

Peel & Gladstone Road Reconstruction

Drop-In Event
April 8, 2019



What will I learn from this drop-in event?

- **Project Background**
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We value your input!

- **Paper Feedback Form:** Please provide and return your comments either tonight at this event or mail it back to us before April 23, 2019
- **Online Feedback Form:** If you need more time to review the project information, please find the presentation materials on our website and send us your comments at toronto.ca/peelgladstone



Rendering of Peel Ave., looking east

What is the purpose of this project?

- Traffic volumes on Peel Ave. and Gladstone Ave. have significantly decreased since the Dufferin Jog Elimination was constructed in 2011 (because the project eliminated the need for vehicles to travel along Peel Ave. and Gladstone Ave. to get to Queen St. W.) and cycling volumes have increased
- The road reconstruction will redesign Peel Ave. and Gladstone Ave. (from Queen St. W. to Argyle St.) to offer more transportation options for residents and visitors by creating a more inviting environment for walking and cycling and providing layby parking

How will this improve my community?

- Enhance safety and accessibility
- Promote healthy and active living
- Offer residents and visitors transportation choices
- Connect to existing pedestrian and cycling network
- Create a more vibrant place for people to live, work and play



Rendering of Gladstone Ave., looking south

What improvements will be made?

Pedestrian Improvements

- » Wider sidewalks
- » Accessible pedestrian crossings with tactile plates
- » Reduced pedestrian crossing distances
- » Street trees and street furniture

Cycling Improvements

- » Contraflow bike lanes will enable cyclists to travel in both directions on streets that are designated one-way for motor vehicle traffic
- » Contraflow bike lanes on Peel Ave. (*eastbound*) and Gladstone Ave. (*southbound*)
- » Shared roadway markings (*sharrows*) on Peel Ave. (*westbound*) and Gladstone Ave. (*northbound*)

Vehicular Traffic Changes

- » Peel Ave. will become one-way in the westbound direction
- » Gladstone Ave. will become one-way in the northbound direction (*Note: Queen St. W. to Minowan Miikan Ln. will remain two-way*)

On-Street Parking Changes

- » On-street parking will remain available to meet current demand

Sustainability/ Green Street Features

- » Grass and landscaped boulevards
- » Permeable paving materials

Why is this project happening now?

- Peel Ave. and Gladstone Ave. were last reconstructed 70 years ago in 1949
- The lifespan of a road is usually around 50 years or so, at which time, the road needs to be reconstructed (including replacement of the asphalt road surface and concrete base)
- Since construction of the Dufferin Jog Elimination in 2011, traffic volumes have significantly decreased on Peel Ave. and Gladstone Ave.
- The City of Toronto is now moving forward with changes approved through the *2010 Peel-Gladstone Reconstruction Environmental Assessment Study* to convert Peel Ave. and Gladstone Ave. (from Minowan Miikan Ln. to Peel Ave.) into a one-way operation for motor vehicle traffic. Pedestrians and cyclists will be able to travel in both directions. Two-way motor vehicle travel on Gladstone Ave. to Minowan Miikan Ln. will remain
- The upcoming road reconstruction is a great opportunity to revise the road layout, improve mobility options and safety for all users, provide more green features and enhance the pedestrian realm

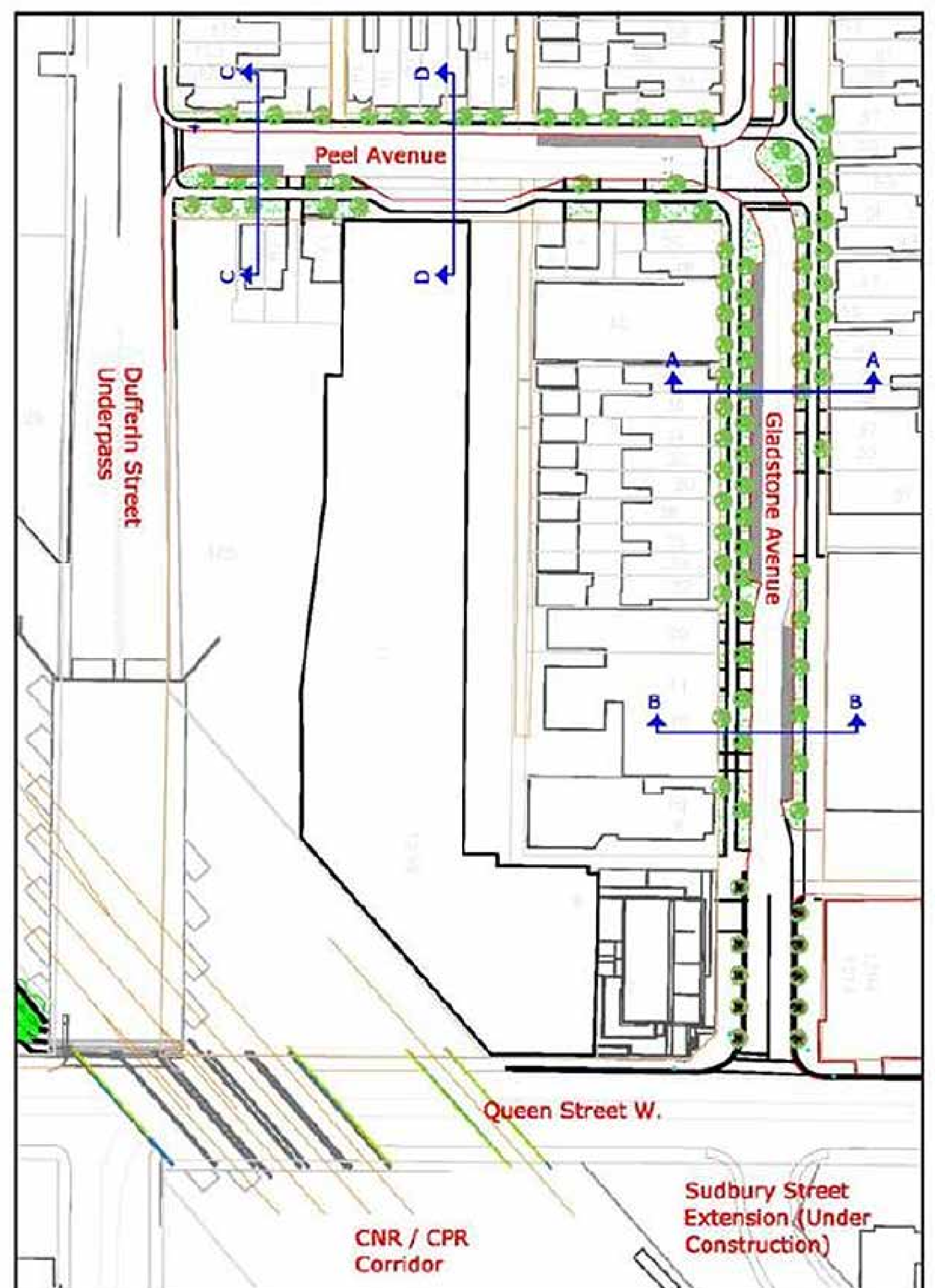


Construction of Peel Ave. & Gladstone Ave., 1949



2010: Peel-Gladstone Reconstruction Class Environmental Assessment Study (EA)

- In 2010, the *Peel-Gladstone Reconstruction Class Environmental Assessment Study* was completed. After detailed technical analysis, data collection and public feedback, the study recommended a narrowing of Peel Ave. and Gladstone Ave. between Peel Ave. and the supermarket (FreshCo) from 13.1 m to approximately 8.6 m to include:
 - » Single northbound lane on Gladstone Ave. (one-way operation)
 - » Single westbound lane on Peel Ave. (one-way operation)
 - » Parallel parking provided
 - » Sidewalks widened
 - » Double row of trees provided where possible
 - » At the time of implementation, parking supply and addition of cycling facilities to be re-evaluated



Plan of the original recommendations from the EA

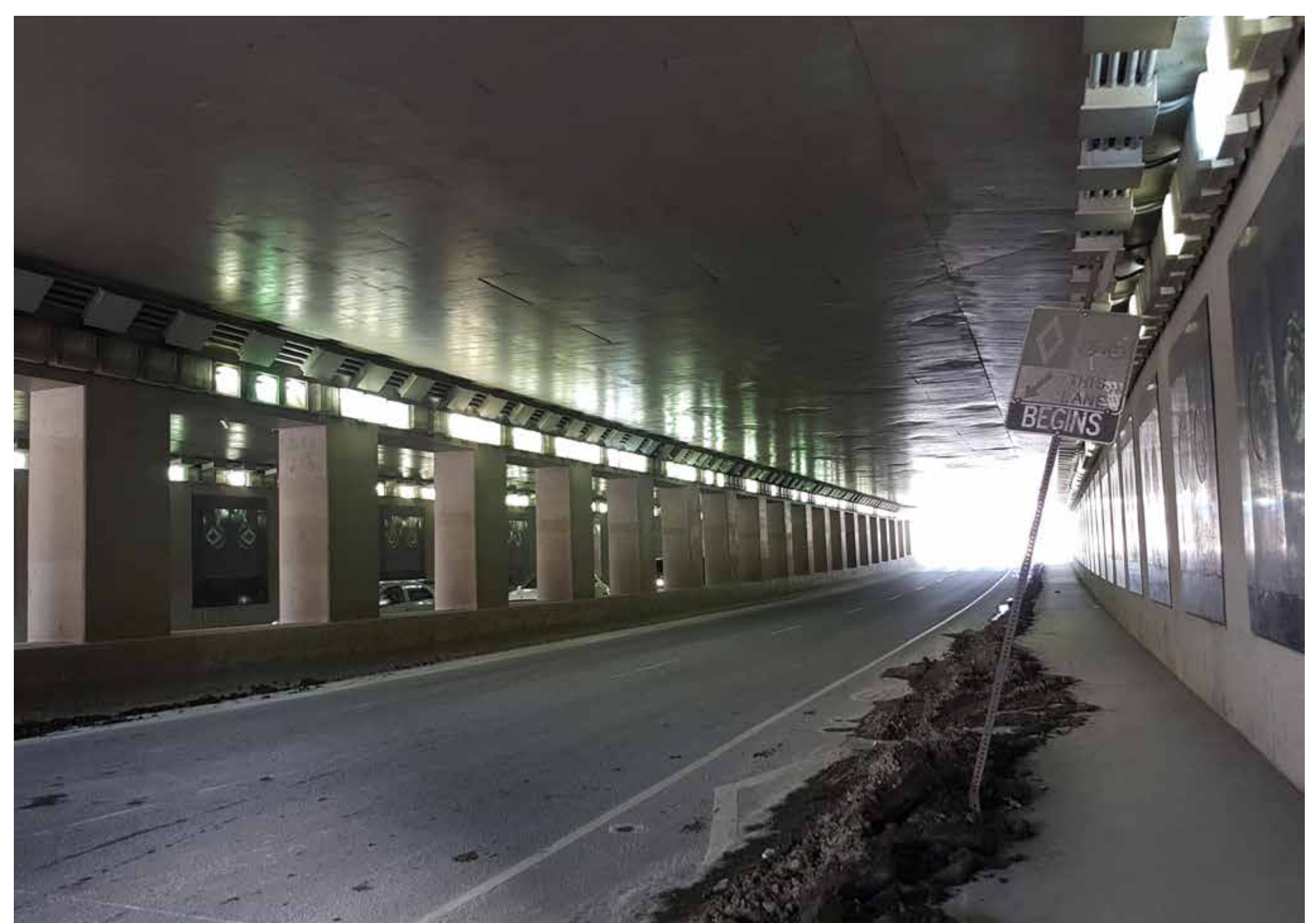


2011: Dufferin Jog Elimination

- Construction project to create a continuous connection of Dufferin St. under the railway corridor
- Connection completed in 2011 at which time, traffic was significantly reduced on Peel Ave. and Gladstone Ave., and no longer needed to accommodate through traffic from Dufferin St.
- Resulting decrease in traffic volumes on these roads enables a reduction in road pavement width and designation to a local street



