



Bartlett-Havelock-Gladstone Cycling Connections

Phase 2: College Street to Peel Avenue

Public Consultation Report
May 2023



Contents

- Consultation Summary** 2
- Project Overview** 3
- Overview of Communications and Consultation Activities** 3
 - Communication Activities..... 3
 - Consultation Activities 3
- What We Heard**..... 4
 - Feedback Survey 4
 - Public Drop-in Event..... 7
 - Stakeholder Feedback..... 8
 - Additional Feedback..... 9
- Appendices** 10

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Consultation Summary

Consultation began for both phases of the Bartlett-Havelock-Gladstone Cycling Connections in January 2022, though it was later decided to split consultation, design, and project planning efforts between two phases (1 and 2). Consultation for Phase 1 from Davenport Road to College Street was completed in February 2022. Phase 1 was approved by City Council in April 2022. Consultation activities for Phase 2 were divided into three segments: Gladstone Avenue between College Street and Dundas Street West; Gladstone Avenue between Dundas Street West and Peel Avenue; and a new Dufferin Street signal at either Alma Avenue or Peel Avenue.

On Gladstone Avenue between College Street and Dundas Street West, most comments received were supportive of the proposed changes since it minimizes disruptions to existing operations and maintains parking. Those not in support of the proposal expressed concerns about inadequate safety measures for people cycling, conflicts with trucks from the factory, and high vehicle speeds. In reference to the proposed southbound through restriction for people driving, concerns brought up were related to access to homes, and non-compliance.

On Gladstone Avenue between Dundas Street West and Peel Avenue, two options were proposed: Option 1, a contra-flow bikeway, and Option 2, a neighbourhood greenway. Those in support of Option 1 noted that the changes would be less disruptive, the street would be wide enough to accommodate all road users, and the proposal would maintain existing traffic operations, including parking, which is difficult to find as-is. Those not in support of Option 1 noted that there are not adequate safety measures for people walking or cycling.

Conversely, those in support of Option 2 noted their excitement about greening opportunities and the increase in safety measures for vulnerable road users, including pedestrians, people cycling and school children. Those not in support of Option 2 expressed concerns about access, accessibility, travel times, less direct routes to destinations, parking space reductions in an area where it is difficult to find parking as-is, and additional traffic on nearby side streets and laneways. Two petitions were shared with City staff opposed to the proposed changes outlined in Option 2.

Regarding the new Dufferin Street signal at either Alma Avenue (Option 1) or Peel Avenue (Option 2), most feedback was in favour of Peel Avenue. People who preferred Peel Avenue noted that it reduces the need to cycle on Dufferin Street, provides better connections to the extension of the West Toronto Railpath and provides a safe crossing for the new development on Dufferin Street.

Project Overview

Phase 2 of the project proposes road safety improvements on Gladstone Avenue between College Street and Peel Avenue, as well as a new traffic signal on Dufferin Street north of Queen Street West. The proposed changes include new contra-flow bike lanes, traffic signals, and changes to the direction of motor vehicle travel.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

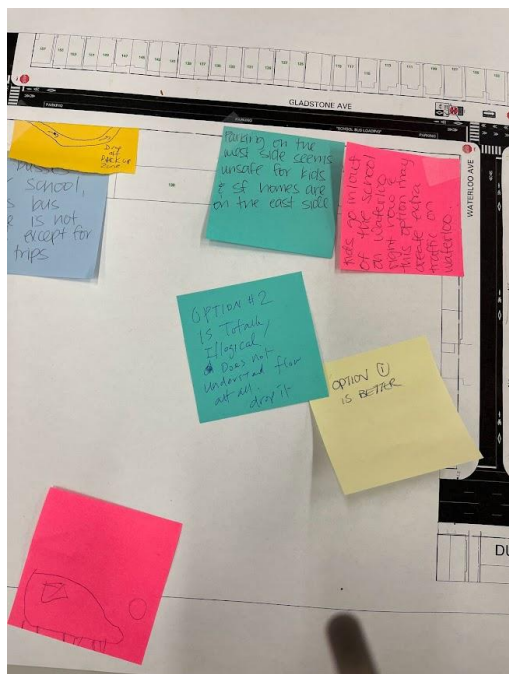
- Project web page Toronto.ca/BartlettHavelockGladstone
- Notice delivered through Canada Post (5,705 addresses in the project area)
- E-notification to project subscribers and stakeholders (140 contacts)
- Social media posts @TO_Cycling

