



5-22-13

# LOWER YONGE

Urban Design Guidelines and Transportation Master Plan EA

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22 May 2013

PERKINS  
+ WILL ARUP

# TRANSPORTATION MASTER PLAN EA

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Trent Lethco, ARUP

# TRANSPORTATION

## Context

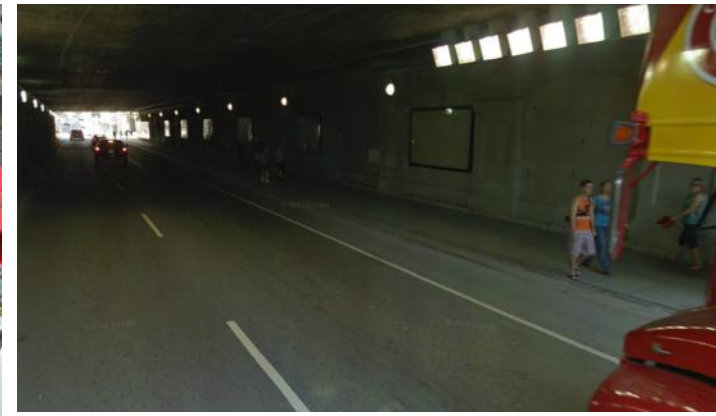
# CONNECTING WITH THE DOWNTOWN



- Poor Pedestrian/Cyclist connections under Gardiner Expressway
- Limited vehicular circulation



# METRES OF MISERY



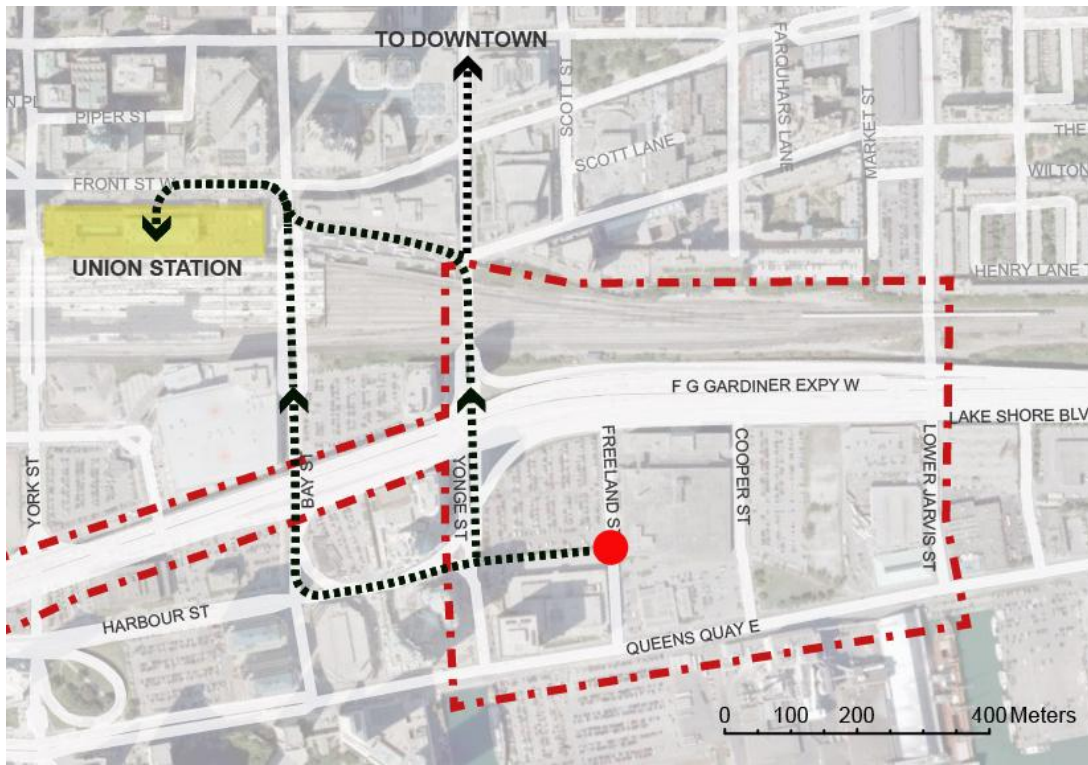
- Train tracks greatly impede mobility of all modes to waterfront
- Lower Yonge street grid cut off from downtown

