

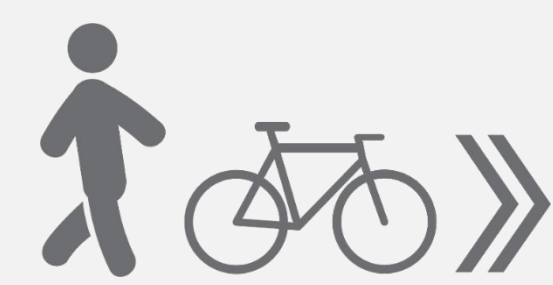


Bartlett-Havelock-Gladstone Cycling Connections Project

Phase 1 Public Drop-in Follow-up Meeting:

Havelock Street and Gladstone Avenue between Bloor Street West
and College Street and the adjacent street network

Project Overview



The City of Toronto has installed 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 as part of Phase 1 of the Bartlett-Havelock-Gladstone Cycling Connections Project. The project was approved by Council in April 2022.

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
-  Reduce neighbourhood traffic infiltration, and maintain local access for residents and City services, including fire and ambulance services
-  Minimize impact to on-street parking





Meeting Purpose

Since the installation of Phase 1 of the project in 2022, the City has **collected and analyzed data and feedback to inform future modifications.**

The purpose of the Phase 1 Follow-Up Meeting is to:

- Provide an overview the project background and the community feedback received following installation.
- Provide responses to community feedback received.
- Present observations, data and feedback collected that has helped to inform the proposed modifications.
- Provide attendees with an opportunity to speak with City staff, ask questions and provide additional feedback.

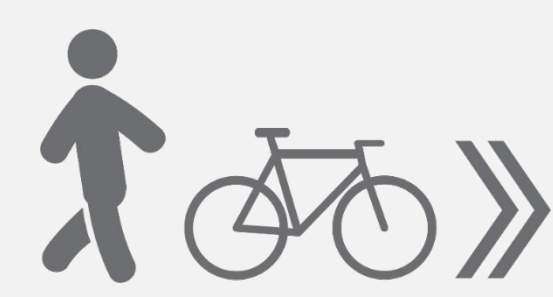


Lindsey Avenue and Gladstone Avenue

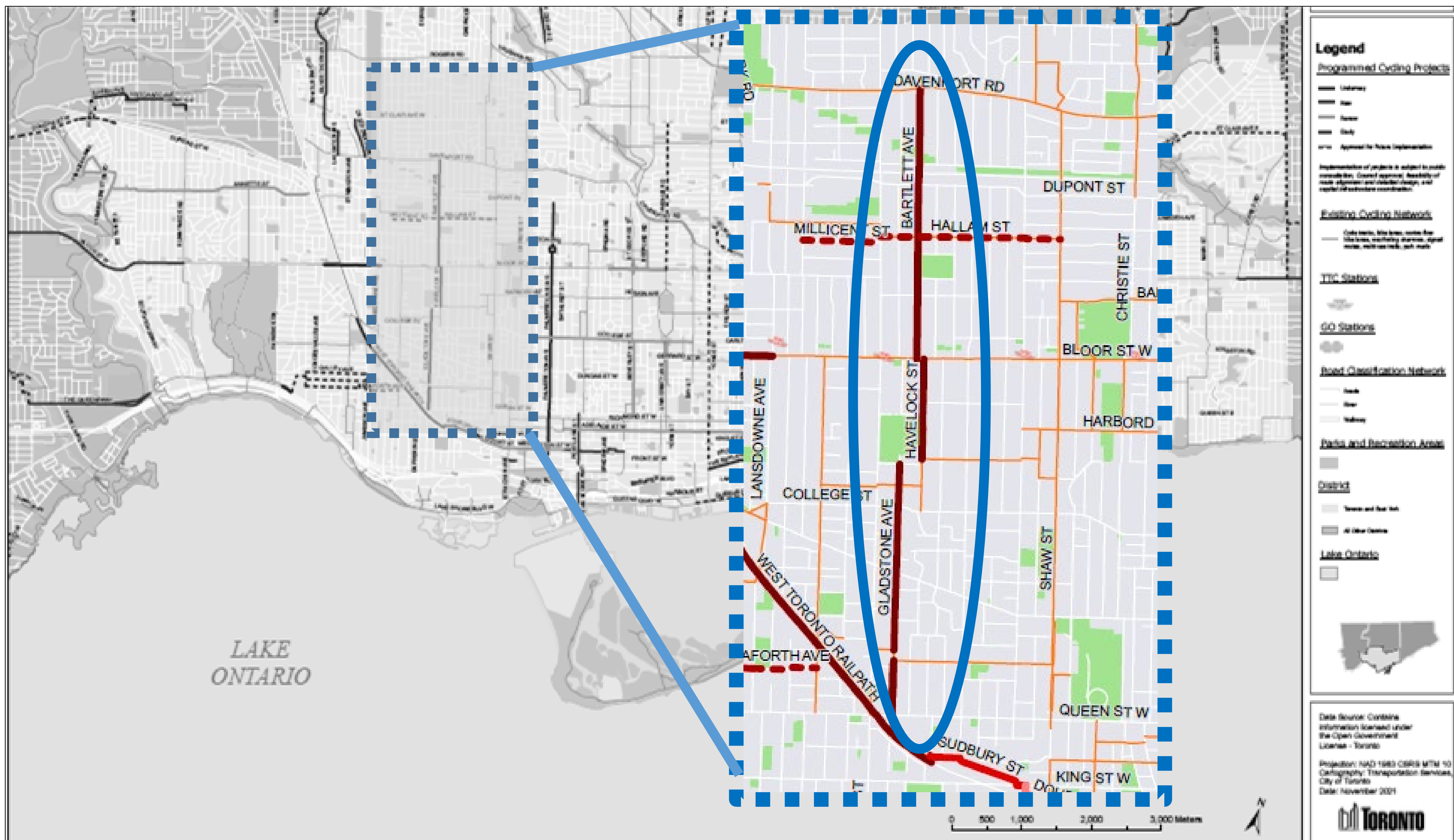


Gladstone Avenue and College Street

Project Timeline



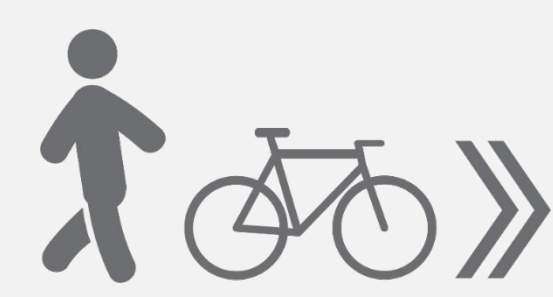
Cycling Network Plan



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. It’s vision is to connect, grow and renew the network.
- 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.

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



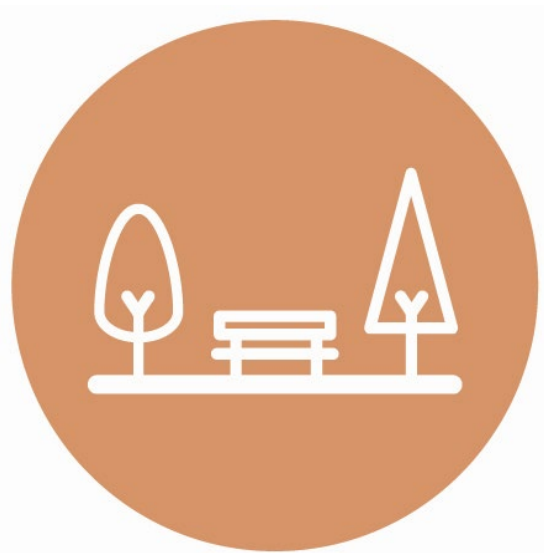
Vision Zero Road Safety Plan

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



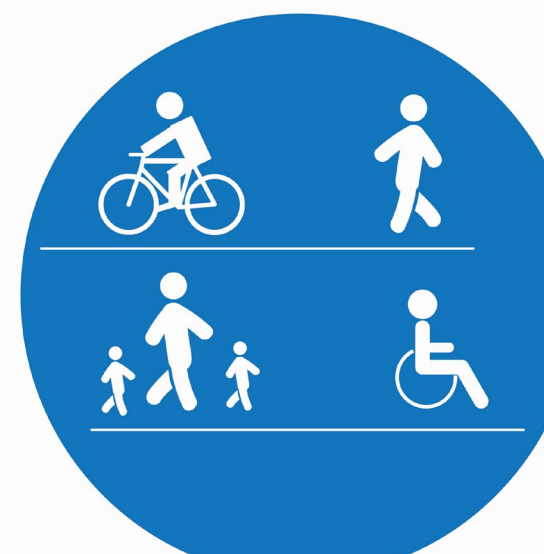
Complete Streets Guidelines

Streets are for people, placemaking and prosperity



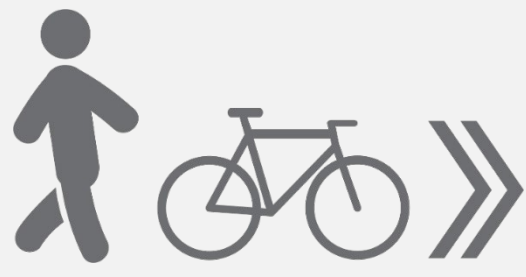
Encouraging all Ages and Abilities to Cycle

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



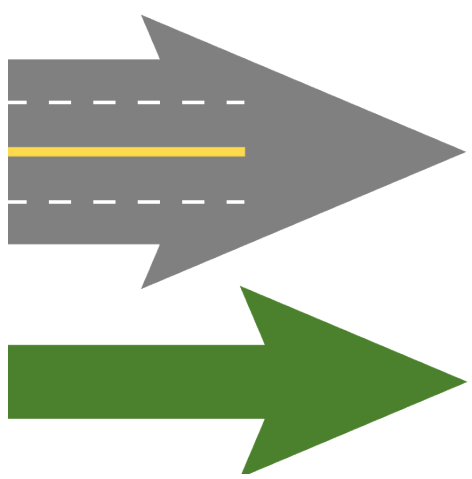
Recover and Rebuild from COVID-19

Neighbourhood Greenway

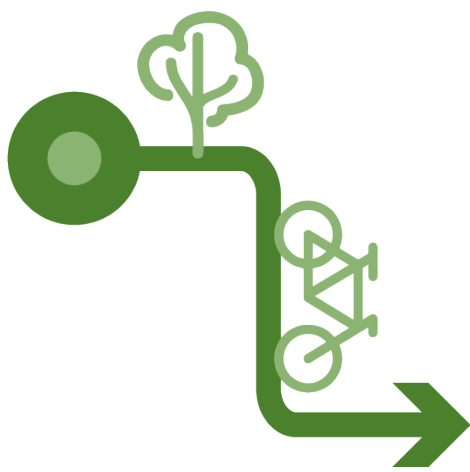


The Bartlett-Havelock-Gladstone corridor is considered a Neighbourhood Greenway. Neighbourhood Greenways are routes where people cycling are given priority by creating an environment with low motor vehicle volumes and speeds

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



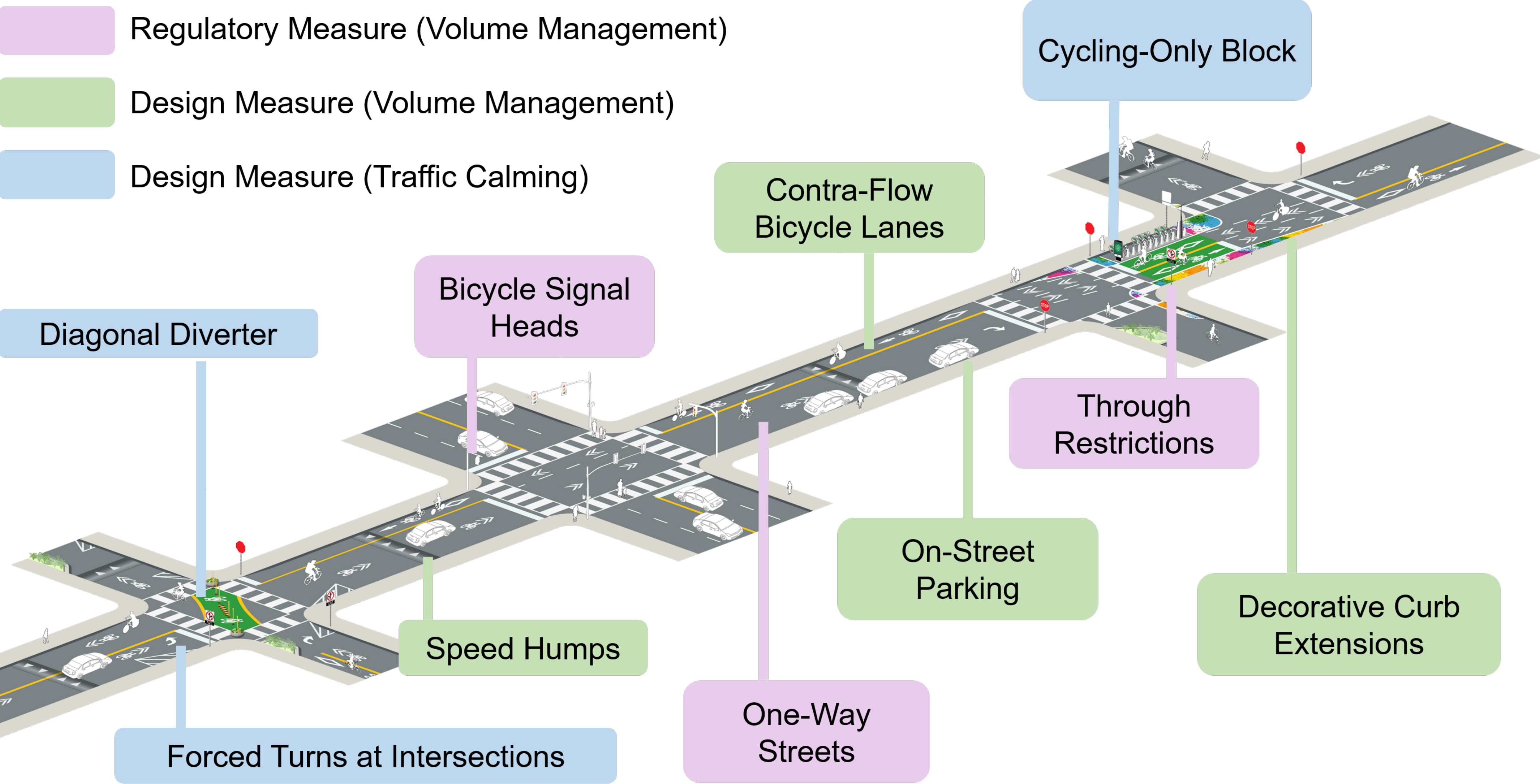
Create safe environments for all road users



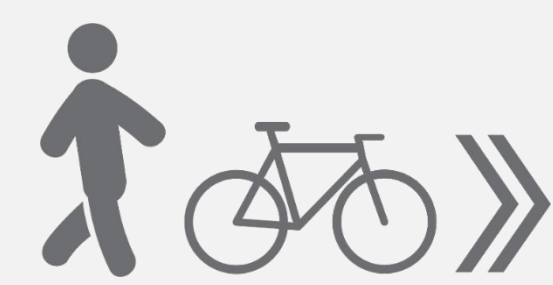
Encourage cycling among less experienced cyclists

Features of Neighbourhood Greenways

- Regulatory Measure (Volume Management)
- Design Measure (Volume Management)
- Design Measure (Traffic Calming)



Why Havelock St, Lindsey Ave and Gladstone Ave?



