

# ENHANCE MOBILITY CHOICE, COMFORT AND CONNECTIVITY

- Opportunity and Objectives
- Alternative Solutions
- Towards a Preferred Solution
- Emerging Mobility Network
- Preliminary Design Options





# OPPORTUNITY AND OBJECTIVES

## Opportunity Statement

The Eglinton Crosstown LRT will **transform** the area surrounding Don Mills and Eglinton Avenue East from a place that today is primarily designed to move vehicles to one that is more people oriented.

Provincial and Municipal Policies link growth and transportation initiatives to **support** the creation of communities for people to live, work and play.

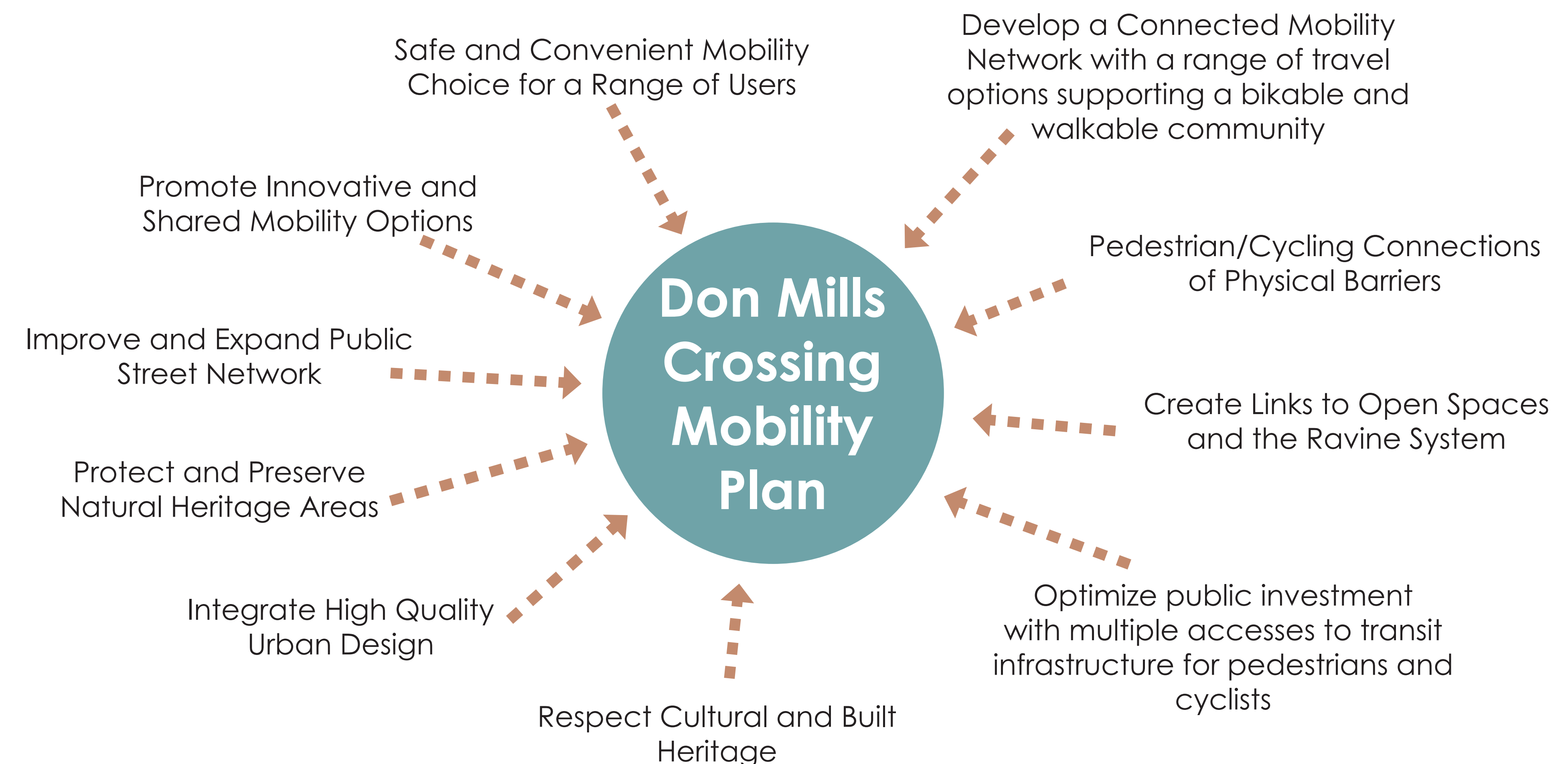
New public transit infrastructure will be the **catalyst** that unlocks the development potential of existing underutilized lands.

This is an **opportunity** to create a transportation network that offers a range of travel options informing and supporting development in the Don Mills Crossing Secondary Plan Area. The Mobility Plan will meet existing and future needs of a diverse range of users by:

- ✔ providing a connected, fine grain street network; and
- ✔ ensuring a high priority for transit, walking, cycling and other sustainable modes and/or technologies.



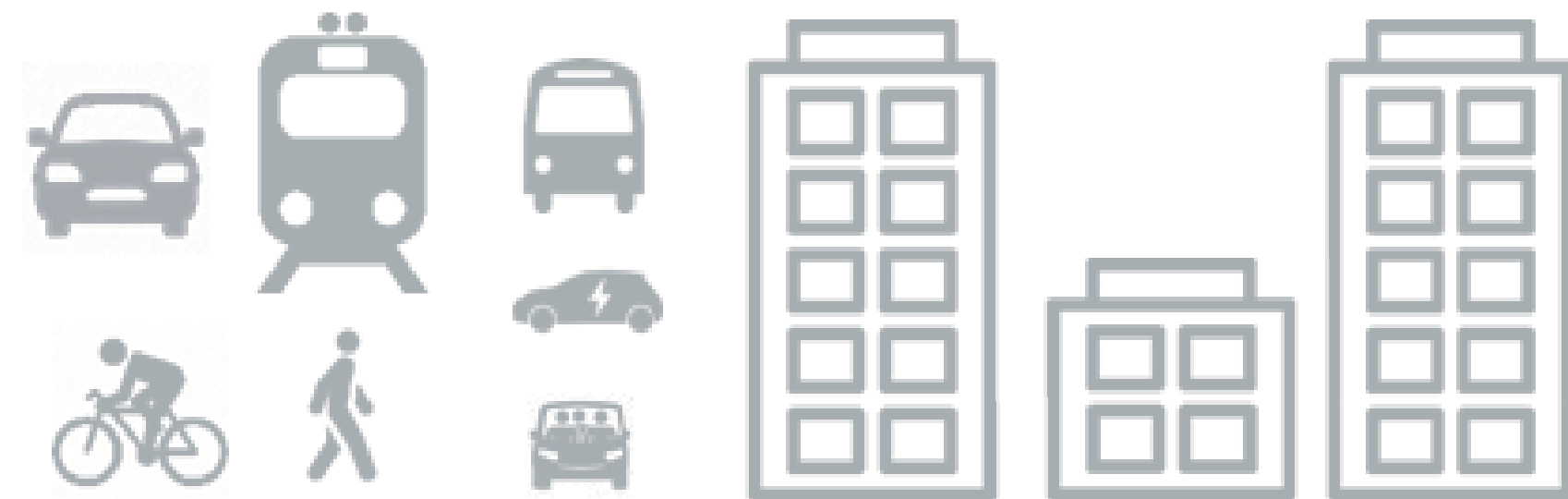
## Objectives:



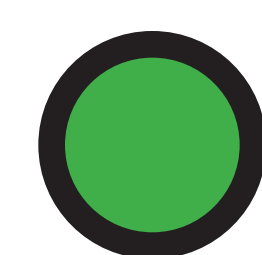


# ALTERNATIVE SOLUTIONS

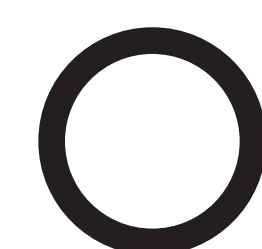
## 1: BASELINE SCENARIO



- Full Development Scenario assumed to be built over time
- Eglinton Crosstown is operational with connecting local buses
- Development-related transportation infrastructure (i.e. additions to street, cycling and walking network) included
- Typical travel demand management (TDM) policies and programs are implemented (i.e. parking maximums, car sharing / Smart Commute, school / trip planning, development-related transit and / or cycling benefits)



Provincial and Municipal planning objectives are met.



