

# Improving Travel on The Esplanade and Mill Street



# Policy, Plans & Goals

# Toronto policy in support of walking, cycling and transit



## OFFICIAL PLAN GOALS

Make Toronto a “walking city”, and bring all Toronto residents within 1km of a designated cycling route



## VISION ZERO ROAD SAFETY PLAN

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users.



## COMPLETE STREETS GUIDELINES

Streets are for people, placemaking and prosperity. Complete streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



## ROAD TO HEALTH: HEALTHY TORONTO BY DESIGN

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



## TransformTO: CLIMATE ACTION STRATEGY

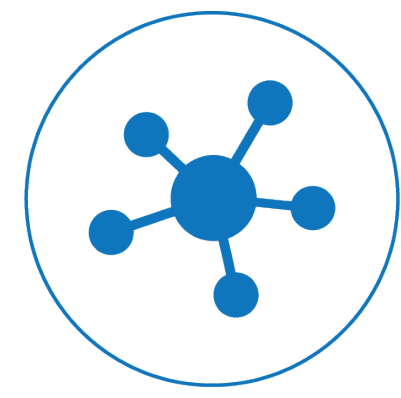
Targets 75% of trips under 5 km are walked or cycled by 2050



## REDUCE RELIANCE ON MOTOR VEHICLES

Providing alternatives to driving allows for roadways to be used more efficiently and for users who have no choice (e.g. emergency, deliveries)

# The City of Toronto's Cycling Network Plan Goals



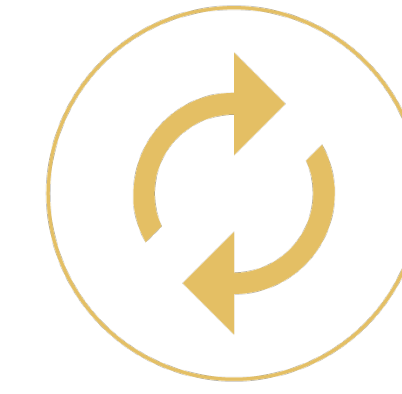
## Connect

Connect gaps in the network, and people to places



## Grow

Grow the cycling network into new parts of the city

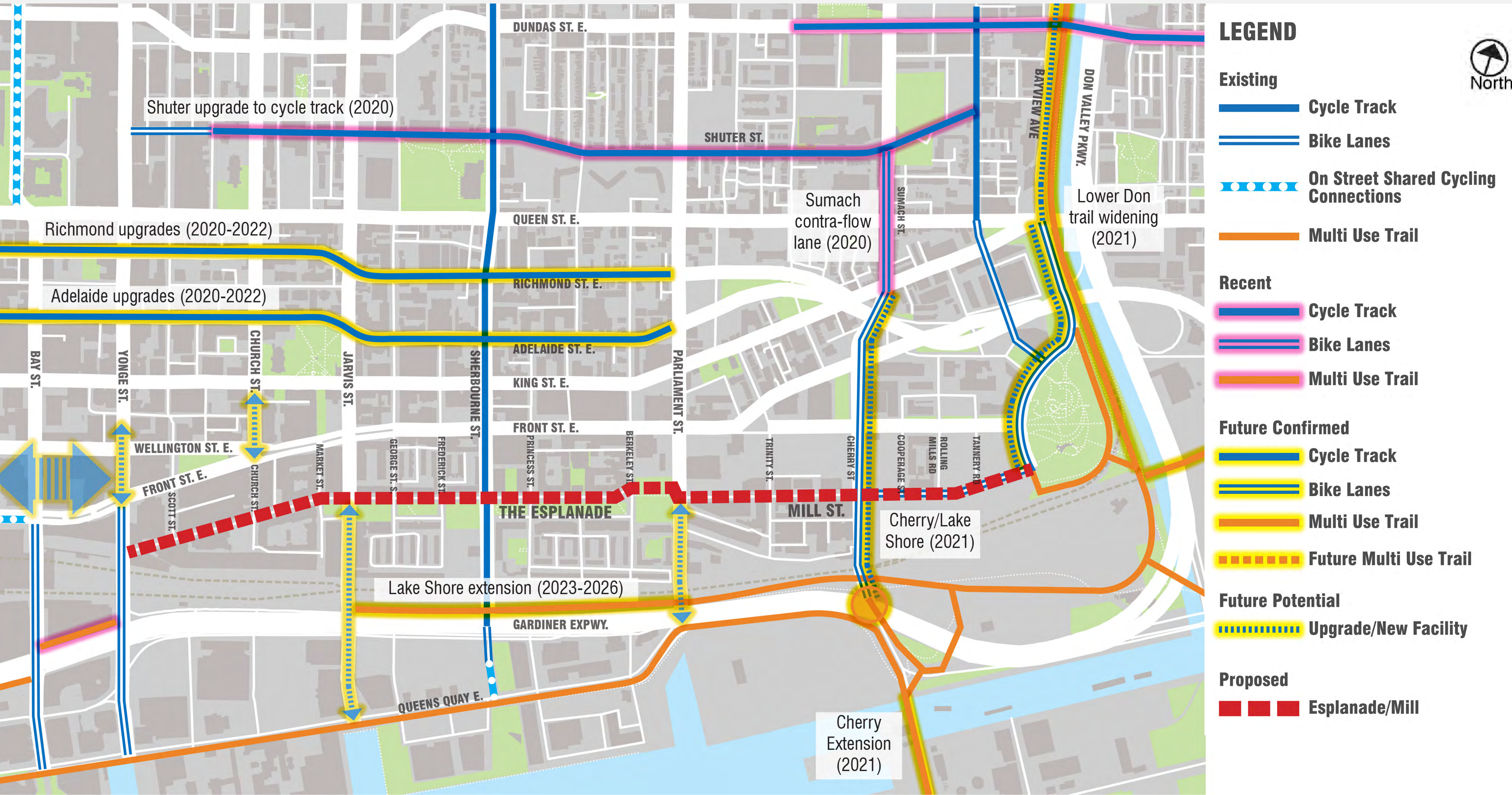


## Renew

Renew the existing cycling network routes where there are opportunities to improve quality



# The Esplanade and Mill Street in context of the local cycling network





## 1. Improve safety for everyone

Focus on the most vulnerable users such as seniors and children. Reduce motor vehicle speeds. Increase visibility and predictability of people walking and cycling. Separate movements of modes at intersections.



## 2. Make walking, cycling and taking transit more attractive

Create a comfortable east-west cycling route to meet the growing demand for cycling. Manage vehicular volumes by reducing traffic infiltration, noise, and local air pollution. Separate people cycling from walking. Increase bicycle parking and Bike Share. Enhance bus reliability.



## 3. Maintain access to local and citywide destinations

Ensure people of all ages and abilities can access their homes as well as local and citywide destinations by any mode. This includes people with disabilities, TTC vehicles, deliveries, ride-hailing, and more.



