

# Bartlett-Havelock-Gladstone Cycling Connections Phase 1 Consultation

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# Project Overview

## Project Summary

The City of Toronto is proposing cycling, pedestrian, and road safety upgrades on Bartlett Avenue, Havelock Street, and Gladstone Avenue from Davenport Road to Peel Avenue, as well as associated changes to short sections of Bloor Street and Lindsey Avenue. The 3.5 km bikeway project proposes to improve safety by lowering motor vehicle travel speed, prioritizing people walking and cycling, and reducing local traffic infiltration. The project would expand the local cycling network and connect to existing bikeways on Davenport Road, Bloor Street, Havelock Street, Lindsey Avenue, Waterloo Avenue, and Argyle Street. 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 to enhance safety and reduce traffic infiltration. Phase 1 is from Davenport Road to College Street, with Phase 2 coming later in 2022, which would go from College Street to Peel Avenue.

## Study Area



## Communications and Consultation Activities

A variety of methods were used to notify stakeholders and members of the public in advance of the Stage 1 consultation efforts:

- Project website: [Toronto.ca/BartlettHavelockGladstone](https://toronto.ca/BartlettHavelockGladstone)
- Eight (8) one-on one stakeholder meetings conducted in winter 2021/2022 with:
  - Blood Brothers Brewery
  - Bloorcourt BIA
  - Dovercourt PS
  - St Anthony Catholic School
  - St Mary Catholic School
  - Former City Councillor/Local Resident Rob Maxwell
  - Residents of Lindsey Avenue
  - Bloorcourt Businesses and Bloorcourt BIA
- A stakeholder meeting held on Thursday, January 27<sup>th</sup>, 2022 with nine (9) participants in attendance.
- 13,887 public consultation notices distributed to all properties within the boundary of St Clair Ave W to the north, Dovercourt Rd to the east, Atkins Ave/Moutray St/Shannon St to the south and Brock Ave to the west
- A virtual public meeting held on Thursday, February 10<sup>th</sup>, 2022 with 175 participants in attendance
- 667 responses to the online feedback form
- 10 phone calls documented
- 72 emails received and responded to when required
- 1 written letter received by mail

## >>Appendix A: Public Consultation Notice

# Feedback Summary

## Highlights

The following provides a high-level summary of comments heard in support, for consideration, and in opposition to the Bartlett-Havelock-Gladstone Cycling Connections proposal. A detailed breakdown of comments heard by stakeholders and the public can be found in subsequent sections. Comments heard more than once are marked with an asterisk (\*) and ordered based on frequency.

Table 1 Comments

In Support	For Consideration	In Opposition
<ul style="list-style-type: none"> <li>• <b>Will provide a safe, north-south cycling connection and supports Vision Zero goals</b></li> </ul>	<ul style="list-style-type: none"> <li>• Add signal at Dufferin St/Lindsey Ave</li> <li>• Keep a crossing/pedestrian safety measures at Salem Ave and Davenport Rd - people walking and taking transit will still cross</li> </ul>	<ul style="list-style-type: none"> <li>• Do not get rid of permit parking spots, especially in the project segments at Davenport Rd and on Gladstone Ave south of Dufferin Grove Park –</li> </ul>

In Support	For Consideration	In Opposition
<ul style="list-style-type: none"> <li>• <b>Will provide a cycling alternative to using Dufferin St, especially in lieu of the fatality of Alex Amaro</b></li> <li>• <b>Will discourage cut-through traffic in the Dufferin Grove neighbourhood</b></li> </ul>	<p>because of the northern connection to the Dick Watts Steps</p> <ul style="list-style-type: none"> <li>• Ensure proper winter maintenance of road and bike lanes, especially at Davenport Rd where there is a steep gradient</li> <li>• Improve cycling connections to key east-west and north-south routes and destinations, including: Dewson St/Harbord St, Hallam St/Lappin St, Shanly St/Wallace Ave, Liberty Village, St Clair Ave W, Dufferin Mall and redevelopments at Galleria Mall and Bloor St/Dufferin St intersection</li> <li>• Install protected bike lanes for people cycling and intersection safety measures for people cycling and walking whenever feasible</li> </ul>	<p>there is already not enough local parking</p> <ul style="list-style-type: none"> <li>• The proposal from Dewson St to College St is too complicated, will make it hard for locals to access their homes by vehicle, and will cause additional traffic on College St, Dufferin St and Bloor St</li> </ul>

## Stakeholder Meetings

The following is a geographic-specific summary of feedback received through both one-on-one stakeholder meetings as well as the wider stakeholder meeting conducted on January 27, 2022 starting from the northern section of the corridor, Davenport Rd, and moving southbound down to College St.

### Loading (Bartlett Ave and Geary Ave)

- Blood Brothers Brewery to open a secondary facility, which would reduce the need for storage on the right-of-way and reduce potential conflicts

### Dovercourt Public School (Bartlett Ave and Hallam St)

- Do not alternate parking as it causes confusion for students
- Remove the mid-month switch in parking - will encourage parents to park legally
- Convert the PXO to a signalised intersection at Dupont St

### St Anthony School (Bartlett Ave and Shanly St)

- Enhance school pick-up/drop-off on Bartlett Avenue

- Despite the 15-minute parking zone on Gladstone, the majority of pick-up/drop-off occurs on Bartlett (better visibility for parents to see students enter the playground area)
- Parents double park along Bartlett Ave during this time
- 10 minutes is not enough to drop-off kids - most parents need longer
- Left-turn prohibition at Dufferin St and Shanly St causes issues with traffic flow. Parents use Bartlett Ave instead. Allow for better vehicular movement to alleviate this
- Snow maintenance can cause additional conflicts

