



Toronto's Great Streets



Redesigning Streets for a Growing City
and Better Neighbourhoods



Toronto's Great Streets

Redesigned for Greatness

Harbord Street

Bike lanes for safer mobility & village improvement



The 2014 redesign installed continuous cycling infrastructure from Ossington to Parliament, transforming Harbord into one of the most well-travelled bike routes in the city.

Roncesvalles Avenue

Toronto placemaking at its best



Completed in 2011, the Roncesvalles redesign focused on placemaking and people, improving safety and enhancing pedestrian space while strengthening Roncy's capacity to serve local needs.

St. Clair Avenue West

The streetcar neighbourhood



The dedicated streetcar lane, opened in 2010, has made hopping on transit an efficient alternative to the car and has transformed this midtown corridor into a vibrant main street.

Queens Quay West

A street for all users



The 2015 redesign repositioned Queens Quay as a public waterfront promenade, reallocating street space to accommodate all modes – pedestrians, cyclists, transit, and cars.

Market Street

A future-proof street for people (and patios!)



Market Street's 2014 redesign prioritizes the pedestrian experience to support adjacent retail and restaurants while celebrating the unique heritage and culture of St. Lawrence Market.



Toronto's Great Streets

The Ones to Watch

Bloor Street

Bike lanes on Bloor from east to west



The Bike Lane Pilot Project on Bloor Street proved to be a great success and the lanes are now permanent. Next step: extend the lanes further east and west.

King Street

Relief for Toronto's busiest surface transit route



See image credit (a)

The King Street Pilot Project transformed this busy downtown corridor into a reliable streetcar route freed from mixed traffic. This summer, phase two is animating the public realm with patios and new pedestrian space.

Downtown Yonge Street

Canada's Main Street



A vision to pedestrianize a busy foot traffic stretch of Yonge between Queen and College could revitalize the neighbourhood and boost business.

Yonge Street North

A main street in the making



Transforming Yonge from a six-lane thoroughfare into a vibrant main street would redefine downtown North York as a vital urban centre.

The Golden Mile

Fresh, green tracks for Scarborough



The Crosstown LRT is coming to Eglinton East, along with a bold new design for the Golden Mile that will reshape this six-lane thoroughfare into a safer, more vibrant complete street.

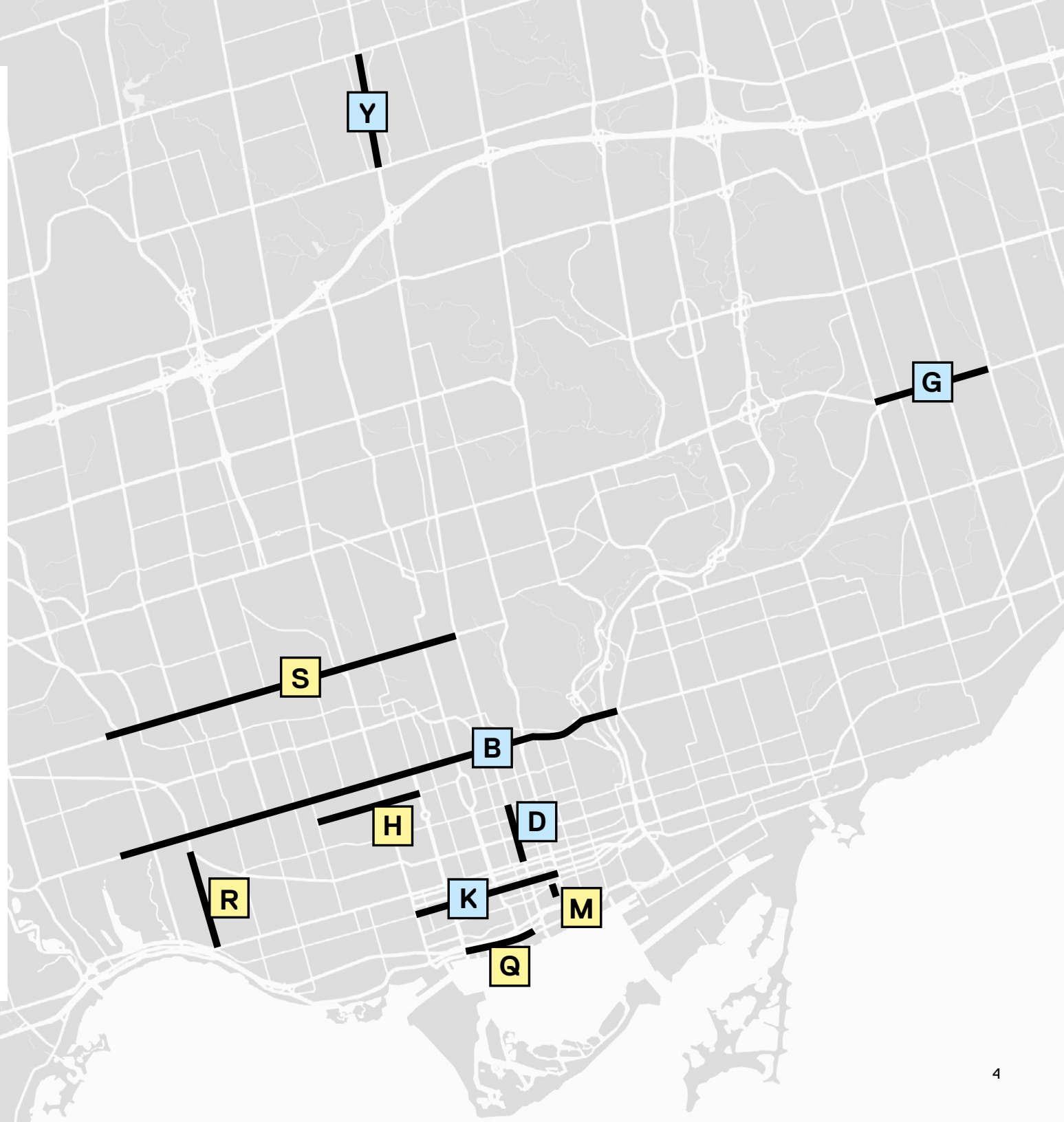


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Redesigning streets for a growing city and better neighbourhoods

By 2041, Toronto's population is expected to increase by 35% to almost 4 million people. Meanwhile, Downtown's population is expected to double, its density growing vertically and intensively within a small footprint.^{1,2} Faced with this astonishing growth, we cannot possibly double the number of cars on our already congested streets.

That's why in recent years the City has been redesigning its streets to get more people moving safely on transit, on bicycles, and on their feet. With bold new redesigns and pilot projects

like the successful Bloor Street bike lanes and the new King Street transit pilot, Torontonians are rethinking how our streets should look, feel, and function.

Street design is an evolving practice – each project offers opportunities to consider outcomes, make modifications, and apply lessons learned in the future. How we think about streets is evolving, too. Bold street redesigns support a broader cultural shift away from “cars vs. people” thinking and towards a new vision of streets as shared spaces for people.



About this Report

Toronto is a city of neighbourhoods, which are often defined by main streets. But these streets are not just for moving cars, bikes, and transit. Beyond their transportation functions, main streets lined by storefronts, patios, and public spaces lend a unique character to a community. Streets connect places, and they also connect people. A great street redesign can transform a neighbourhood for the better.

This report profiles five recently redesigned *Great Streets* in Toronto and uncovers some of their ingredients for success. It also features five future great streets, *The Ones to Watch*, that have great potential for revitalization and change, with the right recipe.

What makes a street great

Toronto's Great Streets does not rank or compare streets. Beyond ensuring safety for users, not all streets are designed for the same objectives. Some have been redesigned to improve mobility, while others prioritize foot traffic and placemaking. And not all streets share the same metrics. Some indicators are directly measurable, like transit and cycling ridership, while others are not so easy to quantify, such as the beauty of the built form or perceptions of safety.

There is no standard recipe for a great street. But a common thread among the streets featured in this study is that they all play a key role in making the surrounding neighbourhood a great place to live, work, and visit.



Complete Streets and Great Streets

In recent years, the City of Toronto has adopted a complete streets approach that strives to “safely accommodate all users – pedestrians, cyclists, transit services, and motor vehicles – and also support and enhance local neighbourhood context and character.”³

Complete streets is about transforming the broader multi-modal transportation network to enhance safety, vibrancy, and efficiency. Great streets – the outstanding individual street redesigns – are a part of that transformation.

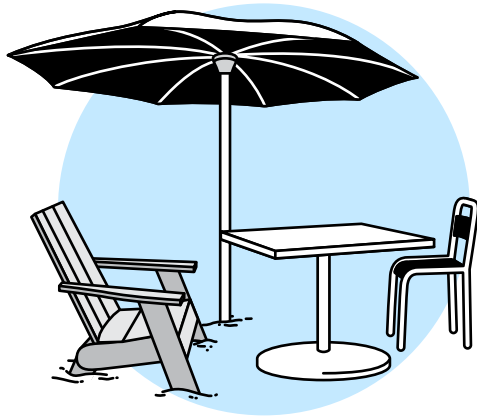
With limited street widths, building a “lane for each mode” isn’t always viable. So for complete streets transformations, determining priorities

and making trade-offs is key. A great street design will build upon the neighbourhood’s unique assets, respond to how people are already using the street, and fit in with the broader transportation network.

Different streets have different priorities; there is no one-size-fits-all solution for great streets. But the streets featured here offer some great ideas.

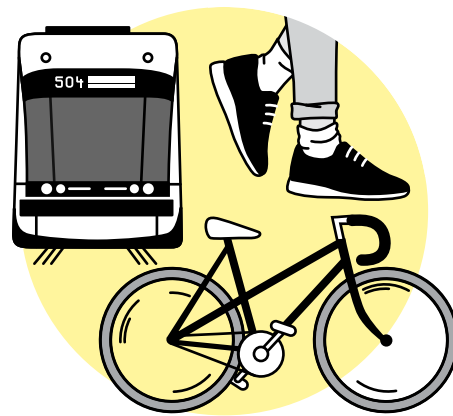
Recipe for Greatness

While there is no standard recipe for a great street, there are some great ingredients:



Placemaking

- **Inviting streetscape:** Unique elements – like sidewalk pavers, patio space, raised planters and tree pits, and seating options – help to beautify the street and support neighbourhood identity.
- **Public spaces:** A beautiful and vibrant street that connects existing public spaces and acts as a public space itself gives locals and visitors a reason to stop and spend time, rather than just move through.
- **Neighbourhood character:** A great street can foster community pride and stewardship. When a street is woven into a community's identity, it can become a great civic place, with a shared sense of culture and history.