Historical image of Dufferin St. and Queen St. W., 1897

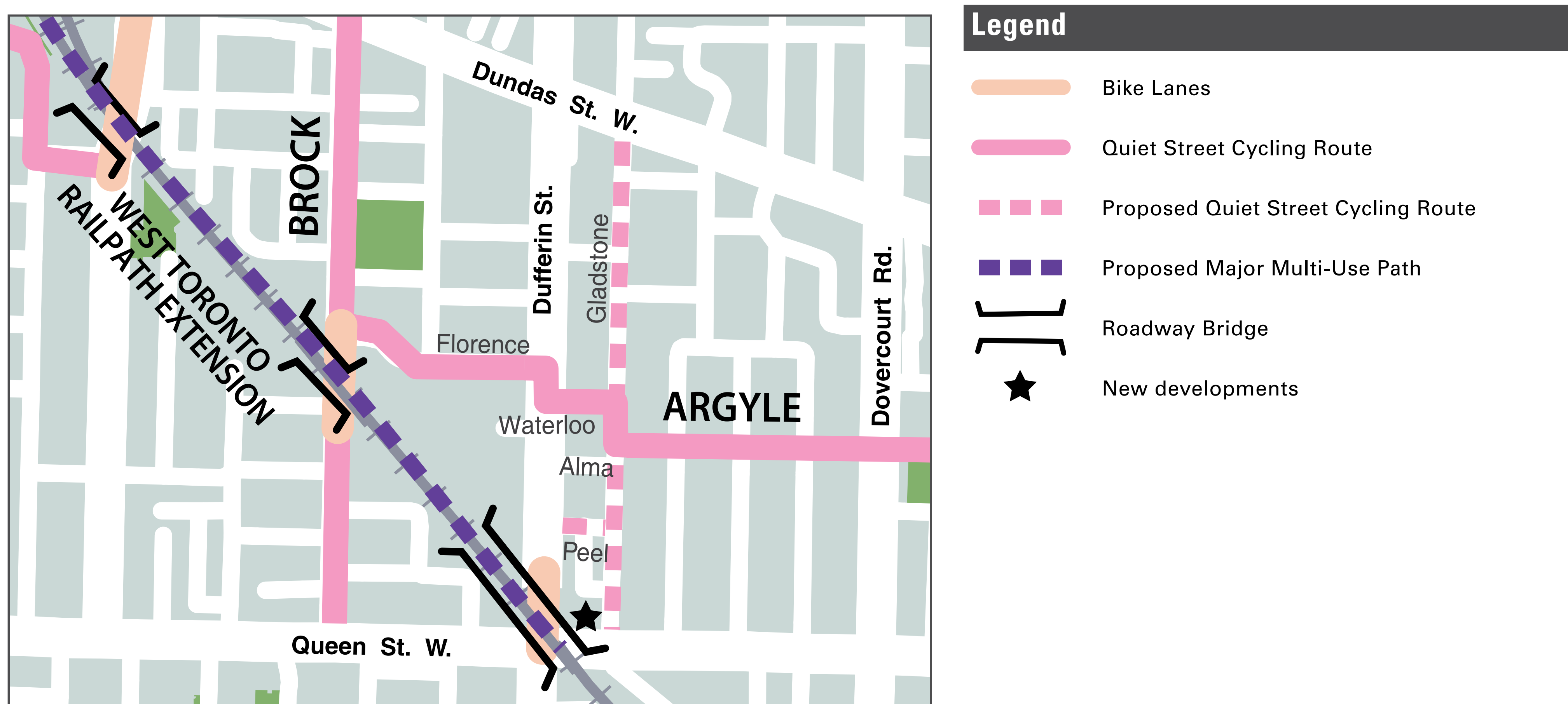


Look through the Dufferin underpass



2011 – 2019: General Area Improvements

- Area experiencing great change and becoming a mixed-use community with condominiums, affordable housing, live/work units, galleries, retail and new park spaces
- Expansion and future construction of the West Toronto Railpath and associated connections
- Expansion of local cycling network
- New developments (2, 8, 20 Gladstone Ave. and 11 Peel Ave.) along Gladstone Ave. and Peel Ave.
- Major public infrastructure projects such as the rail corridor bridge over Dufferin St. (Metrolinx work) and multi-use trail construction



Project Background

Local Area Cycling Facilities



2015–2019: Cycling Network Improvements

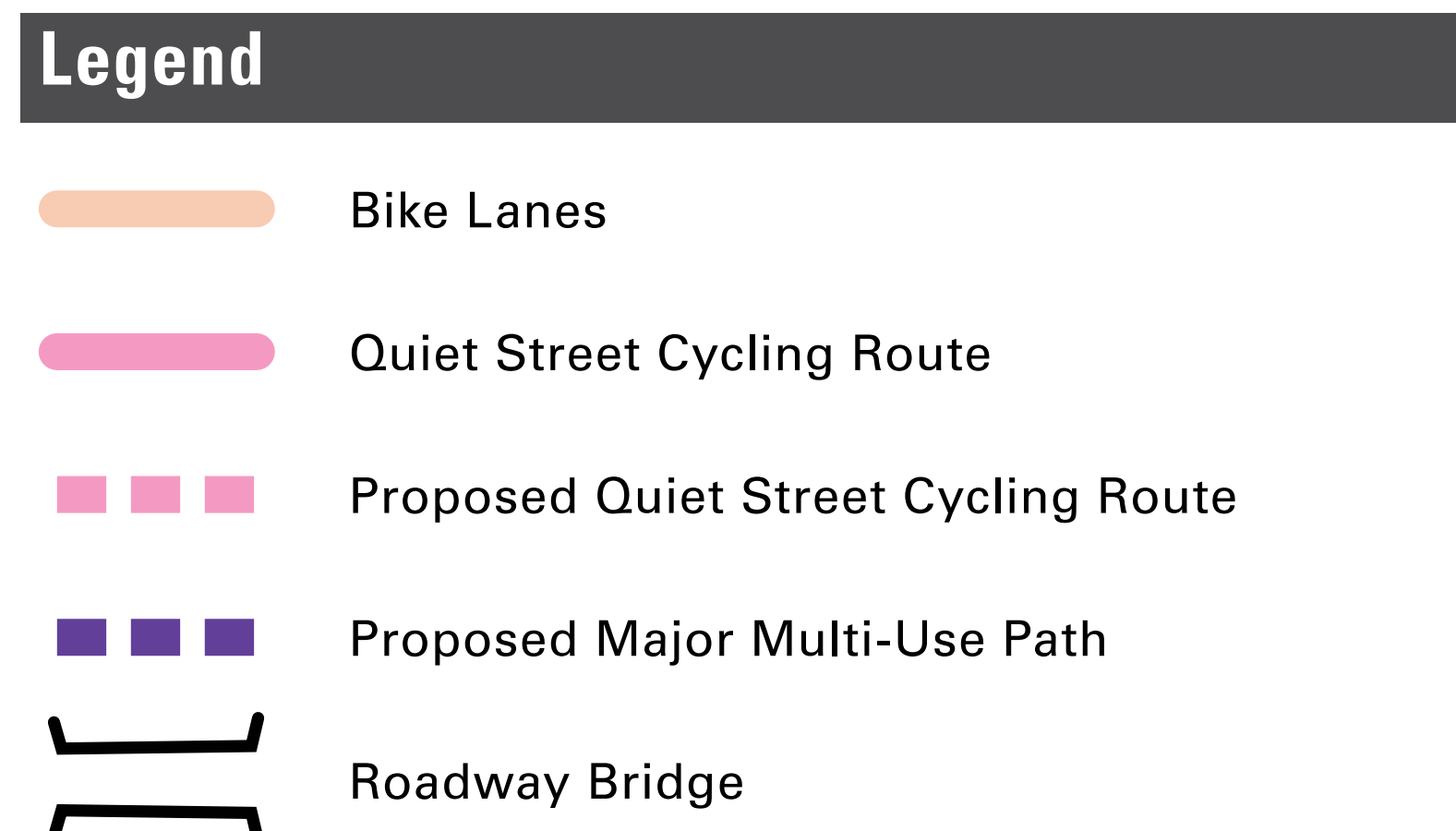
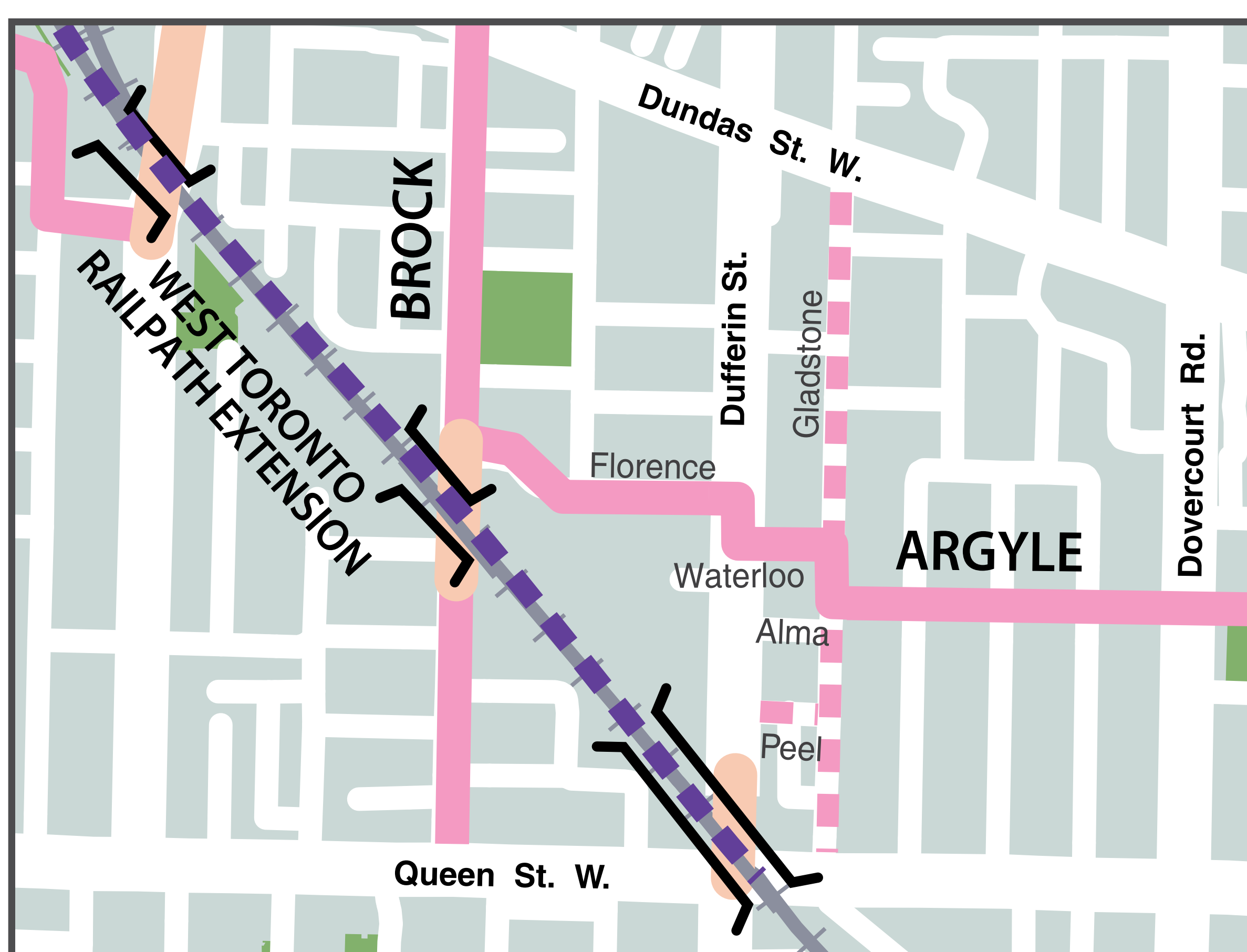
- 2015–2016: contraflow bike lanes and sharrows were installed on Argyle St. and Florence St.
- 2017: contraflow bike lanes and sharrows were installed on Gladstone Ave. (Argyle St. to Waterloo Ave.) and Waterloo Ave. (Gladstone Ave. to Dufferin St.)
- 2018: a bikepath was installed on Dufferin St. between Waterloo Ave. and Florence St.
- Accommodation of two-way cycling facilities (contraflow bike lanes and sharrow pavement markings) on Gladstone Ave. between Peel Ave. and Argyle St. will complete the cycling network in the area