# NETWORK OPTIMIZATION





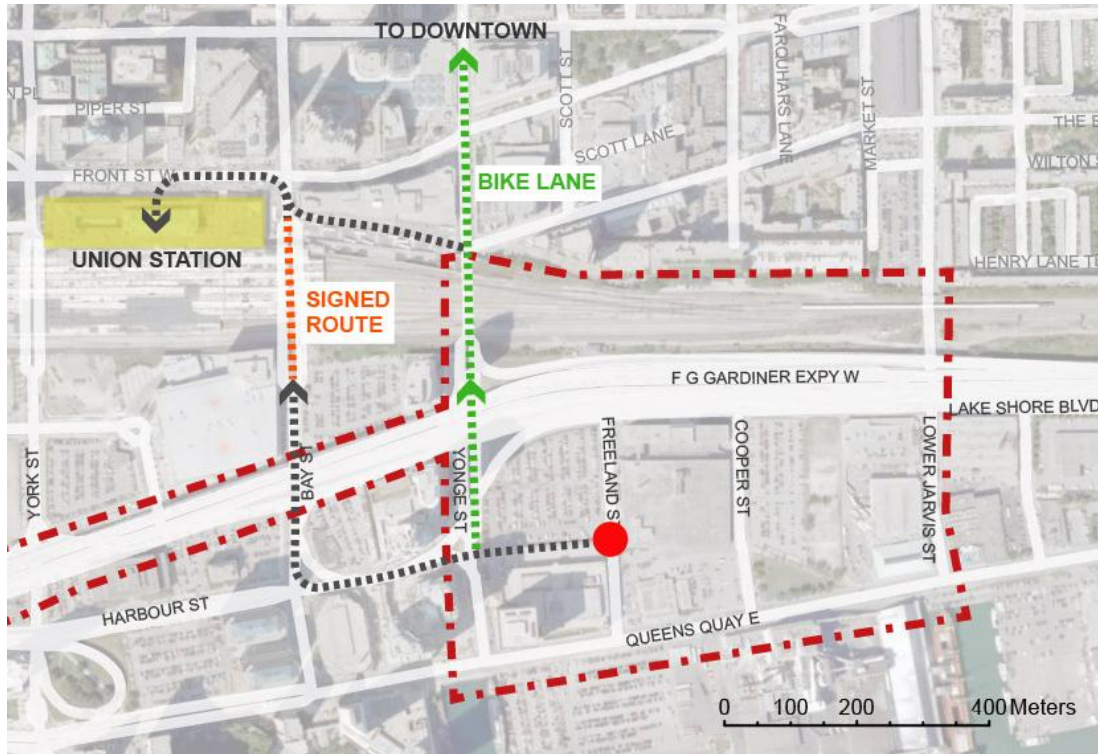
# ACTIVE TRANSPORTATION: Pedestrians



	Union Station	Downtown Center (Queen St)
Distance	1 km	1.4 km
Time	14 min	18 min
Lanes Crossed	11 (Yonge, Bay, Lake Shore)	28
Sound Issues	- Expressway traffic - Trains	
Other Issues	- Multiple under-crossings - Complex intersections - Long crossing distances	

- Pedestrian flow within precinct
- Pedestrian connections to Light Rail, Union Station, and downtown

# ACTIVE TRANSPORTATION: Cyclists



	Union Station	Downtown Center (Queen St)
Distance	1 km	1.4 km
Time	5 min	7 min
Traffic Lanes Crossed	11 (Yonge, Bay, Lake Shore)	28
Sound Issues	- Expressway traffic - Trains	
Other Issues	- Cycle network gaps - Complex intersections - Assumes 2-way Harbour St.	

