



Bartlett-Havelock-Gladstone Cycling Connections Project

Phase 2: Gladstone Avenue College Street to Peel Avenue

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Bartlett-Havelock-Gladstone Cycling Connections
Phase 2: Gladstone Avenue – College Street to Peel Avenue



Project Overview

The City of Toronto is seeking public feedback on proposed changes to Gladstone Avenue between College Street and Peel Avenue, as well as changes to Dufferin Street traffic signals, as part of Phase 2 of the Bartlett-Havelock-Gladstone Cycling Connections Project.

Phase 1 of the project included 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 and Lindsey Avenue.

Project Goals

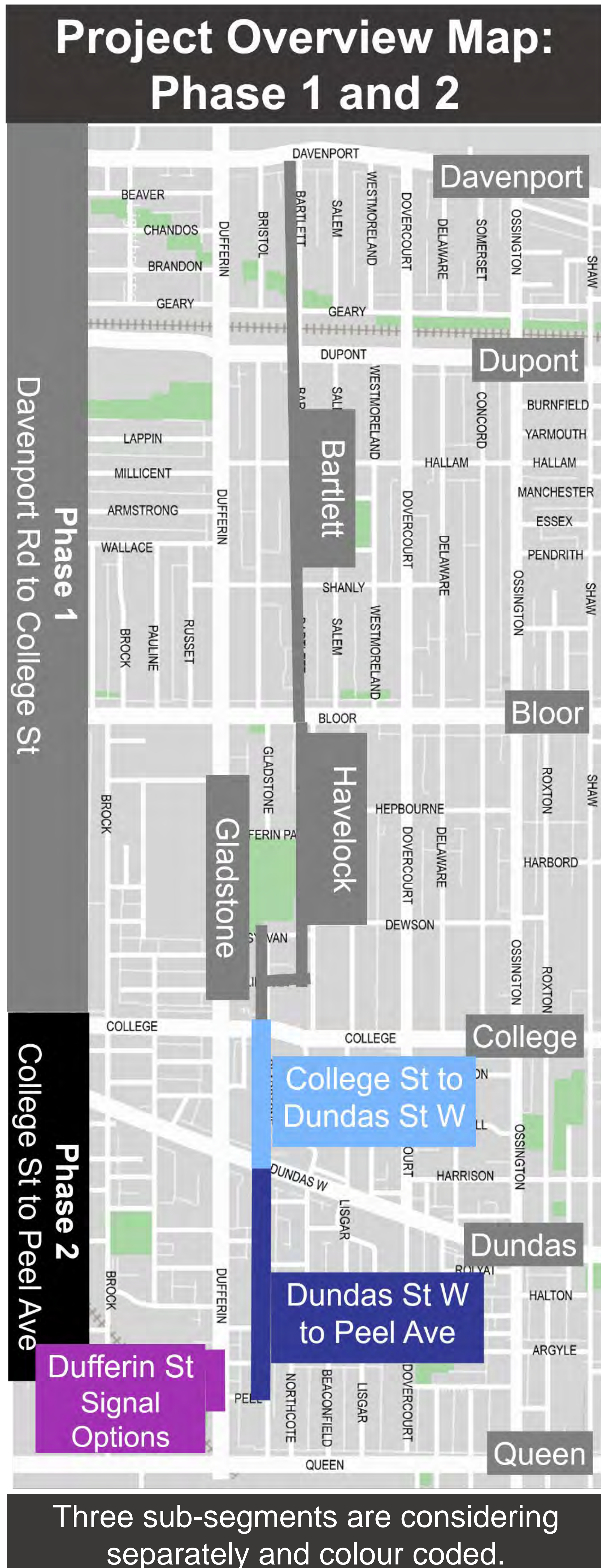
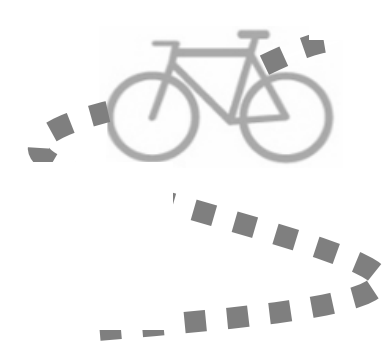


Improve safety for people walking, cycling and driving

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

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

Minimize impact to on-street parking



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



TransformTO: Climate Action Strategy

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



Vision Zero Road Safety Plan

Prioritize the safety of our most vulnerable road users



Reduce Reliance on Motor Vehicles

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



Complete Streets Guidelines

Streets are for people, placemaking and prosperity



Encouraging all Ages and Abilities to Cycle

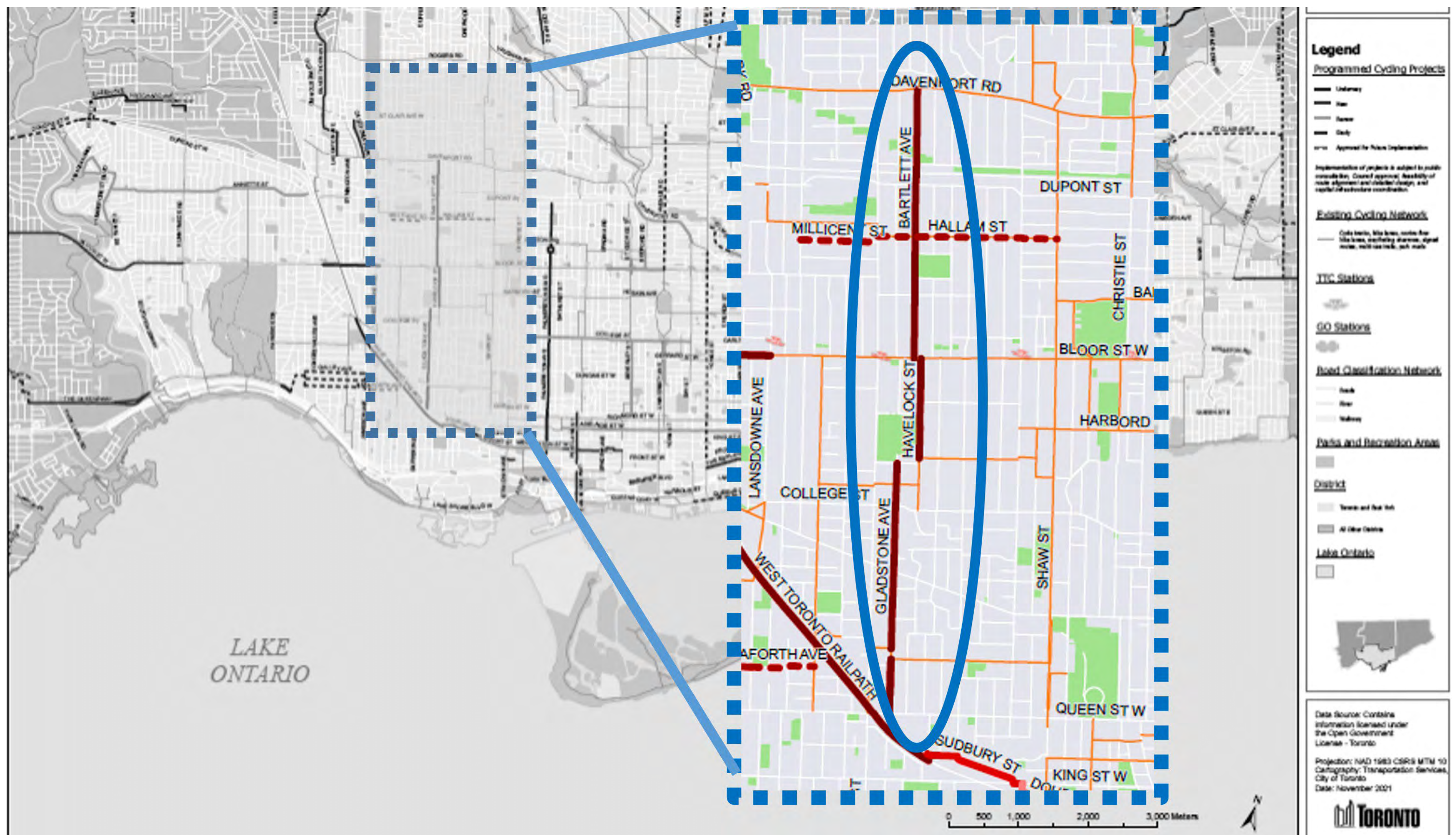
The majority of people rate themselves as “interested but concerned”



Recover and Rebuild from COVID-19



Cycling Network Plan



Map of 2022-2024 Cycling Network Implementation Plan

- The City of Toronto's Cycling Network Plan serves as a comprehensive roadmap and work plan, outlining the City's planned investments in the near-term and intentions for the long-term.
- The Cycling Network Plan consists of a Long-Term Cycling Network Vision, the Major City-Wide Cycling Routes, and a three year rolling Near-Term Implementation Program.
- The plan components, objectives and indicators are aligned with a multitude of City policies, including the Official Plan, TransformTO and the Vision Zero Road Safety Plan.

Collision History



Mother and daughter bike to school on Gladstone Avenue south of Cross Street

Between 2016 and 2020, there were **168 reported collisions** in the project area:

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

A more detailed analysis of crashes will take place through the detailed design process to identify trends and locations where safety improvements can be implemented.

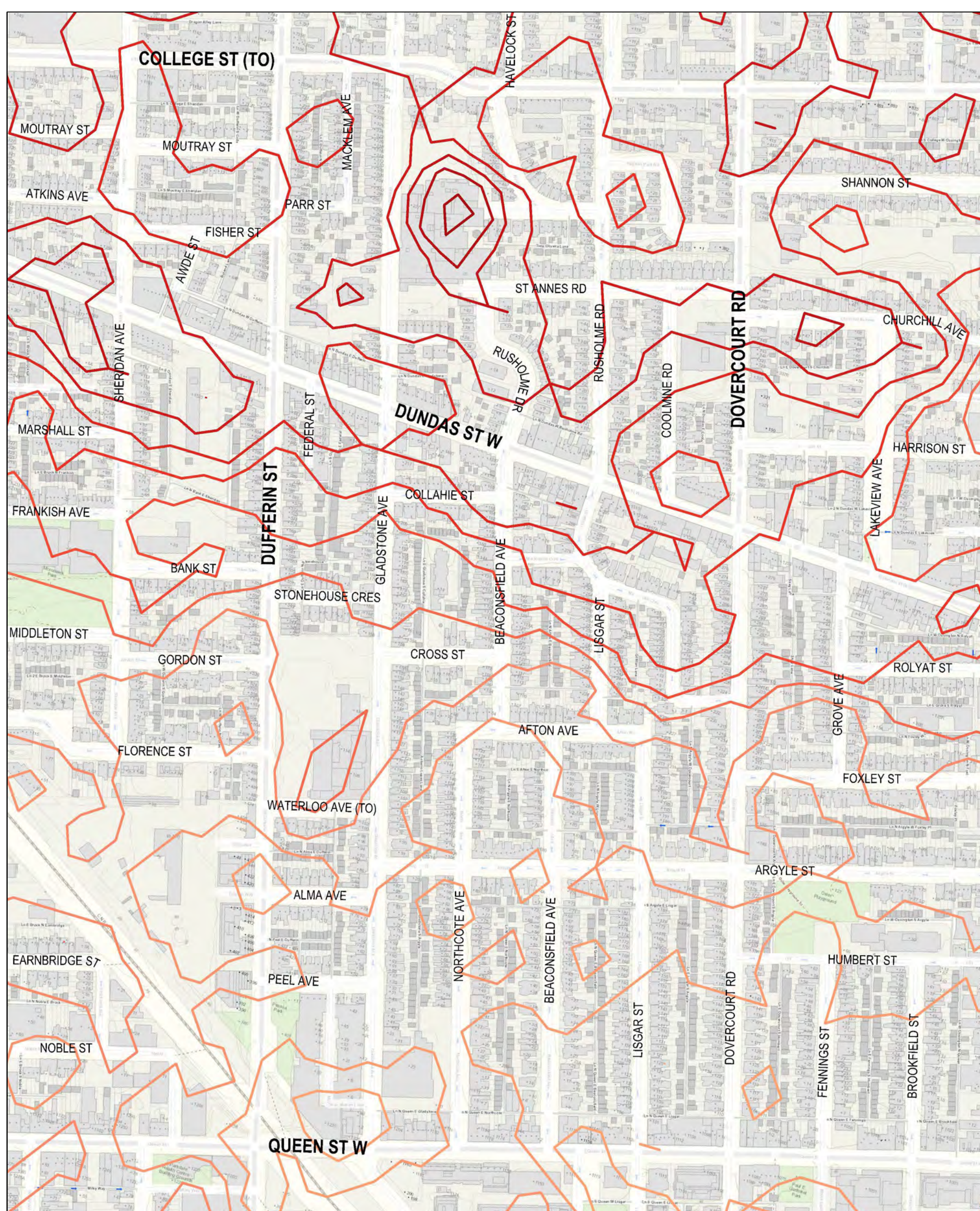
Why a bikeway on Gladstone Avenue?



The City of Toronto is recommending bikeways on Gladstone Avenue after reviewing other nearby streets and routes.

Gladstone Avenue has major benefits including:

- More gradual slope compared to alternatives and parallel routes
- More direct compared to alternative, parallel routes
- People cycling today choose Gladstone Avenue approximately four times more than on Rusholme Road, based on 2022 counts



Why a bikeway on Gladstone Avenue?



Gladstone Avenue between Peel Avenue and Dundas Street West

Today, two-way cycling on Gladstone Avenue is common. Up to 33% of people cycling were counted cycling northbound on Gladstone Avenue between Peel Avenue and Dundas Street West.

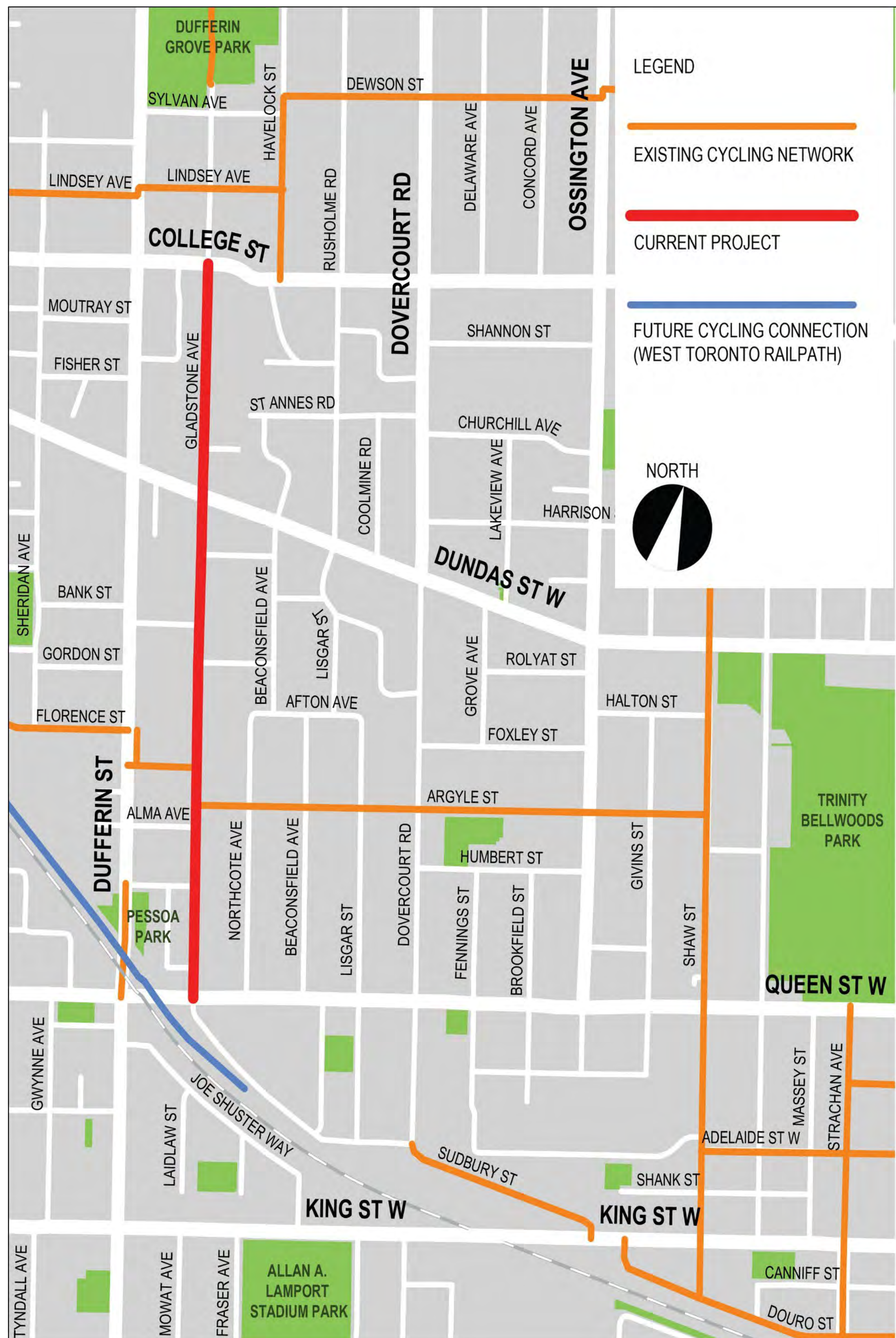


Example of a Bus-Only Lane in Toronto

Dufferin Street is a four-lane arterial road with higher speed and volumes of traffic. To fit a bikeway, the removal of a travel lane in each direction would be required to make cycling safe for people of all ages and abilities.

The City of Toronto and the TTC are considering various ways to prioritize buses on Dufferin Street through the RapidTO program. Public consultation is forthcoming.