Consultation Activities

Public and stakeholder comment on the project was received through the following consultation and engagement activities:

Table 1

Activity	Date	Participation
Individual Stakeholder Meetings	January 2022 – April 2023	6 organizations
Virtual Stakeholder Meeting	March 27, 2023	5 attendees
Public Drop-in Meeting	April 3, 2023	81 attendees
Online Survey	March 20 – April 17, 2023	362 responses
Phone Calls	March 20 – April 17, 2023	5 phone calls
Emails	March 20 – April 17, 2023	42 emails



A photo of comments made on the roll plan maps for the proposed changes on Gladstone Avenue at the public drop-in meeting.

What We Heard

- On Gladstone Avenue between College Street and Dundas Street West, most comments received were supportive of the proposed changes.
- On Gladstone Avenue between Dundas Street West and Peel Avenue, Option 1, a contra-flow bikeway, was favoured over Option 2, a neighbourhood greenway.
 - 52% of online feedback form respondents prefer Option 1, 39% prefer Option 2, 1% had no preference and 8% preferred not to say/chose none of the above.
- Most feedback was in favour of a new signal at Peel Avenue and Dufferin Street, rather than at Alma Avenue.

Feedback Survey

The survey was available online and print format and included background information on the project. The questions included multiple choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant profile.

Responses received to each question are presented in this section.

Question – Please provide your comments on the proposed changes along the section of Gladstone Avenue from College Street to Dundas Street West.

When asked to provide comments on this segment, Gladstone Avenue from College Street to Dundas Street West, survey participants had the following comments, which are sorted alphabetically by theme below.

Design/general comments:

- There are not significant changes on this block.
- Support the proposed changes.
- Signage will go unnoticed.
- Not an ideal stretch for a bike lane.
- Maintain emergency vehicle access.

One-way street:

- Make this portion of the corridor a one-way road - there does not need to be two-way vehicle access.
- Consider a one-way segment with a contraflow bikeway.

Parking:

- Do not further reduce parking – it is difficult to find as-is.
- Use parking to create protected bike paths.

Safety measures, trucks, and speeding:

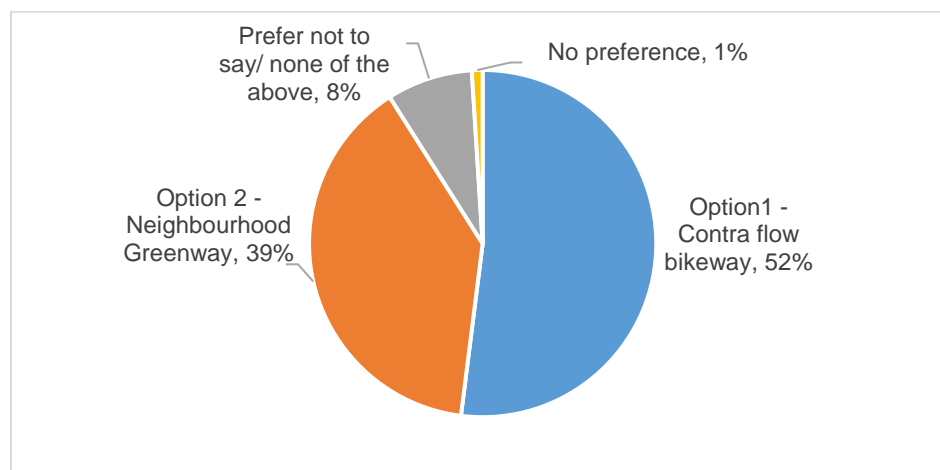
- Add physical protection for the bike lanes.
- Build permanent traffic calming measures instead of moveable planters or flex posts.
- Vehicle speeds would remain the same and are fast/high along this stretch as-is.
- Consider safety measures to mitigate the potential/existing conflicts between truck manoeuvres, people cycling, and pedestrians.
- Sharrows are not infrastructure.

