BARTLETT-HAVELOCK-GLADSTONE CYCLING CONNECTIONS

Public Meeting 1 – Davenport Rd to College St

Thursday, February 10, 2022

Land Acknowledgement

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.

Recording

This meeting is being recorded for purposes of creating a meeting summary that will be shared with all meeting participants.

Introduction

Agenda

Time (minutes)	Topic
10	Introductions Webex Basics
30	Presentation
75	Question and Answer Period
5	Wrap-up Next Steps

Meeting Objectives

1. Meet the project team
2. Learn more about the Bartlett-Havelock-Gladstone Cycling Connections project from Davenport Road to College Street
3. Provide your feedback on the proposed changes
4. Ask questions about the project

Introductions

Ward 9
- Deputy Mayor Ana Bailão
- Michael Jacoby, Constituency Assistant

Cycling and Pedestrian Projects, Transportation Services
- Becky Katz, Manager
- Adam Popper, Sr Project Manager
- Daniel Samson, Transportation Engineer

Public Consultation Unit
- Alyssa Cerbu, Sr Coordinator
- Nathalie Forde, Coordinator

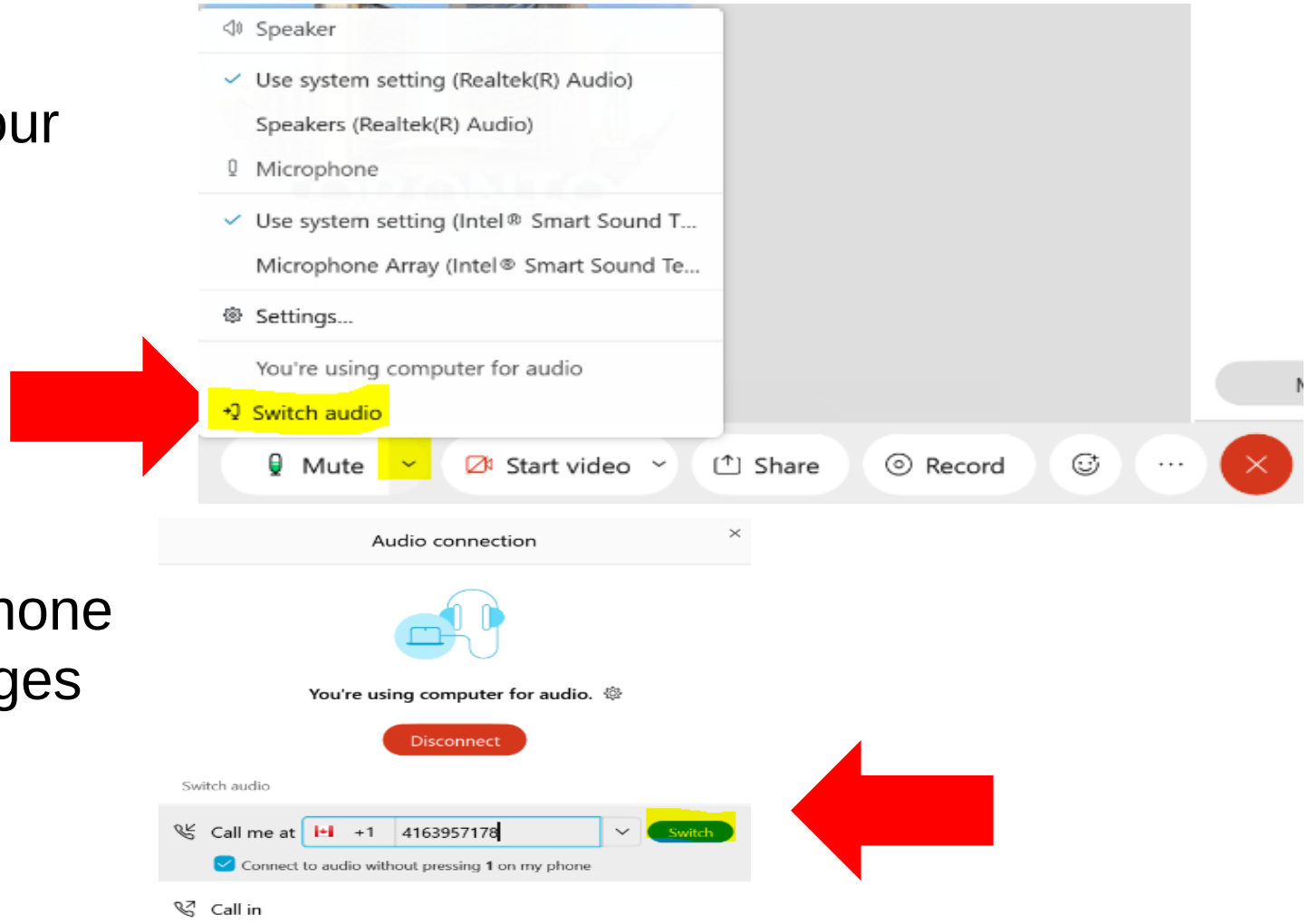
Webex Basics

Webex Audio Trouble?

1. Click **the arrow** beside your mute button

2. Click “**Switch audio**”

3. Use **“Call me” function**
   - Enter your phone #
   - Webex will call your phone
   - No long distance charges



Audio still not working?

Call Into the Meeting

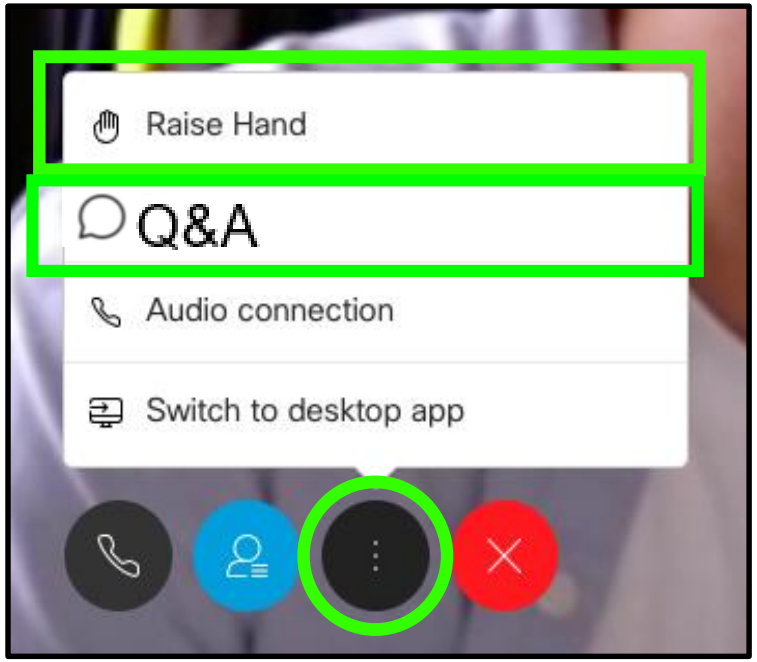
Dial: **416-915-6530**
When prompted for a meeting number enter:
2465 645 1358

Participating by Computer

Raise your hand or type your question

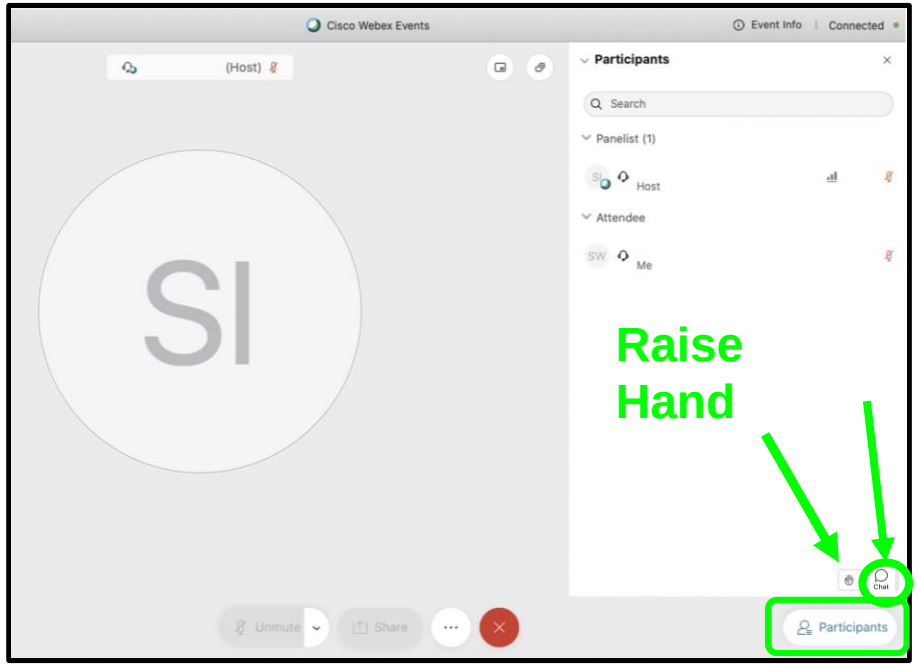
Via the internet browser

Click the "…" button at the bottom of the video window and select "Raise Hand" or "Q&A".



Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the "Raise Hand" or "Q&A" button at the bottom right.

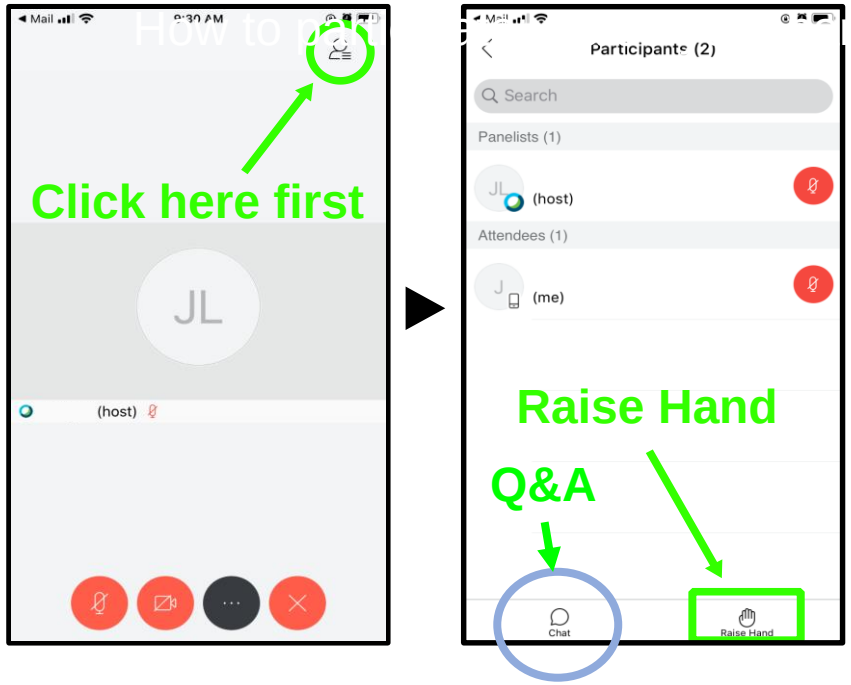


Participating by Smart Phone or Tablet

Raise your hand or type your question

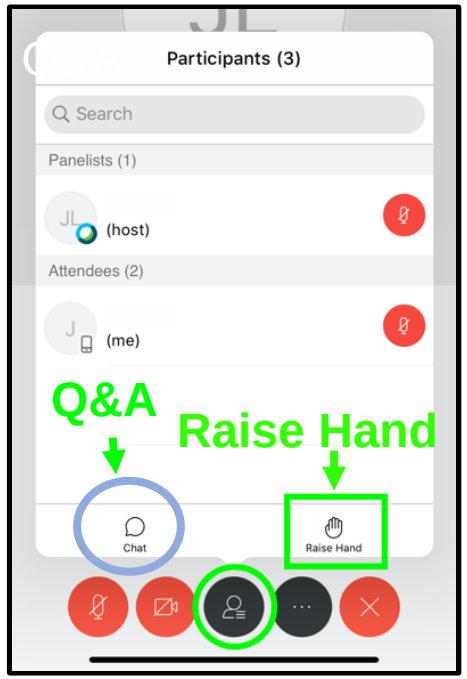
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



Raising your hand by Phone

- To raise your hand virtually, **key in *3**.
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Code of Conduct

Be Patient:
Virtual meetings don't always run as smoothly as planned.

Be Brief:
Limit yourself to one question or comment when called on to speak.

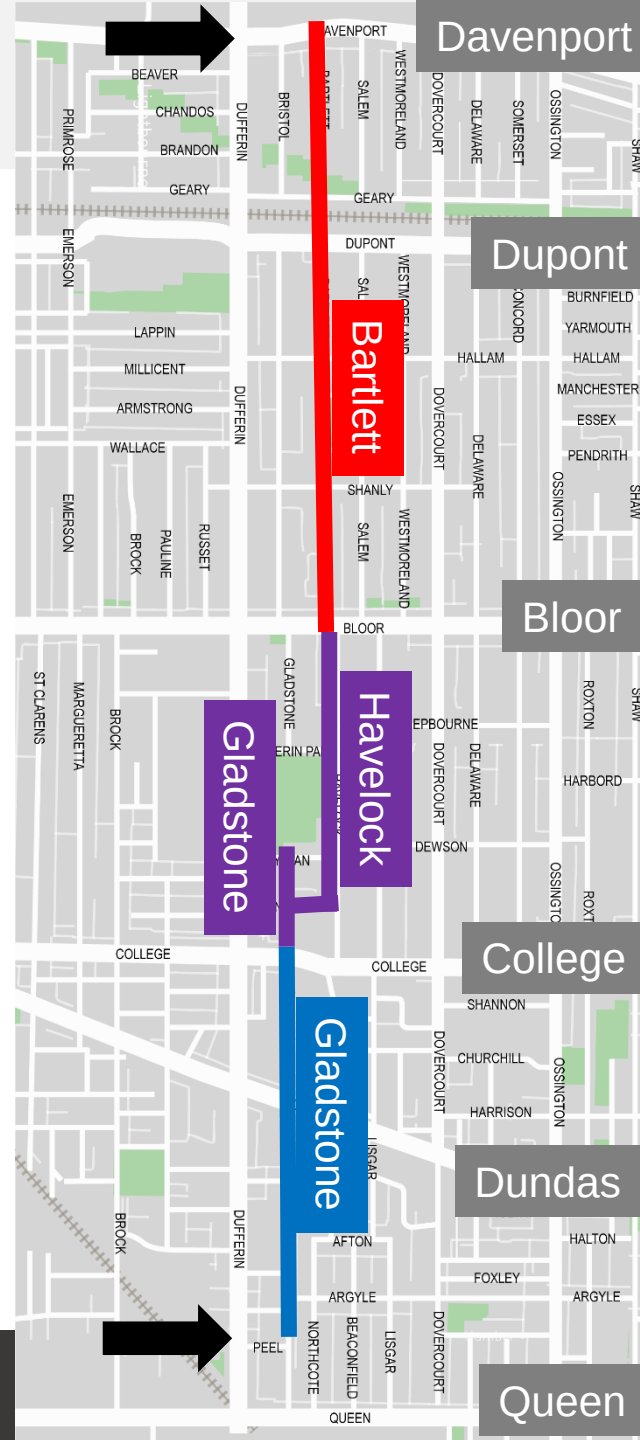
Be Respectful:
The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

We want to hear from you – all questions are good questions!

