



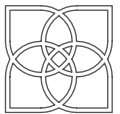
## SOUTH YONGE STREET CORRIDOR

# Streetscape Master Plan Study *Update*

Phase 2: Vision



Consultant



**EDA**  
Collaborative Inc.

August 2021

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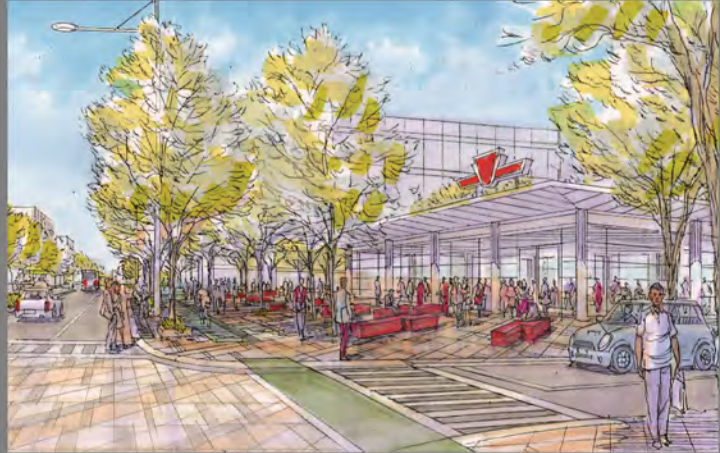
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# CONTEXT AND BACKGROUND



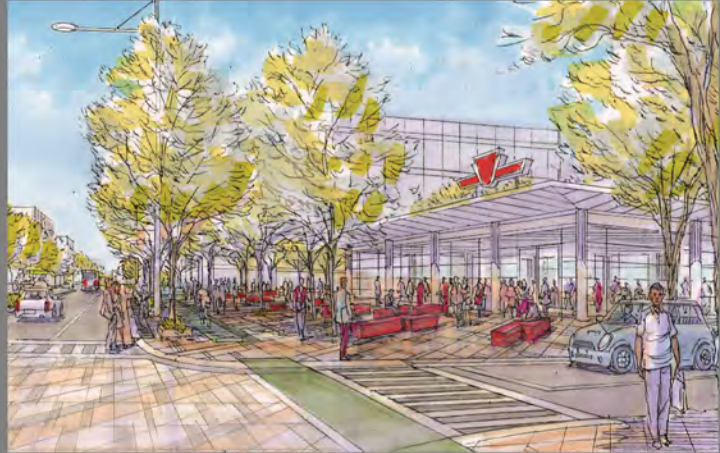


## 1.0 CONTEXT AND BACKGROUND

At a preliminary stage of the South Yonge Corridor Master Plan Update project, a series of workshop sessions with Region's Core Team members were planned to obtain early on their perspectives on issues and opportunities involved in the work. Staff representing management, planning, and operations functions were involved as listed in the next section.

A major focus of the workshops was to identify the advantages and disadvantages involved from a capital cost and operational standpoint, of the 'on boulevard approach' to the development of a cycling corridor on both sides of Yonge Street, between the boundary with City of Toronto at Yonge Street and Steeles Ave. and at Yonge Street and Garden Avenue in the City of Richmond Hill. The alternative to the 'on boulevard approach' is the 'on-road approach'. This design has a cycling lane adjacent to and on the same level as vehicular traffic, whereas the 'boulevard approach' proposes a dedicated cycling lane that may allow other uses as well (streetscape development, pedestrian, mobility scooters, mopeds, etc.). Generally, it is felt that the major benefit of the 'on boulevard approach' is safety, while the main drawbacks would be additional capital and operating costs.

The focus of this assessment is upon the nature of the trade-offs involved and not upon the question of 'who pays'. This is because under normal circumstances, the Regional Municipality of York would pay for and maintain a cycling lane in the roadway, as Yonge Street is under Regional jurisdiction, while under the boulevard approach the dedicated pathway adjacent to the street may be under the aegis of the lower-tier municipality such as Vaughan, Markham or Richmond Hill.



# CONSULTATION PROCESS







## 2.0 CONSULTATION PROCESS

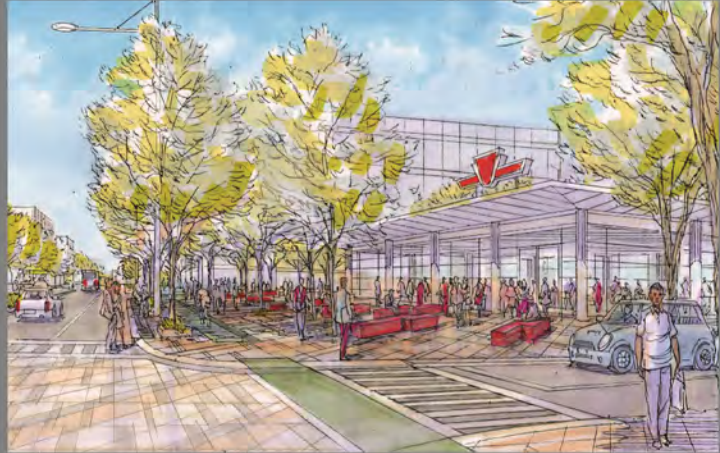
In order to obtain input from the Region's Core Team on the project, three consultation sessions were held online, using Webex. These groups were thematically different from one another and focused on somewhat different aspects of the updating of the Yonge Street Corridor Streetscape Master Plan. Team A was concerned primarily with safety and capital costs; Team B with streetscape, sustainable mobility and forestry issues; and Team C with long term planning, transit and maintenance concerns. Participants in the sessions were:

<b>Capital Delivery, Corridor &amp; Traffic Safety, Operations (Stakeholder Team A) (June 9, 2020)</b>	<b>Streetscape, Sustainable Mobility, Forestry (Stakeholder Team B) (June 10, 2020)</b>	<b>Long Term Planning, Transit, and Development<sup>1</sup> (Stakeholder Team C) (June 9, 2020)</b>
<ul style="list-style-type: none"> <li>- <b>Carmen Hui</b>, Project Manager</li> <li>- <b>Daniel Bordhin</b>, Utilities Specialist</li> <li>- <b>Nelson Costa</b>, Manager, Corridor Control and Safety</li> <li>- <b>Brandon Foster</b>, Road Operations</li> <li>- <b>Erion Poloska</b>, Road Operations</li> <li>- <b>John LaChapelle</b>, Corridor Control</li> <li>- <b>Peter Pilateris</b>, Road Operations</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Carmen Hui</b>, Project Manager, Streetscape</li> <li>- <b>Adam Barkovitz</b>, Program Manager, Natural Heritage and Forestry Services</li> <li>- <b>Yvonne Kaczor</b>, Senior Transportation Specialist</li> <li>- <b>Diana Kakamousias</b>, Program Manager, Sustainable Mobility</li> <li>- <b>John Kazilis</b>, Manager, Transportation Development Planning</li> </ul>	<ul style="list-style-type: none"> <li>- <b>Carmen Hui</b>, Project Manager, Streetscape</li> <li>- <b>Bhanuja Karunamoorthy</b>, Traffic Signal Operations</li> <li>- <b>Richard Montoya</b>, Transit Facilities</li> <li>- <b>Calvin Mollett</b>, Development Engineering</li> <li>- <b>Christina Napoli</b>, Planner, YRRTC</li> </ul>

<sup>1</sup> LTP and DP are TRN and not an urban planning function.

Several days prior to the workshops, participants were provided with a list of eight (8) questions. Several of these were common to each of the three groups, while others were specific to each particular group's main areas of interest. Appendix 1 contains the complete list of questions posed to each group.

The sessions were moderated by Mr. Jon Linton of TCI Management Consultants, a member of the EDA Team. After a brief contextual presentation as a 'refresher' to the project made by Ms. Carmen Hui, the Region's Project Manager, and Mr. Patrick Li, Project Director of the EDA team, the discussion questions were addressed in turn. Detailed notes of each session were taken by Ms. Annette Parent-Sullivan of EDA. Each session lasted between 1.5 to 2 hours.



# KEY FINDINGS





## 3.0 KEY FINDINGS

The consultation process with the Core Team revealed a number of areas that would need to be considered in the design and implementation of the boulevard approach. The key summary points made in these consultation sessions are listed below. These have been grouped into primarily capital considerations; primarily operating considerations; and those that affect both approximately equally. It is noted that despite the fact that the three staff groups represented different perspectives on the issue of the boulevard approach, many of the perspectives below were echoed by all three groups. As well and as outlined in Section 5 of this Report, there were certain more general priorities and principles that were reflected by the three teams.

### 3.1 PRIMARILY CAPITAL CONSIDERATIONS

- **Additional land purchase:** in some locations land purchase for the dedicated boulevard lane way may be required;
- **Complexity of vehicular right turns:** the on boulevard approach may entail additional dangers for cyclists at vehicular right turns, which may require a separate signaling system for the boulevard to ensure maximum safety;
- **Fast and slow lanes:** a possible design option could be a dual cycleway with fast and slow lanes, which could enhance safety but increase cost;
- **Wider boulevard with separate user lanes would minimize potential conflicts with other users:** a boulevard cycle track

may entail conflicts with other users such as pedestrians, in-line skaters, skateboarders, etc.; possibly a particular issue at daylight triangles;

- **Relocation of utilities as a major cost:** relocation of utilities (relocation of hydro poles and lines; possibly underground utilities), if needed to accommodate the on-boulevard approach, will be a major capital cost item. However, instead of relocation of hydro poles and lines which are visually prominent and unattractive albeit relatively inexpensive, design opportunities would be opened up to implement strategic undergrounding of hydro poles and lines to create a new, seamless, accessible and attractive public realm (at, of course, higher cost);
- **Need / Opportunity for green infrastructure:** a Silva Cell soil containment system technology (or equivalent) may be required in certain areas to enable tree growth, entailing likely higher capital costs but lower operating costs in the long term; similarly, automatic irrigation in planters may be required – permeable asphalt on the dedicated cycleway would be another innovative green infrastructure technology to be considered - this would likely be a factor in either approach;
- **Elimination of parking:** the boulevard approach may obviate the need to eliminate parking on certain sections of Yonge St. which may have been a requirement under the on-street approach;
- **Need to eliminate curbs:** the boulevard approach may obviate

the need to eliminate curbs on certain sections of Yonge St. which may have been a requirement under the on-street approach;

- **Charging stations:** recognizing the proliferation of e-bikes and e-scooters, possibly charging stations could be set up at transit stations;
- **Areas with many driveways directly off of Yonge Street:** these stretches may be more dangerous with the boulevard approach as drivers will need to be mindful of traffic from two 'corridors'; possibly it is safer to have an on-street lane in these areas with proper design with good sight lines.

