



Artist Rendering: Palmerston Ave looking south from Barton Ave

PALMERSTON AVE/SQ/BLVD & TECUMSETH ST | PUBLIC MEETING

CYCLING CONNECTIONS & ROAD SAFETY OPPORTUNITIES

Dominic Cobran, Senior Public Consultation Coordinator & Karina Fortin, Senior Project Manager

October 20, 2021

We acknowledge the land we occupy is the traditional territory of many nations including the **Mississaugas of the Credit**, the **Anishnabeg**, the **Chippewa**, the **Haudenosaunee** and the **Wendat** peoples and is now home to many diverse **First Nations**, **Inuit** and **Métis** peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



Welcome:

Councillor Joe Cressy, Ward 10

Councillor Mike Layton, Ward 11

Presenters: Transportation Services, City of Toronto

Karina Fortin, Senior Project Manager (main presenter)

Kasra Khajavi, Transportation Engineer

Becky Katz, Manager Cycling & Pedestrian Projects

Facilitation & Meeting Support:

Alyssa Cerbu, Senior Coordinator, Public Consultation Unit

Dominic Cobran, Senior Coordinator, Public Consultation Unit

Jonathan Lam, Coordinator, Public Consultation

Background





Background | Project Overview and Goals

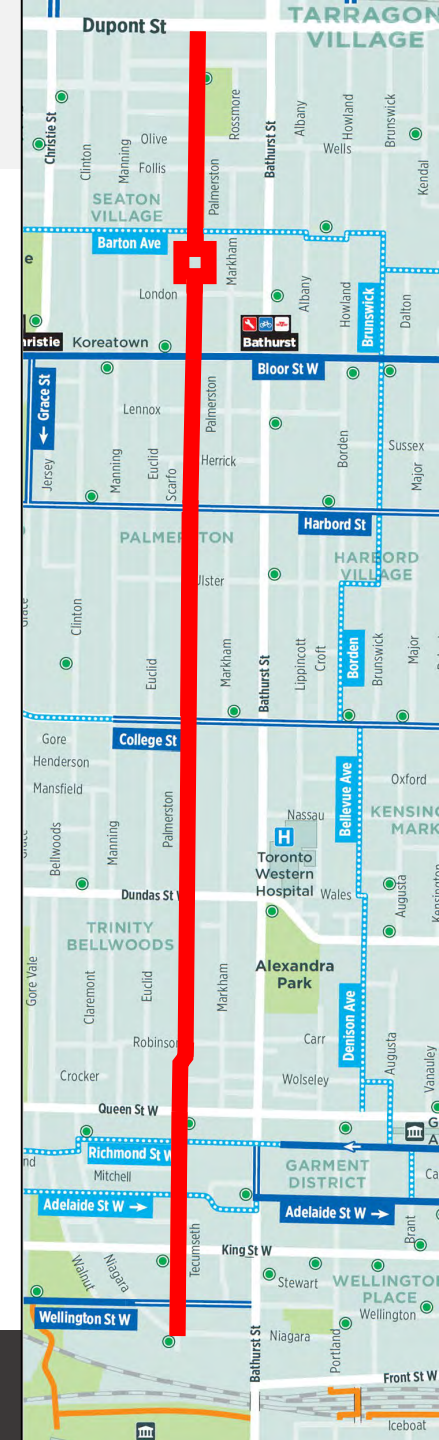
Transportation Services is proposing new road safety improvements and cycling connections on Palmerston Ave/Blvd and Tecumseth St because it connects important east-west cycling routes including Bloor St, Harbord St, College St, Richmond St W, and Wellington St.

Project limits

3.6 km, Dupont St to Niagara St

Project Goals

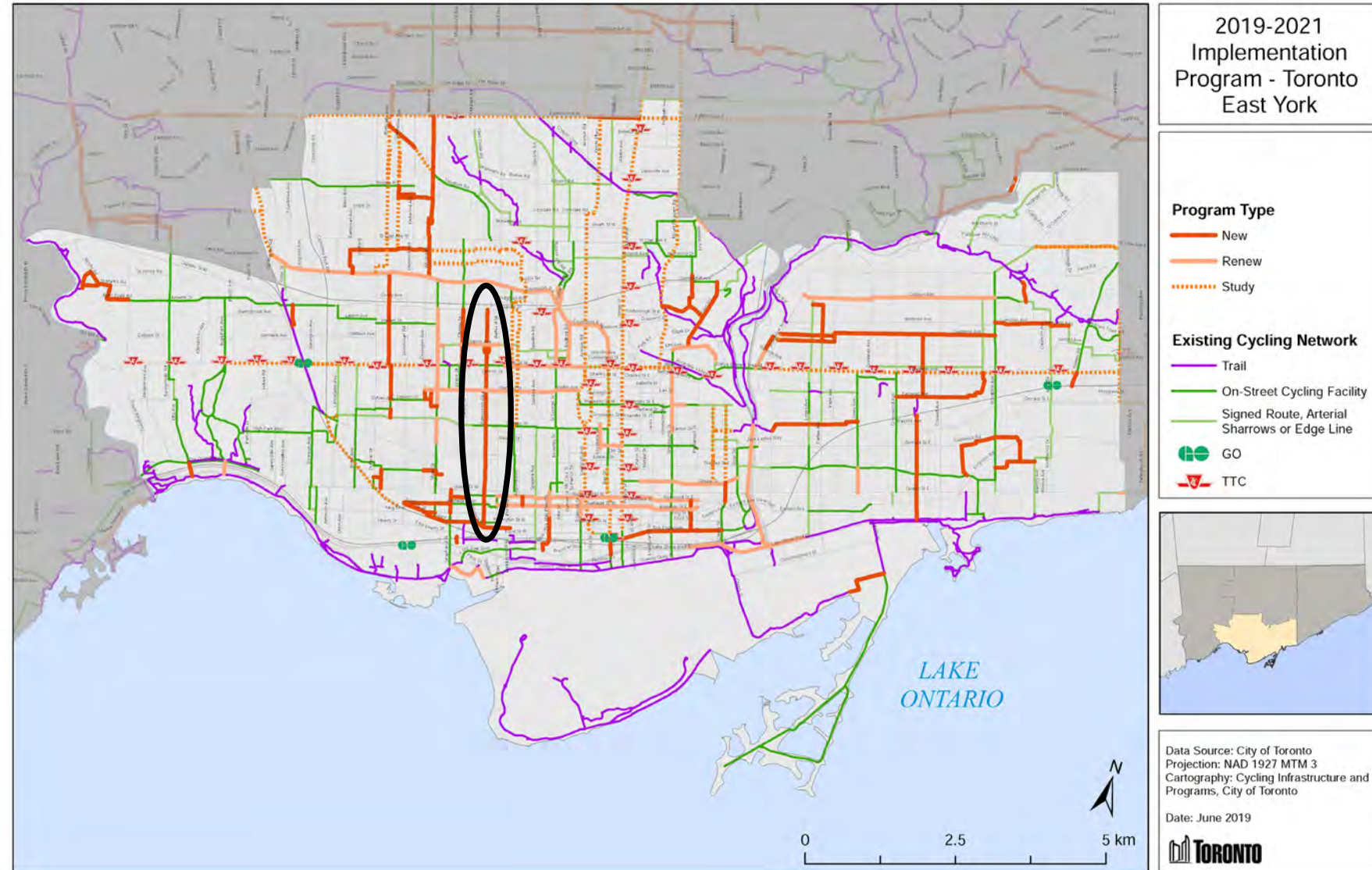
-  Improve safety for people walking, cycling and driving
-  Encourage cycling by connecting and improving bikeways
-  Maintain City services and access to driveways
-  Minimize impact to on-street parking



Background | Cycling Near-Term Implementation



- In 2019, City Council approved the **Cycling Network Plan** which included a rolling near term implementation plan.
- In the **CNP Near Term Improvement Plan** included Palmerston Ave/Sq/Blvd and Tecumseth St as north-south route planned for installation in 2019-2021.
- The project was delayed by one year due the acceleration of projects through the ActiveTO program and is proposed for installation in 2022.

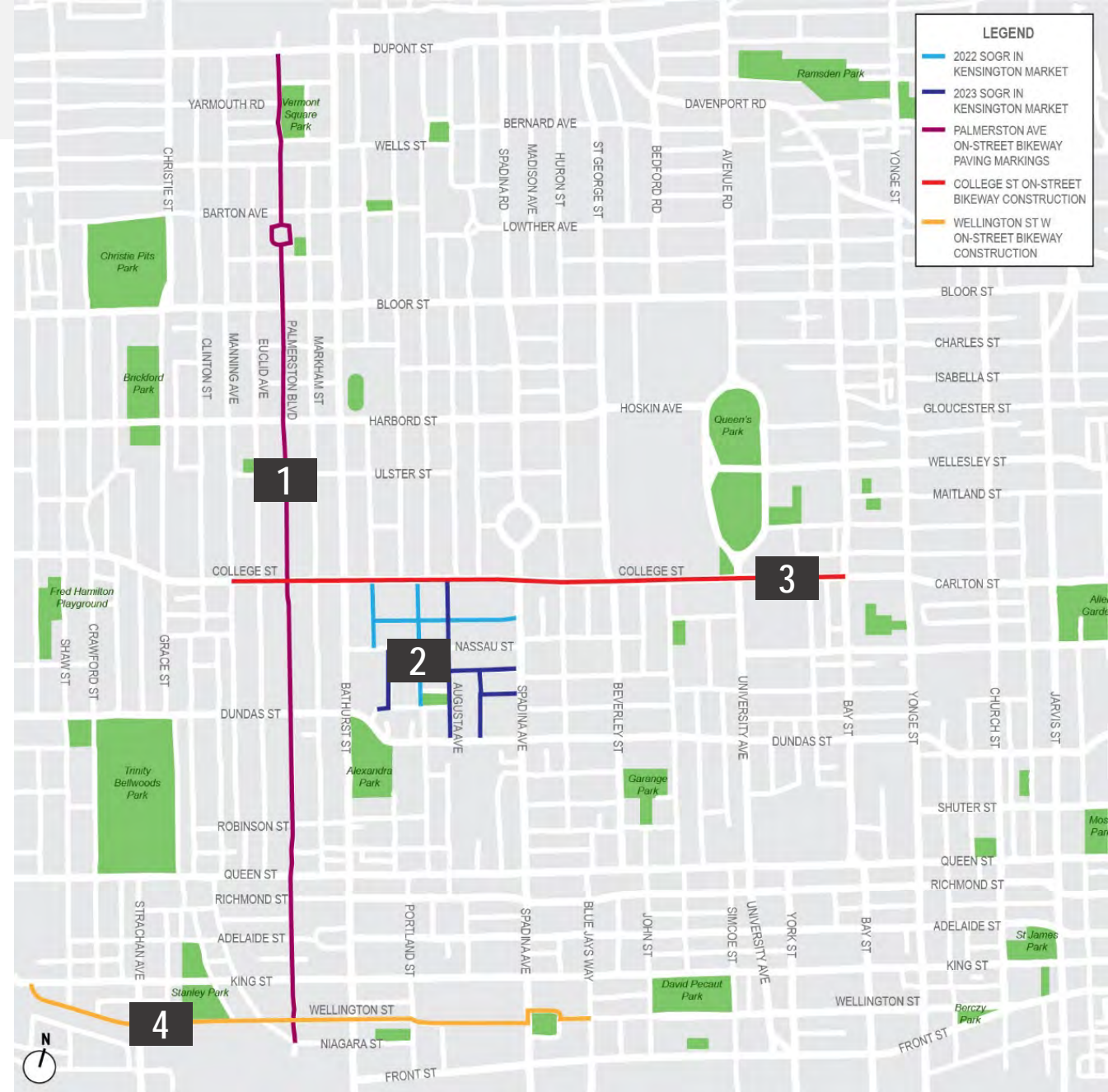


Background | Area Projects

- 1 Transportation Services has a number of projects that connect to the Palmerston/Tecumseth Project.

Additional information on the following projects is forthcoming:

- 2 Kensington Market 2022 and 2023 Projects
- 3 College Street Road Safety and Cycling Project
- 4 Wellington Street Cycling Project



Background | Policy and Rationale for Road Safety Projects



Official Plan Goals

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



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



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 users by prioritizing the safety of our most vulnerable road users



TransformTO: Climate Action Strategy

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



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



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)



Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe



Office of Recovery and Rebuild COVID-19

Accelerate or make permanent the initiatives taken quickly to support crisis response during COVID-19. Create a healthy, less car-dependent and connected city for all uses, ages and abilities.



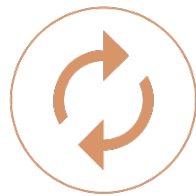
Connect

Connect gaps in the network, and people to places



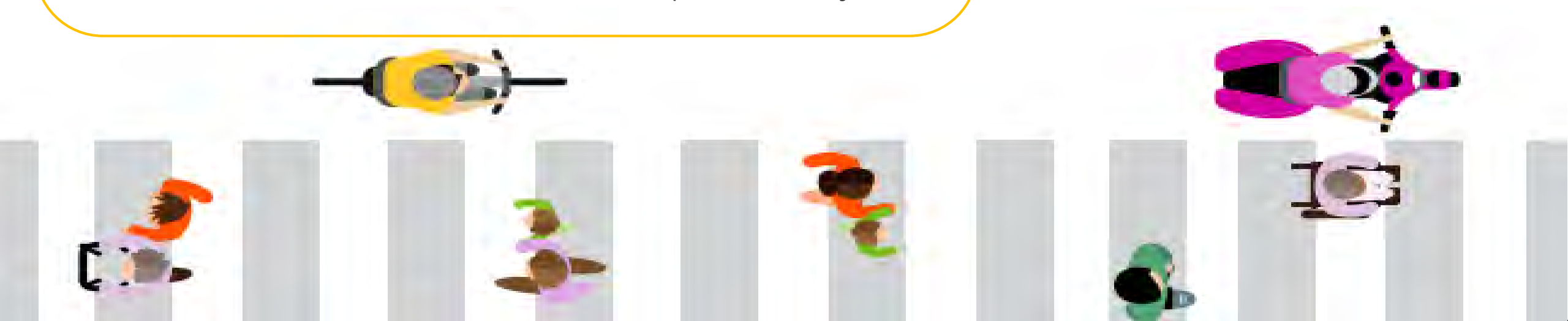
Grow

Grow the cycling network into new parts of the city



Renew

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



At its meeting on February 24, 2021, Toronto and East York Community Council adopted the following recommendation (TE23.83):

City to prepare a plan to implement, in principle, the PARA Green Plan and related improvements to public green space and amenities within the Palmerston neighbourhood. The Green Plan included the following goals:

- Continue to **support increased bike infrastructure** in our community including bike lanes, contra-flow lanes, and bikeshare stations.
- Support the implementation of a **safe north/south bike route through our community**





Background | Existing Conditions



- **Posted speed limit:** 30 km/h (Dupont St to Niagara St)
- **Existing Street Conditions:**
 - No dedicated bike facility
 - On-street daytime/overnight permit parking on one side
 - Segments of one-way and two-way roadways for motor vehicles
- **Daily motor vehicle traffic volume (on Palmerston/Tecumseth):**
 - 1,000-1,500+ Dupont St - Bloor St (2018)
 - 2,800-3,200+ Bloor St - College St (2018)
 - 1,500-2,800+ College St - Queen St (2018)
 - 2,000-4,700+ Queen St - Niagara St (2018)
- **8-Hr Bicycle Volume (on Palmerston/Tecumseth):**
 - 500+ at College St / Ulster St / Richmond St W / Adelaide St (2018)
 - 750+ at Harbord St / Herrick St / Lennox St / Queen St (2018)
 - 300+ at Barton Ave / King St W / Wellington St W / Niagara St (2018)

At Dupont St, looking south



At Palmerston Sq, looking north



Background | Collision History



Within the last 5 years (2016-2020), there have been 37 reported collisions between people driving and people walking and cycling in this corridor.

- 12 collisions involved people walking, 1 collision resulted in serious injuries
- 25 collisions involved people cycling

A more detailed analysis of crashes will take place through this process to identify trends and locations where safety improvements can be implemented.