Bartlett-Havelock-Gladstone Cycling Connections

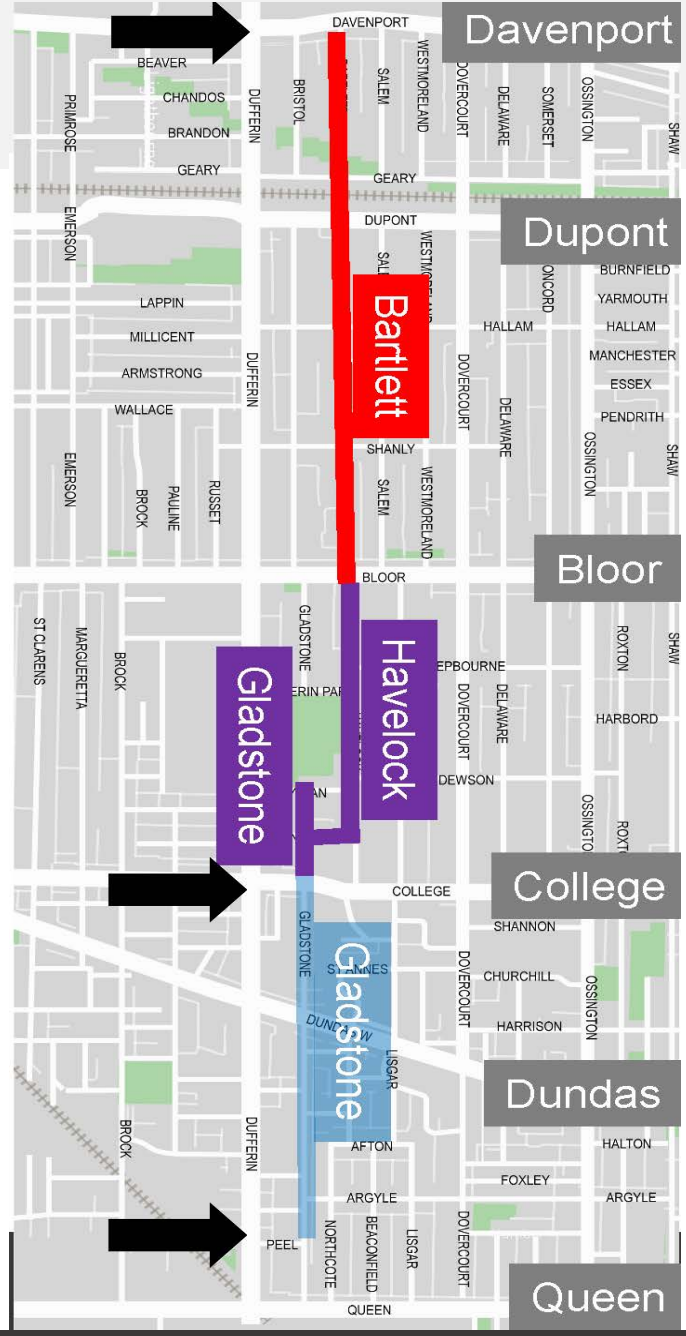
Project Overview

- Bartlett-Havelock-Gladstone is a 3.5 km bikeway project.
- The project aims to improve safety, prioritize people walking and cycling, and reduce local traffic infiltration.
- The project would expand the local cycling network and connect to existing bikeways on Davenport Rd, Bloor St, Havelock St, Lindsey Ave, Waterloo Ave, and Argyle St.
- The proposed changes include new contra-flow bike lanes and traffic signals, reduced on-street parking spaces in some locations, and modified motor vehicle travel directions.



Project Limits

- Project Limits | Davenport Rd to Peel Ave
- Today’s focus | Davenport Rd to College St
- Coming soon | Gladstone Ave from College St to Peel Ave



Project Goals

Improve safety for people walking, cycling and driving

Encourage cycling by connecting and improving bikeways, and creating an alternative to north-south travel on Dufferin St

Reduce neighbourhood traffic infiltration, and maintain local access for residents and City services

Minimize impact to on-street parking

Background

Policy and Rationale for Road Safety Projects

Official Plan Goals

Bring all Toronto residents within 1km of a designated cycling route

Road to Health: Healthy Toronto by Design

Increased physical activity is associated with better health outcomes

Vision Zero Road Safety Plan

Prioritize the safety of our most vulnerable road users

TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by 2030

Complete Streets Guidelines

Streets are for people, placemaking and prosperity.

Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently

Encouraging People of All Ages and Abilities to Ride

The majority of people rate themselves as “interested but concerned”

Office of Recovery and Rebuild COVID-19

Accelerate initiatives in response to the COVID-19 pandemic and its recovery.

Cycling Network Plan Goals

Connect

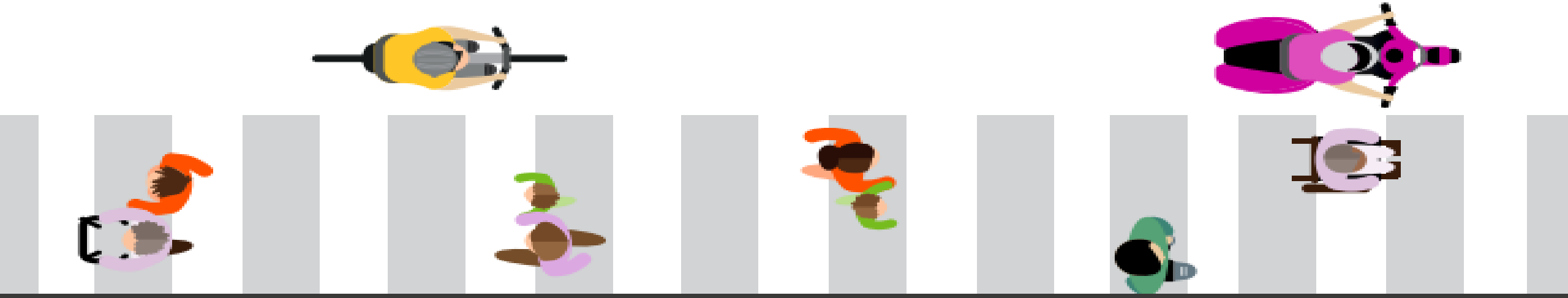
Connect gaps in the network, and people to places

Grow

Grow the cycling network into new parts of the city

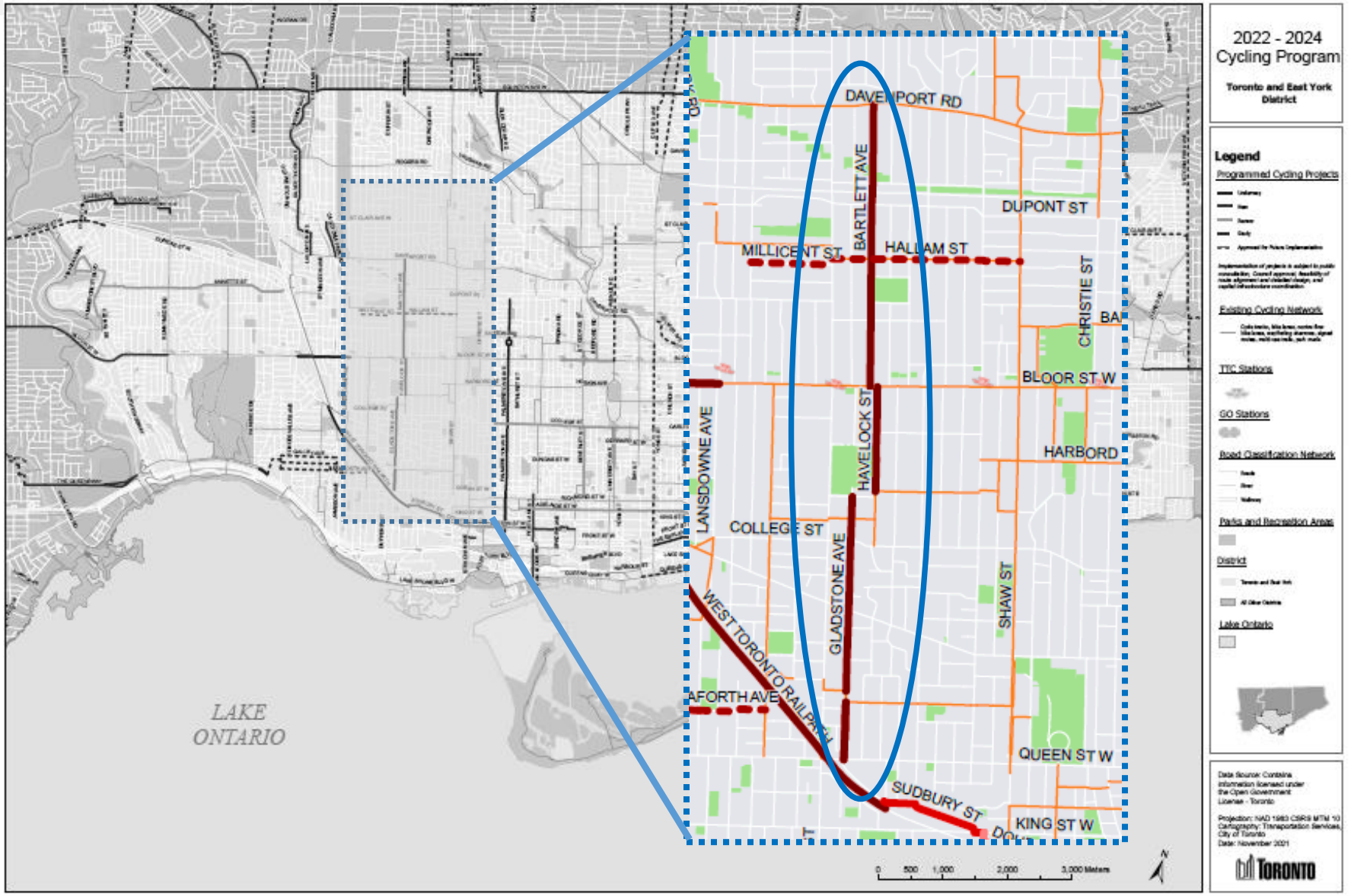
Renew

Renew the existing cycling network routes where there are opportunities to improve quality



Near-Term Cycling Network Implementation Plan

- Bartlett Ave, Havelock St and Gladstone Ave are part of the Cycling Network Plan's **Near-Term Implementation Plan** for 2022-2024.



Why a bikeway on Bartlett-Havelock-Gladstone?

- Comfortable alternative to Dufferin St
- Connects across the CP Rail tracks to Davenport Rd
- Connections to parks and schools
- Existing cycling in both directions today
- Adequate space for legal two-way cycling and with minimal impact to permit parking

Bartlett Ave crosses the CP Rail Tracks between Dupont Ave and Geary Ave

All Ages and Abilities Bikeways

- **Bikeways connect every 1-2 km** and are designed for people of all ages and abilities.
- **Physically separated bikeways** are designed on streets with high vehicle volumes and speeds.
- **Painted bike lanes** are for streets with low or moderate vehicle speed and volumes.
- **“Neighbourhood greenways”** are where people on bikes can share space with cars. They should have low vehicle speeds and volumes.

Thresholds for Shared Roadways		
Motor Vehicle Volumes	**24hr, each way**	**Peak Period, Peak Direction**
Upper Limit	1500	75
Target Maximum	750	50

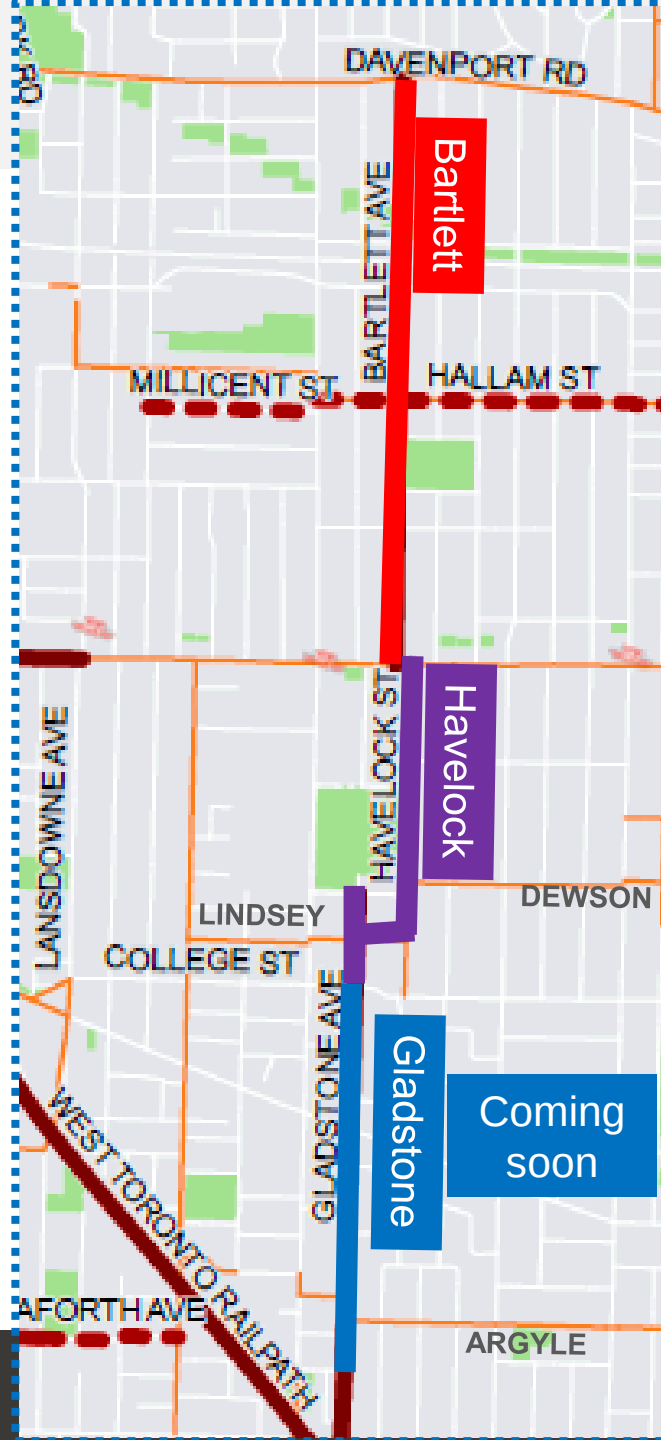
Cycling Connections

Bartlett Ave, Havelock St and Gladstone Ave connect to existing cycling routes, including:

- **Davenport Rd**, bike lanes
- **Bloor St W**, cycle tracks
- **Lindsey Ave – Dewson St**, neighbourhood greenway
- **Argyle St – Waterloo Ave – Dufferin St – Florence St** neighbourhood greenway

And they connect to future planned cycling routes, including:

- **Peel Ave**, and **Gladstone Ave** south of Peel Ave
- **West Toronto Railpath** near Dufferin St
- **Sudbury St**, south of Queen St



Cycling Connections

Argyle–Gladstone–Waterloo-Dufferin-Florence Neighbourhood Greenway

Dewson–Lindsey Neighbourhood Greenway

Collision History

Within the last 5 years (2016-2020), there have been **168 reported collisions** in the project area.