Dufferin Bike Path



Waterloo Contraflow



Project Design

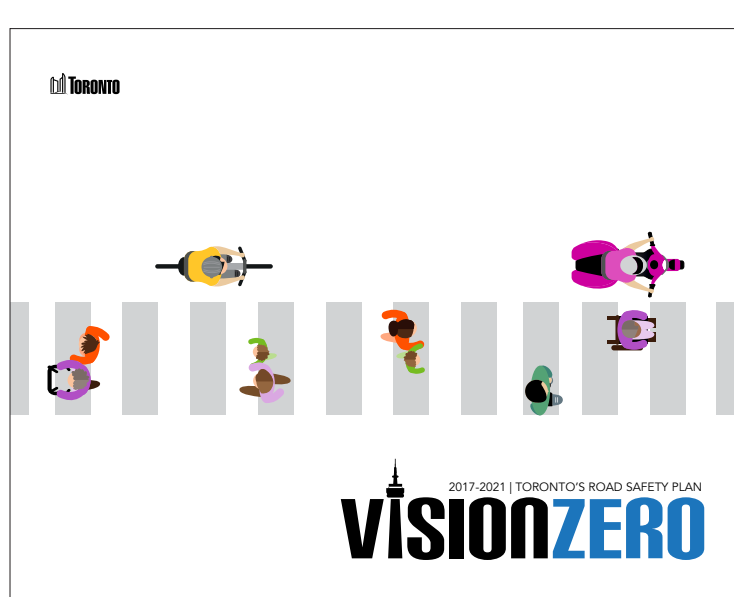
New Road Design Policies



The City has a number of new policies / initiatives in place that improve the design of streets for all road users. These new designs include enhanced focus on:

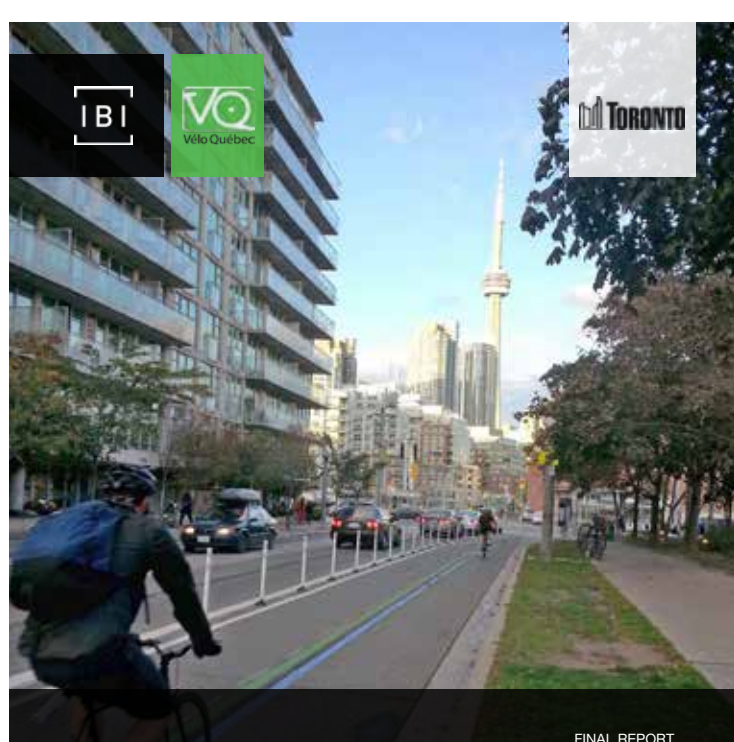
- safety for vulnerable road users
- mobility for all ages
- accessibility for everyone
- sustainability
- street beautification and creation of inviting streetscapes

New Policies / Initiatives include:



Vision Zero

Vision Zero is a five-year (2017–2021) action plan focused on reducing traffic-related fatalities and serious injuries on Toronto’s streets. The Plan addresses safety for the most vulnerable users of our transportation system – pedestrians, school children, older adults and cyclists.



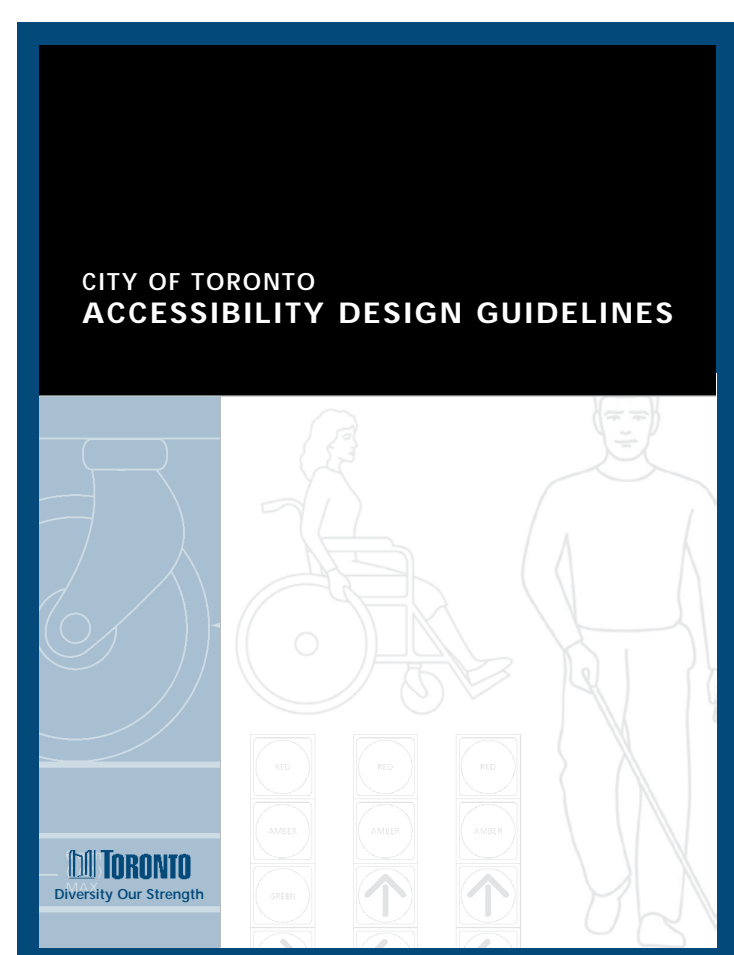
Ten Year Cycling Network

On June 9, 2016, Council approved the *Ten Year Cycling Network Plan* to connect, grow and renew infrastructure for Toronto’s cycling routes over the next 10 years.



Complete Streets

Complete Streets are streets that are designed to be safe for all users: people who walk, bicycle, take transit or drive and people of varying ages and levels of ability. They also consider other uses like sidewalk cafés, street furniture, street trees, utilities and stormwater management. The *Toronto Complete Streets Guidelines* should be considered in all City street design projects.



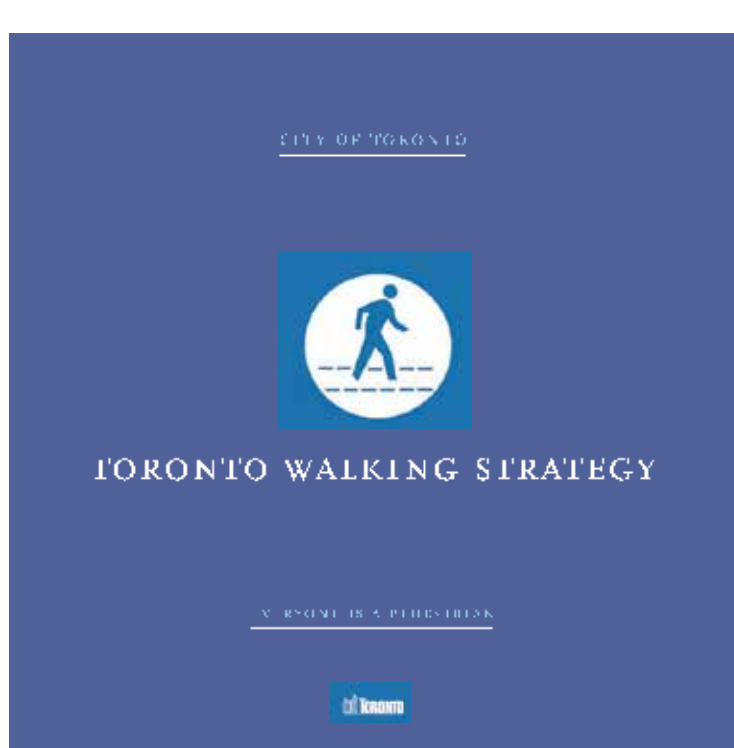
Accessibility

Design guides to facilitate better design for those with different mobility needs.



Green Streets

Green Streets is a new approach to increase the functionality of City streets to help manage stormwater (rain and melted snow), improve air quality, increase biodiversity and enhance and beautify the public realm. A Green Street incorporates green infrastructure which includes elements such as street trees, green walls and low impact stormwater management infrastructure.

