

## **eglintonTOday Phase 1 Complete Street Project: Bicknell Avenue to Mount Pleasant Road**

**Date:** April 19, 2024

**To:** Infrastructure and Environment Committee

**From:** General Manager, Transportation Services

**Wards:** Wards 5, 8, 9, and 12

### **SUMMARY**

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With Metrolinx's construction of the Eglinton Crosstown Light Rail Transit (LRT) nearing completion, Transportation Services has been preparing to complete roadway resurfacing of the Eglinton Avenue corridor, including the installation of the eglintonTOday Complete Street Project between Bicknell Avenue and Mount Pleasant Road - marking the end of over a decade of construction.

The City-Council endorsed [Eglinton Connects](#) plan articulates a vision for Eglinton Avenue as a complete street with wide sidewalks, raised bikeways, motor vehicle parking and rapid transit, and is aligned with the City's Vision Zero Road Safety Plan, TransformTO Net Zero Strategy and Cycling Network Plan policy goals.

The eglintonTOday project seeks to build on the transit investment in order to achieve key elements of the Eglinton Connects vision. The project design was developed with two years of public, business, and resident group feedback, extensive traffic analysis, and a context-sensitive approach making the street safer, more inviting, and attractive, while maintaining access for people who drive.

As part of this project, three north-south local bikeways connecting Eglinton Avenue and nearby trails are proposed on Croham Road, Glen Cedar Road, and Jimmy Wisdom Way.

The purpose of this report is to seek Council authority to install 8.06 centreline kilometres (km) of new complete street features including bikeways along with the resurfacing of Eglinton Avenue. The proposed bikeways will close the gaps between the existing disconnected cycle tracks built at the frontages of 9 above-ground Eglinton Crosstown LRT stations, and west of Bicknell Avenue and between Avenue Road and Holly Street, and provide connecting local cycling routes, on the following streets:

- Eglinton Avenue: Bicknell Avenue to Mount Pleasant Road (cycle tracks, Wards 5, 8, 9, and 12)

- Croham Road: Eglinton Avenue West to Bowie Avenue (contra-flow bike lanes, Ward 8)
- Glen Cedar Road: Eglinton Avenue West to Dewbourne Avenue (contra-flow bike lanes, Ward 12)
- Jimmy Wisdom Way: Eglinton Avenue West to Hopewell Avenue (bicycle lanes and contra-flow bike lanes, Ward 8)

The project proposes to implement complete street features including cycle tracks, curb extensions, pedestrian head start signals, and public realm upgrades on Eglinton Avenue between Bicknell Avenue and Mount Pleasant Road by reassigning some of the existing vehicular space to accommodate parking, bikeways, seasonal patio extensions, and other complete street features, and to fit within the existing curb to curb space:

- Between Keele Street and Caledonia Road, two westbound motor vehicle lanes and one eastbound motor vehicle lane are proposed to be maintained, generally with on-street parking on one side.
- Between Caledonia Road and Oakwood Avenue, one motor vehicle lane in each direction are proposed to be maintained with parking on both sides.
- Between Oakwood Avenue and Spadina Road, two westbound and two eastbound motor vehicle lanes are proposed to be maintained in the peak hours, with off-peak parking allowed in both curb lanes.
- Between Spadina Road and Mount Pleasant Road, one westbound and one eastbound motor vehicle lane with parking on one side is proposed to be maintained to match the Metrolinx delivered section between Yonge Street and Avenue Road.

If the continuous cycle tracks are not approved for installation, Transportation Services would recommend that the short segments of disconnected cycle tracks already built in front of the underground stations be closed. Without connecting bikeways, these short segments have limited utility for people cycling and would require people cycling to merge in and out of higher speed motor vehicle lanes, resulting in safety issues and confusion around where people cycling should be on the road.

Subject to approval from Council, Transportation Services would implement the complete street project between Bicknell Avenue and Mount Pleasant Road starting in summer 2024, in conjunction with road resurfacing, sidewalk repair, and TTC bus stop changes to prepare for the opening of the Eglinton Crosstown LRT.

In the vicinity of the Eglinton Avenue and Allen Road intersection, the complete street project for the section between Old Park Road/Glen Cedar Road and Marlee Avenue would be implemented only after adjustments are made to improve traffic operations at the intersection.

There are five BIAs within the project limits. The BIAs are at the initial stages of planning for near term streetscape enhancements. BIA streetscape plans will identify elements such as parkettes, gateway features, enhanced pedestrian infrastructure, green infrastructure, street furniture, lighting, activation strategies, branding opportunities, bicycle parking and maintenance and management guidelines.

Transportation Services has identified funding to support the delivery of the BIAs' key streetscape enhancement projects and has committed to leading a multi-divisional team to leverage resources and identify opportunities to implement elements of the BIA streetscape plans. Given the time required for the BIAs to complete streetscape plans, design, and construction tendering, delivery of priority streetscape enhancements is anticipated to begin at the earliest in 2026.

As part of this report, Transportation Services is continuing to utilize the streamlined reporting process for by-law amendment submissions associated with cycling infrastructure projects approved by Council for implementation. Once projects are approved by Council, the streamlined process involves delegation of authority to submit bills directly to Council for a discreet period of time (approximately two years after project implementation is anticipated) which enables Transportation Services to make minor adjustments to constructed conditions without delay and based on local Councillor and public feedback, such as parking adjustments to improve sightlines, adjustments or addition of accessible loading areas, and similar modifications.

It is proposed that later in 2024, Transportation Services would begin the design and public consultation on the second phase of the eglintonTOday project between Mount Pleasant Road and Brentcliffe Road, with a report to Infrastructure and Environment Committee on recommendations for Phase 2 anticipated in 2025.

## **RECOMMENDATIONS**

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The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of the eglintonTOday Complete Street Project on Eglinton Avenue from Bicknell Avenue to Mount Pleasant Road.
2. City Council authorize the installation of the following bikeway projects on:
  - Croham Road from Eglinton Avenue West to Bowie Avenue, contra-flow bike lanes;
  - Glen Cedar Road from Eglinton Avenue West to Dewbourne Avenue, contra-flow bike lanes; and
  - Jimmy Wisdom Way from Eglinton Avenue West to Hopewell Avenue, bicycle lanes and contra-flow bike lanes.
3. City Council delegate, despite any City of Toronto By-law to the contrary, to the General Manager, Transportation Services, until November 1, 2027, for the purposes of implementing and then addressing operational and safety issues that may arise in relation to the projects identified in Recommendation 1, the authority to implement changes and process and submit directly to Council any necessary bills for by-law amendments to the schedules to City of Toronto Code Chapters on the streets and within the parameters as identified in Attachment 1 to the report (April 19 2024) from the General Manager, Transportation Services, and that such by-laws submitted be made permanent on November 1, 2027.

4. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any and all bills that may be required.
5. City Council amend the traffic and parking regulations required in Chapter 950, as generally described in Attachment 2 - Technical Amendments to implement the eglintonTOday Complete Street Project.
6. City Council authorize the installation of a traffic control signal at the intersection Eglinton Avenue West and Croham Road.
7. City Council reduce the speed limit from 50 km/h to 40 km/hr on Eglinton Avenue from a point 277 metres west of Bicknell Avenue to Mount Pleasant Road.
8. City Council approve one (1) new temporary position to oversee the delivery and monitoring of the eglintonTOday Complete Street Project, and associated streetscape plan project delivery, with the duration of the temporary position to be up to three years in length be added to the 2024 Council Approved Operating Budgets of Transportation Services as follows: \$96,000 gross, and \$0 net, all funded in the approved 2024-2033 Capital Budget and Plan for Transportation Services.