- 5 collisions involved people walking
- 14 collisions involved people cycling

A more detailed analysis of crashes takes place through this process to identify trends and locations where safety improvements can be implemented

Mother and daughter bike to school on Gladstone Ave south of Cross St

Proposal

Proposed Safety and Design Features

Contra-flow Bike Lanes

Allows two-way cycling on one-way streets

Bike Lanes

Dedicated part of the roadway for people cycling

Shared Lanes

People cycling and driving share a lane in single file

Proposed Safety and Design Features

Street direction changes

New and modified traffic signals

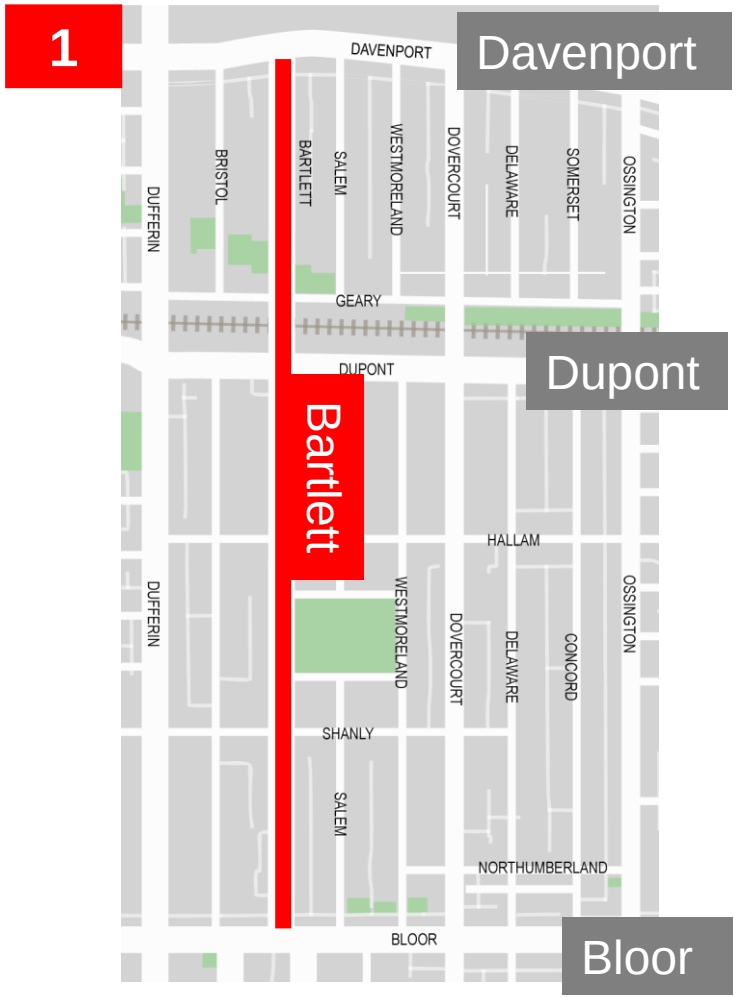
Turning and through restrictions

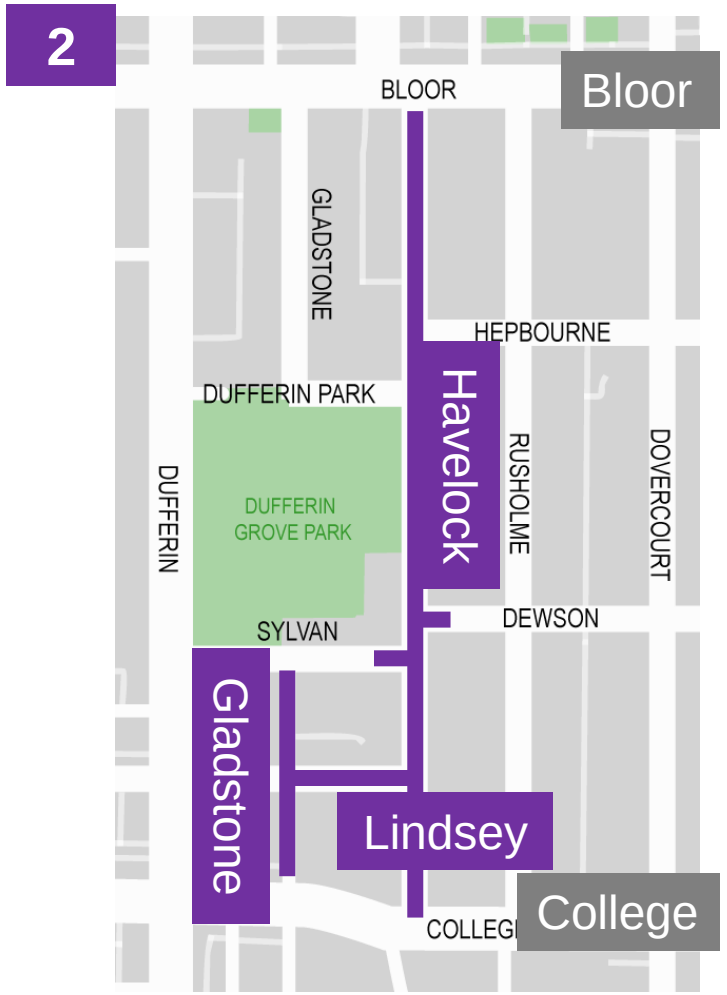
Proposed Safety and Design Features

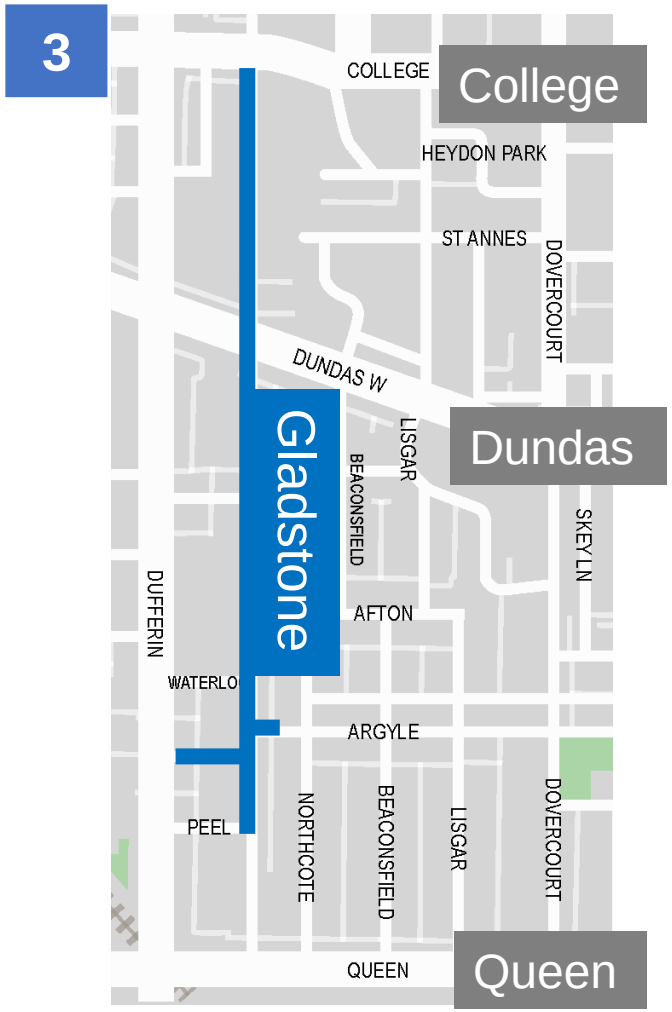
Diagonal diverters

Cycling-only blocks

Segments


1
Davenport
Dupont
Bartlett
Bloor
DAVENPORT
GEARY
DUPONT
HALLAM
SHANLY
NORTHUMBERLAND
BLOOR
BRISTOL
DUFFERIN
BARTLETT
SALEM
WESTMORELAND
DOVERCOURT
DELAWARE
SOMERSET
OSSINGTON
CONCORD


2
Bloor
Havelock
Gladstone
Lindsey
College
BLOOR
GLADSTONE
HEPBOURNE
DUFFERIN PARK
DUFFERIN GROVE PARK
SYLVAN
DEWSON
DUFFERIN
RUSHOLME
DOVERCOURT


3
College
Dundas
Gladstone
Queen
COLLEGE
HEYDON PARK
ST ANNES
DOVERCOURT
DUNDAS W
LISGAR
BEACONSFIELD
SKEYLN
AFTON
DUFFERIN
WATERLO
ARGYLE
PEEL
NORTHCOTE
QUEEN

Bartlett Avenue

from Davenport Road to Bloor Street

Bartlett Ave | Existing Conditions

There is demand for two-way cycling on Bartlett Ave and connections to east-west routes

Bartlett Ave is mostly one-way and changes directions, which discourages traffic infiltration. Traffic speeds and volumes are generally within, or slightly above the acceptable range for shared routes

Permit parking alternates sides

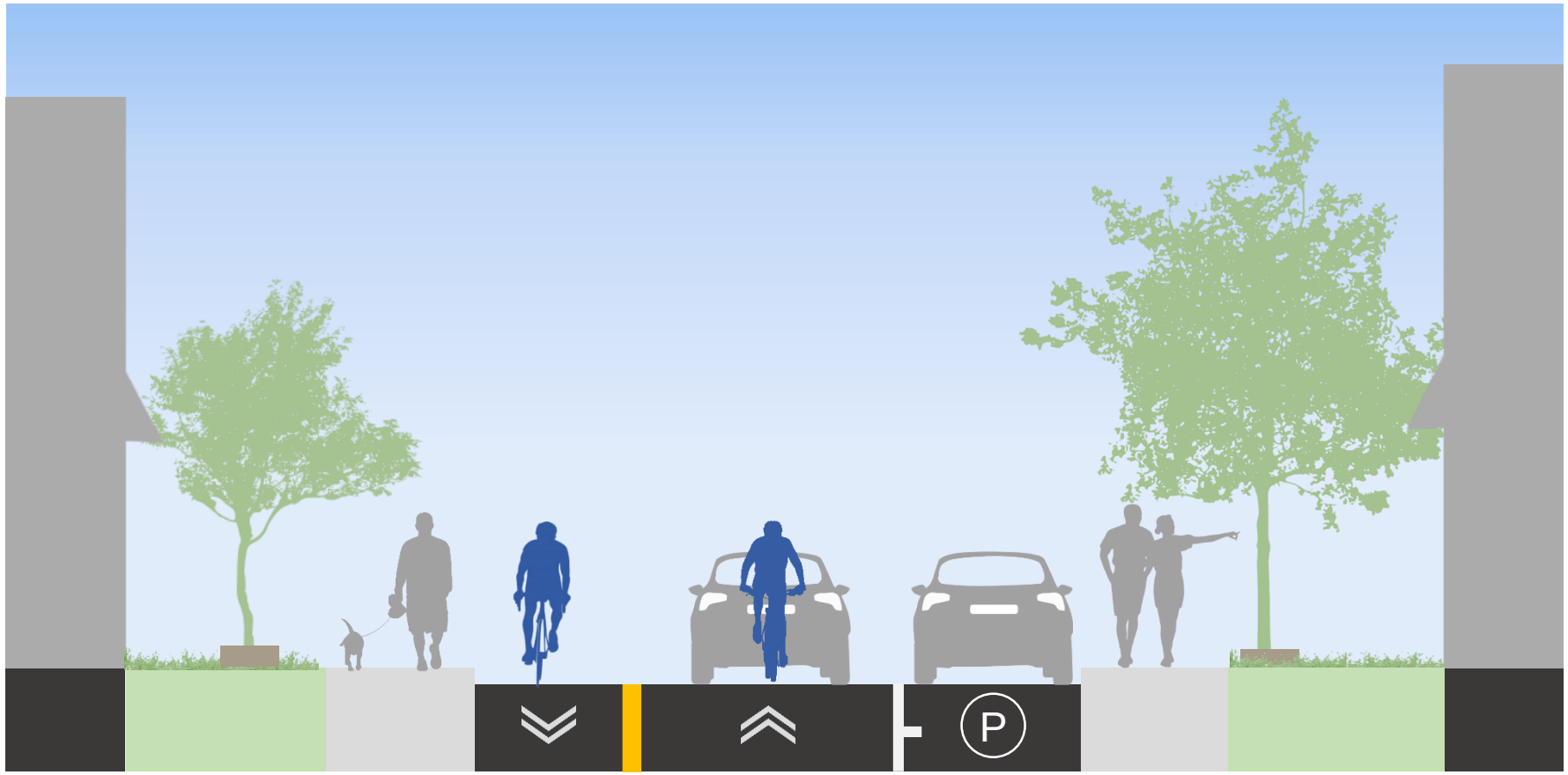
Major street crossings at Davenport Rd, Dupont St, and Bloor St are not designed to prioritize safety for pedestrians and people cycling

School pick-up and drop-off, including buses for St. Anthony's Catholic and Dovercourt Public Schools

Bartlett Ave north of Bloor St

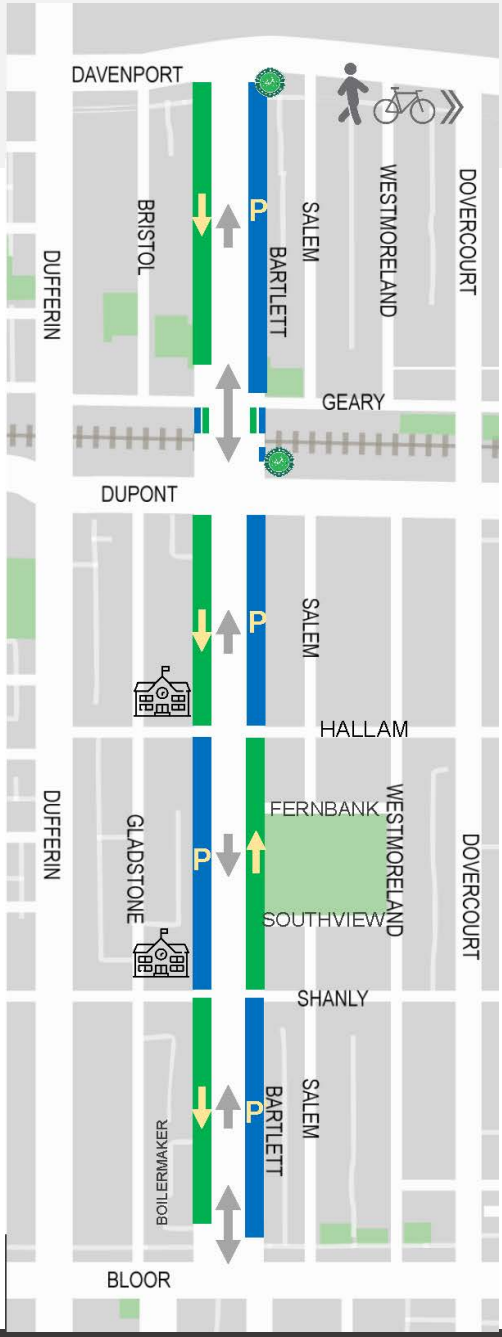
Bartlett Ave | Proposed Design Davenport Rd to Bloor St

