



Artist Rendering: Palmerston Ave looking south from Wolesley St

PALMERSTON, TECUMSETH & LENNOX | PUBLIC INFORMATION EVENT

CYCLING CONNECTIONS & ROAD SAFETY OPPORTUNITIES

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

July 5, 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.

Purpose of Meeting



- To inform the public of the road safety improvements along the Palmerston-Tecumseth corridor
- To present changes
- To highlight timelines for project implementation
- To answer questions and receive feedback from the public

Transportation Services, City of Toronto

Alyssa Krantzberg, Project Manager

Michelle Berquist, Manager Area Transportation Planning

Karina Fortin, Senior Project Manager

Kasra Khajavi, Transportation Engineer

Becky Katz, Manager Cycling & Pedestrian Projects

Facilitation & Meeting Support:

Dominic Cobran, Senior Coordinator, Public Consultation Unit

Nathalie Forde, Coordinator, Public Consultation Unit





Michele Blackwood, Coordinator, Public Consultation Unit

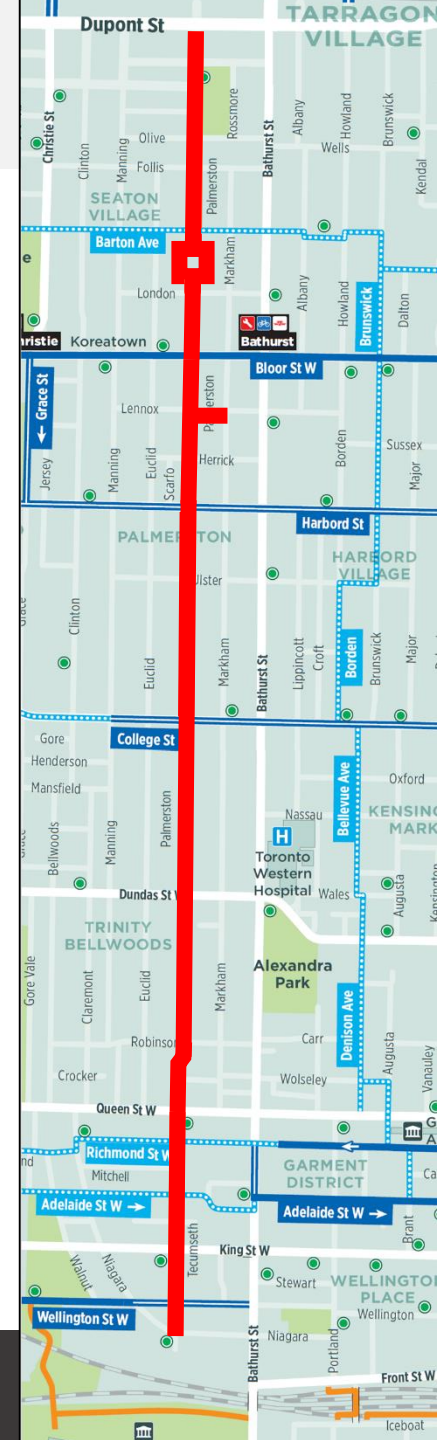
Background

Project Overview and Goals

Transportation Services is preparing to install new road safety improvements and cycling connections on Palmerston Avenue/Square/Boulevard, Lennox Street and Tecumseth Street (3.6km) because it connects important east-west cycling routes including Bloor Street, Harbord Street, College Street, Richmond Street West, and Wellington Street.

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



Key Dates



Policy and Rationale for Road Safety Projects



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 trips under 5 km to be walked or cycled by 2050.



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.



According to the City of Toronto’s draft Bikeway Design Guidelines, a shared lane should have no more than 75 vehicles/hour during peak hours.

Based on the speed and volume of traffic, the preferred bikeway type for Palmerston and Tecumseth is Neighbourhood Greenway.

The peak volumes exceed Neighbourhood Greenway thresholds, so some traffic diversion and additional traffic calming measures are recommended.

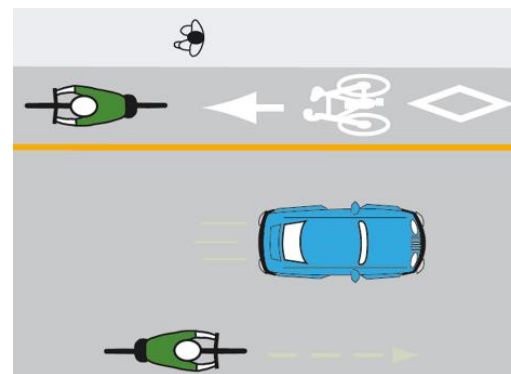
	North of Bloor (Existing)	South of Bloor (Existing)	Neighbourhood Greenway Thresholds
Average Peak Hour Motor Vehicle Counts	30-55 vehicles/peak hour Shared lanes are appropriate in the direction of traffic flow	100-210 vehicles/peak hour Warrants dedicated cycling facilities	75 vehicles/peak hour (per direction)
Average 8 hour cycling counts	50-300 cyclists	300-750 cyclists	Neighbourhood greenways should strive for a higher percentage of total volume.
Average 8 hour vehicle volumes	100-600 vehicles	800-1950 vehicles	Less than 750 vehicles/ 8 hour

Palmerston-Tecumseth-Lennox | Bikeway Types



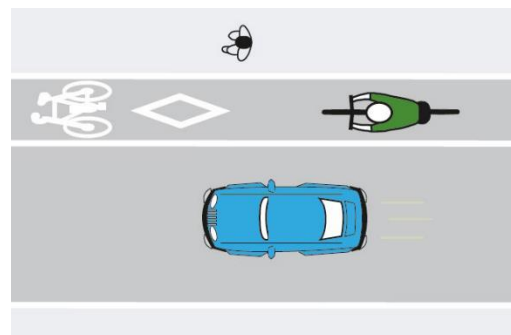
CONTRA-FLOW BIKE LANES

- 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.



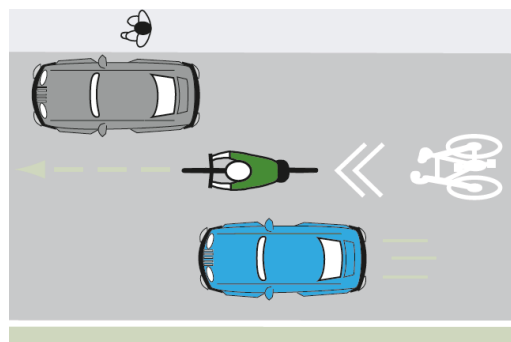
BIKE LANES

- 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 indicate a shared environment for people cycling and driving.

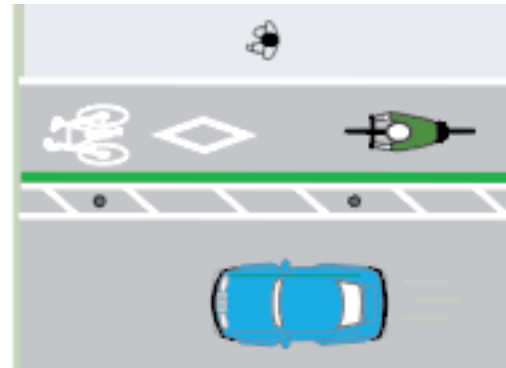


Palmerston-Tecumseth-Lennox | Bikeway Types



CYCLE TRACKS

- Cycle tracks are separate lanes for bicycles that are adjacent to the roadway, but separated with bollards, planters, or a row of parked cars between people cycling and driving.
- May be one-way or two-way.
- No driving, standing, stopping, or parking permitted.