Work within existing curbs

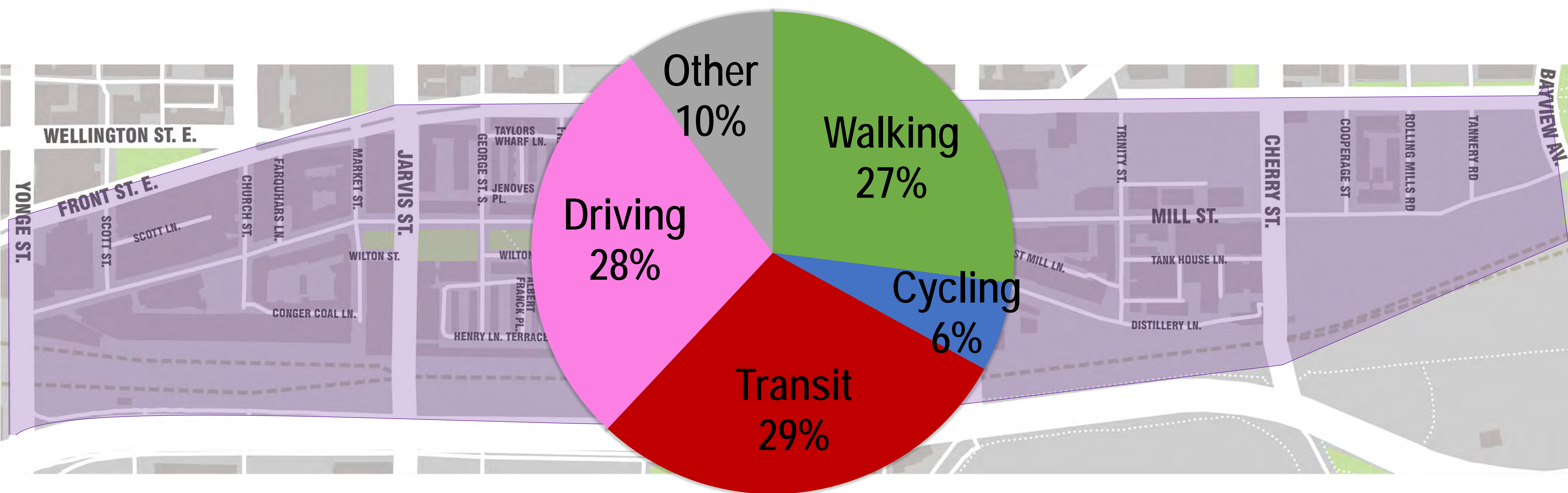


Upgrade with the park revitalization



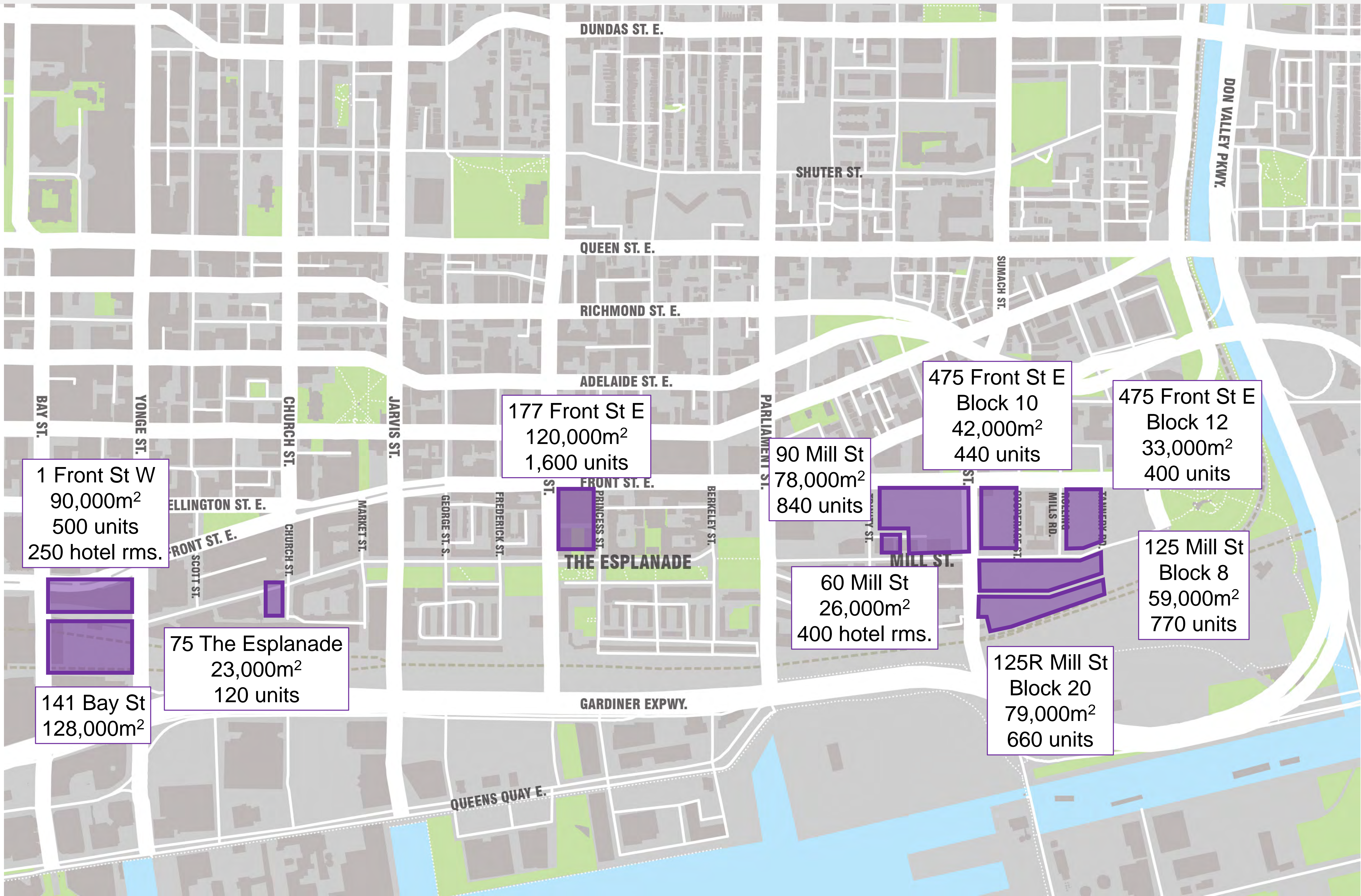
# Context and Considerations

# Context & considerations: most people travel by bike, foot and transit

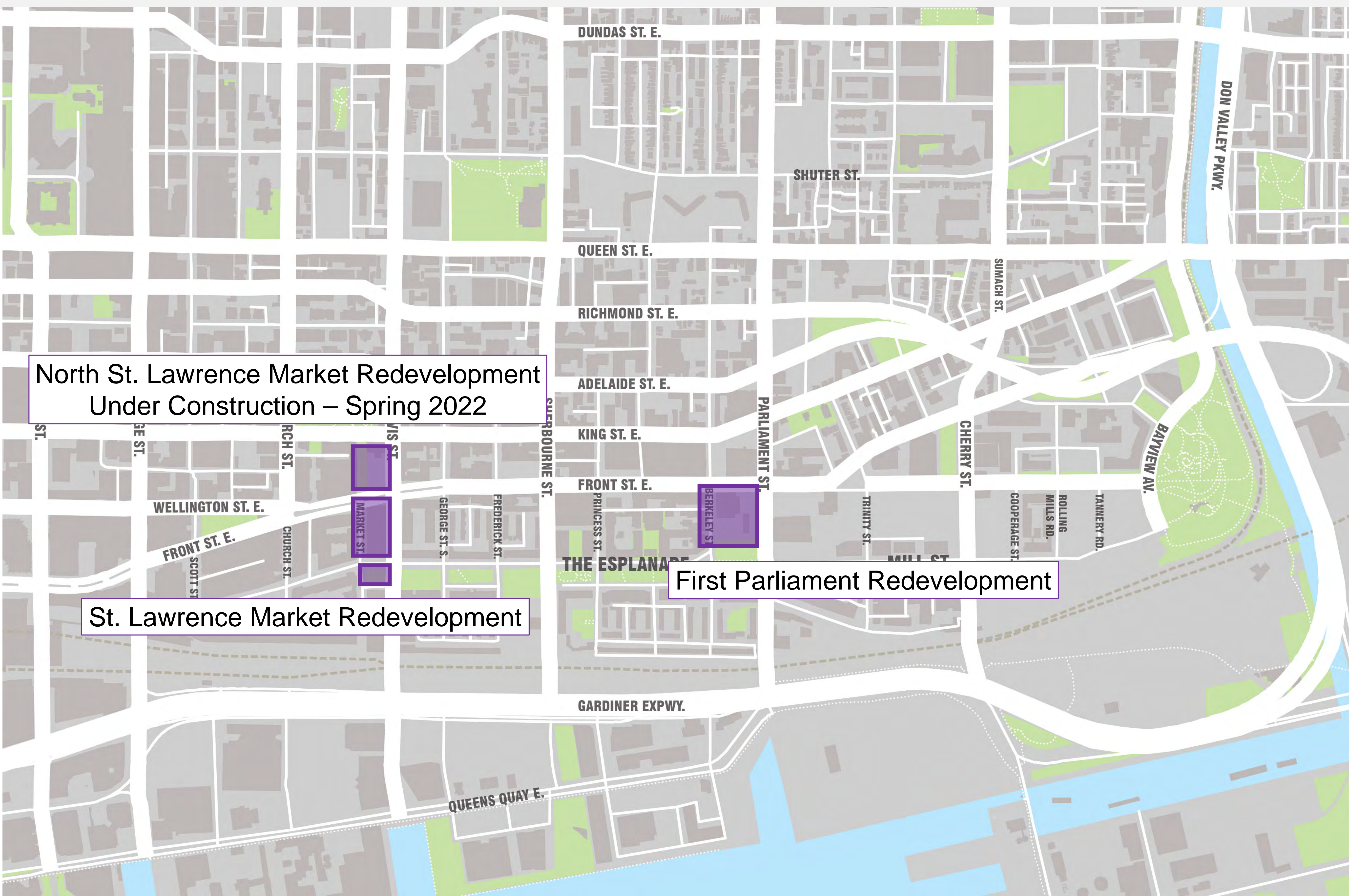


TTS Survey, 2016

# Context & considerations: the neighbourhoods are growing



# Context & considerations: City of Toronto redevelopments



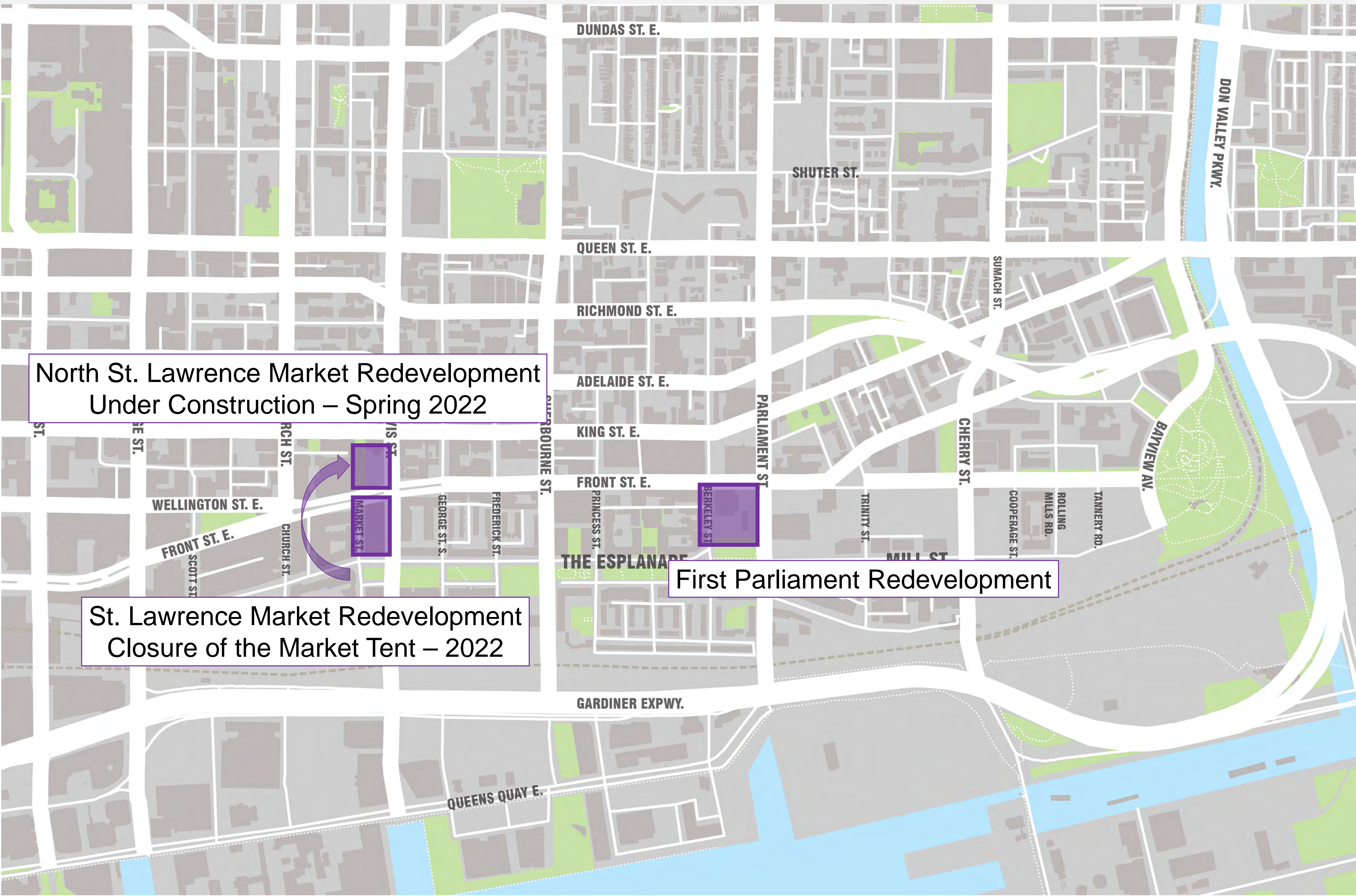
North St. Lawrence Market Redevelopment  
Under Construction – Spring 2022

St. Lawrence Market Redevelopment

First Parliament Redevelopment

[Toronto.ca/first-parliament](https://toronto.ca/first-parliament)  
[Toronto.ca/st-lawrence-market](https://toronto.ca/st-lawrence-market)

# Context & considerations: City of Toronto redevelopments



North St. Lawrence Market Redevelopment  
Under Construction – Spring 2022

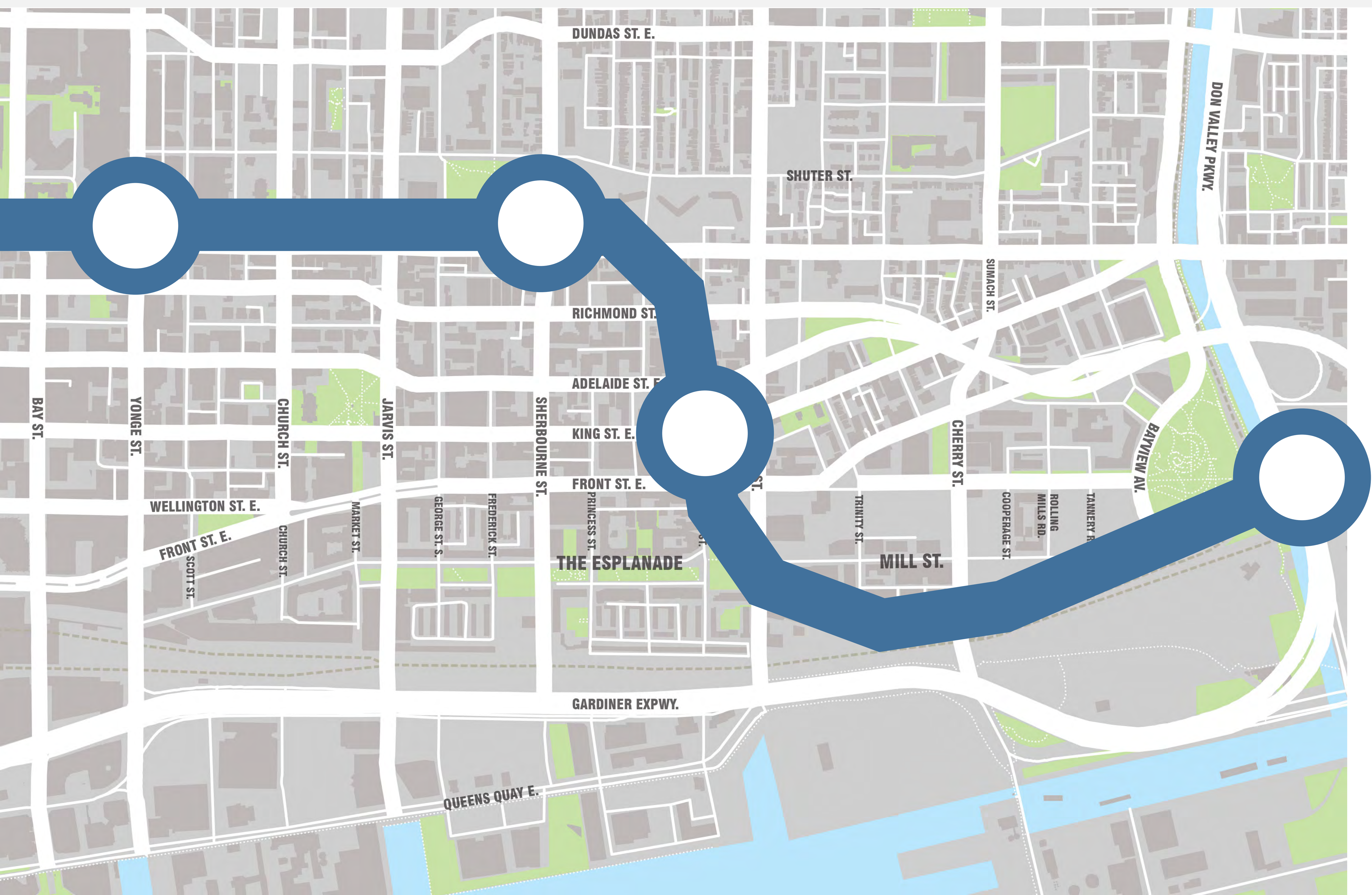
St. Lawrence Market Redevelopment  
Closure of the Market Tent – 2022

First Parliament Redevelopment



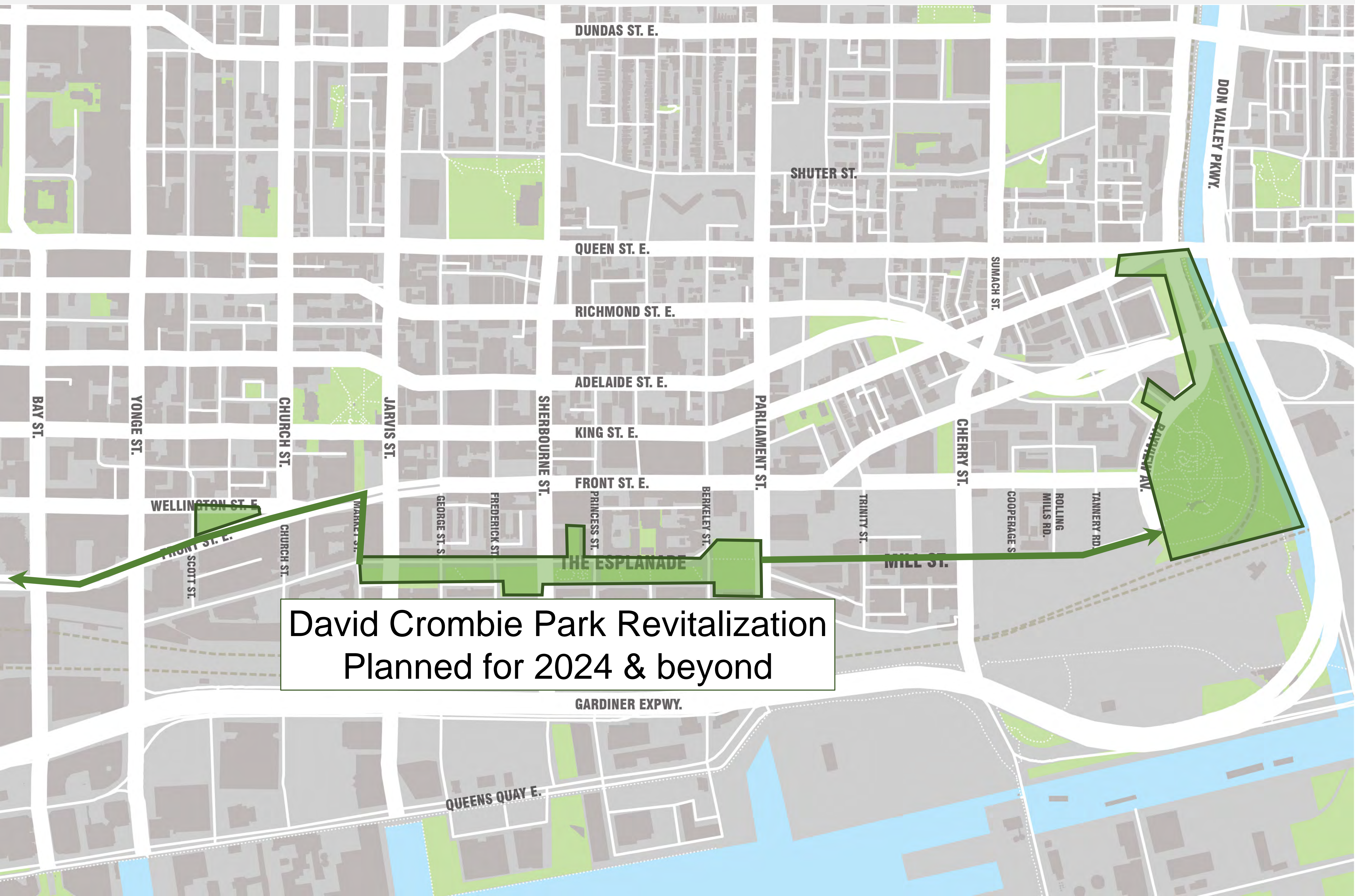
Toronto.ca/first-parliament  
Toronto.ca/st-lawrence-market

# Context & considerations: Ontario Line



[Metrolinx.com/OntarioLine](https://www.metrolinx.com/ontarioline)

# Context & considerations: connecting and revitalizing parks



[Toronto.ca/David-Crombie-Park](https://toronto.ca/David-Crombie-Park)