### 3.2 PRIMARILY OPERATING CONSIDERATIONS

- **No need for bollards with boulevard approach:** the boulevard approach could remove the need for on-street bollards, which need to be removed in winter for road maintenance, so would entail some savings;
- **Tree pruning requirements:** the boulevard approach may require more stringent tree maintenance and pruning requirements than the on-street approach;
- **Additional plowing and clearance costs:** the boulevard approach may entail additional winter plowing costs for the separate pathway, as well as considerations of where to store the snow – in addition, there may be additional clearance costs in summer such as sweeping, weed control, etc.;

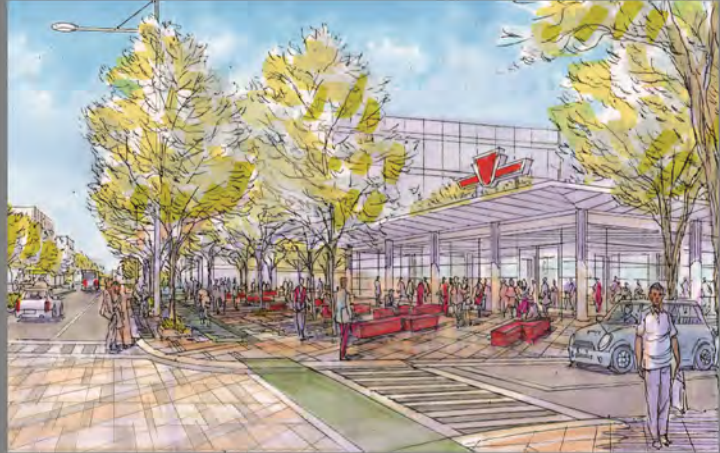
- **Boulevard approach will attract additional usage:** the perception of enhanced safety with the boulevard approach may encourage additional users such as cyclists, pedestrians, etc., which will contribute to the Region’s goals of healthy living and environmental responsibility;
- **Additional salt usage:** the boulevard approach will require additional salt usage to clear the pathway, or salt alternative, as Region is trying to cut back on use of salt;
- **Meets Regional priority:** of reducing congestion on the Regional Road network during rush hours by promoting alternative modes of transportation.

### 3.3 SIGNIFICANT CAPITAL AND OPERATING CONSIDERATIONS

- **Desirability of straight alignment:** the ideal design approach is to have a straight alignment minimizing twists and turns, to maximize cyclist safety and minimize capital and operating costs;
- **Boulevard approach may require additional street lighting and site furniture:** depending upon how far the cycle path is set back from the street, it may have its own safety lighting and street furniture requirements;
- **Elevated Public Realm Standard:** while improving safety and comfort for all users, the on boulevard approach may entail

higher costs for various elements of design such as: buffer treatments with tree planting and flexible bollards, site furniture, Low Intensity Development (LID) to handle stormwater runoff etc., as public expectations will likely be higher for an integrated boulevard with streetscape, cycle track and walkways than they would be for a cycle track on the main roadway;

- **Importance of consistency:** to optimize safety, minimize operating cost and also achieve a consistent ‘look and feel’ to the pathway, it was noted that it would be important to achieve the same design standards for the entire route, both north and south, despite the fact that different municipal jurisdictions may be involved.



# ADVANTAGES AND DISADVANTAGES OF THE BOULEVARD APPROACH TO CYCLING FACILITIES







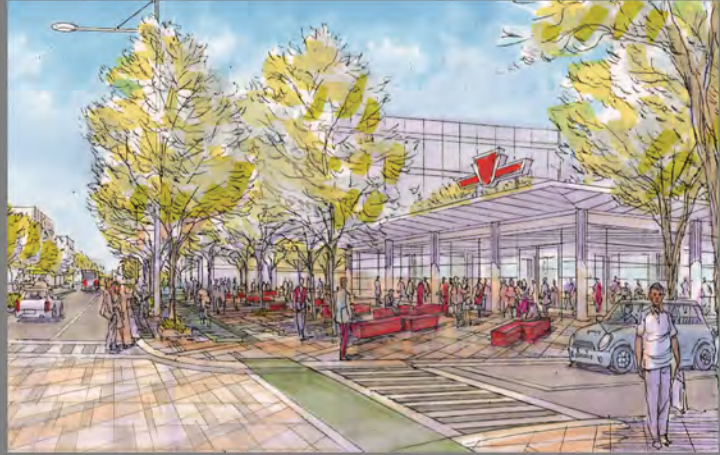
## 4.0 ADVANTAGES AND DISADVANTAGES OF THE BOULEVARD APPROACH TO CYCLING FACILITIES

Based upon the themes emerging from the stakeholder consultation (as previously articulated) the following chart lists the advantages and disadvantages of the on boulevard approach to the development of cycling facilities:

Advantages of On Boulevard Approach	Disadvantages of On Boulevard Approach
<ul style="list-style-type: none"> <li>• the boulevard approach may <b>obviate the need to eliminate parking</b> on certain sections of Yonge St. which may have been a requirement under the on-street approach;</li> <li>• the boulevard approach may <b>obviate the need to eliminate curbs</b></li> <li>• boulevard approach <b>may not require moving utilities, poles, curbs, relocation of transit shelters, etc.</b>, so this approach may entail lower cost than the boulevard approach</li> <li>• <b>no need for bollards</b> with boulevard approach</li> <li>• Boulevard approach will <b>attract additional usage</b></li> <li>• meets <b>Regional priority of reducing congestion on the Regional Road network</b> during rush hours by promoting alternative modes of transportation</li> </ul>	<ul style="list-style-type: none"> <li>• <b>potential additional land purchase</b> required</li> <li>• complexity of vehicular right turns may require <b>separate signaling system and may entail traffic delays and congestion</b> (as drivers wait for cyclists and pedestrians)</li> <li>• <b>relocation of utilities</b>, if needed, will be a major capital cost item</li> <li>• <b>stretches with many driveways directly off of Yonge Street may be more dangerous with the boulevard approach</b> as drivers will need to be mindful of traffic from two 'corridors'; possibly it is safer to have an on-street lane in these areas with proper design and good sight lines.</li> <li>• the boulevard approach may require <b>more stringent tree maintenance and pruning requirements</b> than the on-street approach</li> <li>• the boulevard approach <b>may entail additional winter plowing costs</b> for the separate pathway, as well as considerations of where to store the snow</li> <li>• <b>additional salt usage</b> will be required (or salt alternative)</li> <li>• boulevard approach <b>may require additional street lighting and site furniture</b></li> <li>• <b>high public expectations for design standards</b></li> </ul>

As well, the consultation sessions suggested several design options that should be considered going forward, regardless of which approach to cycling facilities was adopted. These included:

- Possibility of incorporating fast and slow lanes
- Wider boulevard with separate user lanes that would minimize potential conflicts with other users
- Need / opportunity for green infrastructure
- Installation of charging stations
- Desirability of straight alignment
- Importance of consistency



# CONCLUSIONS





## 5.0 CONCLUSIONS

It is evident that in reviewing the ‘Advantages’ with ‘Disadvantages’, there are some areas where the on boulevard approach has cost advantages over the on road approach, while in many other cases this approach also has considerable cost disadvantages. However, these additional costs are offset by significant benefits gained in pedestrian and cyclists’ safety, health, environmental and “Civic Image” enhancement. Throughout this consultation process, the following five overall themes have permeated which formulate the basis of our conclusions.

### 5.1 FIVE OVERALL THEMES PERMEATING THE DISCUSSION

In all three groups, there were five ‘meta’ themes that recurred both within the group discussion as well as between the groups themselves. These were:

1) **Balance:** This refers to the need for a balanced approach that does not prioritize one type of user over another – i.e. that does not value drivers above cyclists, or cyclists above pedestrians or other types of users of the corridor. The principle here is that all users have a right to safe use of the corridor and should be accommodated.

2) **Flexibility:** The principle here was that the design of the boulevard corridor should be done with maximum flexibility in mind, so that the Region is not ‘locked in’ to one way of providing service, and that future changes can be accommodated at least cost.

3) **Innovation:** Several times in each group the idea of using innovative materials and innovative design approaches was mentioned, not only because it may result in safer, environmentally responsible and less expensive solutions in the long term, but also because this project was an opportunity to pilot test these approaches for use elsewhere in the Region (or other municipalities across Canada).

4) **Consistency:** Ideally to maximize user safety (because rules of use will be the same on all segments of the pathway) as well as convey an image of coordination and integrity to users, a strong principle across the groups was to have a consistent approach to the design of landscape amenities, street furniture, treatment of intersections, signage, lighting etc.

5) **Sustainability:** A fifth principle articulated within and between the groups was that of ‘sustainability’ – not only in terms of environmental design, but also thinking of operating costs and the provision of social and health-related benefits, also known as the ‘triple bottom line’ approach to planning <sup>2</sup>.

As implied in the diagram below, these five principles are all mutually supporting and reinforcing. Updating of the South Yonge Street Corridor Streetscape Master Plan (SYMP) should be inspired by and incorporate these five principles.

