

Palmerston-Tecumseth Cycling Connections **Public Consultation Report**

November 29, 2021

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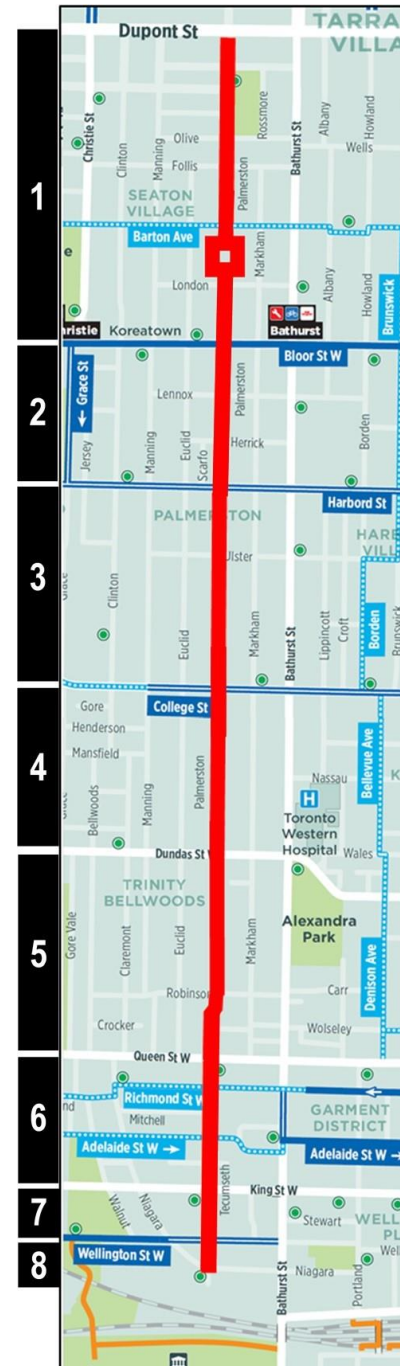
Overview

Project Summary

The City of Toronto is proposing cycling, pedestrian, and road safety upgrades on Palmerston Avenue, Palmerston Square and Palmerston Boulevard as well as Tecumseth Street. The proposed bike lanes, contra-flow bike lanes, cycle tracks, and wayfinding markings would expand the local cycling network and connect to the bikeways on Bloor Street West, Harbord Street, College Street, Richmond Street, Adelaide Street West, and Wellington Street West.

The proposed traffic changes include modifications to the direction of certain blocks to enable the new bikeways and reduce through traffic, while maintaining local access, as well as a reduced number of on-street parking spaces in some locations.

This report summarizes the consultation activities that occurred from October 14, 2021 – November 23, 2021 and the feedback received during that period.



Map 1: Study Area

Notification

A variety of methods were used to notify stakeholders and members of the public about feedback opportunities:

- Project Website: <https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/palmerston-tecumseth-cycling-connections/>
- Canada Post direct mail-out of the printed notice (20,192 addresses in study area), mailed on October 12, 2021
- Email to stakeholder list, including residents associations, community groups, organizations, institutions and elected officials (49 contacts). Individuals who requested to be part of the project mailing list, were added.
- In-person visits to 6 local businesses directly impacted by the proposed bike lanes.

Activities

The following activities took place during the consultation period.

Stakeholder Meeting(s)

A virtual stakeholder meeting was held on October 14, 2021 from 6:00 – 8:00 p.m. via Webex Events. More than 30 stakeholders were invited to attend. Representatives from 7 local organizations participated and are listed below:

- Palmerston Area Residents' Association
- Mirvish Village Task Group
- Seaton Village Residents' Association
- Niagara Neighbourhood Now
- Cycle Toronto - University Rosedale
- Cycle Toronto - Spadina Fort York
- Office of Councillor Joe Cressy
- Office of Councillor Mike Layton

The meeting was facilitated jointly by Robyn Shyllit, Supervisor in the Public Consultation Unit and Dominic Cobran, Senior Coordinator in the Public Consultation Unit, and featured presentations on the cycling proposals along the corridor by Karina Fortin, Senior Project Manager, Cycling and Pedestrian Projects, Transportation Services and a presentation on the Mirvish Village Street Network Readiness Assessment from Michelle Berquist, Senior Manager, Area Transportation Planning, Transportation Services. Opportunities for questions and feedback followed the presentations. Participants were provided with comment forms to record feedback during the meeting, or send in submissions afterwards, and a note taker recorded minutes.

There were also the following one-on-one meetings held with businesses based on how the project would impact them:

- West Queen West BIA on October 29, 2021
- North of Brooklyn Pizzeria on November 11, 2021

An on-site meeting was also requested between the project team and residents living at Palmerston Square on November 23, 2021 to address safety and other concerns. The meeting was facilitated by Dominic Cobran and Karina Fortin, with 7 residents in attendance.

Public Information Materials

The public event took place on October 20, 2021 from 6:00 – 8:30 p.m. on Webex Events, and was attended by 108 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on October 19, 2021, and hard copy materials were available upon request.

Online Feedback Form

To provide additional feedback opportunity, an online form hosted on Checkmarket was available from October 20, 2021 to November 3, 2021, and received 364 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The comment form included background information on the project, and asked optional demographic questions, followed by 9 project specific questions summarized below. The questions provided opportunity for multi-choice or multi-select responses, in addition to open ended comment boxes.

Participants were asked to indicate if they supported the proposed changes in the following segments:

Palmerston Avenue between:

- Dupont Street and Bloor Street
- Dundas Street and Queen Street

Tecumseth Street between:

- Queen Street and King Street

Participants were asked to indicate their level of support for the following segments:

Palmerston Avenue between:

- Bloor Street and Harbord Street
- Harbord Street and College Street
- College Street and Dundas Street

Tecumseth Street between:

- King Street and Wellington Street
- Wellington Street and Niagara Street

Participants were also asked to share additional comments about the project and comment on at least 1 segment.

Additional Feedback Received

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 144 comment submissions were received via email between October 8, 2021 and November 23, 2021. Included in this were three formal letters. Additionally, two phone calls were received. All comments were recorded and reviewed for consideration and response by the project team.

Feedback Summary

Stakeholder Meeting- October 14, 2021

During the stakeholder meeting, participants asked questions, provided feedback on the options and provided general comments on the proposed project, summarized below.

Topic	Question and Comment Summary
Congestion	• The proposed design will cause cars to divert to laneways and other overwhelmed streets including Bathurst St and Bloor St • There is already little vehicular traffic at Palmerston Sq, so reassess if bike lanes are needed as a traffic calming measure
Support for proposed bikeways	• The proposal will make commuting the corridor feel safer
Connection to other projects	• Needs to connect to the Mirvish Village transportation study • Plan for traffic flow in and out of the Mirvish Village development
Impact to business	• Will negatively impact business operations between Queen St and Richmond St
Parking loss	• Parking is already a challenge along the corridor • Plans need to be put in place to deal with lost parking
Pedestrian safety	• Prioritize the safety of people walking. • Ensure that there is signage for road users as well as enforcement of bikers, drivers.