- Contra-flow bike lanes added to one side
- Parking made permanent on the other side
- No changes to direction flow for vehicles



Bartlett Ave | Overview

- Parking made permanent on the east side, except between Hallam Ave and Shanly St, where it would be on the west side
- From Geary Ave to the CP Rail Tracks, parking maintained and bike lanes added
- Two-way driving maintained (and sharrows added) between 40m north of Geary Ave and Dupont St and between Boilermaker Ln and Bloor St
- 10-minute parking added on the west side between Southview Ave and Shanly St during pick-up/drop-off hours
- Bike Share stations added near Dupont St and Davenport Rd intersections



Bartlett Ave | Davenport Rd Intersection

A traffic signal would be added at Bartlett Ave and Davenport Rd to facilitate safe cycling connections between the Davenport bike lanes and Bartlett cycling route and comfortable pedestrian crossings

The Salem Ave Pedestrian Crossover (PXO) would be removed (100m away)

TTC stops would move to Bartlett Ave from Salem Ave, which is preferred due to the enhanced safety of crossings at signals

Northbound right-turn on red would be restricted to enhance safety

Davenport Rd intersection today

Bartlett Ave | Dupont St Intersection

Convert the current PXO to a signal to facilitate safe crossings for people cycling and walking

TTC stops would remain and shift closer to the intersection

Proposed restrictions for motor vehicles to reduce traffic infiltration and support bikeway safety:

- Northbound through, and peak-period eastbound-left turns would be restricted
- Right-turns on red would be restricted for southbound, northbound and westbound movements

Dupont St intersection today

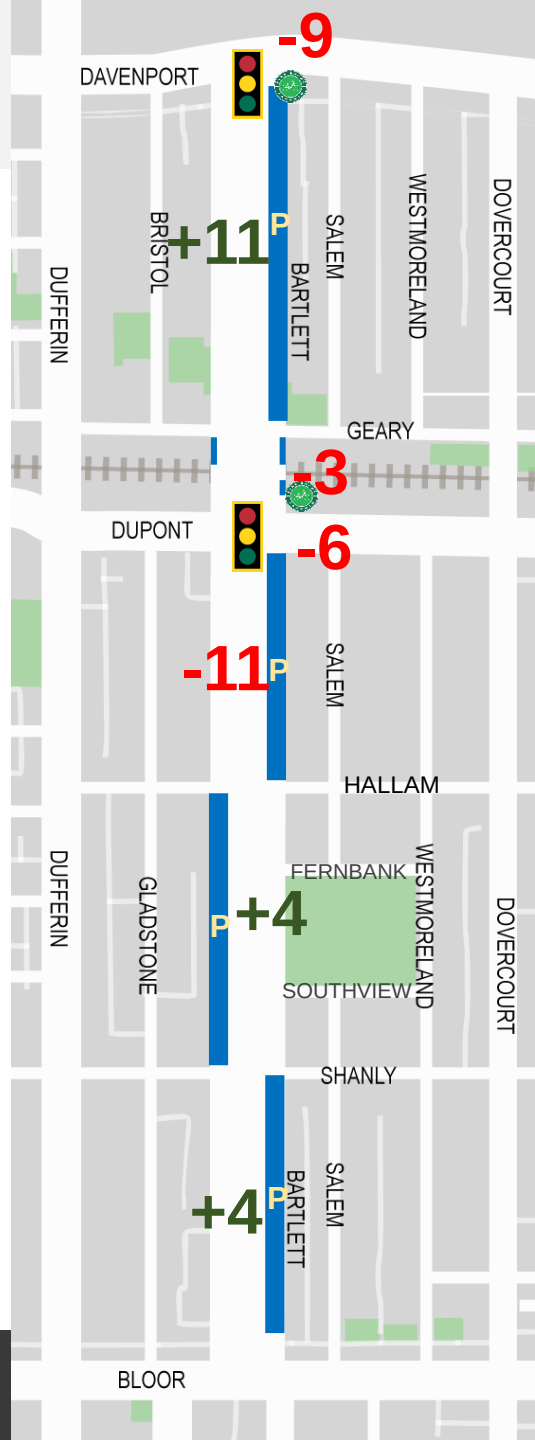
Bartlett Ave | Parking impacts

Proposed net parking impact:

- 1 hr parking: -3 spaces, just north of Dupont St
- To 3 hr parking: -6 spaces, on Dupont St
- Permit parking Area 3F, north of Dupont St: +2
- Permit parking Area 3G, south of Dupont St: -3

Bike Share Stations added near Dupont St and Davenport Rd

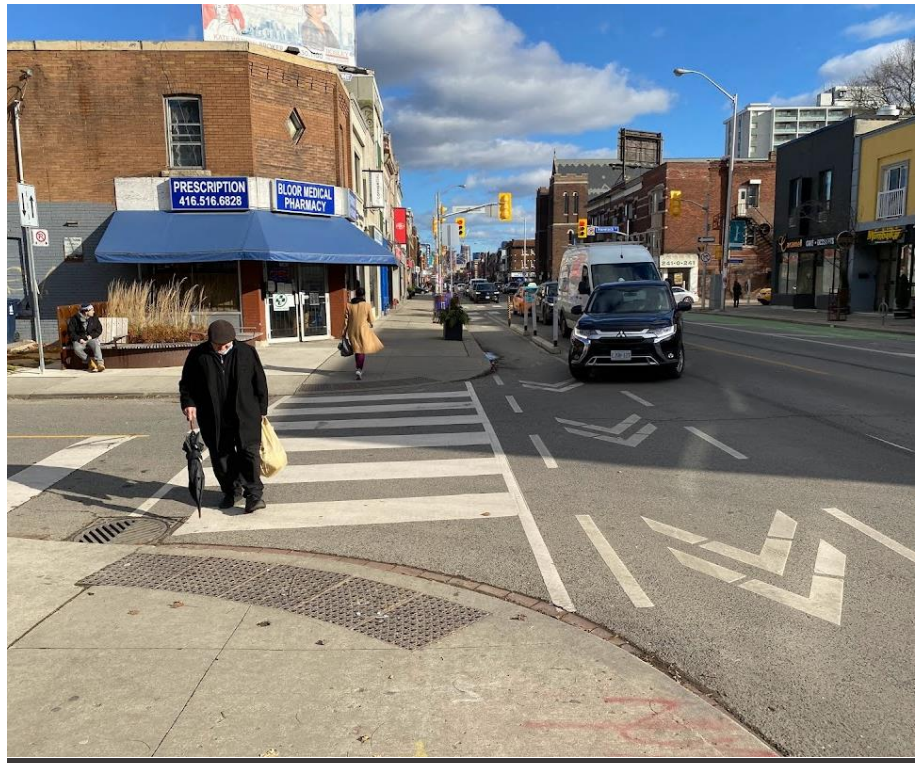
Area	Existing Permit Parking Spaces	Permits Issued	Percent Available	Proposed Permit Parking Spaces	Proposed Percent Available
3F	915	542	41%	917	41%
3G	1093	877	20%	1090	20%



Bloor Street
from Bartlett Avenue to Havelock Street

Bloor St | Existing Conditions

- Parking-protected cycle tracks
- Stop sign at Bartlett Ave
- Traffic signal at Havelock St
- TTC Bloor-Danforth 300 Night Bus stops at Havelock St
- “No Parking” within 30m of Bloor St on both Bartlett Ave and Havelock St



Bloor St at Bartlett Ave facing east to Havelock St

Bloor St | Proposed Design

Up to 3 parking spaces removed

Havelock St maintained northbound. Single lane serves both right and left turns

Artistic rendering of Bloor Street at Havelock Street, facing west

Waiting areas for people cycling

Waiting areas for people cycling

Pedestrian crossings preserved or enhanced

Bloor St | Summary

TTC 300 Bloor-Danforth night bus stops maintained with the westbound stop shifted closer to Salem Avenue

Commercial loading would remain available in the “No Parking” zone on the east side of Havelock St from 15m south of Bloor St, and a dedicated commercial loading space would be added on Bartlett Ave during common loading times

Up to three (3) Green P spaces removed from Bloor St and up to two (2) added on Bartlett Ave

Traffic restriction added to reduce infiltration and conflicts with vulnerable road users:

- No westbound right-turns during the peak periods from Bloor St to Bartlett Ave
- No right-turn-on-red from Havelock St to Bloor St

Havelock Street
from Bloor Street to Dewson Street

Havelock St | Existing Conditions

There is demand for two-way cycling on Havelock St and connections to east-west routes

Havelock is one-way northbound from Dewson St Traffic speeds and volumes are generally within, or slightly above, the acceptable range for shared routes

Permit parking alternates sides

School pick-up and drop-off, including buses for St. Mary's Catholic Academy

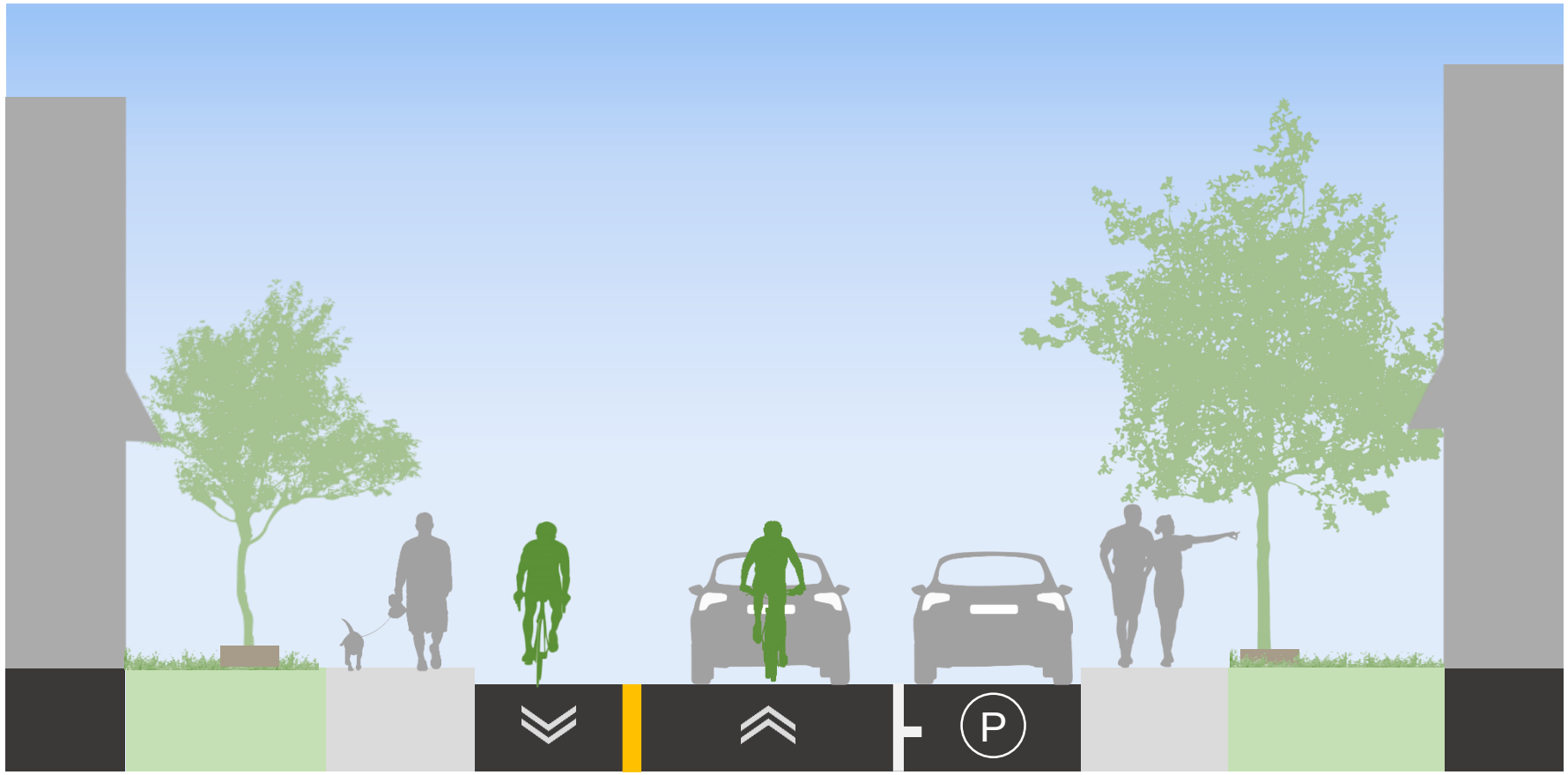
Havelock St south of Bloor St

Havelock St | Proposed Design Bloor St to Dewson St

Contra-flow bike lanes added to the west side

Parking made permanent on the east side

No changes to traffic direction flow

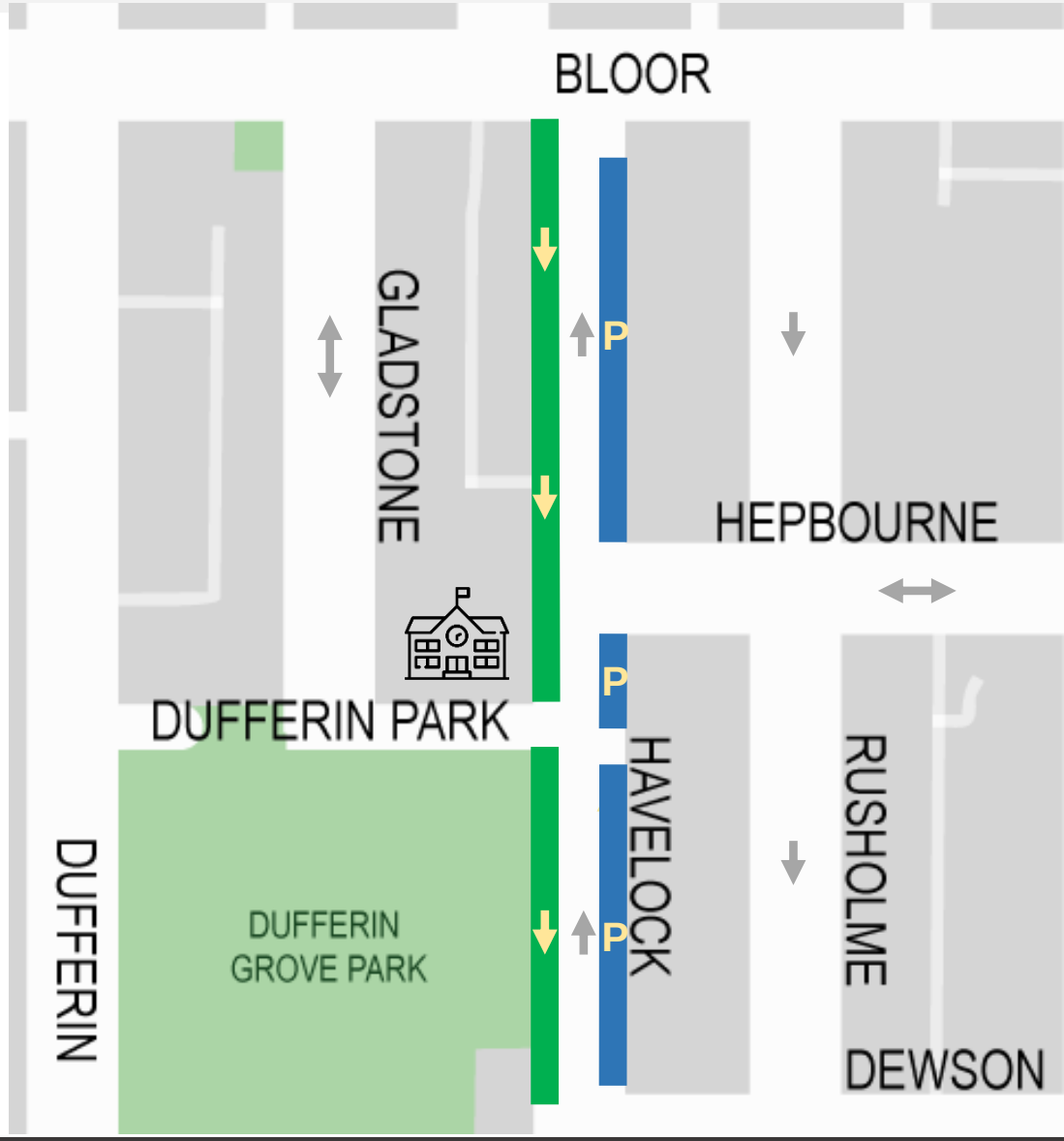


Havelock St | Proposed Design Bloor St to Dewson St

East side parking made permanent between Bloor St and Dewson St.