At Bloor St, looking north



At College St, looking south



Neighbourhood Greenway

Neighbourhood Greenway | Selecting a Bikeway Type



- The City of Toronto's bikeway designs are guided by Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads, the **Ontario Traffic Manual (OTM)** and City adopted guidelines.
- In all of the above guiding documents, motor vehicle **speed and volume are the most important criteria** to identify the right bikeway for a street.
- Based on the speed and volume of traffic, the **preferred bikeway type for Palmerston/ Tecumseth is a Neighbourhood Greenway.**
- The peak volumes on south of Bloor St exceed Neighbourhood Greenway thresholds, so **some traffic diversion and additional traffic calming measures are recommended.**

	North of Bloor St (Existing)	South of Bloor St (Existing)	Neighbourhood Greenway Thresholds
Average Peak Hour Motor Vehicle Counts	<ul style="list-style-type: none"> • 30-55 vehicles/peak hour • Shared lanes are appropriate in the direction of traffic flow 	<ul style="list-style-type: none"> • 100-210 vehicles/peak hour • Warrants dedicated cycling facilities 	<ul style="list-style-type: none"> • 75 vehicles/peak hour (per direction)
Average 8 hour cycling counts	<ul style="list-style-type: none"> • 50-300 cyclists 	<ul style="list-style-type: none"> • 300-750 cyclists 	<ul style="list-style-type: none"> • Neighbourhood greenways should strive for a high percentage of total volume
Average 8 hour vehicle volumes	<ul style="list-style-type: none"> • 100-600 vehicles 	<ul style="list-style-type: none"> • 800-1950 vehicles 	<ul style="list-style-type: none"> • Less than 750 vehicles/ 8 hour

Neighbourhood Greenway | Proposed Design Features



TRAFFIC CALMING

- Physical features that discourage through traffic
- Aims to lower speed and improve comfort levels for all road users
- Can include one-way street flips, curb extensions, speed humps and other elements

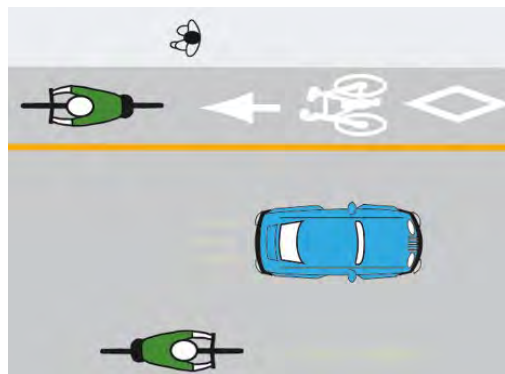


Proposed Bikeway Types



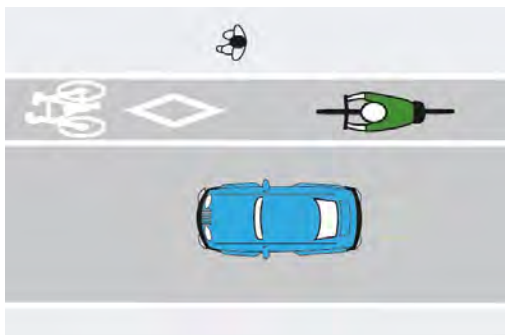
CONTRA-FLOW BIKE LANES

- Designed to allow people cycling to ride in the opposite direction of motor vehicle traffic
- Convert a one-way traffic street into a two-way street: one direction for motor vehicles and bikes, the other for bikes only
- No stopping permitted



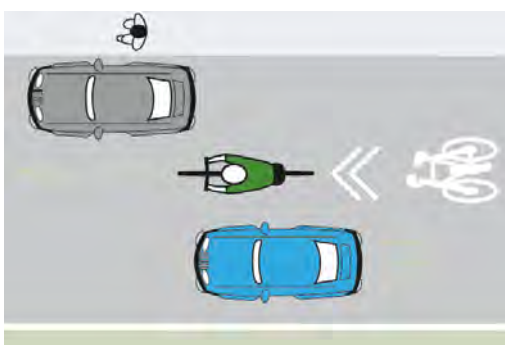
BIKE LANES

- Dedicated part of the roadway for the exclusive use of people cycling
- No driving, standing, stopping, or parking permitted



WAYFINDING SHARROWS

- For low volume, residential streets
- Includes signs, wayfinding pavement markings and traffic calming measures
- Road markings used to indicate a shared environment for bicycles and motor vehicles.



Proposed Design Segments

Segments are being used to apply the bikeway design to the unique travel conditions along each part of the street.

- 1 Dupont St – Bloor St W
- 2 Bloor St W – Harbord St
- 3 Harbord St – College St
- 4 College St – Dundas St W
- 5 Dundas St W – Queen St W
- 6 Queen St W – King St W
- 7 King St W – Wellington St W
- 8 Wellington St W – Niagara St

1

2

3

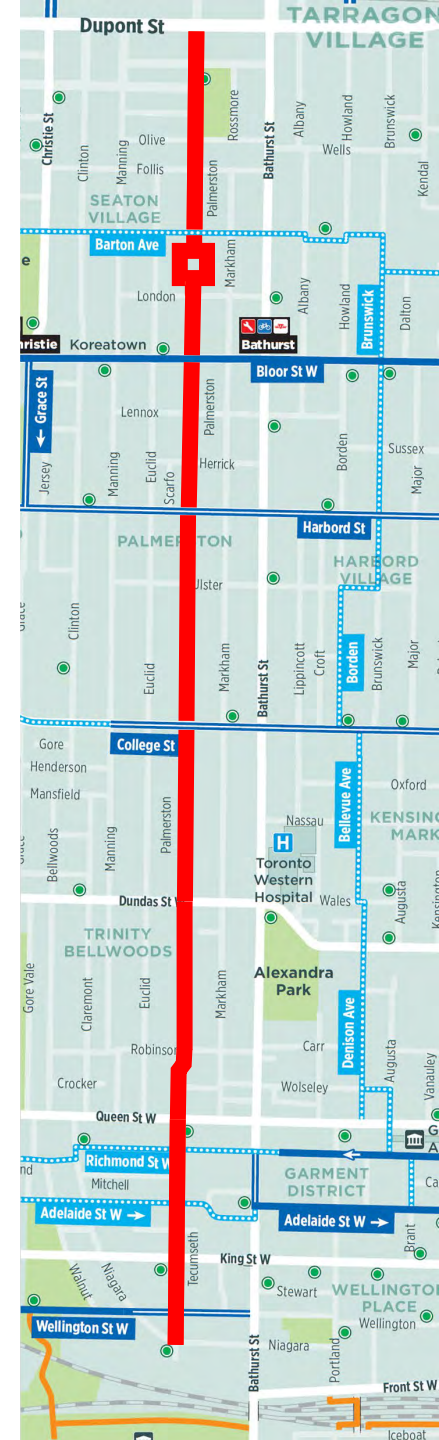
4

5

6

7

8



Palmerston Corridor Proposed Design

Segment 1 | Dupont St to Bloor St

Segment 1 proposes various configurations of shared lane markings, contra-flow bike lanes and bike lanes between Dupont St and Bloor St. This segment is split into smaller blocks due to the unique travel conditions in each block:

- Dupont St - Barton Ave
- Barton Ave - Palmerston Sq
- Palmerston Sq
- Palmerston Sq - London St
- London St - Bloor St

Segment 1 | Dupont St to Barton Ave

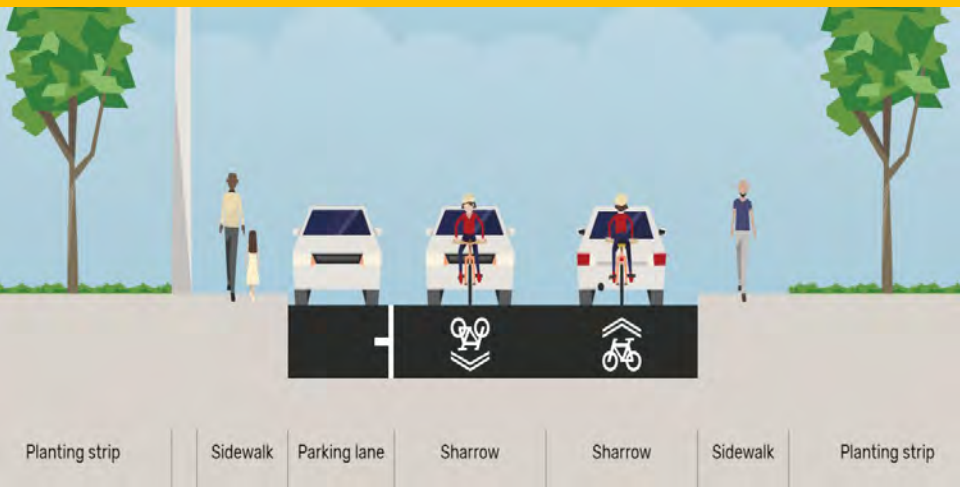


EXISTING

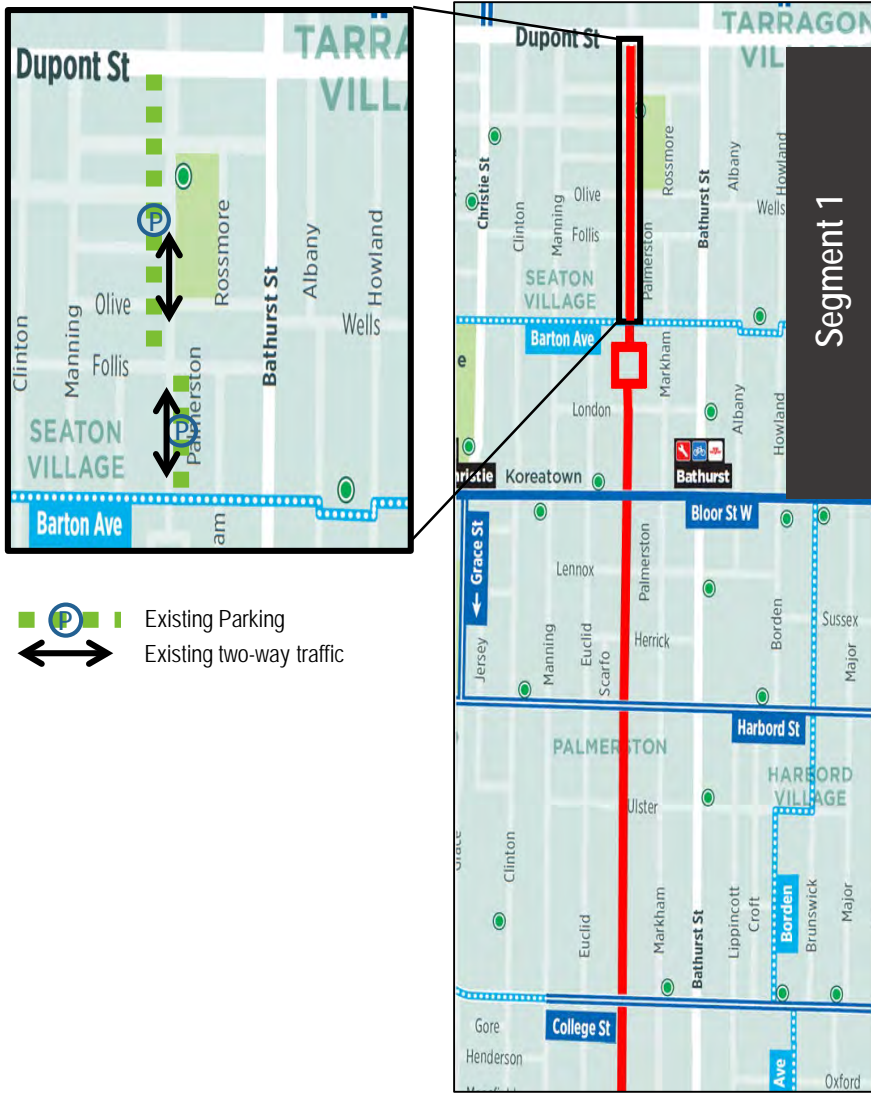


- Roadway: 7.3m, two-way for vehicles
- Peak hour vehicle volume: **below 75**
- On-street parking:
 - West side: North of Follis Ave (53 spaces)
 - East side: Follis Ave to Barton Ave (26 spaces)
 - 2 parking spaces for people with disabilities
 - Permit parking: 12:01 am to 10:00 am

PROPOSED



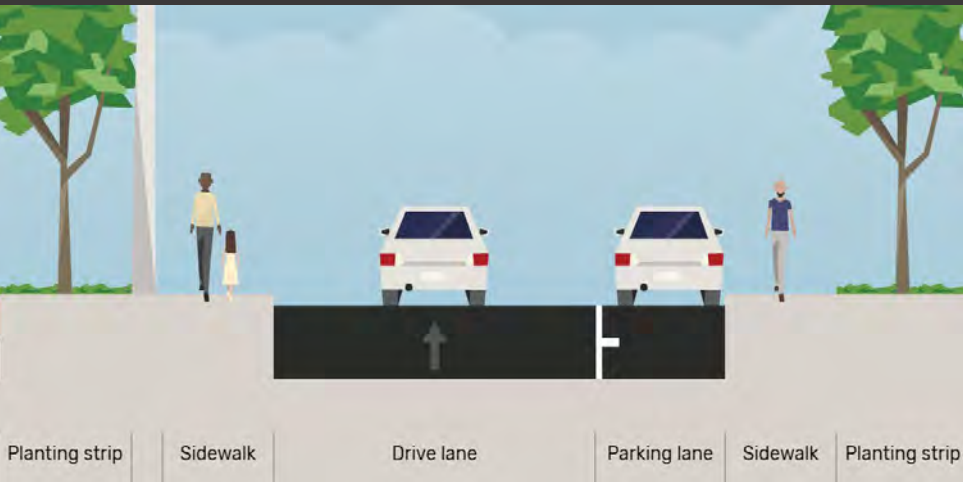
- No changes to parking and vehicle travel lanes
- Add wayfinding markings (sharrows) both ways



Segment 1 | Barton Ave to Palmerston Sq

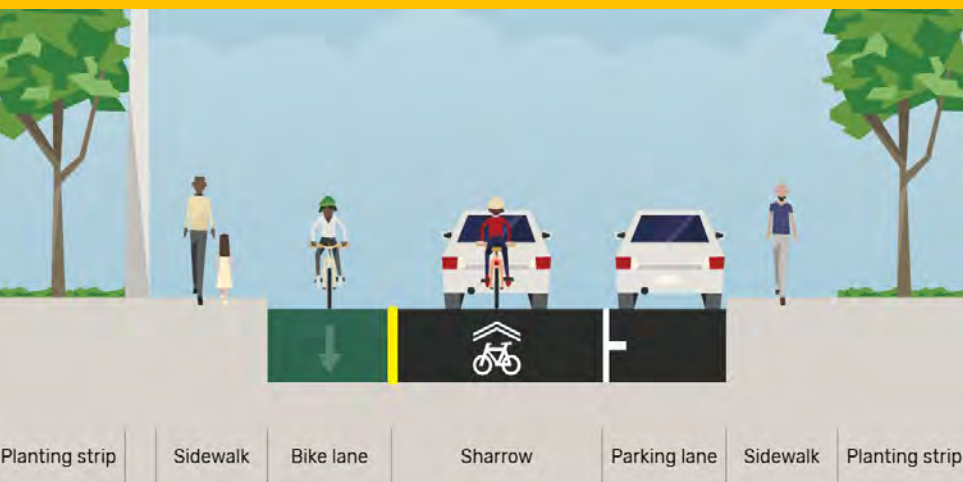


EXISTING



- Roadway: 7.3m, one-way northbound for vehicles
- Peak hour vehicle volume: below 75
- On-street parking:
 - East side: 5 spaces
 - Permit parking: 12:01 am to 10:00 am

