Existing Conditions Report

Golden Mile Transportation Master Plan

City of Toronto
January 11, 2018

Contents

1 Introduction 1
1.1 Study Area 1
1.2 TMP Purpose and EA Process 2
2 Policy Context and Background Studies 4
2.1 Provincial Policy Framework 4
2.2 City of Toronto Policy Framework 10
2.2.1 Toronto Official Plan 10
2.3 Design Guidance 13
2.3.1 City of Toronto Complete Streets Guidelines 13
2.3.2 City of Toronto Vision Zero Road Safety Plan 15
2.3.3 City of Toronto Curb Radii Guidelines 16
2.3.4 City of Toronto Vehicle Travel Lane Width Guidelines 17
2.3.5 NACTO 18
2.3.6 Ontario Traffic Manual (OTM) Books 15 and 18 19
2.4 Background Studies 21
2.4.1 Eglinton Crosstown Ligauht Rail Transit (ECLRT) 21
2.4.2 Eglinton Connects 22
2.4.3 TTC ECLRT Transit Project Assessment Study 27
2.4.4 Scarborough Subway Extension 32
2.4.5 Development Applications 32
3 Public Consultation 34
3.1 Community Consultation Meeting #1: Project Launch 34
4 Existing Conditions 36
4.1 Land Use and Built Form 36
4.1.1 Population and Employment Forecasts 36
4.1.2 Block Pattern and Built Form 39
4.1.3 Surface Parking 39
4.2 Travel Context 40
4.2.1 TTS Travel Characteristics (TMP Study Area) 40
4.2.2 Golden Mile Travel Survey (GMSP Study Area) 44
4.3 Street Network Context 46
4.3.1 Connectivity and Continuity 46
4.3.2 Existing Right-of-Way 48
4.3.3 Connectivity Index 49
4.4 Transit Network 54
4.4.1 Inter-Regional Transit 54
4.4.2 Local Transit 60
4.5 Bicycle Movement 63
4.5.1 Cycling Network 63

4.5.2 Bicycling Level of Service (BLOS) 71
4.6 Pedestrian Movement 72
4.6.1 Existing Sidewalks 72
4.6.2 Pedestrian Demand 76
4.6.3 Pedestrian Priority Mapping 78
4.6.4 Walkshed Analysis to/from LRT Stops 79
4.6.5 Pedestrian Level of Service (PLOS) 80
4.7 Vehicular Movement 82
4.7.1 Intersection Operations 82
4.7.2 Collision Analysis 89
4.7.3 Goods Movement 95
4.8 Travel Demand Management (TDM) 97
4.8.1 Auto Occupancy 97
4.8.2 Smart Commute Initiatives 98
4.8.3 Scarborough Cycles 99
4.8.4 City of Toronto TDM Policies for New Development 99
4.8.5 Relevant Plans for GMSP Study Area 100
5 Transportation Challenges and Opportunities 102
5.1 Eglinton Square Triangle 102
5.2 Grid Street Network 104
5.2.1 New Connections 104
5.3 A Complete Street Network for All Mobility Users 105
5.3.1 Centennial College 106
5.3.2 Pedestrian and Cycling Priority Streets 106
5.3.3 Gatineau Hydro Corridor Trail Connections 107
5.4 Improve Connectivity to ECLRT Stops 107
5.5 Improving TDM Measures 107
5.5.1 Current TDM Challenges 107
5.5.2 TDM Opportunities 108
6 Draft Problem and Opportunity Statement 110

Tables

Table 1-1: Title Block 1-0
Table 2-1: Relevant Provincial Policy Direction 5
Table 2-2: Complete Streets Guidelines 14
Table 2-4: Vision Zero Plan - Selected New/Enhanced Safety Measures 16
Table 2-5: Key Recommendations of Eglinton Connects 24
Table 4-1: Population and Employment Forecasts 37
Table 4-2. Number of Trips by Access Distance 59

Table 4-3. GO Rail Trip Access Mode 59
Table 4-4: Summary of Transit Demand in the GMSP Study Area (Peak Direction) 61
Table 4-5: TTC Service Planning Standards vs GMSP Study Area Transit Service 63
Table 4-6: Types of Cycling Facilities 66
Table 4-7: Highway Capacity Manual Level of Service Definitions for Intersections 84
Table 4-8: Detailed Existing Traffic Operations (Weekday) 84
Table 4-9: Collisions based on Location Types 89
Table 4-10: Detailing of Fatal Collisions within GMSP Study Area 93
Table 4-11: Commercial Vehicle Survey Results for Golden Mile 97
Table 6-1: Intersection Collision Data B-2
Table 6-2: Segment Collision Data B-3

Figures

Figure 1-1. Study Area 2
Figure 1-2. Transportation Master Plan Process 3
Figure 2-1. City of Toronto Official Plan Land Use Plan 13
Figure 2-2. City of Toronto Vehicle Travel Width Guidelines 18
Figure 2-3. NACTO Urban Street Design Guide – Case Study of a 4-lane to 3-lane conversion 19
Figure 2-4. Desirable Cycling Facility Pre-selection Nomograph 20
Figure 2-5. Eglinton Crosstown LRT 21
Figure 2-6. Typical Mid-Block Cross-Section of Surface LRT 22
Figure 2-7. Eglinton Connects Golden Mile Focus Area Recommendations 26
Figure 2-8. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Victoria Park Avenue 29
Figure 2-9. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Pharmacy Avenue 30
Figure 2-10. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Warden Avenue 31
Figure 2-11. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Birchmount Road 32
Figure 2-12. Current and Recently Approved Development Applications 33
Figure 3-1. Transportation Display Board with Comments from the Public 35
Figure 3-2. Presentation Format of the Community Meeting 36
Figure 4-1. Population Growth (2011 – 2041) 38
Figure 4-2. Employment Growth (2011 – 2041) 38

Figure 4-3. Existing Parcel Sizes 39
Figure 4-4. Surface Parking in GMSP Study Area 40
Figure 4-5. Daily Travel Demand and Modal Split 41
Figure 4-6. Historic Modal Split (2001 – 2011) 42
Figure 4-7. Existing Modal Split 42
Figure 4-8: Trip Lengths Less Than or Equal To 5KM to Golden Mile 43
Figure 4-9. Trip Length Distribution (For Trips Less Than or Equal to 5km in Length) 44
Figure 4-10. Golden Mile Street Network 47
Figure 4-11. Right-of-Way 49
Figure 4-12: Types of Street Network Design and Connectivity 50
Figure 4-13. Connectivity Index Analysis Area 52
Figure 4-14: Street Network Connectivity Index 53
Figure 4-15: Active Transportation Network Connectivity Index 54
Figure 4-16. Stouffville GO Rail Service 55
Figure 4-17. Lakeshore East GO Rail Service 56
Figure 4-18. Kennedy GO Station – Daily GO Rail Trip Origins 57
Figure 4-19. Scarborough GO Station – Daily GO Rail Trip Origins 58
Figure 4-20. TTC Service within the Golden Mile TMP Study Area 60
Figure 4-21. Transit Demand and V/C Ratio (AM Peak Hour) 62
Figure 4-22. Transit Demand and V/C Ratio (PM Peak Hour) 62
Figure 4-23. Existing and Planned Cycling Facilities in the Golden Mile TMP Study Area 64
Figure 4-24. Bicycling Intersection and Segment Level of Service 72
Figure 4-25. Existing Sidewalk Infrastructure in the Golden Mile TMP Study Area 74
Figure 4-26. Signalized Crossing on the South Side of Warden Avenue and Eglinton Avenue 75
Figure 4-27. Large Turning Radii at the Northwest Corner of Birchmount Road and Eglinton Avenue 75
Figure 4-28. Private Driveways Example on Eglinton Avenue 76
Figure 4-29: Existing Peak Hour Pedestrian Demand 77
Figure 4-30: Existing Pedestrian Demand 77
Figure 4-31: Pedestrian Priority Score - Approximate Study Area outlined in white 78
Figure 4-32. Pedestrian Walkshed Analysis for ECLRT Stops 80
Figure 4-33. Pedestrian Intersection and Segment Level of Service 81
Figure 4-34. Intersection LOS (AM Peak Hour) 87
Figure 4-35. Intersection LOS (PM Peak Hour) 87
Figure 4-36. Vehicular Intersection Demand (AM and PM Peak Hour) 88
Figure 4-37. Vehicular Intersection Demand (8 Hour Period) 89
Figure 4-38. Collision Review 91

Figure 4-39. Collisions by Initial Impact Type 91
Figure 4-40. Collisions based on Environmental Conditions 95
Figure 4-41: Truck Intersection Demand (AM and PM Peak Hour) 96
Figure 4-42: Truck Intersection Demand (8 Hour Period) 96
Figure 5-1: Lisgar Park Space (Left) and Seating (Right) 104
Figure 5-2: Potential East-West Collector Road 105

Appendices

Appendix A. Travel Survey Memo A-1

Appendix B. Collision Analysis B-1

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1 Introduction

The Golden Mile area is expected to change significantly through construction of the Eglinton Crosstown LRT. The Golden Mile Transportation Master Plan (TMP) study will examine and recommend policies, programs, and infrastructure required to meet existing and future mobility needs. The recommended TMP will guide these changes in the study area and establish a transportation network supportive of all users.

The Golden Mile TMP will assist in the development of the planning framework of the Golden Mile Secondary Plan to support continued employment investment and intensification along the Eglinton Avenue corridor, as well as residential uses, community facilities, a revised street and block plan, and public realm improvements to serve local resident and working populations.

1.1 Study Area

To address the broader travel issues of the Golden Mile area, a larger TMP study area has been identified. The larger area is bounded by Lawrence Avenue to the north, Midland Avenue (north of Eglinton) and the Stouffville GO Rail Line and Danforth Avenue (south of Eglinton) to the east, St. Clair Avenue to the south, and the Richmond Hill GO Rail Line to the west. **Figure 1-1** illustrates the Golden Mile Secondary Plan (GMSP) area and the broader TMP study area.

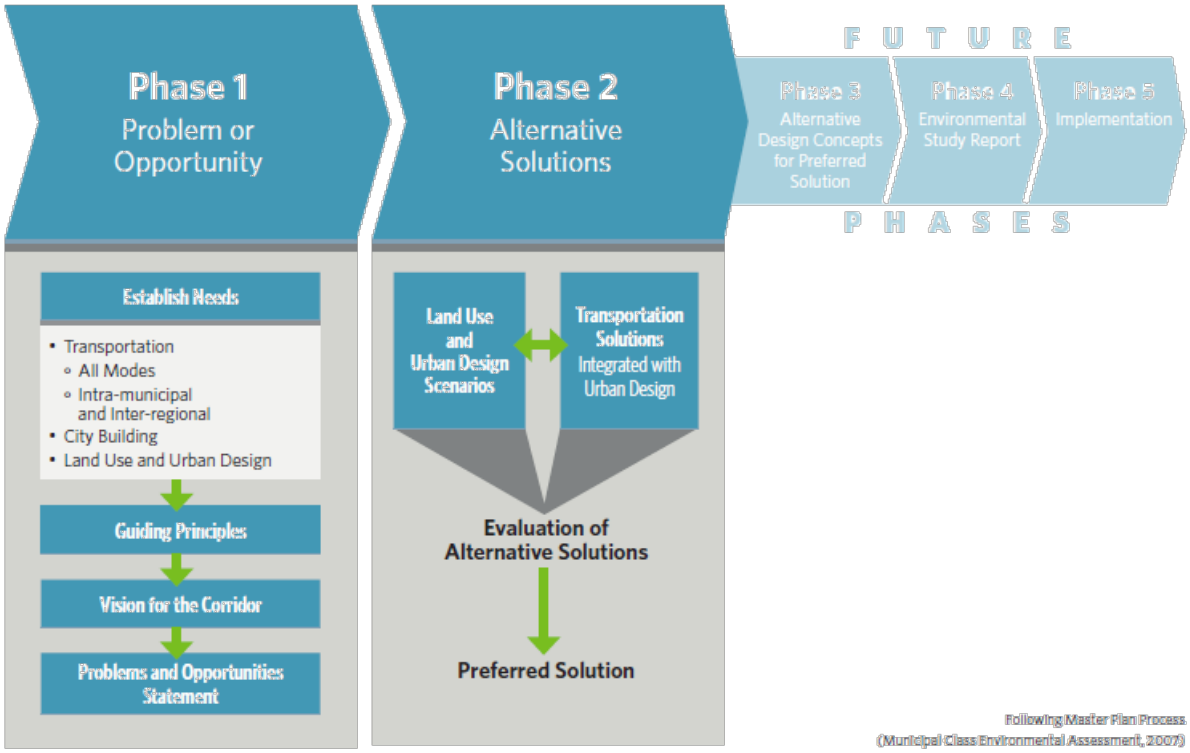
Figure 1-1. Study Area

1.2 TMP Purpose and EA Process

A Transportation Master Plan (TMP) is a study defined in the Municipal Class Environmental Assessment (EA) process (October 2000, as amended in 2007, 2011, and 2015) which identifies the long-term transportation objectives of a defined area and specific solutions requiring further study. TMPs build on the policies of the Official Plan and are developed through a consultation process involving the public, technical agencies, First Nations and Aboriginal Peoples, and other stakeholders including affected property owners.

The TMP process follows Phase 1 and Phase 2 of the five-phase EA process by first defining a problem and/or opportunity statement followed by identifying and evaluating a range of alternative solutions to select one or more preferred solutions. Upon completion of the TMP, the preferred solutions can be studied further to meet the requirements of Phases 3, 4, and 5 as required. The TMP process is illustrated in **Figure 1-2**.

Figure 1-2. Transportation Master Plan Process



2 Policy Context and Background Studies

This section provides context for the study in relation to planning policies and guidance at the provincial and municipal level.

2.1 Provincial Policy Framework

A number of provincial policy documents provide the basis and guidance for the transportation vision for the TMP study. Provincial plans are identified and summarized in **Table 2-1**.

Table 2-1: Relevant Provincial Policy Direction

Provincial Planning Document	Directions
Provincial Policy Statement, Ontario, 2014	Provides direction on land use planning and development, including: • Provide appropriate development while protecting resources, public health and safety, and the natural and built environments. • Build strong, healthy communities by encouraging density and land uses which support active transportation, transit-supportive, and freight-supportive. • Safe and energy efficient transportation systems that move people and goods. • Integrated transportation and land use considerations at all stages of the planning process. • Use of TDM strategies to maximize efficiency. • Land use pattern, density, and mix use developments to minimize length and number of vehicle trips, support current and future use of transit and active transportation.

Growth Plan for the Greater Golden Horseshoe (GGH), Ministry of Municipal Affairs, 2006, 2013, 2017 Update	The Growth Plan for the GGH is a long term plan released on June 16, 2006. The 2017 amendment sets forth a vision for 2041 including identification of Urban Growth Centres across the GTA, Major Transit Station Areas and Intensification Corridors. It aims to: • Revitalize downtowns; • Create complete communities; • Provide housing options to meet the needs of people at any age; • Curb sprawl and protect farmland and green spaces; and • Reduce traffic gridlock by improving access to a greater range of transportation options. Several key aspects of the 2017 update are as follows: • **Managing Growth:** The updated Growth Plan prescribes the majority of growth to settlement areas that have a delineated built boundary, an existing or planned municipal water and wastewater system, and can support the achievement of `complete communities. • **Delineated Built-up Areas:** Density targets set in the 2006 plan were increased in 2017. Delineated built-up areas should be the site of at least 60% of all annual residential development by 2031; in each year until 2031, a minimum of 50% should be achieved. Land use and infrastructure planning should support this desired intensification. Land uses that would prevent the achievement of minimum density targets within station areas on priority corridors are prohibited. • **Transit Corridors and Station Areas:** Eglinton road is identified in the plan as a priority transit corridor. Planning should be prioritized for major transit station areas on these corridors to identify the area's boundaries and maximize the number of potential riders within them. The minimum density target for transit station areas served by light rail transit is 160 combined residents and jobs per hectare

The Big Move, Metrolinx, 2008	The Big Move is the Greater Toronto and Hamilton Area's (GTHA's) multi-modal long-range regional transportation plan. Since 2008, this plan has been providing strategic direction for planning, designing and building a regional transportation network that enhances quality of life, environment, and prosperity. The Big Move is currently under review, with a final updated Regional Transportation Plan planned to be released in 2017. The Big Move sets the context for Regional Express Rail (RER), a frequent all-day, two-way express rail service that will provide an electrified service on existing GO Rail lines with 15 minute frequencies and all-day, two-way service. In order to support the expanded services, improvement to infrastructure is needed: • Track expansion, including upgrade of existing structures within corridor such as culverts, bridges; • Grade separations; • Maintenance and storage facilities; • Electrification infrastructure; • Station Expansion (parking, building, pedestrian access, etc.); and • New station(s) along corridor that will optimize ridership and minimize delay.

Transit Supportive Guidelines, Ministry of Transportation, 2012	Identifies best practices in Ontario, North America and abroad for transit-friendly land-use planning, urban design, and operations. Key directions for planning around major transit station areas include: • A rational progression of facilities from passenger pick up and drop off / bus transfer / parking to ticketing and wayfinding, safe and comfortable waiting areas to finally transit loading areas; • Organize surface parking areas into smaller modules to facilitate defined walking and cycling paths to the stations and also to establish future development parcels over time; • Prioritize pedestrian access; and • Limit free surface parking where frequent feeder transit service is available.

GO Rail Station Access Plan, Metrolinx, 2016	The GO Rail Station Access Plan is intended to be used by Metrolinx to inform decision making on investments at GO rail stations, coordinate between stakeholders who plan station areas and deliver local and regional transit services, support strategies that provide customers with multi-modal station access options, and provide a tool for monitoring the progress and success of investments over time. The plan provides recommendations to 2031. The 2016 plan updates the 2013 GO Transit Rail Parking and Station Access plan in response to the development of RER which is expected to significantly increase demand and change travel patterns across the region. **Directions**: The Station Access Plan envisions a shift to rail station access that grows ridership, enhances customer experience and safety, and reduces dependence on single-occupancy vehicles. Access for active modes is prioritized. Relevant directions for interventions around stations include: • Walking: establish a network of safe and comfortable pedestrian routes that connect directly to the station and are activated with transit-supportive uses. • Transit: coordinate local and regional service schedules and fare systems. • Cycling: create safe and direct routes to stations that are complemented with clear wayfinding. • Pick up / Drop Off: provide efficient access and appropriately-located facilities • Drive and Park (and Carpool Passengers): explore innovative strategies for providing and managing parking.
#CycleON: Ontario's Cycling Strategy	Provides strategic direction to support and encourage growth in cycling over the next 20 years.

2.2 City of Toronto Policy Framework

2.2.1 Toronto Official Plan

The City of Toronto **Official Plan** (OP) implements Provincial directions identified in the previous section and outlines the City's goals and vision (Section 1.1).

The City's OP highlights the need to integrate land use and the transportation network, maintain the existing network in a state of good repair, and looks to make better use of existing infrastructure. The policies also look to balance the needs of existing and future users within the right-of-way by accommodating pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities, and landscaping. In addition, the OP provides for the design of high quality public realm for streets, parks, open spaces, and buildings, which provide a setting for community life, economic health and social equality.

Transportation Policies

OPA 274 was completed as part of the City's Review of Official Plan Transportation Policies (Section 2.2), and provides official policy direction on ensuring the integration of land use and transportation planning as follows:

'The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.'

The Official Plan's transportation policy focuses on integrated transportation and land use planning, sustainability, active transportation, complete streets, accessibility, travel demand management, and goods movement.

Integrating land use and transportation planning means to emphasize the consolidation of the two fields as key to improving accessibility. Transit service should be improved in targeted growth areas, and likewise

development should be prioritized to transportation nodes and corridors. Street design should follow the philosophy of “Complete Streets”, made safe and accessible for all users and modes. The revised plan contains stronger protection for pedestrians and cyclists, and encourages design that facilitates these modes. Transportation studies for major developments should include TDM strategies, to ensure that infrastructure will be efficiently utilized, especially roadways and parking spaces. Finally, emphasis should be placed on protecting 400-series highways and other goods-movement arterials - which are indispensable parts of the regions freight distribution network - while also ensuring their compatibility with surrounding land uses. These are the guiding premises between the transportation policies introduced by OPA 274, with which future plans should also comply.

The following policies on streets are particularly relevant to Golden Mile:

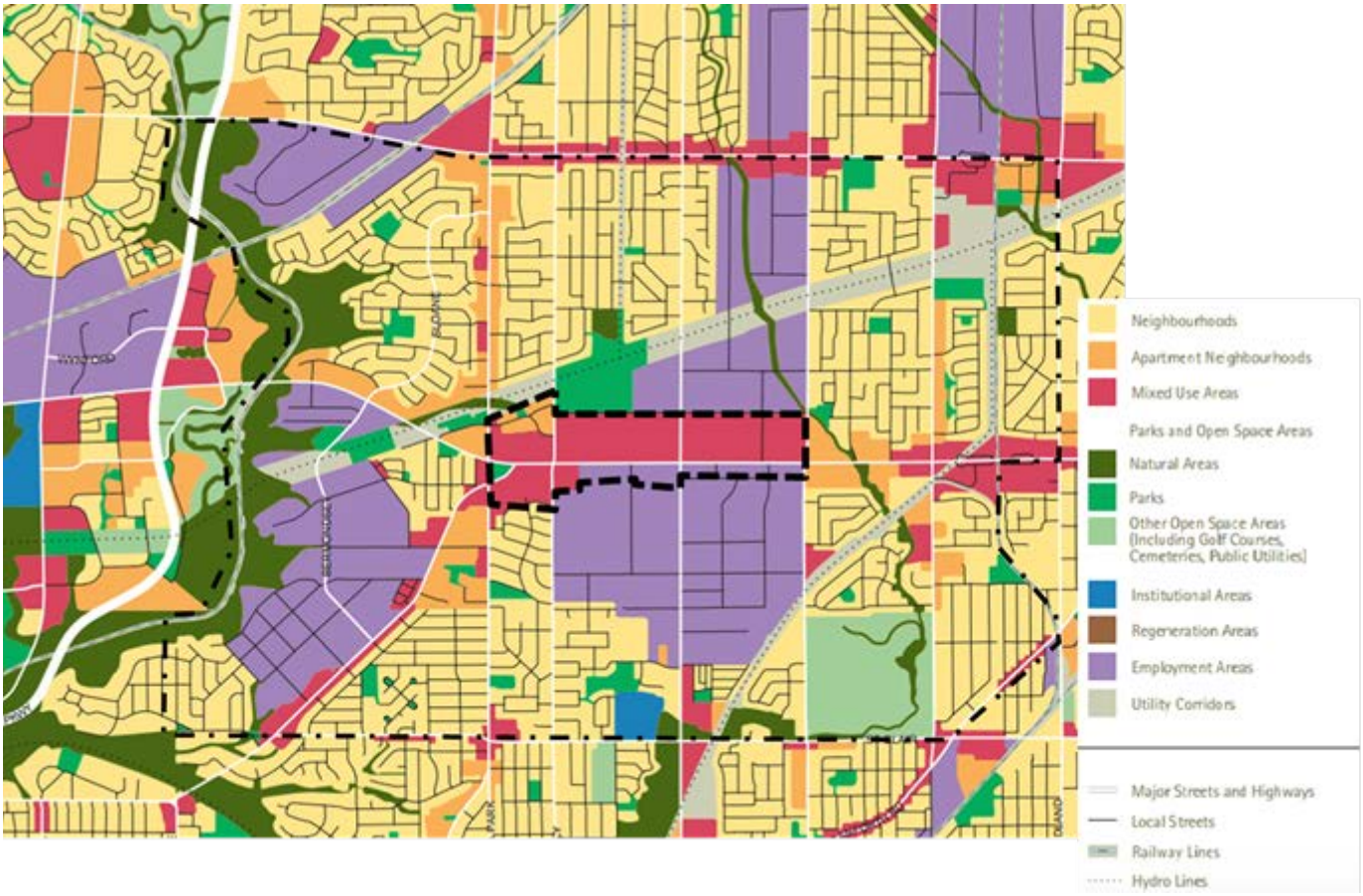
1. Defined right-of-way widths for major streets throughout the City in Map 3. In the GMSP study area this includes Eglinton Avenue (36m), Victoria Park Avenue (30m), Pharmacy Avenue (27m), Warden Avenue (30m), and Birchmount Avenue (30m).
2. Identified higher order transit corridors throughout the City in Map 4 and surface transit priority segments in Map 5. The Eglinton Avenue corridor is identified across the City of Toronto in both maps.
3. Provide connections with adjacent neighbourhoods;
4. Promote a connected grid of streets that offers safe and convenient travel options;
5. Divide larger sites into smaller development blocks using new public streets that provide access and address for new development;
6. Implement a Complete Streets approach to develop a street network that provides adequate space for pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, motorists, utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture;
7. Provide access for emergency vehicles.

OPA 274 also includes provisions for supporting TDM opportunities for existing and new developments and provides for strong consideration for multi-modal review of development application.

Land Use

The GMSP study area is comprised of mixed use, employment, and apartment neighbourhood areas, as illustrated in **Figure 2-1**. The overall TMP study area mainly comprises neighbourhoods including Ionview, Victoria Village, O'Connor-Parkview, Parma Court, Clairlea, Kennedy Park, and Wexford. There are some areas of employment by the western boundary and directly adjacent to the GMSP study area including the Wexford and Dorset Employment District.

Figure 2-1. City of Toronto Official Plan Land Use Plan



Source: Toronto Official Plan, Map 20 Land Use Plan

2.3 Design Guidance

2.3.1 City of Toronto Complete Streets Guidelines

The City of Toronto has developed **Complete Streets Guidelines** (2017) to provide Toronto-specific direction on how to allocate space in the street right-of-ways that account for all users as provided for by the Official Plan. The three guiding principles are summarized in **Table 2-2**.

Table 2-2: Complete Streets Guidelines

Complete Streets Guidelines	Description
STREETS FOR PEOPLE	• Improve safety and accessibility of streets for the most vulnerable road users in mind – children, the elderly, and individuals with disabilities. • Give people mobility choices. • Make connected network and infrastructure for all mobility choices. • Promote healthy and active living by designing streets that are more comfortable and inviting for walking and cycling.
STREETS FOR PLACEMAKING	• Create beautiful and vibrant public spaces where people naturally want to stop, spend time, and engage with the social fabric of the street. • Respect and respond to the local area context as provided by the envisioned land uses and the character of the surrounding neighbourhoods. • Improve environmental sustainability goals through incorporating street vegetation and other progressive stormwater management systems.
STREETS FOR PROSPERITY	• Support economic vitality and the neighbourhood businesses that front it. • Enhance social equity by welcoming all races, incomes, genders, and abilities. • Balance flexibility and cost-effectiveness by having the ability to adapt to the City's changing needs over time.

The Complete Street Guidelines describe a range of aspirational street types in Toronto, and is intended to be considered in all street design projects in the City of Toronto. It outlines the steps involved in street design and provides an overview of the design principles and considerations for the key components and functions of streets (i.e. the design for pedestrians, cycling, transit, green infrastructure, roadways, and intersections).

The Golden Mile TMP represents an opportunity to transform streets along the corridor into Complete Streets and design the future street network for all users.

2.3.2 City of Toronto Vision Zero Road Safety Plan

Toronto's Vision Zero Plan is a strategic five year (2017-2021) action plan that aims to eliminate deaths and serious injuries on the City's roads. The plan includes over 50 measures across four (4) key pillars – engineering, enforcement, technology, and education. The plan outlines measures based on six (6) emphasis areas: pedestrians, school children, older adults, cyclists, motorcyclists, and aggressive driving and distraction.

The Golden Mile TMP provides an opportunity to implement many of the recommendations contained within Toronto's Vision Zero Plan across the study area. **Table 2-3** lists several of the measures contained within the Vision Zero Plan that will inform the TMP.

Table 2-3: Vision Zero Plan - Selected New/Enhanced Safety Measures

Emphasis Area	New or Enhanced Measure
Pedestrians	• Pedestrian Safety Corridors • Pedestrian street lighting improvements • Automated pedestrian detection • Pavement marking improvements • Accessibility improvements • Advance green for pedestrians • New corner radius design • No Right turn on red prohibitions • Connecting discontinuous sidewalks • Road safety audits at high-risk locations • Innovative local road pedestrian crossovers • Removal of right turn slip lanes
School Children	• School Safety Zones • Driver feedback signs • Automated enforcement pilot • Active and safe routes to schools
Older Adults	• Senior Safety Zones • Increased crossing times • Reduced crossing distances • New midblock crossings
Cyclists	• Automated cyclist detection • Advance green for cyclists • Signalized crossings for cyclists • Enhanced cycling facilities including cycle tracks and bike boxes
Motorcyclists	• Motorcycle warning signs • Consideration of motorcyclist issues in road safety audits
Aggressive Driving and Distractions	• Geometric safety improvements and traffic calming • LED signage depicting prohibited turns • Reduced speed limits • Red light cameras

2.3.3 City of Toronto Curb Radii Guidelines

While Transportation Association of Canada (TAC) Guidelines are typically relied upon for design, the City of Toronto *Curb Radii Guidelines* were

developed to better incorporate the needs of all road users, including pedestrians and cyclists of all ages and abilities.

These curb radii Guidelines retain many of the elements of the TAC guidelines but look for ways to increase active transportation user confidence and sense of safety by considering all modes of travel when designing intersections, rather than implementing larger radii to improve vehicular speed and flow. Some notable diversions from previous intersection design guidelines include:

- Greater burden of proof required when justifying increasing curb radii;
- Greater considerations for bike lanes when determining effective turning radii;
- Options for 1m radii a t intersection corners where right turns are restricted; and
- Maximum radii of 15 m – this should never be increased; instead the truck route type should be downgraded.

The curbs within the study area were likely designed under an older standard meaning opportunities exist to re-examine curb radii as a component of street design recommendations to further advance active transportation in the study area.

2.3.4 City of Toronto Vehicle Travel Lane Width Guidelines

The City's *Travel Lane Width Guidelines* were reviewed and updated in January 2015 and will become part of the future Toronto-specific street design guidelines. The new guidelines rebalance safety, access, and comfort of all road users, including cyclists and pedestrians, when recommending lane widths. The Guidelines apply to all collector, minor arterial, and major arterial streets. Local roads, which typically don't have lane markings, are addressed in the City's Road Engineering Design Guidelines.

Appropriate lane width ranges are decided based on 13 relevant context characteristics presented in **Figure 2-2**. Note the symbols in in the exhibit include "X" for target width, "-"for minimum width, and "+" for maximum width.

Figure 2-2. City of Toronto Vehicle Travel Width Guidelines

			Minimum/Constrained	Target	Maximum	Parking		Transit		Cycling			High Truck Volume/ Designated Truck Route	High Pedestrian Activity	Posted Travel Speed			Land Use				Other	
						Off Peak On Street Parking	24-Hour Parking Lane	Streetcar Tacks	Bus Route	On-Street Bike Lane	Buffered On-Street Bike Lane	Moderate Cyclist Volumes			Less than 40 km/h	40-50 km/h	Greater than 50 km/h	Residential	Commercial	Industrial	Institutional (school, park)	Horizontal Curves	No Buffer Between Sidewalk and Curb Lane
Through Lane	Collector and minor arterial		2.8	3.0	3.3	=	=	+[1]	=	X	X	X	+	-	-	=	+	-	=	+	-	+	=
	Major arterial			3.2	3.6																		
Curb Lane	Dedicated cycling Facility not present	All road classifications	2.8	4.3	4.3	+	+[2]	X	+[3]	X	X	+	+[4]	-	-	=	+	-	=	=	=	+	+[5]
	Dedicated cycling facility present	Collector and minor arterial		3.2	3.3					+[6]	-[7]	X											
		Major arterial			3.6																		
Two-way Left Turn Lane			2.7	3.0	3.2	=	=	X	+	=	=	=	+	-	-	=	+	-	=	+	-	+	=

[1] A through lane containing streetcar tracks must be at least 3.1m wide.
[2] Recommended lane width does not include width of parking space. Increase beyond the target width is intended to reduce risk of "dooring" for cyclists in the bike lane.
[3] On designated TTC bus routes, the target lane width for all lanes used by TTC buses is 3.3m, where possible.
[4] Where a bike lane is present on a road with high truck volumes the curb lane should be widened to the maximum width, where possible.
[5] Wider curb lane in such conditions is preferred in order to add more space between vehicles and pedestrians. However, if the project scope allows for moving the curbs and adequate width for cycling facility is already provided, it is best to increase the width of the boulevard and create a buffered sidewalk rather than widening the curb lane.
[6] When bike lane is present, consider widening bike lane to target width before widening curb lane
[7] Where a bike lane with a minimum buffer of 0.7m is present, the right of way is constrained and posted speed is 40 km/hr or less, a minimum curb lane width of 3.0 m wide may be permitted, regardless of TTC bus route designation.

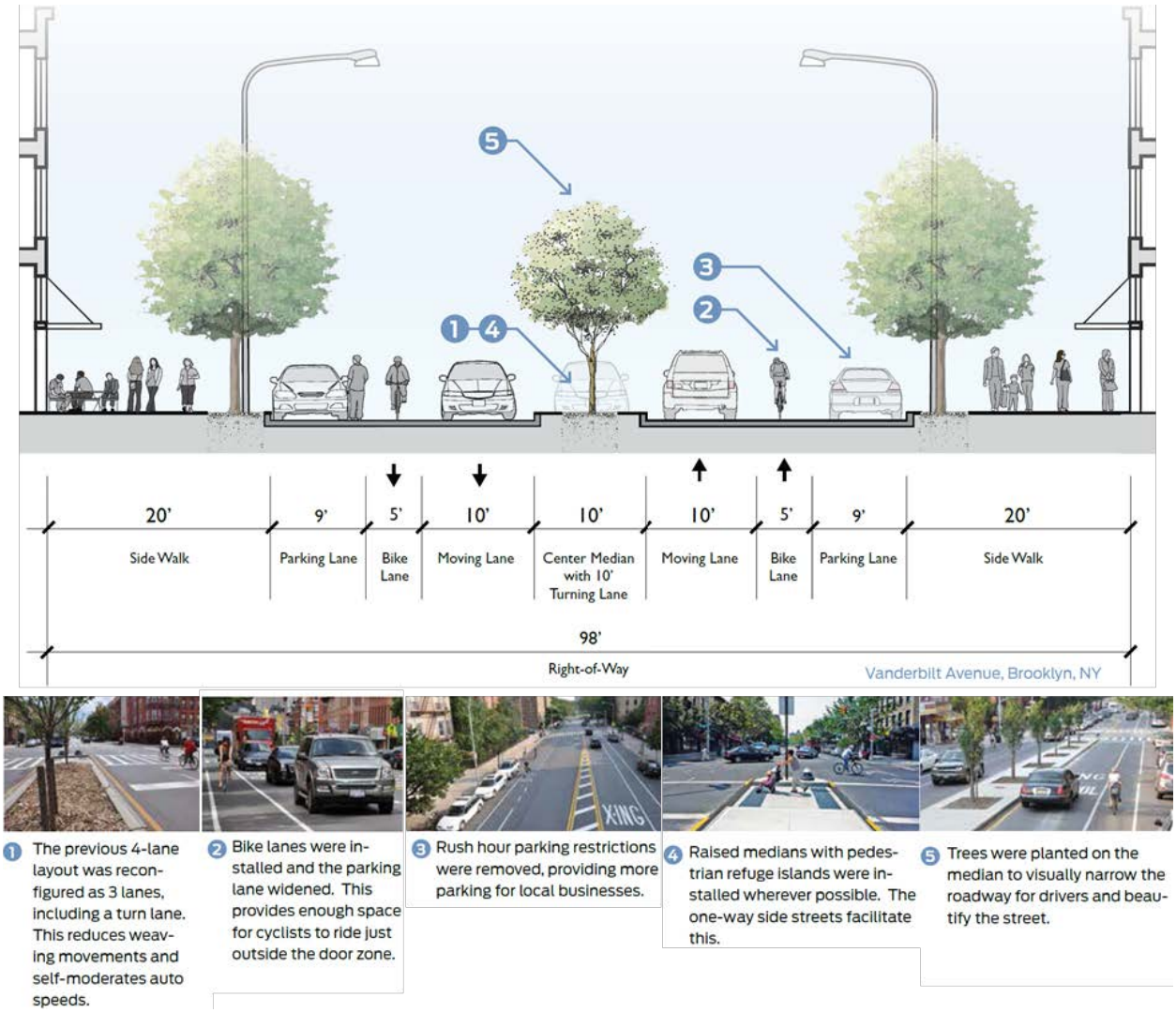
Source: City of Toronto Travel Lane Width Guidelines

2.3.5 NACTO

The National Association of City Transportation Officials (NACTO) has produced two documents – *Urban Bikeway Design Guide* and *Urban Streets Design Guide* -- that provide specific guidance for curb radii, cycling facilities, lane width, pedestrian crossings, and other complete streets elements in an urban context. Many other design guidelines cited in this report draw upon NACTO as a primary resource. The guidelines will be used in conjunction with the Toronto and Ontario-specific guidelines in making recommendations for the study area.

A sample case study from the *Urban Streets Design Guide* is provided in **Figure 2-3**, and it illustrates a four (4) lane street which was converted to three (3) lanes to include a median and bike lanes including commentary on design treatments to improve the street for all users.

Figure 2-3. NACTO Urban Street Design Guide – Case Study of a 4-lane to 3-lane conversion



Source: NACTO Urban Street Design Guide

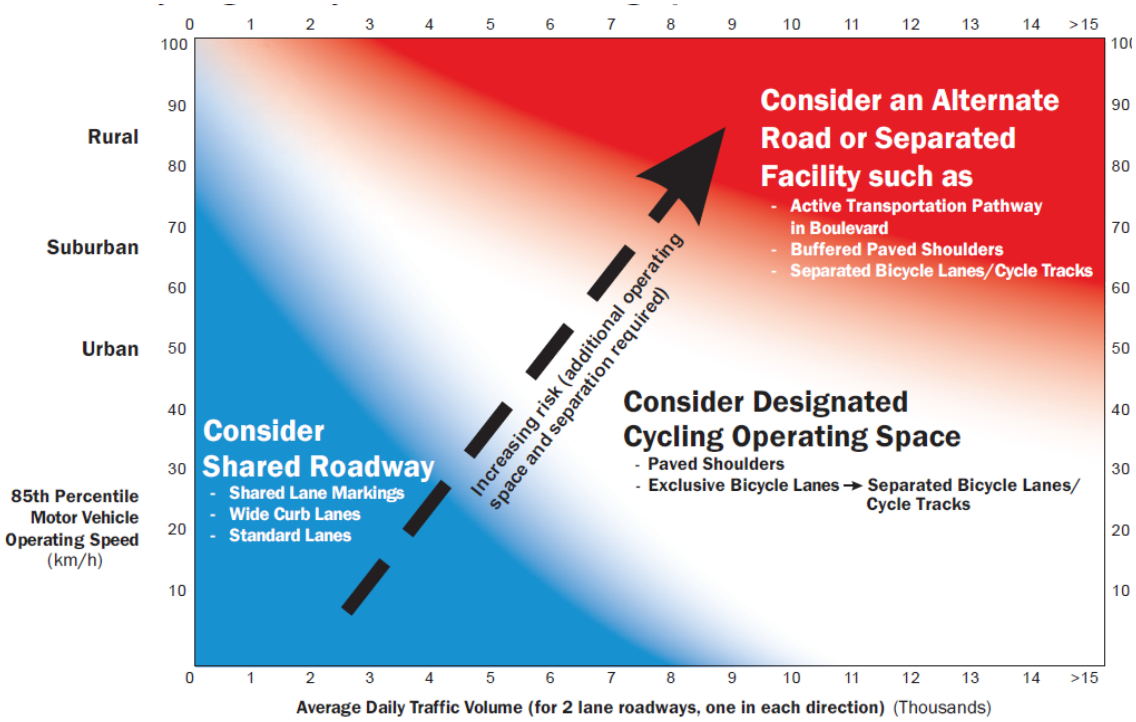
2.3.6 Ontario Traffic Manual (OTM) Books 15 and 18

The Ontario Traffic Manual (OTM) is comprised of a number of Books which provide guidance for the “planning, design, construction, and operation of traffic control devices and systems”, thus promoting uniformity of approaches across Ontario. There are two recently updated Books which provide the latest innovation and guidance on active transportation: *Book 15—Pedestrian Crossing Facilities* and *Book 18—Cycling Facilities*.