Stakeholder Comments via Email

A total of 9 comment submissions were received via email from stakeholders listed and summarized below:

- Cycle Toronto- Spadina Fort York
- Cycle Toronto- University-Rosedale
- Palmerston Area Residents' Association
- Boys' and Girls' Club (BGC)
- Susan Hobbs Gallery
- Thomas Payne Architect Inc
- Birch Contemporary
- Resident from the disabled community

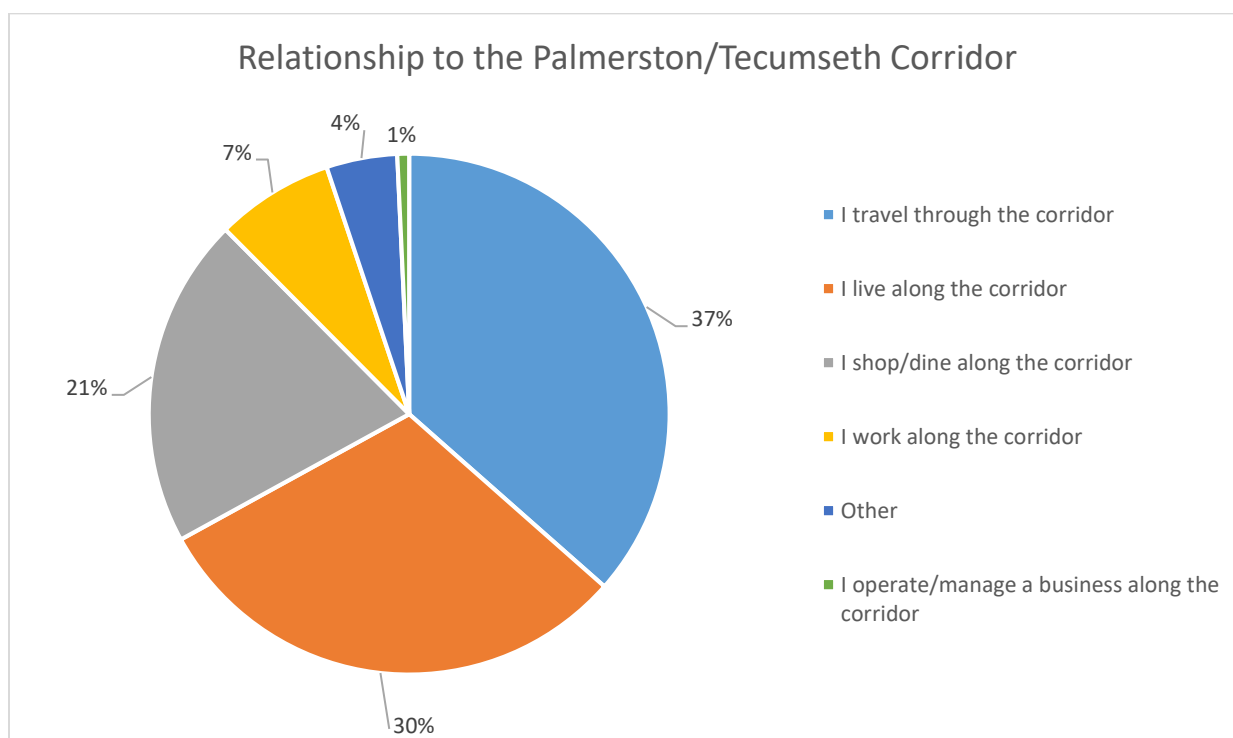
Topic	Comment Summary
Impact to traffic	Investigate the impact to the Boys' and Girls' Club- St. Alban's daycare pickup
Safe options for cyclists	7a option does not prevent vehicles from stopping in the bike lane
Impact to business operations	- Deliveries between Queen St and Richmond St will be impacted - Businesses rely heavily on access to two-way traffic to receive customers picking up items

Online Comment Form/Survey

Responses received to each question in the online comment form are described in this section.

Demographics

Which of these options best describe your relationship to the Palmerston/Tecumseth corridor?

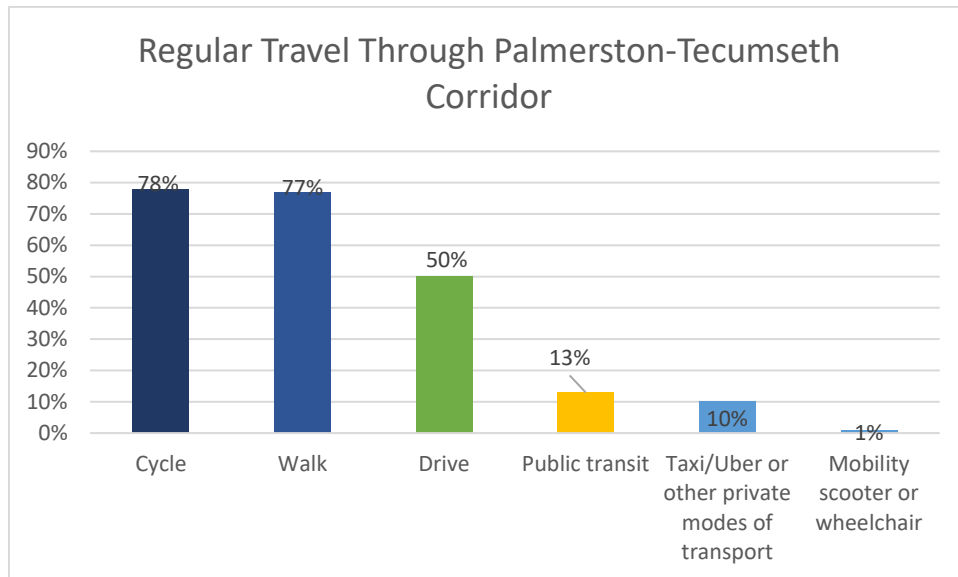


A total of 345 respondents completed the question. The majority of respondents travel through the corridor.

Additional relationships that were listed are included in the table below:

- Interest in the improvements
- Children attend school/daycare along the corridor

How do you regularly travel along the Palmerston/Tecumseth corridor?