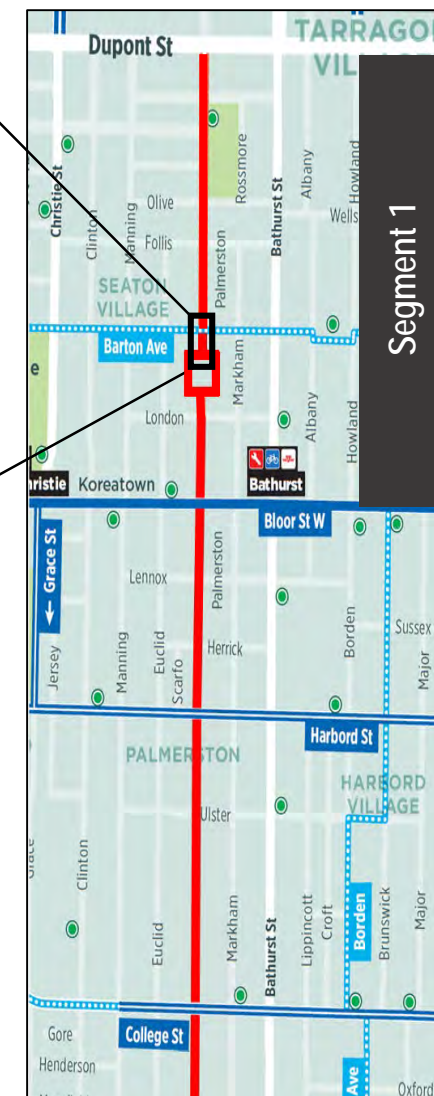
PROPOSED



- No changes to parking and vehicle travel lanes
- Northbound wayfinding markings
- Addition of **southbound contra-flow** bike lane, west side
- No changes to permit parking hours
- Loss of island tree



- ← Existing traffic direction
- Ⓟ Existing Parking
- ← Proposed Contra-flow bike lane

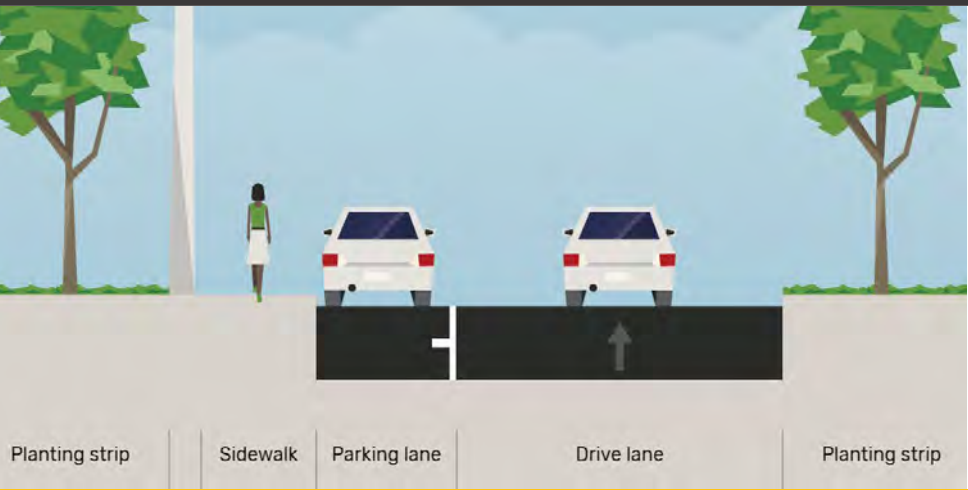


Segment 1

Segment 1 | Palmerston Sq



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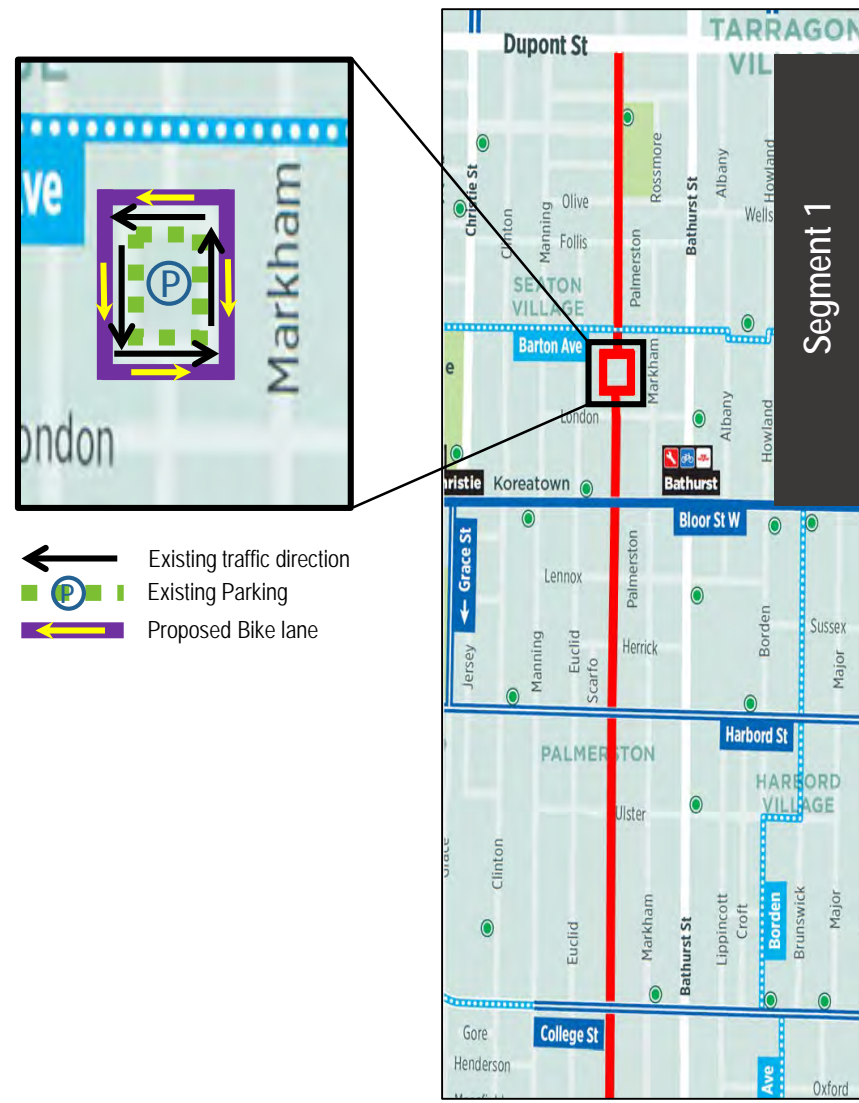


- Roadway width: 7.3m, traffic moves one-way counter-clockwise
- Peak hour vehicle volume: **below 75**
- On-street parking: Inner perimeter of the square: 40 spaces
- Permit parking:
 - 25 permits issued to date
 - 12:01 am to 10:00 am

PROPOSED



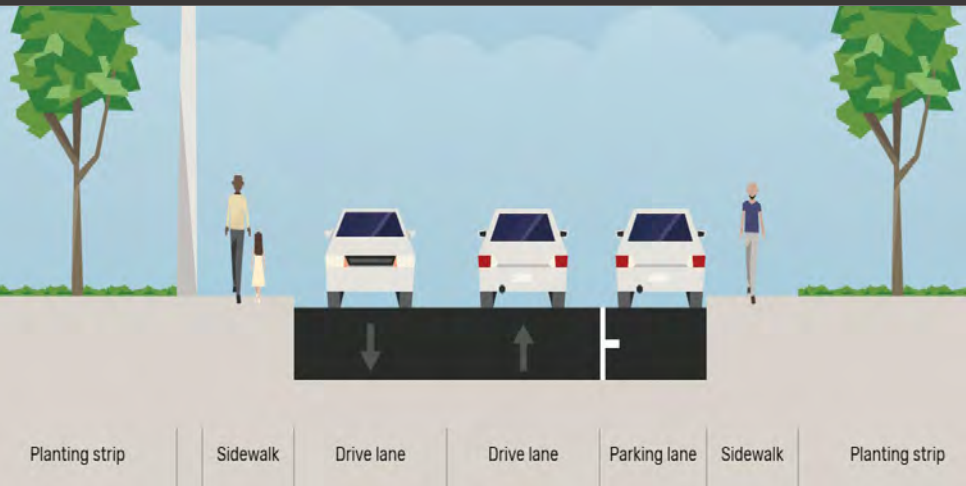
- No changes to parking and vehicle travel lanes
- Add bike lane on the outer side of the square
- Permit parking hours remain unchanged



Segment 1 | Palmerston Sq to London St

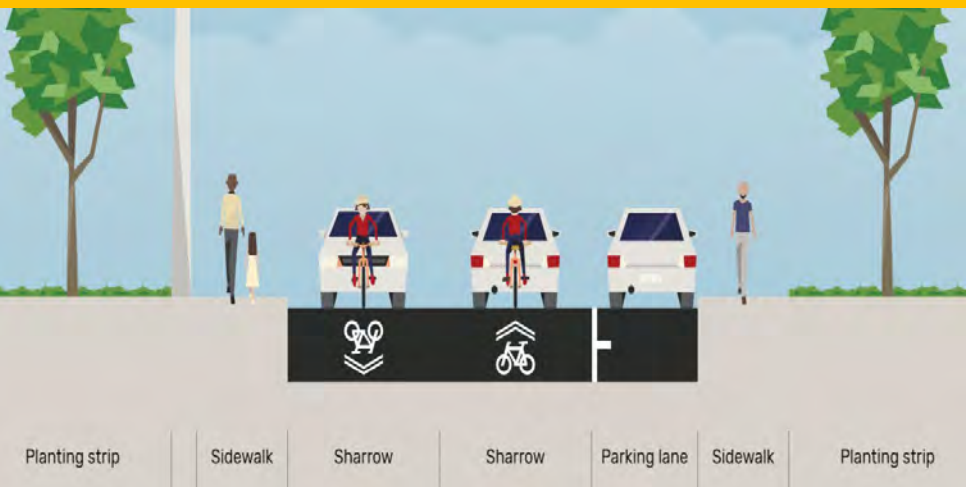


EXISTING

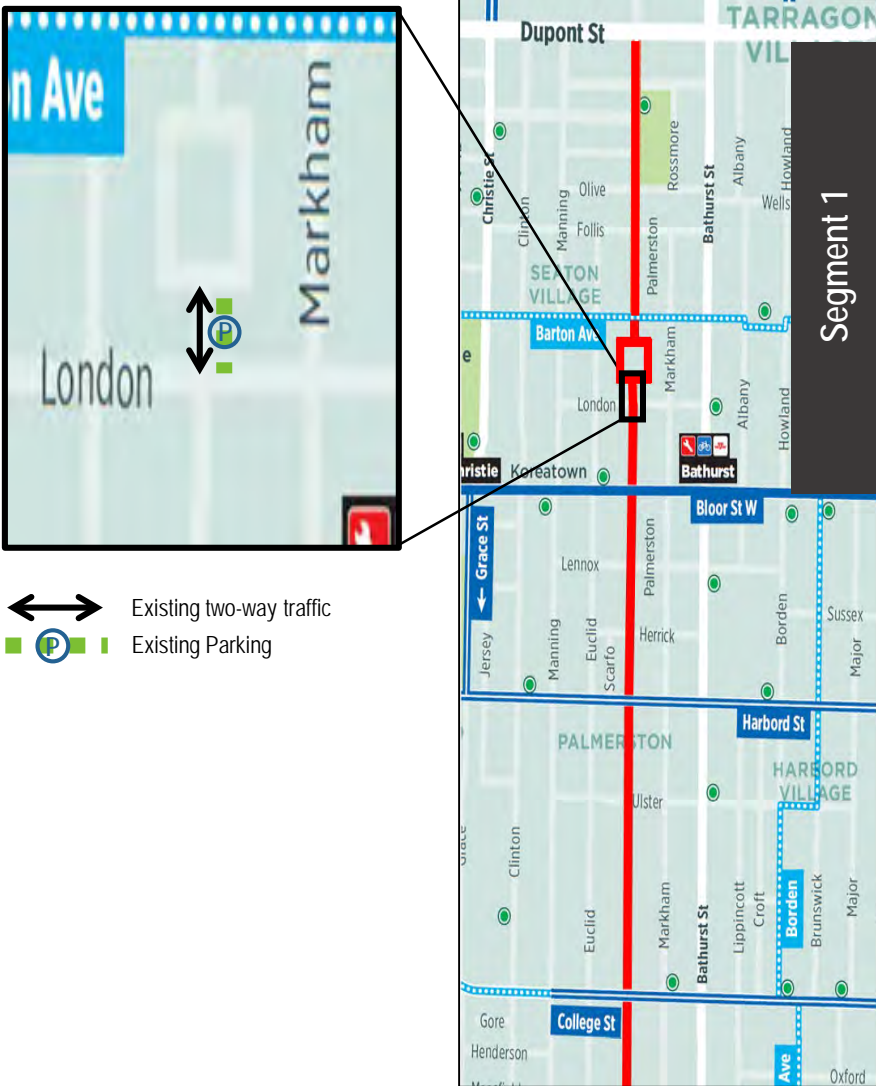


- Roadway: 7.3m, two-way for vehicles
- Peak hour vehicle volume: below 75
- On-street parking:
 - East side: 8 spaces
- Permit parking:
 - 12:01 am to 10:00 am

PROPOSED



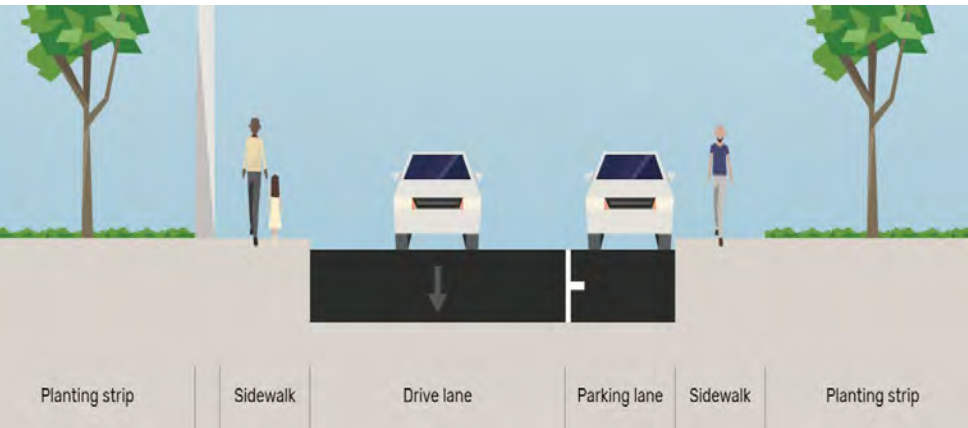
- No changes to parking and vehicle travel lanes
- Add wayfinding markings in both directions



Segment 1 | London St to Bloor St

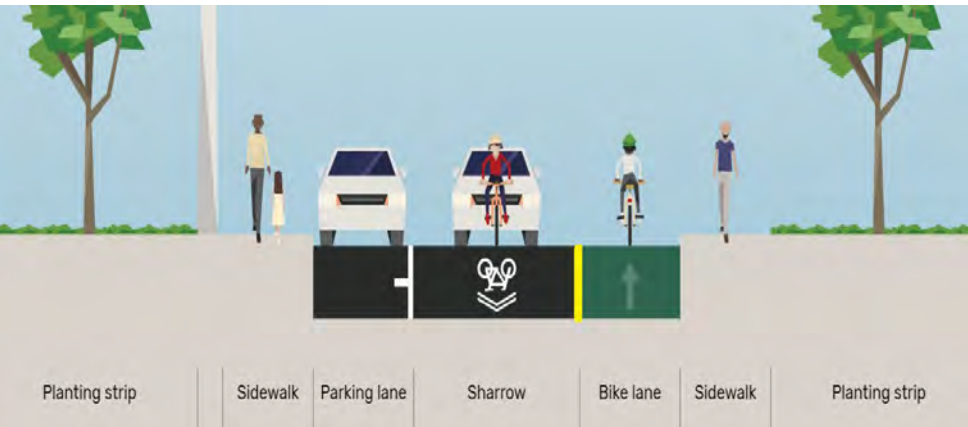


EXISTING



- Roadway: 7.3m, one-way southbound for vehicles
- Peak hour vehicle volume: below 75
- On-street parking:
 - East side: 21 spaces
- Permit parking: 12:01 am to 10:00 am
- Unsigned loading zone: east side (9m)