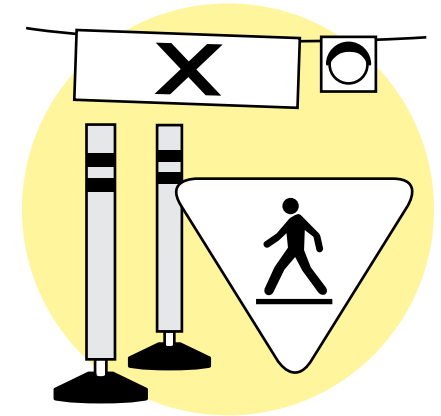
Mobility

- **Multiple mobility options:** Designing streets for multiple modes provides people with transportation options. The modes accommodated on each street should respond to the surrounding street network, adjacent uses, major destinations, and local demand.
- **Flexible and adaptable:** As Toronto grows up, people are living and moving differently, with more choosing active transportation and transit than ever before. Our streets must adapt to these changes and accommodate future mobility needs.



Economic vitality

- **Mixed-use:** When a street is flanked by homes, businesses, and destinations where people live, work, and play, it becomes the centre of activity for a diverse range of users at all hours of the day.
- **Variety of businesses and services:** The local businesses that line a street should serve both the day-to-day needs of locals and offer products and services that appeal to visitors. A healthy mix of businesses makes for an inviting and active street.
- **Diverse and inclusive:** A great street offers diverse users many reasons to visit, like community services, a range of shopping options, and public spaces that are open to all.



Safety and accessibility

- **Safe for all road users:** Supporting the safety of all road users – especially the most vulnerable – should be top priority on all streets. Sufficient sidewalk space, dedicated cycling infrastructure, safe, physical separation between road users, and accessibility and universal design features can reduce conflicts between road users. Strategies to slow vehicle traffic in order to improve safety should take priority.
- **Pedestrian priority:** We are all pedestrians. Streets should accommodate pedestrian needs by offering generous sidewalk space, frequent crossing opportunities, and safe and accessible curb features to support foot traffic. Physical separation should provide protection for pedestrians while still supporting a street's vitality.

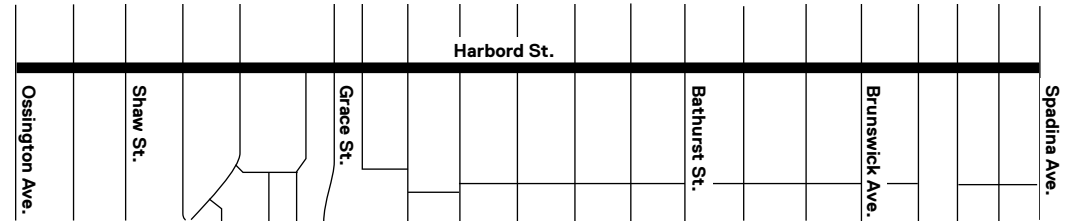
Redesigned for Greatness

Harbord Street | Roncesvalles Avenue | St. Clair Avenue West
Queens Quay West | Market Street



Harbord Street

Bike lanes for safer mobility and village improvement



The 2014 redesign installed continuous cycling infrastructure from Ossington to Parliament, transforming Harbord into one of the most well-travelled bike routes in the city.

Why it's a great street



A key east-west corridor: Harbord is a key part of a longer east-west cycling corridor that serves major institutional and employment destinations, such as the University of Toronto and Queen's Park, and links up with bike routes on Wellesley, St. George/Beverly, and Shaw.

Slower speeds, more retail activity: With the bike lanes in place, the corridor is no longer a thoroughfare for



cars. Visitors are better able to look around, stop, and shop.

Safer lanes, more cycling: Continuous, dedicated bike lanes allow cyclists of all ages and abilities to ride comfortably on Harbord. At peak times, **cyclists account for about 40% of all vehicular traffic along the Harbord-Hoskin corridor.**⁴

Street savvy: Since the cycling lanes have been in place, vacancy rates in the



Harbord Village BIA area have remained at around 0%. The area is home to an eclectic mix of businesses, with no chain stores in the BIA boundaries.

A village feel: Lined with small-scale, independent shops and lots of restaurant patios, Harbord's mix of businesses serves locals' needs and draws visitors from afar, all while maintaining a unique neighbourhood charm.



Total cost: \$150,000⁵

After the redesign, cycling ridership increased by approximately 18%⁶

Parking alternates from the north to the south side of the street within the BIA boundaries

Dedicated bike lanes now span the whole 2.5 km Harbord-Hoskin corridor

Painted buffers separate bike lanes from traffic lanes and parking⁷

Moving traffic safely reinforces Harbord's small village feel and encourages retail activity. The Harbord BIA area enjoys a retail vacancy rate of zero



Net total parking after redesign unchanged: 38 on-street parking spots were replaced with 25 spaces on Harbord, plus 13 new spaces on adjacent streets⁸



Why it happened

Plugging the gap: By 2007, bike lanes covered most of Harbord, except a section between Spadina and Borden that gave way to on-street parking, impacting cycling safety.⁹ In 2011, City Council approved a study of separated bike lanes on Harbord and Hoskin to fill this gap.¹⁰



A slower, safer street makes it more comfortable for visitors to stop, shop, and dine on Harbord.

The nitty gritty

In fall 2014, bike sharrows were replaced with new buffered bicycle lanes on both sides of Harbord between Borden and Spadina. One vehicle lane was maintained in each direction for cars, the 94 Wellesley bus route, and emergency vehicles. The speed limit of 40 km/hr was maintained, as were the existing sidewalks.¹¹

Shifting street parking: To accommodate the bike lanes, on-street parking within the BIA boundaries alternates from the north to south side, based on loading and parking needs. Additional new spaces

Lessons



Cars don't shop; people shop: Harbord's business success demonstrates that reorganizing a handful of on-street parking spots directly in front of businesses won't harm sales.

Working with businesses: Understanding business needs and addressing conflicts was critical. Maintaining parking on one side of the street, solving commercial loading issues, and adding parking on adjacent streets delivered positive outcomes.

were added on side streets, resulting in no change to the amount of parking overall.¹²

Safer cycling: The redesign improved safety and comfort for all users: cyclists now have dedicated lanes, drivers benefit from more clearly dedicated space for cars and bikes, and pedestrians and businesses benefit from slower speeds. Cyclists have embraced Harbord as a key east-west corridor, making **Harbord the 6th busiest cycling facility in the city.**¹³

Shoppers in helmets: Years of advocacy by residents and elected officials pushed the Harbord bike lanes forward. To support the project's success, Cycle Toronto coordinated campaigns with other local groups to encourage cyclists to patronize Harbord Street businesses.



Future greatness

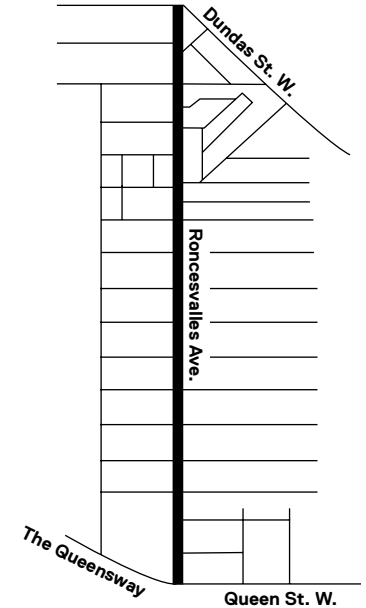
Bike parking and patios: Increasing bike parking, improving gateways, and expanding sidewalk space without disrupting restaurant patios is the next step. Encouraging visitors to stop, shop, and eat is an ongoing objective for the business community, and cyclists and pedestrians are a growing clientele.

Roncesvalles Avenue

Toronto placemaking at its best



Completed in 2011, the Roncesvalles redesign focused on placemaking and people, improving safety and enhancing pedestrian space while strengthening Roncy's capacity to serve local needs.



Why it's a great street



Going local: Roncesvalles checks all the boxes for amenities, services, institutions, and shopping to serve its local community. Even though the 504 King streetcar runs through it, Roncesvalles is not a thoroughfare for traffic but rather a retail street that anchors the neighbourhood.



Sidewalk life: Roncesvalles enjoys beautifully redesigned pedestrian space with wider sidewalks enlivened with planter beds, trees, patios, and bench seating, making it a vibrant place to shop, stroll, sit, or wait for the streetcar. The successful redesign invites buskers, pop-up fruit markets, and even summer lemonade stands.



Slower speeds, more foot traffic: Streetcar boarding platforms share space with bike lanes, while curb bump-outs at intersections reduce pedestrian crossing distances. This design makes vehicle movement slower and safer, allowing pedestrians to cross safely and frequently. Yet the street does not suffer from increased traffic congestion.



Total estimated cost:
\$1.7 million¹⁴

New shared streetcar
boarding platforms
installed – Toronto’s first!

64,000 daily riders on
the 504 King streetcar¹⁵

A 2.0m wide cycling
path at sidewalk
height over streetcar
boarding platforms
accommodates
cyclists at track edge¹⁸

New raised
planters with
seating installed

10 signalized
crosswalks
and pedestrian
crossovers
along the street



85 new street
trees added

One lane
of traffic
removed in
each direction
to provide a
4.3m traffic
lane and 2.0m
layby on both
the east and
west sides of
the street¹⁷



225 of 236 total parking spaces
were retained in the redesign¹⁶



Why it happened

Getting ahead of the game: The Roncesvalles Village BIA developed its Streetscape Strategy in 2003 to lay out a long-term vision and strategies for improvement.¹⁹ When it came time for the City to dig up the street to replace 100-year old pipes, the BIA was prepared to jump into the redesign process.