## **FINANCIAL IMPACT**

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The estimated cost to implement the road resurfacing, sidewalk improvements, bikeways, and other complete street features as well as one position recommended in this report is \$7,500,000. Funding is available for these capital projects categorized as a service improvement and enhancement in the approved 2024-2033 Capital Budget and Plan for Transportation Services.

A new temporary full-time equivalent position is proposed for addition to the approved 2024 Operating Budget. The position, along with its associated cost of \$96,000 gross and \$0 net, will be fully funded in the approved 2024-2033 Capital Budget and Plan for Transportation Services.

The annual funding required to maintain the new cycling infrastructure once constructed is expected to be approximately \$88,000 for sweeping and \$184,000 for winter maintenance. Funding for this maintenance can be accommodated within the approved 2024 Operating Budget for Transportation Services. Funding required for ongoing maintenance costs would be considered as part of future operating budget submissions for Transportation Services.

The addition of approximately 165 Pay and Display (P&D) on-street parking spaces proposed in the report would increase Toronto Parking Authority's (TPA) annual net revenue by an estimated \$163,000.

All costs associated with the necessary signage changes will be assumed by Transportation Services. All costs associated with the installation of parking machines will be assumed by the Toronto Parking Authority.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial implications as contained in the Financial Impact Section.

## **DECISION HISTORY**

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On May 6, 7 and 8, 2014, City Council adopted PG32.4 - Eglinton Connects Planning Study - Final Directions Report to approve the 21 Study Recommendations of the Eglinton Connects plan including Study Recommendation #1: Create a Complete Street <https://secure.toronto.ca/council/agenda-item.do?item=2014.PG32.4>

On December 17 and 18, 2019, City Council directed Transportation Services to develop a strategy to accelerate design work on the Eglinton Connects Streetscape Improvements to align with the opening of the Eglinton Crosstown Light Rail Transit, including a plan to coordinate with Metrolinx any construction between stations along Eglinton Avenue. <https://secure.toronto.ca/council/agenda-item.do?item=2019.IE10.12>

On December 15, 2021, City Council adopted, in principle, the 2021 Cycling Network Plan Update including a Near Term Implementation Program (2022-2024) including Eglinton Avenue as a Major City-Wide Cycling Corridor. The implementation of individual projects is subject to the completion of feasibility assessments, design, consultation, and future City Council approval. <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.IE26.9>

On July 19, 2022, City Council directed Transportation Services to continue to conduct consultation on the proposed eglintonTOday Complete Street Project, taking into account the concerns of local community members that have arisen during the consultation process, and to use that consultation to inform the proposed design and implementation plan before seeking City Council approval on the project. <https://secure.toronto.ca/council/agenda-item.do?item=2022.IE31.12>

In February 2024, Infrastructure and Environment Committee adopted without amendment a report authorizing Transportation Services to negotiate, enter into, and execute a Pavement Restoration Funding Agreement with Metrolinx for the City to receive from Metrolinx up to \$5,000,000 in funding to be utilized towards the road rehabilitation costs. This item will be considered by City Council on March 20, 2024. <https://secure.toronto.ca/council/agenda-item.do?item=2024.IE11.3>

## COMMENTS

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### **eglintonTOday - Phase 1**

Metrolinx construction of the Eglinton Crosstown LRT is nearing completion. The 19-kilometre LRT facility follows Eglinton Avenue between Weston Road in the west and the Kennedy subway station in the east.

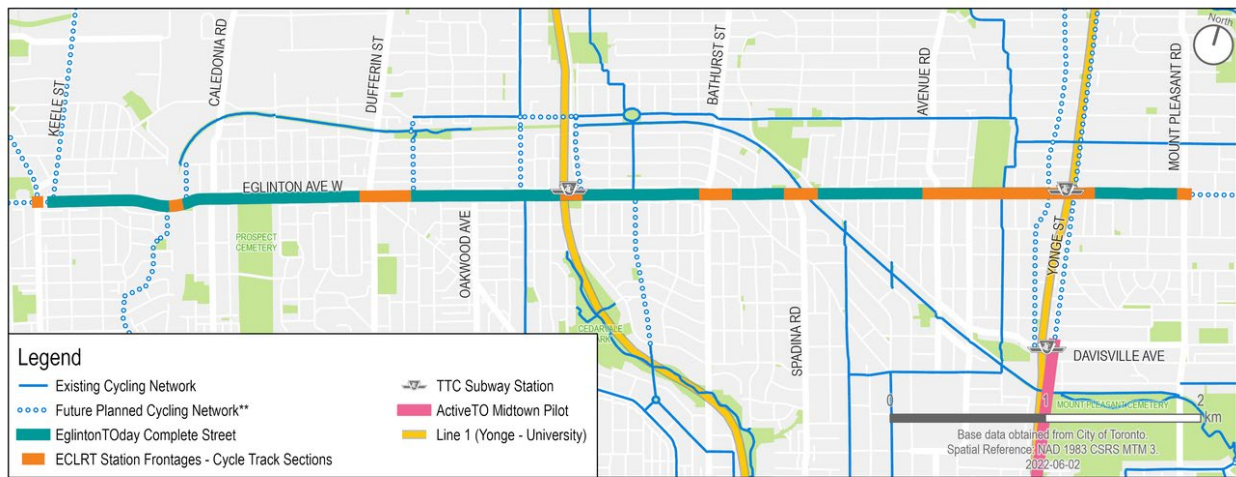
As part of the construction of the Eglinton Crosstown LRT, Metrolinx has constructed complete street features including cycle tracks, generally adjacent to their above ground construction zones:

- At the frontages of nine stations on the 11 km underground portion of the LRT between Black Creek Drive and Brentcliffe Road;
- A multi-use path between Mount Dennis station and Black Creek Drive;
- The section between Avenue Road and Holly Street; and
- The above ground section east of Brentcliffe Road between Brentcliffe Road and Kennedy Station.

The City of Toronto is responsible for delivering the planned streetscape improvements and bikeways between the underground sections. Without the delivery of the eglintonTOday project, the short segments of existing cycle tracks built along the frontages of the LRT underground stations would continue to be disconnected.

With Metrolinx's construction of the Eglinton Crosstown Light Rail Transit (LRT) nearing completion, Transportation Services has been preparing to complete roadway resurfacing of the Eglinton Avenue corridor, including the installation of the eglintonTOday Complete Street Project between Bicknell Avenue and Mount Pleasant Road - marking the end of over a decade of construction.

The eglintonTOday project design was developed with two years of public, business, and resident group feedback and aims to meet the existing needs of the corridor while advancing the City's Vision Zero Road Safety Plan, TransformTO Net Zero Strategy and Cycling Network Plan policy goals.



\*\*Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Figure 1: A map of the project area. In front of underground stations and between Avenue Road and Mount Pleasant Road, Metrolinx is implementing the Eglinton Connects recommendations. In between those segments is the eglintonTODay project.

## Background

### *Background - Eglinton Connects*

Eglinton Connects is a comprehensive Planning Study and Environmental Assessment undertaken from 2012 to 2014, with final decision from the Land Planning Appeal Tribunal in 2018. The plan included a vision for a redesign of the streetscape along the Eglinton Crosstown LRT corridor.

Eglinton Connects based the vision on the Official Plan's right-of-way widths, however without new developments, much of Eglinton Avenue today is narrower than the Official Plan's proposed width. Presently many sections of Eglinton Avenue have approximately 10% narrower right-of-way widths than the future right-of-way identified in the Official Plan.