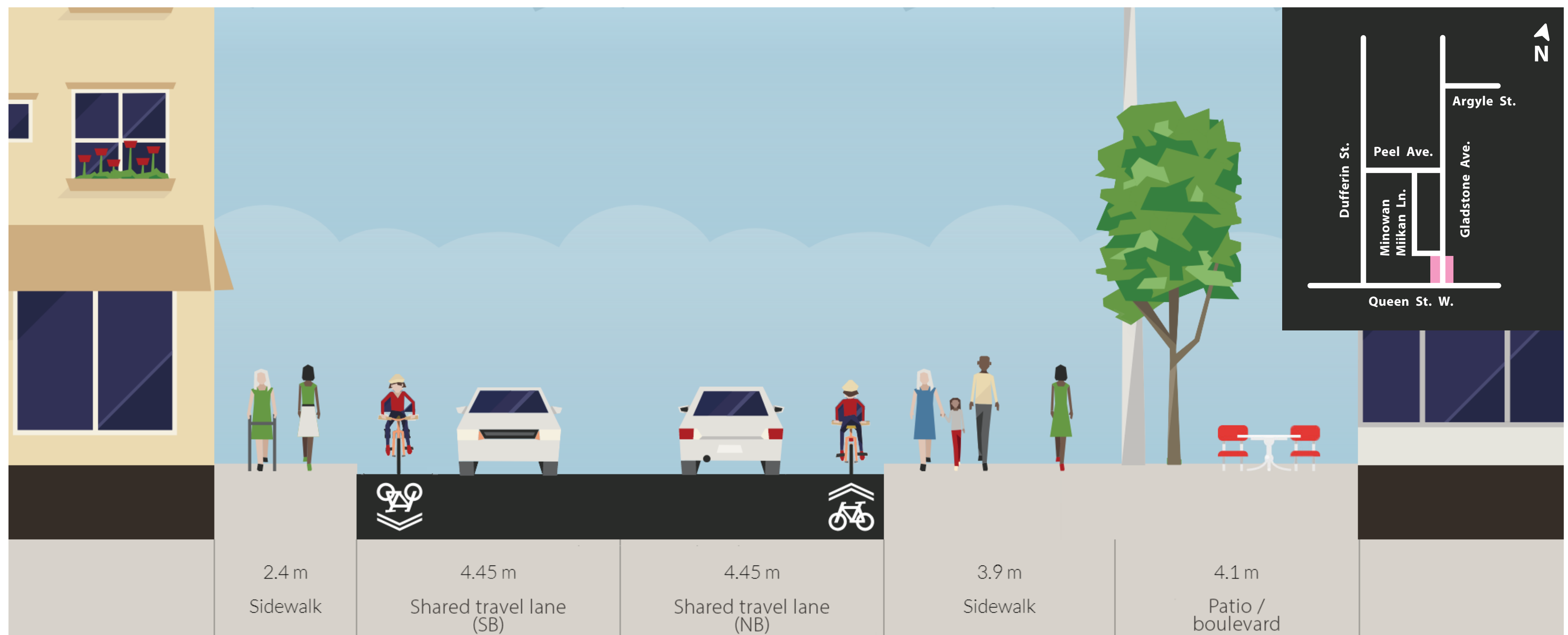


Walking Strategy

The *Toronto Walking Strategy* was adopted to make Toronto a great walking city including policy, infrastructure and programming to create a rich culture of walking in Toronto.

Gladstone Ave.

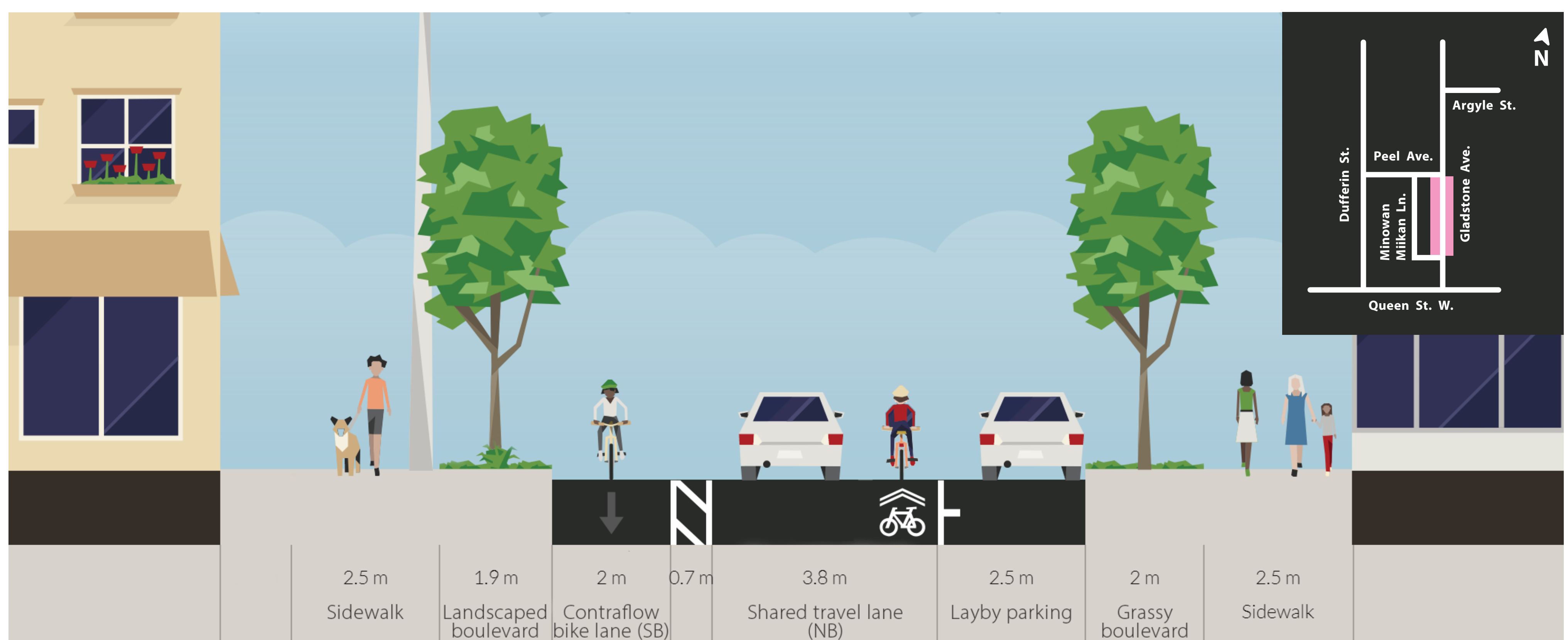
(Queen St. W. to Minowan Miikan Ln., *looking north*)



two-way motor vehicle and bicycle shared travel lanes • wider sidewalks • street trees and landscaping

Gladstone Ave.

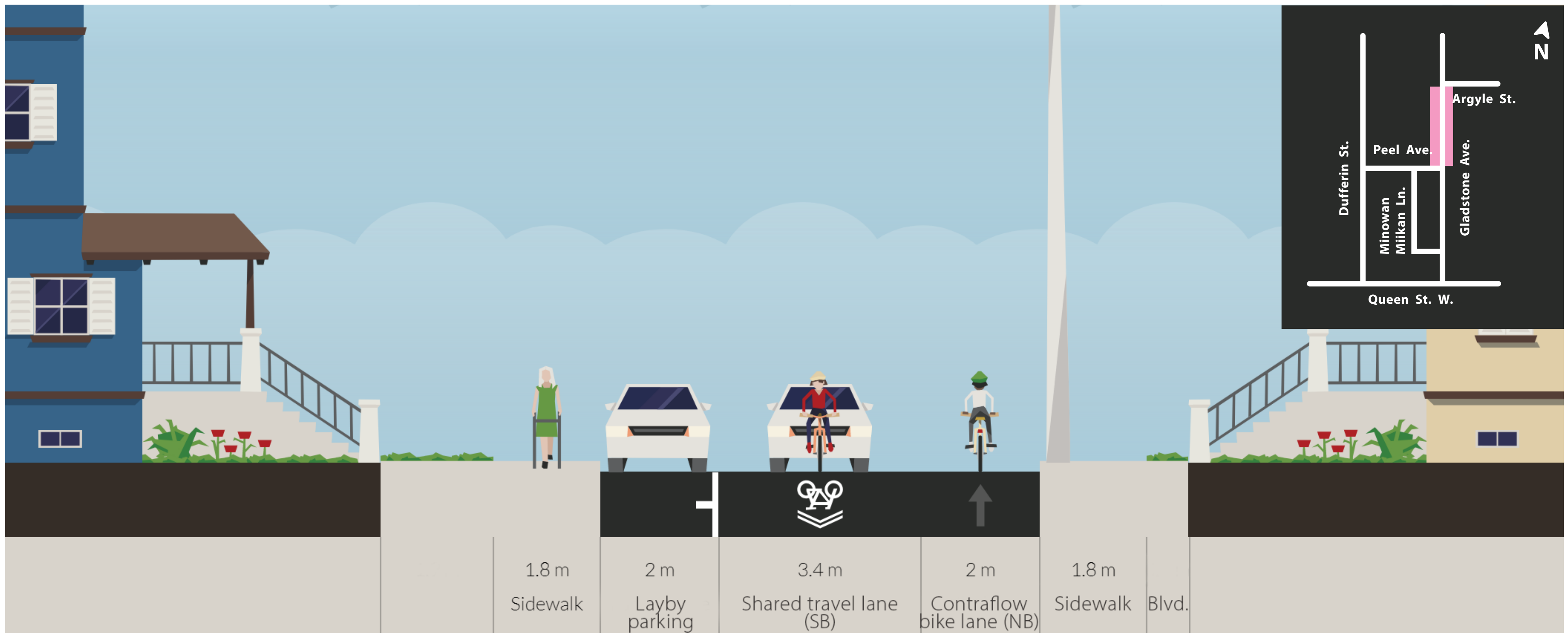
(Minowan Miikan Ln. to Peel Ave., *looking north*)



southbound contraflow bike lane • northbound motor vehicle and bicycle shared travel lane • on-street layby parking • wider sidewalks • street trees and landscaping

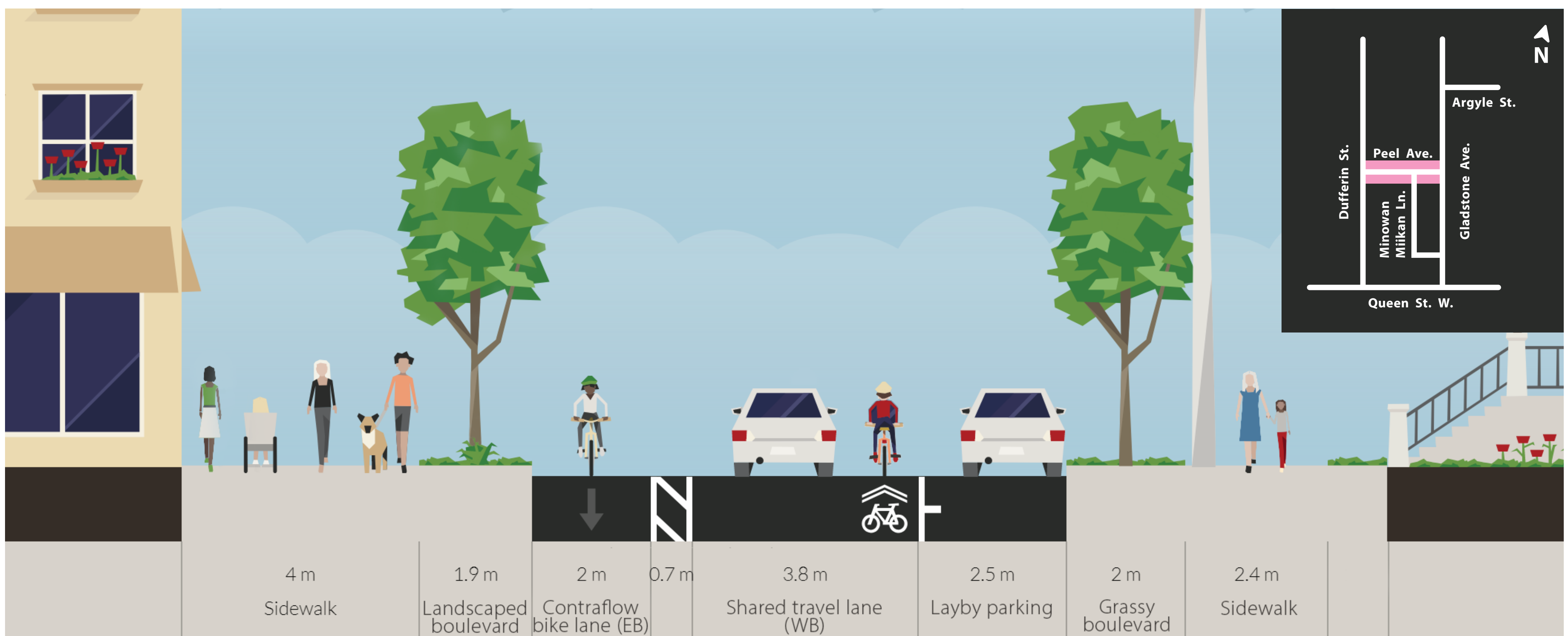
* Typical cross sections were created under the Creative Commons public license using streetmix.net

Gladstone Ave. (Peel Ave. to Argyle St., looking north)



northbound contraflow bike lane • southbound motor vehicle and bicycle shared travel lane • parking will remain on west side of Gladstone Ave.

