

Safety changes coming to Havelock Street, Lindsey Avenue and Gladstone Avenue - Summer 2022

The City of Toronto is preparing to install bikeways and other road safety improvements 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 West and Lindsey Avenue.

City services, including fire, emergency services, waste pick-up, and snow clearing, will continue as usual.



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

Designing Bikeways for Everyone

Busy streets need physically separated cycle tracks to create a safe environment. Where as quiet streets can use contraflow bike lanes, low motor vehicle volume and speed to create a safe and comfortable cycling experience for people all ages and abilities.



Benefits of Bikeways

VISIONZERO

Safety

Toronto Vision Zero Road Safety Plan prioritizes the safety of our most vulnerable road users



Health

Increased physical activity like cycling is associated with better health outcomes



Climate Action

Toronto's TransformTO plan Targets 75% of trips under 5 km are walked or cycled by 2030



Bikeways encourage people to ride a bike

When it comes to cycling, most people rate themselves as "interested but concerned"

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DAVENPORT

DUPONT

BARTLETT

BLOOR

HAVELOCK

DEWSON

COLLEGE


GLADSTONE

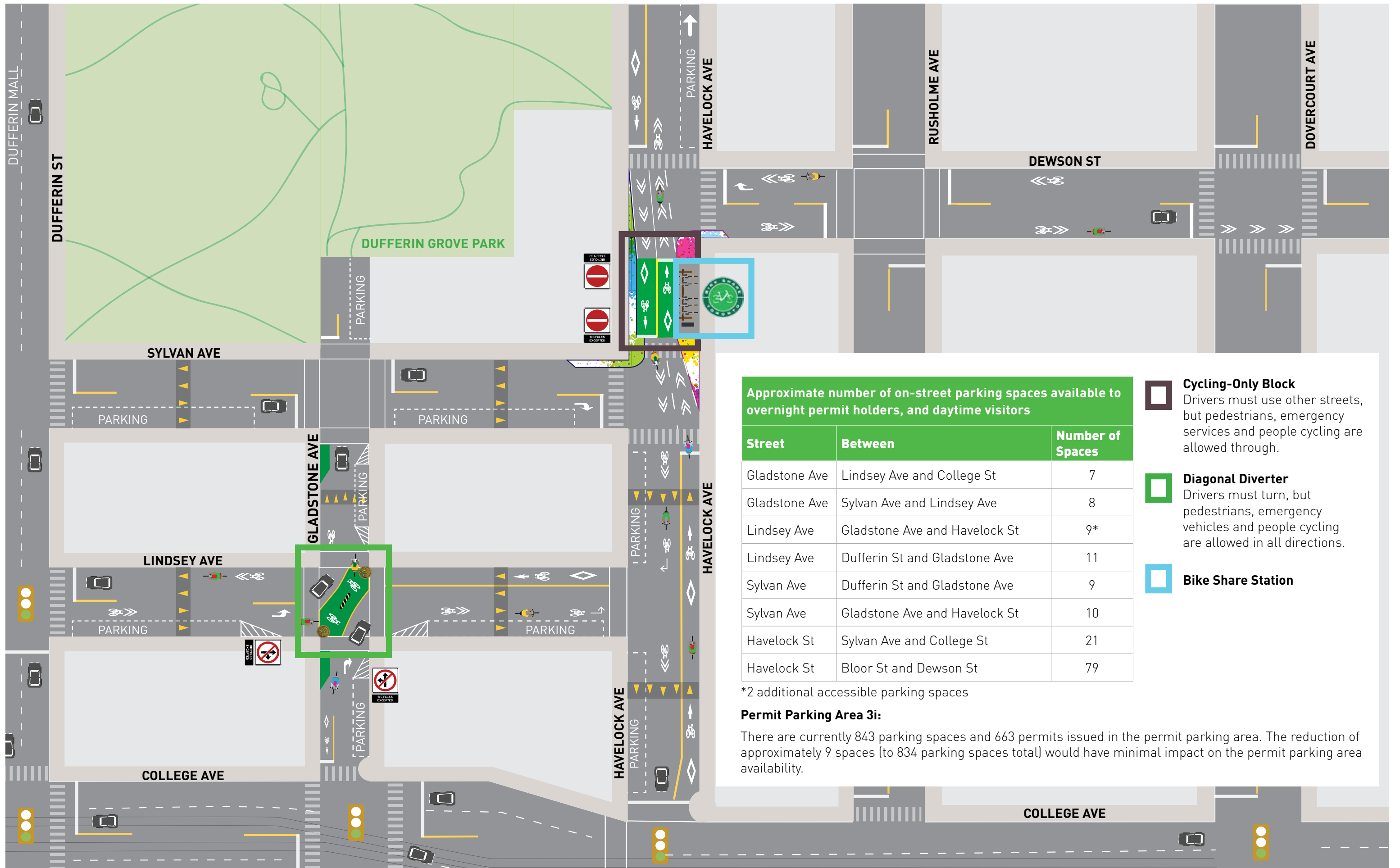
DUNDAS

QUEEN

PHASE 1:
Installation planned
for summer 2022

PHASE 2:
Consultation planned
for fall 2022

 Focus area of this notice






Approximate number of on-street parking spaces available to overnight permit holders, and daytime visitors		
Street	Between	Number of Spaces
Gladstone Ave	Lindsey Ave and College St	7
Gladstone Ave	Sylvan Ave and Lindsey Ave	8
Lindsey Ave	Gladstone Ave and Havelock St	9*
Lindsey Ave	Dufferin St and Gladstone Ave	11
Sylvan Ave	Dufferin St and Gladstone Ave	9
Sylvan Ave	Gladstone Ave and Havelock St	10
Havelock St	Sylvan Ave and College St	21
Havelock St	Bloor St and Dewson St	79

*2 additional accessible parking spaces

Permit Parking Area 3i:

There are currently 843 parking spaces and 663 permits issued in the permit parking area. The reduction of approximately 9 spaces (to 834 parking spaces total) would have minimal impact on the permit parking area availability.

-  **Cycling-Only Block**
Drivers must use other streets, but pedestrians, emergency services and people cycling are allowed through.
-  **Diagonal Diverter**
Drivers must turn, but pedestrians, emergency vehicles and people cycling are allowed in all directions.
-  **Bike Share Station**

Q&A

Why is traffic being diverted?