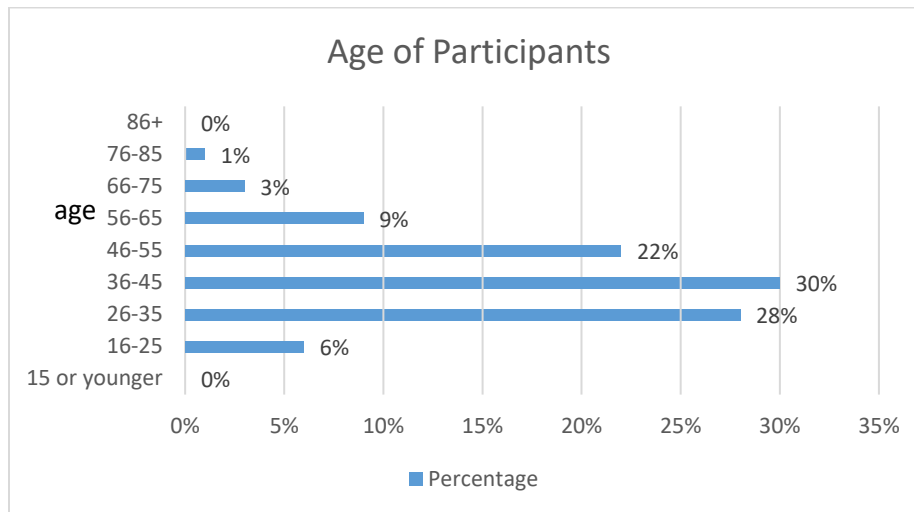
A total of 345 responses were received to question 2. A total of 78% of respondents' cycle through the corridor and 77% walk. 50% of respondents drive through the corridor.

Questions 3, 4 and 5 asked respondents to list the gender, age and postal code. Below are the results:

Gender

There were 345 responses, with a majority (47%) of respondents identifying as male. 44% of respondents identify as female with 5% not identifying their gender.

Age



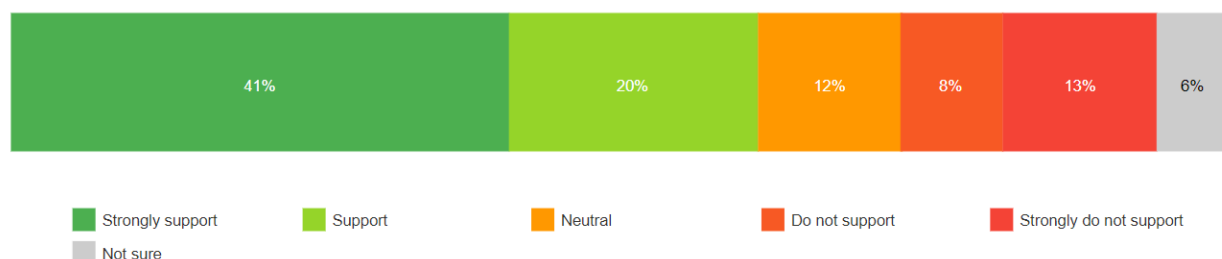
Based on the responses, 30% of participants are between ages 36-45, with 28% between ages 26-35 and 22% between ages 46-55.

Postal Code

The results of the survey indicate that a significant majority of participants are from postal code M6G, which M6J and M5V also accounting for a high area of concentration of participants.

Segment Questions

Do you support the proposed changes on Palmerston Avenue between Dupont Street and Bloor Street?



A total of 323 responses were received to question 6, with 61% of respondents either strongly supporting or supporting the proposed changes, 12% neutral, 21% who either strongly do not or do not support, and 6% who do not know.

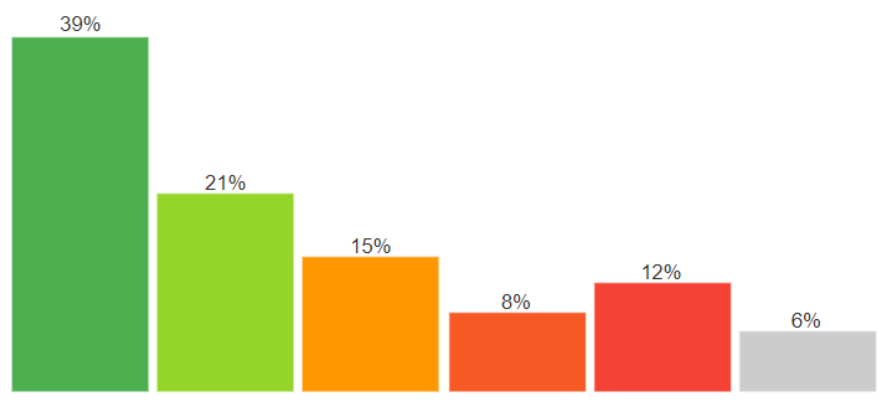
Additional comments received to question 6 are summarized in the table below:

Topic	Comment Summary
Safety	- Cyclists are already speeding - Kids at the nearby school might be at risk of getting hurt by speeding bikes - This proposal will make me feel safer when I bike with my kids - Separated/dedicated bike lanes are the safest option

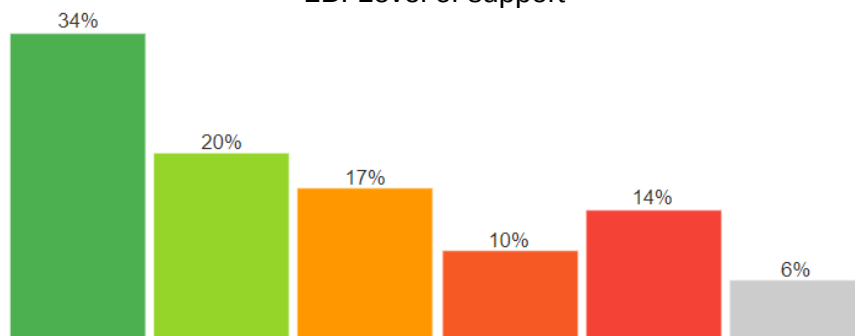
	- There is no sidewalk in the square - adding bike lanes will make it dangerous for people walking
Parking	- Taking away parking spots for residents will create a lot of tension - Parking is already limited
Cycling Infrastructure	- Strongly support more cycling infrastructure
Disruption to street	- Street is narrow and cannot accommodate any more traffic - Traffic is already congested
Other	- Traffic flow impact assessment along the corridor must be undertaken before implementation

Do you support the proposed changes on Palmerston Avenue between Bloor Street and Harbord Street?