Peel Ave. (Gladstone Ave. to Dufferin St., looking west)



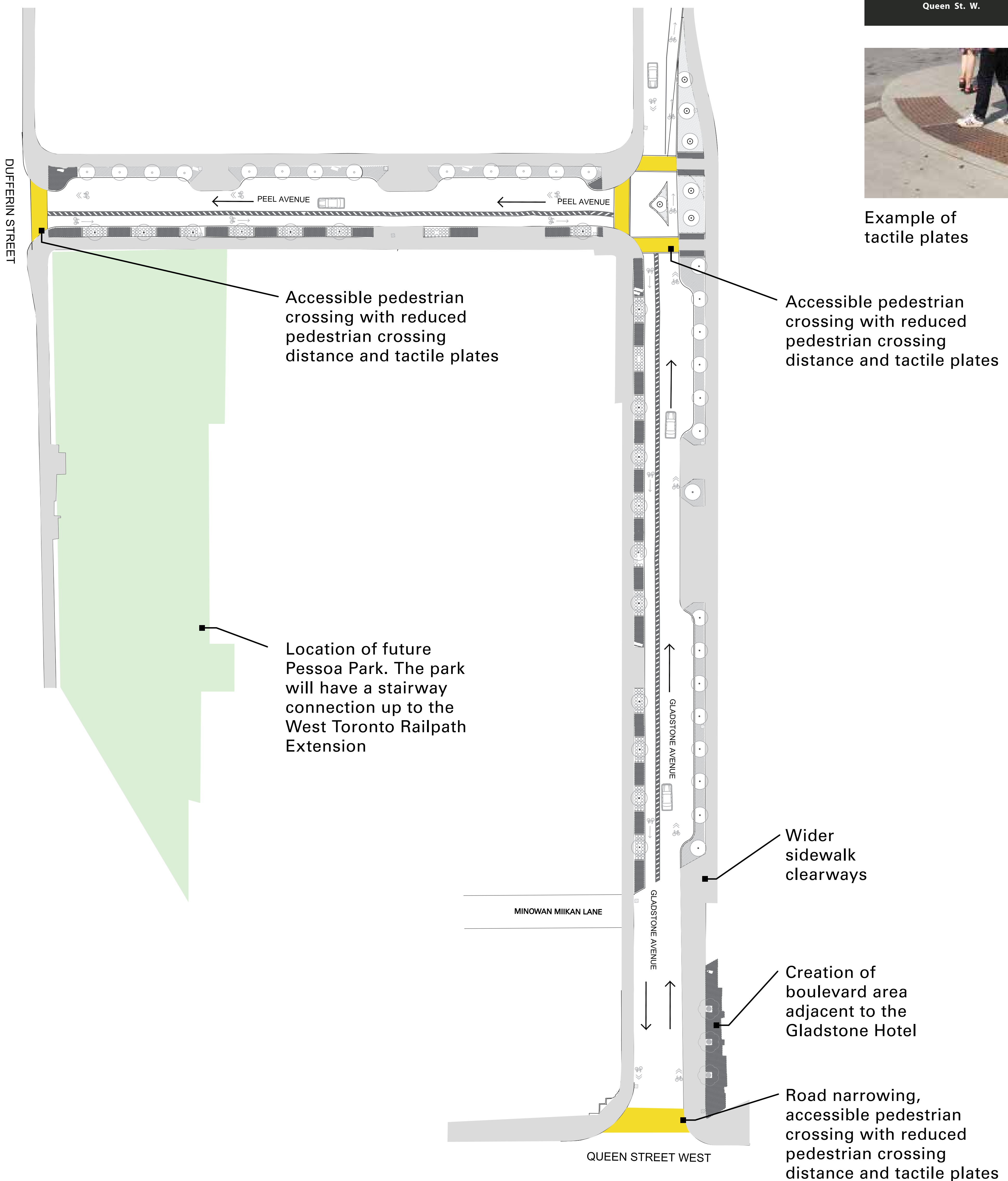
eastbound contraflow bike lane • westbound motor vehicle and bicycle shared travel lane
on-street layby parking • wider sidewalks • street trees and landscaping

* Typical cross sections were created under the Creative Commons public license using streetmix.net

Project Design

Pedestrian Features

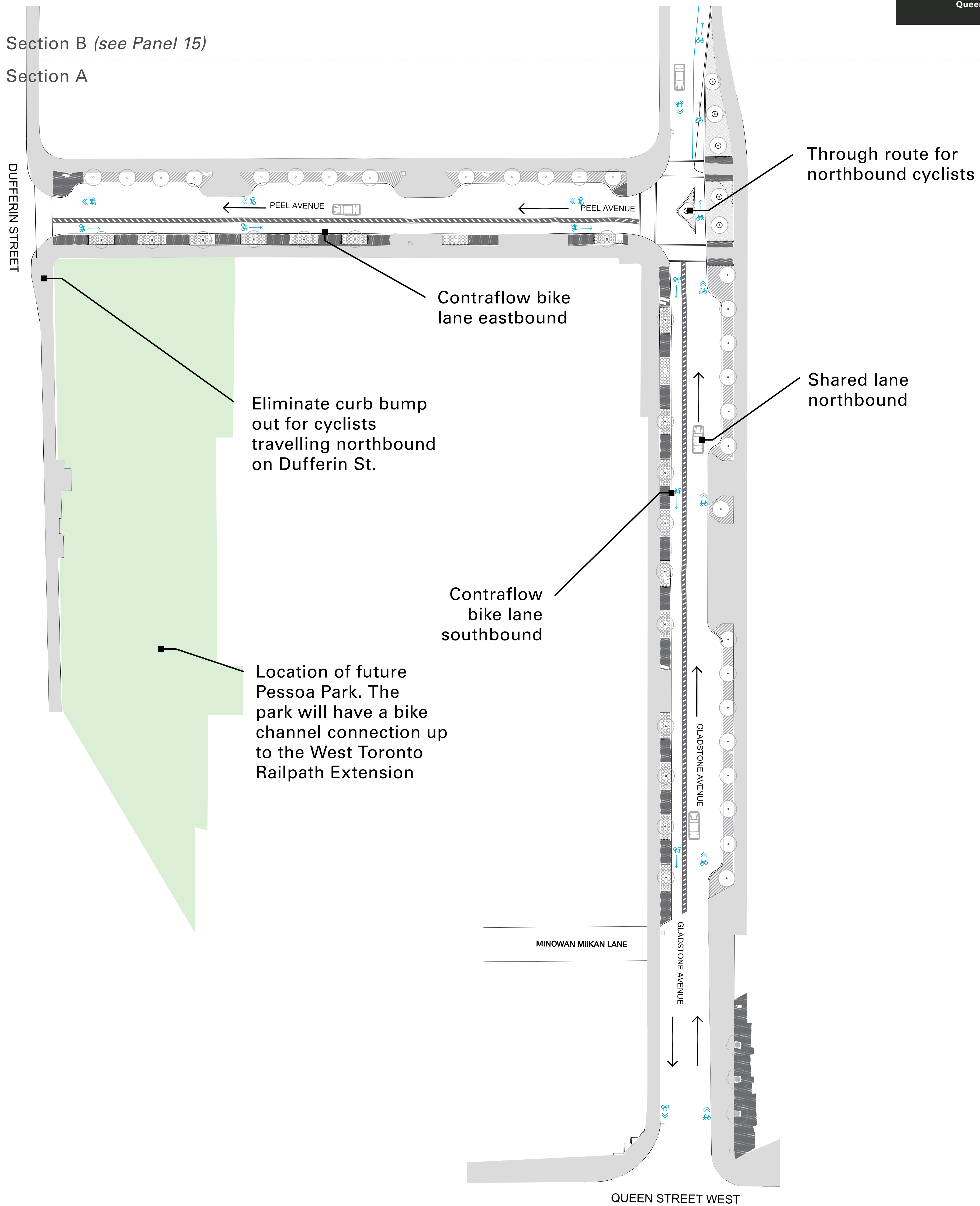
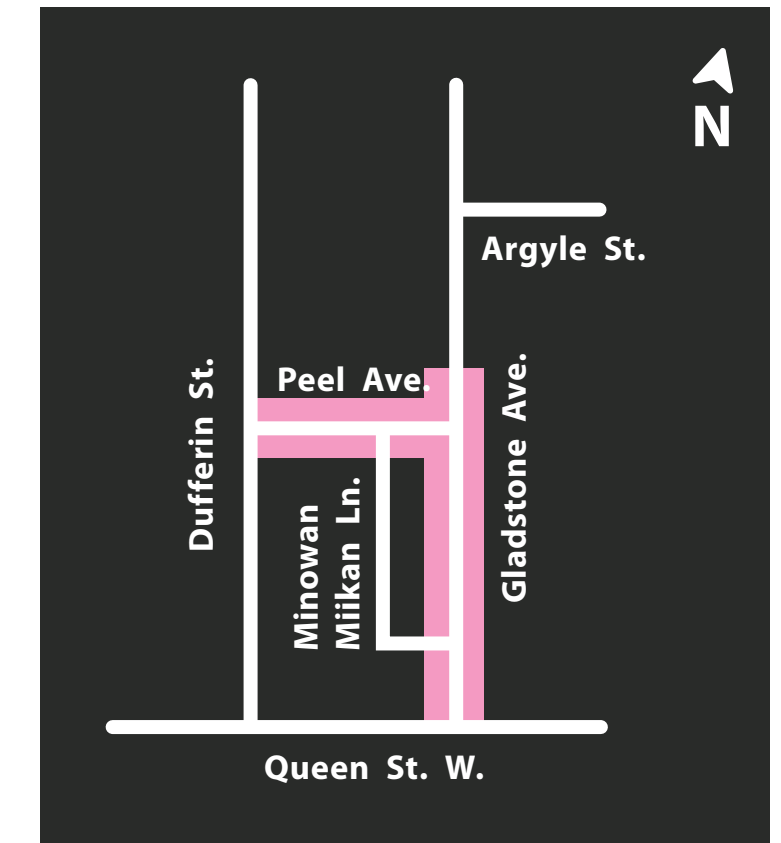
Pedestrian improvements to Peel Ave. and Gladstone Ave. will create a comfortable and inviting environment for pedestrians including wider sidewalks, accessible pedestrian crossings with tactile plates, reduced pedestrian crossing distances, street trees and street furniture.