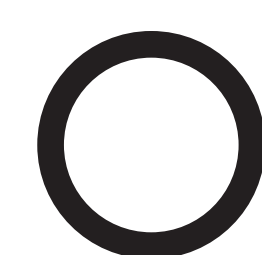
Insufficient transportation multi-modal network capacity provided.



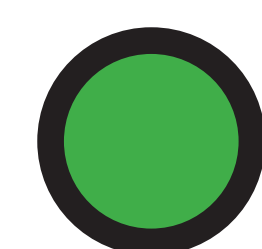
## 2: BASELINE SCENARIO + DEVELOPMENT LIMITS



- Limited Development Scenario assumed
- Eglinton Crosstown is operational with connecting local buses
- Full Baseline Scenario transportation network infrastructure implemented to typical level



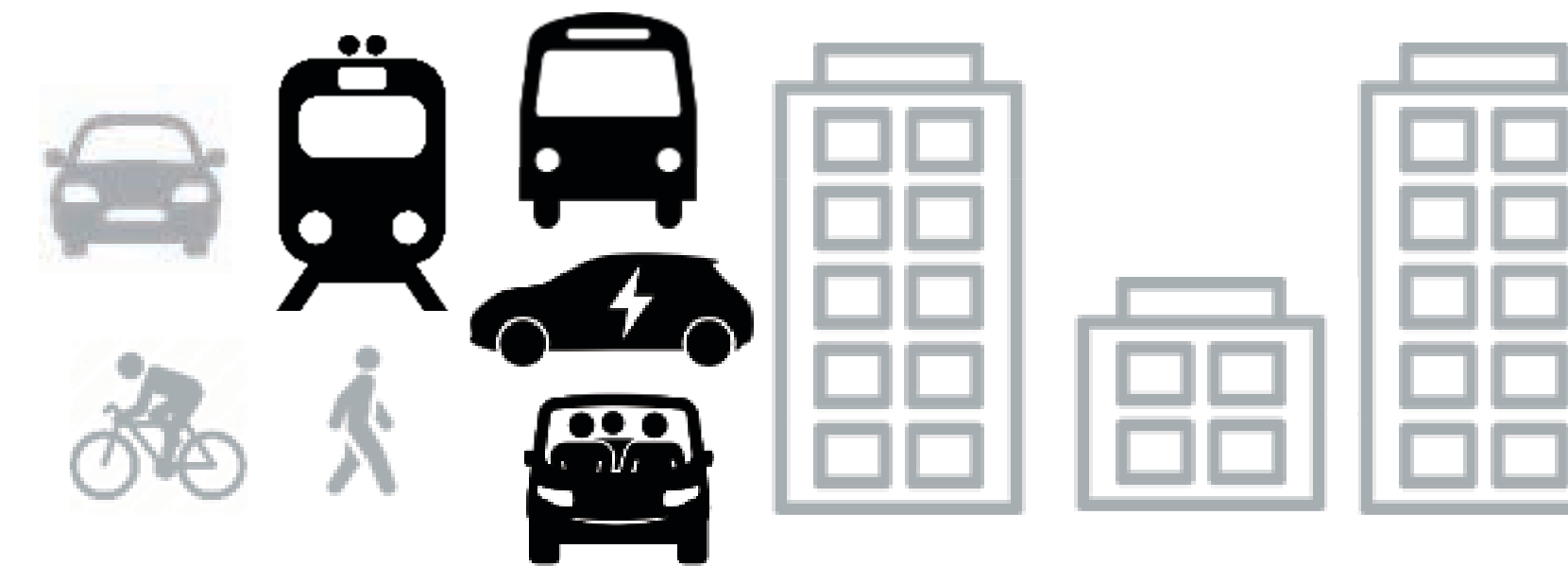
Provincial and Municipal planning objectives are not fully met.



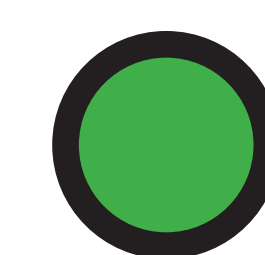
Sufficient transportation multi-modal network capacity provided.



## 3: BASELINE SCENARIO + ENHANCED MOBILITY



- Full Development Scenario assumed to be built over time
- Baseline Scenario transportation network and infrastructure enhanced through additional TDM measures and incremental transit improvements:
  - express buses along DVP and / or Don Mills to Line 2 (Danforth), downtown and / or Line 4 (Sheppard)
  - reserved bus lanes along Don Mills
  - GO Bus connections
  - Crosstown LRT operational improvements



Provincial and Municipal planning objectives are met.



Potentially sufficient transportation multi-modal network capacity provided.

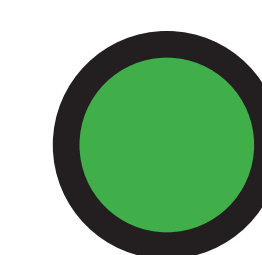


*Requires monitoring to confirm effectiveness of TDM measures.*

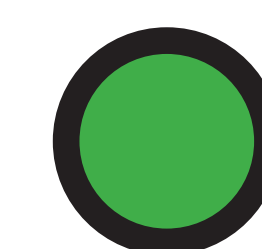
## 4: ENHANCED MOBILITY + REGIONAL TRANSIT



- Full Development Scenario assumed to be built over time
- Eglinton Crosstown is operational with connecting local buses
- Transportation network and infrastructure enhanced implemented as per Option 3 with the addition of major regional transit network improvement:
  - Higher order transit or Relief Line Extension along Don Mills Road; and/or
  - Midtown GO / RER line introduced



Provincial and Municipal planning objectives are met.



Sufficient transportation multi-modal network capacity provided.