The streets chosen for this project are selected because:



- It is a north-south alternative to Dufferin Street
- It is a connection to east-west bikeways like Bloor Street West and Lindsey-Dewson
- It is a connection to parks and schools



- There were existing cycling in both directions before installation
- Less impacts to road operations than other alternatives considered

Collision History



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

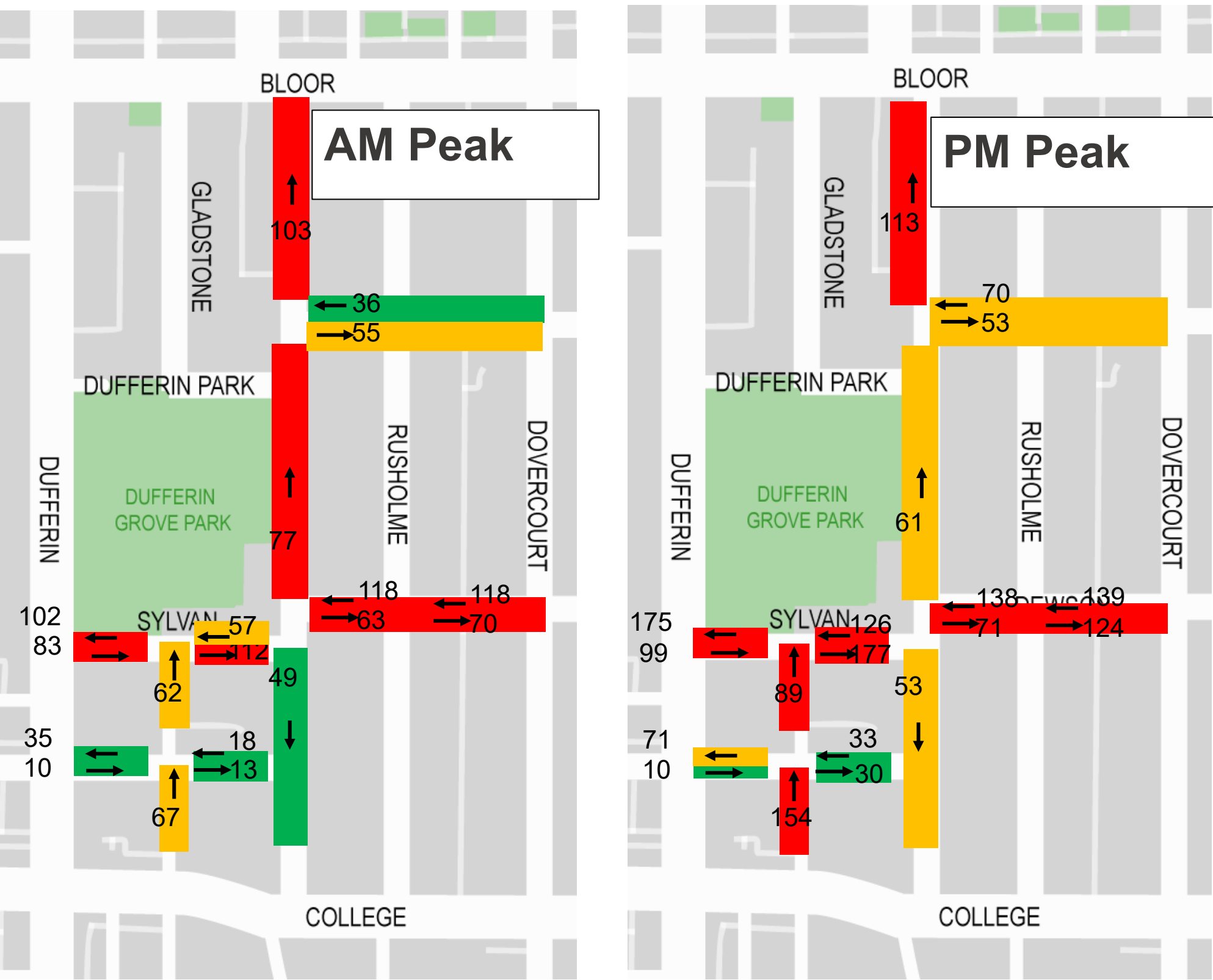
Between 2016 and 2020, there were **168 reported collisions** in the entire project area.

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

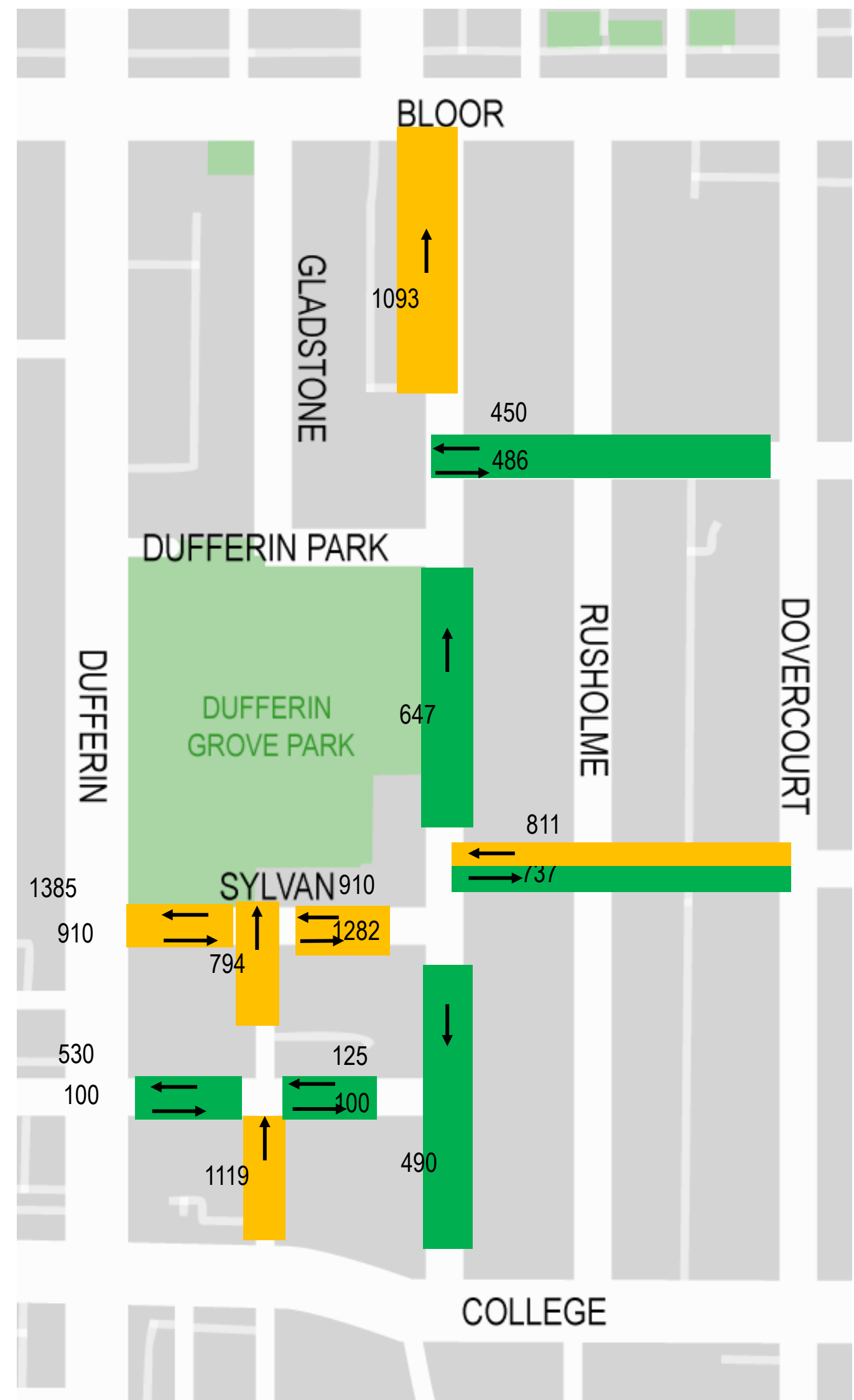
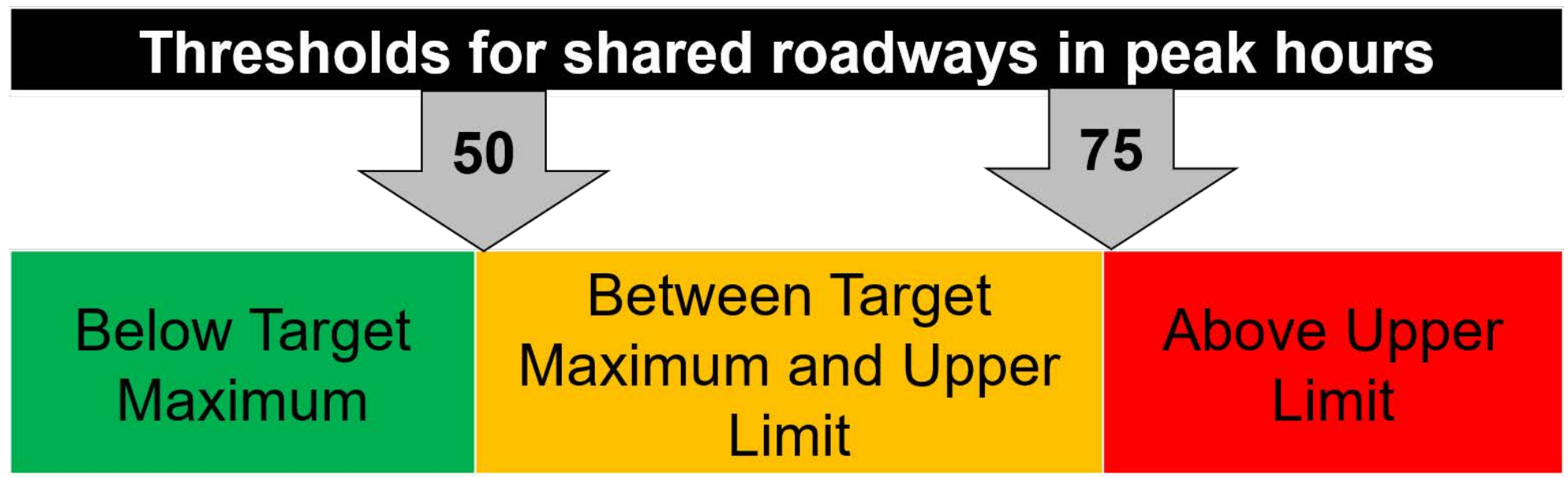
A more detailed analysis of crashes took place through this process to identify trends and locations where safety improvements were implemented.

Local traffic infiltration: before installation

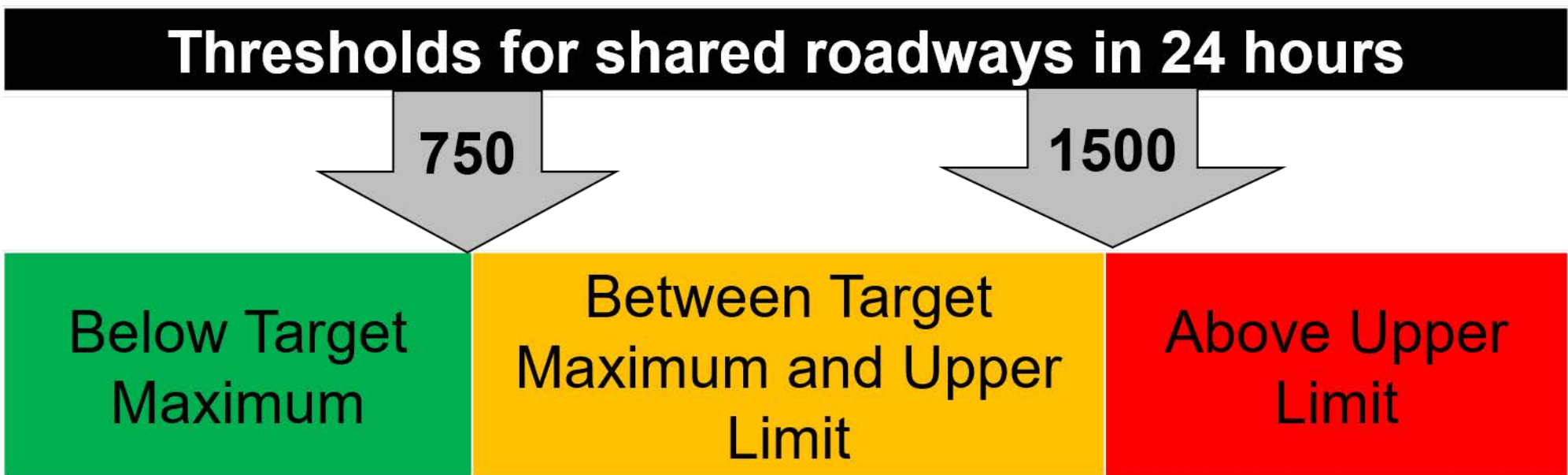
Before the installation of traffic calming measures, traffic infiltration occurred both east-west and north-south, with vehicle volumes above the threshold for shared routes.