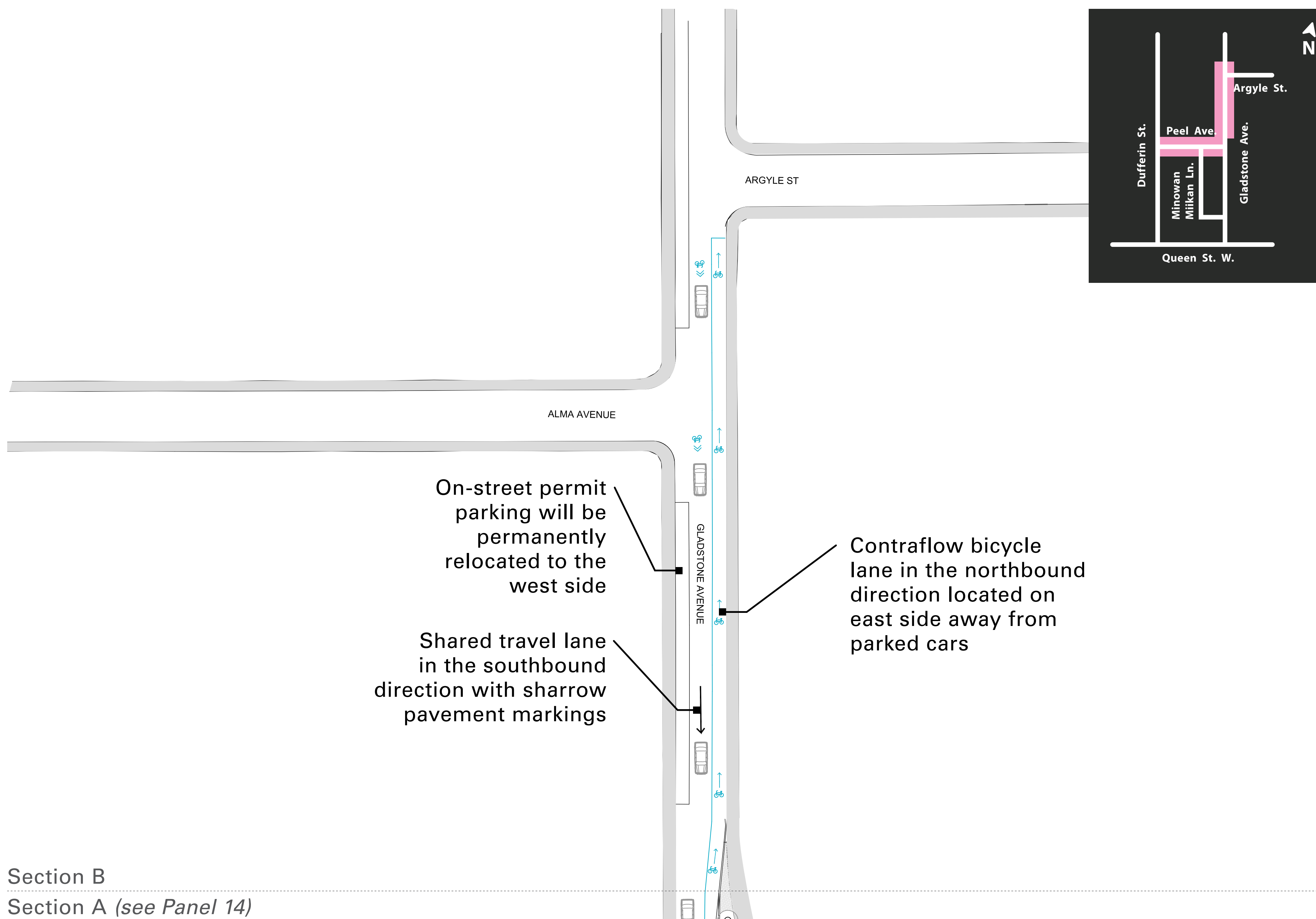
Project Design

Cycling Features

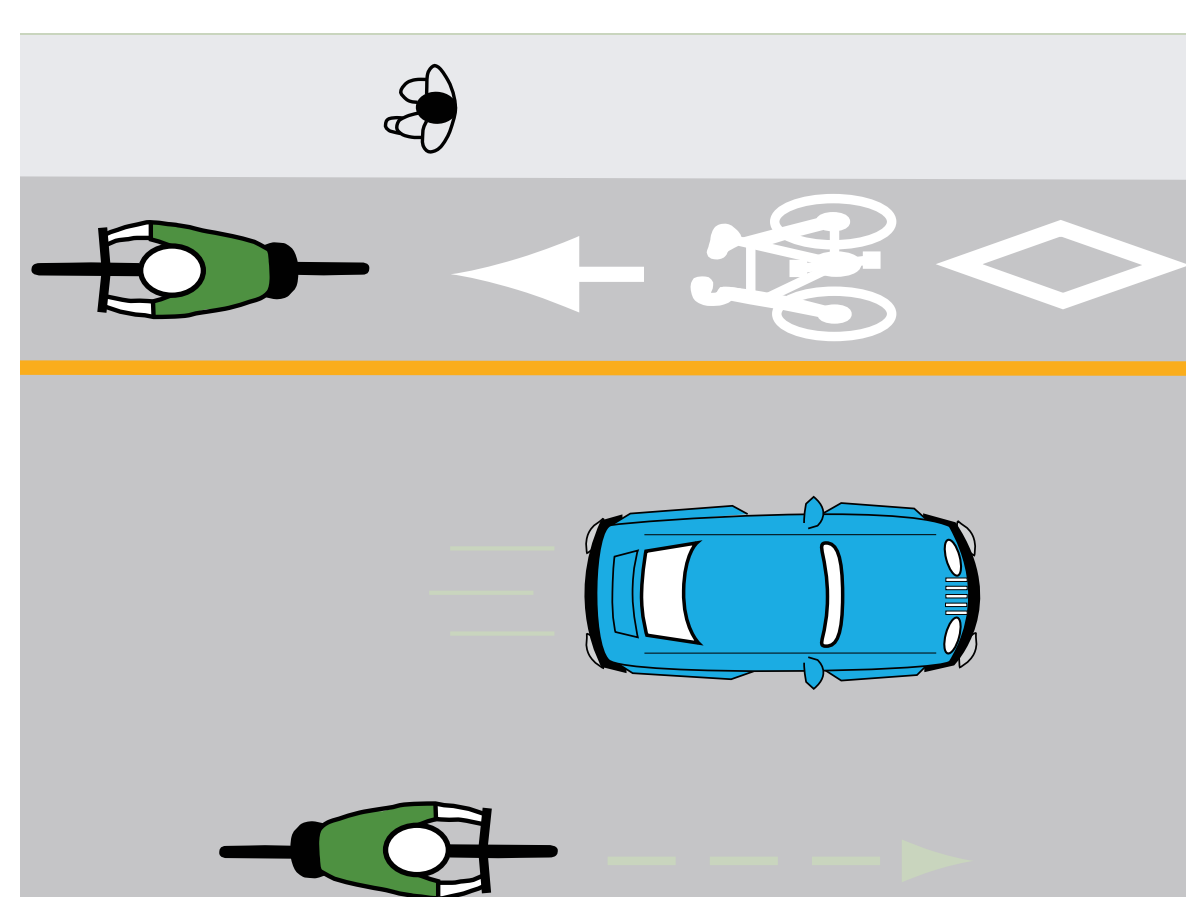
Cycling improvements include contraflow bike lanes and shared roadway markings on Peel Ave. and Gladstone Ave.



Project Design Cycling Features (cont'd)

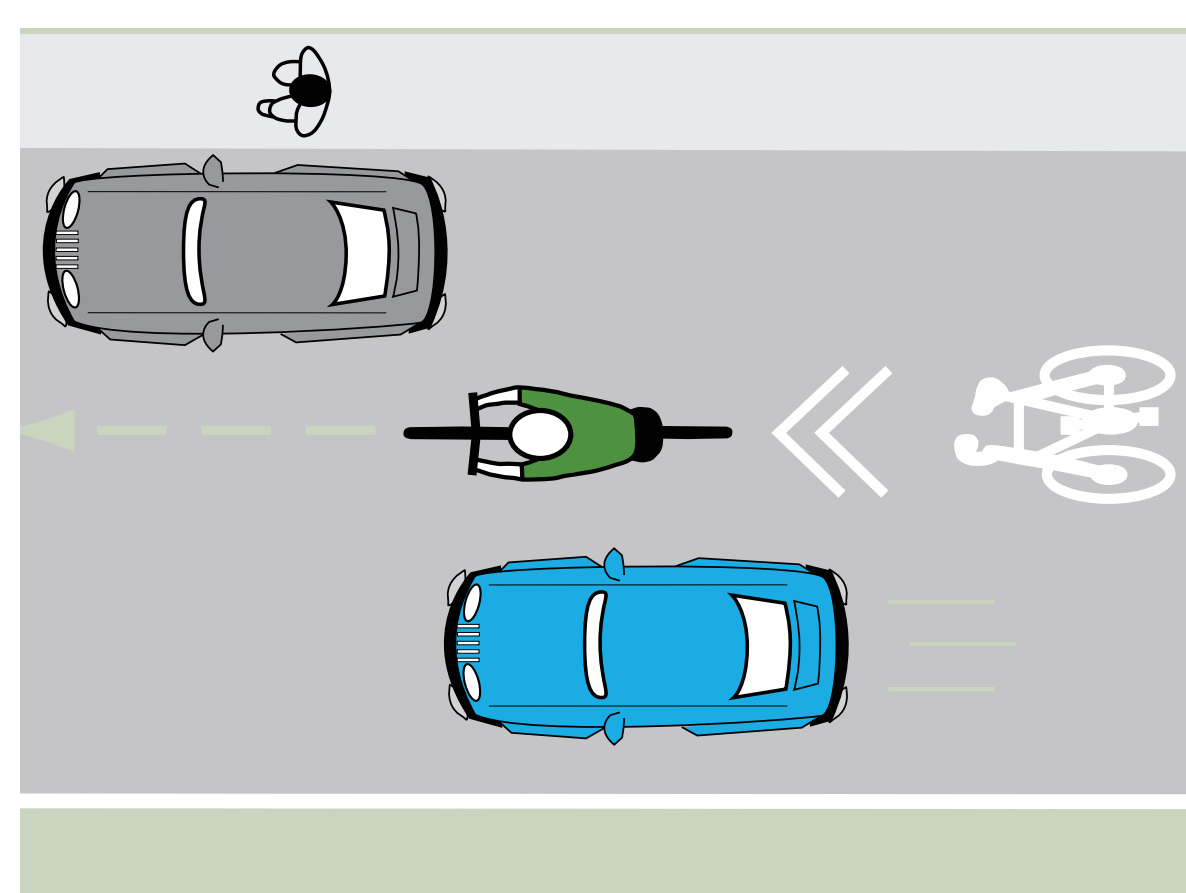


Section B
Section A (see Panel 14)