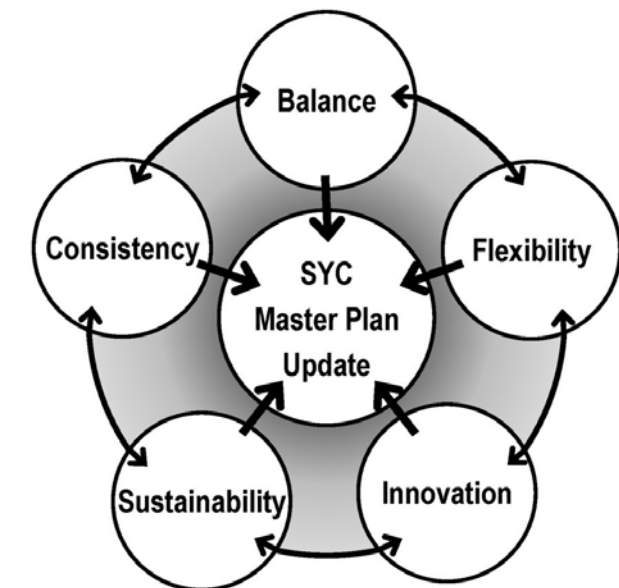


Figure 1: SYC (South Yonge Corridor) Principles

### 5.2 CONCLUSIONS FOR THE SMP UPDATE

The stakeholder input sessions lead us to five key conclusions that should drive the SYMP going forward. These are:

<sup>2</sup> For example, see The Triple Bottom Line, Andrew Savitz, Jossey-Bass, 2013.

**1) Safety for all users must be paramount:** The major consideration in design of the cycling facilities should be the safety of all users: cyclists, pedestrians and cars.

**2) Design should be conducive to use:** The design of the boulevard cycling facility should be attractive and visually appealing so as to incent use by cyclists in all seasons. This will contribute to other municipal and Regional goals to promote health and fitness as well as to reduce residents' carbon footprint.

**3) Environmental sustainability should be a key consideration:** The development of cycling facilities should minimize any deleterious effect on the environment in both their development and operation, and the whole project should strive to be a model of sustainable operation.

**4) Cooperation between municipal governments will be essential:** The successful development of cycling facilities will require close cooperation between lower-tier municipalities and the Region in order to ensure a consistent look and feel to the overall system as well as harmonized operation.

**5) Costs must be reasonable and fairly allocated:** Within the over-arching goal of maximizing safety, and the secondary goals

of providing attractive and well-used cycling facilities, and being environmentally sustainable, overall costs should be kept as efficient as possible and fairly apportioned between participating municipal entities.

### 5.3 INSPIRATIONAL IMAGES OF INTEGRATED STREETScape AND CYCLE TRACK FACILITIES

The following photographic images illustrate examples of successful development of well integrated streetscape and cycle track facilities from cities of United States. They demonstrate the possibilities of creatively integrating pedestrian walkways, cycle track and streetscape development to achieve an attractive, safe and user friendly environment.

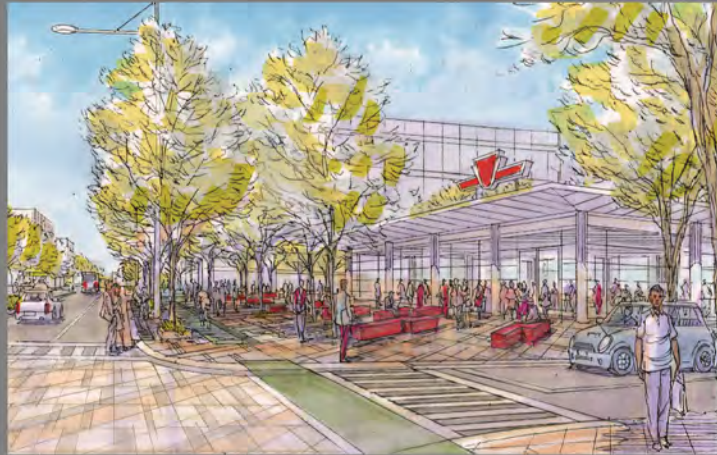


**Figure 2: Indianapolis Cultural Trail**



**Figure 3: The new Indianapolis Cultural Trail is a masterpiece of bike-friendly design Cleveland should emulate,** by Steven Litt posted May 18, 2013 in [cleveland.com](http://cleveland.com) (Updated Jan 12, 2019)





# APPENDICES

APPENDIX 1: QUESTIONS ASKED OF EACH GROUP

APPENDIX 2: NOTES FROM GROUP A

APPENDIX 3: NOTES FROM GROUP B

APPENDIX 4: NOTES FROM GROUP C



## APPENDIX 1: QUESTIONS ASKED OF EACH GROUP

The following questions were prepared by TCI Management Consultants for consultation with Region’s Core Team :

### OPERATING AND MAINTENANCE COSTS, AND FUNDING

**1. User Context:** What are the advantages and disadvantages of on-street cycling as opposed to the boulevard cycling approach from the perspective of various user groups – are there any that stand out as being major beneficiaries? Consider: cyclists, motorists, pedestrians, and the general public.

**2. Government Context:** From the Region’s and City’s perspective (i.e. Vaughan, Markham, Richmond Hill), what are the advantages and disadvantages of on-street cycling as opposed to the boulevard cycling approach? Consider: capital and operating costs, maintenance, safety, consistency with standards, image/branding of the municipality, etc.

**3. Social Responsibility of the Boulevard Approach:** Do you have any general comments about the boulevard approach in terms of encouraging socially responsible and healthy streets?

### QUESTIONS SPECIFIC TO EACH GROUP

Capital Delivery, Corridor & Traffic Safety, Operations (Stakeholder Team A)	Streetscape, Sustainable Mobility, Forestry (Stakeholder Team B)	Long Term Planning, Transit, and Development (Stakeholder Team C)
<p>4. Are there any specific or usual <b>standards</b> that you maintain where <b>trade-offs</b> may need to be accepted as a result of the ‘boulevard approach’? (e.g. reduced vehicular capacity, safety standards, etc.)</p> <p>5. <b>Where</b> along the route are these trade-offs most likely to be incurred and why?</p> <p>6. Are there <b>other issues or opportunities</b> that should be considered? (e.g. the many driveway intersections along the corridor) And what are the design and operational solutions that should be considered?</p> <p>7. Of all of the issues and opportunities raised in this discussion, which in your view are the <b>highest priorities</b> and why?</p>	<p>4. Are there any specific or usual <b>standards</b> that you maintain where <b>trade-offs</b> may need to be accepted as a result of the ‘boulevard approach’? (e.g. reduced vehicular capacity, safety standards, etc.)</p> <p>5. <b>Where</b> along the route are these trade-offs most likely to be incurred and why?</p> <p>6. Are there <b>other issues or opportunities</b> that should be considered? (e.g. increased runoff as a result of greater asphalt surface, low-impact development (LID) approaches, streetscaping opportunities, etc.) And what are the design and operational solutions that should be considered?</p> <p>7. Of all of the issues and opportunities raised in this discussion, which in your view are the <b>highest priorities</b> and why?</p>	<p>4. Are there any specific or usual <b>standards</b> that you maintain where <b>trade-offs</b> may need to be accepted as a result of the ‘boulevard approach’? (e.g. less frequent stop locations or stops without shelters)</p> <p>5. <b>Where</b> along the route are these trade-offs most likely to be incurred and why?</p> <p>6. Are there <b>other issues or opportunities</b> that should be considered? (e.g. the many driveway intersections along the corridor) And what are the design and operational solutions that should be considered?</p> <p>7. Of all of the issues and opportunities raised in this discussion, which in your view are the <b>highest priorities</b> and why?</p>

**8. Any other issues, challenges or opportunities?**

## APPENDIX 2: NOTES FROM GROUP A

### Stakeholders Meeting: Group A: Meeting Notes

**Project:** South Yonge Corridor Master Plan Update (SYCMP)

Project No.: 2001

Date / Time: Monday, June 8, 2020, 12:00pm-2:00pm

Location: Webex (on-line)

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#### PRESENT

##### PROJECT CORE TEAM (PCT)

Carmen Hui (CH)	Project Manager, Client Representative (YR)	Carmen.Hui@york.ca	877-464-9675 x75272
Daniel Bordihn (DB)	Utilities Specialist Technologist		
Nelson Costa (NC)	Manager, Corridor Control and Safety		
Brandon Foster (BF)	Road Operations Technologist	Brandon.Foster@york.ca	
Erion Poloska (EP)	District Manager, South East District, Road		
John LaChapelle (JL)	Program Manager, Corridor Control	john.lachapelle@york.ca	
Peter Pilateris (PP)	Manager, Road Operations	peter.pilateris@york.ca	

##### CONSULTANT TEAM

Jon D. Linton (JDL)	TCI Management Consultants (TCI)	jlinton@consulttci.com	416-515-0815
Patrick Li (PL)	EDA Collaborative Inc. (EDA)	pli@eda.ca	416-362-2228 x210
Annette Parent Sullivan (APS)	EDA Collaborative Inc. (EDA)	asullivan@eda.ca	416-362-2228 x207
Bulent Cetin (BC)	EDA Collaborative Inc. (EDA)	bcetin@eda.ca	416-362-2228 x203
Tom Woodhall (TW)	BA Consulting Group (BA) Senior Associate	woodhall@bagroup.com	
Cosimo Costa (CC)	SCS Consulting Group Ltd (SCS) Engineer	ccosta@scsconsultinggroup.com	

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#### DISTRIBUTION:

All Present and:

Doug MacKay (DM)	Manager, Capital Planning & Delivery	doug.mackay@york.ca
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**Note:**

- 1.The following notes are considered to be accurate unless comments received within five (5) working days of issue.
- 2.Please note following abbreviations: Project Core Team=PCT

**ITEM STAKEHOLDER CONSULTATION GROUP A: (Capital Planning & Delivery, Corridor & Traffic Safety, and Road Operations)**

**1.0 Introduction**

CH welcomed ALL and introduced JDL, the workshop presentation facilitator.  
JDL presented the agenda for the workshop and noted the consultant team that would be participating as well as ‘who does what’ for the presentation.