### **Curbside Uses (Bartlett Ave and Havelock St at Bloor St)**

- Bartlett Ave
  - Parking and loading is confusing/complicated
  - Signage is hard to read, needs updating
  - Dedicated loading spaces would be beneficial
  - TPA lot is used improperly
  - Trucks use the TPA lot to back-up
  - Prefer parking to a bike share station
- Havelock St
  - Hard for delivery trucks to figure out how to park
  - Consider switching the side of the bi-directional cycle track
  - Maintain commercial loading

### **St Mary Catholic Academy (Dufferin Park Ave and Havelock St)**

- Busses go north on Havelock St and make a left on Dufferin Park Ave. They then either go north on Gladstone Ave to get up to Bloor or cut through the parking lot and go north on Havelock to Bloor
- Pick-up/drop-off can cause congestion – many more parents drop their kids off
- Enhance safety in blind spots along Havelock St
- Maintain curb extension at the intersection
- Parking switching sides doesn't affect operations

### **Options (Dewson St to College St)**

- Favour Option 1 for safety reasons
- Consider how people cycling use the pathways in Dufferin Grove Park
- Remove the parking from Lindsey Ave to Sylvan Ave on Gladstone Ave in Option 1
- Consider mixing features of Option 1 and 2

- Add bike shares in this area
- Consider area/place for trucks and deliveries to stop
- Parking on Sylvan Ave is usually busier on weekends

## Virtual Public Meeting

### General

- In support\*
  - Supports Vision Zero goals
- Request to see traffic data used to make this proposal

### Additional Routes

- Consider improving cycling infrastructure and safety on the Dewson St and Ossington Ave routes to provide an east-west connection\*
- Extend the route as far north as St Clair Ave, Eglinton Ave, Lawrence Ave and Yorkdale.
- Extend the route as far south as Liberty Village and the Waterfront Trail
- Consider connectivity to important destinations along Dufferin St, including new developments at Dufferin Mall, Bloor-Dufferin and Galleria Mall
- Consider improving safety along Dufferin St to prevent drivers from excessively speeding down the corridor
- Extend to the Railpath
- Consider a north-south route on Dovercourt Rd

### Dufferin Grove Park

- Consider making the bike lane go through Dufferin Grove Park
- Ensure safety for other park users when people cycling travel fast through the park

### Traffic

- Consider traffic impacts on Havelock St when reducing from two lanes to one at Bloor St and eliminating right-turns-on-red

### Parking

- Consider making parking permanent on the west side of Bartlett St between Hallam St and Dupont St
  - Would be great to have permanent parking on the west side and a bike lane on the east as the street is very busy during school pick-up/drop-off, and there are more parking spots on the west side
- Do not remove parking between Geary Ave and Davenport Rd as there is already not enough
- Do not remove parking at Davenport Rd – some residents do not have an alternative, especially those who live on the north side and who live with mobility issues

### **Intersections**

- Not in support of traffic light at Davenport Rd\*
  - Would increase traffic
- Consider a traffic light at the Sylvan Ave and Dufferin Rd intersection with the recent road fatality
- Do not want to lose parking as a result of traffic lights
- Consider safety improvements and leading pedestrian intervals at Dupont St, Bloor St and College St
- Consider a protected intersection at Hallam St

### **Bloor St**

- Two-way cycle track connecting Bartlett Ave and Havelock St seems confusing\*
- Do not understand how people cycling travel and cross

### **Winter Maintenance**

- Ensure there is proper winter maintenance of the bike path\*
  - Ensure they are useable year-round
- Ensure winter maintenance at Bartlett Ave and Davenport Rd as people will be stuck at the intersection on an incline\*

### **Options (Dewson St to College St)**

- In support of Option 1\*
  - Consider a left-turn signal at Dovercourt Rd and College St



- Not a huge impact when driving
- Supports Vision Zero goals
- Cutting off access from the west and southwest for people who live on Havelock St north of Dewson St seems unjustified\*
- This seems overcomplicated\*
- Do not remove parking\*
- Option 1 will increase traffic/congestion on Havelock St\*, Bloor St, Dufferin St, Ossington Ave and Dovercourt Rd
- This will make it difficult for people living in the area to access their homes
- Eliminate the left-turn restriction onto Gladstone St from College St
- Instead of Option 1 or 2, consider preventing left-turns at Sylvan Ave or making Sylvan Ave
- Analyze traffic impacts of Option 1 and 2

### **Bike Share**

- Should go on the north west corner of Bartlett Ave and Dupont St
- Should not go on the south west corner of Bartlett Ave and Dupont St – will be a lot of activity with the new bus stop

### **Bus Stop**

- Unsure why bus stop at Dupont St has to be moved

### **Cycling Infrastructure Design**

- Consider physical separation where feasible\*

### **School Pick-up/Drop-off**

- Need a designated space at St Anthony's School

### **Online Survey**

The following comments and question answers received through the online feedback

### **General**

- In support of this project\*
  - Good north-south alternative to Dufferin St\*
  - Support safe cycling/a bike-friendly City/active transportation\*

- Provides a good connection past the CP Rail corridor
- Build it similar to Shaw St\*
- Will help me make trips by bike easier\*
- Willing to give up parking for this
- Ensure safety of vulnerable road users\*
- Prefer to bike on smaller streets
- Construct them soon/by summer\*
- Not in support of this project\*
  - Would cause conflicts with schools/school children in the area
  - Do not want to lose parking spaces
- Even more safe cycling infrastructure is needed in Toronto\*
- Ensure proper winter maintenance\*
- Prioritize pedestrian safety\*
- Unclear what the rationale for this proposal is/need more data that drove the decision-making process\*
  - Especially for Dewson St to College St segment
- Slow car speeds\*
- People cycling do not obey the rules of the road
- Repave roads