- Provide sufficient bicycle infrastructure



# SUSTAINABLE TRANSPORTATION



- Convenient connections to future light rail



# SUSTAINABLE TRANSPORTATION

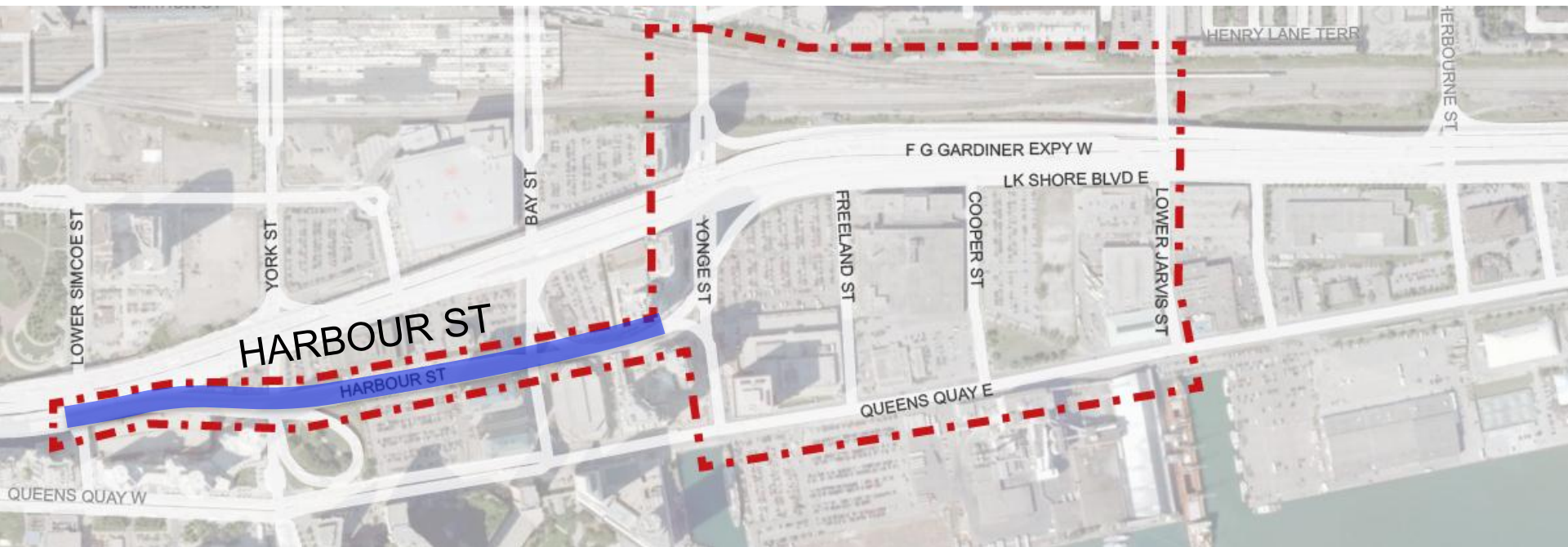


- Support a range of transportation options

# HARBOUR STREET



# HARBOUR STREET: Today



- Transitions from highway to auto-oriented surface street
- Vehicle movement emphasized
- Major arterial
- Limited access to driveways
- Minimal pedestrian/cyclist amenities
- ~ 27m wide
- Speed Limit: 50 km/hr



# HARBOUR STREET: Existing Conditions

## Harbour Street at Lake Shore



- One-Way Eastbound
  - One-way pair with westbound Lakeshore Blvd.
- Limited / no property access
- No pedestrian or bicycle facilities

# HARBOUR STREET: Existing Conditions

## Harbour Street at York Street



- Supports off-ramp traffic from Gardiner Expressway
- Some access to public parking
- Sidewalk on north side of street



# HARBOUR STREET: Existing Conditions

## Harbour Street at Bay Street



- Some complete street elements:
  - Sidewalks on both sides of street
  - Splits from Gardiner Expressway
- Vehicle access to properties