Book 18 (2013) offers guidelines for bicycle network design, facility selection, facility design, and network implementation (see **Figure 2-4**). Facilities range in separation from shared routes and bike lanes to cycle tracks and in-boulevard multi-use trails. Selection criteria include vehicle speed and

volume, traffic mix, space availability, existing and future demand, and cost. The diverse nature of the streets within the study area will merit a nuanced approach to bicycle network design using the tools presented in Book 18.

Figure 2-4. Desirable Cycling Facility Pre-selection Nomograph



Source: OTM Book 18

Book 15 (2010) outlines and provides guidance on the selection and design of pedestrian crossing facilities. The elements

- **Legal requirements** – highlights pedestrians' and road users' legal right-of-way and responsibilities at different forms of controlled and uncontrolled crossings
- **Pedestrian crossing devices** – guiding principles for the decision process for different crossing methods, including controlled and uncontrolled crossings
- **Physically separated facilities** – guidance on the selection process which includes a needs assessment and, if eligible, a feasibility study
- **Accessibility** – outlines the overall design considerations for accessible crossings.

2.4 Background Studies

2.4.1 Eglinton Crosstown Ligauht Rail Transit (ECLRT)

The Eglinton Crosstown LRT (ECLRT) is one of the first projects to improve transit service in the City of Toronto to be implemented from the Big Move. The ECLRT is a 19 kilometre corridor that will run across Eglinton Avenue between Weston Road (Mount Dennis Station) and Kennedy Station in dedicated right-of-way transit lanes. The ECLRT is currently under construction and is scheduled to be in operation by 2021.

Figure 2-5 illustrates the alignment of the ECLRT and indicates the aboveground and underground sections of the corridor, as well as the station stops, intermodal LRT stops, and the maintenance and storage facility. The ECLRT will have 25 stations and stops, with connections to three (3) subway stations, 54 bus routes, and three (3) GO Rail lines.

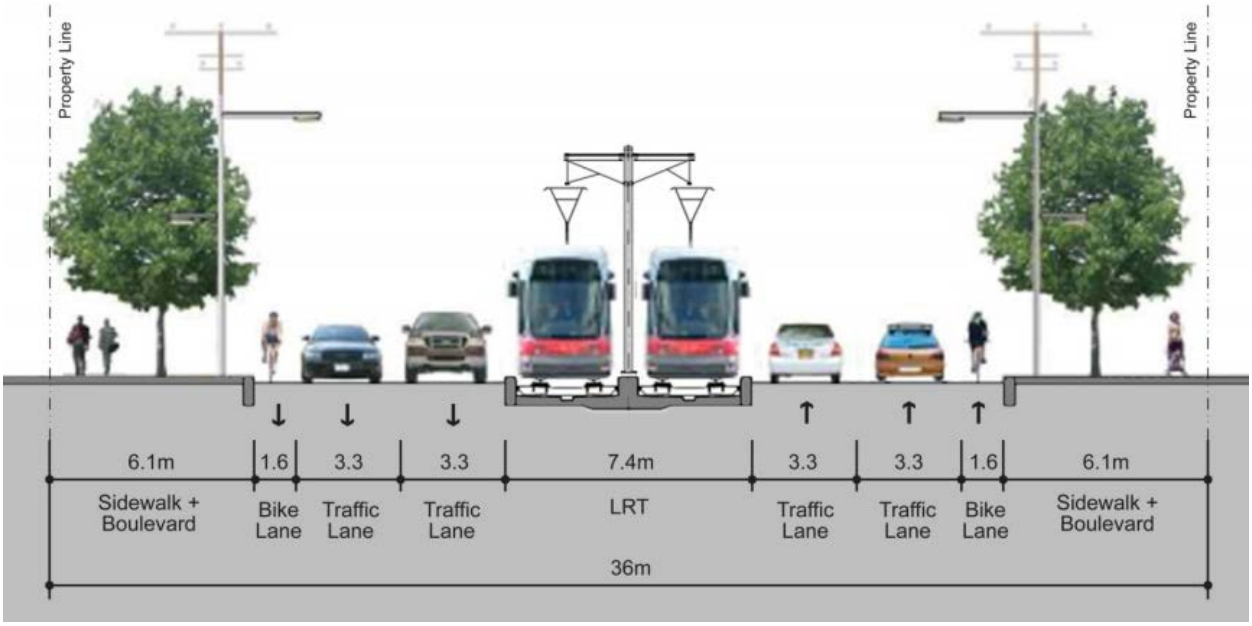
Figure 2-5. Eglinton Crosstown LRT

Source: Eglinton Crosstown (http://www.thecrosstown.ca/the-project)

Figure 2-6 illustrates a typical mid-block cross-section of a surface LRT in dedicated right-of-way transit lanes. The ECLRT will be located in the centre

of the ROW and will use Bombardier's Flexity Freedom Light Rail Vehicles (LRV).

Figure 2-6. Typical Mid-Block Cross-Section of Surface LRT



Source: Eglinton Crosstown Light Rail Transit Environmental Project Report (http://www.thecrosstown.ca/the-project)

A significant advantage of the Crosstown vehicles is the flexibility of adding LRV cars to accommodate user demand compared to a fixed bus or articulated bus. Each Crosstown vehicle has a maximum capacity of 163 users compared to 43 users of a TTC bus. With the ability to connect up to three (3) Crosstown vehicles, each Crosstown consist will be able to accommodate up to 490 people.

The Crosstown vehicle is expected to significantly improve travel time across Eglinton Avenue. The existing bus service has an average speed of 17 km/h while the Crosstown vehicle will have average speed of 28 km/h. As a result, travel time from Kennedy Station to Yonge-Eglinton will improve from approximately 40 minutes via bus to 26 minutes via the Crosstown LRT, according to the project's website[1].

2.4.2 Eglinton Connects

Eglinton Connects is a comprehensive planning study that complements the investment in the ECLRT by identifying a planning framework for new

[1] http://www.thecrosstown.ca/the-project

development, built form, street functionality and mobility. It examined the future land use, built form, public realm, and transportation network along Eglinton Avenue from Jane Street to Kennedy Road, in anticipation of the ECLRT.

The Study resulted in a Plan with 21 recommendations, informed by a vision "that Eglinton will become Toronto's central east-west avenue – a green, beautiful linear space that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger City and the region."

Toronto City Council adopted the 21 recommendations in May, 2014. Key recommendations relevant to the Golden Mile Study are summarized in **Table 2-4**.

Table 2-4: Key Recommendations of Eglinton Connects

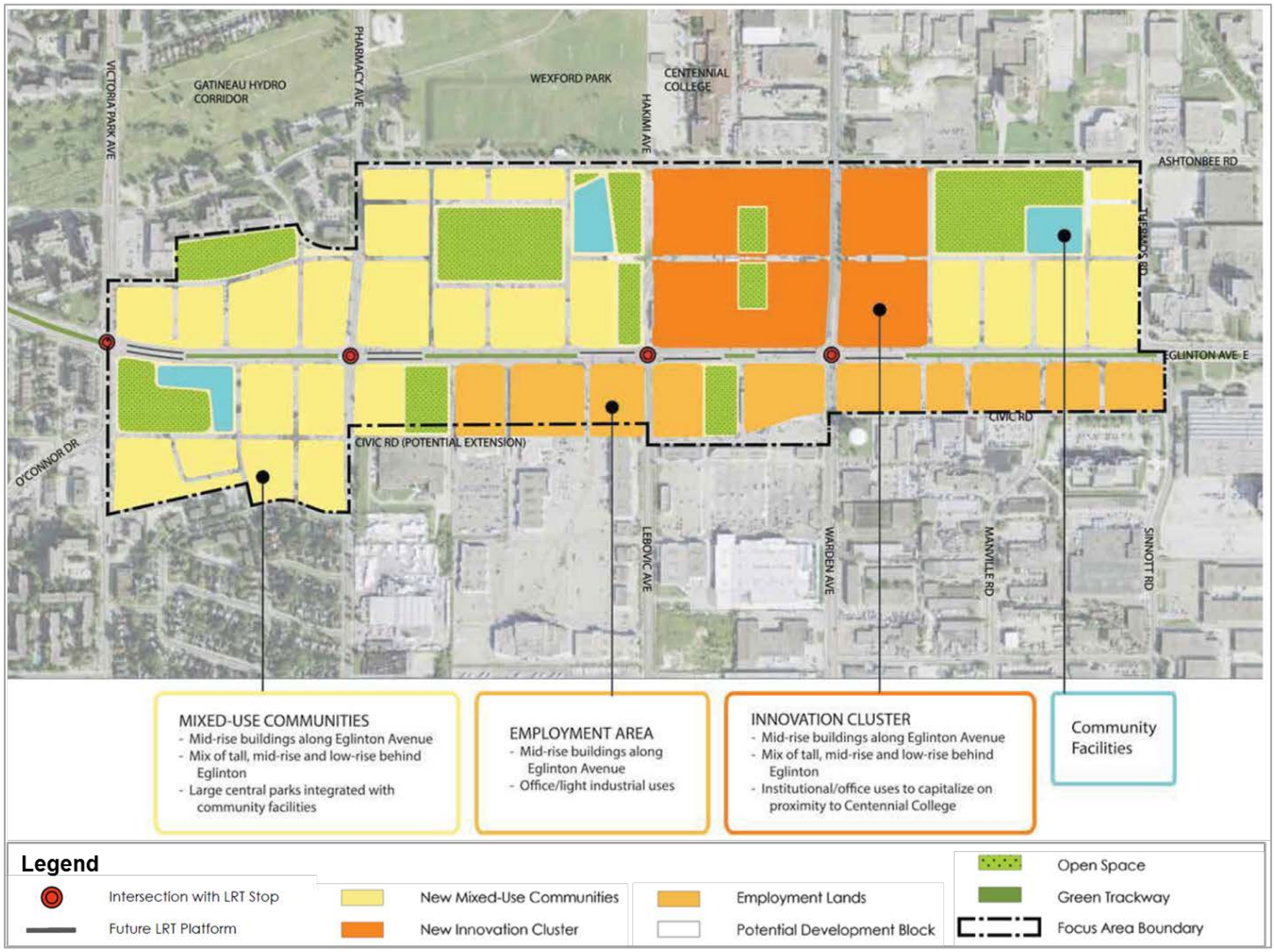
Theme	Key Recommendation
Travelling	• Create a complete street: provide a safe, convenient and active mix of transportation options for all users • Provide wide sidewalks • Build protected cycling lanes: should be considered along the full length of Eglinton Avenue with connections to transit stations, and trails • Reallocate road space to meet projected needs and mobility mix • Maintain parking supply • Extend the network of rear lanes • Implement streetscape typologies • Golden Mile: 4 lanes with median-running LRT, on-street bike lanes, no parking, and wider sidewalks
Greening	• Implement greening typologies o Golden Mile: formal treed boulevard to define street edge, shade trees, and a planted trackway • Create a network of green and open spaces • Grow great trees • Relocate hydro below-grade • Green transit infrastructure / green trackway
Building	• Encourage mid-rise buildings for portions of the corridor identified as an Avenue • Plan for intensification in Focus Areas o Golden Mile is listed as a Focus Area

The Plan identified six (6) focus areas for further study that could potentially support additional height and density. The Golden Mile was identified as the largest focus area and the one with the greatest capacity for intensification. It recommends preserving the area's role as a regional retail centre by integrating large format retail into the base of buildings, while also fostering the growth of an "innovation cluster", leveraging its proximity to Centennial College. The objectives and principles for redevelopment, summarized below, align with the overall vision for the Eglinton Corridor:

- Create a new urban structure for the area with a predominately mid-rise built form, based on a multi-modal street pattern ;
- Develop a series of precinct plans to inform redevelopment;
- Include new, large and centrally located open spaces;
- Create new public destinations along Eglinton Avenue, such as plazas;
- Incorporate a range of building types, and consider potential locations for tall buildings;
- Include new community services and facilities, including a new library and recreation centre; and
- Develop an employment and economic development policy to enhance employment uses in the area and attract new industry.

These objectives informed the development of several planning directions and a possible neighbourhood framework plan, shown in **Figure 2-7**.

Figure 2-7. Eglinton Connects Golden Mile Focus Area Recommendations



Source: Eglinton Connects

Directions relevant to this study include:

- Travelling
  - Develop a Transportation Master Plan that addresses the following:
    - Fine grained street network with walkable blocks;
    - Cycling and pedestrian network to connect destinations within and beyond the focus area;
    - Consider options to ensure a generous public realm along Eglinton Avenue, including potential ROW widening;
    - Goods movement through the focus area;
    - Appropriate amount and location of on and off street parking; and,

        - A strong cycling component, including consideration of a protected cycling lane along Eglinton Avenue.
    - Determine feasibility and desirability of extending Civic Road, and regularizing the intersection of O'Connor Drive/Eglinton Square and Victoria Park Avenue, creating a series of parallel arterials as an alternative to alleviate traffic on Eglinton Avenue; and,
    - Develop a parking, loading, and access management strategy.
- Greening
    - Create a green connection from the LRT Stops to Centennial College's Ashtonbee campus; and,
    - Provide for a wider boulevard along Eglinton Avenue for an improved pedestrian environment.
- Building
    - Conduct a Built Form and Urban Design Study that considers:
        - The future of the Eglinton Square Mall Site as a mixed use site; and,
        - Location of high density buildings.

The Plan is accompanied by a Streetscape Plan illustrating the proposed arrangement of right-of-way elements. Within the Golden Mile study area, the Streetscape Plan proposes reducing the number of through lanes on Eglinton Avenue in each direction from three (3) to two (2); eliminating both eastbound and westbound peak period HOV lanes in order to accommodate the ECLRT at grade in the median, bicycle lanes, and wider sidewalks. The plan also proposes normalizing the intersection of Eglinton Square and Eglinton Avenue, to allow north-south traffic movements. The Eglinton Connects recommendations will be reviewed as part of the GMSP study.

2.4.3 TTC ECLRT Transit Project Assessment Study

In February 2010 the Toronto Transit Commission (TTC) undertook a preliminary traffic assessment of the future ECLRT operation, as part of the Transit Project Assessment Process (TPAP) Study. Two sections of the report, the Overall Traffic Analysis and U-Turn Traffic Analysis are relevant to the GMSP study. The Golden Mile TMP Study will verify the TTC's assessments, traffic turn restrictions and U-turn movements.

The Overall Traffic Analysis consisted of two steps: an analysis of existing and future conditions to identify critical signalized intersections, followed by a detailed analysis of the identified intersections to develop an effective Light

Rail Vehicle (LRV) operation that will be further refined during preliminary and detailed design. To evaluate LRT operations, a priority scheme was employed at signalized intersections that ensures a safe transportation system for all road users. The scheme consists of the following measures:

1. Ensure high quality LRT operations
2. Facilitate pedestrian movements
3. Facilitate bus operations
4. Facilitate the movement of vehicles at signalized intersections

Two study horizons were analyzed: existing 2008 conditions and future conditions, which assumes a time period where the ECLRT is operational, roadways and intersections are reconfigured, and signal timings are modified. Existing turning movement counts were employed for the future scenario.

The implementation of the ECLRT was projected to have the following traffic impacts:

- Left turn prohibitions from unsignalized streets and entrances throughout the corridor;
- Some left turn prohibitions at specific major signalized intersections; including Victoria Park Avenue, Pharmacy Avenue, and Birchmount Road within the study area. Left turns will be rerouted to new midblock u-turns;
- Reduced roadway capacity due to the removal of one (1) travel lane in each direction at some locations; and,
- Increased delays for vehicular traffic, particularly for left-turn movements due to the introduction of separate left- and U-turn signal phases.

Eglinton Avenue at Victoria Park Avenue was the only intersection in the GMSP study area identified as critical in this section. The study identified several site traffic issues associated with the intersection “hot spot”:

- Close signal spacing along Eglinton Avenue;
- Intersections already operating near or at capacity;
- Capacity reduction on Eglinton Avenue from three (3) lanes in each direction to two (2) lanes; and
- Land development opportunities.

The U-turn traffic analysis provided more detailed analysis for ten (10) identified intersections that were candidates for the addition of “U-turn signals” or other mitigating methods. The operation of traditional left turns was compared to various left turn rerouting scenarios, with consideration to truck

routing and high left turn volumes. Scenarios were compared based on projected delays to LRVs, cross-street transit vehicles, general traffic, and pedestrians. In addition to Victoria Park Avenue, the intersections of Eglinton Avenue at Pharmacy Avenue, Lebovic Avenue, Warden Avenue, and Birchmount Road were analyzed. The recommended solutions of the overall traffic and U-turn traffic analyses are summarized below. In all cases the study area included the surrounding road network.

Victoria Park Avenue

The final scenario (**Figure 2-8**) incorporated several modifications including:

- Prohibition of all left turns on Eglinton Avenue at Victoria Park Avenue
- Signalization of the intersection of Eglinton Avenue and Jonesville Crescent to allow for eastbound left turns;
- Upgrades to the eastbound approach at Jonesville Crescent and Victoria Park Avenue to separate left turning vehicles from through and right turning vehicles;
- Redesign of the intersection of Eglinton Avenue and Eglinton Square to allow for eastbound right turns; and
- Recalibration of traffic signal timing plans to allow for 90 seconds cycle length along the corridor section.

Figure 2-8. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Victoria Park Avenue

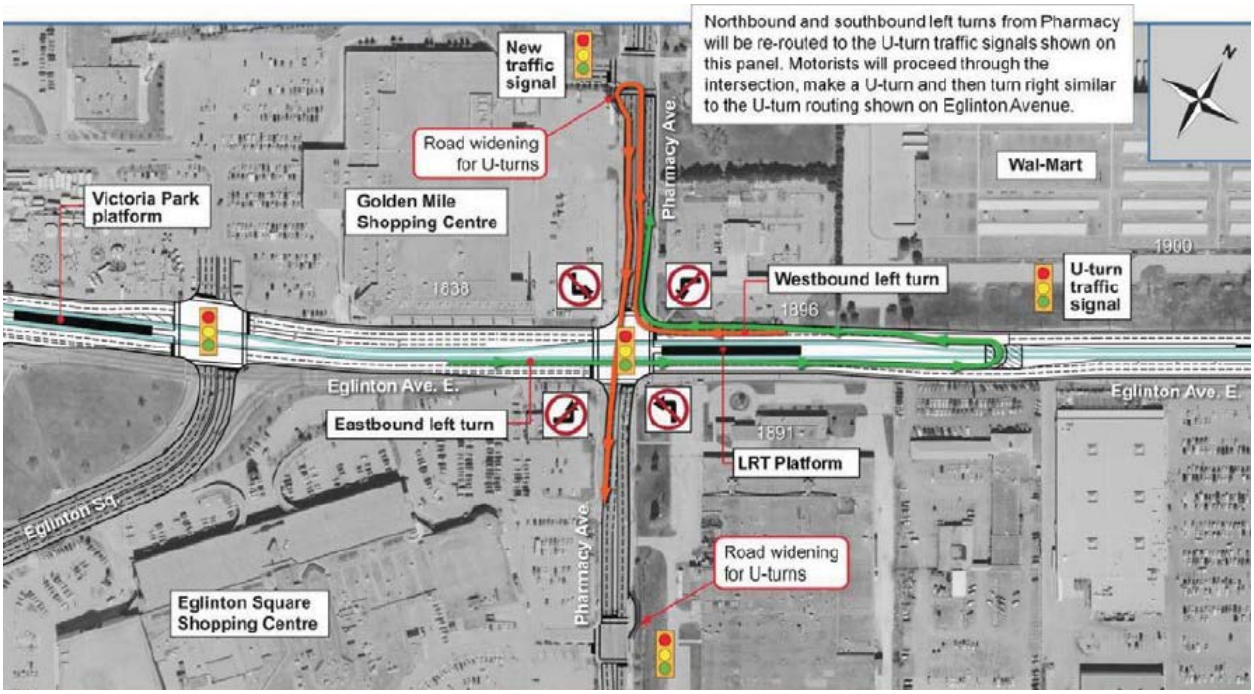
Source: Toronto Transit Commission (TTC) Transit Project Assessment Study – Consolidate Traffic Report, February 2010

Pharmacy Avenue

The main features of the scenario at Pharmacy Avenue (**Figure 2-9**) include:

- Prohibition of all left turns on Eglinton Avenue at Pharmacy Avenue;
- Four phase signal operation at Eglinton Avenue at Pharmacy Avenue with rerouted east-west and north-south left turn movements;
- Minimum of 24 seconds for east-west green time;
- Exclusive east-to-north and west-to-south right turn lanes; and,
- A new U-turn signal on Eglinton Avenue between Pharmacy Avenue and Lebovic Avenue which will also allow for pedestrian crossings.

Figure 2-9. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Pharmacy Avenue



Source: Toronto Transit Commission (TTC) Transit Project Assessment Study – Consolidate Traffic Report, February 2010

Warden Avenue

The main features of the scenario at Warden Avenue (**Figure 2-10**) include:

- 90 second cycle length
- Protected U-turns (mixed with left turn traffic) for eastbound approach at Eglinton Avenue and Prudham Gate;

- Protected U-turns (mixed with left turn traffic) for westbound approach at Eglinton Avenue and Lebovic Avenue;
- 38 seconds for east-west green time; and
- Exclusive east-to-north and west-to-south right turn lanes.

Figure 2-10. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Warden Avenue

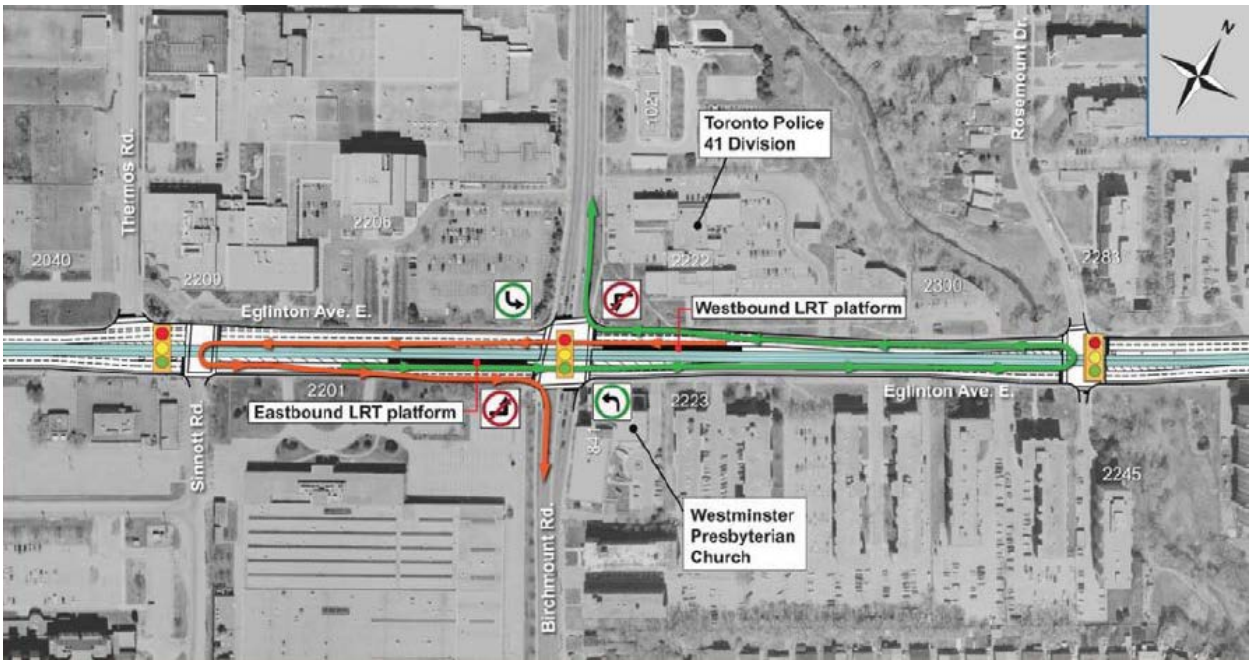
Source: Toronto Transit Commission (TTC) Transit Project Assessment Study – Consolidate Traffic Report, February 2010

Birchmount Road

The main features of the scenario at Birchmount Road (**Figure 2-11**) include:

- Five phase signal operation (four phase during the AM peak) at Eglinton Avenue at Birchmount Road;
- Prohibition of east-west left turn movements at Birchmount Road. East-west left turns rerouted through U-turns at downstream signalized locations on Eglinton Avenue;
- Minimum of 26 seconds for east-west green time;
- Exclusive east-to-north and south-to-west right turn lanes.

Figure 2-11. TTC Transit Project Assessment Study U-Turn Traffic Analysis: Recommended Scenario for Eglinton Avenue at Birchmount Road



Source: Toronto Transit Commission (TTC) Transit Project Assessment Study – Consolidate Traffic Report, February 2010

2.4.4 Scarborough Subway Extension

The City of Toronto, together with the TTC, is planning an extension to the Bloor-Danforth Subway (Line 2) to Scarborough Center. The Scarborough Subway Extension (SSE) is expected to be operational in 2026. The proposed SSE will replace the aging Scarborough RT and contribute to an integrated and comprehensive rapid transit network that will improve transit service in Scarborough and across Toronto. This will create a seamless journey for transit users by eliminating the need to transfer at Kennedy Station.

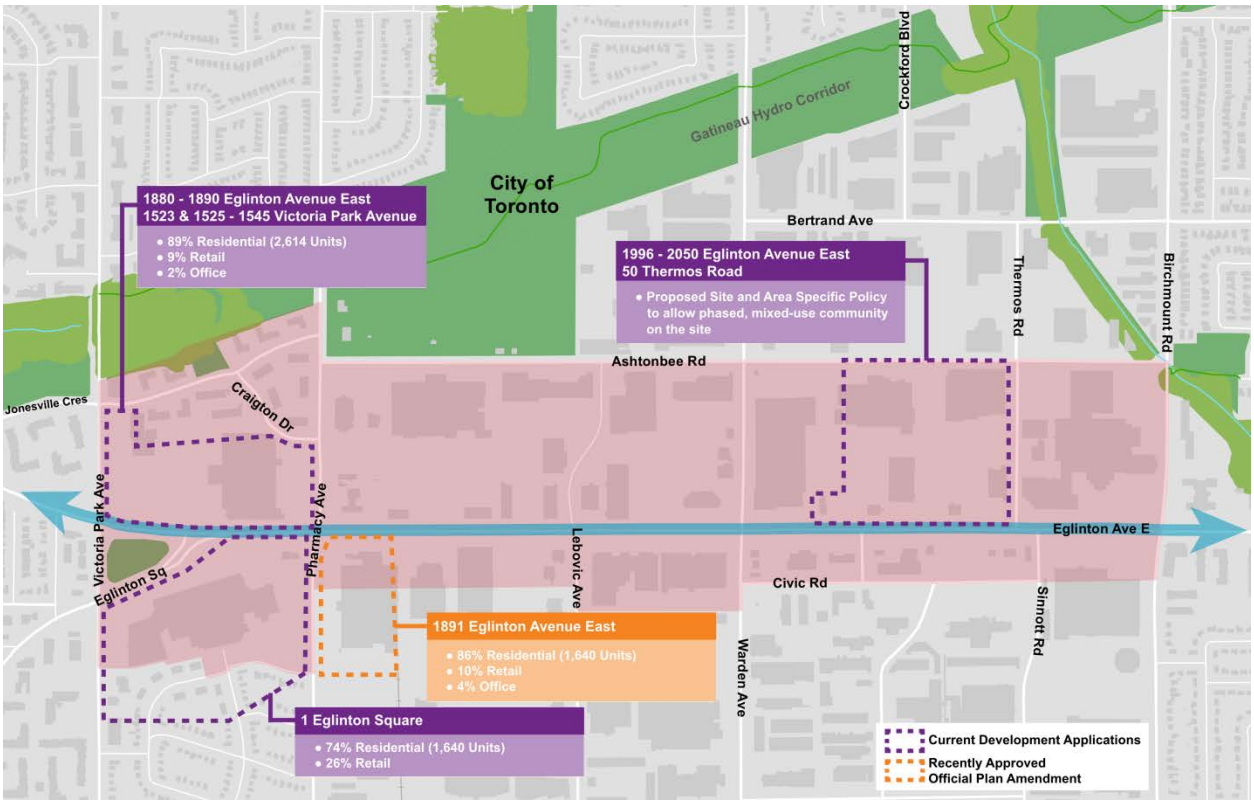
In 2017, City Council approved the SSE as part of a transit network plan for Scarborough and approved the commencement of the TPAP. The TPAP will look in detail at the SSE alignment, bus terminal, ancillary facilities, construction methods, and the Scarborough Centre Station.

2.4.5 Development Applications

There are currently three (3) development applications under review in the GMSP study area and one (1) development that was recently approved. Illustrated in **Figure 2-12**, these development applications are located along the Eglinton Avenue Corridor. The development applications require Official

Plan Amendments which are currently under review and include 1 Eglinton Square, 1880-1890 Eglinton Avenue, and 1966 Eglinton Avenue East. The majority of development applications are primarily residential with a smaller percentage dedicated to retail or office space.

Figure 2-12. Current and Recently Approved Development Applications



Source: City of Toronto

3 Public Consultation

Throughout the study, the general public, key stakeholders, agencies, first nations and aboriginal peoples will be contacted and consulted with to ensure that those who may be affected by the study had sufficient opportunity to review materials and provide input.

An extensive public engagement process has been identified for this study which goes beyond Municipal Class EA (MCEA) requirements and includes community consultation meetings, Technical Advisory Committee (TAC) meetings, Local Advisory Committee (LAC) meetings, Community Consultation Meetings (CCMs), Planners in Public Spaces (PiPS), and Pop-Up events throughout the length of the project.

3.1 Community Consultation Meeting #1: Project Launch

The City of Toronto hosted the first of four community consultation meeting for Renew Golden Mile on Wednesday June 28, from 6:30 to 9:30 pm at Our Lady of Fatima Catholic School (3176 St. Clair Avenue East) at the southern end of the TMP study area. The purpose of the meeting was to introduce the GMSP study, the study team, and the overall process; share information about what is driving change in the area; answer questions about the study; discuss what is working and what can be improved; and seek participation in future outreach events. Over 140 members of the public attended the meeting, which was facilitated by City of Toronto staff, members of the consultant team, and area Councilors or their representatives.

The event was organized as an open house and included a presentation and a questions and answers period to facilitate discussion. During the open house, the public was able to review display boards that included background information about the Golden Mile Secondary Plan. Feedback was encouraged through the use of writing comments on sticky notes which were then placed on the display boards. Attendees were also given red and green circle stickers which they could place on the display boards to indicate “items of concern” and “items they like”, respectively. **Figure 3-1** illustrates the transportation display board with comments. The open house was followed by a presentation where a more detailed project review was given, as illustrated in **Figure 3-2**.

Transportation comments identified by the public were primarily focused on safety and included the following:

- Concerns of pedestrian safety due to high speeds and traffic volumes on Eglinton Avenue and specifically crossing Eglinton Avenue to access retail on either side;
- Lack of cycling infrastructure in the GMSP study area; and
- Overall safety due to the number of collisions.

The Golden Mile's travel survey was launched on the same day of the community meeting to determine travel characteristics of the GMSP study area. To facilitate responses for the survey, hard copies of the survey were available at the sign in table of the community meeting. Laptops and iPads were also available to complete the online version of the survey.

Figure 3-1. Transportation Display Board with Comments from the Public

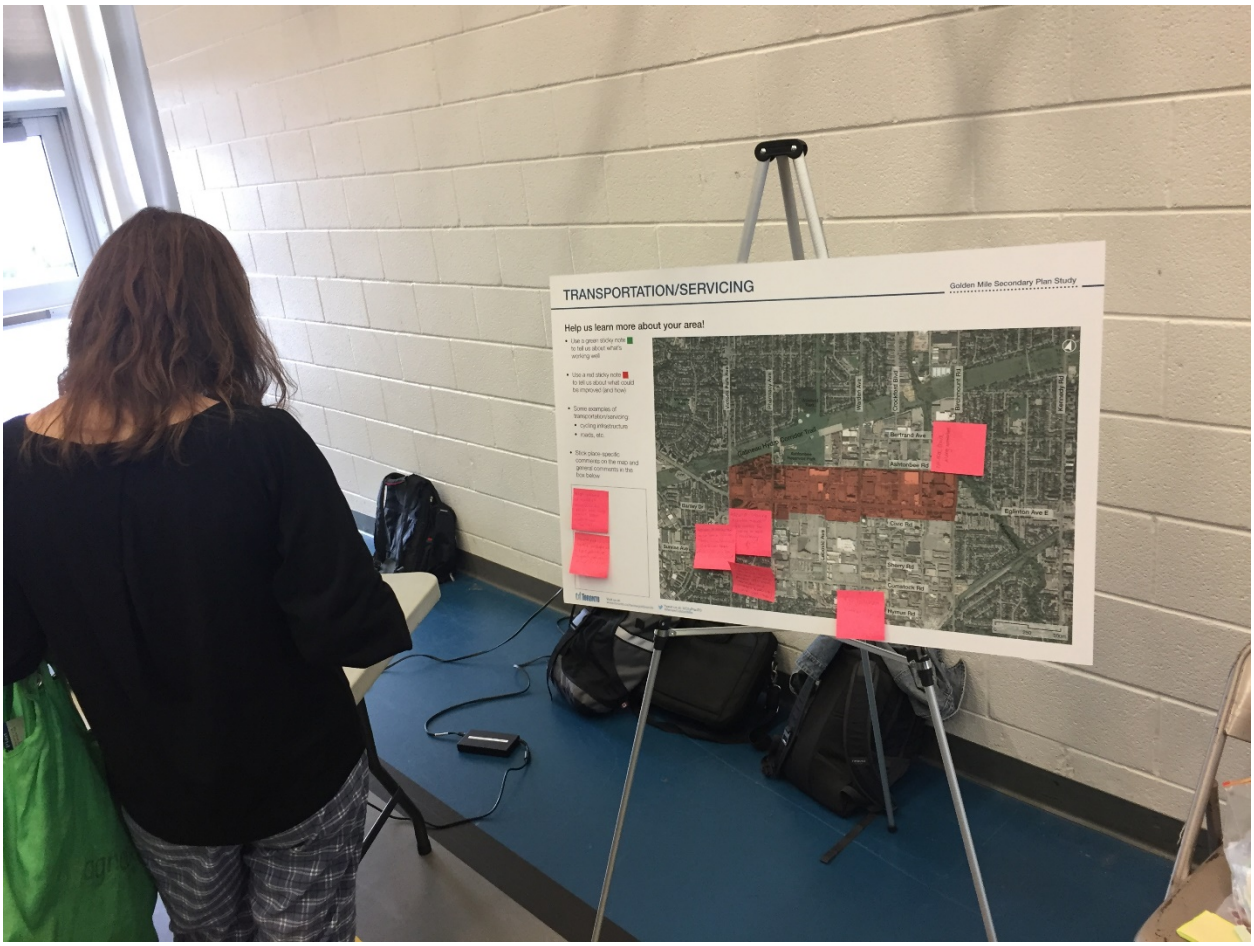


Figure 3-2. Presentation Format of the Community Meeting

4 Existing Conditions

This section provides an understanding of existing conditions within the GMSP study area as it relates to land use, built form, travel demand, the street network, transit, active transportation, goods movement, and travel demand management (TDM) or Smart Commute services.

4.1 Land Use and Built Form

The GMSP study area comprises approximately 130 hectares (321 acres) and is bounded by Ashtonbee Road to the north, Birchmount Road to the east, Civic Road and Alvinston Road to the south, and Victoria Park Avenue to the west. The area is comprised of commercial, industrial, office, institutional, and residential uses.

4.1.1 Population and Employment Forecasts

The overall TMP study area is primarily composed of low density residential uses and includes the Clairlea, Kennedy Park, Victoria Village, O'Connor-Parkview, Ionview, Parma Court, and Wexford neighbourhoods and the Golden Mile Employment areas.

Table 4-1 provides the population and employment forecasts for the TMP study area based on the City's medium intensification forecast with

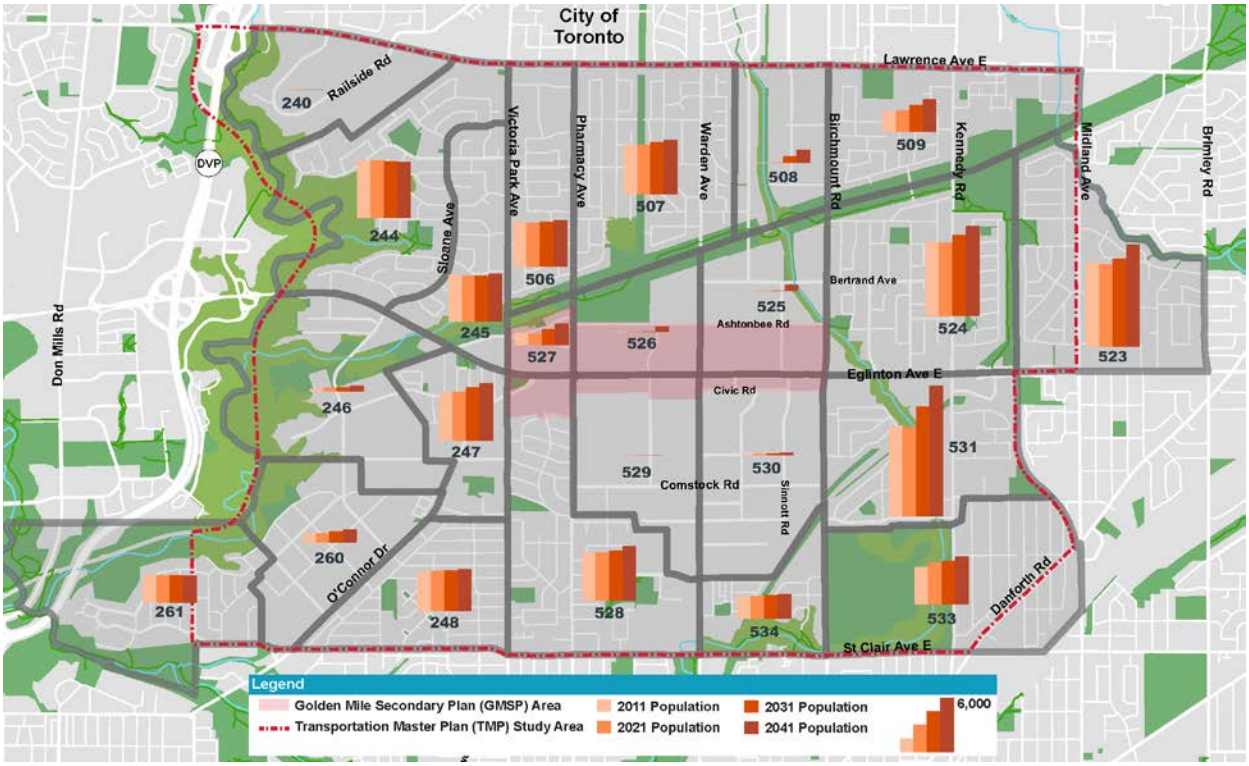
SmartTrack in operation. **Figure 4-1** and **Figure 4-2** illustrate the population and employment growth by traffic zone, respectively.