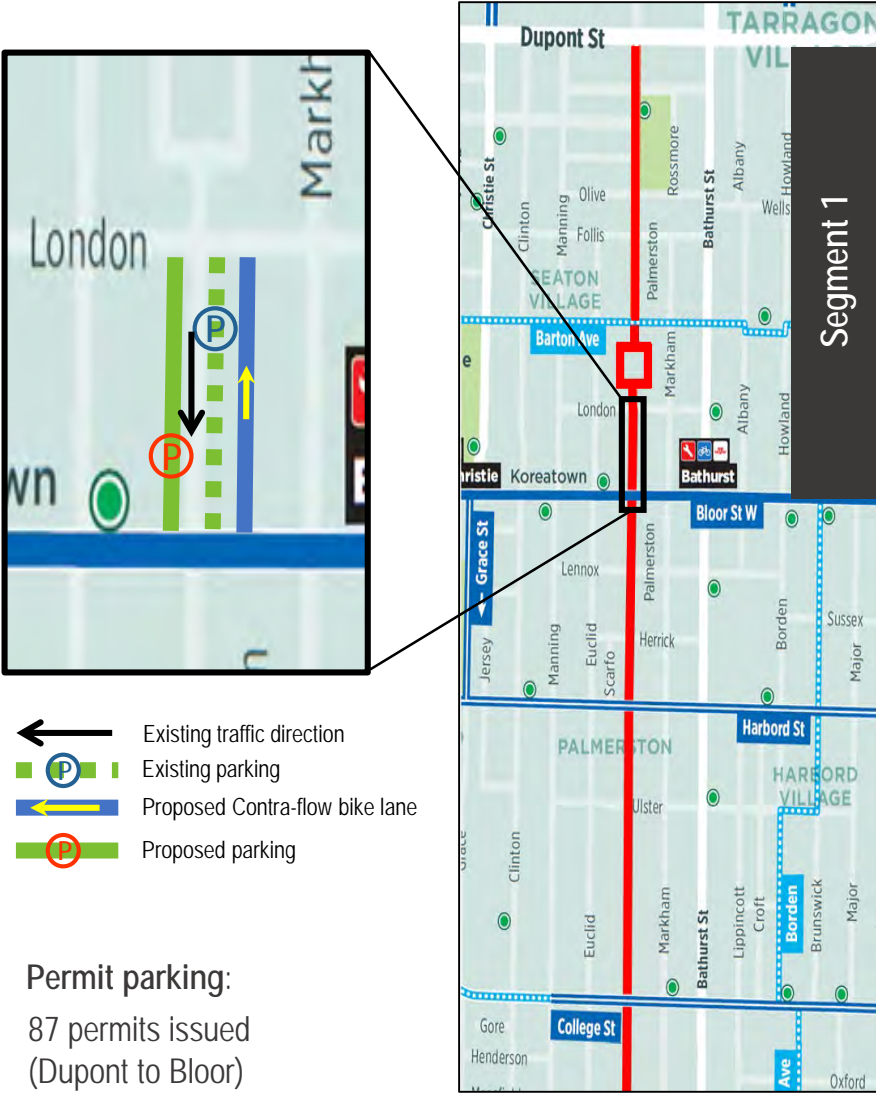
PROPOSED



- No changes to vehicle travel lane
- Add southbound wayfinding markings
- Add northbound contra-flow bike lane, east side

Parking

- Parking switched to west side
- Permit parking hours remain unchanged
- **Parking Impact:**
 - 6 spaces would be lost for all of Segment 1
 - Net parking impact = -6 spaces



Permit parking:
87 permits issued
(Dupont to Bloor)

Segment 2 | Bloor St to Harbord St | Options 2A & 2B

Segment 2 proposes two options for the installation of contra-flow bike lanes between Bloor St and Harbord St.

Option 2A proposes converting the two-way to one-way southbound for vehicles and adding a northbound contra-flow bike lane.

Option 2B (Preferred)* proposes converting the two-way to one-way northbound from Bloor St to Lennox St and one-way southbound from Herrick St to Harbord St, along with contra-flow bike lanes. The two-way section between Lennox St and Herrick St would remain.

*All options provide improved safety for all road users. Preferred options provide the highest level of diversion/traffic calming/safety.

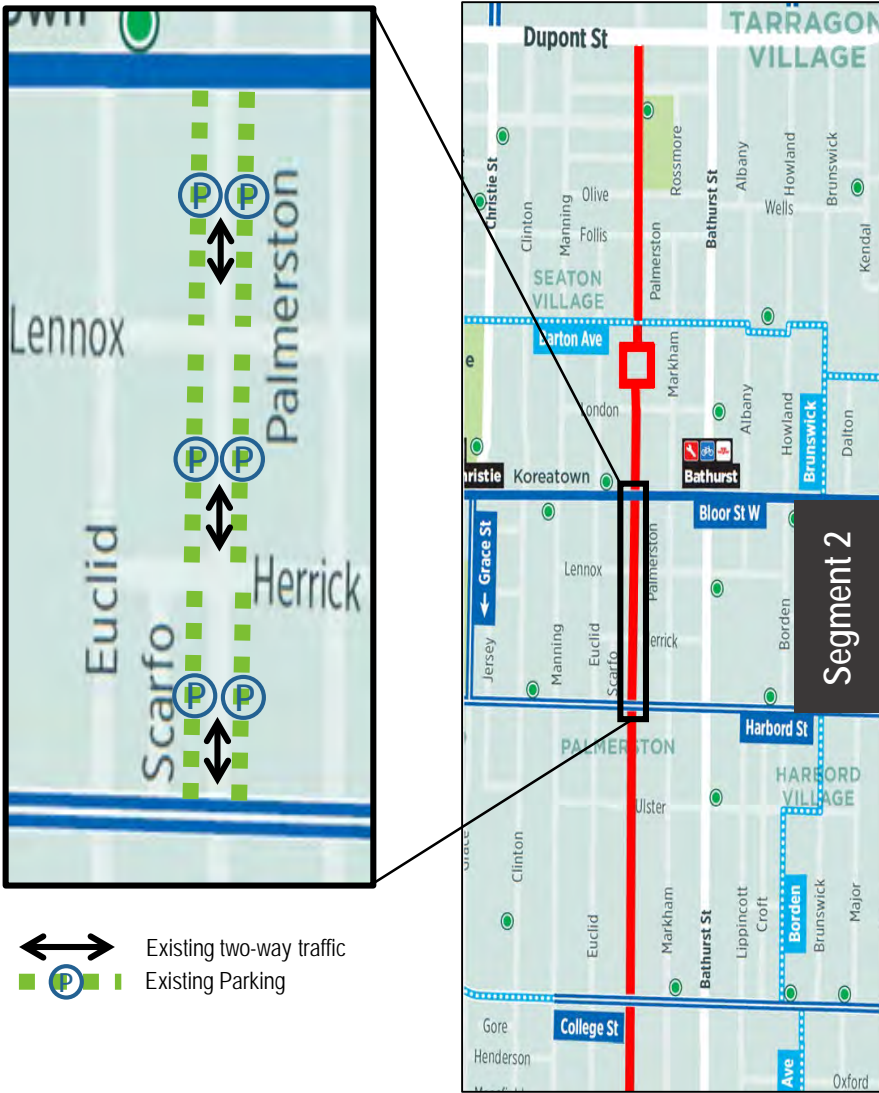
Segment 2 | Bloor St to Harbord St | Existing Condition



EXISTING



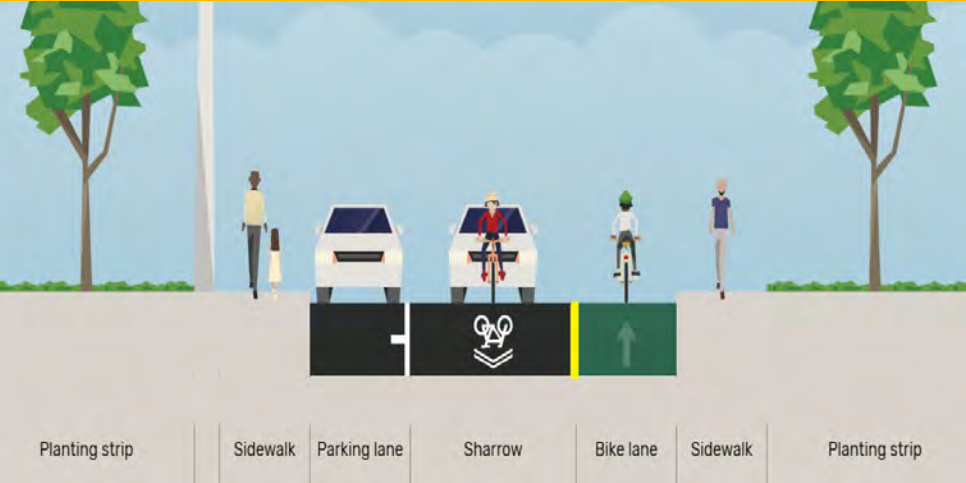
- Roadway: 8.5m, two-way for vehicles
- Peak hour vehicle volume: **above 75**
- On-street parking:
 - East side: Dec.-Mar. (39 spaces)
 - Alternating sides: Apr.-Nov.
 - 1st-15th : east side (39 spaces)
 - 16th-31st : west side (45 spaces)
- Permit parking:
 - Over capacity: 53 permits issued to date
 - 12:01 am to 10:00 am



Segment 2 | Bloor St to Harbord St | Option 2A



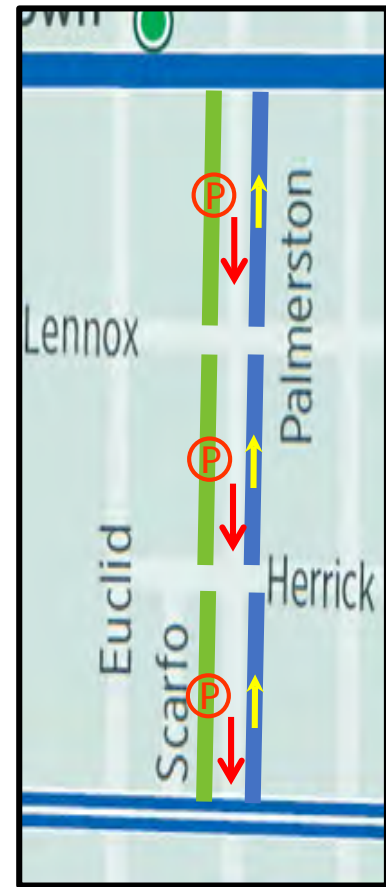
PROPOSED | 2A



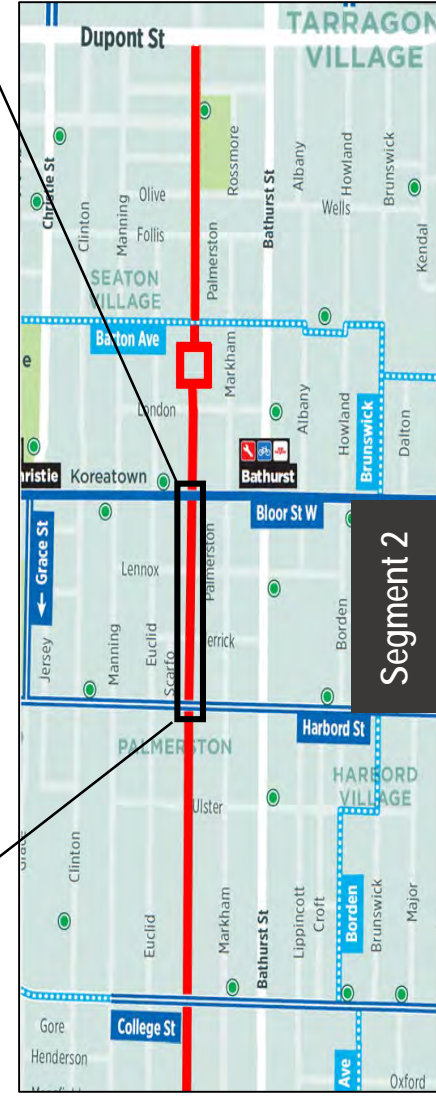
- Convert two-way to one-way southbound vehicle lane
- Add southbound wayfinding markings
- Add northbound contra-flow bike lane, east side

Parking

- Parking made permanent on west side; 45 spaces in total
- Permit parking hours remained unchanged
- **Parking Impact:**
 - +6 spaces for two-thirds of the year
 - No change for one-third of the year
 - Net parking impact = +6 spaces



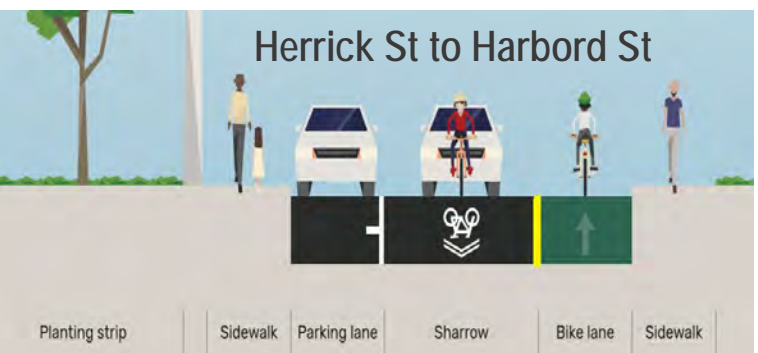
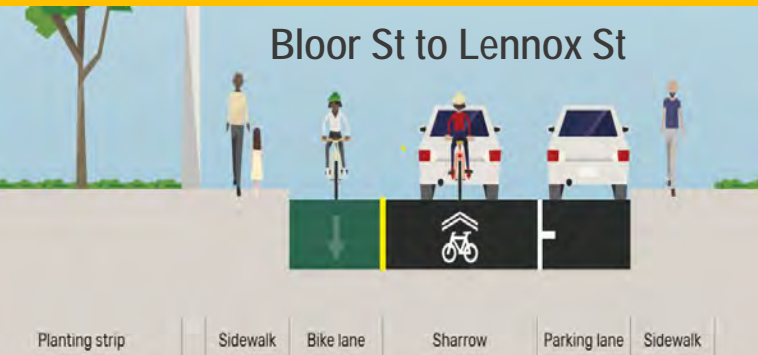
- ↔ Existing two-way traffic
- Ⓟ Proposed Parking
- Proposed one-way traffic
- ← Proposed Contra-flow bike lane



Segment 2 | Bloor St to Harbord St | Option 2B (Preferred)



PROPOSED | 2B (PREFERRED)



Bloor St to Lennox St

- Convert two-way to **one-way northbound** for vehicles
- Add northbound wayfinding markings
- Add **southbound contra-flow bike lanes**, west side

Lennox St to Herrick St

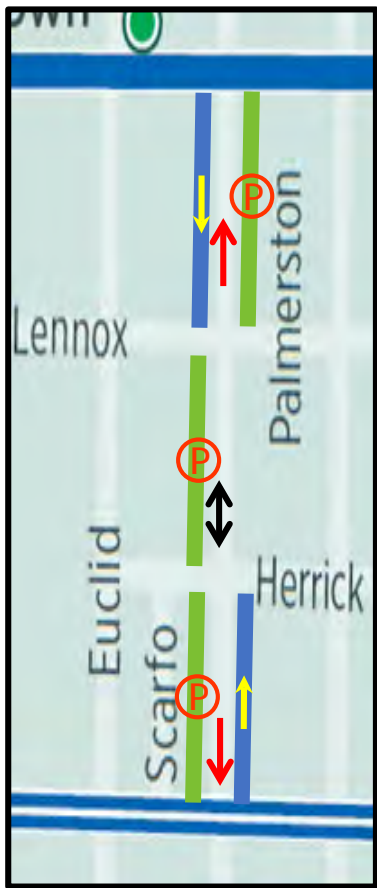
- **Maintain two-way** for vehicles
- Add wayfinding markings in both directions

Herrick St to Harbord St

- Convert two-way to **one-way southbound** for vehicles
- Add southbound wayfinding markings
- Add **northbound contra-flow bike lane**, east side

Parking

- Parking made permanent on **one side**: East side Bloor St to Lennox St (15 spaces); West side Lennox St to Harbord St (29 spaces); **44 spaces in total**; Permit parking hours remain unchanged
- **Parking Impact:**
 - +5 spaces for two-thirds of the year
 - -1 space for one-third of the year
 - Net parking impact = **+4 spaces**



- Proposed Parking
- Proposed one-way traffic
- Proposed Contra-flow bike lane
- Existing two-way traffic



Segment 3 | Harbord St to College St | Options 3A & 3B

Segment 3 proposes two options for the installation of contra-flow bike lanes between Harbord St and College St.

Option 3A proposes converting the two-way to one-way northbound for vehicles and adding a contra-flow bike lane southbound.

Option 3B (Preferred) proposes converting the two-way to one-way northbound for vehicles from Harbord St and Ulster St and one-way southbound from Ulster St to College St along with contra-flow bike lanes.