# HARBOUR STREET: Existing Conditions

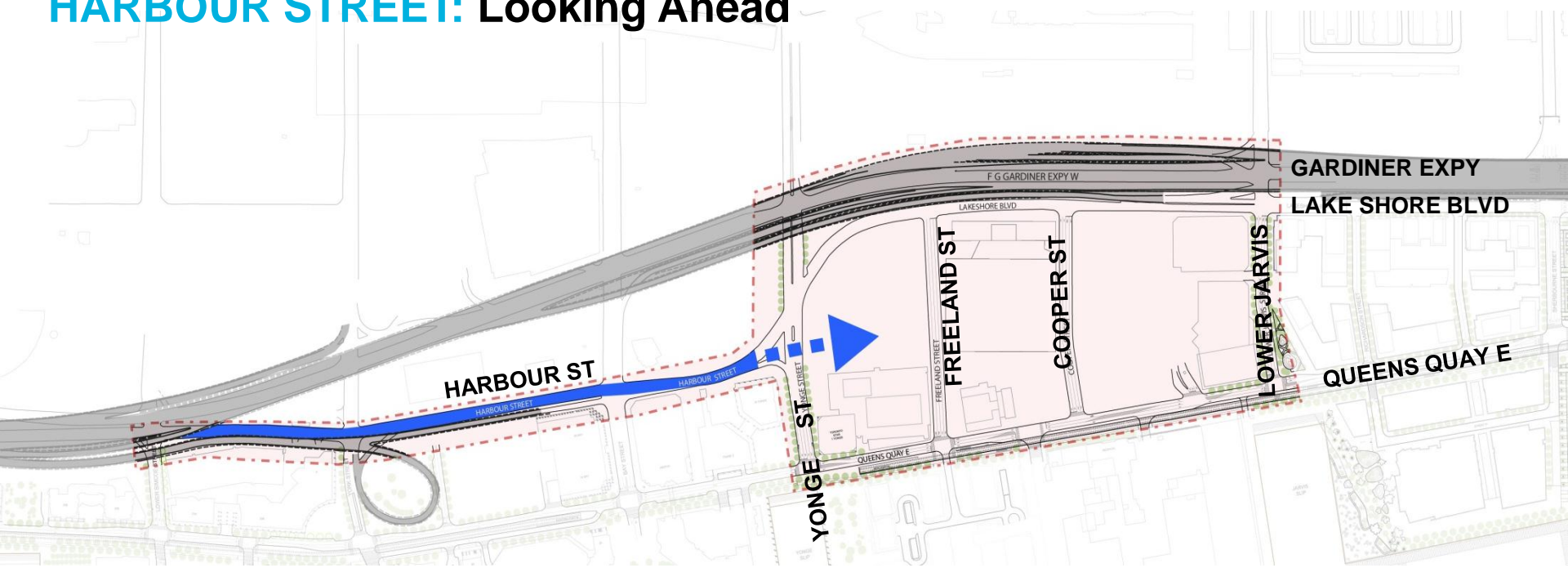
## Harbour Street west of Yonge Street



- More pedestrian amenities
- Difficult pedestrian crossings:
  - Few crossing opportunities
  - Irregular intersections



# HARBOUR STREET: Looking Ahead



## Influencing factors:

- New planned and proposed developments
- Gardiner ramp reconfiguration
- Extension of Harbour Street east of Yonge Street

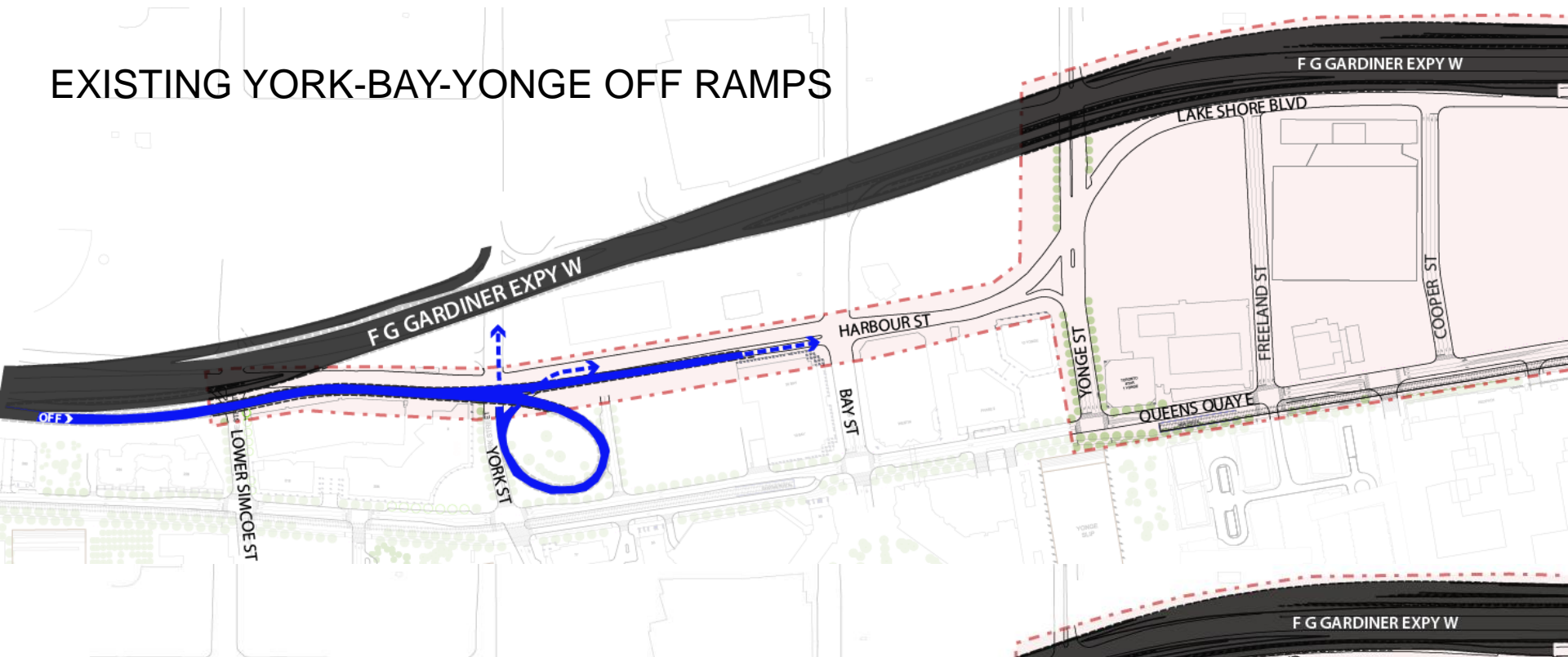
## Elements to consider:

- 1-way vs. 2-way street
- Neighborhood street vs. Lake Shore extension
- Modes to accommodate / prioritize
- Street character: Landscaping and other amenities
- Safety for all modes