## Design

- Consider physical separation/protected bike lanes\*
- This design is complicated/confusing\*
  - Especially at Bloor St
  - Between Dewson St and College St\*
  - Does not seem continuous\*
- Make Dufferin St safer\*
- Improve safety at intersections\*
  - Leading pedestrian and cycling intervals\*
  - Protected corners/intersections for people cycling\*
  - Dufferin St and Davenport Rd
  - Dufferin St and Dupont St
  - Havelock St and Dewson St
  - A left-turn advance signal at College St and Dovercourt Rd\*
  - Fix cycling/pedestrian interval at College St and Gladstone Ave

## **Connections**

- Improve connections through Dufferin Grove Park\*
  - Many people will end up using this path
  - More scenic path
  - Consider paint or raised path for pedestrians to cross over
- Consider bike lanes on Dovercourt Rd\*
- Ensure proper east-west connections in the corridor
  - Dupont St
  - Hallam St to Lappin St\*
  - Shanly St to Wallace Ave\*
  - Dewson St to Harbord St\*
- Connect to key destinations and future developments
  - Wallace Emerson Park
  - Galleria Mall
  - Dufferin Mall\*
- Extend this project further south
- Extend this project north
  - To St Clair
- Add bike lanes on Dufferin St

## **Bartlett Ave from Davenport Rd to Bloor St**

- Support the new Dupont St intersection\*
  - Make a through-traffic prohibition 24 hrs/day to prevent cars from going through, but allow people cycling to pass
  - Install a button for people cycling to trigger the light
- Not in favour of another traffic light at Davenport Rd\*
  - Will cause more congestion/traffic\*
  - Will cause cars to stop on an incline
- Do not relocate the bus stop on Davenport Rd\*
- Ensure parking is maintained between Geary Ave and Davenport Rd and along Davenport Rd\*
- Not in favour of the no westbound right-turns on Bloor St\*

- May cause people to use alternative streets and the laneway instead
- Between Hallam St and Dupont St
  - Consider protected bike lanes as there are a lot of delivery trucks that double park
  - Move parking permanently to the west side as previously requested by community members\*
    - Keep parking on the west side just north of Bloor St for accessibility reasons
  - Do not reduce street parking\*
- Concerned about the removal of the crosswalk at Salem Ave\*
  - Provides connection to staircase\*
  - May cause jaywalking
- Hill is too steep to be used by people cycling\*
- Do not add another bike share station at Davenport Rd – there is already one at Geary Ave\*
- In support of the new Davenport Rd intersection
  - Would help with traffic calming
  - Ensure there are clear signals / signage for people cycling
  - Do not install a bike share station where a parking spot could go
- Ensure proper winter maintenance on the hill
- Add a bike/pedestrian underpass or overpass at the CP Rail Tracks south of Geary Ave for quicker/safer passage when a train is stopped
- The railway track may not be safe for people cycling - can be bumpy and slippery in wet weather

When asked if they support changes on Bartlett Avenue from Davenport Road to Bloor Street, 81% of the 413 respondents strongly agree with the proposed changes. See below:

## Do you support the proposed changes on Bartlett Avenue from Davenport Road to Bloor Street?

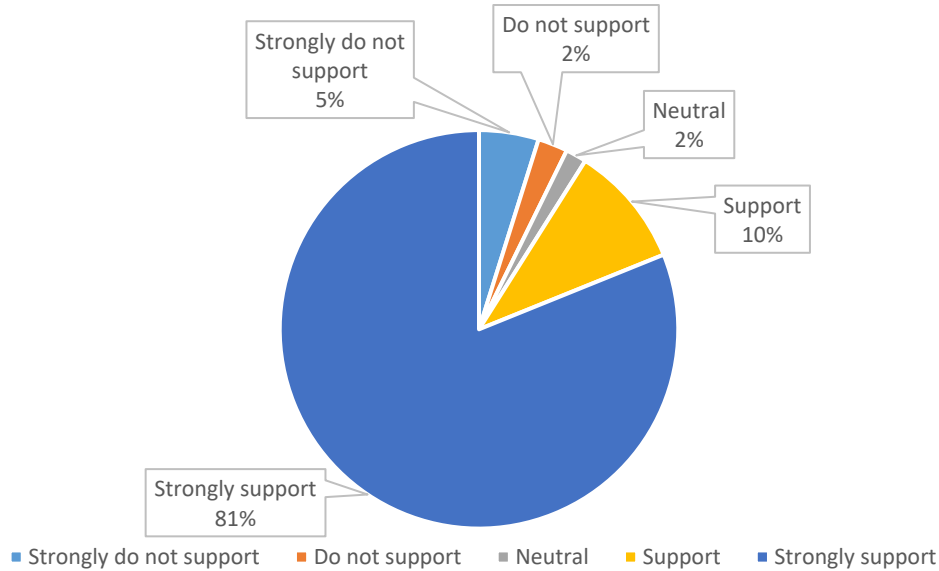


Figure 1 Pie Chart- support for proposed changes on Bartlett from Davenport to Bloor.