The nitty gritty

With support from TTC and City staff, the BIA's streetscape vision was realized. The Roncesvalles redesign was completed in 2011, featuring a narrowed roadway with one traffic lane in each direction and laybys for parking and loading on

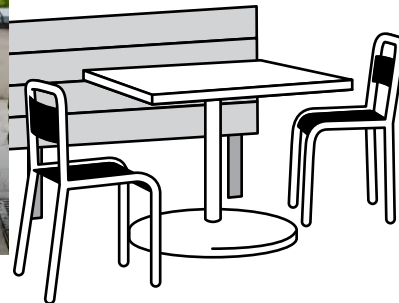


both sides. Wider sidewalks, narrower crossing distances, and new street lighting enliven the pedestrian experience.²⁰

Creative designs: Space constraints on the sidewalk inspired a unique raised planter bed design that incorporates custom bench seating that has beautified sidewalk life.



Sharing the street: To accommodate both cyclists and transit riders at the curb edge, the City designed its first shared boarding platforms.²¹ Sidewalks were expanded to the track edge at streetcar stops to create a level boarding platform that is shared with the cycling path.²² Cyclists travel next to parking laybys at other locations. All this sharing of street space among different users encourages eye contact and slower speeds, improving safety and lending a neighbourly feel to the street.



Widened sidewalks make space for life on the street – with new benches, street trees and planting, and patios.

Lessons

Thinking outside the box led to some new and innovative design elements on Roncesvalles – some of which have become distinguishing features, and others that have since been rolled out on other Toronto streets.

Community collaborations: Local residents, businesses, the BIA, and Councillor Gord Perks were actively engaged in the redesign process. **37 community meetings were held over the course of the project from 2008 to 2011.** This community engagement and stewardship has continued: RoncyWorks, a citizen-led group that emerged during the reconstruction, still organizes initiatives to care for street trees, reduce litter, and beautify the street, years after Roncesvalles' reopening.²³

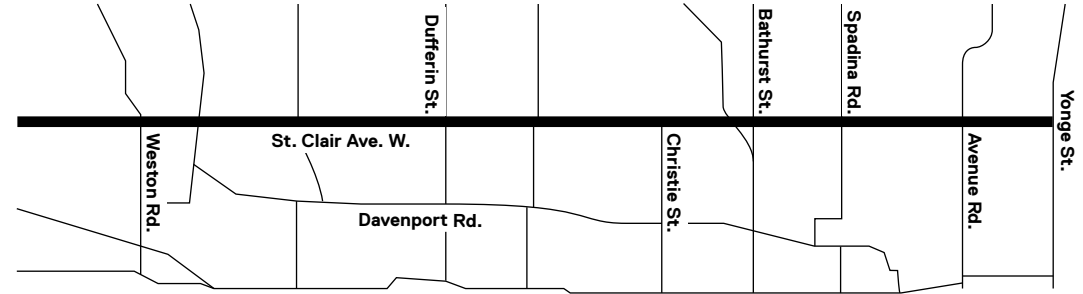


Future greatness

Addressing gentrification is an ongoing challenge in the Roncesvalles community. Ensuring that the street retains its healthy mix of independent businesses and services that appeal to locals of all stripes as well as visitors is critical.

St. Clair Avenue West

The streetcar neighbourhood



The dedicated streetcar lane, opened in 2010, has made hopping on transit an efficient alternative to the car and has transformed this midtown corridor into a vibrant main street.

Why it's a great street



Getting transit moving: Even before the redesign, the 512 streetcar already accounted for about half of all trips on St. Clair.²⁴ With a new, dedicated streetcar lane in place, **ridership increased by 23% from 2005 to 2017**, helping to reduce congestion on this busy street with a growing population.²⁵



A vital neighbourhood: Reliable transit connections and a beautiful streetscape revitalized St. Clair as a community anchor. The street features a healthy mix of businesses serving diverse local needs, with few vacancies.



Build it and they will come: The redesign has catalyzed new residential development, with some developers showcasing the rapid streetcar as a selling point in marketing materials. Since the redesign began, 632 new residential units have been approved along St. Clair between Bathurst and Oakwood alone, with 1,132 more units currently under review.²⁶



Total cost: \$106 million²⁷

Total cost includes major utility work undertaken during road reconstruction.

Collisions between a pedestrian and vehicle decreased by 48% from 2000 to 2011³¹

Traffic volumes decreased by as much as 23% in some locations³²

After the redesign, all-day weekday ridership on the 512 increased by 13% (2005–2010)²⁸

Round trip travel times on the 512 streetcar decreased by an average of 14% after the redesign²⁹

A separated, raised track bed runs for 6.8 km³⁴



Instead of short-turning at Lansdowne, the 512 now runs the full length of the route, improving reliability for riders

Today, St. Clair is the 9th busiest surface route in the city, with 38,200 daily riders³⁰



93% of all on-street parking spots retained – with more spots added on side streets³³



New boarding platforms, shelters, and public art installed

Why it happened

Replacing old tracks: The St. Clair streetcar was bogged down in traffic, so when the time came to replace the old tracks, the TTC seized the opportunity to build a separated, raised track bed.³⁵ The scope was expanded to include burying overhead hydro wires, new street lighting, hydrant relocation, and sidewalk improvements to create a more pleasant street for walking and shopping too.³⁶



The nitty gritty

Completed in 2010, the redesigned St. Clair features an exclusive streetcar right-of-way with accessible boarding platforms and shelters for improved service, speeds, and reliability.³⁷ As a result, vehicles get their own lane as well: two traffic lanes in each direction are provided on both sides of the streetcar, with U-turns allowed at signalized intersections.³⁸

Places to park: 93% of existing on-street parking was retained, with new off-street spots added for a net increase in parking overall.³⁹

A street for strolling: Pedestrians benefitted too, with enhanced streetscape features including benches, lighting, and public art. Overhead hydro wires were buried underground and hydrants were relocated, creating more space on the sidewalk.⁴⁰



The result overall is a street that's great for moving through on transit and strolling around on foot, with a distinct identity that reinforces the area as a desirable, transit-oriented neighbourhood.

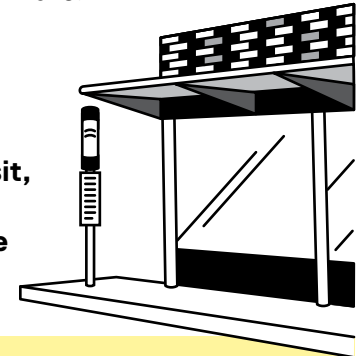
Lessons

Rough rollout: The full redesign took over five years and over 20 separate construction contracts, with challenging coordination between the TTC (who managed track work) and the City (who managed the public realm improvements).⁴² Numerous delays angered local residents and businesses and shuttered some shops.

Tough lessons: 51 community meetings were held throughout the Environmental Assessment (EA) process, yet there were still complaints about the consultation process.⁴³ The City and TTC are committed to strong communications and consultation to better prepare neighbourhoods for the magnitude of disruptions that come with a large-scale construction project.⁴⁴ Metrolinx's Community Offices for the Eglinton Crosstown LRT are a positive new approach to managing construction impacts and fielding questions and complaints from communities.

Transit shopping: Since the beginning of the redesign in 2005, the TTC offered 2-hour transfers on the 512, allowing riders to hop on and off the streetcar and encouraging local shopping along St. Clair. After the program ended in 2017, the TTC announced a plan to roll out time-based transfers throughout Toronto in 2018.⁴¹

The streetcar connects the neighbourhood with reliable transit, making St. Clair West a great place to live car-free.



Ushering in a new era: The dedicated streetcar right-of-way on St. Clair was the start of a new era in Toronto's streetcar and LRT development, paving the way for other projects to improve surface transit on Harbourfront and now the King Street pilot project.

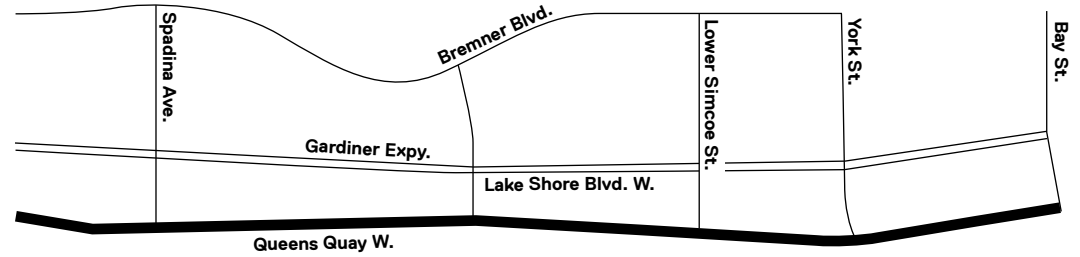
Future greatness

Taking stock: After years of requests for data on outcomes, the TTC is now undertaking a post-design review of St. Clair, the results of which will inform similar future projects in Toronto and elsewhere.

Victim of its own success: A significant ridership increase has led to an overcapacity line, negatively impacting travel times. The TTC is adding more high-capacity streetcars to the line, and exploring the issue in the post-design review.

Queens Quay West

A street for all users



The 2015 redesign repositioned Queens Quay as a public waterfront promenade, reallocating street space to accommodate all modes – pedestrians, cyclists, transit, and cars.