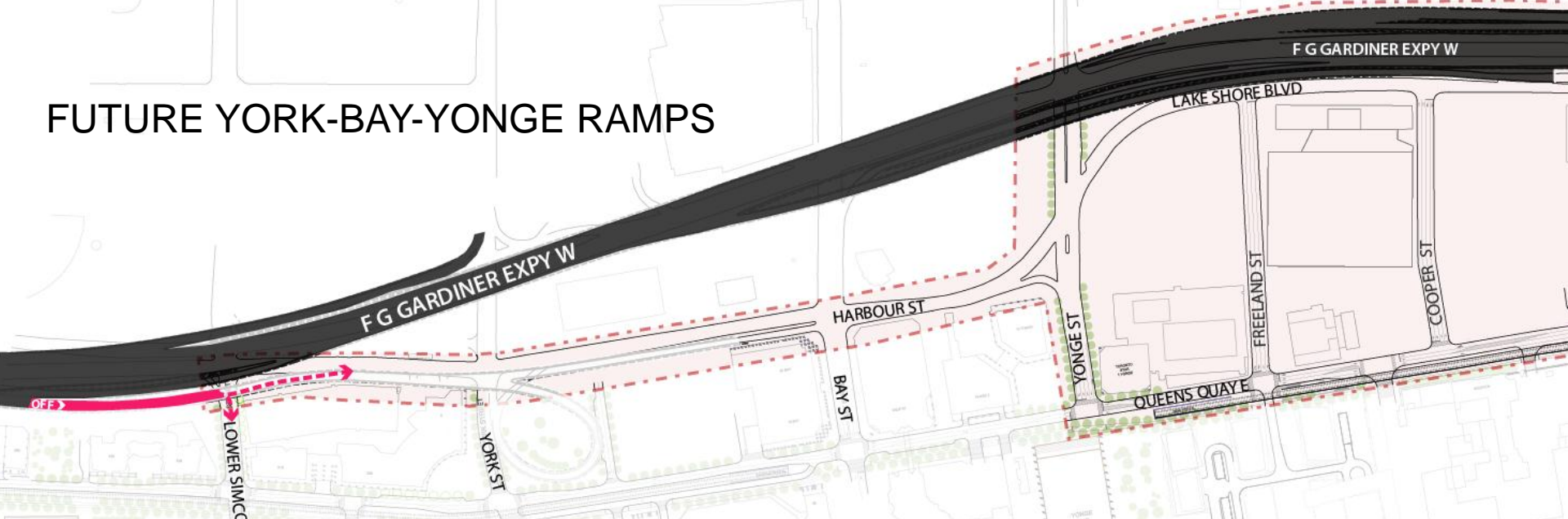


# RAMP RECONFIGURATION: Impacts to Harbour Street

EXISTING YORK-BAY-YONGE OFF RAMPS



FUTURE YORK-BAY-YONGE RAMPS



# RAMP RECONFIGURATION

**EXISTING AT LOWER SIMCOE ST**



**PROPOSED AT LOWER SIMCOE ST**



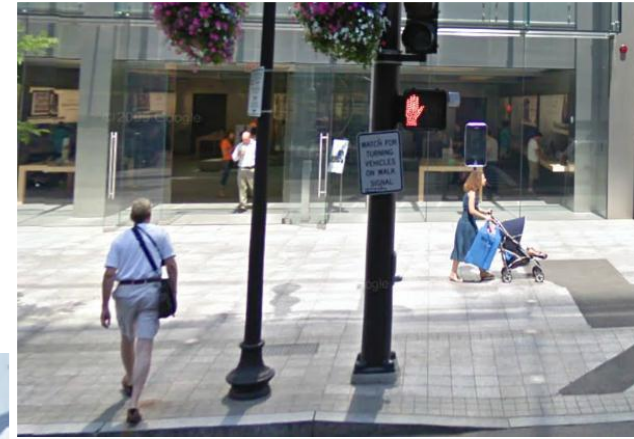
