



# Peel & Gladstone Road Reconstruction

Public Drop-In Event #2  
December 2, 2019

## What will I learn from this drop-in event?

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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 December 13, 2019
- **Online Feedback Form:** If you need more time to review the project information, the presentation materials will be posted on [toronto.ca/peelgladstone](http://toronto.ca/peelgladstone) . An online feedback form will also be available. All materials will be posted tomorrow.





Gladstone Ave. at Queen St. W. (looking north)

### 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.)
- The road reconstruction will redesign Peel Ave. and Gladstone Ave. (from Queen St. W. to Argyle St.) to improve transportation options for residents and visitors by creating a more inviting environment for walking and cycling and providing lay-by parking

### How will this improve my community?

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

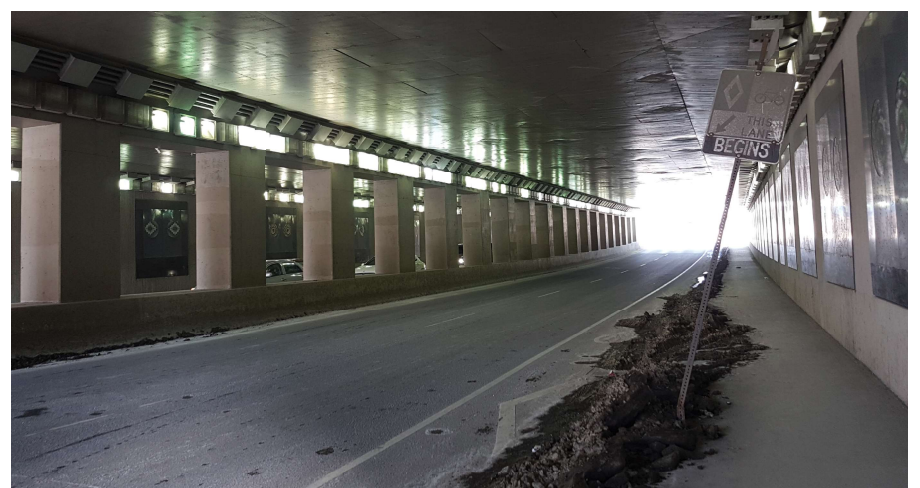


## Why is this project happening now?

- Peel Ave. and Gladstone Ave. were last reconstructed 70 years ago in 1949
- The lifespan of a road is usually around 50–70 years, 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 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
- A construction project was completed in 2011 to create a continuous connection of Dufferin St. under the railway corridor
- After this project was completed, Peel Ave. and Gladstone Ave. no longer needed to accommodate through traffic from Dufferin St.
- The resulting decrease in traffic volumes on these roads enables a reduction in road pavement width and designation to a local street. Peel Ave. and Gladstone (from Queen St. W. to Peel Ave.) have already been designated as local roads



Construction of Peel Ave. & Gladstone Ave., 1949



Look through the Dufferin underpass. 2019

## Project Background

# Summary of Event #1

- In April 2019, the City of Toronto brought forward a proposal to convert Peel Ave. and Gladstone Ave. from a 2-way operation to a 1-way operation for motor vehicle traffic, based on the Peel-Gladstone Reconstruction Environmental Assessment (EA) study approved in 2010
- The proposal included wider sidewalks, contra-flow bike lanes and green street features (trees, grass boulevards, permeable pavers, etc.)



Plan of the original recommendations from the EA

## Feedback from the Public Drop-In Event #1 was mixed

### + Support for:

- Street trees
- Planters
- Wider sidewalks
- Traffic calming
- Bicycle lanes

### ! Concerns about:

- Traffic circulation throughout the neighbourhood
- Creation of three parallel 1-way streets in the westbound direction (Peel Ave., Alma Ave. and Waterloo Ave.)
- Motor vehicles making a left turn to exit Peel Ave. at Dufferin St. without a traffic light
- Minowan Miikan Ln. in the northbound direction directing traffic onto Peel Ave.