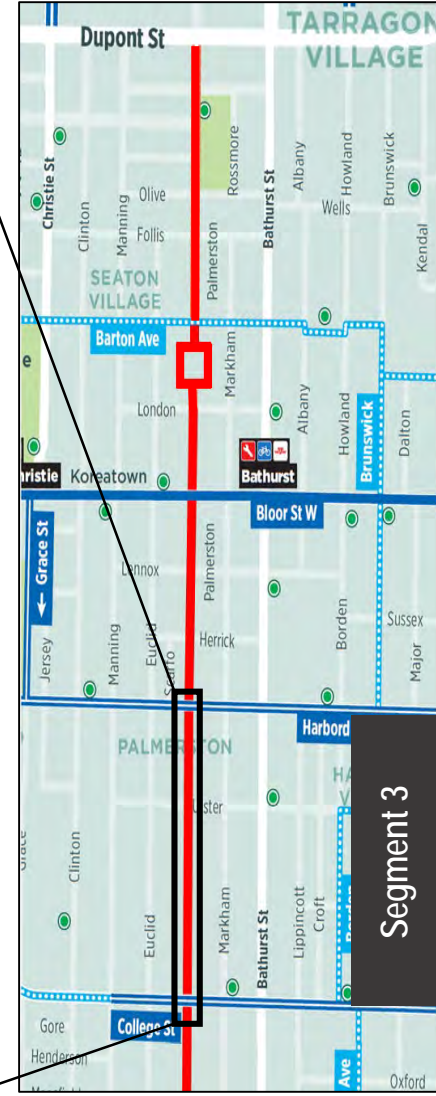
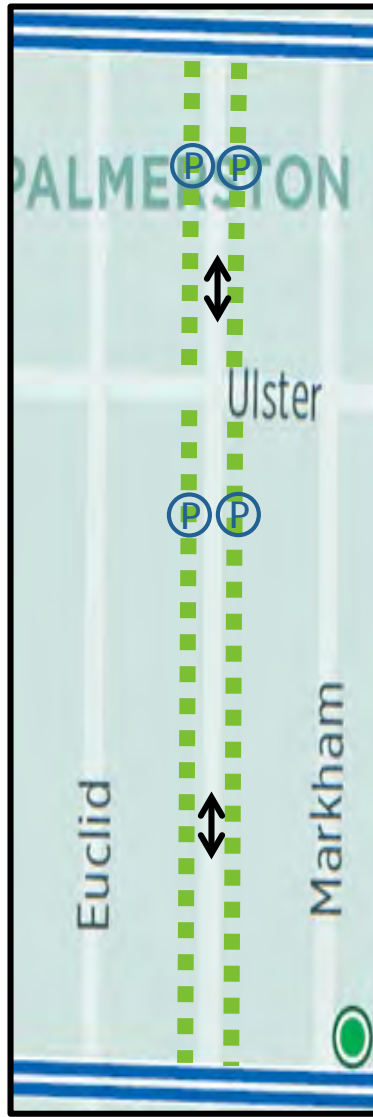
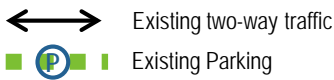
Segment 3 | Harbord St to College St | Existing Condition



EXISTING



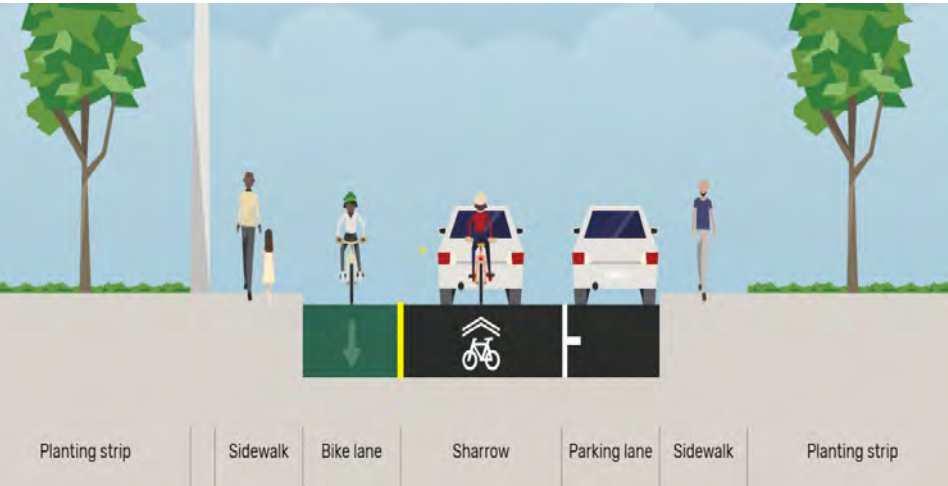
- Roadway: 8.5m, two-way for vehicles
- Peak hour vehicle volume: **above 75**
- On-street parking:
 - East side: Dec.-Mar. (68 spaces)
 - Alternating sides: Apr.-Nov.
 - 1st-15th : east side (68 spaces)
 - 16th-31st : west side (78 spaces)
- Permit parking:
 - 60 permits issued to date
 - 12:01 am to 10:00 am



Segment 3 | Harbord St to College St | Option 3A






PROPOSED | 3A

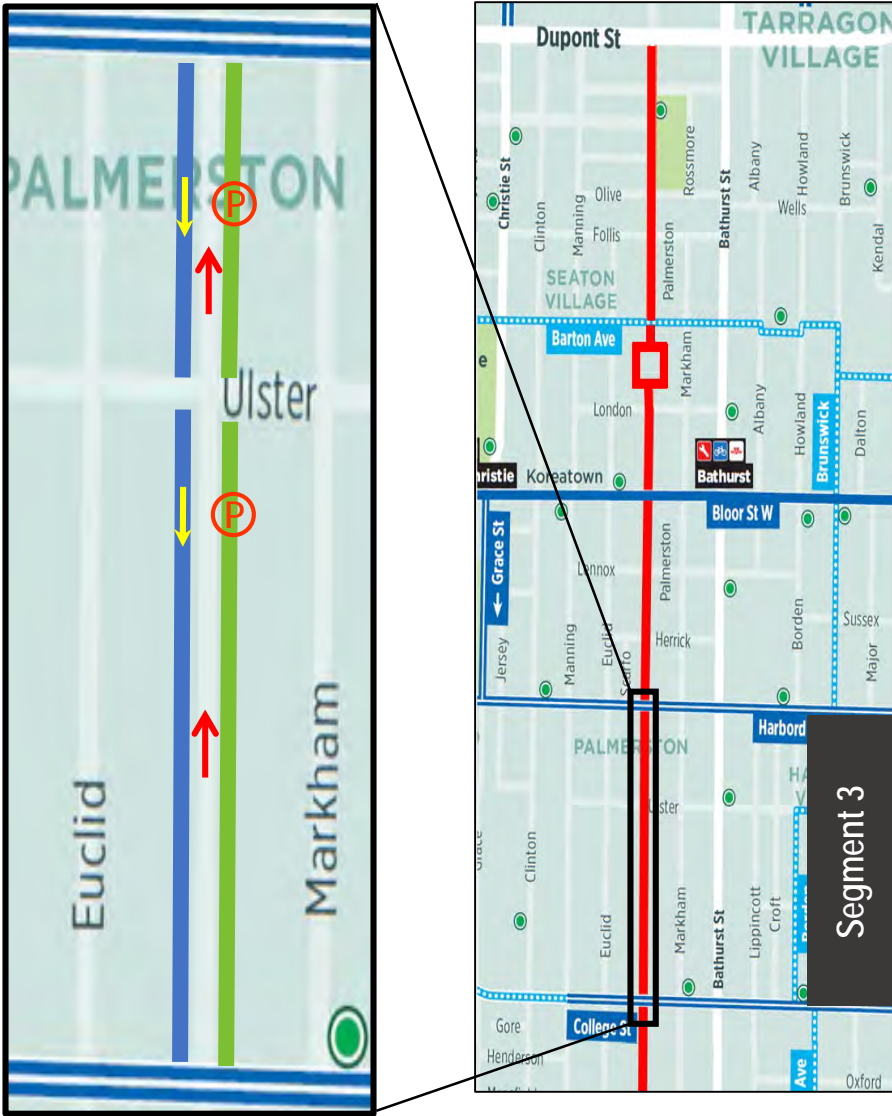


- Convert two-way to one-way northbound for vehicles
- Add northbound wayfinding markings Add southbound contra-flow bike lane, west side

Parking

- Make parking permanent on east side; 68 spaces in total
- Permit parking hours remained unchanged
- Parking Impact:
 - No change for two-thirds of the year
 - -10 spaces for one-third of the year
 - Net parking impact = -10 spaces

-  Proposed Parking
-  Proposed one-way traffic
-  Proposed Contra-flow bike lane



Segment 3 | Harbord St to College St | Option 3B (Preferred)



PROPOSED | 3B (PREFERRED)



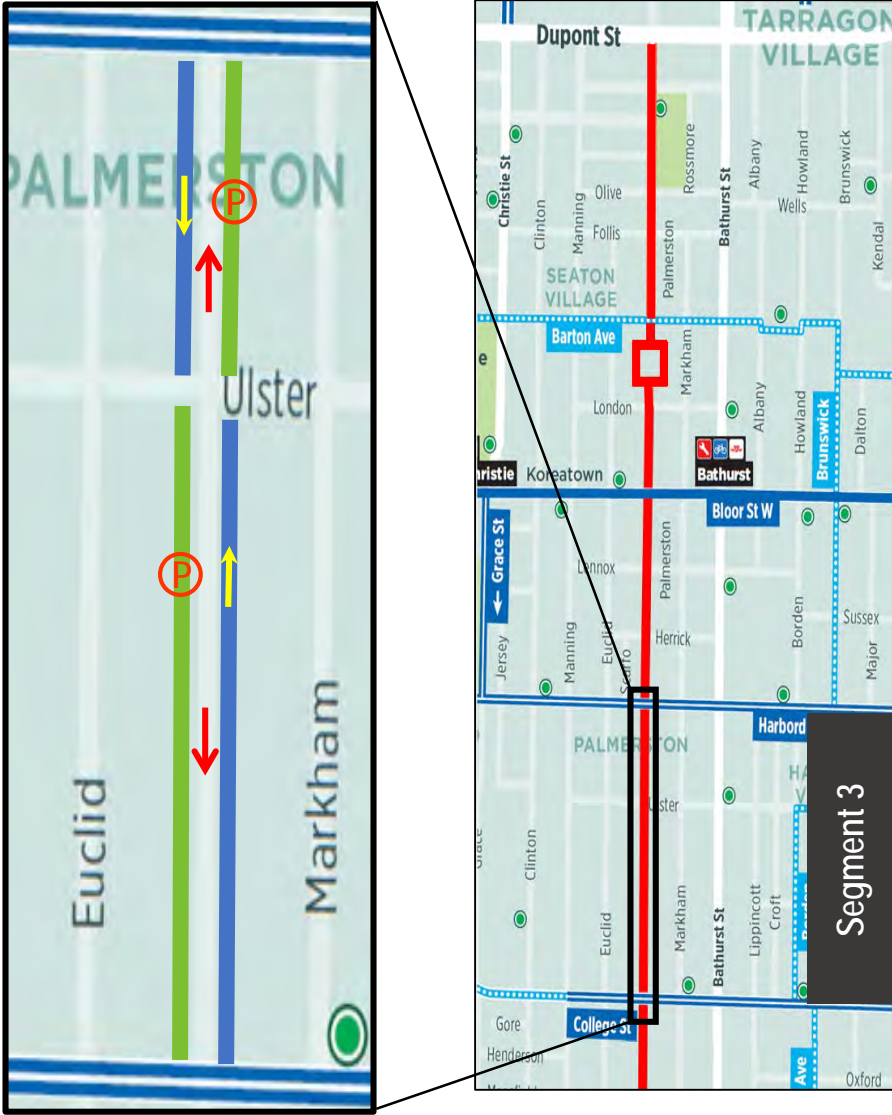
- Harbord St to Ulster St
- Convert two-way to one-way northbound for vehicles
 - Add northbound wayfinding markings
 - Add southbound contra-flow bike lane, west side

- Ulster St to College St
- Convert two-way to one-way southbound for vehicles
 - Add southbound wayfinding markings
 - Add northbound contra-flow bike lane, east side

- Parking
- Parking made permanent on **one side**
 - East side: Harbord to Ulster (23 spaces)
 - West side: Ulster to College (52 spaces)
 - **75 spaces in total**
 - Permit parking hours remained unchanged
 - **Parking Impacts:**
 - +7 spaces for two-thirds of the year
 - -3 spaces for one-third of the year
 - Net parking impact = **+4 spaces**



- Proposed Parking
- Proposed one-way traffic
- Proposed Contra-flow bike lane



Segment 4 | College St to Dundas St | Options 4A & 4B

Segment 4 proposes two options for the installation of contra-flow bike lanes and shared lane markings between College St and Dundas St.

Option 4A proposes no changes to motor vehicle travel and the addition of new contra-flow bike lane.

Option 4B (Preferred) proposes changing the direction of travel for motor vehicles and the addition of contra-flow bike lane.

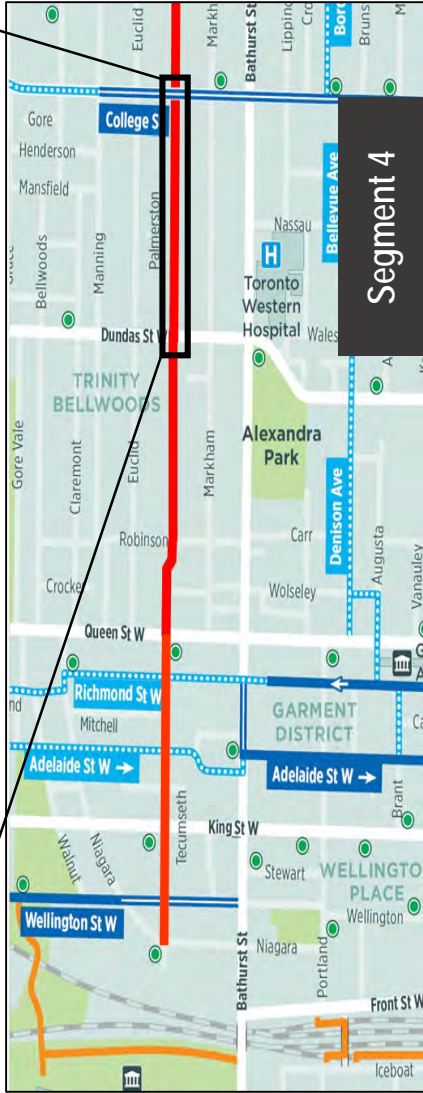
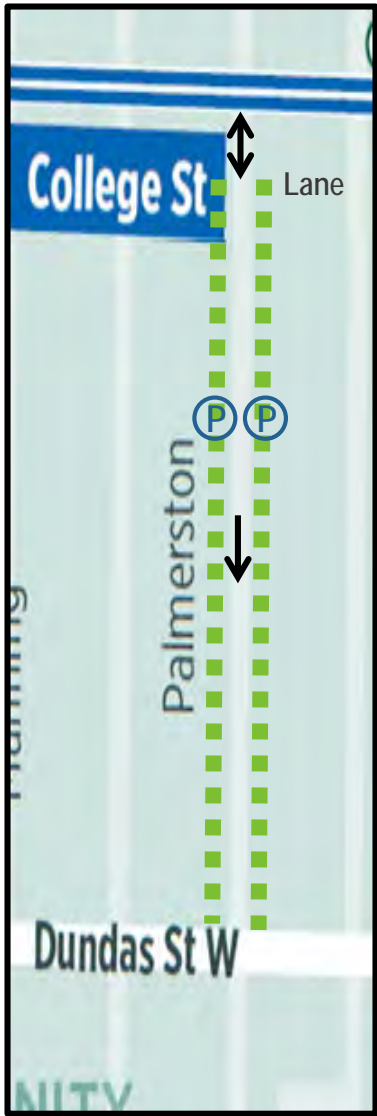
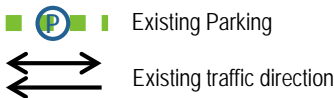
Segment 4 | College St to Dundas St | Existing Condition