<http://www.toronto.ca/>

# PRECEDENTS



# EXAMPLE #1: Harbour Street, West of Yonge Street

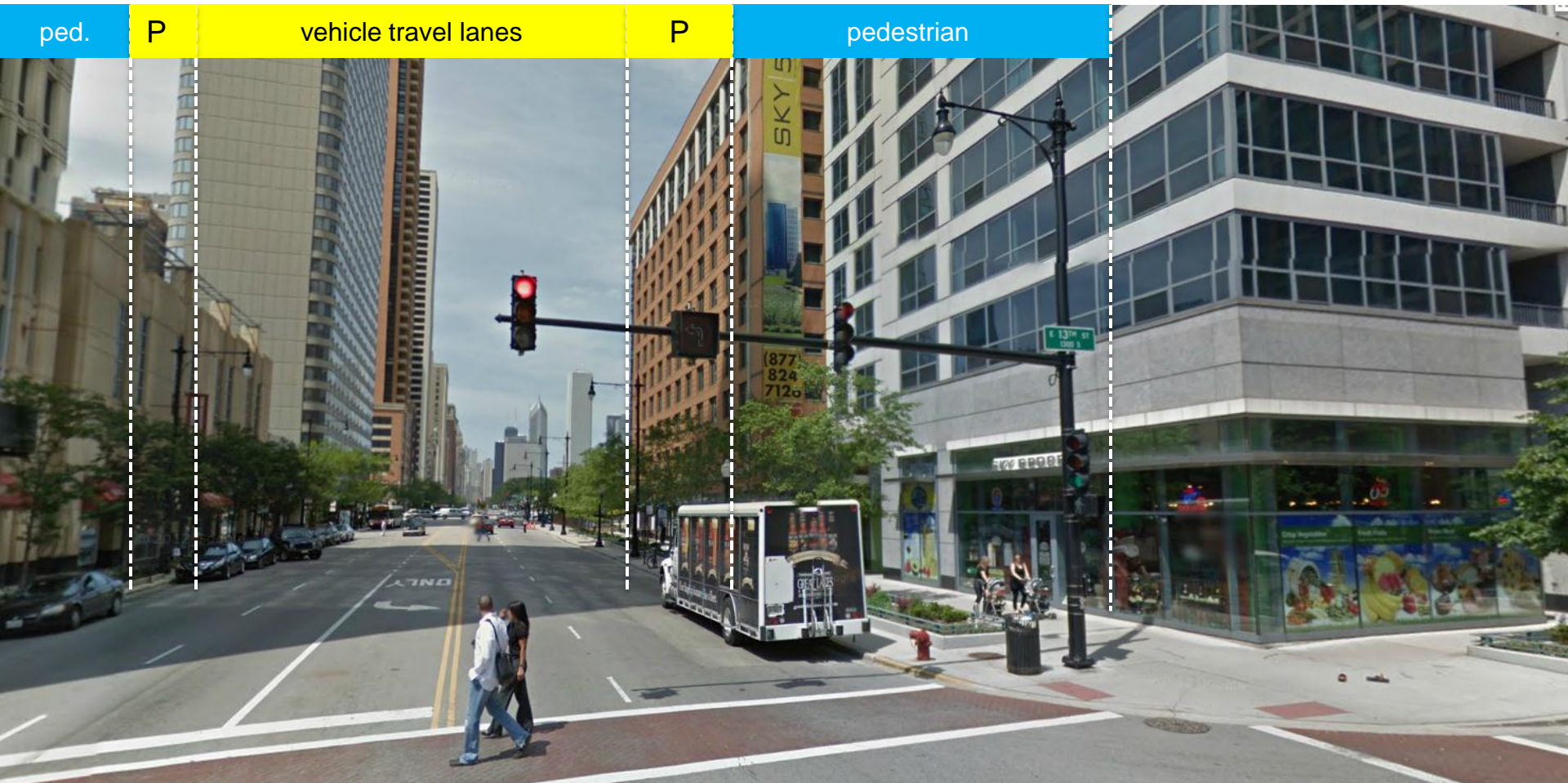
- 1-WAY COMMERCIAL STREET
- BALANCED VEHICLE / PEDESTRIAN
- BOYLSTON STREET, BOSTON MA: ROW~27m