- ### Bloor Street West to College Street – Vehicle Volumes – Peak Periods
- East-west volumes were especially high on Dewson Street and Sylvan Avenue
 - Much of the traffic on Havelock Street is related to St. Mary Catholic Academy pick-up and drop-off
 - Gladstone Avenue was experiencing traffic infiltration especially in the afternoon peak



- ### Bloor Street West to College Street – Vehicle Volumes – 24 hours
- Sylvan Avenue, Dewson Street and Gladstone Avenue had 24hr vehicle volumes above the target maximum
 - Restrictions to reduce peak period volumes would impact daily volumes



What we heard after installation



Comments were received during and after installation from local community members and stakeholders. These comments are summarized under major themes below:

Bikeway:

- Consider installing the bikeway on other north-south routes, such as Rusholme Road, Dovercourt Road, Dufferin Street or Havelock Street south of Sylvan Avenue
- People biking should use the path in Dufferin Grove Park
- This bikeway is not being used

Design Elements:

- Remove or alter the diverter and/or the cycling-only block
- Remove or move the Bike Share station at Lindsey Avenue and Havelock Street
- Minimize project costs
- New and clearer signs are needed for people driving

Safety:

- People driving are using the sidewalk to avoid the diagonal diverter, to load/unload and to get around other vehicles

Parking:

- Conduct another parking study
- Account for people parking from outside of the neighbourhood (*i.e.* for the farmers market, Dufferin Grove Park, Dufferin Mall, special events etc.)
- Consider adding parking spaces in the future
- It is difficult to find parking on my street

Traffic:

- College St, Dufferin St and Bloor St W were already congested
- This project is creating more traffic (*e.g.* on Dovercourt Road)
- Now have to circle around the block many times to find parking, creating additional traffic
- This is the preferred route to access Dufferin Mall
- Remove the CaféTO installation on College Street east of Dufferin Street
- Consider adding an advance green for people driving east on College Street and turning north onto Dovercourt Road to reduce congestion

What we heard after installation



Construction:

- Construction was very noisy and done late at night
- There is a constant stream of workers and disruptions in the area

Monitoring:

- Continue to monitor the effects of this project
- Take into account the changes in traffic after the COVID-19 pandemic, during school operating hours and during special events

Consultation:

- People in the area were not consulted
- This plan was passed through very quickly, during the COVID-19 pandemic and without enough opportunities for input and discussion
- The voices of people outside of the Dufferin Grove Neighbourhood were prioritized instead of local peoples
- People who drive cars and/or have mobility needs were not considered
- Continue to receive and incorporate feedback on this project

All comments were received and reviewed by the project team, and careful consideration has gone into the modifications being proposed in this meeting.

Key Considerations



Localized, block-by-block considerations were taken into account when designing this project.



Preferred and/or existing cycling routes

East-west on Lindsey Avenue and Dewson Street; North-south on Havelock Street and Gladstone Avenue



Lack of roadway space on Gladstone Avenue

between Sylvan Avenue and College Street for a contraflow bike lane, one-way vehicle lane and parking



Demand for parking

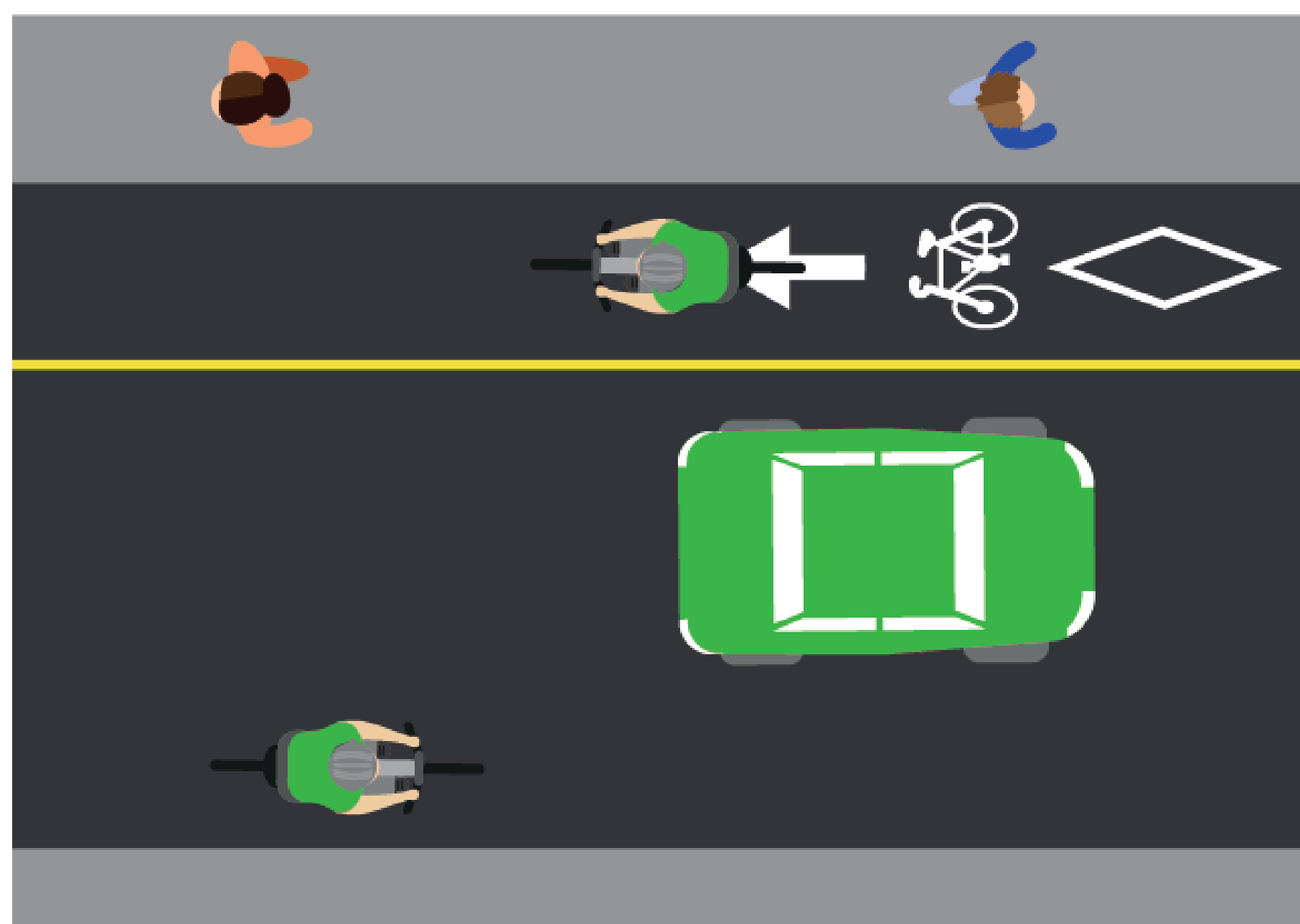
Parking is mostly on one side except on Lindsey Avenue where it alternates

Bikeways are designed to meet City standards (e.g. lane widths, curb heights) and ensure City services that use the road will continue to function well and serve the community, including Fire, EMS, Police, Solid Waste pickup, TTC, Wheel-Trans, road maintenance and snow clearing.

Types of Bikeways & Design Interventions

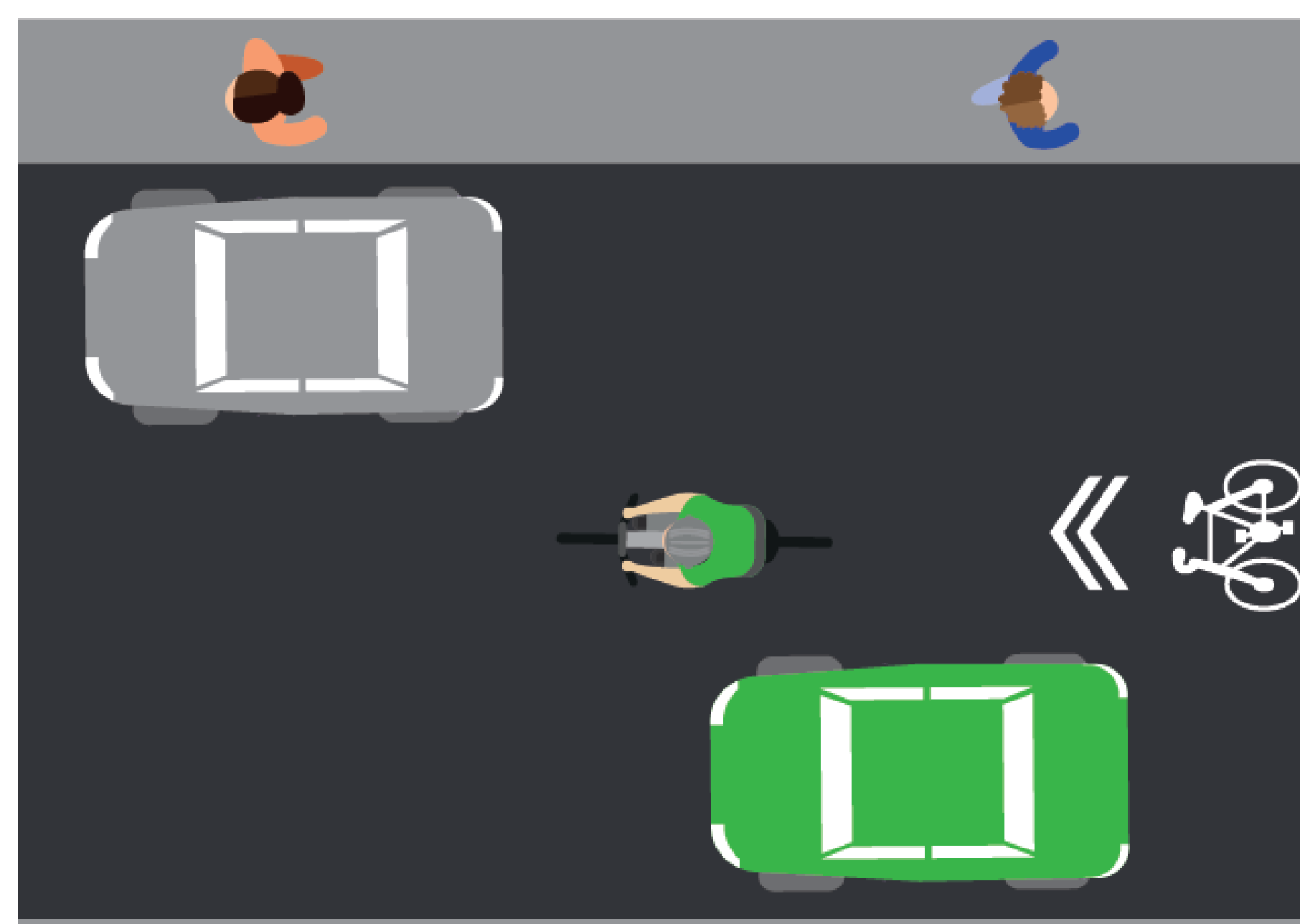


A number of bikeway types and design interventions were included as part of this project to promote road safety.



Contra-flow Lanes

- Allow people to cycle in two directions on a street that is one-way for all other vehicles.
- People will cycle in the shared lane when travelling in the opposite direction.



On-street Shared Cycling Connections

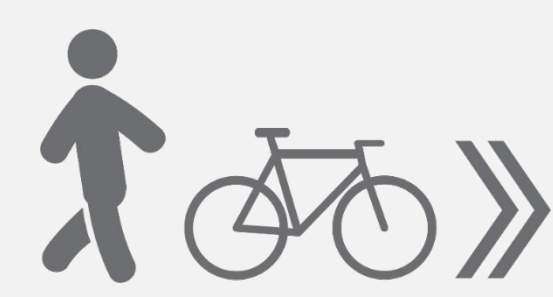
- Includes signage, pavement markings and other traffic calming measures to create comfortable cycling routes on residential streets.



Traffic Diversions

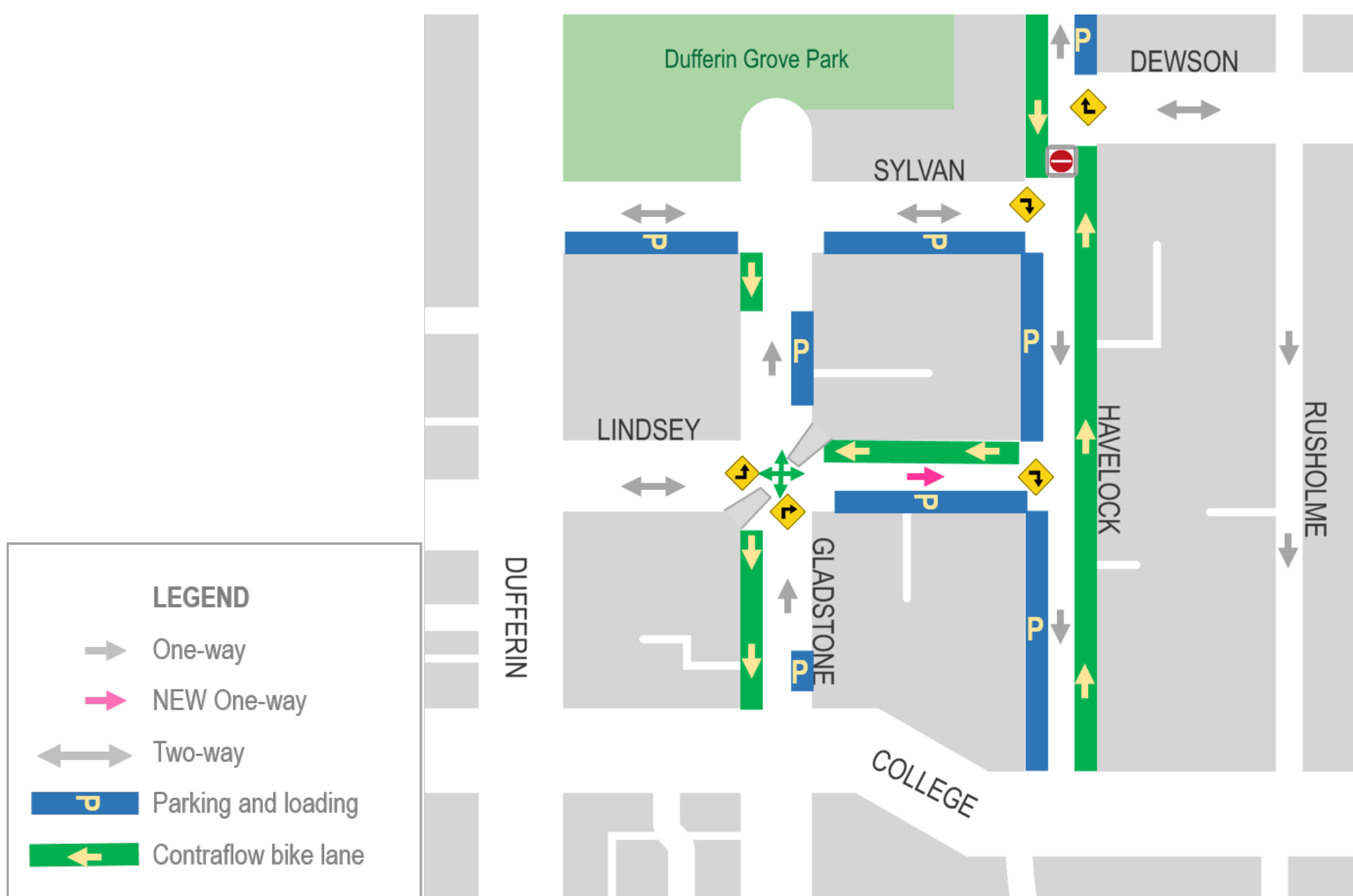
Traffic diverters, including a cycling-only block (image 1) and a diagonal diverter (image 2 and 3), were used as design interventions. These interventions provide designated space for people cycling and allow drivers to turn. Emergency services are allowed through and solid waste pickup continues as usual. The diversion helps to reduce the amount of non-local traffic infiltration in order to meet shared route and neighbourhood greenway thresholds.