Why it's a great street



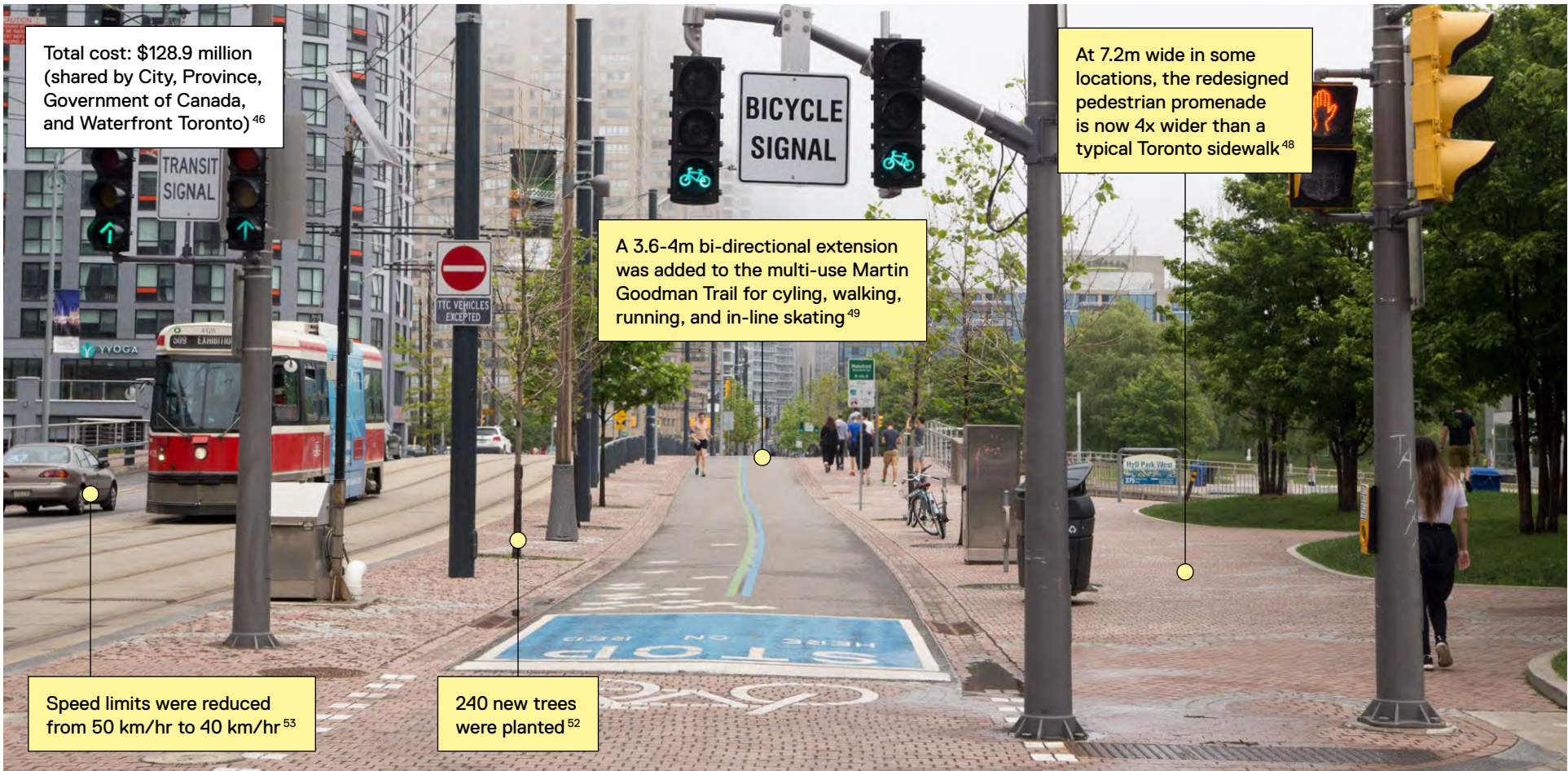
A grand promenade: Queens Quay may be Toronto's only large promenade, with expansive pedestrian space and amenities for all users. It has redefined Queens Quay as a place to be.



Making trails: The redesign now connects the Martin Goodman multi-use trail to downtown via Queens Quay, with **a large separated bike lane that attracts both commuters and recreationalists with as many as 6,000 riders a day.**⁴⁵



Gateway to the waterfront: With better space for cycling and walking and outstanding new public spaces, the redesign invites people back to the water's edge. Far from its history as an industrial waterfront, Queens Quay is now a key connector of major cultural, entertainment, business, and residential destinations.



Total cost: \$128.9 million (shared by City, Province, Government of Canada, and Waterfront Toronto)⁴⁶

At 7.2m wide in some locations, the redesigned pedestrian promenade is now 4x wider than a typical Toronto sidewalk⁴⁸

A 3.6-4m bi-directional extension was added to the multi-use Martin Goodman Trail for cycling, walking, running, and in-line skating⁴⁹

Speed limits were reduced from 50 km/hr to 40 km/hr⁵³

240 new trees were planted⁵²



In 2007, before the redesign, pedestrians accounted for almost ½ of the traffic volume at intersections but only had 20% of the space on the street⁴⁷

Ferry Terminal traffic increased 47% from August 2011 to August 2015, showing a boost in recreational visitors⁵⁴



Cycling on Queens Quay increased by 888% after the extensions of the Martin Goodman Trail⁵⁰



2.5 million pavers were laid by hand on the new public promenade⁵¹

Why it happened

A bold investment: The 2003 Central Waterfront Secondary Plan led to a \$278 million investment in waterfront park space revitalization and commitment from all levels of government.^{55,56} Following an international design competition, in 2006 Waterfront Toronto hosted “Quay to the City,” a 10-day public installation that showcased the winning design.^{57,58}

The nitty gritty

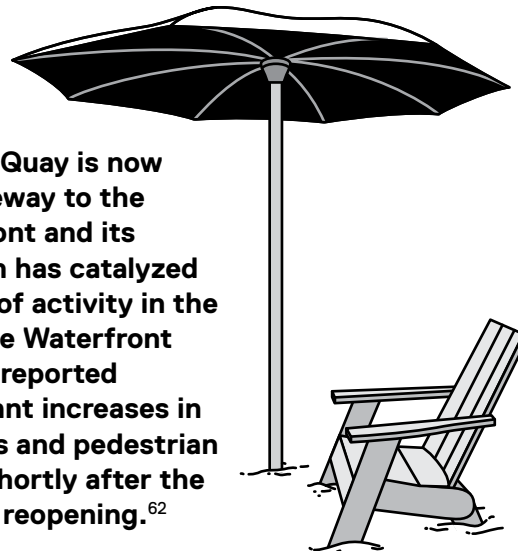
Queens Quay reopened in 2015 with a wide granite pedestrian promenade and a double row of trees connecting the waterfront’s network of public parks. A new stretch of the Martin Goodman Trail was introduced, plugging the gap in this 22 km trail stretching from Mimico to the Beach.



The redesigned streetcar lane features new boarding platforms and shelters that ensure easy access for transit riders.⁵⁹ Vehicle lanes were reduced from four to two lanes running adjacent on the north side of the streetcars. New stopping prohibitions and designated loading zones keep traffic flowing.⁶⁰ The redesigned Queens Quay is cited by the City of Toronto as a prime application of complete streets design principles.⁶¹



Queens Quay is now the gateway to the waterfront and its redesign has catalyzed a surge of activity in the area. The Waterfront BIA has reported significant increases in business and pedestrian traffic shortly after the street’s reopening.⁶²



Lessons

Pick a lane: Cycling along Queens Quay has increased dramatically since the redesign, with volumes far exceeding those for which the street was designed. Meanwhile, insufficient delineation between the cycling trail and the pedestrian promenade has resulted in confusion. Pedestrians have to cross the cycling lane to access the streetcar boarding platforms, interrupting cycle travel.

Mixed signals: Transit times have been impacted by the increased number of signals required to allow cars to turn south across the tracks. Meanwhile, as pedestrians are avoiding signalized crossings to cross mid-street, streetcars are moving slowly to avoid collisions.

However, actual conflicts are quite rare. The street was consciously designed with mixing zones to slow down movement and encourage eye contact, which is atypical in Toronto, and requires an adjustment period for all users.

Future greatness

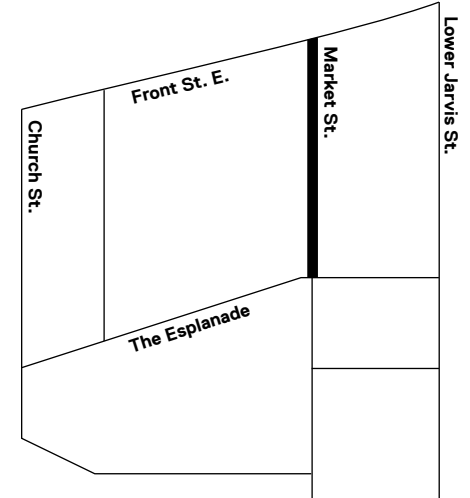
Making tweaks: Street design doesn’t stop after construction; ongoing monitoring allows for modifications and continual improvement. Waterfront Toronto has been proactive in addressing issues and making tweaks since the street’s opening, with plans to pilot changes to the pinch points where users are mixing and to address the slower transit speeds caused by traffic signal changes.⁶³

Market Street

A future-proof street for people (and patios!)



Market Street’s 2014 redesign prioritizes the pedestrian experience to support adjacent retail and restaurants while celebrating the unique heritage and culture of St. Lawrence Market.



Why it’s a great street



Flexible and future-proof: With its removable patio enclosures and bollards, Market Street changes seasonally to meet the needs of the community and businesses. Road reconstruction happens once every 50-100 years, so while design should reflect current uses, Market Street’s built-in flexibility can respond to change over time.

Leading the way: Market Street was an early adopter of a new approach to shared street design: eliminating curbs and introducing new materials for pedestrian priority. The design language and palette has inspired other redesigns in the area, including Scott Street.

Celebrating heritage: The design of Market Street was driven by its heritage and surrounding uses – St. Lawrence Market on the east side and restaurant tenants on the west. Using a unique paving palette, custom bollards and patio enclosures, and a decorative trench drain, the design creates unique identity and experience on the street.