Between 2017-2019, Transportation Services investigated the potential for delivering the Eglinton Connects streetscape improvements and bikeways connecting the new station infrastructure along the underground section of the LRT to better align with the opening of the Eglinton Crosstown.

A detailed analysis was undertaken regarding the property-specific implications of implementation of the Eglinton Connects vision. Through the development of a preliminary design, it was found that realizing the full vision was not possible without significant Toronto Hydro and private property impacts, along with negative public realm impacts such as narrowing sidewalks. There are over 640 private encroachments that could require significant disruption to residents and businesses to resolve. In some cases, apartment building front door accesses and parking lot access would require reconstruction or removal.

In 2019, City Council directed Transportation Services to develop a strategy to accelerate the design of streetscape improvements including cycle tracks to align with the opening of the Eglinton Crosstown LRT.

In July 2022, City Council adopted a report containing a status update on the eglintonTOday Complete Street Project strategy as the recommended approach for near-term delivery and directed staff to consider concerns of the local community members in the next stages of the design of the eglintonTOday project.

### *Background - Major City-Wide Cycling Corridors*

Eglinton Avenue connects vibrant neighbourhoods and serves many local businesses, and destinations. These communities will soon be supported by the Eglinton Crosstown LRT and the planned Eglinton LRT east and west extensions. In July 2019, City Council adopted the Major City-Wide Cycling Route network, which included the full extents of Eglinton Avenue among significant corridors where bikeways are planned.

Today, Eglinton Avenue West has approximately 10 km of continuous multi-use trail between the Mississauga border and Glen Valley Drive. The Eglinton Crosstown LRT construction included the implementation of painted bike lanes in the above ground section of the LRT between Brentcliffe Road and Kennedy Station and short segments of cycle tracks along the frontages of underground stations between Bicknell Avenue and Brentcliffe Road. If eglintonTOday phase 1 and phase 2 are completed, there would be approximately 30 km of continuous bikeways on Eglinton Avenue, completing a substantial portion of the Major City-Wide Cycling Route network.

### *Background - eglintonTOday Complete Street Strategy*

Given the significant challenges discovered during the preliminary design process and the 2019 City Council direction to develop an accelerated approach to deliver Eglinton Connects, Transportation Services completed an equity focused assessment to develop a new strategy for near-term delivery.

An analysis was performed to identify priority neighbourhoods and their respective transportation needs. A combination of eight social equity indicators, data pertaining to population demographics and socioeconomic status, were used to identify socially vulnerable neighbourhoods.

Additionally, new traffic modelling analysis was completed based on the City's most recent pre-Eglinton Crosstown LRT traffic volumes for all study area intersections (typically between 2008-2012).

Based on these analyses, Transportation Services proposed an approach of transforming Eglinton Avenue into a complete street aligned with the Eglinton Connects vision through the reassignment of existing road space utilizing pavement markings, signage, and other precast materials in two phases.

## **Existing Conditions**

### *Existing Conditions - Traffic Volumes*

Traffic volume counts on Eglinton Avenue collected from before the Eglinton Crosstown construction began in 2012 were the highest collected volumes on the corridor in the past fifteen years.

Motor vehicle volume counts collected in 2024 are between 10% to 30% lower than the 2012 motor vehicle volumes. As such, the higher motor vehicle volumes from the 2012 eglintonTOday Phase 1 Complete Street Project: Bicknell Avenue to Mount Pleasant Road



study were utilized for traffic analysis to ensure the modelling results would be conservative.

A map with 2024 counts and traffic analysis model volumes based on 2012 motor vehicle volumes is shown in Attachment 3.

It should be noted that Eglinton Avenue was at or near capacity to carry the 2012 motor vehicle traffic volumes and it was anticipated that during construction and post-construction, the corridor would experience capacity constraints at peak hours. Given that the corridor is already operating close to or near capacity, even if the motor vehicle demand increases, the corridor could not serve additional demand, and future motor vehicle trips would need to be shifted to other corridors, modes, time periods or non-travel options.

#### *Existing Conditions - Transit Ridership*

Eglinton Avenue is a critical transit corridor.

Currently the 32 Eglinton West bus serves approximately 19,000 people per day and the 34 Eglinton East serves 4,500. At least 90% of passenger volumes are expected to shift to the Eglinton Crosstown LRT, and the Eglinton Crosstown replacement of key east west routes will result in 66% fewer buses accessing the Eglinton corridor.

In March 2010, the [Eglinton Crosstown LRT Transit Project Assessment](#) estimated, based on the City's population and employment forecasts, that the transit demand in the corridor will increase to 5,400 passengers per hour in the peak direction at the busiest point on the line by 2031.

#### *Existing Conditions - Development and Growth*

Eglinton Avenue has experienced significant growth and change in recent years, and it is anticipated that transit-oriented development growth will continue in the decades to come.

Today, there are 48 residential developments approved or in pre-construction along Eglinton Avenue within the project limits, representing 25,000 new units of transit-oriented development. Population is projected to increase by 16% (approximately 40,000 people) with a 30% employment growth (approximately 30,000 new jobs) by 2041, reinforcing the need for efficient transportation options along the corridor.

City Planning uses the City's regional travel demand model (GTAModel v4) to estimate 2041 travel patterns (GTAModel v4 is described in [2015.EX9.1 Appendix 8](#)). The model is designed to predict the overall travel patterns from large infrastructure changes or growth. It is currently unable to reflect changes to pedestrian or cycling infrastructure. It also does not strictly enforce infrastructure capacity and tends to overpredict demand for auto and transit modes in areas where demand exceeds the capacity of the roadway network.

The model predicts that the number of people in the area surrounding Eglinton Avenue walking to access transit would increase by 47% from 2011 to 2041 as a result of growth and the opening of the Eglinton Crosstown LRT. This outpaces the growth in the Eglinton Today Phase 1 Complete Street Project: Bicknell Avenue to Mount Pleasant Road

area and the predicted overall growth in trips of 21%, suggesting that a mode shift to transit is predicted. In contrast, auto trips are predicted to increase by 8% which implies the relative popularity of transit increasing relative to auto trips. With the roadway network in the area already operating near capacity, the new transit, walking and cycling infrastructure to be delivered through the complete street project are essential to support the existing roadway network and neighborhood growth envisioned through 2041.

## Public Consultation

Over 2022-2024, Transportation Services conducted extensive public consultation including two rounds of in-person and online public meetings, meetings with representatives of 24 local interest groups and the formation of a Stakeholder Advisory Group.

The first round of public and stakeholder consultation for the eglintonTOday Complete Street Project was conducted between May and July 2022. This included a virtual stakeholder meeting, three public community pop-up events, a virtual public meeting, and an online survey.

Communications included a project website, targeted emails to project stakeholders (local resident associations, schools, public libraries, Business Improvement Areas (BIAs) and other organizations), over 72,000 flyers distributed throughout the project area in advance of the public community pop-up events, and a further 2,000 flyers distributed during pop-up events. Over 2,700 responses were received through the public online survey during this first round of consultation.

Overall, public feedback during the first round of consultation showed varying levels of support for the proposed complete street improvements. Those in support of the project requested safe and continuous cycling facilities along Eglinton Avenue and more open space for people. Others cited concerns with vehicle delays and traffic infiltration, primarily driven by the lived experiences of residents and businesses during the Eglinton Crosstown LRT construction.