**2.0 Purpose of Today’s Workshop**

- JDL outlined the purpose as follows:
- Advantages
- Trade-offs
- Opportunities + Priorities in the implementation of the boulevard approach
- 8 goals (2051 York Region Plan)
- 2 Key Goals from 2051 Plan
  - Interconnected Systems for Mobility
  - Living Sustainably

**3.0 Re-Cap: Vision 2051, Project Purpose, Vision, Scope**

CH provided a quick overview of the Vision 2051. CH highlighted the purpose of SYCMP update:

- Alignment: Sustainable Mobility’s, and 2019 Pedestrian and Cycling Design Guidelines of relocating the cycle path from on-road to off road in BLVD
- Development: cohesive streetscape design
- Yonge Subway Extension: clear direction to Metrolinx on design around stations stops

CH explained the Context Map graphic showing five characteristic areas Highlighting the following:

- Different streetscape conditions that exist today Urban character at Steeles and Richmond Centre, heritage Character at Thornhill, suburban character and transportation corridors

**STATUS**

**ACTION**

- 2012 SYCMP Vision: Bold Sustainable Achievable will drive key decisions throughout the update
- Consultant team to provide a functional and imaginative streetscape design having a more urban application throughout: Cohesive design
- PCT to inform consultants

**4.0 South Yonge Street Corridor SMP Cross Section (2012/2020)**

PL described the typical 2012 SYCMP Cross Section (approved by Council) highlighting the ample ROW and location of bike lane adjacent to the driving lane. PL then described the 2020 Proposed section noting the location of the cycle facility within the boulevard adjacent to pedestrian clearway and planting area/buffer. PL noted that the application of this new layout would look different at the intersections and in different Characteristic Areas (especially Village Old Thornhill Village) where the boulevard is very constrained.

**5.0 High level Opportunities & Challenges (SMP 2020 Cross Section)**

PL highlighted OPPS:

- EDA team to complete Phase 1 report based on background reports/site walk/best practices, use photos/graphics to communicate and initiate discussion amongst PCT.
- Lessons learnt on streetscape design gained through the current Covid-19 pandemic crisis

PL highlighted Challenges:

- EDA to complete based on background reports/site walk/ observations, use graphics to outline for discussion with PCT

**STATUS**

**ACTION**

- Prepare an achievable implementation strategy that could maintain continuity and design consistency throughout the study corridor
- Various right of way widths along the corridor

TH noted that in shifting the cycling facility from on road to BLVD redistributing what happens in the ROW: help consultants to understand the priorities and trade-offs: Travel lane widths and existing drainage and hydro pole locations: help decide what is acceptable/what can change to accommodate in BLVD cycle facility

## 6.0 Discussion Questions:

1. **User Context:** What are the advantages and disadvantages of on-street cycling as opposed to the boulevard cycling approach:

- EP: BVD cycle facility benefit: safety and aesthetics;
  - Multi-use Pathway next to walkway (Ped)
  - Currently On-street provide buffer/bollards which need to be removed in winter because of road maintenance/snow plowing
  - Cyclist use the BLVD 90% of time due to perceived unsafe conditions on road
- NC: Users feel more safe and comfortable to be off street; Not sure if it is actually safer or just perceived as such: not enough data
  - If bike lane is on street, clear separation is needed, but maintenance will be nightmare;
  - Keep in mind users' needs: commuter or recreation use;
  - Maintain consistent alignment: avoid veering in and out: keep it as straight as possible;
  - Bike lane may have conflicts with other users;
  - If facility is on-street it must include physical separation w/barrier/bollards
  - Hybrid approach: barrier or curb
  - While BLVD is for cyclists, other users may find it desirable i.e. in-line skaters, skateboarders which could create conflicts
    - Is the objective to be a cyclist only facility
    - How will it be designated

### STATUS

### ACTION

- EP: Off road in Markham has no incidents however no data available to compare safety
- NC: On street separation increases the level of safety when physical separation is provided

2. **Government Context:** From the Region's and City's perspective: Consider: capital and operating costs, maintenance, safety, consistency with standards, image/branding of the municipality, etc.:

- NC: Off-street facilities are the responsibility of municipalities. On-road facilities are the Region's
  - CH confirmed and noted that there has been push back from some municipalities (i.e. Vaughan)
  - Noted that there is less money for municipalities to contribute re: on-going maintenance costs
- EP: actual costs are not available:
  - Region does not have equipment to maintain on road facilities (snow removal/sweepers); contracts maintenance out
  - Multi-use pathway (MUP) between Bathurst and Yonge is the municipality's responsibility
  - Easier to maintain cycle facility when it is away from road.
- NC: Critical point with curb lane facility to recognize the need to ensure infrastructure is in place: i.e. inlets to be located within curbs which increases the cost
  - Wherever possible avoid relocating utilities, it will be costly and challenging
  - Sometimes there isn't enough property w/in ROW and purchasing is costly
  - Stagger utilizes above or below
  - Retro-fit to keep curbs in place and maximize BLVD to keep cost down
  - Imaginative solution is required: build something that will be used and be mindful as to the context of the users
  - Region has been criticized in past for taking a 'piece meal' approach primarily a function of funding
  - Ensure that the it will be part of the larger picture: communicate to public the overall programme is an integrated vision

### STATUS

### ACTION

- JL: Should be part of a larger integrated strategy
- PL: Challenge for branding but could be powerful/simple identity mindful of the dis-tinct characteristics of each development area: but one over-arching identity for the Region
- CH: CN (Sustainability Mobility) can speak to branding and identity, no theming to date
  - Plan for the Region
  - Lake to Lake (Ontario to Simcoe) connections could be made

**3. Social Responsibility of the Boulevard Approach:** encouraging socially responsible and healthy streets:

- JDL: Is there a post pandemic response that should be addressed?
- EP: Wider sidewalks needed may allow for narrower driving lanes
  - Asked consultant team what the purpose of the question was
- TW: defining space within the BLVD (how activity is distributed within a given dimension)
  - Developing healthy streets may mean a wider sidewalk is needed (during Covid-19 or other link events); this comes with a trade-off
  - Cycle facility will encourage commuter and recreational users: should there be two lanes: fast and slow?
  - Most decisions are based on technical basis not socio-impacts
- CH: Ultimately it is a vision's approach: Technical standards vs. vision
  - User needs and more than minimal needs integrated within a constrained ROW
  - 2012 assumed existing curb locations
  - 2020 to create wider group of users w/wider facilities needed for pedestrians/cyclists = narrower driving lanes
  - Opportunity exists to expand beyond existing curbs → to narrow driving lanes
  - Must be a long-term visionary approach
  - Will discuss w/management timely approach

**STATUS**

**ACTION**

Outstanding

CH

- TW: Subway will see dramatic change in and around stations with much of 2012 not implemented yet, opportunity to relocate utilities where they will better suit 2020 plan.
- CH: Vision based first, not technical needs: building for the future
- NC: with hybrid approach it is critical to build for what is needed:
  - Utilities moved to where needed
  - Long-term phasing done now: put the infrastructure in-place for future
- CH: What is really needed? What is the trade-offs re: driving lanes, turning lanes etc.
  - Established standards are based on technical not vision and users, we need to go beyond the standard

**4. Standards + Trade-offs:** accepted trade-offs as a result of the 'boulevard approach'? (e.g. reduced vehicular capacity, safety standards, etc.):

- JDL: Are the two approaches equal?
- NC: trade-offs are needed in dealing w/AD HOC: adhere to typical standards on a case by case basis

**5. Where are these trade-offs most likely to be accepted:**

- PL: Will the future emphasis be on vehicular movement or will it be more on cyclists/pedestrians/public transit
  - London, UK: heavily taxes vehicular users in downtown core
  - Will update allow for changes to take place i.e. delete all on-street parking within the corridor (would go far in eliminating many problems)?
  - Can update narrow driving lanes to increase pedestrian uses?
  - Is there a political will to help drive and support these changes?
- CH: Interesting question: no answer for it should come from politicians and from City of Toronto first
  - Council currently is in support of Active Transportation Plan (ATP) but need to address all types of travel/uses

**STATUS**

**ACTION**

- NC: Vulnerable users are the minority
  - “Piece meal” implementation happens
    - Slow movement and cutbacks to transit services adds to the cost of implementation
    - Not the best time to move forward w/large budget dollars allocated to minority of users groups
  - Principals must be in place to move needs of vulnerable users forward
- JDL: 2051 more emphasis on a ‘balanced’ approach w/ more peds/cyclists and less car users
- TW: Desire for constancy within constrained conditions may not be always possible:
  - Three options:
    - On-road w/ physical barrier
    - Off-road in BLVD
    - Within ROW
  - Can the road be changed to suit or should the BVD dimensions change
  - Is consistency for all road users the goal or do cyclists have priority
- EP: No direction: as of now there are two driving lanes north and two south with different conditions at the intersections
- TW: Intersections are complicated: may need to shrink lanes; can’t be done without changing lane widths or eliminating
  - What is the Region’s starting position on this?
- EP: Three lanes: eliminate the right turn-lane (3.3m)
  - Lane width consideration needed re: snow plow width
  - Plows are wider than current lane widths
- JL: Consistent framework approach:
  - Where trade-offs are made should be consistent

**STATUS**

**ACTION**

**6. Any other issues or opportunities that should be considered:** (e.g. the many driveway intersections along the corridor) and are there design and operational solutions that should be considered.