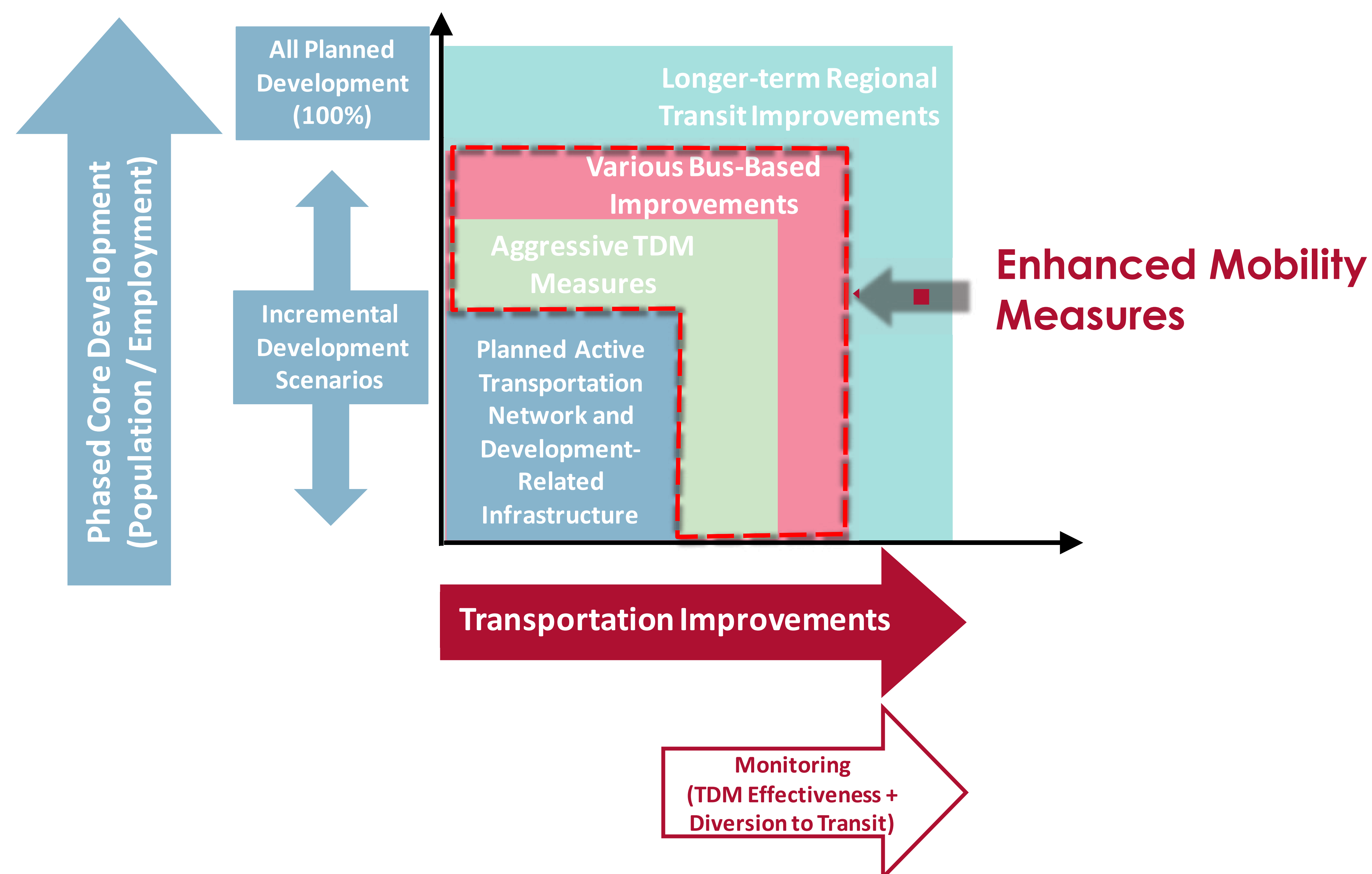
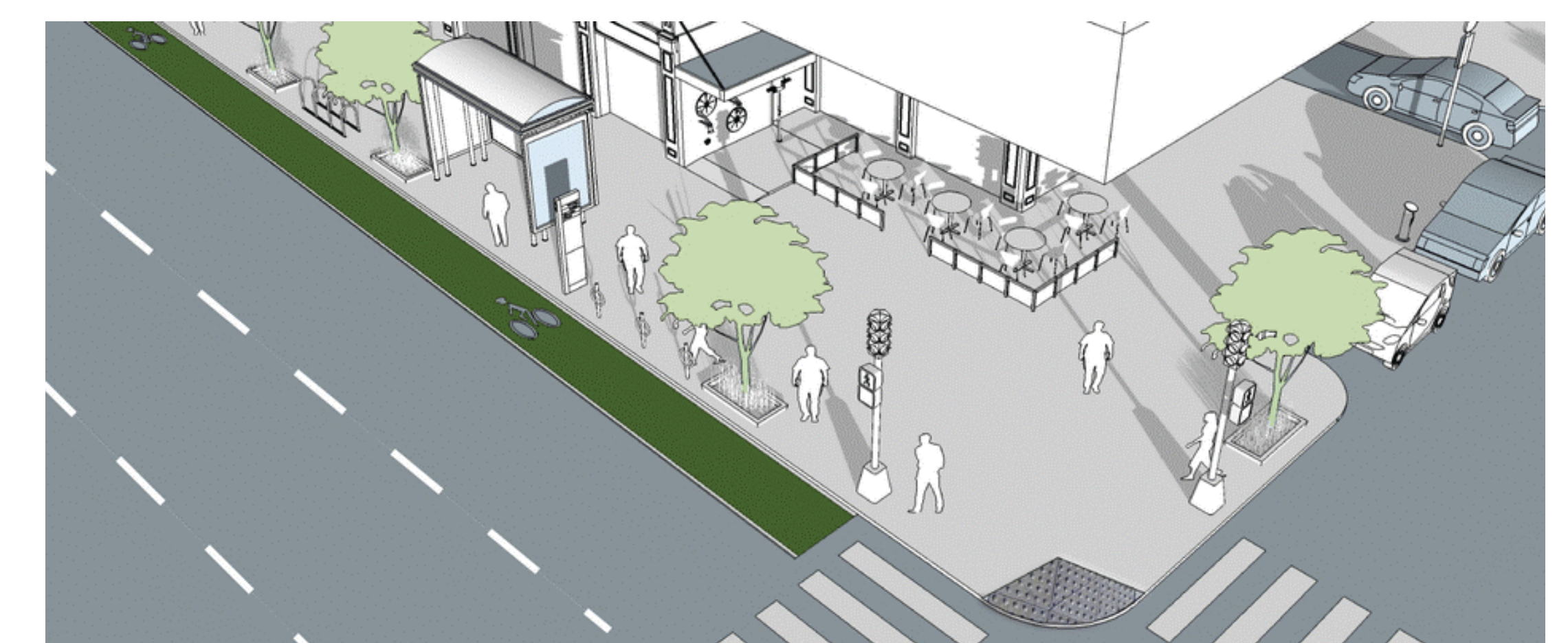
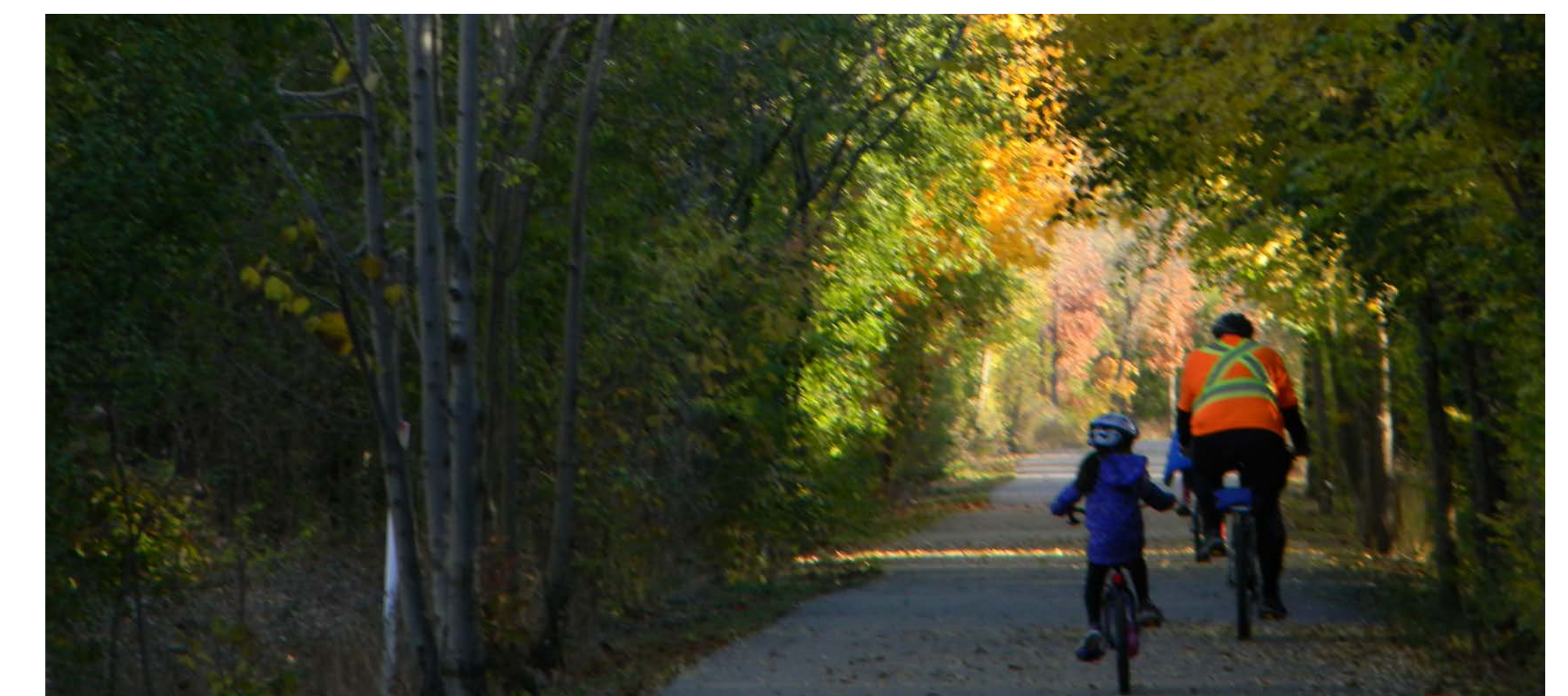




