



Gerrard Street East | Complete Street Connection

Transportation Services
May 2022

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.

Project Team:

- Maili Sedore, Transportation Services
 - Becky Katz, Transportation Services
 - Sami Khaled, Transportation Services
 - Basil Tsomokos, Transportation Services
 - Dominic Cobran, Public Consultation Unit
-
- IBI Group, Project Consultants

- Project Overview
- Why Consider Change?
- Project Design Features
- Design Proposal
- Project Coordination and Next Steps

Project Overview

Project Overview

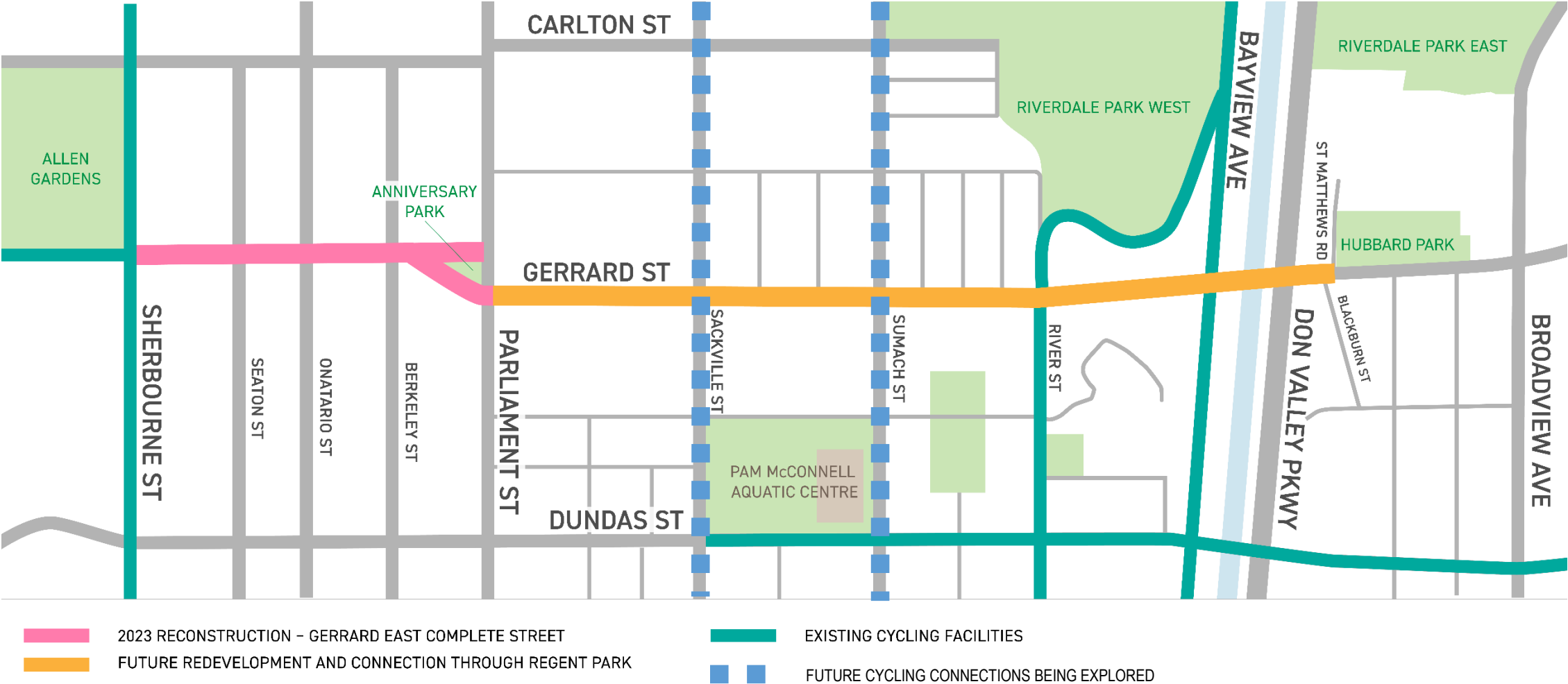


- Gerrard St E from Sherbourne St to Parliament St is scheduled for reconstruction in 2023.
- Gerrard St E from Parliament St to River St south side will be completely rebuilt through the Regent Park redevelopment over the next 5 years and beyond.
- The road reconstruction paired with the major redevelopment provides a unique opportunity to review the street through a complete street lens and apply Council-adopted policies such as TransformTO and Vision Zero.



**Gerrard St Corridor at Ontario St
Looking West**

Project Overview | Project Limits



Project Overview | Goals



Improve safety for everyone

Maintain roadways for driving, transit, deliveries, and emergency services

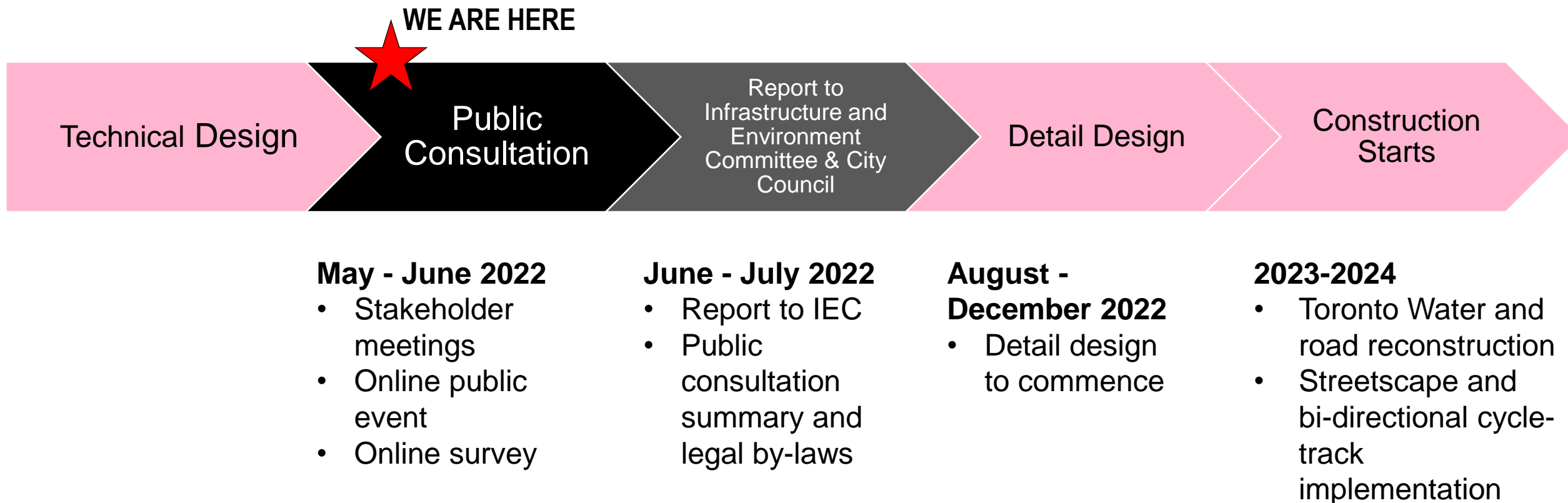
Enhance the public realm for local residents and visitors

Attractive cycling environment



Jackson St., St. Paul, Minnesota
<https://www.sehinc.com/portfolio/jackson-street-reconstruction>

Project Overview | Timeline



Why Consider Change?

Why Consider Change? | Policy and Rationale for Road Safety



Official Plan Goals

Make Toronto a “walking city”



Road to Health: Healthy Toronto by Design

Increase physical activity to reduce illness and disease



Vision Zero Road Safety Plan

Prevent fatalities and serious injuries



TransformTO: Climate Action Strategy

Target 75% of school/work trips under 5 km are walked, cycled or by transit by 2030



Complete Streets Guidelines

Create streets for people, place making and prosperity



Reduce Reliance on Motor Vehicles

Provide alternatives to driving and use roadways more efficiently



Encouraging People of All Ages and Abilities to Ride

Encourage people who are “interested but concerned” to ride by creating safe bikeways



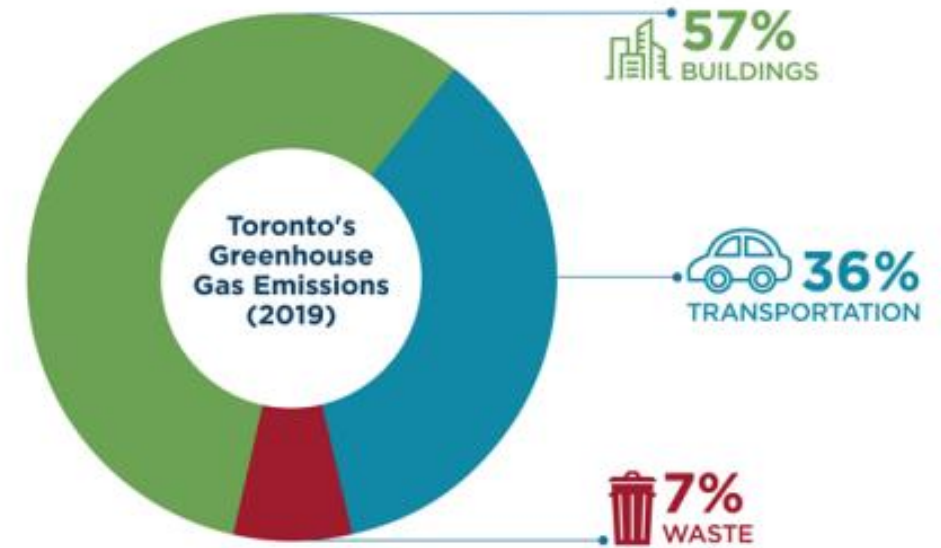
Office of Recovery and Rebuild COVID-19

Adopt healthy, less car-dependent and connected streets created during COVID-19

Why Consider Change? | TransformTO



- **TransformTO is Toronto's ambitious climate action strategy.** Unanimously approved by City Council in July 2017, it includes a set of long-term, low-carbon goals and strategies to reduce local greenhouse gas emissions and improve our health, grow our economy, and improve social equity.
- On October 2, 2019, **City Council voted unanimously to declare a [climate emergency](#) and accelerate efforts to mitigate and adapt to climate change**, adopting a stronger emissions reduction target of net zero by 2050 or sooner.
- Transportation sources in Toronto are responsible for **just over one third (36%) of local greenhouse gas emissions**.
- TransformTO sets an ambitious goal that active transportation (cycling and walking) or by transit account for **75% of school/work trips under 5 km citywide by 2030**.
- Redesigning streets to improve safety and comfort for people cycling and walking is one way to achieve TransformTO active transportation goals.