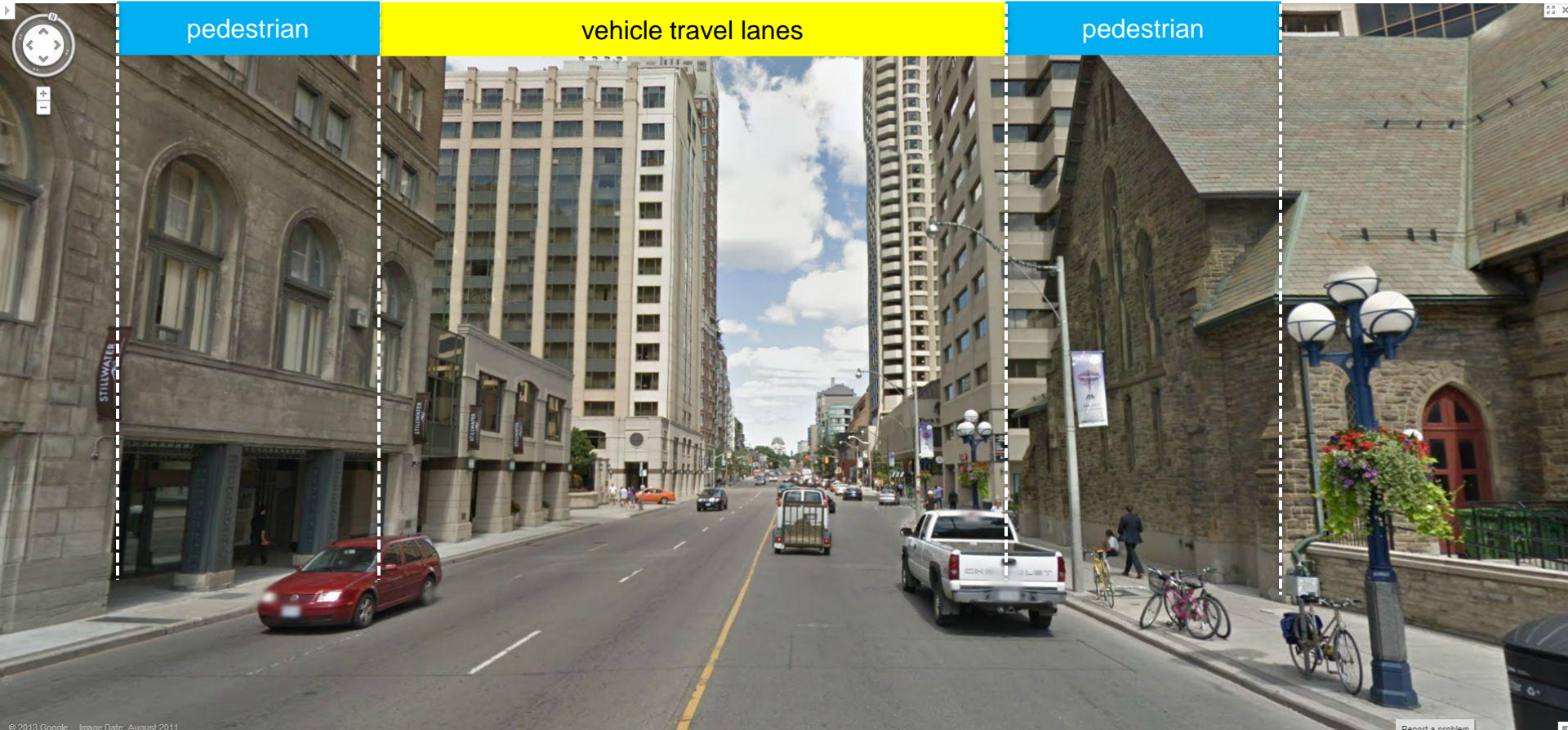
## EXAMPLE #2: Harbour Street, West of Yonge Street

- 2-WAY MAJOR ARTERIAL
- VEHICLE PRIORITY, PEDESTRIAN / TRANSIT ACCOMODATION
- S. MICHIGAN AVE, CHICAGO IL: ROW ~ 27m



# EXAMPLE #3: Harbour Street, West of Yonge Street

- 2-WAY COMMERCIAL STREET
- VEHICLE PRIORITY, PEDESTRIAN ACCOMODATION
- AVENUE RD, TORONTO, ON: ROW~24m



pedestrian

vehicle travel lanes

pedestrian



# EXAMPLE #4: Harbour Street Extension (East of Yonge Street)

- 2-WAY BALANCED ACTIVITY STREET
- DAVIE STREET, VANCOUVER, B.C.: ROW ~25M





# EXAMPLE #5: Harbour Street Extension (East of Yonge Street)

- 2-WAY BALANCED RESIDENTIAL MIXED USE STREET
- 23<sup>RD</sup> St and I St NW, Washington DC: ROW ~25M