EXISTING



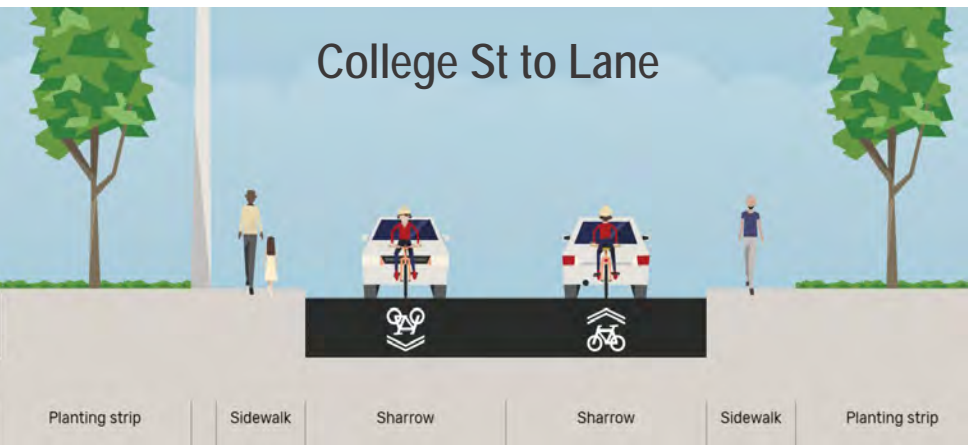
- Roadway: 7.3m
- Traffic direction:
 - Two-way: College to first laneway to the south of College
 - One-way: Laneway south of College to Dundas
- Peak hour vehicle volume: **above 75**
- On-street parking:
 - East side: Dec.-Mar. (61 spaces)
 - Alternating sides: Apr.-Nov.
 - 1st-15th : east side (61 spaces)
 - 16th-31st : west side (62 spaces)
- Parking for persons with disabilities:
 - East side: 2 spaces
 - West side: 3 spaces
- Permit parking:
 - 41 permits issued to date



Segment 4 | College St to Dundas St | Option 4A



PROPOSED | 4A

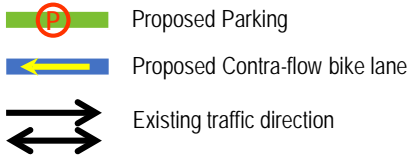


- College St to Lane
- No change to vehicle travel lanes
 - Add wayfinding markings in both directions



- Lane to Dundas St W
- No change to vehicle travel lanes
 - Add southbound wayfinding markings
 - Add northbound contra-flow bike lane, east side

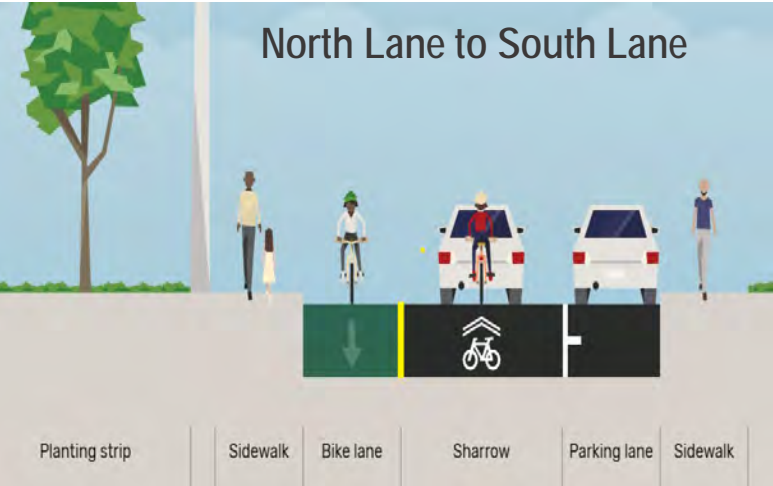
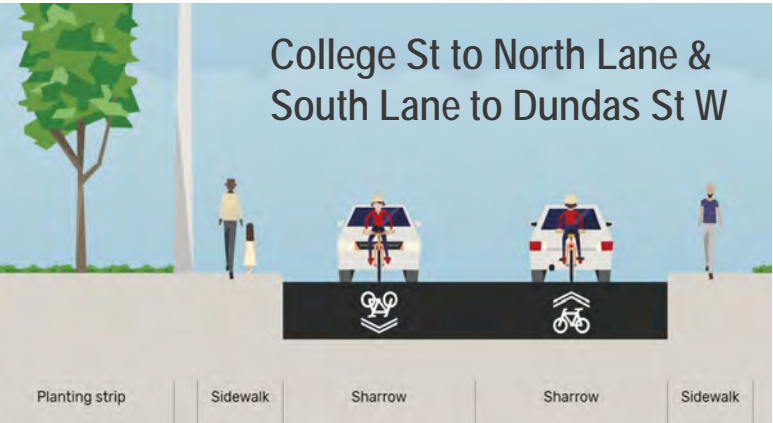
- Parking
- Make parking permanent on the west side (62 spaces in total)
 - Permit parking hours remain unchanged
 - Parking Impact:
 - +1 space for two-thirds of the year
 - No change for one-third of the year
 - Net parking impact: +1 space



Segment 4 | College St to Dundas St | Option 4B (Preferred)



PROPOSED | 4B (PREFERRED)



College St to North Lane

- Maintain **two-way** vehicle lanes
- Add wayfinding markings in both directions

North lane to South Lane

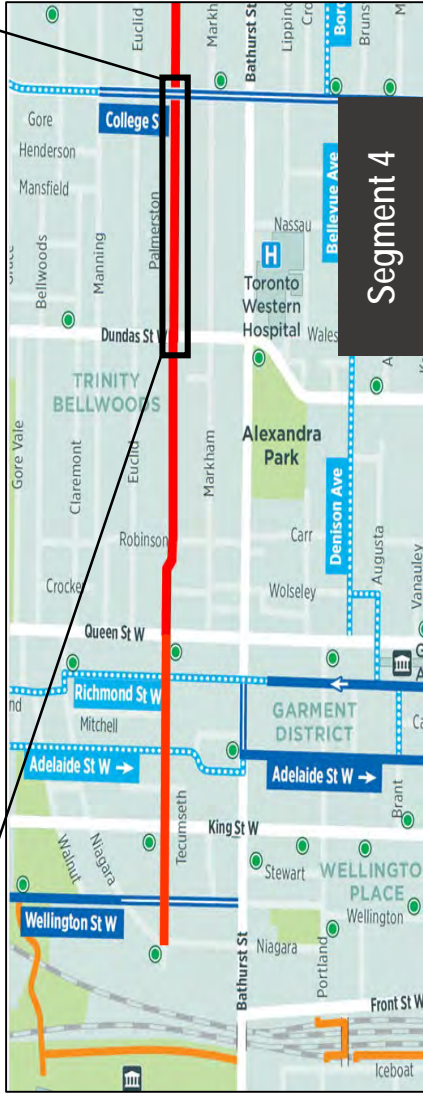
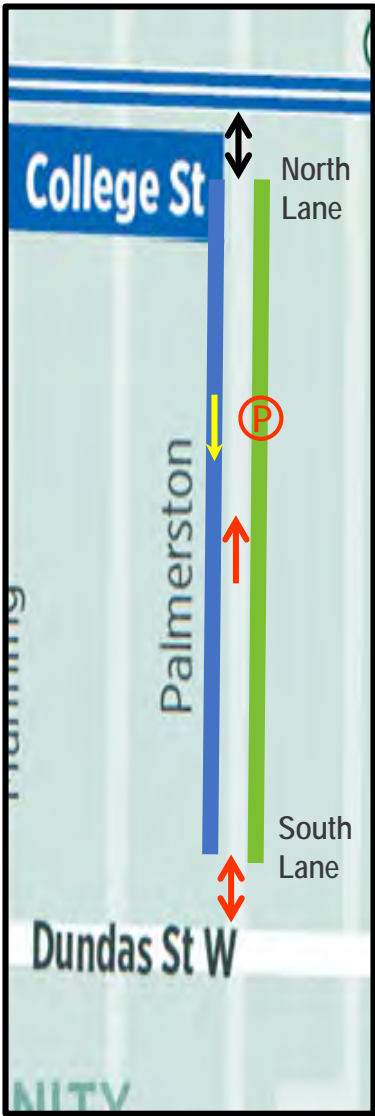
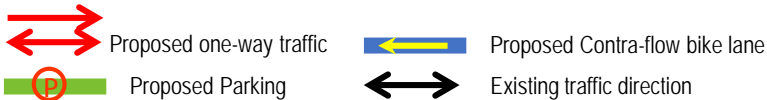
- Reverse **one-way** travel lane southbound to northbound
- Add wayfinding markings northbound
- Add **southbound contra-flow** bike lane on the west side

South Lane to Dundas St W

- Convert **one-way to two-way** for vehicles
- Add wayfinding markings in both directions

Parking

- Parking made permanent on the **east side** (61 spaces in total)
- Permit parking hours remained unchanged
- **Parking Impacts:**
 - No change for two-thirds of the year
 - -1 space for one-third of the year
 - Net parking impacts = **-1 space**



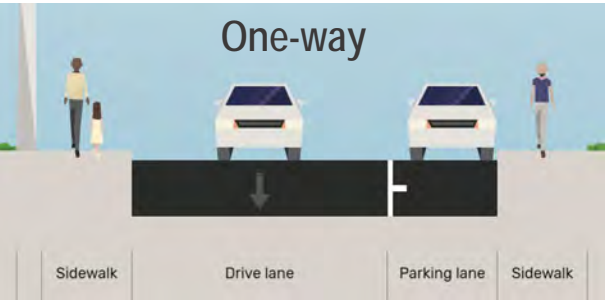
Segment 5 | Dundas St to Queen St

Segment 5 proposes the installation of a southbound contra-flow bike lane between Dundas St and Queen St, plus the conversion of the pedestrian cross over to a traffic signal and a bike signal at the Queen St intersection.

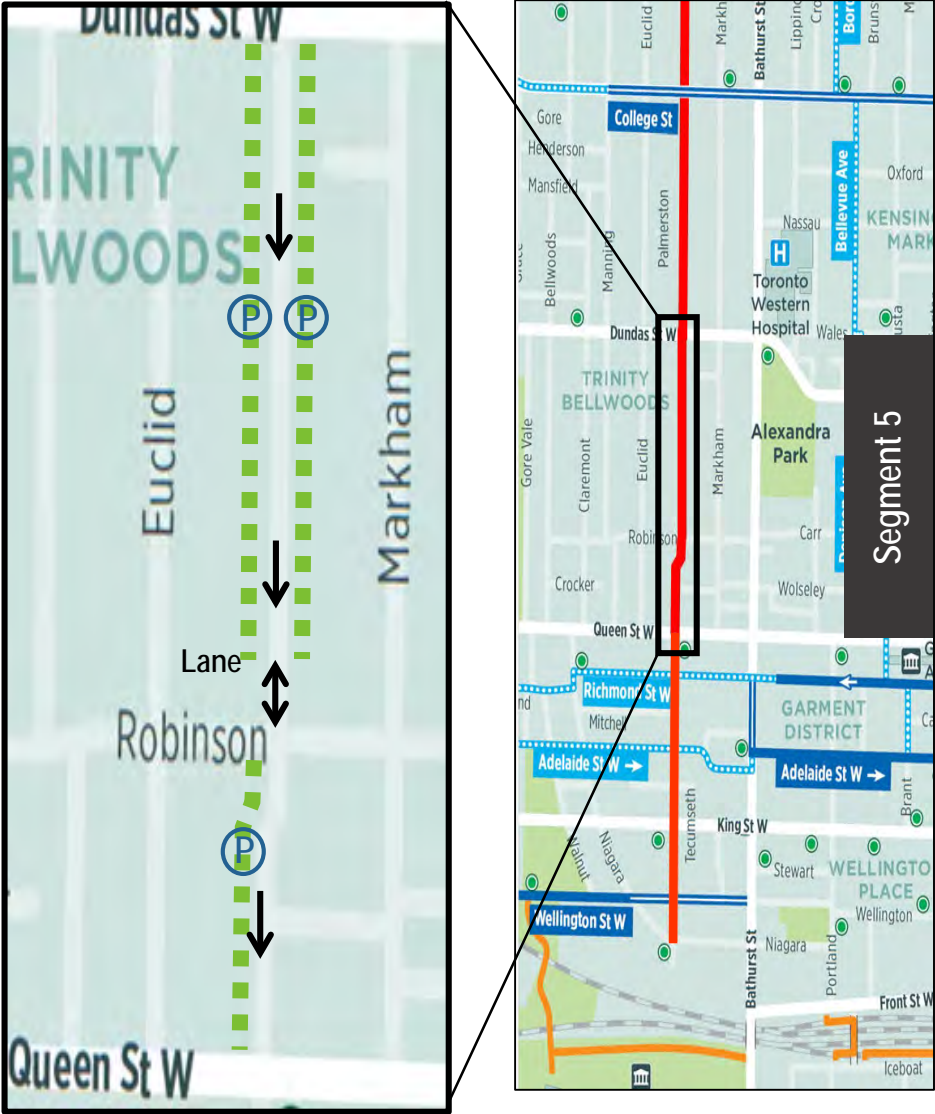
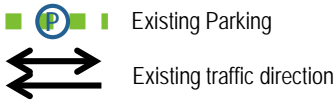
Segment 5 | Dundas St to Queen St | Existing Condition



EXISTING



- Roadway width: 7.3m
- Traffic direction:
 - One-way: Dundas to the first laneway north of Robinson
 - Two-way: Robinson to the first laneway north of Robinson
 - One-way: Robinson to Queen
- Peak hour vehicle volume: **above 75**
- Permit parking:
 - 43 permits issued to date
- On-street parking:
 - Dundas to Robinson:
 - East side: Dec.-Mar. (55 spaces)
 - Alternating sides: Apr.-Nov.
 - 1st-15th : east side (55 spaces)
 - 16th-31st : west side (58 spaces)
 - Robinson to Queen:
 - West side: (17 spaces) including 5 electrical vehicle charging spaces
- Loading Zone: East side (6m)



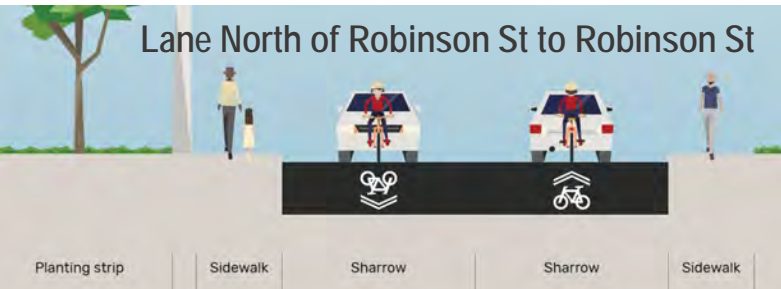
Segment 5 | Dundas St to Queen St | Proposed



PROPOSED



- Dundas St W to lane north of Robinson St
- Reverse one-way southbound to northbound for vehicles
 - Add northbound wayfinding marking
 - Add southbound contra-flow bike lane, west side





- Lane North of Robinson St to Robinson St
- Maintain two-way travel lane
 - Add wayfinding markings both ways





- Robinson St to Queen St W
- Add southbound wayfinding marking
 - Add northbound contra-flow bike lane, west side


- Parking
- Parking made permanent on the east side from Dundas to Robinson, no change from Robinson to Queen (72 spaces in total)
 - Permit parking hours remained unchanged
 - Parking Impacts:
 - No change for two-thirds of the year
 - -3 spaces for one-third of the year
 - Net Parking Impact = -3 spaces