2A: Level of support



2B: Level of support



2B

■ Strongly support
 ■ Support
 ■ Neutral
 ■ Do not support
 ■ Strongly do not support
 ■ N/A

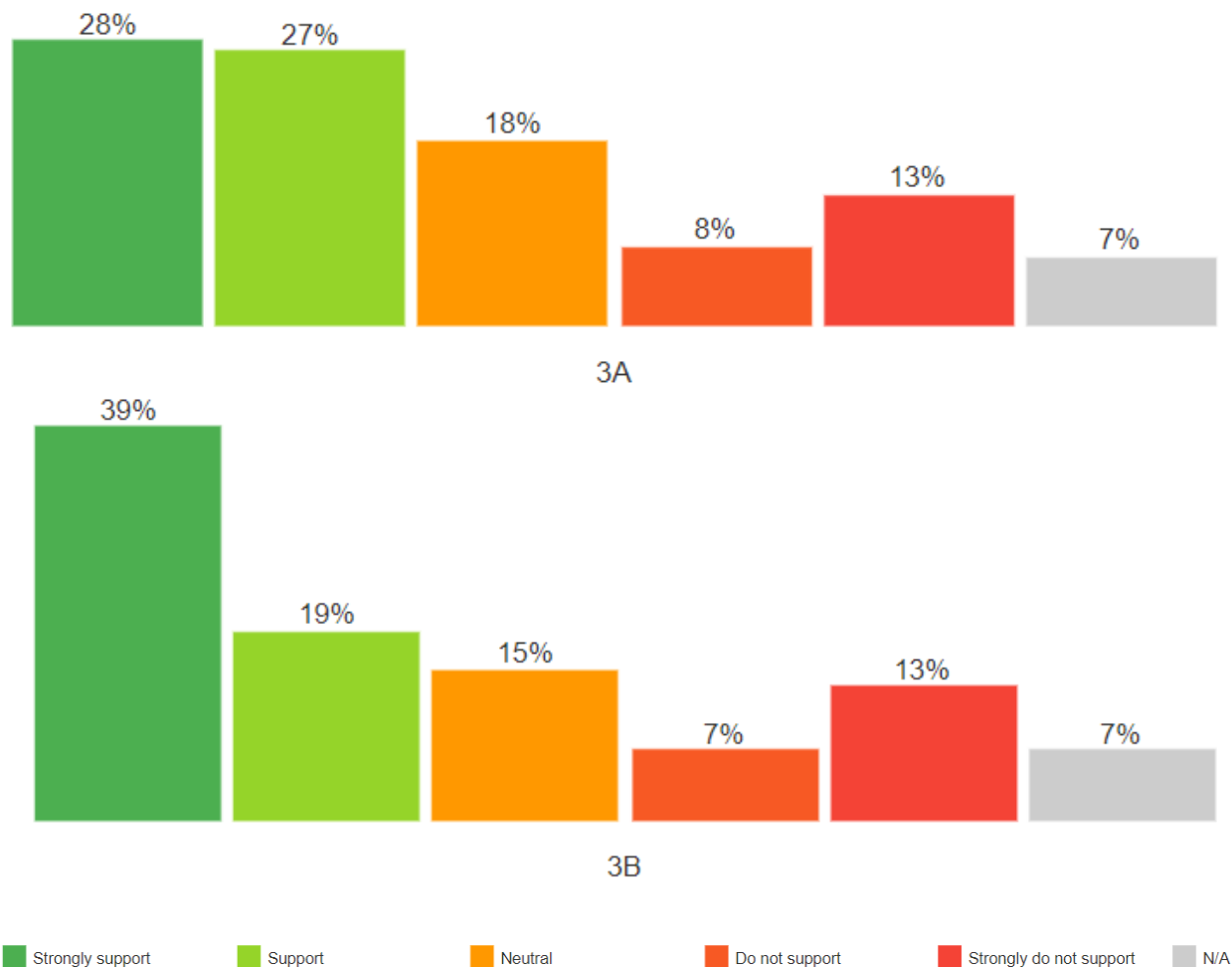
A total of 308 responses were received to question 7, with 60% either strongly supporting or supporting option 'a', 15% neutral, 20 % either strongly not or not supporting and 6% unsure.

For option 'b', 54% either strongly support or support the proposal, 17% are neutral, 24% either strongly do not or do not support and 6% are unsure.

Additional comments are summarized in the table below:

Topic	Comment Summary
Bikeway Type	• Sharrows are not adequate • Dedicated bike lanes/contra-flow lanes are preferred
Traffic calming	• This proposal is an excellent traffic calming measure in addition to increasing bike safety
Traffic Flow	• Palmerston should maintain 2-way traffic • Traffic increases will occur around the area • One-way traffic is safer
Other	• The frequent design changes are confusing • People cycling need to obey rules of the road, including stopping and slowing down

Do you support the proposed changes on Palmerston Avenue between Harbord Street and College Street?



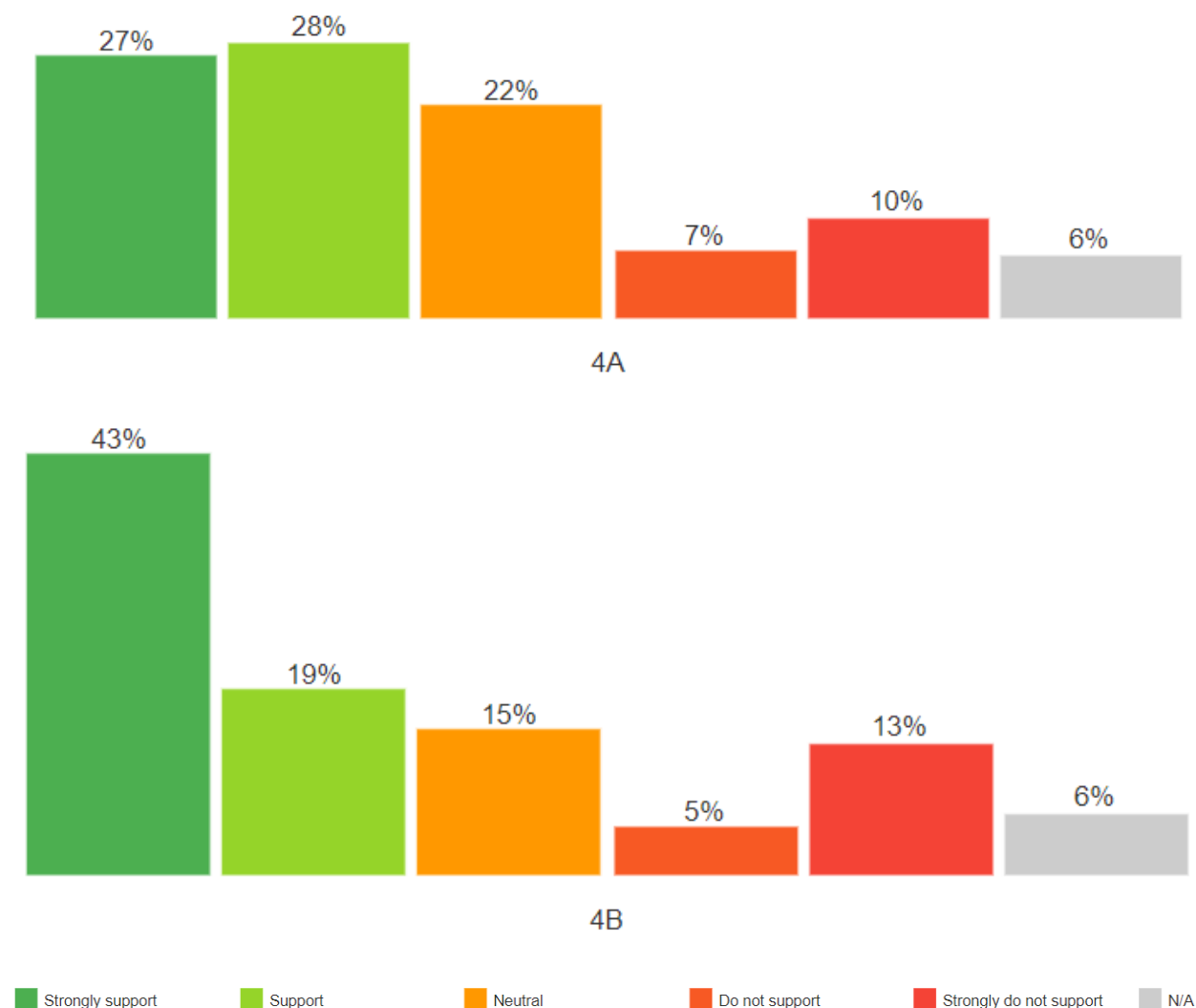
A total of 298 responses were received to question 10, with 55% either strongly supporting or supporting option 'a', 18% neutral, 21% either strongly not or not supporting and 7% unsure.