- With reduced traffic, people cycling and pedestrians will have a safer and more comfortable environment.
- Better cycling conditions is also intended to help reduce sidewalk cycling.
- Non-local traffic is causing higher motor vehicle volumes on quiet local streets.
- There is not enough space on Gladstone Ave for on-street parking, a northbound shared lane, and a dedicated contraflow bike lane.

How is traffic being diverted?

Diagonal Diverters

- A diagonal diverter at Lindsey Ave and Gladstone Ave is designed to reduce traffic on a narrow street, making it safer and more inviting to bicycle in two directions on Gladstone Ave.
- Lindsey Ave from Gladstone Ave to Havelock St will become one-way eastbound to prevent drivers from reaching the dead end of Gladstone Ave and having to turn around.

Cycling-Only Block

- A cycling-only block on Havelock St at Dewson St is intended to reduce vehicle volumes on the Havelock St and Dewson St, and address infiltration concerns on Sylvan Ave and Dewson St.

Why are parking spaces being removed on Gladstone Ave and Lindsey Ave?

- One space on each corner will be made “No Parking” to give space to turning trucks in the diagonal diverter.
- Approximately six on-street parking spaces on Gladstone Ave will be removed to provide a designated lane for people cycling southbound. This makes people cycling more visible and predictable to drivers in the opposite direction, and is intended to improve safety and encourage cycling.



Consultation

Public and stakeholder consultation took place in 2021 and early 2022. A mailed notice was sent to the project area inviting residents to attend a Virtual Public Meeting held on February 10, 2022 as well as to participate in an online survey. The City heard a wide variety of comments in support, in opposition and for consideration to the proposed changes and options. A full consultation summary is available on the project website.



Monitoring

Monitoring will be conducted to determine if the project goals were met and to identify any major issues. Monitoring will include traffic patterns, parking and loading activity, and accessibility. The data collected, together with community feedback, will be used to inform potential adjustments to signal timing, parking and loading, and other parts of the design, as needed.



Contact Us

The City of Toronto welcomes additional feedback on the project. Community feedback will be used to inform any potential future modifications.

Please contact Alyssa Cerbu by email at Alyssa.Cerbu@toronto.ca or by phone at 416-338-0503

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