

Changes to Front Street at Union Station

Municipal Class Environmental Assessment Public Information Centre #2

We invite you to drop in to view materials and speak one-on-one with the project team at this Public Information Centre:

Date: November 3, 2011

Time: 3 p.m. to 7 p.m.

Location: Metro Hall, 55 John Street, Room 309



Background

Union Station is the busiest transportation hub in Canada, serving upwards of 200,000 passengers every business day. As GO Transit expands, this number is expected to double in the next 10-15 years.

During busy periods the sidewalks are congested, causing pedestrians to spill onto the roadway. In a single peak hour over 2,500 people cross the street in the mid-block.

To accommodate the growing pedestrian traffic crossing Front Street and to enhance the historic Station's civic setting, the City of Toronto is studying options to reconfigure Front Street West from Bay Street to York Street.



Afternoon rush-hour at Front Street and York Street (2010 - prior to construction)



Mid-block crossing on Front Street (2010 - prior to construction)

The Process

The study is being carried out as a Schedule C Municipal Class Environmental Assessment (Class EA), which includes identifying the problem/opportunity to be addressed, developing and evaluating a reasonable range of alternative solutions, and providing opportunities for public input at key stages.

Proposed New Design

This second Public Information Centre will present the Preliminary Preferred Design for Front Street at Union Station. The proposed new design includes the following:

Expanded Pedestrian Space

The sidewalk would be expanded, resulting in more walking space and a grand civic plaza. Wider crosswalks at intersections and reduced crossing distances are also included.

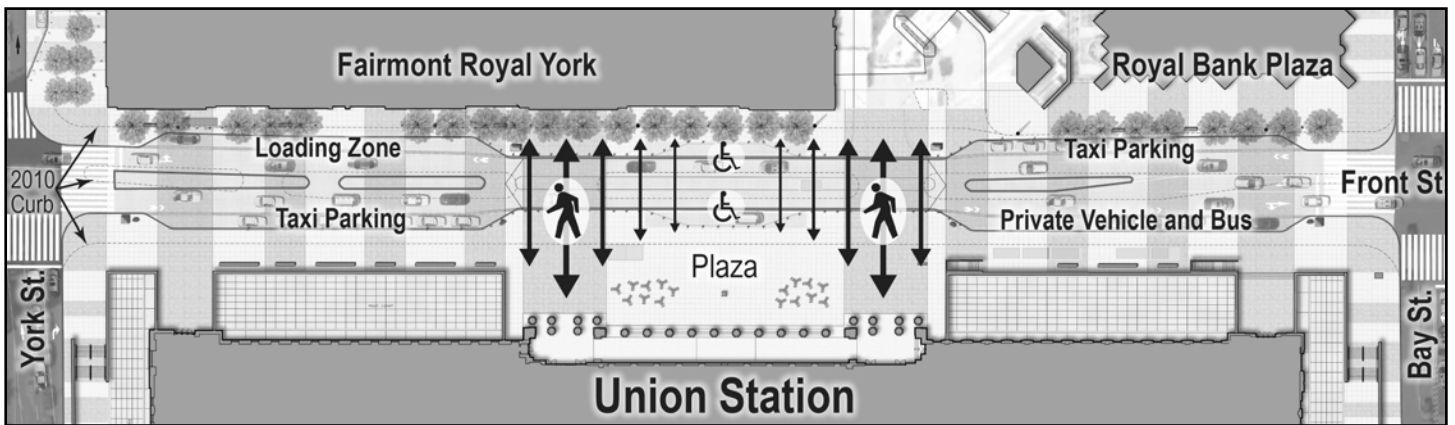
Traffic Lanes Reduced

The existing two typical travel lanes in each direction would be reduced to one wider travel lane in each direction, to be shared by both vehicles and bicycles.

Improved Tree Planting on North Side

Soil cell planters are recommended to ensure the street trees have enough soil space to flourish.

Changes to Front Street at Union Station, *continued...*



Lay-by parking spaces organized to result in unobstructed space for mid-block pedestrian crossing

New "Table Top" Mid-block Pedestrian Crossing

To allow for the increased pedestrians moving from Union Station in the morning and returning to Union Station in the afternoon, the City is proposing a mid-block crossing consisting of a raised section of the roadway spanning the width of the central plaza.

Median Planters Removed

The large planter medians would be replaced with a smaller median that provides pedestrians with a refuge when crossing the street. The median would be mountable for emergency access.



Artistic rendering of Front St. at new "table top" mid-block pedestrian crossing to Union Station – not final design

New Removable Bollards

Bollards are short poles that would provide a separation between the flush sidewalk and roadway in the mid-block crossing area. Bollards would be removable during street closure civic events.

Improved Streetscape

New lighting, additional seating, granite pavement treatment, harmonized street furniture and new way-finding information posts are included.

Improved Bicycle Parking

Bicycle rings would be distributed along the north side. Bixi bicycle rental stations are recommended to be placed immediately east of Bay Street and west of York Street on newly expanded sidewalks.

Maintain Existing Turning Options

No new turning restrictions are being proposed at this time. A left turn storage lane would be provided from Front Street going north on to Bay Street. U-turns would still be possible within breaks in the median.

We Would Like To Hear From You

Public consultation is an important part of this study. For more information, please contact:

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