# 342 collisions

## on The Esplanade & Mill Street

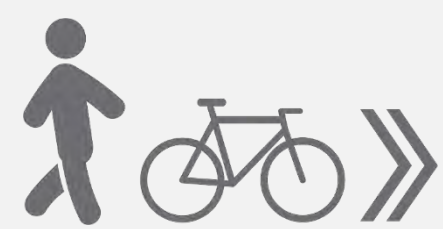
### 2015-2019

10% involved people walking or cycling  
1% led to serious injury or death

# Context & considerations: walking to and from destinations and hubs



# Context & considerations: on-road cycling



The Esplanade



Mill Street



# Context & considerations: promenade and path cycling



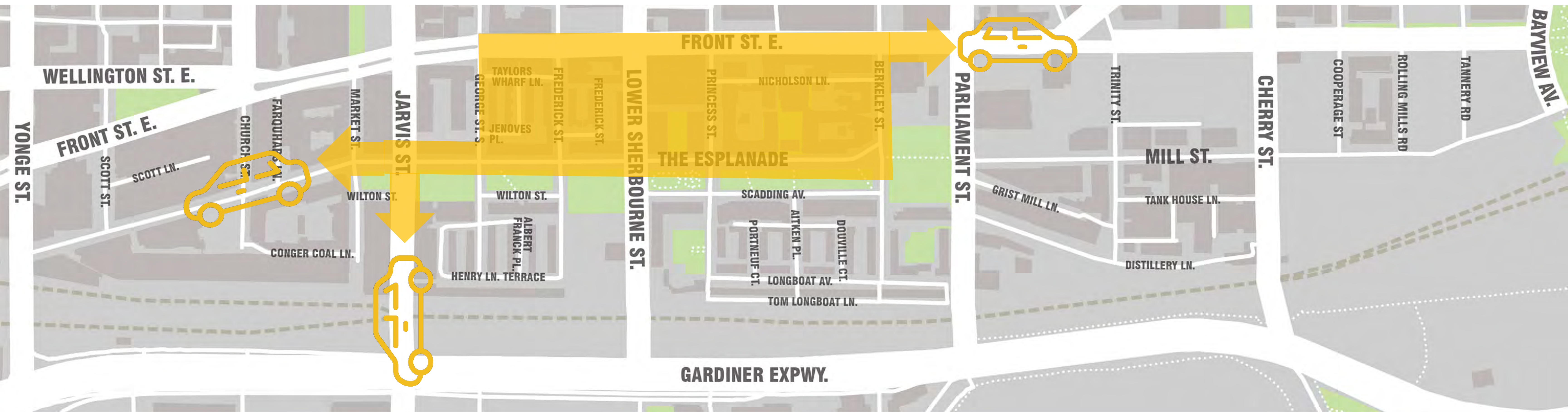
David Crombie Park: promenade



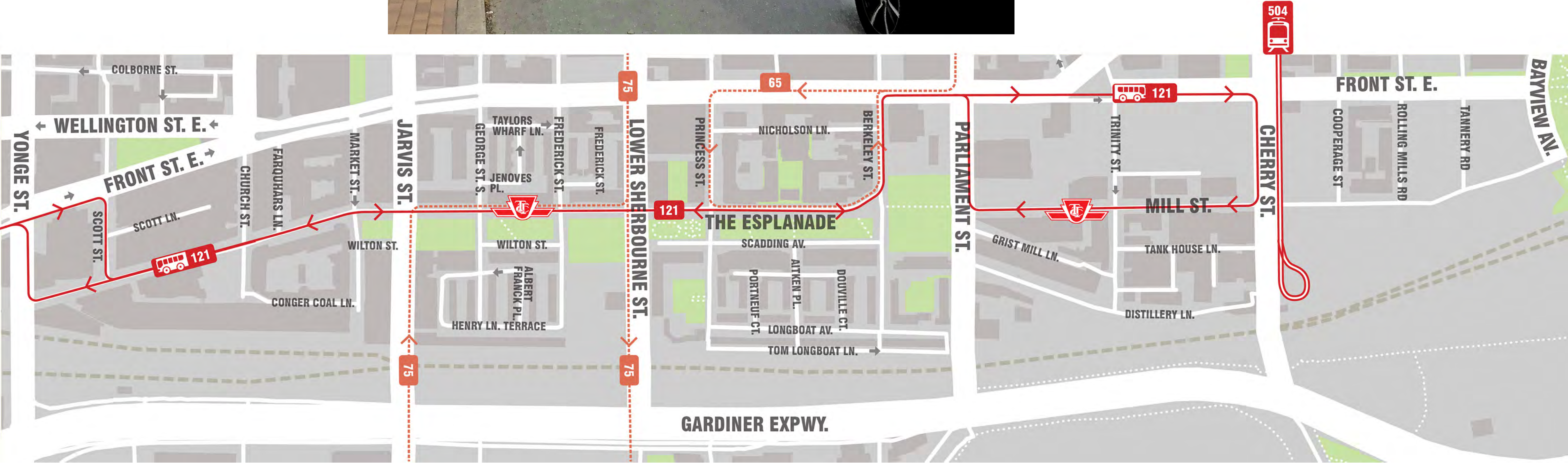
Parliament Square Park: path



# Context & considerations: non-local traffic infiltration



# Context & considerations: TTC service



# Context & considerations: curbside activity



Pick up & drop-off



Accessible loading



Parking



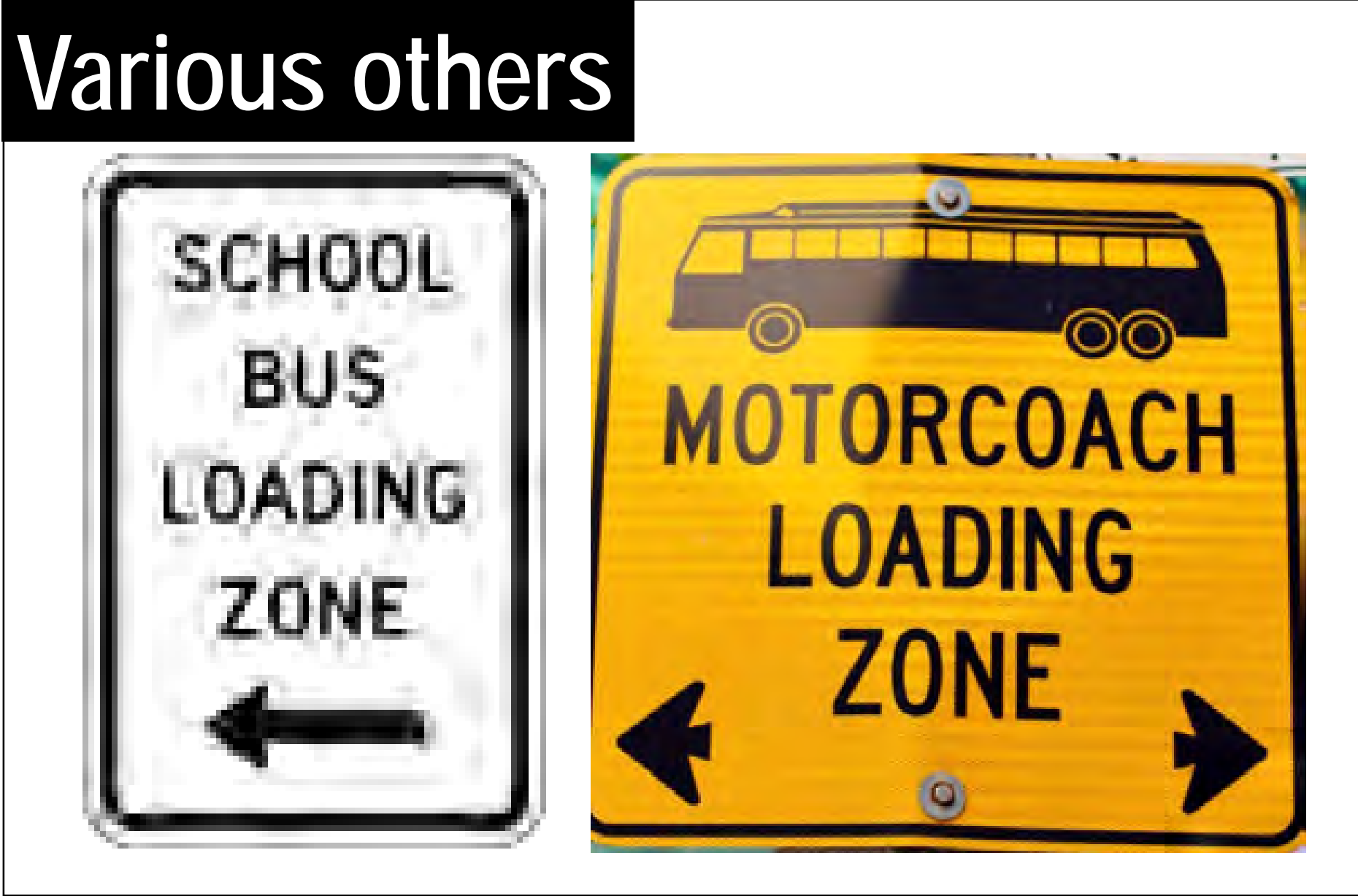
Bus stops



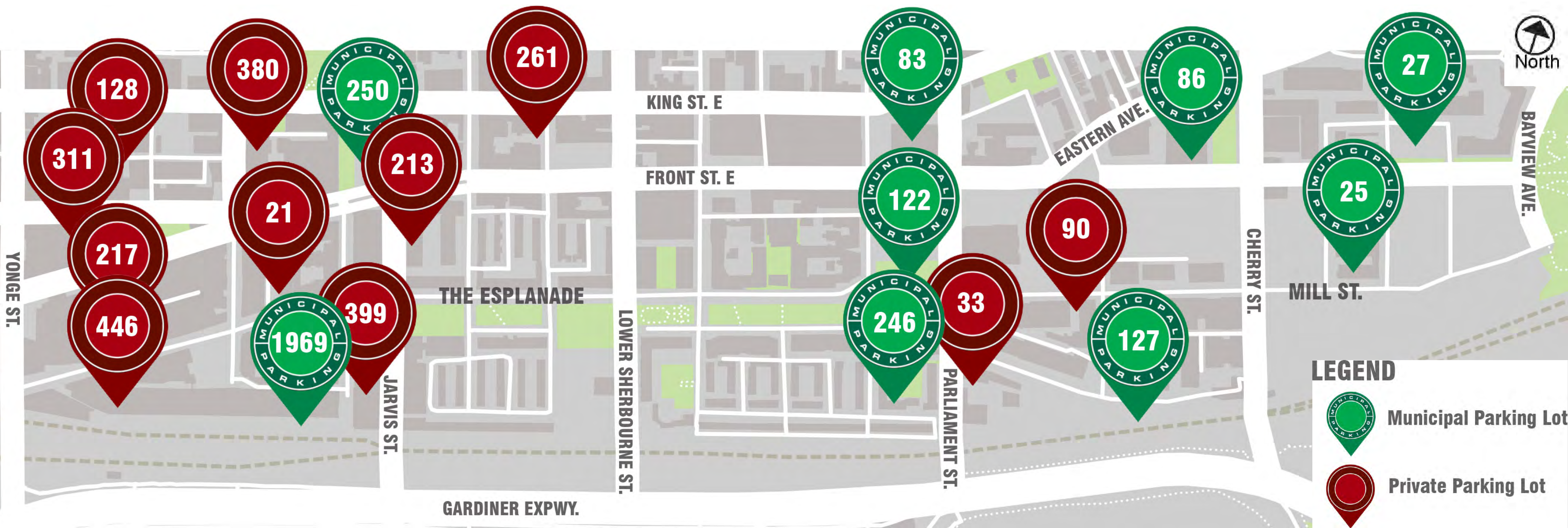
Commercial loading



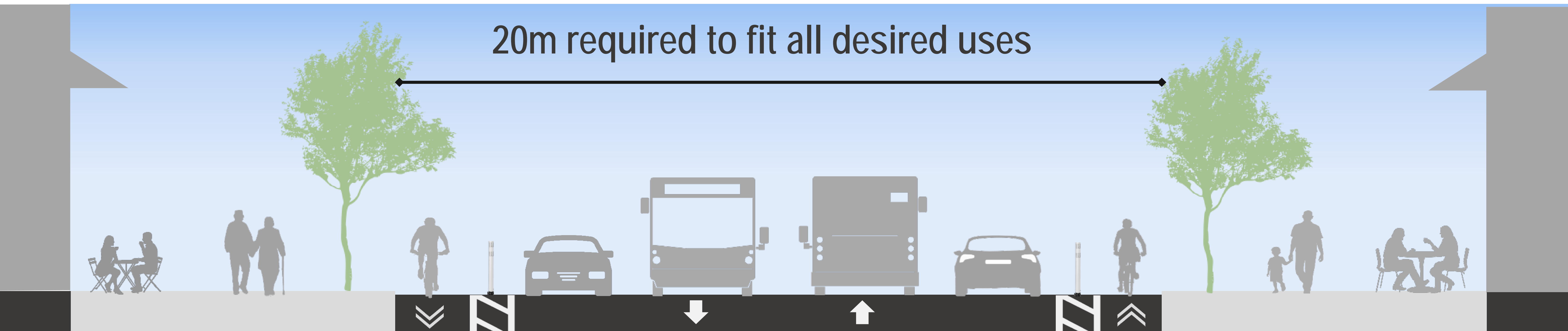
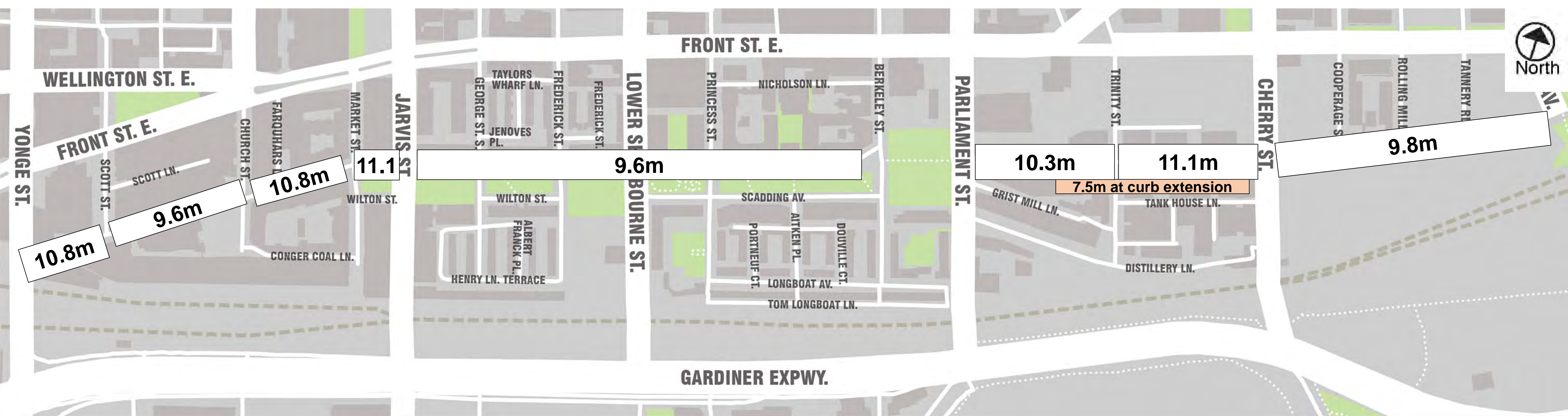
Various others



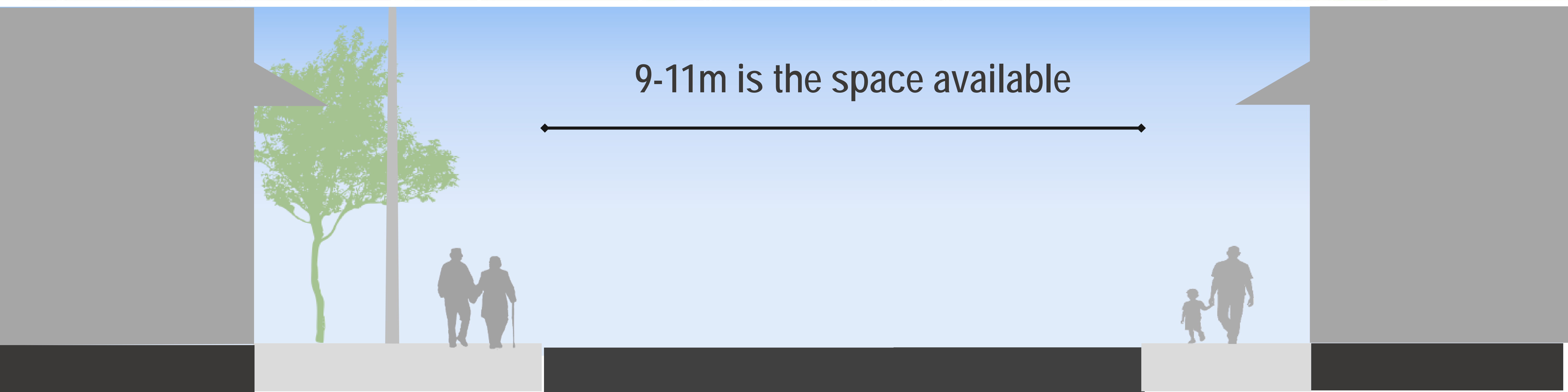
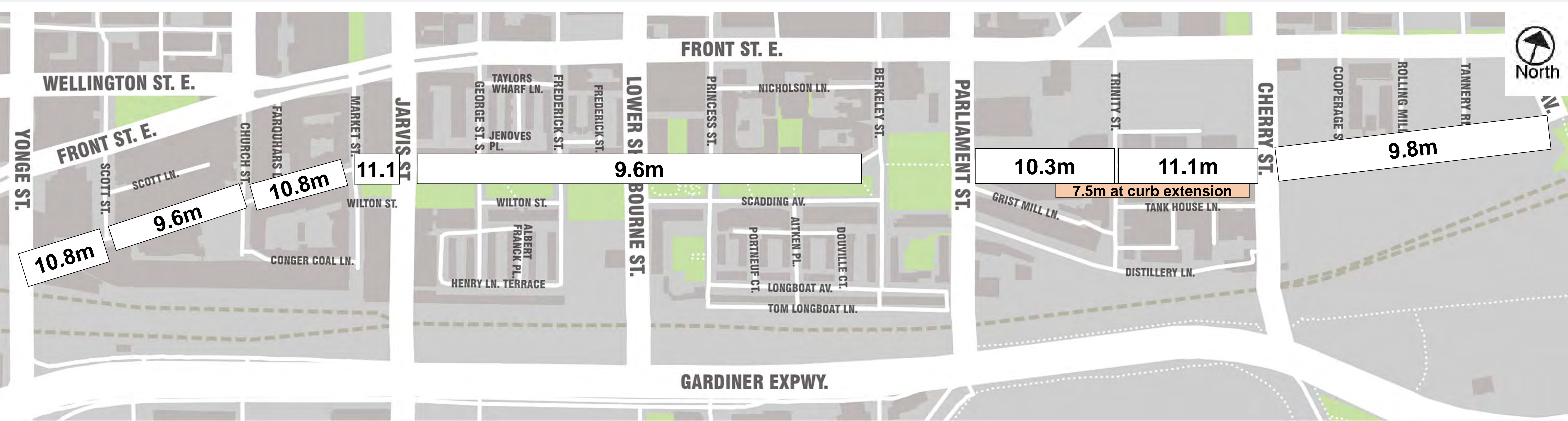
# Context & considerations: off-street parking supply



# Context & considerations: space between the curbs



# Context & considerations: space between the curbs



# What we heard

# What we heard so far



- Reduce speed and volume of motor vehicles, especially non-local trips
- Improve safety for vulnerable road users, around schools, safer crossings, dedicated cycling, and as soon and as possible
- Separate people cycling from people walking and driving, physically and at intersections
- The importance of the bus, especially for seniors
- Look block-by-block, consider special events, and time of day, week and year
- Maintain accessible loading, property access for deliveries
- Make long-lasting, meaningful change