Bikeway connections



Gladstone Avenue connects to several other bikeways including Argyle Street and the future West Toronto Railpath Extension which has a planned access at Queen Street West

Existing bikeway connections:

- **Lindsey Avenue & Dewson Street**, neighbourhood greenway
- **Argyle Street–Gladstone Avenue–Waterloo Avenue–Dufferin Street–Florence Avenue** neighbourhood greenway
- **Gladstone Avenue** contra-flow bike lanes north of College Street

Future bikeway connections:

- **Peel Avenue**, and **Gladstone Avenue** south of Peel Avenue
- **West Toronto Railpath Extension** at Dufferin Street and Queen Street West
- **Sudbury Street**, south of Queen Street West

Challenge | Southbound infiltration on Gladstone Ave



Gladstone Avenue is a popular route for non-local driving because it connects southbound to major arteries

Non-local drivers travel on Gladstone Avenue southbound to avoid busy routes like Dufferin Street and other north-south streets. Many are seeking connection to Lake Shore Boulevard, the Gardiner Expressway and destinations outside of the neighbourhood.

In contrast, “Neighbourhood greenways” are where people on bikes can share space with cars. They should have low vehicle speeds and volumes.

Gladstone Avenue currently exceeds the vehicle volume thresholds for a neighbourhood greenway.

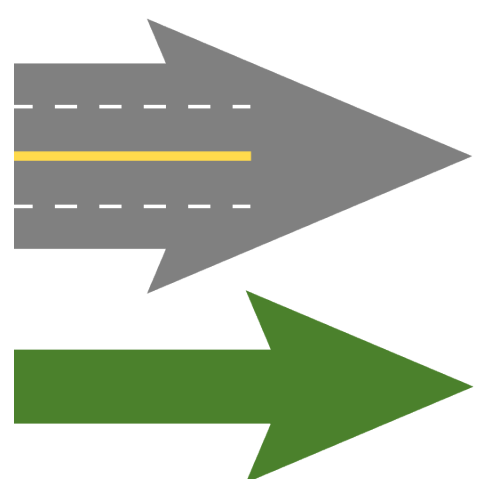
Vehicle Volume Thresholds for Neighbourhood Greenways		
Vehicle Volumes	24hr, each way	Peak Period, Peak Direction
Upper Limit	1500	75
Target Maximum	750	50

Neighbourhood Greenways

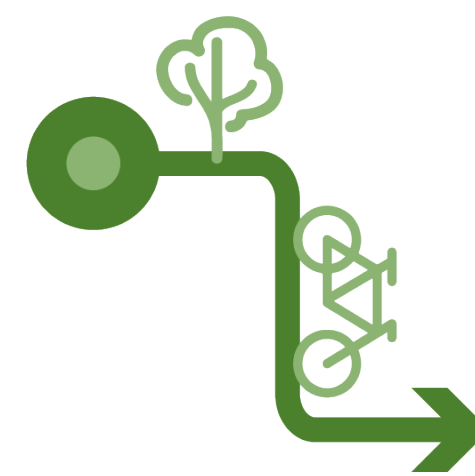


Neighbourhood Greenways are routes where people walking and cycling are given priority by creating an environment with low motor vehicle volumes and speeds. Cycling priority on neighbourhood greenways are typically reinforced by signs, pavement markings, and speed and volume management treatments. Safe and convenient crossings of busy streets also must be installed.

Why Build Neighbourhood Greenways?



Provide parallel routes to major corridors



Connect people cycling to major trails or bikeways



Reduce non-local traffic infiltration and speeds



Create safe environments for all road users



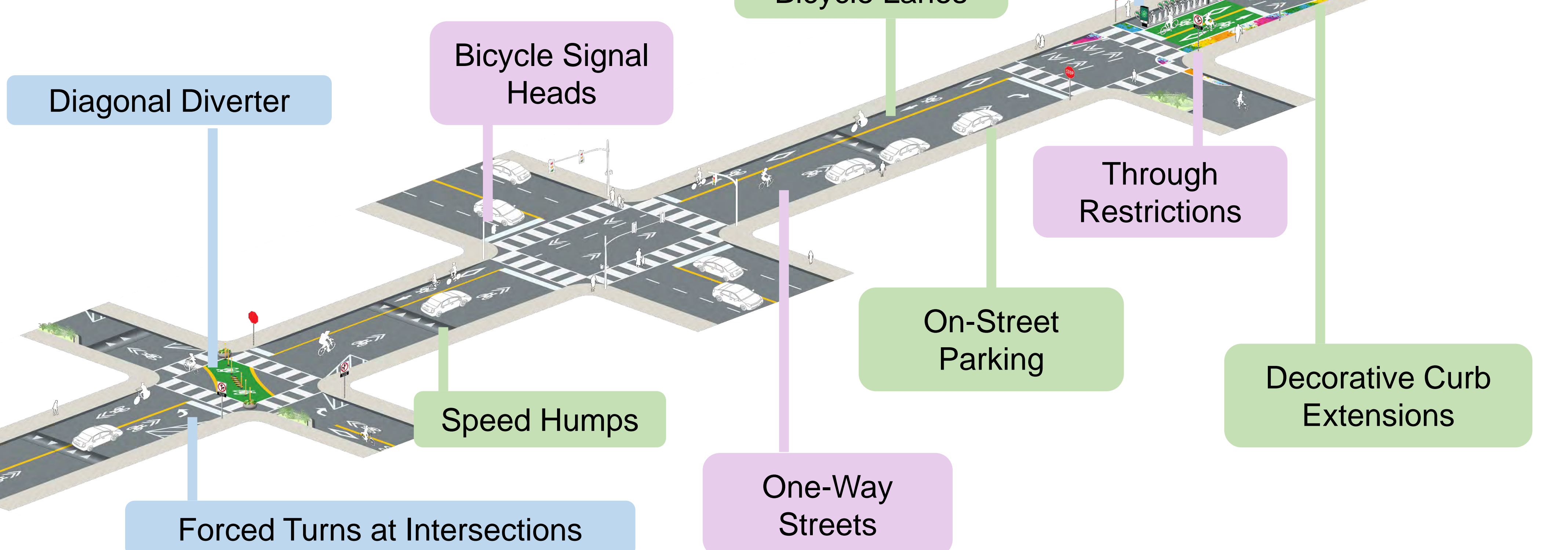
Encourage cycling among less experienced cyclists

Features of Neighbourhood Greenways

Regulatory Measure (Volume Management)

Design Measure (Volume Management)

Design Measure (Traffic Calming)



Existing Conditions Overview



College Street to Dundas Street West



Vehicles and bicycles share the roadway in both directions



10-20 trucks/per day access the chocolate factory and travel between their shipping and receiving docks



St. Anne's Anglican Church, business and daycare activities at College Street and Dundas Street West

Public Feedback to date



College Street to Dundas Street West



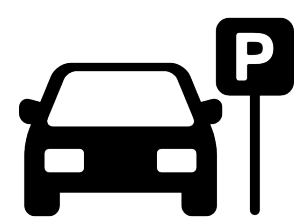
Facing south on Gladstone Avenue south of College Street



People already cycle regularly on this block, including to and from the Anglican Church and other local destinations



Trucking is needed in both directions, and trucks mostly use the College Street intersection



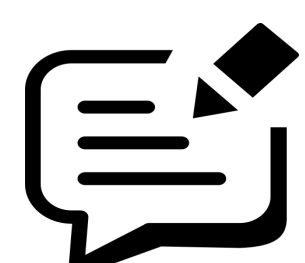
Permit parking is in high demand due to lack of laneways and garages for many properties



Pick-up and drop-off is needed close to College Street



Speeding is common, especially mid-block where parking is not allowed

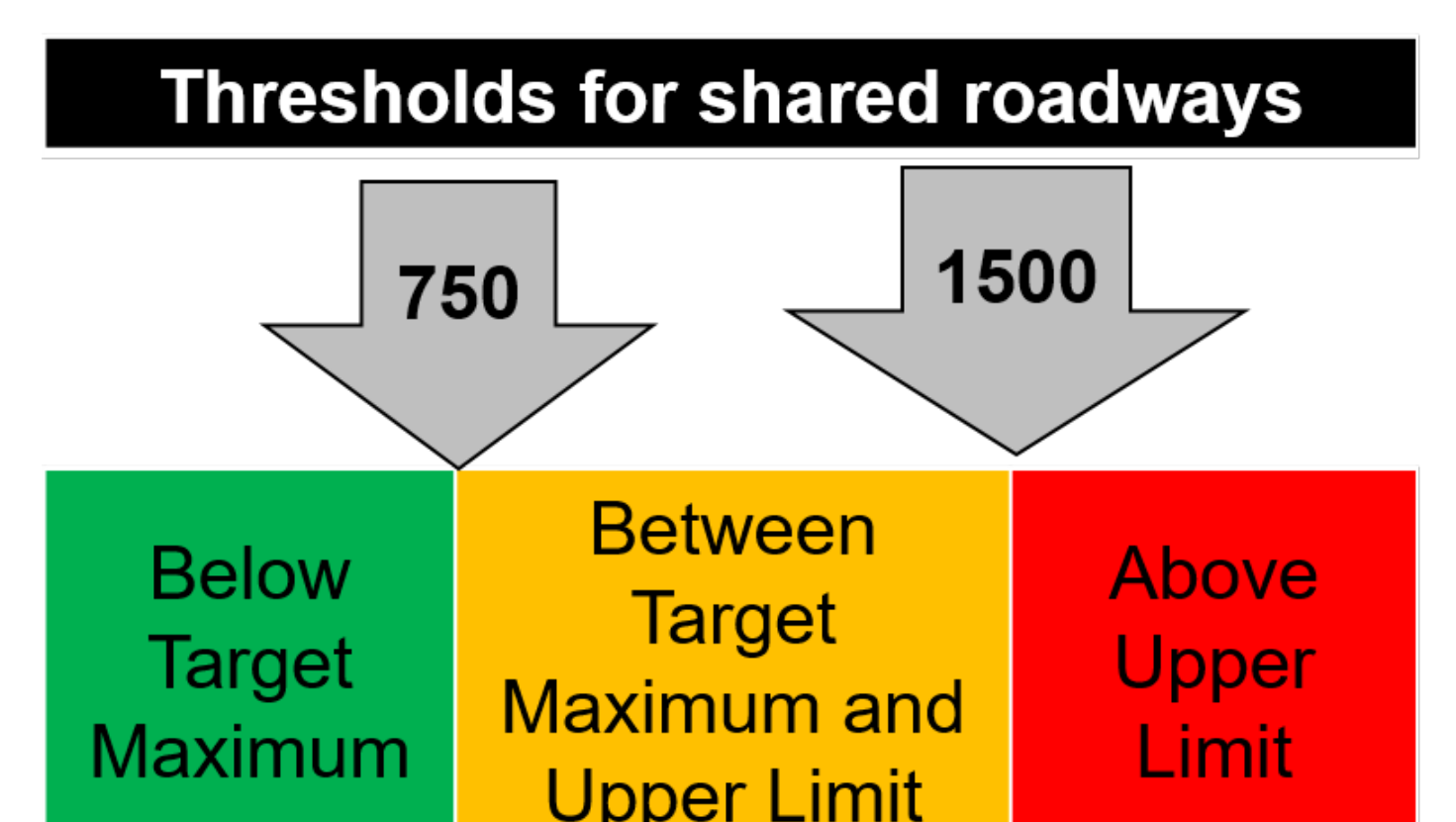
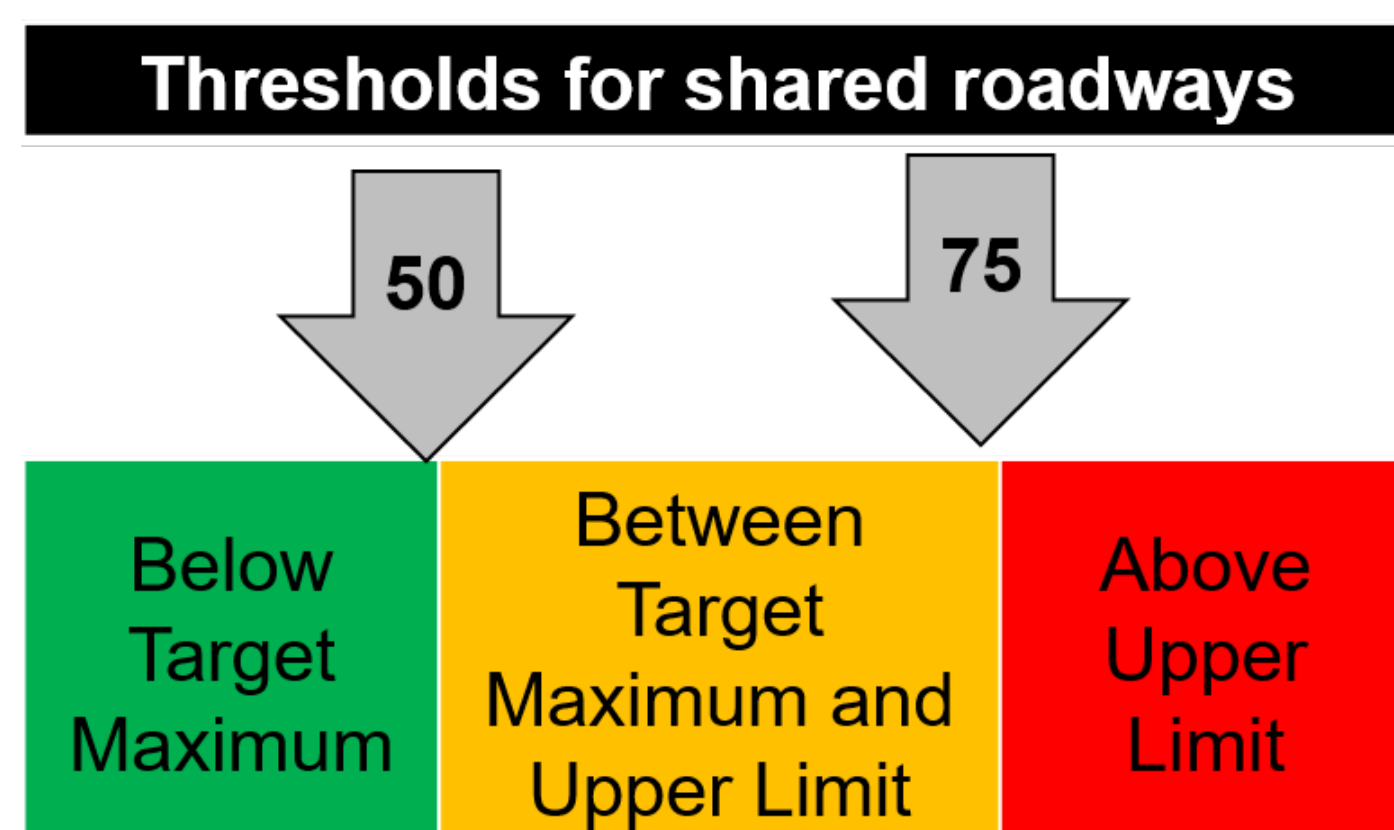
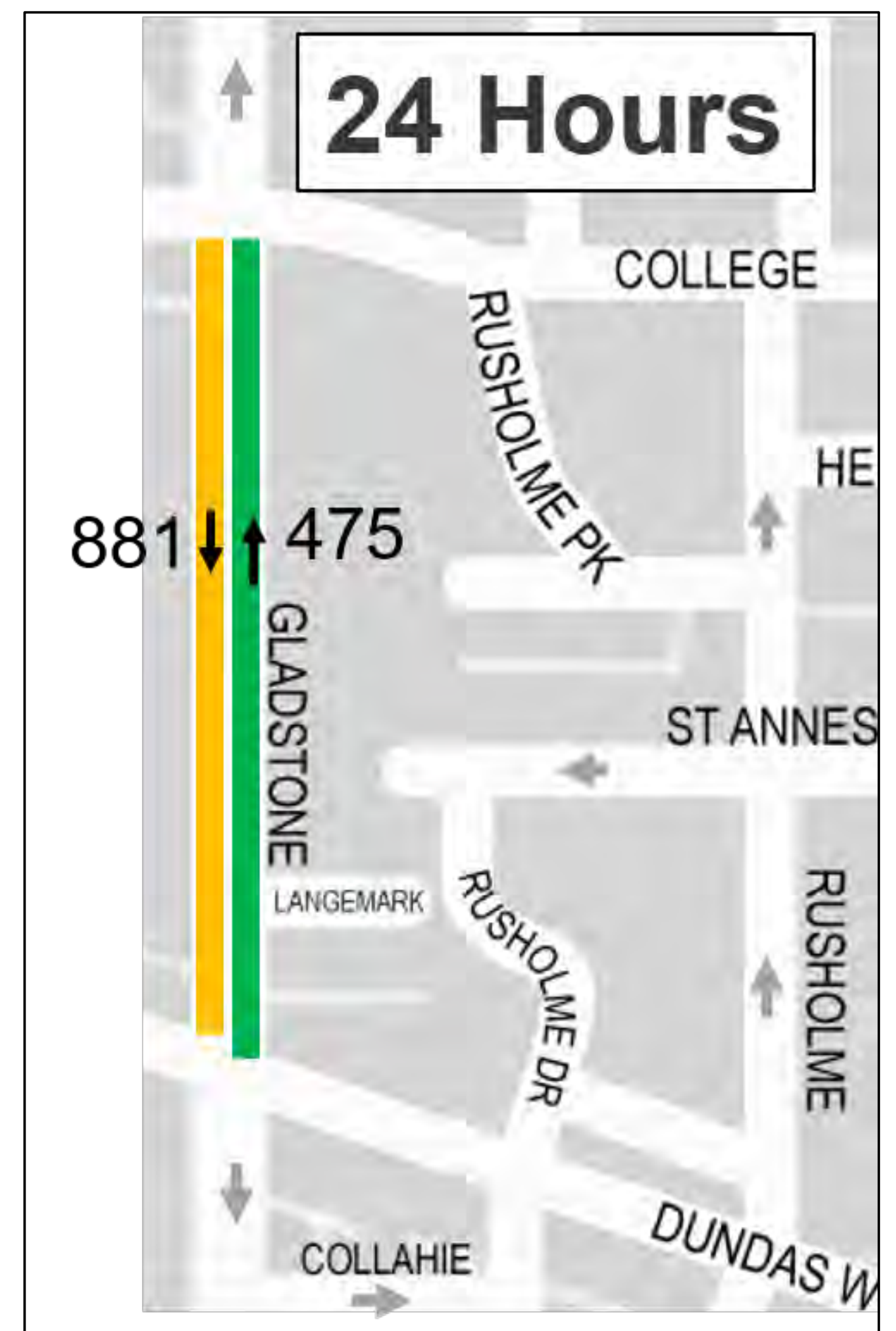
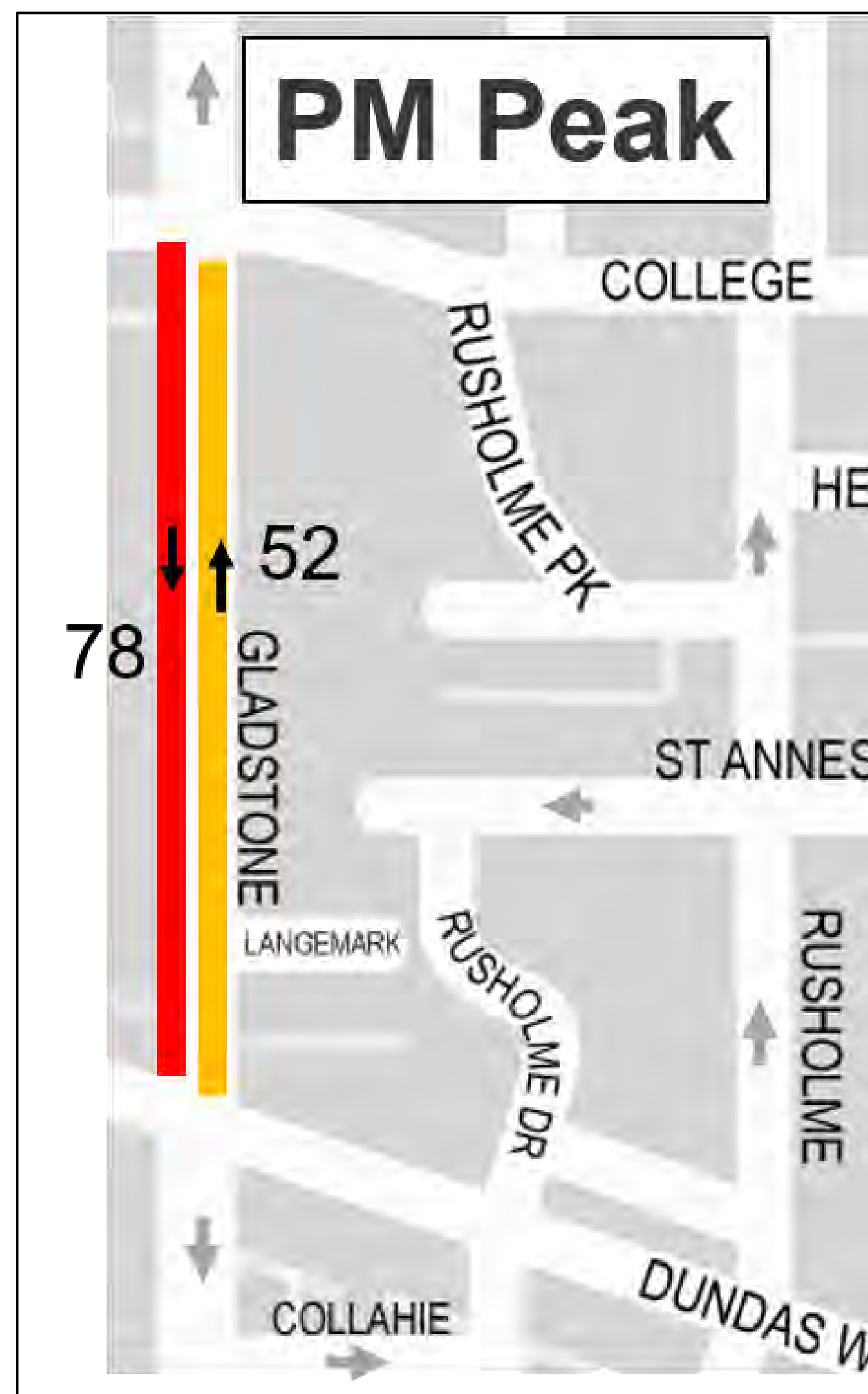
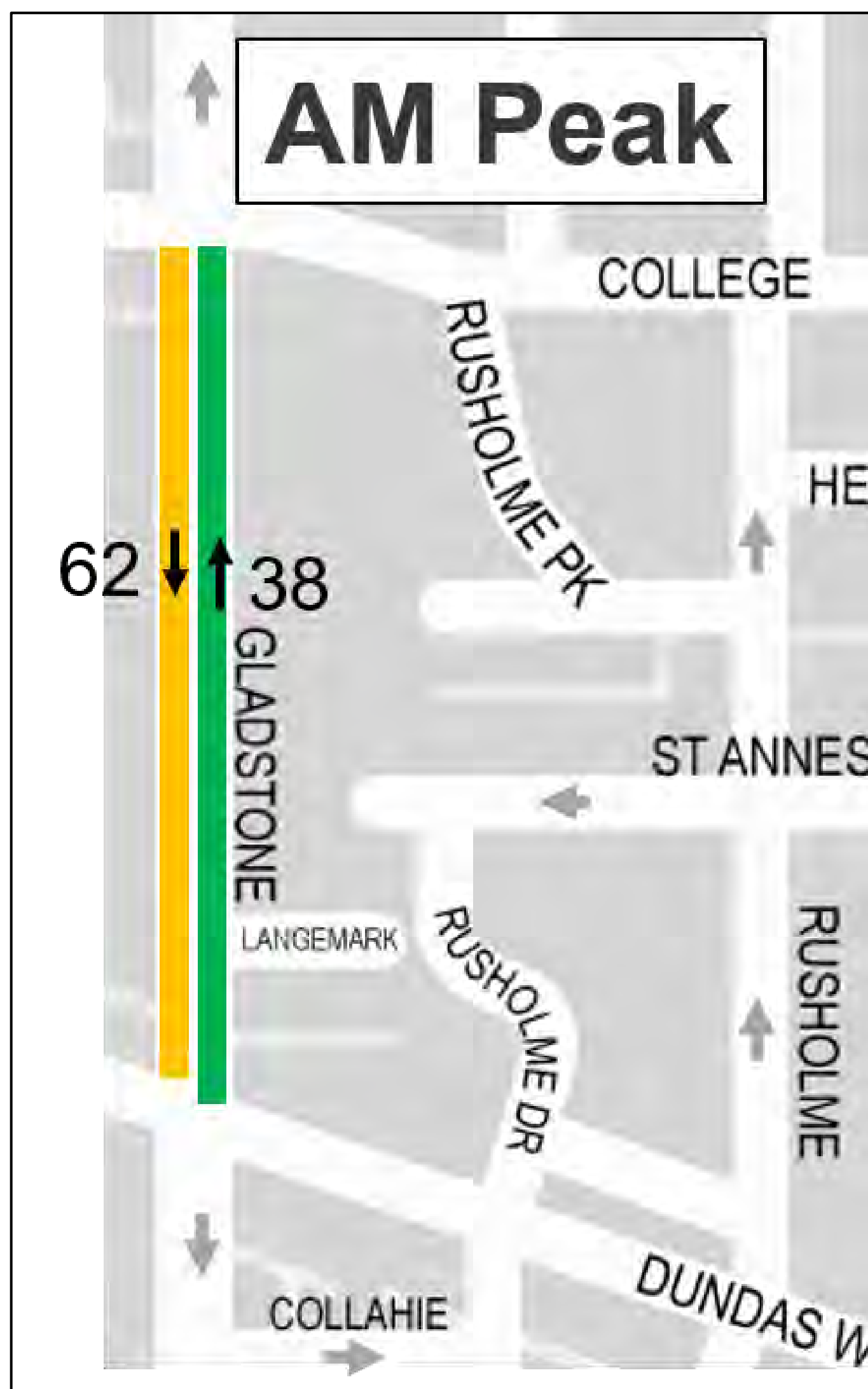