For option 'b', 58% either strongly support or support the proposal, 15% are neutral, 20% either strongly do not or do not support and 7% are unsure.

Additional comments are summarized in the following chart:

Topic	Comment Summary
Traffic flow	• Maintain two-way traffic • This proposal will cause traffic congestion • Do not change driving directions every few blocks • Complete a traffic flow study
Cycling Facilities	• Protect or separate bike lanes from cars
Other	• Make this section southbound

Do you support the proposed changes on Palmerston Avenue between College Street and Dundas Street?



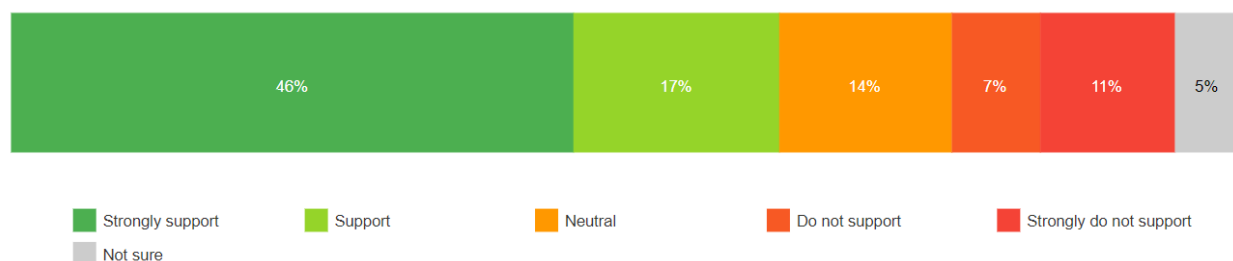
A total of 294 responses were received for question 12, with 55% either strongly supporting or supporting option 'a', 22% neutral, 17% either strongly not or not supporting and 6% unsure.

For option 'b', 52% either strongly support or support the proposal, 15% are neutral, 18% either strongly do not or do not support and 6% are unsure.

Additional comments are summarized in the table below:

Topic	Comment Summary
Traffic	- Traffic will be increased in the laneways with option 'b' - Adding traffic reversal will make traffic problem worse
Accessibility	- Make the route consistent for vulnerable users - Traffic signal needed at Palmerston and Dundas
Cycling Facility	Protected bike lanes should be included in this segment

Do you support the proposed changes on Palmerston Avenue between Dundas Street and Queen Street?

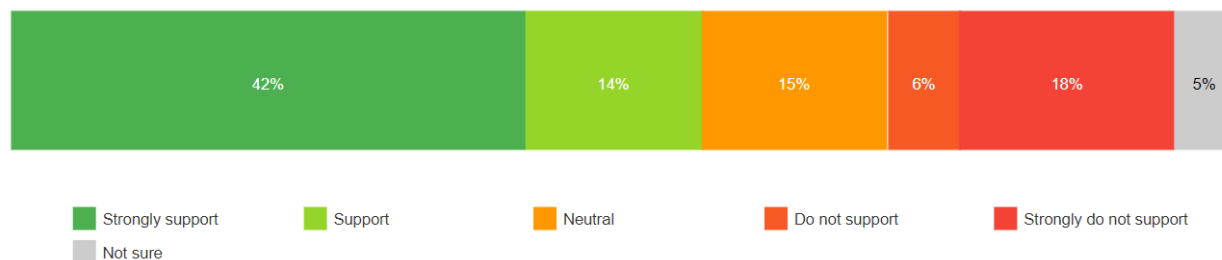


A total of 292 responses were received for question 14, with 65% either strongly supportive or supportive of the proposed changes, 14% neutral, 18% either strongly not or not supportive and 5% unsure.

Additional comments are summarized in the following chart:

Topic	Comment Summary
Parking	- Make parking on the west side is a safe option - More people will be looking to park on Markham Street as a result of parking losses on Palmerston Avenue
Traffic Flow	- Having different traffic flows in each block will pose a problem - Any option that reduces the amount of merging and side-switching for cyclists would be supported - This will make the already difficult traffic problems on Markham Street and Euclid Street worse
Cycling Facility	- Contra-flow lane on the east side with southbound one-way traffic is safe - Sharrows are dangerous and do not work

Do you support the proposed changes on Tecumseth Street between Queen Street and King Street?