# TOWARDS A PREFERRED SOLUTION

The preferred transportation solution **enhances mobility options** throughout the Secondary Plan Area to connect with Crosstown LRT stations to support planned development levels as they are constructed over time.

Travel demand will be **managed** and **monitored** to determine when to upgrade bus service and to inform comprehensive study of future infrastructure upgrades including higher order transit along Don Mills Road.





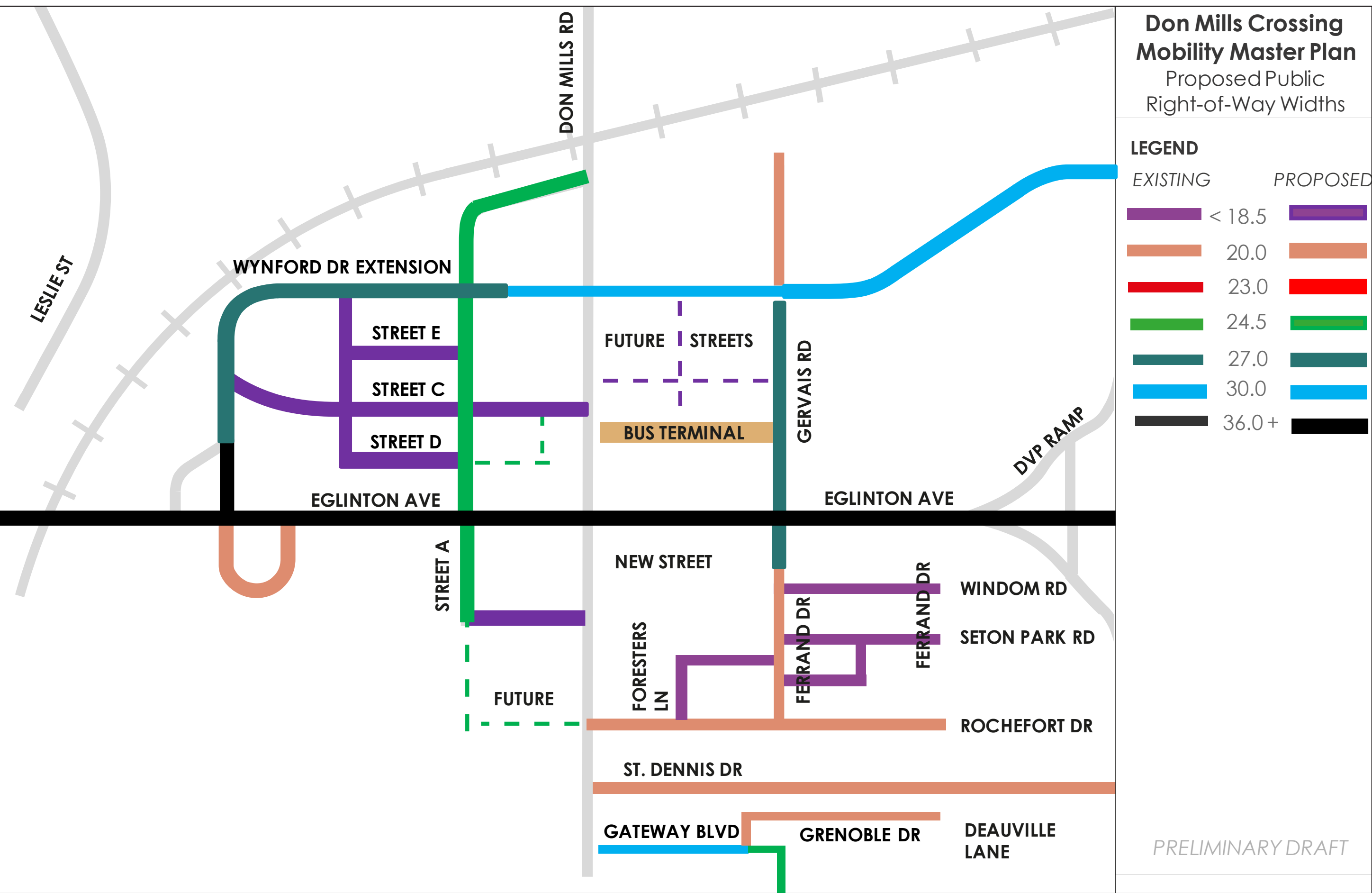
# EMERGING MOBILITY NETWORK



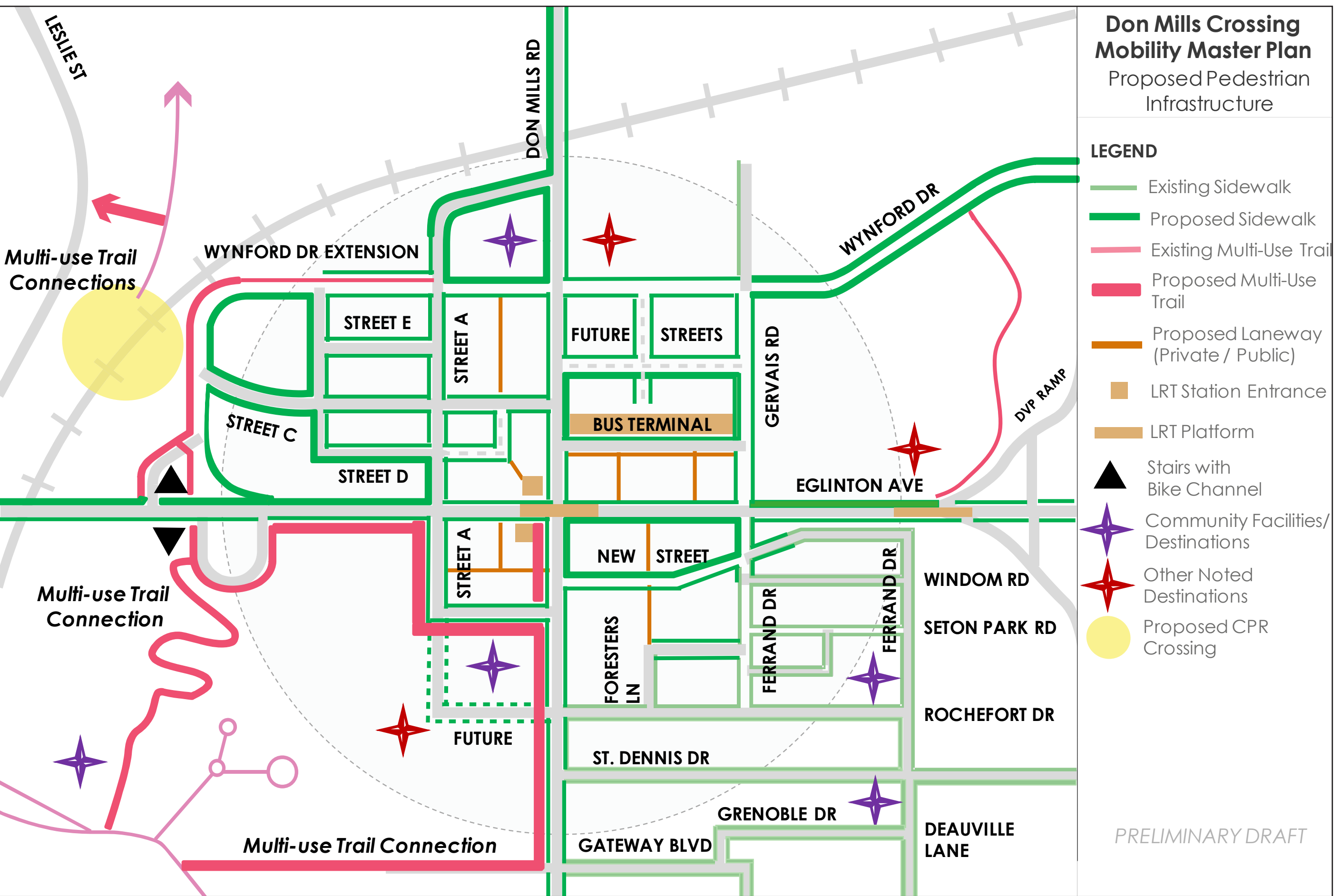
DON MILLS  
CROSSING

Community Building at  
Eglinton and Don Mills