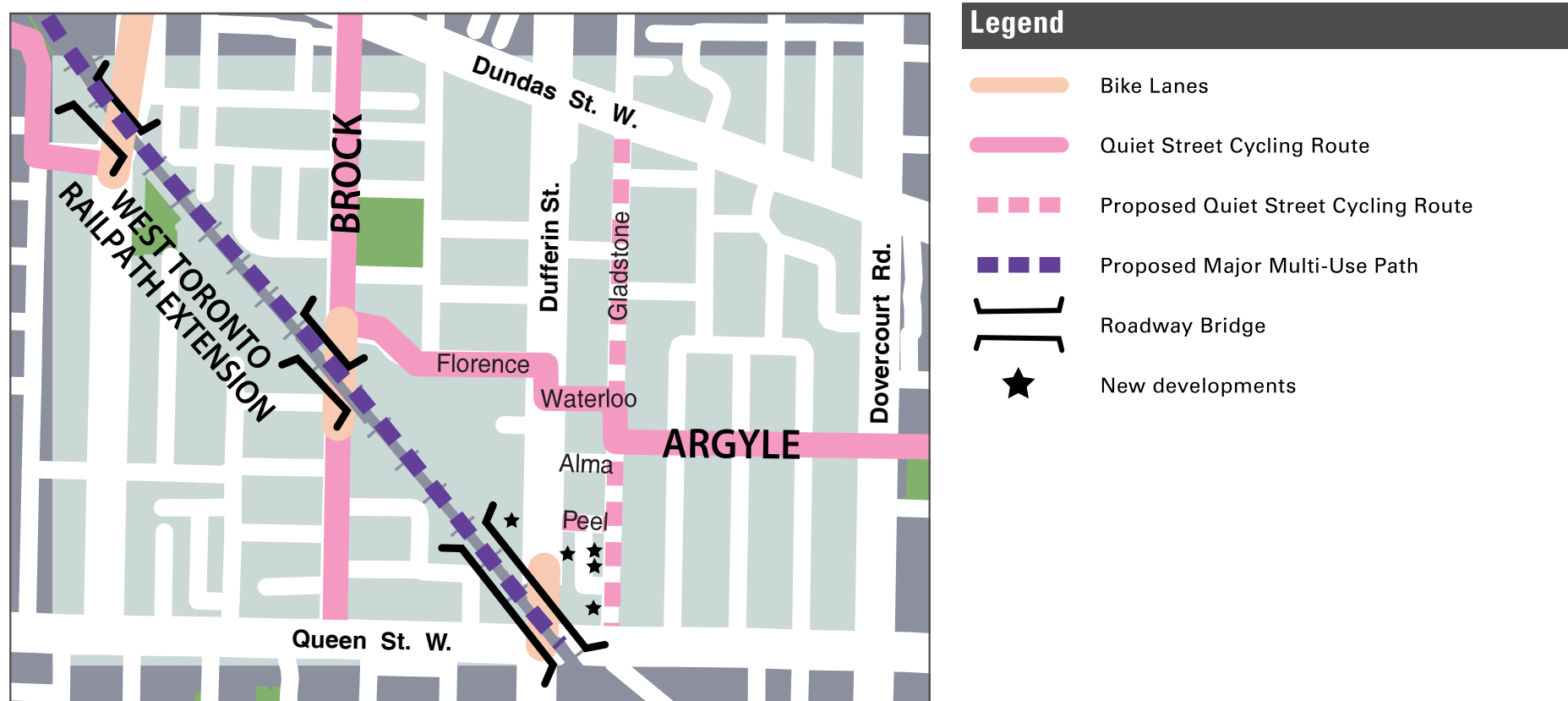
## Project Background

# General Area Improvements

The area is experiencing a period of great change and becoming a mixed-use community with condominiums, affordable housing, live/work units, galleries, retail and new park spaces

Changes include:

- Expansion of local cycling network
- New developments (440 Dufferin St., 2, 8, 20 Gladstone Ave. and 11 Peel Ave.) in the Gladstone Ave. and Peel Ave. area
- Major public infrastructure projects such as the rail corridor bridge over Dufferin St. (Metrolinx work) and multi-use trail construction
- Future construction of the West Toronto Railpath extension and associated connections