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



Installation Phases

Dupont Street to Bloor Street

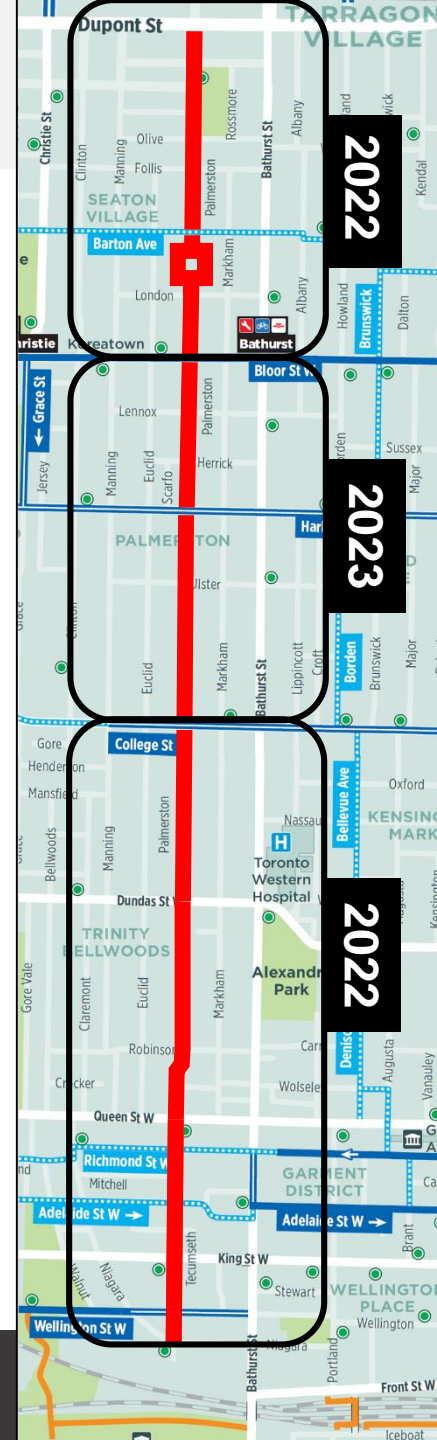
Phase 1: July-September 2022

Bloor Street to College Street

Phase 2: 2023

College Street to Niagara Street

Phase 1: July-September 2022



Legend



	Shared Lane Wayfinding Markings		On-street Parking
	Bike Lane		Moving Vehicle
	Contra-flow Bike Lane		New Bike Signal
	Contra-flow Cycle Track		New Vehicular Traffic Signal
	Loading		Existing Vehicular Traffic Flow
	Cyclist		New Vehicular Traffic Flow

Palmerston Avenue & Palmerston Square: Dupont Street to Bloor Street

Dupont Street to Bloor Street | Planned

Phase 1: July-September 2022
Target Date: Early July



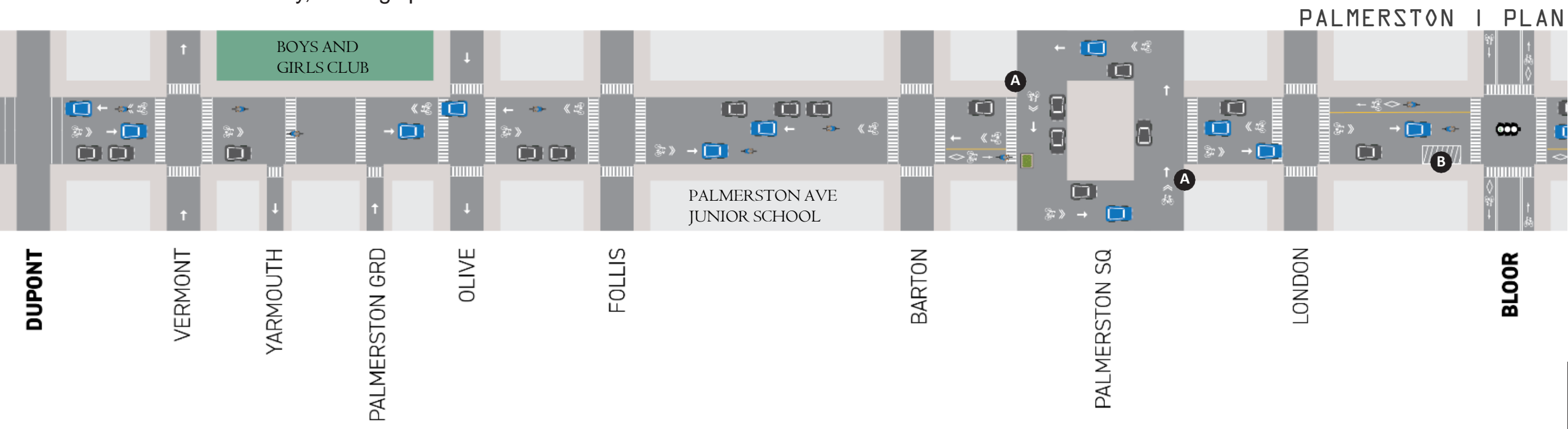
If you drive:

- No change to travel directions.
- New all-way stop controls at Palmerston Square (north and south legs).
- Right-turn prohibition during the red traffic signal indication southbound at Bloor Street.



If you park or load on the street:

- Parking permit hours remain unchanged.
- Net parking impact = -7 spaces.
- Pick-up and drop-off at the Boys and Girls St. Alban's Club and Palmerston Avenue Junior School maintained.
- Curbside loading space north of Bloor Street moved to west side to improve road safety and visibility, making space for the contra-flow bike lane.