Why Consider Change? | Realizing the TOcore Vision



- Gerrard St E between Parliament St and River St was identified as a TOcore Great Street.
- TOcore proposes a bi-directional cycle track through Regent Park.
- Regent Park redevelopment provides opportunity to widen the corridor and secure space for a bi-directional cycle track along the south side of the roadway.
- Transportation Services is currently working with City Planning to realize TOcore's vision for Gerrard St E.



Why Consider Change? | Vision Zero



Between 2016 and 2020, **1 person** has been killed or seriously injured along Gerrard Street East

- 1 person driving was seriously injured

A total of **15 cyclist collisions** were recorded:

- 9 collisions occurred at an intersection
- 6 collisions occurred at a midblock location

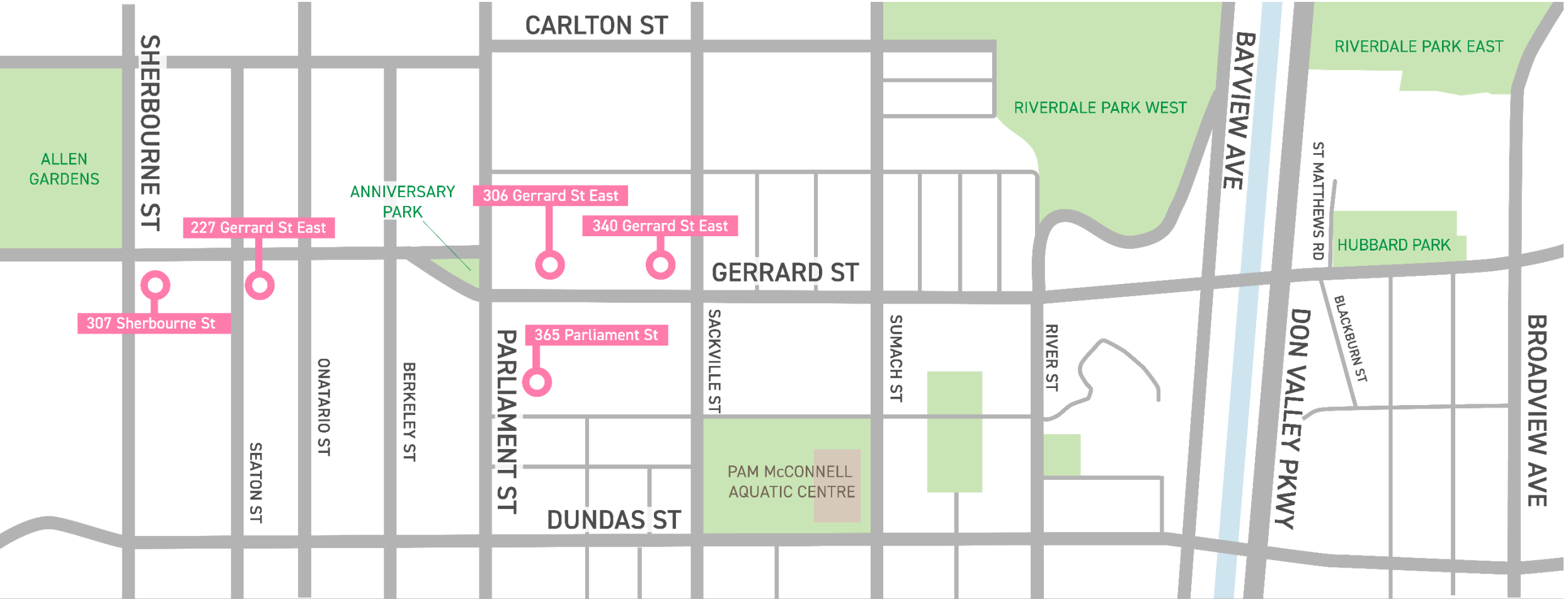
A total of **5 pedestrian collisions** were recorded:

- 3 collisions occurred at an intersection
- 2 collisions occurred at a midblock location

INTERSECTION	PEDESTRIAN COLLISIONS	CYCLIST COLLISIONS
Sherbourne Street	3	7
Seaton Street		1
Ontario Street	1	
Parliament Street	1	7
Total	5	15

Traditional Road Safety Approach	Vision Zero Approach
Traffic fatalities are inevitable.	Traffic fatalities are preventable .
Crashes are caused by non-compliant road users.	Humans make mistakes. The roadway system should be designed and operated so those mistakes are not deadly .
Try to reduce all collisions.	Prevent collisions that result in serious injuries and fatalities. No serious injuries or loss of life is acceptable .
Individual road users are responsible for their own safety.	Safety is a shared responsibility between those who design, operate, maintain, and use the road .
Reactive to historical crashes.	Proactive and systemic prioritization.

Why Consider Change? | Leveraging Developments



 DEVELOPMENTS ALONG GERRARD STREET

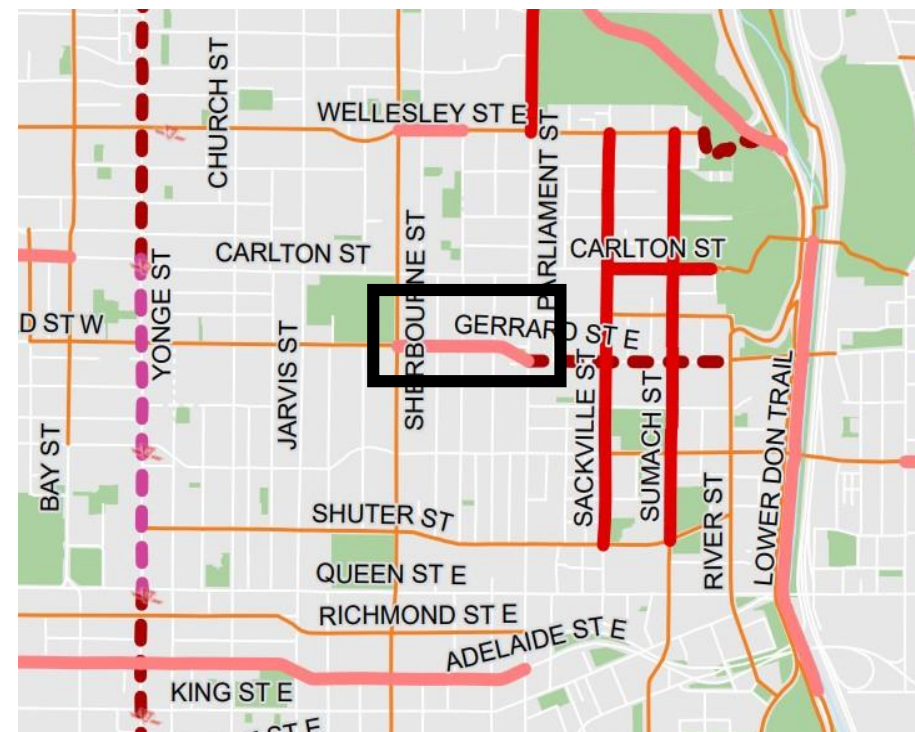
Why Consider Change? | Missing Link



- Gerrard Street East is a top-scoring cycling route on a citywide level
- Regent Park redevelopment between Parliament Street and River Street represents an opportunity to connect the missing link in the cycling network
- North/south cycling connections can be made at Sherbourne Street and River Street
- Future north/south cycling connections along Sackville Street and/or Sumach Street are being explored