Total cost: \$2 million contributed by the developer (Woodcliffe Landmark Properties) plus nearly \$500,000 in Section 37 funds⁶⁴

Redesigned roadway pavement narrowed from 8.5m to 6.0m⁶⁵

2.1m summer pedestrian zone repurposed as parking layby in winter months⁶⁹

Removable bollards separate the pedestrian clearway from the roadway in summer months⁶⁸

Year-round parking provided on the east side of the street, with winter parking provided on the west side⁷²

West sidewalk extended by 2.5m⁶⁶

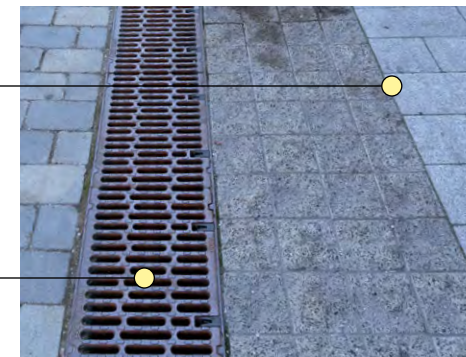
Business and retail vacancy rates on the street are at 0%, and remain below 4% in the area overall

Flexible custom patio enclosures added in the summer months⁷¹



600mm band of tactile pavers provides delineation for the visually impaired⁶⁷

Custom trench drain introduced to maintain curbless street⁷⁰



Why it happened

A visionary developer: When Woodcliffe Landmark Properties acquired four buildings on the west side of Market Street, they wanted to animate the street level while retaining heritage value. The developer led the charge for a full street redesign, providing significant funding and collaborating with City Hall and the local BIA.⁷³

The nitty gritty

Market Street reopened in 2014, featuring a narrowed roadway and a greatly expanded west sidewalk. Parking is maintained on the east side year-round and is removed on the west side in the summer months to accommodate new patio



See image credit (b)

enclosures and pedestrian space. In the winter, the patios are removed and bollards replaced to make way for an additional lane of parking.⁷⁴

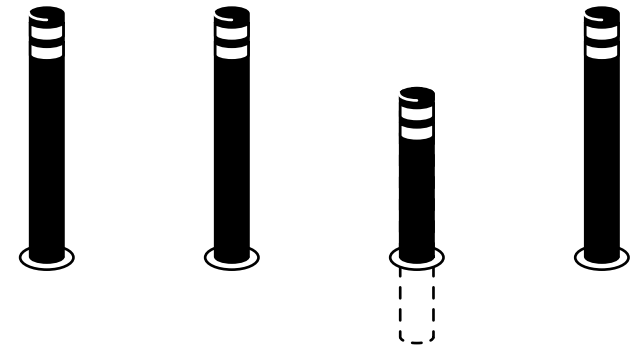
Curb-free: The street was made level – no curbs – and resurfaced using attractive pavers, enabling a safe shared space for cars and people. Tactile pavers delineate pedestrian space for the visually impaired.⁷⁵

People-friendly: Pedestrians stroll along the expanded sidewalk and travel seamlessly across the street, while cars exercise caution and drive at people-friendly speeds. The small businesses and restaurants that occupy the west side enliven the streetscape in the summer months with patios and planter boxes that give way to parking in the winter months.



See image credit (c)

Removable bollards and patios allow Market Street to change with the seasons – patios and expanded pedestrian space in the summer, and extra parking in the winter.⁷⁶



Lessons

Power of partnership: The City worked with Councillor Pam McConnell and the St. Lawrence Market BIA to release Section 37 funds to the developer to complete the full street redesign on time, at a lower cost, and with less disruption to the street.⁷⁷

You can't fight City Hall: The street design process was so complex – with non-standard treatments, funding agreements, and maintenance contracts – that supportive City staff were critical to the project's success.⁷⁸

Future greatness

Fully pedestrian: Parking and loading demands from the St. Lawrence Market precluded full pedestrianization in the street's first iteration. But the original goal for a fully pedestrian space at certain times of day or year may be in the street's future.

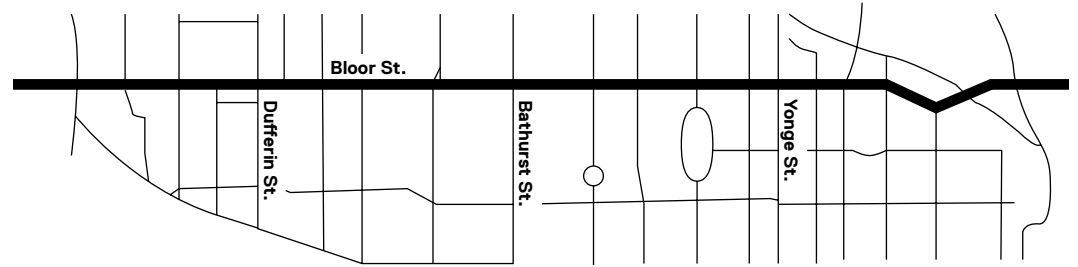
The Ones to Watch

Bloor Street | King Street | Downtown Yonge Street
Yonge Street North | The Golden Mile



Bloor Street

Bike lanes on Bloor from east to west



The Bike Lane Pilot Project on Bloor Street proved to be a great success and the lanes are now permanent. Next step: enhance the separation and extend the lanes further east and west.

Why it's a great street



In full gear: Separated bike lanes made Bloor one of the most cycled corridors in the city with a **56% increase in ridership within the pilot area over the course of just one year.**⁷⁹



Good for business: During the one-year pilot, the number of customers, frequency of visits, and spending along the pilot stretch of Bloor all increased, demonstrating that cycling lanes are good for local business.⁸⁰

Location, location, location: The subway runs below Bloor, so space on the street isn't taken up by surface transit. Bloor Street's length, central location, and east-west connectivity have the potential to attract lots of new cyclists.⁸¹



Total pilot project cost: \$500,000⁸²

Business vacancy rates remained steady at 6% before and after the pilot project⁹⁰

Cyclist feelings of safety increased from 3% to 85%⁸⁵

Average motor vehicle volumes on Bloor decreased from 24,300 to 20,000 vehicles per day⁸⁶

Businesses reporting number of visitors spending \$100 or more increased from 44% in 2015 to 53% in 2017⁹¹



During the pilot, 90% of visitors reported arriving to Bloor without using a car⁸⁹

Cycling increased by 56% during the pilot project to an average of 5,220 weekday cyclists, making Bloor the city's second highest bicycle facility by volume⁸³



90% of all 1,163 paid parking spaces in the area were maintained⁸⁸

Collisions and conflicts between all road users decreased by 44%⁸⁴

New commercial and accessible loading zones and pick up areas installed⁸⁷



What's happening

The power of the pilot: For years, Cycle Toronto and other advocates championed the need for bike lanes along this central downtown corridor. In response, the City agreed to a 12-month pilot project to test out the plan, measure results, and make modifications. At its completion in October 2017, Council voted to make the lanes permanent.

Let the data decide: The Bloor bike lanes pilot involved the City's most comprehensive performance evaluation for any cycling project.⁹² Extensive before and after data measured effects on all road users, curbside demands, local businesses, and the public.^{93,94} These findings were critical in building support to make the pilot permanent.

Cars don't shop, people shop: While merchants on Bloor perceived that 25% of their customers arrived by car, in reality, only about 10% of customers drive there.⁹⁵



The nitty gritty

The 12-month pilot project installed separated bike lanes on Bloor Street from Avenue to Shaw from 2016 to 2017. Vehicle lanes were reduced to one in each direction to make room for continuous bike lanes at the curbside.

On-street parking was maintained on one side of the street, between the cycle track and the traffic lane. Painted buffers and flexi-posts protect the bike lanes from traffic and parked cars, and deter illegal stopping in the lanes.⁹⁶

Making tweaks: Throughout the pilot project, tweaks included adding loading and drop-off zones and adjusting signal timing to reduce vehicle travel times.⁹⁷

From pilot to permanent: Now that the bike lanes are here to stay, the pilot stretch will see modifications to improve safety and traffic flow, remedy issues with sightlines, and install permanent painted features.⁹⁸

Great expectations

While the pilot was recently made permanent, large stretches of Bloor are still without dedicated bike lanes, leaving dangerous gaps in the bike network that create uncertainty and unsafe conditions for riders. Support is growing to extend the Bloor bike lanes west to High Park and east to the Danforth to build a fully separated, safe, and continuous bike corridor.

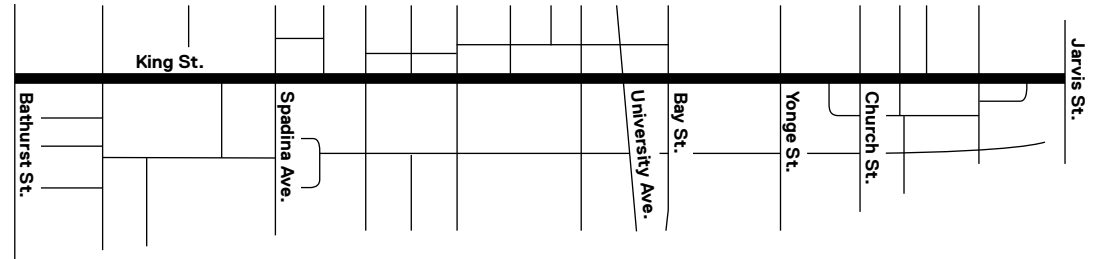


A greater grid: If the pilot could succeed on its current stretch – one of the busiest and most constrained along Bloor – separated lanes are likely to succeed elsewhere along the corridor.⁹⁹ Extending the bike lanes could make Bloor a centrepiece of Toronto's cycling grid and a great place to stroll and shop through many neighbourhoods. The City will complete a number of Major Corridor studies over the next few years that could knit together a plan to expand bike lanes on Bloor.¹⁰⁰

Street sense: If the bike lanes are to stretch further east and west, significant efforts must be made to engage with businesses and BIAs. Tracking before/after data to understand sales trends and addressing parking issues will be critical to gaining support.

King Street

Relief for Toronto's busiest surface transit route



The King Street Pilot Project transformed this busy downtown corridor into a reliable streetcar route, freed from mixed traffic. This summer, phase two is animating the public realm with patios and new pedestrian space.