An intercept survey gathered on-site community feedback to understand people's perspectives on the existing conditions along Eglinton Avenue, to inform the complete street design during the first phase of consultation.

eglintonTOday Phase 1 Complete Street Project: Bicknell Avenue to Mount Pleasant Road



Figure 2: Pop-up events hosted along the corridor provided the project team with insights of people who may not typically attend a public meeting but use the street everyday.

From September 24- 29, 2022, a total of 685 in-person intercept surveys were conducted equally across five segments of Eglinton Avenue from Keele Street to Mount Pleasant Road. In-person intercept surveys are a research method used to gather feedback on-site to collect valuable insights and qualitative data for people actively using the street. This data is used in conjunction with quantitative data such as multi-modal volume counts, collision, and travel time data.

Of the eglintonTOday project intercept survey participants, 44% of people arrived by foot, 34% by transit, 19% by car, and 2% by bike. The findings showed that reliance on transit is higher for lower income and racialized respondents, highlighting the importance of transit as an equity issue.

Although only 2% of respondents arrived by bike, 47% of all respondents reported that with the upcoming LRT and complete street improvements, they anticipate changing the mode of transportation they use to get to Eglinton Avenue. Of these, 41% anticipate that they would switch to transit and 38% anticipated a switch to cycling.

Half (53%) of all respondents with accessibility needs (n=79) found Eglinton Avenue to be accessible in its current configuration. People with disabilities raised concerns with safety at intersections and street crossings and long distance between crossings, as barriers to accessibility, with uneven sidewalks and inaccessible buildings and washrooms also noted as common barriers.

The second round of consultation was conducted in February and March 2023. This included a virtual group stakeholder meeting on February 2, 2023, two public drop-in events on February 21 and on February 25, 2023, and an online survey open from February 7 to March 7, 2023.

An online feedback form was also made available from February to March 2023. Over 72,000 flyers distributed throughout the project area in advance of all public drop-in events and approximately 2,700 responses were received through the public online survey.

An online survey for businesses along Eglinton Avenue and intersecting side streets was conducted to gather information about loading, deliveries, and accessible pick up and drop offs. There were 167 business responses received, providing information on loading needs to inform the design development.

The project team also met with stakeholders including Councillor representatives, BIAs, ratepayers' and residents' associations and corridor-wide stakeholders on May 18, 2022 and February 2, 2023, with 42 and 32 representatives from 24 organizations in attendance, respectively.

In August 2023, a Stakeholder Advisory Group was formed with representatives from each of the BIAs and resident associations along the corridor. This group has since held five meetings to discuss and prioritize community issues as they relate to the Eglinton corridor. This group has been instrumental in advising on the need to rectify operational

issues resulting in congestion at the Eglinton Avenue and Allen Road intersection and is exploring future options to minimize neighbourhood traffic infiltration.

One-on-one meetings with individual BIA's have been on-going to address localized issues related to parking, loading and business access and to develop opportunities to collaborate on public realm improvement projects, including parkettes and artistic curb extensions, which allow BIAs to add colour and identity to the street as well as amenities such as seating.

The project team was also engaged in the [Little Jamaica Cultural District Planning Study](#) which, through community input, developed a series of recommendations and guidelines to guide investment and development in placemaking in the area with efforts to celebrate, preserve and support local businesses and the cultural identity of the neighbourhood.

Overall, the second round of public feedback identified a contrast between residents who were highly supportive of a complete street approach and the addition of cycling and safety improvements and residents who are very concerned about the proposed changes. For residents concerned about the changes, the primary concerns were access to the Allen Road Interchange and traffic congestion, as well as concerns about an overall reduction in parking/loading space, particularly in the Eglinton Hill BIA area where initial design proposals included more impact to on-street parking than what is recommended in this report. Residents and businesses were also supportive of parkette improvements and streetscaping enhancements along the corridor.

## **Recommended Design - Eglinton Avenue**

Based on traffic analysis, corridor constraints and public feedback, Transportation Services is recommending four different cross-sections along Eglinton Avenue. A number of different design options were vetted throughout the process. These can be found on the project [website](#).

Generally, Transportation Services recommends one-way cycle tracks on both sides of Eglinton Avenue, with the provision of full-time or off-peak parking and loading opportunities where feasible, the addition of missing crosswalks and protected phases for pedestrians and people cycling at signalized intersections where feasible, and the addition of artistic curb extensions and other public realm upgrades. Additional public realm space secured by the eglintonTOday complete street project would be enhanced by the delivery of BIA streetscape plan delivery to follow.

A context sensitive approach was taken along the project corridor to balance the proposed complete street features, and motor vehicle traffic and to fit within the existing curb to curb space:

- Between Keele Street and Caledonia Road, two westbound motor vehicle lanes and one eastbound motor vehicle lane are proposed to be maintained with limited parking.
- Between Caledonia Road and Oakwood Avenue, one motor vehicle lane in each direction are proposed to be maintained with parking on both sides.

- Between Oakwood Avenue and Spadina Road, two westbound and two eastbound motor vehicle lanes are proposed to be maintained in the peak hours with off-peak parking allowed in both curb lanes.
- Between Spadina Road and Mount Pleasant Road, one westbound and one eastbound motor vehicle lane with parking on one side is proposed to be maintained to match the Metrolinx delivered section between Yonge Street and Avenue Road.

State-of-good-repair work is needed to ensure a better driving and cycling experience. Transportation Services is planning to undertake road resurfacing on Eglinton Avenue, in two phases in 2024 and 2025. In February 2024, Infrastructure and Environment Committee adopted without amendment a report authorizing Transportation Services to execute an agreement with Metrolinx for the City to receive funding from Metrolinx to be utilized towards the road rehabilitation costs. At the same time, Transportation Services is currently undertaking sidewalk and utility cut repairs.

#### *BIA Streetscape Plans*

Transportation Services is in discussion with the Eglinton Hill BIA, Fairbank Village BIA, York Eglinton BIA, Upper Village BIA, and The Eglinton Way BIA on potential locations for parkettes and placemaking enhancements. Artistic curb extensions are currently being collaboratively designed with each of the BIAs to add colour and neighbourhood identity to the street.

Additional parkettes, street furniture, trees, murals, planters and placemaking enhancements will be identified in partnership with the BIAs through upcoming streetscape plans overseen by the Economic Development and Culture division (EDC) over the next two years. The streetscape plans will aid the BIAs in prioritizing adjustments and enhancements to the BIAs area and the opportunity to increase their public realm, building on the additional public realm space secured by the eglintonTOday complete street project.

Transportation Services has identified funding to support the delivery of the BIAs' key streetscape enhancement projects and has committed to leading a multi-divisional team, in partnership with EDC to leverage resources and identify opportunities to implement elements of the BIA streetscape plans. The BIAs are at the initial stages of streetscape planning. Given the time required for the BIAs to complete streetscape plans, design, and construction tendering, delivery of priority streetscape enhancements is anticipated to begin at the earliest in 2026.



Figure 3: A map of the sections of the EglintonTODay project.

**Cross-Sections**

Starting from the west, between Bicknell Avenue to Caledonia Road (Section A), Transportation Services recommends two westbound motor vehicle lanes and one eastbound lane with the addition of full-time on-street parking and business loading areas between Bicknell Avenue and Yarrow Road as well as between Keele Street and Scott Road. Off-peak parking is accommodated on the north side of Eglinton Avenue along Section A between Keele Street and Glenhaven Street.