Preliminary Consultation December 2019



ActiveTO Quiet Streets Survey 2020



Senior Safety Zone Review 2020

# What is proposed

# Cycle tracks (or “protected bicycle lanes”)



Road      Buffer      Cycle Tracks      Sidewalk

Separation is needed to create a safe and attractive cycling environment



# Why a bi-directional cycle track for The Esplanade and Mill Street?



Attractive cycling environment



Connects to bi-directional trails



Encourage use of cycling facilities

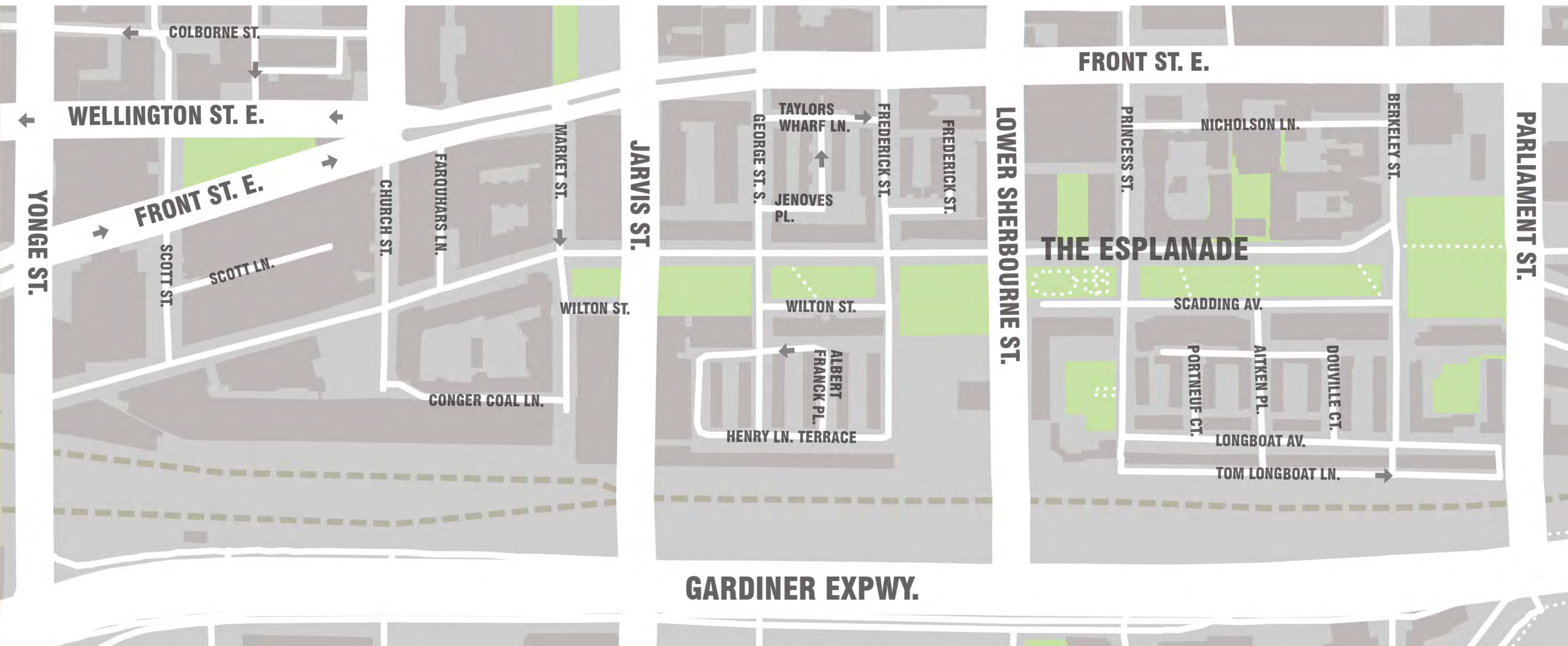


Would reduce cycling on park paths

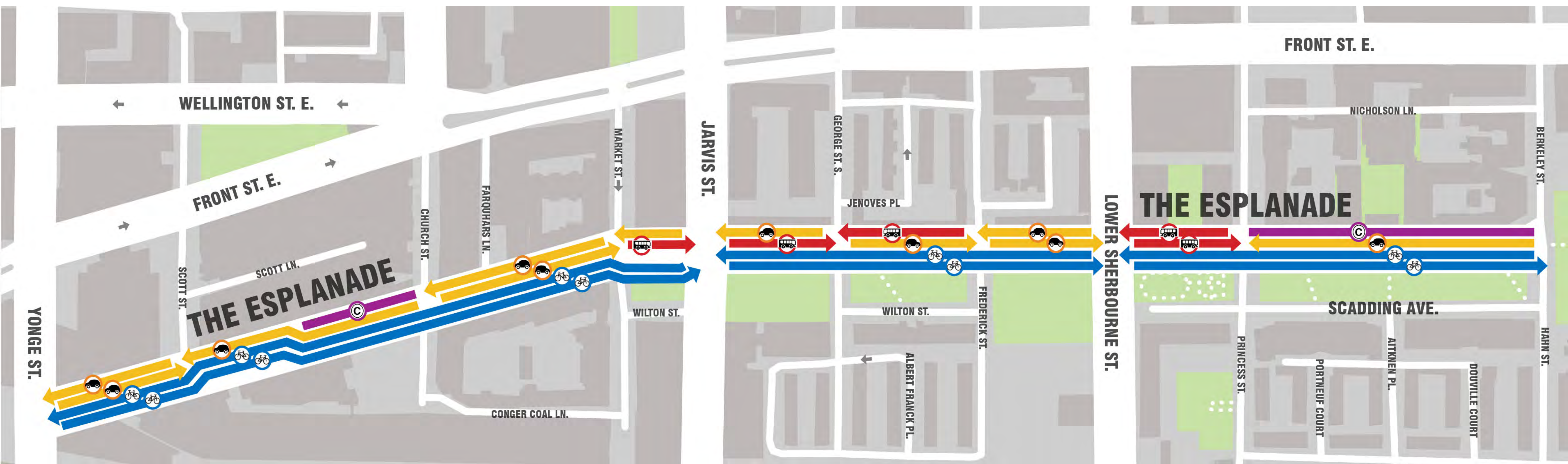




# The Esplanade



# Overview of proposed changes for The Esplanade

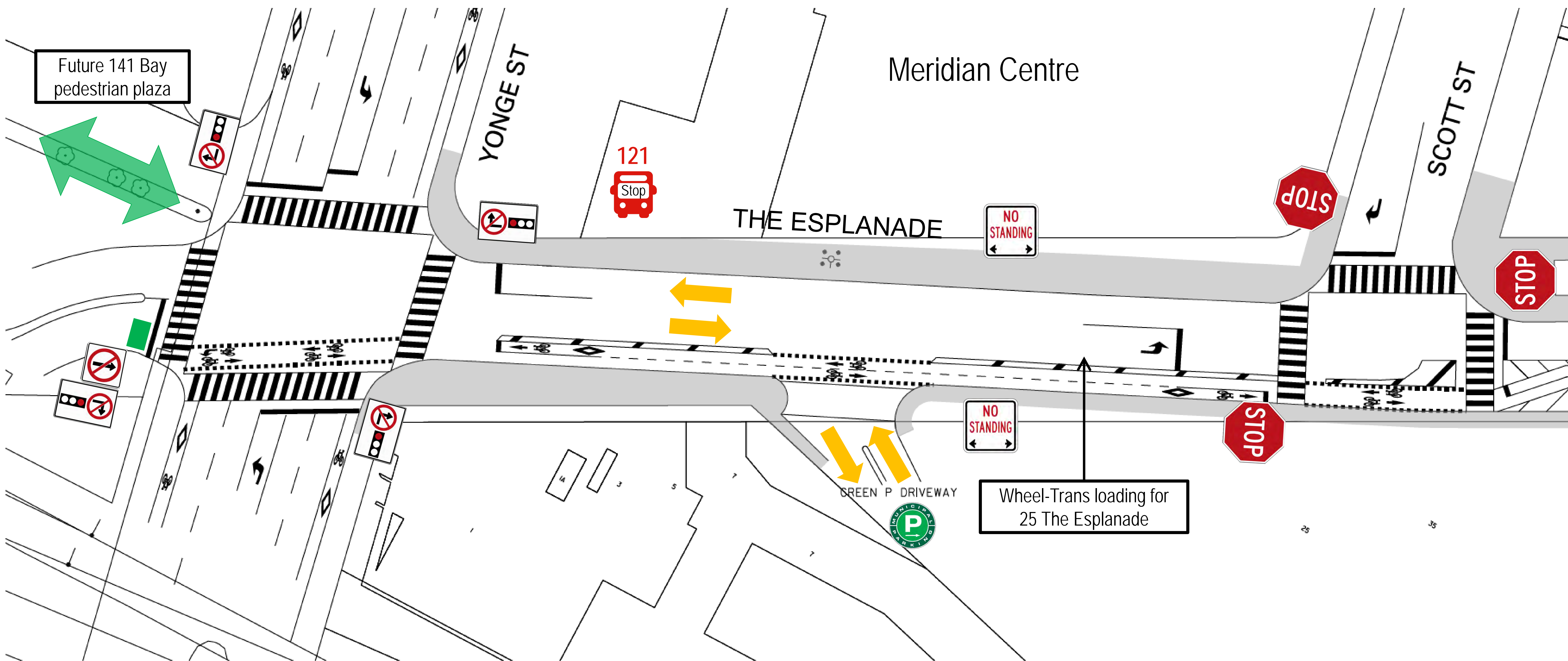


- The Esplanade would be converted to one-way westbound from Church St to Scott St, Jarvis St to market St, and from Princess St to Berkeley St
- The Esplanade would be converted to one-way eastbound from George Street to Frederick St
- Through traffic in both directions between Sherbourne St and Princess St would be prohibited

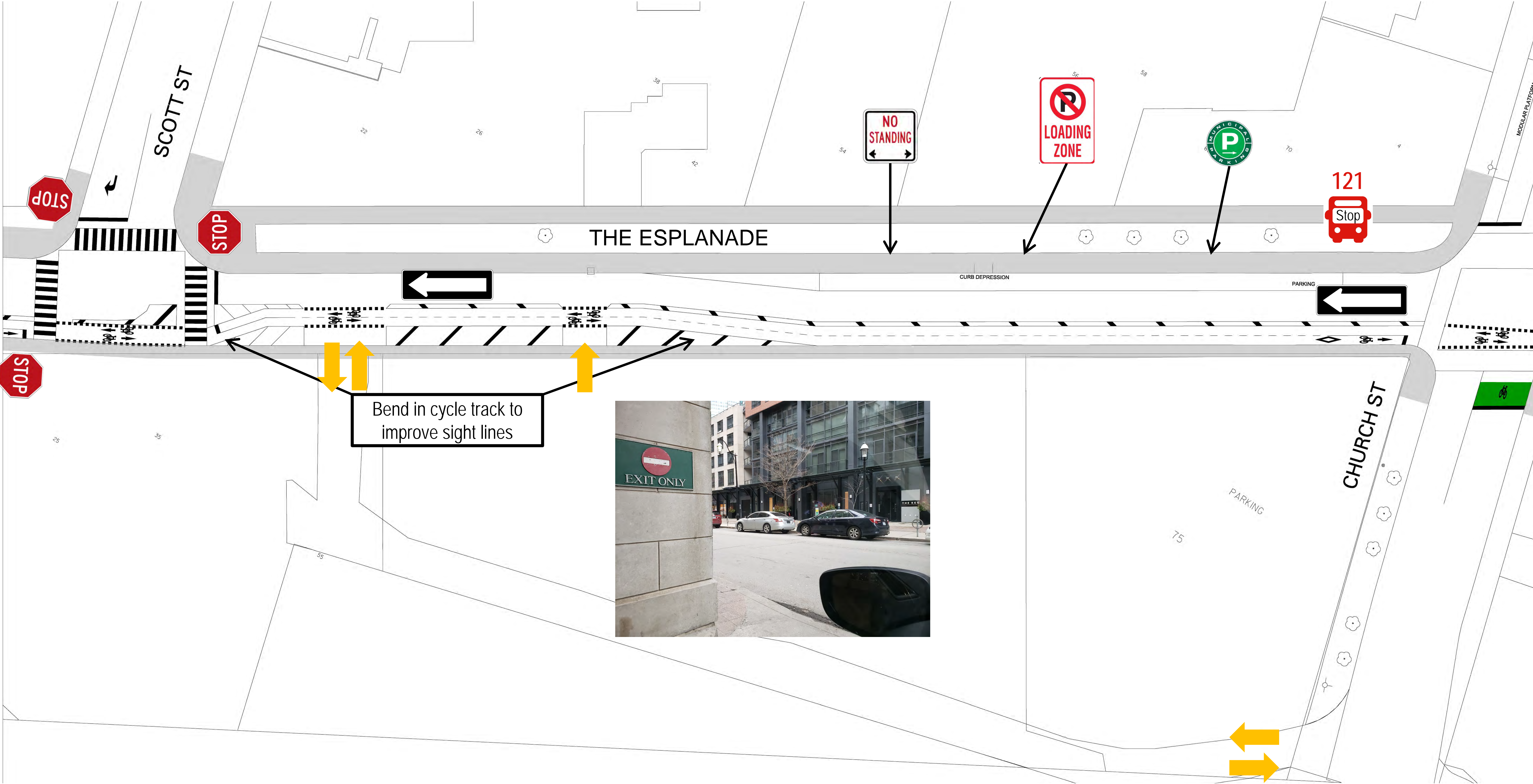
## LEGEND

- Drive Lane
- TTC Only Drive Lane
- Cycle Track
- Curbside Activity

# The Esplanade – Yonge Street to Scott Street



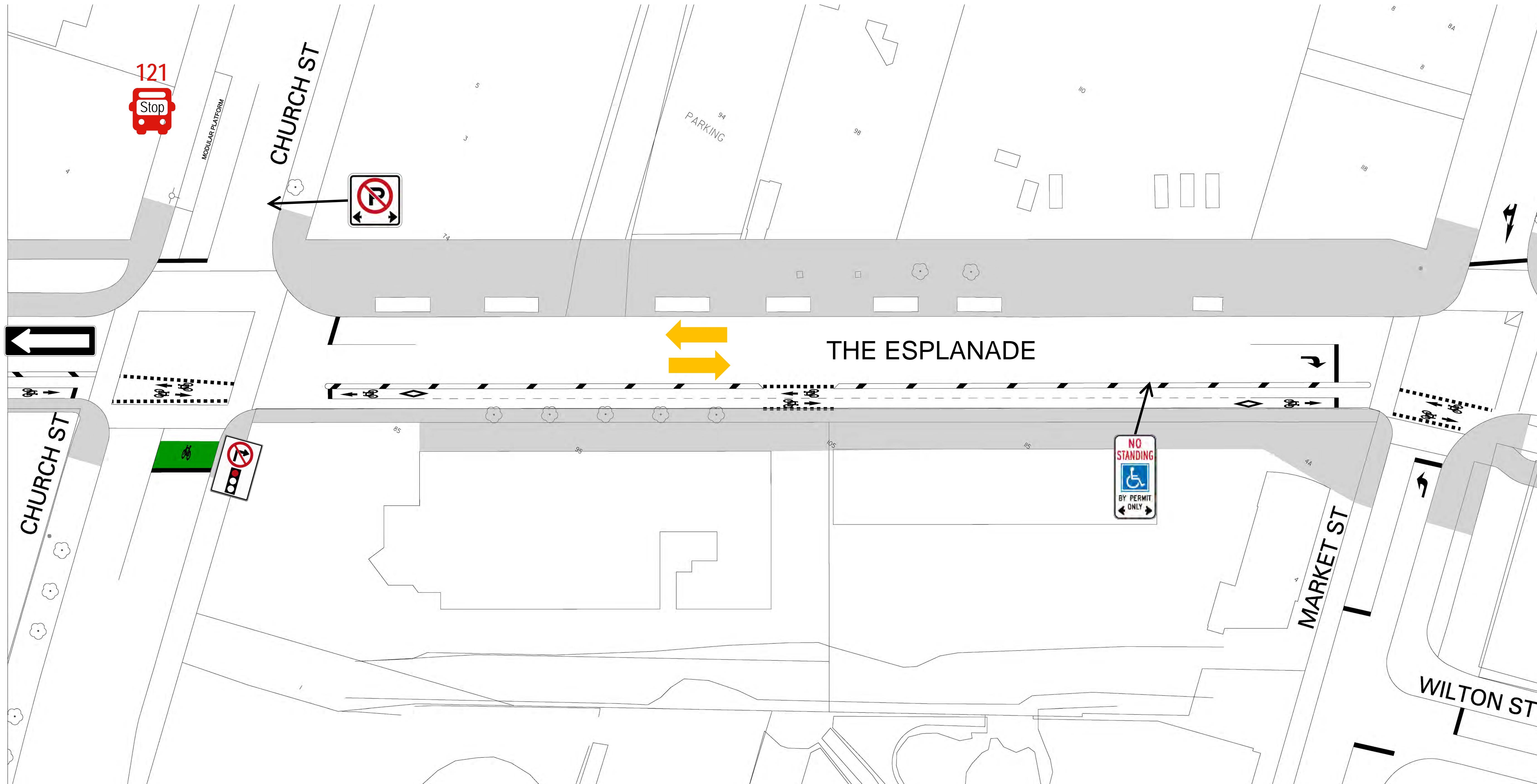
# The Esplanade – Scott Street to Church Street



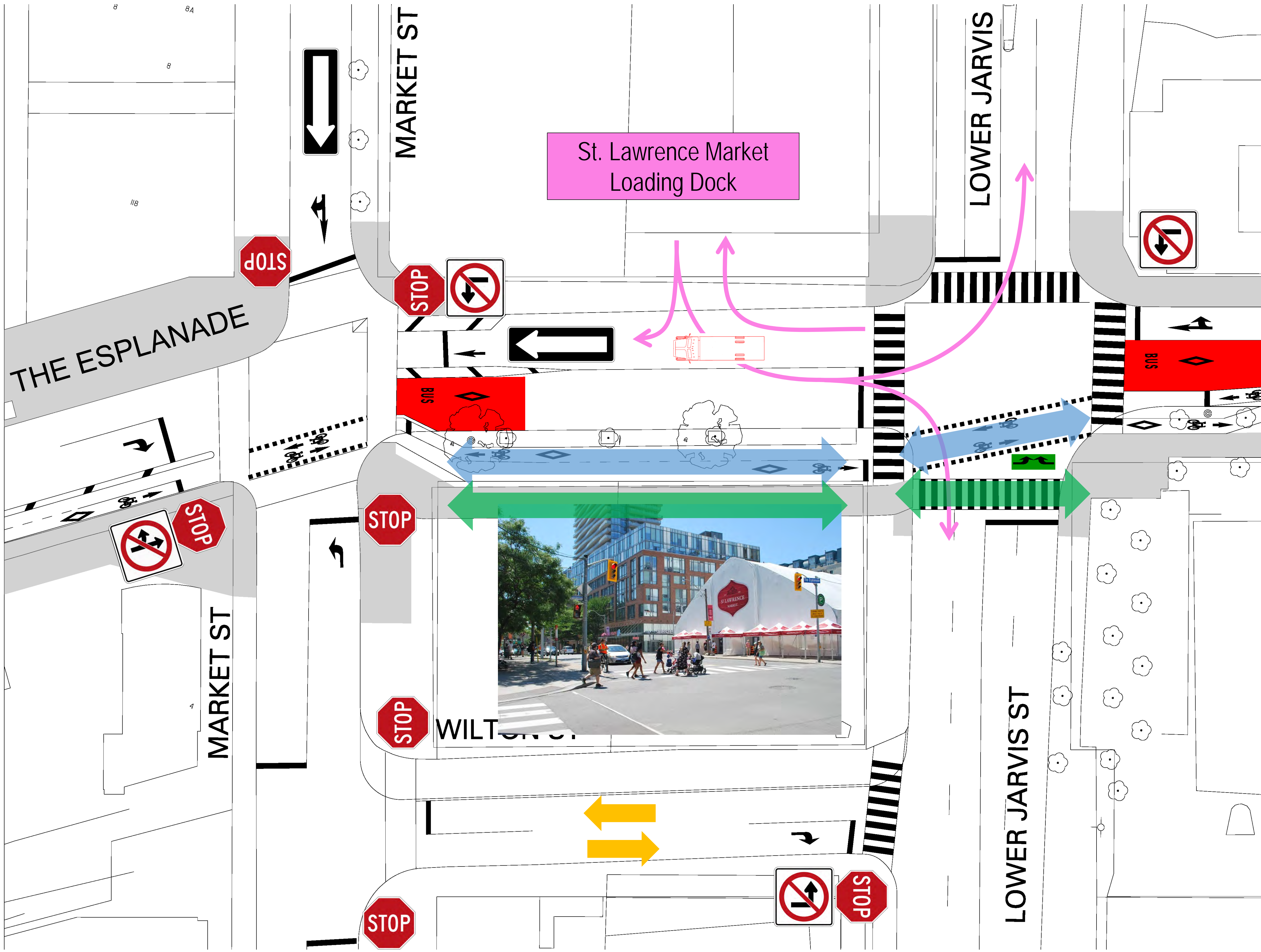
Bend in cycle track to improve sight lines