Table 4-1: Population and Employment Forecasts

Traffic Zone	2011 Pop.	2021 Pop.	2031 Pop.	2041 Pop.	2011 Emp.	2021 Emp.	2031 Emp.	2041 Emp.
240	0	0	0	0	1,680	1,875	1,905	1,940
244	6,470	6,385	6,320	6,255	960	1,100	1,150	1,180
245	5,190	5,110	5,205	5,320	415	485	505	535
246	325	435	515	650	3,065	3,370	3,500	3,565
247	5,310	5,350	5,890	6,325	765	885	985	1,035
260	990	985	1,200	1,410	2,640	3,020	3,065	3,045
261	3,165	3,115	3,090	3,065	295	340	360	355
248	4,350	4,480	4,550	4,620	510	590	645	695
506	4,945	4,865	5,005	5,150	480	575	650	705
507	5,590	5,510	5,775	6,045	895	1,020	1,080	1,120
508	0	0	725	1,465	1,225	1,405	1,495	1,555
509	2,220	2,340	2,925	3,575	280	325	355	365
527	1,355	1,335	1,830	2,375	695	715	765	790
526	0	0	0	600	2,325	2,500	2,635	2,725
525	0	0	0	645	3,965	4,210	4,285	4,345
524	8,265	8,125	9,020	9,960	890	1,010	1,115	1,165
523	9,255	9,130	9,745	11,340	965	1,095	1,235	1,320
528	5,280	5,345	5,550	6,040	2,305	2,745	3,110	3,345
529	0	0	0	0	3,265	3,605	3,725	3,775
530	150	195	240	300	5,515	5,855	6,070	6,235
534	2,555	2,515	2,660	2,770	50	55	60	70
531	9,990	9,840	12,165	14,500	1,000	1,125	1,235	1,295
533	4,135	4,615	4,835	5,335	295	335	370	385
Total	**79,540**	**79,675**	**87,245**	**97,745**	**34,480**	**38,240**	**40,300**	**41,545**

Source: City of Toronto Scenario 2, Medium with SmartTrack

Figure 4-1. Population Growth (2011 – 2041)



Source: City of Toronto Scenario 2, Medium with SmartTrack

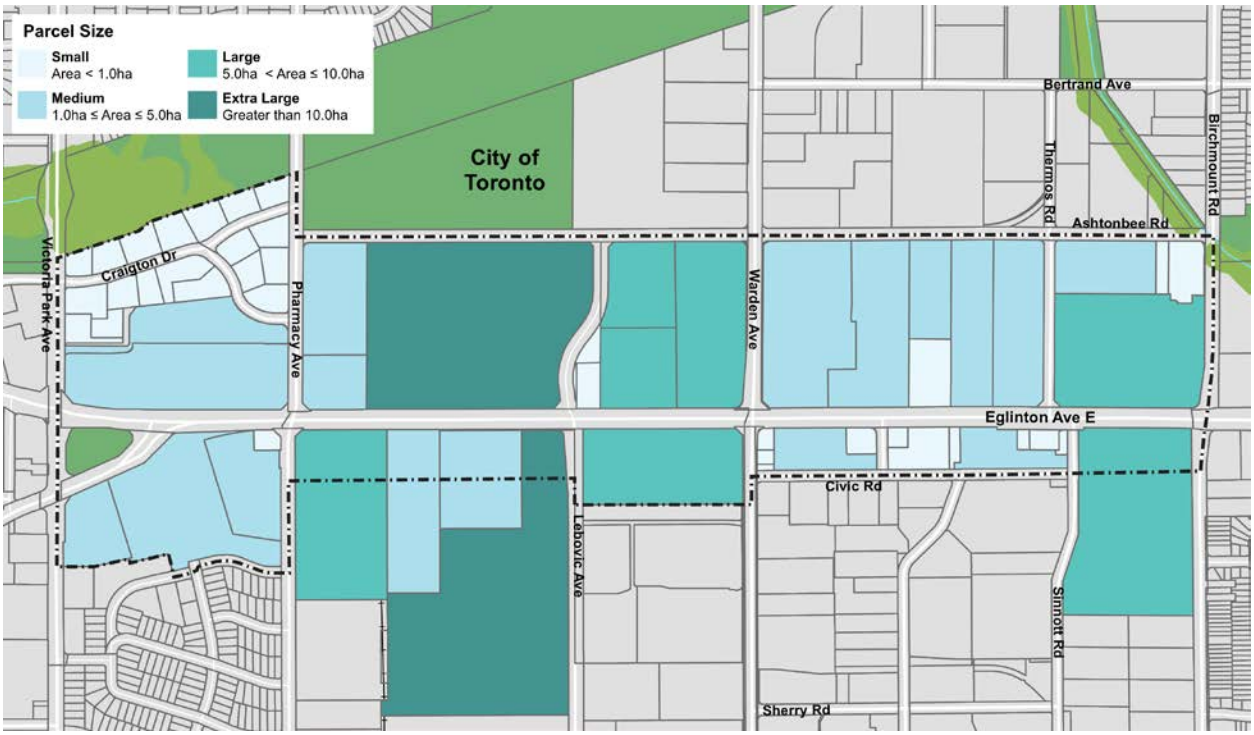
Figure 4-2. Employment Growth (2011 – 2041)

Source: City of Toronto Scenario 2, Medium with SmartTrack

4.1.2 Block Pattern and Built Form

The majority of the GMSP study area is divided into medium to large parcels to accommodate the big box mixed land use within the area, as illustrated in **Figure 4-3**. This block pattern and built form can be characterized as auto-centric, where most building and entrances are set back from the street, often accommodating parking lots along the street frontage (**Section 4.1.3**).

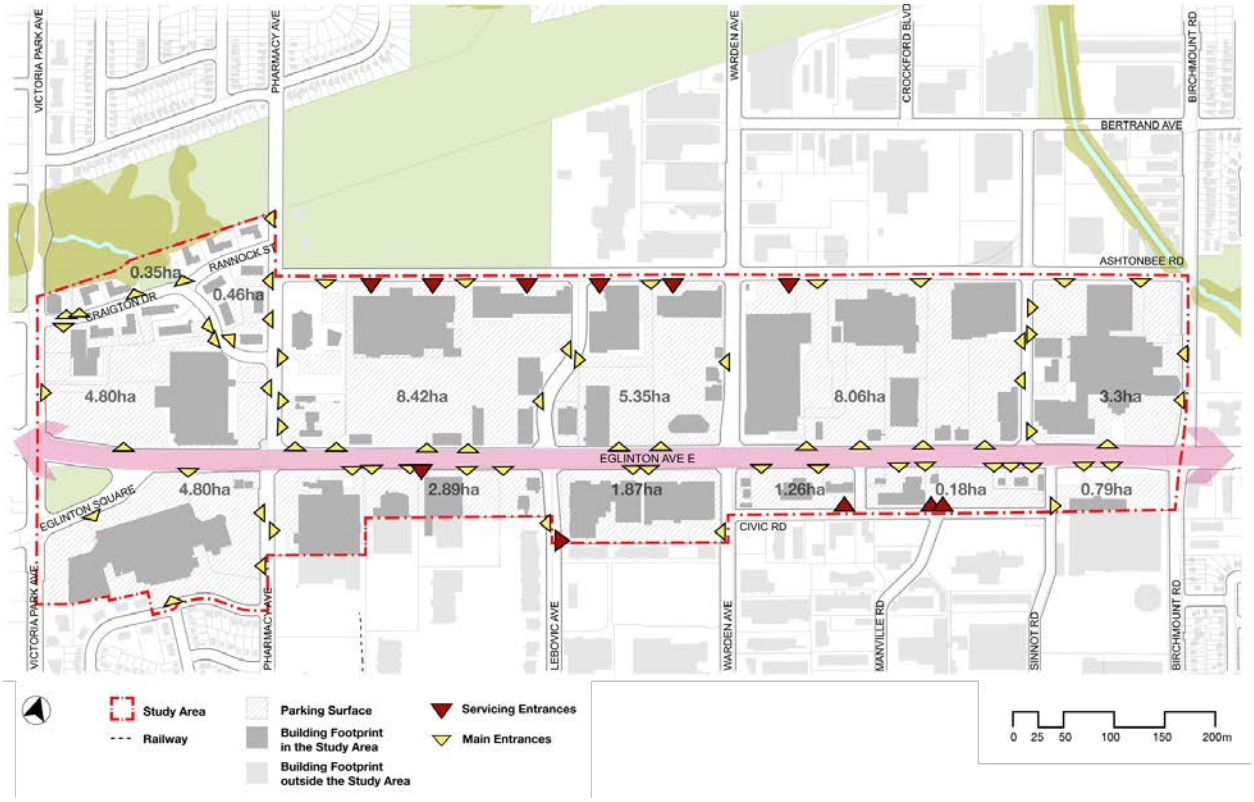
Figure 4-3. Existing Parcel Sizes



4.1.3 Surface Parking

As previously mentioned, the GMSP study area is auto-oriented, characterized by large parcel sizes and parking lots along Eglinton Avenue. **Figure 4-4** illustrates the surface parking in the study area showing that approximately half of the lot coverage is dedicated to surface parking. As a result, the majority of trips destined to the GMSP study area are made by automobile.

Figure 4-4. Surface Parking in GMSP Study Area



Source: SvN

4.2 Travel Context

Travel characteristics are summarized from the historical Transportation Tomorrow Survey (TTS) from 2001, 2006, and 2011, and from a travel survey conducted in June to August of 2017. The travel survey was available online at the study website and hard copies were available to the public at CCM #1 in July and at various PiPS and Pop-Up events throughout July and August at various locations within the Golden Mile.

4.2.1 TTS Travel Characteristics (TMP Study Area)

Travel Demand

An origin-destination (OD) analysis of TTS data shows that 87% of commuters to the Golden Mile TMP study area are from the City of Toronto and 12% are from outside the City, as illustrated in **Figure 4-5**. Within Toronto, 49% of all trips are from Scarborough and within the GMSP study area and 33% from Downtown / East York, and 5% from North York. Trips from the City of Toronto have a higher percentage of transit users than regional trips due to their proximity to the Golden Mile and the convenience of a single transit system. Regional travel is dominated by auto trips due to

longer travel distances and the relative difficulty of commuting by transit, which requires transfers between systems.

Figure 4-5. Daily Travel Demand and Modal Split

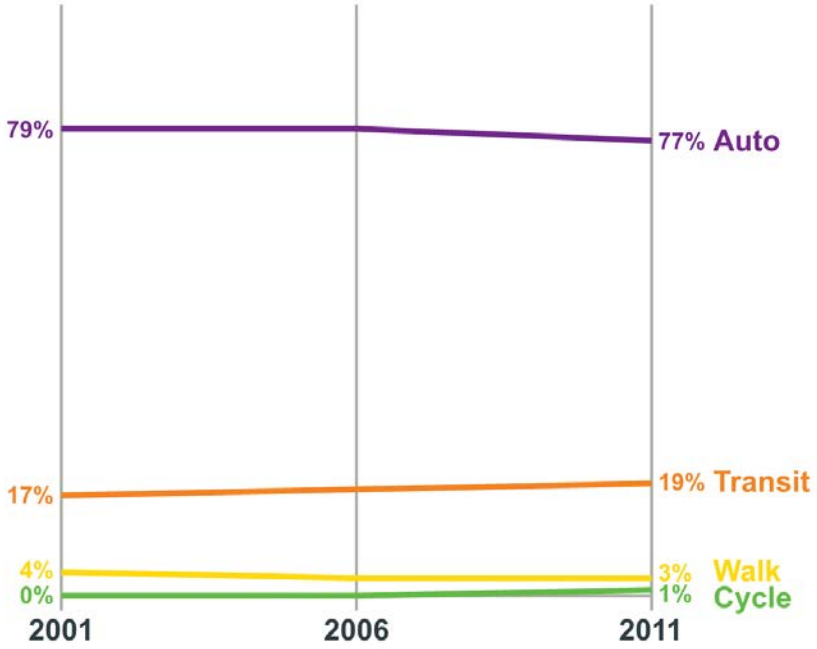
Source: 2011 TTS Data

Modal Split

An analysis of TTS data reveals a minor shift in travel behaviour towards less auto trips and more transit trips. A 2% decrease in auto trips and a 2% increase in transit trips occurred between 2001 and 2011 as shown in **Figure 4-6**. Active transportation trips have overall remained the same which is likely due to the limited active transportation infrastructure and improvements in the area.

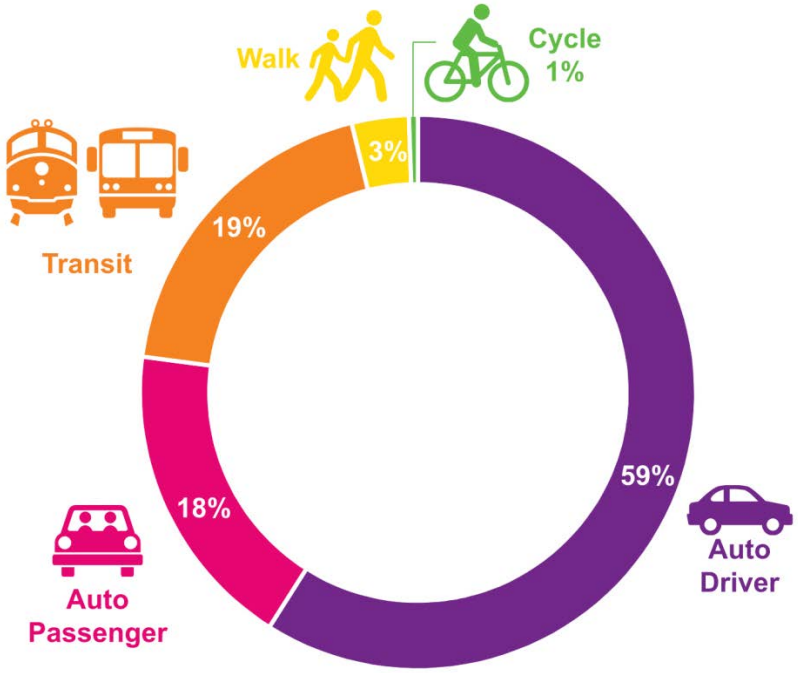
A total of approximately 169,000 trips are made to the Golden Mile TMP study area. Of the 169,000 trips, 59% were made by auto drivers, 18% by auto passengers, 19% by transit, 3% by walking, and 1% by cycling, as illustrated in study area. There is a high propensity to travel by car, which is indicative of a primarily auto-oriented, low-density area in close proximity to a major freeway.

Figure 4-6. Historic Modal Split (2001 – 2011)



Source: 2001 – 2011 TTS Data

Figure 4-7. Existing Modal Split



Source: 2011 TTS Data

Active Trips

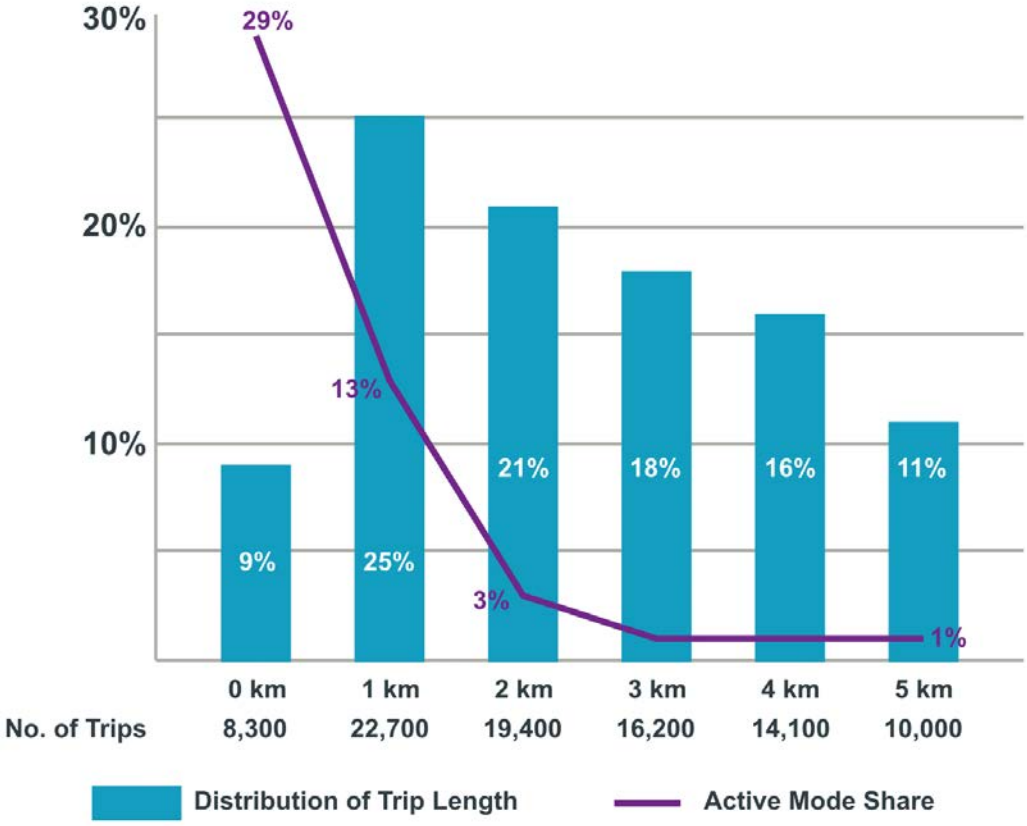
Active transportation is most feasible for trips of a shorter length. As walking trips are typically less than one (1) kilometre long and cycling trips are generally less than five (5) kilometres long, trips with a length less than or equal to five (5) kilometres are considered to be within walking or cycling distance. For the Golden Mile TMP study area, 54% of all trips made to the study area are less than or equal to five (5) kilometres. Of these trips, only 7% are made by walking or cycling while 80% are made by the private automobile, as illustrated in **Figure 4-8**. There is a greater opportunity to shift trips to active modes due to a high percentage of short trips.

Figure 4-8: Trip Lengths Less Than or Equal To 5KM to Golden Mile

Source: 2011 TTS Data

Figure 4-9 illustrates the trip length distribution and active mode share (i.e. pedestrian and cyclists). The active mode share is higher for trips of shorter length, as seen for trips less than or equal to two (2) kilometres. Despite recognizing that not all trips less than five (5) kilomtres can realistically be expected to be active (due to age and ability limitations), even a modest shift in the modal share noted above can result in significant change.

Figure 4-9. Trip Length Distribution (For Trips Less Than or Equal to 5km in Length)



Source: 2011 TTS Data

4.2.2 Golden Mile Travel Survey (GMSP Study Area)

The Golden Mile Transportation Master Plan Travel Survey was designed by HDR with input from the City of Toronto. The survey questions focused on finding out for what purposes respondents travel to the Golden Mile; when and how often; what specific destinations they visit; and what & why modes they use. Questions also explored what factors would contribute to modal shifts in the future. An open-ended response was included for respondents to leave detailed feedback on issues not adequately addressed by specific questions in the survey.

There is a discrepancy between the GMSP Travel Survey and the 2011 TTS modal split, which can be attributed to the survey design as the TTS tends to focus more on a typical day, and under-represent discretionary travel. The detailed travel survey memo is provided in **Appendix A**. The major findings of the survey are as follows:

- A significant majority of respondents travel by private auto to and within the Golden Mile, whether as a driver or as a passenger. The proportion of

respondents who walk (4%) or cycle (8%) is high compared to the results of 2011 TTS for the Golden Mile TMP study area, which found that only 3% of trips were made by walking and 1% by cycling. However, the survey results indicated that the proportions of trips made by transit (14%) and as an auto passenger (6%) are lower than the results retrieved from 2011 TTS, which was 18% of auto passenger and 19% of transit users.

- 88% of auto drivers and 100% of auto passengers choose those modes because they are the quickest options. Few auto drivers drive because of lack of alternatives (15%) or because it is cheaper (22%). This suggests that most people who travel by car, they do so by choice and are unlikely to change their behavior unless driving becomes more costly or other modes more attractive.
- 75% of TTC riders take it because they have no other choice, and 75% because it is cheaper. Few of the respondents (20%) chose the TTC due to its reliability and no respondents chose the TTC because of comfort. This suggests that TTC users are “captive” riders, who may switch to other modes if the opportunity presents itself.
- Two-thirds of respondents whom walking is their primary mode choose this mode because it is the cheapest, and half of them choose walking because it is the quickest way of commuting.
- Over half (55%) of people who ride bicycles choose to do so for environmental reasons.
- Just over half of respondents have a travel time of less than 15 minutes to and/or from the Golden Mile area. Car drivers (63%) and passengers (44%) are most likely to have commute time shorter than 15 minutes, whereas two-thirds of people who walk to and/or from the Golden Mile have travel times between 45 minutes to an hour.
- Approximately a quarter of respondents change their mode of choice based on season. Unsurprisingly, cyclists were most likely to make a seasonal change.
- A significant majority (78%) of respondents were not aware of Smart Commute. 52% of all respondents would consider using Smart Commute, however only 44% of drivers would do so.
- The survey results clearly illustrate the Golden Mile’s function as a destination for retail and other non-work trips. A significant majority of respondents (87%) stated that their main purpose for travelling to the Golden Mile on a typical day was for non-work activities. 93% of these

trips take place at midday and later, likely because many stores and services are not yet open during the morning.

- Eglinton Crosstown's opening has the potential to affect a significant mode shift for trips to and/or from Golden Mile. Broken down by home location, 40% of non-transit users living Downtown, 29% of those living in Scarborough, and 16% of those living in North York would consider changing their preferred mode to transit. Overall, 33% of drivers, 56% of auto passengers, 17% of walkers, and 55% of cyclists would consider shifting to transit.
- When asked to select the top 3 factors that would make transit more attractive; respondents as a whole prioritized more frequent service and shorter travel times. However, when broken down by income group, differences in priorities were observed. For respondents earning less than $50,000 a year, lower cost was the most significant factor, selected by 38% of respondents in that income group, compared to 28% for those earning between $50,000 and $100,000 a year, and 16% for those earning over $100,000 a year.
- When asked to select the top 3 factors that would make cycling more attractive, respondents showed a strong preference for physically separated on-street bicycle lanes (55%) followed by new off-street bicycle paths (39%), and new on-street bicycle lanes (34%). Based on these responses, there appears to be support for providing dedicated cycling facilities.
- When asked to select the top 3 factors that would make walking more attractive, responses were very balanced across a number of factors, except for additional street trees and landscaping which over 50% of respondents identified. Based on these responses, there appears to be support for providing improving streetscaping as a means towards encouraging pedestrian travel.

4.3 Street Network Context

4.3.1 Connectivity and Continuity

The Golden Mile and adjacent residential areas are supported by an extensive arterial, collector, and local street network, as illustrated in **Figure 4-10**.

Lawrence Avenue East, Eglinton Avenue, and St. Clair Avenue East are the major east-west arterials in the TMP study area, with the first two providing direct access to the Don Valley Parkway. There is limited east-west

connectivity and continuity in the study area as several east-west collector networks do not traverse the entirety of the TMP study area. As a result, the east-west collectors cannot act as an alternate route to the major east-west arterials during congested periods, decreasing east-west capacity.

Figure 4-10. Golden Mile Street Network

Source: Toronto Road Classification System, Updated by Council November 27, 2012

North of Eglinton Avenue, Ashtonbee Road provides a good alternate to Eglinton Avenue between Pharmacy Avenue and Birchmount Road. While Craigton Road provides a connection between Pharmacy and Victoria Park Avenues, it is not continuous with Ashtonbee Road. To provide a better alternative to Eglinton Avenue, street connectivity improvements should be considered.

South of Eglinton Avenue, Civic Road is the only street in close proximity to Eglinton which provides an alternative route. The presence of the Eglinton Square mall and large, sprawling retail and industrial buildings hinder the

potential for a new street on the south side. In addition, there are several rail spurs that come into the industrial area south of the GMSP study area that resulted in a lack of mid-concession collector roads. Because of this, east-west connectivity through the GMSP and TMP study areas relies heavily on the major arterial roads; therefore, improving east-west connectivity is very important to the future growth and development of the GMSP study area.

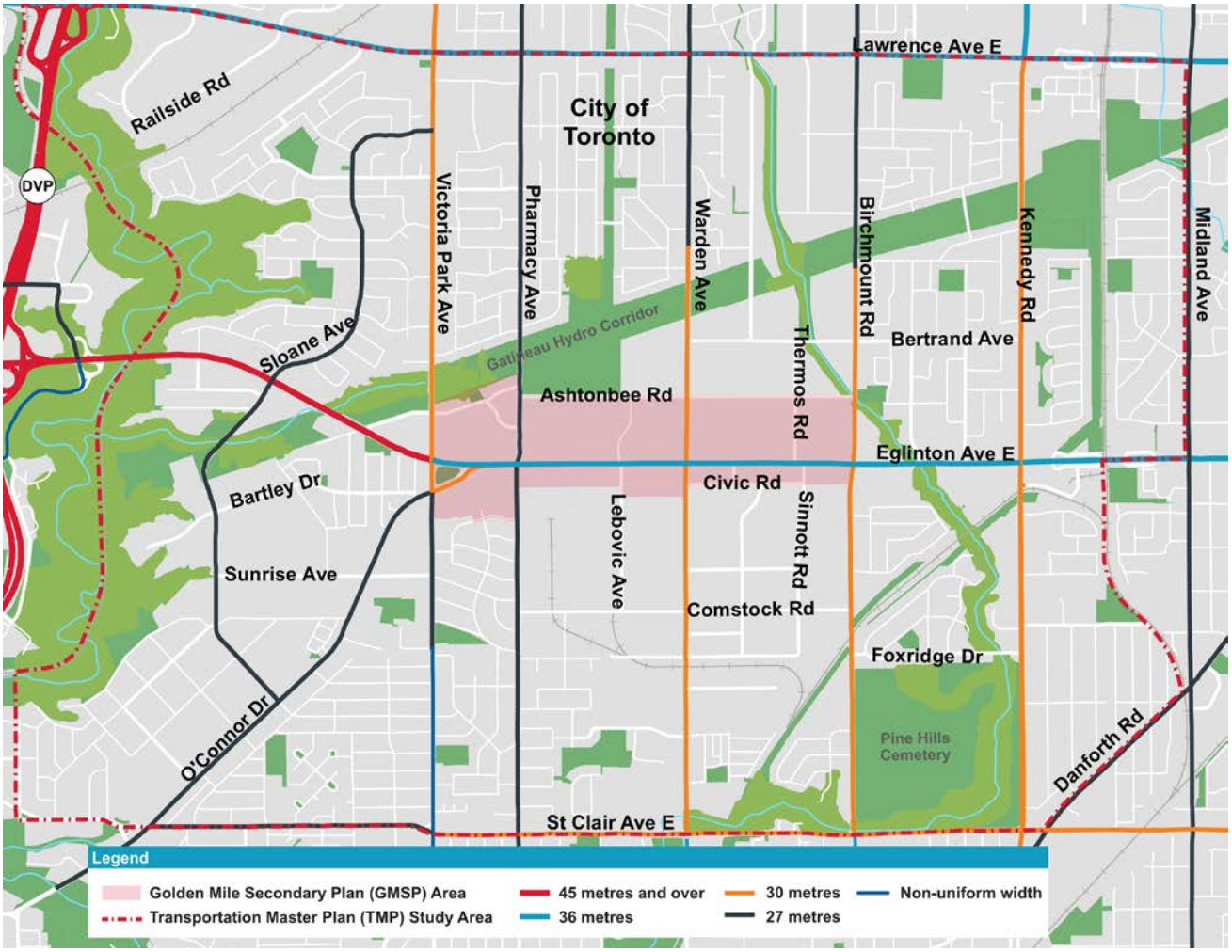
The TMP study area is better serviced with north-south connectivity and continuity through several major north-south arterial and collector roads, including Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, Birchmount Road, Kennedy Road, and Midland Avenue. All of these corridors provide continuous service through the study area. Sloane Avenue and O'Connor Drive also provide a continuous north-south connection to the western residential areas.

Within the GMSP study area, Eglinton Avenue is the major east-west corridor and provides access to several retail areas. As the GMSP study area is made up of large parcels for big-box retailers, there is no finer grid street network to provide connectivity to the adjacent collector and arterial roads. As a result, Eglinton Avenue becomes congested during peak periods; however, there are significant opportunities to improve connectivity through the GMSP study area.

4.3.2 Existing Right-of-Way

The right-of-way of existing arterials and collector roads in the TMP study area, per the City's Official Plan, is illustrated in **Figure 4-11**. Any changes to the cross section of the corridors in the study area, including the addition of pedestrian or cycling infrastructure, will occur in the existing ROW.

Figure 4-11. Right-of-Way



Source: Toronto Official Plan Map 3 - Right-of-Way Widths associated with Existing Major Streets

4.3.3 Connectivity Index

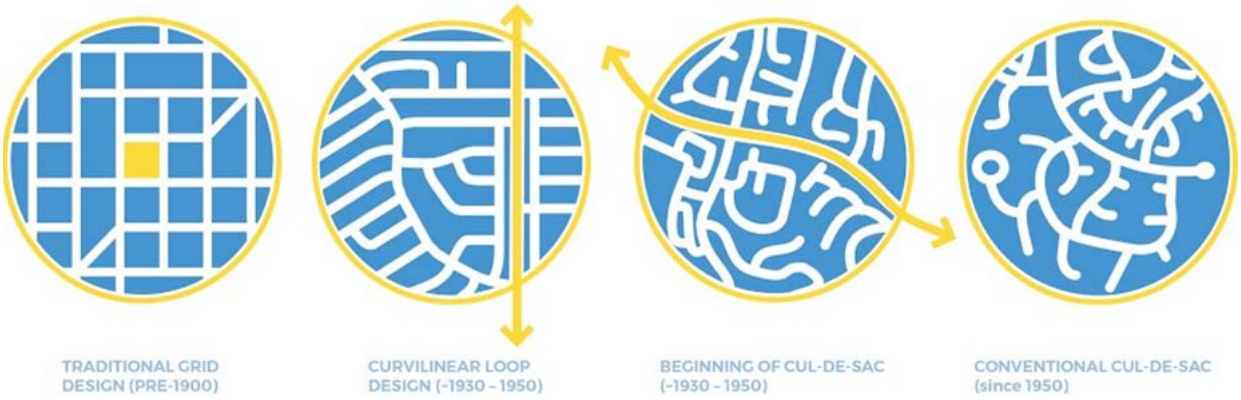
A well connected transportation network provides multiple options for different modes of transportation, such as; walking, cycling, transit or car. According to the Victoria Transport Policy Institute, “connectivity refers to the directness of links and the density of connections in path or road network”. A well-connected road or path network has many short links, numerous intersections, and minimal dead ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. Based on the City of Calgary Transportation Plan (CTP)

Draft Connectivity Handbook, increased connectivity has numerous benefits including[2]:

- Improving public health by providing walking and cycling as a sustainable transportation option.
- Enhancing accessibility to arterial and collector streets and reducing delays for motorists.
- Reducing walking distances to and from transit stops.

In urban areas, street network concepts are traditionally hierarchical with local, collector and arterial streets. Local streets provide access to land uses while collector streets provide access to local streets, increasing vehicular mobility by increasing distances between access points. Arterial streets are generally found on the outskirts of neighbourhoods and are designed to maximize vehicular mobility while minimizing access points. Many post-World War 2 neighbourhoods were designed with the primary purpose of funneling automobile traffic, minimizing access points (intersections) while including unfriendly elements to walking or cycling in cul-de-sacs and dead ends. **Figure 4-12** illustrates the types of street network design which ranges from the most to least connected neighbourhoods.

Figure 4-12: Types of Street Network Design and Connectivity



Source: Neighbourhood Street Design Guidelines: A Recommended Practice of the Institute of Transportation Engineers, 2010.

It is possible to quantify the degree of connectivity of a neighborhood street network. Better connectivity is a key component of good neighborhood design to provide more direct access for transit and active transportation users. In this TMP, connectivity is measured through the Connectivity Index method developed by the City of Calgary.

[2] The City of Calgary Transportation Plan Connectivity Handbook, Draft, 2010

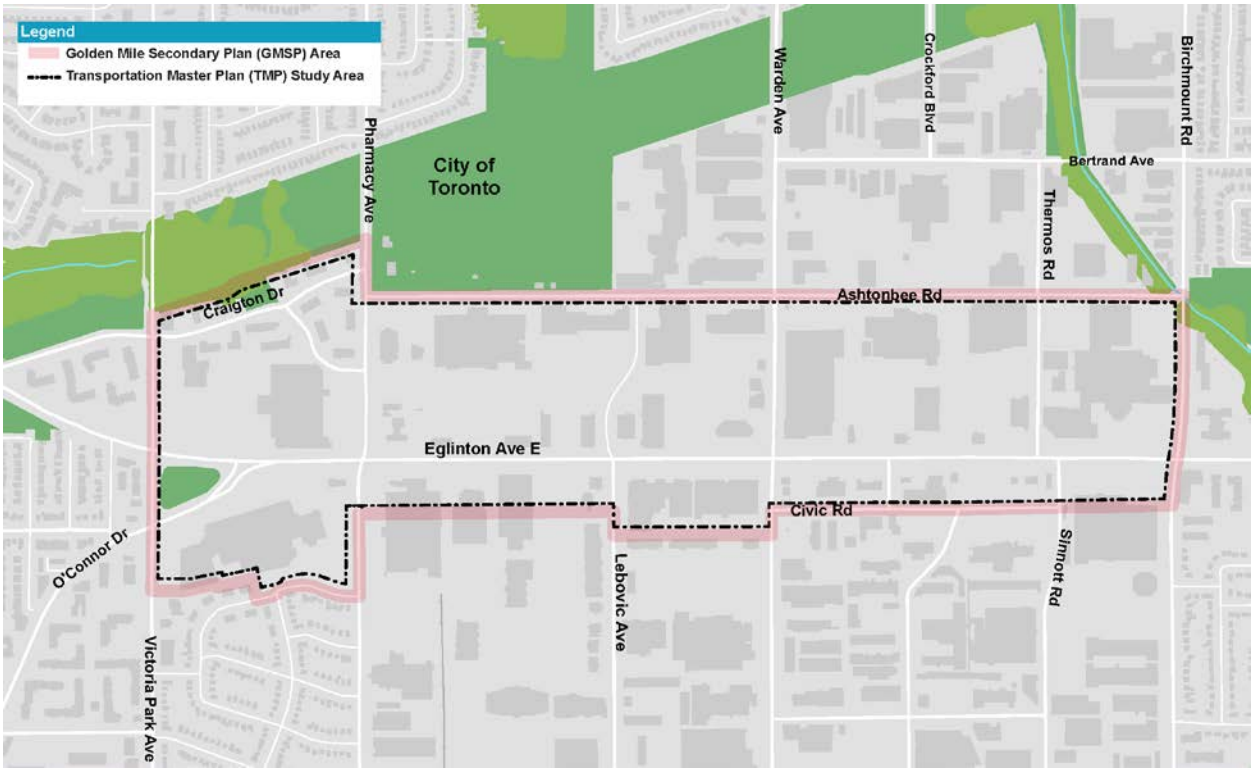
The Connectivity Index (CI) uses the “Links and Nodes” method and measures “street connectivity” for vehicles and an “active mode” index for active transportation users. In this study, the Calgary Connectivity Handbook methodology is used to measure CI, as the same methodology/ approach has been recently utilized for two major mobility hub secondary plan studies in City of Toronto: the Keele-Finch Plus and Don Mills Crossing Phase 1 Reports.

The “Links and Nodes” methodology for the street connectivity calculates the ratio between the streets (links) and intersection (nodes) and crossing the CI analysis area. To calculate the number of links for the CI analysis, all links inside the boundary and crossing the boundary, with the exclusion of alleys and private driveways, are summed. Links crossing the boundary are included as they provide direct access into the boundary. To calculate the number of nodes for the CI analysis, all intersections within the boundary and any intersections just outside of the boundary are summed, as long as intersections outside of the boundary include a link that provides access into the boundary. The lowest possible ratio is 1.00 which indicates no connectivity in the study area while the maximum ratio of 2.00 indicates complete connectivity. Based on the Roadway Connectivity: Creating More Connected Roadway and Pathway Networks (2017) paper by the Victoria Transportation Policy Institute, a ratio of 1.4 to 1.7 indicates a desirable index zone for connectivity.

The active modes connectivity index is calculated in a similar manner to the street connectivity index as it also uses the “Links and Nodes” methodology. The main difference with the active modes connectivity index is what is classified as a link. Links for active modes includes Multi Use Pathways (MUPs), including walkways and pathways, in addition to streets. Streets can only be included in the calculation if they have a sidewalk on one side, therefore for the study area, Prudham Gate and Sinnott Road are excluded from the analysis. As long as a street has some type of active transportation facilities in the ROW, it will be counted as a single link, no matter the number of active facilities. The Based on the Roadway Connectivity: Creating More Connected Roadway and Pathway Networks (2017) paper by the Victoria Transportation Policy Institute, a ratio of 1.5 to 1.8 indicates a desirable index zone for active modes connectivity.

Figure 4-13 illustrates the connectivity index analysis area used for the street and active CI.

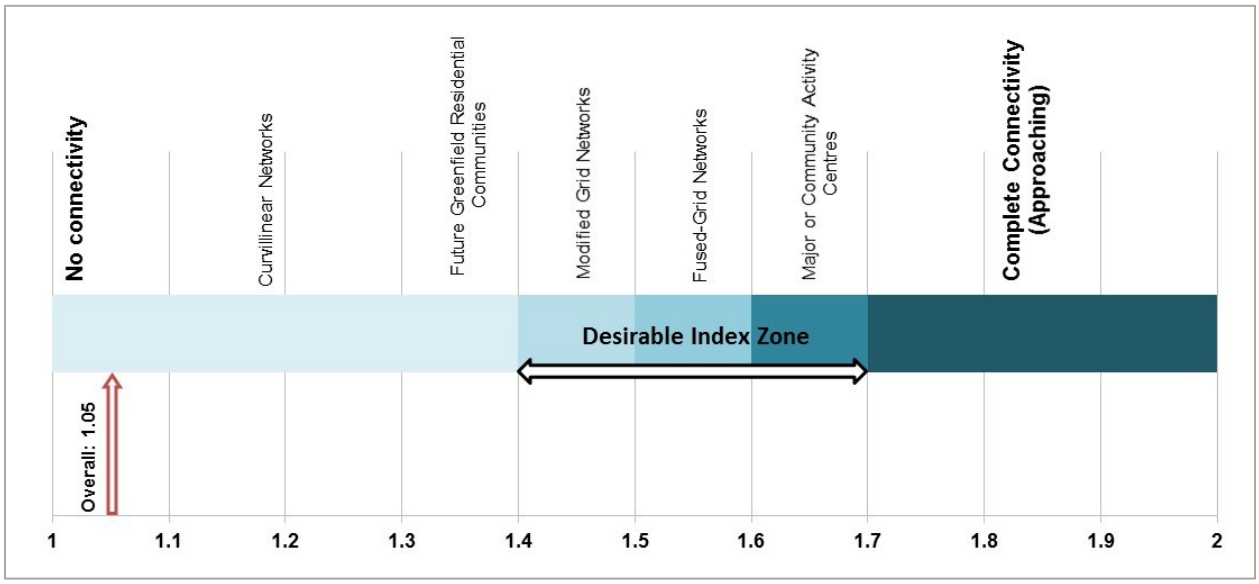
Figure 4-13. Connectivity Index Analysis Area



The street network connectivity index was calculated based on 22 links and 21 nodes in the CI analysis area, resulting in a street connectivity of 1.05 (**Figure 4-14**). This indicates that the vehicular street network has very poor connectivity. This is attributed to the large block pattern which have limited continuous east-west collectors in the study area. Additional east-west and north-south streets in the study area would improve the street network connectivity.