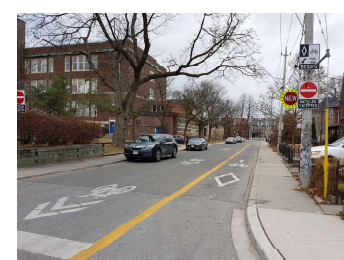
# Project Background

## Local Area Cycling Network

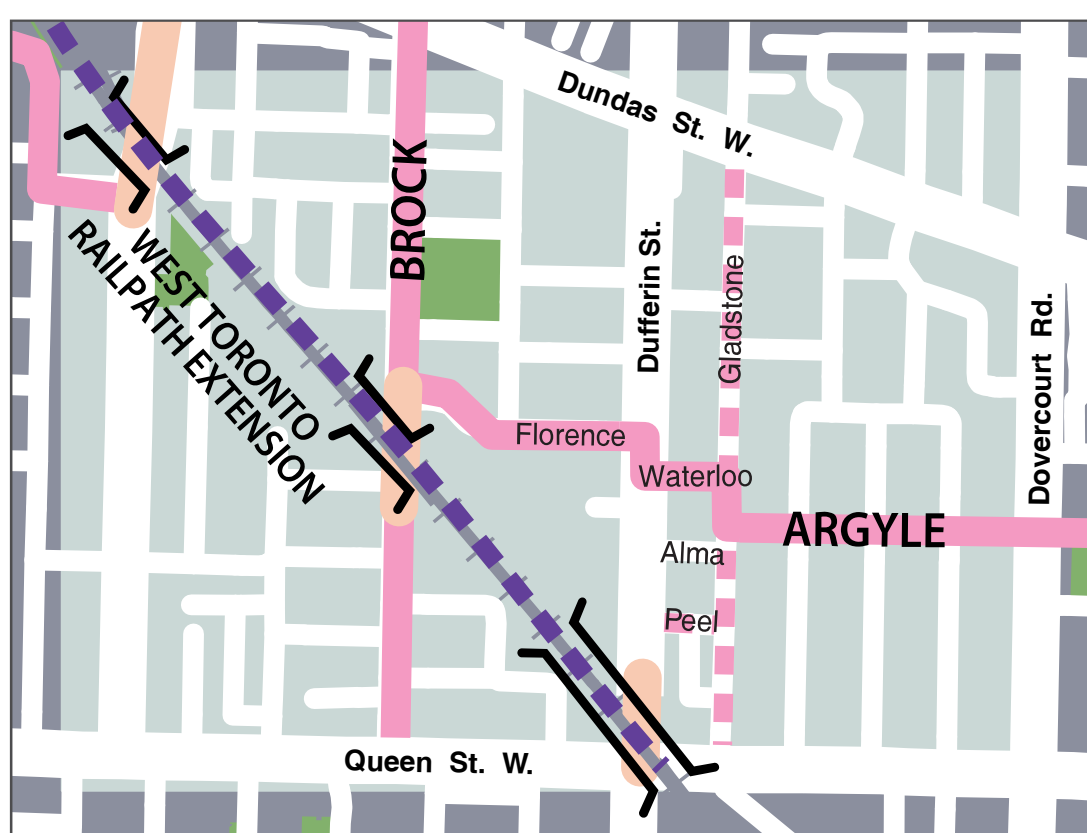
- **2015–2016:** Contra-flow bike lanes and sharrows were installed on Argyle St. and Florence St.
- **2017:** Contra-flow bike lanes and sharrows were installed on Gladstone Ave. (Argyle St. to Waterloo Ave.) and Waterloo Ave. (Gladstone Ave. to Dufferin St.)
- **2018:** A bikepath was installed on Dufferin St. to provide a connection between Waterloo Ave. and Florence St.
- Accommodation of two-way cycling facilities (contra-flow 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 Contra-flow



Legend	
	Bike Lanes
	Quiet Street Cycling Route
	Proposed Quiet Street Cycling Route
	Proposed Major Multi-Use Path
	Roadway Bridge



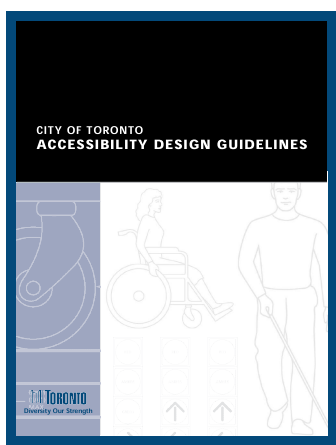
# Project Design

## New Road Design Initiatives

The City has a number of new 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 Initiatives include:



#### Accessibility

Guide to facilitate better design for those with different mobility needs.



#### 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.



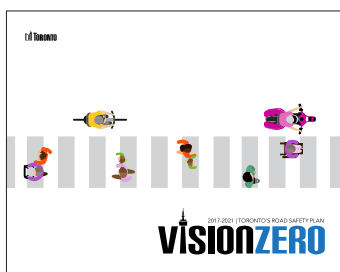
#### Green Streets

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.



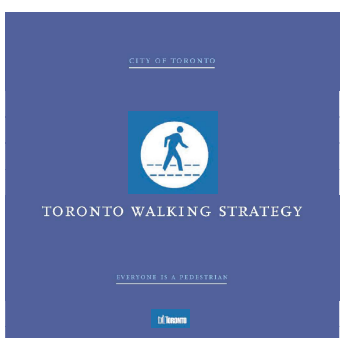
### TransformTO

Unanimously approved by City Council in July 2017, TransformTO lays out 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. Under TransformTO, 75% of trips under 5 km are walked or cycled by 2050.



### Vision Zero

*Vision Zero* is a five-year (2017–2021) action plan focused on eliminating 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.