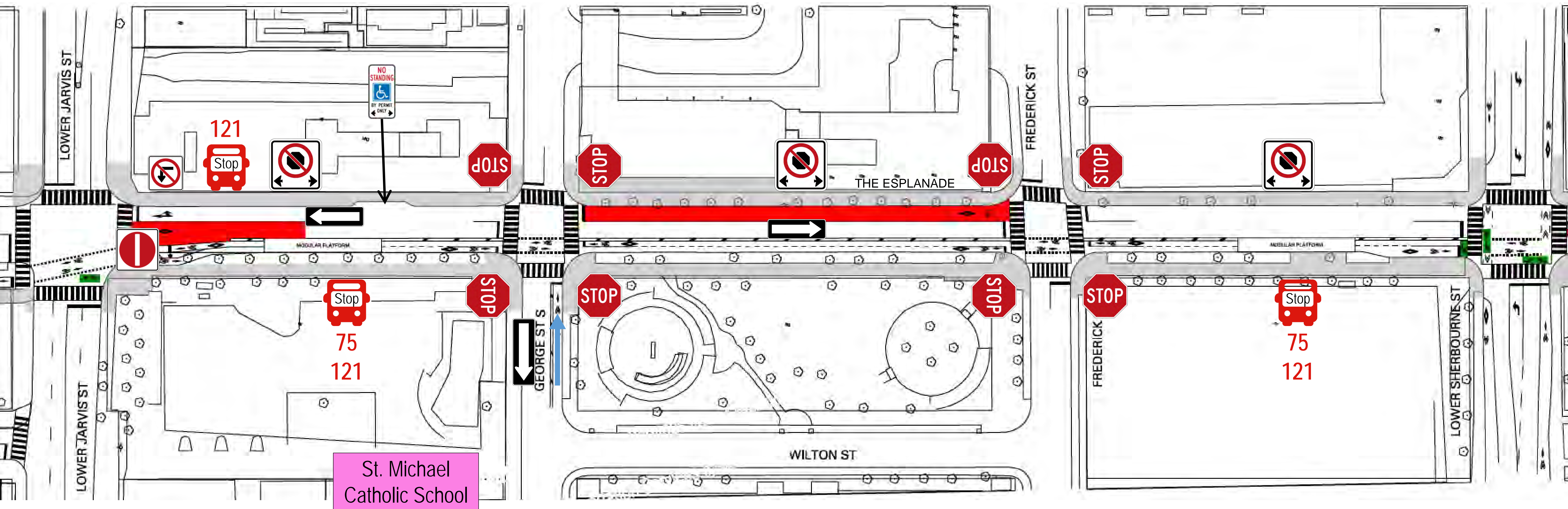
# The Esplanade – Church Street to Market Street



# The Esplanade – Market Street to Lower Jarvis Street



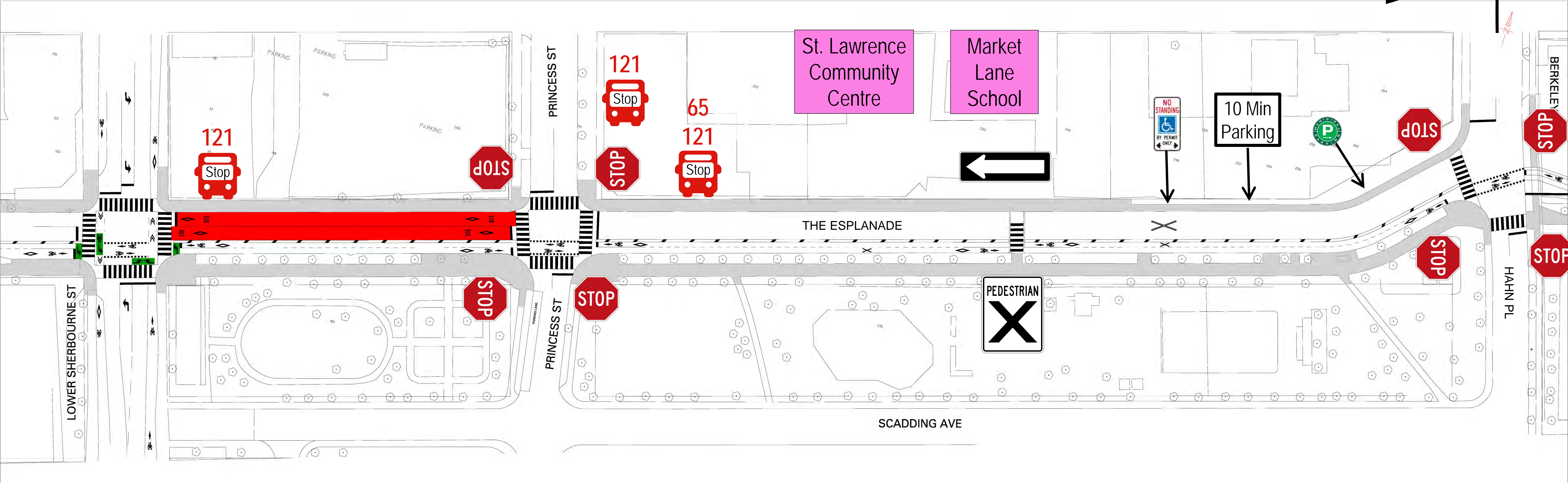
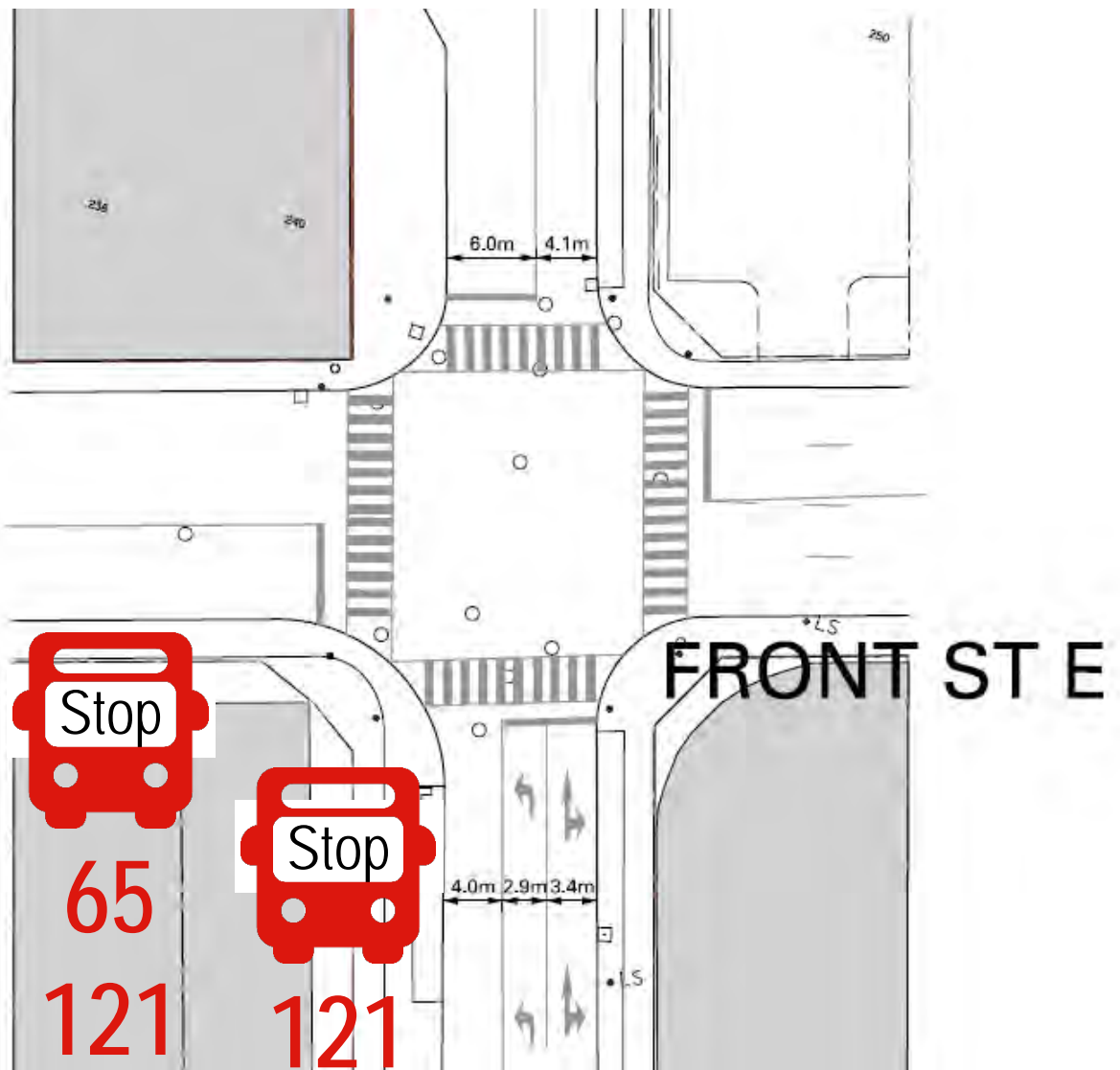
# The Esplanade – Lower Jarvis Street to Lower Sherbourne Street



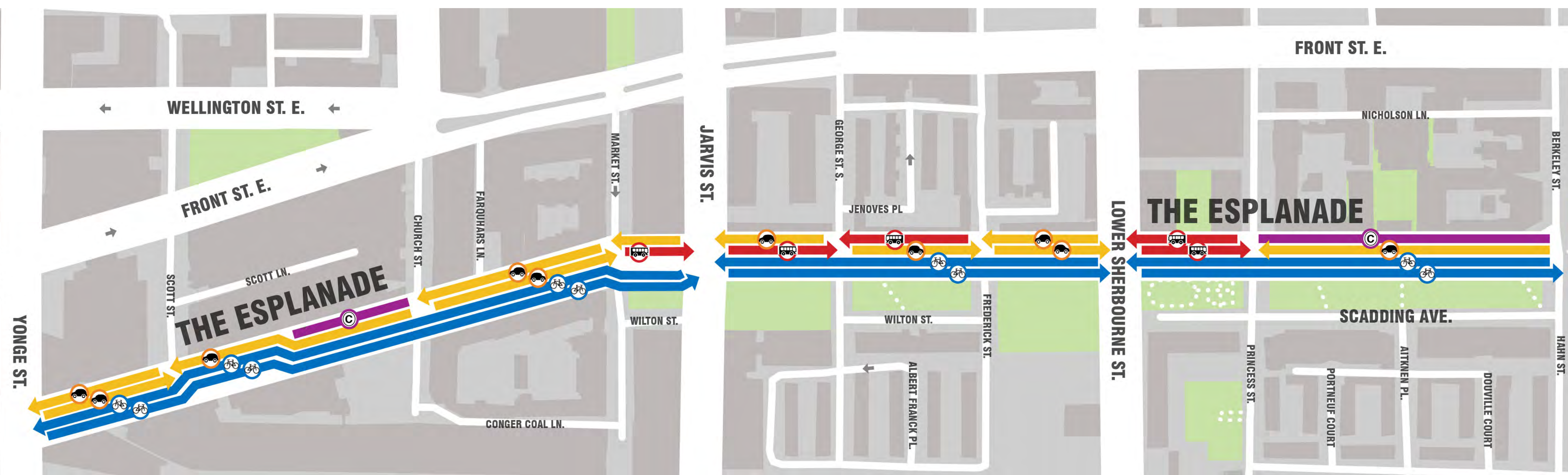
# The Esplanade – Lower Sherbourne Street to Berkeley Street



Front / Berkeley Intersection:



# Summary of proposed changes for The Esplanade



Today

MAXIMUM

40

km/h

Proposed

MAXIMUM

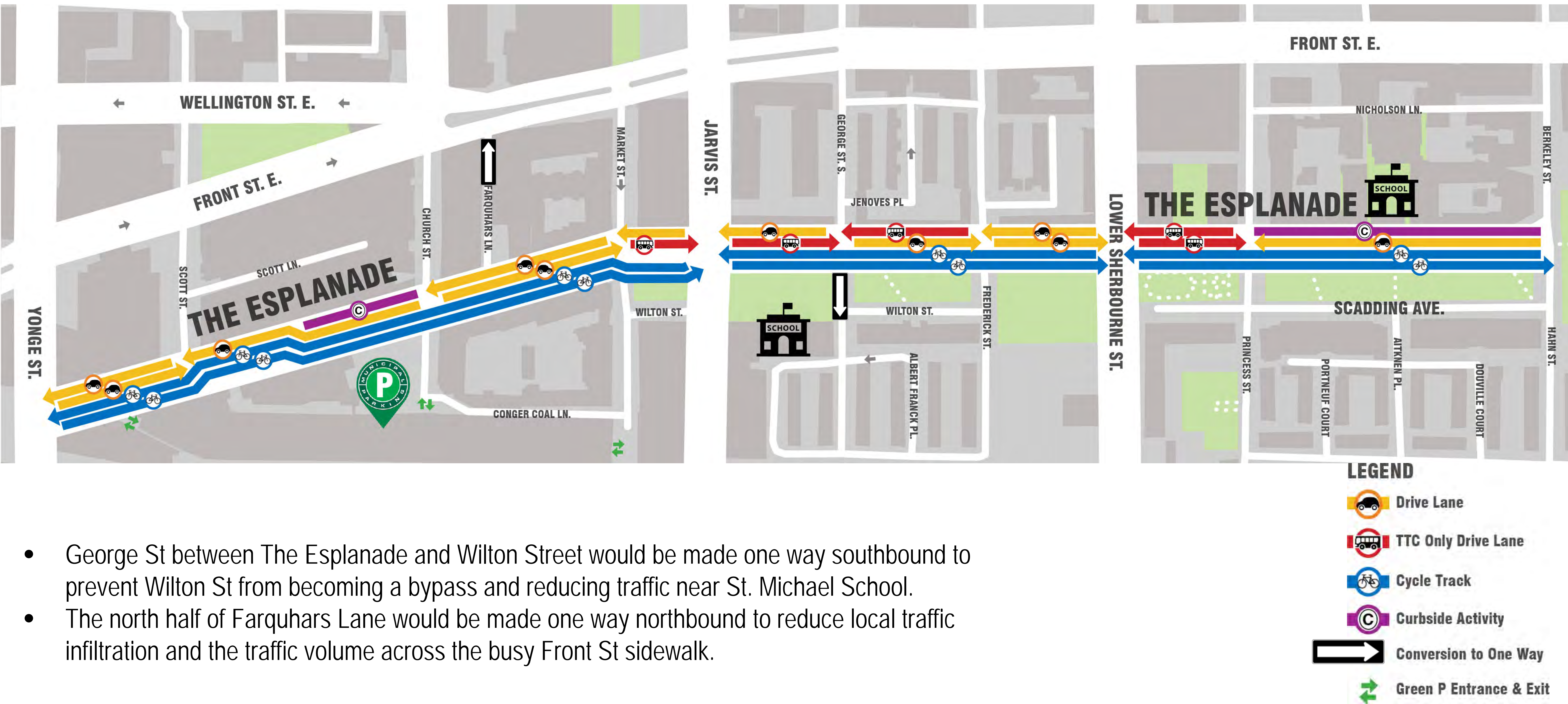
30

km/h

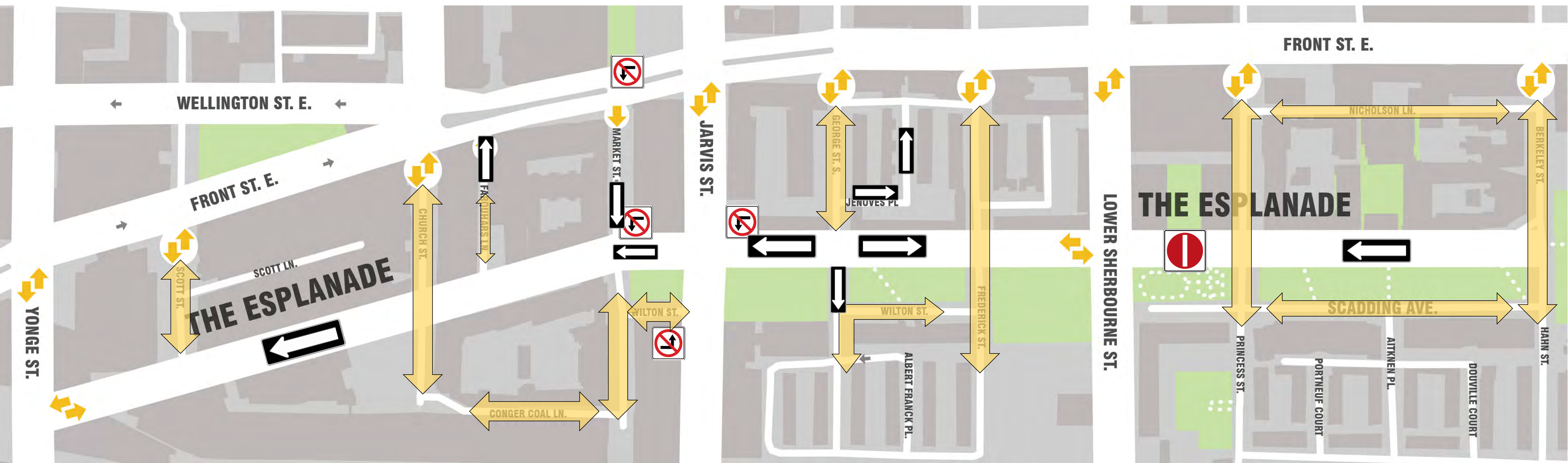
LEGEND

- Drive Lane
- TTC Only Drive Lane
- Cycle Track
- Curbside Activity

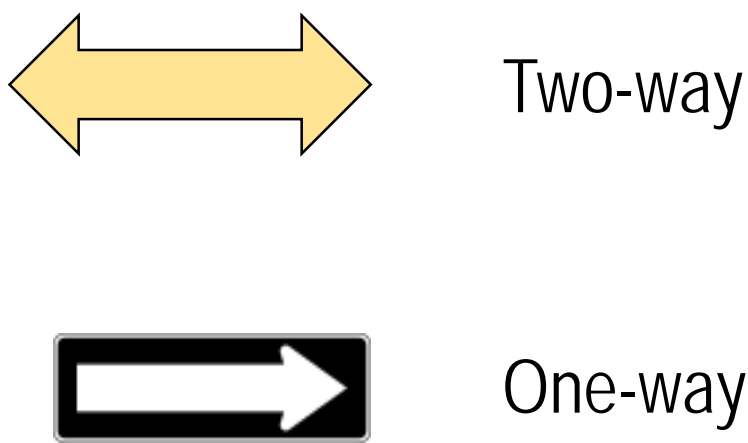
# Traffic summary for The Esplanade: other one ways



# Getting to and from the neighbourhood by vehicle



- Otherwise, intersecting streets would not be changed.