Contraflow Bike Lanes

- With the conversion of Peel Ave. and Gladstone Ave. to one-way streets, contraflow bike lanes provide valuable connections for cyclists traveling through quieter local streets
- Valuable neighbourhood connections can be made by allowing cyclists to travel two ways on streets which only allow for one-way traffic for motor vehicles
- Adding a one-way bicycle lane, in the opposite direction to the one-way vehicular travel lane, allows cyclists to use streets that are quieter, instead of busy arterial road. This is called a contraflow bike lane and is now legal in the Highway Traffic Act of Ontario
- Reconstruction of Peel Ave. and Gladstone Ave. are a great opportunity to construct dedicated cycling facilities



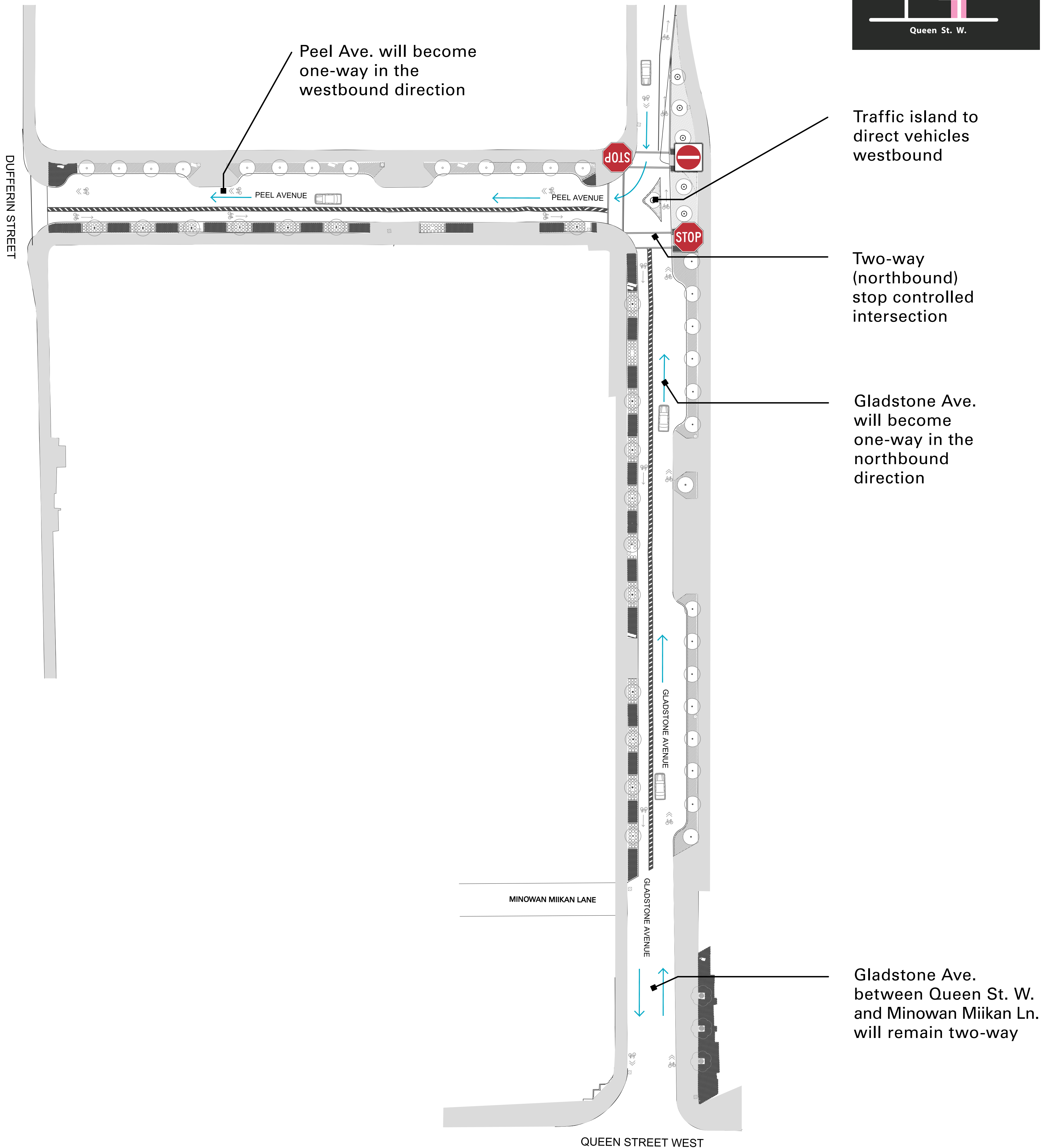
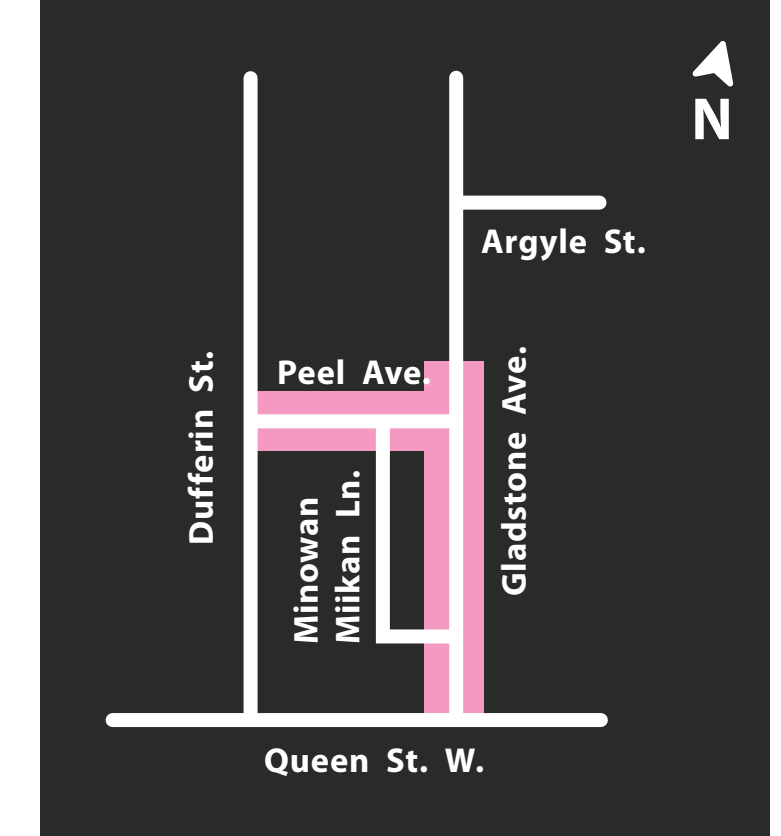
Shared Travel Lane Markings or Sharrows

- Road markings that are used to indicate a shared environment for bicycles and motor vehicles. The shared lane markings highlight cycling routes alerting all road users to the presence of bicycle traffic on the street, and may also be configured to offer directional and wayfinding guidance for cyclists. The shared lane marking is not a dedicated cycling facility, but a pavement marking which has a variety of uses to support a complete bikeway network

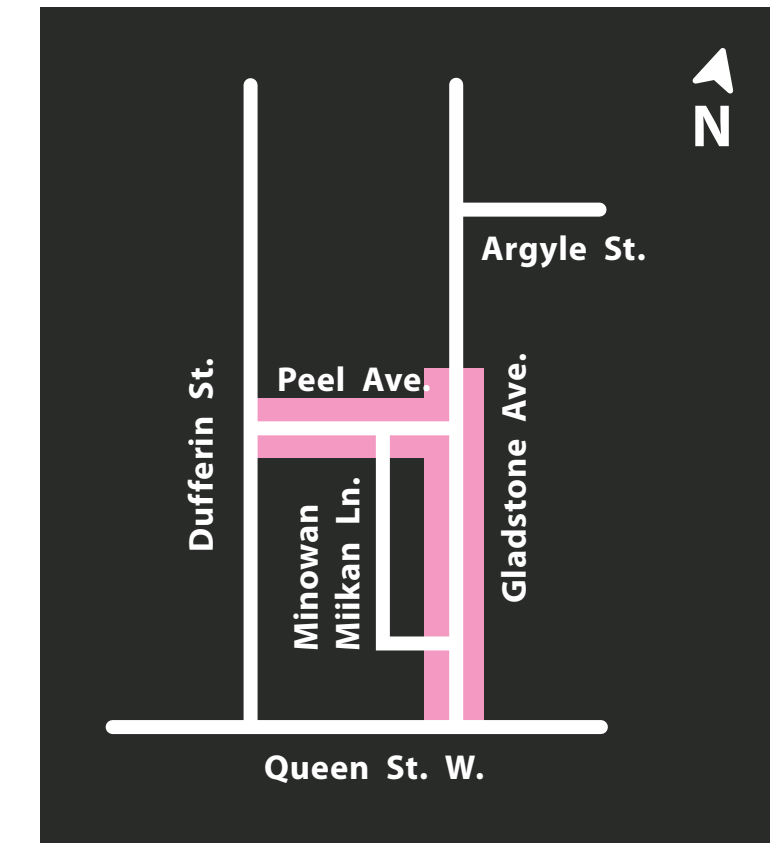
Project Design

Vehicular Traffic Changes

In 2011, the City eliminated the Dufferin Street Jog by constructing an underpass on Dufferin St. to connect to Queen St. W. This connection eliminated the need for vehicles to travel along Peel Ave. and Gladstone Ave. to get to Queen St. W. As a result, there has been significant reductions in motor vehicle traffic (72% decrease) and an increase in cycling on Peel Ave. and Gladstone Ave.