Two options were proposed



Two options were proposed during the public consultation activities conducted in early 2022. A combination of the two options was recommended to City Council.

Option 1



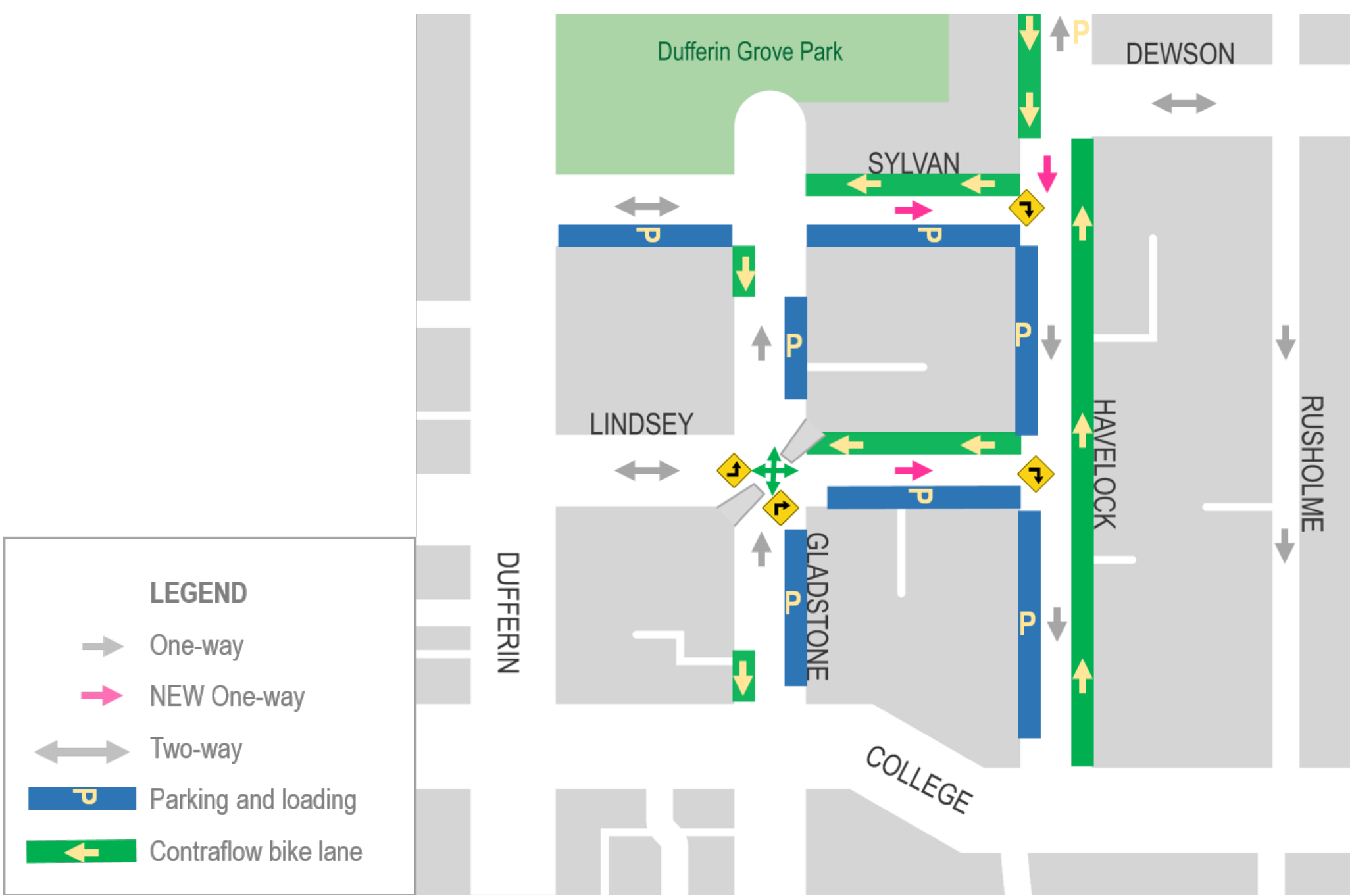
Proposed Changes

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

Expected Impacts

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

Option 2



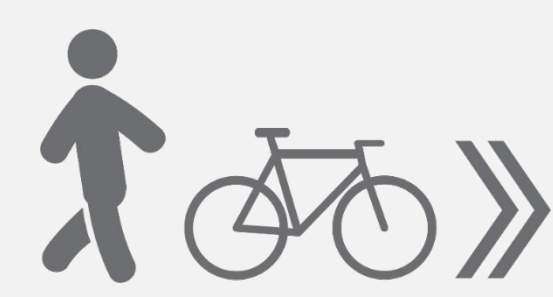
Proposed Changes

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

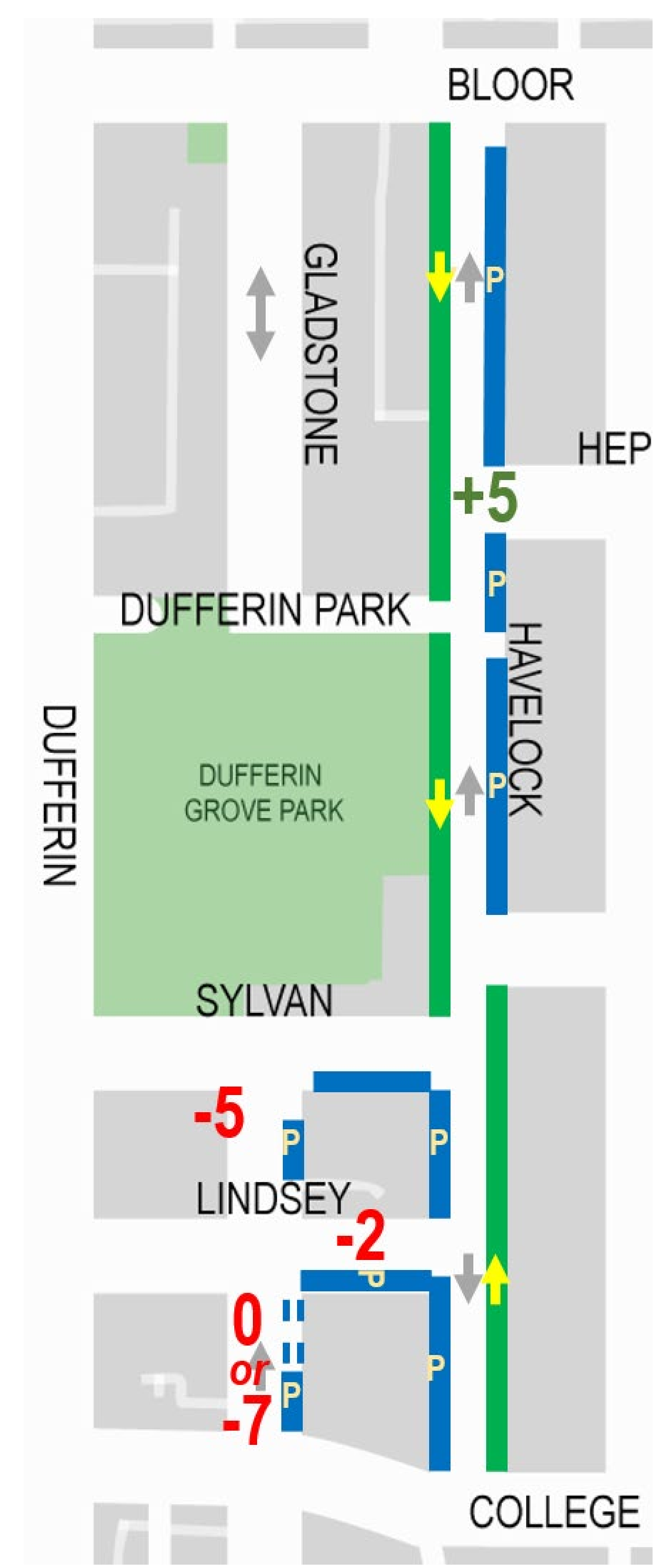
Expected Impacts

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

Parking impacts



Two options were proposed during the public consultation activities conducted in early 2022. A combination of the two options was recommended to Council since Option 2 retained more parking spaces.



Parking impacts both options:

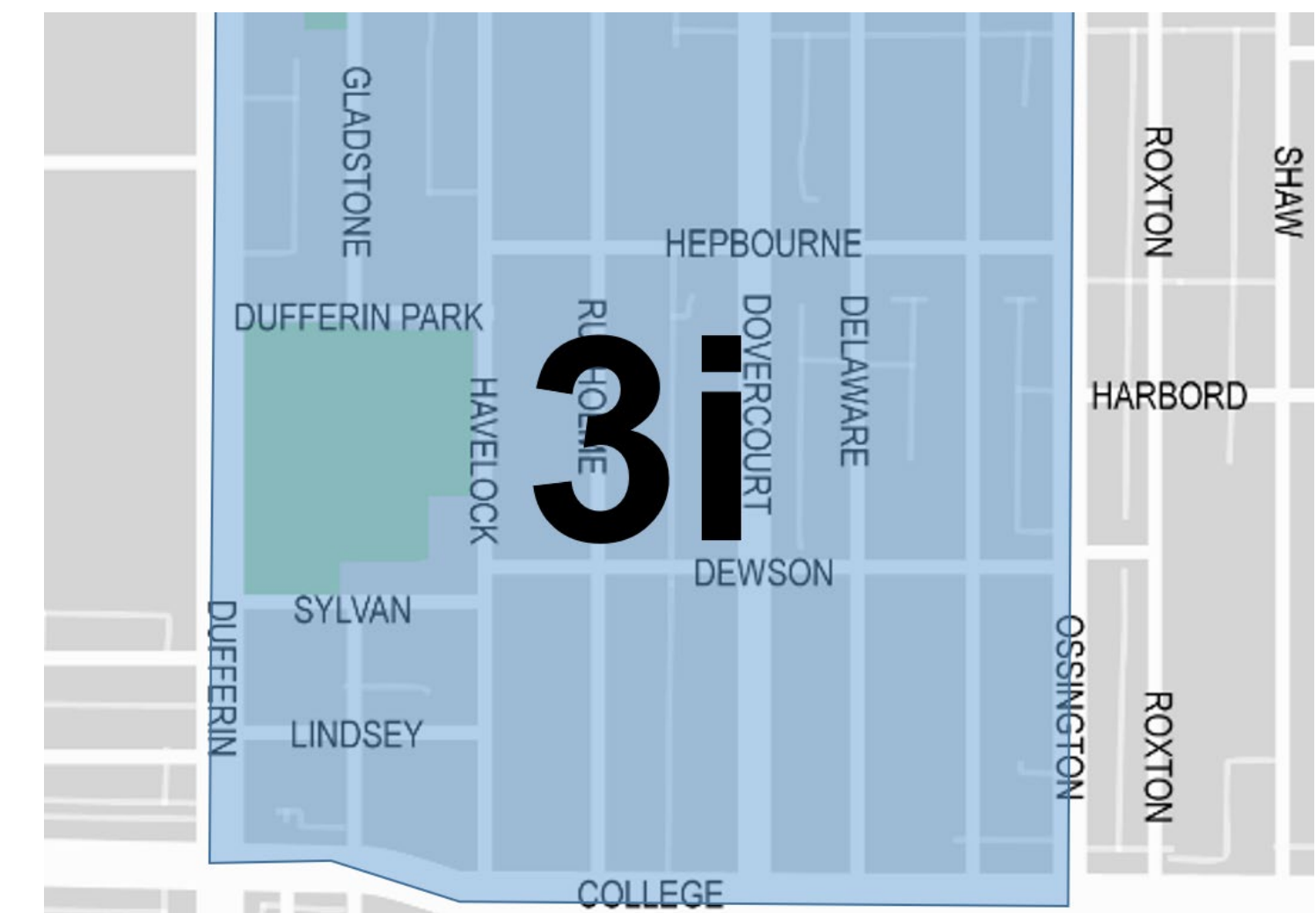
- Five (5) spaces added by making parking permanent on the east side of Havelock Street from Bloor Street West to Dewson Street
- Up to five (5) parking spaces removed near the Lindsey Avenue and Gladstone Avenue intersection to allow truck turns
- Three (3) spaces removed from Gladstone Avenue near Sylvan Avenue to improve road safety and visibility of people cycling
- Parking and loading (including accessible parking) made permanent on the south side of Lindsey Avenue east of Gladstone Avenue



Approximately one space was removed from each corner of Gladstone Avenue and Lindsey Avenue to facilitate truck turns

Net change comparing options:

- 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 two (2) spaces. No parking removed south of Lindsey Avenue.