LEGEND

- Underway
- New
- Renew
- Study
- Approved for Future Implementation



Cycling Network Map:
Gerrard St East is scheduled for
renewal in 2023

Why Consider Change? | Bikeway Design Guidelines



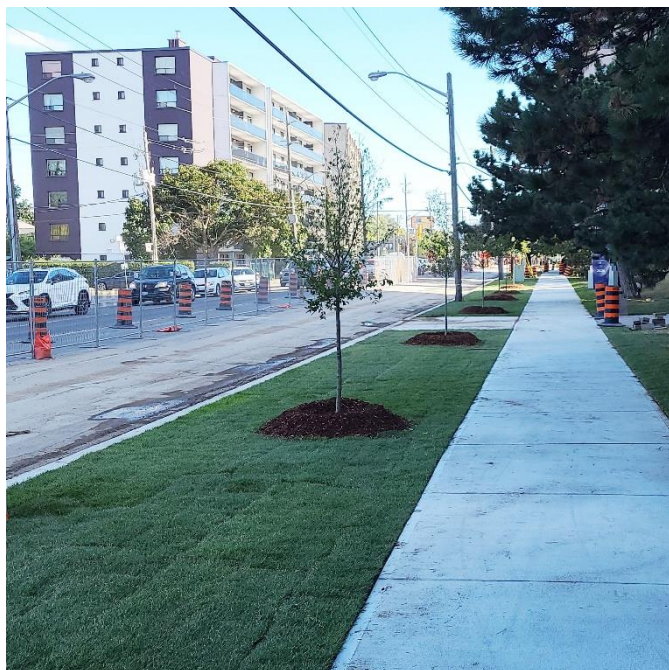
- The City of Toronto's bikeway designs are guided by Transportation Association (TAC) Geometric Design Guide for Canadian Roads, the Ontario Traffic Manual (OTM) and City adopted guidelines.
- In all of the above guiding documents, motor vehicle **speed and volume** are the most important criteria to identify the right bikeway for a street.
- Gerrard Street E has **14,000 vehicles/day** and a **posted speed of 40 km/hour**.
- Based on the traffic's speed and volume data the recommended bikeway type for Gerrard Street E is a **cycle track in all the guiding documents**.



Lakeshore Boulevard West
Bi-Directional Cycle Track

Potential Design Features

Potential Design Features



Boulevard

The part of a street that is between the roadway and sidewalk, and is not used for vehicle travel.



Median or Buffer

The strip of land between the lanes of opposing traffic on a divided roadway.



Streetscape

Elements that form the street's *character* including the road, sidewalks, street furniture, trees and open spaces.

Potential Design Features



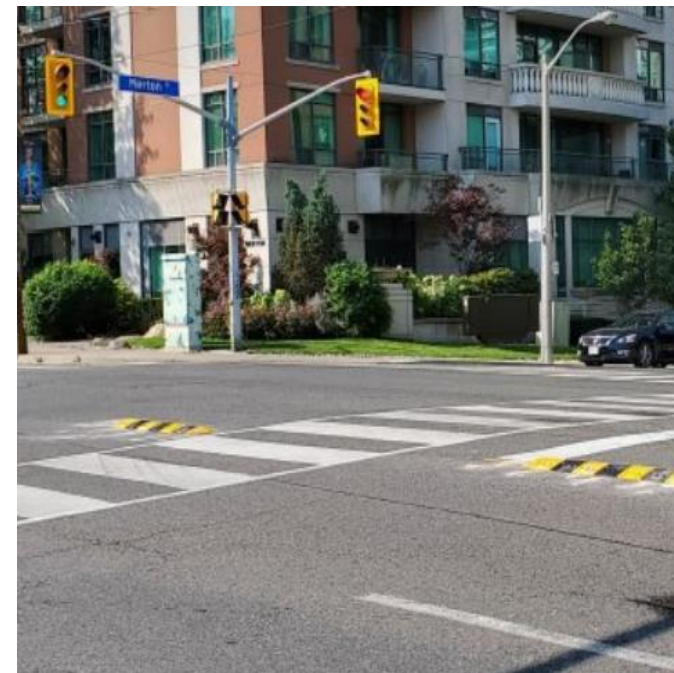
Curb Extensions

These 'bump-outs' visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the sidewalk space



Raised Crossings

The raised areas at intersections improve the visibility of people crossing and increase awareness of drivers' speeds.



Left Turn Calming

Speed bumps encourage drivers to approach the crosswalk at a sharper angle, resulting in slower turning speeds and better visibility.

Potential Design Features



Green infrastructure

Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system.



Transit Stops

The location of transit stops is generally guided by the safety and comfort of transit users, spacing between stops, and nearby intersections and land uses.



Curb Radii Reduction

Reduced curb radii reduce pedestrian crossing distances and encourage lower motor vehicle speeds.

Potential Design Features



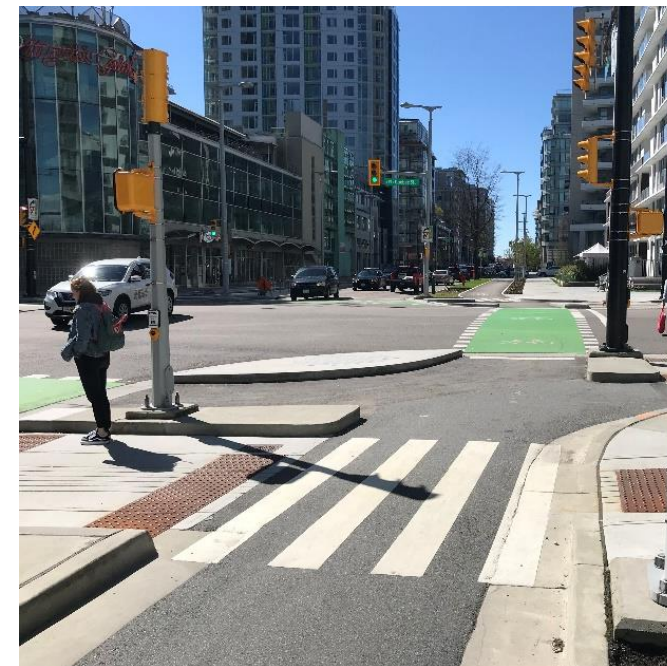
Raised Cycle Track

Vertically separated from motor vehicle traffic, at the level of the adjacent sidewalk or combined with a parking lane or other barrier from the roadway.



Street-level Cycle Track

Physically separated from motor vehicle traffic by a curb or concrete/ planted median, at the road level.



Protected Intersection

A protected intersection is a design where the bikeway remains separated; enhanced measures mitigate the conflict between people cycling, walking and drivers turning.

Design Proposal

Design Proposal | Existing Conditions



- **Total Right of Way Width:** ~20 m
- **Total Roadway Width:** ~13.2 m curb-to-curb
- **Bikeway Type:** Painted bicycle lanes on both sides
- **Vehicle Lanes:**
 - 1 lane per direction with some curbside on-street parking
 - Dedicated turn lanes at signalized intersections
- **Speed:** 40 km/h posted speed
- **Transit (Bus and Streetcar):**
 - 65 and 365 Parliament to Esplanade
 - 75 Sherbourne
 - 506 and 306 Carlton
- **Daily traffic volume:**
 - Motor vehicles: 14,000 (2018)
 - Corridor volume decreased 35% 2008-2019 (measured at Church St)
 - Pedestrians: 1,000-2,000 (2018)
 - Bicycles: 1,000 (2016)
- **Collisions (2016 - 2020):**
 - Killed/Seriously injured: 1
 - Involving people walking: 15
 - Involving people cycling: 33