- 7. Highest Priorities:** Considering issues and opportunities raised in this discussion, which are the highest priority and why:
- JDL: Consideration to safety and infrastructure relocation, drive lane widths etc.
  - EP: Maintenance and safety
    - Operate w/in certain constraints
    - Flexible design to meet changing needs
  - NC: Safety for vulnerable users:
    - Incorporate cost effective approach
      - Reduce travel lanes
      - Eliminate turning lanes
    - When safety is considered usage will follow, attract people to use it
  - JDL: Is the dynamics between Region + municipalities part of overall cost equation?
  - NC: Remove exclusive designation of bike lanes and create opportunities to connect to local facilities: to develop a synergy w/local partners, parks, trails, shops etc.
- 8. Any other issues, challenges or opportunities:**
- JLC: When utility relocations are needed to implement BLVD facility:
    - Design needs to consider utility maintenance/ access
    - Long-term repair management
    - That there are multi-uses within utility corridor and excavation will most likely be necessary in most repairs
    - Material choice needs to reflect this in design
    - Rapidway construction showed constrained utilities not located as shown on DWGs, w/many facilities being abandoned
  - EP: Reiterated the importance of maintenance considerations
    - Must be open minded about space i.e. winter costs-plowing and summer costs-sweeping
      - Space for storage of snow within landscape features
      - Planters and paving that are ‘plow friendly’
      - Gets expensive to replace/repair if not

**STATUS**

**ACTION**



- NC: Size of facilities can go wider than minimum requirements:
  - Current dimensions of machines for plowing/sweeping should be used to avoid cost for new and expensive equipment
- TW: Mentioned in certain locations with some trees, when leaves drop becomes maintenance and safety issues
- PL: Opportunity to find a workable solution that promotes safety and active transportation in the BLVD
- PP: Maintenance of off-street structures tie in w/local municipalities priorities
  - Vaughan used 2 materials 1.2m concrete and 1.2m asphalt strip
  - Need to input what local municipalities can support
- JDL: What are top priorities to JL and PP:
  - Create a corridor that is safe
  - Implement design that will be used
  - Meet the needs of stakeholders and users
  - Implement to that high standard
  - Making an improvement to what is existing
  - For maintenance issues take the time to understand the implications of implementing the design
  - Have cooperation between the Region and municipalities
- JL: do it nice but do it right
  - Design to the ultimate plan: changes will have cost implications; try to minimize the need to have changes

7.0

JDL/CH thanked everyone for their input and focused realistic expectations.

- EDA team will continue consulting w/other groups, this afternoon and tomorrow;
- Any addition thoughts or comments (beneficial input) can be submitted to CH for distribution to EDA;
- After consultation, EDA to prepare meeting notes and send to CH for review prior to circulating to PCT for their review;
- EDA to compile and create a report for Phase 1; for presentation to PCT on June 22nd;

STATUS	ACTION
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Outstanding	PCT/CH
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Outstanding	EDA/ CH/PCT
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- A summary of consultation that will become part of the Master Plan Update for Phase 2 Report;
- Resulting in development of 2 design options for Phase 3 Report with feedback in developing final options for Phase 4 and 5 Reports
- PCT to call or e-mail CH any final thoughts for level of services and to send any available maintenance standards i.e. equipment. NC commented that no information is available at this time.

Meeting adjourned @ 2:00pm

**Next PCT meeting scheduled: June 22, 2020 @9:00am**

Minutes recorded by EDA and distributed by YRPM

STATUS	ACTION
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Outstanding	PCT/CH
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## APPENDIX 3: NOTES FROM GROUP B

### Stakeholders Meeting: Group B: Meeting Notes

**Project:** South Yonge Corridor Master Plan Update (SYCMP)

Project No.: 2001

Date / Time: Tuesday, June 9, 2020, 2:00pm-4:00pm

Location: Webex (on-line)

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#### PRESENT

##### PROJECT CORE TEAM (PCT)

Carmen Hui (CH)	Project Manager, Client Representative(YR)	carmen.Hui@york.ca	877-464-9675 x75272
Adam Barkovitz (AB)	Program Manager, Natural Heritage Forestry Services	adam.barkovitz@york.ca	
Diana Kakamousias (DK)	Program Manager, Sustainable Mobility	diana.kakamousias@york.ca	
John Kazilis (JK)	Manager, Transportation Development Planning	john.kazilis@york.ca	
Yvonne Kaczor (YK)	Senior Transportation Specialist	yvonne.kaczor@york.ca	

##### CONSULTANT TEAM

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Tom Woodhall (TW)	BA Consulting Group (BA) Senior Associate	woodhall@bagroup.com	
Cosimo Costa (CC)	SCS Consulting Group Ltd (SCS) Engineer	ccosta@scsconsultinggroup.com	

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#### DISTRIBUTION:

All Present

#### Note:

- 1.The following notes are considered to be accurate unless comments received within five (5) working days of issue.
- 2.Please note following abbreviations: Project Core Team=PCT

ITEM	STATUS	ACTION		STATUS	ACTION
<p><b>STAKEHOLDER CONSULTATION GROUP B (Streetscape, Sustainable Mobility, Forestry)</b></p> <p><b>1.0 Introduction</b></p> <p>CH welcomed ALL and introduced JDL, the workshop presentation facilitator. JDL presented the agenda for the workshop and noted the consultant team that would be participating as well as ‘who does what’ for the presentation. JDL asked each PCT member to state what they are looking to get out of the SYCMP Update study:</p> <ul style="list-style-type: none"> <li>• CH: Achieve a cohesive and harmonious plan that pleases all stakeholders and one that will have an urban character and align w/Vision</li> <li>• AB: Consistency in terms of streetscape design as well as roles and responsibilities <ul style="list-style-type: none"> <li>◦ Historically legacy that we can bring in new opportunities</li> <li>◦ As the Active Transportation (AT) is added, that we maintain successful green infrastructure</li> </ul> </li> <li>• YK: Active transportation (AT) perspective in BLVD facility w/cross-rides</li> <li>• DK: Sustainable plan and implementation of AT, that’s safe comfortable for users in BVLD Facility</li> <li>• JK: Updated plan w/new ideas that incorporates in BLVD AT facility <ul style="list-style-type: none"> <li>◦ Cohesive and balanced boulevard which provides and meets soft and hard landscape requirements</li> </ul> </li> </ul>			<p><b>3.0 Re-Cap: Vision 2051, Project Purpose, Vision, Scope</b></p> <p>CH provided a quick overview of the Vision 2051. CH highlighted the purpose of SYCMP update:</p> <ul style="list-style-type: none"> <li>• Alignment: Sustainable Mobility’s, and 2019 Pedestrian and Cycling Design Guidelines of relocating the cycle path from on-road to off road in BLVD</li> <li>• Development: cohesive streetscape design</li> <li>• Yonge Subway Extension: clear direction to Metrolinx on design around stations stops</li> </ul> <p>CH explained the Context Map graphic showing five characteristic areas Highlighting the following:</p> <ul style="list-style-type: none"> <li>• Different streetscape conditions that exist today Urban character at Steeles and Richmond Centre, heritage Character at Thornhill, suburban character and transportation corridors</li> <li>• 2012 SYCMP Vision: Bold Sustainable Achievable will drive key decisions throughout the update</li> <li>• Consultant team to provide a functional and imaginative streetscape design having a more urban application throughout: Cohesive design</li> </ul> <p>PCT to inform consultants</p>		
<p><b>2.0 Purpose of Today’s Workshop</b></p> <ul style="list-style-type: none"> <li>• JDL outlined the purpose as follows:</li> <li>• Advantages</li> <li>• Trade-offs</li> <li>• Opportunities + Priorities in the implementation of the boulevard approach</li> <li>• 8 goals (2051 York Region Plan)</li> <li>• 2 Key Goals from 2051 Plan <ul style="list-style-type: none"> <li>◦ Interconnected Systems for Mobility</li> </ul> </li> <li>• Living Sustainably</li> </ul>			<p><b>4.0 South Yonge Street Corridor SMP Cross Section (2012/2020)</b></p> <p>PL described the typical 2012 SYCMP Cross Section (approved by Council) highlighting the ample ROW and location of bike lane adjacent to the driving lane. PL then described the 2020 Proposed section noting the location of the cycle facility within the boulevard adjacent to pedestrian clearway and planting area/buffer. PL noted that the application of this new layout would look different at the intersections and in different Characteristic Areas (especially Village Old Thornhill Village) where the boulevard is very constrained.</p>		

**5.0 High level Opportunities & Challenges (SMP 2020 Cross Section)**

PL highlighted OPPS:

- EDA team to complete Phase 1 report based on background reports/site walk/best practices, use photos/graphics to communicate and initiate discussion amongst PCT.
- Lessons learnt on streetscape design gained through the current Covid-19 pandemic crisis

PL highlighted Challenges:

- EDA to complete based on background reports/site walk/ observations, use graphics to outline for discussion with PCT
- Prepare an achievable implementation strategy that could maintain continuity and design consistency throughout the study corridor
- Various right of way widths along the corridor

TH noted that in shifting the cycling facility from on road to BLVD redistributing what happens in the ROW: help consultants to understand the priorities and trade-offs:

Travel lane widths and existing drainage and hydro pole locations: help decide what is acceptable/what can change to accommodate in BLVD cycle facility

**6.0 Discussion Questions:**

**1. User Context:** What are the advantages and disadvantages of on-street cycling as opposed to the boulevard cycling approach:

- DK: Small percentage of users feel comfortable/safe on road
  - Better to be away from live traffic
  - Both cyclists and drivers prefer in BLVD facility
- JK: Flexible bollards are on HWY 7 as a barrier/buffer between cyclists and traffic
  - Traffic calming seems to work by slowing down vehicles
  - On-BLVD complicates streetscape facilities w/more conflicts w/streetscaping and site furniture/lighting