A secondary methodology for calculating the street connectivity that should be considered is the number of intersections per hectare, known as intersection density. Based on MTO's Transit-Supportive Guidelines (2012), mixed-use nodes and corridors should achieve an intersection density of over 0.6. The GMSP study area has a total of 23 intersections over approximately 130 hectares, resulting in an intersection density of 0.18. This low score indicates that the area comprises large blocks and undeveloped area (surface parking), as seen in **Section 4.1.2** and **Section 4.1.3**.

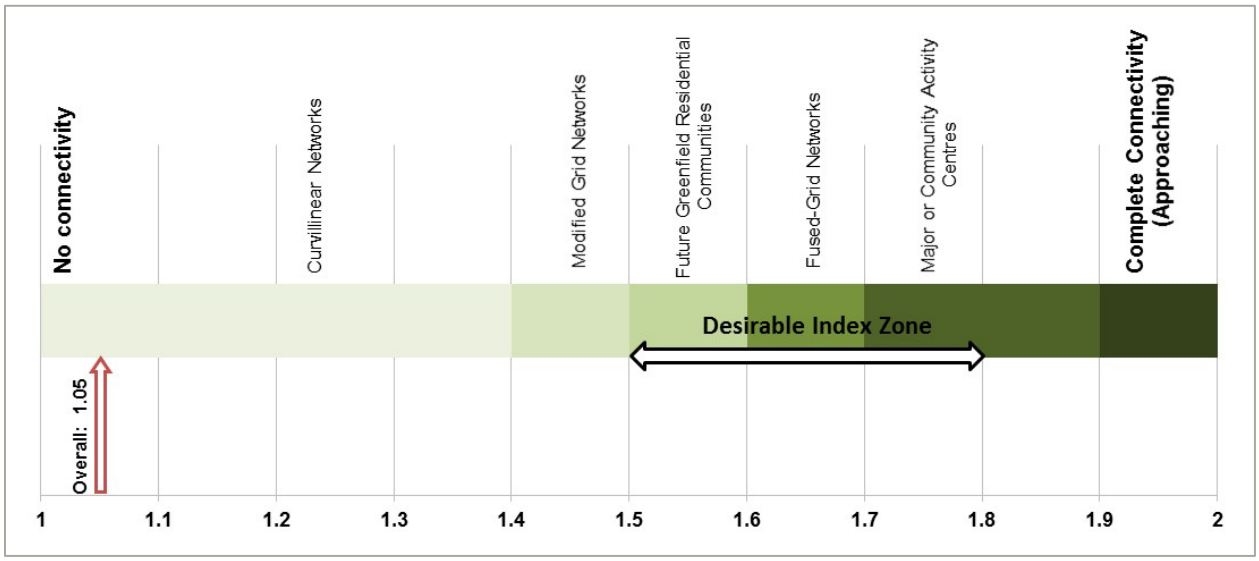
Figure 4-14: Street Network Connectivity Index



The active modes connectivity index was calculated based on 20 links and 19 nodes in the CI analysis area, resulting in an active connectivity of 1.05 (**Figure 4-15**). There are less links considered in this calculation compared to the street network connectivity. To be included in the calculation, each segment must have at least a sidewalk on one side of the road. Prudham Gate and Sinnott Road are excluded from this calculation as they do not meet the minimum requirements. Since these links are excluded, the intersections of Prudham Gate and Sinnott Road at Civic Road are also excluded, as only nodes with active links can be included in the calculation. This is a shortcoming of the methodology as these nodes should be included to represent the lack of pedestrian connections in the street ROW. With these nodes included, the active modes connectivity index would be reduced to 0.95, indicating no active connectivity within the study area.

This disconnected network is due to lack of sidewalk connections, paths, and large parcel blocks. Improving active transportation connectivity with more routes, safer and more comfortable conditions will be an important focus of the future planning framework for Golden Mile TMP study.

Figure 4-15: Active Transportation Network Connectivity Index



4.4 Transit Network

4.4.1 Inter-Regional Transit

Existing Routes

GO Transit offers inter-regional transit for users in the Golden Mile through two (2) rail lines: Stouffville and Lakeshore East. These routes provide connections to Union Station, Markham, Stouffville, Pickering, Ajax, Whitby, and Oshawa. Although the Richmond Hill line is located at the western end of the TMP study area, it does not have any stops in the area.

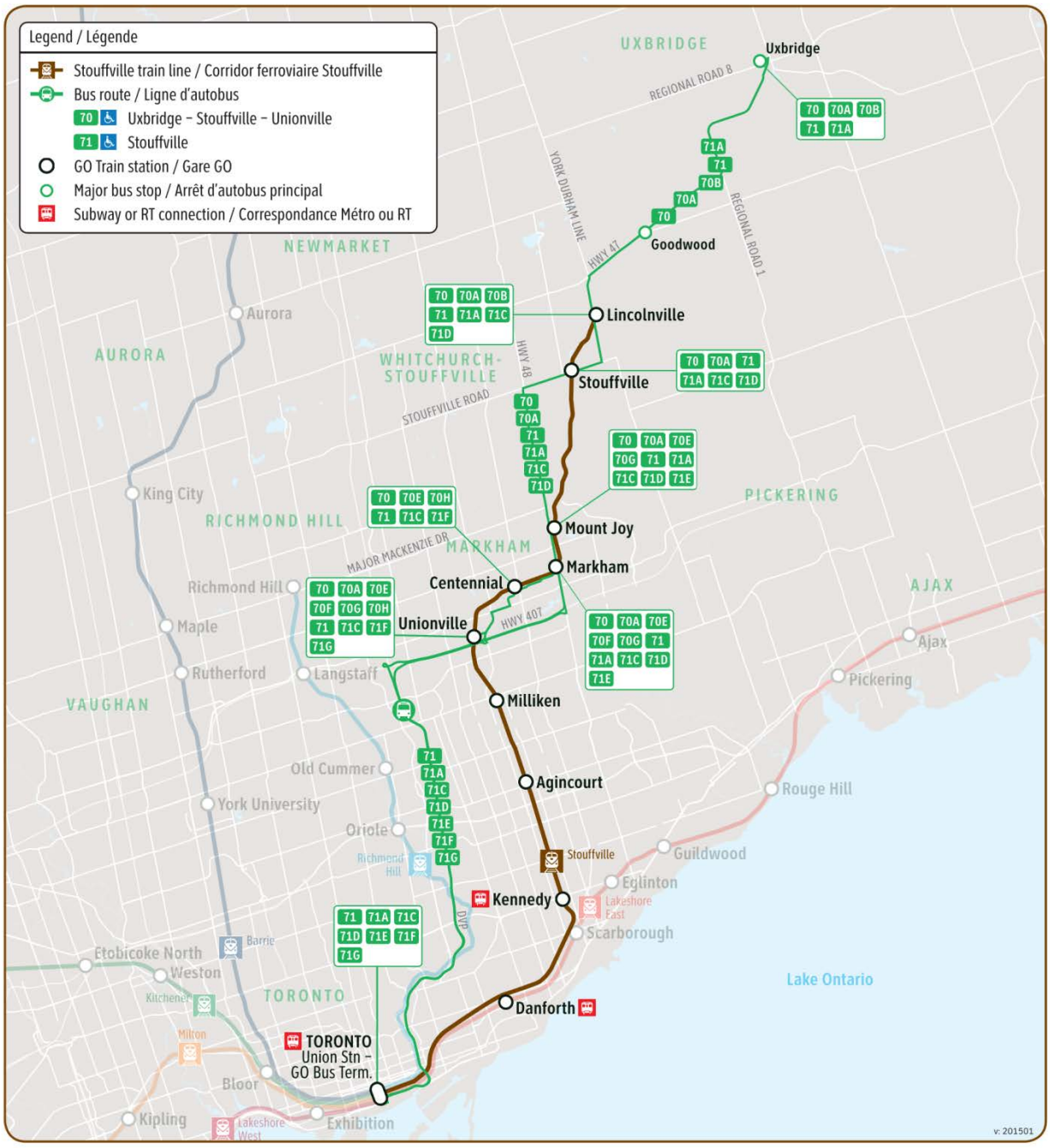
Two (2) GO Transit stations are located by the edge of the Golden Mile TMP study area: Kennedy GO Station and Scarborough GO Station.

The Kennedy GO Station is on the Stouffville GO Rail Line and is located on Eglinton Avenue between Kennedy Road and Midland Avenue. **Figure 4-16** illustrates the GO Rail service for Kennedy GO Station. During weekdays, hourly train service is available all day for both directions. Additional trains run in the peak direction during peak hours providing half hour service. There is no weekend rail service for Kennedy GO Station.

Scarborough GO Station is on the Lakeshore East Rail line, but also can be serviced by the Stouffville Rail Line. **Figure 4-17** illustrates the GO Rail service for the station. It is located on St. Clair Avenue between Kennedy Road and Midland Avenue. Lakeshore East train service provides two-way, all day train service every half hour on weekdays and weekends. Additional trains are provided on weekdays during the peak periods. The Stouffville Rail

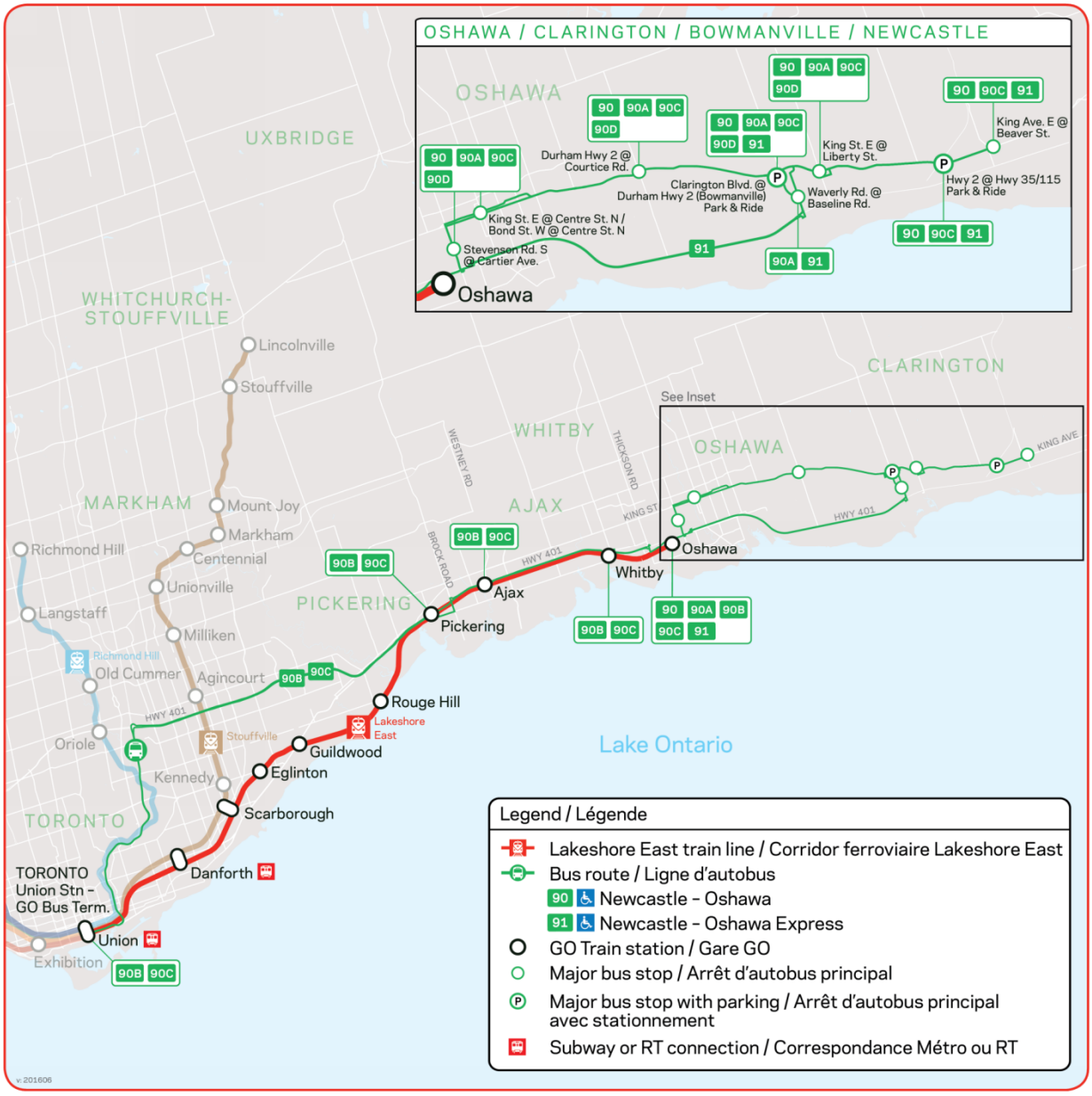
Line services the station only once per day, in the eastbound direction in the peak period.

Figure 4-16. Stouffville GO Rail Service



Source: Metrolinx Route Maps, http://www.gotransit.com/timetables/en/PDF/Maps/06170917/Table71.pdf

Figure 4-17. Lakeshore East GO Rail Service



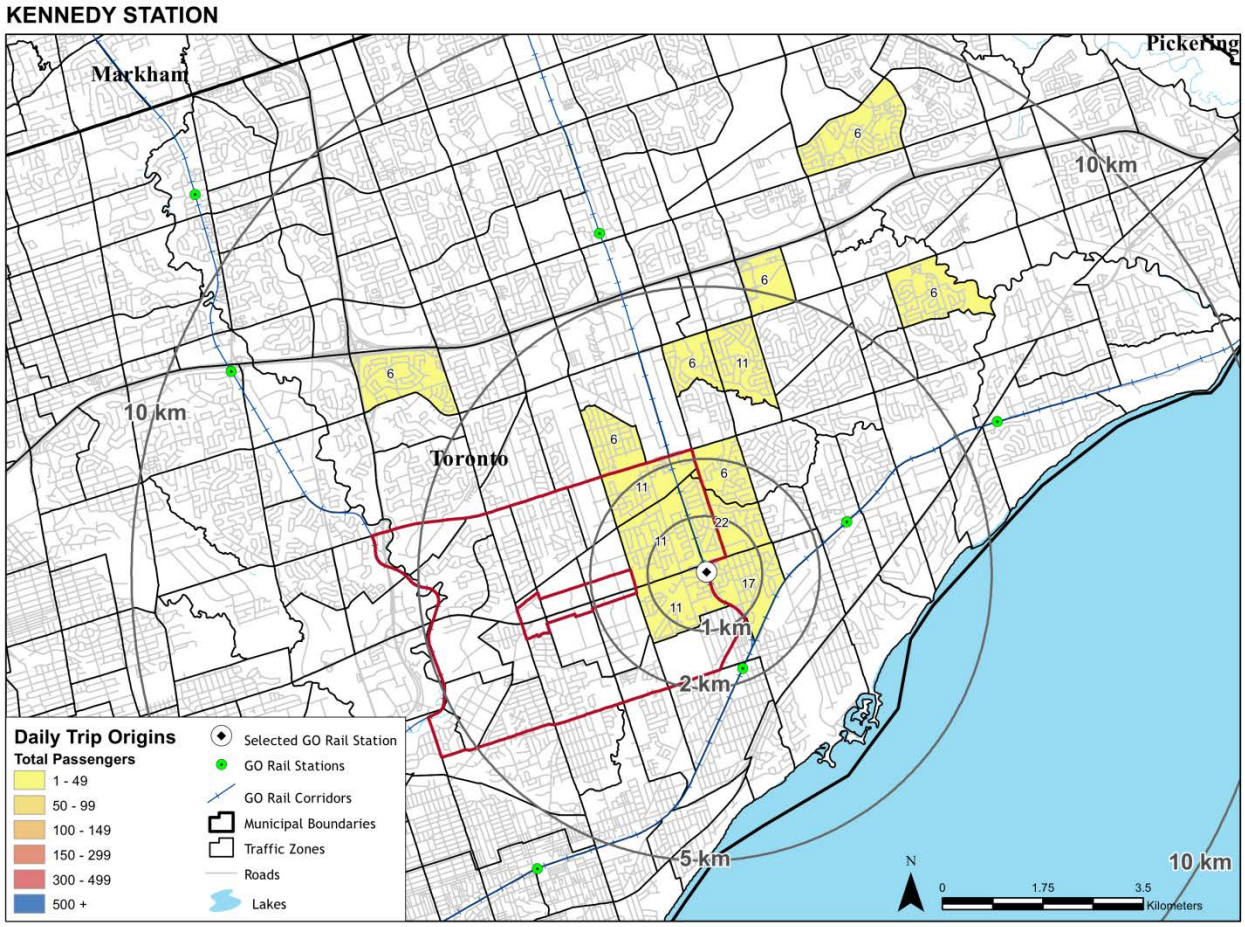
Source: Metrolinx Route Maps,
http://www.gotransit.com/timetables/en/PDF/Maps/06170917/Table9.pdf

Existing Demand

According to the 2015 GO Rail Origin Destination (OD) Survey provided by MTO, there were 123 boardings[3] at Kennedy GO Station and 779 boardings at Scarborough GO Station, illustrated in **Figure 4-18** and **Figure 4-19** respectively.

[3] The survey data was expanded to represent total ridership, however due to a small sample size (less than 30 records), results should be interpreted with caution.

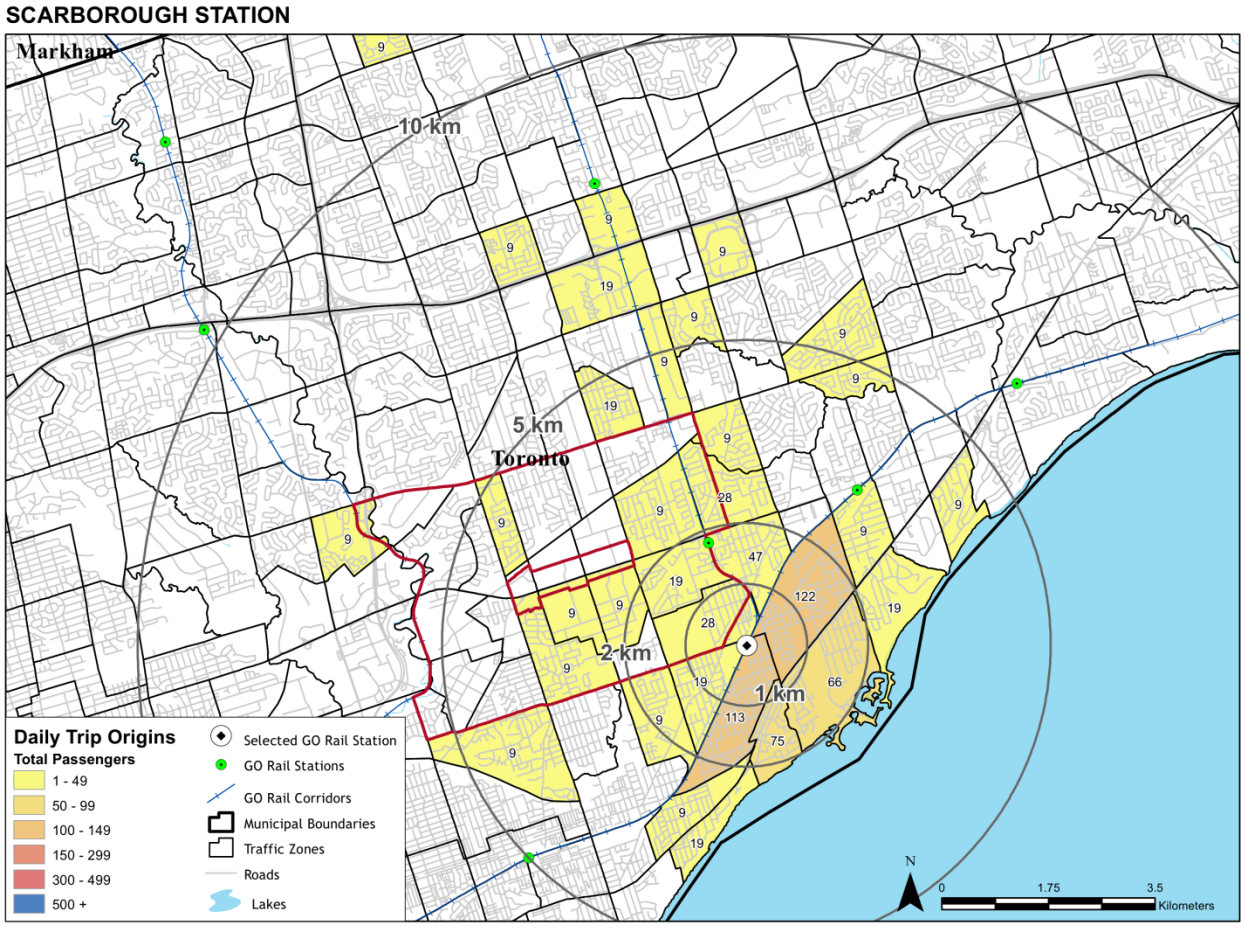
Figure 4-18. Kennedy GO Station – Daily GO Rail Trip Origins



Source: Metrolinx 2015 GO Rail OD Survey

Note: The survey data was expanded to represent total ridership, however due to a small sample size (less than 30 records), results should be interpreted with caution.

Figure 4-19. Scarborough GO Station – Daily GO Rail Trip Origins



Source: Metrolinx 2015 GO Rail OD Survey

Table 4-2 illustrates the number of trips by access distance for each GO Station. Due to the small sample size for Kennedy GO Station, the number of trips is similar from all distances. For Scarborough GO Station, 29% of trips are within two (2) kilometres of the station, and only 21% of trips originated more than five (5) kilometres away from the station. The number of trips by access mode is shown in

Table 4-3 illustrates mode of access at Scarborough and Kennedy GO Stations. The data show differing access characteristics - at Kennedy GO, the majority of passengers (40%) walked while at Scarborough GO Station the majority of passengers (58%) drove to the station.

Table 4-2. Number of Trips by Access Distance

Access Distance	Kennedy GO Station	Kennedy GO Station %	Scarborough GO Station	Scarborough GO Station %
< 1km	22	18%	56	7%
1 ≤ distance < 2km	34	27%	235	30%
2 ≤ distance < 5 km	34	27%	338	42%
≥ 5 km	34	28%	169	21%
Total	124	100%	798	100%

Source: Metrolinx 2015 GO Rail OD Survey

Table 4-3. GO Rail Trip Access Mode

Access Mode	Kennedy GO Station	Kennedy GO Station %	Scarborough GO Station	Scarborough GO Station %
Drove Myself (parked at GO Station)	28	23%	469	58%
Carpooled (as driver or passenger)	-	-	19	2%
Passenger in a Vehicle (dropped off)	17	14%	132	17%
Passenger in a Vehicle (parked at GO Station)	-	-	28	4%
Local Transit	28	23%	-	-
Specialized Transit (i.e. Wheel Trans)	-	-	9	1%
Walked	51	40%	132	17%
Cycled	-	-	9	1%
Total	124	100%	798	100%

Source: Metrolinx 2015 GO Rail OD Survey

Future Network Plans

Metrolinx introduced a 10-year program for the Regional Express Rail (RER), which aims to provide improved service by running trains more frequently, providing all day service, and faster electric trains.

RER will introduce all day 15 minute service in both directions during weekdays and weekends to the Kennedy and Scarborough GO Stations.

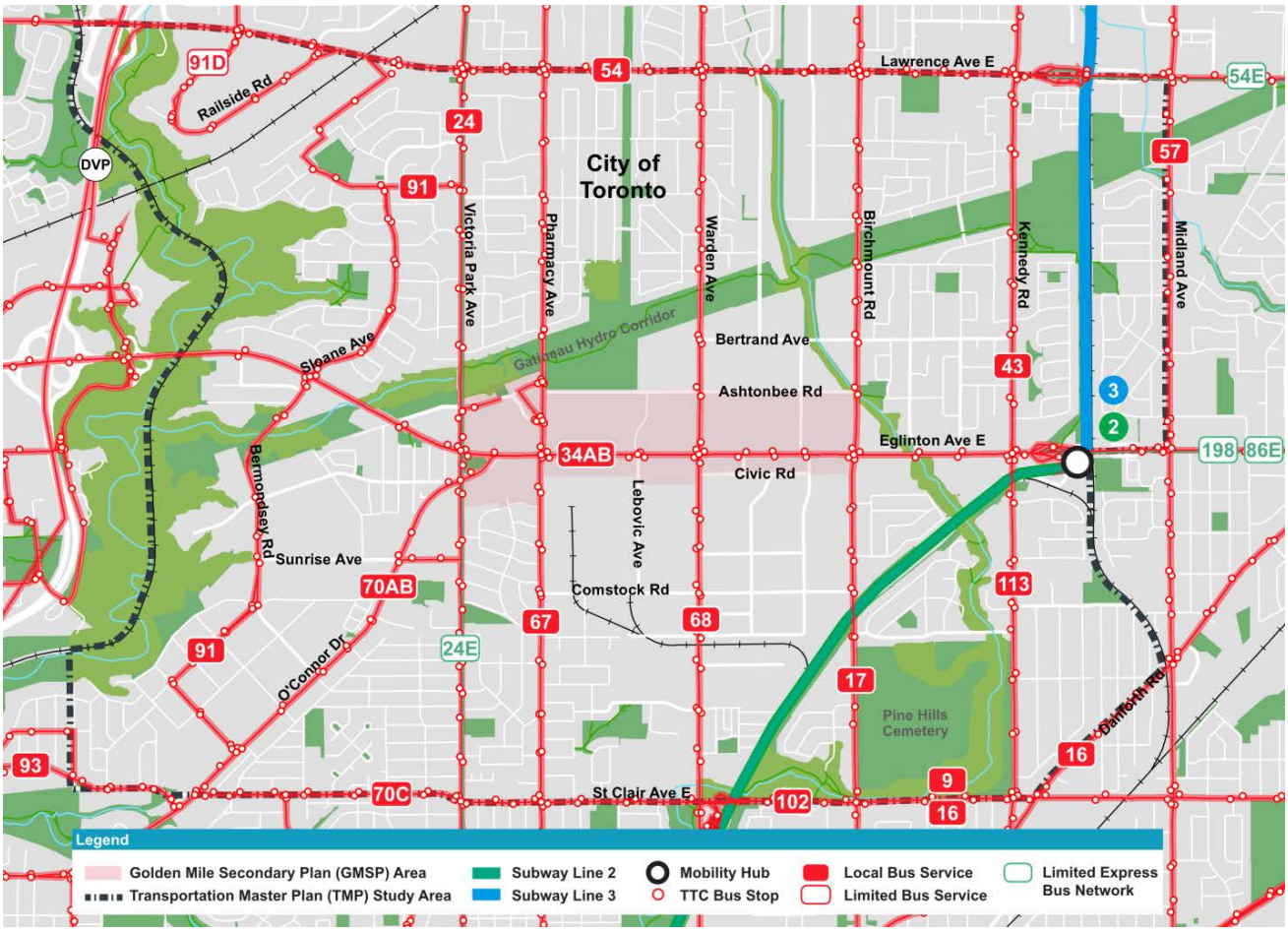
4.4.2 Local Transit

Routes

The Golden Mile TMP study area is served by the TTC transit network, as illustrated in **Figure 4-20**. The majority of the arterial and collector road network is serviced by the local bus service, with few corridors serviced by the limited bus service and limited express bus network. The eastern end of the study area is also serviced by TTC Subway Line 2 (Bloor-Danforth) and Line 3 (Scarborough) through the Kennedy Subway Station.

There are a total of five (5) unique bus routes and at least 56 buses during the AM peak hour that service the GMSP study area.

Figure 4-20. TTC Service within the Golden Mile TMP Study Area



Source: TTC

Demand and Quality of Service

Table 4-4 summarizes the transit ridership for the five (5) TTC bus routes in the GMSP study area. The TTC bus capacity is based on the TTC crowding standards, which limits capacity to approximately 51 people.

Table 4-4: Summary of Transit Demand in the GMSP Study Area (Peak Direction)

Bus Routes (in study area)	Peak Direction Ridership AM (PM)	Buses Per Peak Hour AM (PM)	Transit Route Capacity (TTC Crowding Standards) AM (PM)	Max. Segment V/C AM (PM)
17 Birchmount	312 (301)	8 (8)	408 (408)	0.73 (0.74)
24 Victoria Park	557 (493)	10-16 (10-16)[1]	510-816 (510-816)[1]	0.68 (0.60)
34 Eglinton East	513 (619)	11 (16)	561 (816)	0.89 (0.76)
67 Pharmacy	134 (108)	3-7[2] (5)	153-357[2] (255)	0.83 (0.42)
68 Warden	532 (391)	13 (10)	663 (510)	0.83 (0.77)

[1]Range due to express bus service (24E) at Eglinton Square and Eglinton Avenue
[2]Range due to additional service (67B) south of Rannock Street

Figure 4-21 and **Figure 4-22** illustrate the AM and PM peak hour ridership and transit vehicle/capacity ratio, the latter serving as a proxy for Transit Level of Service. Eglinton Avenue and Warden Avenue experience the highest transit demand in the study area and operate between 50 – 100% of capacity in the peak direction. Victoria Park Avenue experiences moderate demand in both directions during both peak periods and operates at 50-75% capacity while other routes exhibit a more obvious “peak direction”.

Figure 4-21. Transit Demand and V/C Ratio (AM Peak Hour)

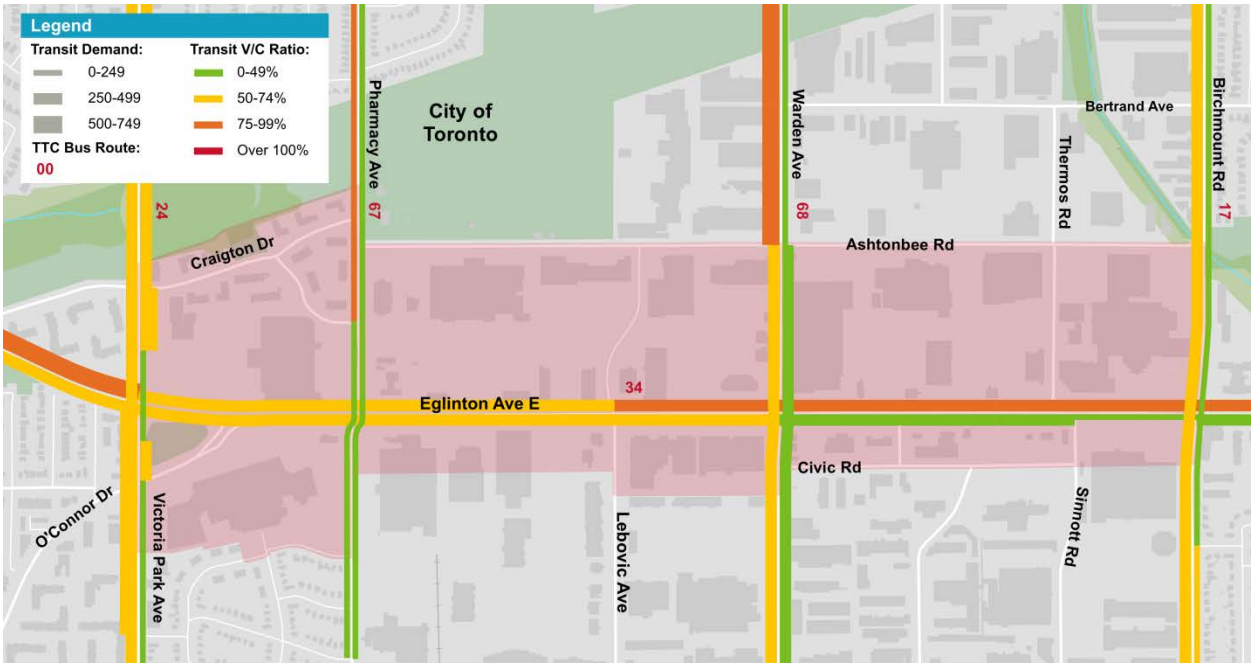
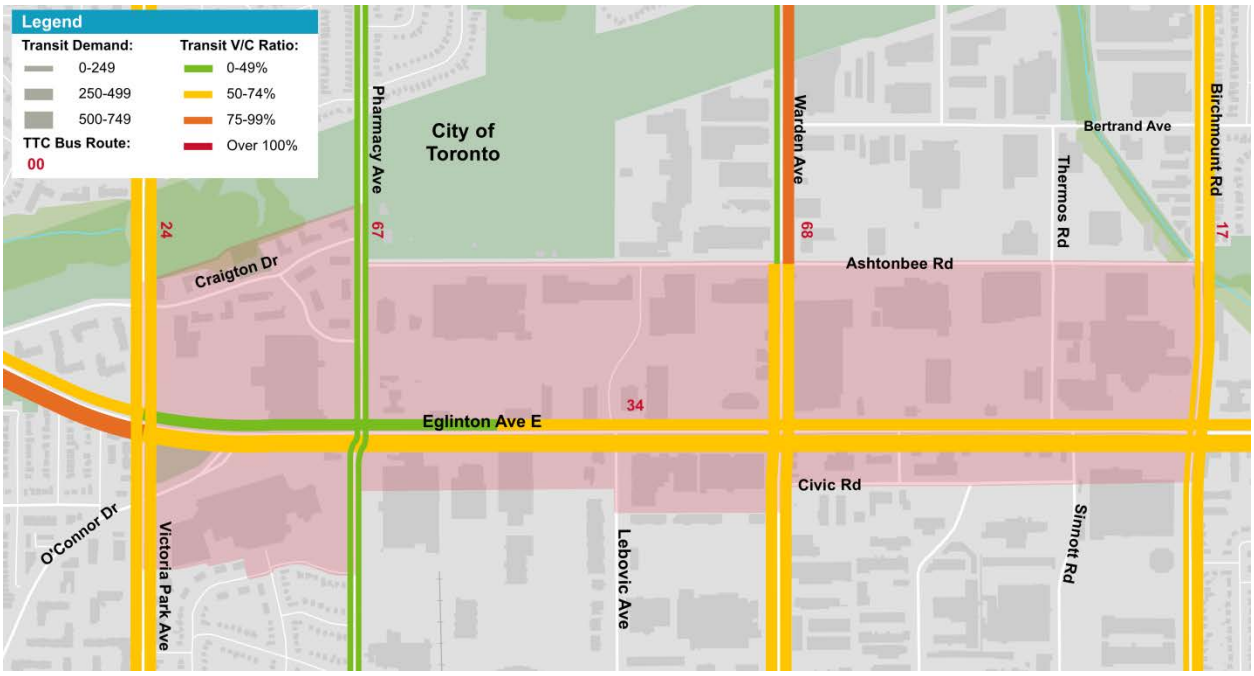


Figure 4-22. Transit Demand and V/C Ratio (PM Peak Hour)



Service Planning Standards

The TTC maintains service planning standards and criteria for various performance measures. These criteria, based on the standards released in May 2017, are identified in **Table 4-5** and are compared against the characteristics observed in the GMSP study area.

On average, only 65% of the time transit service reliability is within three (3) minutes of the scheduled headway. Improving transit priority could be beneficial to schedule reliability for the transit routes within the GMSP study area.

Table 4-5: TTC Service Planning Standards vs GMSP Study Area Transit Service

Criteria	TTC Service Standard	Observed Service
Average Travel Speed	No speed criteria – slower speeds however impact operating costs	17 Birchmount: 19.3 km/h 24 Victoria Park: 15.8 km/h 34 Eglinton East: 13.7 km/h 67 Pharmacy: 19.3 km/h 68 Warden: 17.2 km/h
In-Vehicle Volume / Capacity[1]	Peak: 50 – 53 persons max to regular bus, 77 for articulated buses	17 Birchmount: Sufficient capacity 24 Victoria Park: Approaching capacity 34 Eglinton East: Approaching capacity 67 Pharmacy: Sufficient capacity 68 Warden: Sufficient capacity
Stop Spacing	300 – 400m	17 Birchmount: 310m average 24 Victoria Park: 195m average 34 Eglinton East: 280m average 67 Pharmacy: 190m average 68 Warden: 260m average
Reliability[2]	+/-3 minutes of scheduled headway	17 Birchmount: meets the standard 66% of the time 24 Victoria Park: meets the standard 62% of the time 34 Eglinton East: meets the standard 69% of the time 67 Pharmacy: meets the standard 64% of the time 68 Warden: meets the standard 60% of the time

[1]Approaching capacity is based on a v/c ratio over 0.75
[2]Based on the TTC 2014 Q4 Quarterly Route Performance Report

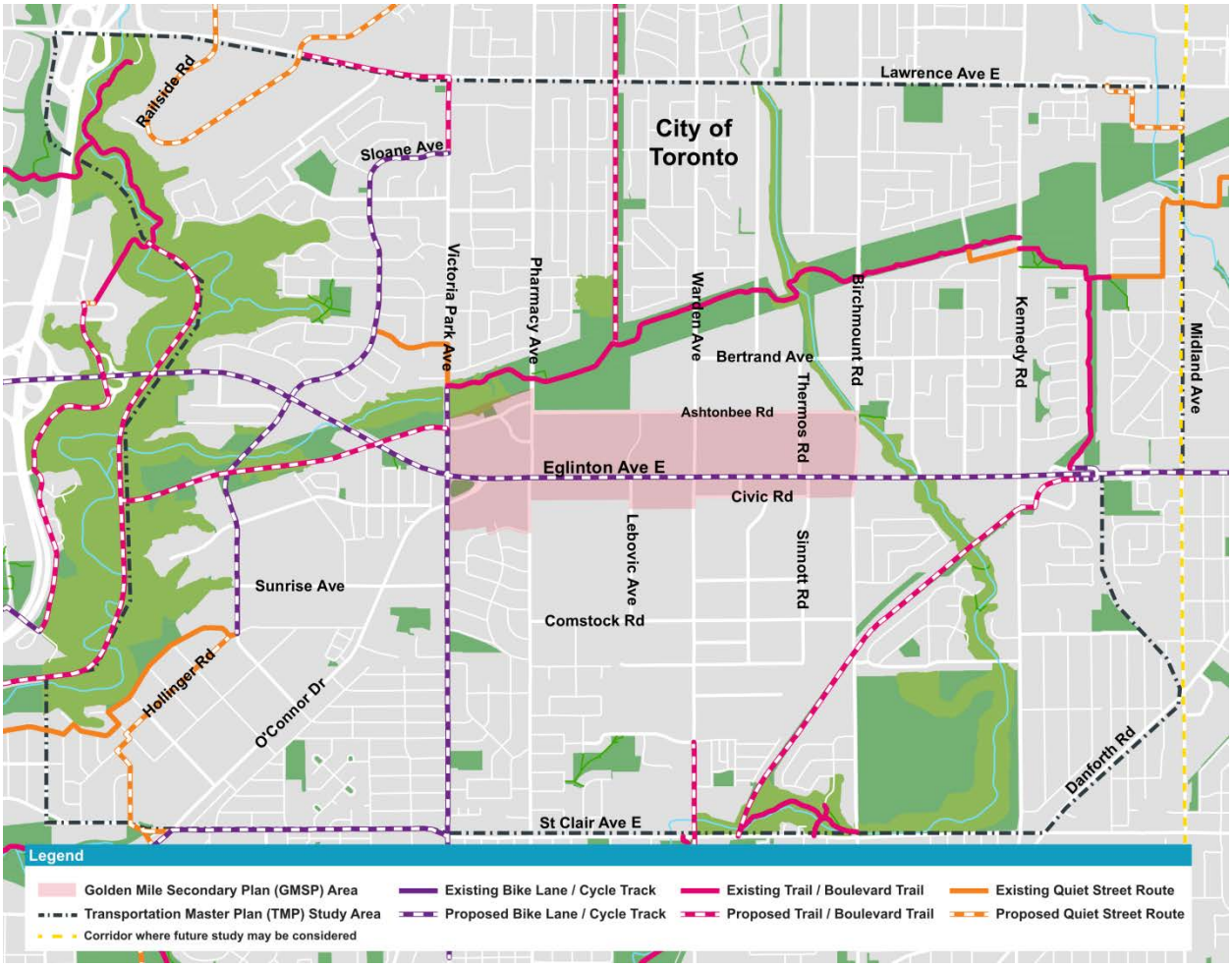
4.5 Bicycle Movement

4.5.1 Cycling Network

The existing and planned cycling network for the Golden Mile TMP study area is illustrated in **Figure 4-23**. There is very little existing cycling infrastructure within the study area; the Gatineau Hydro Corridor trail and other off-street trails make up most of the existing cycling infrastructure.