### Havelock St from Bloor St to Dewson St

- Bloor and Havelock Intersection
  - Make the bicycle turn boxes go all the way across the top of the vehicle stop bar (instead of just a square near the curb, like at St George St/College St intersection and on Harbord St). Would reinforce that right-turns on red are not permitted.
  - Consider an advance right-turn signal at Bloor St
  - Consider a dedicated right-turn lane for vehicles
  - Increase the allocated time to make turns from Havelock St onto Bloor St
- Keep parking at St Mary's for off hours and community events

81% of feedback form respondents strongly support the proposed changes on Havelock Street from Bloor Street to Dewson Street. See below.

Do you support the proposed changes on Havelock Street  
from Bloor Street to Dewson Street?

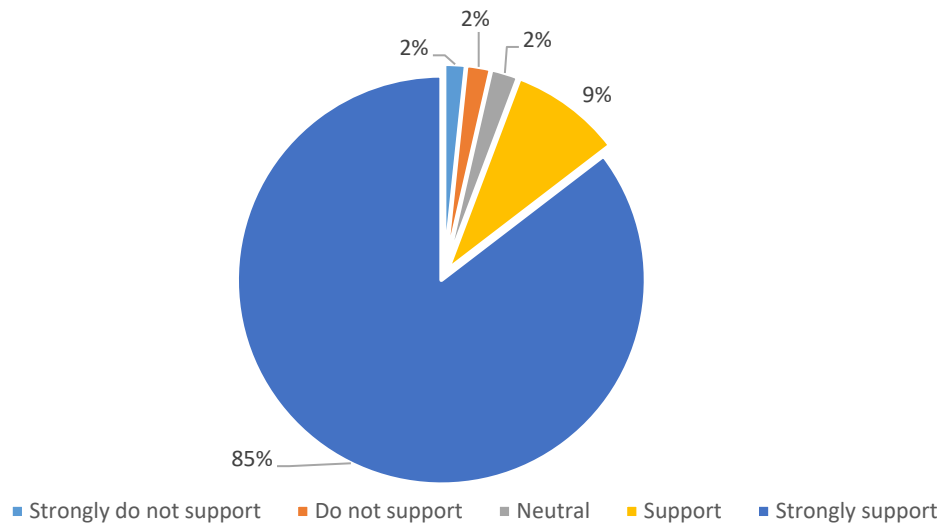


Figure 2 Pie chart- support of proposed changes on Havelock from Bloor to Dewson.

**Havelock St, Gladstone Ave, Lindsey Ave and Sylvan Ave from Dewson St to College St**

- In support of Option 1\*
  - Will be safer to bike in the area
  - Will enhance overall road safety
  - Option 2 will be more dangerous than the status quo
- Not in support/concerned about the proposal\*
  - Do not take away parking\*
  - Very high in demand in this area
  - This will cut off access to the neighbourhood\*
  - Including destinations like Dufferin Mall
  - Will add to congestion\*
    - On College St between Dovercourt Rd and Dufferin St\*
      - Consider no parking on Dufferin St
      - Consider no westbound-left turns at Dufferin St as there is a back-up caused by streetcars, truck parking and left-turns
    - On Dufferin St
    - On Rushholme Rd
    - On Bloor St
    - Review traffic impacts on surrounding streets

- Will reduce access for emergency services
- Prefer no change\*
- Add a crossing at Dufferin St and Lindsey Ave\*
  - Or another safe crossing on Dufferin St between Bloor St and College St
- In support of Option 2\*
- Maintain two-way traffic
- Unclear what the preferred routing of a person cycling northbound would be
- Add permit parking spots on College St

75% of feedback form respondents strongly support Option 1 whereas only 23% of respondents strongly support Option 2. See below.

Do you support Option 1 (preferred) from Dewson Street to College Street?

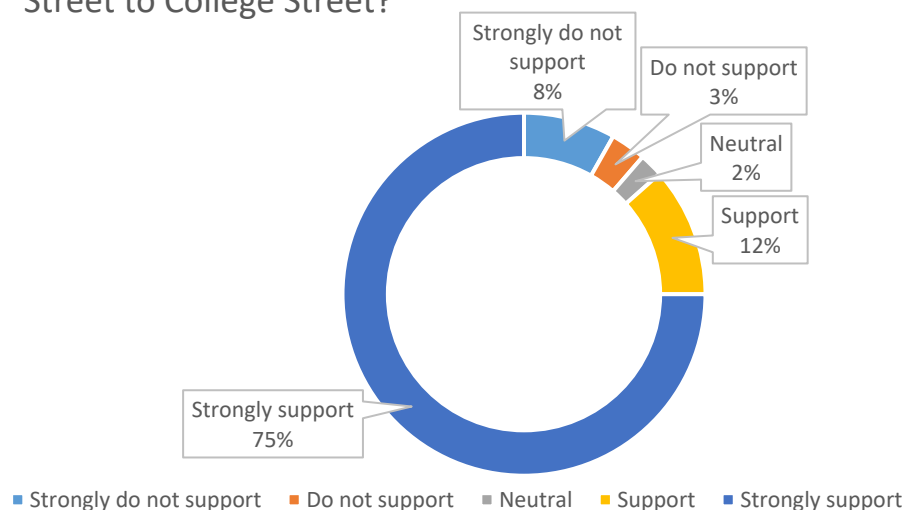


Figure 4 Donut Chart- support for Option 1 from Dewson to College.