Also in Section A, Transportation Services is proposing the installation of a new traffic signal at Croham Road including east and west-leg crosswalks and cycling signals to access provide safe cycling access between the proposed Croham Road contra-flow bicycle lane and the Eglinton Avenue cycle tracks.

From Caledonia Road to Oakwood Avenue (Section B), Transportation Services recommends one westbound motor vehicle lane and one eastbound motor vehicle with parking on both sides.

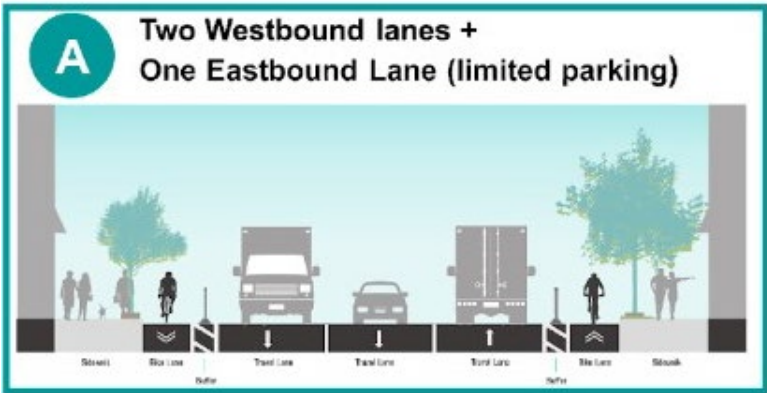


Figure 4: In Section A, two westbound lanes and one eastbound lane with one-way cycle tracks are recommended.

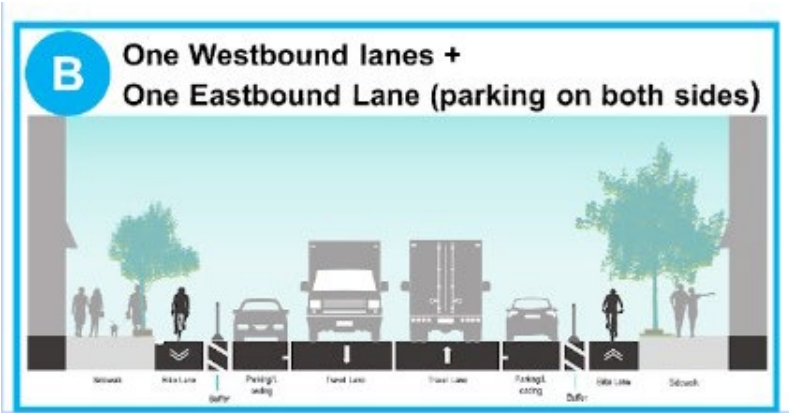


Figure 5: In Section B, one westbound lane and one eastbound lane with parking on both sides and one-way cycle tracks are recommended.

From Oakwood Avenue to Spadina Road (Section C), Transportation Services recommends two lanes for motor vehicle traffic in both directions, during peak times where volumes are heaviest and recommends off-peak parking in the curb lanes during the off-peak hours in BIAs, where traffic volumes permit. Extensive balancing of signal timing has also been conducted to prioritize pedestrian and cycling safety at intersections while maintaining acceptable traffic flow.

Signal operations at the Eglinton Avenue and Allen Road intersection are currently creating a bottleneck, particularly in the westbound direction for motor vehicle traffic destined for Allen Road north, causing congestion often impacting east to Bathurst Street. The City has recently assumed responsibility for this intersection from Metrolinx, and a dedicated team of experts from the City's Traffic Operations team, the eglintonTOday project team and a consultant team are currently testing solutions to this situation with final operational improvements intended to be implemented along the same timeline as the complete street project.

From Spadina Road and Avenue Road and Yonge Street to Mount Pleasant Road (Section D), Transportation Services recommends one motor vehicle lane in each direction with parking on one side. This would match the design being delivered by Metrolinx between Avenue Road and Yonge Street.

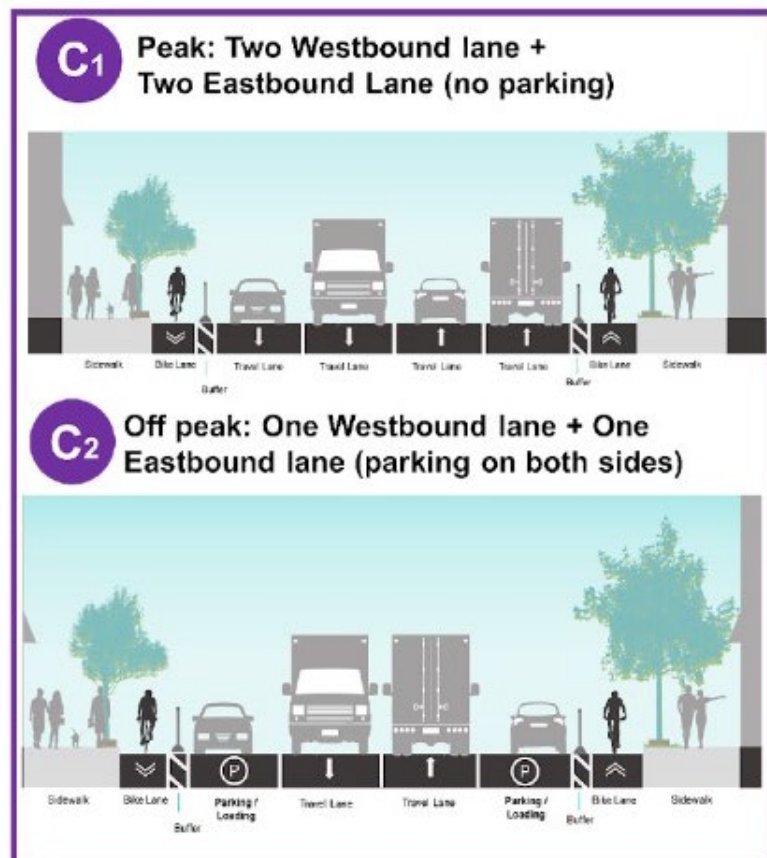


Figure 6: In Section C, an off-peak and on-peak configuration is recommended to maximize traffic capacity where volumes are the heaviest and parking when volumes are lower.

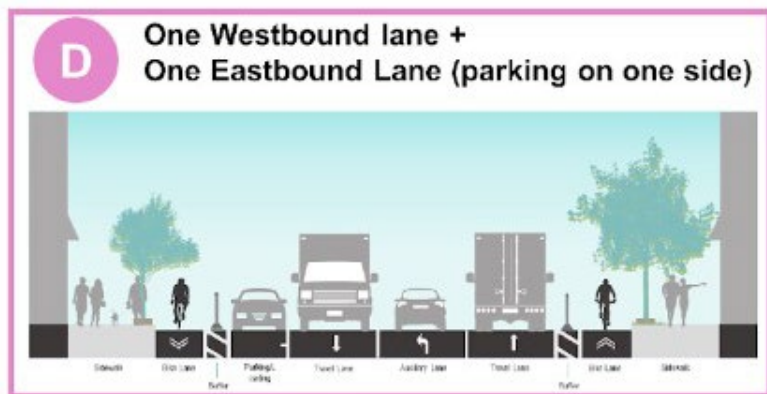


Figure 7: In Section D, one motor vehicle lane in each direction with parking on one side and one-way cycle tracks are recommended.