Design Proposal | Existing Conditions



Gerrard St and
Sherbourne St
intersection looking west

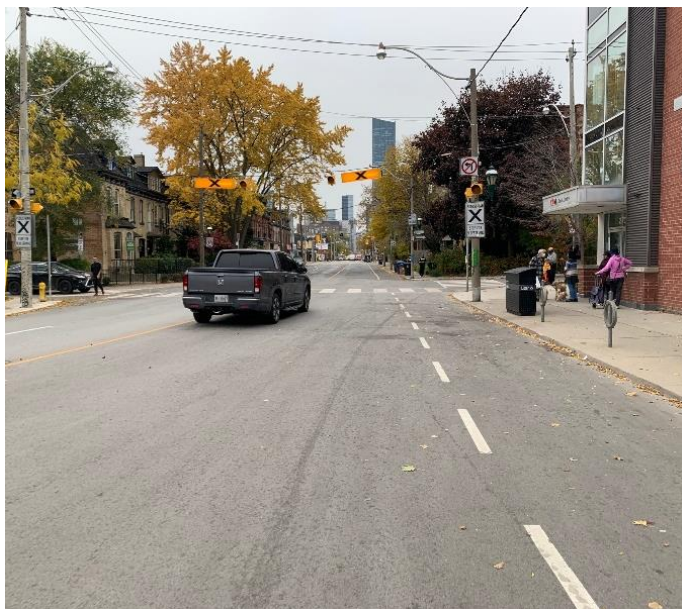


Gerrard St and Ontario St
intersection looking west



Gerrard St and Berkeley
St intersection looking
west

Design Proposal | Existing Conditions



Gerrard St and Berkeley
St intersection with PXO
looking west



Parliament St at Slip lane
looking south



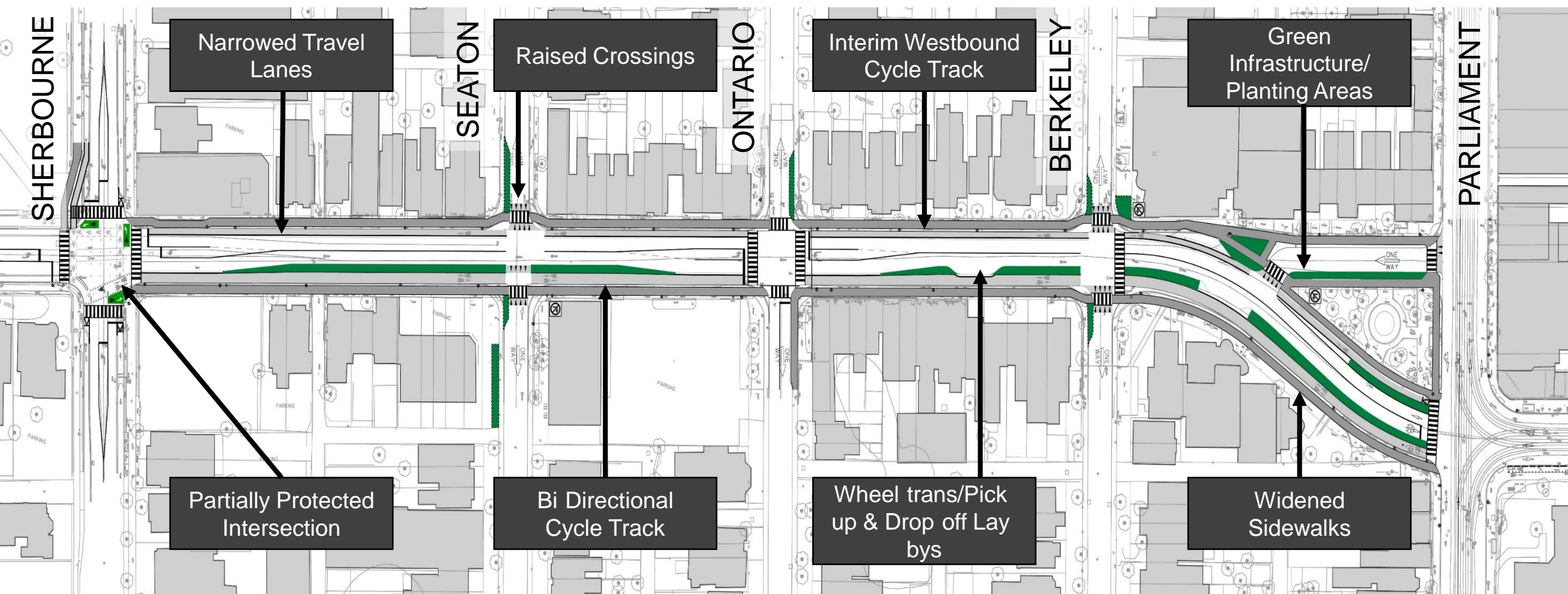
Anniversary Park slip
lane looking west

The road reconstruction will include the **state of good repair** of the asphalt surface and damaged sections of the sidewalks, relocation of south side curb and gutters, along with the following proposed changes:

- **Intersection safety** measures including corner radii reductions, pedestrian head-start signals, and right-turn-on-red restrictions and removals;
- Maintaining **one vehicular travel lane** per direction, narrowed to City lane width guidelines to encourage improved speed limit compliance in off-peak hours;
- **Bi-directional cycle track on the south side**, including an interim north side (westbound) cycle track which can potentially be converted to parking once the Regent Park redevelopment is complete and the bi-directional cycle track opens east of Parliament Street;
- **Parking removal** on the north and south sides of Gerrard Street East for the entire stretch*; with the opportunity for Wheel-trans or pick-up and drop-off lay-bys on the south side;
- **Boulevard improvements**, including wider sidewalks, green infrastructure and new or improved tree planting areas*; and
- **Raised crossings** at un-signalized intersections*.

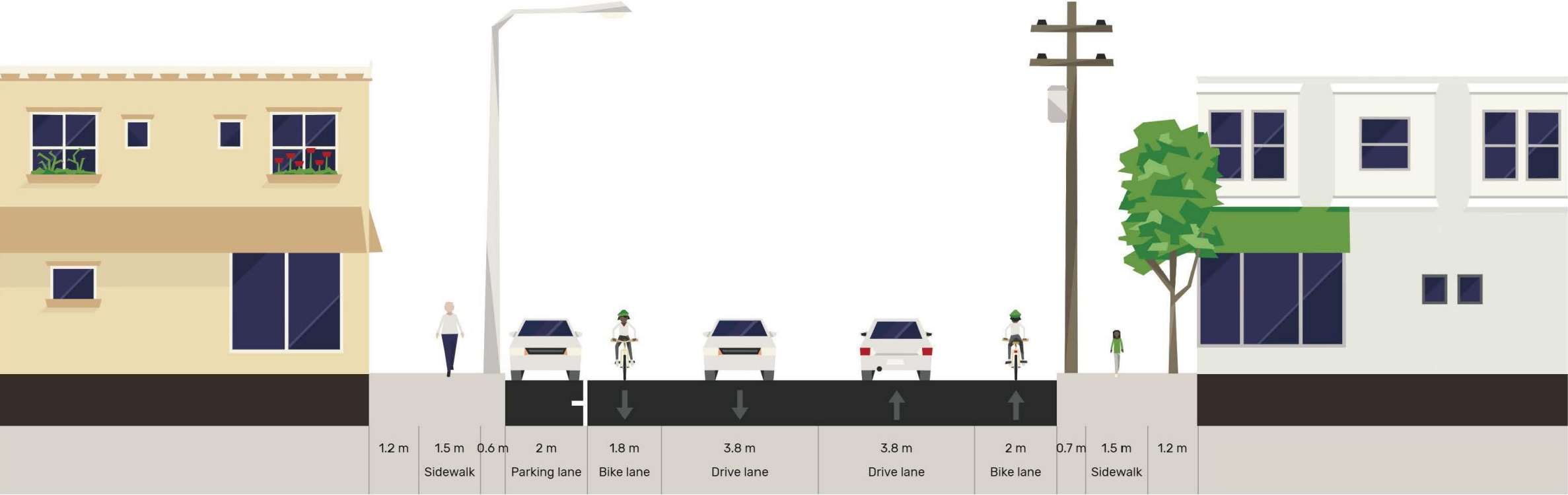
* denotes items that need to be confirmed through detail design

