



Peel Ave. and Gladstone Ave. Road Reconstruction PUBLIC CONSULTATION REPORT

May 2019

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City of Toronto, Public Consultation Unit

Project Overview

In 2011, the City eliminated the Dufferin St. "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 and Gladstone Avenues to get to Queen St. W. As a result there has been significant reductions in motor vehicle traffic and an increase in cycling on Peel Ave. and Gladstone Ave.

In 2019, the City of Toronto brought forward a proposal approved in the 2010 Peel-Gladstone Reconstruction Environmental Assessment study to convert Peel Avenue and Gladstone Avenue from 2-way into a one-way operation for motor vehicle traffic. The proposal included wider sidewalks, contra-flow bike lanes and green street features (trees, grass boulevard, permeable pavers etc.).

This report details the public consultation activities and feedback received at the detailed design project phase.

Public Communications

The Notice of Public Drop-In Event was mailed to residents using Canada Post.

The webpage www.toronto.ca/peelgladstone was posted live on March 21, 2019 and included links to the presentation boards, the notice and the online survey.

Consultation Tools

Public input was collected using the following consultation tools:

Stakeholder meetings

Stakeholder meetings were held with the Gladstone Hotel, Freshco, Metro, Cycle Toronto and the condo boards for 2,8 and 20 Gladstone Ave. and 20 Minowan Miikan Ln. The purpose of these meetings was to review the roadway designs with stakeholders, gather feedback on the designs and learn about local issues that may impact the design.

Public Drop-In Event

A public drop-in event was held on Monday April 8th, 2019 from 6:30 p.m. – 8:30 p.m. at Mary McCormick Recreation Centre. The public drop-in event included display panels a roll-plan of the proposed changes. Attendees were invited to make comments on the roll plan using markers and post-it notes. A paper feedback form was also offered to all event attendees.

On-Line and Paper Feedback Form

An on-line feedback form was created for this project (see Appendix). The feedback form was available from March 21 to April 23, 2019. In total, 53 surveys were submitted to the City for review.

Other

In addition to the above consultation tools, 22 calls and emails were received regarding this project.

Feedback Highlights

The following points were the issues that were most commonly brought up through the consultation process:

- Support for roadway improvements in general such as streetscaping, street trees, planters, wider sidewalks, traffic calming and bicycle lanes.
- Requests for a traffic light at the Peel Ave./Dufferin St. intersection
- Concern regarding traffic circulation patterns throughout the neighbourhood including the creation of three parallel one-way westbound streets (Peel Ave., Alma Ave. and Waterloo Ave.) and traffic from future developments.

What we heard from feedback received

Pedestrian Improvements

- Wider sidewalk widths will be needed with the coming new developments and corresponding anticipated increase in pedestrian traffic
- There are more opportunities to safely cross streets with the addition of crosswalks and shorter crossing distances
- The sidewalks are not busy and do not need to be widened
- Green street features are great for pedestrians

Requests:

- Traffic signal light at Peel Ave./Dufferin St. to ensure safe crossing for pedestrians
- Improved street lighting for walking at night
- Installation of steel bollards along sidewalk to discourage drivers from parking on sidewalk

Cycling Improvements

- Contra-flow bike lanes are well suited for both streets
- These improvements will make cycling much safer
- Narrowing lanes will calm traffic and make cycling safer
- Cycling lanes should be prioritized over parking
- This project is long overdue
- The Peel Ave. contra-flow bike lane is not necessary because Waterloo Ave. already has a contra-flow bike lane
- The biggest improvement for cyclists will be the maintenance of the road including elimination of potholes, grooves, bumps and other hazards

Requests:

- Extension of cycling facilities on Gladstone Ave. north to College St.
- Physical separation of the cycling lanes on Peel Ave. and Gladstone Ave. is necessary to protect cyclists from waiting Uber/Lyft drivers and taxis
- Contra-flow bike lanes should be moved to the curbside of on-street parking to protect the cycle lane
- Traffic lights for crossing the Dufferin St./Peel Ave. intersection to connect to the West Toronto Rail Path ramp on the west side of Dufferin St.