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%

A hybrid option was recommended to Council based on public feedback

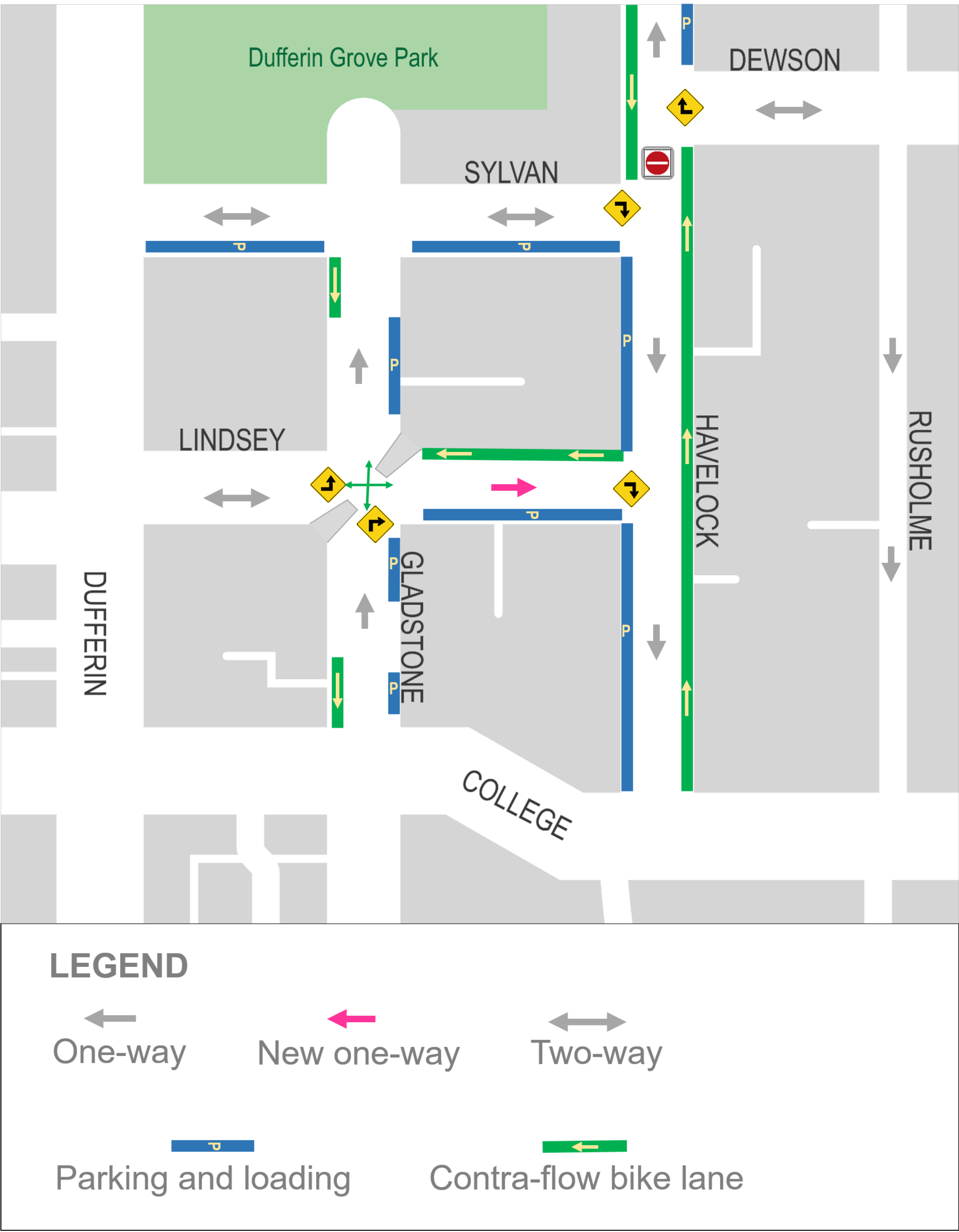
A hybrid of the two options was recommended to City Council, and Council approved Phase 1, Davenport Road to College Street, in April 2022 to:

- retain as much parking as possible (net loss of approximately 4 spaces),
- improve safety by installing the cycling only block on Havelock St and the diagonal diverter at Lindsey/Gladstone

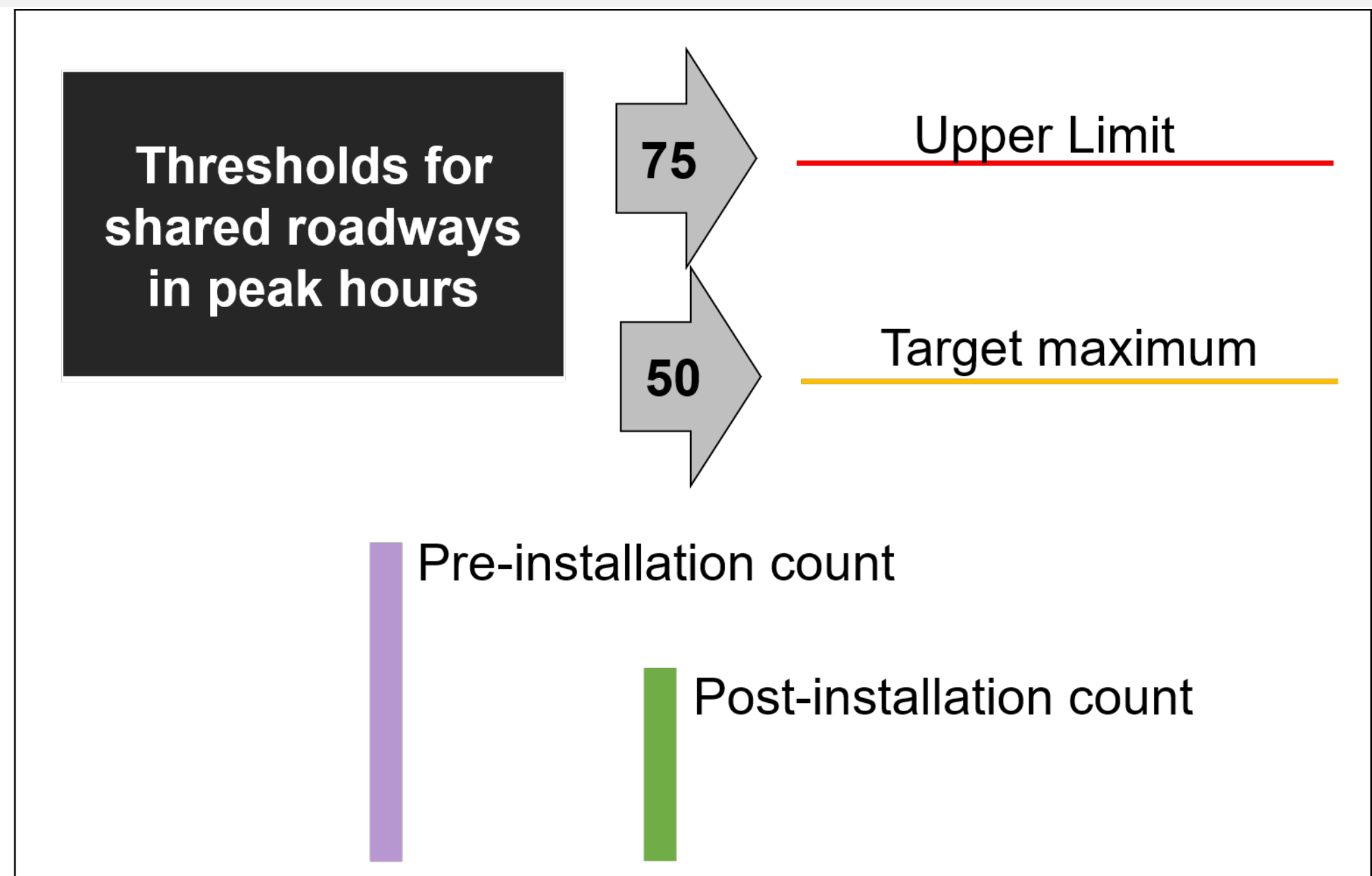
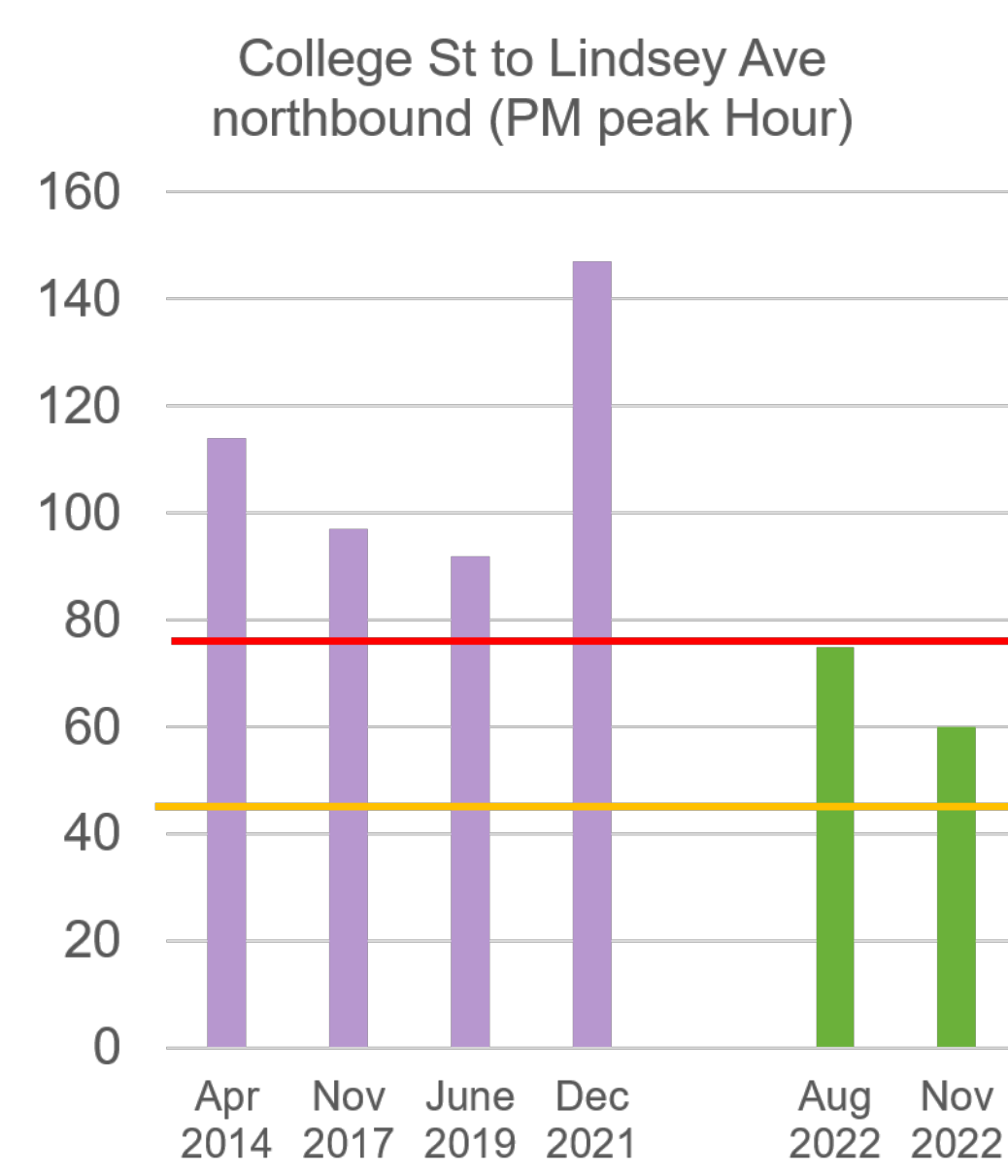
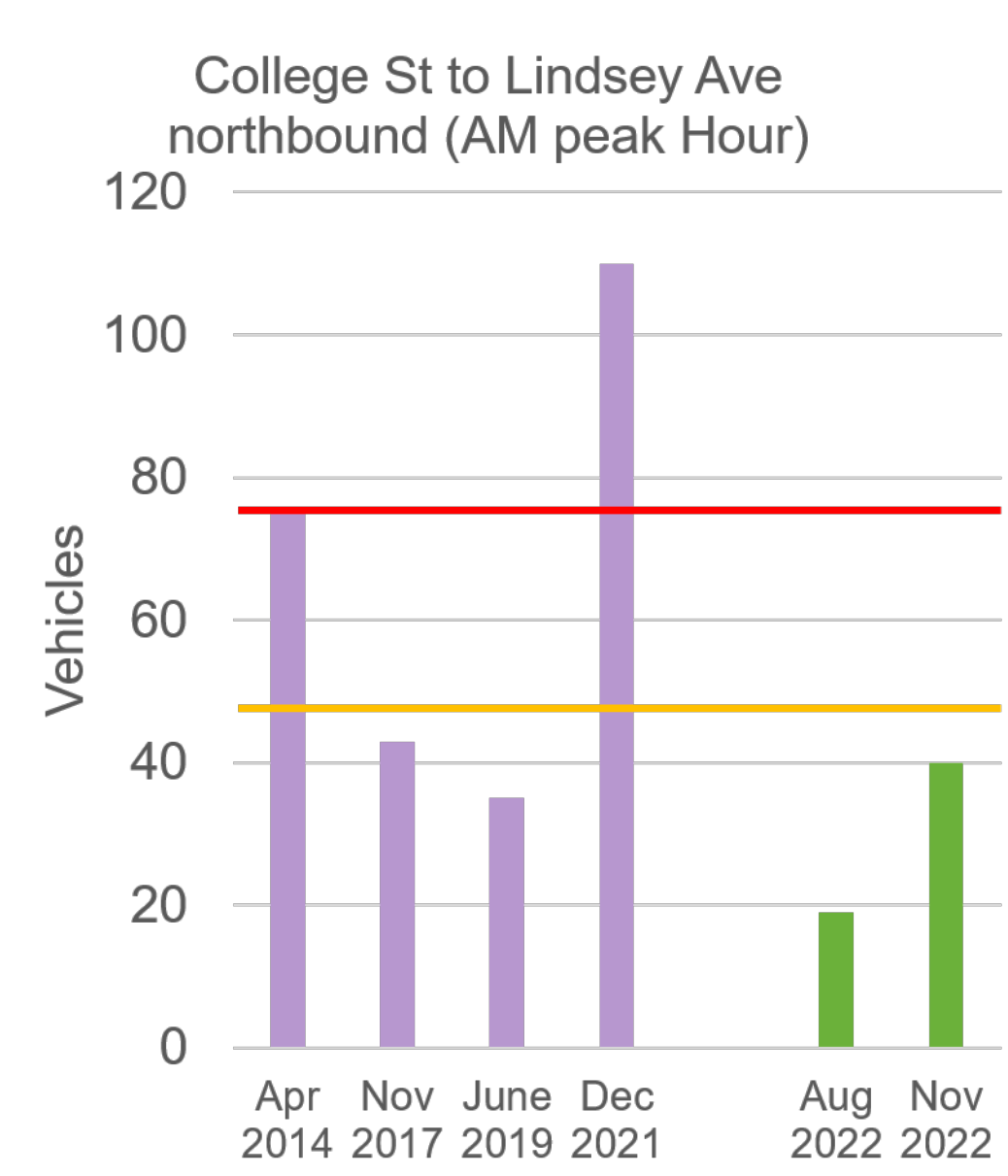
A [booklet](#) was mailed to all area addresses explaining the approved changes, and an installation notice was sent in advance of installation.