### *Turn Restrictions*

In order to mitigate potential traffic operation issues, the design proposes new turn restrictions including:

- Eastbound left-turn onto Keele Street (unsignalized leg approximately 100 metres east of Keele Street / Trethewey Drive);
- Eastbound left-turn onto Richardson Avenue;
- Westbound left-turn onto Northcliffe Boulevard/Jimmy Wisdom Way;
- Westbound left-turn onto Glenholme Avenue;
- Westbound left-turn onto Winona Drive; and
- Eastbound right-turn onto Avenue Road.

### *TTC Bus Stop Changes*

Between Bicknell Avenue and Avenue Road there are currently 76 TTC bus stops including both eastbound and westbound directions. In coordination with TTC, and in preparation for the opening of the Eglinton Crosstown LRT, 21 existing bus stop locations are proposed to be removed and consolidated with nearby existing stops, and four stop locations are proposed to be adjusted. A list is included in Attachment 4.

Bus platforms have been included in the design wherever feasible to improve accessibility, maintain parking and improve safety for people walking, cycling and using transit along the project corridor. The consolidation of stops is intended to improve travel time for buses that will continue to access the Eglinton corridor as well as overnight service. The TTC's Request Stop program will continue to provide the opportunity for any customers feeling vulnerable to get off between regular stops.

### **Traffic Analysis and Impacts**

Utilizing Synchro modelling, Transportation Services developed block-by-block design options to test different design scenarios to accommodate the complete street features, while aiming to reduce the traffic infiltration on local streets experienced over the past ten years during the Crosstown LRT construction.

The model area is approximately 10.4 km long and consists of 42 existing signalized intersections, from Black Creek Drive to Laird Drive.

The model utilized 2012 pre-Eglinton Crosstown LRT motor vehicle volumes as they represent a conservative estimate of the motor vehicle volumes across the corridor. More recent volume counts conducted in 2024 show lower motor vehicle volumes than the 2012 data.

A number of movements are expected to continue to experience capacity constraints if the eglintonTOday project is installed assuming volumes comparable to those observed in 2012. Most of these instances can be mitigated by implementing new signal timing plans.

The traffic impact model accounted for a number of unique factors to this study area., namely:

- The model indicates that many intersections are operating at or near capacity without changes. This suggests that if demand for travel within the study area increases, the existing roadway network is insufficient to serve demand. As a result, future motor vehicle volumes are unlikely to increase with the unserved demand shifting to other corridors, modes, time periods, or non-travel options (i.e. remote work);
- Prolonged construction within the Eglinton Avenue study area has resulted in a reduction of motor vehicle trips on the corridor. While some motorists may return to Eglinton Avenue after construction is complete, based on 2024 motor vehicle counts some of the diversion is expected to become permanent;
- New development along Eglinton Avenue is, in general, built with relatively constrained parking supply – with no new residential parking required for developments as of late 2022. Therefore, growth in new residents and growth in new automobile demand is not expected to occur at a 1:1 ratio;
- The anticipated reduction in surface transit routes following the opening of the Eglinton Crosstown LRT project will reduce some TTC bus vehicle volumes; and
- The Eglinton Crosstown LRT is expected to offer a convenient alternative to driving for many seeking to travel along the Eglinton Avenue corridor.

Based on these factors and utilizing conservative counts, the modelled traffic impacts along the complete street project corridor are as follows:

- From Bicknell Avenue to Oakwood Avenue, the traffic model anticipates motor vehicle delays increasing up to 45 seconds on average per signalized intersection compared to the current condition (13 signals). As indicated above, the traffic volume accounted for in the model are generally higher (10% - 30%) than current traffic levels on the corridor, and as such it is expected that actual delays to be significantly less than modelled.
- From Oakwood Avenue to Spadina Road, including the Eglinton Avenue and Allen Road intersection, the traffic model does not anticipate changes in average delays. However, the model does not include the newer project scope focused on operational improvements at the Allen Road intersection. As design options are proposed, the model will be updated to anticipate the reduction in delay at the intersection and within this section of the corridor.
- From Spadina Road to Mount Pleasant Road, the traffic model anticipates improvements to level of service. It is anticipated that average delays at signalized intersections will vary with a maximum increase of 20 seconds to a maximum decrease of 40 seconds.

### *The Eglinton Avenue and Allen Road Intersection*

Eglinton Avenue between Oakwood Avenue and Bathurst Street, including the intersection with the Allen Road, has been raised as a notable issue for people who have engaged in the eglintonTOday project process. The Allen Road terminus at Eglinton Avenue has created specific and longstanding challenges to the surrounding area. People who live in the area have shared their frustration with the additional pressures the construction of the Eglinton Crosstown LRT has placed on their local streets.

The intersection at Eglinton Avenue and Allen Road has historically had only one eastbound left-turning lane to enter Allen Road, and during construction has had only one eastbound left-turn and one westbound right-turn lane onto Allen Road.

A new design for Eglinton Avenue between Flanders Road and Park Hill Road has been implemented by Metrolinx as part of the Eglinton Crosstown LRT. The design features two eastbound motor vehicle lanes turning north onto Allen Road and two westbound motor vehicle lanes as well as added crosswalks and cycle tracks.

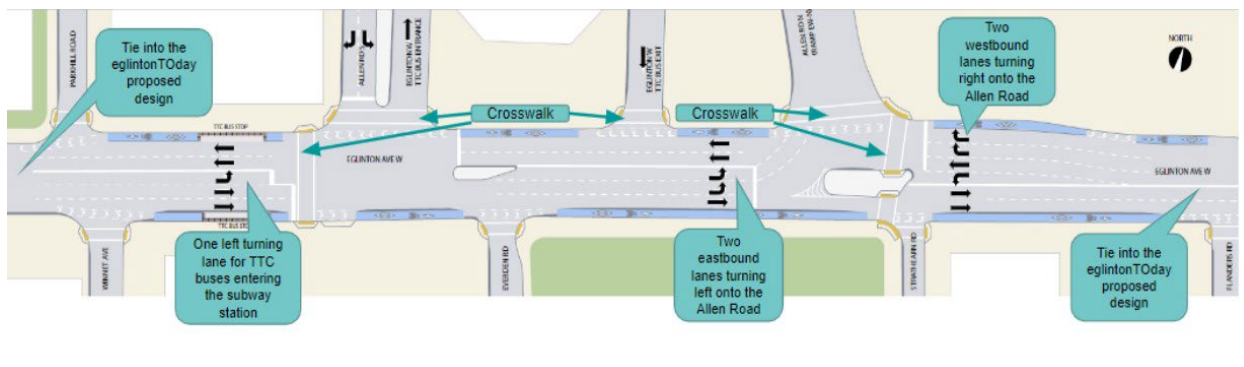


Figure 8: A diagram of the Metrolinx delivered Eglinton-Allen Road intersection design.

While initially the eglintonTOday project scope did not include work at this intersection, the project team has added this to the project scope based on public feedback. The project team is actively working on ways to alleviate the capacity issues at the intersection and the resulting traffic infiltration on the surrounding neighbourhood streets.

In order to create a data baseline, average travel times were collected from over 500 registered vehicles using GPS tracking in April, June, and September 2023. In May 2023, a new traffic control signal system at the intersection was activated, exacerbating traffic congestion. The initial data suggest that in general, PM peak traffic delays as a result of the new signal activation were on average 1.2 minutes. The corridor is operating at and beyond capacity. This has caused observed congestion at the approaches to the intersection as well as neighbourhood traffic infiltration.

As the new baseline traffic counts shown in Attachment 3 suggest, the modelling used to calculate anticipated traffic volumes are conservative compared to volumes along the corridor currently. Staff are currently investigating operational improvements to the Eglinton Avenue and Allen Road intersection aimed at reducing the congestion and wait times currently being experienced at the southbound, eastbound, and westbound approaches to Eglinton Avenue and Allen Road.