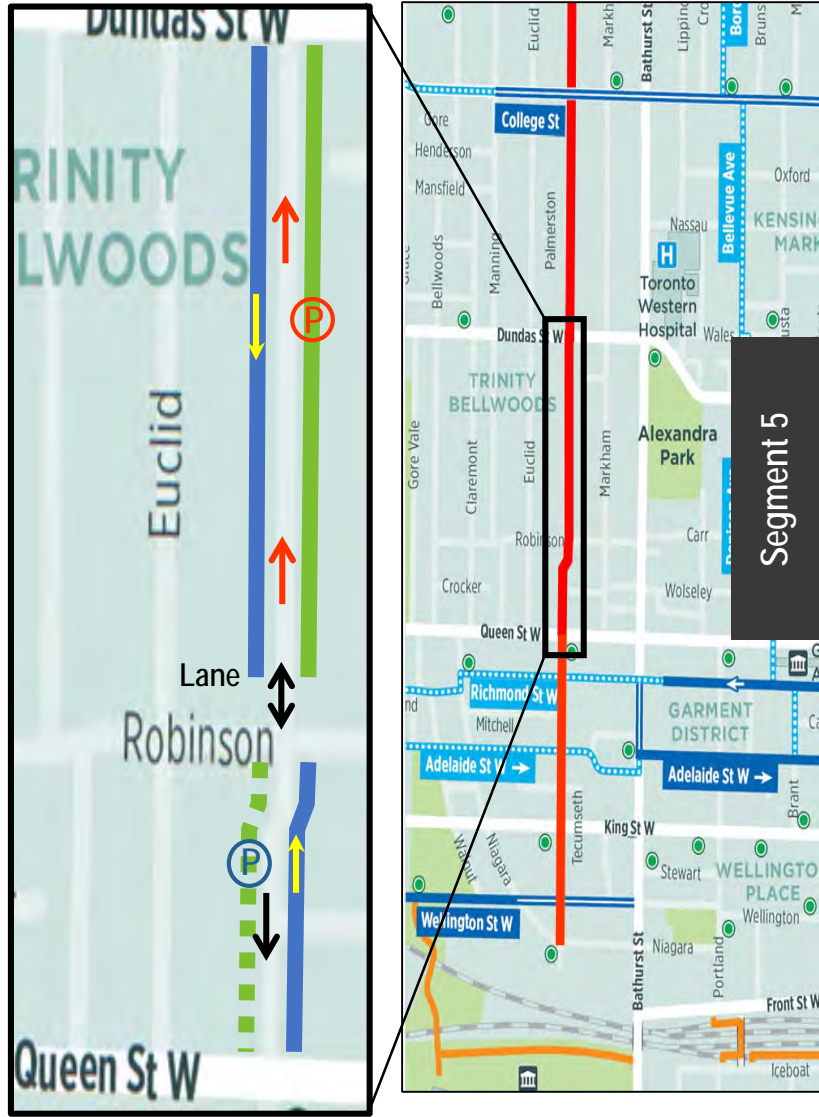
 Existing Parking

 Proposed one-way traffic

 Proposed Contra-flow bike lane

 Existing traffic direction

 Proposed Parking





Artist Rendering: Palmerston Ave looking south from Wolesley St

On-Street Parking Impact | Palmerston Corridor



Permit Parking Areas

Area	Existing Permit Parking Spaces	Issued Permits (September 2021)	Percent Used	Percent Available
TOTAL	3,436	2,924	78-92% (85% average)	15%

On-Street Parking Impact Summary within Project Area

#.Segment	Alternate Parking	Existing Parking Spaces		Permits Issued	Option	Proposed Parking Spaces	Parking Impact	Net Parking Impact
1. Dupont St to Bloor St	No	153		112	---	147	-6	-6
2. Bloor St to Harbord St	Yes	West 1/3 of year	East 2/3 of year	53	2A	45	+6 (2/3 of year) 0 (1/3 of year)	+6
		45	39		2B*	44*	+5 (2/3 of year) -1 (1/3 of year)	+4*
3. Harbord St to College St	Yes	78	68	60	3A	68	0 (2/3 of year) -10 (1/3 of year)	-10
					3B*	75*	+7 (2/3 of year) -3 (1/3 of year)	+4*
4. College St to Dundas St	Yes	62	61	41	4A	62	+1 (2/3 of year) 0 (1/3 of year)	+1
					4B*	61*	0 (2/3 of year) -1 (1/3 of year)	-1*
5. Dundas St to Queen St	Yes	75	55	43	---	72	0 (2/3 of year) -3 (1/3 of year)	-3
TOTAL		413 ⁽¹⁾		309		399 ⁽²⁾	Net impact for preferred option: -2 Available permit parking: 90 spaces	

* Preferred Option

(1) Considering the highest numbers

(2) Considering preferred options

Tecumseth Corridor Proposed Design

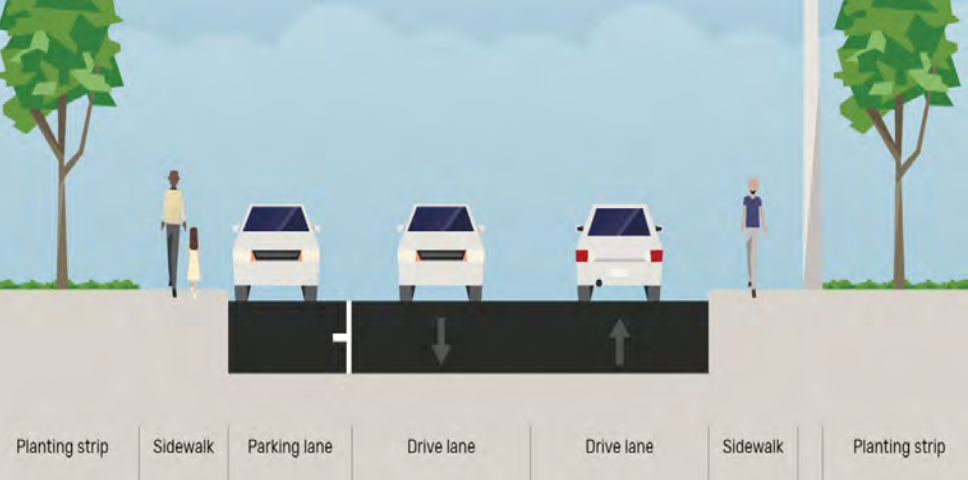
Segment 6 | Queen St W to King St W

Segment 6 proposes to convert the two-way to one-way southbound between Richmond St W and Mitchell Ave and northbound for vehicles between Adelaide St W to Mitchell Ave. Contra-flow bike lanes and protected bike lanes are also proposed.

Segment 6 | Queen St to King St W | Existing Condition



EXISTING



- Roadway: 9.7m, two-way for vehicles
- Peak hour vehicle volume: **above 75**
- On-street parking:
 - West side (28 spaces)
 - Including: 5 Pay-&-Display parking spaces from Queen to Richmond
- High density residential driveways:
 - East side
- Permit parking:
 - 15 permits issued to date

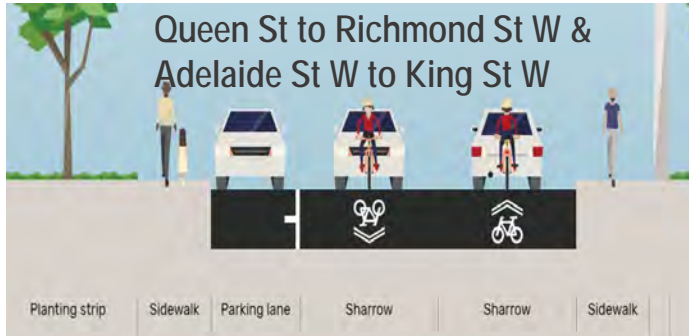


Segment 6 | Queen St to King St W | Proposed



PROPOSED

Queen St to Richmond St W & Adelaide St W to King St W



Queen St to Richmond St W

- Maintain **two-way** vehicular traffic; Add wayfinding markings in both directions

Richmond St W to Mitchell Ave

- Convert two-way to **one-way southbound** vehicle travel lane
- Add **northbound contra-flow bike lane**, east side
- Add **southbound cycle tracks** (protected bike lanes), west side

Richmond St W to Mitchell Ave



Mitchell Ave to Adelaide St W

- Convert two-way to **one-way northbound** for vehicles
- Add **southbound contra-flow bike lane**, west side
- Add **northbound cycle tracks** (protected bike lanes), east side

Adelaide St W to King St W

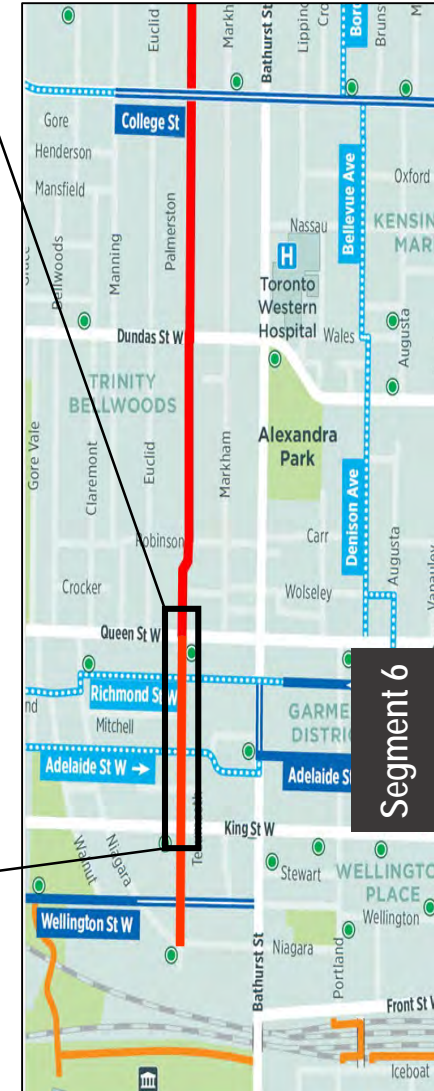
- Maintain **two-way** for vehicles; Add wayfinding markings in both directions

Parking

- Parking to remain on the west side except between Mitchell Ave and Adelaide St W switched to east side; Parking loss on west side: 4 spaces; Parking gained on east side: 2 spaces
- Permit parking hours remained unchanged
- Net Parking Impacts = **-2 spaces**



- Existing Parking
- Existing traffic direction
- Proposed Parking
- Proposed one-way traffic
- Proposed Contra-flow bike lane
- Proposed cycle track



Segment 7 | King St W to Wellington St | Options 7A & 7B

Segment 7 proposes two options for the installation of contra-flow bike lanes and bike lanes between King St and Wellington St.

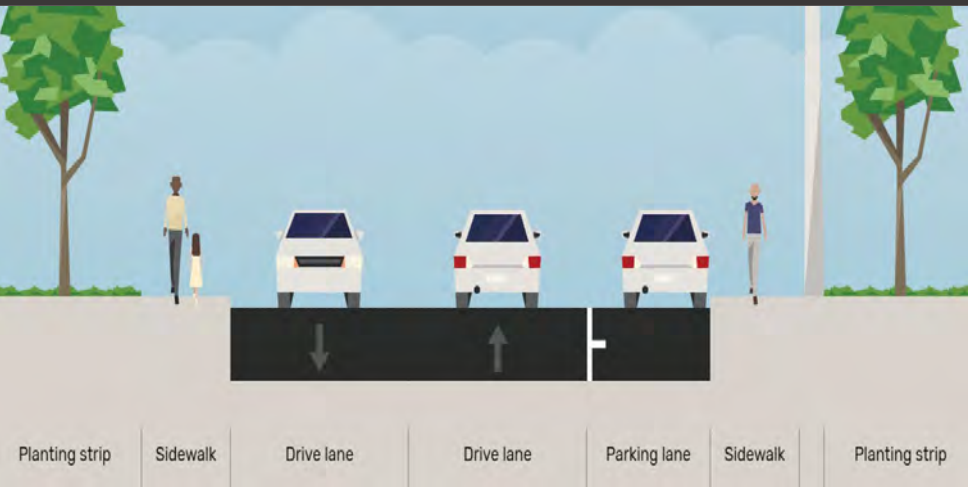
Option 7A proposes no changes to motor vehicle travel and the addition of new bike lanes.

Option 7B (Preferred) proposes bike lanes be installed between King St W and Tecumseth PI (north) and converting the two-way to one-way northbound for vehicles with a contra-flow bike lane between the Tecumseth PI (north) and Tecumseth PI (south).

Segment 7 | King St to Wellington St W | Existing Condition



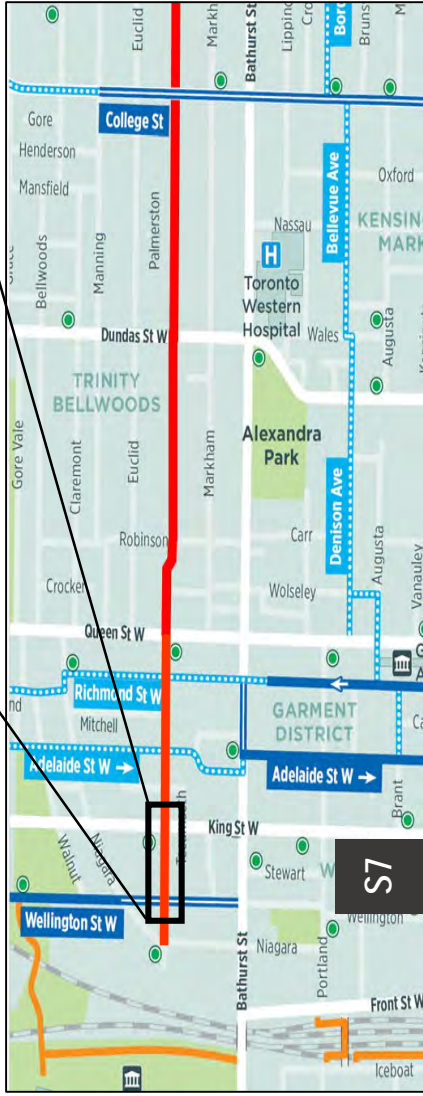
EXISTING



- Roadway: 9.7m, two-way
- Peak hour vehicle volume: above 75
- On-street parking:
 - East side (15 spaces)
- Permit parking:
 - 12 permits issued so far
 - 12:01 a.m. to 10:00 a.m. daily
 - 5:00 p.m. to 7:00 p.m., Mon. to Fri.



Existing Parking
 Existing traffic direction



Segment 7 | King St to Wellington St | Option 7A



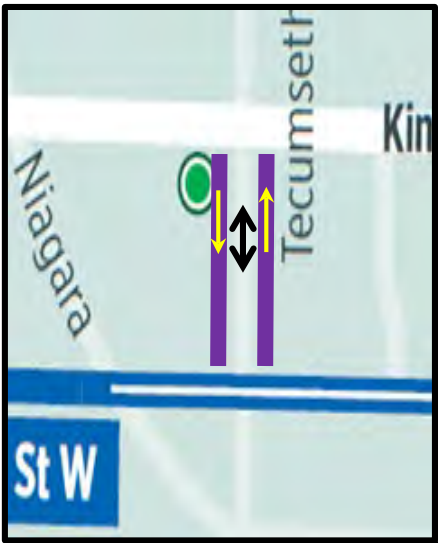
PROPOSED | 7A



- Add bike lanes to both east and west sides, which will not allow stopping

Parking

- Parking removed (Loss of 15 spaces)
- Net parking impact = -15 spaces



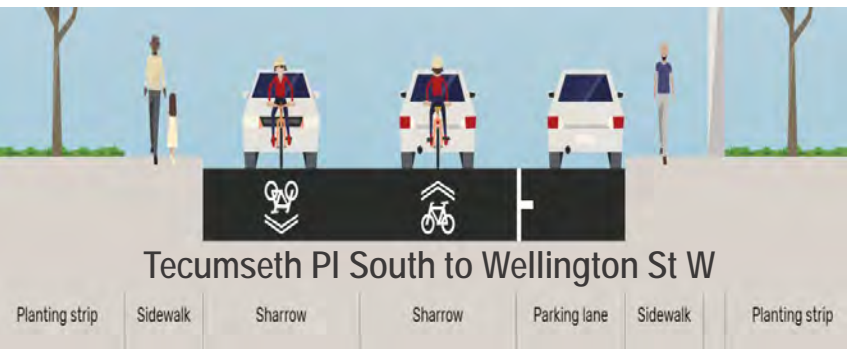
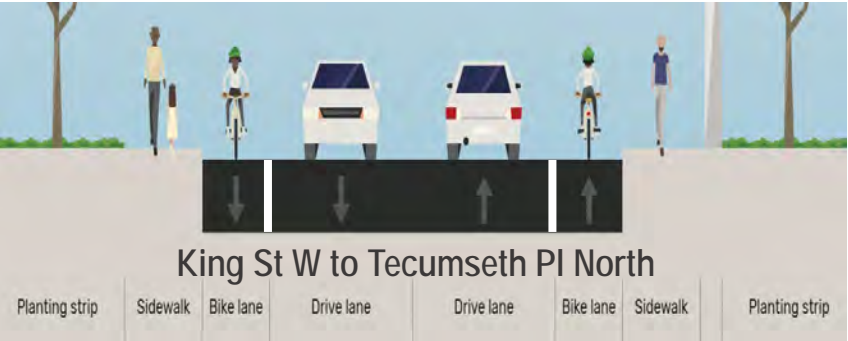
- ← Proposed bike lane
- ↔ Existing traffic direction