**STATUS**

**ACTION**

- AB: Even though there is the same amount of space shown in the sections for tree planting, from forestry perspective on-road facility works better:
    - Salt: misting/spray impacts the growth and life of tree
    - on road maintenance work
    - The greater the distance between tree/planter and roadway the better chance for tree survival
    - Pruning requirements re: clearance more stringent when on BLVD
    - Salt + wind speed effect tree survival
    - Getting trees established on road difficult: heat island effect, vibration/wind impacts growth + survival
  - YK: 70%-80% cyclists prefer to be off-road
    - Provide facility to meet the majority of users' needs
    - On-road: bollards installed HWY 7 to improve the safety, however
      - Lots of complaints about them: they are not well rec'd, public is not happy w/on-road facility
  - CH: Safety overlooked by challenges
    - Benefits outweigh the challenges
    - More users means more use
      - Creates a more sustainable/healthier environment
      - Overcome challenges by implementing a more balanced approach
  - DK: Balanced approach is important to enhance the environment/comfort of the users
- 2. Government Context:** From the Region's and City's perspective: Consider: capital and operating costs, maintenance, safety, consistency with standards, image/ branding of the municipality, etc.:
- JK: Cheaper/easier maintenance w/on-road facility
    - Local responsibility w/BLVD facility, jurisdictional issue
    - Yonge Street reflects the various municipals: Vaughan, Markham, Richmond Hill, consistency of maintenance needs to be considered

**STATUS**

**ACTION**

- High standard as far as regional maintenance
- High value for safety Ped/Cyclists reflect must be in the forefront (not an afterthought)
- Streetscaping reflects what municipalities are trying to achieve
- Expectation from public is high: landscaping, furnishings, lighting etc., especially in urban setting
- YK: Off-street generally costs less to construct (<50% typically) exclusive of maintenance costs
- DK: On-road facility maintenance of traffic calming i.e. Flex bollards is costly : winter removal, spring re-install, sweep in-between
- YK: Based on Planning and Design Guidelines currently being used by Region and New Ontario Traffic Manual for upgrading facilities (to be released) if Region is comply: recommends off-street/BLVD facility
- AB: Green Infrastructure street trees depends on available soil volumes
  - Alternative solutions such as Silva cells may have to be used and are expensive
  - Automatic irrigation is required in planters
    - Higher capital outlay to achieve lower life cycle costs
    - Less tree replacement
    - Higher success rate for tree survival
- CH: 2012 definitive that maintenance was the Region's responsibility
  - 2020 would shift maintenance costs to municipalities (if in BLVD facility)
  - Region will have to communicate and collaborate w/municipalities to address this issue
- JK: Local municipalities are not all receptive to change in maintenance structure
- PL: Question to PCT regarding mobility of pedestrian considerations (not just cyclists) i.e. AODA standards
- DK: The York Region Pedestrian and Cycling Master Plan Study (2008) Update (2019) covers both users: space requirements

**STATUS**

**ACTION**

- BLVD must be safe and comfortable for all users peds/cyclists
- YK: During this study and in creating design guidelines that we work closely to have a holistic approach
  - Mixing zones at daylight triangle because there is not enough space for all users
  - AODA w/space pyramid ideally cycle facilities are separated from pedestrian users but is not often achievable
    - Other design solutions must be used
    - user common sense

**3. Social Responsibility of the Boulevard Approach:**

- encouraging socially responsible and healthy streets:
- JDL: Is the BLVD approach seen by community to be more beneficial towards a healthy/active lifestyle
  - JK: Redistribution of space must be careful in addressing travel patterns during COVID
    - Maybe too early to make decisions at this point re: infra-structure
    - Flexible design for space must be considered but be cautious in moving forward
  - PL: How people move around in light of COVID is still unknown:
    - Will there be more peds/cyclist and less people driving?
    - Since the corridor is tight in providing a more flexible space can the curbs be modified to suit
    - Master Plan is a long term vision
  - JDL: Principles must be exemplified

**3. Standards +Trade-offs:** Are there any specific or usual standards that you maintain where trade-offs may need to be accepted as a result of the 'boulevard approach'?

- (e.g. less landscaping or a removal of street trees in some sections)
- JDL: Are the two approaches equal?
  - YK: Typically : 1.5, walkway and 1.5m cycle facility
    - Trade-offs will be necessary w/tighter ROWs narrowed from 3.0m to 2.4m as minimum width

**STATUS**

**ACTION**

- At the intersections best to bring cycle facilities to the cross-rides
- Transition cycle facility into Mixing zone- to enhance visibility of pedestrian users
- Sometimes can be located beside sidewalk or split to preserve trees, avoid poles etc.
- AB: Overall case by case approach
  - Planting a tree every 'X'm is not always the best way
  - If the tree planting location is not set for success/survival: do not plant
  - Council directed mandate to increase canopy cover by:
    - protecting trees that are already existing/surviving
    - quality/healthy species that have a potential for longevity
    - meet soil volumes and performance standards
- DK: Street Trees on one side could be considered as trade-off
- JK: Challenging corridor: mix of trees, hydro lines
  - Balance viability of having trees
  - Pilot projects: things seen elsewhere that are succeeding
- PL: Is burying Hydro lines a reality to be pursued? Cost sharing w/developers as in done in Hong Kong.
- JK: Region/municipalities have dwindling funds year after year(COVID) (affordable housing/public health)
  - Manageable priorities must be established
  - Leveraging development cost
    - Subway expansion, LRT
    - Although no one is talking about it , should continue to pursuit/explore options
- CH: Two ways to approach issue
  - Desirable advantages

**STATUS**

**ACTION**

- VMC worked w/Alectra and did an Undergrounding Utilities MP Study which was used to leverage private developers to contribute as part of strategy
- York municipalities could continue to lode offsets from hydro poles
  - If 5-6m clearance required from hydro poles to building face is achieved: developer does not have to bury
  - Work w/municipalities to enact '0'-lot line approach than the clearance cannot be met therefore developers lines must be buried
  - However, this is not w/in the current scope of the SYCMP update, but could become a recommendation

**5. Where are these trade-offs most likely to be accepted:**

- JK: Thornhill constraints due to narrower ROW and heritage context
  - Need street trees, plaza ways etc. to preserve heritage
  - If trade-offs need to occur BLVD facility could be moved to on-road facility
- PL: Asked what are you ready to give up to accomplish masterplan goals
- DK: Agreed w/JK that not everything can be implemented uniformly along the entire corridor and that where needed the cycle facility could be moved to on-road
- YK: Agreed
- AB: Safety concerns override implementation of trees:
  - Where tree planting is achievable consideration to location i.e. daylight triangles, driveways, overhead lines restrict species and size of trees to be used
  - Right tree for the right location
- JK: Certain level of risk involved therefore case by case solution required based on immediate circumstances
- AB: Balance of risk vs safety

**STATUS**

**ACTION**

- Trees are usually an afterthought
- Need to be a part of the planning process from the start
- CH: With streetscaping orchestrating stakeholders wants and needs is a balancing act: what can realistically be achieved
- CH: Where it's context dependent: refer back to the Vision
  - Do not want to water down the approach
- PL: Should note that there are 3 givens in the MP update: there will walkways, there will be cycle facilities and there will be streetscape amenities
  - w/in those three givens must have to massage/ tweak to make achievable
    - can we narrow facilities
    - can we eliminate parking
    - can we relocate curbs
- CH: Yes those are what is minimally required
  - Need to exercise flexibility
  - Standards can be tweaked/modified to suit and achieve Vision
    - Thornhill: explore MUP/ shared use facility w/in the same BLVD but coexist using materials to define space
    - "Skinnying" up the widths to achieve Vision may be required and is acceptable
    - Slower speeds

**6. Are there other issues or opportunities that should be considered?** (e.g. increased runoff as a result of greater asphalt surface, low-impact development (LID) approaches, streetscaping opportunities, etc.) And what are the design and operational solutions that should be considered?

- AB: Forestry looking to incorporating Low Impact Development (LID)
  - Biggest concern in excepting runoff is the winter salt
  - Planters or sod, adjacent; cycle facility could be permeable pavers

**STATUS**

**ACTION**

- Structure/soil cells to bridge to open space
- JK: Yes explore various options re: surface types: what are the trends/ state of the art approaches
  - Permeable asphalt
- CH: Technical aspect of permeable paving/porous paving are some of the materials that we can consider(LID)
- CC: Permeable pavers have been part of the discussions thus far and could be considered but research is needed i.e. permeable asphalt
- PL: Salt run-off is always a concern, are there alternative methods/practices for snow removal that should be recommended
  - Is there any future policy to changing ways in removing snow/ice
- JK: York Region is leading the way in reducing amount of road salt use, but there is no material that is equal or better than salt
  - BRT/Rapidway uses melters but it is cost prohibitive
  - Could be considered w/in BLVD facility
- CH: There is an opportunity in updating level of service/ maintenance standards to an urban standard

**7. Highest Priorities:** Of all of the issues and opportunities raised in this discussion, which in your view are the highest priorities and why?