Stakeholder and public feedback so far has been used to develop considerations and the design proposal

Vehicle Speeds & Volumes



College Street to Dundas Street West



Vehicle speeds are typically 25-40km/hr in a 30km/h zone. Higher speeds are observed mid-block where parking is not permitted most of the time.

Southbound vehicle volumes are near the target threshold in the morning rush hour (AM Peak), and they exceed the upper limit in the afternoon rush hour (PM Peak).



On-Street Parking



College Street to Dundas Street West

Permit Parking Area	Existing		
	Spaces	Permits Issued	Percent Available
3J	415	386	7%
Gladstone Avenue	39	12	69%
Langemark Avenue	8	12	0%

Area 3J has high demand for permit parking with 7% of spaces available.

Permit Parking demand is high on Gladstone Avenue and in Area 3J



Area 3J Permit Parking Area

Gladstone Avenue and Langemark Avenue together have approximately 50% of permit spaces available, however street utilization studies show utilization at approximately 66%. These two streets are not connected to other streets in 3J except via College Street or Dundas Street West.

College Street to Dundas Street West



There have been no reported truck-bike or truck-pedestrian collisions on Gladstone Avenue at least since 1995.



There are relatively few (10-20) trucks on this block per **day**. Trucks travel at low speeds for short distances on the block. The City of Toronto's guidelines for a "high volume truck route" is five trucks per **hour**.



There is generally good visibility due to straight lines on Gladstone Avenue.



By comparison, there are 22 trucks that use Shaw Street south of College Street, and approximately 1200 people cycling over 8-hours, with no reported collisions between users.

College Street to Dundas Street West



1. Maintain two-way truck access to and from the Cadbury chocolate factory



2. Reduce vehicle infiltration, especially during rush hour



3. Reduce speeding



4. Alert road users to each other

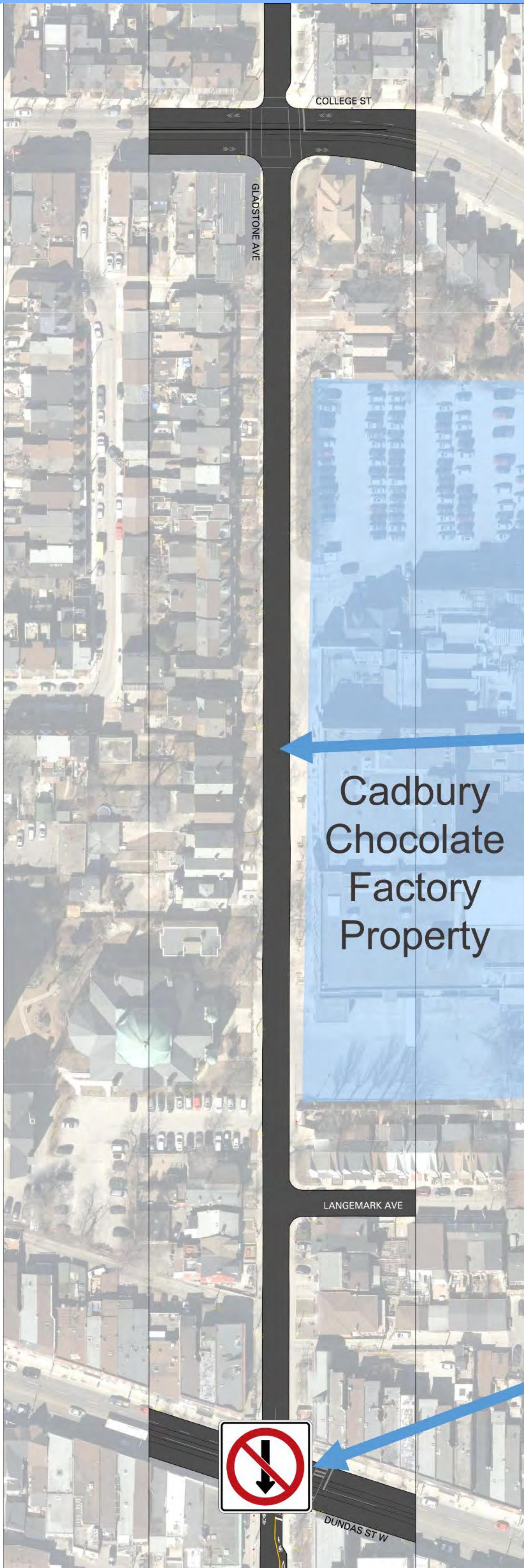


5. Maintain access to on-street permit parking

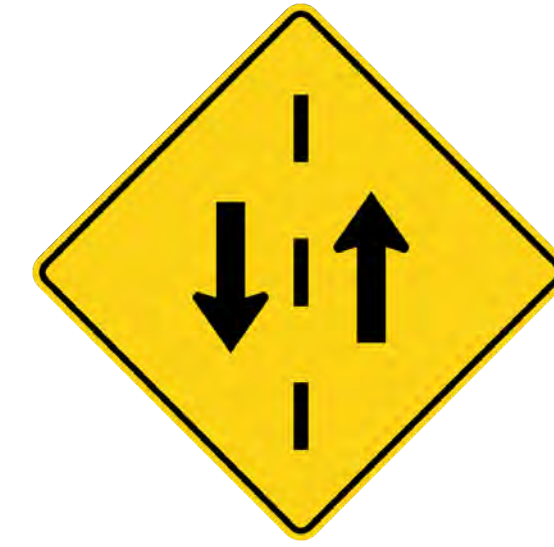
Proposed Design



College Street to Dundas Street West



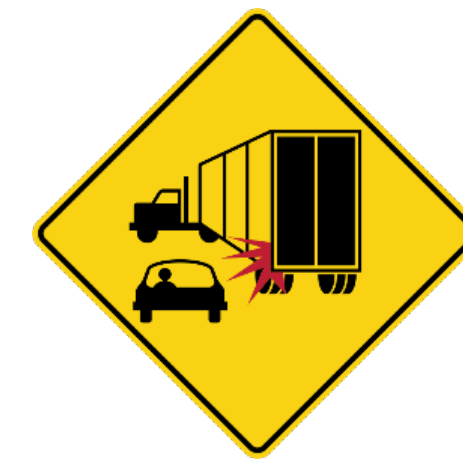
Maintain two-way vehicle access throughout the block



Maintain all existing on-street parking to help reduce speeding

Add traffic calming mid-block where parking is not allowed most of the week

Add pavement markings and signage to alert road users



Introduce a southbound-through restriction from 3:30-6:30pm, Monday to Friday at Dundas Street West to reduce infiltration on this block and the one to the south

Existing Conditions Overview

Dundas Street West to Peel Avenue



One-way southbound



Popular route for people cycling to school



Gentle downhill slope toward the south



Parking alternates on Thursdays between Dundas Street West and Cross Street, causing confusion and double-sided parking on changeover days



Existing cycling in both directions

Dundas Street West to Peel Avenue



Gladstone Avenue between Argyle Street and Waterloo Avenue has a contra-flow bike lane that allows for two-way cycling



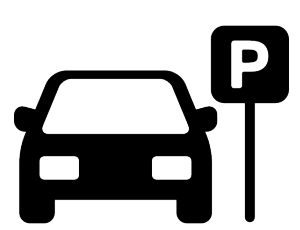
Gladstone Avenue is already a popular cycling route



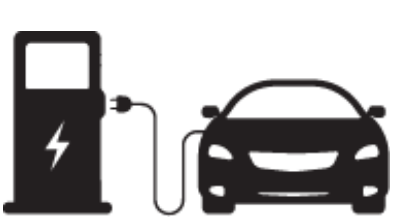
School pick-up and drop-off is a busy time for Gladstone Avenue, including for a few school buses



Trucks sometimes use Gladstone Avenue to get to and from the Fairview Nursing Home, Pavao Meats, The Fix and other businesses



Permit parking is in high demand; it can be hard to find a space, especially near Collahie Street



On-street parking should be on the same side of the street as power lines so electric charging stations can be added



Stakeholder and public feedback received so far has been used to develop considerations and the design options



Dundas Street West to Peel Avenue



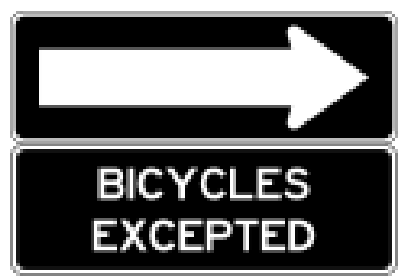
1. Improve school zone safety by foot and bike



2. Serve school-related loading by school bus and car



3. Reduce traffic infiltration to support a neighbourhood greenway design



4. Deploy low-conflict contra-flow bike lane configuration



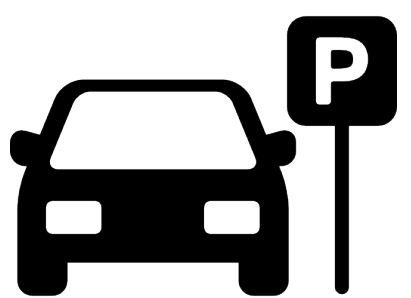
5. Enhance walkability, greening and placemaking