Dupont Street to Bloor Street | Planned

Phase 1: July-September 2022
Target Date: Early July



If you cycle:

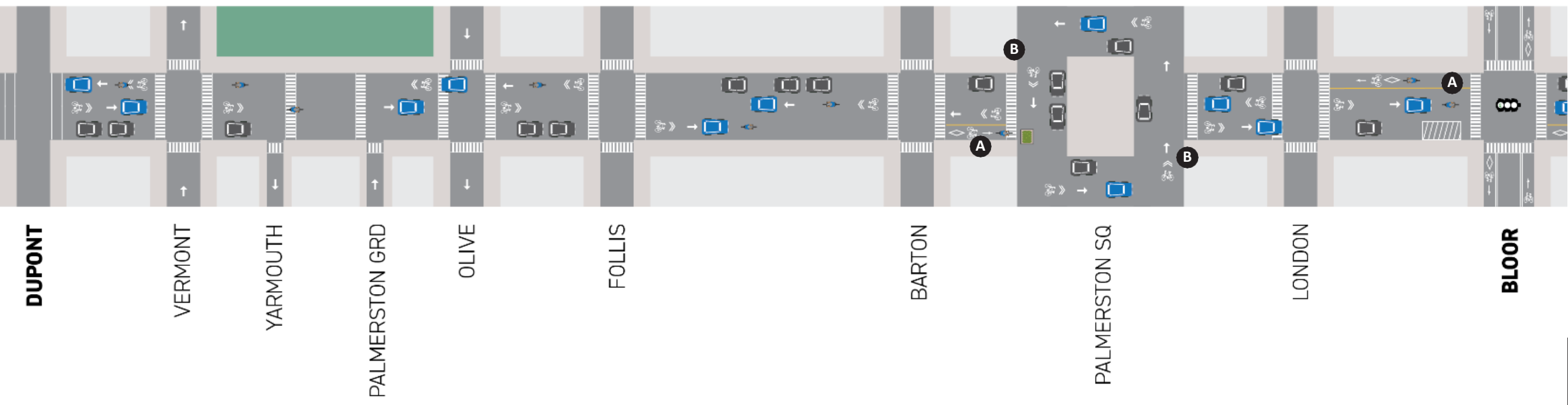
- Cycling allowed in both directions on Palmerston Avenue.
- Shared-lane wayfinding markings added between Dupont Street and Barton Avenue; and at Palmerston Square to London Street.
- A Contra-flow bike lanes added between Barton Avenue and Palmerston Square (north leg); and London Street and Bloor Street to allow people cycling to travel north and south where vehicle flow is one-way.



If you walk:

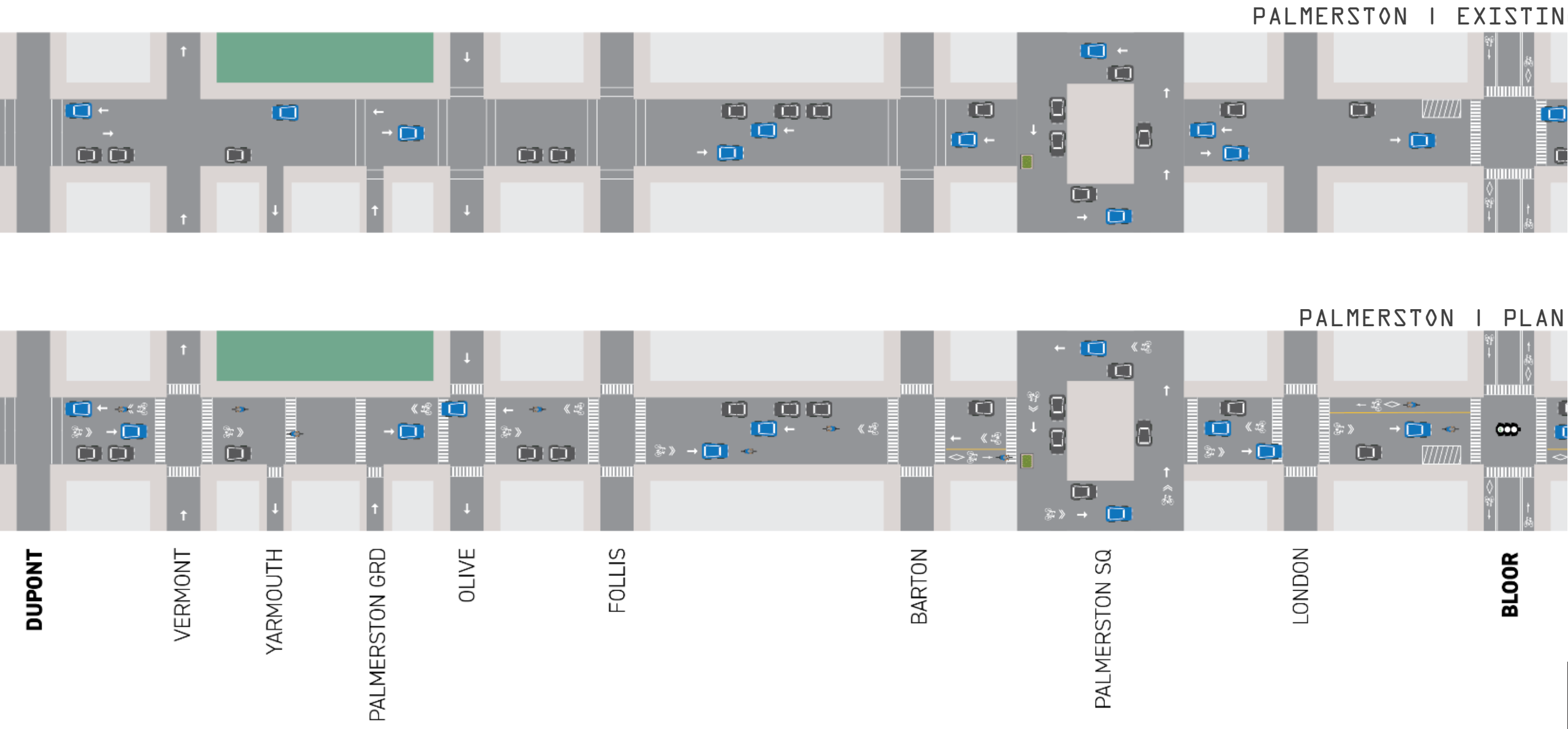
- Additional crosswalks; pavement markings for pedestrian crossings converted to zebra markings at multiple locations.
- New stop controls for improved safety at Palmerston Square.

PALMERSTON | PLAN



Dupont Street to Bloor Street | Existing and Planned

Phase 1: July-
September 2022
Target Date: Early July



Palmerston Boulevard: Bloor Street to College Street

Pending Council Approval: Bloor St to Herrick St + Lennox St

Bloor Street to College Street| Planned

Phase 2: 2023
Target Date: Spring

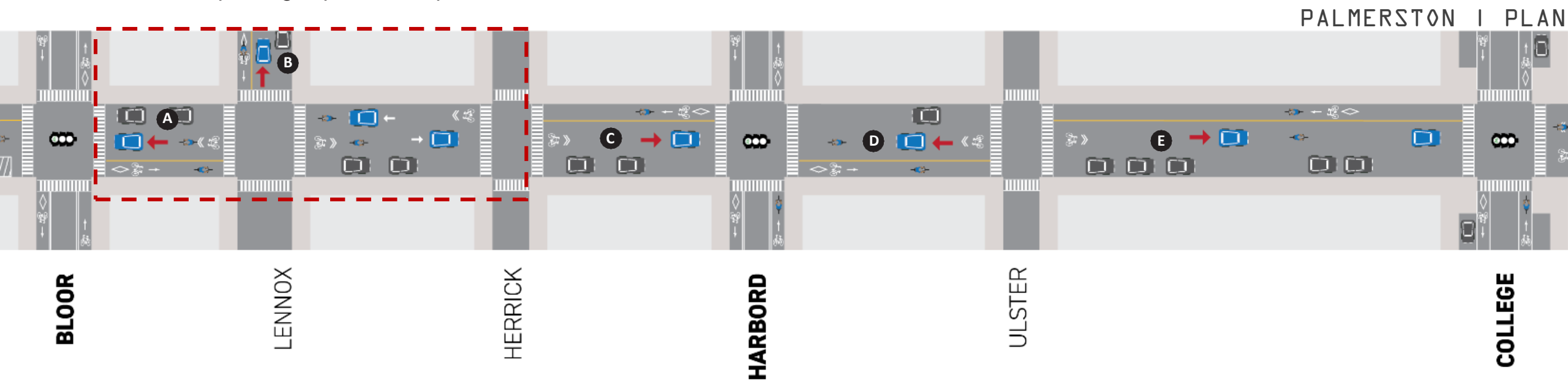


If you drive or park on the street:

One-way conversions:



- Palmerston Boulevard between Bloor Street and Lennox Street converted to one-way northbound, **pending Council approval**.
 - Lennox Street between Palmerston Boulevard and Markham Street converted to one-way eastbound, **pending Council approval**.
 - Palmerston Boulevard between Herrick Street and Harbord Street converted to one-way southbound.
 - Palmerston Boulevard between Harbord Street and Ulster Street converted to one-way northbound.
 - Palmerston Boulevard between Ulster Street and College Street converted to one-way southbound.
- Right-turn prohibitions during the red traffic signal indication northbound at Bloor Street (pending Council approval); northbound and southbound at Harbord Street; southbound at College Street.
 - Permit parking hours remain unchanged; Parking made permanent on east side from Bloor Street to Lennox Street and Harbord Street to Ulster Street; west side from Lennox Street to Harbord Street and Ulster Street to College Street; south side of Lennox Street between Palmerston Boulevard and Markham Street.
 - Net parking impact = +8 spaces.



Bloor Street to College Street | Planned

Phase 2: 2023
Target Date: Spring



If you cycle:

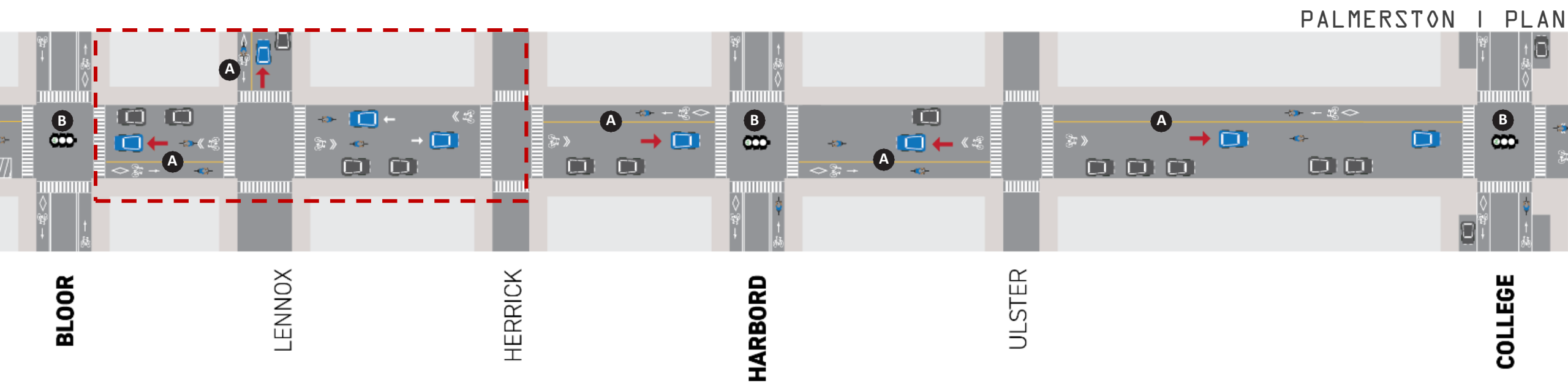
Cycling allowed in both directions on Palmerston Boulevard and Lennox Street:

- A** Contra-flow bike lanes added to Palmerston Boulevard from Bloor Street to Lennox Street and from Herrick Street to College Street; on Lennox Street from Markham Street to Palmerston Boulevard.
- B** New bike signal heads added at Bloor Street, Harbord Street, and College Street intersections along Palmerston Boulevard.



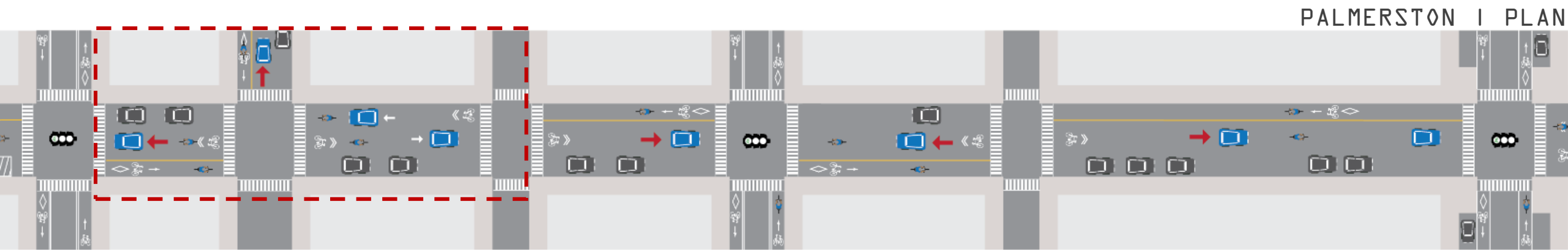
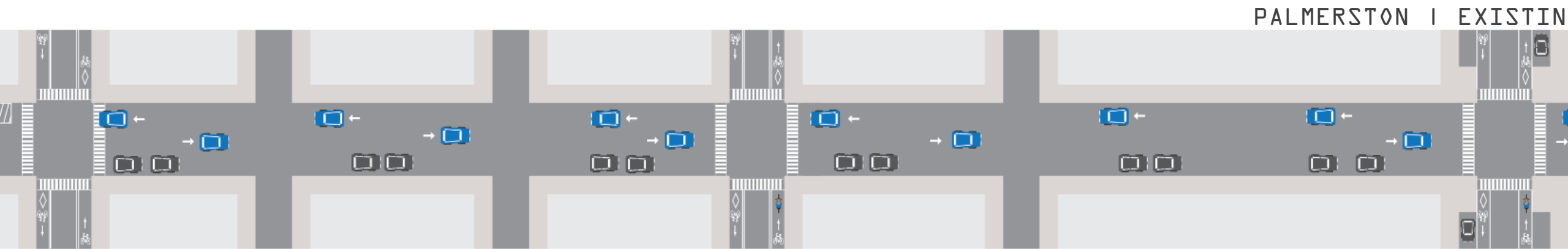
If you walk:

- Pavement markings for pedestrian crossings converted to zebra markings at multiple locations.