Segment 7 | King St to Wellington St | Option 7B (Preferred)



PROPOSED | 7B (PREFERRED)



King St W to Tecumseth PI North:

- Maintain two-way vehicle traffic
- Add bike lanes to both east and west sides

Tecumseth PI North to Tecumseth PI South:

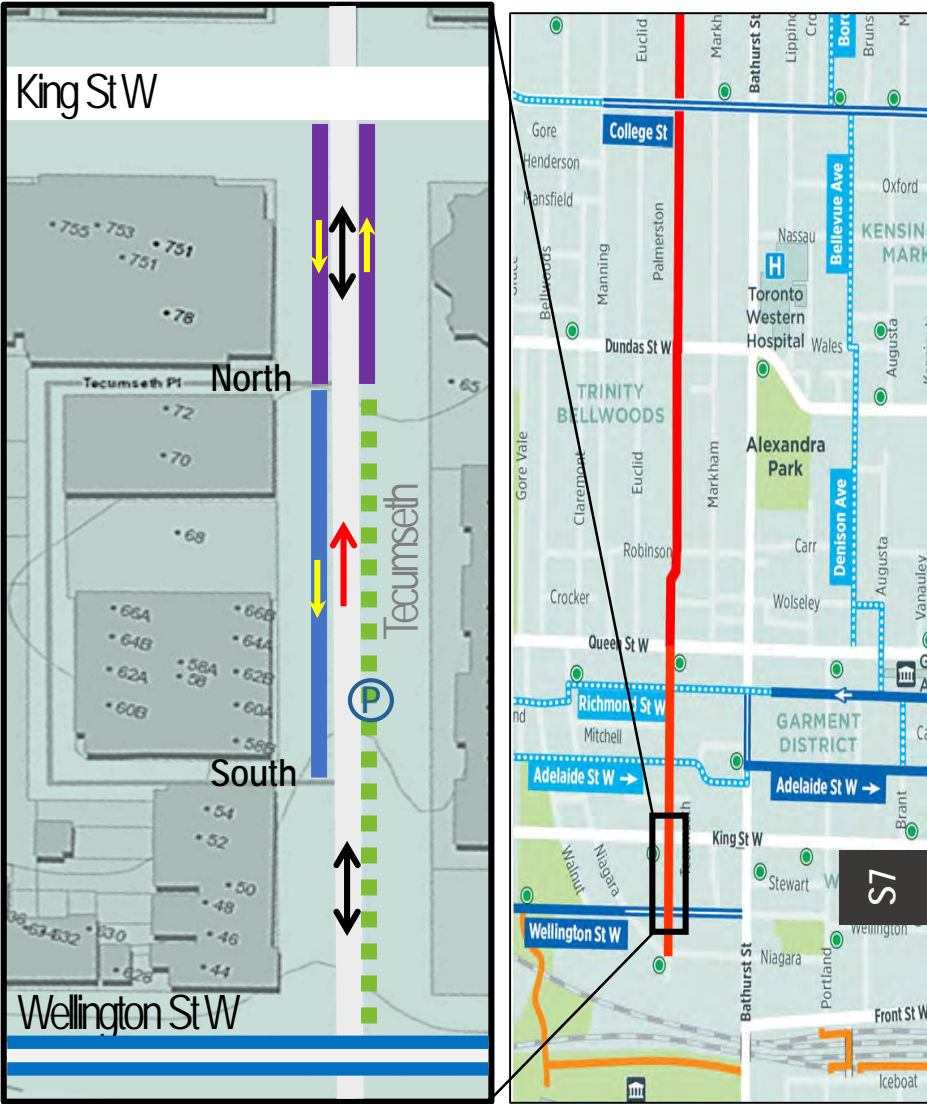
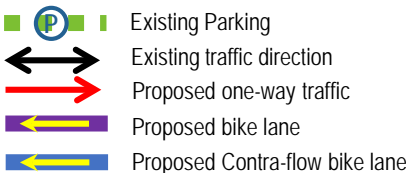
- Convert two-way to one-way northbound for vehicles
- Add northbound wayfinding markings
- Add southbound contra-flow bike lane, west side (*separation type TBD)

Tecumseth PI South to Wellington St W:

- Maintain two-way segment for vehicles
- Add wayfinding markings in both directions

Parking

- Parking to remain with no change
- Permit parking hours remained unchanged
- Net parking impacts = 0



Segment 8 | Wellington St to Niagara St | Options 8A, 8B, 8C

Segment 8 proposes three options for the installation of contra-flow bike lanes and/or bike lanes between Wellington St and Niagara St.

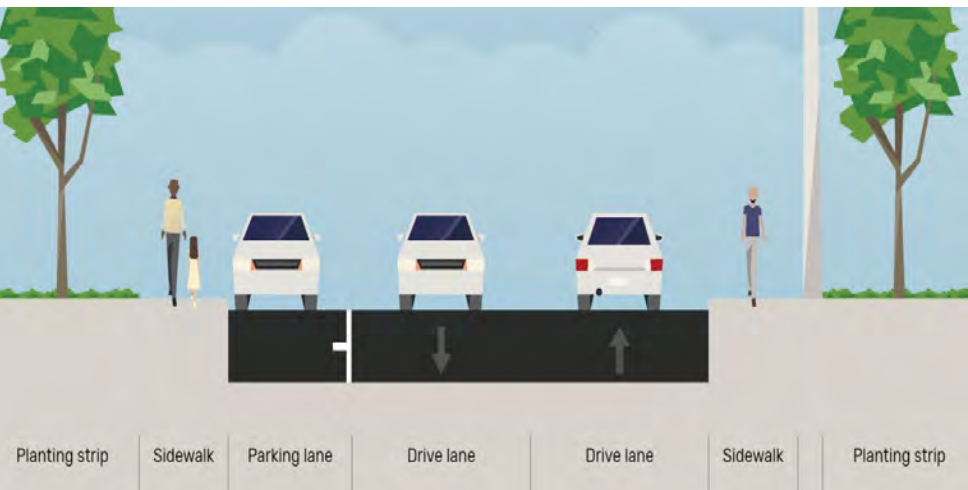
Options 8A and 8B propose no changes to motor vehicle travel and the addition of new bike lanes.

Option 8C (Preferred) proposes converting the two way to one-way northbound for vehicles with a southbound contra-flow bike lane and northbound cycle track (protected bike lane).

Segment 8 | Wellington St to Niagara St | Existing Condition



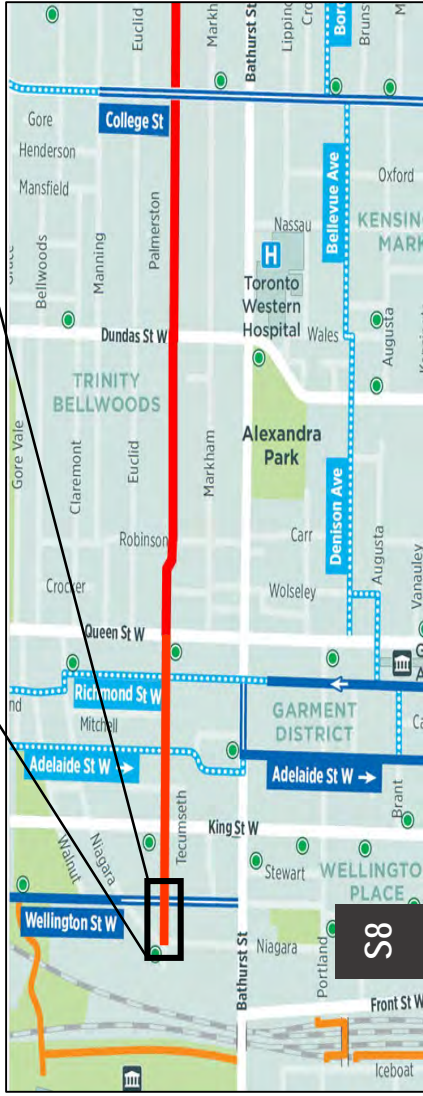
EXISTING



- Roadway: 9.7m, two-way for vehicles
- Peak hour vehicle volume:
 - Northbound: **above 75**
 - Southbound: **below 75**
- On-street parking: West side: 9 spaces
- Permit parking:
 - Over capacity: 11 permits issued to date
 - 12:01 a.m. to 10:00 a.m. daily
 - 5:00 p.m. to 7:00 p.m., Mon. to Fri.



Existing Parking
 Existing traffic direction



Segment 8 | Wellington St to Niagara St | Options 8A & 8B



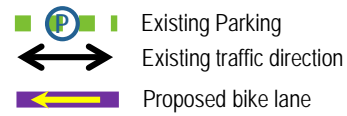
PROPOSED | 8A



- Add wayfinding markings in northbound direction
- Add **southbound parking-side bike lane**, west side

Parking

- Parking and permit hours remain with no change; Net parking impacts = 0



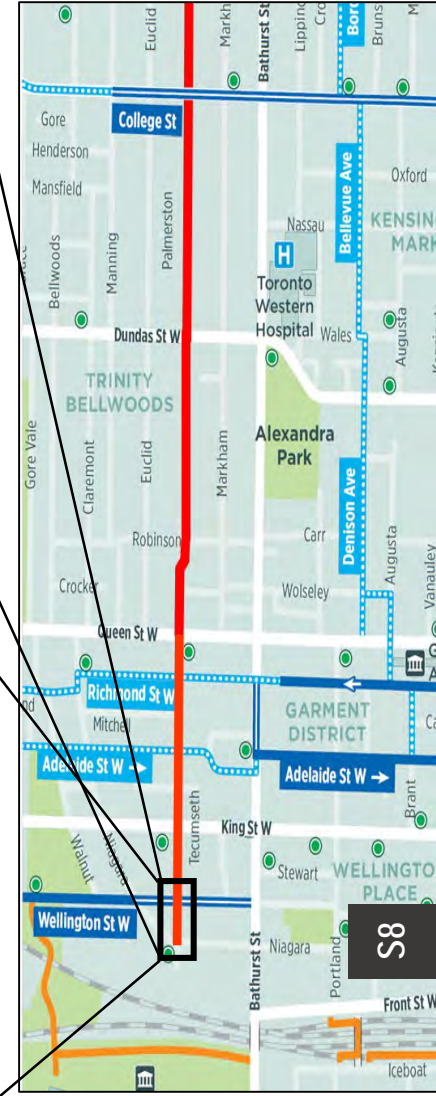
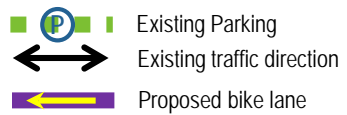
PROPOSED | 8B



- Add wayfinding markings in southbound direction
- Add **northbound bike lane**, east side

Parking

- Parking and permit hours remain with no change; Net parking impacts = 0



Segment 8 | Wellington St to Niagara St | Option 8C (Preferred)



PROPOSED | 8C (PREFERRED)



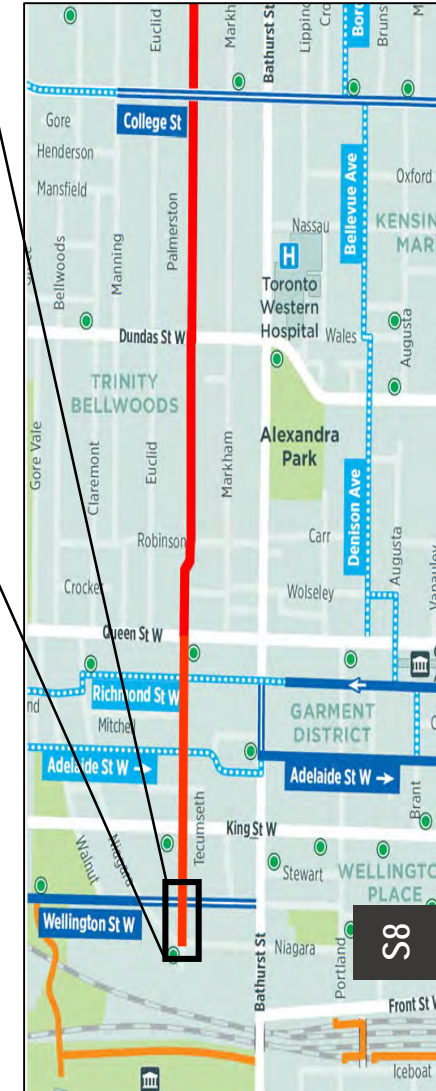
- Convert **two-way to one-way northbound** for vehicles
- Add **southbound contra-flow bike lane**, west side
- Add **northbound cycle track** (protected bike lanes), east side

Parking

- Parking switched to east side
- Permit parking hours remained unchanged
- Net parking impacts = -3 spaces



- Proposed Parking
- Proposed traffic direction
- Proposed contra-flow bike lane
- Proposed cycle track



On-Street Parking Impact | Tecumseth Street



On-Street Parking Impact Summary within Project Area

Permit Parking Area

#.Segment	Alternate Parking	Existing Parking Spaces	Permits Issued	Option	Proposed Parking Spaces	Net Parking Impact
6.Queen St to King St W	No	28	15	---	26	-2
7. King St to Wellington St	No	15	12	7A	0	-15
				7B*	15	0
8. Wellington St to Niagara St	No	9	11	8A	9	0
				8B	9	0
				8C*	6	-3
TOTAL		52	38		47 ⁽¹⁾	-5 ⁽¹⁾



Area	Existing Permit Parking Spaces	Issued Permits (September 2021)	Percent Used	Percent Available
41	843	679	81%	19%

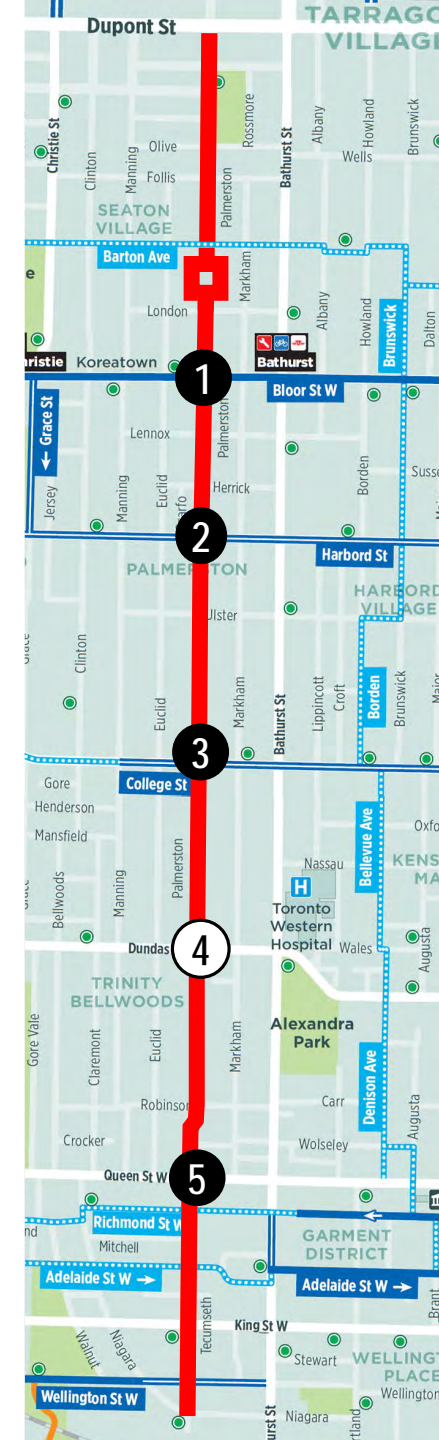
* Preferred Option

(1) Considering preferred options

Net Impact for Preferred Options: -5
Available Permit Parking: 9 spaces

Traffic Signal Modifications | Palmerston + Tecumseth

- 1 New bike signal heads required at Bloor St
- 2 New bike signal heads required at Harbord St
- 3 New bike signal heads required at College St
- 4 PXO conversion to traffic signal required at Dundas St
- 5 New bike signal head required at Queen St



Next Steps

Project Survey

Toronto.ca/PalmerstonTecumseth

Deadline is November 3, 2021

Feedback Analysis and Recommendations to Infrastructure & Environment Committee

December 2, 2021

City Council

December 15, 2021

Detailed Design

December to Spring 2022



CONTACT US

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

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416-338-2986