As stated in the booklet:

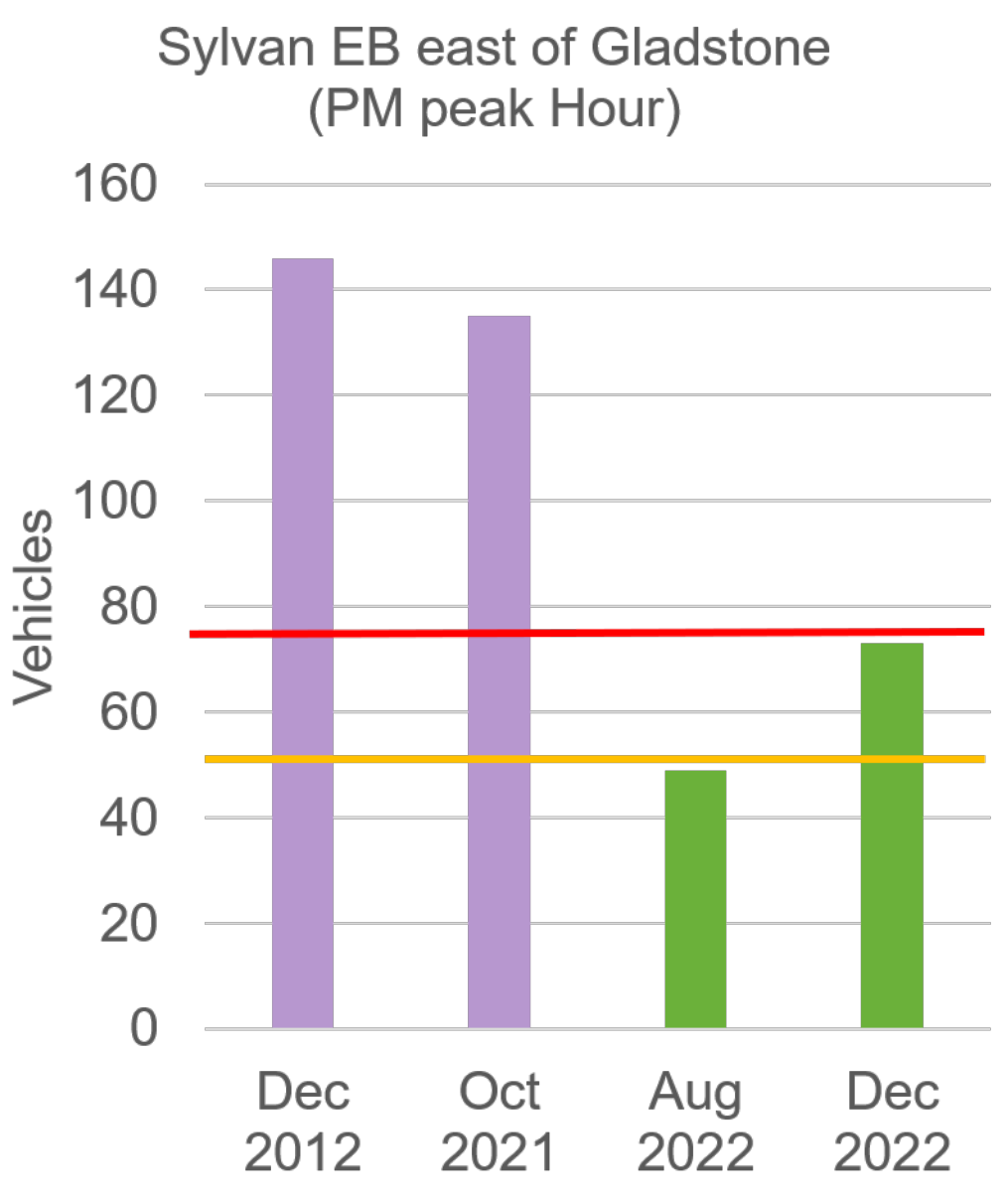
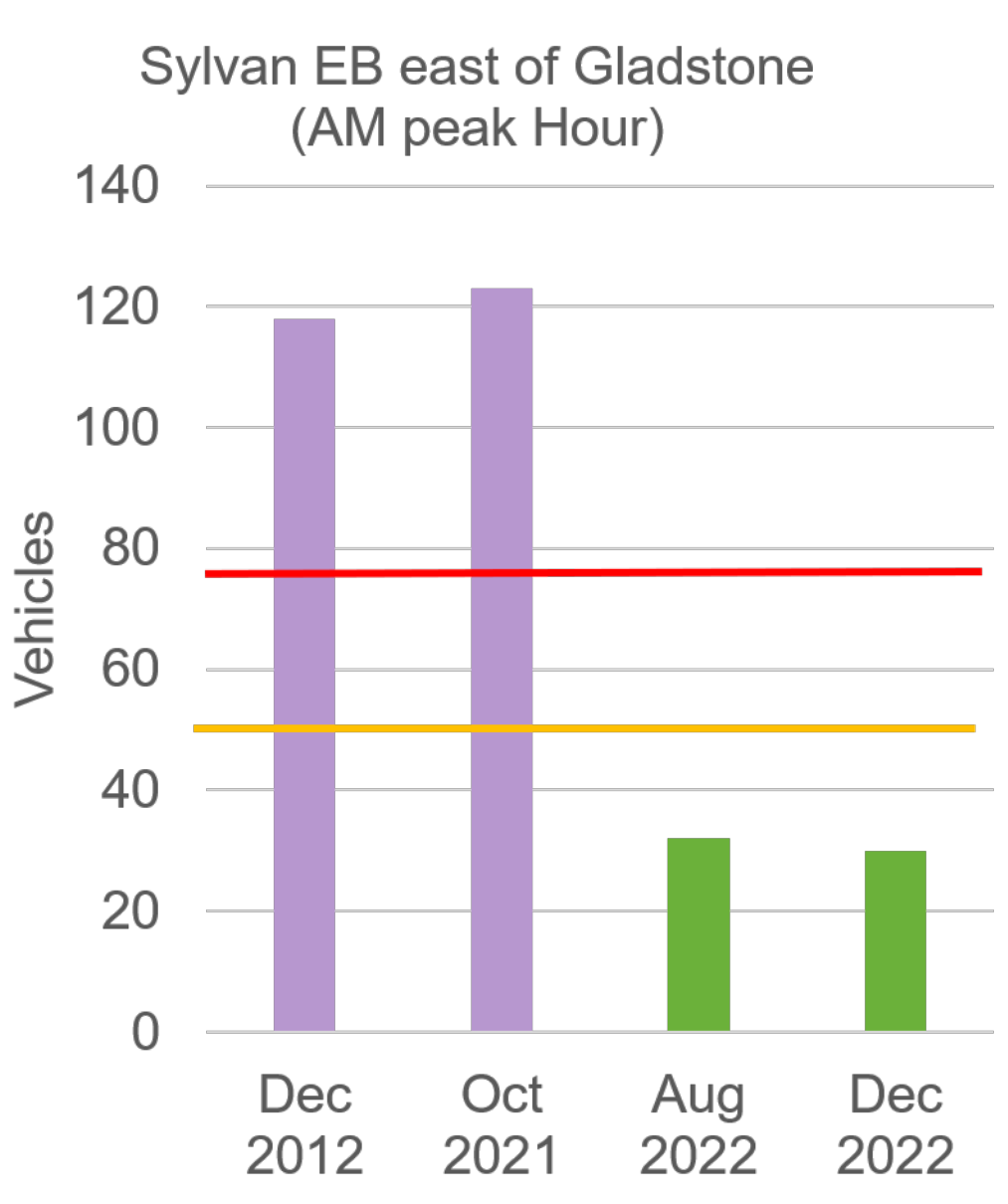
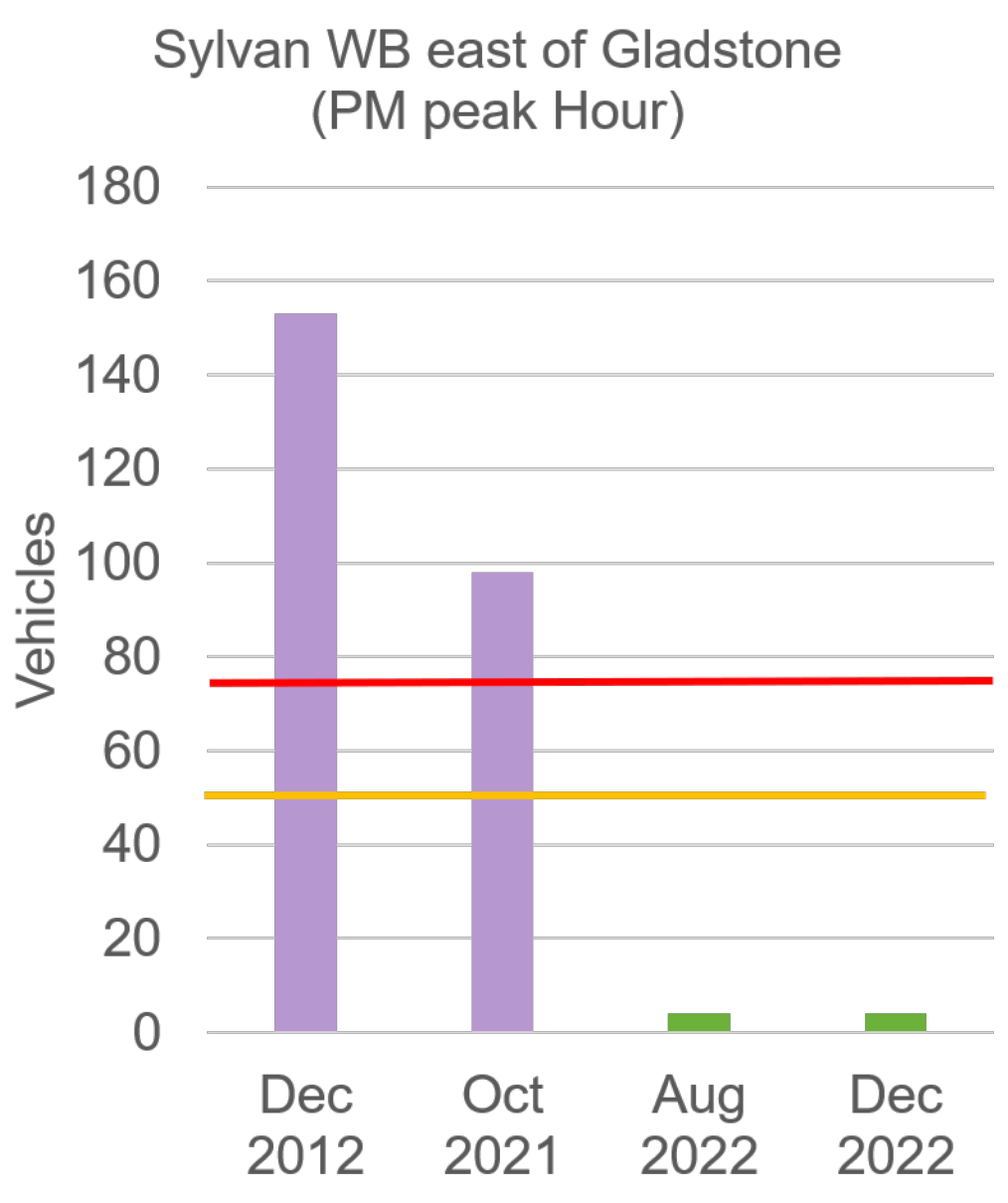
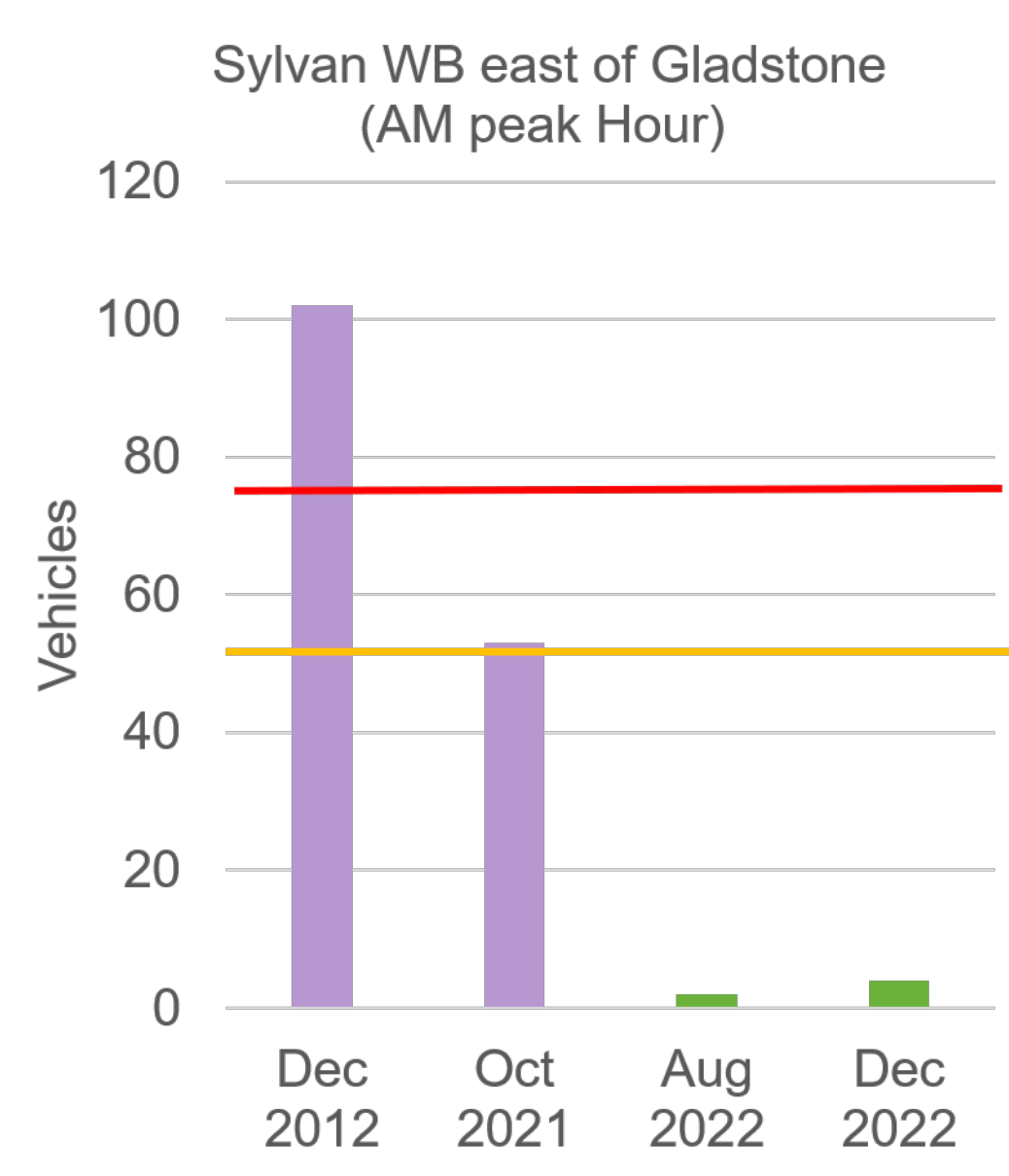
‘Monitoring will be conducted to determine if the project goals were met and to identify any major issues. Monitoring will include traffic patterns, parking and loading activity, and accessibility. The data collected, together with community feedback, will be used to inform potential adjustments to signal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