Contra-flow bike lanes added on the west side to allow people cycling to travel south

Northbound cycling in a shared lane with vehicles



HLSG

(Havelock Street)

from Dewson Street to College Street

(Lindsey Avenue and Sylvan Avenue)

from Havelock Street to Gladstone Avenue

(Gladstone Avenue)

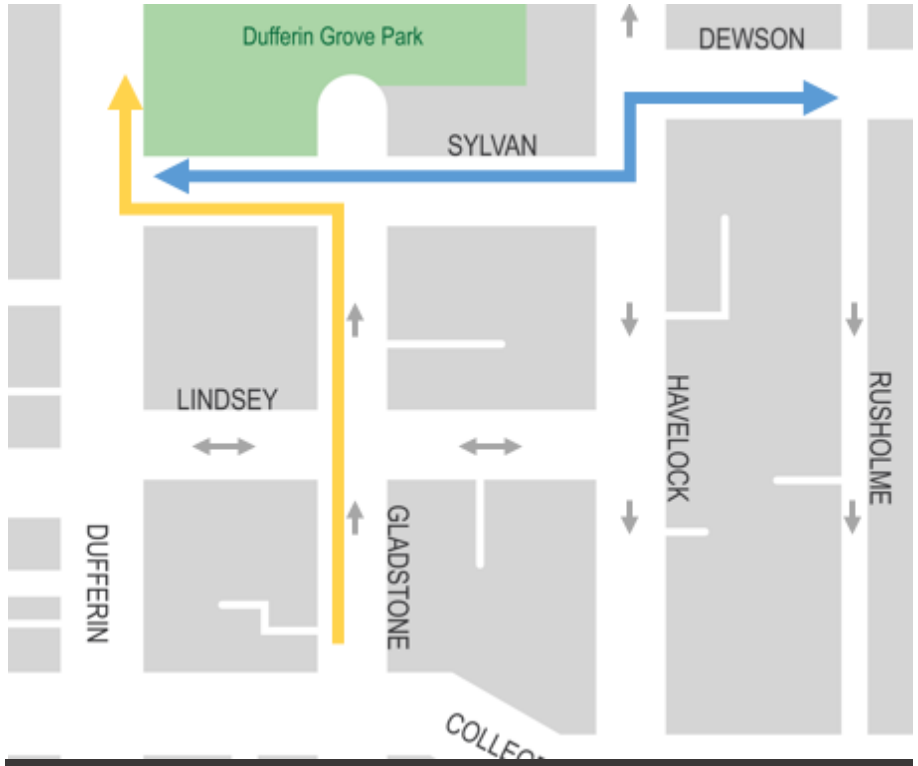
from Lindsey Avenue to College Street

HLSG | Existing Conditions

Cycling routes and desire lines
East-west on Lindsey Ave and Dewson St; North-south on Havelock St and Gladstone Ave

Lack of roadway space on Gladstone Ave between Sylvan Ave and College St for both a contraflow bike lane and parking

HLSG | Existing Conditions

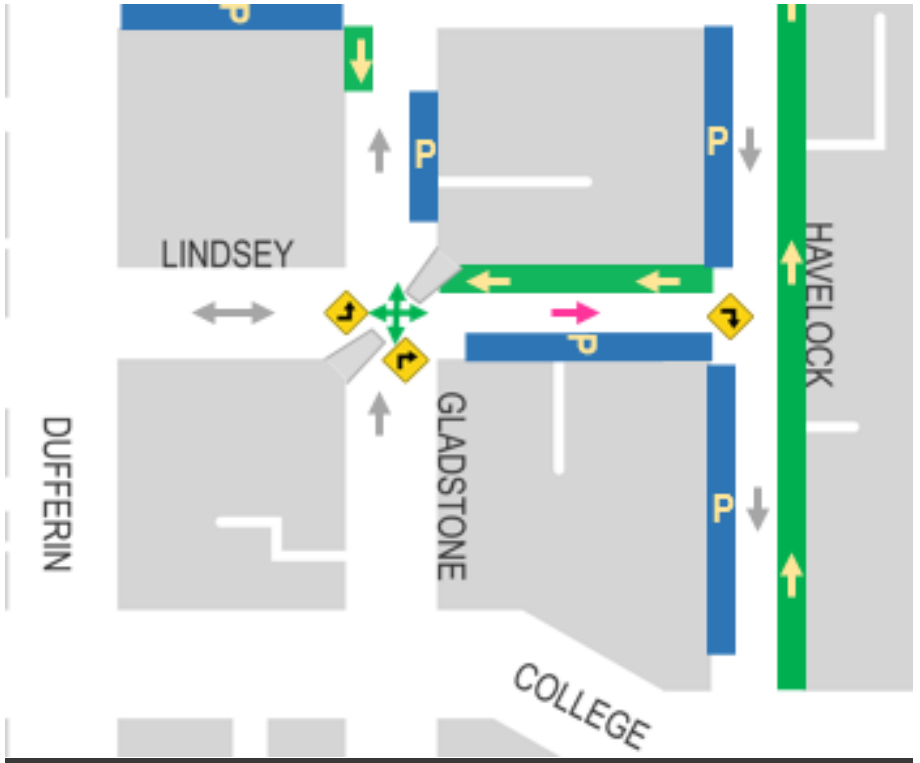


Traffic infiltration both east-west and north-south, with vehicle volumes above shared route thresholds

Demand for parking
Parking is mostly on one side except on Lindsey Ave

HLSG | Proposed Design Options

- Lindsey Ave from Gladstone Ave to Havelock St
  - Made one-way eastbound for drivers
  - Parking made permanent on the south side
  - Contraflow bike lane added to the north side
- Contraflow bike lane added to Gladstone Ave from Sylvan Avenue to and 10m south. Legal two-way cycling added to the rest of the block
- Diagonal diverter added to the intersection of Lindsey Avenue and Gladstone Avenue



Elements common to both Options 1 and 2

HLSG | Proposed Design Diverter

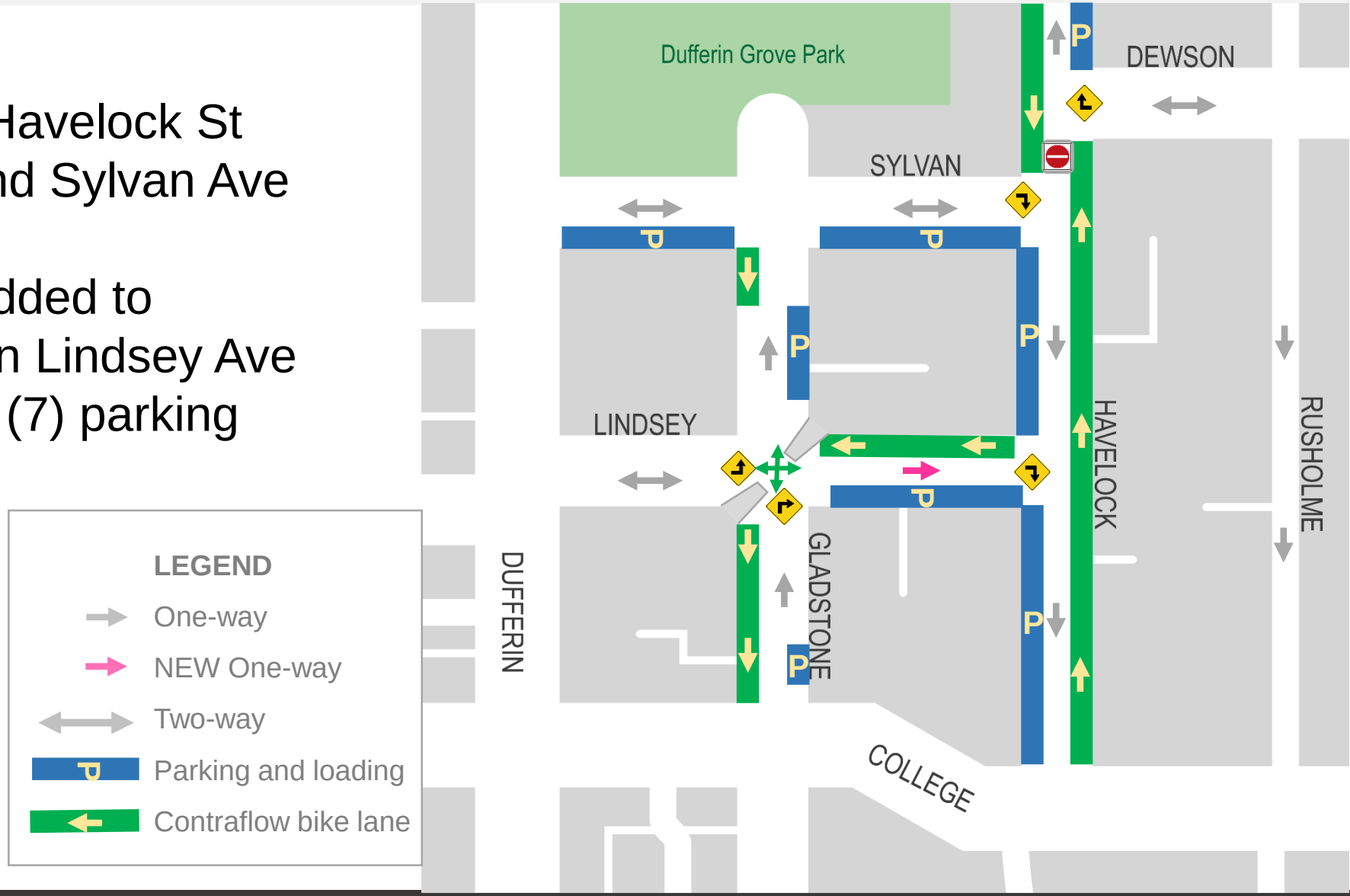
Diagonal diverters: vehicles must turn; bikes and pedestrians allowed through

Diagonal diverter example: options for planters

Parking set back from the corners to allow for better sight lines and for trucks to turn

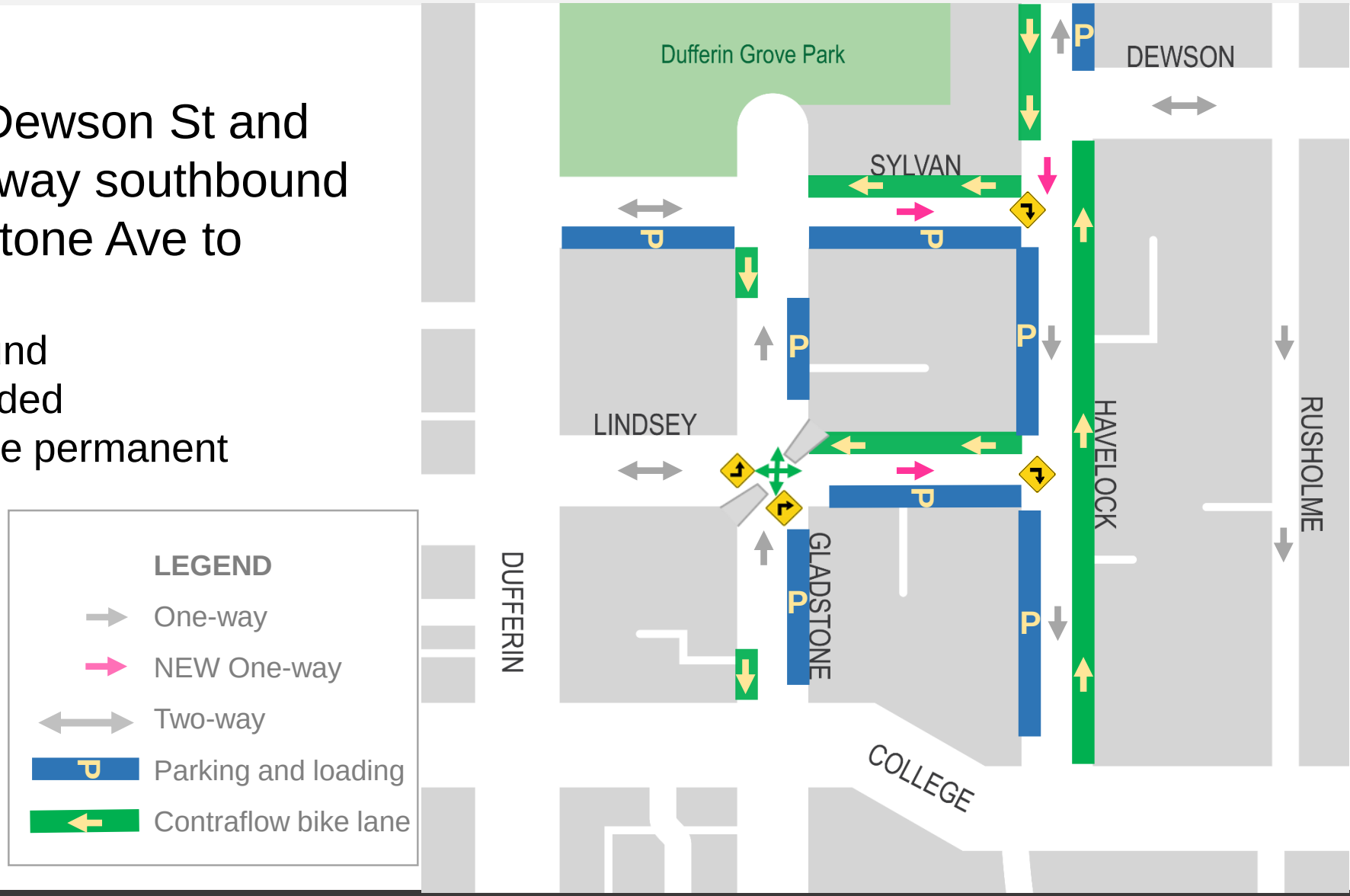
HLSG | Proposed Design Option 1 (Preferred)