Proposed cycling infrastructure reflects the City of Toronto's Ten Year Plan, which was approved by City Council on June 9, 2016. There is significant planned cycling infrastructure in the study area, including proposed bike lanes / cycle tracks along major corridors (i.e. Eglinton Avenue, Victoria Park Avenue, and Sloane Avenue / Bermondsey Road).

Figure 4-23. Existing and Planned Cycling Facilities in the Golden Mile TMP Study Area



Source: City of Toronto Cycling Network Ten Year Plan (2016)

Cycling Facilities

Table 4-6 illustrates the types of cycling facilities that could be implemented in the GMSP study area, listing them in order of increasing separation from vehicular traffic. This table can be used to determine what type of future cycling infrastructure could be implemented in the TMP study area to enhance/support the City vision and Ten Year Cycling Plan. According to the City's Ten Year Cycling Plan, the proposed bike lanes or cycle tracks on Eglinton Avenue could be implemented as either protected or raised cycle

tracks. The design for the appropriate cycling facility type along Eglinton Avenue is currently under review by Crosslinx Transit Solutions[4].

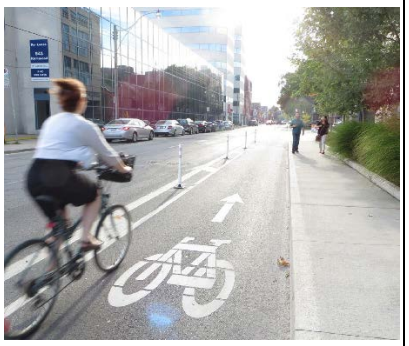
This study will identify corridors where cycling facilities should be implemented through public consultation and analysis.

[4] Crosslinx Transit Solutions is a design and construction consortium responsible for delivering and maintaining the Eglinton Crosstown LRT

Table 4-6: Types of Cycling Facilities

Cycling Facility	Description	Advantages	Disadvantages	Application
Sharrows 	• Directional signs; not a facility • Not dedicated to cyclists, shared lane with vehicles • No separation from traffic • Does not require narrowing of travel lanes or removal of on-street parking	• Viable option when roadway is too narrow for conventional bike lanes • Requires no additional street space • Encourages cyclists to position themselves safely in lanes and alerts motor vehicles to their presence • Provides a wayfinding element along bike routes	• Less protection for cyclists than a conventional bike lane	• Most appropriate for local roads with low traffic volumes and speeds • Where street width can only accommodate a bicycle lane in one direction (on hills, lanes should be provided in the uphill direction) • To fill a gap in an otherwise continuous bike network segment, generally for a short distance • Can be implemented on Craigton Drive, Civic Road, or Thermos Road

Cycling Facility	Description	Advantages	Disadvantages	Application
Conventional Bike Lanes 	• On-road facility • Dedicated to cyclists • Some separation from traffic • Can accommodate cyclists on both sides of the street • May require narrowing of travel lanes to accommodate bike lanes	• Increased cyclist comfort and confidence on busy streets • Separation between cyclists and motor vehicles • Increased predictability of cyclist and motorist positioning • Visual reminder of cyclists' right to the street	• Space requirements may require the elimination of parking or travel lanes • Less protection for cyclists than protected bike lanes or off-road paths	• Bike lanes are typically located along urban arterial or collector roads with higher traffic volumes, operating speeds, and proportions of commercial and transit vehicles compared to local urban roadways, or where space is lacking to build cycle tracks or off-road paths • Can be implemented on Ashtonbee Road or Hakimi – Lebovic Avenues
Buffered Bike Lanes 	• On-road facility • Dedicated to cyclists • Separated from traffic by painted buffer • Accommodates cyclists on both sides of the street • May require narrowing of travel lanes or removal of on-street parking to accommodate bike lanes	• Greater separation between motor vehicles and cyclists • More space for cyclists to pass one another without entering the vehicle travel lane • More space for cyclists to ride outside the "door zone"	• Space requirements may require the elimination of parking or travel lanes • Less protection for cyclists than protected bike lanes or off-road paths	• On streets with high traffic volume, regular truck traffic, high parking turnover, or speed limits greater than 50 km/h, treatments that provide greater separation between bicycles and motor traffic should be considered • Could be implemented on Ashtonbee Road Or Warden Avenue

Cycling Facility	Description	Advantages	Disadvantages	Application
Protected Cycle Tracks 	• On-road facility • Dedicated to cyclists • Separated from traffic by physical buffer • Accommodates cyclists on one or both sides of the street • Would require narrowing of travel lanes or removal of on-street parking to accommodate cycle tracks	• Dedicates and protects space for bicyclists in order to enhance comfort and safety • Prevents double-parking, unlike a bike lane. • More attractive for bicyclists of all levels and ages. • Can have low implementation cost by making use of existing pavement and drainage and by using parking lane as a barrier.	• Cyclists may be outside the direct field of vision of motorists, potentially posing a problem at intersections • Required right of way may require removal of travel lane or parking • On bi-directional paths, left turns must be made in a non-standard manner • Can be expensive if road re-building is required	• Protected cycle tracks are appropriate for streets with high bicycle volumes where bike lanes or shared lanes would cause cyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, or high parking turnover • Could be implemented on Eglinton Avenue, Victoria Park Avenue, or Birchmount Road

Cycling Facility	Description	Advantages	Disadvantages	Application
Raised Cycle Tracks	• Off-road facility • Dedicated to cyclists • Fully separated from traffic at level of sidewalk or intermediate level between road and sidewalk • Accommodates cyclists on one or both sides of the street • Would require reconfiguration of boulevards and removal of on-street parking to accommodate cycle tracks	• Dedicates and protects space for bicyclists in order to enhance comfort and safety • Prevents double-parking, unlike a bike lane. • Reduces risk of 'dooring' compared to a bike lane • More attractive for cyclists of all levels and ages. • Can provide direct access to main street commercial areas	• Cyclists may be outside the direct field of vision of motorists, potentially posing a problem at intersections • Required right of way may require removal of travel lane or parking • On bi-directional paths, left turns must be made in a non-standard manner • Can be expensive if road re-building is required	• Raised cycle tracks are appropriate for streets with high bicycle volumes where bike lanes or shared lanes would cause cyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, or high parking turnover • Could be implemented on Eglinton Avenue, Victoria Park Avenue, or Birchmount Road

Cycling Facility	Description	Advantages	Disadvantages	Application
Multi-Use Path	• Off-road facility • Not dedicated to cyclists, shared with pedestrians • Accommodates cyclists on one side of the street only • Would require reconfiguration of boulevards and removal of on-street parking to accommodate multi-use path	• Offers routes with minimal motor vehicle conflicts	• Connectivity restriction that may result from a facility on one side of the road, and distant from the road, should be considered • Right of Way requirements • Conflicts could arise in areas with high bicycle traffic or speeds	• Off-street pathways are appropriate for parks and other green spaces and streets with high bicycle volumes where bike lanes or shared lanes would cause cyclists to feel stress because of factors such as multiple lanes, high traffic volumes, high speed traffic, high demand for double parking, or high parking turnover, and where right of way allows

4.5.2 Bicycling Level of Service (BLOS)

The methodology employed for this study is based on the City of Ottawa Multi-Modal Level of Service (MMLOS) Guidelines. These guidelines were selected over other variations mainly for their intuitiveness, accommodation of contemporary facility designs, and explicit recognition that cycling LOS should be based on user comfort, safety, and convenience and are thus subjective in nature.

Bicycling level of service (BLOS) is calculated at the intersection and mid-block in recognition that, unlike vehicular LOS, a cyclist's experience is determined by the conditions both between crossings and at the crossing itself.

The methodology for the evaluation of segment BLOS utilizes a look-up table approach based on roadway characteristics and facility type and quality. The methodology measures each segment's and intersection's level of traffic stress (LTS) experienced by the cyclist, established in the Mineta Transportation Institute report (no. 11-19). Each LTS score is associated with a category of cyclist (e.g. "all ages" to "very confident cyclists only") and score (A to F). Segment BLOS are calculated using a look-up table approach and considers facility type, street width, operating speed, and parking characteristics. At the intersection, the left and right turning conditions are evaluated with a look-up table approach as well as the average score of the approaches to determine the overall intersection BLOS.

Segment BLOS is the most sensitive to facility type, with physically separated bikeways such as cycle tracks, protected bike lanes and multi-use paths receiving a score of 'A' while cycling in mixed traffic conditions with varying operating speeds and street widths generally scoring lower – 'D' to 'F'. The scoring ranges as follows:

- **BLOS 'A' to 'C' –** Physically separated facilities such as cycle tracks, protected bike lanes, and multi-use paths (MUPs) are attractive to most cyclists. At intersections, continuous cycling facilities are provided and separated from vehicles and pedestrians.
- **BLOS 'D' to 'E' –** Designated bike lanes adjacent to high speed traffic lanes or shared facilities on low volume, low speed streets with wide curb lanes provide some comfort, but the majority of potential cyclists typically will not cycle. Greater conflicts at intersections with turning vehicles are experienced.
- **BLOS 'F' –** Non-separated, shared roadways with high traffic volumes and speeds, and no accommodations at intersections.

Figure 4-24 illustrates the BLOS in the GMSP study area. There is very limited cycling infrastructure in the study area, therefore many intersections and segments experience a BLOS of 'D' or worse due to high vehicular operating speeds and high traffic volumes. Quieter streets without bicycle infrastructure, including Craigton Drive and Civic Road, operate with a BLOS of 'B' due to low operating speeds and low traffic volumes. Although Civic Road does provide access to goods movement vehicles, the type of vehicular traffic accessing a segment is not currently considered as part of the bicycling methodology.

Figure 4-24. Bicycling Intersection and Segment Level of Service

4.6 Pedestrian Movement

4.6.1 Existing Sidewalks

The existing sidewalk network (**Figure 4-25**) within the TMP study area is largely complete; however, the 1.4 metre sidewalk provided on some segments of the major and minor arterial roads in the study area is narrower than current City standards for these road classifications. On some streets, the sidewalk is separated from traffic by a grass or asphalt buffer that

occasionally contains street furniture or trees. This buffer provides some safety benefits for pedestrians; however, the majority of the northern sidewalk on Eglinton Avenue does not have any separation from traffic, where high volumes of traffic are operating at a speed of 60 km/hr.

There are also several streets in the TMP study area without sidewalks, including Civic Road, Sinnott Road, and Manville Road, which are located directly south of Eglinton Avenue. The lack of sidewalks on these corridors are most likely due the industrial nature of the area; however, pedestrian facilities should be included in the ROW to promote walking to/from places of work and transit stops or the commercial area of the GMSP study area.

Given the high vehicular traffic volumes and speed on the major arterial roads and limited amenity provided, the overall environment for pedestrians is poor. Furthermore, the large block pattern of the street network within the Golden Mile, with limited midblock crossings, creates poor connectivity from buildings to the arterial roads and most transit stops. Consequently, informal connections through private property and parking lots have emerged, but do not adequately provide for pedestrian safety and comfort.

Figure 4-25. Existing Sidewalk Infrastructure in the Golden Mile TMP Study Area

Source: City of Toronto Open Data

Safety issues arise where pedestrian and vehicular traffic meets at intersections and private driveways. **Figure 4-26** illustrates a pedestrian crossing design typical to the study area along Eglinton Avenue, long crossing distances with a minimal or non-existent mid-crossing median. However, zebra markings have been employed at most major intersections, increasing crossing visibility to motorists. This excludes any private driveways which provide commercial access to the uses adjacent to Eglinton Avenue.

Large turning radii are employed at most intersection in the study area. While this facilitates vehicular flow, especially for goods movement, it impacts pedestrian safety by increasing crossing length and vehicle speed. **Figure 4-27** exhibits a large turning radii where vehicles can make turns at higher speeds than intersections with smaller turning radii.

Figure 4-26. Signalized Crossing on the South Side of Warden Avenue and Eglinton Avenue

Source: Google Maps

Figure 4-27. Large Turning Radii at the Northwest Corner of Birchmount Road and Eglinton Avenue

Source: Google Maps

A number of private driveways interrupt the pedestrian realm along the study area's major arterials, providing vehicular access to buildings that are well set back from the street. These driveways increase the amount of instances where pedestrians and vehicles must interact, as illustrated in **Figure 4-28**.

Some driveways are not signed appropriately with stop control, which can be increasingly hazardous for pedestrians at the high volume driveways common within the study area.

Figure 4-28. Private Driveways Example on Eglinton Avenue

Source: Google Maps

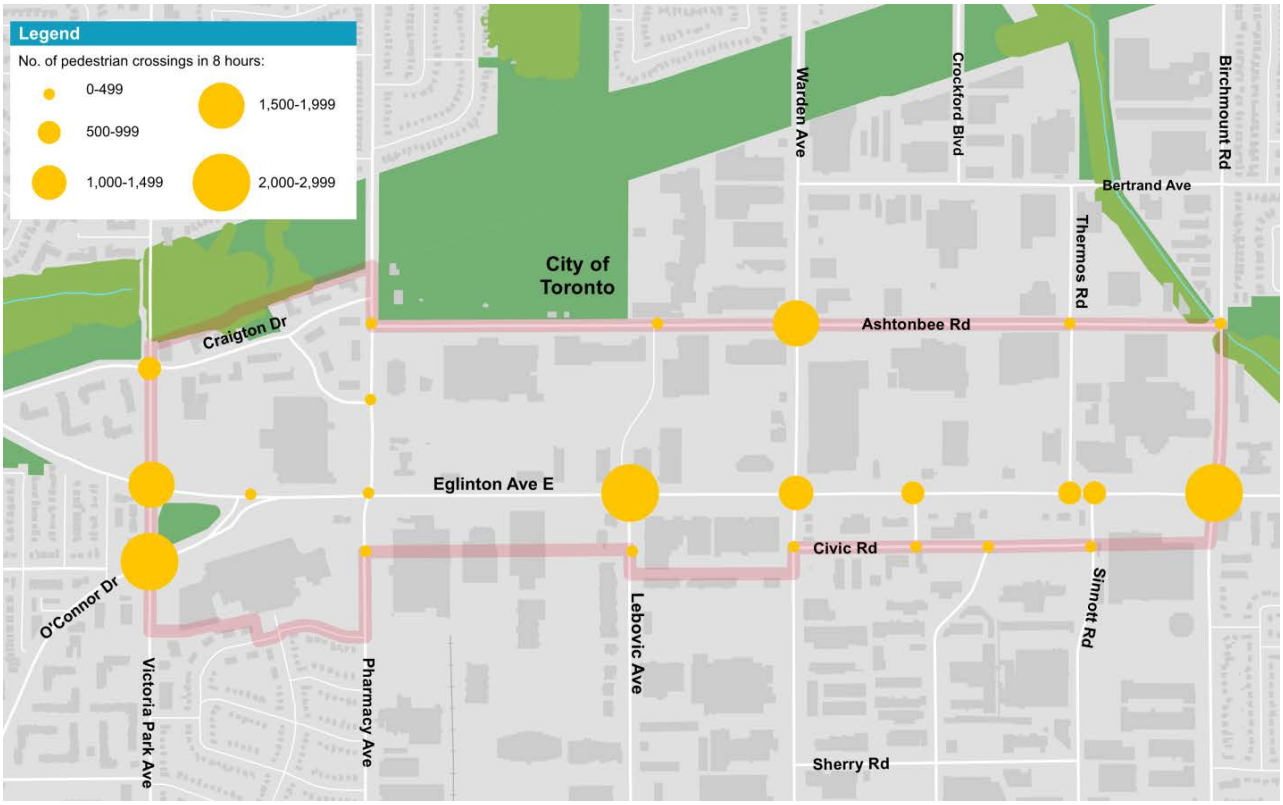
4.6.2 Pedestrian Demand

As illustrated in **Figure 4-29** and **Figure 4-30**, pedestrian crossings within the GMSP study area are concentrated at intersections along Eglinton Avenue, particularly where Eglinton intersects other arterial roads. Relatively few crossings were observed along minor roads in the study area. This may be attributable to the presence of heavily used TTC bus routes along arterial roads, meaning that intersections function as transfer points. Generally, significant trip generators are concentrated along Eglinton Avenue, causing pedestrians to use the corridor in spite of the poor quality of pedestrian facilities relative to the parallel Ashtonbee Road. High levels of pedestrian crossings at intersections on either end of the study area may also be related to their proximity to existing residential neighbourhoods. Pedestrians are also shown to use Civic Road, despite the absence of sidewalks.

Pedestrian demand is much higher during the PM peak than the AM peak hours. This may relate to the area's role as a retail hub since shopping trips tend to occur later in the day.

Figure 4-29: Existing Peak Hour Pedestrian Demand

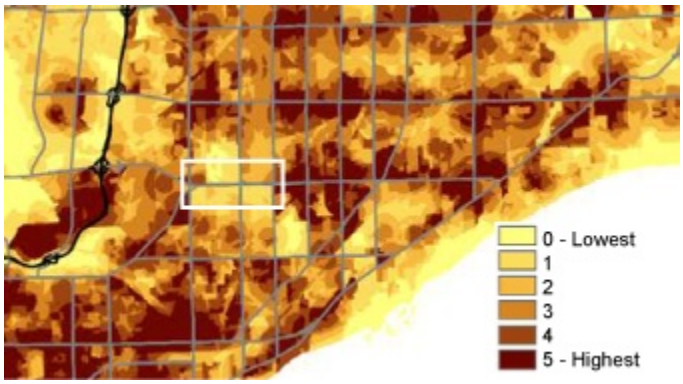
Figure 4-30: Existing Pedestrian Demand



4.6.3 Pedestrian Priority Mapping

The City of Toronto developed the **Pedestrian Priority Map** in order to identify where pedestrian improvements could provide the greatest benefits. The map is a composite of two key heat maps: the **Latent Pedestrian Demand Map** and the **Vulnerable Pedestrians Map**. The **Latent Pedestrian Demand Ma*p*** provides a score for areas of the city based on their potential for generating pedestrian traffic (not existing demand). Demand generators include schools, public transit lines, libraries, public care facilities, and areas with high concentrations of population, retail, or employment. The **Vulnerable Pedestrians Map** provides a score for areas of the city based on concentration of activities by vulnerable pedestrians, defined as children under 15, elderly above 64, and low income residents. Members of these groups are assumed to have limited or no access to a personal vehicle. With regards to children and the elderly, this map accounts for both their home locations and areas in the city these groups need to access.

Figure 4-31: Pedestrian Priority Score - Approximate Study Area outlined in white



Source: City of Toronto

As illustrated in **Figure 4-31**, most of the GMSP study area receives a relatively low score on the **Pedestrian Priority Map**, with the notable exception of the area north of the intersection of Eglinton Avenue and Victoria Park Avenue. The low score reflects a combination of low latent pedestrian demand in the area (i.e. there is a low propensity to generate or attract pedestrian trips), and low demand by vulnerable pedestrians. This may reflect the current land use distribution in the GMSP study area, which is generally made up of low-density non-residential uses, with the exception of the aforementioned area. It is likely that proposed higher-density development in the Golden Mile will cause this score to increase by creating new trip generators and attractors, and potentially increasing the number of vulnerable pedestrians, such as children, in the area.

Because the **Pedestrian Priority Map** is reflective of existing conditions as opposed to the future improvements, the low score identified should not continue to apply when it comes to construction of new pedestrian facilities. Through the GMSP and TMP process, improved pedestrian facilities will be identified and should be prioritized accordingly to support the GMSP study area growth.

4.6.4 Walkshed Analysis to/from LRT Stops

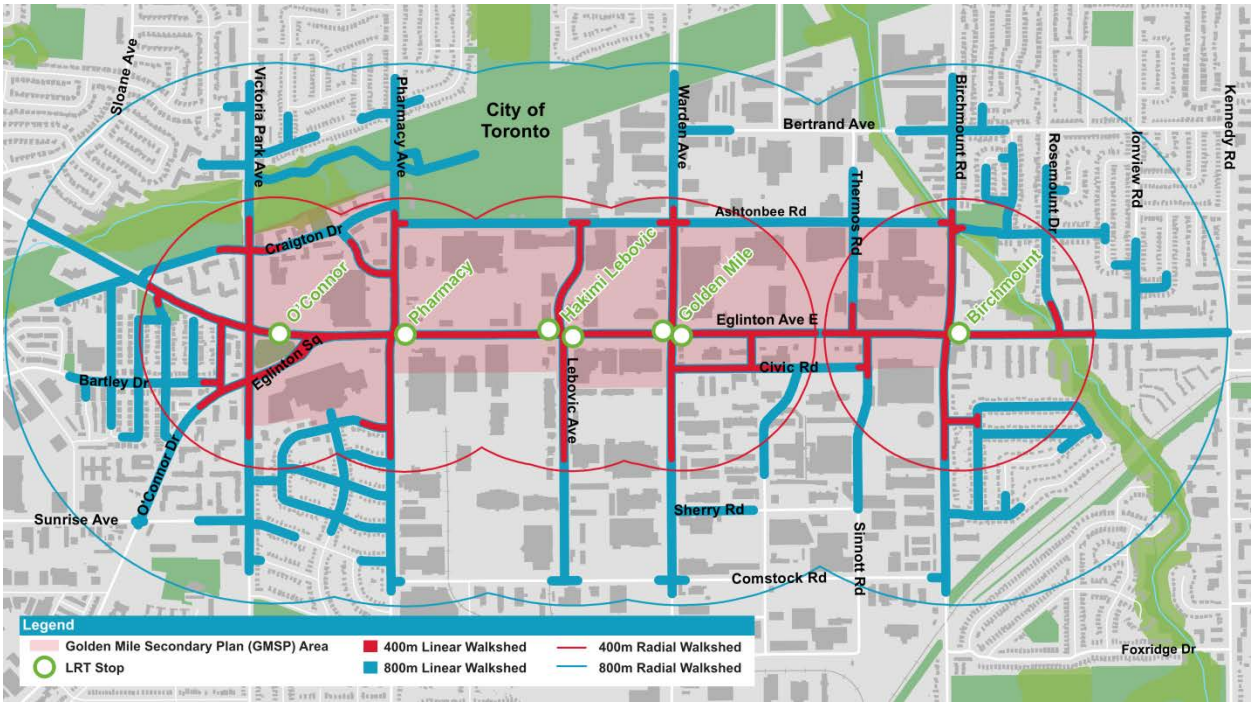
Transit walkshed refers to the pedestrian catchment area of a transit facility. It is determined by the distance people are generally willing to walk to a transit stop; 400 metres for a bus service and 800 metres for higher order transit[5]. The simplest way of measuring the walkshed of a transit facility is to include the entire area within a 400-metre or 800-metre radius. However, this approach may include areas that are, in reality, not accessible to pedestrians (i.e. over a ravine) or require longer walking distances due to barriers or irregular street patterns. An alternative method is to map the “true” linear walking distance from a transit facility using the existing street network accessible to pedestrians. Comparing the two methods can illustrate issues with connectivity and point to where new pedestrian links may be necessary.

Figure 4-32 illustrates the radial and linear walkshed analysis of the future ECLRT stations with the GMSP study area, based on the 400-metre and 800-metre walking distances. When comparing the radial and linear walkshed analysis, the linear walkshed meets the radial walkshed only when there is a straight line trip. However, there are many areas where the linear walkshed does not cover the same area as the radial walkshed. This includes the central section of Bertrand Avenue, and stretches along Comstock Road, Sherry Road, and Sinnott Road.

The walkshed analysis also illustrates the lack of walking connectivity across the big blocks between Pharmacy Avenue and Birchmount Road and relates to the low street connectivity score seen in **Section 4.3.3**. Eglinton Avenue provides the only continuous east-west walking connection across the area.

[5] Ontario Ministry of Transportation. (2012). Transit Supportive Guidelines.

Figure 4-32. Pedestrian Walkshed Analysis for ECLRT Stops



4.6.5 Pedestrian Level of Service (PLOS)

As noted in **Section 4.5.2**, the methodology employed for this study is based on the City of Ottawa Multi-Modal Level of Service (MMLOS) Guidelines for pedestrian and cyclist quality of service analysis.

Similar to BLOS, pedestrian level of service (PLOS) is calculated at the intersection and mid-block in recognition that, unlike vehicular LOS, pedestrian's experience is determined by both conditions, between crossings and at the crossing itself.

The methodology for the evaluation of segment PLOS utilizes a look-up table approach based on cross-section and roadway characteristics (e.g., sidewalk and boulevard width, traffic volumes, presence of on-street parking, and operating speed). Intersection PLOS uses the Pedestrian Exposure to Traffic at Signalized Intersections (PETSI) and assigns points based on a number of crossing characteristics (e.g., crossing distance, presence of a median, presence of a crossing refuge, turning restrictions, right hand turn characteristics, curb radii, etc.). The average score of each intersection approach is averaged to determine the overall intersection PLOS. Scoring ranges as follows:

- **PLOS 'A' to 'C' –** Attractive to most pedestrians, including locations where lower speeds and volumes, wider sidewalks, and larger boulevards with ample separation from moving traffic are present. Crosswalks are

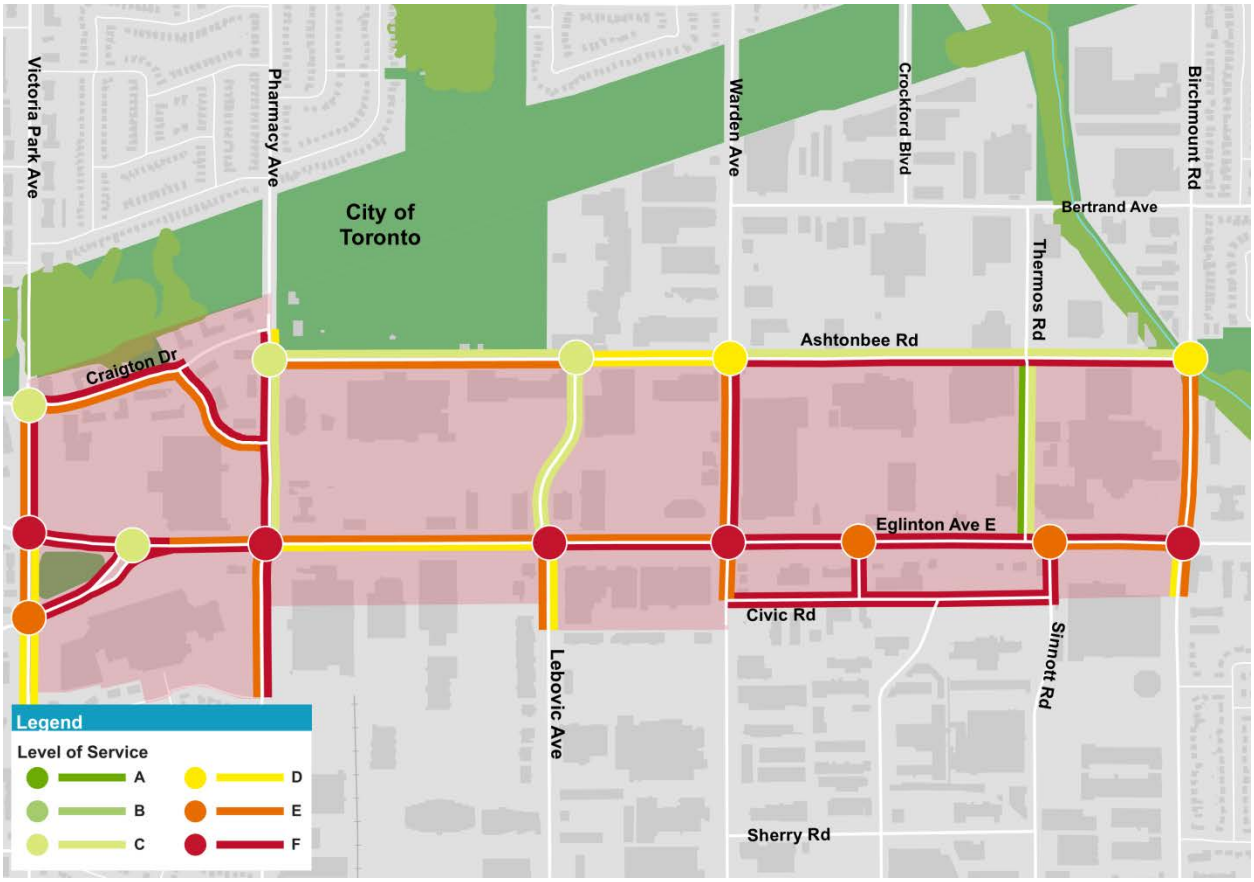
provided on all four legs of the intersections and with shorter crossing distances at intersections.

- **PLOS 'D' to 'E'** – Elements may not appeal to pedestrians due to narrow sidewalks, lack of separation from traffic, longer crossing distances, etc.
- **PLOS 'F' –** Not adequate – locations without any facility or where no buffer is provided adjacent to high speed and high volume traffic. No crosswalks provided and long crossing distances at intersections.

Higher segment scores are characterized by locations where lower vehicle speeds and volumes, wider sidewalks, and larger boulevards with ample separation from moving traffic are present. Lower segment scores are observed in locations where high vehicle speeds, narrow sidewalks, and minimal separation from traffic are present.

Figure 4-33 illustrates the existing PLOS in the GMSP study area. The majority of intersections and segments operating with a PLOS of 'D' or worse. The segment analysis shows that the majority of arterials experience a PLOS of 'E' or 'F' due to high vehicle operating speeds, narrow sidewalks, and little to no separation from vehicular traffic.

Figure 4-33. Pedestrian Intersection and Segment Level of Service



4.7 Vehicular Movement

4.7.1 Intersection Operations

Existing traffic operations were assessed using turning movement count data and existing signal timing plans provided to HDR by the City of Toronto and through additional counts conducted in June 2017 to supplement missing data. Some of the turning movement count data was extracted from Traffic Impact Studies within the study area where the City did not have recent data (within the last 2 years).

Synchro Model Calibration

Weekday AM peak hour traffic volumes were not available for the intersection of Eglinton Avenue and Prudham Gate. Since the weekday PM peak hour volumes were available, AM volumes were derived by referencing the Institute of Transportation Engineers publication Trip Generation Manual 9th Edition and factoring the driveway volumes according to the land uses to the north (shopping centre) and to the south (light industrial), while through volumes were balanced with adjacent intersections.

Individual peak hours were used for each study intersection. This approach was taken because:

1. Detailed data for some intersections was not available and a global peak hour could not be calculated;
2. Using the individual peak hours results in a more conservative analysis of peak (worst case) conditions for each intersection in isolation; and,
3. Balancing of volumes was not performed. This is because it is known that the peak hours of traffic were not always consistent and because of the high number of driveways in the study area which would make balancing futile and most likely not an accurate representation of actual conditions. Signal coordination for the Eglinton Avenue corridor is not being reviewed for this study. Furthermore, most study intersections along the Eglinton Avenue corridor are operating under adaptive SCOOT control and thus only the typical timings have been entered (these intersections are not traditionally coordinated).

The existing lane configuration is based on existing conditions (aerial review) as well as reviews of other traffic studies provided to HDR as previously mentioned.

Additional adjustments were made to the Synchro model to ensure existing conditions were accurately reproduced. The first adjustment was made to the Lane Utilization (LU) factor in the Synchro model for through lanes along

Eglinton Avenue. LU factors adjust the distribution of traffic across a lane grouping; for example, an LU factor of 1.00 means that each lane within the lane group carries the same amount of traffic. The LU factor was adjusted to account for the presence of High Occupancy Vehicle (HOV) lanes in both directions along Eglinton Avenue (in the curb lane).

The LU factor was adjusted to 0.77 for both directions. This factor was taken from the report *Traffic Impact Study Proposed Mixed-Use Residential Development 1891 Eglinton Avenue* (MMM Group, December 2011). The report used field data to calculate this factor from 2011. This effectively reduces the distribution of traffic such that one of the lanes carries a lower amount of traffic and the other two lanes are more heavily used.

After preparing the Synchro model using default values consistent with the *City of Toronto Traffic Management Centre Intelligent Transportation Systems (Operations) Guidelines for Using Synchro 9 (Including SimTraffic 9) dated 18 March 2016*, as well as adjusting lane utilization to account for the HOV lanes, it was found that several movements were reported as operating with volume to capacity (v/c) ratios greater than 1.0. This is theoretically impossible since the demand was served. The Synchro model is likely underestimating the capacity for specific movements or other components of the model may have changed since the counts were performed (i.e. timings could have changed). The model was therefore calibrated to allow movements to operate at capacity with v/c ratios in the range of 0.95 to 0.99 where possible, by following the maximum thresholds for parameters as listed in the City's Synchro Guidelines.

For signals operating under SCOOT control (an adaptive real-time control system), the typical timings were coded. The typical timings may not reflect the actual signal operations on the day of the count, therefore, the typical SCOOT timings were optimized prior to calibrating movements since that would provide a more accurate depiction of operating conditions prior to calibration.

Calibration (beyond LU factors and SCOOT split optimization) was performed by adjusting the assumptions on start-up lost times and extension of effective green times. The ideal saturated flow rates were maintained within the thresholds of the City's guidelines for respective turning movement types.

Intersection operation analysis, using the modeling software Synchro, is conducted with focus on the overall level of service (LOS) for each intersection, defined by the Highway Capacity Manual (HCM) for signalized and unsignalized intersections as a function of the average vehicle control delay. HCM LOS definitions are summarized in **Table 4-7.**

Table 4-7: Highway Capacity Manual Level of Service Definitions for Intersections

LOS	Signalized Intersection Average Vehicle Control Delay	Unsignalized Intersection Average Vehicle Control Delay	LOS Recommendation
A	≤10 sec	≤10 sec	Acceptable
B	10-20 sec	10-15 sec	Acceptable
C	20-35 sec	15-25 sec	Acceptable
D	35-55 sec	25-35 sec	Somewhat undesirable
E	55-80 sec	35-50 sec	Undesirable
F	≥80 sec	≥50 sec	Unacceptable

Existing Traffic Operations

Detailed existing traffic operations are summarized below in **Table 4-8** and a summary is provided **Figure 4-34** and **Figure 4-35**. For signalized intersections, the overall operations are shown along with movements operating with v/c ratios greater than 0.90 and any movements with LOS 'E' or 'F'. For unsignalized intersections, operations are only shown in **Table 4-8** if all v/c ratios and LOS are below the above thresholds for individual movements.

As shown in **Table 4-8**, eight (8) out of 16 signalized intersections have at least one movement operating at or near capacity during at least one peak hour. Out of those eight (8) intersections, six (6) of them have overall v/c ratios greater than 0.95 during at least one peak hour which does indicate that there is very little residual capacity.

Only two (2) out of seven (7) unsignalized intersections have movements operating with poor level of service but with residual capacity.

Table 4-8: Detailed Existing Traffic Operations (Weekday)

Intersection & Critical Movement	AM Peak Hour v/c	AM Peak Hour LOS	PM Peak Hour v/c	PM Peak Hour LOS
Eglinton Avenue at Eglinton Square	0.64	C	0.70	C
EBT	-	-	0.94	D
Victoria Park Avenue at Eglinton Square	0.71	C	0.96	C
EBL	-	-	0.96	E

Intersection & Critical Movement	AM Peak Hour v/c	AM Peak Hour LOS	PM Peak Hour v/c	PM Peak Hour LOS
Victoria Park Avenue at Eglinton Avenue	0.87	C	0.97	C
EBL	-	-	0.95	E
WBTR	0.94	D	-	-
Eglinton Avenue at Pharmacy Avenue	1.02	D	0.97	D
EBL	0.98	F	1.00	F
EBTR	-	-	1.09	F
WBT	-	-	0.93	D
NBL	0.95	E	-	-
Pharmacy Avenue at Eglinton Sq. Mall Entrance	0.27	A	0.43	B
Pharmacy Avenue at Ashtonbee Road	0.64	B	0.73	C
Eglinton Avenue at Hakimi Avenue	0.73	C	0.83	C
Victoria Park Avenue at Craigton Drive	0.51	B	0.59	B
WBLTR	0.67	E	0.76	E
Eglinton Avenue at Warden Avenue	1.00	D	0.98	D
EBL	0.97	F	0.96	E
EBT	-	-	0.94	D
WBL	-	-	0.94	E
WBT	0.99	E	-	-
NBL	-	-	0.92	E
NBTR	-	-	0.91	D
SBL	0.94	E	-	-
Eglinton Avenue at Prudham Gate	0.49	A	0.64	B
Eglinton Avenue at Sinnott Road	0.49	A	0.68	B
Eglinton Avenue at Birchmount Road	0.79	C	0.97	D
EBT	-	-	0.91	D
SBL	-	-	0.96	E
Ashtonbee Road at Birchmount Road	0.47	A	0.54	B

Intersection & Critical Movement	AM Peak Hour v/c	AM Peak Hour LOS	PM Peak Hour v/c	PM Peak Hour LOS
Ashtonbee Road at Warden Avenue	0.84	C	0.97	D
EBL	0.94	F	0. 91	E
WBTR	-	-	0.98	E
NBL	-	-	0.97	F
Ashtonbee Road at Hakimi Avenue	0.31	A	0.48	B
Lebovic Avenue at Private Access	0.08	A	0.26	B
Pharmacy Avenue at Craigton Drive (unsignalized)*	-	A	-	A
EBL	-	-	0.52	F
Eglinton Avenue at Thermos Road (unsignalized)*	-	A	-	A
SBL	0.30	F	-	-
Warden Ave at Civic Road (unsignalized)*	-	A	-	A
Civic Road at Prudham Gate (unsignalized)*	-	A	-	A
Thermos Road at Ashtonbee Road (unsignalized)*	-	A	-	B
Sinnott Road at Civic Road (unsignalized)*	-	A	-	A
Manville Road at Civic Road (unsignalized)*	-	A	-	A

*Unsignalized intersection LOS uses Intersection Capacity Utilization from the HCM 2000 reports

Figure 4-34. Intersection LOS (AM Peak Hour)

Figure 4-35. Intersection LOS (PM Peak Hour)

Post-LRT Conditions

With the construction of the ECLRT, vehicular traffic conditions will be impacted with the reduction of through-travel lanes on Eglinton Avenue from three lanes per direction to two lanes; as well as the closure of certain movements such as at Victoria Park Avenue and Pharmacy Avenue.