### Walking Strategy

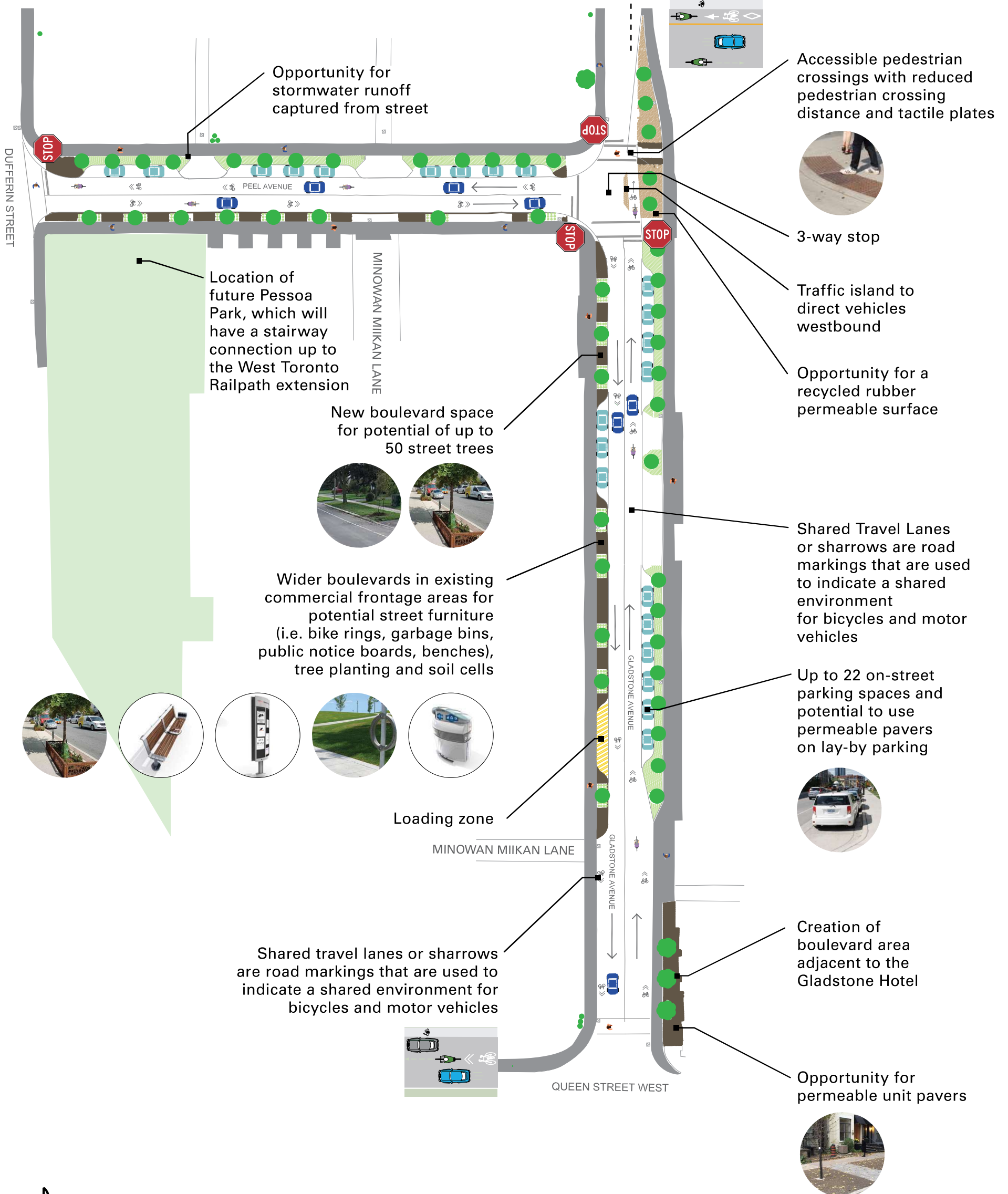
The *Toronto Walking Strategy* was adopted to make Toronto a great walking city including policy, infrastructure and programming to create a rich culture of walking in Toronto.



# Project Design Option A

Option A includes two-way motor vehicle traffic on Peel Ave. and Gladstone Ave. from Queen St. W. to Peel Ave. (cyclists and cars would share the lane), wider sidewalks, potential of up to ±50 street trees, on-street lay-by parking and green street features.