6. Preserve truck access to / from Fairview Nursing Home, Pavao Meats, and the Fix



7. Make travel by car simple for locals and visitors



8. Maintain access to parking (on-street, accessible permit, garages)



9. Relocate Bike Share Station on Alma Avenue to restore parking access



10. Futureproof ability to add curbside electric vehicle charging

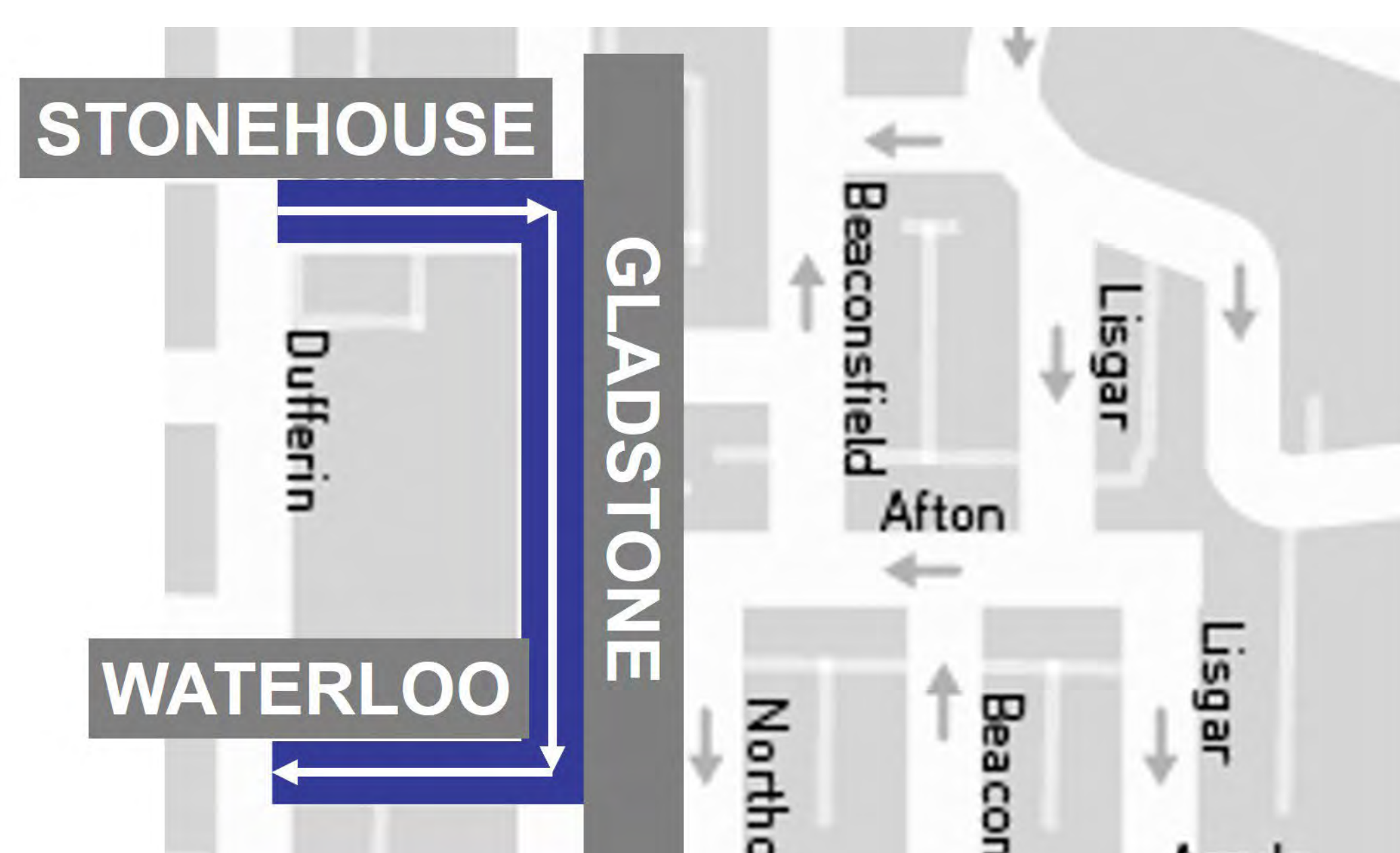


Dundas Street West to Peel Avenue



1. Improve school zone safety by foot and bike

- Encourage cycling to school with two-way bicycle access.
- Reduce conflicts with vehicles by reducing infiltration, and by increasing safety at intersections.

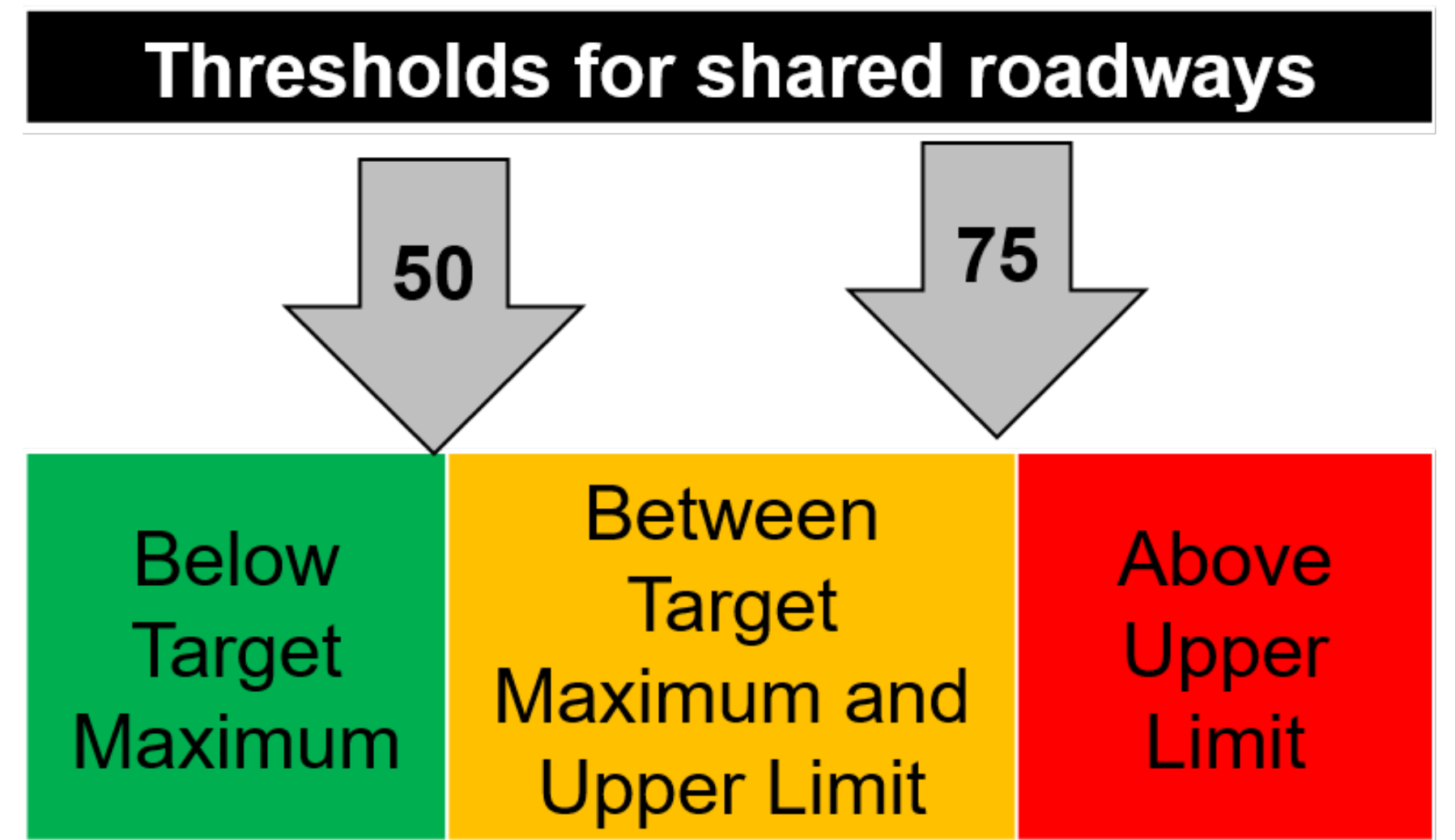
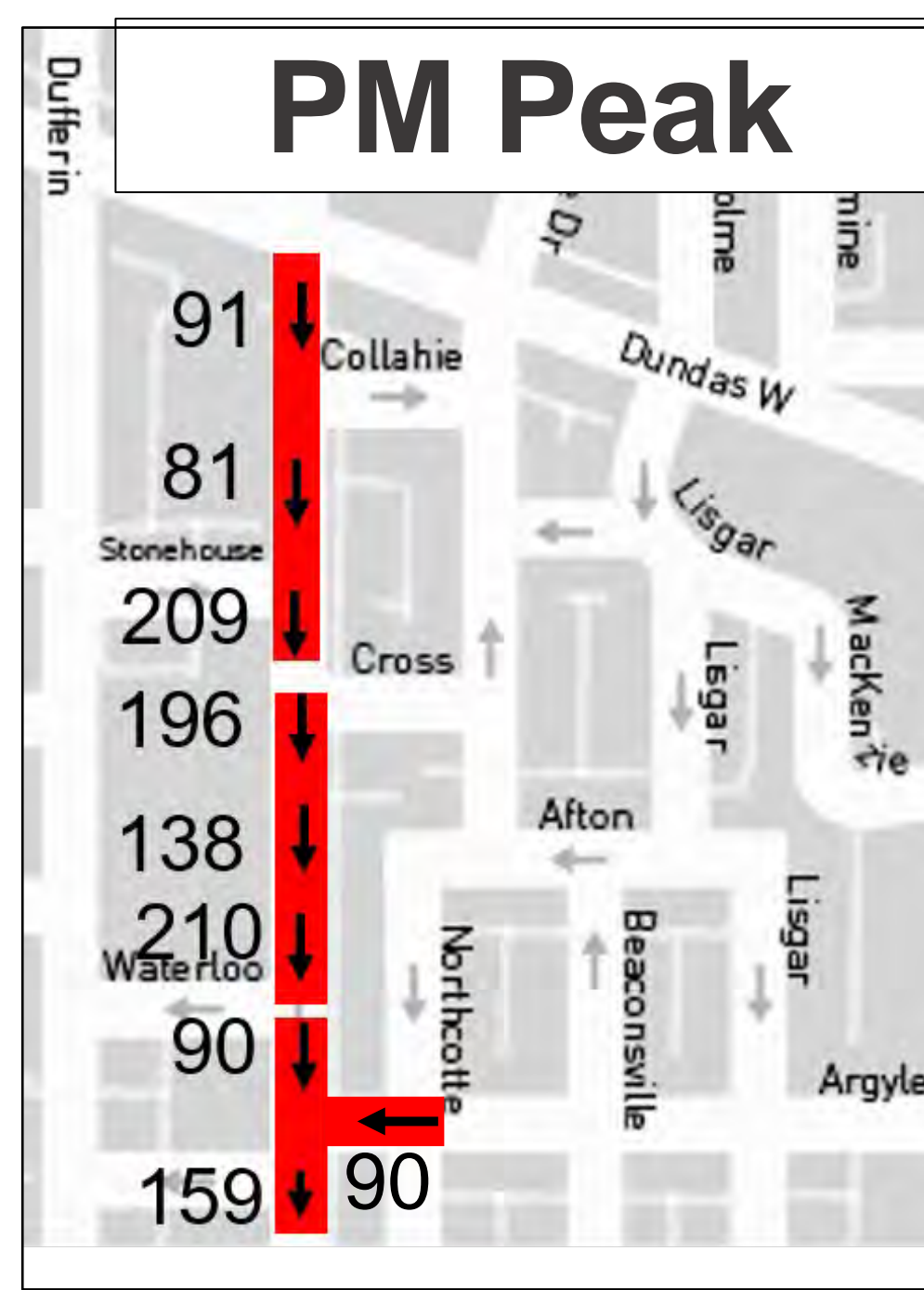
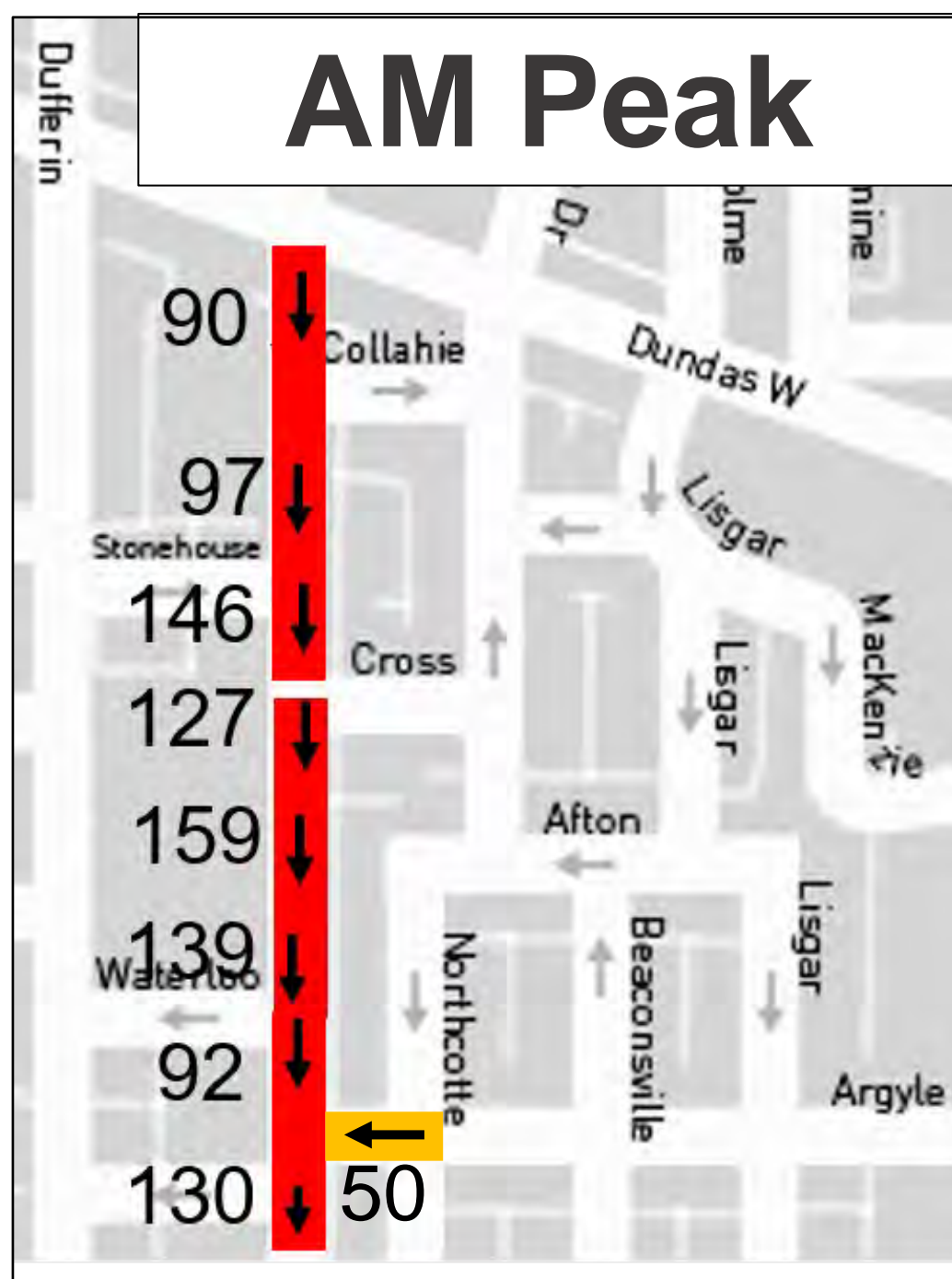


2. Serve school-related loading by school bus and car

- Maintain school bus loading
- Serve school pick-up and drop-off, especially by preserving the Stonehouse Ave-Gladstone Ave-Waterloo Ave access “loop”, to access the Waterloo Avenue pick-up and drop-off zone