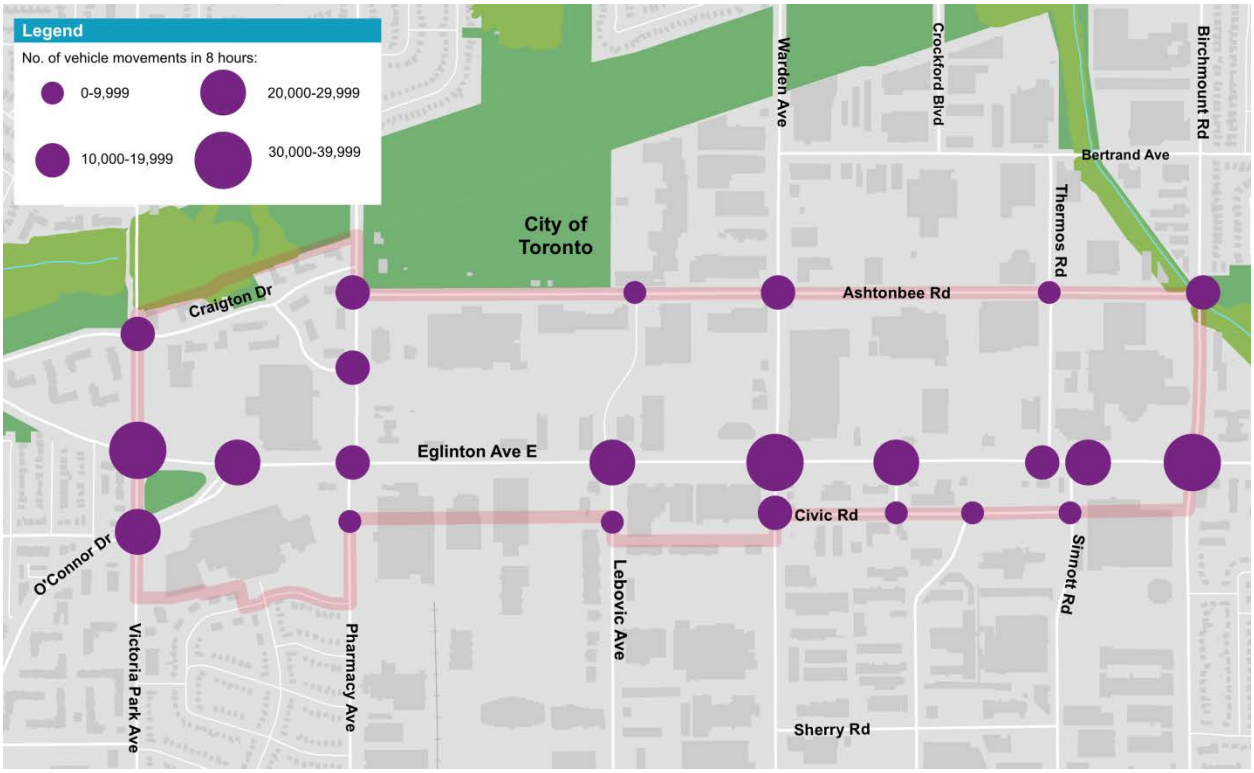
Section 2.4.3 details the traffic impacts as a result of the implementation of the ECLRT.

Intersection Demand

As shown in **Figure 4-36** and **Figure 4-37**, the highest concentration of vehicle trips within the GMSP study area is along Eglinton Avenue, likely because Eglinton Avenue is the only east-west collector between St. Clair and Lawrence Avenues. In contrast, north-south arterials collectively accommodate significant volume, but it is distributed among Victoria Park Avenue, Pharmacy Avenue, Warden Avenue, and Birchmount Road. The volume of intersection movements is generally consistent with the LOS previously shown.

Figure 4-36. Vehicular Intersection Demand (AM and PM Peak Hour)

Figure 4-37. Vehicular Intersection Demand (8 Hour Period)



4.7.2 Collision Analysis

A safety assessment and collision review was completed for the GMSP study area. The analysis is based on intersection-related and segment-related collision records from the City of Toronto's Traffic Safety Unit (TSU). The collision records are for the years between 2006 and 2017 (as of February 10th, 2017).

There were 9,795 collisions reported between 2006 and February 2017 in the study area; 7,730 (79%) were classified as Property Damage Only (PDO), 2,053 (21%) non-fatal injury, and 12 (0.001%) fatal injury collisions. Of these collisions, 6,592 occurred along segments while 3,203 collisions are intersection-related, as summarized in **Table 4-9**. Significantly higher numbers of collisions occur along segments than at intersections.

Table 4-9: Collisions based on Location Types

Location Type	PDO	Non-Fatal Injury	Fatal	Total
Segment	5,365	1,221	6	6,592
Intersection	2,365	832	6	3,203
Total	7,730	2,053	12	9,795

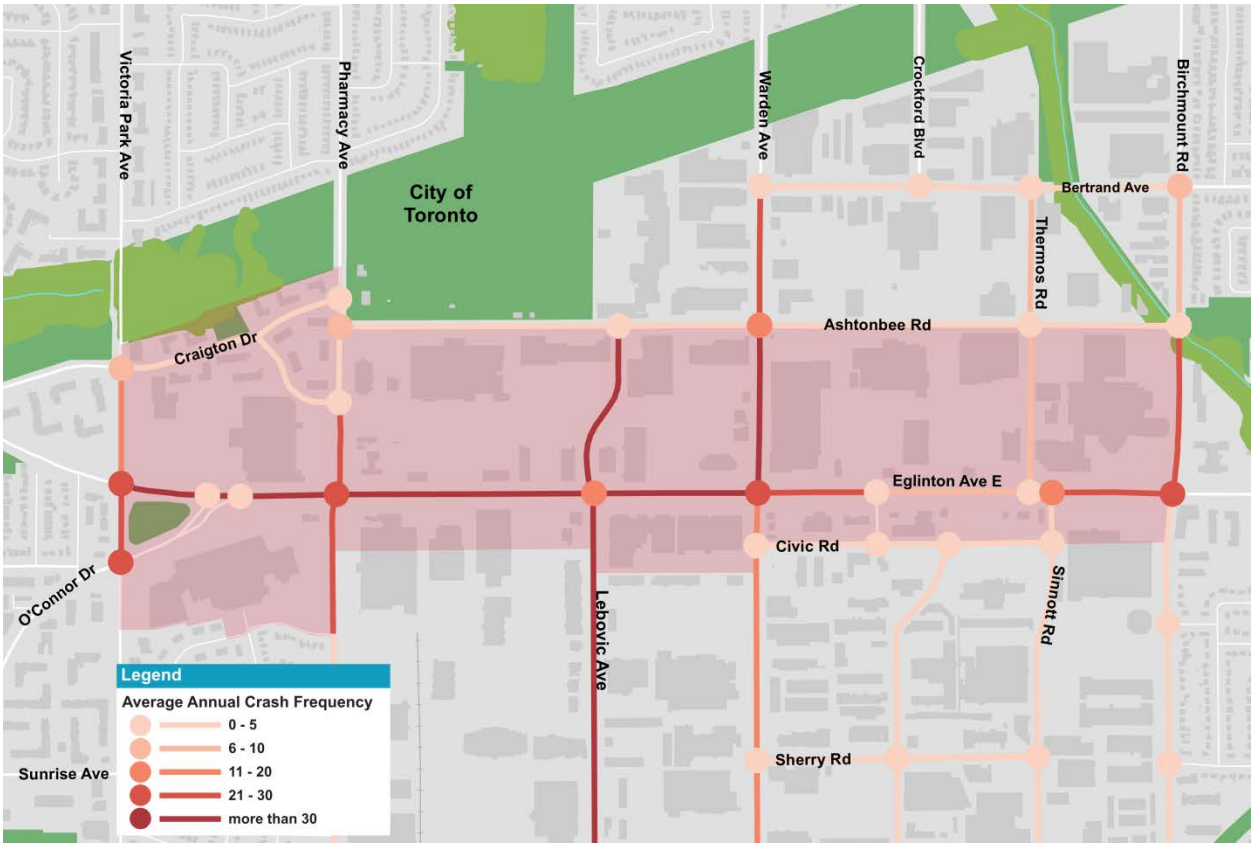
Figure 4-38 illustrates the approximate number of the segment and intersection collisions in the GMSP study area. It is clear that the majority of collisions occur along Eglinton Avenue and Lebovic Avenue.

As shown in **Figure 4-38**, there is a relatively high annual frequency of collisions on Lebovic Avenue between Comstock Road and Eglinton Avenue. Since 2006, there have been 131 collisions involving personal injury and 567 involving property damage. The highest frequency of collisions was in the afternoon, peaking between 4 and 5 pm, which may relate to the area's function as an auto-oriented retail hub.

The majority of collisions involved drivers travelling eastbound (473) and westbound (326) out of driveways and onto Lebovic Avenue between Comstock Road and Eglinton Avenue. Most collisions along this segment occured at sites with no traffic control device (554), 102 at traffic control signals, and 37 at stop sign controls. A total of 44 charges were laid for careless driving, 29 for failure to yield from a driveway, and 25 for a turn or lane change not in safety. Most involved only motor vehicles, however cyclists and pedestrians were each involved in eight (8) collisions.

Taken together, these data indicate an issue with vehicles exiting or crossing between retail and industrial sites on either side of Lebovic Avenue, primarily at private driveways, but also at the traffic control signal located approximately 320-metres south of Eglinton Avenue. Improvements to private driveways (e.g. control devices, left turn restrictions, etc.) and the existing signalized intersection should be investigated. These collisions are not obviously correlated with weather conditions, nor does driver condition seem to be a significant factor.

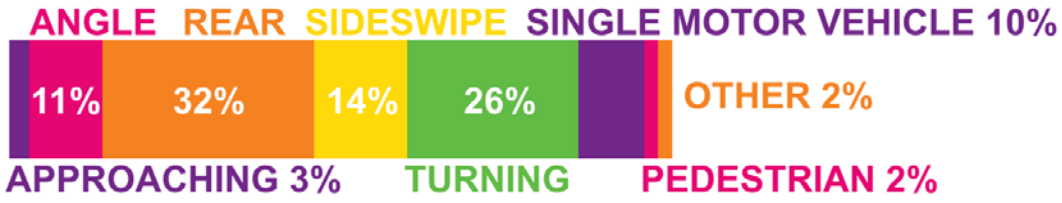
Figure 4-38. Collision Review



Collision by Initial Impact Type

The distribution of collisions by initial impact type is illustrated in **Figure 4-39** with detailed analysis by location available in **Appendix B**. Rear end collisions (32%) account for the highest percentage of all collisions, followed by turning collisions (26%), sideswipe (14%), angle (11%), single motor vehicle (10%), approaching (3%), pedestrian (2%), and other (2%).

Figure 4-39. Collisions by Initial Impact Type



A total of 217 pedestrians were involved in collisions throughout the intersections and segments in the study area, demonstrating a clear need to improve pedestrian safety throughout the GMSP study area. As illustrated in **Figure 4-33** (PLOS), many intersections and segments operate at a LOS of 'E' or worse due to high vehicle speeds, narrow sidewalks, and little to no

separation from vehicular traffic in the GMSP study area (see Section 4.6.5 for more detailed analysis).

Severe Collisions

Between 2006 and February 2017 there were 12 fatal collisions reported in the GMSP study area[6]. Of these collisions, one (1) involved a single motor vehicle where the driver had been drinking and lost control of the vehicle near Pharmacy Avenue and Eglinton Avenue intersection. Another involved a driver disobeying a traffic control at Warden Avenue and Comstock Road intersection resulting in a two-vehicle angle collision. **Table 4-10** illustrates the details of the fatal collisions in the GMSP study area.

The remaining collisions involved pedestrians and a cyclist struck by motor vehicles. The majority of these collisions (8) are concentrated in the vicinity of the Eglinton Avenue, Eglinton Square, and Victoria Park Avenue Triangle, highlighting the urgent need for improvements to pedestrian and cycling infrastructure in the area. Two (2) deaths, one (1) cyclist and one (1) pedestrian, involved turning movements at the intersection of Victoria Park Avenue and Eglinton Square / O'Connor Drive due to failing to yield right of way and making an improper turn, respectively. Changes to this intersection, such as advance pedestrian walk lights or prohibited right turns on red, should be considered to mitigate this risk.

While all pedestrian deaths along segments involved drivers "driving properly", changes should be considered to enhance the convenience and safety of pedestrian crossings in the area to discourage dangerous crossing situations (e.g. midblock crossings and reduced speed limits).

[6] Number of fatal collisions involving pedestrians should be confirmed as there are four with near-identical characteristics (e.g. date, pavement condition, driver condition, similar location, etc.)

Table 4-10: Detailing of Fatal Collisions within GMSP Study Area

Location (between)	No. of Collisions	Date	Road Surface	Class	Traffic control device	Apparent Driver Condition	Apparent Driver Action
Eglinton Ave & Sinnott Rd (Intersection)	1	Jan-13	Dry	Pedestrian Collision	Traffic signal	Inattentive	Disobeyed traffic control
Eglinton Ave & Victoria Park Ave (Intersection)	1	Mar-15	Dry	Pedestrian Collision	No control	Normal	Driving properly
Pharmacy Ave & Eglinton Ave (Intersection)	1	Oct-16	Dry	SMV other	No control	Had been drinking	Lost control
Victoria Park Ave & Eglinton Sq (Intersection)	2	Aug-14 & Oct-14	Dry	Pedestrian Collision; Cyclist Collision	Traffic signal	Inattentive	Failed to yield right of way; Improper turn
Warden Ave & Comstock Rd (Intersection)	1	Apr-06	Dry	Angle	Traffic signal	Normal; unknown	Driving properly; disobeyed traffic control
Victoria Park Ave (Eglinton Ave and Eglinton Square) (Segment)	3	Mar-13, Oct-13, Nov-13 (2) & 2014	Dry (1), Wet (2)	Pedestrian Collision (3)	No control (2); stop sign	Normal (2); Inattentive	Driving properly

Victoria Park Ave (Eglinton Ave & Craigton Dr) (Segment)	1	Oct-14	Wet	Pedestrian Collision	No control	Normal	Driving properly
Eglinton Ave (Victoria Park Ave and Pharmacy Ave) (Segment)	1	Oct-14	Wet	Pedestrian Collision	No control	Normal	Driving properly
Craigton Dr (Victoria Park Ave and Pharmacy Ave) (Segment)	1	Oct-14	Wet	Pedestrian collision	No control	Normal	Driving properly

Collision by Environmental Conditions

As shown in **Figure 4-40**, the majority of collisions occurred under clear conditions (81%), followed by rain (15%), snow (2%), and other (2%). This distribution does not indicate a potential for safety improvements based on environmental conditions.

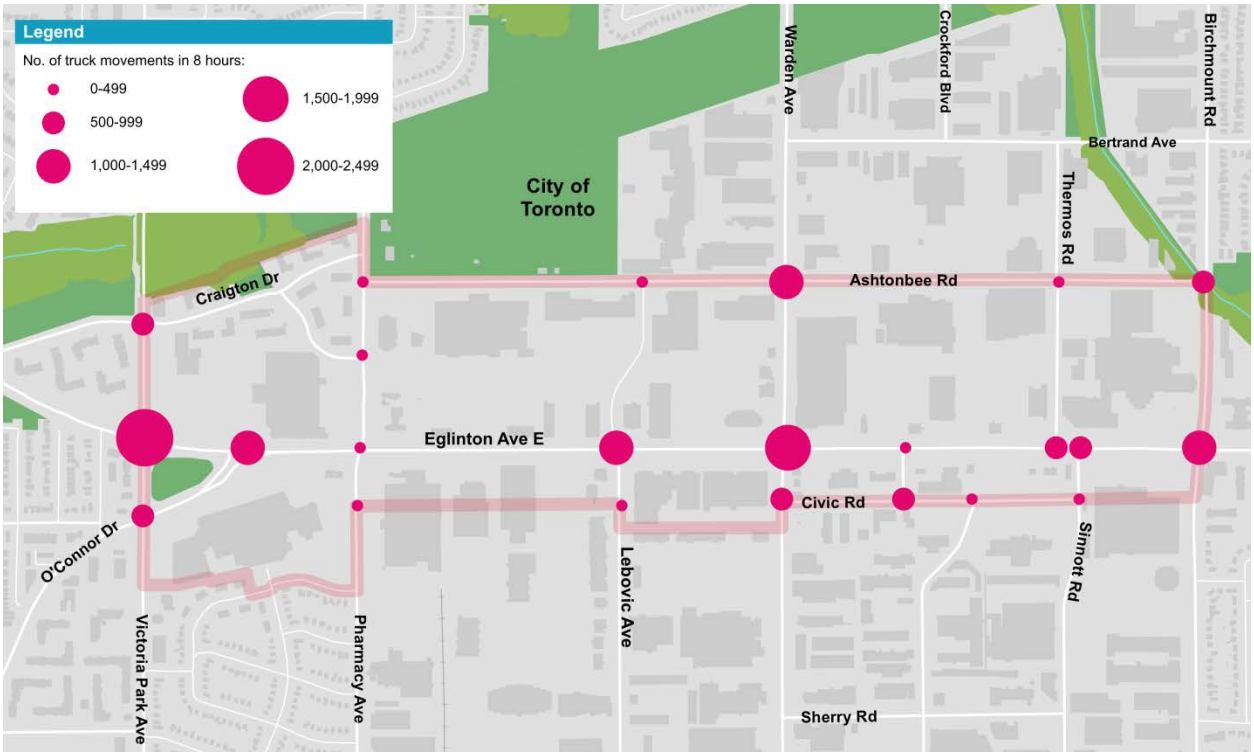
Figure 4-40. Collisions based on Environmental Conditions

4.7.3 Goods Movement

As shown in **Figure 4-41** and **Figure 4-42**, truck volumes are significantly higher at nearly all intersections in the GMSP study area during the morning peak than the afternoon. Eglinton Avenue is the most heavily travelled corridor, likely because of its function as a key east-west arterial for the wider area. Most north-south truck traffic uses Victoria Park Avenue or Warden Avenue.

Figure 4-41: Truck Intersection Demand (AM and PM Peak Hour)

Figure 4-42: Truck Intersection Demand (8 Hour Period)



Commercial Vehicle Survey (CVS)

The Ministry of Transportation of Ontario (MTO) conducts a Commercial Vehicle Survey (CVS) throughout Ontario every five to six years to collect information about goods movement within the province. The inventory contains information including truck volumes, origin and destination addresses, cargo value, cargo weight, and kilometres travelled in different areas.

The GMSP study area encompasses a large industrial area where commercial vehicle traffic is prevalent. According to the CVS, commercial vehicles travel 21,100 kilometre in the Golden Mile area. **Table 4-11** displays the daily and weekday trips, as well as cargo value for commercial vehicles for the Golden Mile and for the City of Toronto. Commercial vehicle trips to/from the Golden Mile account for 1.6% of the City's total. It is important to note that the CVS does not account for through trips.

Table 4-11: Commercial Vehicle Survey Results for Golden Mile

	Daily Trips To/ From[a]	Weekday Trips To / From[a]	Daily Cargo Value ($)	Weekday Cargo Value ($)
Trips with O/D in Golden Mile	712	954	16,850,333	22,579,446
Trips with Travel in City of Toronto[b]	44,237	59,278	1,066,613,202	1,429,261,691

Source: 2012 Commercial Vehicle Survey
[a]Excludes through trips
[b] To / From

4.8 Travel Demand Management (TDM)

This section provides an overview of existing travel patterns, programs that currently offer TDM services or promote transit, active transportation and ridesharing in Scarborough, relevant city-wide policies that encourage TDM, and infrastructure projects and plans that support the use and promotion of transportation options in and around the study area going forward.

4.8.1 Auto Occupancy

As mentioned in **Section 4.2.1**, the 2011 TTS provides mode split, providing insight into current travel behavior in and surrounding area.

The majority of trips to the Golden Mile TMP study area are by single occupancy vehicles (59%). According to TTS data for trips destined to the

TMP study area, the share of carpool trips have increased from 16% to 18% between 2001 and 2011. By encouraging high occupancy vehicles through Smart Commute initiatives and TDM policies, the share of carpool trips for the TMP study area can further increase.

4.8.2 Smart Commute Initiatives

Smart Commute Scarborough, a program of the City of Toronto and Metrolinx, is the Transportation Management Association (TMA) serving Scarborough. Working with 15 leading employers that represent more than 18,000 employees, the program provides and promotes alternative commute solutions such as carpooling, transit use and active transportation throughout Scarborough, including the Golden Mile study area.

Employers can join Smart Commute Scarborough as a basic member for an annual membership fee of $1,000 or as a premium member starting at $2,500 based on number of employees. The following services and assistance are offered to employer partners:

- Workplace commuter programs. Smart Commute offers travel surveys and site assessments, which provide the basis for targeted TDM programs for each participating work site, including:
    - Employee workshops and campaigns, such as Bike to Work Day, Carpool Week and Smart Commute Month;
    - Customized marketing materials, such as posters, newsletter copy and email blasts;
- Access to their own network on the integrated Smart Commute online ridematching and trip tracking tool;
- Assistance with implementation of preferred carpool parking and cycling infrastructure and support (Premium Membership);
- Assistance with shuttles and vanpools (Premium Membership);
- Assistance with developing telework and flexible work schedule policies as well as reimbursement policies for business-travel (Premium Membership); and
- Assistance with achieving green building status, for example LEED credits (Premium Membership).

In addition, the program provides information and resources directly to commuters, including the trip planning and ridematching tool, bike maps, and communications showcasing the benefits of not driving to work. The program has been in operation since 2011, and continues to drive travel behaviour

change at member worksites. In 2016 survey, Smart Commute Scarborough member employers reported an active transportation mode share of 14% and a transit mode share of 36%, both higher than the average for the wider population. Smart Commute Scarborough members within the Golden Mile include manufacturing firm Armstrong Fluid Technology and property management company Dream.

4.8.3 Scarborough Cycles

Scarborough Cycles is a collaborative project led by the Toronto Centre for Active Transportation (TCAT), in partnership with CultureLink Settlement and Community Services, the Toronto Cycling Think & Do Tank and Cycle Toronto.

The project goals are:

- Create and disseminate knowledge about cycling in the suburbs;
- Build capacity among local agencies and individuals to support cycling;
- Address barriers to cycling; and
- Engage with residents and stakeholders about the benefits of improved cycling infrastructure.

At this point, the focus of activity for Scarborough Cycles is south of the Golden Mile study area - Scarborough Cycles primarily offers events and programs at its hubs at Birchmount Bluffs Neighborhood Centre and Access Point at Danforth, but the organization can offer services across all of Scarborough.

4.8.4 City of Toronto TDM Policies for New Development

The primary mechanism by which the City of Toronto can influence the provision of TDM measures and parking policies is through Transportation Impact Studies (TIS), which provide the city with information on the transportation impacts of a new development project. The Guidelines for Preparation of TISs describe the City's requirements, applicability and methodologies for assessing and mitigating those impacts. Mitigation can include transportation infrastructure investments and TDM programs and strategies designed to reduce drive alone rates and encourage walking, cycling, transit use and other alternatives to driving alone.

A TIS is required if the proposed development adds more than 100 peak-hour, peak-direction vehicle trips. In addition, a TIS might be required for new developments that fall under the threshold, if any of the following apply:

- The traffic generated is expected to trigger a critical capacity or LOS condition at one or more of the surrounding intersections;
- The development proposal is in an area with significant traffic congestion and/or high rate of employment or population growth;
- The proposal incorporates direct vehicle access to a major or minor arterial road;
- The proposal is not captured in local land use/transportation plans; and
- The proposal requires an amendment to the Official Plan.

The TIS encourages all proposals to take steps to promote non-automobile transportation, but stops short of requiring a TDM plan, unless city policies require one, based on type and scale of the development. Projected impacts of TDM strategies can be factored into the basic travel demand estimates as adjustments. In addition, cyclists and pedestrians should be accounted for when considering future traffic operations. In areas where significant pedestrian volumes are expected, pedestrian flow should be analyzed in addition to qualitative factors. In areas where significant cycling volumes are projected, LOS for cyclists should be addressed.

Parking reductions can be achieved through shared parking, payment-in-lieu, off-site parking and other strategies that have to be detailed in a parking study to be submitted in conjunction with the development application.

4.8.5 Relevant Plans for GMSP Study Area

The following projects and plans will create conditions in the Golden Mile study area that will support the effective implementation of TDM programs.

The Eglinton Crosstown LRT currently under construction and expected to be completed in 2021, will significantly reduce cross-town travel times from current bus service and will significantly increase transit capacity in that corridor. Within the study area, stations will be located at Victoria Park Avenue, Pharmacy Avenue, Hakimi-Lebovic Avenue, Golden Mile (at Warden Avenue) and Birchmount Road. The introduction of light rail mass transit to the area creates an excellent opportunity for TDM interventions, primarily around building ridership and addressing first/last mile challenges.

The Golden Mile, Scarborough, City of Toronto Market Analysis & Economic Strategy, prepared for the City of Toronto in December 2016 includes the following recommendations that will support TDM programs in the study area:

- Parking policies: Policies that serve to reduce parking supply, making it harder to find parking at all or find affordable parking will ultimately make

other transportation options more attractive and cost-effective by comparison. The following policies are proposed:

  - Reduced parking standards for all land uses (gradual reduction of parking ratio standards) in the short term;
  - Full reduction in parking ratios, and prohibit surface parking for new development for all land uses in the long term; and
  - A centralized parking facility operated by Toronto Parking Authority or a private-public venture.

- Business Improvement Area (BIA): A BIA with a unique identity and brand is helpful when implementing TDM programs because they provide access to contacts and can help build agreement and coalitions around common goals related to transportation, access and options.
- Density and Height: Increased density helps support existing and future transit and provides opportunities to reshape the area so that it better supports walking, cycling and transit.

While not specific to the study area, the following city-wide plan elements and initiatives will drive long-term changes to the way transportation infrastructure and programs are developed and delivered across the City of Toronto, including the study area.

The Toronto Official Plan shows strong support for TDM measures and envisions the City showing leadership by implementing the following:

- Requiring a TDM strategy as part of a TIS for major commercial, employment and institutional development applications;
- Actively pursuing measures that will increase the walking, cycling and transit mode share, the average vehicle occupancy rate and shift travel demand from peak to off-peak periods;
- Supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;
- Support TDM programs supported by School Boards;
- Supporting local implementation through creation and operation of TMAs across the city;
- Promoting flexible work arrangements;
- Working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and

- Recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.

TransformTO. In April 2017, the City of Toronto approved a long-range climate action plan called "*TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto - Report #2 - The Pathway to a Low Carbon Future*". The report envisions a future in which 17% of people walk, 27% cycle, 23% take transit and only 32% drive to work. Specific city-wide transportation goals for the year 2050 include:

- 100% of transportation options will use low or zero carbon energy sources; and
- 75% of all trips under five (5)-kilometre will be made by active transportation.

5 Transportation Challenges and Opportunities

Based upon the review of existing conditions, five major opportunities were identified:

1. Improving Eglinton Square Triangle
2. Creation of a grid street network
3. A complete street network for all mobility users
4. Improving connectivity to ECLRT stops
5. Improving TDM measures.

5.1 Eglinton Square Triangle

The Eglinton Square Triangle is home to the Victoria Park – Eglinton Parkette and is bounded by Eglinton Avenue, Victoria Park Avenue, and Eglinton Square. The parkette comprises an open green space with trees located on the edges of the parkette. Although the area does offer green space to the Golden Mile area, it is surrounded on all sides by major arterials with a minimum of five (5) lanes and does not offer enough protection from these arterials for pedestrians or park visitors. Furthermore, as identified in **Section 4.7.2**, eight (8) fatal collisions involving pedestrians and cyclists have occurred in the vicinity of the Triangle, highlighting the urgent need to improve the pedestrian realm and cycling infrastructure.

This TMP presents an opportunity to transform the Parkette and the roadways surrounding it into a public space that:

- Helps meet the future greenspace needs of a denser Golden Mile and contributes to the green corridor envisioned in Eglinton Connects;
- Facilitates safe and pleasant pedestrian and cyclist movements; and
- Serves as a distinct gateway into Scarborough and the Golden Mile area.

Some potential improvements to the Eglinton Square Triangle include:

- **Park Features** such as additional trees, playgrounds, fountains, a seasonal ice rink, or a park pavilion.
- **Public Art Installations** including features from local artists.
- **Pedestrian Infrastructure** including wider sidewalks, increased visibility for pedestrian markings at adjacent intersections (zebra crossings), benches, advanced pedestrian crossing movements, and improving pedestrian connections across Eglinton Square (e.g. a midblock crossing).
- **Cycling Infrastructure** including bicycle racks and multi-use paths in the park.
- **Community Hub** features that would allow all-season pop-up markets.

Currently there is a clear desire line in the Triangle that connects the northern bus stop to the southern bus stop. This could be converted into a multi-use path to provide a pedestrian and cycling connection.

An example of a recently renovated park space in Toronto is Lisgar Park, located south of Queen Street West between Abell Street and Lisgar Street. Shown in **Figure 5-1**, the park features over 300 seating spaces, a playground, and numerous trees in a space approximately half the size of the Parkette. The park currently hosts an outdoor market every Saturday between late June to late October which features local vendors and farmers.

Figure 5-1: Lisgar Park Space (Left) and Seating (Right)

5.2 Grid Street Network

At present, The Golden Mile street network is characterized by very large blocks bounded by arterial and collector roads. This built form encourages driving by requiring pedestrians to walk longer distances to reach their destinations, often across surface parking lots. It also reduces choices for all modes, funneling traffic into a discontinuous hierarchy of a few roads, rather than a continuous network.

The expected redevelopment of the Golden Mile offers an opportunity to break up the existing “superblock” pattern, establishing a finer-grained street network with a walkable block structure, as directed by Eglinton Connects. Increasing the grid network density would increase the number of options available to all modes, add road capacity to the network, balance mobility choices for walking and cycling trips within the study area due to improved connections across the land uses, and increase the pedestrian catchment area of Crosstown LRT stations.

5.2.1 New Connections

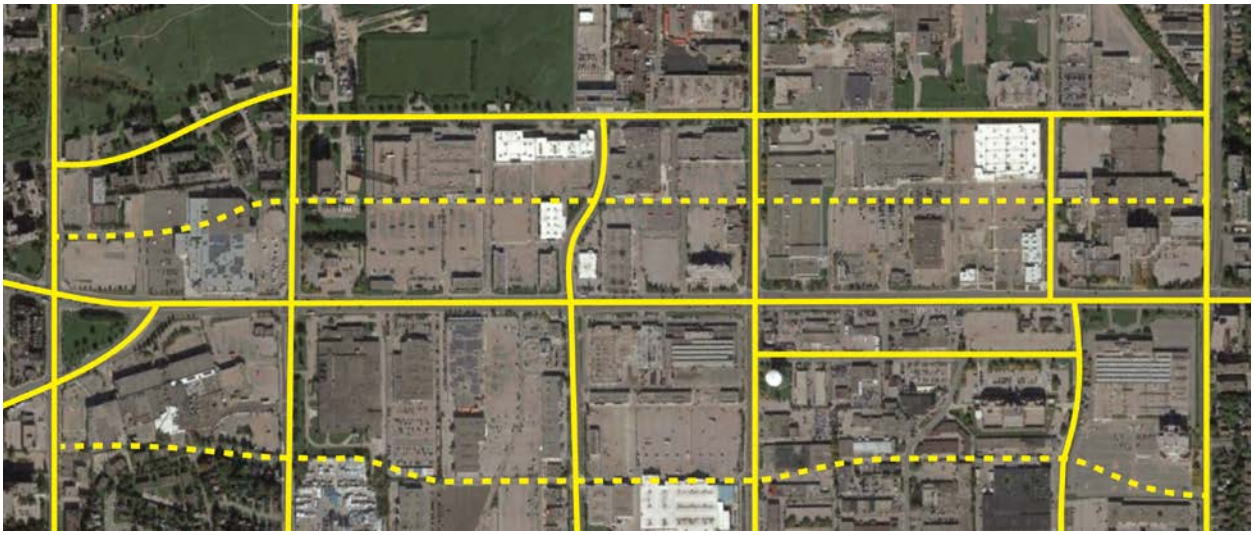
The existing street network in the GMSP study area lacks parallel connections, particularly for east-west travel. Eglinton Avenue is the only continuous east-west corridor in the study area and therefore experiences congestion during the peak hours. Ashtonbee Road and Civic Road are parallel corridors, however they do not traverse the entire length of the study area: Ashtonbee Road runs between Pharmacy Avenue and Birchmount Road, and Civic Road between Warden Avenue and Sinnott Road.

To facilitate east-west travel throughout the GMSP study area, two new corridors are recommended to the north and south of Eglinton Avenue, respectively. The southern connection would be located south of Civic Road,

running from Victoria Park Avenue in the west to Birchmount Road in the east. As proposed in Eglinton Connects, the new northern connection would run between Eglinton Avenue and Craigton Drive from Victoria Park Avenue until Pharmacy Avenue and then continue east to Birchmount Road between Eglinton Avenue and Ashtonbee Road.

Figure 5-2 illustrates the potential location for these new east-west collector roads. Both corridors would be composed of entirely new ROW. These new east-west corridors should be supported by several new minor north-south streets to be identified at later stages.

Figure 5-2: Potential East-West Collector Road



Background Image Source: Google Earth

5.3 A Complete Street Network for All Mobility Users

The existing street network is “incomplete” in the sense that it does not accommodate a variety of modes of transportation in a way that is safe and pleasant for people of all ages and abilities. Redevelopment of the area presents an opportunity to develop streets that balance mobility choices and create connections to other parts of the overall study area, in alignment with the City of Toronto Official Plan Complete Streets Policy.

The existing transportation network is designed to accommodate vehicles; therefore, in many places lacks adequate facilities for other modes of travel. Furthermore, streets in GMSP do not fulfil their vital role as public spaces to enhance the environment and community since the roads' ROW is mostly dedicated to vehicle movement. The Toronto Complete Streets Guidelines provide guidance in the redesign of the existing street network to rebalance the needs of all current and future road users.

A Complete Street network in the GMSP study area will have to balance the needs of pedestrians, cyclists, transit users, drivers, and goods movement. It will have to take into account the area's ongoing role as a retail hub, the needs of students travelling to and from Centennial College, pedestrians and cyclists accessing Crosstown LRT stations from areas to the north and south, future residential densification, and truck traffic through and within the study area, particularly to light industrial sites to the south. Future stages of the TMP will take these mobility needs and priorities into account when making recommendations, while recognizing streets' roles in placemaking and prosperity. Key considerations are highlighted below.

5.3.1 Centennial College

Located north of Ashtonbee Road between Hakimi Avenue and Warden Avenue, Centennial College Ashtonbee Campus is a major trip generator and destination in the GMSP study area. It is located approximately 330 metres north of the future Golden Mile ECLRT stop.

There is an opportunity to improve pedestrian and cycling connections from Centennial College to future ECLRT stations and elsewhere in the study area.

5.3.2 Pedestrian and Cycling Priority Streets

Recognizing that it may not be possible to accommodate all users or uses on every street, the Complete Streets approach instead recommends creating a network that provides safe and efficient access for all street users, activities and functions. Similarly, the Toronto Vision Zero Plan recommends implementing enhanced safety measures along designated Pedestrian Safety Corridors. As such, the potential to create a network of pedestrian and cycling priority streets throughout the GMSP should be investigated. Pedestrian and bicycle priority streets can take many forms; however, they generally have low volume, low-speed streets that allow, but discourage, motorized traffic. These streets are optimized for pedestrian and bicycle movements with design features like curb bump-outs, and motor vehicle through-traffic restrictions.

This approach can accommodate the ongoing need for goods movements in the Golden Mile, including truck access to the light industrial sites and for loading/deliveries to shopping centres and retail stores. The pedestrian and cycling priority network can be planned in such a way that it avoids routes with frequent truck traffic, while still maintaining safe and efficient access to all areas of the Golden Mile.

5.3.3 Gatineau Hydro Corridor Trail Connections

The Gatineau Hydro Corridor Trail runs east-west to the north of the GMSP study area. When complete, the Trail will provide a multi-use trail system across North York and Scarborough from the Don Valley to the Rouge Valley. At present, the Trail runs easterly from Victoria Park Avenue to Orton Park Road (at Ellesmere Road), and from Conlins Road to Meadowvale Road. The City of Toronto is currently undertaking an extension of the trail. Construction of the multi-use trail extension to Eglinton Avenue is expected to be completed in spring 2018. The timing of phase 2, across Eglinton Avenue and west to Bermondsey Road is being coordinated with the Eglinton Crosstown LRT and Metrolinx.

At present, there are no designated cycling links within the GMSP study area that connect to the Trail. The TMP presents the opportunity to provide a number of links to this important east-west link from all areas of the Golden Mile.

5.4 Improve Connectivity to ECLRT Stops

The ECLRT is scheduled to open in 2021 and includes five (5) stops in the GMSP study area: O'Connor, Pharmacy, Hakimi-Lebovic, Golden Mile, and Birchmount. There is an opportunity to improve access and connectivity to these stops in advance of the completion of the ECLRT.

According to the pedestrian walkshed analysis in **Section 4.6.4**, all roads in the GMSP study area are included as part of the 800 metres that people are willing to walk to a higher order transit stop. As a result, pedestrian infrastructure should be provided or improved on all roads in the GMSP study area, especially those with lower PLOS scores as seen in **Section 4.6.5**. Pedestrian network improvements have the dual role of increasing the attractiveness of transit as a travel option through improved pedestrian connections from transit stops to local businesses.

5.5 Improving TDM Measures

5.5.1 Current TDM Challenges

The Golden Mile remains predominantly suburban in its development patterns and streetscape, and as such, faces TDM challenges consistent with suburban environments. The design of the area and transportation network is distinctly car-centric- inconvenient, unpleasant, and often unsafe for non-drivers. The predominant land use is large scale, big box retail with extensive surface parking.

As the TTS assessment showed in **Section 4.2.1**, incoming trips to the traffic zones in which the study area is located are more likely completed by driving alone than in other parts of the City. This could be due to employees living longer distances away from work, and potentially without reliable access to transit, or the higher percentage of trips for shopping, dining, errands and recreational purposes. Although served by regular bus service along the key corridors, surrounding development is low density and punctuated by wide roadways and parking lots, creating significant first/last mile challenges for those wishing to access transit. Traditionally, TDM programs have focused on employment and school trips and few initiatives have attempted to influence shopping trips.