- Cycling-only block on Havelock St between Dewson St and Sylvan Ave
- Contraflow bike lane added to Gladstone Ave between Lindsey Ave and College St. Seven (7) parking spaces removed



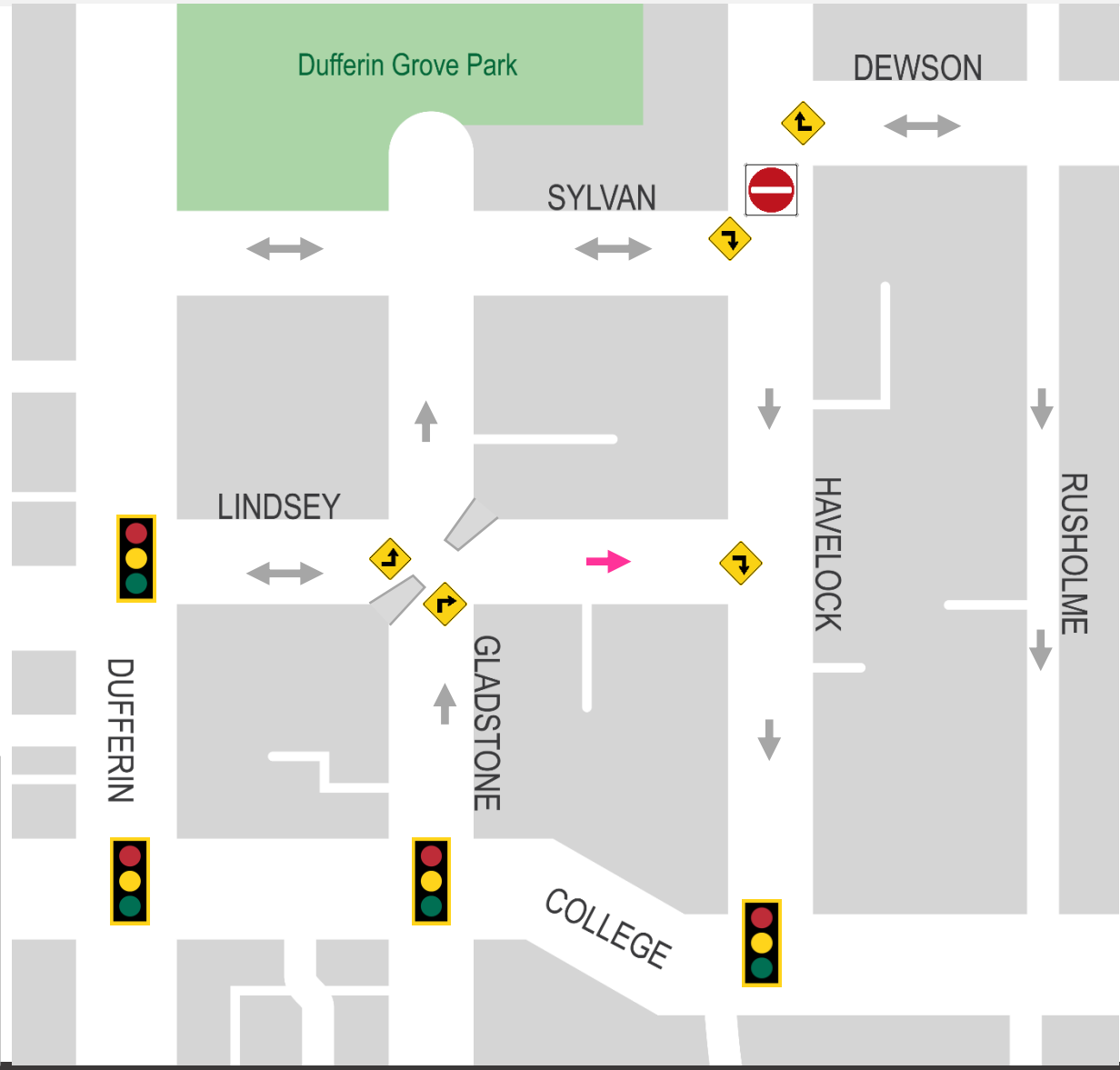
HLSG | Proposed Design Option 2

- Havelock St between Dewson St and Sylvan Ave made one-way southbound
- Sylvan Ave from Gladstone Ave to Havelock St:
  - made one-way eastbound
  - contraflow bike lane added
  - south side parking made permanent
- Gladstone Ave from Lindsey Ave to College St, parking retained, only a short contraflow bike lane added



HLSG | Impacts Vehicle mobility – Option 1

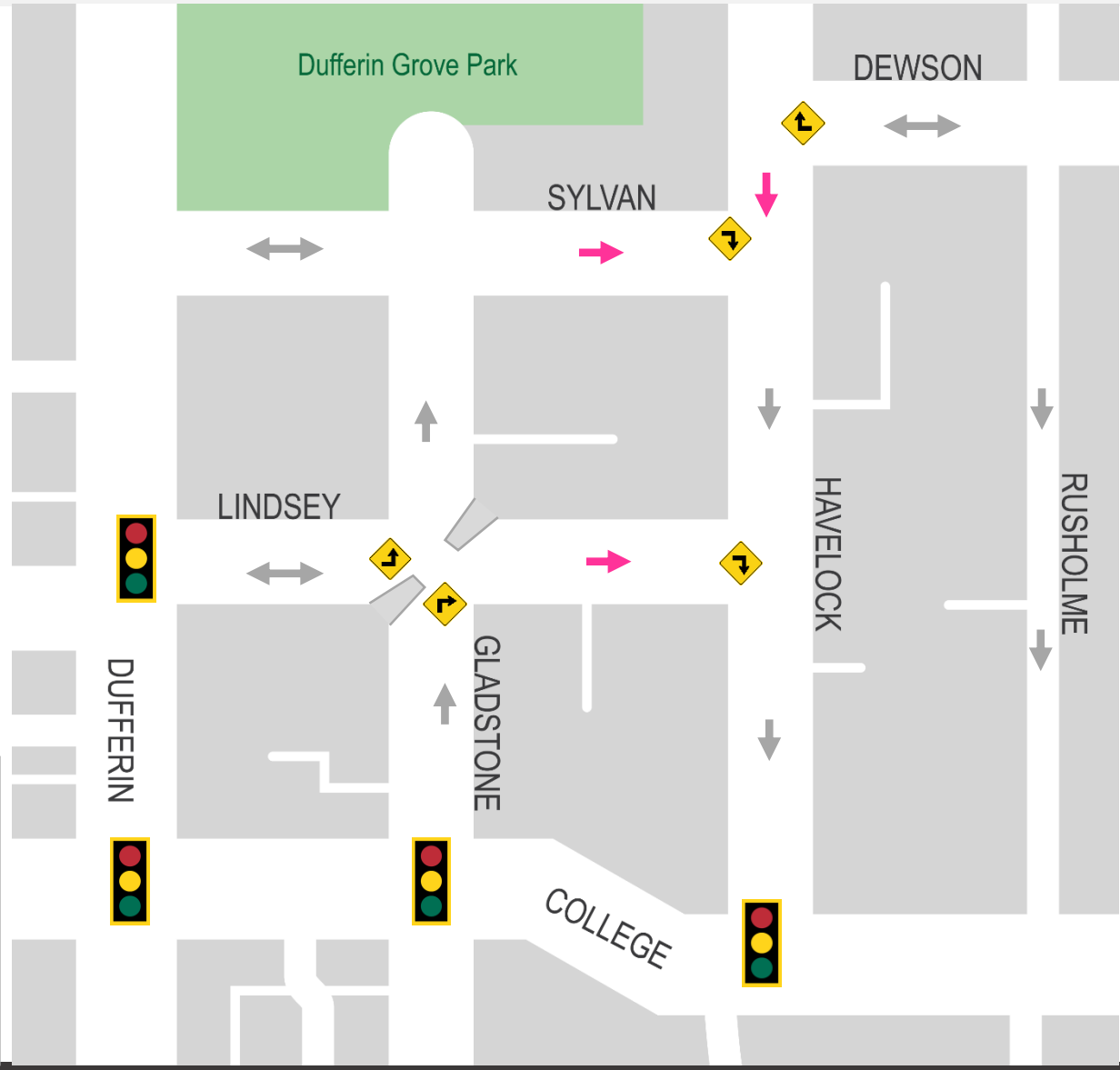
- Traffic infiltration would be reduced
- Drivers on Dewson St would exit north on Havelock St or to the east
- Residents on Gladstone Ave north of Lindsey Ave would access via Lindsey Ave and exit to Dufferin St or College St
- Residents on Gladstone Ave south of Lindsey Ave and on Lindsey Ave east of Gladstone would exit via Havelock St
- Access to all properties and driveways would remain
- City services would have similar access to today



HLSG | Impacts Vehicle mobility – Option 2

Similar to Option 1, however:

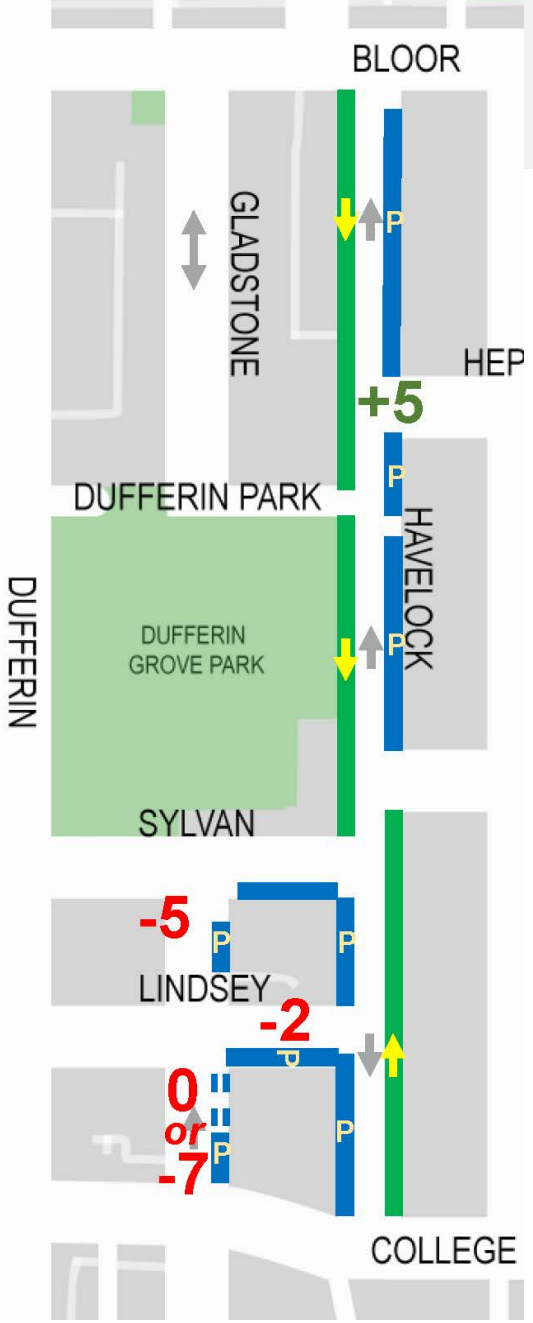
- Traffic infiltration would be reduced, but not as much as Option 1
- Residents on Sylvan Ave from Gladstone Ave to Havelock St would exit via Havelock St to the south
- Potential for poor compliance on the short one-way block on Havelock St from Sylvan Ave to Dewson St



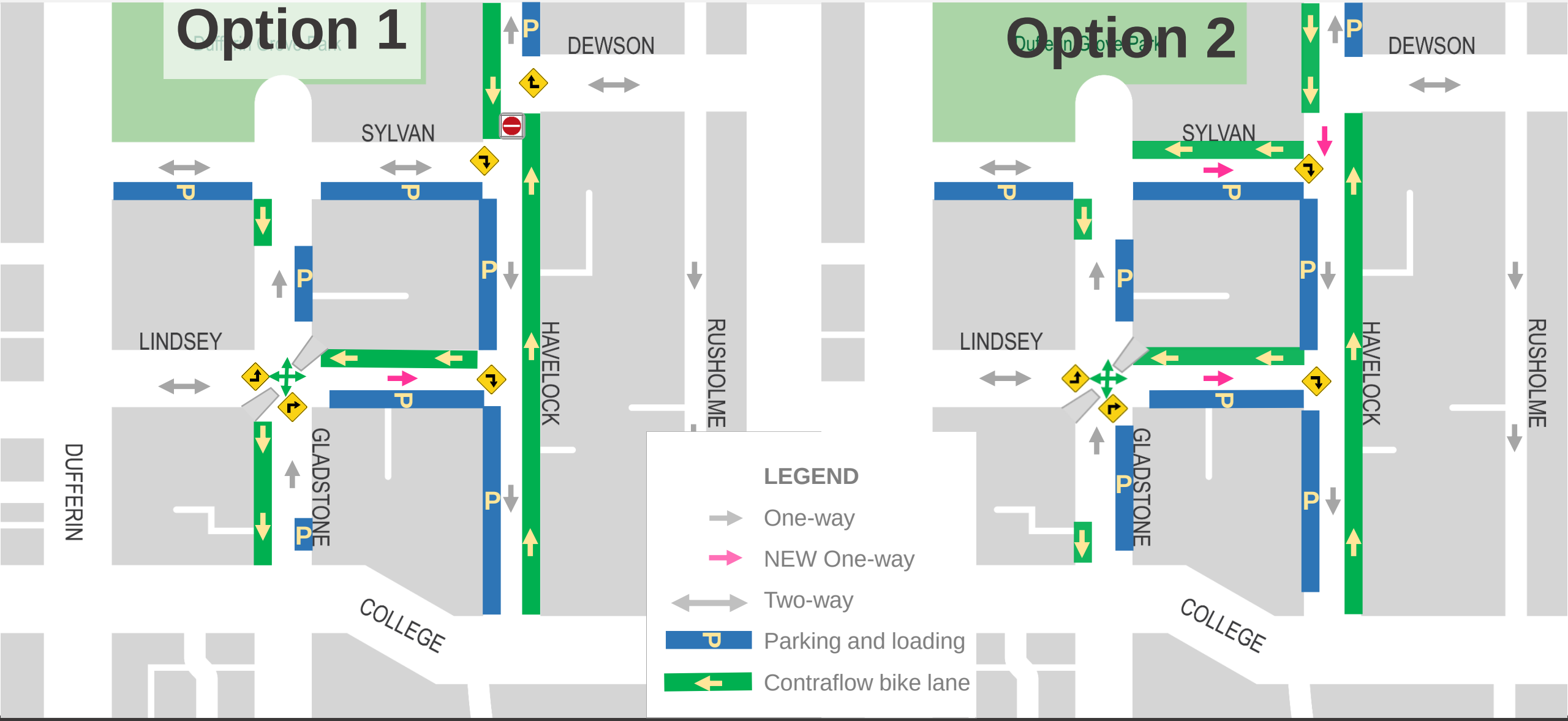
HLSG | Parking impacts

- Both options:
  - Five (5) spaces added by making parking permanent on the east side of Havelock St from Bloor St to Dewson St
  - Up to five (5) parking spaces removed near the Lindsey Ave and Gladstone Ave intersection to allow trucks to turn and sight lines
  - Three (3) spaces removed from Gladstone Ave near Sylvan Ave to improve road safety and visibility of people cycling
  - Parking and loading (including accessible parking) made permanent on the south side of Lindsey Ave east of Gladstone Ave.
- Net change:
  - Option 1 (preferred): Seven (7) spaces removed on Gladstone Ave south of Lindsey Ave. Net of up to nine (9) spaces removed.
  - Option 2: Net loss of up to 2 space. No parking removed south of Lindsey Ave.