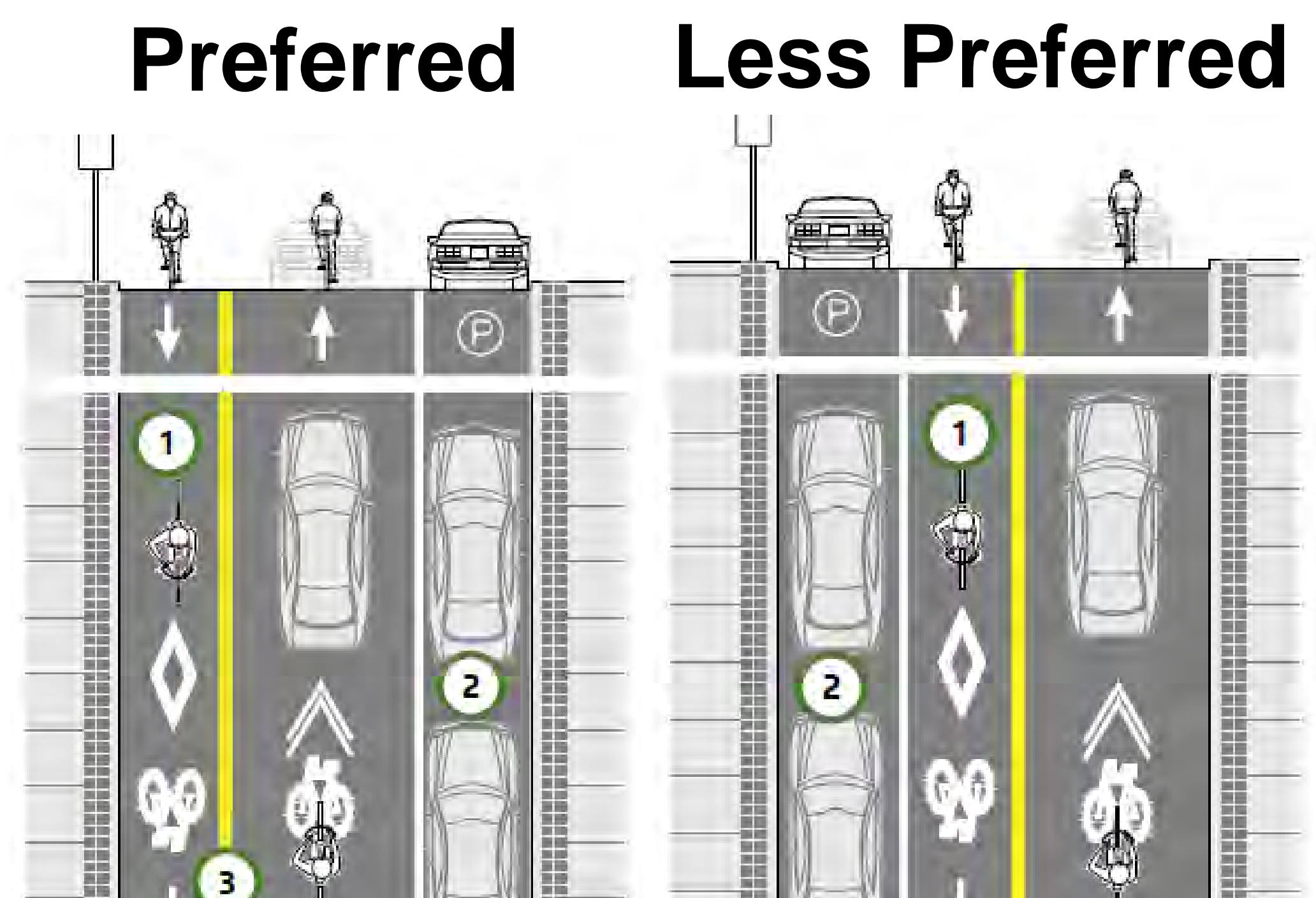
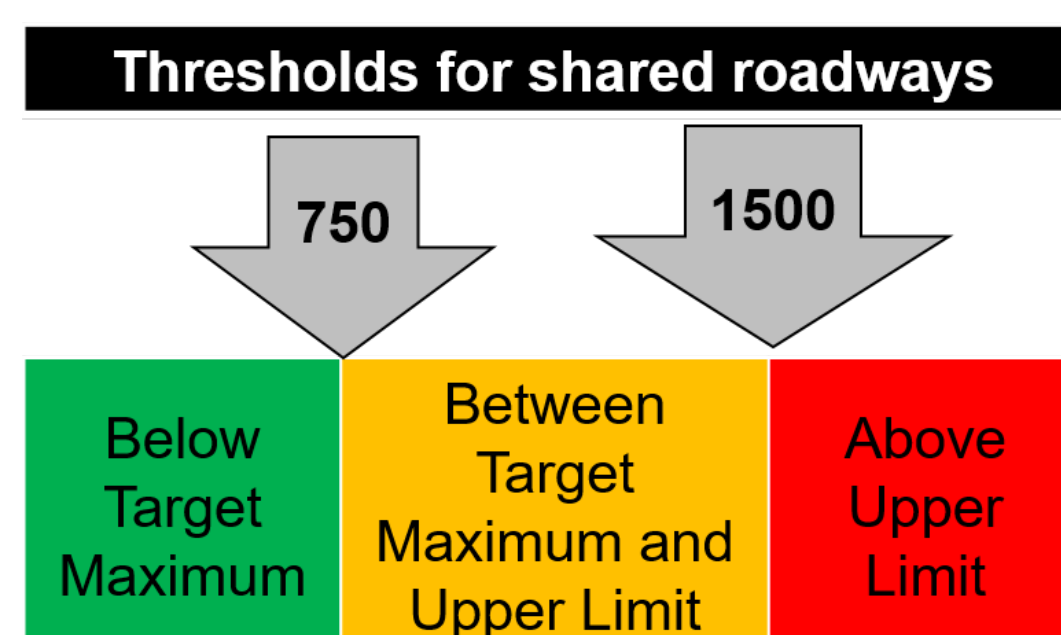
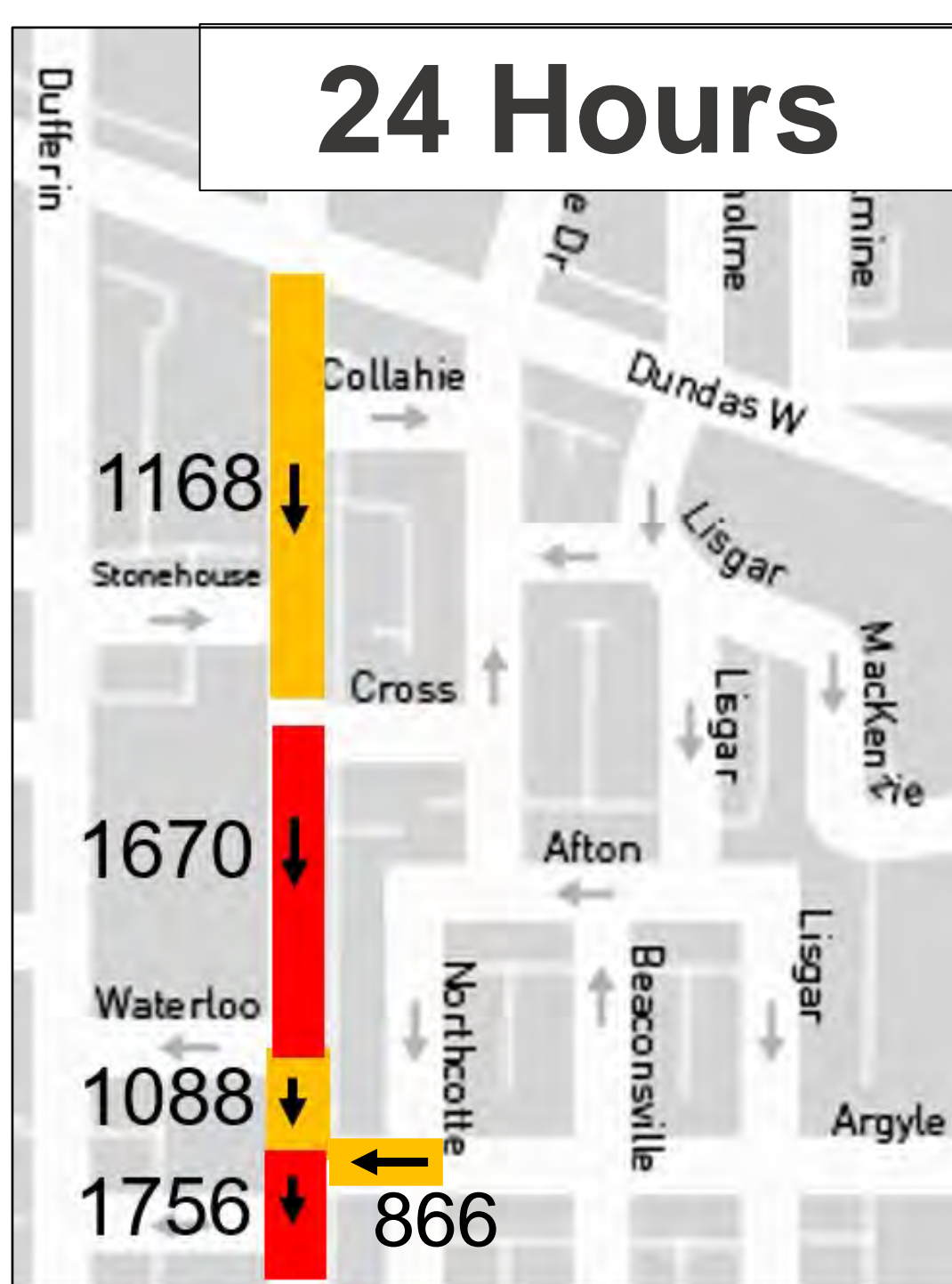


Dundas Street West to Peel Avenue



3. Reduce traffic infiltration to support a neighbourhood greenway design on Gladstone Avenue and Argyle Street

- Current vehicle volumes more than double the Upper Limit threshold for shared roadways.
- However, the gentle hill increases southbound bicycle speeds, somewhat mitigating drivers' desire to pass.



4. Deploy low-conflict contra-flow bike lane configuration

- In the “Preferred” contra-flow bike lane configuration, parking access conflicts less with cycling.
- In the “Less preferred” configuration, people entering or exiting their parking space conflict with cycling.



Dundas Street West to Peel Avenue



5. Enhance walkability, greening and placemaking



6. Preserve truck access to/from the Fairview Nursing Home, Pavao Meats, and Fix Coffee + Bikes



7. Make travel by car simple for locals and visitors

- Some people, such as seniors, rely on their cars to get to appointments, visits, and other key destinations and cannot walk or bike long distances



Dundas Street West to Peel Avenue



Today	Spaces	Permits Issued	Percent Available
3K	1005	902	10%
Gladstone Ave	134	75	44%
Collahie St	20	25	-25%
Stonehouse Ave	14	9	56%
Waterloo Ave	14	2	86%
Alma Ave	14	18	-29%
Peel Ave	11	16	-45%

Today, Gladstone Avenue and some streets in the 3K permit parking area have spaces available, but others have more permits issued than spaces available.

8. Maintain access to parking

- Most properties on Gladstone Avenue have parking off of a laneway, but other streets nearby do not
- There are three accessible parking spaces on Gladstone Avenue
- Overall on-street parking in 3K is in high demand



9. Relocate the Bike Share station on Alma Avenue to restore parking access

10. Futureproof the ability to add curbside electric vehicle charging

Option 1 | Add Contra-flow



Dundas Street West to Peel Avenue

Overview

Parking made permanent on one side (mostly the west side)

Contra-flow bike lane added to the east side to accommodate northbound cycling

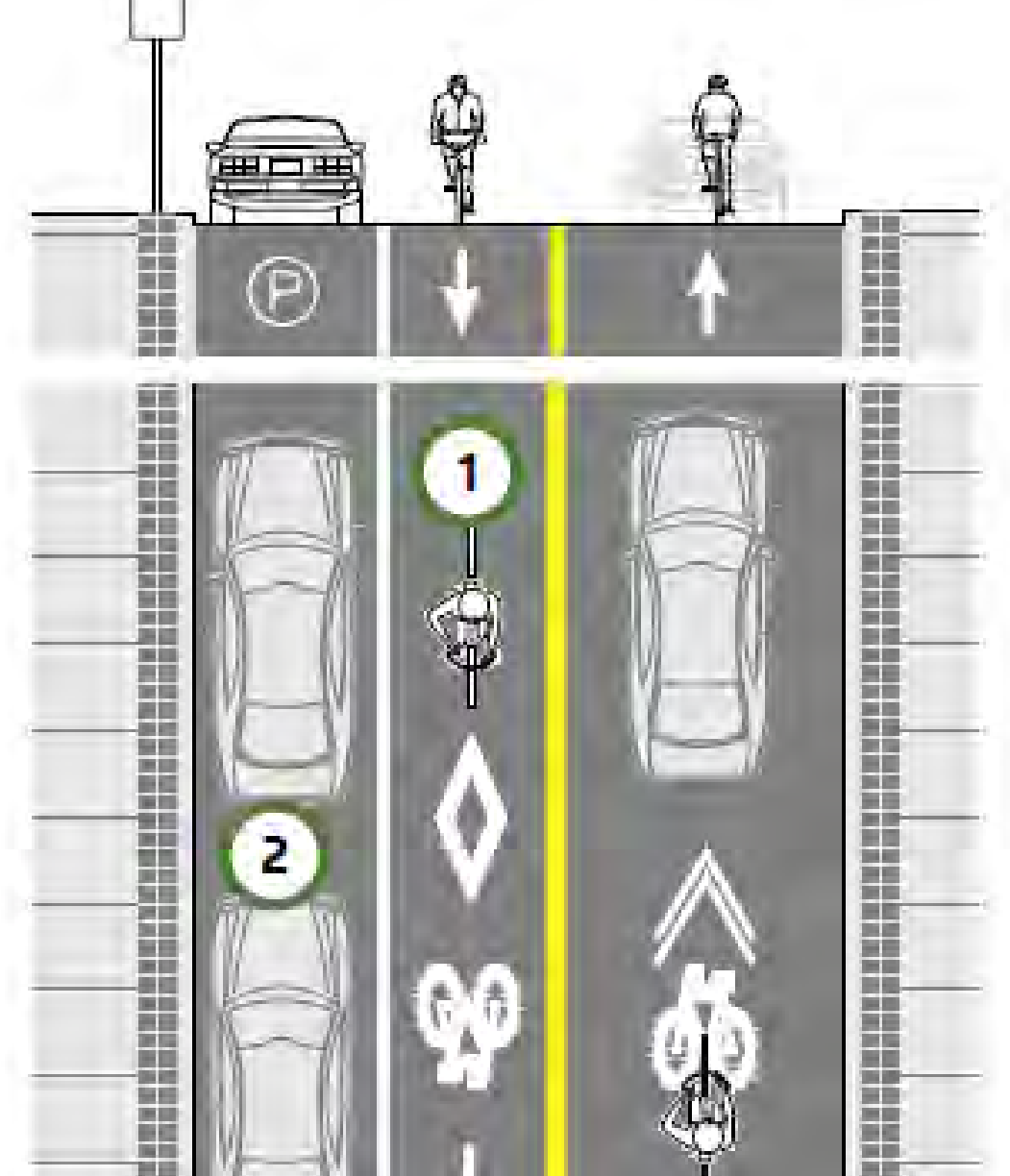
Crosswalk added at Cross Street

Less preferred contra-flow design between Cross Street and Waterloo Avenue; parking made permanent on the east side

No change to vehicle movement, therefore southbound vehicle infiltration is not reduced; to partially mitigate infiltration, limited peak period restrictions could be introduced, such as a southbound right prohibition at Argyle Street and Dovercourt Road

Option 1 will not reduce the motor vehicle volumes, and thus will not meet Neighbourhood Greenway thresholds

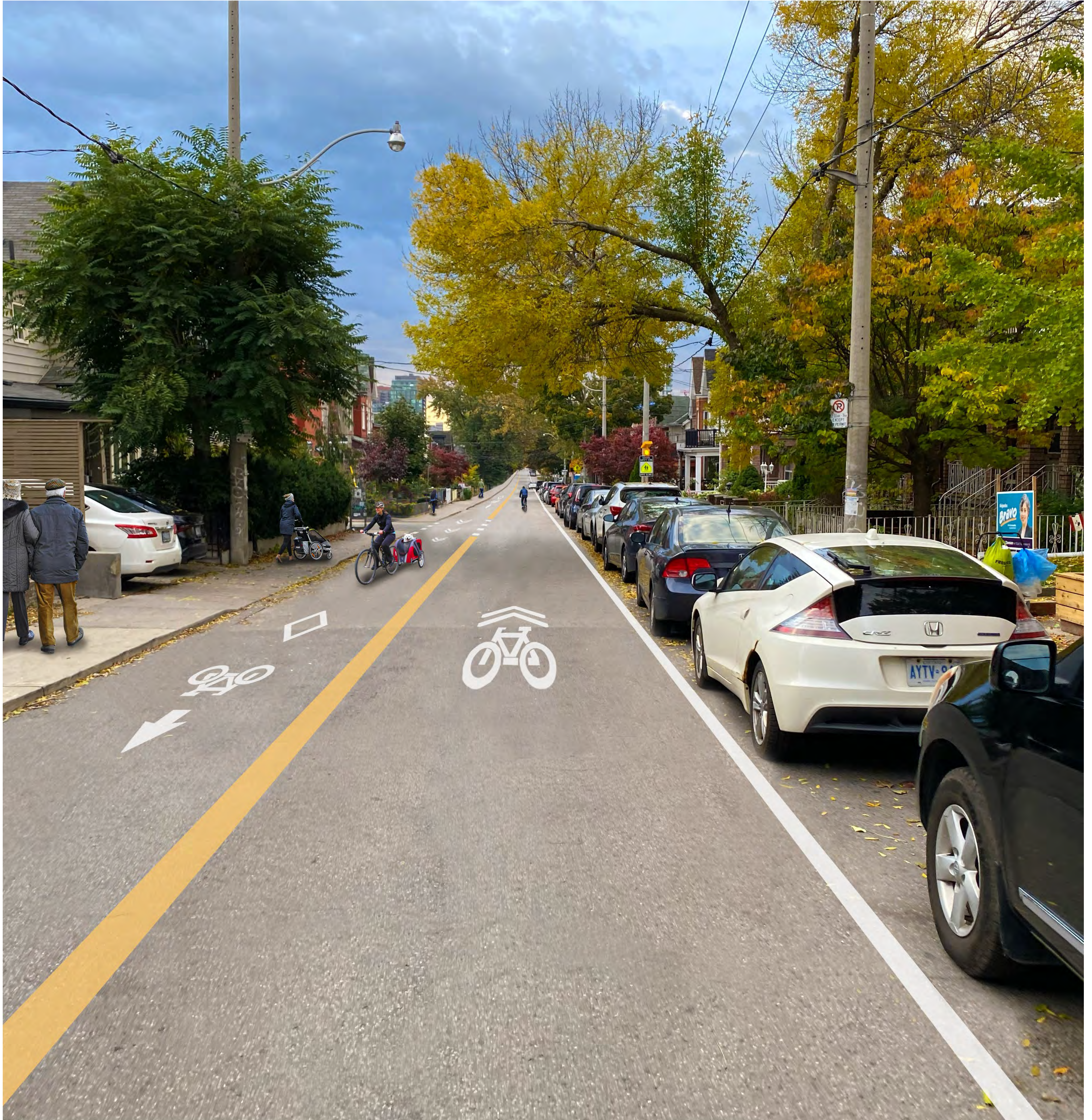
Less Preferred



Option 1 | Add contra-flow



Dundas Street West to Peel Avenue



Artistic Rendering of the contra-flow Bike Lane Option 1 on Gladstone Avenue

Option 2 | Neighbourhood Greenway

Dundas Street West to Peel Avenue



Traffic

Traffic is diverted at Collahie Street and Argyle Street to reduce traffic infiltration and prioritize walking and cycling on Gladstone Avenue.