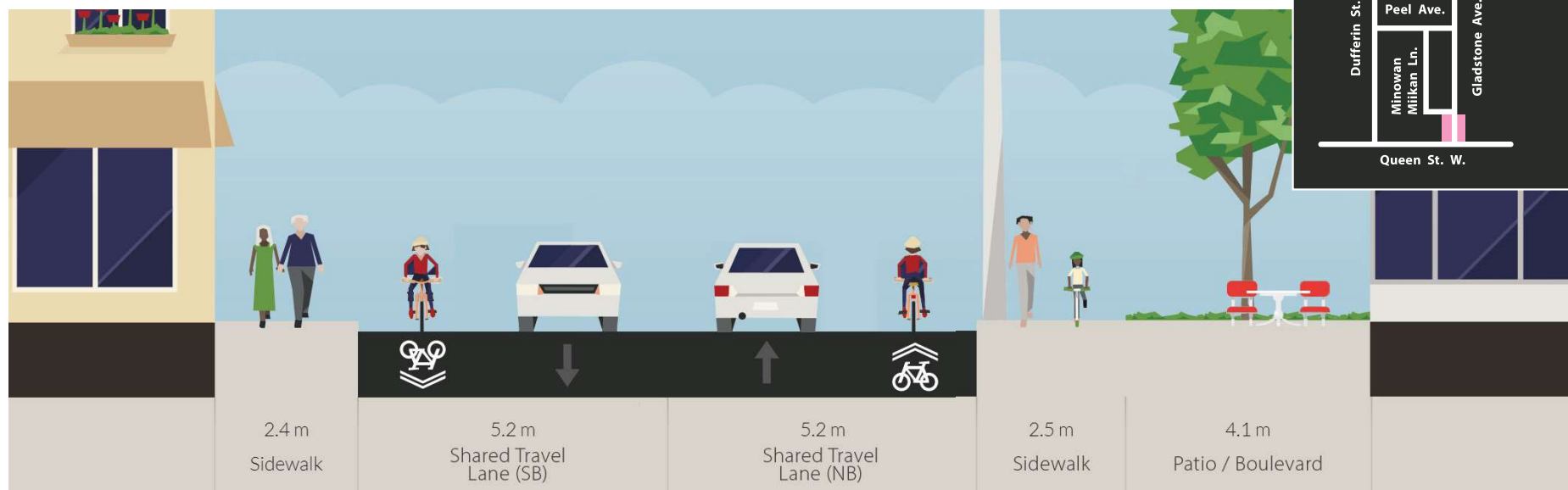
*Photos are for illustration purposes only.*



# Project Design Option A Cross-Sections

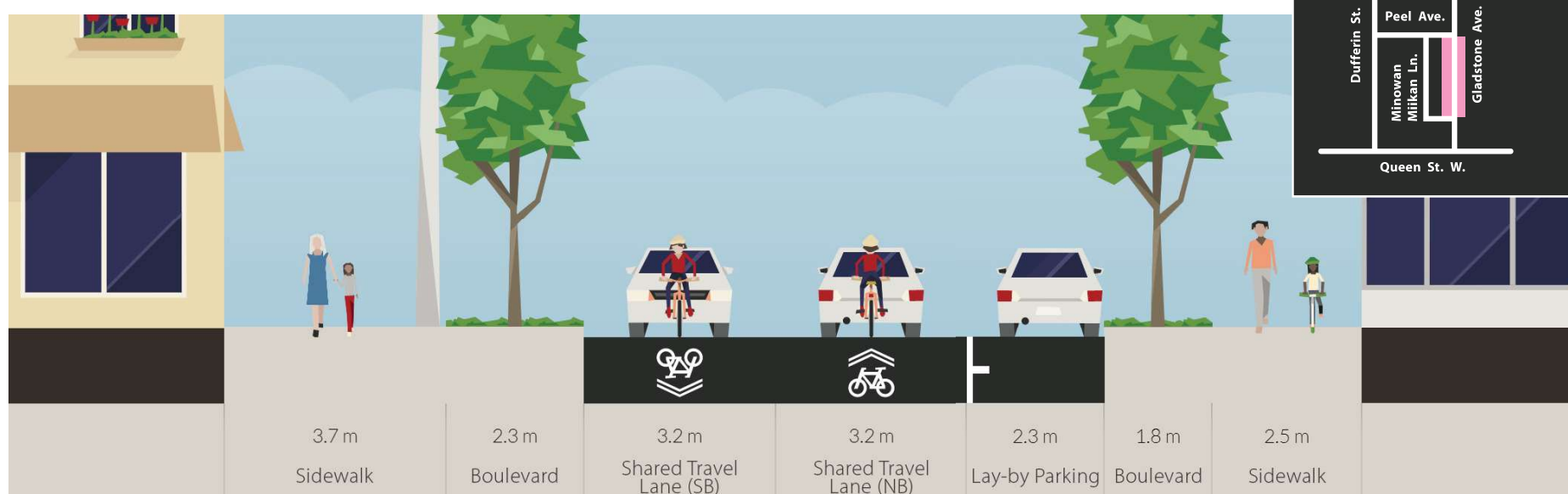
## Gladstone Ave.