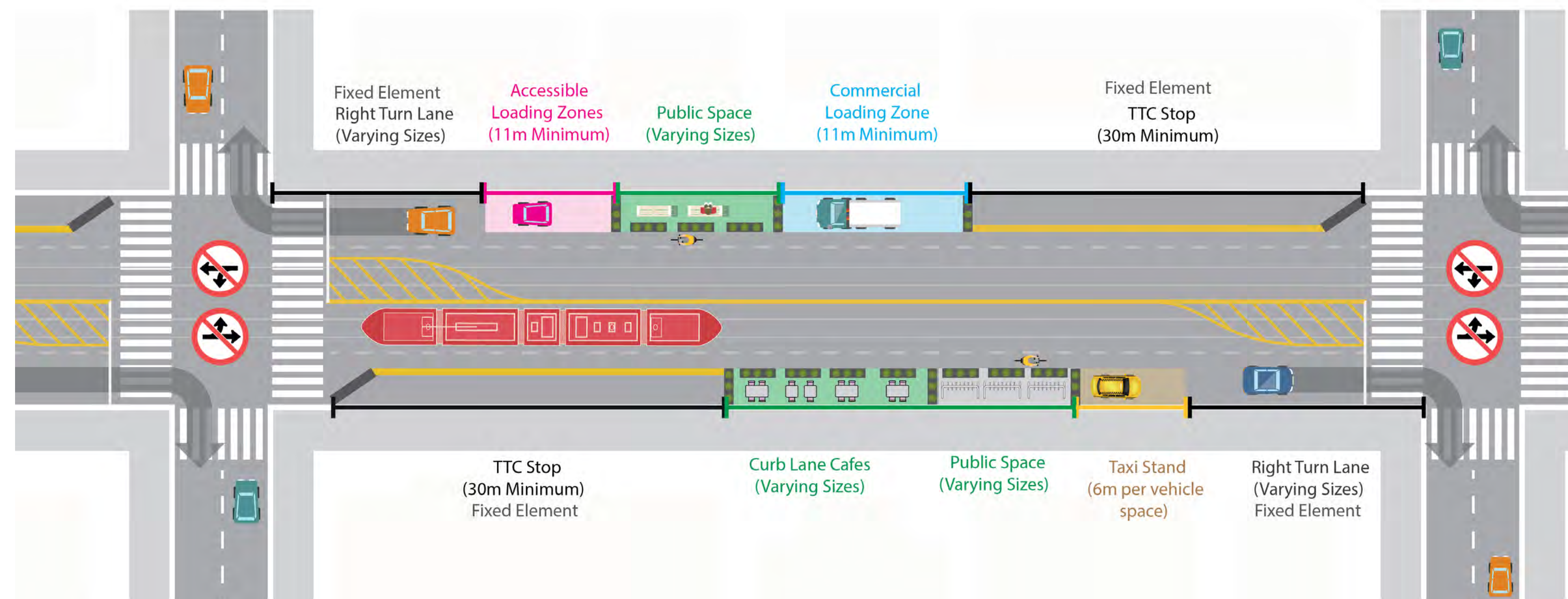




# Tools for managing traffic on The Esplanade



## Information flyers and advanced warning signs



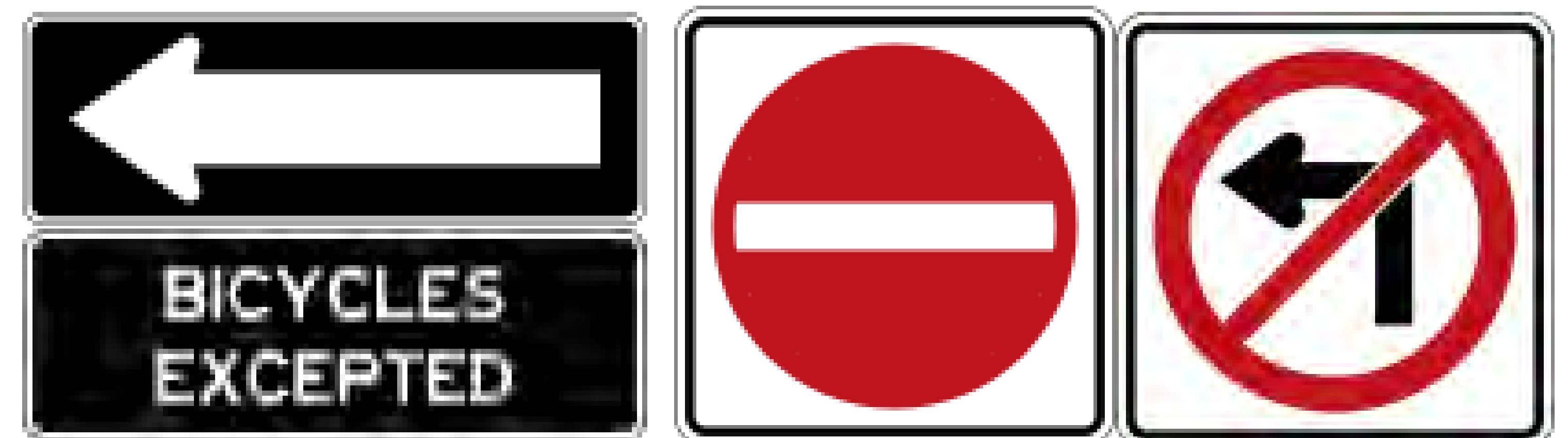
## Red paint for TTC only lanes



## Signals and signage



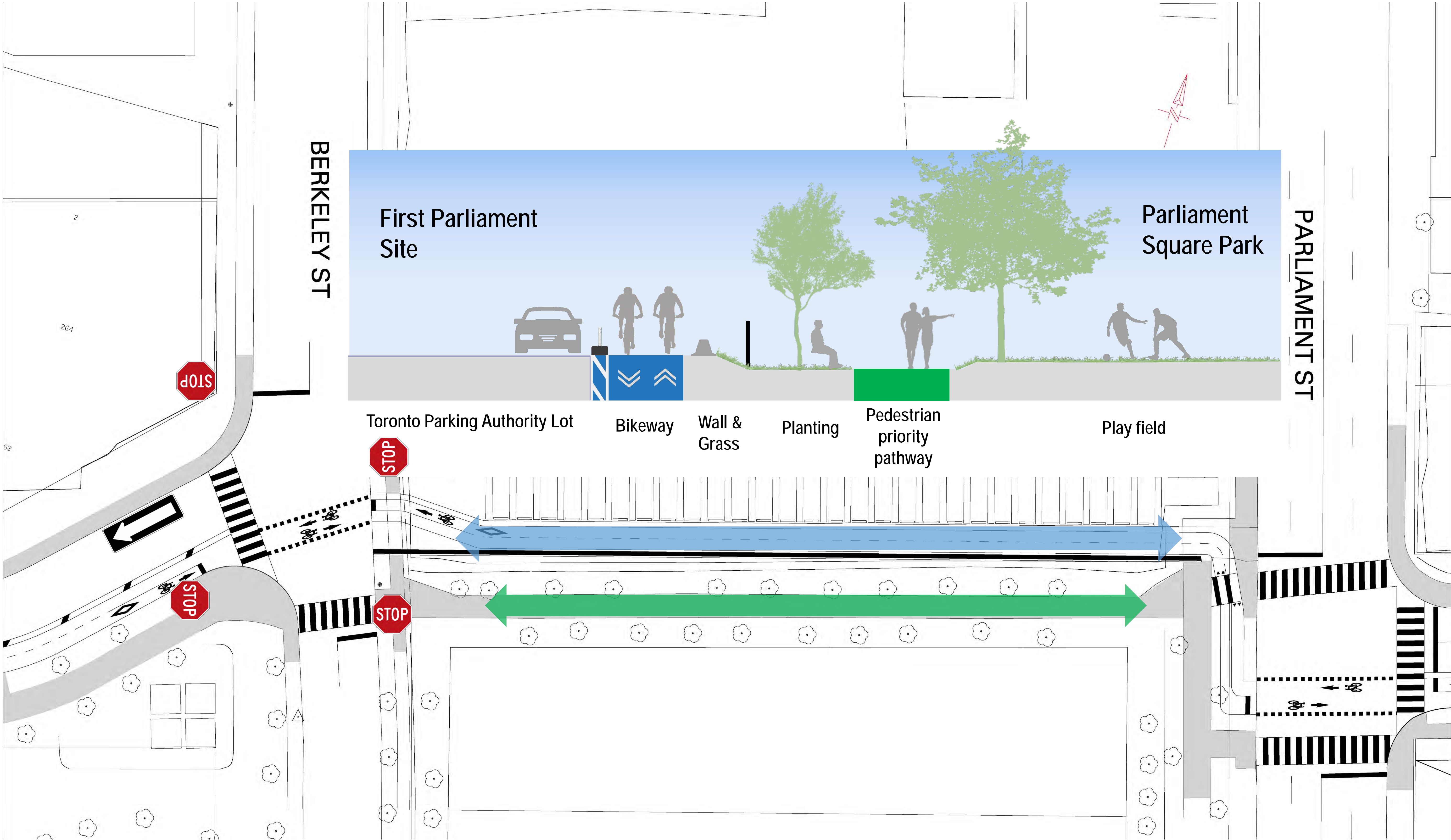
## One-way signage with TTC and Bicycles Excepted



# Parliament Square Park



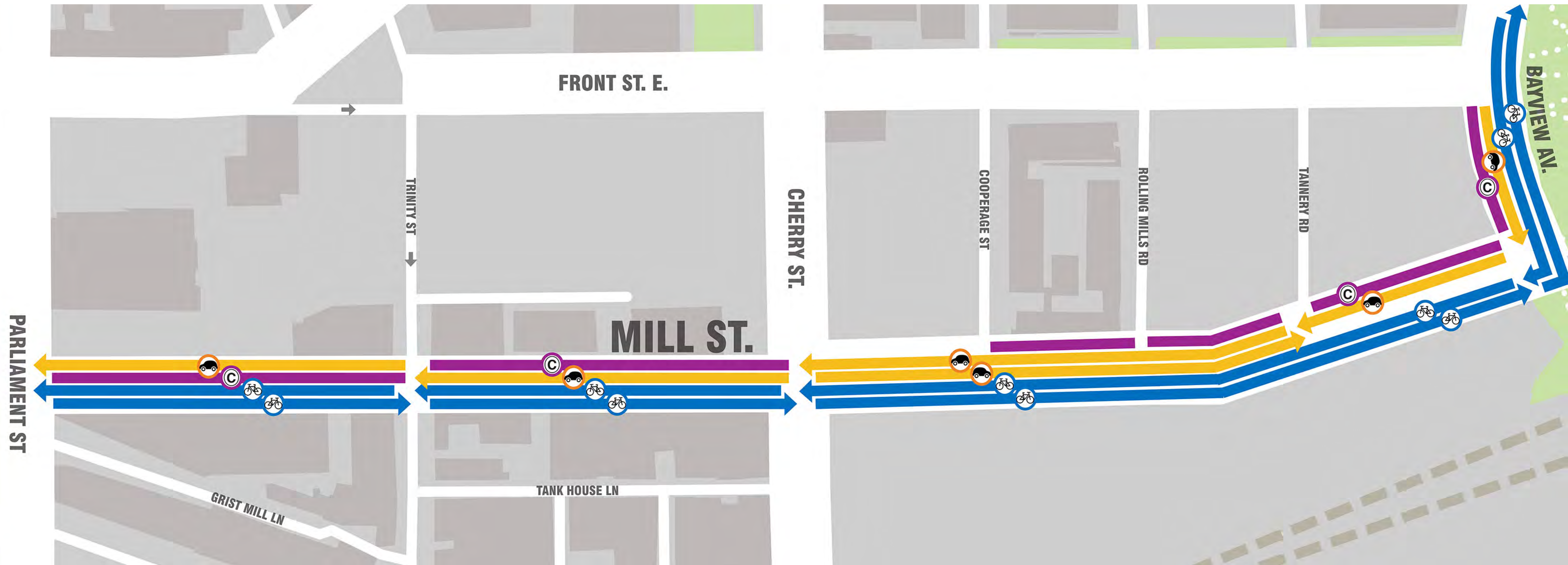
# Proposed – Parliament Square Park



# Mill Street



# Overview of proposed changes for Mill Street

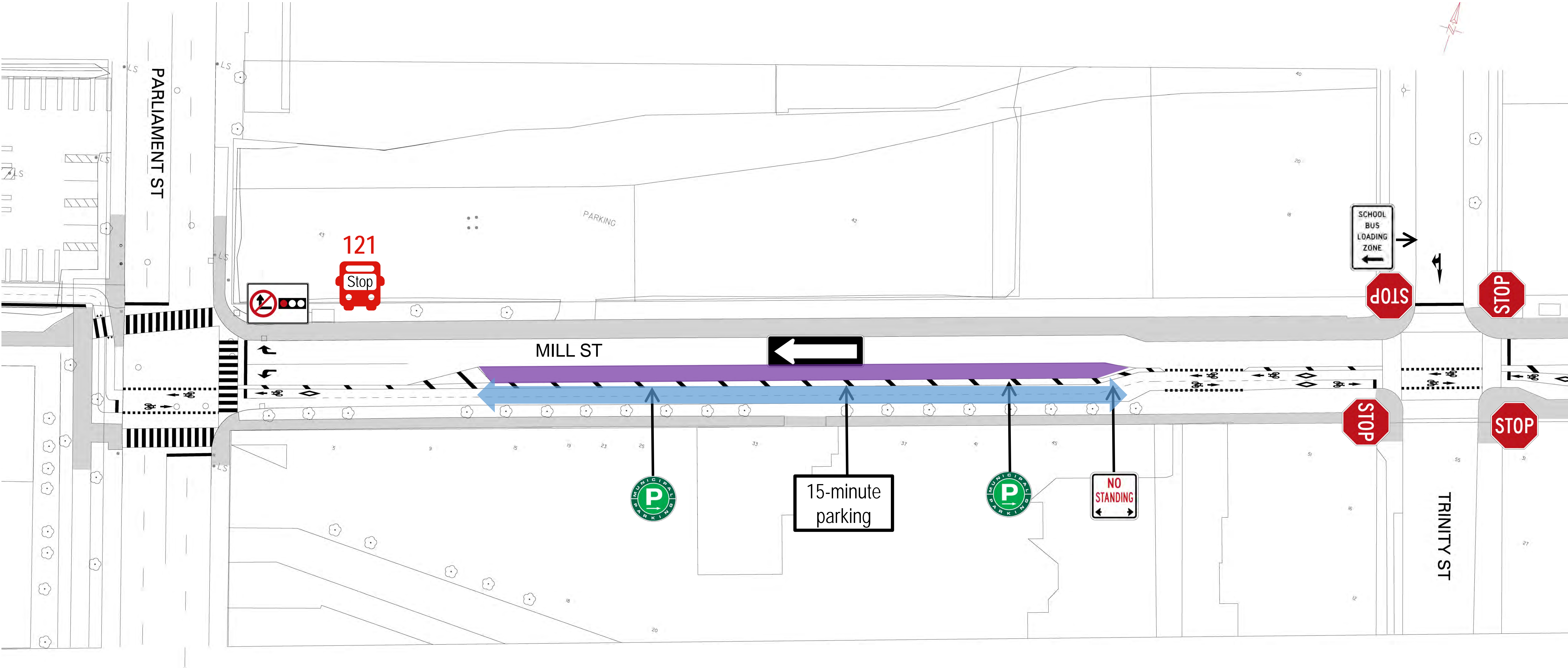


- Mill Street would be converted to one-way westbound between Cherry Street and Parliament Street, and between Bayview Avenue and Tannery Road
- Bayview Avenue would be converted to one-way southbound between Front Street East and Mill Street
- Curbside activity would be accommodated on one side for most blocks