- Provide more details on the mid-block traffic calming measures.
- Consider additional safety measures like raised pedestrian cross overs, speed bumps and bollards.
- Widen the sidewalks - sidewalks are narrow in this stretch.
- Signage is not sufficient.
- Reduce parking to accommodate safety measures.

Southbound through restriction:

- The through restriction will not be enforced or complied with.
- No need for/not in favour of southbound through traffic restriction south of Dundas Street West.
- Maintain access to Alex Muir Public School and homes south of Dundas Street West.
- Too many turn restrictions already exist in the neighbourhood – makes it impossible to access my home.
- Would create additional congestion and traffic in the area.

Question: Which proposed option do you prefer along Gladstone Avenue from Dundas Street West to Peel Avenue?



Most respondents (52%) prefer Option 1 – Contra flow bikeway.

Question: Please provide your comments on the proposed changes along the section of Gladstone Avenue from Dundas Street West to Peel Avenue.

When asked to provide comments on this segment, Gladstone Avenue from Dundas Street West to Peel Avenue, survey participants had the following comments, which are sorted alphabetically by theme below.

Argyle Street and Gladstone Avenue intersection:

- Improve this intersection by adding a cycling-only block and/or improving crosswalks
- Improve visibility at this intersection.

Collahie Street:

- Option 2 would create additional car traffic on Collahie Street
- Consider road safety measures for small children and families on Collahie Street, especially if Option 2 is implemented.

Laneways:

- Would be used more regularly if Option 2 is installed.
- Option 2 may cause more accidents in laneways.

Neither of the two options

- Do not feel like either option is needed.
- Gladstone Avenue is fine as-is.

Option 1 – in support

- Maintains access to homes for residents, seniors, Wheel-Trans, and people driving.
- Adds bike lanes without restricting vehicle access.
- Would facilitate better winter maintenance.
- Does not remove parking for parents dropping off their kids.
- Consider adding speed humps and more enforcement at the Cross Street stop sign.
- Option 2 is confusing.
- Maintains access to destinations, such as businesses, grocery stores, Dufferin Mall, daycare, nursing home, and school.

Option 2 – in support

- Provides more benefits for people cycling and pedestrians.
- Creates greener, calmer, family-friendly streets with less traffic infiltration.
- Prevents people driving from speeding and from cutting through side streets.
- Similar street design works for Shaw Street.
- Provides a safe alternative to Dufferin Street for people cycling.
- Consider adding yield signs instead of stop signs for people cycling.
- Enforcement does not change driver behaviour.

Other

- Transform the concrete pad at Gladstone Avenue and Peel Avenue into a parkette.
- Add a crosswalk at Dufferin Street and Stonehouse Crescent/Bank Street.
- Move the bike share station from Alma Avenue to Pessoa Park.

Parking

- Maintain parking.
- Permit parking is difficult to find as-is.