Bloor Street to College Street | Planned

Phase 2: 2023
Target Date: Spring



BLOOR

LENNOX

HERRICK

HARBORD

ULSTER

COLLEGE

- To address community concerns about motor vehicle volumes and road user safety Transportation Services is proposing changes to Lennox Street:
 - Introduce a one-way block on Lennox Street, between Palmerston Boulevard and Markham Street, permitting eastbound motor vehicle movements.
 - Introduce a contra-flow bike lane on Lennox Street, between Palmerston Boulevard and Markham Street, permitting westbound cycling movements.
- The changes were determined to best achieve the goal of mitigating motor vehicle through-traffic associated with new development, while maintaining safety, mobility and access for residents of neighbourhood streets.

Lennox Street | Changes

Phase 2: 2023
Target Date: Spring



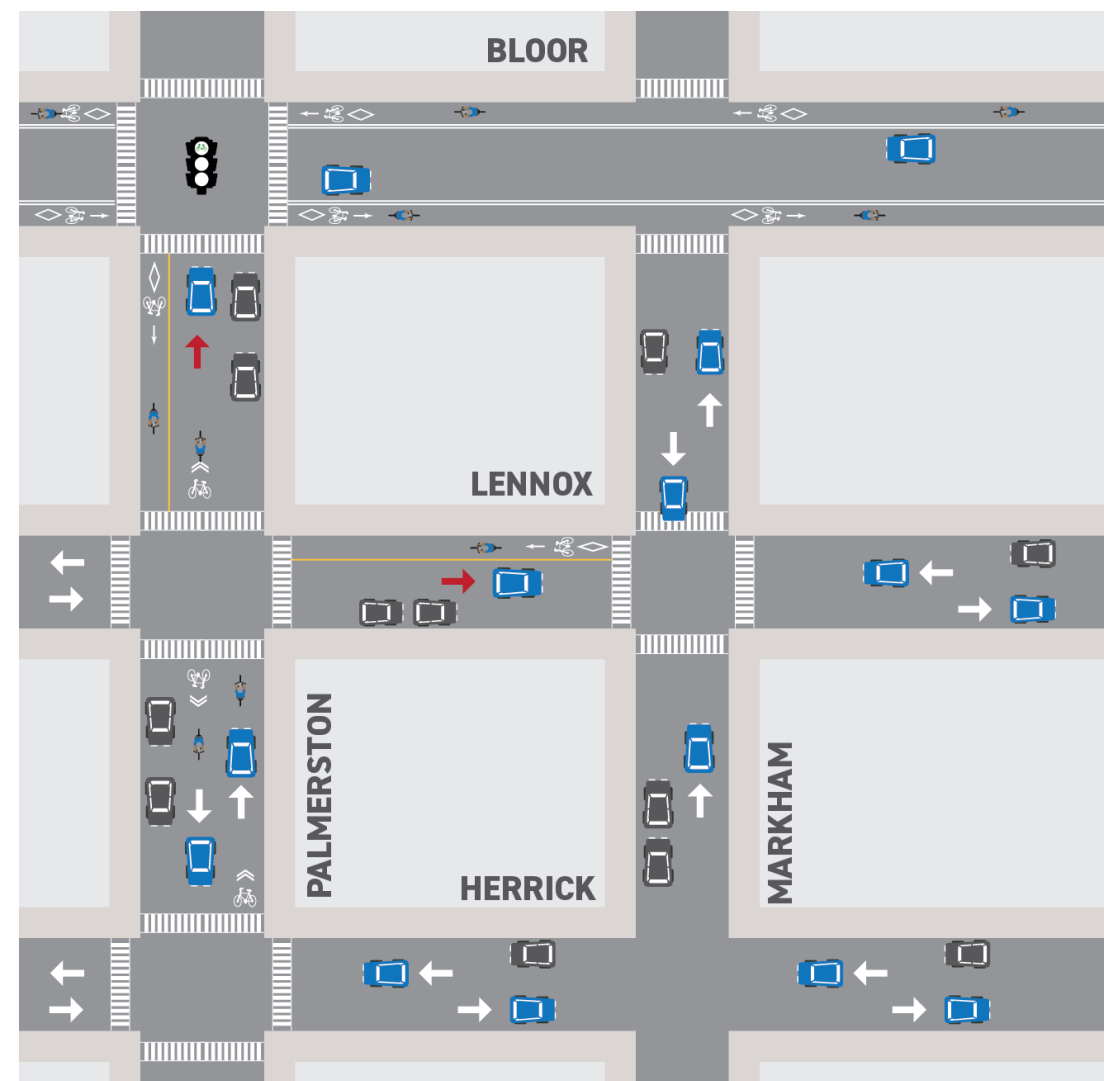
If you drive or park on the street:

- Eastbound motor vehicle movements will be permitted on Lennox Street between Palmerston Boulevard and Markham Street.
- Permit parking and car-share parking will be made permanent on the south side of Lennox Street



If you cycle:

- Eastbound and westbound cycling movements will be maintained on Lennox Street between Palmerston Boulevard and Markham Street.