Design Proposal | Overview

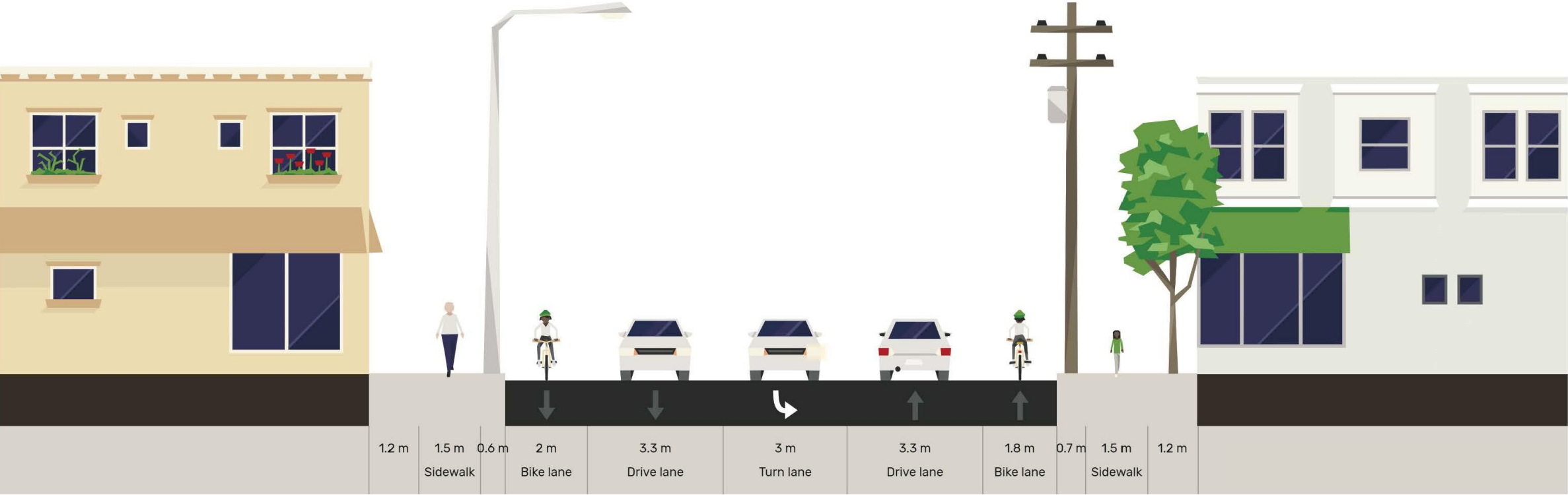


Design Proposal | Midblock Sherbourne Street to Parliament Street

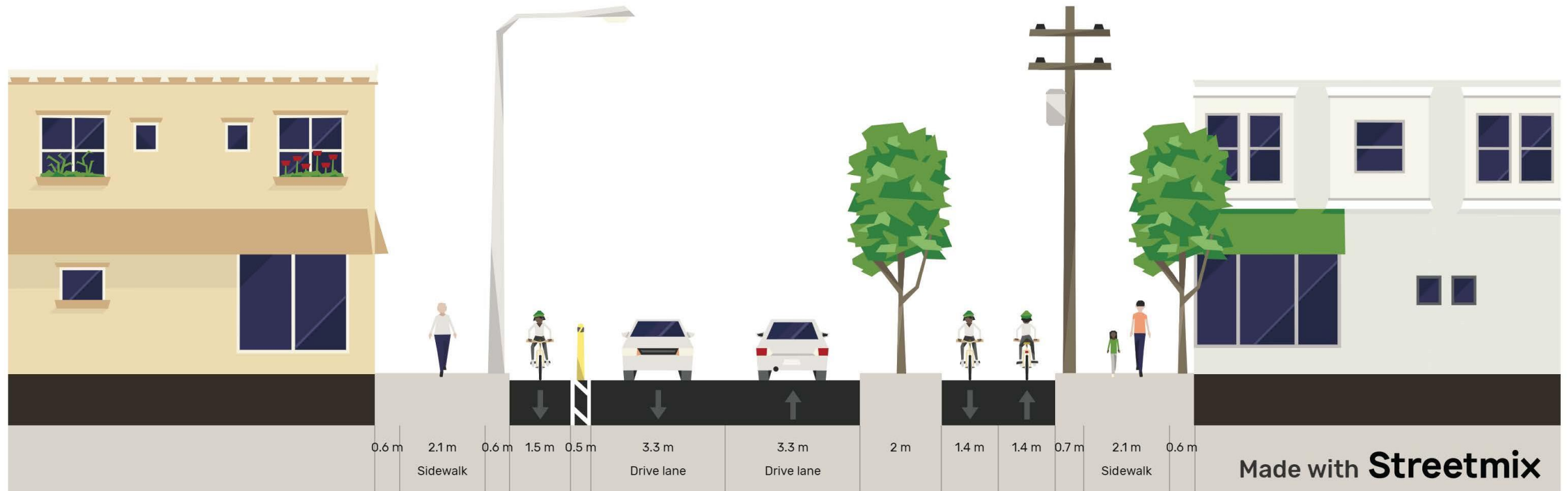
Existing : Gerrard Street East | Midblock



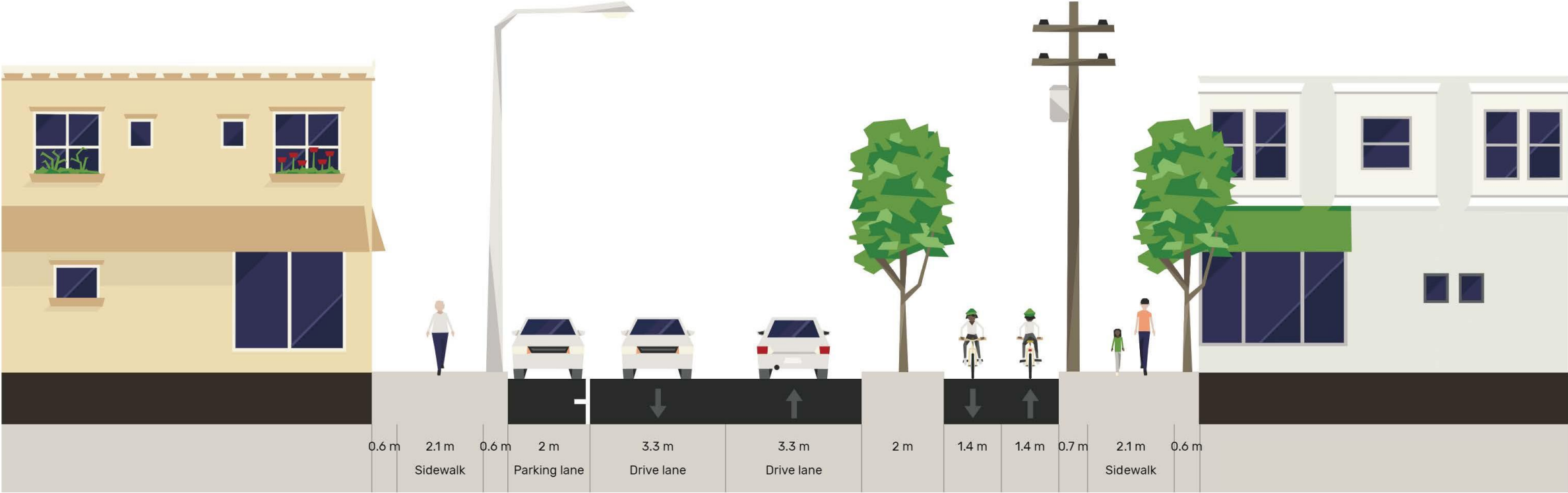
Existing : Gerrard Street East | Midblock with Turn Lane



Proposed Interim: Gerrard Street East | Midblock



Proposed Final: Gerrard Street East | Midblock



Parking/Loading Impacts



- Existing Parking – Permanent Removal
- Existing Parking – Interim Removal

- Proposed PUDO Lay-by
- Future Parking Opportunity

- Alternate Parking Opportunities

- **Estimated parking impacts:**
 - 12 spots on the north side (temporarily removed for interim cycle track)
 - 7 spots on the south side permanently removed
- **Accessible loading zones – Wheel-Trans accommodation (lay-bys)**
 - Introduced at higher frequency Wheel-Trans loading sites
 - Could consider additional pick-up and drop-off lay-by on south side
- **Alternate parking spaces on-street:**
 - 1 HR parking across side streets (total 60 spaces)
 - Current utilization of on-street side street parking = 50% on average based on a weekday afternoon count (April 2022)

Design Proposal | Intersections

Existing | Sherbourne St Intersection Options



Existing Condition

- 12.2m wide two-lane roadway
- Designated left turn lanes
- Uni-directional cycling facilities
- Bike boxes

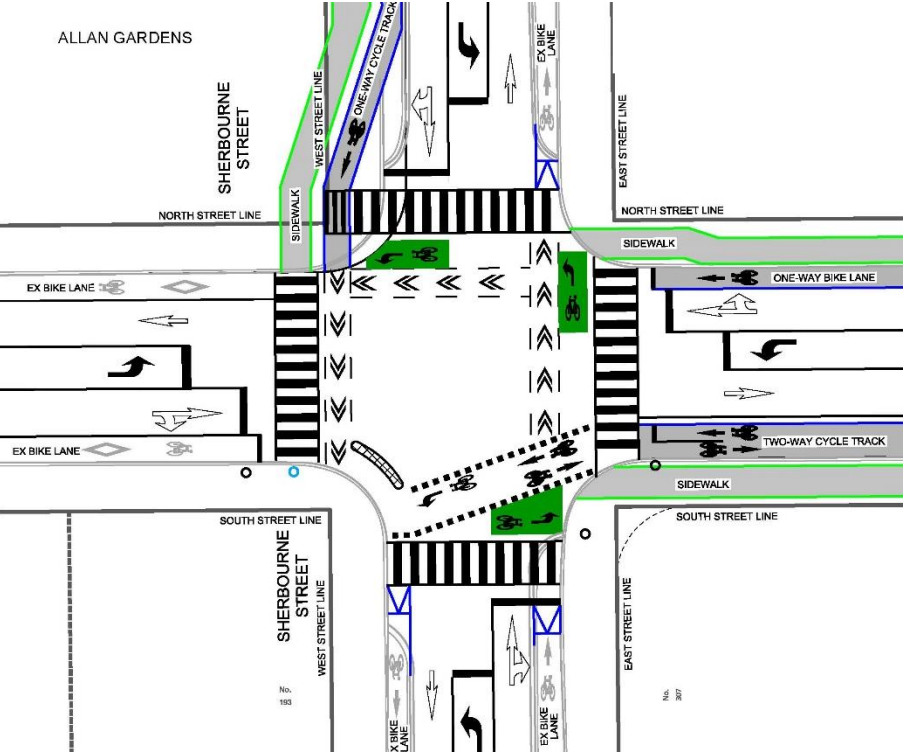
Opportunities

- Protected intersection
- Enhanced park entryway at Allan Gardens
- Removal of left turn lanes



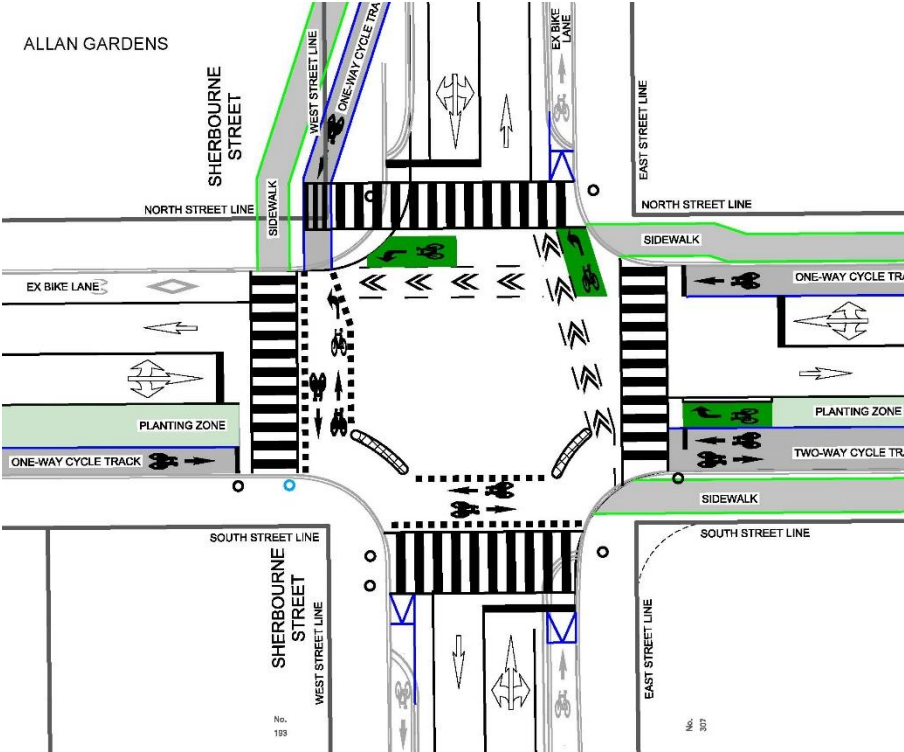
Existing Condition
Gerrard St and Sherbourne St
Intersection Looking West