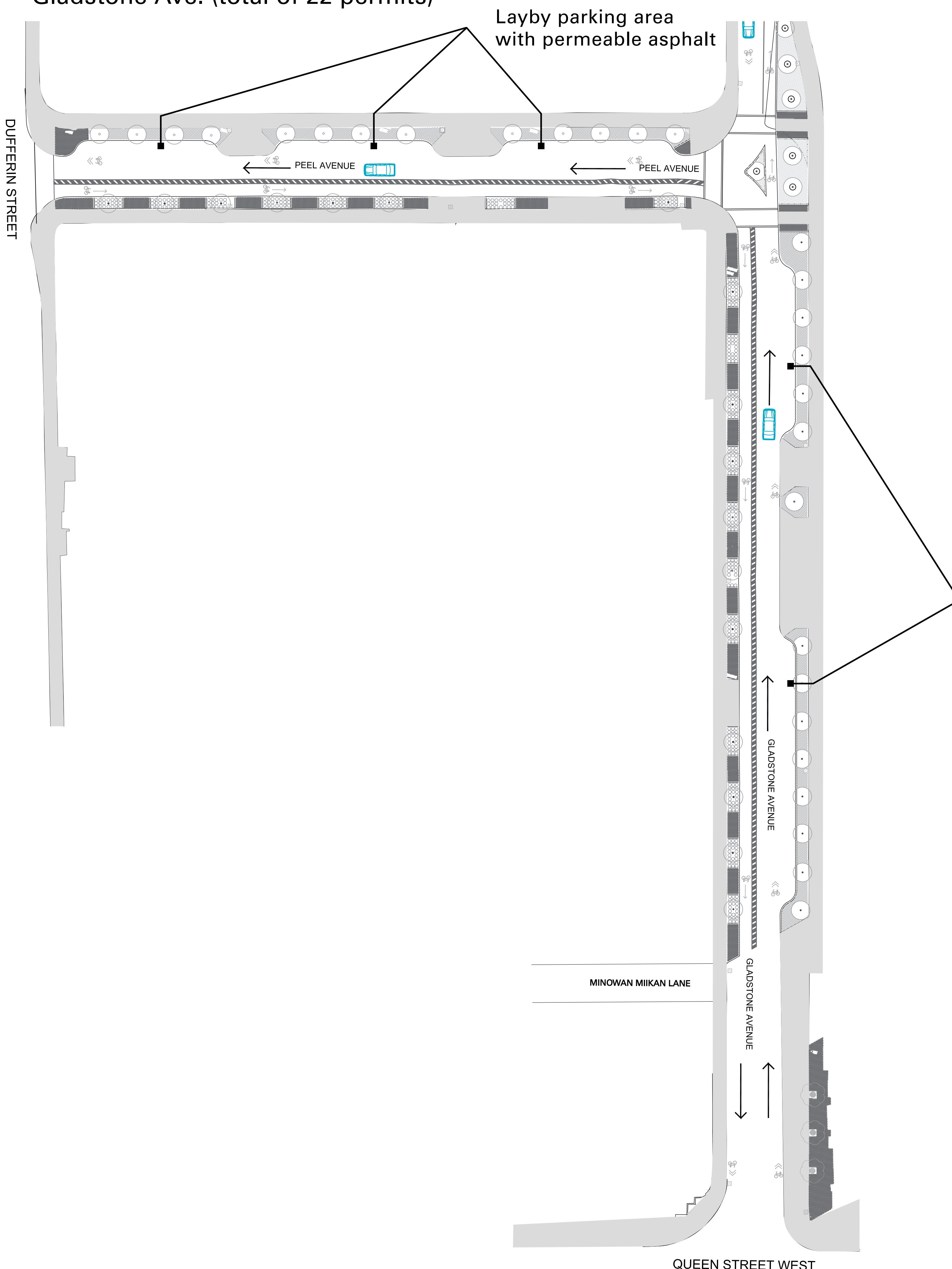
- On-street overnight permit parking will be maintained and made available for residents with permits
- Currently, there are 5 parking permits allocated on Peel Ave. and 16 permits allocated on Gladstone Ave. (total of 21 permits allocated)
- The design has allowance for 11 permit parking spaces on Peel Ave. and 11 spaces on Gladstone Ave. (total of 22 permits)
- The on-street permit parking area (area 3K) is undersubscribed by 15%
- The new development provides visitor and commercial parking on the premises



Map of 3K permit parking zone



Example of layby parking

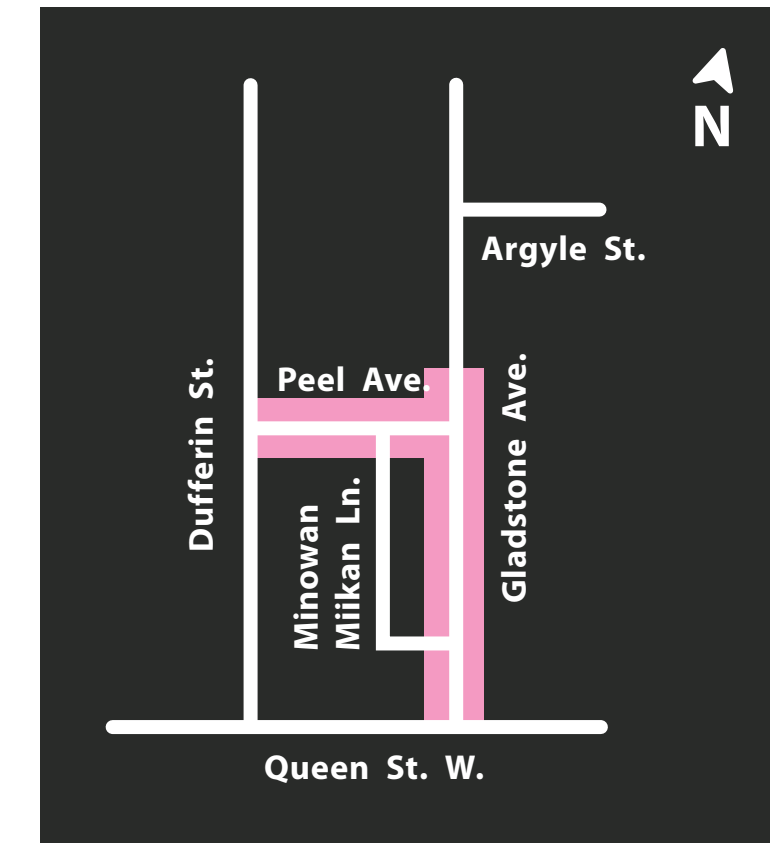
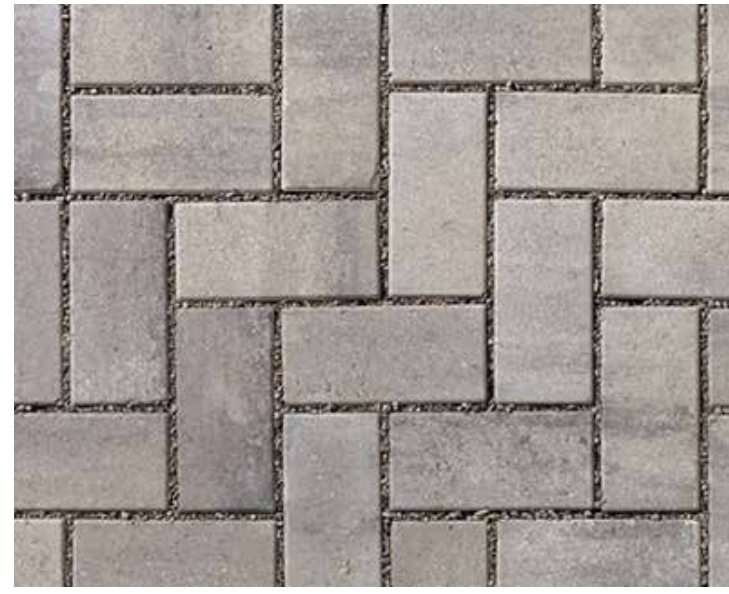


Layby parking area with permeable asphalt

Project Design

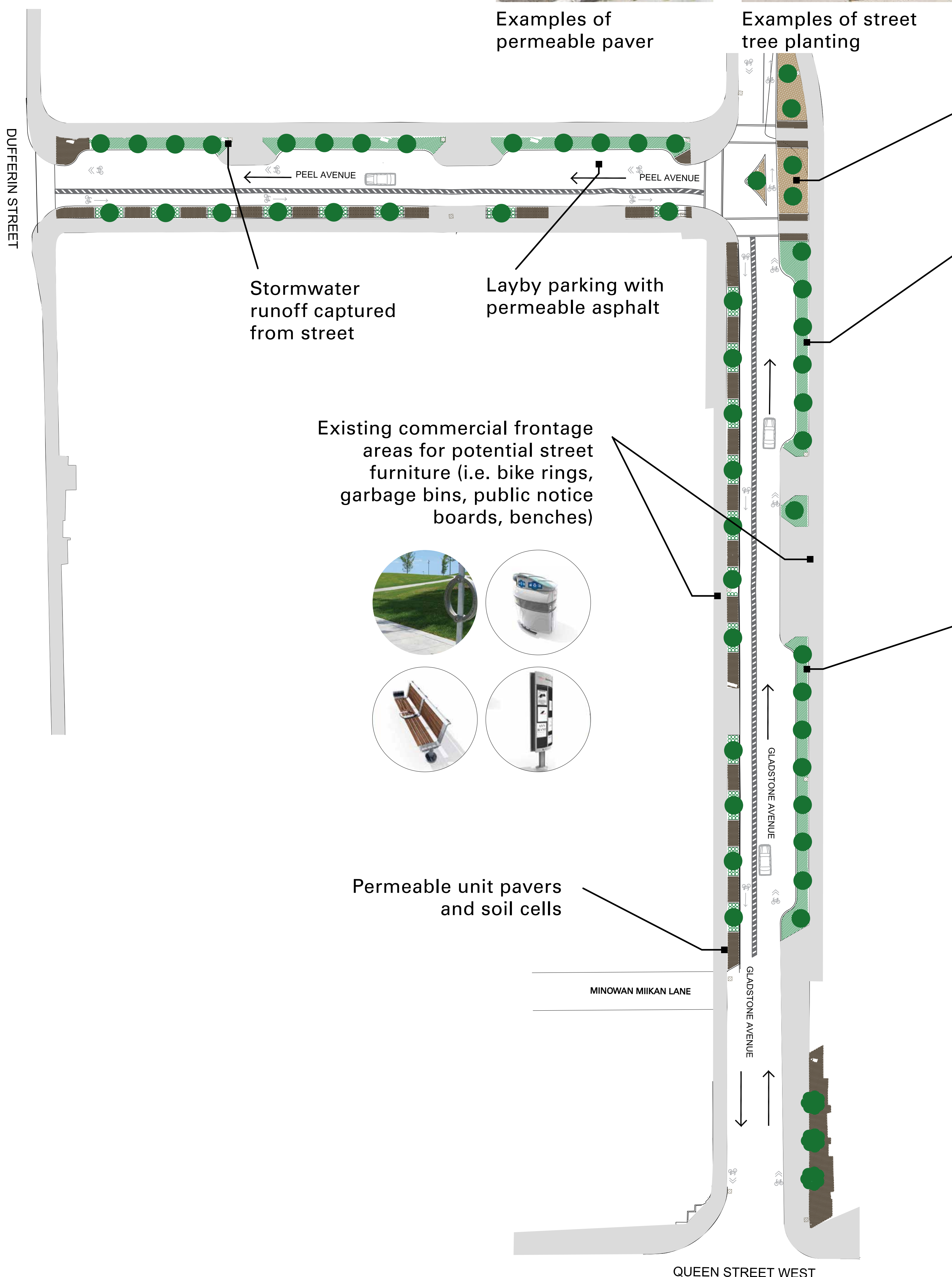
Green Street Features

Green street features for Peel Ave. and Gladstone Ave. will provide shade and a comfortable walking environment (street trees), places to rest (street furniture) and areas that enable greater storm water infiltration (permeable paving and grassed boulevards).



Examples of permeable paver

Examples of street tree planting



Recycled rubber permeable surface

New hard landscape planted boulevard create space for street trees, street furniture and bike parking. This will provide wider sidewalks.

Grassy boulevard



Example of a grassy boulevard

Step 1

- **Submit your feedback on this project to the City by April 23, 2019, using the:**
 - » **Paper Feedback Form** provided at this event, or
 - » **Online Feedback Form** at toronto.ca/peelgladstone
- City staff will continue to finalize detailed design and will report on the feedback we have received

Step 2

- **Sign up for the project mailing list** by contacting the Public Consultation Unit (contact details below)
- By subscribing, you will stay informed about what's happening, what's next and what progress has been made during construction

Step 3

- **Construction planned for 2020 pending finalization of detailed design**
- **Pre-Construction Notices** will be issued approximately two months in advance of work commencing
- **Construction Notices** will be mailed to you 2–3 weeks in advance of work commencing

Contact us

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

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