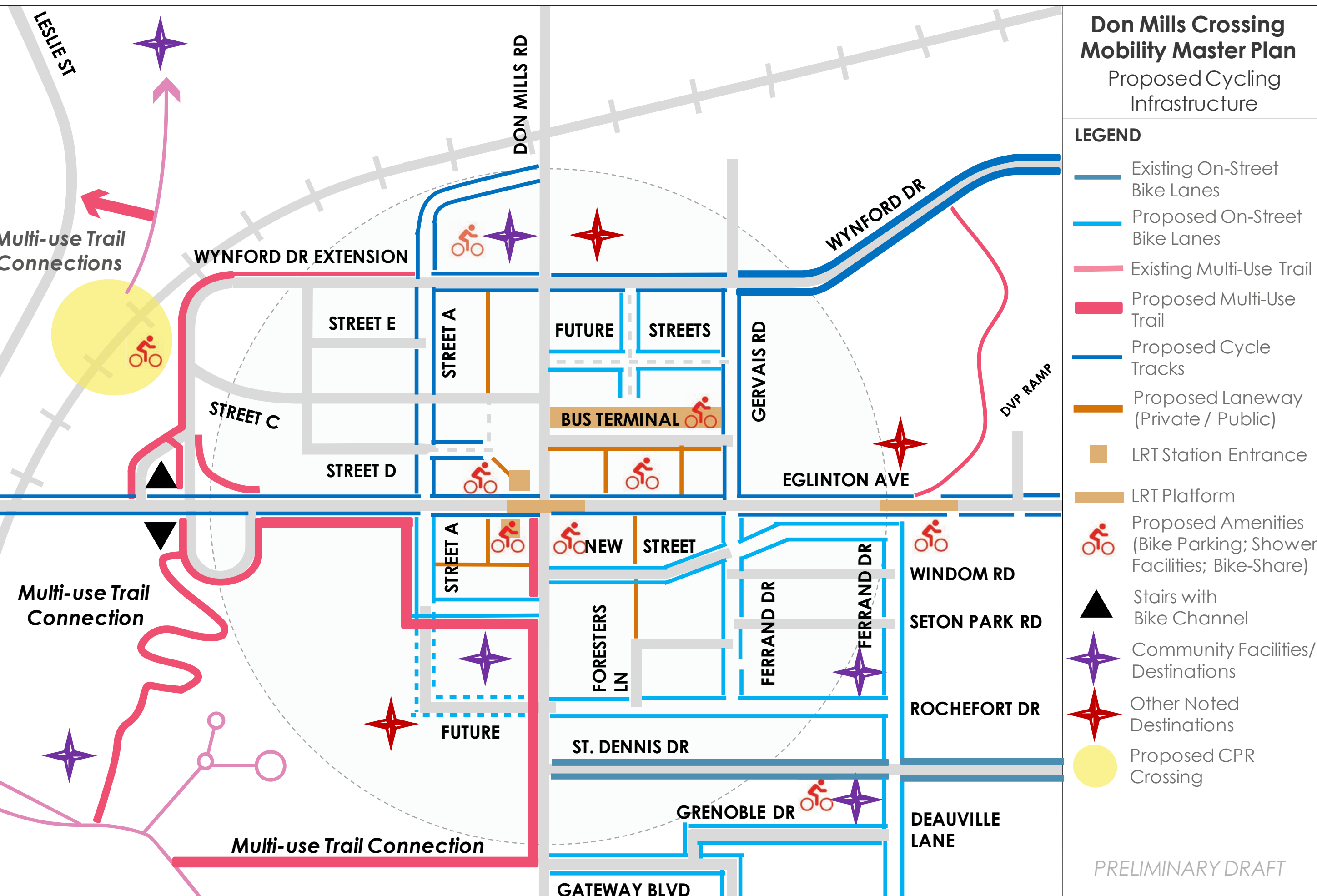
## Public Streets



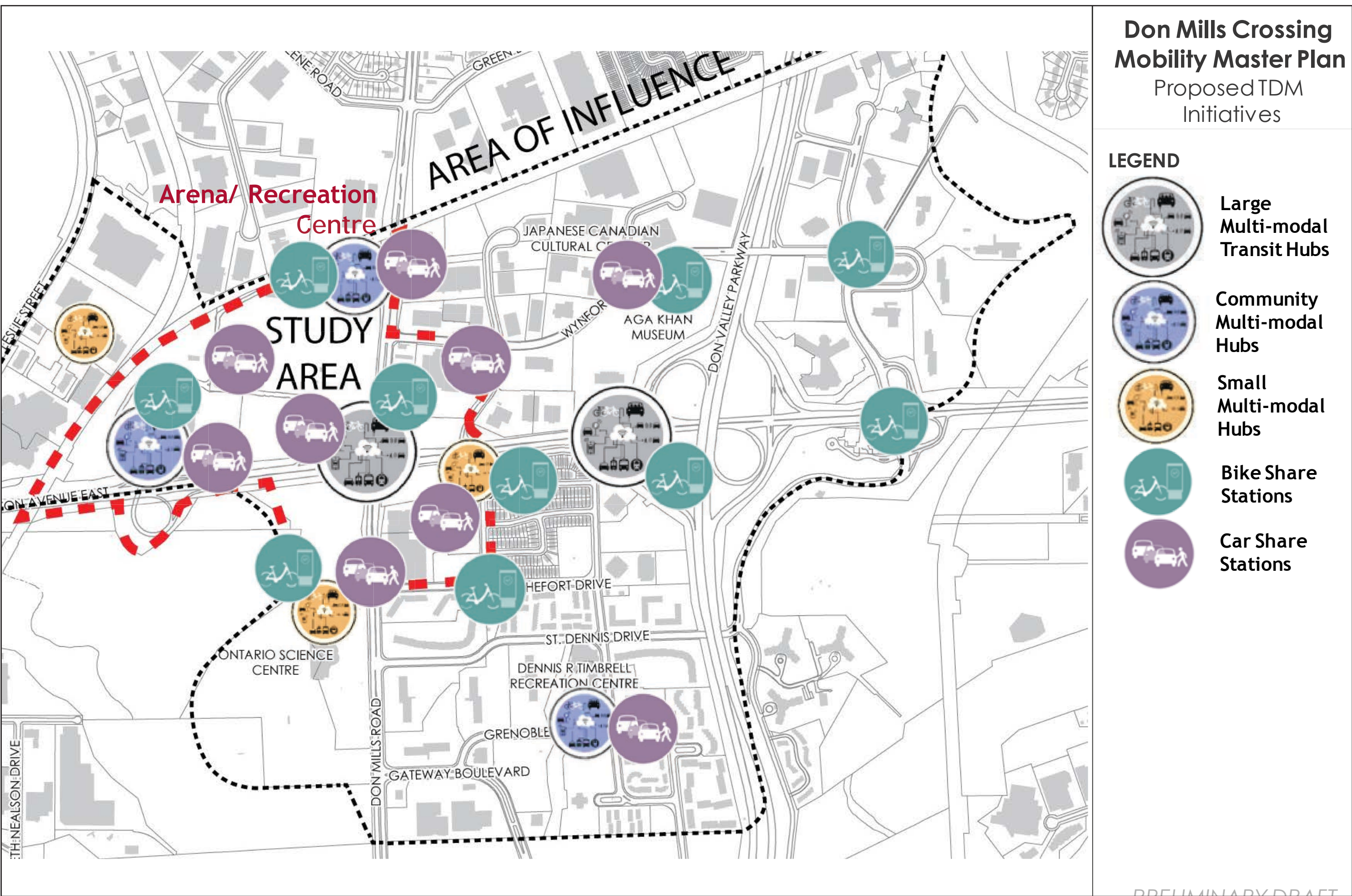
## Pedestrian Network



## Cycling Network



## Shared Mobility







# DON MILLS CROSSING

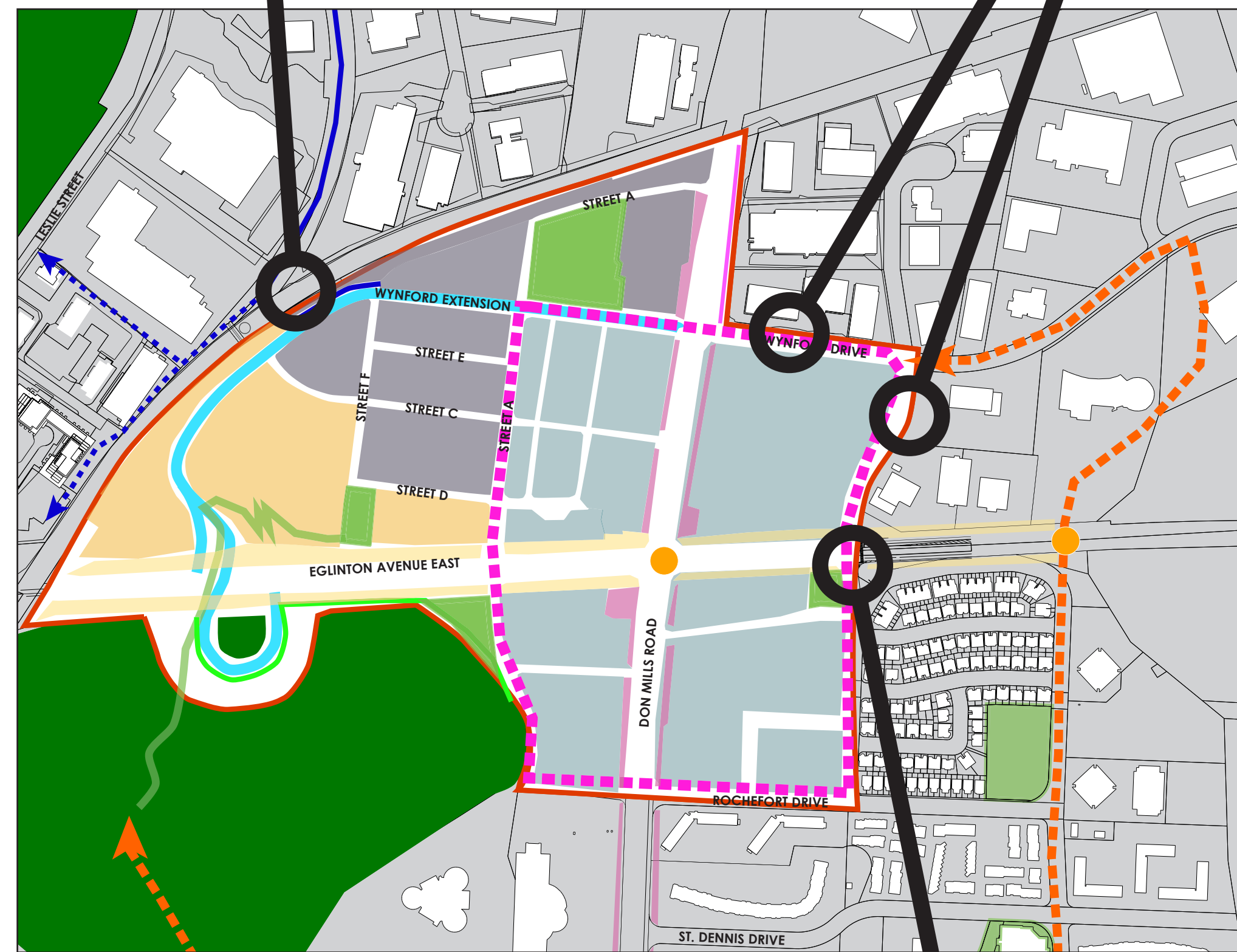
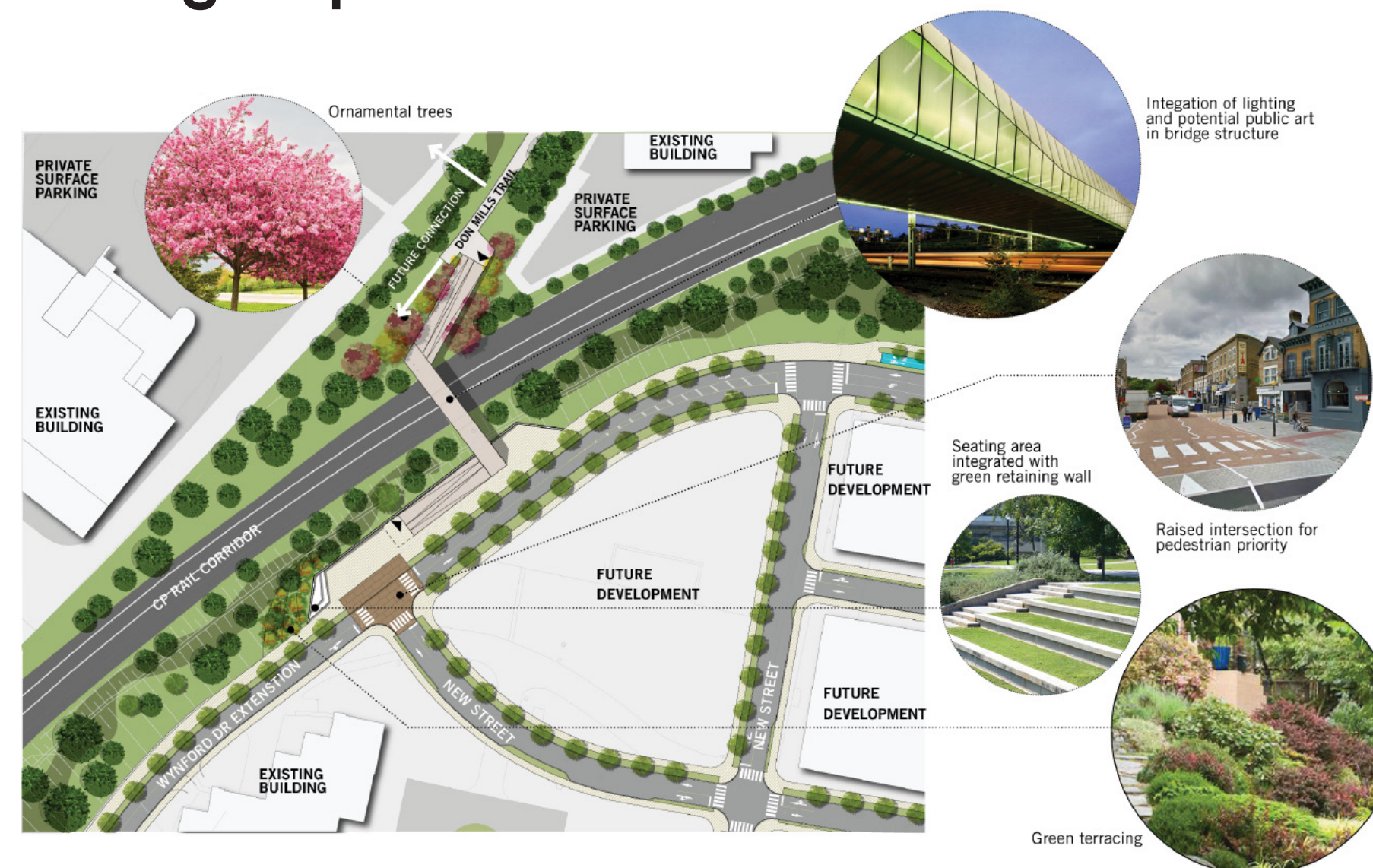
Community Building at  
Eglinton and Don Mills