## Do you support Option 2 from Dewson Street to College Street?

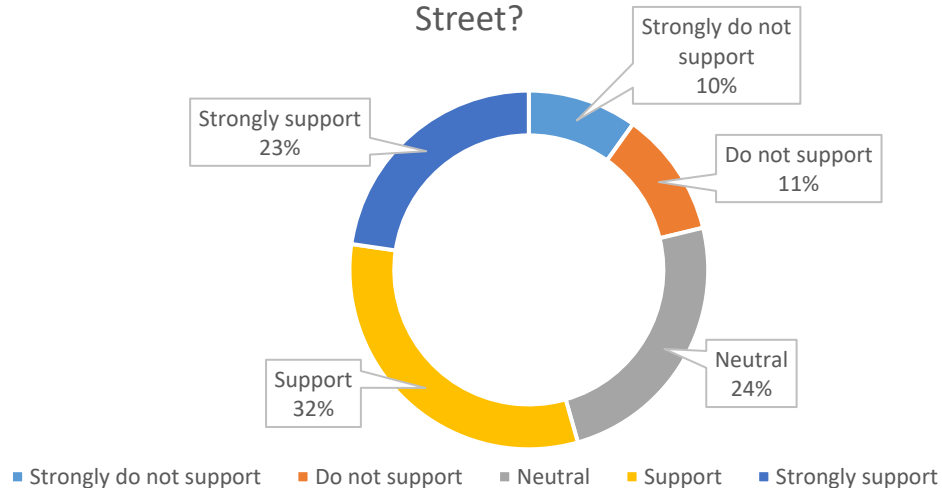


Figure 5 Donut Chart- support for Option 2 from Dewson to College.

## Additional Feedback (Emails and Phone Calls)

The questions and comments received through email and phone are summarized by

### General

- In support of this proposal\*
  - Will improve safety\*
  - Will improve the walkability and bikeability of the neighbourhood
  - Will encourage physical activity
  - Though not from Dewson St to College St\*
  - Will calm traffic on Bartlett Ave
- Not in support of this proposal\*

### Options (Dewson St and College St)

- Concerned about/not in support of the diverter(s)/proposed changes in this section\*
  - Will be more difficult to access my home and the neighbourhood\*
  - There is already a lack of permit parking in the area -- do not further eliminate spots\*
  - Will push more traffic onto Bloor St and College St, which are already backed up



- May create additional traffic on Hepbourne St by diverting northbound vehicles
- Focus on traffic issues on Hepbourne St, Havelock St and Rushholme St as they are being used as cut-throughs
- Will be difficult to access for emergency services
- Support option 1\*
  - Will be slightly more difficult to drive in the area, but worth the trade-off\*
  - People roll through the Lindsey Ave intersection as-is
  - Will create safer conditions for vulnerable road users
  - Would help to reduce traffic on Dewson St
  - Consider making Dewson one-way from Rushholme St to Havelock St
  - Include clear signage to ensure people know there is no exit to Dufferin St
  - Could result in increased northbound traffic on Havelock St
- These changes do not seem necessary/are over-complicated/are too much at once\*
- Consider one-way traffic changes instead\*
  - On sections of Sylvan Ave and Dewson St instead of diverters
  - Gladstone Ave south of Lindsey Ave
- In support of either option
- Consider access to St Mary's Catholic School
- Add sharrows in this area instead
- Consider removing the green curbs/street trees to make room for cycling infrastructure, parking and vehicle travel lane(s)

## **Traffic**

- Conduct traffic studies
- Reduce truck traffic on Bartlett Ave

## **Intersections**

- Opposed to/concerned about the new intersection at Davenport Road and Bartlett Ave\*
  - Maintain crosswalk at Salem Ave to connect to staircase on the north side of Davenport Rd (Dick Watts Steps)\*
  - Ensure proper road and sidewalk winter maintenance at Davenport Rd due to the steep gradient of the hill and since cars will now be required to stop on an incline\*
  - Prohibit left turns on Bartlett Ave from Davenport Rd during peak periods.

- There are already too many traffic lights and this will create greater congestion on Davenport Rd\*
- Intersection at Bloor St is quite complicated\*
- Not in support of intersection at Dupont St\*
  - Add an additional signal head for people cycling at Dupont St
  - Do not remove parking on Dupont St
  - Do not add right-turn-red restrictions
- Support the new intersection at Dupont St\*
- Add a crossing at Dufferin St and Sylvan Ave\*
- Add stop sign southbound on Havelock St at Lindsey Ave
- Consider a left-turn advance signal at College St and Dovercourt Rd
- Consider improvements to right-hand turn at Rushholme St and Bloor St as there will now be a greater amount of traffic on it
- Consider improvements to the Dufferin St and College St intersections
  - Consider removing parking on College St

## **Bus Stops**

- Maintain the bus stops at Salem Ave and Davenport Rd to connect to Dick Watts Steps\*

## **Curbside activity**

- Protect Wheel-Trans access / curb cut where Bartlett Ave intersects with the Green Line

## **Parking**

- Opposed to lost permit parking spaces\*
  - Near Dupont St\*
  - At Davenport Rd\*
    - Many of these homes do not have other parking options/garage parking
    - Rely on the alleyways south of Davenport Rd to access our homes
    - Do not take away a parking spot to use for a bike share station
- Opposed to parking on one side of the street\*
  - Between Hallam St and Dupont St

## **Speeds**

- Lower speed limits

## **Design**

- Space constraints with parking, driving and cycling lanes, school pick-up/drop-off as well as snow clearing and garbage collection
  - Added space constraints with Blood Brothers Brewery operations at Geary Ave\*
- Consider seasonal bike lanes
- Consider making Bartlett Ave one-way south of Davenport Rd
- Do not like concrete planters

## **Schools**

- Ensure safe pick-up/drop-off at St Anthony Catholic school

## **Additional Routes/Considerations**

- Consider additional traffic calming, road safety and cycling infrastructure upgrades on Dewson St\*
  - And connection with Ossington Ave to Harbord St
- Improve curbs/access/cycling at Dufferin Grove Park as many cyclists will end up using the park instead\*
- Consider adding cycling infrastructure to Gladstone Ave north of Dufferin Grove Park
- Consider Rushholme Rd instead
- Consider connections to new community at Galleria

## **Other**


- Do not need a bike share at Davenport Rd as there is one at Geary Ave\*
- Ensure people cycling comply with stopping at intersections, stop signs etc.