Why it's a great street



See image credit (d)



See image credit (e)

The heart of the city: King Street is a critical downtown corridor that runs through the heart of the city and serves the largest concentration of jobs in the entire country.¹⁰¹ Condo growth in the area is some of the highest in the city, while King's financial, theatre, and entertainment districts are among Toronto's top destinations.

More reliable transit: The 504 King/514 Cherry is Toronto's busiest surface transit route, with over 72,000 riders each day, compared to only 20,000 vehicles.¹⁰² The pilot freed the streetcar from mixed traffic, making it **more reliable and boosting all-day weekday ridership by 13% in the first six months.**¹⁰³

A breath of fresh air: The pilot project limits through-travel for cars and trucks on King Street. With expanded pedestrian space and public realm improvements introduced this spring and summer, patio-goers can enjoy a meal or beverage while taking in vibrant street life, not breathing in exhaust.



Total pilot project cost: \$1.5 million¹⁰⁴

The King Street Pilot Project provides 81,000 average weekday riders with quick and reliable east-west transit through downtown Toronto¹⁰⁵

Weekday streetcar ridership has increased 13% since the pilot, to 81,000 daily riders in March/April¹¹⁰

In spring/summer 2018, 19 new public spaces and patios were introduced in the curb lanes along King Street¹⁰⁸

Car travel times on King and adjacent streets have not been impacted^{112, 113}

Since the pilot, average capacity during the busiest travel hour has increased 15%, thanks to improved reliability and the use of larger, low-floor streetcars¹¹¹

See image credit (f)



Before the pilot, the 504 King streetcar line was already at 20% overcapacity¹⁰⁶

180 on-street pay-and-display parking spaces were removed – accounting for only 3% of the total 7,800 parking spaces within a 5-minute walk of the pilot area¹⁰⁷



Cars, trucks, and taxis must turn right at most intersections but can still access all blocks, enabling deliveries, loading, and access to parking garages¹⁰⁹

Foot traffic and customer sales have remained in line with seasonal trends since the pilot began^{114, 115}

What's happening



King of congestion: Before the pilot project, King Street wasn't working for anyone. With streetcars, cars and trucks in mixed traffic, streetcar service was slow, unreliable, and unpredictable. During rush hour, it was often faster to walk.¹¹⁶ Pedestrians struggled on narrow sidewalks, while drivers were ensnared in traffic. King Street needed a big change to reach its full potential as a great street for people and for business.

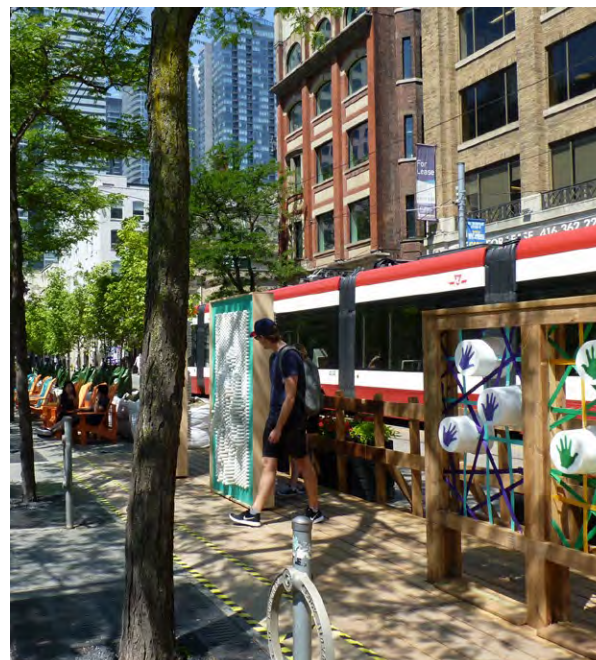
Modest pilots yield big impacts: Pilot projects allow the City to test new ideas at a low cost with minimal construction delay, with the ability to measure progress and make refinements. The King Street Transit Pilot was implemented without any major reconstruction for just \$1.5 million, and yielded positive transit impacts almost immediately.¹¹⁷

The nitty gritty

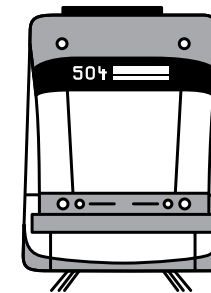
In November 2017, phase one of the pilot rolled out to improve transit reliability, speed, and capacity on a 2.6 km stretch of the 504. With through-traffic for cars, trucks, and taxis prohibited, the streetcar was essentially given its own lane. On-street parking was removed to make space for pedestrians, streetcar boarding, deliveries, and passenger drop-off.¹¹⁸

The next phase: Phase two is animating the widened pedestrian space, with new public spaces and parklets in the curb lanes along with public art and planters. Local businesses were offered first dibs on new patio space.

Piloting progress: The King Street pilot includes a robust program to collect monthly data before, during, and after implementation – on metrics like ridership, travel times, reliability, transit capacity, traffic volumes, foot traffic, and sales activity.¹¹⁹



See image credit (g)



Improvements to the 504's speed, frequency, reliability, and capacity sparked a 13% increase in ridership in the first three months of the pilot.¹²⁰

Great expectations

Traffic doesn't shop... King Street challenges us to think about our streets differently; traffic doesn't directly translate into vibrancy, yet some local business owners felt the street had lost its energy once liberated from traffic. Redefining how streets should look, feel, and function – and getting the public on board – is necessary.

...people shop! Rolling out the transit redesign months in advance of the public realm improvements fuelled complaints that King had become a transit corridor devoid of street life. However, early sales data show the changes did not negatively impact foot traffic or sales activity.¹²¹ These numbers are expected to improve further as public realm improvements continue to roll out throughout the spring and summer.

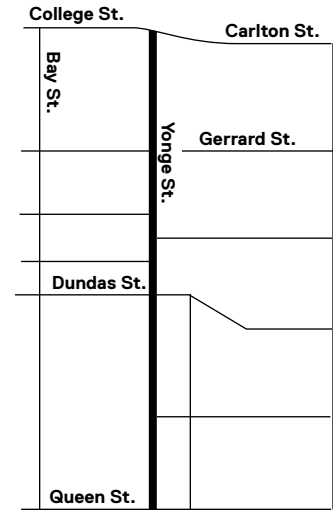
A critical east-west transit line: With no east-west rapid transit south of the Bloor-Danforth subway, downtown Toronto is congested on every surface transit route. King offers the best opportunity to get things moving, but the pilot improvements only apply to 2.6 km of the 504's total 14 km route. Extending the pilot to prioritize transit along most of the 504 could further improve travel times and offer east-west relief for our congested city.

Downtown Yonge Street

Canada's Main Street



A vision to pedestrianize a busy foot traffic stretch of Yonge between Queen and College could revitalize the neighbourhood and boost business.



Why it's a great street



See image credit (h)

Best foot forward: In the Downtown Yonge area, pedestrians make up 72% of traffic while vehicles account for only 28%.¹²² Yet over two-thirds of space on the street is dedicated to vehicles, while pedestrians spill off the sidewalks. Prioritizing pedestrian movement would support how people really get around.

Pedestrian perfect: With the subway underground and walking the dominant mode at grade, Downtown Yonge is Toronto's best opportunity for a pedestrianized high street.

An iconic destination: With its high concentration of street-related retail and entertainment uses, Yonge Street already has big brand recognition. Many remember the early 1970s, when Downtown Yonge was a pedestrian mall in the summer months, closed to vehicles. The memories and experiences tied to this iconic street can be leveraged while transforming it into a great people place for a modern city.



Downtown Yonge includes over 600 retail stores, 180 restaurants and bars, 8 hotels, and 4 theatres ¹²⁵

28% of all pedestrians on Yonge are visitors and 10% more are tourists ¹²⁴

40% walk to get to the area ¹²⁷

13% drive to get to the area ¹²⁸

There is currently no on-street parking on Yonge Street from College to Queen



The Yonge-University subway line runs directly underneath Yonge Street

49% of commuters/visitors use transit to get to Downtown Yonge ¹²⁶



Yonge and Dundas is the city's busiest pedestrian intersection, with nearly 100,000 daily crossings ¹²³

See image credit (i)

See image credit (j)

What's happening

Time for an upgrade: Like many downtown streets, the pipes and infrastructure under Yonge Street are nearly a century old and ready for an upgrade. This means digging up the street – which also means a once in a generation opportunity to change it for the better.

A multi-phase City-led Environmental Assessment (EA) study is underway for Yonge Street from Queen to College. The EA will recommend options to expand the public realm and improve movement along Yonge – potentially by reducing the number of traffic lanes.¹²⁹ Strong support is growing to pedestrianize a segment from Shuter to Gerrard Street.¹³⁰

BIA leading the way: The Downtown Yonge Business Improvement Area (DYBIA) has been laying the groundwork for an improved Yonge Street for decades. Its 2012 *Celebrate Yonge* event temporarily altered two lanes of traffic to make way for expanded sidewalks, pop-up patios, art installations, and street furniture.¹³¹ Analysis shows that these lane reductions did not significantly affect traffic operations.¹³² More recently, the BIA launched its 2015 *Yonge Love* campaign, a multimedia effort to engage the public and businesses in discussions on the street's future.¹³³

A champion on Council: Meanwhile, local Councillor Kristyn Wong-Tam has advocated for a beautiful, vibrant, and inclusive Yonge for years, initiating studies and plans to revitalize the street.¹³⁴ She has championed Yonge as not just a street but a neighbourhood, and downtown as an important place for all of Toronto.

Pedestrians make up 72% of all traffic in the area, while vehicles make up 28%.¹³⁵



The nitty gritty

Full pedestrianization: The existing conditions on Yonge from Shuter to Gerrard support pedestrianization: there is no street parking, many turning restrictions, relatively few drivers when compared to other modes, and the subway runs underground – all making pedestrianization less complicated or adversarial than other streets in Toronto. Terminating at Shuter allows car access to the underground parking garage in the Eaton Centre.