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



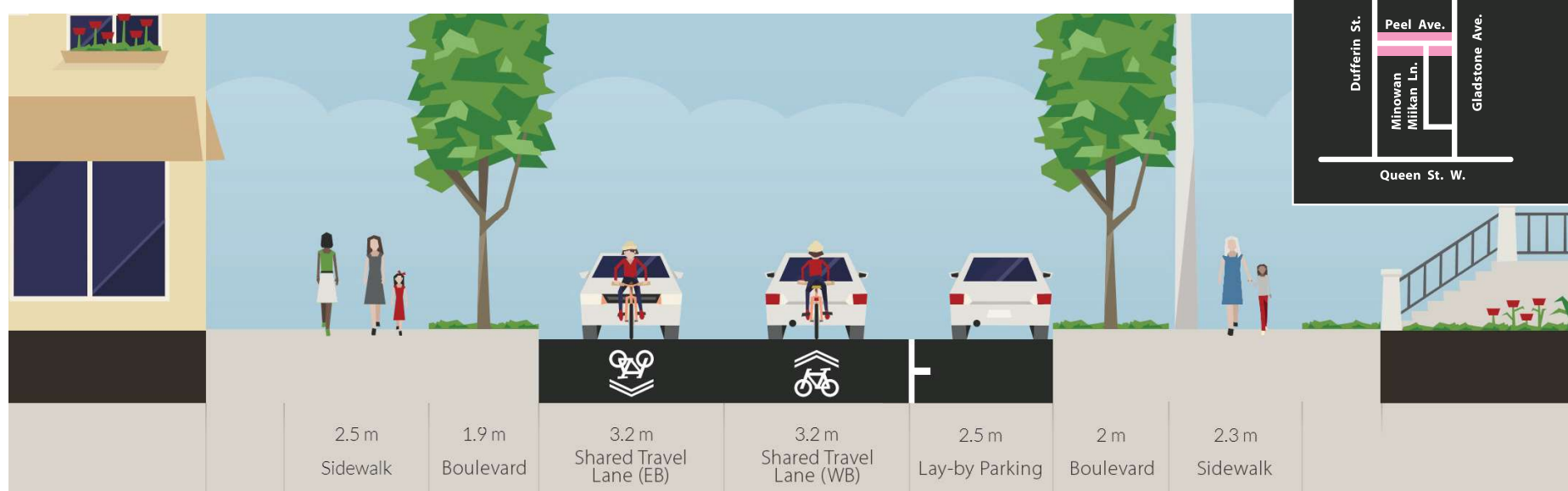
## Gladstone Ave.

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



## Peel Ave.

Gladstone Ave. to Dufferin St. (looking west)



\* These cross-sections were created using Streetmix and is used under the Creative Commons Attribution-ShareAlike 4.0 International (CC BY-SA 4.0) license.

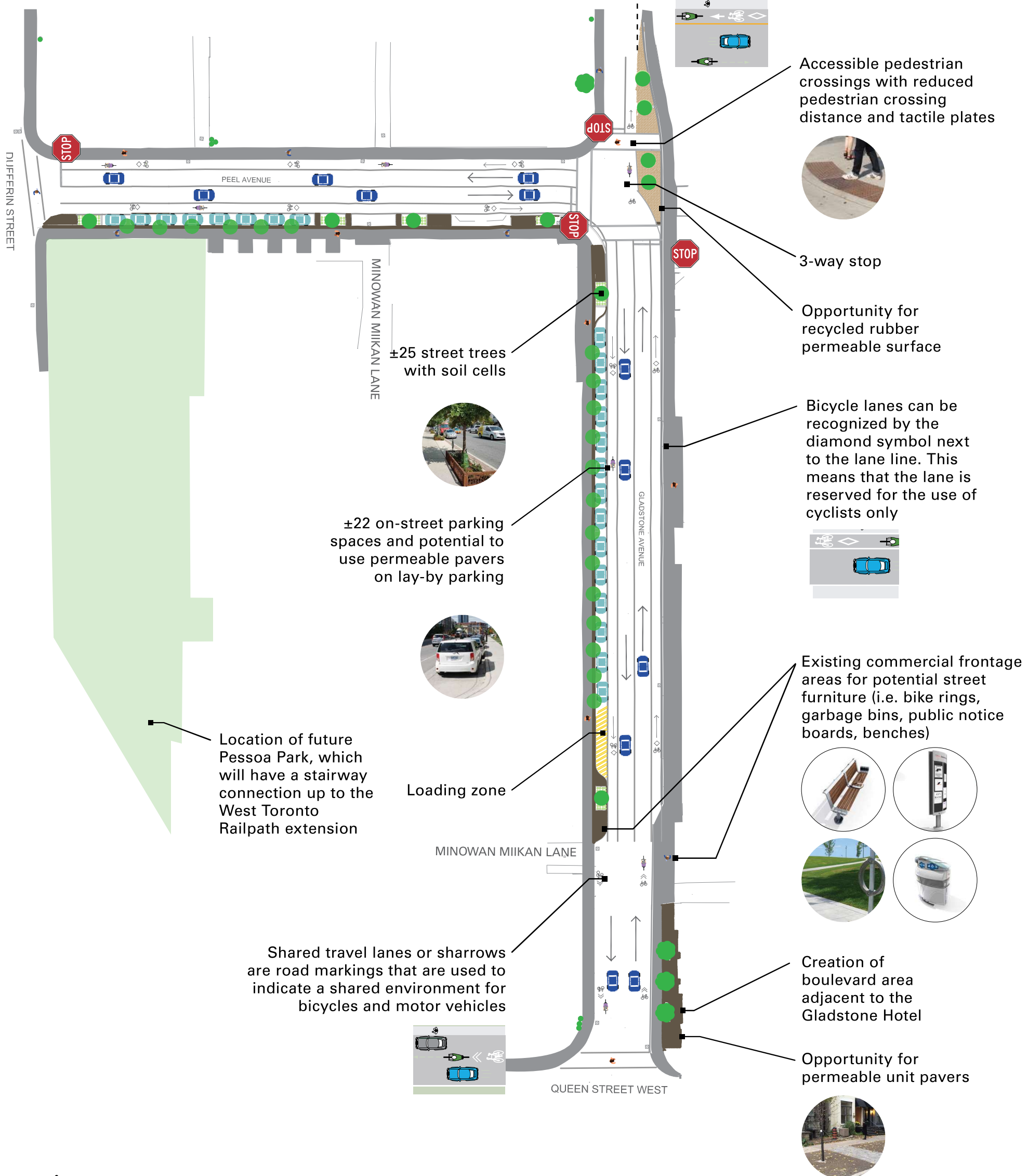
\*\* Road dimensions may be subject to change pending detailed design.