- JK: Continuous AT facility off-road/in-BLVD
- DK: Having the Cycling facility off-road/in-BLVD
  - Entice new users
  - Promote active/sustainable modes of transportation
- YK: Agrees w/BLVD cycle facility
  - Promotes the safety of users w/in the Regional ROW
  - Facility that is comfortable/ safer will encourage use: higher volume of riders, less conflicts w/ vehicles and reduce road volume traffic
- CH: Having a Vision that is harmonious w/design
  - Technical pieces will fall into place
  - Have to get it right w/curb locations

**STATUS**

**ACTION**

8. **Any other issues, challenges or opportunities:**
- TW: Related to the Vision 2051 tying into MP update for the future
    - Cycle Share programme around stations or other
    - Other emerging modes of transportation to be considered w/in BLVD i.e. micro mobility /trends (scooters, e-bikes)
    - Are there any other trends that the Region sees should be considered re: streetscaping
  - JK: Region did a Bike-share Feasibility study (2019) : where would there be a high success for bike-share:
    - Typically in centres along Yonge Street but not enough info available as to where they would be revenue generating and it was parked
    - Notion that it would developed at stations (Richmond Hill Centre) likely
    - Micro mobility trends still new consideration being discussed but most likely would be allowed w/in the cycle facility
  - DK: As part of the E-scooter committee (municipal representation across Ontario) MTO has a five-year pilot project
    - York Region is considering use of e-scooters w/in cycling facilities
  - TW: Is there a coordinated effort re: jurisdictions or is it up to municipalities
  - DK: MTO by-law to allow or not, up to municipalities to pass
    - Region helps to facilitate discussions
    - Would like to have a coordinating effort across all jurisdictions
  - JK: As new things become reality, Region will turn to municipalities to see what they doing
    - York Region doesn't dictate but will coordinate between
  - TW: On-street parking: is there a desire to start looking at EV stations
  - JK: Preferred vehicle type is an electric car/bike:

**STATUS**

**ACTION**

- Charging stations should be located at or close to transit stations
- PL: Parking along Yonge Street: when considering the cycle facility location there will be Impacts to transit stops and parking
  - 2012 showed lay-by street parking on-road w/no conflict to on-road cycle facility
  - 2020 in BLVD w/parking or transit stop may be conflicts
  - Maybe parking can be eliminated
- JK: Pedestrian and Cycling Design Guidelines have standards to illustrate how to handle those conflicts
  - BRT addresses approach and crossover
  - Can't blanket no or yes to lay-by parking: will context driven
- JDL: In summary there is a desire to achieve and have
  - A balanced approach
  - Built-in flexibility
  - Integrity in integrating the Vision
  - Innovation in use of materials, new standards and new approaches

**7.0 Next Steps**

JDL/CH thanked everyone for their input and focused realistic expectations.

PL: Talked about the next steps of the process

- Any addition thoughts or comments (beneficial input) can be submitted to CH for distribution to EDA;
- After consultation, EDA to prepare meeting notes and send to CH for review prior to circulating to PCT for their review;
- EDA to compile and create a report for Phase 1; for presentation to PCT on June 22nd;
- A summary of consultation that will become part of the Master Plan Update for Phase 2 Report;
- Resulting in development of 2 design options for Phase 3 Report with feedback in developing final options for Phase 4 and 5 Reports

**STATUS**

**ACTION**

**Outstanding**

PCT/CH

**Outstanding**

EDA/  
CH/PCT

**Outstanding**

PCT



- PCT to call or e-mail CH any final thoughts for level of services and to send any available maintenance standards i.e. equipment. NC commented that no information is available at this time.

STATUS	ACTION
Outstanding	PCT

Meeting adjourned @ 4:00pm

**Next PCT meeting scheduled: June 22, 2020 @9:00am**

Minutes recorded by EDA and distributed by YRPM

## APPENDIX 4: NOTES FROM GROUP C

### Stakeholders Meeting: Group C: Meeting Notes

**Project:** South Yonge Corridor Master Plan Update (SYCMP)

Project No.: 2001

Date / Time: Monday, June 8, 2020, 2:30pm-4:30pm

Location: Webex (on-line)

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#### PRESENT

#### PROJECT CORE TEAM (PCT)

Carmen Hui (CH)	Project Manager, Client Representative(YR)	carmen.Hui@york.ca	877-464-9675 x75272
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#### DISTRIBUTION:

All Present and:

David Mhango (DMh)	Manager, Development Engineering	david.mhango@york.ca
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#### Note:

- 1.The following notes are considered to be accurate unless comments received within five (5) working days of issue.
- 2.Please note following abbreviations: Project Core Team=PCT

ITEM	STATUS	ACTION	ITEM	STATUS	ACTION
<p><b>STAKEHOLDER CONSULTATION GROUP C (Long-Term Planning, Transit, and Development)</b></p> <p><b>1.0 Introduction</b> CH welcomed ALL and introduced JDL, the workshop presentation facilitator. JDL presented the agenda for the workshop and noted the consultant team that would be participating as well as ‘who does what’ for the presentation.</p> <p><b>2.0 Purpose of Today’s Workshop</b></p> <ul style="list-style-type: none"> <li>JDL outlined the purpose as follows: <ul style="list-style-type: none"> <li>Advantages</li> <li>Trade-offs</li> </ul> </li> <li>Opportunities + Priorities in the implementation of the boulevard approach</li> <li>8 goals (2051 York Region Plan)</li> <li>2 Key Goals from 2051 Plan <ul style="list-style-type: none"> <li>Interconnected Systems for Mobility</li> </ul> </li> <li>Living Sustainably</li> </ul> <p><b>3.0 Re-Cap: Vision 2051, Project Purpose, Vision, Scope</b> CH provided a quick overview of the Vision 2051. CH highlighted the purpose of SYCMP update:</p> <ul style="list-style-type: none"> <li>Alignment: Sustainable Mobility’s, and 2019 Pedestrian and Cycling Design Guidelines of relocating the cycle path from on-road to off road in BLVD</li> <li>Development: cohesive streetscape design</li> <li>Yonge Subway Extension: clear direction to Metrolinx on design around stations stops</li> </ul> <p>CH explained the Context Map graphic showing five characteristic areas Highlighting the following:</p> <ul style="list-style-type: none"> <li>Different streetscape conditions that exist today Urban character at Steeles and Richmond Centre, heritage Character at Thornhill, suburban character and transportation corridors</li> <li>2012 SYCMP Vision: Bold Sustainable Achievable will drive key decisions throughout the update</li> <li>Consultant team to provide a functional and imaginative streetscape design having a more urban application throughout: Cohesive design</li> </ul> <p>PCT to inform consultants</p>			<p><b>4.0 South Yonge Street Corridor SMP Cross Section (2012/2020)</b></p> <p>PL described the typical 2012 SYCMP Cross Section (approved by Council) highlighting the ample ROW and location of bike lane adjacent to the driving lane. PL then described the 2020 Proposed section noting the location of the cycle facility within the boulevard adjacent to pedestrian clearway and planting area/buffer. PL noted that the application of this new layout would look different at the intersections and in different Characteristic Areas (especially Village Old Thornhill Village) where the boulevard is very constrained.</p> <p><b>5.0 High level Opportunities &amp; Challenges (SMP 2020 Cross Section)</b> PL highlighted OPPS:</p> <ul style="list-style-type: none"> <li>EDA team to complete Phase 1 report based on background reports/site walk/best practices, use photos/graphics to communicate and initiate discussion amongst PCT.</li> <li>Lessons learnt on streetscape design gained through the current Covid-19 pandemic crisis</li> </ul> <p>PL highlighted Challenges:</p> <ul style="list-style-type: none"> <li>EDA to complete based on background reports/site walk/ observations, use graphics to outline for discussion with PCT</li> <li>Prepare an achievable implementation strategy that could maintain continuity and design consistency throughout the study corridor</li> <li>Various right of way widths along the corridor</li> </ul> <p>TH noted that in shifting the cycling facility from on road to BLVD redistributing what happens in the ROW: help consultants to understand the priorities and trade-offs: Travel lane widths and existing drainage and hydro pole locations: help decide what is acceptable/what can change to accommodate in BLVD cycle facility</p>		

**6.0 Discussion Questions:**

**1. User Context:** What are the advantages and disadvantages of on-street cycling as opposed to the boulevard cycling approach:

- CM: Cyclists will use the BLVD over the on-road facility
  - Drivers will also prefer to see cyclists in BVD cycle facility
  - Cyclists may not always know, understand or follow rules of BLVD facility
  - This personal opinion as there is not enough data to inform decision one way or the other
- BK: BLVD facility approach brings challenges to right turns at intersections
  - Approach to intersection limits visibility to BLVD users
  - Separate signals will be needed
  - Cyclist have a higher perceived safety but in reality may be at greater risk due to lack of visibility
- TW: Beyond conceptual approach to moving the cyclist from on-road to BLVD concept details need to be worked out case by case basis.
  - Each intersection to have a context specific solution
  - Team will work from a set of principles to allow for consistency to happen:
    - Separate signaling systems
    - In terms of design as to where the crossing is relative to the pedestrian crossing, where the turning traffic happens, how the site lines work and landscape impacts is up for discussion as we are early in the process
  - Perceived safety in mid-block condition but less safe at the intersections
- CH: This issue has come up before and has been dealt with IBI Group with Sustainable Mobility group in Yonge Street + Davis Drive Streetscape Master Plan in New Market. CH to share w/consultant team

**STATUS**

**ACTION**

- Developed Cross-ride design that is parallel to crosswalks
  - Moving at the same time with separate signal
- TW: Noted that BA has worked w/Vaughan to develop different facilities w/in the VMC both on-road and in BLVD cycle tracks and have York Region examples that can be brought into update
  - All have challenges not only w/Region but w/municipalities tying into them (east-west connections) that exist and how future connections will be delivered on non-regional roads
  - Unique set of challenges require development of approaches or principles rolled out on a site specific basis to ensure safety is kept to of mind
- CN: In BLVD facility consider curbside pick-up location:
  - Assuming the cycle lane will be in front of shelter for commuters is that the intent of the design
- TW: No design details have been sorted and there may be more than one solution applied throughout the corridor depending on which segment is being look at
- CM: There is a difference between perceived risk and actual risk
  - The bigger the gap, the bigger the problem
  - Low level of perceived risk w/in BLVD because they have the right of way and may not understand the actual risk and use the appropriate degree of caution that's required in order to narrow that gap
- RM: Recent history when BLVD re-purposed to MUP or shared use ped/cyclists
  - On-road facility only has line painting
  - BLVD facility has many barriers to cyclist including barriers, curbs, pedestrian walking or getting off a bus, all competing for space
  - Need to account for that and establish a balance as to what works
    - Signage, treatment of transit stops, Tactile Warning Indicators work but take up a lot of real estate
    - Difficult to achieve in restricted R.O.W's