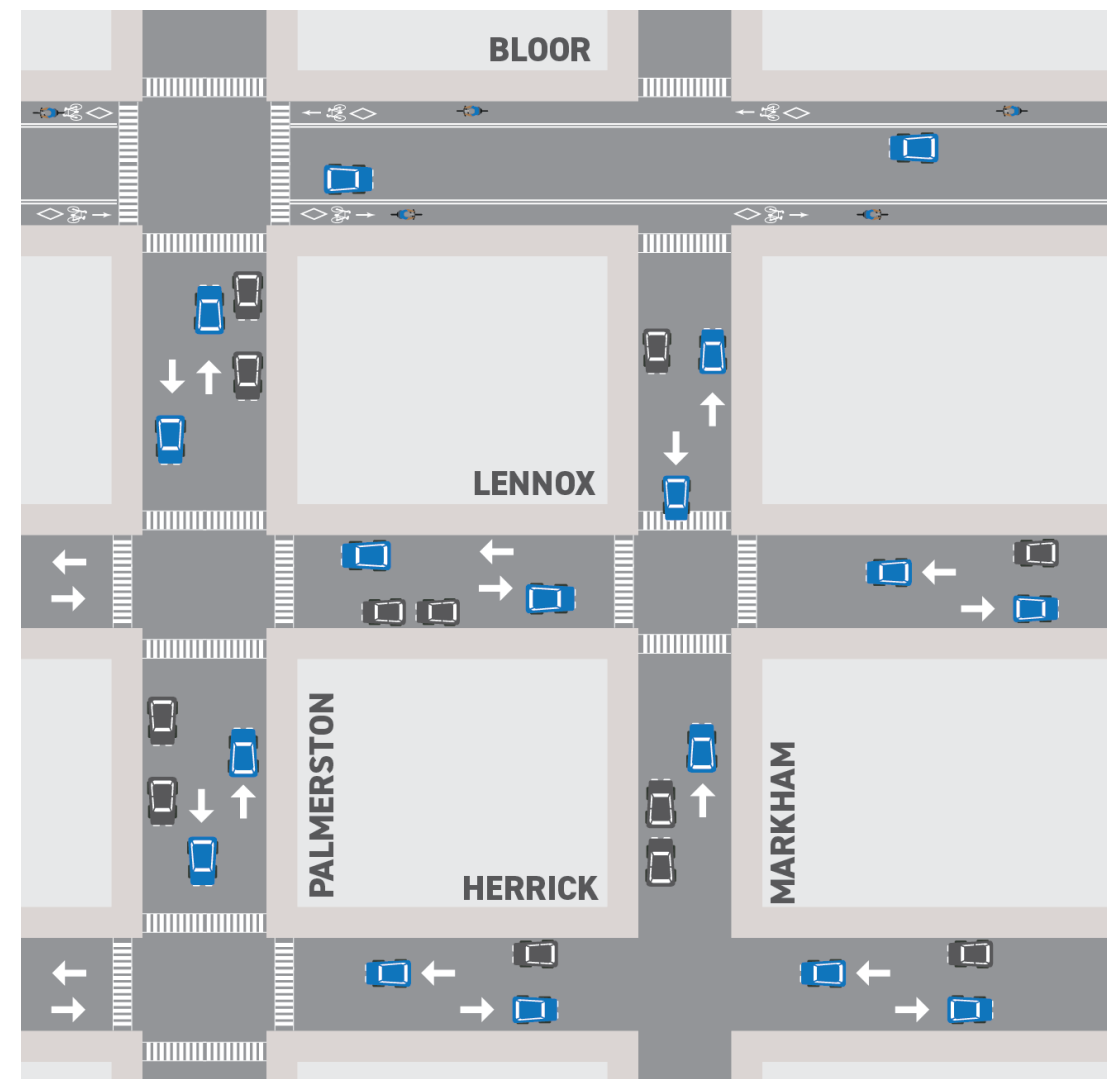
PROPOSED CHANGES

Lennox Street | Bylaws

Phase 2: 2023
Target Date: Spring

Required bylaw changes:

- No Stopping on the north side of Lennox Street between Palmerston Boulevard and Markham Street.
- Compulsory right turns for motor vehicles travelling westbound between Markham Street and Bathurst Street
- Motor vehicles travelling northbound and southbound on Markham Street will be prohibited from turning left and right turns on Lennox Street, respectively.
- All parking will be made permanent on the south side of Lennox Street.



EXISTING CONDITIONS

Intersection treatment at Lennox Street and Markham Street:

- For a one-way street with a contra-flow bike lane traveling in the opposite direction of motor traffic the “bicycles excepted” sign is utilized. This will tell drivers that they cannot legally travel westbound along Lennox Street between Palmerston Boulevard and Markham Street. It allows people cycling to use the designated contra-flow facility.



Example of “Bicycles Excepted” Sign

An image of a “Bicycles Excepted” sign on a one way street with a contra flow bike lane.

Palmerston Boulevard: Bloor to Herrick + Lennox Street | Next Steps



- The delivery of the change on Lennox Street will be delivered as part of the 2023 Palmerston Cycling Connections Project.
- Proposed changes will be presented at the July meetings of Infrastructure & Environment Committee and City Council.

Palmerston Avenue: College Street to Queen Street

College Street to Queen Street

Phase 1: July-September 2022
Target Date: Early July

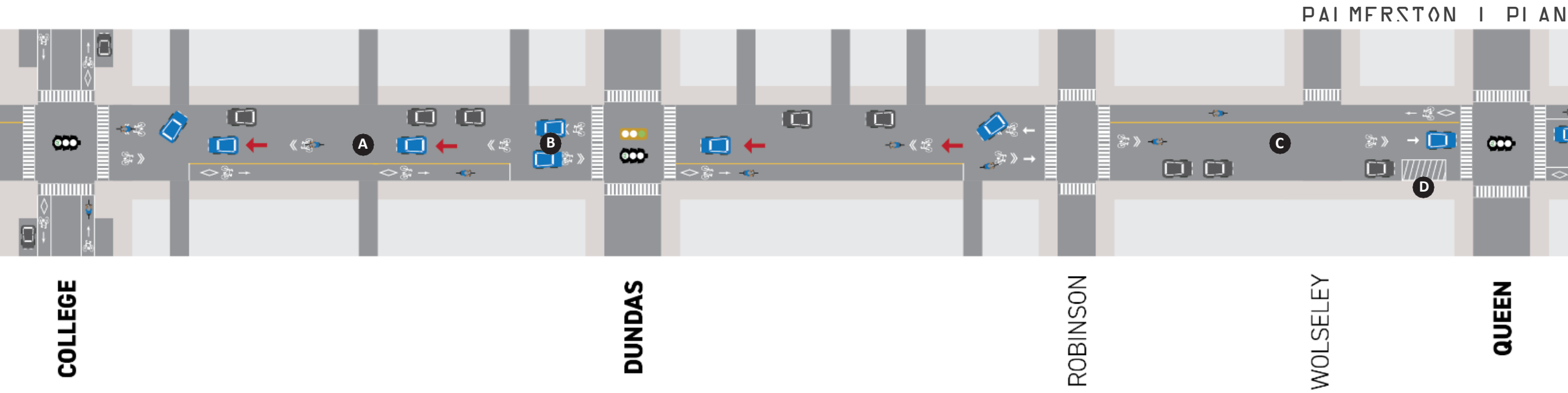


If you drive or park on the street:



One-way conversions:

- A** Palmerston Avenue between the first laneway south of College Street and the first laneway north of Dundas Street converted to one-way northbound.
 - B** Palmerston Avenue between Dundas Street and the first laneway north of Dundas Street converted to two-way.
 - C** Palmerston Avenue between Dundas Street and the first laneway north of Robinson Street converted to one-way northbound.
 - D** Curbside loading space on west side north of Queen Street.
- Permit parking hours remain unchanged.
 - Parking made permanent on the east side from College Street to Robinson Street.
 - Net parking impact = -4 spaces.
 - Pedestrian crossover (PXO) converted to full traffic signal at Dundas Street.



College Street to Queen Street

Phase 1: July-September 2022
Target Date: Early July



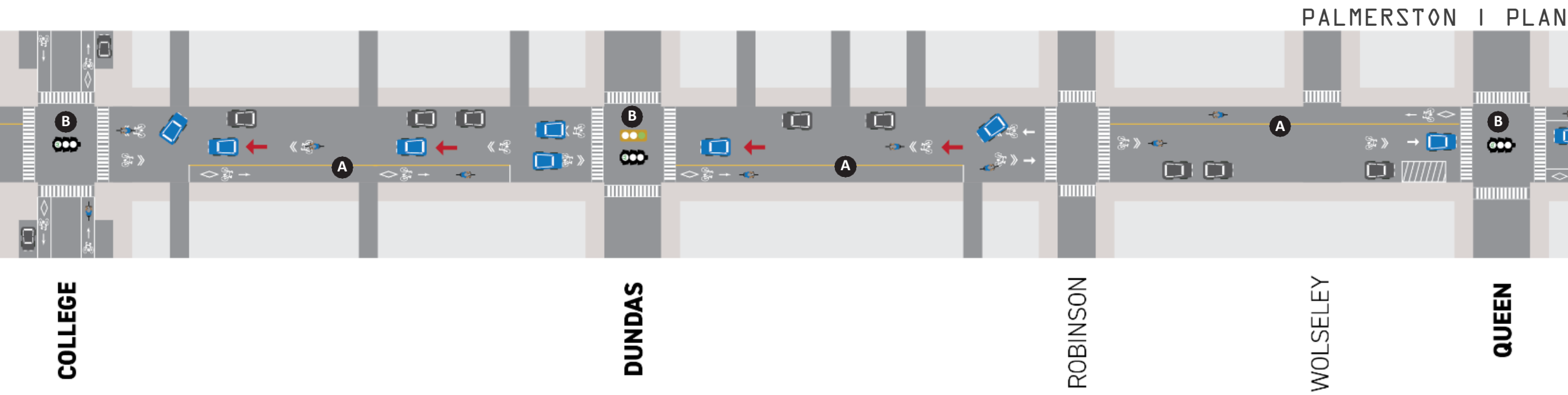
If you cycle:

- Cycling allowed in both directions on Palmerston Avenue.
- Shared-lane wayfinding markings added between College Street and the first laneway south of College Street; from Dundas Street to the first laneway to the north; from Robinson Street to the first laneway to the north.
- Contra-flow bike lanes added to Palmerston Avenue from the first laneway south of College Street to the first laneway north of Dundas Street; from Dundas Street to the first laneway north of Robinson Street; from Robinson Street to Queen Street.
- New bike signal heads added at College Street, Dundas Street and Queen Street.



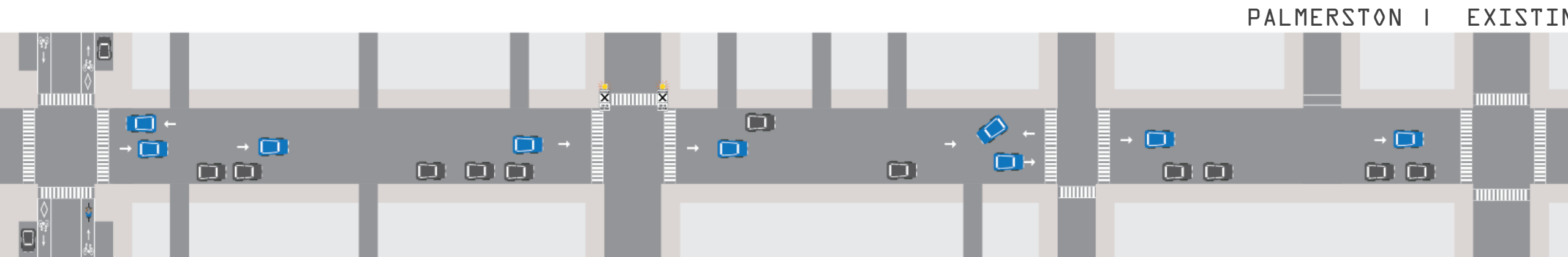
If you walk:

- Pavement markings for pedestrian crossings converted to zebra markings at multiple locations.
- Pedestrian crossover (PXO) converted to full traffic signal at Dundas Street, formalizing the intersection for improved safety

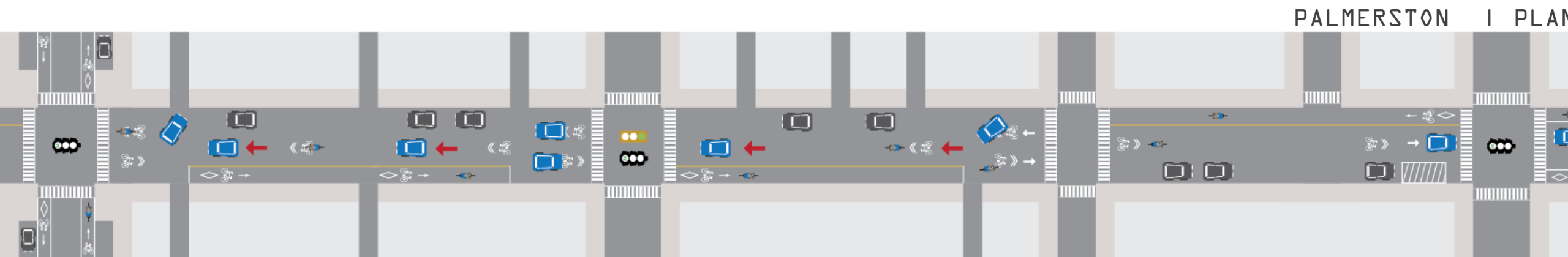


College Street to Queen Street

Phase 1: July-September 2022
Target Date: Early July



PALMERSTON | EXISTING



PALMERSTON | PLANNED

COLLEGE

DUNDAS

ROBINSON

WOLSELEY

QUEEN

Tecumseth Street: Queen Street to King Street & Niagara Street

Queen Street to Niagara Street

Phase 1: July-September 2022
Target Date: Mid July

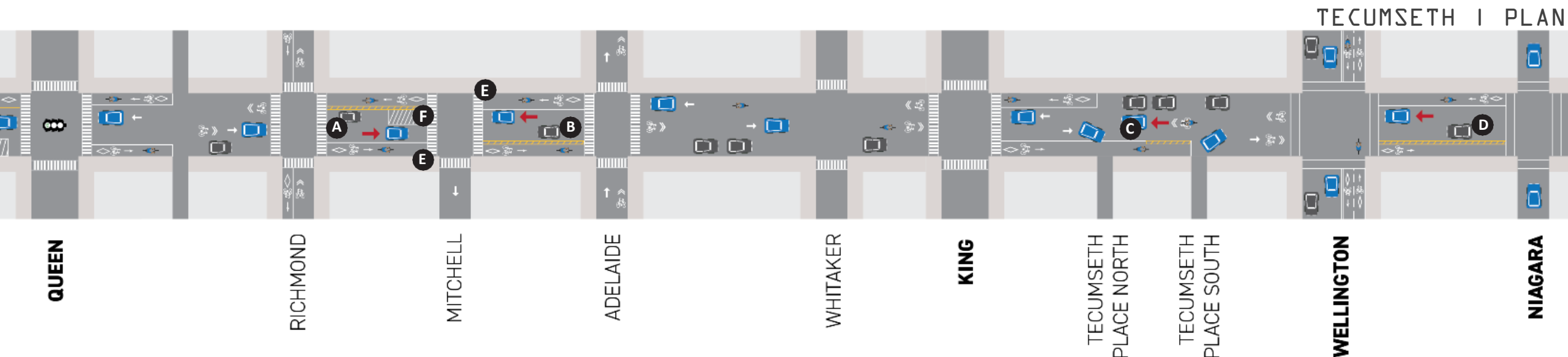


If you drive or park on the street:



One-way conversions:

- Tecumseth Street between Richmond Street and Mitchell Avenue converted to one-way southbound.
- Tecumseth Street between Mitchell Avenue to Adelaide Street converted to one-way northbound.
- Tecumseth Street between Tecumseth Place North and South converted to one-way northbound.
- Tecumseth Street between Wellington Street to Niagara Street converted to one-way northbound.
- New stop controls at Tecumseth Street and Mitchell Avenue.
- Curbside loading space on east side between Richmond Street and Mitchell Avenue.
 - Parking moved to east side from Richmond Street to Mitchell Avenue
 - Net parking impact between Queen Street and Niagara Street = -4 space.