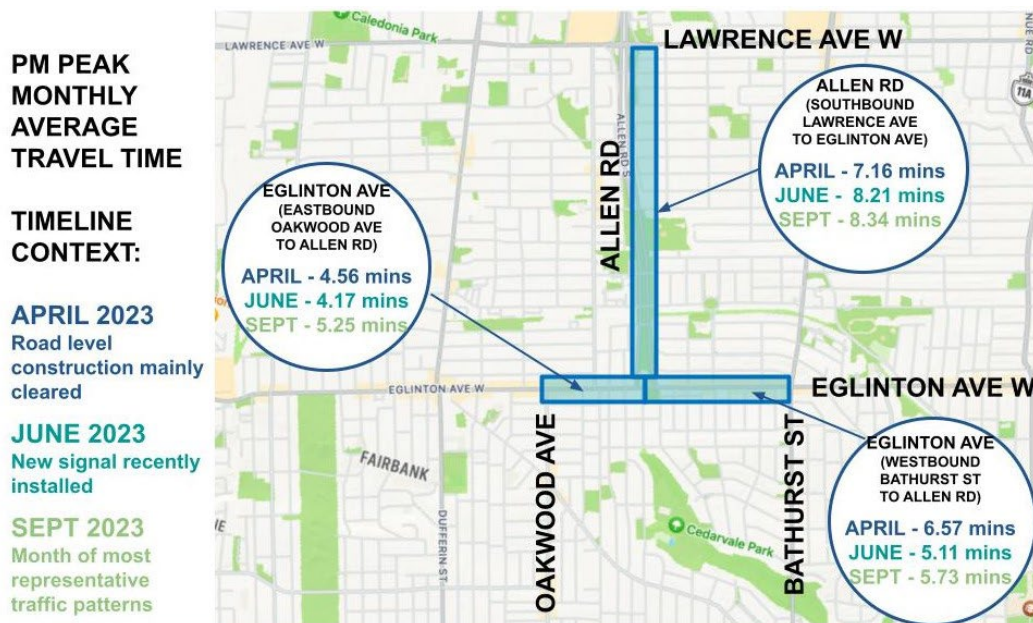


Figure 9: Data collected using Transportation Services' HERE counts show changes in monthly average PM peak travel times in proximity to Eglinton Avenue and Allen Road over the five months surrounding the installation of the new intersection.

To date, the project team has begun to implement optimized signal timing, improved signage, regulatory turn restrictions onto local streets and work on a neighbourhood traffic management strategy to reduce infiltration.

Further changes are being explored at the Eglinton Avenue and Allen Road intersection including changes to lane configuration and operations. Two design options are currently under review, with additional traffic analysis underway. Changes could include the introduction of simultaneous single eastbound left-turn movements with a dual westbound right-turn.

Subject to approval from Council, Transportation Services would implement the complete street project between Bicknell Avenue and Mount Pleasant Road in 2024, in conjunction with road resurfacing. However, in the vicinity of the Eglinton Avenue and Allen Road intersection, the complete street project for the section between Old Park Road/Glen Cedar Road and Marlee Avenue would be implemented only after adjustments are made to improve traffic operations at the intersection.

### Parking Impacts

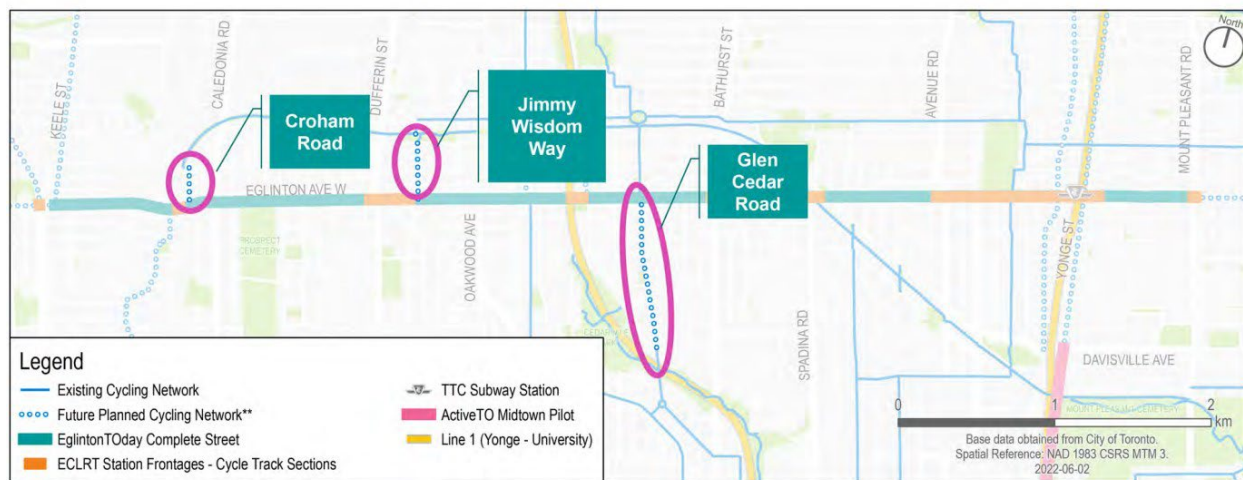
There are currently 366 pay and display parking spaces along Eglinton Avenue from Bicknell Avenue to Mount Pleasant Road, and approximately 100 other on-street parking spaces in non-commercial stretches of the corridor where short-term, unpaid, off-peak parking is permitted. There are also approximately 1124 existing parking spaces in nearby TPA parking lots.

Based on feedback from the BIAs and local businesses, parking has been prioritized within commercial areas. A total of approximately 531 pay and display parking spaces

have been proposed through the design, an increase of approximately 165 spaces. A total of approximately 313 of these parking spaces are proposed to be converted from current off-peak only restrictions to full-time parking, with the remaining approximately 218 parking spaces retaining off-peak restrictions where motor vehicle capacity is required. An additional approximately 33 existing parking spaces are proposed to be located on side streets adjacent to Eglinton Avenue.

## Recommended Design - North-South Cycling Corridors

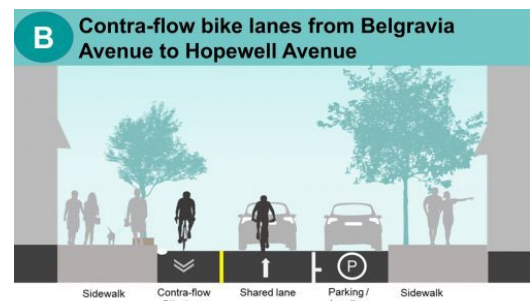
As part of the eglintonTOday project, three north-south cycling connections are recommended on Jimmy Wisdom Way, Croham Road, and Glen Cedar Road. These were included to create safe and convenient connections to the proposed complete street along Eglinton Avenue and to improve connections to the Beltline Trail, and other key commercial and residential destinations.



\*\*Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Figure 10: A map of the project limits on Croham Road, Jimmy Wisdom Way and Glen Cedar Road.

On Jimmy Wisdom Way, Transportation Services recommends the addition of a southbound contra-flow bicycle lane and northbound bicycle lane between Eglinton Avenue and Belgravia Avenue and a southbound contra-flow bike lane between Eglinton Avenue and Hopewell Avenue. This would have no impacts to motor vehicle travel lanes or parking capacity.