## 1. Rail Corridor Crossing:

### A: Tunnel Option



### B: Bridge Option

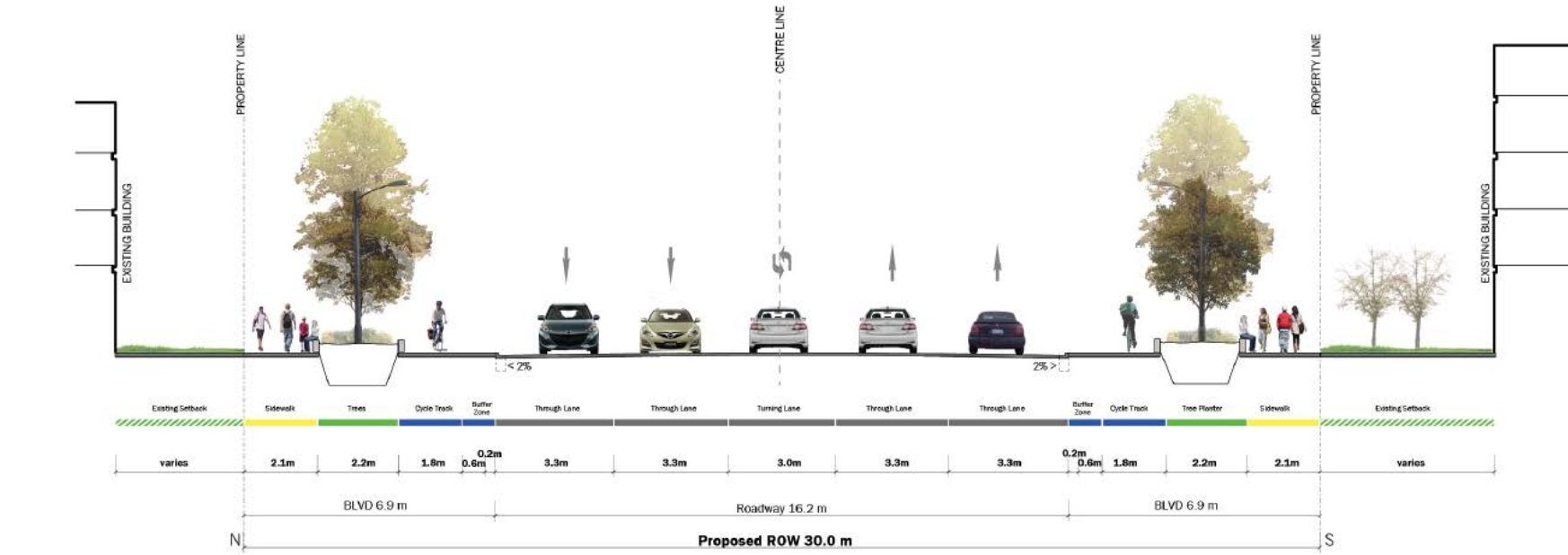


### 3. Ferrand/Gervais Intersection with Eglinton:

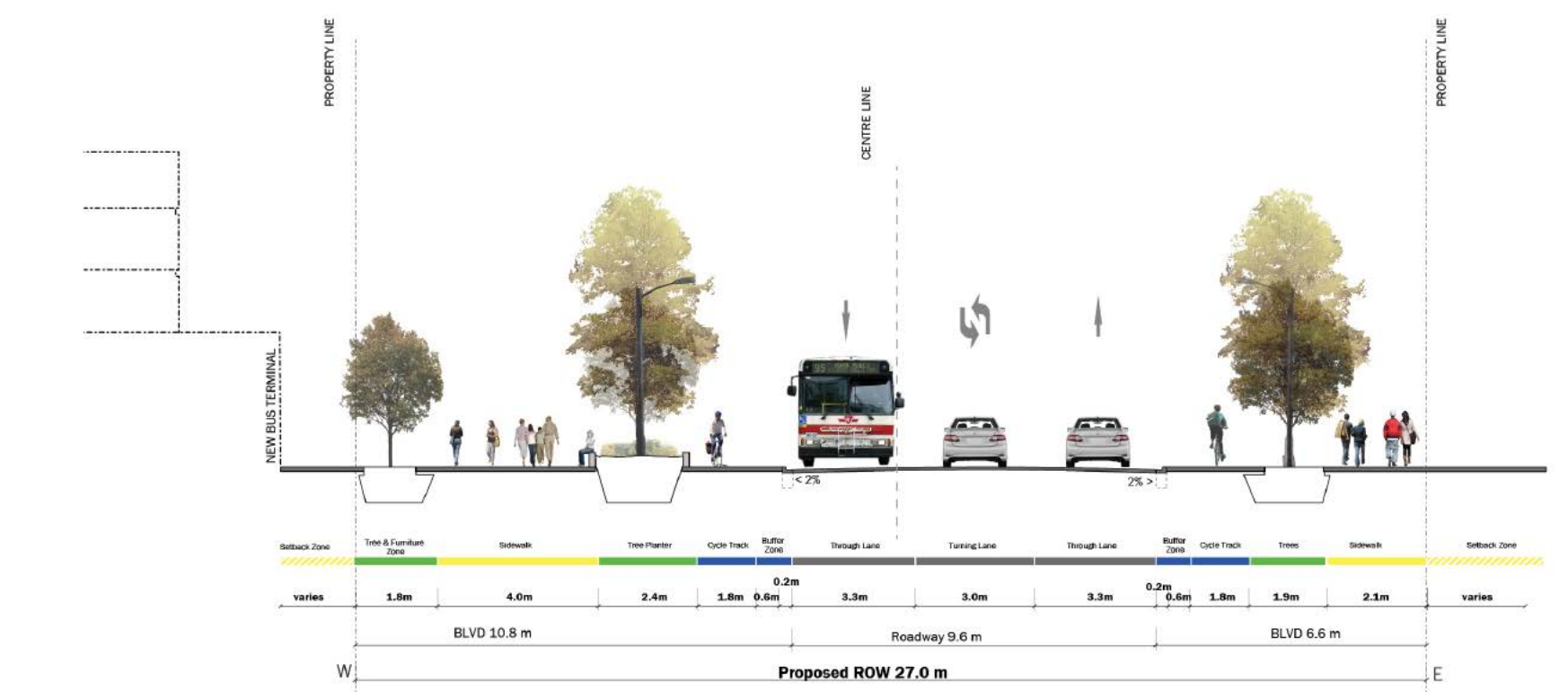
An improved intersection where Eglinton Avenue East connects with Ferrand Drive and Gervais Drive to ensure safe crossing and connectivity for all modes of travel.