**STATUS**

**ACTION**

2. **Government Context:** From the Region's and City's perspective: Consider: capital and operating costs, maintenance, safety, consistency with standards, image/branding of the municipality, etc.:
- CM: On-street retrofit is expensive
    - Moving utilities, poles, curbs, CB's etc., probably more costly than BLVD facility
    - With regard to BLVD facilities because there are conflicts between cyclists and driveway traffic: entering or exiting from a local street
      - Additional requirements for site/daylight triangle for vehicles coming into or out of road
      - Standard is specific to a particular location based on data such as cycling speed and distance of facility from curb
      - Very good design standards and guidelines need to be applied uniformly and consistently
      - Region has developed some of these guidelines but they have not been consistently implemented to date
      - Need a comprehensive approach to implementation
  - BK: In terms of traffic signals:
    - w/BLVD if there is consideration being given to installing bike signals maintenance needs to be included
  - RM: Must consider operations side
    - If cycling to remain on-road during winter months maintenance much easier to line up w/expectations of cyclist re: snow removal, frequency and clearance
    - Facility In BLVD constancy of service levels w/in various municipalities may be difficult to achieve
    - If expectation is to have year round cycling/active transportation there will be significant investment required from municipalities
      - Coordination currently is a struggle

**STATUS**

**ACTION**

- Curbside stops maintained by Region are performed to a higher level of standard, more frequent than municipalities
- Need to establish from on-set responsibilities, service levels and expectations to have support from the operations side
- Jurisdiction as opposed to cost distribution

3. **Social Responsibility of the Boulevard Approach:**

- encouraging socially responsible and healthy streets:
- JDL: Is the BLVD approach seen by community to be more beneficial
  - CM: Users will be more accepting of BLVD approach
    - Safety on street may be safer because of fewer conflict points but is it perceived or actual
    - Maybe more about making the cyclist feel safer/more secure by providing a better experience
      - Better environment w/trees and less worry about car doors opening
      - Difficult to define what is socially responsible in terms of safety
  - PL: Previously discussed w/in the context of current pandemic
    - w/city of TO providing more space for pedestrians and cyclists to maintain physical distancing
    - Is that consideration to be carried into future planning
    - Is there a need to maintain standard dimensions/widths of walkways/bike lanes or should we be re-evaluating them
  - CM: Moot point if vaccine is developed
  - BK: Perceived notion that in summertime the BLVD facility would be well serviced for cyclists but in wintertime it will most likely be under utilized if not serviced well
    - Drivers get frustrated when they see that the facility is not being used and that it was built at the expense of limiting road capacity

**STATUS**

**ACTION**

- CN: In the winter what may happen is cyclists may/most likely go onto the road where it is maintained
  - Feel safer if there is no ice or snow

4. **Standards +Trade-offs:** Are there any specific or usual standards that you maintain where trade-offs may need to be accepted as a result of the 'boulevard approach'? (e.g. less frequent stop locations or stops without shelters)  
JDL: Are the two approaches equal?

- CM: In some cases wider spaces will be necessary, and could be taken from the driving lanes
  - Challenges w/pork chop medians/Turning lanes may need to be made smaller or eliminated altogether, challenges with Illegal movements
  - Transit shelters may need to be adjusted/realigned to achieve good alignments
- RM: Coordinated street furniture has typical dimensions to accommodate:
  - Pads for benches, bike racks, shelters, etc.
  - May have to develop a specific for BLVD for Yonge corridor
  - Essentially we may have to redesign units to fit w/in the corridor
  - Provide ways to accommodate working w/in the guidelines but driven by subway extension
  - Can work w/existing furniture guidelines but most likely will need to tailor to fit the corridor
- TW: Re: Two key elements to consider for development at transit stations
  - How the environment around the future subway stations will be integrated w/transit stops, bike lane facilities: understanding where the YRT and transit services are coming from
  - Applications and how they work with intersection when bringing BLVD cycle facilities closer to the intersection, transit shelters usually gets moved away from the intersection either upstream or downstream

**STATUS**

**ACTION**

- What levels of trade-offs will be accepted
- What can be touched/what is off limits

- CN: Land use planning consideration
  - Urbanized location and look by creating an environment that supports investment some of that trade-offs might be within the BLVD space
  - Achieve a healthy mix of commercial and service uses @grade w/spill-out to the BLVD during summer and winter months
  - Activate and urbanize the street/balance trade-offs
- BK: In terms of trade-offs re public feedback:
  - Cannot always make things better for the driver as signal timing changes are not possible
    - Need to communicate to the public why this is being built for
  - Be mindful of crosswalks @intersections and how the transition will work
    - Are we creating pinch points and bottlenecks
- CM: Situations @crossings where there are low rates of compliance w/stop signs:
  - User may not stop in time or aim to stop at the curb @ high degree of occurrence: bring cycle facility closer to the curb: bending in or bending out whichever is safest: not an easy solution
  - Advance warning with traffic calming or signage will help

**STATUS**

**ACTION**

5. **Where are these trade-offs most likely to be accepted:**

- CM: Intersections are not one size fits all, will have to look at unique solutions each brings its own opportunities and challenges
  - Impacts especially in areas where there are a lot of driveways @south section of corridor

6. **Are there other issues or opportunities that should be considered?** (e.g. the many driveway intersections along the corridor) And what are the design and operational solutions that should be considered?

- CM: has authored a Technical paper on cycling BLVDs and sight distances for driveways and will share w/ consulting team:
  - Key questions/decision for team is whether a dedicated track is needed or can it be a MUP
    - Cycle tracks have parameters that more likely will run into conflicts/situations
    - Current guidelines require cycle facilities to bend out further away from the curb and this creates site distance issues when exiting the driveway to get to main road
    - Where many driveways occur BLVD facility may not be the best solution
    - You want cyclists to move slower and you want to bring facility closer to the road
  - Try to maintain clear solution: reduce speeds, maintain sight lines and bring cycle facilities closer to the road
    - on private property not subject to development applications may not be able to get appropriate size for recommended sight triangles/lines
    - MUP maybe better suited in these situations
- PL: Dedicated facility may need to be examined closer: It may be a function of types of users: commuters usually faster than recreational users, thus there may be conflicts
- TW: consideration will be given to using many cross-sections applied throughout the corridor
  - How the facility types interface w/existing land uses surrounding area and the relationship w/pedestrian + vehicular users w/in different segments where available space varies is the challenge
- BK: Yonge Street Rapidway has implemented bike lanes Garden to Elgin Mills, going north and south, transition to these facilities should be considered

**STATUS**

**ACTION**

7. **Highest Priorities:** Of all of the issues and opportunities raised in this discussion, which in your view are the highest priorities and why?
- BK: Minimize Impacts on traffic delays along an already very busy corridor connection Richmond Hill to the north and Toronto to the south:
    - Example of lead-in pedestrian interval; @ Yonge + Clarke: reducing right and left turning due to safety concerns
    - Re-imagining Yonge Street Project (Toronto) look at alternative solutions i.e. Pedestrian and cycle facilities that are parallel routes
  - RM: Have a seamless integration between facilities
    - Ease of access to utilities for maintenance
    - Respect connections to existing pedestrian patterns
      - Identify Transit options easily
      - Safe and timely implications
      - Making active transit appealing and safe
      - Making getting to and from facility appealing and safe
  - CN: To have these guidelines become the baseline between the three regional municipalities
    - That these prevail over any conflict
    - That this segment of Yonge = high investment in transit, therefore want it to look like the same, that the guidelines become the standard: don't let the vision get watered down as often happens
      - Becomes a bench mark or model of development
  - CM: The right type of facility in the right location
    - One that address the challenges and conflicts unique to that location
8. **Any other issues, challenges or opportunities:**
- PL: Question to CN: W/in the streetscape corridor the subway stations number or location are not known at this time, this may provide challenges to consultant team re: subway exits/entrances interface and integration

**STATUS**

**ACTION**

- CN: Metrolinx will be advancing their report on Yonge Subway in June
  - Content has not been disclosed but will likely speak to alignments and potentially how many stops or stations there will be along Yonge corridor
  - Fiscally the original cost forecast has ballooned (doubled) to \$9Bil resulting in a more streamlined/ cost effect approach going forward
  - More integration of the stations w/in the private portion of the BLVD providing access to the street
  - Potentially these private partnerships (\$\$) could help offset some of the costs
  - The idea of creating guidelines that are flexible and include BLVD entrances to platform may not be part of this design
  - If it's a cost saving alignment then the stations will be highly integrated into private BLDGS
  - Richmond Hill Centre would be a more conventional station development
  - Integration w/private development for rent of site

**STATUS**

**ACTION**

- Resulting in development of 2 design options for Phase 3 Report with feedback in developing final options for Phase 4 and 5 Reports
- PCT to call or e-mail CH any final thoughts for level of services and to send any available maintenance standards i.e. equipment. NC commented that no information is available at this time.

**STATUS**

**ACTION**

**Outstanding**

PCT/CH

Meeting adjourned @ 4:00pm

**Next PCT meeting scheduled: June 22, 2020 @9:00am**

Minutes recorded by EDA and distributed by YRPM

**7.0 Next Steps:**

JDL/CH thanked everyone for their input and focused realistic expectations.

- EDA team will continue consulting w/other groups, this afternoon and tomorrow;
- Any addition thoughts or comments (beneficial input) can be submitted to CH for distribution to EDA;
- After consultation, EDA to prepare meeting notes and send to CH for review prior to circulating to PCT for their review;
- EDA to compile and create a report for Phase 1; for presentation to PCT on June 22nd;
- A summary of consultation that will become part of the Master Plan Update for Phase 2 Report;

**Outstanding**

PCT/CH

**Outstanding**

EDA/  
CH/PCT