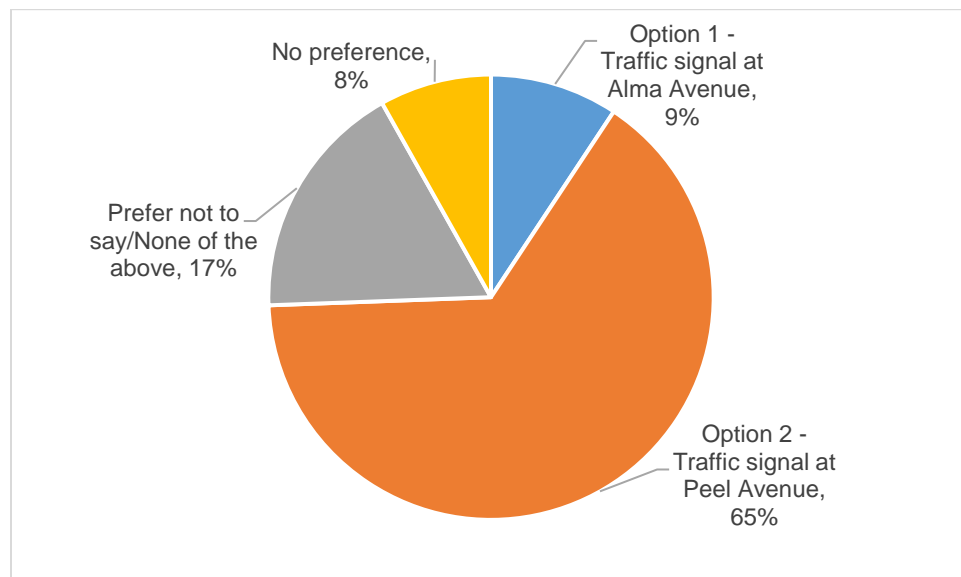
Traffic/safety

- Reduce traffic infiltration.
- Ensure safe site lines.
- Concerned for the safety of many pedestrians and school children walking to school.
- Expand sidewalks.
- Remove parking to create more space for pedestrians and people cycling.

Waterloo

- Option 2 would divert traffic onto Waterloo Avenue.
- Option 2 would create more conflicts on this stretch during school pick-up/drop-off times.

Question: Which proposed option do you prefer on Dufferin Street north of Queen Street West?



Most respondents prefer Option 2, a traffic signal at Peel Avenue and Dufferin Street, over Option 1, a traffic signal at Alma Avenue and Dufferin Street.

Question: Please provide your comments on the proposed traffic signal on Dufferin Street on either Alma Avenue or Peel Avenue.

When asked to provide comments on the new intersection on Dufferin Street north of Queen Street West, survey participants had mixed support for the traffic signal at either Alma Avenue or Peel Avenue; however, most responses were in support for a traffic signal at Peel Avenue.

Those in support of a traffic signal at Peel Avenue noted that it provides a safe crossing to and from the new developments for pedestrians, connects to the proposed bikeway on Gladstone Ave, and provides better connections to the West Toronto Railpath. Those in support of a traffic signal at Alma Avenue noted that it will help mitigate conflicts between people driving and people cycling and pedestrians at the nearby crosswalk at Florence Street.

Participants also would like more clarity as to which option is safer for pedestrians and people cycling. Respondents who stated ‘neither’ note concerns surrounding increased traffic congestion because of either option.

Public Drop-in Event

At the April 3, 2023 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized alphabetically by theme below:

Table 2

Topic	Comment Summary
Collahie Street	<ul style="list-style-type: none"> Clarify how the proposed changes will impact traffic flow and congestion on the narrow street.

	<ul style="list-style-type: none"> Clarify safety and speed reduction measures – there are many children who live and play on this street.
Laneways	<ul style="list-style-type: none"> Concerns that either option will cause more people to drive in the laneway. Cars and trucks already use the laneways during busy times. Add signage and safety measures - treat the laneways like streets.
Parking	<ul style="list-style-type: none"> Concerns surrounding the loss of on street parking in both options. Clarify how Option 2 will affect congestion, traffic, and business and school parking on surrounding streets, especially during school pick-up and drop-off hours. Clarify how temporary parking permits will be enforced.
Safety	<ul style="list-style-type: none"> Concerns surrounding where and what intersection safety measures will be implemented for pedestrians and people cycling (i.e., centre median resting areas for large intersections, physical barriers from vehicles). Clarify which intersections will be protected. Add traffic calming measures, such as speedbumps.
School	<ul style="list-style-type: none"> Concerns surrounding pick-up and drop-off operations at the school. Clarify if there will be added school safety measures with the proposal.
Winter maintenance	<ul style="list-style-type: none"> Clarify how snow ploughs will be able to clear the roads after installation. Clarify any bike lane impacts if road is not cleared.