- Improvements for pedestrians and cyclists are being examined for Wynford Drive, east of Don Mills Road and Gervais Drive to ensure safe and connected facilities in this area.

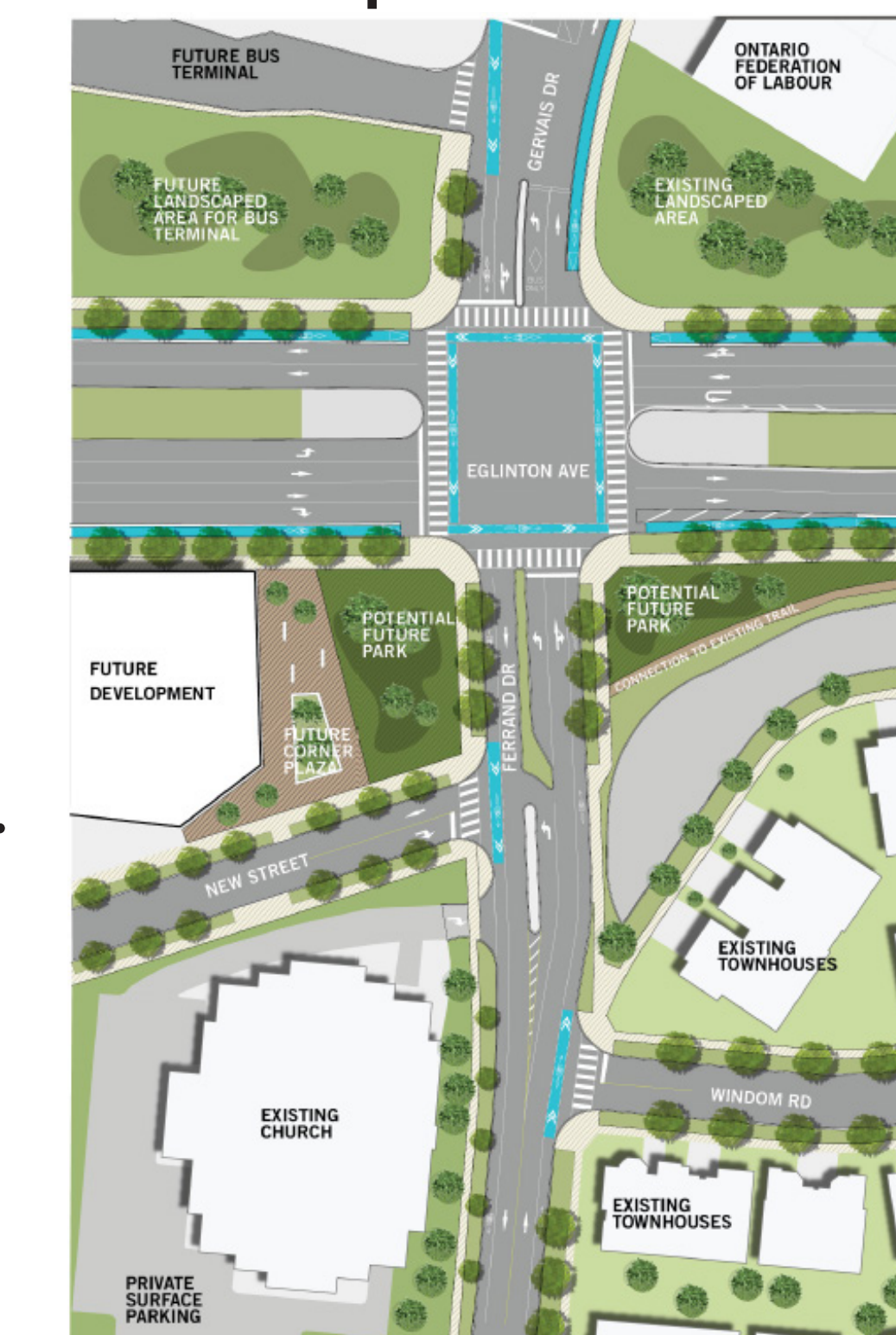
**A: Wynford Drive (east of Don Mills Road)**



**B: Gervais Drive (south of Wynford Drive)**  
Preliminary Typical Cross Section



### A: Bulb Option



### B: Intersection Option