## **Next Steps**

Following phase 1 of consultation, the Bartlett-Havelock-Gladstone Cycling Connection project from Davenport Road to College Street will be reported on to the Infrastructure and Environment Committee (IEC) and City Council in spring 2022. If approved, installation will begin in summer 2022. Consultation for phase 2, College Street to Peel Avenue, will begin in spring 2022 and will therefore report to subsequent IEC and City Council dates.

# Appendices

## Appendix A: Public Consultation Notice



### Public Consultation

January 17, 2022

## Bartlett-Havelock-Gladstone Cycling Connections

The City of Toronto is inviting residents to learn more and provide feedback about cycling, pedestrian, and road safety upgrades on Bartlett Avenue, Havelock Street, and Gladstone Avenue from Davenport Road to College Street, as well as associated changes to short sections of Bloor Street and Lindsey Avenue.

The 3.5 km bikeway project proposes to improve safety by lowering motor vehicle travel speed, prioritizing people walking and cycling, and reducing local traffic infiltration. The project would expand the local cycling network and connect to existing bikeways on Davenport Road, Bloor Street, Havelock Street, Lindsey Avenue, Waterloo Avenue, and Argyle Street.



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 to enhance safety and reduce traffic infiltration. All local motor vehicle access would be maintained.

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

#### Project Location



\*Consultation Coming Soon

Learn More	Attend the Virtual Public Meeting	Provide Feedback
 <p>View project information on the webpage, and review the presentation and additional information</p> <p><a href="https://toronto.ca/BartlettHavelockGladstone">Toronto.ca/BartlettHavelockGladstone</a></p>	 <p><b>Meeting 1: Bartlett Avenue, Havelock Street, Gladstone Avenue north of College</b> Date: Thursday, February 10, 2022 Time: 6:00 – 8:00 pm</p> <p><b>Meeting 2: Gladstone Avenue – College to Peel</b> Date: Planned for winter 2022</p> <p>Join online or by phone. See page 4 for details.</p>	 <p>Visit the Virtual Mapping Tool and complete an online survey or request a printed copy.</p> <p>Submit comments by email, mail or phone.</p> <p><b>Comment deadline:</b> Thursday, February 24, 2022</p>

[toronto.ca/BartlettHavelockGladstone](https://toronto.ca/BartlettHavelockGladstone) Page 1 of 4

Figure 6 Public Consultation Notice page 1.

## Proposed Changes: Bartlett Avenue from Davenport Road to Bloor Street

### If you drive:

- New traffic signals added at Davenport Road and at Dupont Street.
- No change to travel directions.
- Restricted movements, including:
  - No northbound right-turns on red at Davenport Road.
  - No northbound straight-through, no peak period eastbound left-turns, and no right-turns on red at Dupont Street.
  - No eastbound right-turns during peak periods from Bloor Street to Bartlett Avenue.

### If you park or load on the street:

- Parking permit hours remain unchanged.
- Some impacts to on-street parking:
  - Nine parking spaces removed on Davenport Road and Bartlett Avenue to accommodate the new traffic signal.
  - East side parking made permanent between: Davenport Road and Geary Avenue; Dupont Street and Hallam Street; and Shanly Street and Bloor Street.
  - West side parking made permanent between Hallam Street and Shanly Street.
  - Seven of ten parking spaces maintained between Geary Avenue and Dupont Street.
  - Three 1-hour and three 3-hour parking spaces removed at Dupont Street.
- Pick-up and drop-off at local schools maintained:
  - Dovercourt Public School: continues on Gladstone Avenue, Hallam Street, and the east side of Bartlett Avenue.
  - St Anthony Catholic School: 10-minute parking added to west side between Southview Avenue and Shanly Street during pick-up/drop-off hours.
- Curbside space at Bloor Street maintained for commercial loading.

### If you cycle:

- Contra-flow bike lanes added between Davenport Road and Geary Avenue; and Dupont Street and Bloor Street to allow people cycling to travel north and south where vehicle flow is one-way.
- Bike lanes added between Geary Avenue and CP Rail Tracks.
- Shared-lane markings added between CP Rail Tracks and Dupont Street.
- New bike signals added at Davenport Road and Dupont Street.
- New Bike Share stations added at Davenport Road and Dupont Street.

### If you walk:

- Traffic signal added at Davenport Road replacing the pedestrian crossing at Salem Avenue and Davenport Avenue.
- Pedestrian crossing converted to a traffic signal at Dupont Street.

### If you take transit:

- TTC 127 Davenport bus stops moved from Salem Avenue to Bartlett Avenue.
- TTC 26 Dupont bus stops maintained and shifted closer to Bartlett Avenue.



## Proposed Changes: Havelock Street from Bloor Street to Dewson Street

### If you drive:

- No changes to travel directions.
- Northbound right- and left-turn lanes would merge into a single lane.
- No northbound right-turn on red at Bloor Street.