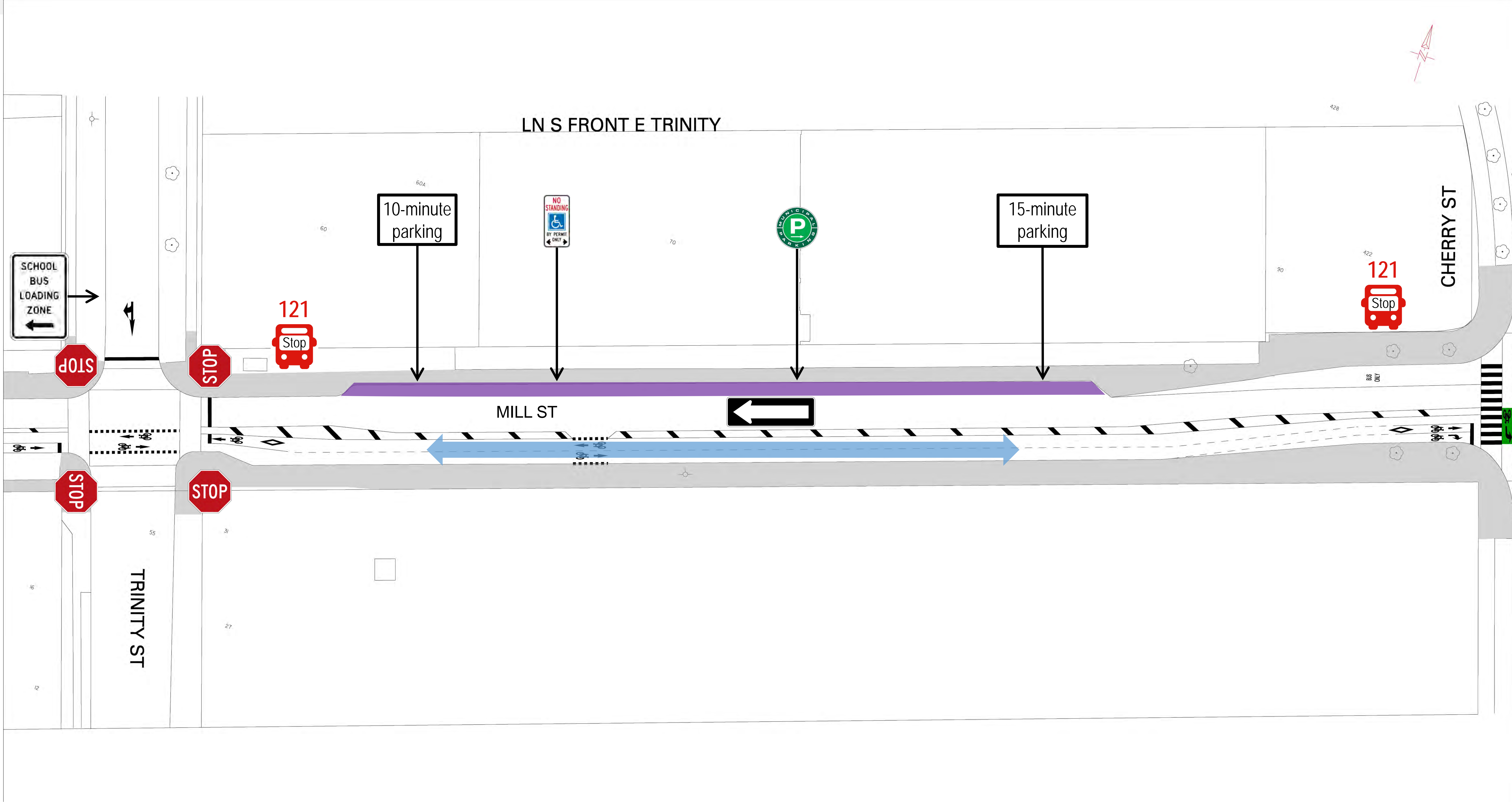
## LEGEND



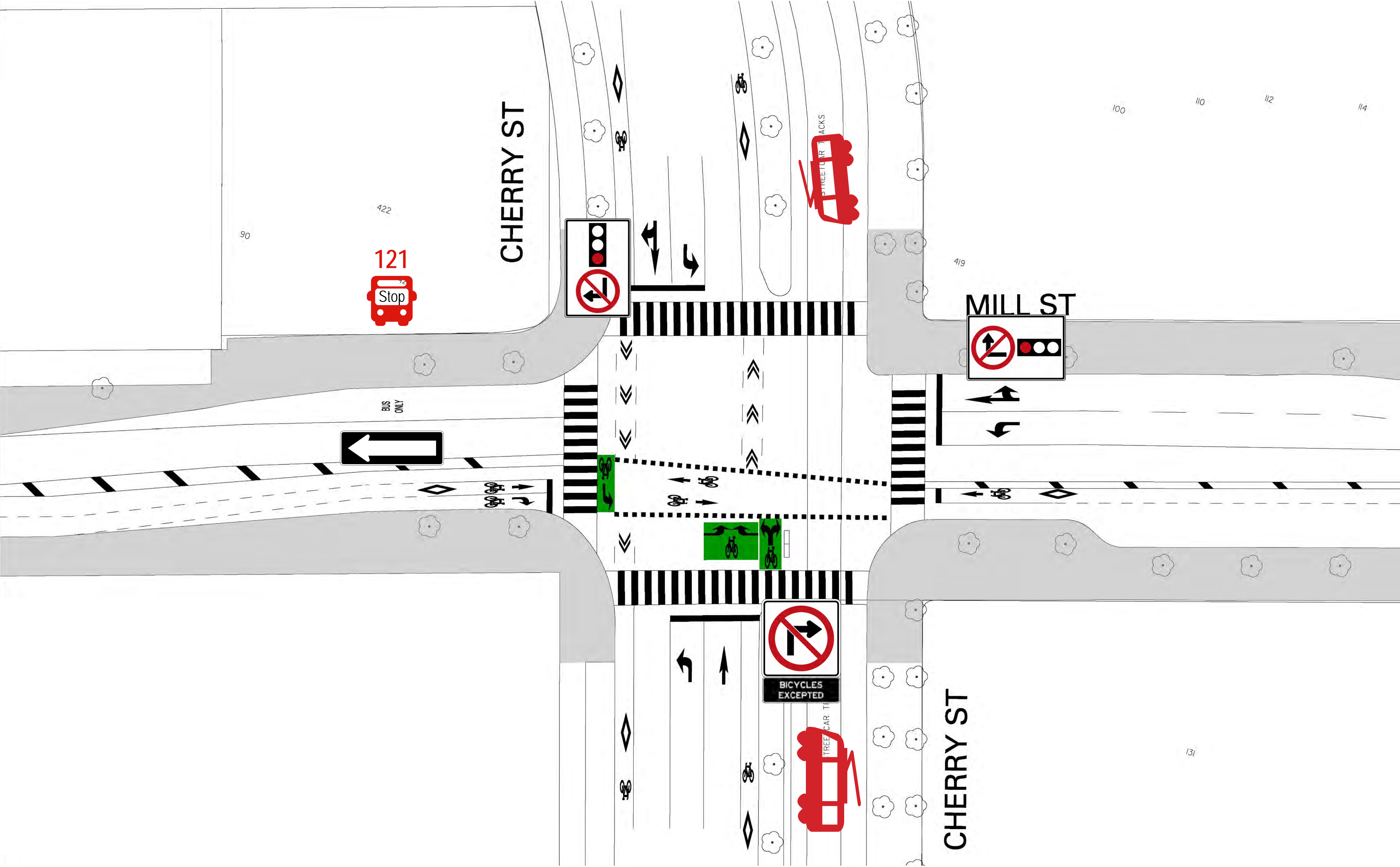
# Mill Street – Parliament Street to Trinity Street



# Mill Street – Trinity Street to Cherry Street



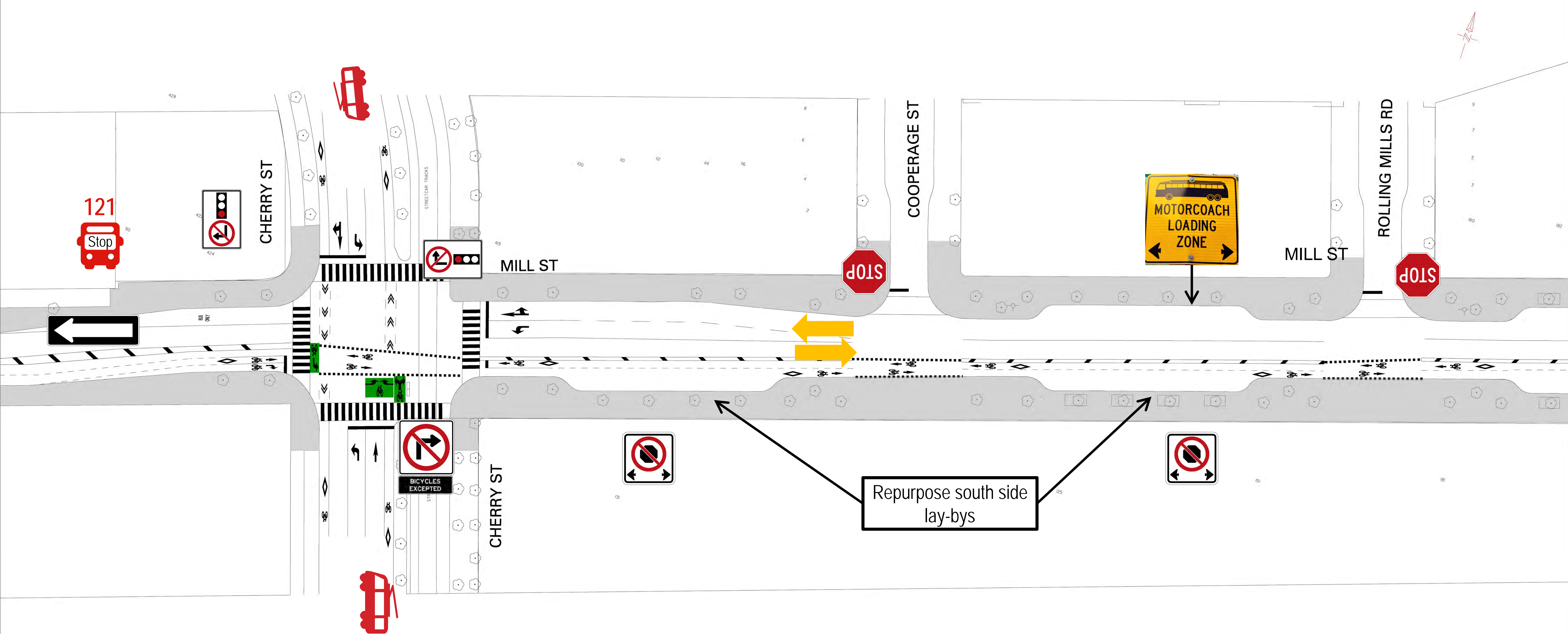
# Mill Street & Cherry Street Intersection



# Rendering of the Mill Street & Cherry Street intersection



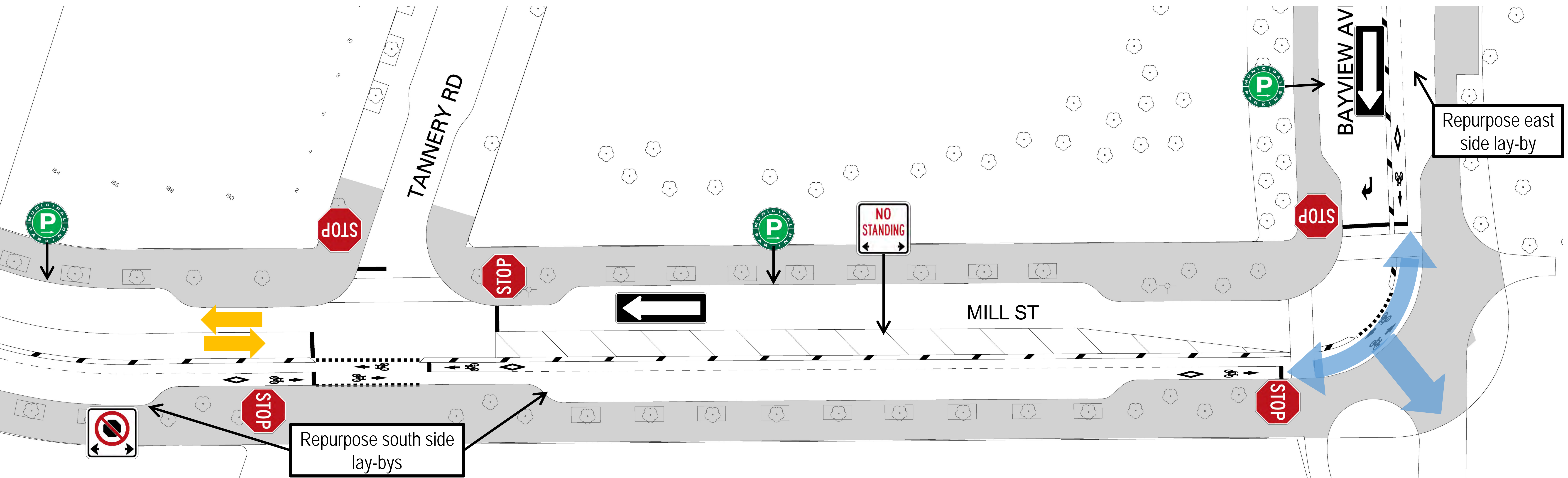
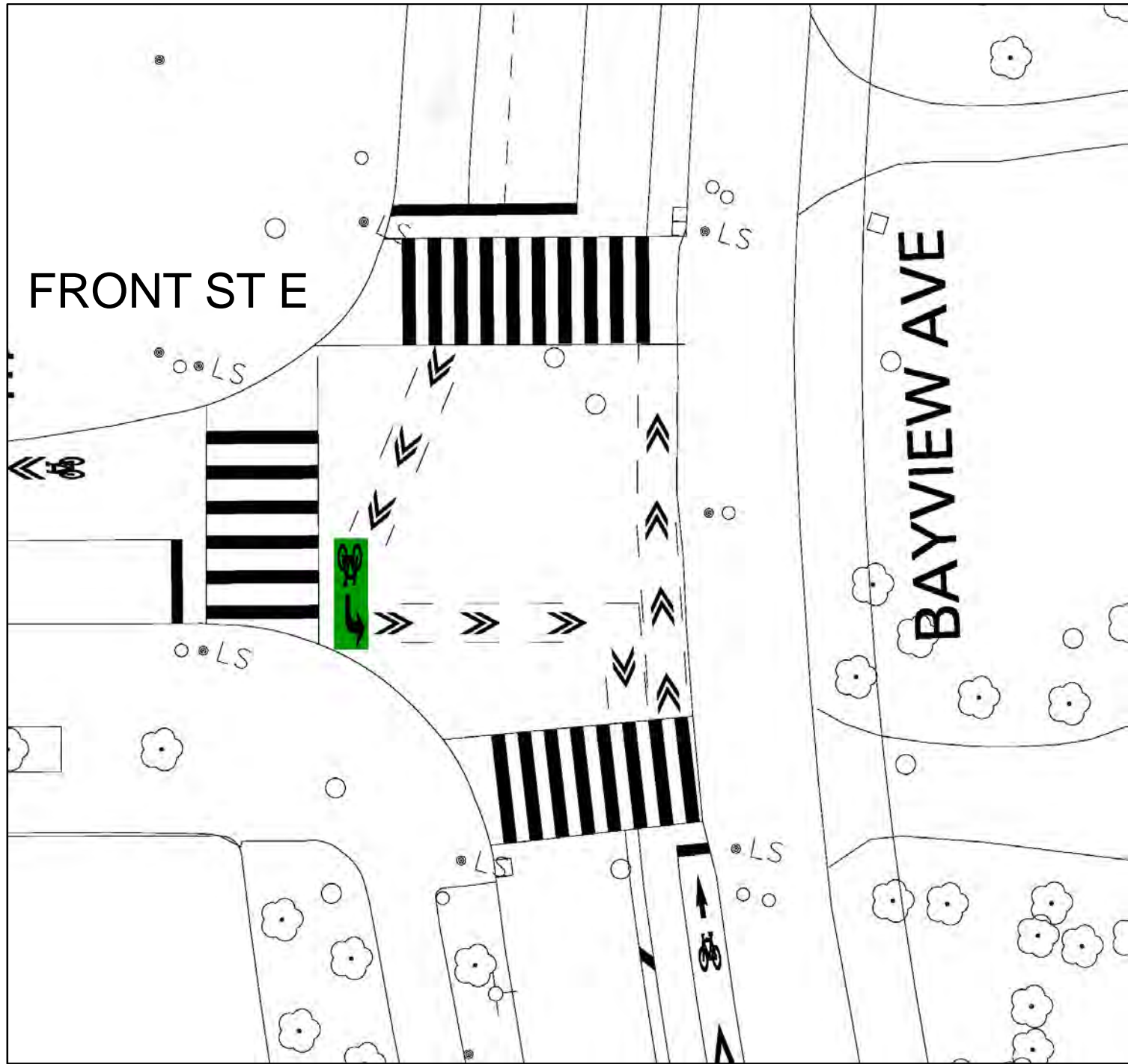
# Mill Street – Cherry Street to Rolling Mills Road