Proposed | Sherbourne St Intersection Options



Option 1

Constrained Partially Protected Intersection (with Left-Turn Lanes)



Option 2

Partially Protected Intersection (Removal of Left-Turn Lanes)

Existing Condition

- 7.3m wide one-way roadway
- Heavy vehicle prohibitions
- Designated left turn lanes
- 1hr Parking Permitted on east side

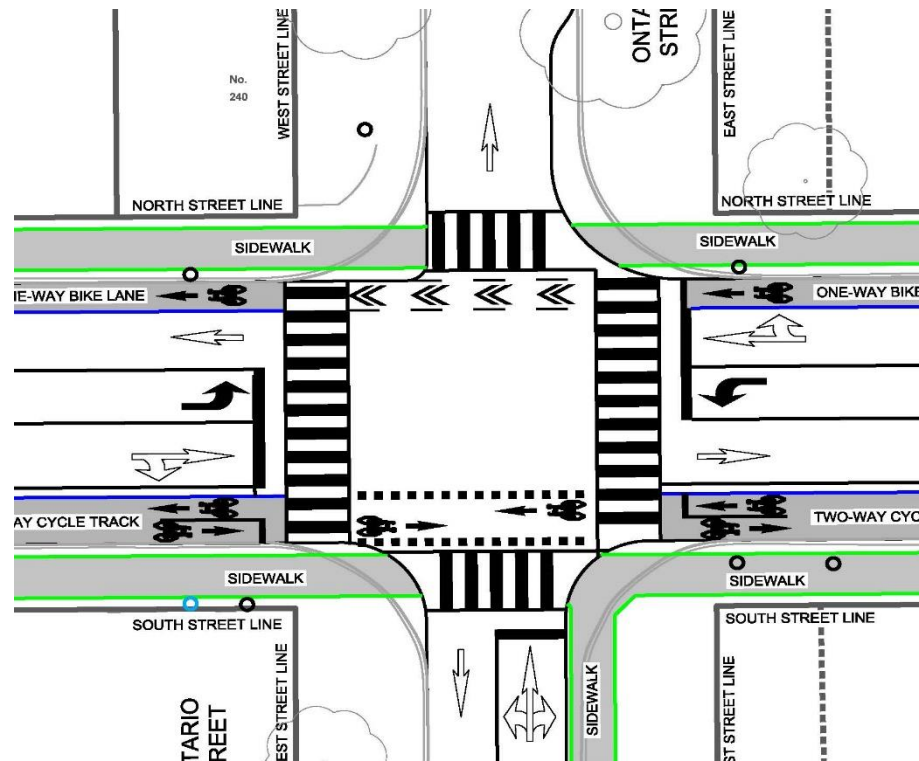
Opportunities

- Radii reductions
- Narrow roadway on Ontario St
- Removal of left turn lanes
- Coordinate with Developer for south leg



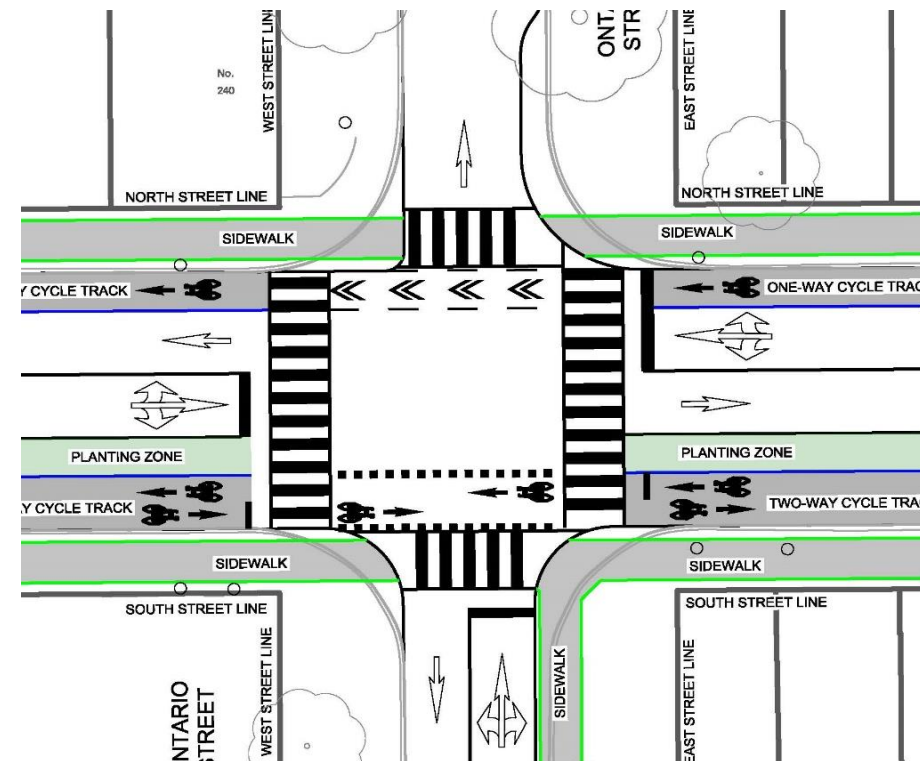
Existing Condition
Gerrard St East and Ontario St
Intersection Looking West

Proposed | Ontario St Intersection Options



Option 1

Left-Turn Lanes Maintained



Option 2

Left-Turn Lanes Removed

Existing | Parliament Intersection Options



Existing Condition

- 14m wide four-lane roadway
- Streetcar tracks
- No parking

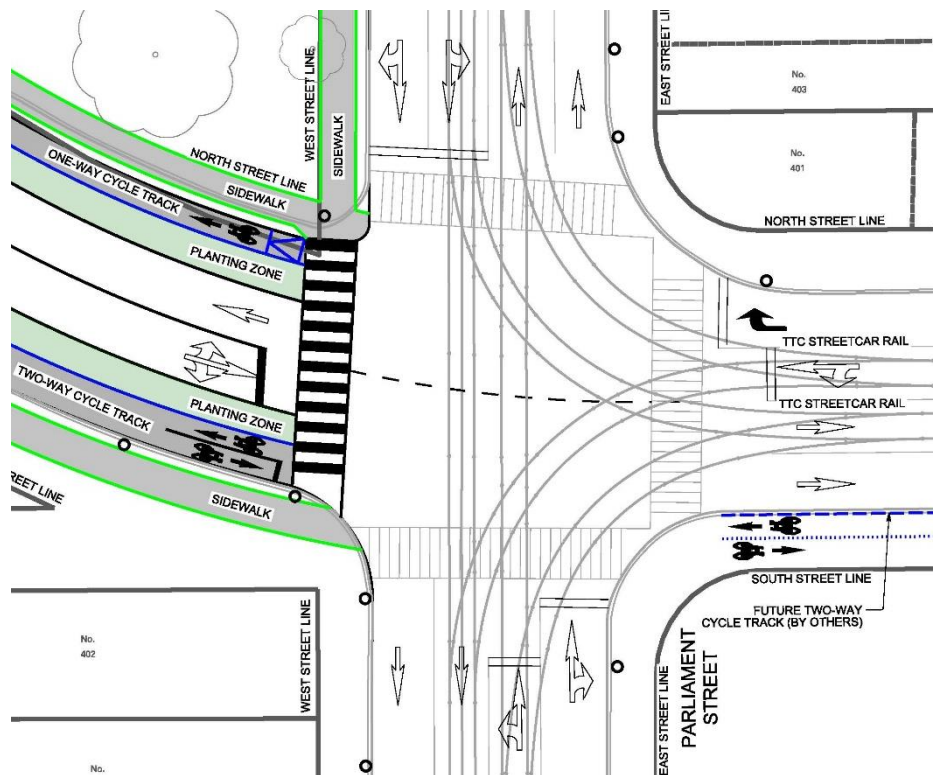
Opportunities

- Protected intersection
- Enhanced park entryway at Anniversary Park
- Connect to future development East of Gerrard St East and Parliament St