Option	Existing (Permit area 3i)			Available After Implementation	
	Spaces	Permits Issued	Percent Available	Spaces	Percent
1	843	663	21%	834	21%
2	843	663	21%	841	21%



HSGL | Summary



Next Steps

Project Timeline

2021

Council Direction
The CNP Near Term Improvement Plan includes Havelock-Bartlett-Gladstone as a north-south route planned for installation.

2021

Data Collection, Analysis, Design Development
Parking surveys, collision report review, analysis, design options, Stakeholder meetings

JAN-FEB 2022

Consultation

WE ARE HERE

MAR 2022

Report for Approval
Community feedback will determine preferred option recommended to Infrastructure & Environment Committee

Gladstone Ave from College St to Peel Ave consultation coming soon

2022

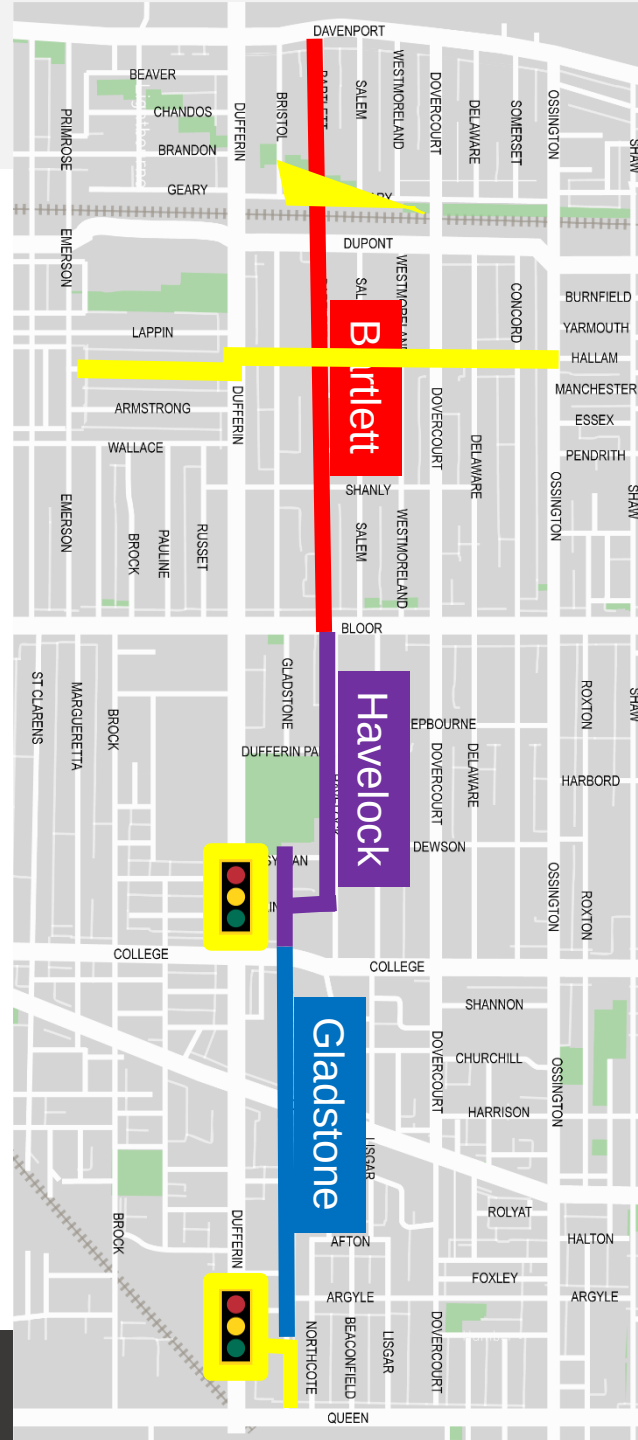
Installation
Planned for late Summer 2022

Gladstone Ave | College St to Peel Ave

- Dedicated and shared bikeways that connect to existing and planned cycling routes
- Modest impacts to on-street parking in some locations
- Modified motor vehicle travel directions to increase safety for vulnerable road users and reduce traffic infiltration
- Options to be compared and considered
- Currently consulting key businesses and organizations; further stakeholder and public consultation planned for March-April 2022

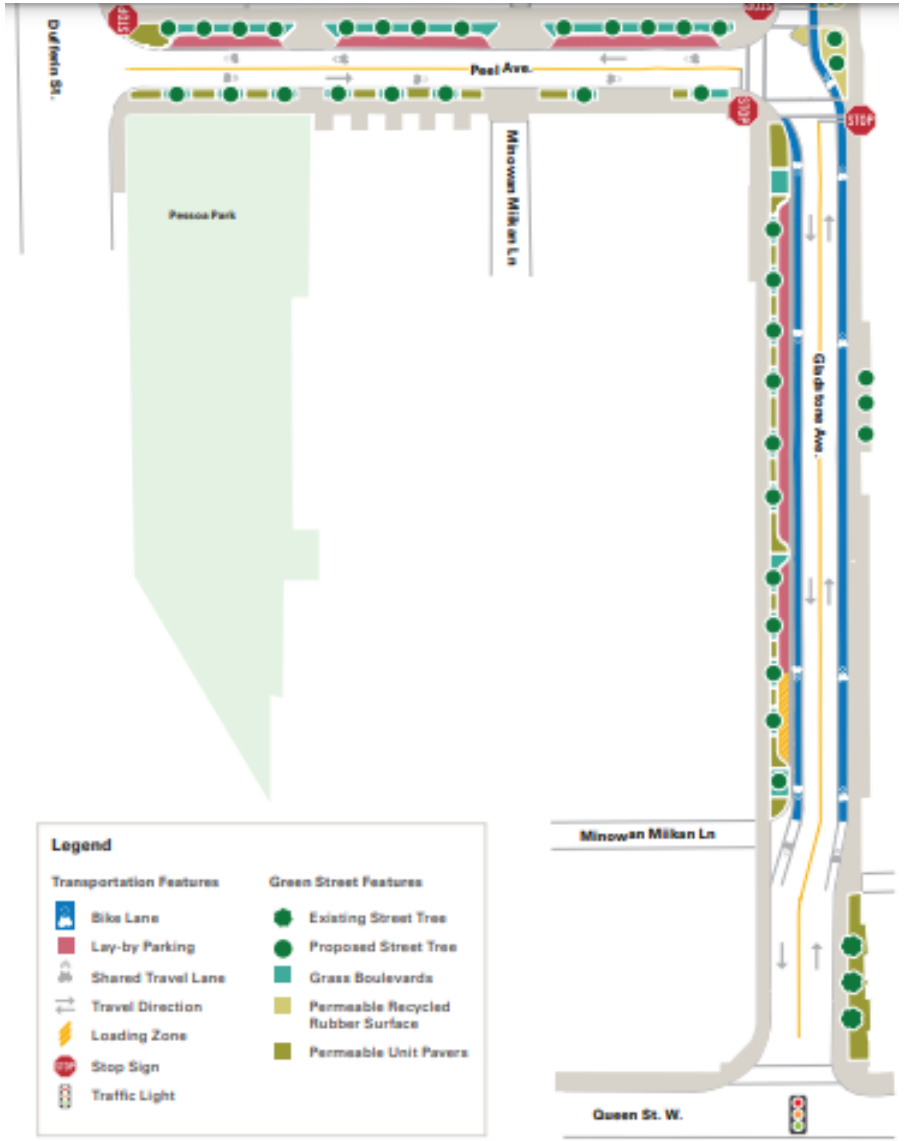
Project Coordination

- Bartlett Ave
  - Geary Ave / Green Line
  - Hallam Street Plan, including Millicent Ave
- Havelock St, Lindsey Ave, Gladstone Ave
  - New Signal at Dufferin St and Lindsey Ave
- Gladstone Ave
  - Peel/Gladstone Environmental Assessment
  - Potential for a new signal on Dufferin St between Queen St W and Gordon St



Project Coordination | Peel Ave and Gladstone Ave

- Currently planned for construction to start in 2022
- New green spaces
- Parking laybys
- Bike lanes on Gladstone Ave



Project Coordination | Hallam Street Plan

- Improve feeling of safety and safety outcomes for all road users travelling along and across Hallam St, from Shaw St to Dufferin St
- Use the street's width as an opportunity to create a more complete street
- Improve connection across Dufferin St at Hallam St for people cycling
- Consultation planned for 2022

Hallam St, west of Gladstone Ave

Feedback

Upcoming Dates

- February 24th – Feedback deadline (phone, email, survey)
- March – Report to IEC (Davenport Rd to College St)
- March/April – Ongoing consultation (College St to Peel Ave)
- July– Report to IEC (College St to Peel Ave)

CONTACT US

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

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Senior Public Consultation Coordinator
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416-338-0503

Discussion

Reminder: How to Participate

- **By Phone** - To raise or lower your hand virtually, **key in *3**.
- **By Computer -** Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.
- **For Smartphones** - Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

Thank you!

Appendix

HLGS – Options Compared

Objectives	Option 1	Option 2
1. Eliminate westbound traffic infiltration on Dewson St and Sylvan Ave through Havelock St	Yes	By converting Sylvan from Gladstone to Havelock to one-way eastbound for vehicles
2. Eliminate eastbound traffic infiltration on Dewson St and Sylvan Ave through Havelock St	Yes	By making Havelock one-way; however compliance may be a challenge
3. Provide dedicated space for southbound cycling on Gladstone Ave	Yes, contraflow	No, but cycling would be legal in both directions
4. Minimize impacts to on-street permit parking	9 of 843 spaces removed	2 of 843 spaces removed
5. Reduce traffic infiltration on Havelock St south of Sylvan Ave	Better reduction	Less reduction
6. Residents on Sylvan Ave between Gladstone Ave and Havelock St can exit neighbourhood to Dufferin St or College St by vehicle	Yes	No, only to College St, via Havelock St
	Preferred	**Not preferred**

All Ages and Abilities Bikeways

- Bikeways connect every 1-2 km
- Bikeways are designed for people of all ages and abilities
- Streets with high motor vehicle volumes and speeds have physically separated bikeways; bike lanes are for moderate speed and volumes
- “Neighbourhood greenways” are where people on bikes share space with cars and should have low vehicle speeds and volumes

Thresholds for Shared Roadways		
Motor Vehicle Volumes	**24hr**, each direction	**Peak Period** Peak Direction
Upper Limit (for short segments e.g. up to 100m)	1500	75
Target Maximum	750	50