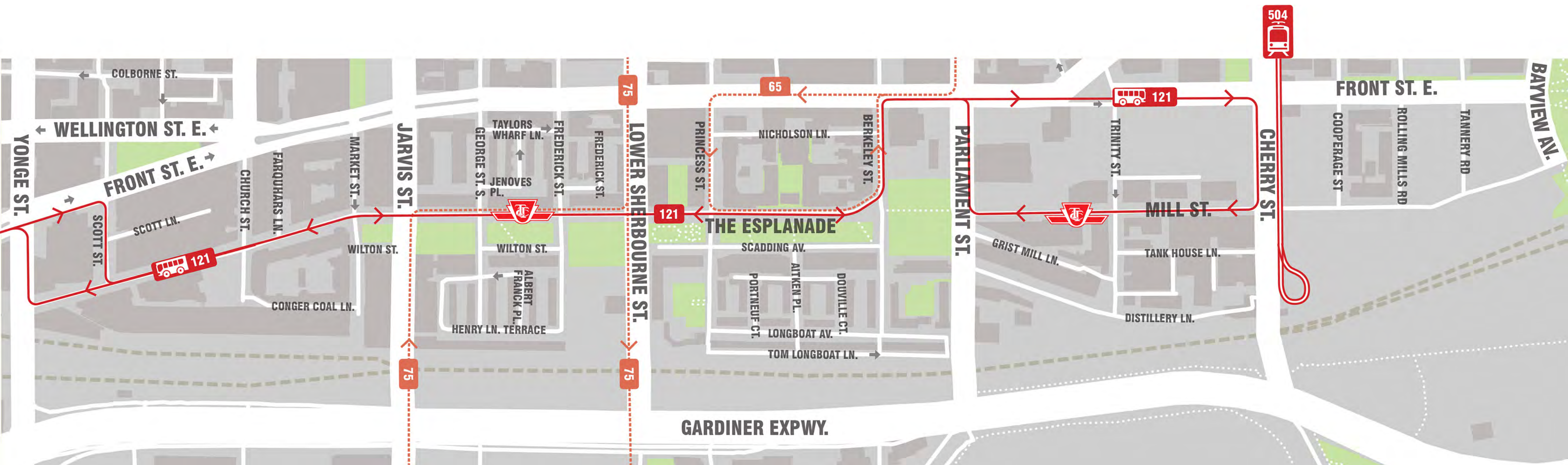
# Mill Street – Rolling Mills Road to Bayview Avenue



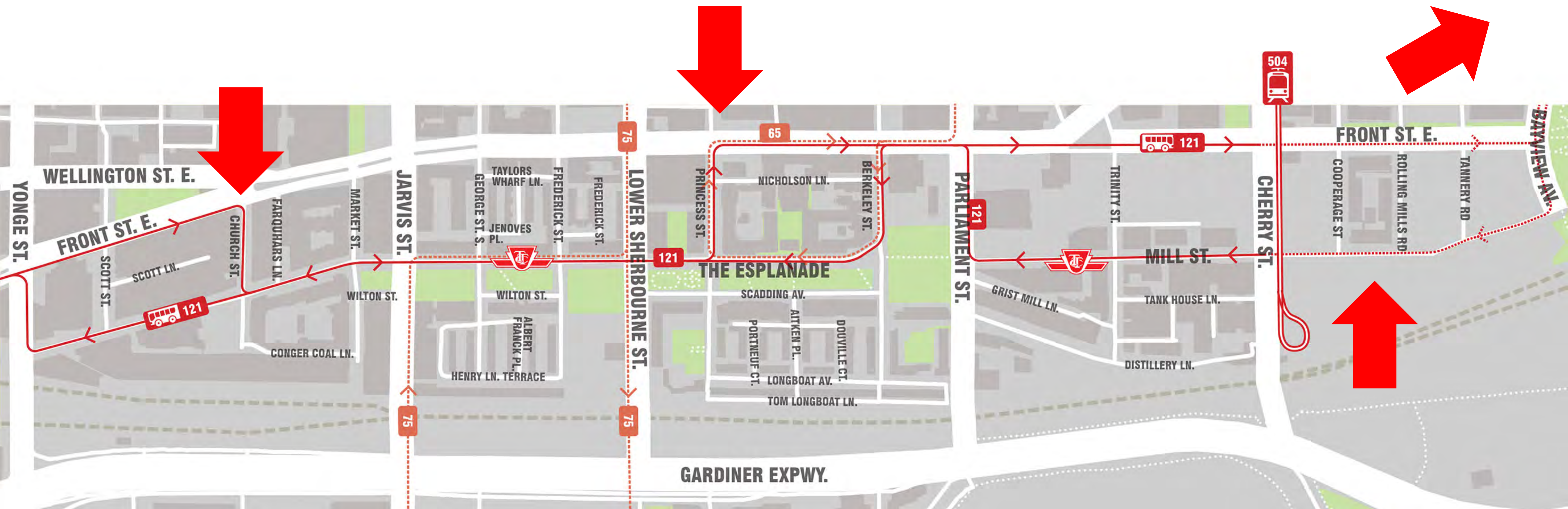
Bayview / Front Intersection:



# Other changes



# Proposed TTC 121 bus re-routing

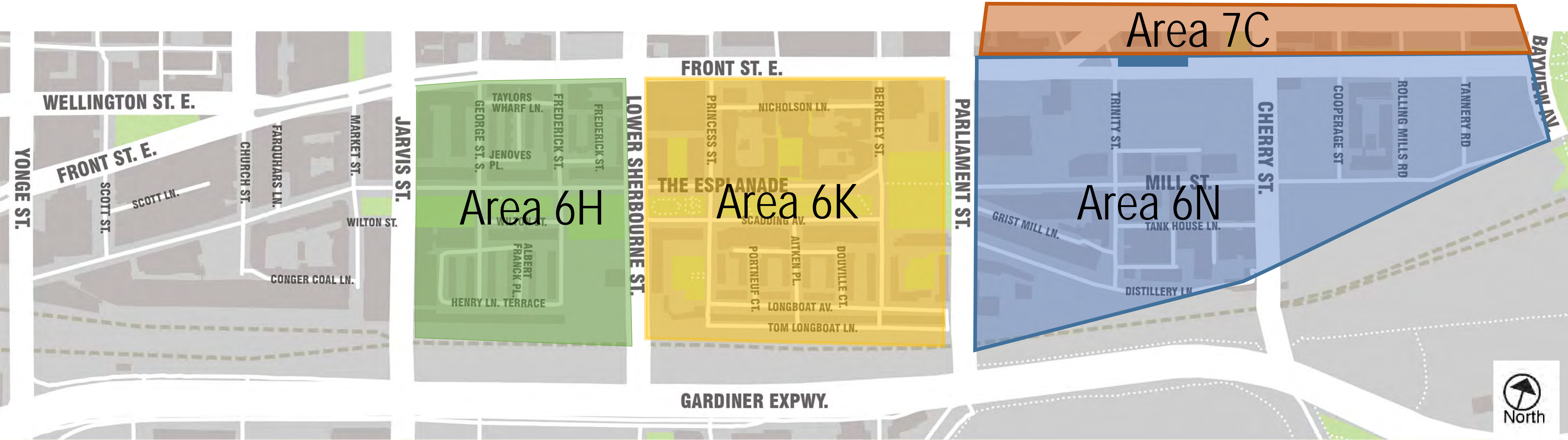


- In the new configuration, the eastbound TTC 121 bus would turn on Church St, not Scott St, and on Princess St, not Berkeley St.
- It would continue on Front St and up to Bridgepoint Hospital before returning on Mill St Westbound.
- Bus stop locations would also be moved to improve spacing and speed of these routes.
- The TTC 65 bus would reverse the direction of its loop to run clockwise. The TTC 75 bus and 504 streetcar would not be changed.

# Proposed permit parking



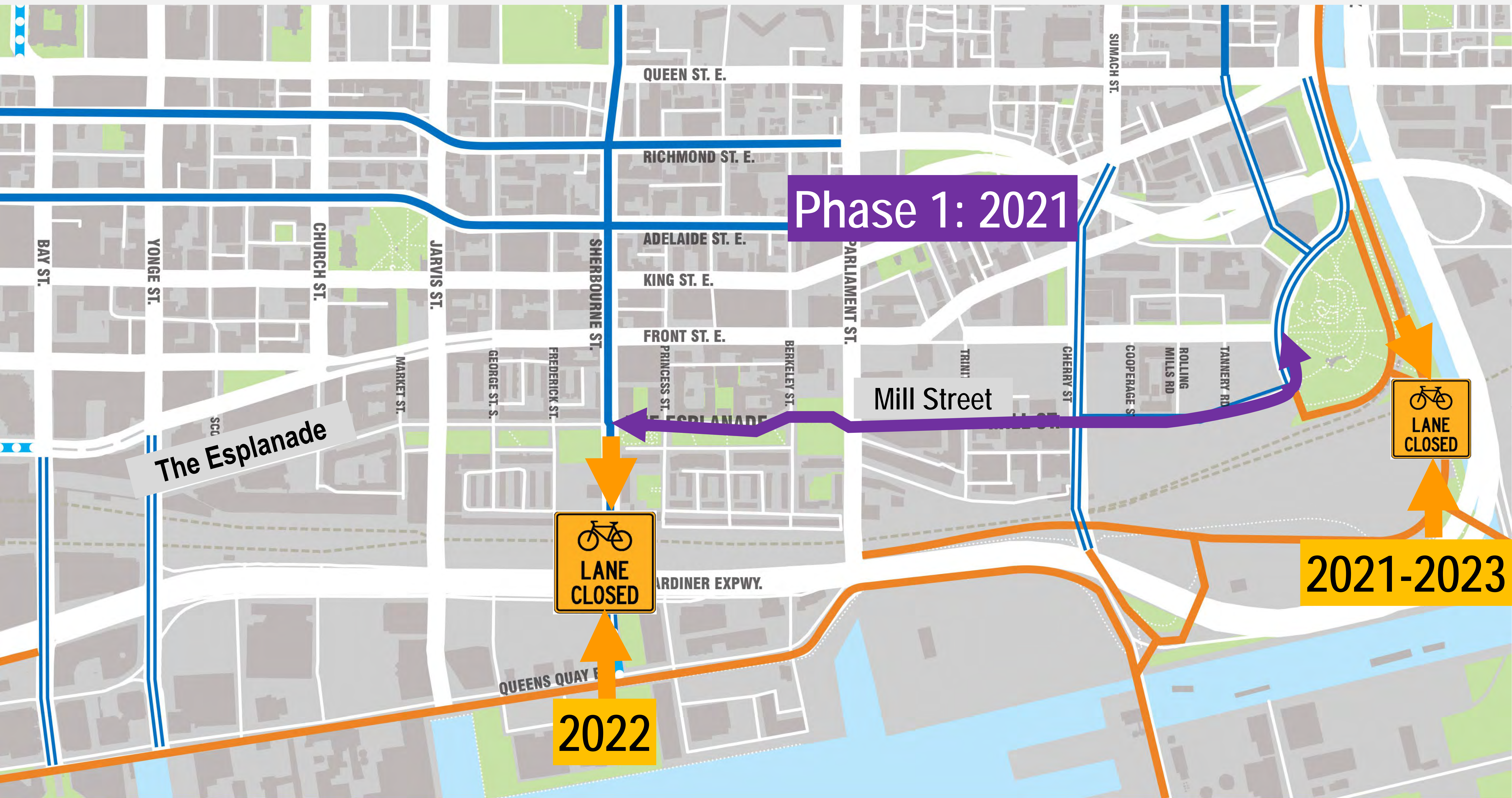
Area	Spaces today	Proposed	Utilization today	New spaces proposed	Utilization proposed
6K	176	157	66%	0	74%
6H	123	110	84%	0	96%
6N	40	30	100%	10	100%



- Areas 6H, 6K and 6N would remain at or below capacity. There would be no change to Area 7C.

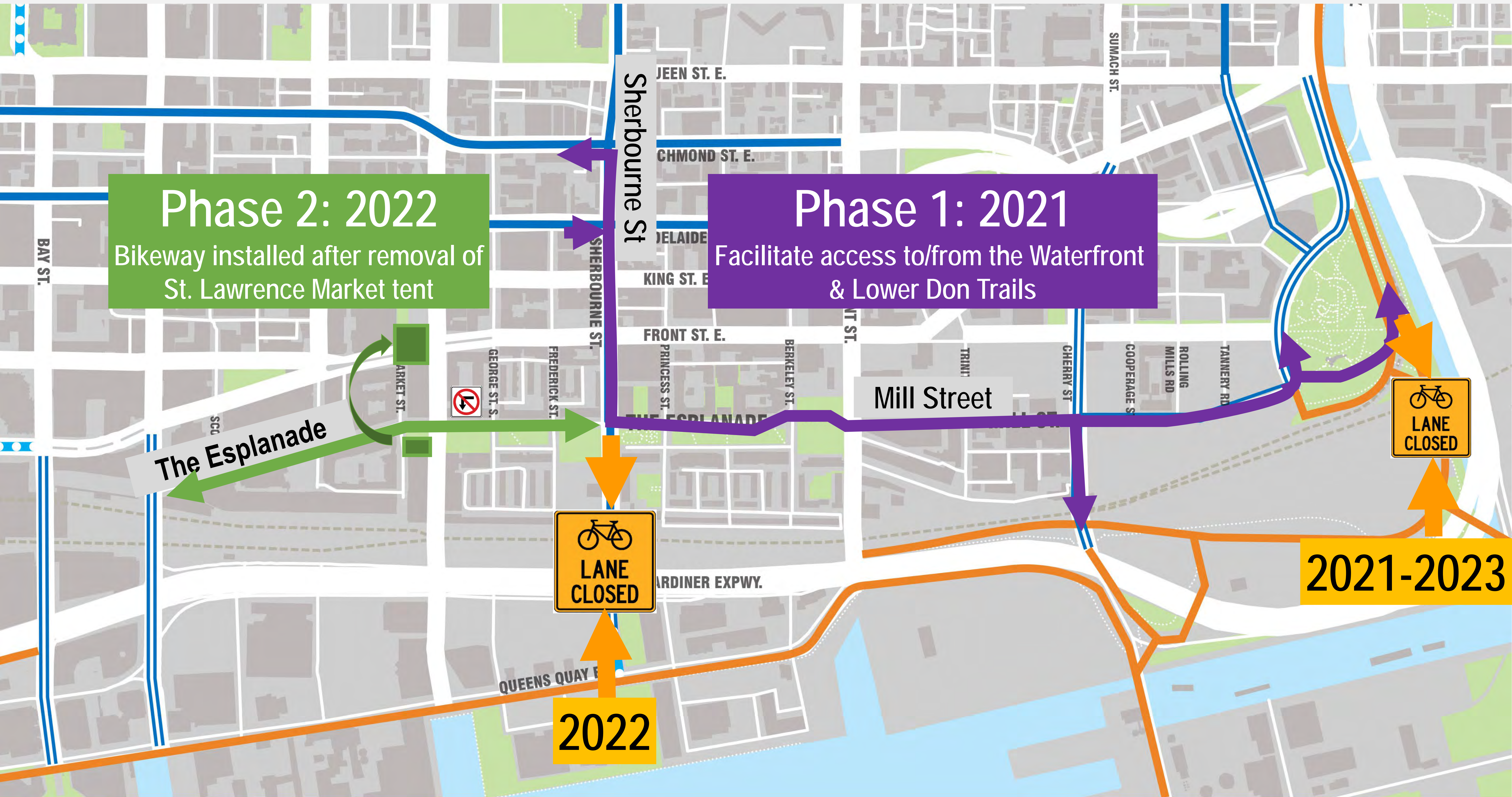
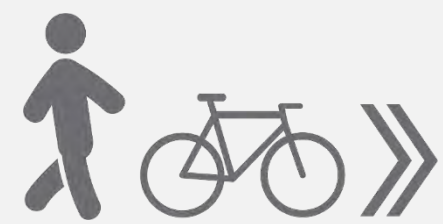
# Implementation

# Proposed installation timeline





# Proposed installation timeline



# Phases 1 & 2: proposed for 2021-2022



New signals and timing



Temporary raised TTC stops



Road level, modular curbs, bollards, and paint

# Proposed installation timeline



# Phase 3: Upgrades from 2024+



Raised cycle and pedestrian crossings along park



Permanent raised TTC stops



Potential for protected intersections



# Next steps



- Join us to ask questions and give feedback at the public meeting, February 25, 2021.
- Respond to the online survey by March 14, 2021.
- Report to City Council: May-June 2021
- Phase 1 installation: fall 2021
- Phase 2 installation: spring-summer 2022
- Phase 3 installation: 2024+



## CONTACT US

If you have any questions or concerns feel free to contact:

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