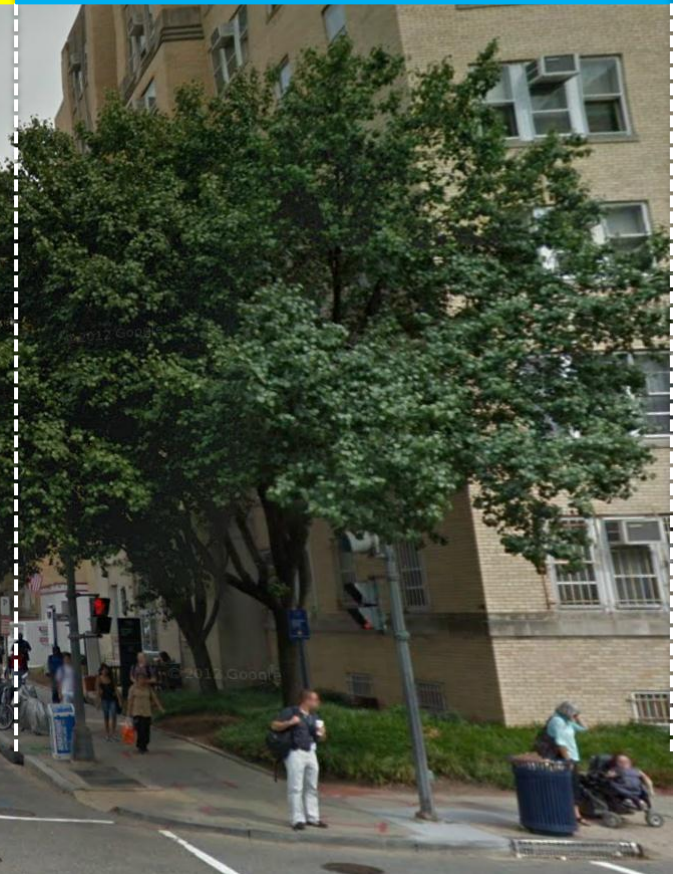
pedestrian



vehicle travel/parking

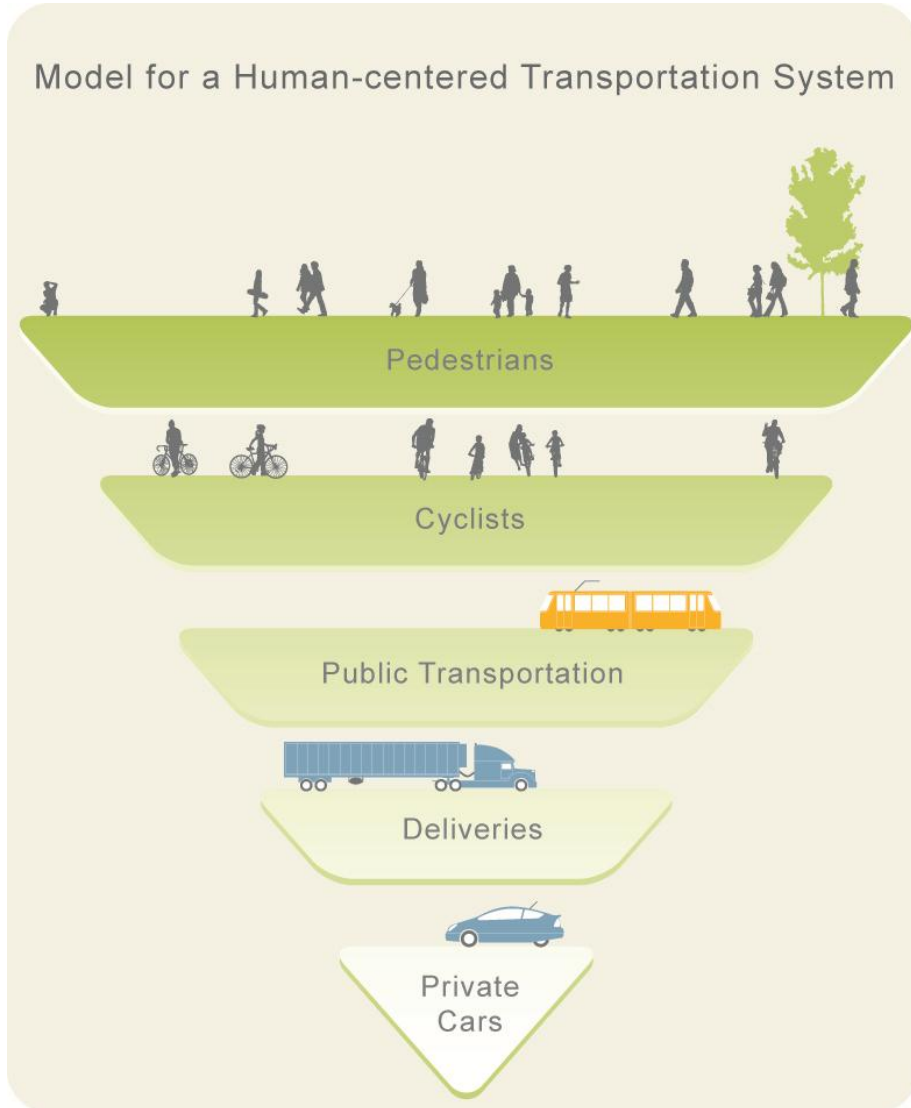


Pedestrian



# HUMAN CENTRIC APPROACH

## Model for a human-centered transportation system





congestion  
traffic  
underutilized  
cars  
stress  
noise  
pollution  
honking  
asphalt  
chaos  
high



A word cloud of urban planning and livability terms. The words are arranged in a non-linear fashion, with 'people-oriented' and 'liver' at the top, 'livable' in the center, and 'identity' at the bottom. The colors range from light blue to dark green. The words include: people-oriented, liver, comfortable, innovative, active, green, explore, attractive, smart, bicycle-friendly, relax, livable, enjoy, and identity.

people-oriented  
liver  
comfortable  
innovative  
active  
green  
explore  
attractive  
smart  
bicycle-friendly  
relax  
livable  
enjoy  
identity