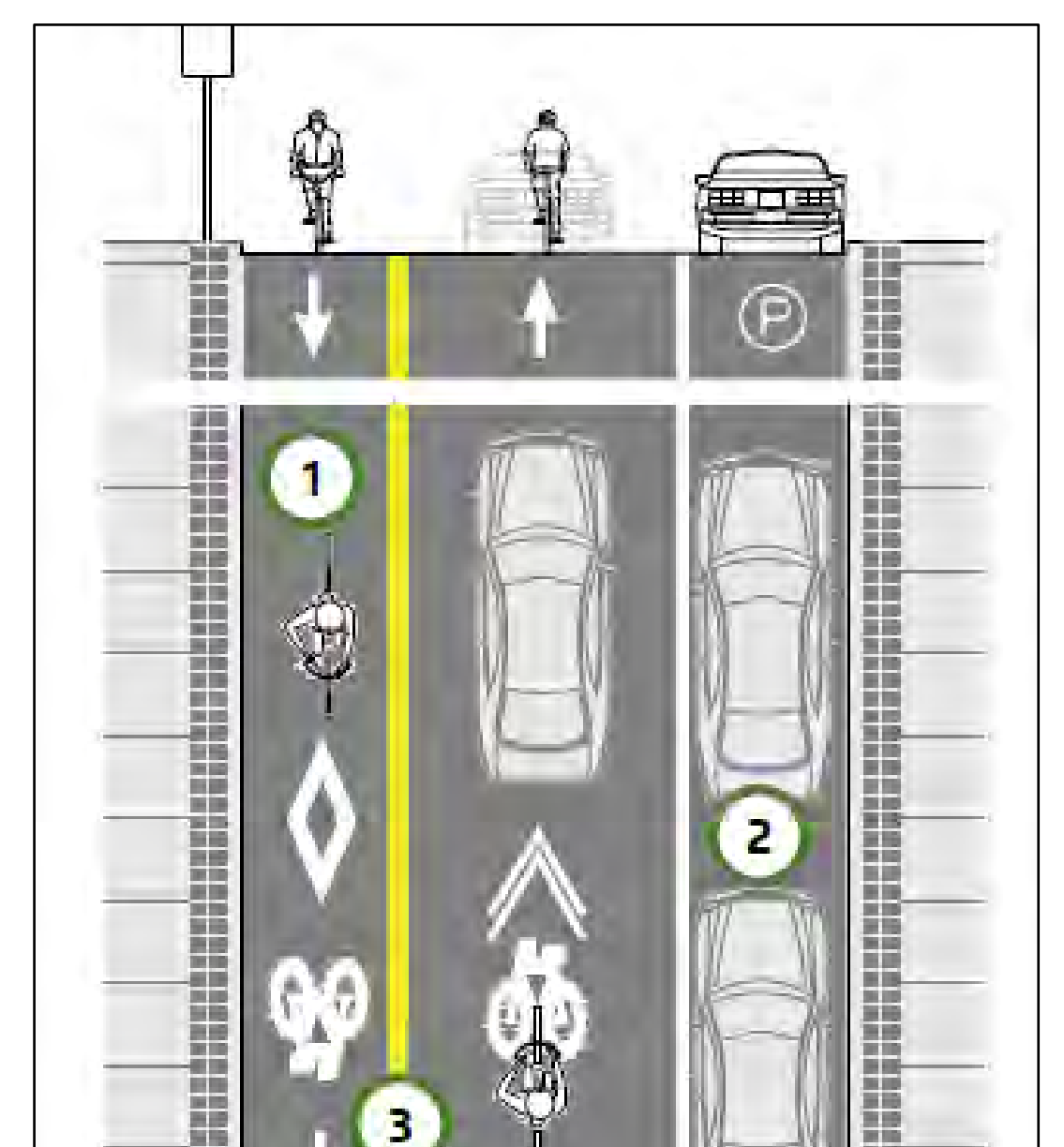
A cycling-only block is installed between Argyle Street and Alma Avenue to reduce traffic infiltration. Pedestrian crossings are added.

Westbound traffic on Argyle Street, part of a connecting east-west cycling route, is also diverted to bring it within neighbourhood greenway vehicle volume thresholds.

Access to all properties, emergency services and solid waste pick-up is maintained.





Parking

Parking is made permanent on one side in the "Preferred" configuration. A total of approximately 15 parking spaces are removed on or near Gladstone Avenue.



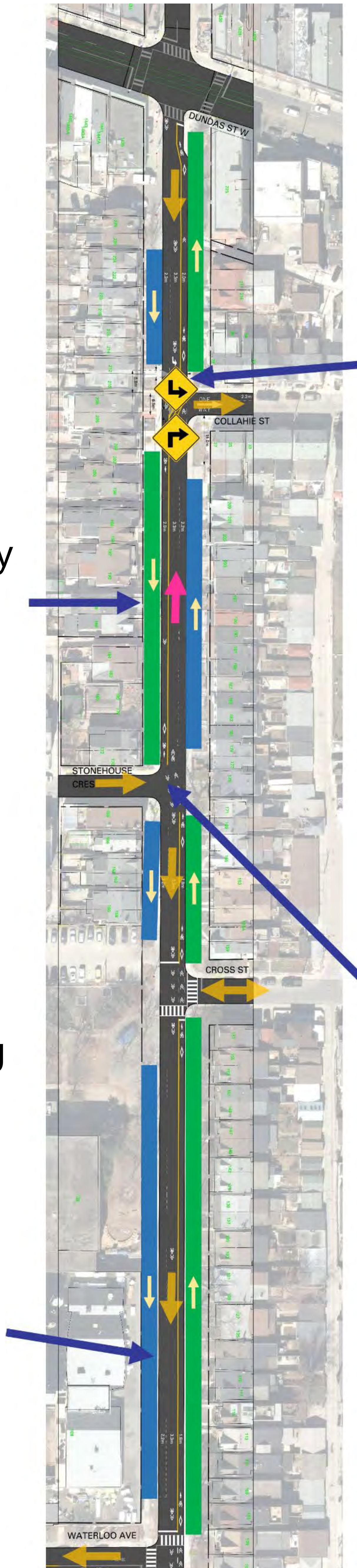
Option 2 | Neighbourhood Greenway

Dundas Street West to Waterloo Avenue

LEGEND	
	NO CHANGE TO DIRECTION
	PROPOSED ONE-WAY
	PROPOSED BIKE LANE
	PROPOSED PARKING

Gladstone Avenue between Stonehouse Avenue and Collahie Street is made one-way northbound. On this block, parking is made permanent on the east side.

Between Cross Street and Waterloo Avenue, contra-flow cycling is separated from parking using the preferred contra-flow design. Parking would not be allowed during school bus loading times. Approximately (5) parking spaces would be affected. Parking would be allowed outside of these times.



To reduce southbound infiltration, traffic is diverted at Collahie Street. Approximately five (5) parking spaces would be removed from the intersection at Collahie Street to allow trucks to turn.



Approximately four (4) parking spaces would be removed from the intersection at Stonehouse Avenue to allow trucks to turn.

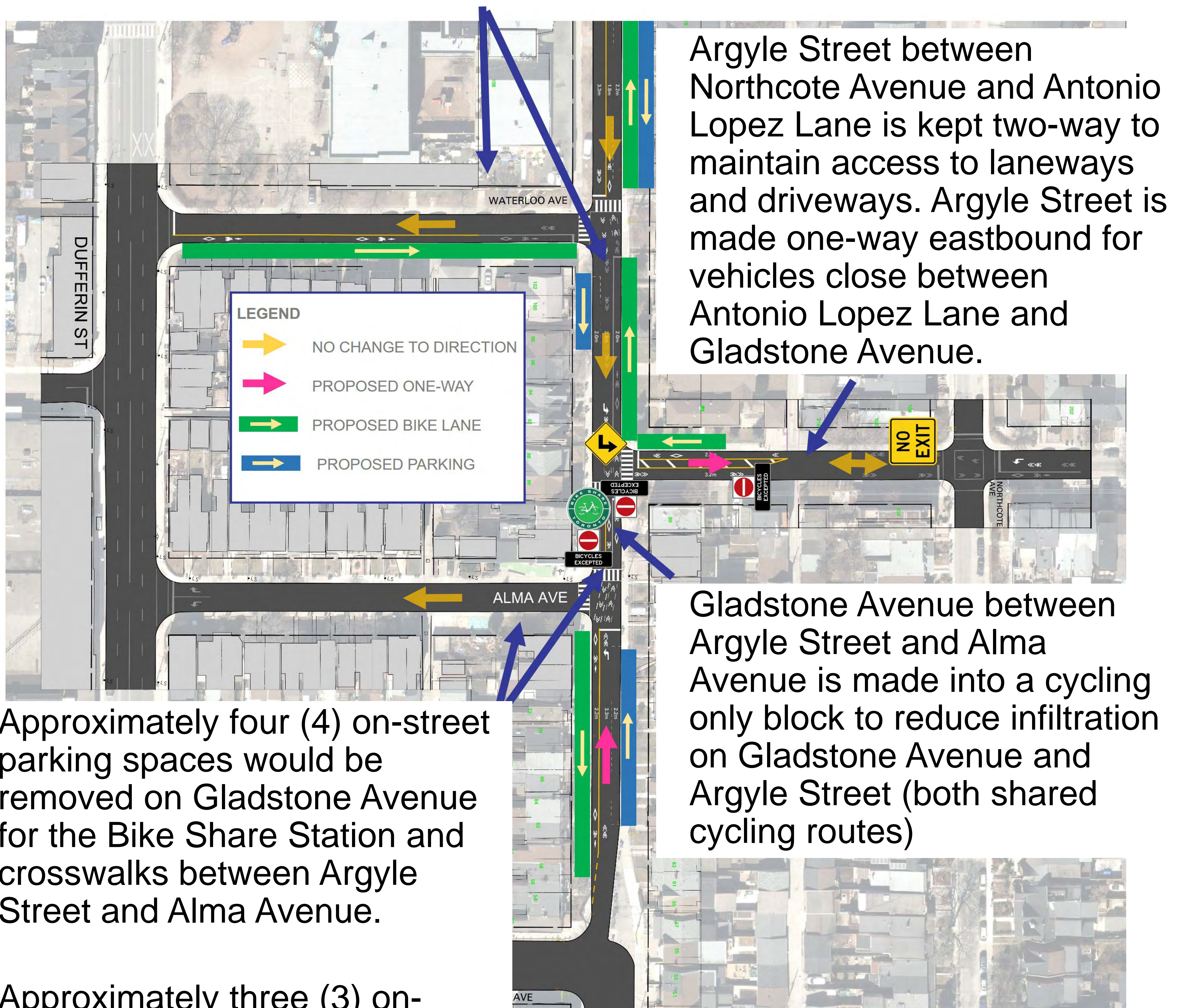
Dundas Street West to Peel Avenue



Artistic rendering of the proposed direction change on Gladstone Avenue at Collahie Street

Waterloo Avenue to Peel Avenue

There would be no change to Waterloo Avenue or Gladstone Avenue between Waterloo Avenue and Argyle Street



Argyle Street between Northcote Avenue and Antonio Lopez Lane is kept two-way to maintain access to laneways and driveways. Argyle Street is made one-way eastbound for vehicles close between Antonio Lopez Lane and Gladstone Avenue.

Gladstone Avenue between Argyle Street and Alma Avenue is made into a cycling only block to reduce infiltration on Gladstone Avenue and Argyle Street (both shared cycling routes)

Approximately four (4) on-street parking spaces would be removed on Gladstone Avenue for the Bike Share Station and crosswalks between Argyle Street and Alma Avenue.

Approximately three (3) on-street parking spaces are added on Alma Avenue by relocating the Bike Share Station.

Access to all properties, emergency services and solid waste pick-up is maintained.

Signs would be posted on all approaches to warn drivers of the direction changes.

Dundas Street West to Peel Avenue



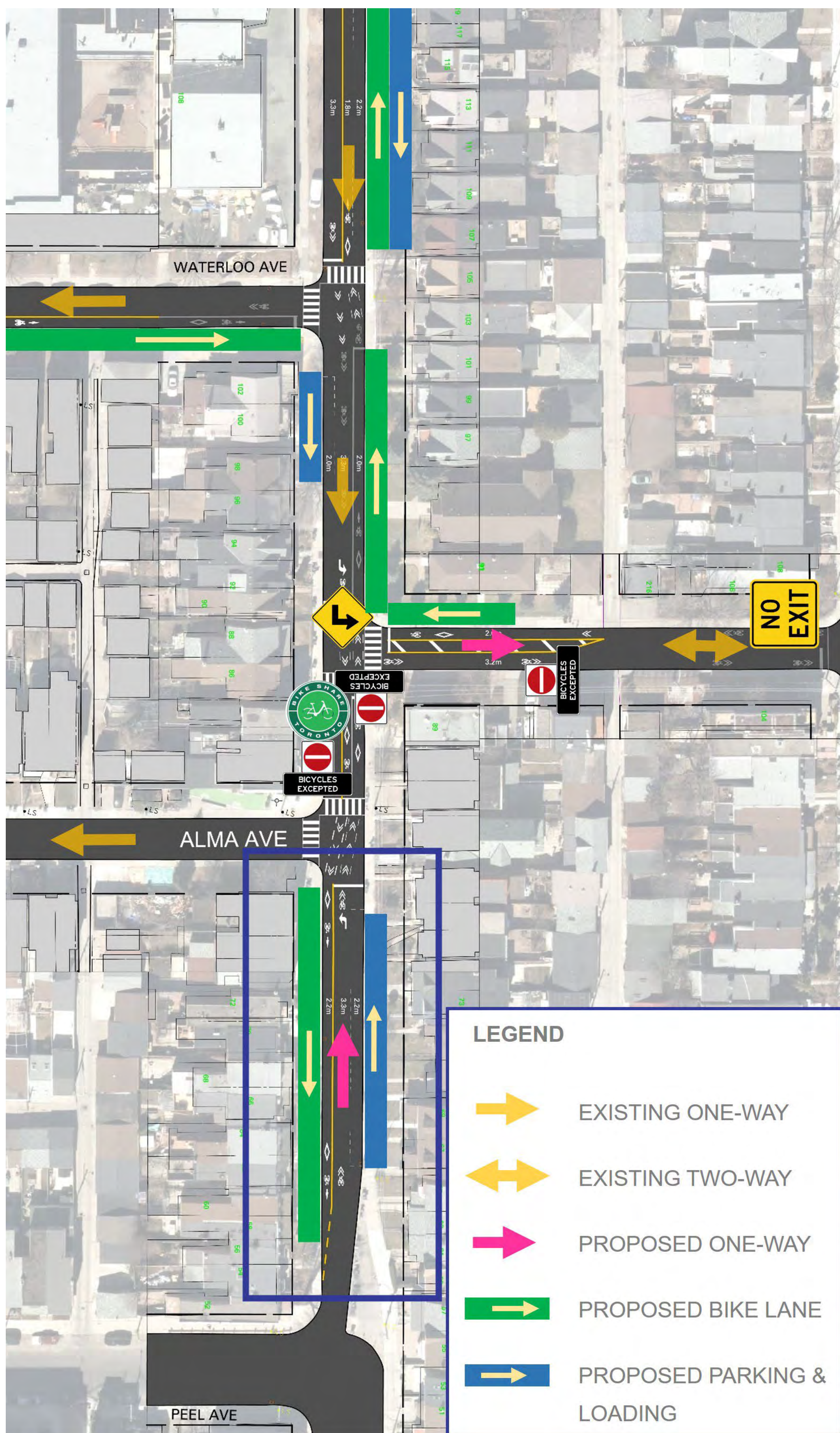
Artistic rendering of the cycling-only block between Argyle Street and Alma Avenue



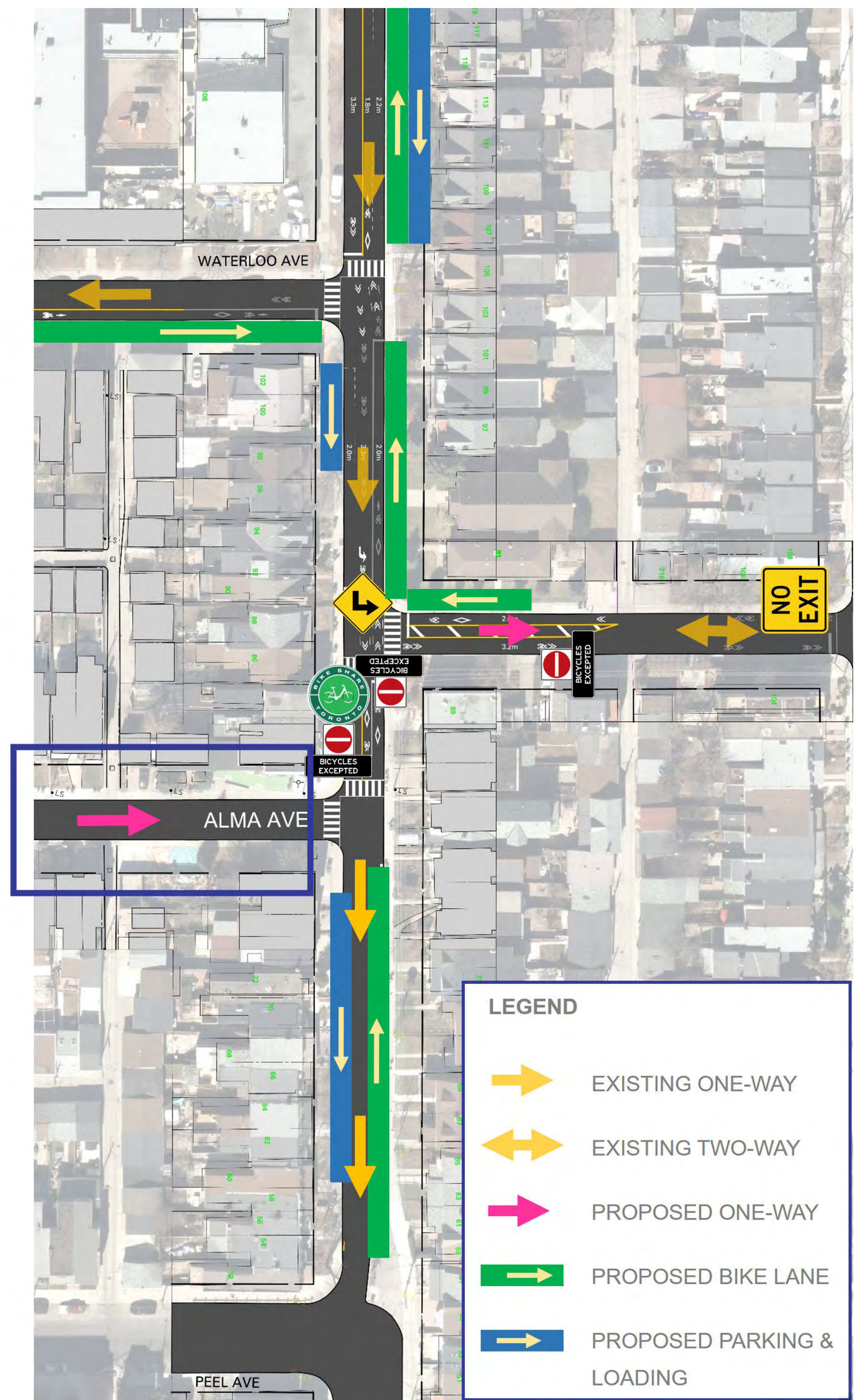
Dundas Street West to Peel Avenue

With the addition of a cycling-only block, the one-way direction of vehicle travel on **one** of the following blocks would have to change to preserve vehicle access to all blocks:

- **Gladstone Avenue** between Peel Avenue and Alma Avenue **OR**
- **Alma Avenue** (Gladstone Avenue to Dufferin Street)



Gladstone Avenue
One-way direction change



Alma Avenue
One-way direction change

Dundas Street West to Peel Avenue



Access considerations

Trucks serving the Pavao Meats loading dock would exit back to Dundas Street West via Collahie Street

The Stonehouse-Gladstone-Waterloo “loop” is maintained for school pick-up/drop-off.