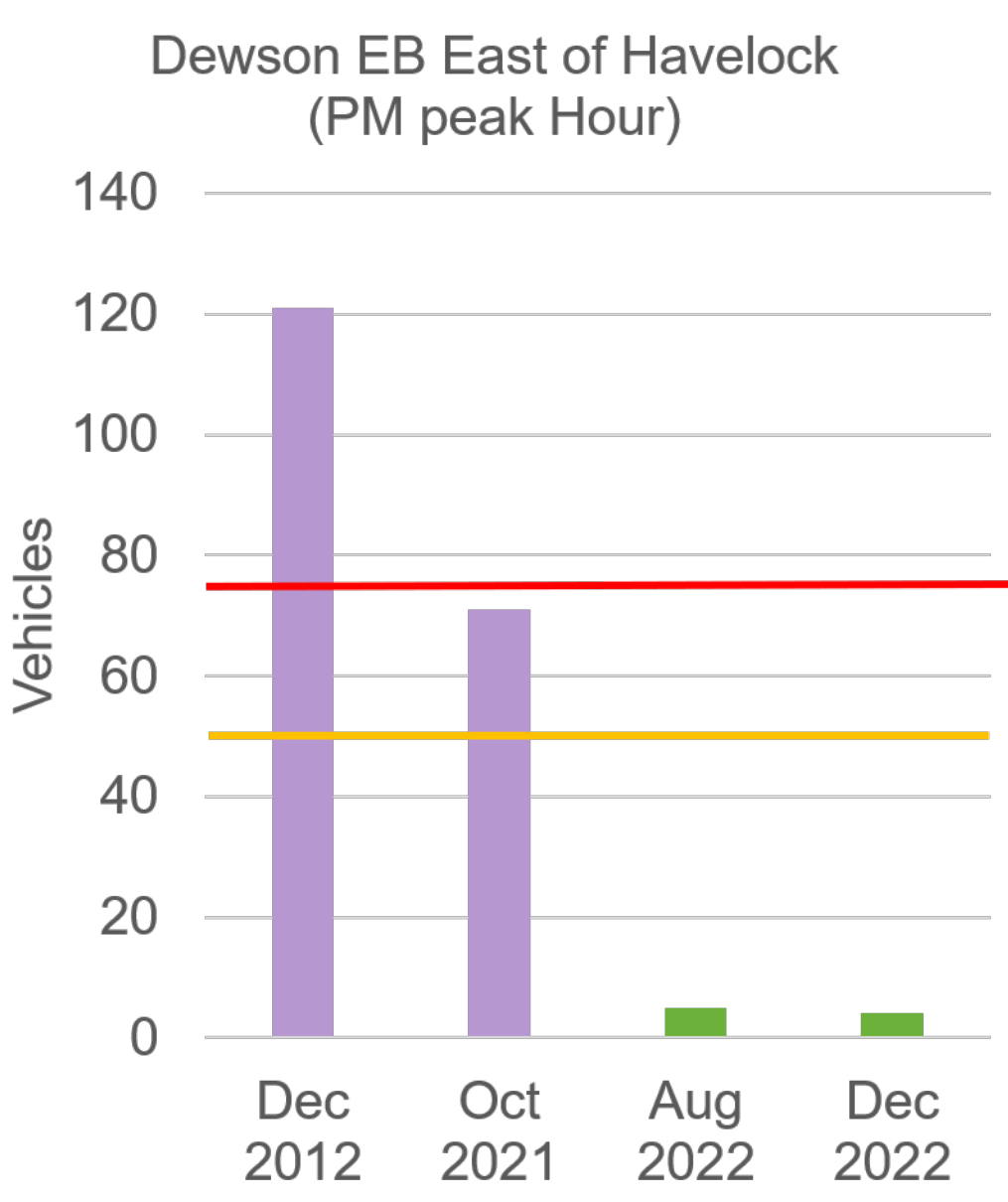
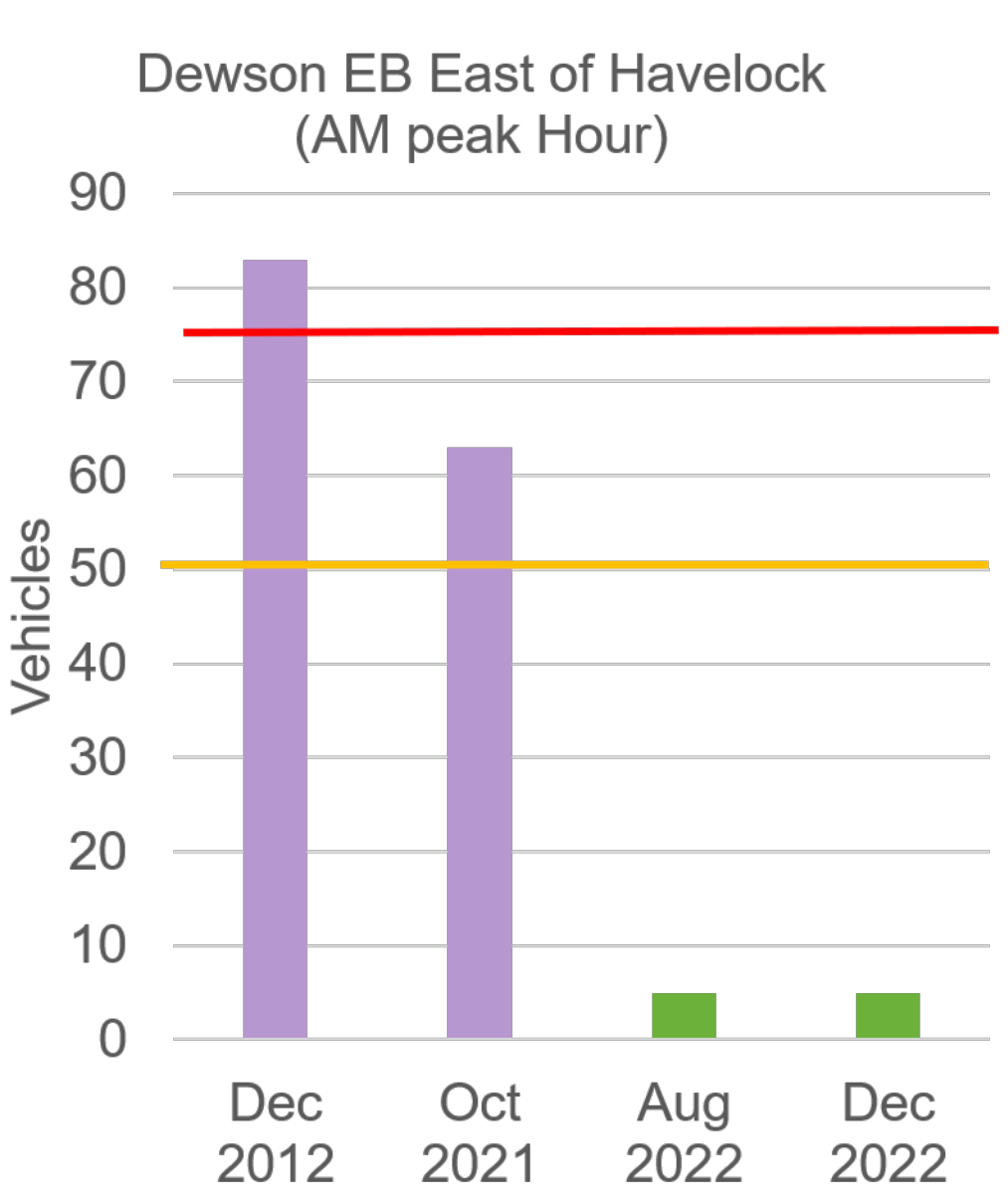
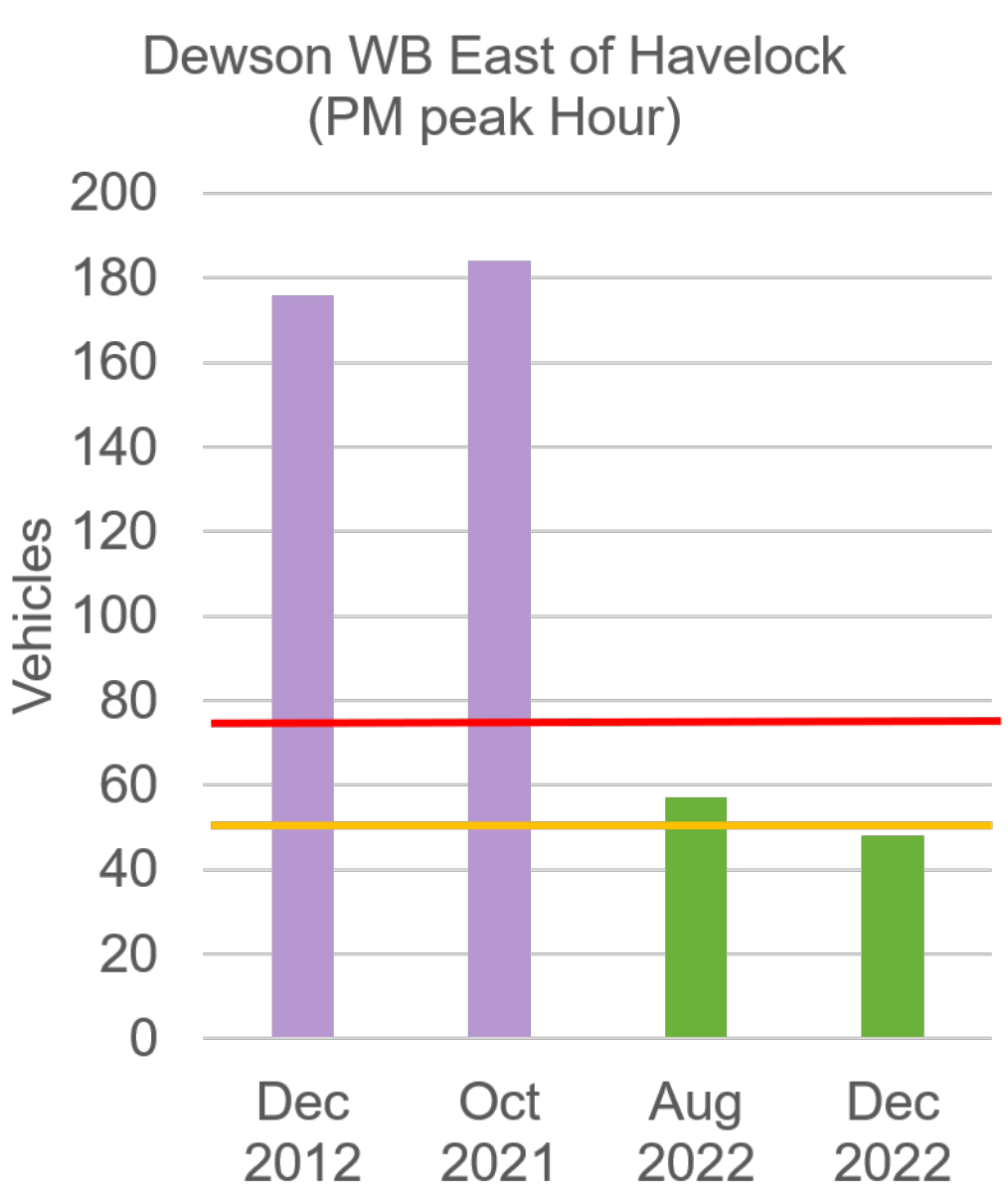
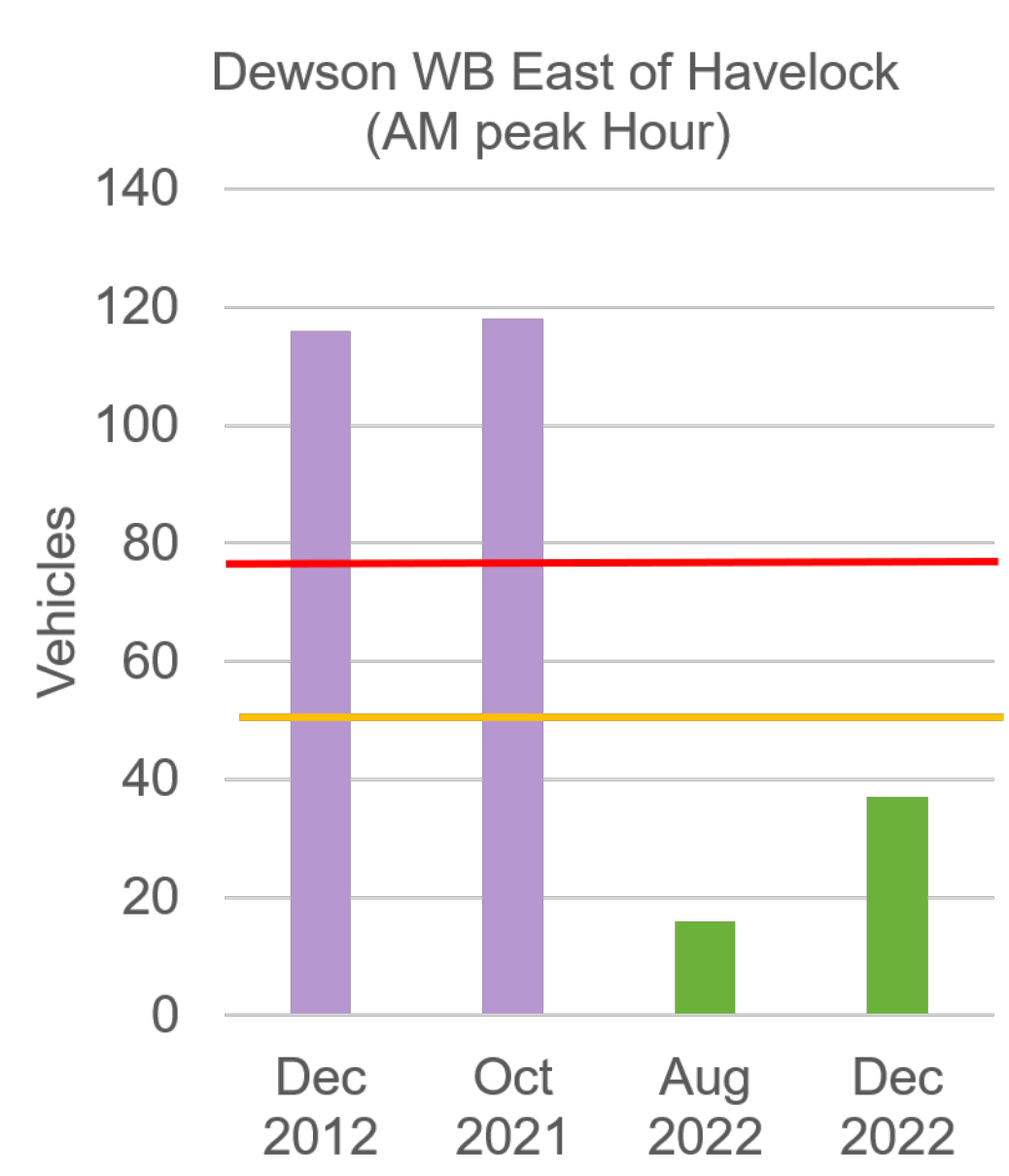
Changes in traffic volumes after installation