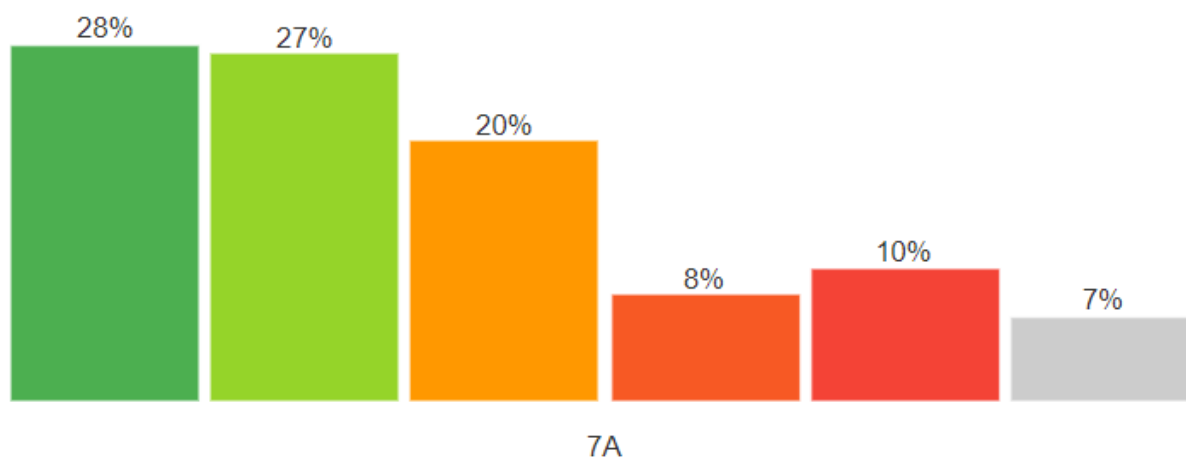


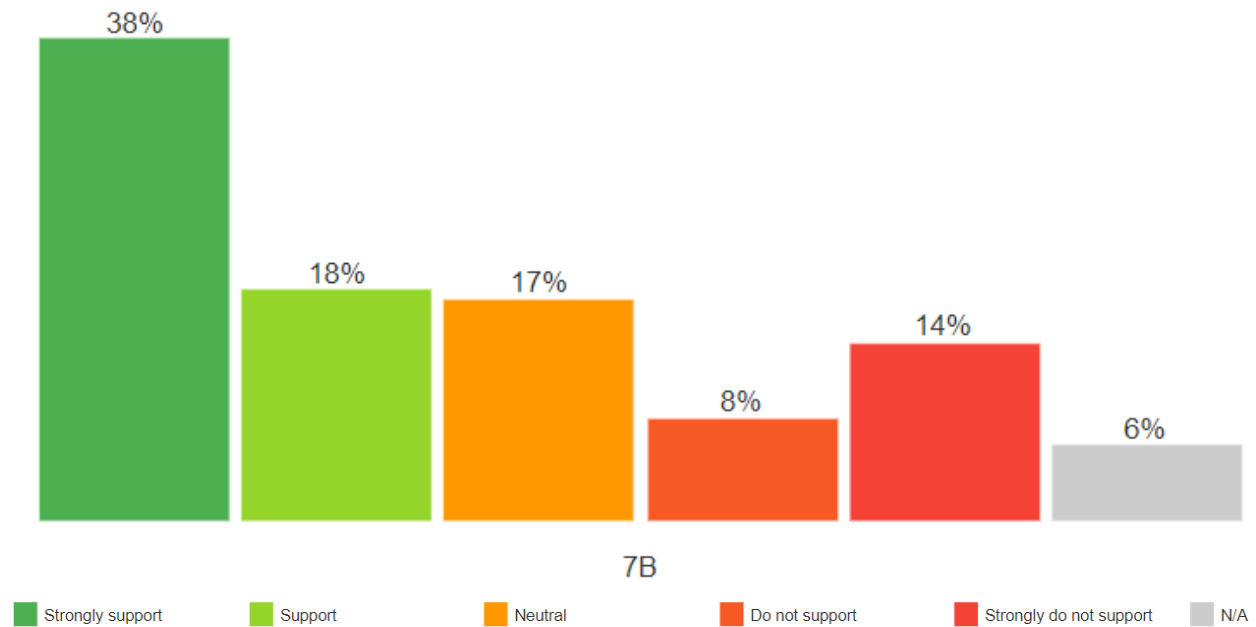
A total of 290 responses were received for question 16, with 56% either strongly supportive or supportive of the proposed changes, 15% neutral, 24% either strongly not or not supportive and 5% unsure.

Additional comments are summarized in the table below:

Topic	Comment Summary
Traffic impacts	• Traffic flow assessment should be done prior to implementation • Removing northbound traffic flow will result in congested surrounding streets • Mitchell Street is a small street and will be impacted by cars turning there
Parking	• Cannot afford to lose parking in this area as it is already a challenge
Cycling Facilities	• Sharrows will not work, protected bike lanes needed • Contraflow lanes and one way traffic would be safer
Other	• The breaking up of traffic flow in the area and having many different configurations are confusing and can cause accidents • Transitions need to be clearer

Do you support the proposed changes on Tecumseth Street between King Street and Wellington Street?





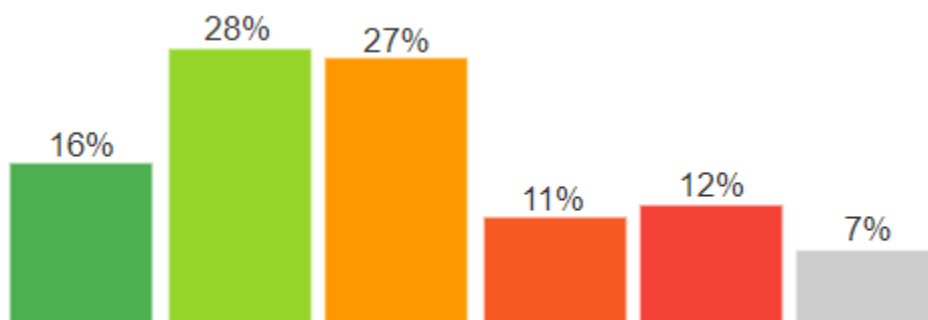
A total of 289 responses were received for question 18, with 55% either strongly supportive or supportive of the proposed changes in option 'a', 20% neutral, 18% either strongly not or not supportive and 7% unsure.

For option 'b', 56% were either strongly supportive or supportive of the proposed changes, 17% neutral, 22% either strongly not or not supportive and 6% unsure.

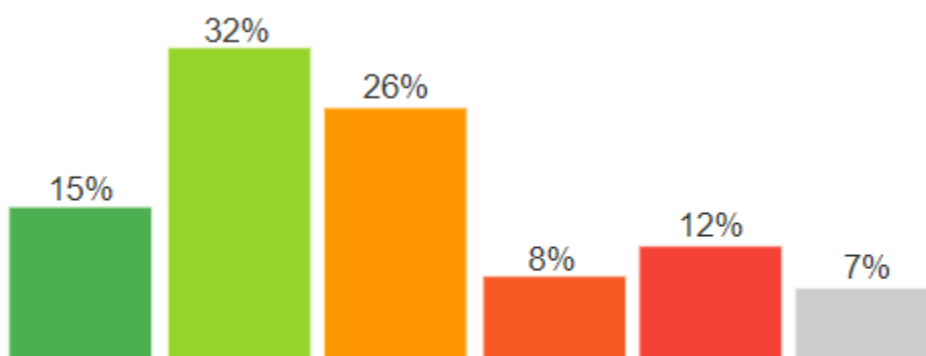
Additional comments are summarized in the following chart:

Topic	Comment Summary
Congestion	- There is an existing congestion problem and the proposal will cause more traffic congestion - Volume of cars will be pushed to alleyways, making it more noisy and unsafe
Separation of lanes	- This segment is one of the few areas where consistent separation of vulnerable users is a viable option - Protected bike lanes should be added along this portion
Safety	- The school needs to be consulted; children are dropped off on the side streets and corners - Safety of kids is a concern; bikers do not stop
Other	- One-way traffic at Niagara Street will cause congestion - Add speed bumps to slow down cars - Neighbourhood parking ought to be maintained

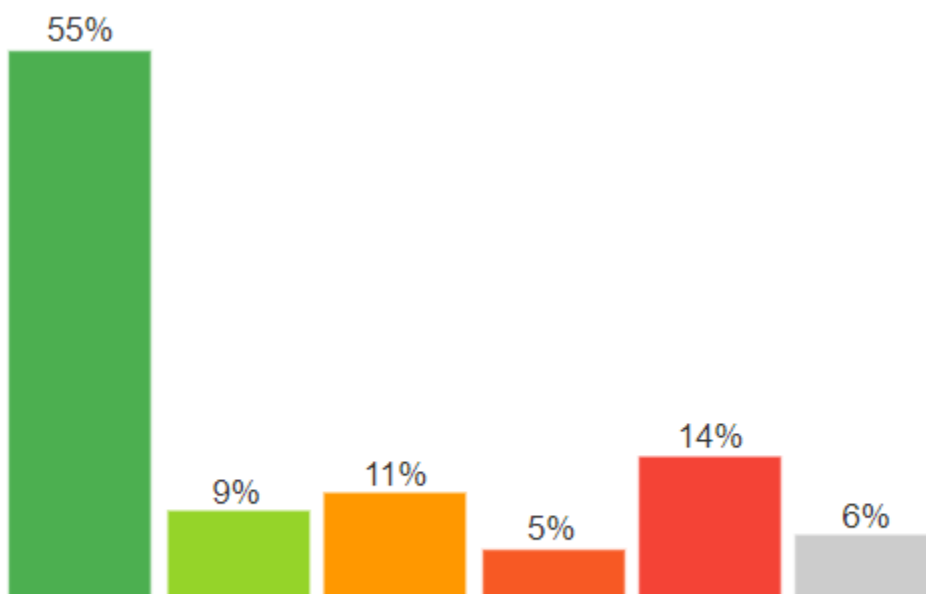
Do you support the proposed changes on Tecumseth Street between Wellington Street and Niagara Street?



8A



8B



8C

Strongly support Support Neutral Do not support Strongly do not support N/A

A total of 285 responses were received for question 20, with 44% either strongly supportive or supportive of the proposed changes in option 'a', 27% neutral, 23% either strongly not or not supportive and 7% unsure.

For option 'b', 47% were either strongly supportive or supportive of the proposed changes, 26% neutral, 20% either strongly not or not supportive and 7% unsure.

For option 'c', 64% were either strongly supportive or supportive of the proposed changes, 11% neutral, 19% either and 6% unsure.

Additional comments are summarized in the following chart:

Topic	Comment Summary
Parking loss	• Parking spaces are critical. Consider doing away with temporary parking permits • Place parking on east side
Cyclist Safety	• 8A can result in instances of dooring • Protective barriers should be added for safety of cyclists
Other	• Do not change the existing arrangements • Changing street directions from block to block for cars can reduce traffic congestion and lower speed • Single direction vehicular traffic is safer for all

Public Comments

Comments received via phone/email from members of the public are summarized in the table below:

Topic	Comment Summary
Safety concerns	- Palmerston Square has a lot of families with young children. There are no existing sidewalks and kids have to get to school. Putting bike lanes on the outer section of the square is dangerous. - Adding more bike lanes can mean more traffic being pushed onto neighbouring streets where schools are, posing a challenge for children's safety. - Cyclists do not obey road signs and create problems for pedestrians.
Preserving Palmerston's charm	- The proposal does not take into consideration the many older folk who live in this area. Palmerston is also unique and historical and should be left untouched. - The tree at Palmerston Square is loved and should be preserved.
Impact of bike lanes on business operations	- Many businesses receive packages from delivery services and many also rely on customers to come and pick up goods and services. - Proposed bike lanes between Queen Street and Richmond Street would impact deliveries and the conversion from two-way to one-way means that deliveries will have to make detours to access businesses.
General support (sent via chain email)	I live near the Palmerston-Tecumseth cycling route and I'm excited about the cycling and road safety improvements being proposed! It will make it easier to safely ride a bike around the neighbourhood and reduce car traffic in our community. Thank you for supporting a healthier, more active, greener city.

Feedback from Site Meeting with Residents of Palmerston Square

Comments received from the November 23, 2021 site meeting between the project team and residents living at Palmerston Square are summarised in the table below:

Topic	Comment Summary
Safety concerns	- Safety is key. - There are 4 blind corners in the square with no sidewalk on the northbound east side and part of the southbound west sides, posing a threat to pedestrians and children who play on the street of the square. - Given that the northbound side of the square experiences lots of foot traffic, consider installing temporary sidewalk solution here, similar to the proposal to add a temporary sidewalk on the west side of the square. - Cars and bicycles continue to drive in the wrong direction, which poses a danger to kids playing on the road. - Vehicles (bicycles especially) do not observe the rules of the road.
Preserving Palmerston's charm	- The tree at Palmerston Square is loved and should be preserved. - If the proposal is approved, residents would like to be further consulted for the design of the temporary sidewalk.

Accessibility	• There are too many entrances and exits in the square. Traffic calming measures should be considered, including bump-outs/islands. • Lighting is inadequate.
Need for Signage	• Signage is needed around the square and must be placed in locations where they can be clearly seen. • Permanent 'children at play' signage is needed in several areas of the square.

Summary of Main Feedback Received

Type of Cycling Facilities

Feedback generally supported the proposed contra-flow bike lanes, bike lanes and protected bike lanes, with many respondents requesting the removal of sharrows, arguing that they do not ensure safety. Along with the removal of these, there were several requests for speed limits to be lowered, arguing that sharrows will not reduce speed limits and volumes. Many respondents suggested that physical separation of bike lanes and cars will ensure the safety of all users, including pedestrians. It can also encourage more people to bike, as they will feel safer. Overall, many are happy to see bike lanes and more opportunities to bike along the corridor and deem it a much-needed north/south connection. Added to this support is a desire to see resurfacing work done to allow for safer riding and also traffic signals for cyclists.

Safety Concerns

One of the most prevalent issues raised was that of the safety of children. The corridor is home to many families and at three institutions are within feet of the proposed changes. There are more issues flagged among residents along the Palmerston corridor and in particular the area of Palmerston Square. With no sidewalk access on parts of the square, families are fearful that cyclists accessing the square will collide with pedestrians. Further down the corridor along Tecumseth Street, many families use this area to gain access to the Niagara Street Junior Public School. The plan to convert the two-way into a one way and add bike lanes raises concerns that traffic may be diverted to the vicinity of the school, posing a problem for children going to school.