Vehicular Traffic Changes

- Less traffic will make the street quieter
- Always a fan of one-way streets
- Adding a stop sign at the Peel Ave./Gladstone Ave. intersection will make the road safer for everyone
- Slightly less convenient for accessing the highway but for all the other benefits it is a great trade
- Keep your word that Gladstone Ave. will become one-way in the north direction
- It will be difficult to make a left turn at Dufferin St. and Peel Ave. once Peel Ave. is converted to a one-way in the westbound direction
- The one-way movements on Gladstone Ave. may restrict the ability of large truck turning movements into the Freshco parking lot
- 3 parallel one-way westbound streets (Peel Ave., Alma Ave. and Waterloo Ave.) does not make sense
- Minowan Miikan Ln. is currently 1-way in the northbound direction (pilot project at the time of the public engagement), if Peel Ave. is 1-way in the westbound direction this will cause cars exiting the lane to illegally travel southbound to the segment of Gladstone Ave. that is 2-way

Requests:

- A traffic light at the intersection of Dufferin St./Peel Ave.
- If these plans go through then reverse the direction of Alma Ave. or Waterloo Ave
- The one-way direction on Gladstone Ave. from Peel Ave. to Queen St. W. should be southbound to be continuous with the rest of the street
- Gladstone Ave. and Peel Ave. should remain 2-way streets
- Gladstone Ave. should be revised so that traffic can continue northbound north of Peel Ave. and then west on Alma Ave.
- Install more streetlights for safety
- Ensure there is traffic calming (speed humps) as well as road narrowing to force drivers to slow down
- The roads are still too wide, they need to be as narrow as possible

Parking Changes

- On-street parking should be eliminated as there is enough under Metro and at Freshco
- On-street parking should be reduced especially given that the current on-street parking area is under-subscribed
- "Dooring" is a risk to cyclists
- With increased density coming to the neighbourhood in the next few years, more parking will be needed
- The City places too much weight on maintaining on-street parking

Requests:

- There is plenty of parking in the condos and it would be better to remove on-street parking and replace with landscaping and stormwater management
- Keep Peel Ave. 2-way and eliminate on-street parking
- On-street parking should be used to "protect" the bike lanes

Sustainability/Green Street Features

- Support for the renewed emphasis on street beautification
- Need more green space in the city to deal with climate change and the increase risks of flooding
- More trees are good
- The more green the better
- These features will be an extended enhancement to the new park at Peel Ave. and Dufferin St.(Pessoa Park)
- Great to look at sustainable features
- Love the green bioswales that integrate stormwater management into their use
- Benches will not be used on this street

Requests:

- Include native plants as part of the greenery
- Use interlock brick surface on the street to slow traffic further
- Keep dogs and bikes away from trees and planted areas

Other comments and suggestions

- The EA was completed too long ago, the neighbourhood has changed since then, the EA should be redone
- Please implement this, the neighbourhood has been waiting for this for a long time
- Make it as difficult as possible for drivers to be dangerous and as easy as possible for people to walk or bike safely

Suggestions/Requests:

- There is an opportunity to create a pedestrian priority street here, this design still informs drivers that they have priority over pedestrians
- The intersection of Peel Ave./Gladstone Ave. is a good place for public art
- Add electric vehicle charging stations
- Add bike parking
- Add more garbage/recycling bins along Gladstone Ave./Peel Ave.
- Use construction materials that are built to last

Other feedback items that fall outside of project scope

Item out of scope	Item will be forwarded to appropriate team
Add a driveway on east side of Alexander Muir Gladstone Public School as a drop-off area for students	TDSB
Add crossing guards during peak kid-traffic times	Traffic Management Centre
Add dog park for condo residents	Parks, Forestry and Recreation

Next Steps

The City of Toronto will review the requests and comments that were raised through the public consultation process and incorporate changes where possible in the revised design.