Gladstone Avenue

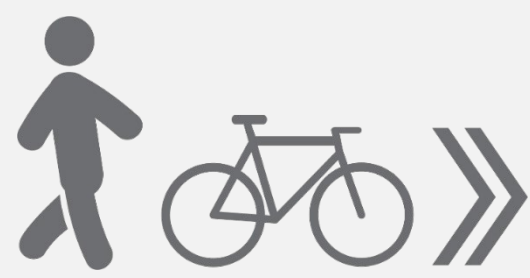


Sylvan Avenue



Dewson Street





Traffic data on nearby major streets pre- and post-installation



	Dufferin St southbound Bloor St W to College St (minute)			Dufferin St northbound College St to Bloor St W (minute)		
	AM	PM	Sat	AM	PM	Sat
Pre-pandemic Feb 2019-Feb 2020	1.8	2.1	2.6	1.5	2.4	3.1
Pre-project install, post-traffic signal install at Lindsey St	1.9	2.2	2.7	2.2	2.8	2.7
Post-installation Oct 18 – Nov 17, 2022	1.8	2.2	2.1	2.4	2.8	2.2

	College St eastbound Dufferin St to Dovercourt Rd (minute)			College westbound Dovercourt Rd to Dufferin St (minute)		
	AM	PM	Sat	AM	PM	Sat
Pre-pandemic Feb 2019-Feb 2020	1.5	1.8	1.9	1.5	1.8	2.6
Post-installation Oct 18 – Nov 17, 2022 (Café had been removed)	1.3	1.4	1.5	1.7	1.8	1.9

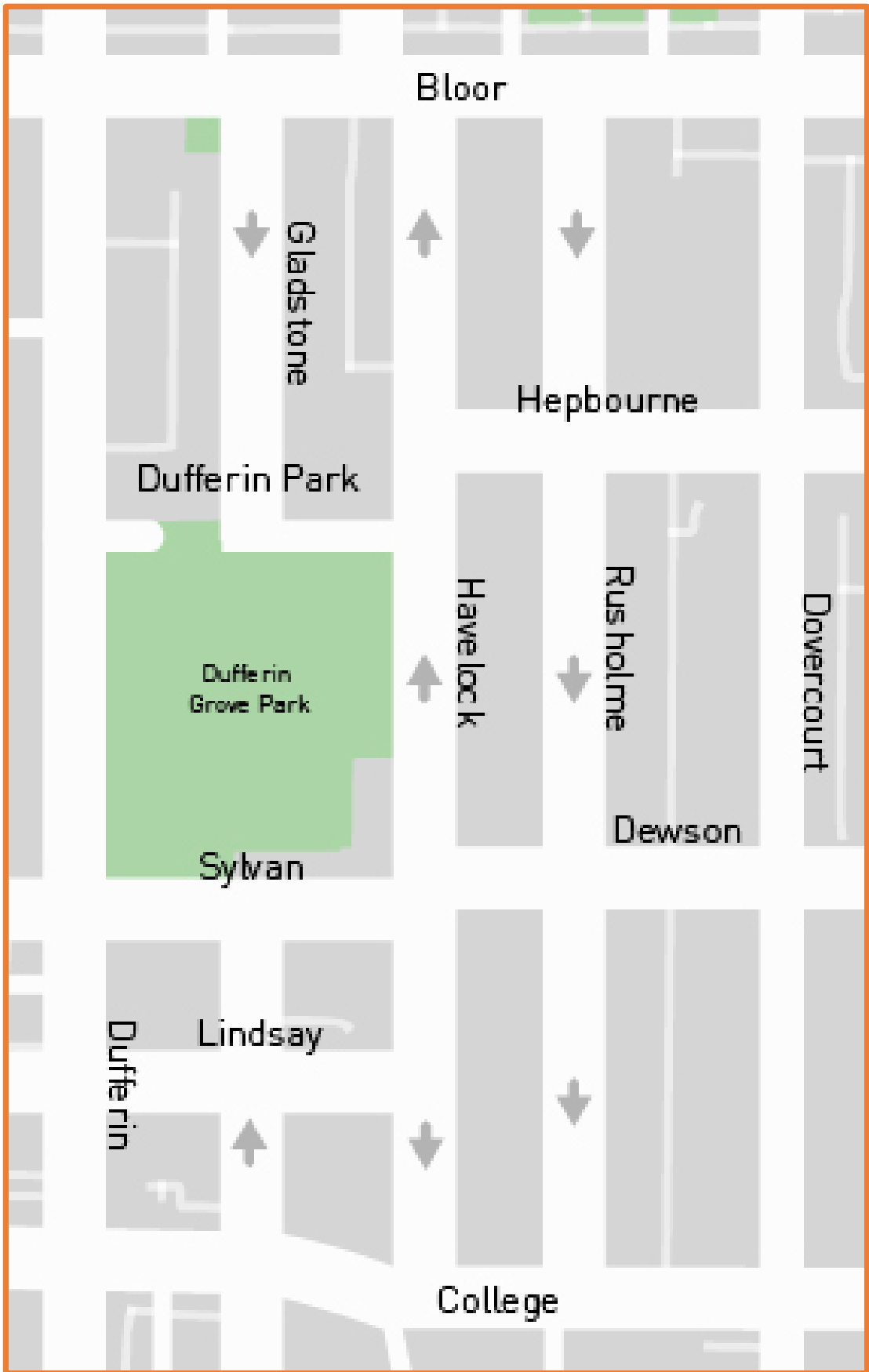
The traffic diversions added at Lindsey Avenue and Gladstone Avenue and on Havelock Street between Sylvan Avenue and Dewson Street have had no discernable impact on travel times on the major roads in the area.



Peak hour traffic diverted from the Dewson-Havelock-Sylvan route is approximately 170-300 vehicles, and from northbound Gladstone Avenue approximately 60-110 vehicles. By comparison, approximately 1700-2300 vehicles pass through the Dufferin Street and College Street intersection in the peak hours.

	Dovercourt Rd southbound Bloor St W to College St (minute)			Dovercourt Rd northbound College St Bloor St W (minute)		
	AM	PM	Sat	AM	PM	Sat
Pre-pandemic Feb 2019-Feb 2020	2.2	2.3	2.0	1.9	2.3	2.3
Post-installation Oct 18 – Nov 17, 2022	1.9	1.9	3.9 <small>*small sample size</small>	1.5	3.0	2.0

Proposed modification: reinstate/add parking

- What we heard:**
- ✓ More parking is needed for people with accessibility and mobility needs.
 - ✓ There is no access to laneway and front yard parking pads.
 - ✓ Parking spaces are already difficult to find.
 - ✓ People use parking spaces from outside of the neighbourhood (i.e. for Dufferin Grove Park, Dufferin Mall, the farmers market, special events etc.)



Gladstone Avenue	Sylvan Avenue
<p>Proposed Modification: Reinstate approximately three (3) on-street parking spaces on Gladstone Avenue north of College Street that were made into a “No Standing” zone.</p>	<p>Proposed Modification: Add approximately six (6) new parking spaces on the north side of Sylvan Avenue next to Dufferin Grove Park between Dufferin Street and Gladstone Avenue. School 10-minute pick-up and drop-off would still occur on the south side.</p>
<p>Reason for Change: While data is still preliminary (November 2022), the traffic diversion appears to have reduced vehicular volumes, and subsequent conflicts between people cycling and driving. Data collection and monitoring will continue.</p>	<p>Reason for Change: There are more spaces on the north side due to driveways and laneways on the south side.</p>
	
<p>Proposed Parking Location: Three (3) parking spaces would be added on Gladstone Avenue north of College Street</p>	<p>Proposed Parking Location: Six (6) parking spaces would be added on Sylvan Avenue between Dufferin Street and Gladstone Avenue</p>

Proposed modifications: provide local greening opportunities



What we heard:

- ✓ People driving are using the sidewalk to avoid the diagonal diverter
- ✓ The planters are being vandalized



Traffic Diverters	Gladstone Ave and Lindsey Ave
<p>Proposed Modification: Continue to support community volunteers in planting and maintaining the above-ground planters. These would be replaced with in-ground rain gardens as opportunities arise.</p>	<p>Proposed Modification: Plant two new trees on Gladstone Avenue, one on either side of Lindsey Avenue.</p>
<p>Reason for Change: Neighbourhood greening opportunities and upgrades are explored with all bikeway projects.</p>	<p>Reason for Change: One driveway north of Lindsey Avenue is no longer needed due to a new fence. There is space south of Lindsey Avenue where a dead tree has not been replaced.</p>
<div>   </div> <div> <p>Above: community volunteers</p> <p>Below: in-ground rain garden</p> </div>	<div>  </div> <div> <p>Tree planting opportunities at Gladstone Ave and Lindsey Ave</p> </div>



Proposed modifications: replace signage

What we heard:

- ✓ People are driving the wrong way
- ✓ Clear signage is needed to communicate these changes to people driving

The City would replace the temporary orange construction signage advising drivers of a change in access with permanent green vehicular wayfinding signage, as similar to what is seen on other Toronto streets.

All temporary signs would be removed and permanent signs would be posted at entrances to the area where traffic diversion has been installed at:

- Gladstone Avenue and College Street
- Dufferin Street and Lindsey Street
- Dufferin Street and Sylvan Avenue



Existing temporary construction signs



Example of vehicular wayfinding signs

Future opportunity for modifications: resurfacing of Havelock Street



Due to the poor condition of the roadway, Havelock Street is programmed for a resurfacing in 2025.

It is Toronto City Council policy to use road rehabilitation opportunities to make safety and Green Streets improvements.

Proposed modifications include:

- add and/or improve pedestrian crossings
- add accessibility features at intersections
- replace above-ground planters (plastic) with in-ground rain gardens in the cycling-only block



Poor pavement condition on Havelock Street.
Many people cycling use this route.



Next Steps

April 2023 - Summarize feedback

The City will summarize feedback received in this meeting, by email and by phone and post it on the project webpage.

June 2023 - Report on modifications to City Council

Based on public feedback, staff will recommend modifications to Council.

2023 – 2025 - Installation

Approved modifications would be installed. Prior to road resurfacing a construction notice would be sent to area residents.

Phase 2 Public Event

A public event has been scheduled to share proposed changes on Gladstone Avenue between College Street and Peel Avenue.

Date: Monday, April 3, 2023

Time: 5:30 pm – 7:30 pm

Location: Alexander Muir PS

Address: 106 Gladstone Avenue

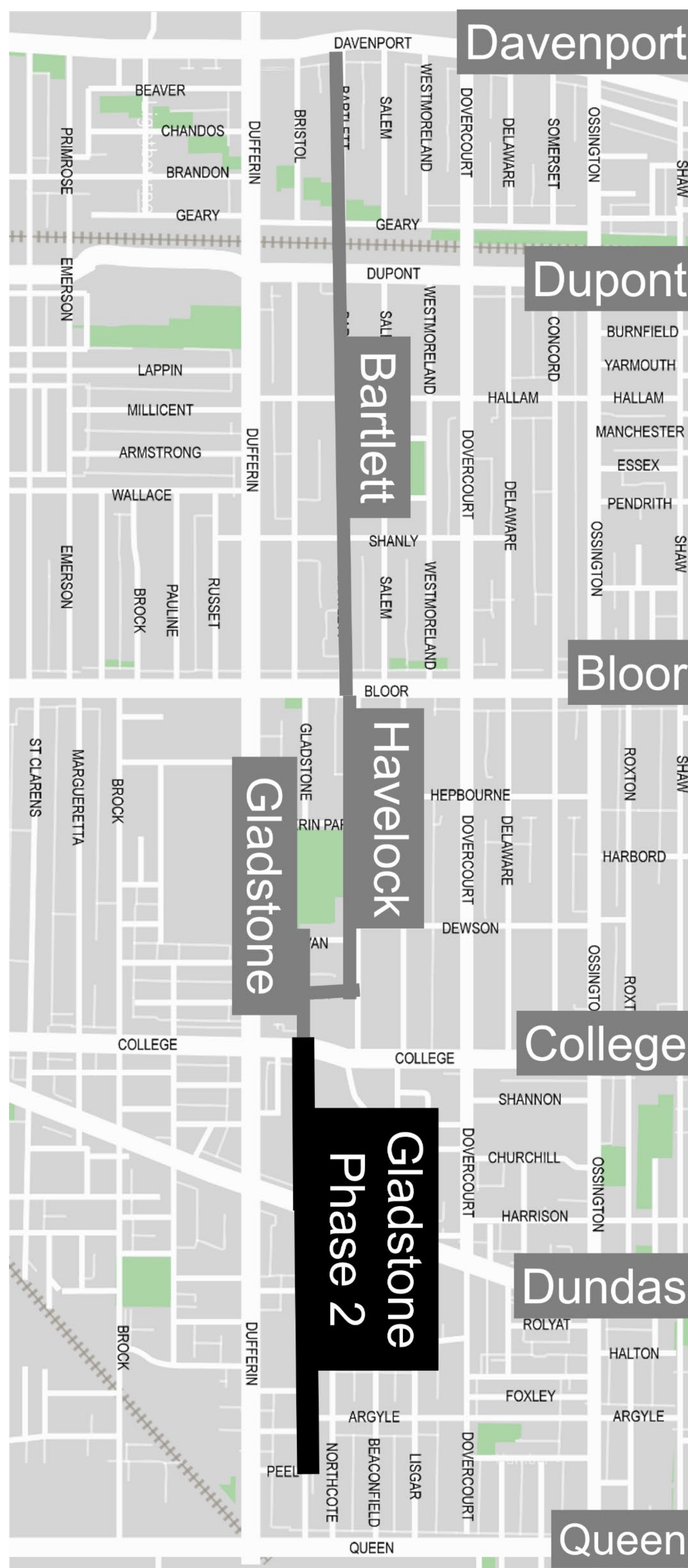
More information:

Alyssa Cerbu, Senior Public

Consultation Coordinator

Telephone: 416-338-0503

Email: Alyssa.Cerbu@toronto.ca



toronto.ca/BartlettHavelockGladstone