Placemaking for people: With over 175,000 area residents, 93% of whom live in apartments without backyards, Downtown Yonge already suffers from lack of public space. Rising density will only exacerbate the challenges. **A redesign could build in more green and public spaces and revitalize the street as a destination for strolling, shopping, and patio-hopping.**



Trade-offs: The vision for Yonge as a pedestrianized space will require trade-offs. Recognizing the pedestrian priority, and seeing the street as part of a broader transportation network, cycling and surface bus routes could be re-routed on parallel corridors (such as Bay or Church Streets) for the short pedestrianized segment.

Great expectations



Data for change: For years, the DYBIA has collected data about the use and operations of Yonge Street. Much of this data is not collected by the City or other parties, but is critical evidence to inform a bold redesign – for Yonge and other great streets.

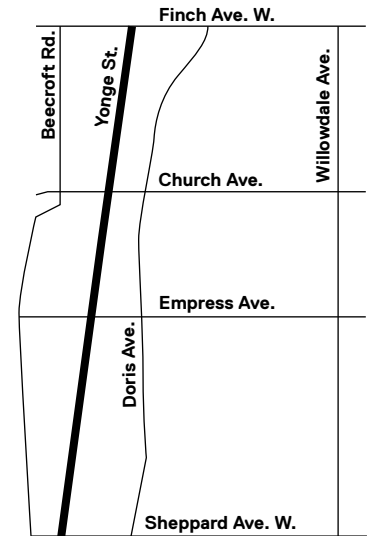
The pressure is on: Rapid growth and development pressures in the area have brought rising rents and property taxes. Thoughtful development policy that enables density but preserves opportunities for independent business will be critical to retaining Yonge Street's character.

Yonge Street North

A main street in the making



Transforming Yonge from a six-lane thoroughfare into a vibrant main street would redefine downtown North York as a vital urban centre.



Why it's a great street



A booming neighbourhood: North York Centre is one of the fastest growing areas in Toronto, and has already surpassed its density target for 2031.¹³⁶ Growth of this scale calls for thoughtful placemaking to transform Yonge North into a true urban main street.



A key connector: Today, North York Centre supports offices, retail, residences, and entertainment venues, all right above three subway stations. But at the surface, Yonge Street is dominated by six vehicle lanes, with little buffer between fast-moving traffic and pedestrians. Sidewalks are narrow and poorly maintained – not fitting for this burgeoning urban neighbourhood.



Getting into the mode: By 2031, drivers are expected to account for only 36% of modal split for all trips in North York Centre – with 43% on transit, 10% as auto passengers, and 10% walking or cycling.¹³⁷ A reimagined Yonge would accommodate growth and offer improved options for people to move around.



Total estimated cost: \$51.1 million¹³⁸

Curb extensions at key intersections would narrow north-south crossing distances from 11.0m to 7.5m¹⁴⁷

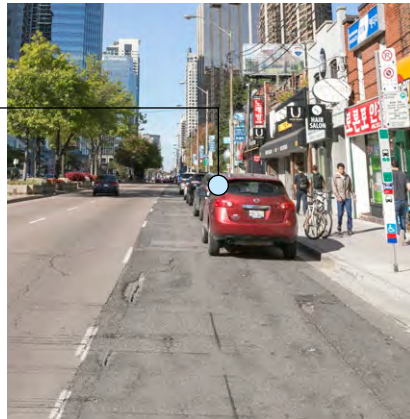
Sidewalks would be expanded from the current 1.5–2.7m widths to 2.6–3.9m widths¹⁴³

Street trees would be added on the boulevard and median¹⁴⁶

Proposed changes would reduce speeds by an estimated 1 km/hr and increase travel times by just 1–2 minutes¹⁴⁸

330 new on-street parking spaces would be added on side streets – resulting in a net increase of 75 spots¹⁴¹

Currently there are 255 on-street parking spaces in the curb lane – accounting for only 5% of the total 14,000 publicly accessible spaces in the study area¹⁴⁰



95% of all publicly-accessible area parking would not be affected by the redesign¹⁴²



Boulevards would be widened by 1m for increased pedestrian capacity and restaurant patios¹⁴⁴

Separated cycle tracks would be added on both sides of the street¹⁴⁵

See image credit (k)

What's happening

REimagining Yonge: A planned road reconstruction to replace old underground infrastructure brings a once in a generation opportunity to redesign Yonge Street at the surface.¹⁴⁹ Civic leaders, including local Councillor John Filion, have championed “REimagining Yonge,” a City-led environmental assessment study to redesign Yonge Street North to better serve this growing urban neighbourhood and improve safety.

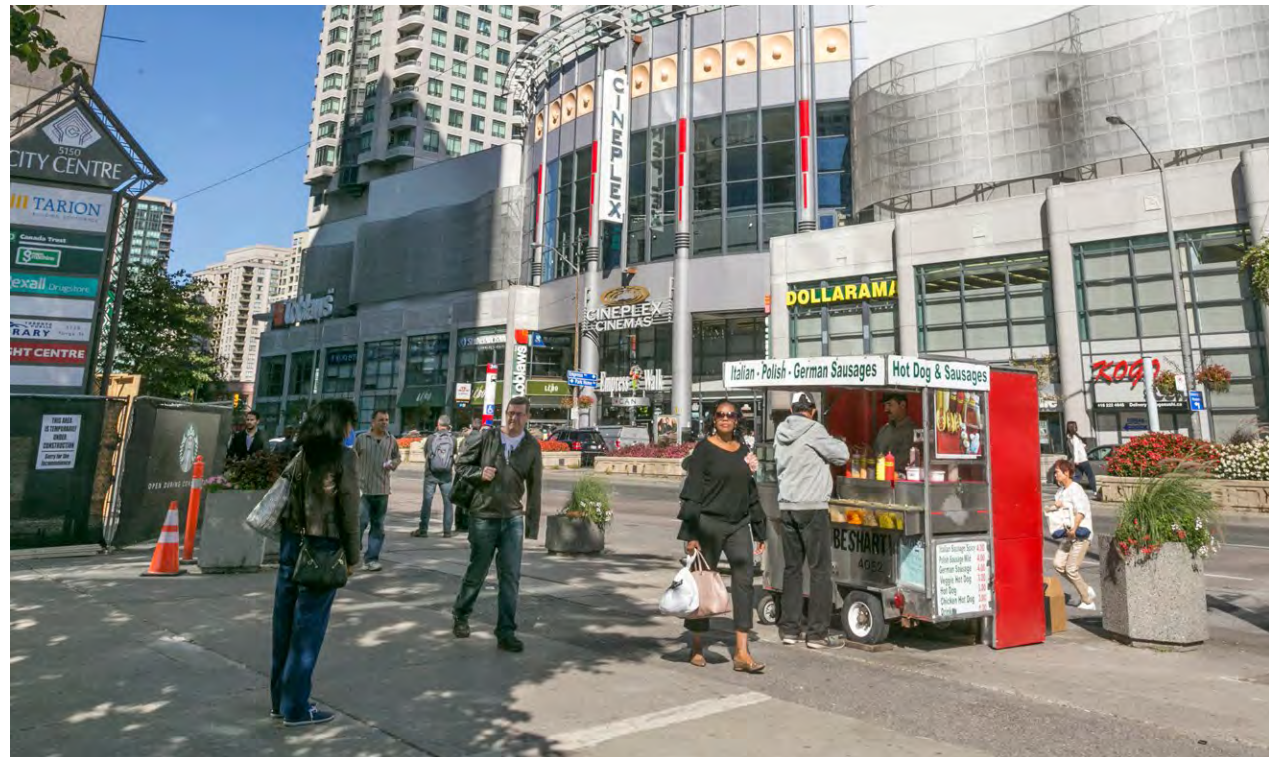
After a lengthy debate at City Council in March 2018, the item was deferred to allow for more analysis of bus route impacts – making REimagining Yonge a key order of business for Council following the fall municipal election.



See image credit (1)



Second only to Yonge/Eglinton, North York Centre has the greatest density of jobs and residents of any Urban Growth Centre in the Greater Golden Horseshoe.¹⁵⁰



The nitty gritty

Making plans: Laying the groundwork for Yonge Street North’s transformation are two key policies: the Provincial Growth Plan, which identifies North York Centre as a focus for mixed-use growth, and the North York Secondary Plan, which envisions an enhanced public realm and open space network, reduced reliance on cars, and more pedestrian and cycling linkages.¹⁵¹

Yonge again: Reducing the road from six to four lanes could make room for a vibrant streetscape with new landscaping, cycle tracks, wider boulevards, and more space for patios.¹⁵² The existing retail – mostly small restaurants, shops, and services to meet the needs of locals – stands to benefit from enhanced pedestrian space and more foot traffic.

Great expectations

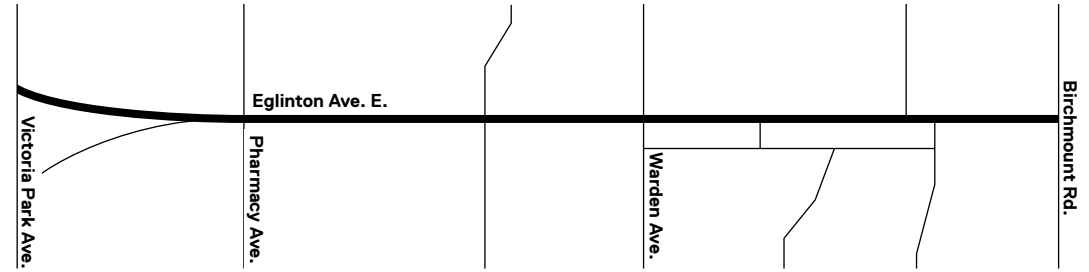
Make big moves: With full road reconstruction occurring every 50-75 years, **this is a key moment to decide how Yonge Street will look and function for decades to come.**

Decision-makers must plan and build the street to accommodate how people will live and move around North York in the future – and not fall back on how we designed streets in the past.