### If you park or load on the street:

- East side parking made permanent between Bloor Street and Dewson Street.
- Curbside "No Parking" near Bloor Street maintained for commercial loading and delivery.

### If you cycle:

- Contra-flow bike lanes added on the west side to allow people cycling to travel south.
- Northbound cycling in a shared lane with vehicles.
- New bike signals added at the Bloor Street intersection.



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Figure 7 Public Consultation Notice page 2.

## Proposed Changes: Havelock Street from Dewson Street to College Street; Lindsey Avenue and Sylvan Avenue from Havelock Street to Gladstone Avenue; and Gladstone Avenue from Lindsey Avenue to College Street

There are two feasible options to connect cycling infrastructure and reduce traffic infiltration.

### Proposed changes common to both Options 1 and 2

#### If you drive or park on the street:

- Lindsey Avenue between Gladstone Avenue and Havelock Street converted to one-way eastbound.
- A diagonal diverter added to the intersection of Lindsey Avenue and Gladstone Avenue.
- Up to two parking spaces removed on both Gladstone Avenue and Lindsey Avenue to maintain vehicle space for delivery vehicles and waste pick-up.
- Three parking spaces removed on Gladstone Avenue at Sylvan Avenue to improve road safety and visibility.
- South side parking (including accessible parking) made permanent on Lindsey Avenue between Gladstone Avenue and Havelock Street.

#### If you cycle:

- Contra-flow bike lanes added to Lindsey Avenue between Gladstone Avenue and Havelock Street and on Gladstone Avenue from Sylvan Avenue and 10m south.
- Cycling allowed in both directions on Gladstone Avenue.



Above: Diagonal diverter example.

Proposed design at Lindsey Avenue and Gladstone Avenue: people cycling can travel in all directions; people driving on Gladstone Avenue turn right; and people driving on Lindsey Avenue turn left. See both diagrams below.

	Option 1 – Preferred	Option 2
Map	 Map of the area showing streets: Dufferin, Sylvan, Lindsey, Gladstone, Havelock, and College. Option 1 shows a contra-flow bike lane on Gladstone Avenue and a cycling-only block on Havelock Street.	 Map of the area showing streets: Dufferin, Sylvan, Lindsey, Gladstone, Havelock, and College. Option 2 shows a contra-flow bike lane on Gladstone Avenue and a cycling-only block on Havelock Street.
Driving	<ul style="list-style-type: none"> <li>A cycling-only block on Havelock Street between Dewson Street and Sylvan Avenue.</li> <li>All local motor vehicle access maintained.</li> </ul> <p>Above: Existing cycling-only block on Shaw Street.</p>	<ul style="list-style-type: none"> <li>Havelock Street between Dewson Street and Sylvan Avenue made one-way southbound.</li> <li>Sylvan Avenue between Gladstone Avenue and Havelock Street made one-way eastbound.</li> </ul>
Parking	<ul style="list-style-type: none"> <li>Seven parking spaces removed on Gladstone Avenue between Lindsey Avenue and College Street.</li> </ul>	<ul style="list-style-type: none"> <li>All parking spaces retained on Gladstone Avenue between Lindsey Avenue and College Street.</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>Cycling-only block could provide space for a Bike Share station, seating or greening opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Contra-flow bike lane added to Sylvan Avenue between Gladstone Avenue and Havelock Street would allow cycling in both directions.</li> </ul>

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Figure 8 Public Consultation Notice page 3.

## Proposed Changes: Bloor Street from Bartlett Avenue to Havelock Street

### If you walk or cycle:

- Two-way bikeway added on the north side of Bloor Street between Bartlett Avenue and Havelock Street.
- Bicycle traffic signal added to Havelock Street, and space for people cycling to wait when turning.
- Pedestrian crossings maintained or improved.



Artistic rendering of Bloor Street at Havelock Street, facing west.

### If you drive or park on the street:

- Restricted movements, including:
  - No westbound right-turns during the peak periods from Bloor Street to Bartlett Avenue.
- Traffic signal maintained at Havelock Street and stop sign maintained at Bartlett Avenue.
- Three Green P parking spaces removed on Bloor Street.

### If you take transit:

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

## Consultation Coming Winter 2022: Gladstone Avenue from College Street to Peel Avenue



Public and stakeholder consultation for the portion of the project on Gladstone Avenue between College Street and Peel Avenue is planned for winter 2022. A separate notice will be sent to local residents, businesses and organizations. The proposed design will include dedicated and shared cycling facilities that connect to existing bikeways on Gladstone Avenue, Waterloo Avenue and Argyle Street.

The proposed changes include reduced on-street parking spaces in some locations, and modified motor vehicle travel directions to increase safety for vulnerable road users and reduce traffic infiltration. Local access and all City services would be maintained.

### Next Steps

Following both rounds of public and stakeholder consultation and subject to approval from City Council, the City of Toronto plans to install the proposed changes in August-September 2022.

### How to Join the Virtual Public Meeting

Join by computer, smartphone or tablet	Join by phone (audio only)
 <p>Visit the webpage and register: <a href="https://toronto.ca/BartlettHavelockGladstone">Toronto.ca/BartlettHavelockGladstone</a></p>	 <p><b>Meeting 1: Bartlett Avenue and Havelock Street</b> <b>Thursday, February 10, 6:00 – 8:00 pm</b> Dial: 416-915-6530    Access Code: 2465 645 1358</p>
*If you have a specific accessibility need or require accommodation, please contact us.	

### More Information

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Para obter mais informações ou assistência em português, por favor ligue para o 311

\* Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. \*\* To help reduce the spread of COVID-19 consultation activities will be conducted online, by phone, email, and mail only.