Based on public feedback on the current operations of the jogged intersection of Northcliffe Boulevard, Jimmy Wisdom Way and Eglinton Avenue, Transportation Services proposes to convert the first 20 metres of Jimmy Wisdom Way from one-way northbound to two-way for motor vehicle traffic. This would accommodate access and egress from the existing plaza and allow the driveway entrance to this plaza from Eglinton Avenue currently located within the intersection to be closed. Transportation Services staff met with the property owner on site to review concerns

and opportunities to improve access to the existing plaza. The conversion of the first 20 metres of Jimmy Wisdom Way has been specifically designed for the plaza's access. The terminus of the two-way street does not extend further north based on the plaza owner's concerns surrounding added congestion at the entrance.

On Croham Road, Transportation Services recommends a parking-protected contra-flow cycle track on the west side between Eglinton Avenue and Bowie Avenue. A new traffic signal is proposed for the intersection of Croham Road and Eglinton Avenue to facilitate safe crossings and in response to public feedback. It is anticipated that a reduction of six on-street parking spaces would be required as a result of this change.

On Glen Cedar Road, Transportation Services recommends a contra-flow bike lane in the southbound direction between Eglinton Avenue and Dewbourne Avenue, to allow people cycling to travel in both directions along Glen Cedar Road. Existing through/right and left-turn lanes for access to Eglinton Avenue would be retained as part of the design. Based on public feedback, the proposed design maintains the two turning lanes on Glen Cedar Road at the approach to Eglinton Avenue. There would be no change to parking.

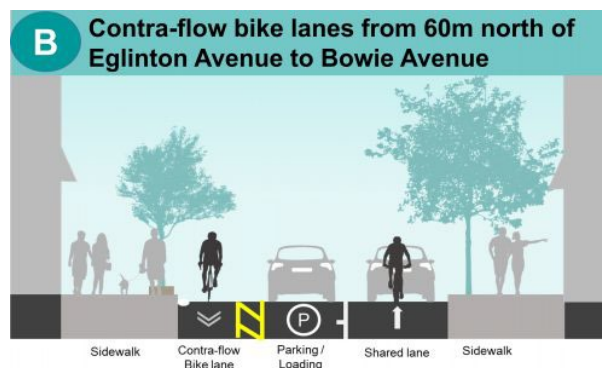


Figure 12: Croham Road's proposed cross section from 60 m north of Eglinton Avenue to Bowie Avenue.

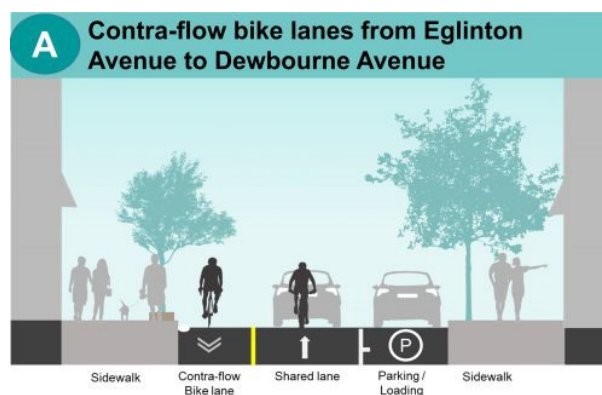


Figure 13: Glen Cedar Road's proposed cross section from Eglinton Avenue to Dewbourne Avenue.

## Next Steps - Monitoring

Throughout the public consultation process, monitoring and evaluation was a key theme. With guidance from the Stakeholder Advisory Group, a detailed monitoring plan has been established. The monitoring plan will include travel time tracking, turning movement counts, and traffic volume counts for motor vehicles, bikes and pedestrians on both Eglinton Avenue and key neighbourhood streets.

Subject to Council approval for installation of the complete street project, Transportation Services would conduct quarterly counts and data releases at 20 key locations along Eglinton Avenue. The area to the east of Allen Road would also be closely studied for neighbourhood traffic infiltration impacts and the Oakwood Village community is currently being supported with a Neighbourhood Streets Plan.

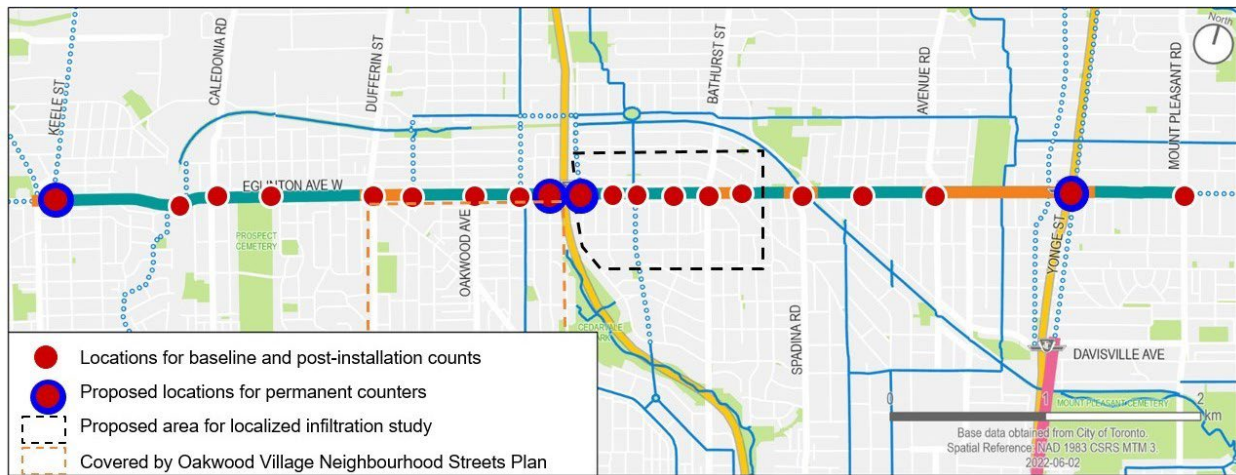


Figure 14: A map of locations for the baseline and post-installation counts.

The Stakeholder Advisory Group, with representatives of the Councillors offices, BIAs and resident associations would continue to meet throughout installation and up to two years post-installation of the complete street project to share feedback from both data monitoring and neighbourhood experience perspectives and discuss appropriate solutions to any issues that may arise.

## Next Steps - eglintonTOday Phase 2

Later in 2024, preliminary study, design work and consultation is proposed to begin for the continuation of the complete street design eastward to Brentcliffe Road, to connect with the existing Metrolinx-built surface-level section of the LRT, completing the last gap in the Eglinton Avenue complete street design. Resurfacing of Eglinton Avenue from Mount Pleasant Road to Brentcliffe Road is planned for 2025 with the complete street installation proposed to be delivered in conjunction with this work, subject to Council approval, with a report to Infrastructure and Environment Committee on recommendations for Phase 2 anticipated in early 2025.

Further details on the project, including public consultation materials and summaries, can be found at [toronto.ca/eglintontoday](https://toronto.ca/eglintontoday).

## CONTACT

Jacquelyn Hayward  
 Director, Planning, Design & Management  
 Transportation Services  
 Tel: (416) 392-5348  
 Email: [Jacquelyn.Hayward@toronto.ca](mailto:Jacquelyn.Hayward@toronto.ca)

## **SIGNATURE**

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Barbara Gray  
General Manager, Transportation Services

## **ATTACHMENTS**

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Attachment 1: Streamlined Reporting Process for By-Law Amendments  
Attachment 2: Technical Amendments  
Attachment 3: Traffic Volumes  
Attachment 4: TTC Bus Stop Changes