The suburban streetscape of the Golden Mile also presents a barrier to cycling and walking as a viable mobility options. Wide, fast moving streets with minimal active transportation (AT) infrastructure are not supportive of cycling or walking.

Parking in the area is plentiful, and free or low cost in many areas. There is very little disincentive for the community to leave their cars at home and choose alternate modes, despite improving transit access.

5.5.2 TDM Opportunities

A number of opportunities for TDM can be identified for the Golden Mile. As the study area develops and intensifies, opportunities and recommended strategies will evolve, suggesting that a flexible and responsive approach to designing and implementing TDM strategies will be important. Within the study area, TDM programming should be viewed as a vital component of the area's development, necessary for the effective mobility management of the growing population and the utilization of new infrastructure.

First, existing and planned transit and active transportation infrastructure along with planned developments and intensification of the study area will create an excellent opportunity for TDM interventions, primarily around building ridership and addressing first/last mile challenges. The Golden Mile travel survey conducted in the summer of 2017 identified the top three (3) factors that would make transit more attractive. Those factors were more frequent service, shorter travel times and an expanded transit network. Furthermore, 37% of survey respondents said that they will consider changing their preferred mode to transit once the LRT opens. Residents and commuter in the area will need to be educated, supported and encouraged to utilize new facilities as they become available. There is an opportunity for TDM to play a significant role in building transit ridership and active transportation mode share through direct engagement and targeted marketing. The Smart

Commute program can provide a partial conduit for this kind of programming, but the scale of required engagement would likely exceed the scope and capacity of the program. TDM interventions beyond the Smart Commute program and linked directly to the infrastructure development projects should be considered.

ECLRT and associated infrastructure improvements will create a strong backbone of transit and cycling infrastructure, but will need additional wider network connections to maximize success. Accessing stations from the surrounding area will present challenges, particularly in the existing large blocks and low-density environment.

The area is served by the Gatineau Trail paved bike route running along the hydro corridor to the north of the study area, with at grade access at Pharmacy Avenue, Warden Avenue and Birchmount Road. Promoting connections to this east-west route from Eglinton Avenue should be a key intervention, both for access to employment areas and future transit hubs. As with the ECLRT infrastructure improvements, residents and commuters will require education and encouragement to make use of existing and new connections, via existing and new TDM intervention channels.

Second, the significant volume of transit-oriented development and redevelopment that is expected to occur around the Eglinton LRT line provides opportunities for the City of Toronto to further encourage and possibly require developers and subsequent tenants to submit and implement TDM plans. Plans should include both on-site infrastructure supporting non-automobile travel as well as programs and subsidies that will provide incentives to employees and residents of the area to travel by transit, walking, cycling or to share rides. In addition, membership in the Smart Commute Program could be a requirement for new commercial developments and future tenants, and opportunities to implement residential TDM for new developments should be explored.

Third, a successful TDM plan for the Golden Mile needs to include strategies proven to be successful in achieving travel behaviour change among the distinct audiences frequenting the study area: employees, residents and customers. The current land use in the Golden Mile area offers a solid employment base, particularly in the industrial units north and south of Eglinton Avenue, and the office complex at the Birchmount Road and Eglinton Avenue intersection. Centennial College, just to the north of the study area, is also a significant trip generator. This volume of commuters presents an excellent audience and a good starting point for TDM interventions in the study area. Because of the high prevalence of big box retail stores currently

present in the study area, a TDM strategy specifically targeting retail employees should be implemented.

TDM measures that will be considered in the early stages include transit pass subsidies and Try Transit campaigns, trip/commute planning opportunities. ridematching and rideshare incentives, and parking cash out programs. Innovative solutions can be developed on an employer by employer basis by analyzing the travel needs and options of their employees.

Retail and restaurant customers are the most difficult target group to reach with TDM measures. The most effective measure is to introduce paid parking or reduce the amount of parking available, however, both are very difficult to implement in the short term and therefore should be viewed as potential long-term opportunities to be considered as the area intensifies. Best practices from other retail centres in the GTHA and beyond can help inform specific retail employee strategies for the Golden Mile.

The active Smart Commute program in the area provides an existing channel for implementing workplace based on TDM programs and opportunities, from new infrastructure to behaviour change campaigns, and could be an ideal partner for implementation of the employer-based strategies identified in this TMP. However, the level of engagement required to meet the proposed growth in the area would require additional resources for the Smart Commute program or other TDM intervention programs in order to be implemented effectively.

The planned addition of more than 6,000 residential units at the west end of the study area presents an opportunity to target TDM measures at residents. Possible TDM measures include new resident information kits, targeted individual marketing campaigns, walking and cycling maps, and on-street pedestrian wayfinding installations, displaying walking times to nearby transit stops, parks, and other destinations. Resources and delivery channels necessary to implement residential TDM should be identified, as this cannot currently be delivered through the Smart Commute program.

6 Draft Problem and Opportunity Statement

The Golden Mile was planned and built for cars and is characterized by large blocks and low-rise buildings set-back and separated from streets by surface parking. Streets are wide with a lack of connectivity and no formal cycling facilities within the Secondary Plan Area. The six (6) traffic lanes on Eglinton Avenue creates a divide between the northern and southern areas of the GMSP study area and acts as a physical barrier for pedestrians and cyclists,

and as such the majority of persons choose to drive short distances despite delays.

With the introduction of the ECLRT and redevelopment along Eglinton Avenue, there is an opportunity to renew the Golden Mile where:

- A finer grained street network will enhance connectivity within the study area;
- A variety of mobility options are available and possible;
- An active community and lifestyle are encouraged;
- Streets are comfortable and accessible for users of all ages and abilities;
- Convenient and safe connections to the future ECLRT stops are provided; and
- The economic vitality of existing and future businesses is protected.

Appendix A. Travel Survey Memo

Memo

Date: Monday, September 18, 2017

Project: Golden Mile

To: City of Toronto

From: HDR

Subject: Golden Mile Travel Survey Summary (DRAFT #2)

Introduction

The Golden Mile area is expected to change significantly through construction of the Eglinton Crosstown LRT. The Golden Mile Transportation Master Plan (TMP) study will examine and recommend policies, programs, and infrastructure required to meet existing and future mobility needs. The recommended TMP will guide these changes in the study area and establish a transportation network supportive of all users.

The Golden Mile TMP will set out the transportation planning framework to support continued employment investment and intensification along the Eglinton Avenue corridor, as well as residential uses, community facilities, a revised street and block plan, and public realm improvements to serve local resident and working populations.

A key component of the TMP Study is consultation with stakeholders and the general public. To this end, a survey was conducted to understand travel choices, travel behaviour, and attitudes towards transportation for people who travel to and around the Golden Mile.

The Golden Mile Transportation Master Plan Travel Survey was designed by HDR with input from the City of Toronto. Survey questions focused on finding out for what purposes respondents travel to the Golden Mile; when and how often; what specific destinations they visit; and what modes they use and why. Questions also explored what factors would contribute to modal shifts in the future. An open-ended response was included for respondents to leave detailed feedback on issues not adequately addressed by specific survey questions. The survey was available online and through hard copies between June 28 and August 14, 2017. Hard copies of the survey were distributed at several public engagement sessions including four (4) City led Planners in Public Spaces (PiPS) events, three (3) consultant team led Pop-up engagements, and Community Consultation Meeting #1. IPads were also available at the public

engagement sessions to allow respondents the choice of filling out the survey online. The public engagement sessions were held at the Golden Mile Shopping Centre (July 15 and 16), Canadian Tire (July 13), and the Eglinton Square Mall (August 10). Pop-up events were held at the Kennedy / Eglinton Library (July 20), Kennedy Subway Station (July 26), and the Victoria Park Hub (August 24). A total of 143 responses were received. **Appendix 1** of this memo documents the survey form and **Appendix 2** documents the detailed survey results. The survey is not intended to be statistically reliable but is considered representative of respondent views and opinions.

The following presents highlights of the survey results. All figures in this report are based solely on data collected through this survey.

Survey Respondent Travel Characteristics

Where respondents live

As shown in **Figure 1**, most two-thirds of respondents live within Scarborough. The majority of the remaining third live elsewhere in Toronto, with only 3% of respondents living outside of the City, all in York Region.

A further breakdown of the data shows that 63% of respondents from North York live in the “M4A” Forward Sorting Area (FSA) which includes the Victoria Village neighbourhood immediately to the west of the Golden Mile, and 30% of all respondents live within the “M1L” FSA, which includes the Golden Mile.

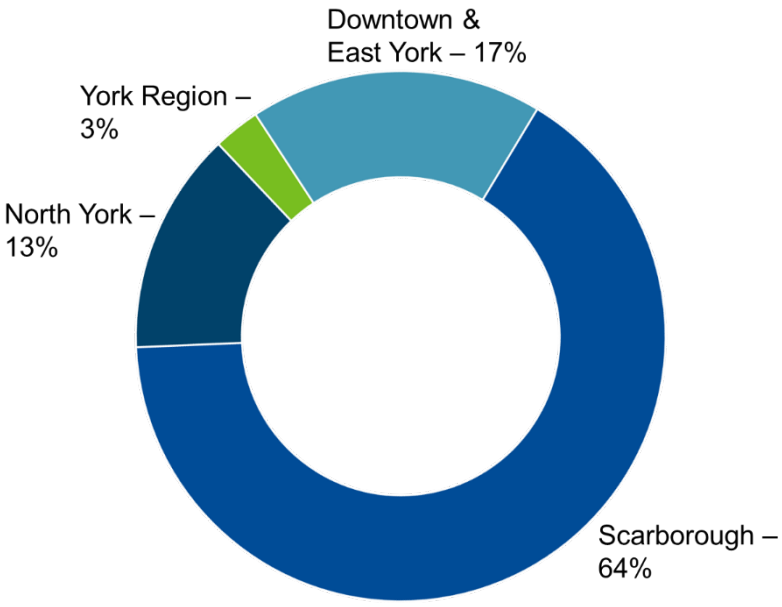


Figure 1: Respondent Home Location

Scarborough and North York residents are over-represented and residents of Downtown / East York and elsewhere in the Greater Toronto Area are under-represented in this survey when compared to trip origin proportions reported in the 2011 Transportation Tomorrow Survey (TTS).

How respondents get to and around the Golden Mile

Overall modal split

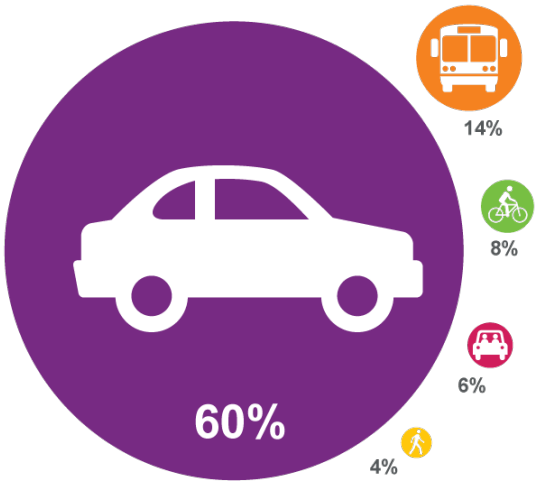


Figure 2: Overall Modal Split
*8% of respondents selected "other" for primary travel mode and reported using multiple modes or taxi

A significant majority of respondents travel by private auto to and within the Golden Mile, whether as a driver or as a passenger, as illustrated in **Figure 2**. The proportion of respondents who walk (4%) or cycle (8%) is high compared to the results of the 2011 TTS for the Golden Mile TMP study area, which found that only 3% of trips were made by walking and 1% by cycling. However, the proportions of trips made by transit (14%) and as an auto passenger (6%) are lower than reported in the 2011 TTS, which found that 18% travel as an auto passenger and 19% by transit. The proportion of trips made as a driver is only 1% higher than what was found in the TTS[1].

Distribution of trips to the Golden Mile by mode

The majority of trips from residents in all areas of Toronto are made by private auto, either as a driver or passenger, with Scarborough exhibiting the greatest auto mode share. Downtown and East York residents demonstrated the highest transit use with 20%, while Scarborough residents demonstrated the lowest transit use of 13%. However, in absolute numbers, more respondents from Scarborough used transit (12) than Downtown / East York (5).

As shown in **Figure 3** Scarborough residents made the highest proportion of trips by bicycle with eight (8) cycling trips (9%), followed by residents of Downtown / East York (8%). Noteworthy, the highest proportion of trips by walking is 16% pedestrian modal share from North York, which represents three (3) respondents.

[1] The discrepancy between the TTS and this survey could be due to a number of factors, including: an over-representation of people who cycle in this survey, misreporting in either survey (e.g., TTS tends to under-report walk and cycling trips), a shift in behavior over time, methodology differences (e.g. when asked if they cycle daily for this survey, respondents may answer with their typical behavior, whereas the TTS asks specifically about trips made the previous weekday).

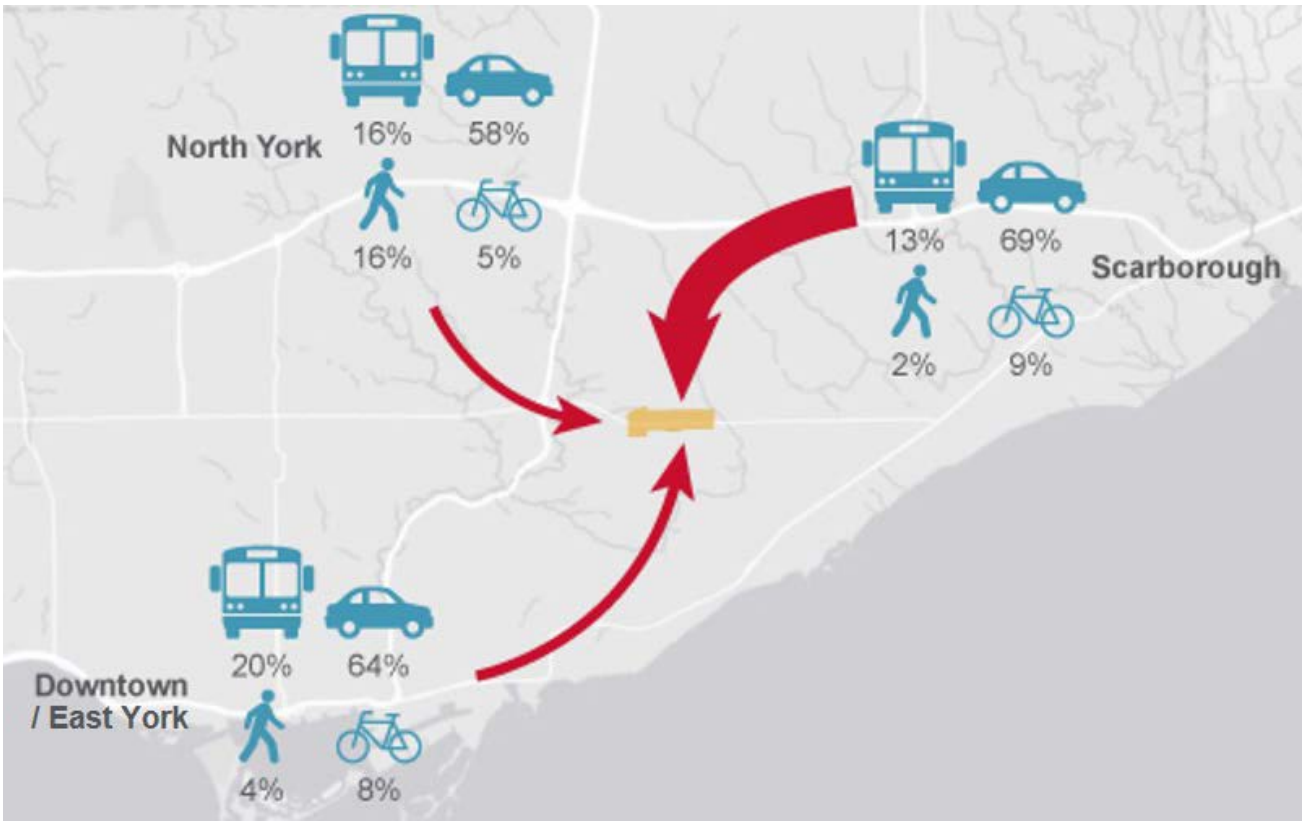


Figure 3: Modal Split by Home Location

Further inspection of the data broken down by Forward Sortation Area (FSA) reveals that all of those walking trips originate from the Victoria Village neighbourhood immediately west of the GMSP study area (FSA- M4A), the location of which is shown in **Figure 4**. As the majority of trips originating from North York that are destined to the study area are from the Victoria Village area, the "North York" data indicates a high active mode share.

Downtown / East York had the second highest pedestrian mode share (4%), with 1 respondent, walking to the study area despite the relative distance.

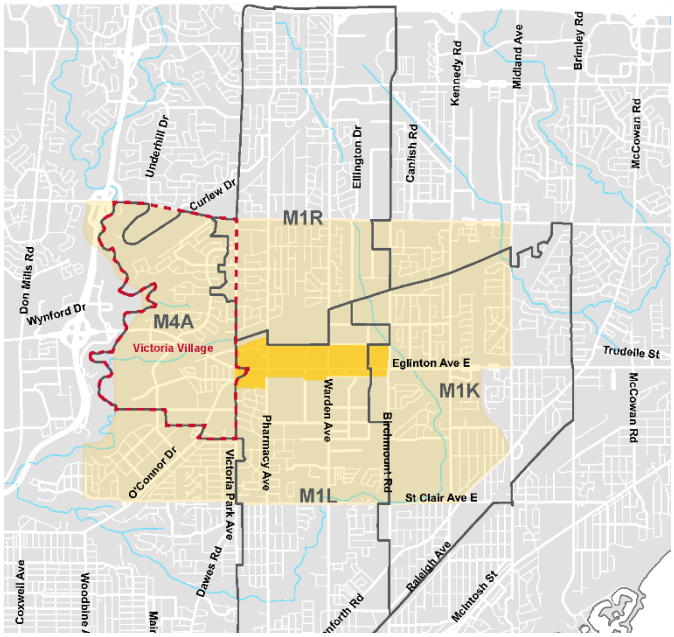


Figure 4: The GMSP study area and nearby FSAs

Mode shares for shorter trips from the FSAs surrounding and within the GMSP study area are summarized in **Figure 4**. In line with the overall results, respondents living in the FSAs containing and abutting the GMSP study area make the majority of their trips by car. Interestingly, no one from the M1R FSA to the north nor the M1K FSA to the east walks to the study area.

Table 1: Modal Split for Trips from Nearby FSAs

Region	Total surveys	Auto Driver %	Auto Passenger %	TTC %	Walk %	Cycle %	Other %
M4A (West)	12	58	0	8	17	8	8
M1L (GMSP and South)	44	68	5	9	5	5	9
M1R (North)	9	56	11	11	0	11	11
M1K (East)	25	52	12	20	0	8	8

Respondent modal split of trips internal to the Golden Mile

Trips between destinations within the Golden Mile are similarly dominated by automobile use; however, transit use is lower and walking is higher. This is likely because transit offers few or no time savings compared to walking for short trips within the area, and is relatively costly.

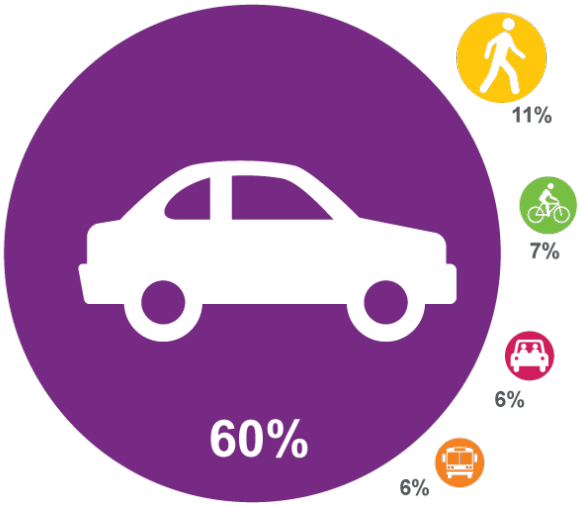


Figure 5: Modal Split for Trips within the Golden Mile
*10% of respondents selected “other” for primary travel mode and reported using multiple modes or taxi

Commute times and attitudes

When asked to pick the top three (3) reasons for choosing their travel option:

- 88% of auto drivers and 100% of auto passengers choose those modes because they are the quickest options.
- Few auto drivers drive because of lack of alternatives (15%) or because it is cheaper (22%), whereas 75% of TTC riders take it because they have no other choice, and 75% because it is cheaper.
- No respondents choose the TTC because of comfort, and few because of reliability (20%).
- Two-thirds of respondents for whom walking is their primary mode choose this mode because it is cheaper, and half of them because it is quicker.
- Over half (55%) of people who ride bicycles choose to do so because of environmental reasons.

Commute times

As shown in **Figure 6**, just over half of respondents have a travel time of less than 15 minutes to and/or from the Golden Mile on a typical day. Car drivers (63%) and passengers (44%) are most likely to have commutes shorter than 15 minutes, whereas two-thirds of people who walk to and/or from the Golden Mile reported having travel times between 45 minutes to an hour.

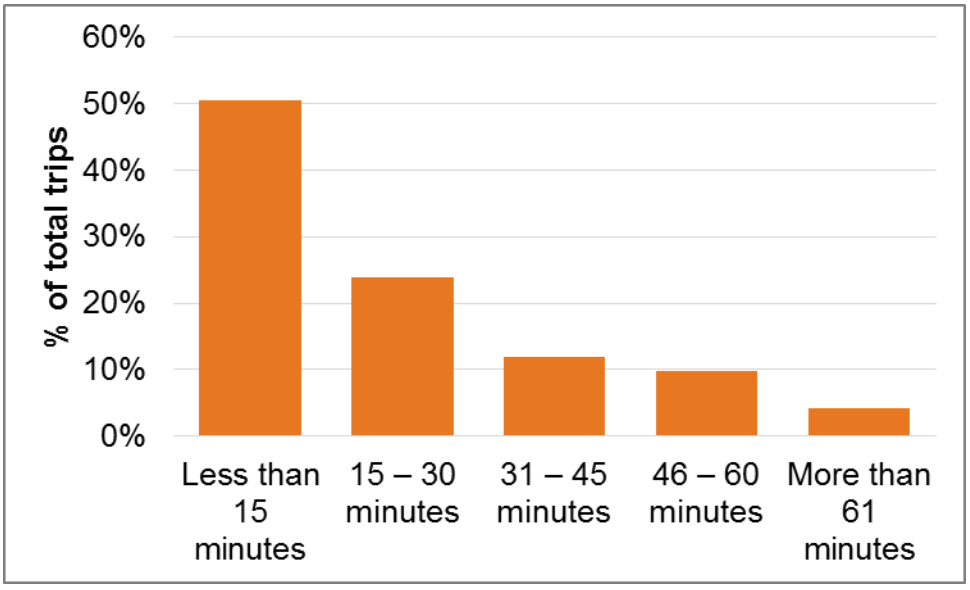


Figure 6: Commute Times for Trips to and/or from the Golden Mile

Seasonal mode shifts

Approximately a quarter of respondents change their mode of choice based on season. Unsurprisingly, cyclists were most likely to make a seasonal change, as illustrated in **Figure 7**.

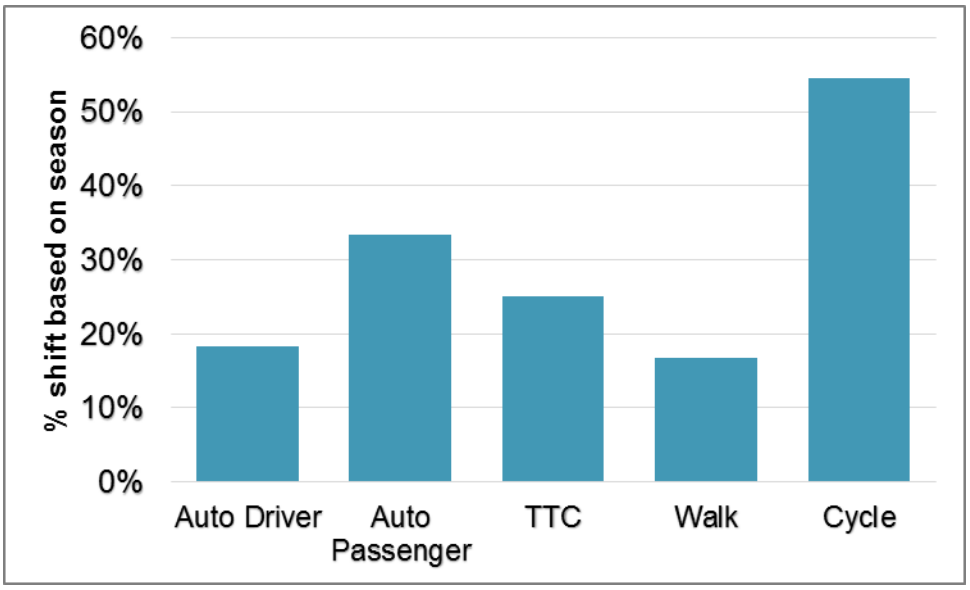


Figure 7: Seasonal Mode Shift by Mode

Metrolinx's Smart Commute carpool program

A significant majority (78%) of respondents were not aware of Smart Commute. 52% of respondents would consider using Smart Commute, however only 44% of drivers would do so.

Daily activities

The survey results clearly illustrate the Golden Mile's function as a destination for retail and other non-work trips. As shown in **Figure 8**, a significant majority of respondents (87%) stated that their main purpose for travelling to the Golden Mile on a typical day was for non-work activities such as shopping, appointments, errands, dining, recreation, etc. Most (67%) respondents drive or are a passenger in an automobile for these trips. 8% of respondents reported that few of these trips occur during the AM peak hour, likely because many stores and services are not yet open.

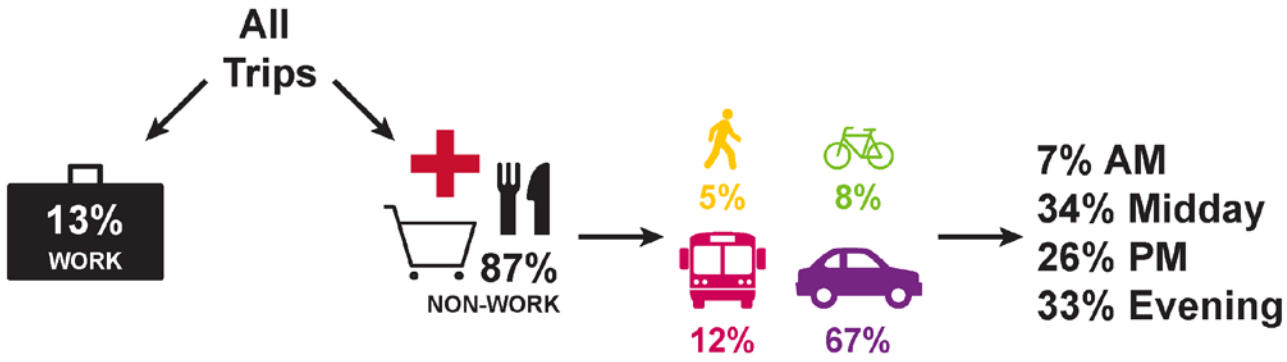


Figure 8: Non-work Trip Characteristics
% of respondents selected "other" for primary travel mode and reported using multiple modes or taxi

Auto and bike ownership

Most (56%) respondents have access to a bicycle. 45% of respondents have access to both a car and bicycle.

21% of respondents do not have access to an automobile. Over half (53%) of respondents without access to a car, report using the TTC as their primary mode, 20% cycling, 10% walking, and 3% travelling as a passenger in a private auto.[2]

[2] 10% of respondents without access to an automobile reported "other" as their primary mode. 3% reported automobile as their primary mode, which may be a reporting error or reflect the use of a car-sharing service.

Looking forward

How Eglinton Crosstown LRT will affect travel behavior

Based on survey responses, Eglinton Crosstown's opening has the potential to affect a significant mode shift for trips to and/or from Golden Mile, although willingness to shift varies by existing mode preference and home location. As illustrated in **Figure 9**, over half of car passengers and cyclists would consider changing their preferred mode to transit, whereas only 33% of drivers and 17% of pedestrians would do so. Broken down by home location, 40% of non-transit users living Downtown, 29% of those living in Scarborough, and 16% of those living in North York would consider changing their preferred mode to transit.

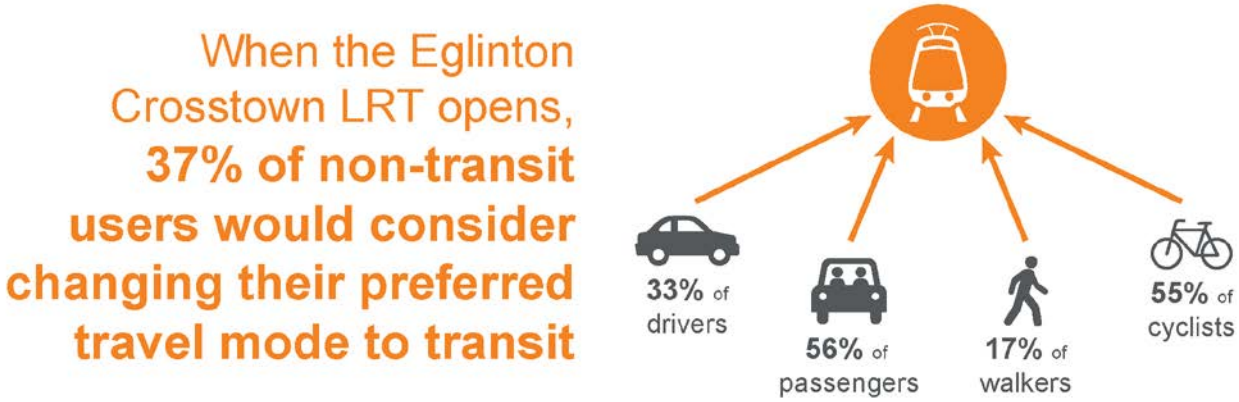


Figure 9: Potential Modal Shift when the ECLRT Opens

What would make transit more attractive?

When asked to select the top three (3) factors that would make transit more attractive; respondents as a whole prioritized more frequent service and shorter travel times. However, when broken down by income group, differences in priorities were observed. For respondents earning less than $50,000 a year, lower cost was the most significant factor, selected by 38% of respondents in that income group, compared to 28% for those earning between $50,000 and $100,000 a year, and 16% for those earning over $100,000 a year.

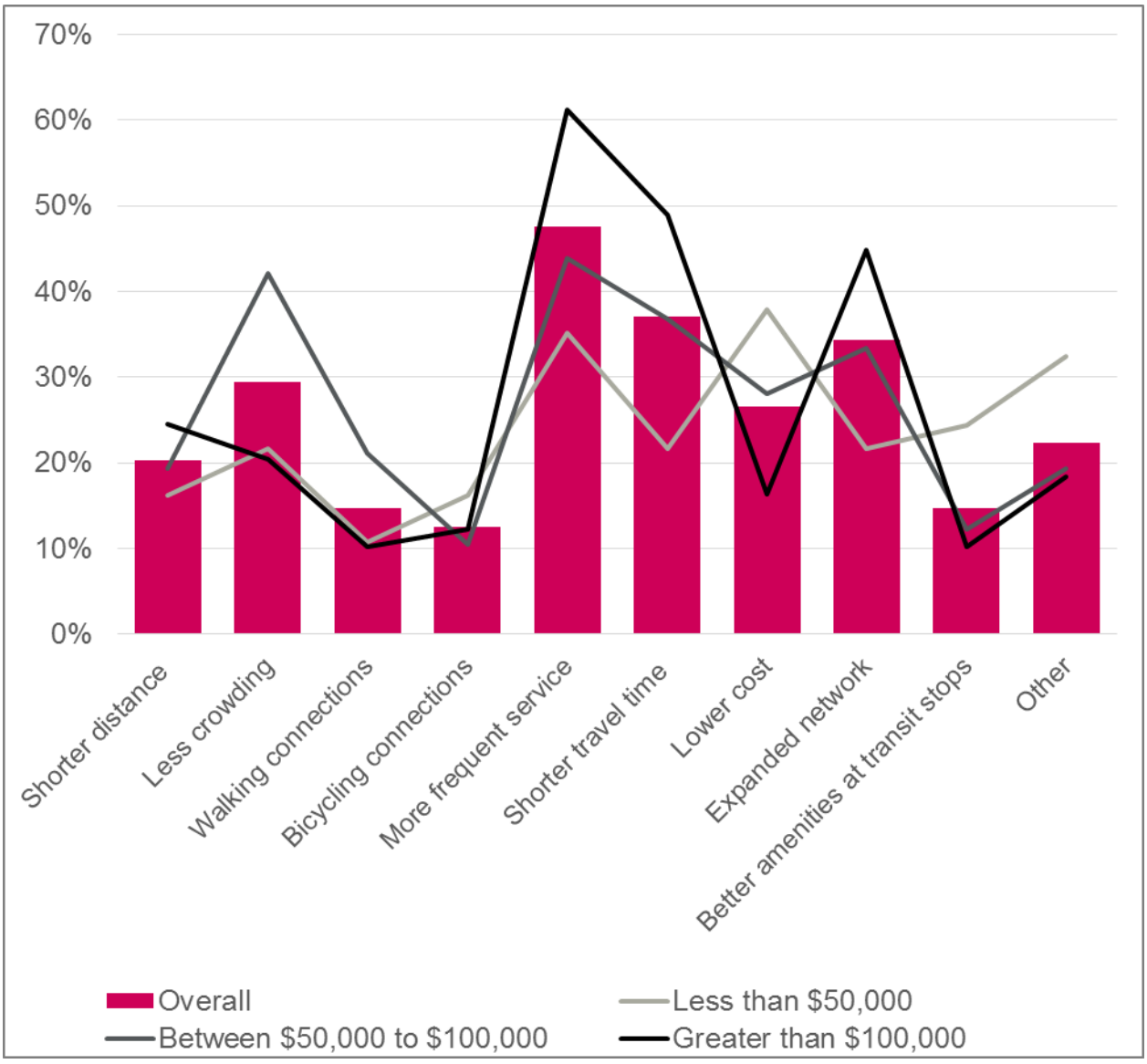


Figure 10: Factors That Would Make Transit More Attractive (Overall and by Income)

What would make cycling more attractive?

When asked to select the top three (3) factors that would make cycling more attractive, respondents showed a strong preference for physically separated on-street bicycle lanes (55%) followed by new off-street bicycle paths (39%), and new on-street bicycle lanes (34%). Based on these responses, there appears to be support for providing dedicated cycling facilities.

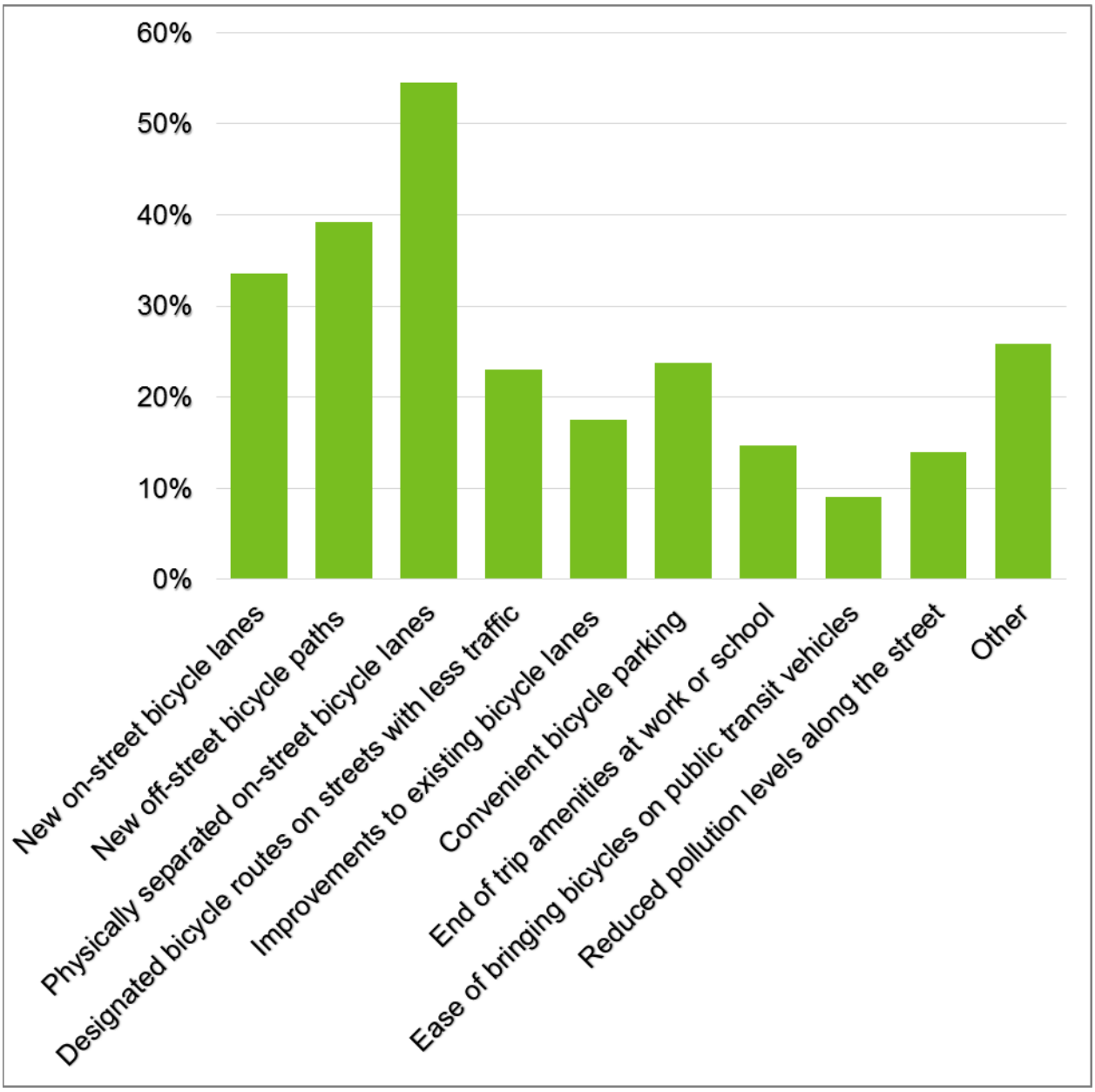


Figure 11: Factors That Would Make Cycling More Attractive

What would make walking more attractive?

When asked to select the top three (3) factors that would make walking more attractive, responses were very balanced across a number of factors, except for additional street trees and landscaping which over 50% of respondents identified. Based on these responses, there appears to be support for providing improving streetscaping as a means towards encouraging pedestrian travel.