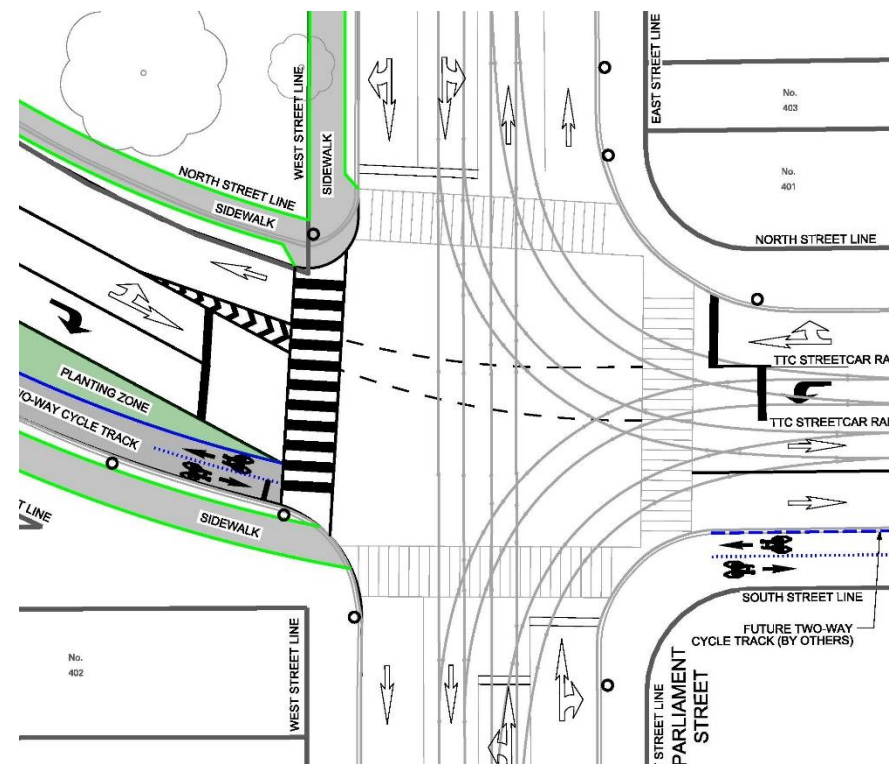


Existing Condition
Gerrard St East and Parliament St
Intersection Looking West

Proposal | Parliament Intersection Options



Option 1 - Single Westbound Lane (All Movements) / Double Eastbound Lanes (Right-Turn Separate)



Option 2 - Double Eastbound Lanes (Right-Turn Separate) / Double Westbound Lanes (Left-Turn Separate)

Design Proposal | Anniversary Park Slip Lane

Existing | Anniversary Park Slip Lane



Existing Condition

- No parking
- 9.2m wide roadway
- Narrow sidewalks
- Access to Anniversary Park
- No dedicated cycling facilities

Opportunities

- Narrow the roadway
- Reduce vehicle speeds
- Create shared space
- Green infrastructure



Existing Condition
Anniversary Park Slip Lane
looking west

Proposed | Anniversary Park Slip Lane – Option 1

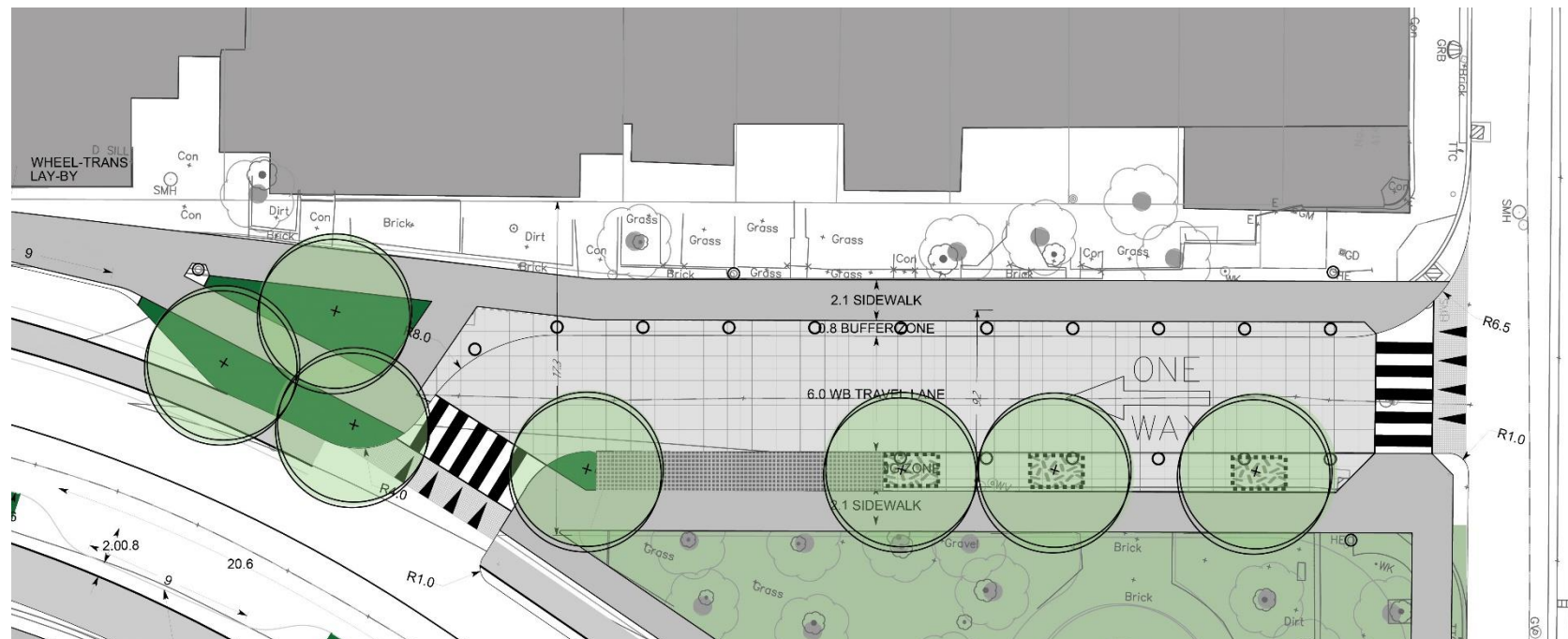


Opportunities

- Increase pedestrian safety and comfort with wider sidewalks
- Reduced lane width and special paving to help reduce vehicle speeds
- Increased shared space atmosphere; continuous and accessible, extension of park

Trade-offs

- Decreased space for greening opportunities



Option 1
Mixed-use Shared Street

Proposed | Ontario St Intersection Options



Option 1
Mixed-Use Shared Street
(Flush Street)



Option 2
50mm curb (shallow curb)

Design Proposal | Green Infrastructure

Design Proposal | Green Infrastructure Opportunities



Opportunity for low planters/bioretention planters and/or raingardens

Opportunity for bioretention curb extensions and/or streetscaping improvements at side street curb extensions

Opportunity to enlarge existing tree openings where room permits

Opportunity to improve pedestrian comfort level through tree planting



Opportunity to enlarge existing tree openings where room permits

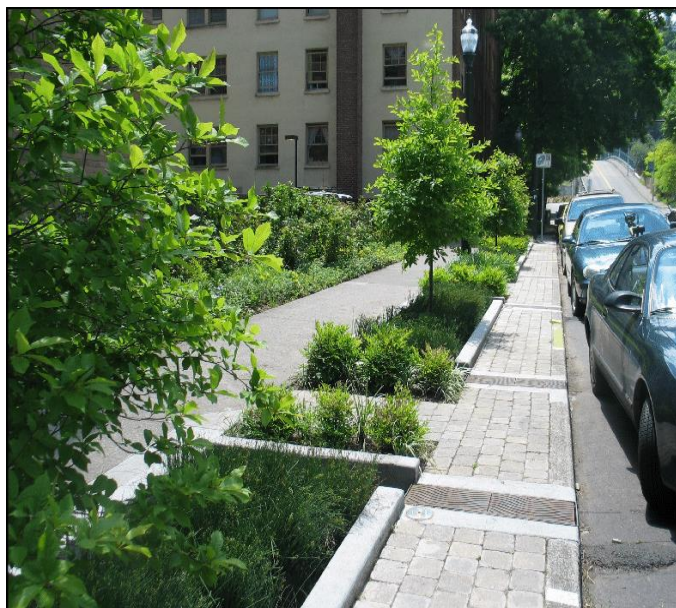
Opportunity to integrate streetscape and bikeways with new development

