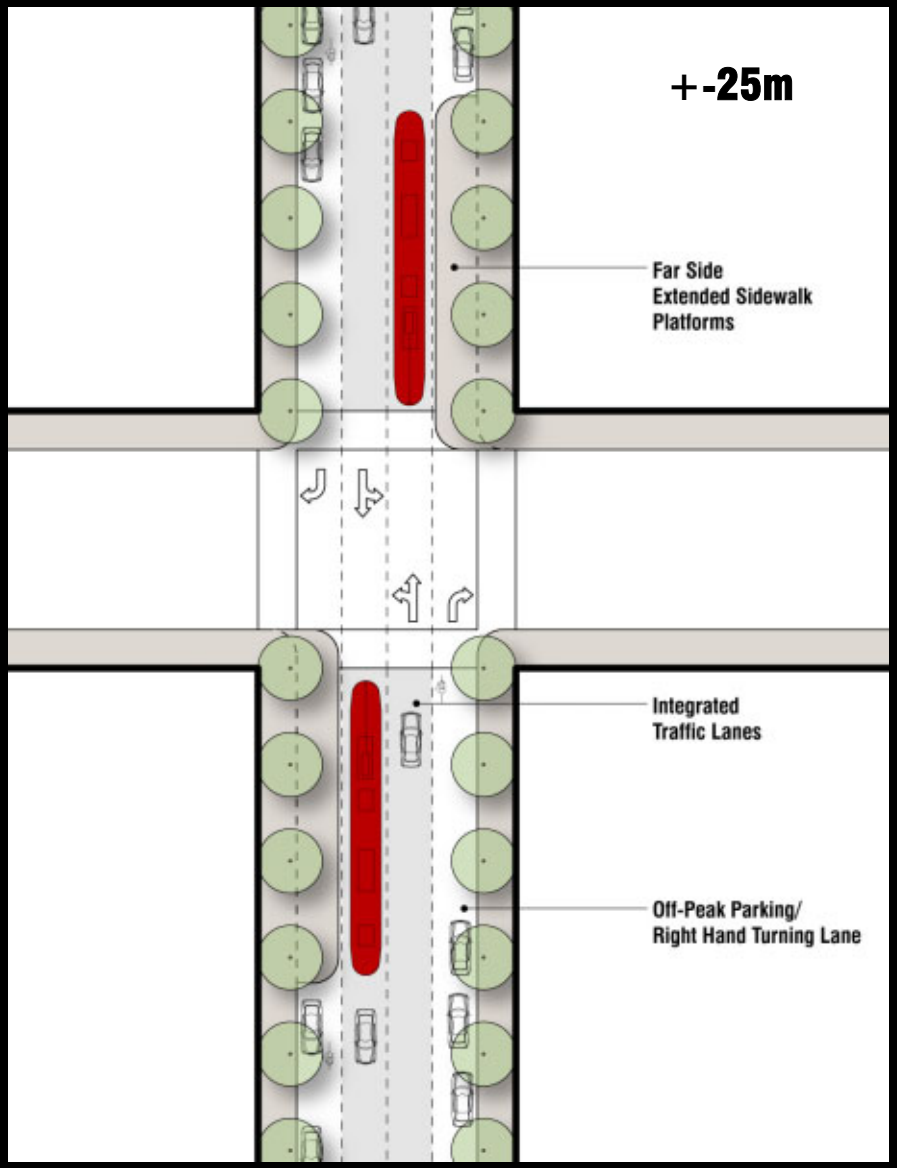
Transit at Curb Lane?

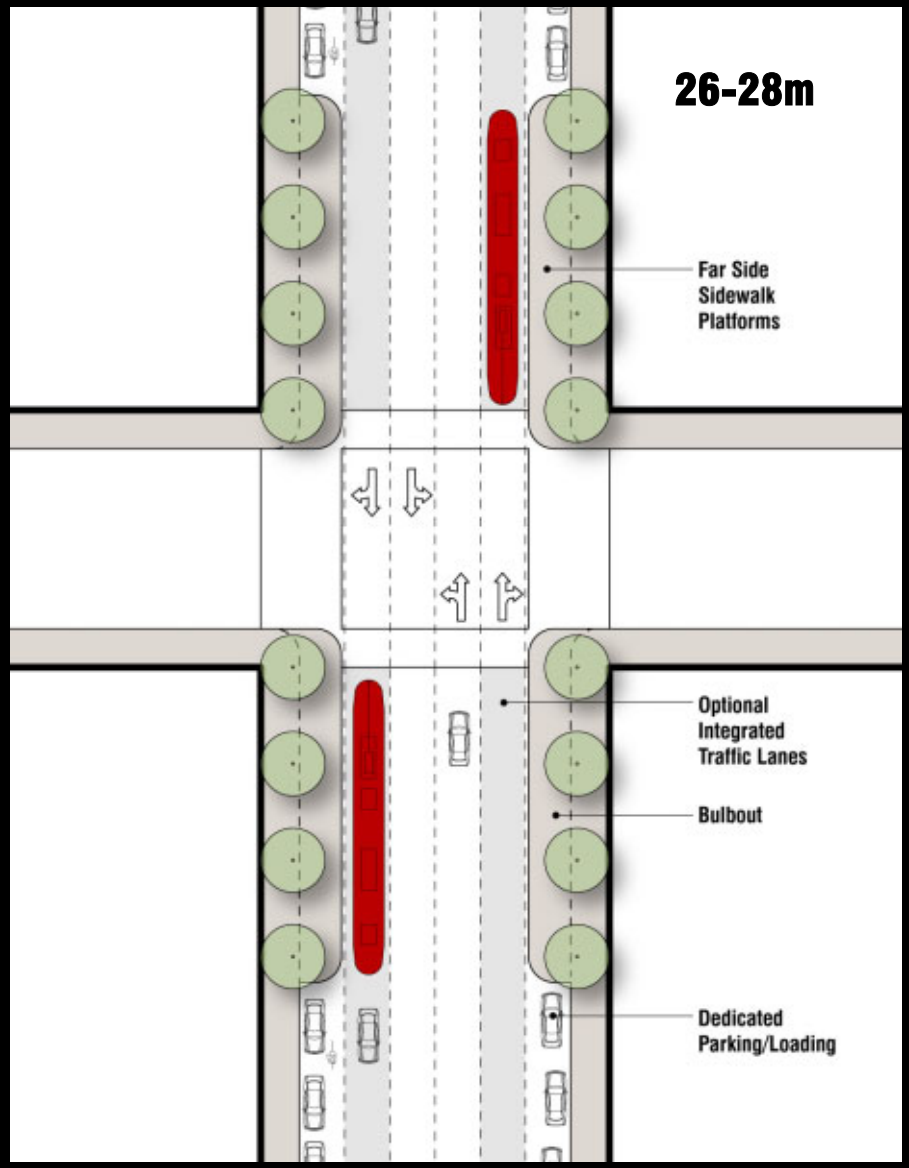
- Reduces need for “in-street” platforms.
- How would that work?
  - Transit bulb-outs within curb lane?
  - What would the impact be to traffic and emergency services?
  - How would it connect to regular transit streets?
  - How will service loading and parking be accommodated?

Portland

Graz, Austria

Transit at Curb Lane?





CHERRY STREET CHARRETTE

DISCUSSION