# Project Design Option B (Preferred Option)

Option B includes two-way motor vehicle traffic on Peel Ave. and Gladstone Avenue from Queen St. W. to Peel Ave., bike lanes, wider sidewalks, potential of ±25 street trees (to be confirmed in detail design), on-street lay-by parking and some green street features, but not as many as Option A.

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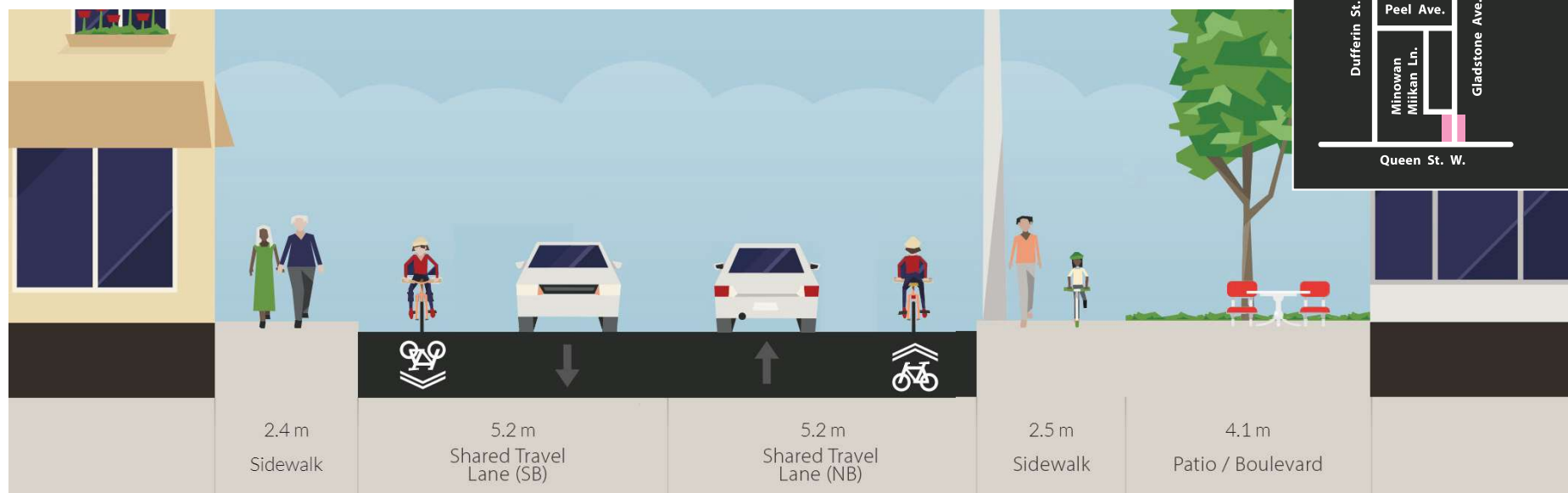