Added to the safety issue is a widely expressed opinions that many people who cycle through the corridor presently do not adhere to the rules of the road, neglecting to stop at appropriate places. Many are also riding in the opposite direction of traffic, which can be solved by contra-flow bike lanes. This poses a threat to the children who use the street, as well as residents.

Parking Challenges

There is a general concern that parking is currently inadequate and efforts should be made to retain as many spaces as possible. This seems to be a prevalent issue for Tecumseth Street residents. The City's temporary parking program makes it easy for anyone to buy a permit, in turn making it difficult for some residents to find parking, and residents are concerned that removing spaces will make it even more difficult. This is especially concerning as new developments are being built and more people with cars are moving into the area. With respect to the Palmerston corridor, it is felt that if parking is removed, this would force residents to solicit parking on surrounding streets that already have the same issue.

Appendices

Appendix A: Public Event Notification: Notice & Newsletter ([linked here](#))



September 30, 2021

Public Consultation

Palmerston and Tecumseth Cycling Connections: Dupont Street to Niagara Street

The City of Toronto is inviting residents to learn more and provide feedback about cycling, pedestrian, and road safety upgrades on Palmerston Avenue, Palmerston Square and Palmerston Boulevard as well as Tecumseth Street. The proposed bike lanes, contra-flow bike lanes, cycle tracks, and wayfinding markings would expand the local cycling network and connect to the bikeways on Bloor Street West, Harbord Street, College Street, Richmond Street, Adelaide Street West, and Wellington Street West. The proposed traffic changes include modifications to the direction of certain blocks to enable the new bikeways and reduce through traffic, while maintaining local access, as well as a reduced number of on-street parking spaces in some locations.

The Palmerston and Tecumseth Cycling Connections project was identified in the 2019 City Council-approved Near Term Cycling Network Plan.

Artist Rendering: Proposed Contra-Flow Bike Lane on Palmerston Avenue Facing South



What would this change mean for you? See next page for details.

If you drive or park on the street:

- Changes are proposed along both streets that will affect travel. The corridor is divided into 8 segments. The proposed changes will increase safety for all road users and reduce cut-through traffic.
- A proposed reduction to the number of on-street parking spaces in some locations. Impacts to parking would be minimized.
- No stopping is permitted in contra-flow bike lanes, bike lanes, or cycle tracks.

If you cycle:

- Contra-flow bike lanes would be added to allow people cycling to travel north and south where vehicle flow is one-way.
- Bike lanes and cycle tracks (protected bike lanes) would be added where space permits.
- Shared-lane markings would be added where vehicular volumes are low.
- New bike signals would be added at Bloor St, College St, Dundas St, and Queen St.

If you walk:

- The pedestrian cross-over at Palmerston Avenue and Dundas Street West will be converted to a full traffic signal.
- Painted curb extensions are being considered to help calm traffic by visually narrowing the roadway and create safer crossings for pedestrians.
- Segments with dedicated bikeways would provide a greater separation between people walking and motor vehicles.

If you live or work in the neighbourhood:

- City services such as fire, emergency medical services, solid waste pick-up, and snow clearing would continue as usual. There would be no impact to existing sidewalks or speed limits.

Learn more about this project and provide your feedback:

This Public Consultation Event will be conducted online and by telephone based on the expert advice of our Medical Officer of Health. At the virtual public consultation event, staff will present the proposed project and provide an opportunity to ask questions. If you are unable to attend, you can view the presentation on the project website.

Virtual Public Meeting	Presentation and Question & Answer Period: Wednesday, October 20, 2021, 6:30 - 8:30 pm	
	Join by computer, smart phone or tablet	Join by phone (audio only)
	Visit the project web page and register for the meeting: toronto.ca/PalmerstonTecumseth You will receive an email with instructions on how to join the event via your device. If you do not register in advance, you can visit the project web page on the day of the event to find the login information.	View information material ahead of time on the project web page OR request material by email or mail. Five minutes before the meeting starts, call 416-915-6530 and enter access code 2458 805 5775
Feedback Form	 toronto.ca/PalmerstonTecumseth Materials will be posted to the web page before the virtual public meeting. View the materials and fill out the online feedback form by November 3 rd , 2021	
Contact	Dominic Cobran, Senior Consultation Coordinator, City of Toronto 55 John Street, 19 th floor, Toronto, ON M5V 3C6 Telephone: 416-338-2986 E-mail: Dominic.Cobran3@toronto.ca	

Appendix B: Stakeholder Meeting and Public Meeting Material: Presentation ([linked here](#))



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



Appendix C: Public Information Materials- website ([linked here](#))

11/22/21, 3:01 PM

Palmerston-Tecumseth Cycling Connections – City of Toronto



COVID-19

Toronto is in Step Three of the Province's Roadmap to Reopen. Get health updates and information about COVID-19 vaccines at [toronto.ca/covid19](https://www.toronto.ca/covid19) (<https://www.toronto.ca/home/covid-19>).

Palmerston-Tecumseth Cycling Connections



The City of Toronto is proposing cycling, pedestrian, and road safety upgrades on Palmerston Avenue, Palmerston Square and Palmerston Boulevard as well as Tecumseth Street.

The proposed bike lanes, contra-flow bike lanes, cycle tracks, and wayfinding markings would expand the local cycling network and connect to the bikeways on Bloor Street West, Harbord Street, College Street, Richmond Street, Adelaide Street West, and Wellington Street West.

The proposed traffic changes include modifications to the direction of certain blocks to enable the new bikeways and reduce through traffic, while maintaining local access, as well as a reduced number of on-street parking spaces in some locations.

Project Goals:

1. Improve safety for people walking, cycling and driving.
2. Encourage cycling by connecting and improving bikeways.

<https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/palmerston-tecumseth-cycling-connections/>

1/2

Appendix D - **Survey Questions**

1. Do you support the proposed changes on Palmerston Avenue between Dupont Street and Bloor Street?
2. Do you support the proposed changes on Palmerston Avenue between Bloor Street and Harbord Street?
3. Do you support the proposed changes on Palmerston Avenue between Harbord Street and College Street?
4. Do you support the proposed changes on Palmerston Avenue between College Street and Dundas Street?
5. Do you support the proposed changes on Palmerston Avenue between Dundas Street and Queen Street?
6. Do you support the proposed changes on Tecumseth Street between Queen Street and King Street?
7. Do you support the proposed changes on Tecumseth Street between King Street and Wellington Street?
8. Do you support the proposed changes on Tecumseth Street between Wellington Street and Niagara Street?
9. Do you have additional comments that you would like to share about this project? Please comment on at least 1 segment.