Issues raised concerning traffic movement along the street and within the nearby neighbourhood will be further examined. This includes reviewing:

- delivery access and truck turning movements for the Freshco site,

- future operation of neighbourhood traffic with three westbound 1-way parallel streets,
- the warrant for a traffic light at the intersection of Peel Ave./Dufferin St,
- capacity at Queen St. W./Dufferin St, especially with respect to the southbound left turns, and
- capacity at the Queen St. W./Gladstone Ave. intersection with respect to the eastbound left turns.

Appendices

- Notice of Public Drop-In Event
- Feedback Form

Reconstructing Peel Avenue and Gladstone Avenue (from Queen Street to Peel Avenue)

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



Gladstone Avenue at Queen Street West, facing north

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 Avenue to Minowan Miikan Lane will remain.

The City is working on the design details to improve pedestrian and cycling facilities on both Gladstone Avenue and Peel Avenue including:

- wider sidewalks
- contraflow bike lanes
- green street features (trees, grass boulevard)

Join us to learn more about the designs, speak with the project team and provide your feedback.

Date: Monday, April 8, 2019

Time: 6:30 p.m. – 8:30 p.m.

Place: Mary McCormick Recreation Centre, 66 Sheridan Avenue



This venue is wheelchair accessible.



All information materials will be posted online at toronto.ca/peelgladstone prior to the event. An in person and online survey will also be provided to collect opinions and comments.

What do these design upgrades and changes mean for you?



Pedestrian Improvements

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



Cycling Improvements

- Contraflow bike lanes enable cyclists to travel in both directions on streets that are designated one-way for motor vehicle traffic.
- Builds connections to the local existing and planned cycling network



Vehicular Traffic Changes

- Peel Ave. will become one-way in the westbound direction
- Gladstone Ave. will become one-way in the northbound direction (from Minowan Miikan Ln. to Peel Ave.)



Parking Changes

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



Sustainability/Green Street Features

- Grass and landscaped boulevards
- Permeable paving materials

NEED MORE INFORMATION?

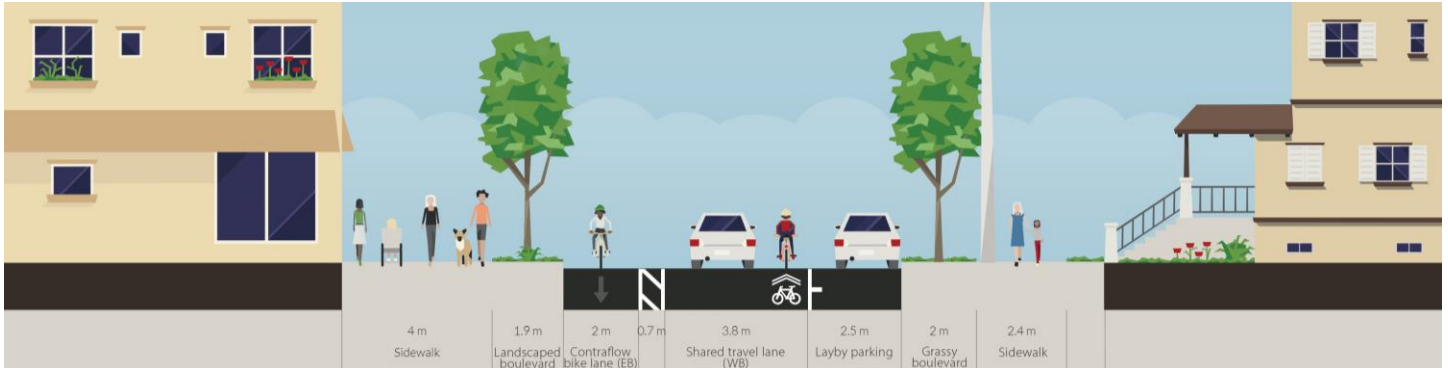
If you have questions, please contact us.