# Project Design

## Option B (Preferred Option) Cross-Sections

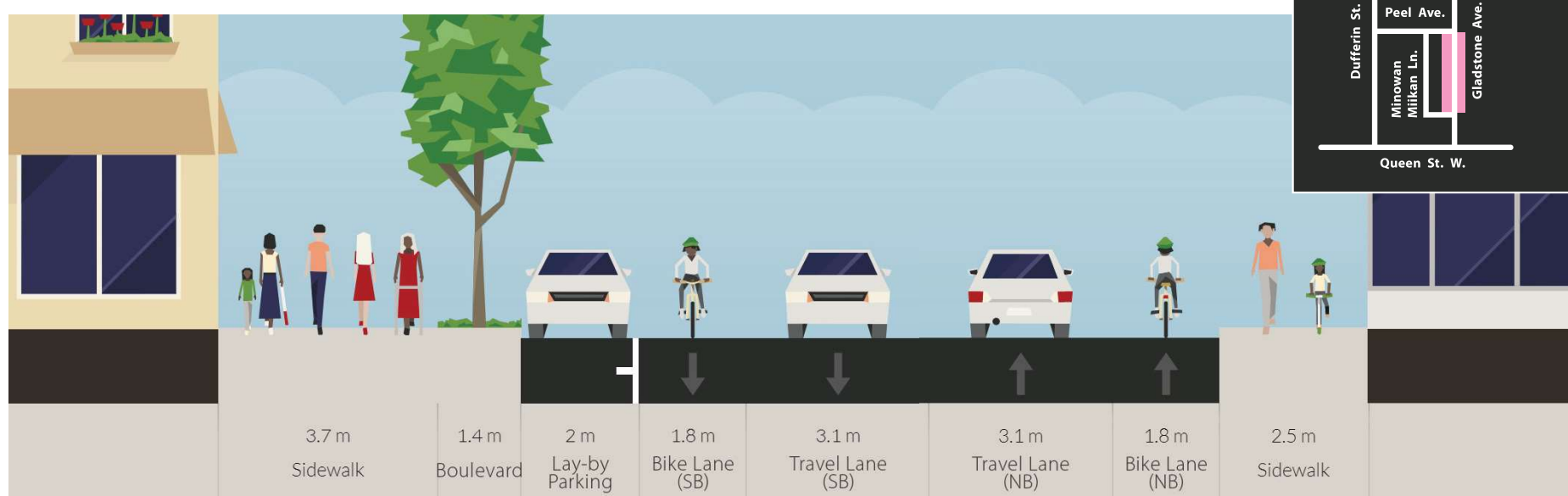
### Gladstone Ave.

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



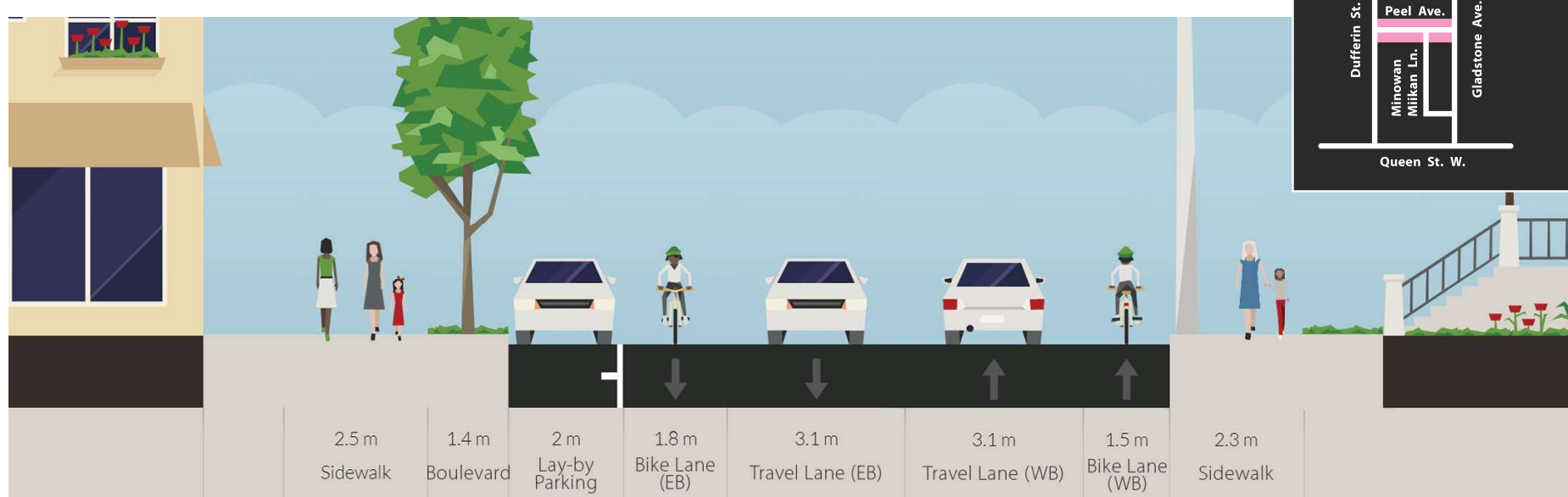
### Gladstone Ave.

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



### Peel Ave.

Gladstone Ave. to Dufferin St. (looking west)



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Step 1

- **Submit your feedback on this project to the City by December 13, 2019, using the:**
  - » **Paper Feedback Form** provided at this event, or
  - » **Online Feedback Form** at [toronto.ca/peelgladstone](https://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 2021 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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