Stakeholder Feedback

Several local stakeholders were consulted during this process. City staff met with 6 stakeholders one-on-one, and with some of those several times, over the course of the design development period including: Beaconsfield Village Residents Association, Fairview Nursing Home, Fix Coffee and Bikes, Mondelez, Alexander Muir Public School and St. Anne's Anglican Church.

The comments received through meetings with stakeholders and affected property owners are summarized and sorted alphabetically by theme below:

Table 3

Topic	Comment Summary
Access	<ul style="list-style-type: none"> Maintain easy access to peoples' homes, businesses, schools, nursing home and other local destinations. Maintain loading spaces and access for businesses. Maintain maintenance vehicle parking and school bus loading in front of Alex Muir Public School. Maintain two-way driving access between College Street and Dundas Street West. New signal at Peel Avenue and Dufferin Street would increase access for pedestrians.
Bike Share	<ul style="list-style-type: none"> Move bike share on Alma Avenue to Pessoa Park.
Laneways	<ul style="list-style-type: none"> Concerns around the increase in traffic and vehicle speeds on laneways in Option 2.
Parking	<ul style="list-style-type: none"> Maintain parking. There is often still available parking spaces on Gladstone Avenue. Change the bylaw and fix the signage requiring parking to switch sides of the street every Thursday on Gladstone Avenue and on Cross Street. Consider adding electric vehicle charging stations.

Safety	<ul style="list-style-type: none"> • Include more safety measures for pedestrians and people cycling. • Prevent conflicts between people cycling, pedestrians and large trucks. • Improve pedestrian crossings near school. • Ensure there is a safe cycling alternative to Dufferin Street.
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Additional Feedback

The comments received through phone and email are summarized and sorted alphabetically by theme below:

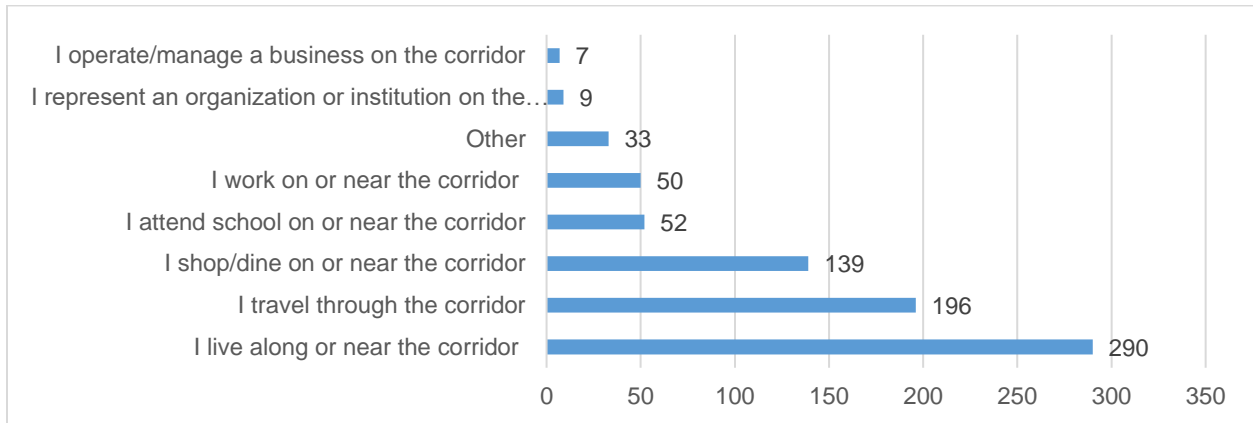
Table 4

Theme	Comments
Access/accessibility	<ul style="list-style-type: none"> • Concerns around maintaining access to properties for residents in Option 2. • Concerns around access for people with mobility needs, seniors, Wheel Trans users and support service workers/vehicles in Option 2.
Deliveries	<ul style="list-style-type: none"> • Concerns around how delivery vehicles will access the area in Option 2. • Clarify if and how delivery vehicles will be permitted in Option 2.
Laneway	<ul style="list-style-type: none"> • Concerns around increased laneway use by vehicles in Option 2. • Clarify how laneway traffic and enforcement will be managed in Option 2.
Parking	<ul style="list-style-type: none"> • Many concerns around parking removal for all sections of the corridor and for the new signal on Dufferin Street. • Conduct parking usage studies • Add street parking spaces back in other areas that are removed.
Safety	<ul style="list-style-type: none"> • Concerns around maintaining emergency vehicle access. • Concerns around conflicts with people driving and a need for increased safety measures at Peel Avenue and Gladstone Avenue intersection. • Support increased safety measures in Option 2. • Expand project area to Queen Street West. • Concerns around school drop off and pickup impacts in Option 2.

Appendices

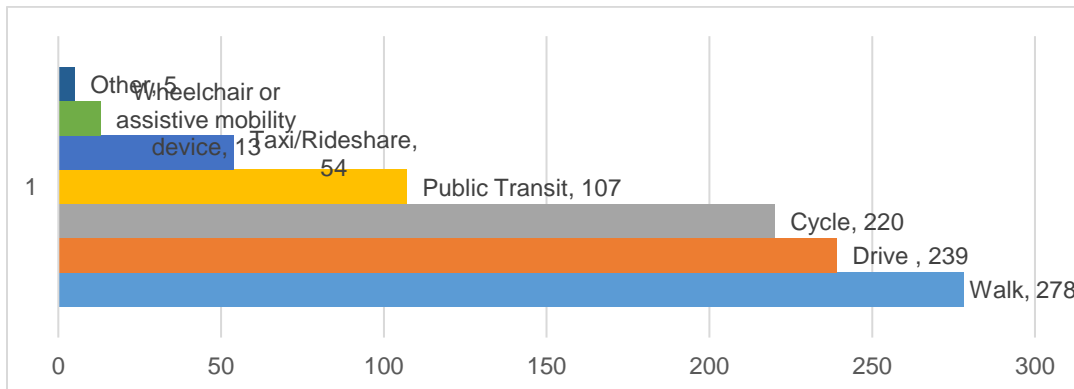
Appendix A: Survey Participant Profile

Question: Which statements describe your relationship to Gladstone Avenue from College Street to Peel Avenue?



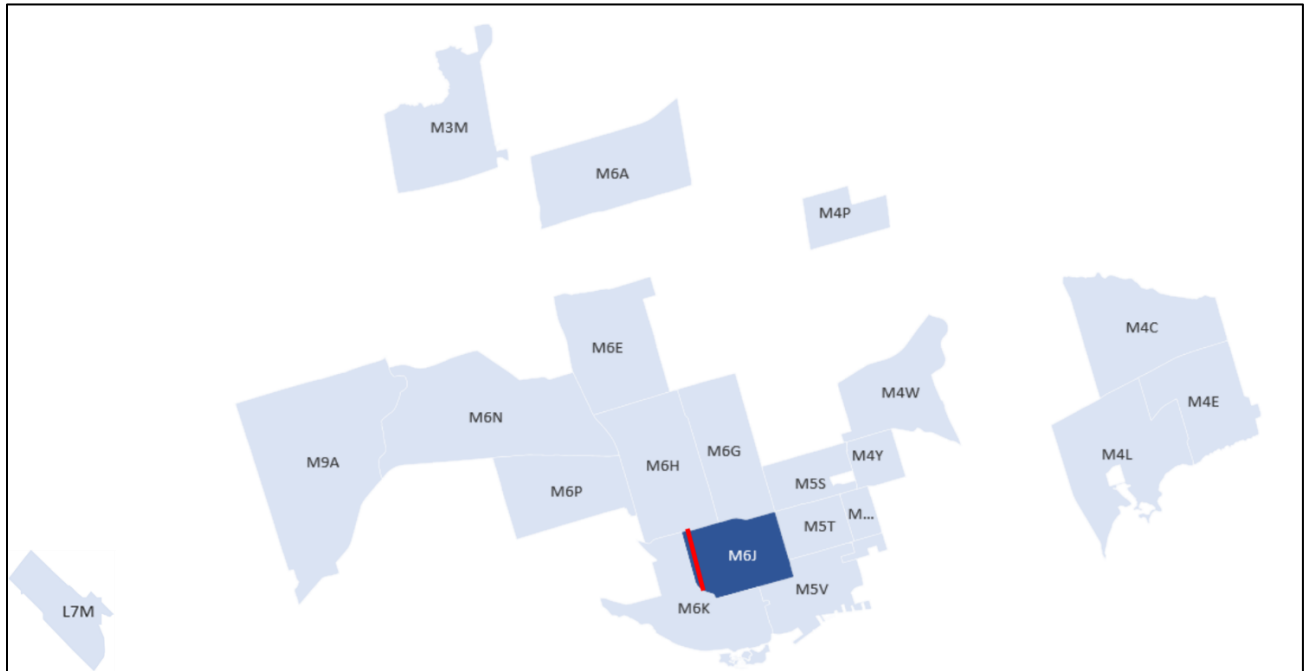
Most respondents live along the Gladstone Ave corridor, shop/dine and travel through as well.