Above Upper Limit

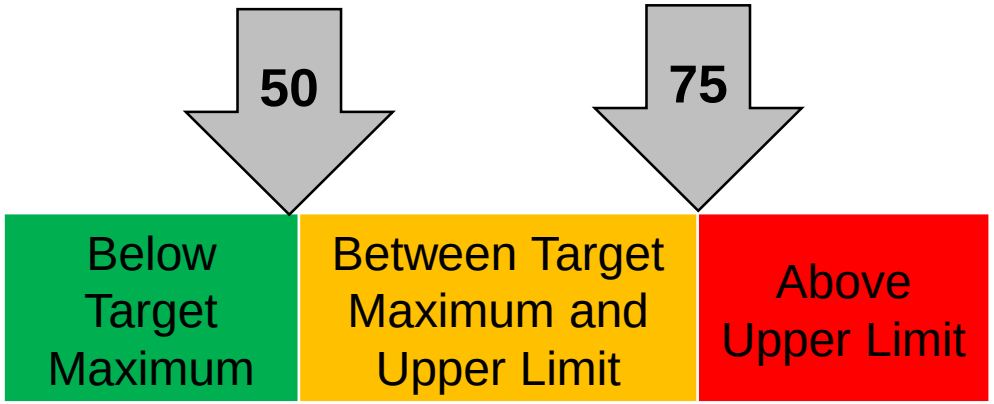
Between Target Maximum and Upper Limit

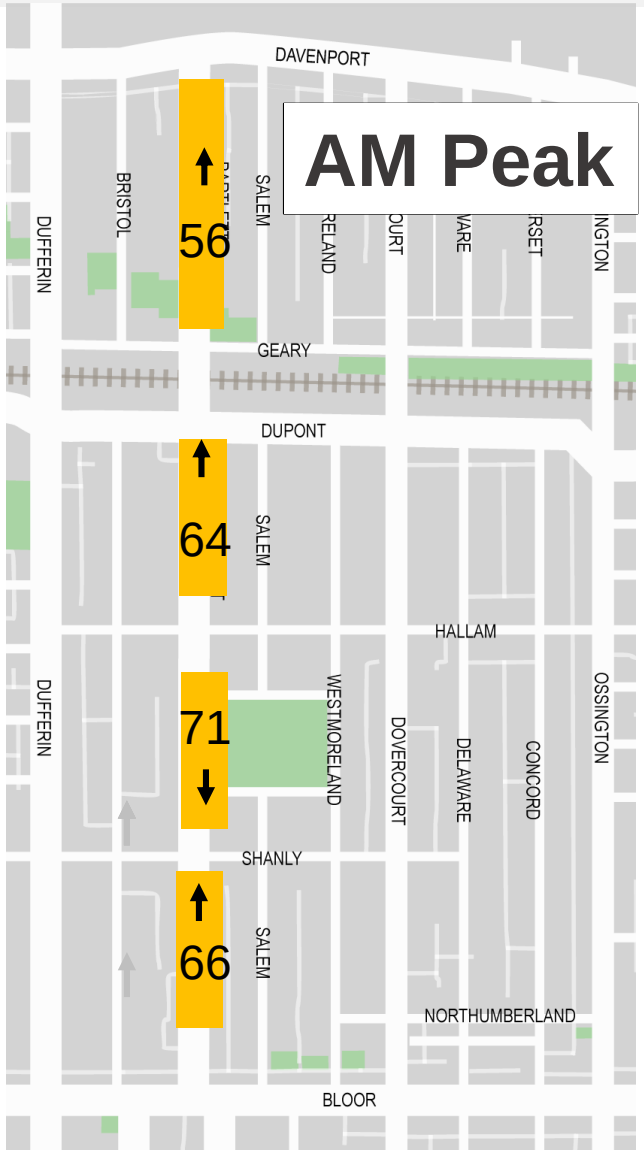
Below Target Maximum

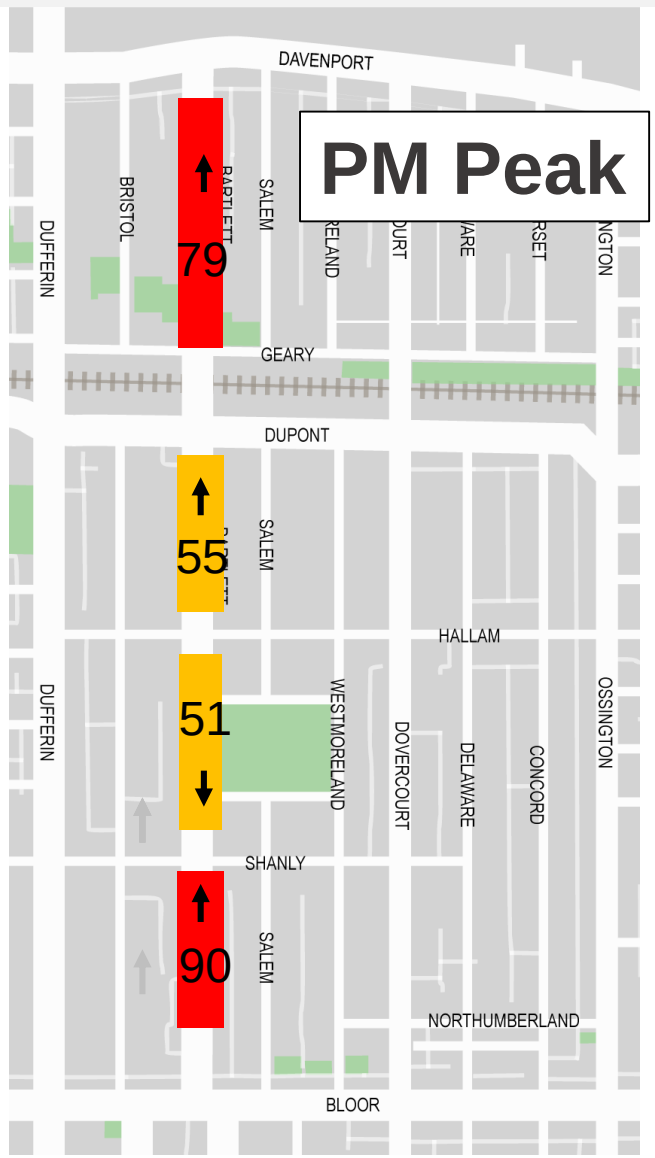
Davenport Rd to Bloor St Vehicle Volumes – Peak Periods

- All segments are below the upper limit for shared roadways except between:
  - Geary Ave and Davenport Ave
  - Bloor St and Shanly St
- Turn- and through-restrictions are proposed to reduce infiltration
- Post-installation counts can inform if additional restrictions are required

Thresholds for shared roadways



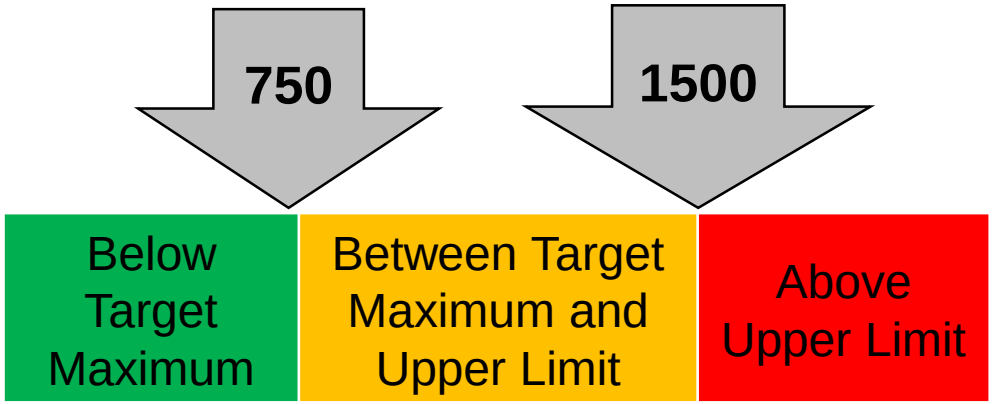


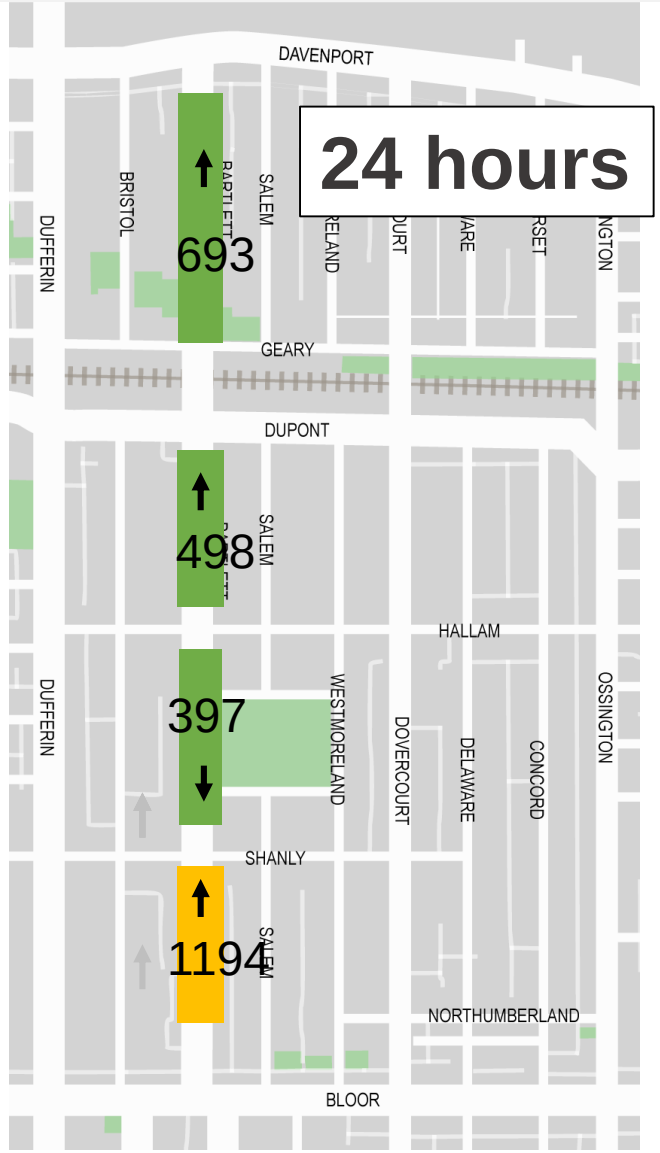


Davenport Rd to Bloor St Vehicle Volumes – 24 hours

- All segments are below the target maximum limit for shared roadways except between Bloor St and Shanly St
- Turn- and through-restrictions are proposed to reduce infiltration
- Post-installation counts can inform if additional restrictions are required

Thresholds for shared roadways

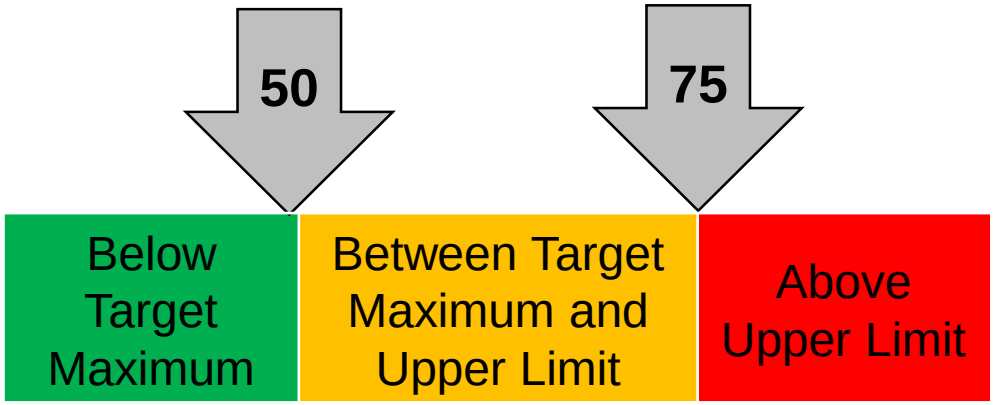


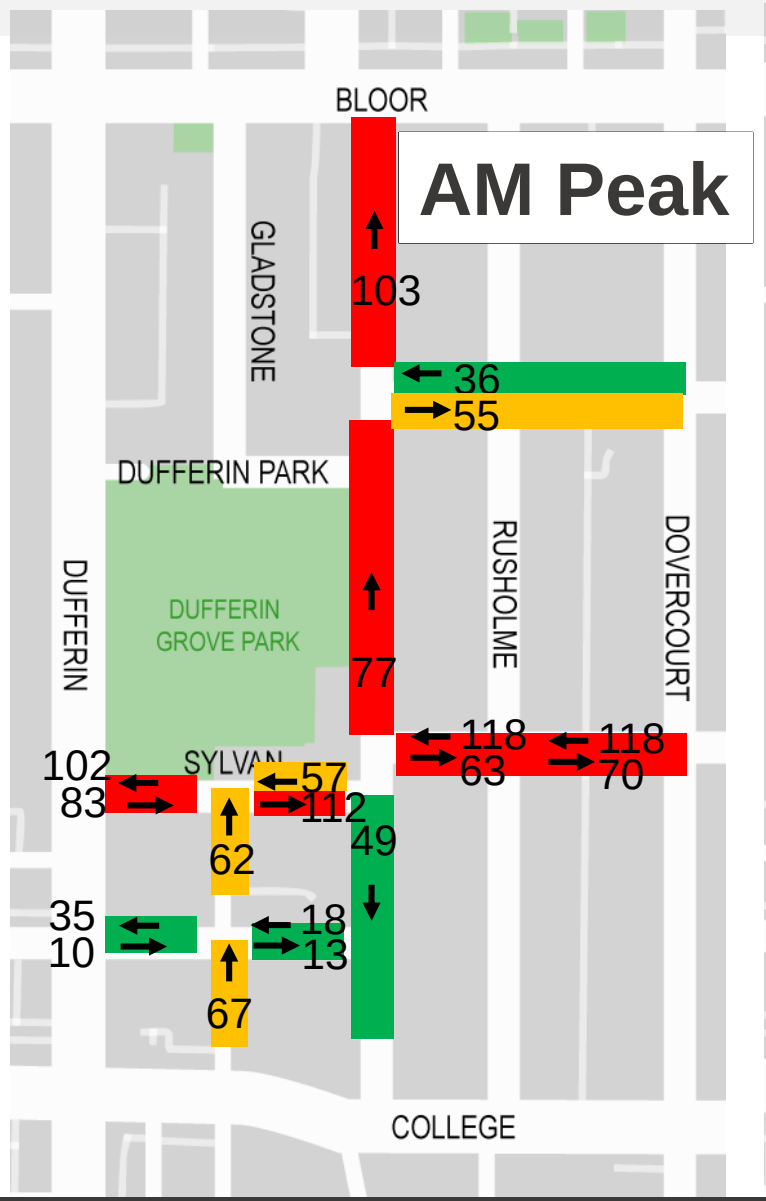


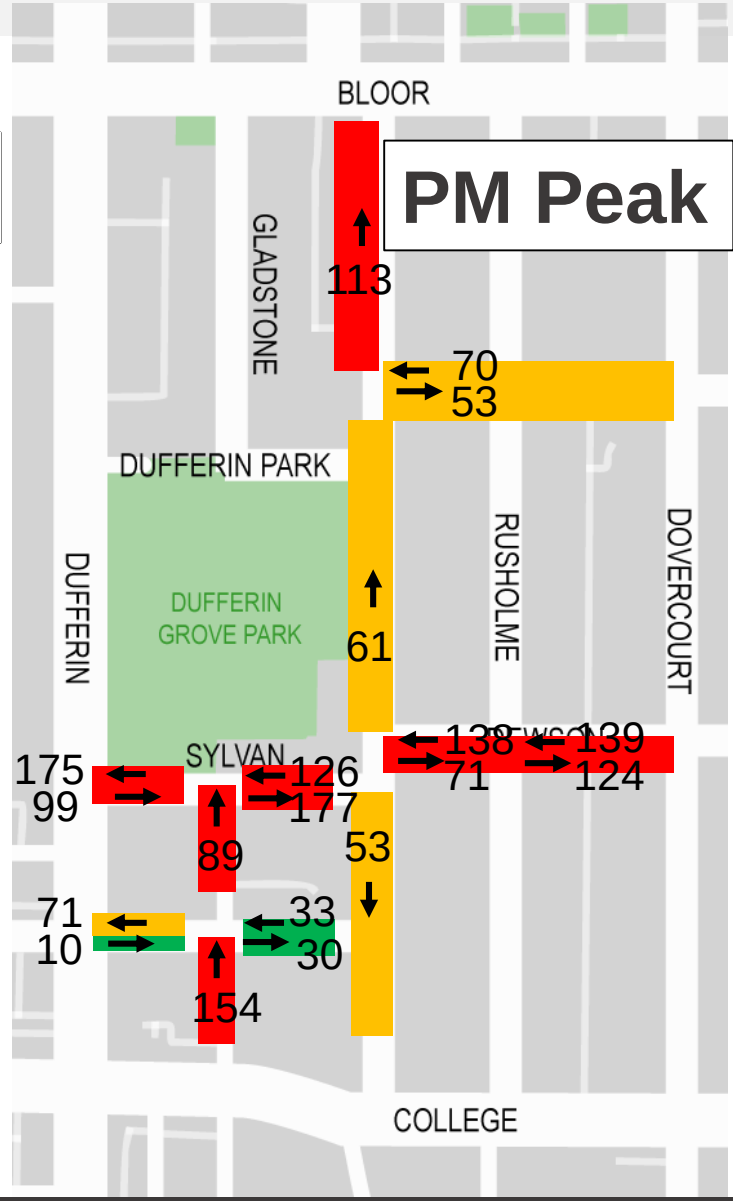
Bloor St to College St – Vehicle Volumes – Peak Periods

- East-west volumes are especially high on Dewson St and Sylvan Ave
- Much of the traffic on Havelock St is related to St. Mary Catholic Academy pick-up and drop-off
- Gladstone Ave is experiences traffic infiltration especially in the afternoon peak

Thresholds for shared roadways







Davenport Rd to Bloor St Vehicle Volumes – 24 hours

- Sylvan Ave, Dewson St and Gladstone Ave have 24hr vehicle volumes above the target maximum
- Restrictions proposed to reduce peak period volumes would impact daily volumes
- Post-installation counts can inform if additional restrictions are required

Thresholds for shared roadways