Public Consultation Unit	Elysia Leung · 416-392-6505 · elysia.leung@toronto.ca
TTY Hearing Impaired Service	416-338-0TTY (0889) (7 Days a week, 8:00 am – 5:00 pm, closed holidays)

Street Improvements Cross Sections

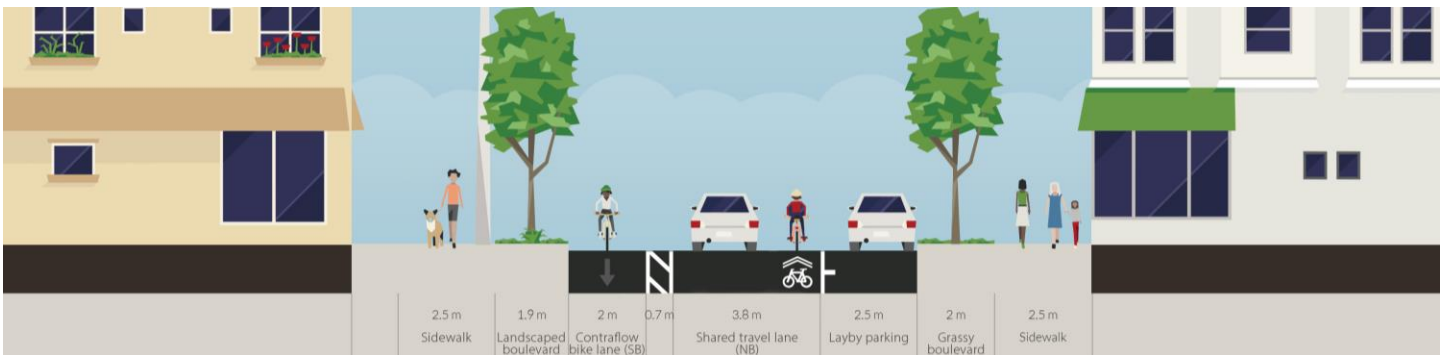
The diagrams below show the planned improvements for Peel Avenue and Gladstone Avenue.

Peel Ave.



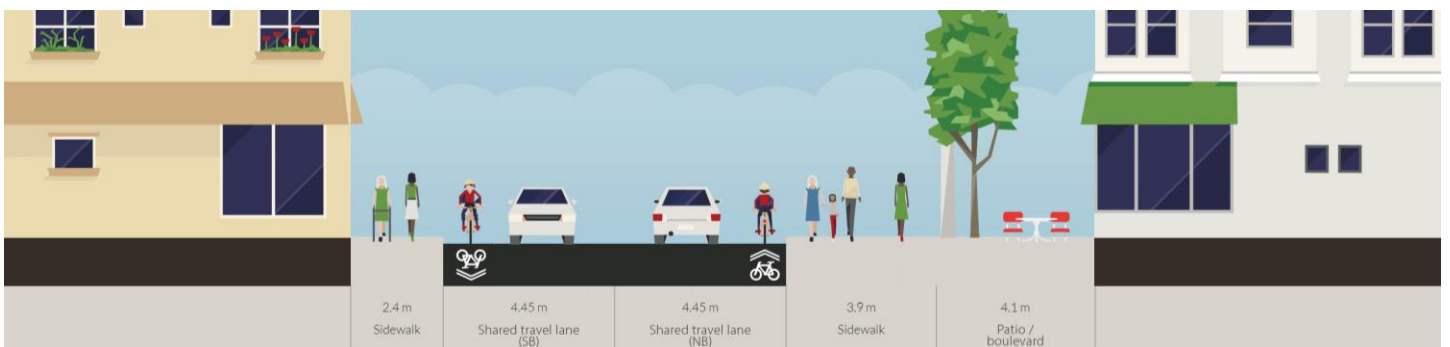
*LOOKING WEST: eastbound contraflow bike lane · westbound motor vehicle and bicycle shared travel lane
on-street layby parking · wider sidewalks · street trees and landscaping*

Gladstone Ave. (Minowan Miikan Ln. to Peel Ave.)