Queen Street to Niagara Street

Phase 1: July-September 2022
Target Date: Mid July



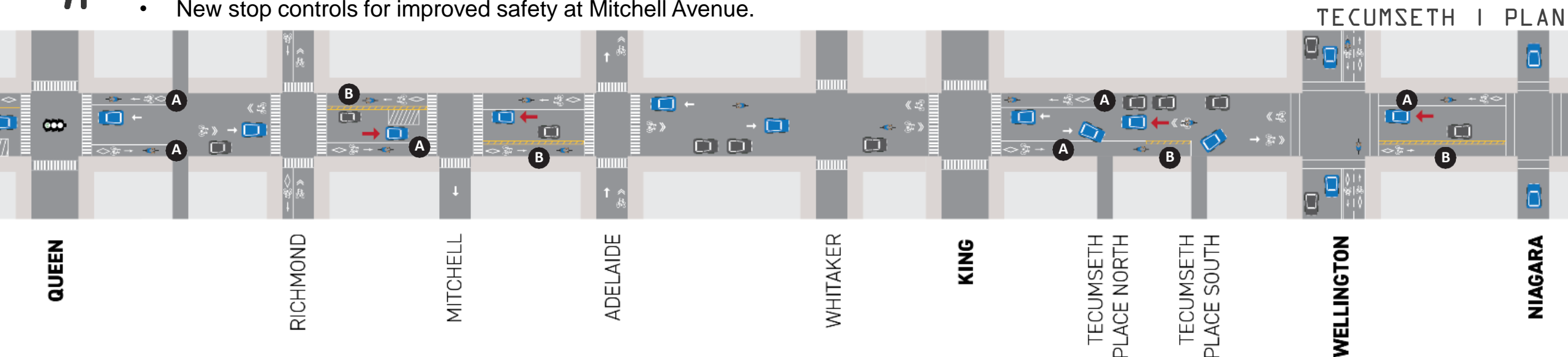
If you cycle:

- Cycling allowed in both directions on Tecumseth Street.
- A** Bike lanes added to Tecumseth Street between Queen Street and the first laneway south of Queen Street; southbound between Richmond Street and Mitchell Avenue; northbound between Mitchell Avenue and Adelaide Street; between King Street and Tecumseth Place North; northbound bike lane from Wellington Street to Niagara Street.
- Shared-lane wayfinding markings added between the first laneway south of Queen Street and Richmond Street; from Adelaide Street to King Street; from Tecumseth Place South and Wellington Street.
- B** Contra-flow cycle tracks (protected bike lanes) added to Tecumseth Street northbound from Richmond Street to Mitchell Avenue; southbound from Mitchell Avenue to Adelaide Street; southbound contra-flow cycle tracks from a point 66 m south of King Street to Tecumseth Place South; from Wellington Street to Niagara Street
- New bike signal heads added at Queen Street.



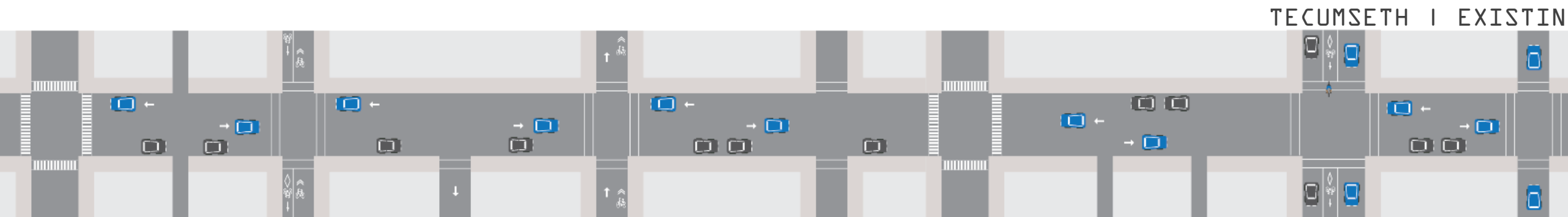
If you walk:

- Additional crosswalks; pavement markings for pedestrian crossings converted to zebra markings at multiple locations.
- New stop controls for improved safety at Mitchell Avenue.

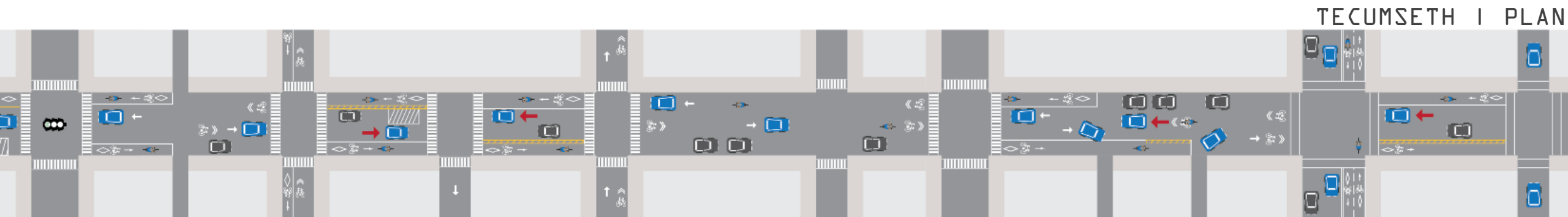


Queen Street to Niagara Street

Phase 1: July-September 2022
Target Date: Mid July



TECUMSETH | EXISTIN



TECUMSETH | PLAN

QUEEN

RICHMOND

MITCHELL

ADELAIDE

WHITAKER

KING

TECUMSETH
PLACE NORTH

TECUMSETH
PLACE SOUTH

WELLINGTON

NIAGARA

What to expect during installation

The City's contractors will complete the following work:

- Temporarily relocate or remove on-street parking during overnight installation
- Residents affected by temporary parking removals will be notified separately
- Remove existing pavement markings and install new markings

Friendly towing (free of charge), as needed:

- Segments with traffic flow modifications will receive flyers close to the install date to avoid unnecessary towing
- Please call 416-808-2222 if you have issues locating a towed vehicle.

If you experience a disruption, have a specific access need or related accommodation request, please inform the City:

- Dominic Cobran 416-338-2986, Dominic.Cobran3@toronto.ca
- Karina Fortin 416-392-3122, Karina.Fortin@Toronto.ca

Digital mapping software companies have been notified of the changes.

What to expect after installation



Bike Share Station



Bike Share user

Monitoring, Maintenance and Upgrades



Monitoring

Multi-modal volumes, speeds and area travel times will be collected.

Maintenance

On-going maintenance during all seasons.

Upgrades

New Bike Share stations.
Bundle improvements when civil work is planned on the corridor.



Buffered bike lane with snow at the curb

Next Steps

Member's Motion to Infrastructure & Environment Committee

July 7, 2022

Phase 1 Installation

July to September 2022

Phase 2 Installation

Spring 2023



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

During the installation period, please contact:

Karina Fortin, Senior Project Manager

karina.Fortin@Toronto.ca

416-392-3122