Parking considerations

Parking is made permanent on one side of the street and a contra-flow on the other.

Between Cross Street and Waterloo Avenue, parking is made permanent on the west side to reduce conflict between parking and the contra-flow.

The minimum number of parking spaces are removed to enhance safety, maintain school bus access and truck turns.

Option 2	Parking Spaces	Change from Today
3K	995	-15
Gladstone Ave	124	-16
Collahie St	19	-1
Stonehouse Ave	13	-1
Waterloo Ave	14	0
Alma Ave	17	+3
Peel Ave	11	0

Evaluation Options



Dundas Street West to Peel Avenue

CONSIDERATIONS	OPTION 1 ADD CONTRA-FLOW	OPTION 2 NEIGHBOURHOOD GREENWAY
1. Improve school zone safety by foot and bike	Contra-flow adds legal two-way access.	Safer walking and cycling conditions with much less vehicles
2. Serve school-related loading by school bus and car	No change from today. People passing illegal loading on Gladstone Ave south of Cross St may drive in the contra-flow.	Stonehouse-Gladstone-Waterloo loop maintained. Access from Dundas St W via Cross St or Stonehouse Ave. School loading legal on the west side. Some illegal loading from the contra-flow may occur.
3. Reduce traffic infiltration to support neighbourhood greenways	Vehicle volumes would exceed neighbourhood greenway thresholds.	Vehicle volume most effectively reduced on both Gladstone Avenue and Argyle Street
4. Deploy low-conflict contra-flow bike lane configuration	Mostly preferred type, but between Cross Stand Waterloo Ave	Preferred throughout
5. Enhance walkability, greening and placemaking	One crosswalk added at Alma Ave, one at Cross St; no opportunity for greening or placemaking	One crosswalk added at Alma Ave, one at Cross St, greening and café sitting possible; painted street possible in cycling only block
6. Preserve truck access to/from Fairview Nursing Home, Pavao Meats, the Fix	No change	More significant change to access and egress, but generally preserved
7. Make travel by car simple for locals and visitors	No change	All access is maintained, but some driving trips would be required to circle the block
8. Maintain access to parking (on-street, accessible parking, garages)	Parking is made permanent on one side of the street; no reduction in parking spaces	Access to all garages and accessible spaces is preserved; approximately 15 on-street spaces would be removed
9. Relocate Bike Share station on Alma to restore parking access	No change	Relocated to Gladstone Ave in the cycling-only block
10. Futureproof ability to add curbside electric vehicle charging	Parking is made permanent on the side with electricity poles	Two of four blocks would have the ability for curbside electric charging, if added
Combined	Smallest change from today	Pros and cons vary for each consideration



Dundas Street West to Peel Avenue

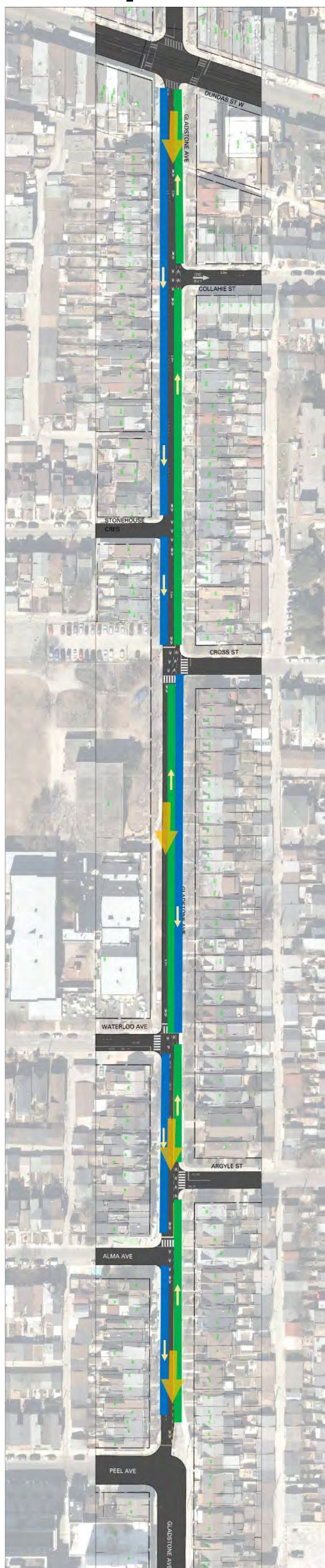
Option 1

Option 2

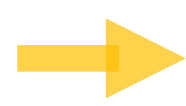
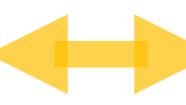
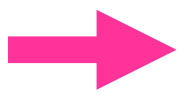

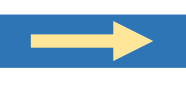

There are three groups of design elements in Option 2 Neighbourhood Greenway:

1. Dundas Street West to Cross Street
2. Cross Street to Waterloo Avenue
3. Argyle Street to Peel Avenue (and associated changes on Argyle Street and Alma Avenue)

One or more of the Option 2 design elements could be implemented separately OR with Option 1 to form a hybrid option.



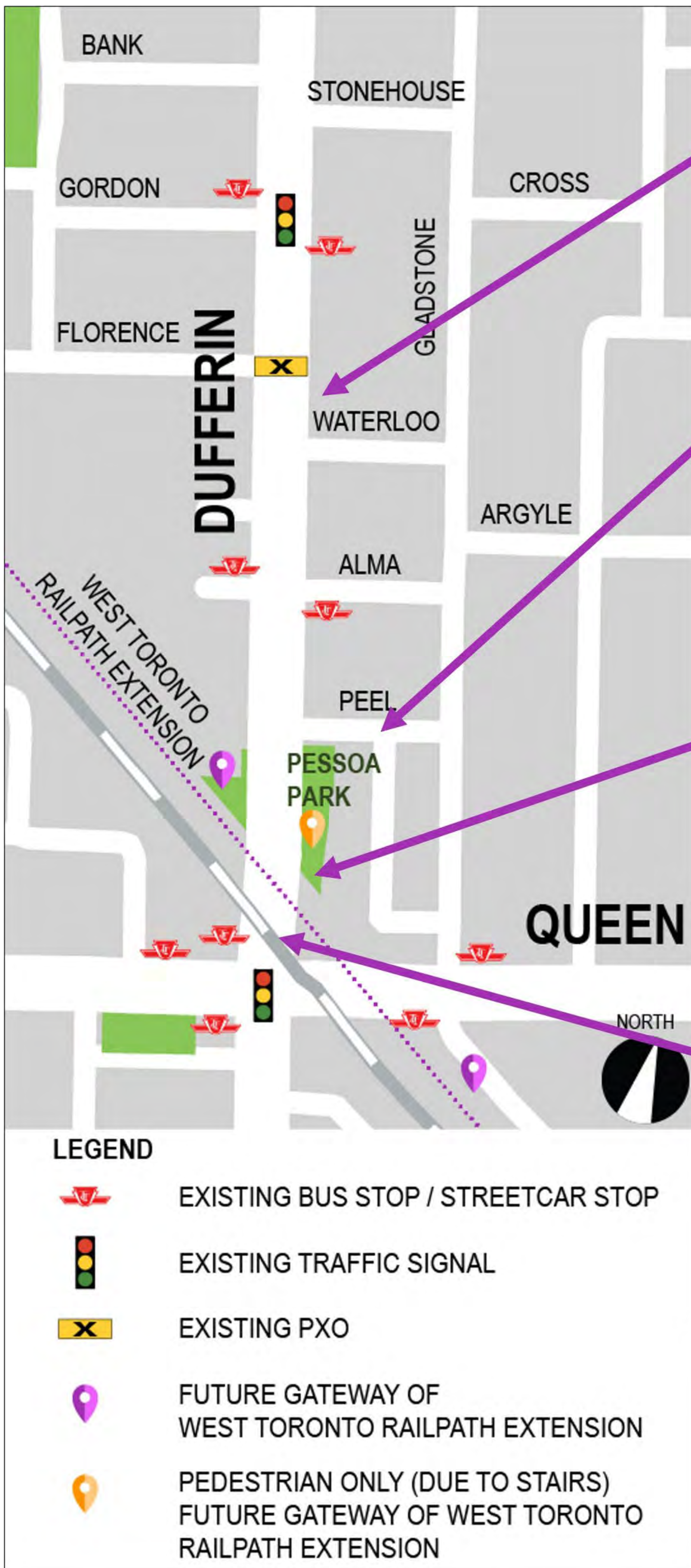
LEGEND

-  EXISTING ONE-WAY
-  EXISTING TWO-WAY
-  PROPOSED ONE-WAY
-  PROPOSED BIKE LANE
-  PROPOSED PARKING & LOADING
- 



Existing Conditions Overview

Dufferin Street Signal Options



Bus stops are key destinations and far from signals

Peel Avenue is being reconstructed in 2023 with a new bikeway connection

New buildings, parks and trails have opened nearby and will open in the coming years, along with access to the West Toronto Railpath Extension

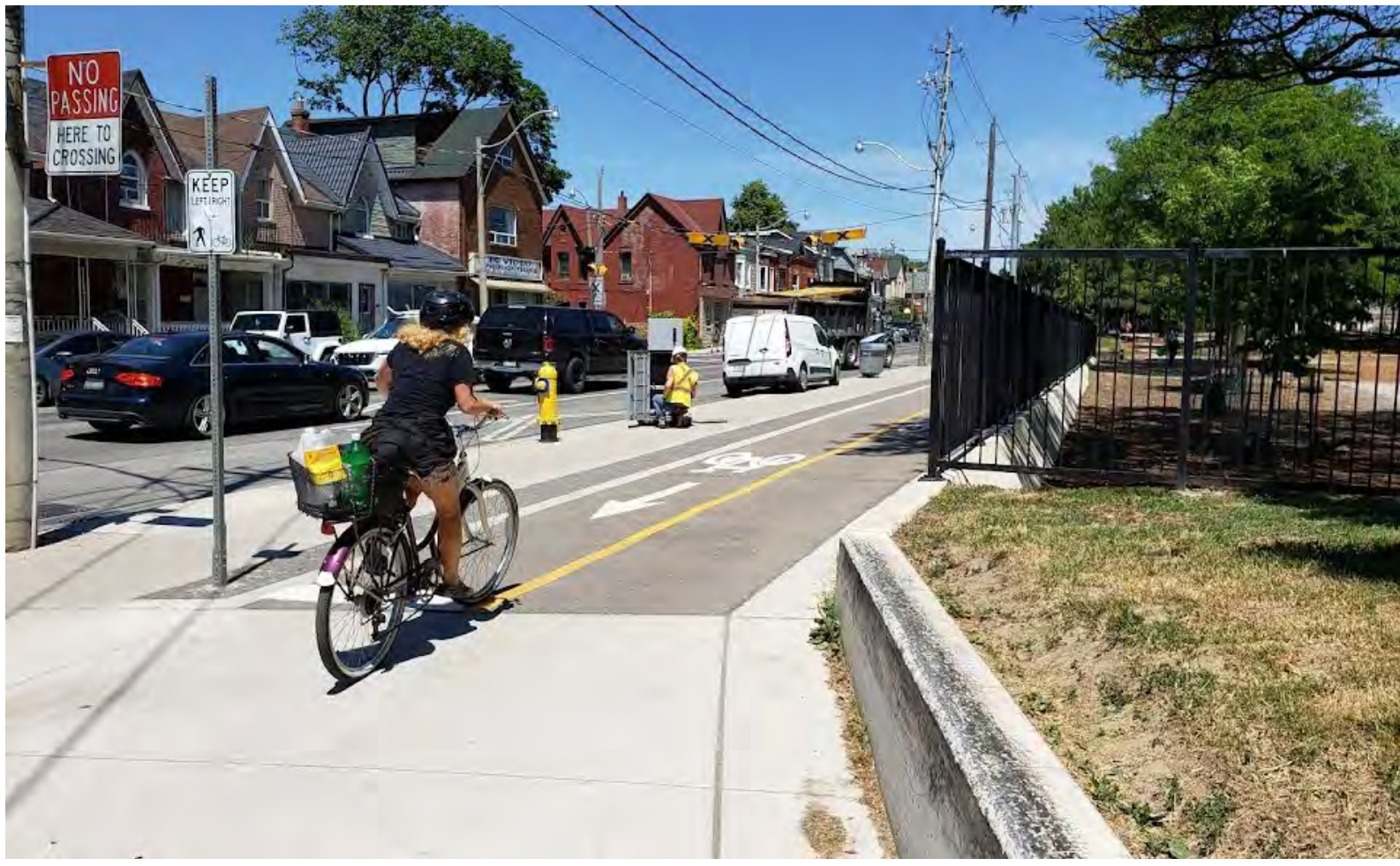
It can be hard to see very far when driving north under the rail underpass near Queen Street West

There is demand to cross Dufferin Street on foot and bicycle between Queen Street West and Florence Street



Design Considerations

Dufferin Street Signal Options



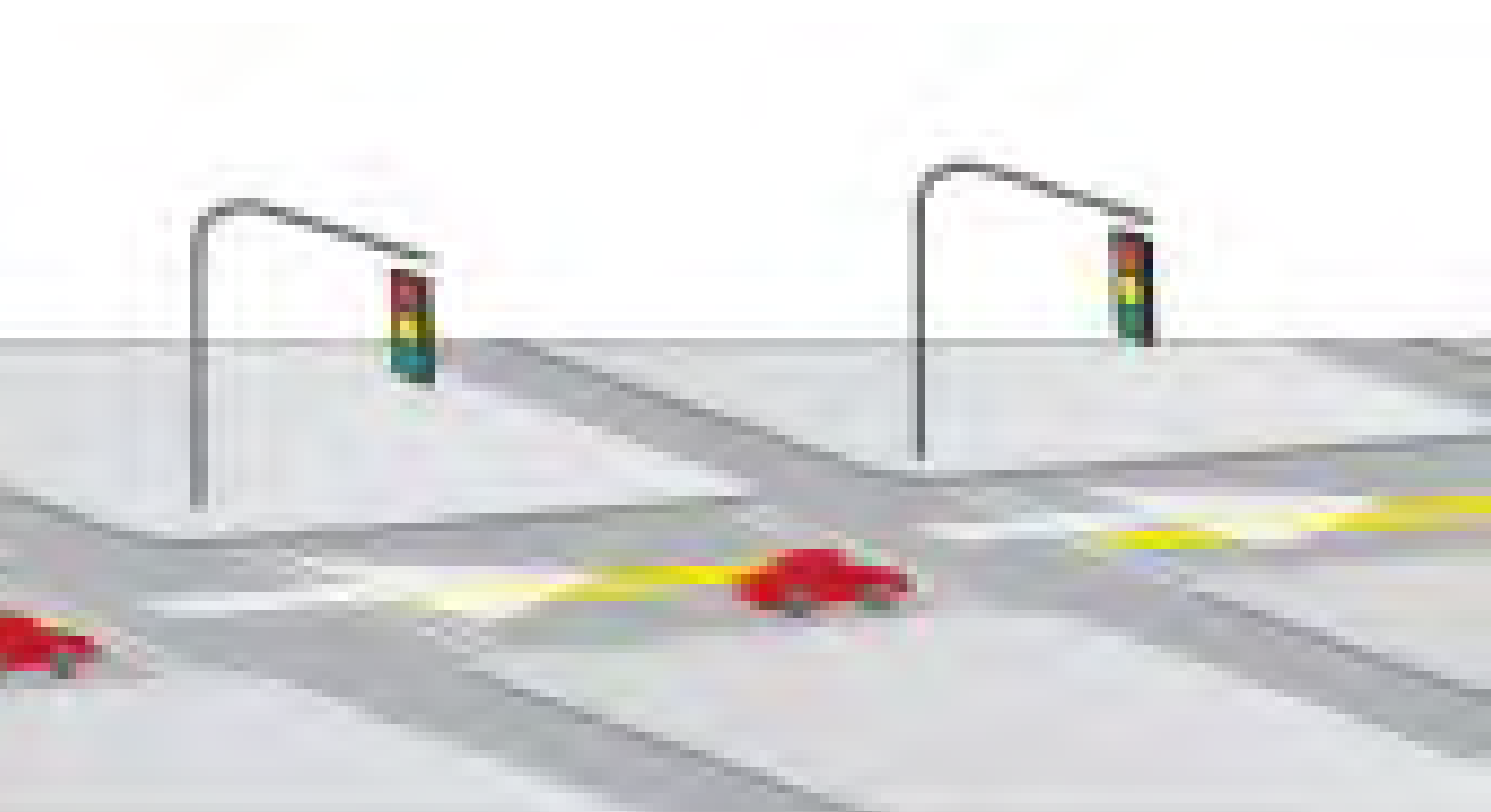
1. Safety for vulnerable road users crossing Dufferin Street