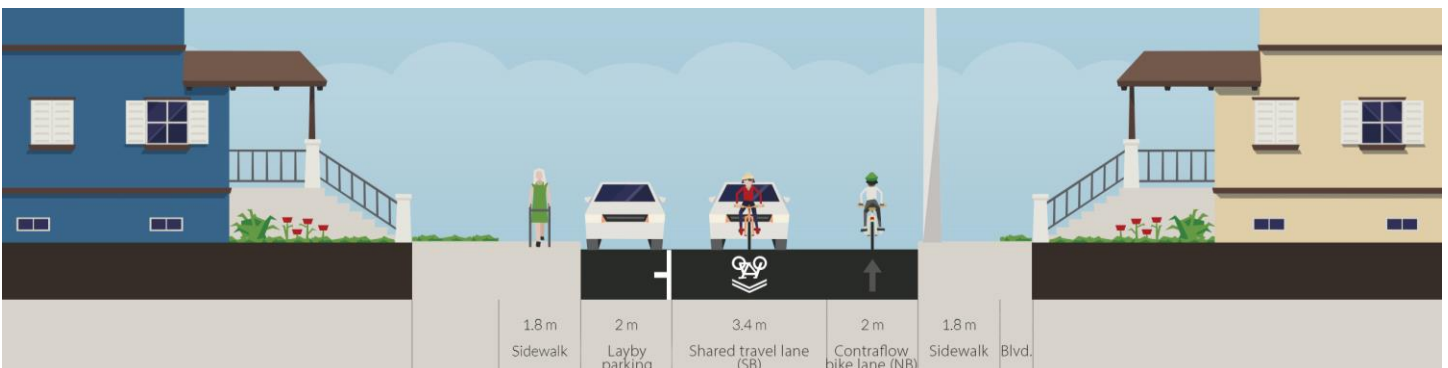
*LOOKING NORTH: southbound contraflow bike lane · northbound motor vehicle and bicycle shared travel lane
on-street layby parking · wider sidewalks · street trees and landscaping*

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. (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. and Gladstone Ave. Reconstruction 2020

April 8th, 2019

Thank you for attending and participating in this Public Drop-In Event. Public consultation is an important part of this project. Please complete this feedback form so we can learn more about your thoughts and opinions regarding the Peel Ave. and Gladstone Ave. Reconstruction. All comments will be considered.

Please submit your comments today or by April 23, 2019. Today's materials are also available on www.toronto.ca/peelgladstone

1 Please tell us what you like or dislike about the design?

Road Design Element	Comments
Pedestrian improvements	
Cycling improvements	
Parking changes	
Vehicular traffic changes	
Green street features	

2 Are there any additional street features you would like to see?

3 Is there anything else you want to tell us about this project?

About You

What are the first three digits in your postal code? _____

Please describe your perspective. (Select all that apply)

- I live along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I work along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I shop/dine along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- I travel on Peel Ave/Gladstone Ave/Minowan Miikan Ln
- I represent a business along Peel Ave / Gladstone Ave / Minowan Miikan Ln
- Other: _____

How do you typically travel on/to Peel Ave/Gladstone Ave? (Select all that apply)

- Walk
- Bike
- Drive
- TTC
- Taxi / rideshare
- Auto passenger
- Other: _____

About this Event

Please help us to improve by letting us know your thoughts about the event.

	Disagree	Neutral	Agree
The information presented was clear and easy to understand	1	2	3
Staff were able to answer my questions or offered follow up	1	2	3
There was an opportunity to share my comments & opinions	1	2	3

Contact

Thank you for your comments!

Please return your card to the registration desk before you leave, or submit to the City by April 23, 2019.

<p>Elysia Leung Sr Public Consultation Coordinator, City of Toronto 416-392-6505 elysia.leung@toronto.ca</p>	<p>Mail: City of Toronto - Public Consultation Unit 55 John Street, Metro Hall, 19th Floor Toronto, ON M5V 3C6</p>
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The City respects your privacy – your personal information will not be shared without your permission. The personal information on this form is collected under the authority of the City of Toronto Act, 2006, s. 136(c), and the Municipal Freedom of Information and Protection of Privacy Act. R.S.O. 1990, CHAPTER M.56. Your personal information is being collected in order to respond to your inquiry and future consultation opportunities regarding the Peel Ave & Gladstone Ave Reconstruction 2020. Questions about this collection can be directed to the Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990.