Question: How do you typically travel in the area of Gladstone Avenue between College Street and Peel Avenue?



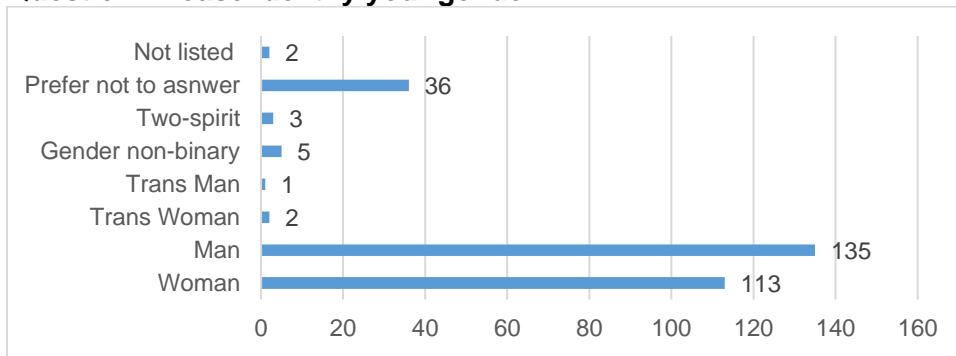
Most survey respondents walk, drive and cycle through the Gladstone Ave corridor.

Question: What are the first 3 digits in your postal code?



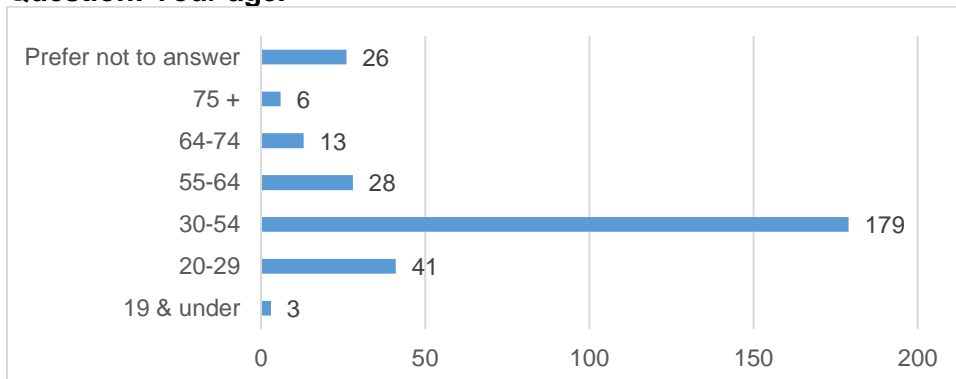
The above map shows the geographical distribution of respondents' postal codes. The majority (56%) of responses came from the M6J Trinity Bellwoods postal code. The M6J postal code is home to the project corridor, Gladstone Ave between College Street and Peel Avenue, marked in red.

Question: Please identify your gender.



Most respondents identify as a man or women.

Question: Your age.



Most respondents were between 30 and 54 years of age.