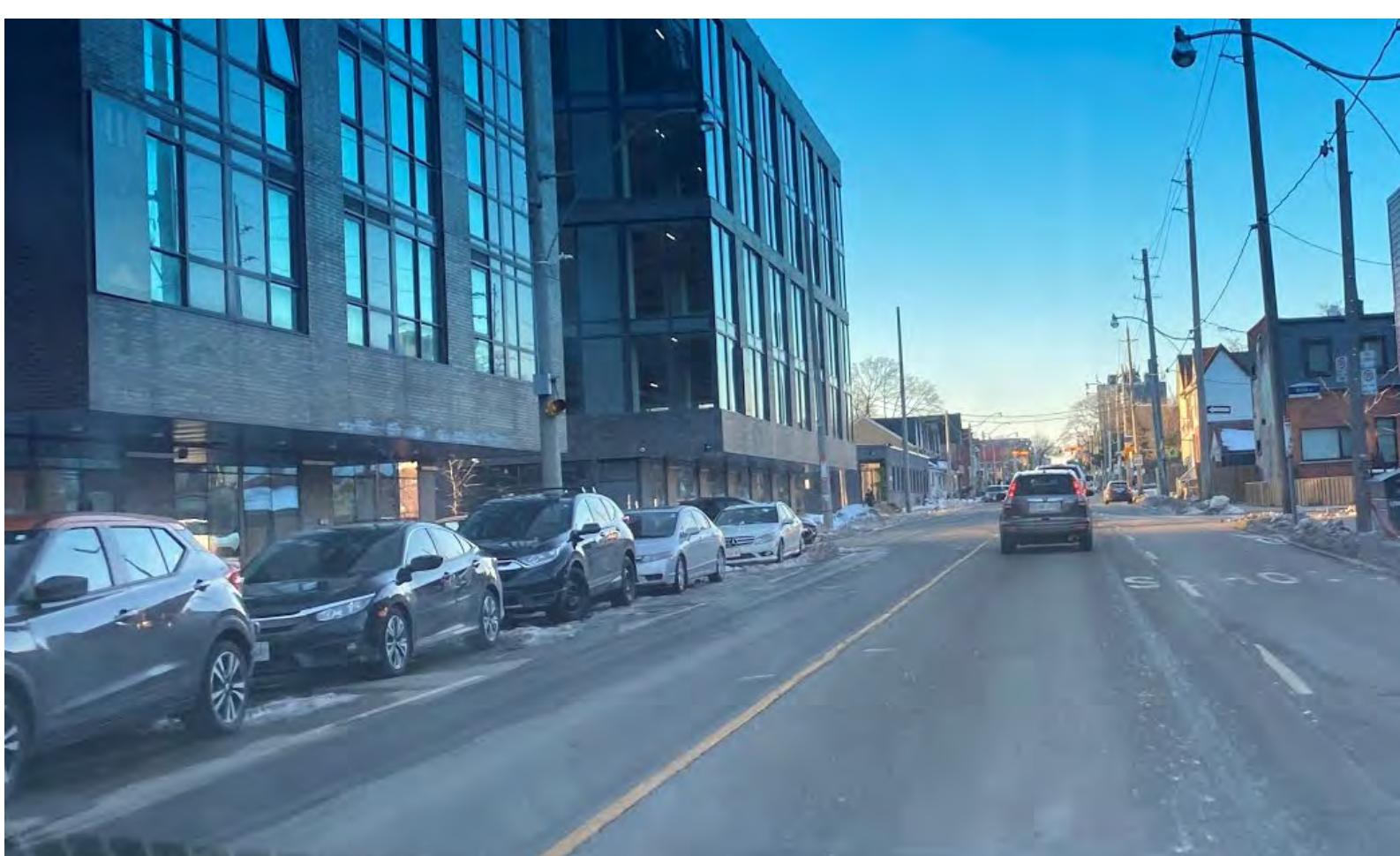
2. Connect to new or forthcoming buildings, parks and trails



3. TTC bus stop location



4. Distance between signals



5. Minimize impact to on-street parking

Option 1: Alma Avenue



Dufferin Street Signal Options



Description

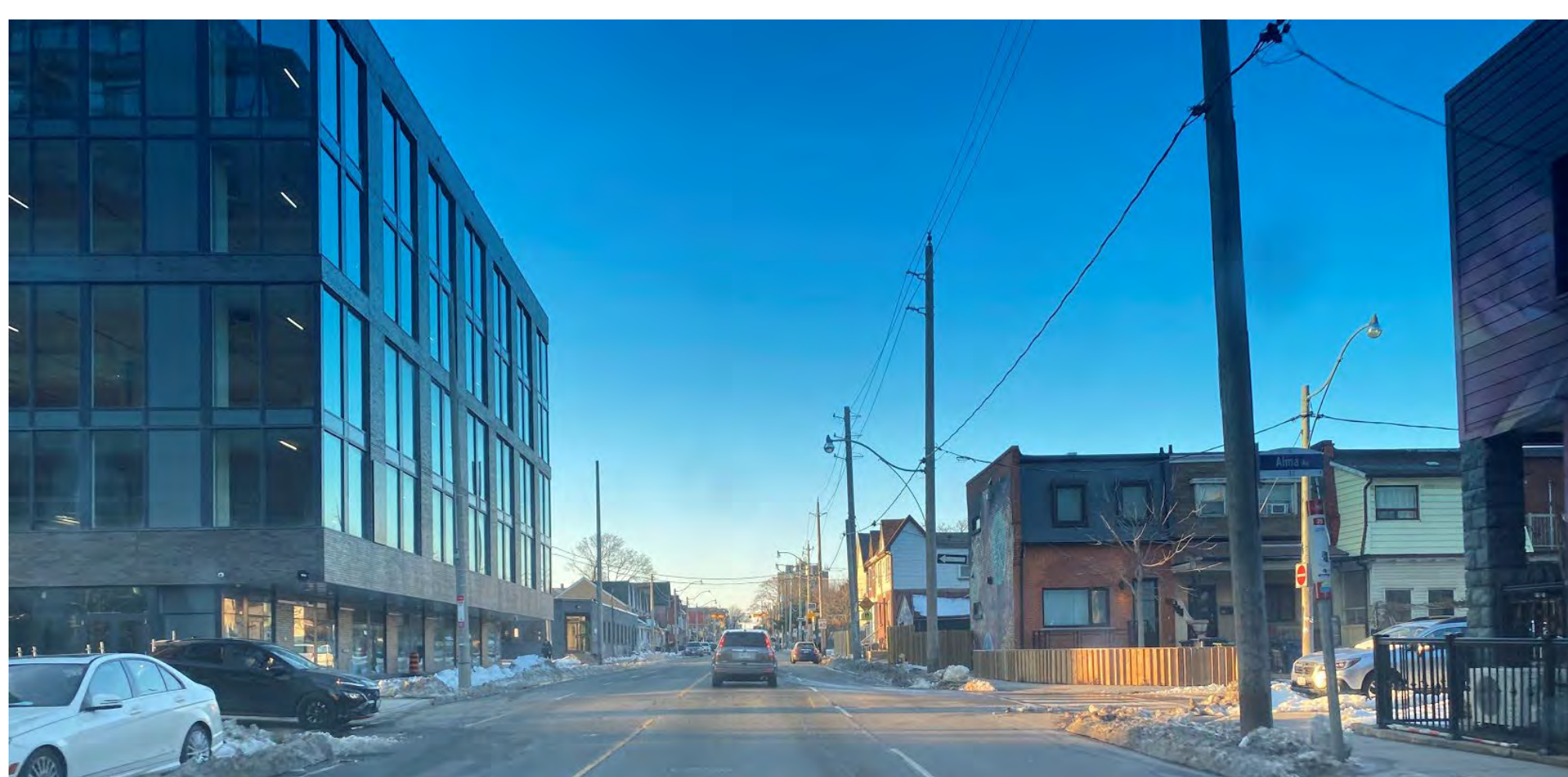
- A Traffic Signal would be added to the intersection of Dufferin Street and Alma Avenue
- It would include the new development's driveway.

Pros

- Existing TTC Dufferin 29 bus stops would not have to move
- Signal spacing between Gordon Street and Queen Street West would be fairly even, at approximately 250m apart

Cons

- Less demand to cross than at Peel Avenue
- Approximately 12 parking spaces would be removed for safety and visibility

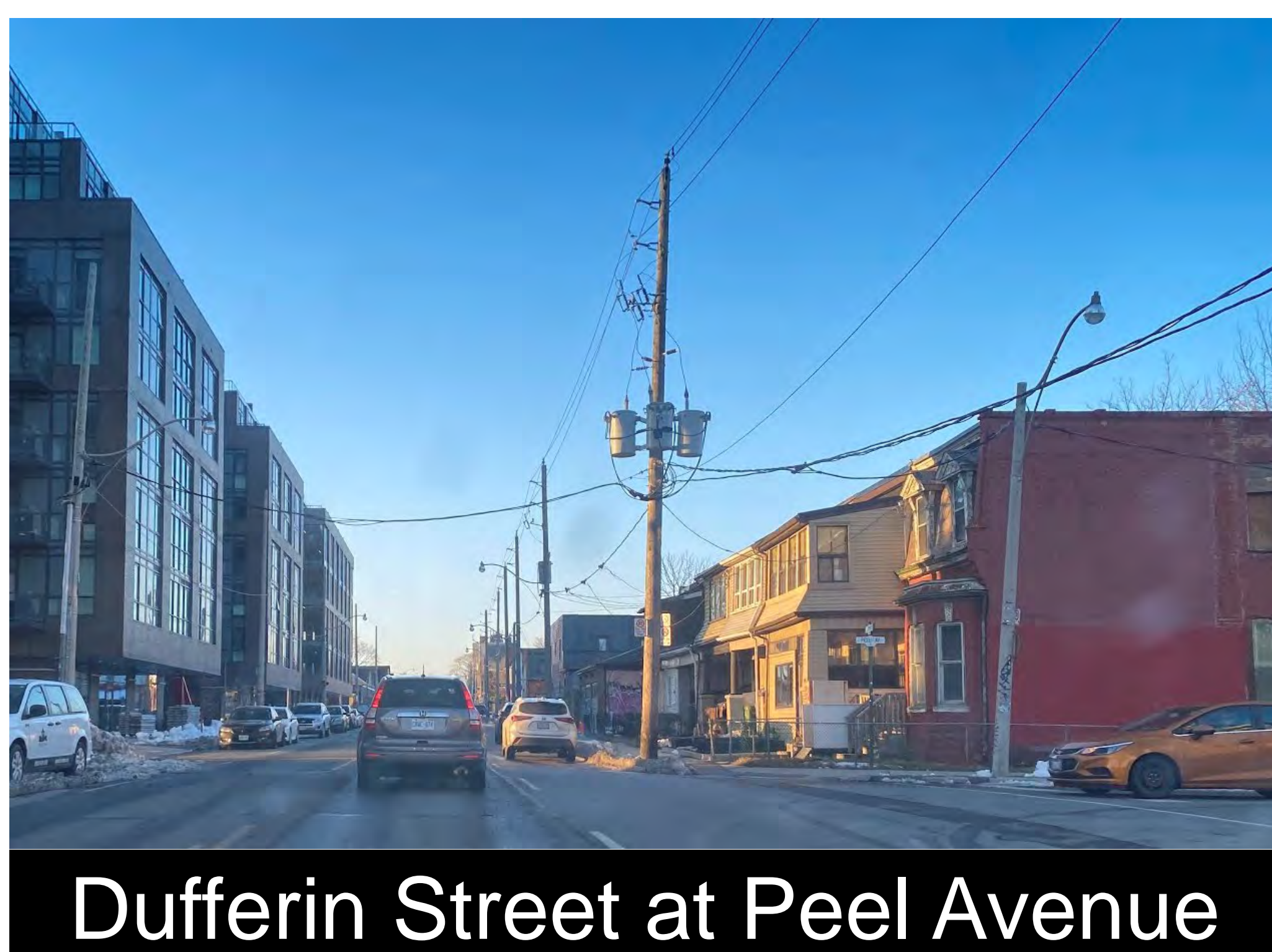


Dufferin Street at Alma Avenue

Option 2: Peel Avenue



Dufferin Street Signal Options



Description

- A Traffic Signal would be added to the intersection of Dufferin Street and Peel Avenue
- The TTC Dufferin 29 bus stop would be moved from Alma Avenue to Peel Avenue

Pros

- More demand to cross for park access than at Alma Avenue
- Increased demand is anticipated with Peel Avenue bikeway and West Toronto Rail Path access

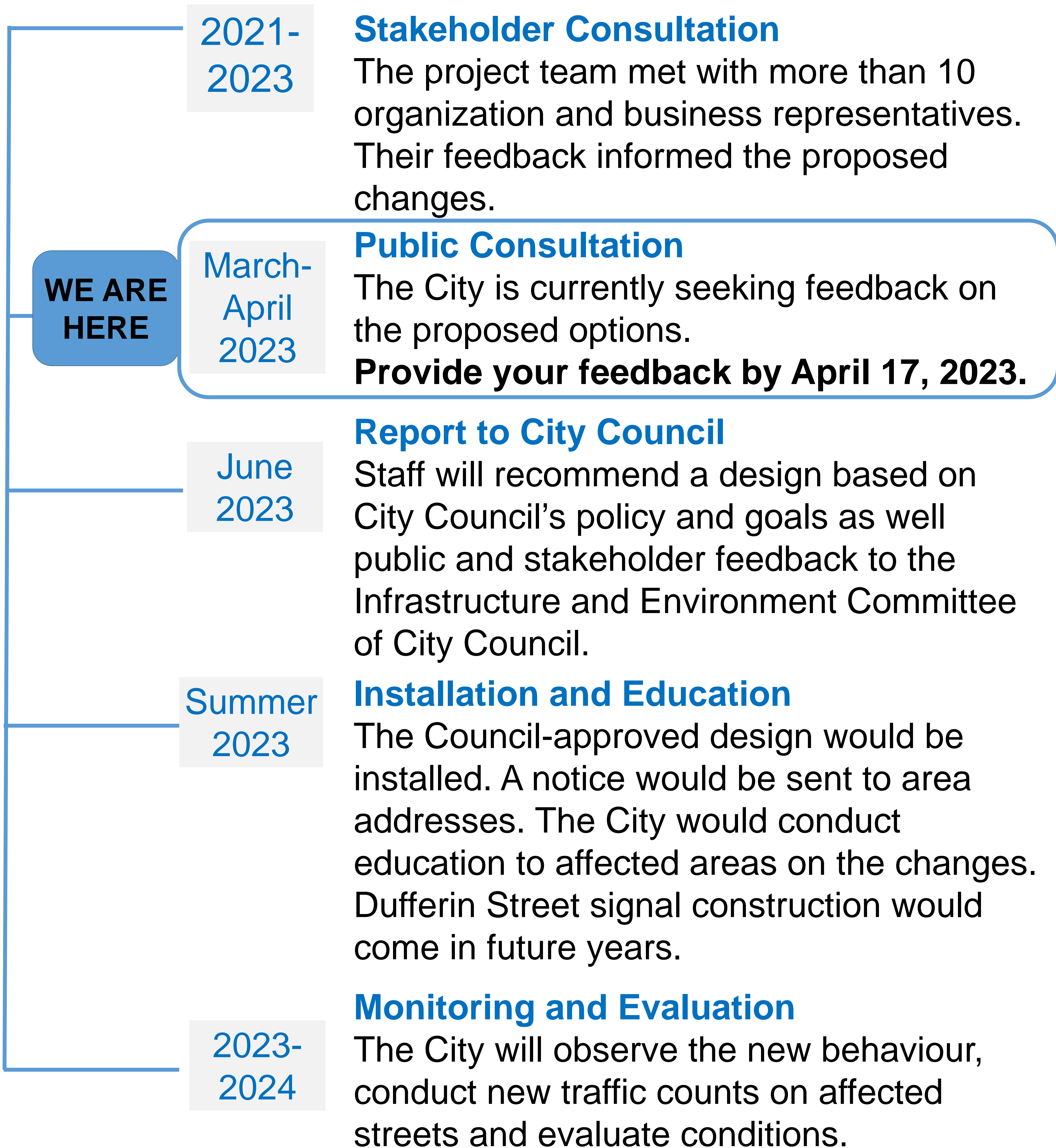
Cons

- Signal spacing between Gordon Street and Queen Street West would be less even
- Approximately 17 parking spaces would be removed for safety and visibility

Option 2 is preferred due to its proximity Pessoa Park, the West Toronto Railpath access and the Peel Avenue bikeway.



Planned Project Timeline





City Services

The Bartlett-Havelock-Gladstone Cycling Connections project has been designed to meet City standards and with the input of all relevant City services to ensure that roadways continue to function well and serve the community, including Fire, EMS, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing.



Toronto Emergency Services



Toronto Solid Waste



Toronto Police



Toronto Fire



Toronto Transit Commission (TTC)



Monitoring & Evaluation

Once installation is finished, the project is not yet complete.

It takes time for people to adjust to change.

In the 12-18 months following installation, the City will:

1. Observe the new behaviour
2. Conduct new traffic counts on affected streets
3. Evaluate before and after conditions

If there are still operational challenges, the City will consider:

1. Reviewing parking and loading regulations and restrictions
2. Adjusting turn or through-restrictions
3. Increasing parking set backs to improve sight lines
4. Adding additional safety improvements
5. Adding watch your speed signs





Next Steps/Contact Us...

- **April 3** - Public Drop-in Meeting
- **April 17** - Comment period closes
- April and May - Proposal is finalized
- **May 15** - Project report and consultation report are posted online; opportunity to sign up for deputations
- **June 5** - Report is presented to Infrastructure and Environment Committee of City Council for approval
- **Summer 2023** – Pending approval, project is planned to be installed
- **After installation** – Ongoing monitoring and evaluation

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

CONTACT US

If you have any questions or concerns,
please contact:

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Alyssa.Cerbu@toronto.ca
416-338-0503**