Curb congestion: While it may seem counterintuitive to remove lanes in an already congested area, lane reductions on Yonge will only increase travel times by one to two minutes, showing that wider roads don’t solve congestion.¹⁵³

The Golden Mile

Fresh, green tracks for Scarborough



The Crosstown LRT is coming to Eglinton East, along with a bold new design for the Golden Mile that will reshape this six-lane thoroughfare into a safer, more vibrant complete street.

Why it's a great street



See image credit (n)



See image credit (o)

Rapid transit for Scarborough: By 2021, the Eglinton Crosstown LRT (light rail transit) will be up and running as Scarborough's first new rapid transit line in over 30 years. It will introduce five new street-level stops along the Golden Mile and connect the area with fast, frequent, reliable transit.¹⁵⁴

A golden moment: The LRT will surface east of Laird, sparking a redevelopment opportunity along the Golden Mile. New surface transit can transform this big box zone into a more walkable, people-friendly neighbourhood, with new residential and retail activity along with bike lanes, wider sidewalks, and other public realm improvements.

Greening the tracks: The Golden Mile section of the Crosstown LRT is the most significant stretch of the line that will be fashioned with a "green trackway." Grasses and other plants covering the track bed will contribute to a healthy, vibrant neighbourhood.¹⁵⁵



The new LRT service will be up to 60% faster than the existing bus service¹⁵⁸

The LRT will run along a 150mm raised right-of-way, with a green trackway in some locations¹⁵⁷



See image credit (n)

Protected bicycle lanes will be installed on both sides of the street¹⁶¹

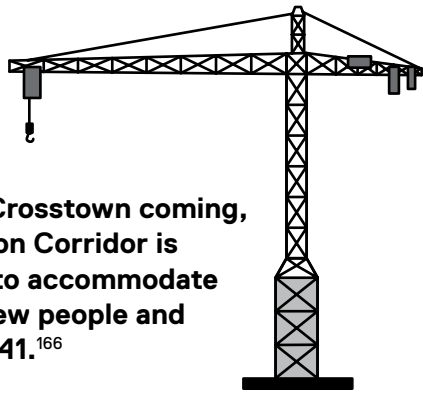


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What’s happening

Making tracks: The Eglinton Crosstown LRT is Toronto’s largest transit expansion project ever, with 19 new km of light rail connecting the city from Etobicoke in the west to Scarborough in the east.¹⁶⁴ For the 10 km above-ground section – mostly in Scarborough – the City’s plans went beyond the tracks to redesigning a complete street and revitalizing the neighbourhood.

Build it and they will come: Developers are seizing this golden opportunity of a new complete street to build transit-oriented mixed-use developments in the area, with a number of applications to redevelop large commercial sites already underway.¹⁶⁵ With big changes coming to the Golden Mile comes a bold new vision for the neighbourhood.



With the Crosstown coming, the Eglinton Corridor is expected to accommodate 100,000 new people and jobs by 2041.¹⁶⁶



The nitty gritty

The Eglinton Connects Planning Study positioned the Golden Mile as a Focus Area to welcome future mixed-use growth. It also recommended specific streetscape and greening strategies for this above-ground section of the LRT, including a tree boulevard at the street edge, shade trees in open planters, and a green trackway.¹⁶⁷

Big lots = big opportunities: Today, the Golden Mile is lined with large-format, low-rise retail and commercial buildings and parking lots.¹⁶⁸ But the proposed new development will transform these large, underutilized parcels with new road and public space networks. Big frontages and deep lots offer opportunities for new development enhance the public realm along Eglinton Avenue, with setbacks making room for wider sidewalks, street furniture, and planting.

Baby steps: After the Crosstown is up and running in 2021 and the Secondary Plan is in place, the next wave of improvements to the public realm and streetscape will be implemented incrementally as development continues – through zoning, site plan review, and through the City’s capital works plan.¹⁶⁹

Great expectations



Creating character: With its vast shopping plazas and parking lots, it’s hard to imagine that the Golden Mile could be a complete community of the future. As the Crosstown is completed and development begins, **the challenge is to take the Golden Mile out of the past and create a distinct character for its future.**

Transit transformations: At-grade transit can set the stage for full road redesign and neighbourhood improvements. Future surface transit investments – like the Eglinton East LRT – offer great opportunities to enhance the public realm overall.

Scarborough deserves patios: Right now, the City does not grant sidewalk café permits in Scarborough.¹⁷⁰ Changing this rule could help retail businesses along the Golden Mile (and elsewhere in Scarborough) attract foot traffic and activate that vibrant sidewalk culture that so many downtown streets enjoy.

Getting to great

Toronto's street redesigns offer ten important lessons for achieving greatness:



1 Seize the opportunity

In many cases, redesign happens because of scheduled maintenance – replacing pipes and other underground infrastructure, which requires digging up the road. Seize this moment! Full road reconstruction happens only once every 50–75 years, making street redesign a once in a generation opportunity. With these timelines, we can't just re-build to the status quo; street design should be strategic, forward-thinking, and anticipate future needs and growth.

2 Get ahead of the game

When BIAs, neighbours, and advocacy groups articulate early visions for a street, they are ready to hit the ground running when a redesign process is launched, like we saw on Bloor, Roncesvalles, and Downtown Yonge. A big, bold, strategy can be instrumental in transforming a street.

3 Pick your priority

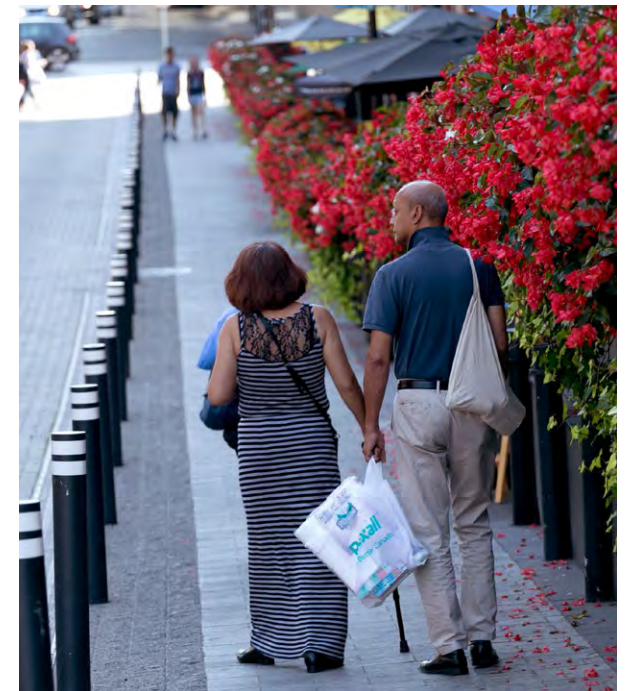
A “one lane for each mode” approach doesn't necessarily reflect what really makes a street tick. Not all streets will have a bike lane like Harbord. Not all streets will be transit corridors like St. Clair. But great streets will enhance assets, identify opportunities, prioritize safety, and work together as a network.

4 Make trade-offs

A great street is one that balances movement and placemaking, while always prioritizing safety. Sometimes there are trade-offs – a traffic lane eliminated to widen sidewalks, or a planted boulevard narrowed to make space for a bike lane. Streets like Downtown Yonge may have to reroute cyclists and the nighttime surface bus to enable full pedestrianization on a stretch of the street. But good street design is careful not to go too far in one direction.

5 Think beyond the bench

Creative design approaches to everyday street elements can yield outstanding results and define a street. On Roncesvalles, space constraints led to a smart new seating design. On Market Street, custom patio enclosures and removable bollards were custom made to match the heritage context.





6 Collaborate with community

Meaningful consultation and community support is critical to success. The business community can support a bold vision for a street's redesign, like on Downtown Yonge; advocacy groups can assist with strategy, like on Harbord; and neighbours can drum up support and ongoing stewardship, like on Bloor.

7 Future-proof with flexibility

As Toronto grows and changes, it becomes more important to build in flexibility on our streets. Like Market Street, streets that can shift to meet changing needs at different times of day and months of the year, and with new edge uses, will remain vibrant.

8 Power up the pilot

Pilot projects allow for quick and inexpensive installation and flexibility to test, measure, and make modifications to optimize performance. Each successful pilot project - like Bloor and King - is a big step towards a broader culture shift and a public appetite for transformational changes to our transportation networks.

9 Stay street savvy

Beyond the one-year pilot, street redesigns are a work in progress and need time to sort out the kinks. Queens Quay, for example, demonstrates the many challenges of safely accommodating all users in one right-of-way, and is committed to ongoing refinements.

10 Lead with data

New approaches to data collection, monitoring, and analysis can build confidence in experimenting with street design. For pilot projects like King Street, ongoing monitoring can inform modifications. For permanent projects like St. Clair, post-implementation assessments can identify outcomes and inform future projects.

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Any errors or omissions are the responsibility of the Ryerson City Building Institute.

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Cycle Toronto

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Downtown Yonge BIA

Harbord Village BIA

Toronto Association of BIAs

Harbord Village Residents Association

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The Great Streets Policy Context

- **The Growth Plan for the Greater Golden Horseshoe** includes key policies to support compact, complete communities where people can live, work, and play. It also focuses on reducing congestion and reliance on private automobiles by enhancing access to a range of transit and active transportation options.¹⁷¹
- **Toronto's Official Plan** establishes key principles to create walkable, vibrant main streets with affordable transportation options to reduce reliance on private automobiles.¹⁷²
- **Secondary Plans** in many communities establish detailed objectives for enhanced transportation networks, public realm, urban design, and built form.
- **The Ten Year Cycling Network Plan** sets out an ambitious work plan for cycling infrastructure investments through to 2025.¹⁷³
- **Toronto's Complete Streets Guidelines** helps guide street redesign processes to balance movement and placemaking objectives.¹⁷⁴
- **The Vision Zero Road Safety Plan** is Toronto's five-year plan to reduce traffic-related injuries and fatalities. It includes engineering, education, enforcement, and technology measures, but has faced criticism for falling short of its stated goals.¹⁷⁵

Endnotes

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