Opportunity for low planters/bioretention planters and/or raingardens

Green Infrastructure



Permeable Pavers



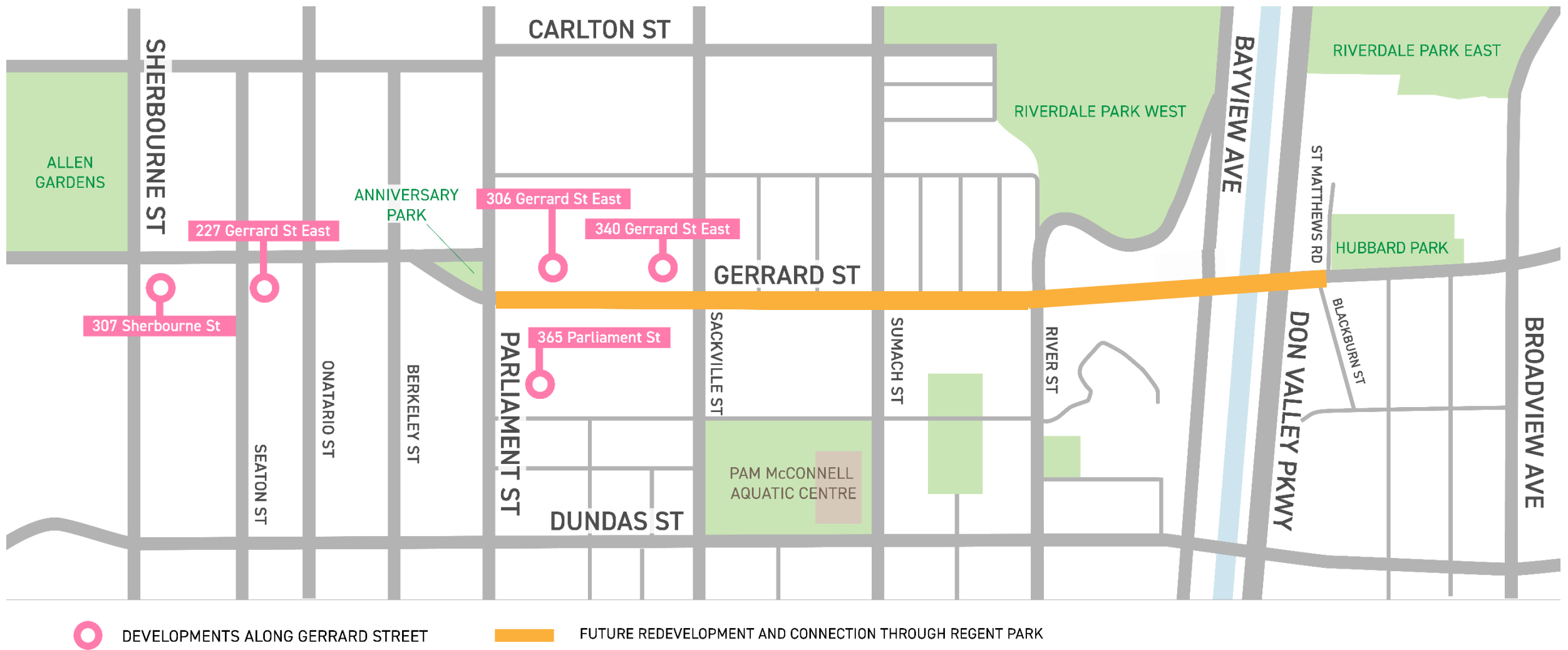
Bioretention Planters



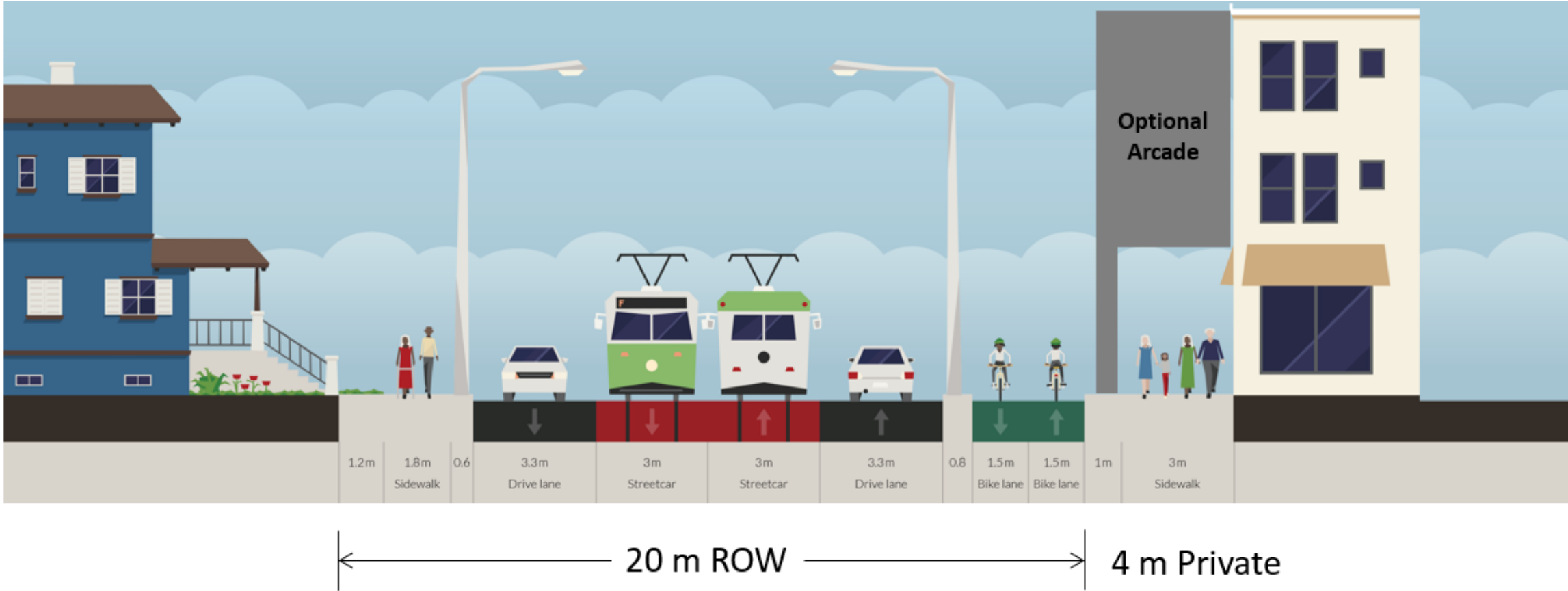
Raingardens

Design Proposal | Parliament St to Blackburn St

Parliament St to Blackburn St



Design Proposal | Parliament St to Blackburn St



Project Coordination and Next Steps

How are Decisions Made?



Public Inputs:

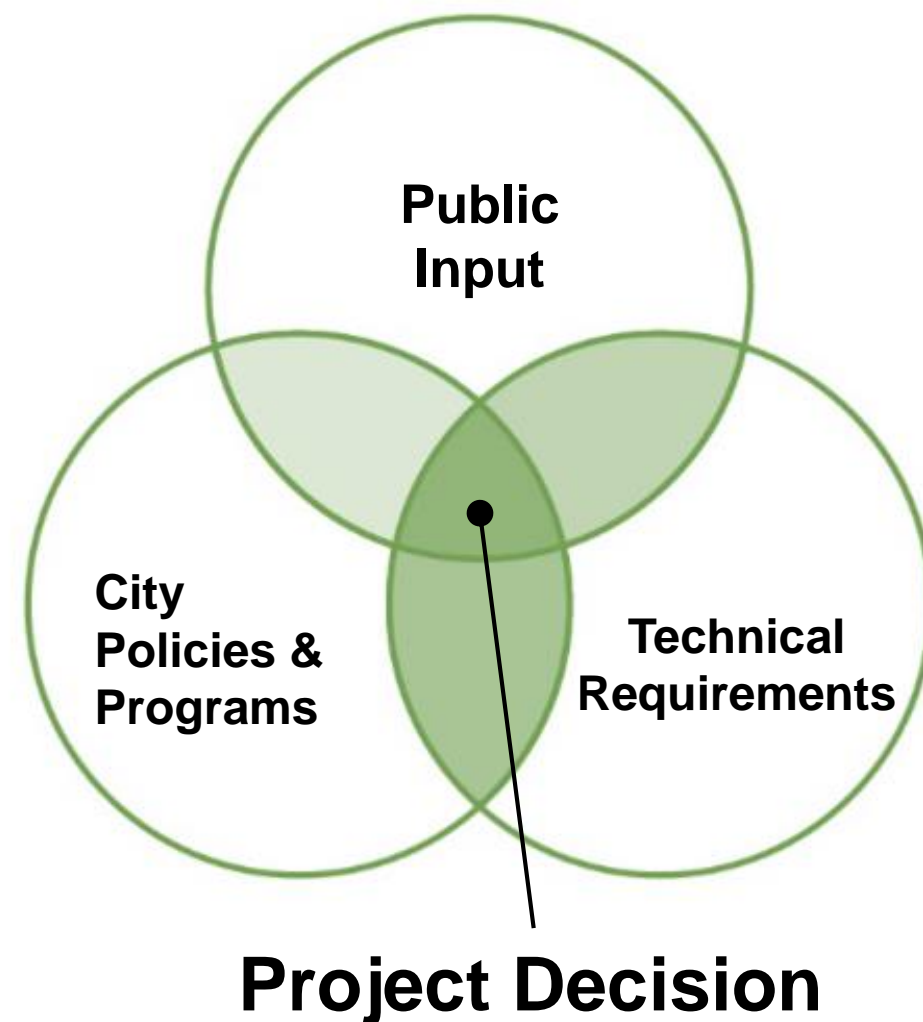
- Share community expertise and advise of concerns opportunities and priorities through lived experience

City Policies and Programs:

- Ensures that the City's Accessibility Design Guidelines, Climate Action Strategy and other Council directives are included

Technical Requirements:

- Infrastructure Requirements (State of Good Repair)
- Universal Design
- Construction Standards



Coordinating Works in the Neighbourhood



- **BIA Coordination – Master Plan**
- **Parks Forestry & Recreation Coordination** – On-going coordination with Design and Operations Staff on Allen Gardens and Anniversary Park
- **City Planning/Development Coordination**
 - 227 Gerrard St East (The Beer Store)
 - 307 Sherbourne St (southeast corner of Sherbourne St and Gerrard St E)
 - 365 Parliament St (Regent Park - Block 1)
- **Parliament Street Public Library Coordination**



Parliament Street Public Library
Future plan under development

Next Steps

- **May, 17 2022** – Public Consultation
- **July, 2022** – Report to Infrastructure and Environment Committee and City Council; including opportunity for public deputations



PROJECT WEBPAGE

Learn more about the project and complete the survey

www.Toronto.ca/gerrardeast

CONTACT US

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

**Dominic Cobran, Senior Public Consultation
Coordinator**

**Dominic.Cobran@toronto.ca
416-338-2986**