[toronto.ca/BartlettHavelockGladstone](https://toronto.ca/BartlettHavelockGladstone)

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Figure 9 Public Consultation Notice page 4.

## Appendix B: Online Feedback Form Demographics

The following demographic information was collected from the online feedback form. While it is not a conclusive representation of participants, it provides a demographic snapshot of who the project team heard from during the public consultation process. The following are graphs of results pulled from the demographic questions asked in the online feedback form.

How do you typically travel within or near the Bartlett-Havelock-Gladstone corridor?

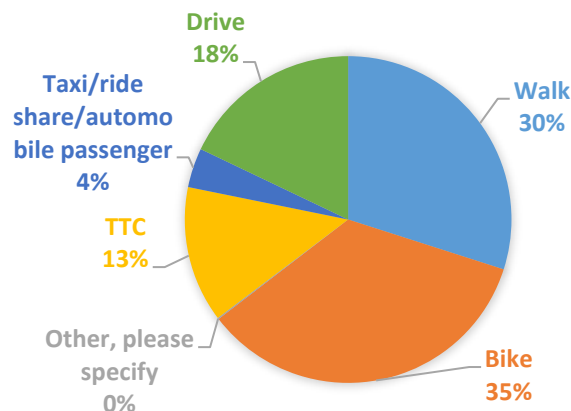


Figure 10 Pie Chart- Travel within the Bartlett-Havelock-Gladstone corridor.

Please describe your relationship to the Bartlett-Havelock-Gladstone corridor.

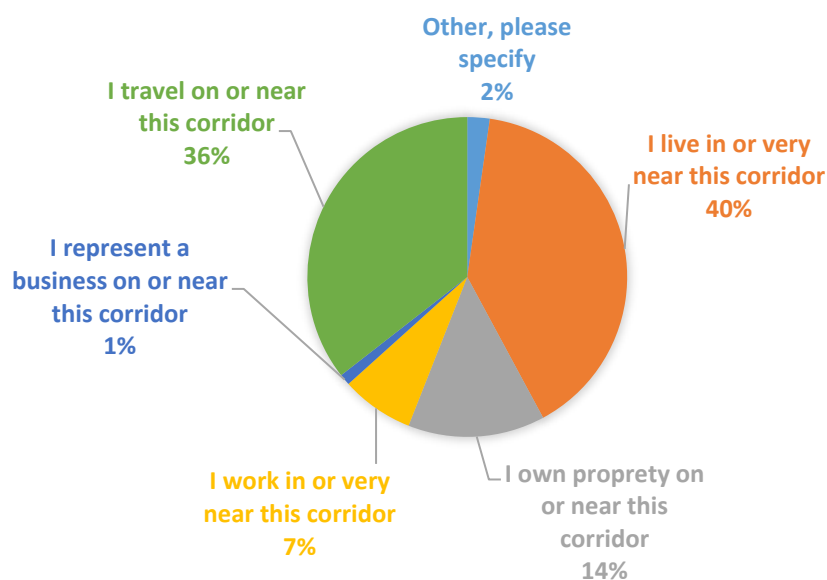


Figure 11 Pie chart- relationship to Bartlett-Havelock-Gladstone corridor.

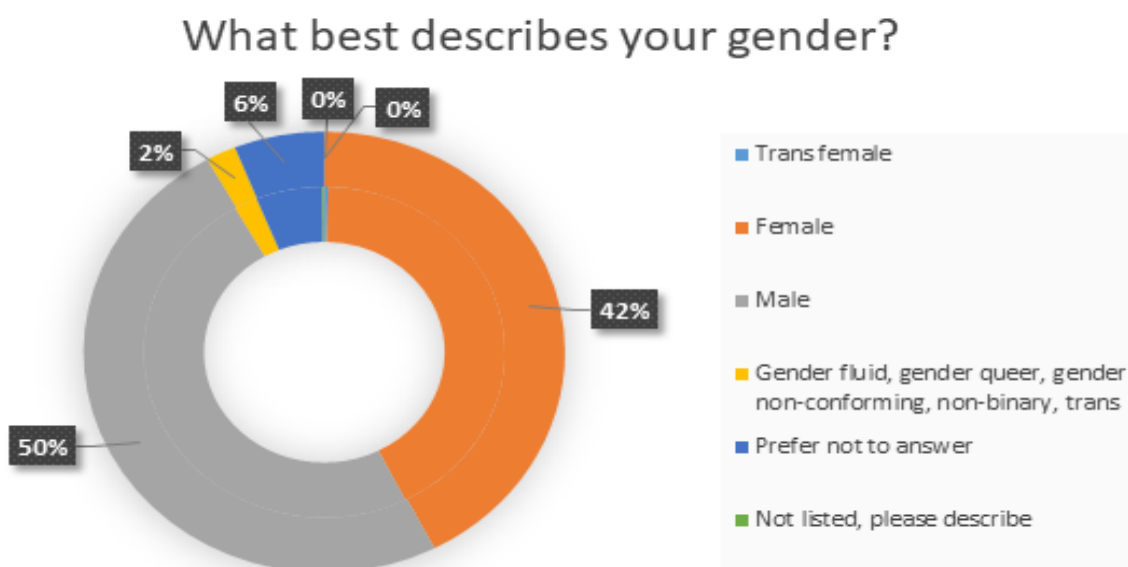


What are the first three digits of your postal code?



Figure 12 Word Cloud for postal codes.

The majority of participants live within the M6H postal code area, which encompasses the study area.



## What is your age?