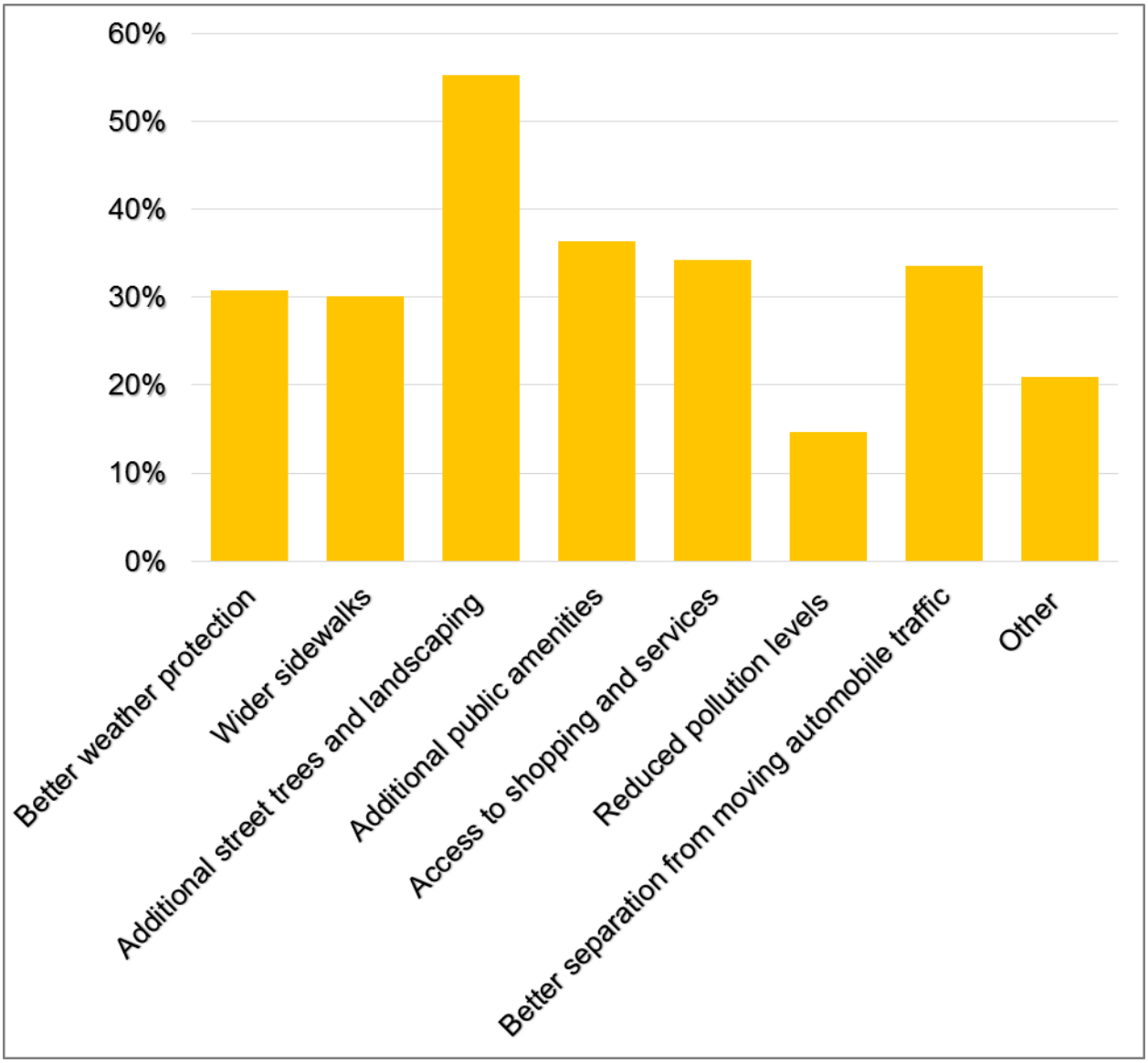


Figure 12: Factors That Would Make Walking More Attractive

Appendix 1 – Golden Mile Transportation Master Plan Travel Survey

Appendix 2 – Survey Notes and Statistics

General

143 Responses

Age

- 16-19 years: 1.4%
- 20-24 years: 4.9%
- 25-34 years: 16.78%
- 35-44 years: 27.97%
- 45-54 years: 17.48%
- 55-64 years: 17.48%
- 65+ years: 13.99%

Income

- Less than $50,000: 25.87%
- Between $50,000 and $100,000: 39.86%
- Greater than $100,000: 34.27%

Education

- High School: 11.89%
- College / University: 62.24%
- Postgraduate Degree: 25.87%

Location of Residence

- Downtown: 17.48%
- Scarborough: 64.34%
- North York: 13.29%
- York Region: 2.80%

Access to automobile

- 79.02%

Access to bicycle

- 55.94%

Access to both bicycle and automobile

- 45.45%

Trip Characteristics

Overall modal split

Primary Travel Mode	Auto Driver	Auto Passenger	TTC	Walk	Cycle	Other (Multimodal / alternating modes)
Overall	60.84%	6.29%	13.99%	4.20%	7.69%	6.99%
Within GM	59.54%	6.11%	6.11%	11.45%	6.87%	9.92%
Downtown	56.00%	8.00%	20.00%	4.00%	8.00%	4.00%
Scarborough	61.96%	6.52%	13.04%	2.17%	8.70%	7.61%
North York	52.63%	5.26%	15.79%	15.79%	5.26%	5.26%

Trip Purpose

- Work: 12.59%
- Other: 87.41%

Non-work trip times

- AM: 7.20%
- PM: 26.40%
- Midday: 33.60%
- Evening / Night: 32.80%

Non-work trip frequency

- 3 or fewer: 57.60%
- 4: 14.40%
- 5 or more: 27.20%

Travel between locations in GM

- Yes: 91.61%
- No: 8.39%

Commute Time

Commute Time	Category	Less than 15 minutes	15 – 30 minutes	31 – 45 minutes	46 – 60 minutes	More than 61 minutes	More than 90 minutes
	Overall	50.35%	23.78%	11.89%	9.79%	4.20%	1.40%
Commute Time by mode							
	Auto Driver	63.22%	16.09%	9.20%	10.34%	0.00%	1.15%
	Auto Passenger	44.44%	44.44%	11.11%	0.00%	0.00%	0.00%
	TTC	25.00%	40.00%	20.00%	0.00%	10.00%	5.00%
	Walk	16.67%	16.67%	0.00%	66.67%	0.00%	0.00%
	Cycle	18.18%	45.45%	18.18%	9.09%	9.09%	0.00%
	Other	50.00%	20.00%	20.00%	0.00%	10.00%	0.00%
Commute Time by age							
	16 – 19 years old	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%
	20 – 24 years old	0.00%	57.14%	0.00%	0.00%	14.29%	28.57%
	25 – 34 years old	45.83%	25.00%	16.67%	8.33%	4.17%	0.00%
	35 – 44 years old	40.00%	30.00%	17.50%	10.00%	2.50%	0.00%
	45 – 54 years old	72.00%	8.00%	4.00%	16.00%	0.00%	0.00%
	55 – 64 years old	52.00%	20.00%	12.00%	12.00%	4.00%	0.00%
	65+ years old	65.00%	20.00%	10.00%	5.00%	0.00%	0.00%
Commute Time by income							
	Less than $50,000	43.24%	24.32%	10.81%	13.51%	5.41%	2.70%
	Between $50,000 to $100,000	50.88%	26.32%	14.04%	5.26%	1.75%	1.75%
	Greater than $100,000	55.10%	20.41%	10.20%	12.24%	2.04%	0.00%
Commute Time by education							
	High School	47.06%	29.41%	11.76%	5.88%	5.88%	0.00%
	College / University Degree	52.81%	22.47%	10.11%	11.24%	2.25%	1.12%
	Postgraduate Degree	45.95%	24.32%	16.22%	8.11%	2.70%	2.70%
Commute Time by location of residence							
	Downtown	40.00%	36.00%	8.00%	12.00%	4.00%	0.00%
	Scarborough	53.26%	20.65%	13.04%	8.70%	2.17%	2.17%
	North York	57.89%	26.32%	5.26%	5.26%	5.26%	0.00%
	York Region	0.00%	25.00%	50.00%	25.00%	0.00%	0.00%

Commute Option Change by Season

Commute Option Seasonal Change	Categories	Yes	No
	Overall	24.48%	75.52%
Commute Option Seasonal Change by mode			
	Auto Driver	18.39%	81.61%
	Auto Passenger	33.33%	66.67%
	TTC	25.00%	75.00%
	Walk	16.67%	83.33%
	Cycle	54.55%	45.45%
	Other	40.00%	60.00%
Commute Option Seasonal Change by age			
	16 – 19 years old	50.00%	50.00%
	20 – 24 years old	57.14%	42.86%
	25 – 34 years old	25.00%	75.00%
	35 – 44 years old	15.00%	85.00%
	45 – 54 years old	20.00%	80.00%
	55 – 64 years old	40.00%	60.00%
	65+ years old	15.00%	85.00%
Commute Option Seasonal Change by income			
	Less than $50,000	24.32%	75.68%
	Between $50,000 to $100,000	17.54%	82.46%
	Greater than $100,000	32.65%	67.35%
Commute Option Seasonal Change by education			
	High School	29.41%	70.59%
	College / University Degree	22.47%	77.53%
	Postgraduate Degree	27.03%	72.97%
Commute Option Seasonal Change by location of residence			
	Downtown	28.00%	72.00%
	Scarborough	25.00%	75.00%
	North York	15.79%	84.21%
	York Region	25.00%	75.00%

Satisfaction with Commute

Satisfaction	Category	Very Satisfied	Somewhat Satisfied	Neither Satisfied nor Dissatisfied	Somewhat Dissatisfied	Very Dissatisfied
	Overall	38.46%	29.37%	13.29%	12.59%	6.29%
Satisfaction by Length						
	Less than 15 minutes	62.50%	26.39%	4.17%	4.17%	2.78%
	15 – 30 minutes	14.71%	29.41%	26.47%	20.59%	8.82%
	31 – 45 minutes	5.88%	47.06%	17.65%	23.53%	5.88%
	46 – 60 minutes	28.57%	28.57%	21.43%	14.29%	7.14%
	61 – 90 minutes	0.00%	0.00%	25.00%	25.00%	50.00%
	More than 90 minutes	0.00%	50.00%	0.00%	50.00%	0.00%
Satisfaction by Mode						
	Auto Driver	43.59%	37.18%	10.26%	3.85%	5.13%
	Auto Passenger	37.50%	37.50%	12.50%	12.50%	0.00%
	TTC	0.00%	50.00%	25.00%	25.00%	0.00%
	Walk	46.67%	6.67%	6.67%	26.67%	13.33%
	Cycle	33.33%	37.18%	10.26%	3.85%	5.13%
	Other	46.15%	0.00%	23.08%	30.77%	0.00%
Satisfaction by age						
	16 – 19 years old	50.00%	50.00%	0.00%	0.00%	0.00%
	20 – 24 years old	14.29%	14.29%	14.29%	42.86%	14.29%
	25 – 34 years old	37.50%	12.50%	12.50%	25.00%	12.50%
	35 – 44 years old	25.00%	45.00%	12.50%	15.00%	2.50%
	45 – 54 years old	44.00%	24.00%	12.00%	8.00%	12.00%
	55 – 64 years old	48.00%	24.00%	20.00%	4.00%	4.00%
	65+ years old	55.00%	35.00%	10.00%	0.00%	0.00%
Satisfaction by income						
	Less than $50,000	37.84%	29.73%	10.81%	10.81%	10.81%
	Between $50,000 to $100,000	40.35%	28.07%	15.79%	10.53%	5.26%
	Greater than $100,000	36.73%	30.61%	12.24%	16.33%	4.08%
Satisfaction by education						
	High School	47.06%	23.53%	0.00%	17.65%	11.76%
	College / University Degree	40.45%	25.84%	13.48%	13.48%	6.74%
	Postgraduate Degree	29.73%	40.54%	18.92%	8.11%	2.70%
Satisfaction by location of residence						
	Downtown	28.00%	36.00%	16.00%	16.00%	4.00%
	Scarborough	40.22%	25.00%	13.04%	14.13%	7.61%
	North York	52.63%	26.32%	15.79%	0.00%	5.26%
	York Region	0.00%	75.00%	0.00%	25.00%	0.00%

Factors for Choosing Travel Option

Travel Option Choice Factor	Category	Cheapest	Quickest	Enivor. Friendly	Lack of alternatives	Less stressful	Habit	Personal Safety	Comfort	Reliability
	Overall	32.17%	74.13%	14.69%	23.08%	20.28%	11.19%	6.29%	29.37%	27.97%
Travel Option Choice Factor by Mode										
	Auto Driver	21.84%	88.51%	4.60%	14.94%	22.99%	11.49%	10.34%	41.38%	28.74%
	Auto Passenger	11.11%	100.00%	0.00%	11.11%	22.22%	22.22%	0.00%	44.44%	55.56%
	Transit	75.00%	40.00%	45.00%	75.00%	15.00%	0.00%	0.00%	0.00%	20.00%
	Walk	66.67%	50.00%	0.00%	16.67%	0.00%	50.00%	0.00%	0.00%	16.67%
	Cycling	36.36%	36.36%	54.55%	18.18%	18.18%	9.09%	0.00%	9.09%	36.36%
	Other	30.00%	50.00%	20.00%	10.00%	20.00%	0.00%	0.00%	10.00%	10.00%
Travel Option Choice Factor by Age										
	16 – 19 years old	50.00%	50.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	50.00%
	20 – 24 years old	42.86%	71.43%	28.57%	42.86%	14.29%	28.57%	0.00%	0.00%	14.29%

	25 – 34 years old	45.83%	62.50%	16.67%	37.50%	20.83%	12.50%	8.33%	37.50%	8.33%
	35 – 44 years old	15.00%	85.00%	15.00%	22.50%	30.00%	10.00%	5.00%	37.50%	32.50%
	45 – 54 years old	40.00%	80.00%	24.00%	20.00%	12.00%	4.00%	8.00%	16.00%	28.00%
	55 – 64 years old	28.00%	72.00%	4.00%	12.00%	24.00%	16.00%	4.00%	24.00%	32.00%
	65+ years old	40.00%	65.00%	5.00%	15.00%	10.00%	10.00%	10.00%	40.00%	40.00%
Travel Option Choice Factor by Income										
	Less than $50,000	51.35%	59.46%	16.22%	27.03%	8.11%	13.51%	8.11%	18.92%	18.92%
	Between $50,000 to $100,000	31.58%	73.68%	17.54%	19.30%	29.82%	12.28%	1.75%	36.84%	36.84%
	Greater than $100,000	18.37%	85.71%	10.20%	24.49%	24.32%	8.16%	10.20%	28.57%	24.49%
Travel Option Choice Factor by Education										
	High School	47.06%	76.47%	11.76%	35.29%	0.00%	17.65%	11.76%	41.18%	35.29%

	College / University Degree	35.96%	70.79%	14.61%	17.98%	24.72%	11.24%	6.74%	25.84%	26.97%
	Postgraduate Degree	16.22%	81.08%	16.22%	29.73%	18.92%	8.11%	2.70%	32.43%	27.03%
Travel Option Choice Factor by Location of Residence										
	Downtown	24.00%	80.00%	12.00%	40.00%	8.00%	0.00%	4.00%	12.00%	36.00%
	Scarborough	32.61%	71.74%	17.39%	20.65%	25.00%	11.96%	7.61%	33.70%	27.17%
	North York	42.11%	68.42%	5.26%	15.79%	15.79%	26.32%	5.26%	36.84%	21.05%
	York Region	25.00%	100.00%	25.00%	25.00%	0.00%	0.00%	0.00%	0.00%	25.00%

Would consider changing preferred travel mode to transit when ECLRT is complete

Change to Transit	Category	Yes	No
	Overall	42.66%	57.34%
Change to Transit with ECLRT by mode			
	Auto Driver	33.33%	66.67%
	Auto Passenger	55.56%	44.44%
	TTC	80.00%	20.00%
	Walk	16.67%	83.33%
	Cycle	54.55%	45.45%
	Other	40.00%	60.00%
Change to Transit with ECLRT by age			
	16 – 19 years old	50.00%	50.00%
	20 – 24 years old	85.71%	14.29%
	25 – 34 years old	54.17%	45.83%
	35 – 44 years old	52.50%	47.50%
	45 – 54 years old	36.00%	64.00%
	55 – 64 years old	32.00%	68.00%
	65+ years old	15.00%	85.00%
Change to Transit with ECLRT by income			
	Less than $50,000	40.54%	59.46%
	Between $50,000 to $100,000	49.12%	50.88%
	Greater than $100,000	36.73%	63.27%
Change to Transit with ECLRT by education			
	High School	35.29%	64.71%
	College / University Degree	40.45%	59.55%
	Postgraduate Degree	51.35%	48.65%
Change to Transit with ECLRT by location of residence			
	Downtown	48.00%	52.00%
	Scarborough	41.30%	58.70%
	North York	31.58%	68.42%
	York Region	100.00%	0.00%

Attractiveness Factors

Factors that would make transit more attractive

Transit Attractiveness	Category	Shorter distance	Less crowding	Walking connections	Bicycling connections	More frequent service	Shorter travel time	Lower cost	Expanded network	Better amenities at transit stops	Other
	Overall	20.28%	29.37%	14.69%	12.59%	47.55%	37.06%	26.57%	34.27%	14.69%	22.38%
Transit attractiveness factor by mode											
	Auto Driver	24.36%	29.49%	12.82%	10.26%	50.00%	35.90%	29.49%	35.90%	10.26%	24.36%
	Auto Passenger	25.00%	37.50%	37.50%	12.50%	50.00%	37.50%	12.50%	25.00%	12.50%	25.00%
	TTC	37.50%	12.50%	0.00%	12.50%	62.50%	62.50%	25.00%	37.50%	25.00%	12.50%
	Walk	6.67%	53.33%	6.67%	13.33%	60.00%	20.00%	13.33%	33.33%	46.67%	20.00%
	Cycle	0.00%	11.11%	33.33%	55.56%	11.11%	33.33%	44.44%	33.33%	0.00%	33.33%
	Other	30.77%	23.08%	7.69%	0.00%	30.77%	15.38%	23.08%	15.38%	23.08%	23.08%
Transit attractiveness factor by age											
	16 – 19 years old	0.00%	50.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	50.00%
	20 – 24 years old	28.57%	28.57%	14.29%	14.29%	71.43%	42.86%	28.57%	14.29%	14.29%	14.29%
	25 – 34 years old	12.50%	20.83%	16.67%	16.67%	50.00%	54.17%	33.33%	41.67%	16.67%	8.33%
	35 – 44 years old	22.50%	30.00%	17.50%	17.50%	52.50%	45.00%	27.50%	45.00%	17.50%	12.50%
	45 – 54 years old	24.00%	36.00%	12.00%	12.00%	56.00%	24.00%	32.00%	24.00%	8.00%	28.00%
	55 – 64 years old	24.00%	32.00%	16.00%	4.00%	48.00%	36.00%	12.00%	44.00%	24.00%	24.00%
	65+ years old	15.00%	25.00%	10.00%	10.00%	20.00%	15.00%	25.00%	15.00%	5.00%	50.00%
Transit attractiveness factor by income											
	Less than $50,000	16.22%	21.62%	10.81%	16.22%	35.14%	21.62%	37.84%	21.62%	24.32%	32.43%
	Between $50,000 to $100,000	19.30%	42.11%	21.05%	10.53%	43.86%	36.84%	28.07%	33.33%	12.28%	19.30%
	Greater than $100,000	24.49%	20.41%	10.20%	12.24%	61.22%	48.98%	16.33%	44.90%	10.20%	18.37%
Transit attractiveness factor by education											
	High School	23.53%	47.06%	11.76%	11.76%	41.18%	41.18%	29.41%	17.65%	11.76%	23.53%
	College / University Degree	21.35%	33.71%	14.61%	11.24%	46.07%	32.58%	28.09%	33.71%	17.98%	23.60%
	Postgraduate Degree	16.22%	10.81%	16.22%	16.22%	54.05%	45.95%	21.62%	43.24%	8.11%	18.92%
Transit attractiveness factor by location of residence											
	Downtown	12.00%	28.00%	16.00%	8.00%	64.00%	56.00%	12.00%	44.00%	8.00%	20.00%
	Scarborough	20.65%	28.26%	14.13%	13.04%	44.57%	29.35%	29.35%	32.61%	16.30%	23.91%
	North York	26.32%	42.11%	15.79%	15.79%	31.58%	42.11%	42.11%	15.79%	15.79%	26.32%
	York Region	50.00%	0.00%	0.00%	25.00%	100.00%	50.00%	0.00%	75.00%	0.00%	0.00%

Factors that would make cycling more attractive

Cycling Attractiveness	Category	New on-street bicycle lanes	New off-street bicycle paths	Physically separated on-street bicycle lanes	Designated bicycle routes on streets with less traffic	Improvements to existing bicycle lanes	Convenient bicycle parking	End of trip amenities at work or school	Ease of bringing bicycles on public transit vehicles	Reduced pollution levels along the street	Other
	Overall	33.57%	39.16%	54.55%	23.08%	17.48%	23.78%	14.69%	9.09%	13.99%	25.87%
Cycling attractiveness factor by mode											
	Auto Driver	25.64%	43.59%	46.15%	23.08%	17.95%	24.36%	14.10%	7.69%	11.54%	30.77%
	Auto Passenger	25.00%	62.50%	75.00%	25.00%	12.50%	25.00%	0.00%	12.50%	12.50%	12.50%
	TTC	75.00%	37.50%	62.50%	25.00%	12.50%	25.00%	12.50%	12.50%	25.00%	12.50%
	Walk	26.67%	46.67%	60.00%	33.33%	13.33%	20.00%	26.67%	13.33%	33.33%	0.00%
	Cycle	55.56%	11.11%	77.78%	11.11%	44.44%	33.33%	22.22%	0.00%	11.11%	33.33%
Cycling attractiveness factor by age											
	16 – 19 years old	50.00%	50.00%	50.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%
	20 – 24 years old	57.14%	57.14%	57.14%	42.86%	14.29%	42.86%	14.29%	14.29%	0.00%	0.00%
	25 – 34 years old	50.00%	41.67%	83.33%	25.00%	12.50%	20.83%	16.67%	8.33%	12.50%	12.50%
	35 – 44 years old	42.50%	42.50%	50.00%	20.00%	20.00%	22.50%	22.50%	7.50%	20.00%	22.50%
	45 – 54 years old	28.00%	48.00%	44.00%	32.00%	16.00%	28.00%	12.00%	12.00%	12.00%	24.00%
	55 – 64 years old	12.00%	40.00%	52.00%	20.00%	20.00%	24.00%	16.00%	8.00%	12.00%	36.00%
	65+ years old	20.00%	10.00%	45.00%	15.00%	20.00%	15.00%	0.00%	10.00%	15.00%	50.00%
Cycling attractiveness factor by income											
	Less than $50,000	40.54%	32.43%	54.05%	21.62%	8.11%	27.03%	10.81%	18.92%	16.22%	18.92%
	Between $50,000 to $100,000	31.58%	43.86%	50.88%	22.81%	17.54%	26.32%	14.04%	3.51%	15.79%	28.07%
	Greater than $100,000	30.61%	38.78%	59.18%	24.49%	24.49%	18.37%	18.37%	8.16%	10.20%	28.57%
Cycling attractiveness factor by education											
	High School	41.18%	52.94%	70.59%	11.76%	23.53%	23.53%	11.76%	0.00%	5.88%	11.76%
	College / University Degree	29.21%	38.20%	46.07%	28.09%	15.73%	21.35%	12.36%	13.48%	15.73%	31.46%
	Postgraduate Degree	40.54%	35.14%	67.57%	16.22%	18.92%	29.73%	21.62%	2.70%	13.51%	18.92%
Cycling attractiveness factor by location of residence											
	Downtown	36.00%	36.00%	52.00%	24.00%	28.00%	24.00%	20.00%	4.00%	16.00%	24.00%
	Scarborough	30.43%	40.22%	56.52%	19.57%	15.22%	23.91%	11.96%	7.61%	10.87%	32.61%
	North York	42.11%	42.11%	47.37%	36.84%	10.53%	21.05%	10.53%	26.32%	26.32%	5.26%
	York Region	50.00%	50.00%	50.00%	25.00%	25.00%	25.00%	50.00%	0.00%	25.00%	0.00%

Factors that would make walking more attractive

Walking Attractiveness	Category	Better weather protection	Wider sidewalks	Additional street trees and landscaping	Additional public amenities	Access to shopping and services	Reduced pollution levels	Better separation from moving automobile traffic	Other
	Overall	30.77%	30.07%	55.24%	36.36%	34.27%	14.69%	33.57%	20.98%
Walking attractiveness factor by mode									
	Auto Driver	26.92%	30.77%	44.87%	35.90%	29.49%	16.67%	32.05%	26.92%
	Auto Passenger	25.00%	75.00%	87.50%	25.00%	50.00%	0.00%	0.00%	12.50%
	TTC	50.00%	12.50%	75.00%	62.50%	62.50%	12.50%	25.00%	0.00%
	Walk	40.00%	20.00%	60.00%	46.67%	40.00%	20.00%	46.67%	13.33%
	Cycle	22.22%	11.11%	66.67%	33.33%	55.56%	33.33%	44.44%	33.33%
	Other	30.77%	23.08%	46.15%	30.77%	23.08%	7.69%	46.15%	15.38%
Walking attractiveness factor by age									
	16 – 19 years old	0.00%	50.00%	50.00%	50.00%	0.00%	0.00%	50.00%	0.00%
	20 – 24 years old	57.14%	42.86%	57.14%	85.71%	42.86%	0.00%	14.29%	0.00%
	25 – 34 years old	12.50%	45.83%	66.67%	33.33%	58.33%	16.67%	29.17%	8.33%
	35 – 44 years old	32.50%	35.00%	60.00%	35.00%	37.50%	10.00%	32.50%	12.50%
	45 – 54 years old	40.00%	20.00%	64.00%	48.00%	16.00%	20.00%	36.00%	24.00%
	55 – 64 years old	36.00%	28.00%	44.00%	28.00%	36.00%	16.00%	52.00%	28.00%
	65+ years old	25.00%	10.00%	35.00%	20.00%	20.00%	20.00%	20.00%	50.00%
Walking attractiveness factor by income									
	Less than $50,000	32.43%	18.92%	48.65%	43.24%	27.03%	21.62%	35.14%	24.32%
	Between $50,000 to $100,000	26.32%	36.84%	59.65%	35.09%	42.11%	14.04%	33.33%	17.54%
	Greater than $100,000	34.69%	30.61%	55.10%	32.65%	30.61%	10.20%	32.65%	22.45%
Walking attractiveness factor by education									
	High School	23.53%	29.41%	35.29%	52.94%	23.53%	23.53%	35.29%	17.65%
	College / University Degree	33.71%	29.21%	52.81%	33.71%	33.71%	17.98%	38.20%	21.35%

	Postgraduate Degree	27.03%	32.43%	70.27%	35.14%	40.54%	2.70%	21.62%	21.62%
Walking attractiveness factor by location of residence									
	Downtown	32.00%	24.00%	64.00%	48.00%	28.00%	12.00%	36.00%	20.00%
	Scarborough	32.61%	30.43%	55.43%	33.70%	38.04%	10.87%	30.43%	22.83%
	North York	15.79%	47.37%	42.11%	47.37%	31.58%	26.32%	47.37%	10.53%
	York Region	25.00%	0.00%	50.00%	0.00%	0.00%	50.00%	25.00%	50.00%

Smart Commute

Awareness of Smart Commute

Awareness of Smart Commute	Category	Yes	No
	Overall	22.38%	77.62%
Awareness of Smart Commute by mode			
	Auto Driver	19.23%	80.77%
	Auto Passenger	25.00%	75.00%
	TTC	25.00%	75.00%
	Walk	13.33%	86.67%
	Cycle	55.56%	44.44%
	Other	23.08%	76.92%
Awareness of Smart Commute by age			
	16 – 19 years old	50.00%	50.00%
	20 – 24 years old	14.29%	85.71%
	25 – 34 years old	16.67%	83.33%
	35 – 44 years old	25.00%	75.00%
	45 – 54 years old	28.00%	72.00%
	55 – 64 years old	16.00%	84.00%
	65+ years old	25.00%	75.00%
Awareness of Smart Commute by income			
	Less than $50,000	13.51%	86.49%
	Between $50,000 to $100,000	28.07%	71.93%
	Greater than $100,000	22.45%	77.55%
Awareness of Smart Commute by education			
	High School	11.76%	88.24%
	College / University Degree	22.47%	77.53%
	Postgraduate Degree	27.03%	72.97%
Awareness of Smart Commute by location of residence			
	Downtown	32.00%	68.00%
	Scarborough	19.57%	80.43%
	North York	21.05%	78.95%
	York Region	25.00%	75.00%

Would consider using Smart Commute

Consider using Smart Commute	Category	Yes	No
	Overall	51.75%	48.25%
Consider using Smart Commute by mode			
	Auto Driver	43.59%	56.41%
	Auto Passenger	50.00%	50.00%
	TTC	87.50%	12.50%
	Walk	66.67%	33.33%
	Cycle	33.33%	66.67%
	Other	53.85%	46.15%
Consider using Smart Commute by age			
	16 – 19 years old	50.00%	50.00%
	20 – 24 years old	71.43%	28.57%
	25 – 34 years old	75.00%	25.00%
	35 – 44 years old	47.50%	52.50%
	45 – 54 years old	48.00%	52.00%
	55 – 64 years old	52.00%	48.00%
	65+ years old	30.00%	70.00%
Consider using Smart Commute by income			
	Less than $50,000	62.16%	37.84%
	Between $50,000 to $100,000	45.61%	54.39%
	Greater than $100,000	51.02%	48.98%
Consider using Smart Commute by education			
	High School	47.06%	52.94%
	College / University Degree	49.44%	50.56%
	Postgraduate Degree	59.46%	40.54%
Consider using Smart Commute by location of residence			
	Downtown	52.00%	48.00%
	Scarborough	51.09%	48.91%
	North York	47.37%	52.63%
	York Region	75.00%	25.00%

Open-ended Comments

Question 3a: If you answered OTHER to Question 1, Please identify which stores, offices, or restaurants you travel to most often (please specify):

- Winners, movie theatre, homesense, the Bay
- Superstores, Hardware Stores
- No Frills, Metro, Staples, Best Buy, Value Village, Dollarama
- Metro, No Frills, Shoppers Drug Mart, East Side Marios
- Wal-Mart, no frills, your dollar store with more, la fitness, al premium
- Best Buy, Party City, Rona, Gap, Adonis
- No Frills, Value Village
- Not sure
- No frills, your dollar store, bulk barn, shirin Restaurant, Joe fresh
- lowes, cibc, Canadian tire, Walmart
- No frills. Eglinton Square
- No Frills, Eglinton Square
- Fit4Less (Gym), Wal-mart, Cineplex, Healthy Planet
- No Frills, Walmart, Dollarama, Shoppers Drug Mart, Scotiabank, Cineplex, East Side Mario's, Canadian Tire
- Cineplex
- no frills, adonis, al premium, lowes/rona, walmart, canadian tire, Cineplex
- Wal-Mart Cineplex
- No Frills, Winners, Cinema, Adonis, Canadian Tire, Value Village, and The Hub
- Various
- No Frills Eglington Square Metro
- No Frills, WalMart, movie theatres, Michaels
- Eglinton Square, Walmart,
- no frills, walmart, metro, shoppers drug mart, eglinton square, Adonis
- No Frills; The Dollar Store; Shoppers; The Bay; TD Bank
- Walmart, No Frills
- Walmart, Joe Fresh
- Lowes, Cdn. Tire, No Frills, Beer Store, Bulk Barn, Shoppers Drug Mart, The Bay, No Frills, Healthy Planet, CIBC, Tim Hortons, LCBO
- no frills, bulk barn, Walmart, joe fresh,
- WalMart, Marks, Canadian Tire, Best Buy
- I live immediately south of the study area, so close that I consider myself to be in the study area. Eglinton Square - library, Metro, Shoppers Drug Mart, TD Bank, occasionally other retailers in the mall, Golden Mile - No Frills, Bulks Barn, Value Village, Canadian tire, LCBO, Home Outfitters, Mark's

- joe fresh, bulk barn, the bay winners, gap outlet lowes
- Big box; Boston pizza; Cinema; Walmart
- Adonis, LA Fitness, Cineplex, Shawarma Boss, Pho Saigon, RBC Royal Bank
- No Frills, Eglinton Sq
- value village; no frills; good luck hakka
- Walmart, Tim Hortons
- No Frills, Wal-Mart, Lowes, Boston Pizza, LCBO, Canadian Tire, Eglinton Square, Cineplex
- No Frills, Walmart, Mark's, Bestbuy
- Walmart, No Frills, Fit4Less
- Scarborough Toyota
- Walmart, Cineplex, Dollar Store, Starbucks, Subway, LCBO, Adonis, Canadian Tire, McDonalds
- Eglinton Square, bank, shoppers drug, metro, Fit N stitch, Doctor office
- Walmart, No Frills, Eglinton Square, Cineplex, flea market
- Metro, Shoppers, HBC, as well No Frills, Value Village, Dollar Store
- Golden Mile Mall - I love this mall, please do NOT destroy it which will also create so much waste and pollution.
- No frills
- Smith Bros., McDonalds, Licks, Mr. Greek, Cinaplex, Walmart, Canadian Tire, LCBO, etc.
- Pet smart, Adonis grocery store
- Metro, Shoppers now and then,The Bay now and then.
- no frills, metro, lcbo, rens pet store, healthy planet, hair dressers in mall.
- Costco
- Eglinton Square, No Frills, Pet Valu, PetsMart, Canadian Tire, Walmart, Fabric Land
- Canadian Tire, lowes, First Choice Haircutters, Walmart, No Frills, Metro, Costco, Kelseys, Burger King, Al Premium
- Wal-mart, Staples, Eglinton Square Mall
- Staples Costco Walmart Canadian lowes Rona Tim Hortons cinama mandarin no frills shoppers drug mart the bay etc
- All of those that have sprung up between VP and Birchmount on both sides.
- Yonge-Eglinton centre, Al Premium, Burger King, Subway, No Frills, JC Beauty Spa
- I work and live in area. That needs to be an option! Wexford Park (daily); LCBO (for work related); Metro; library; staples; Cineplex; petro-Canada/tim hortons/a & w; almost every restaurant in the area; enterprise rental; golden mile radiology & walk in clinic; value village; pet stores; banks; healthy planet; RJ's Garage; Spine

Institute; The Bay; Edge Park; Don Montgomery; Warden Hilltop CC; Wexford Heights pool. (for question *3 - ALL TIMES.

- Ciniplex, Lowe's, Canadian Tire
- No frills, bulk barn, Joe fresh, Scotia bank, walk-in clinic.
- Canadian tire
- 7:00 a.m. cardiac walk inside mall 6 days per week- Hudsons Bay store- Metro grocery shopping- Northern Reflections- Coles- Shoppers Drugmart
- retailers like Canadian Tire, Rona, Walmart and malls like Eglinton Square
- Wal Mart, Al premium, Adonis, canadian Tire, LCBO, Winners, Home Sense, Lowes,
- home reno stores, grocery stores
- Metro; Chapters; Food Court
- Eglinton mall, No Frills, Walmart, Canadian Tire Etc
- Metro, Shoppers Drugs, B.K.Natural, Ruby's in Eglinton Sq mall, Eggsmart at Warden, Adonis Supermarket, Smith Bros, LCBO, Bulk Barn, Mandarin at Birchmount, Canadian Tire, Home Outfitters, Lowe's, Rona on Lebovic.
- Eglinton Square, Scarborough Nissan, Walmart
- Shoppers, walk in clinic, no frills, Walmart
- Old Navy, Lowes, LCBO, Sport Chek, Walmart, Winners, CIBC, Pet Valu, No Frills, Boston Pizza
- No frills; Joe fresh; Value village; Ellington square
- The Bay
- eglinton town center and smart centers
- Metro, Hudson Bay, No Frills
- Eglinton and Pharmacy - Metro, the Bay, Shoppers Drug Mart and across the street at Walmart, Winners, HomeSense, LCBO etc
- Eglinton square mall, Walmart, Levbovic Ave area stores,cineplex
- doctor's office, all the restaurants & box stores, Eglinton Square mall
- Walmart, Liquor store, Canadian Tire, Cineplex, Imperial Buffet, Jody's, Adonis, Costco, Burrito Brothers, Smith Brothers, Bath and Body Works, Cleo/Rikki's, Spring Rolls, Rona, Lowe's
- walmart, winners, starbucks, staples
- No Frills, Value Village
- Canadian Tire, Rona, Lowes, Marks Work Warehouse, Cineplex Odeon Cinemas. Also travel through on way to stores to west or from thewest to Kennedy subway station
- Metro grocery store at Eglinton Square
- No frill
- Big box stores and grocery shopping (No Frills and Adonis)

- Adonis, LA fitness, TD bank, walmart, pet store, eglinton square, Drug store, Bank, Metro
- Shoppers, the bay, womens [yoga?]
- I live in the area- use all available facilities![also mentions that people living in the area should be an option for purpose of trip, didn't answer q3 for this reason]
- The bay, metro, book store, food court, dentist (2nd floor)
- No Frills, metro, walmart, cineplex
- No frills, beer store, CIBC, adonis
- no frills, canadian tire, lowes
- metro, no frills, dollarama, dentist
- no frills, eglinton sq, cineplex, canadian tire, lcbo, starbucks, home sense/winners, adonis
- metro library the bay shoppers
- No frills, joe fresh, bulk store
- eglinton square (dentist), the bay, winners/walmart, no frills - golden mile
- canadian tire, eglinton sq, walmart, td bank, mistubishi
- no frills, walmart, eglinton square, golden mile plaza
- written for q1: live close to area, friends in area directly impacted
- no frills, walmart, metro, al premium, costco, la fitness, eglinton sq, cineplex, cibc
- eglinton town square, golden mile plaza, al premium, walmart, cineplex, kelseys
- Walmart, big box stores, smith bios restaurant, adonis
- Metro, Shoppers Drug Mart, Dollar Store, Food Court, and the Leather and Clothing repair, etc., outlets at the North Entrance.
- the Brick, WalMart, Global Pet Foods, PetSmart, Structube, LCBO, Cineplex, Lowes, Canadian Tire, Staples, Boston Pizza, Smiths Steakhouse, Popeyes, AlPremium, Costco,
- no frills. bulk barn.
- No Frills, Bulk Barn, Shiri Kebab
- Library in Eglinton Sq Metro in Eglinton Sq Boston Pizza LA Fitness MarshallsC anadian Tire Rona
- Hudson Bay, Metro, no Frills, various clothing stores (Laura, Northern Reflections, Walking on a Cloud), Coles. Food court at Eglinton Square
- Metro, Cineplex, Super Centre
- No Frills, Metro, Al premium, Walmart, Adonis, Homesense
- Walmar, Eglinton Square
- No frills, Joe fresh
- Movie theatre, public library, hudsons bay, homesense

- Rona, Lowe's, LA Express, Eglinton Square (Hair Dresser, Dollarama), Beer Store, Al Premium, Canadian Tire, Cineplex Odeon, No Frills, Adonis, Donway Ford,
- No Frills, Joe Fresh
- Eglinton square, Walmart, Canadian Tire, cineplex, dollar store, LCBO, beer store, best buy, Adonis
- walmart, canadian tire, cineplex, rona, lowes
- TD, metro, Walmart, LCBO, Starbucks, McDonald's
- Eglington Square, eglington Town centre, etc...
- Eglinton Square - Alia. Walking on a CloudStaplesMandarin
- walk through the area
- No Frills store, Value Village and others, Golden Mile office.
- Canadian Tire, LCBO, Eglinton Square, Lowes
- Spring N Fresh Rolls

Question 9a: Do you sometimes travel between locations within the Golden Mile area? If yes, please identify which locations:

- Al Premium, Walmart, LCBO, No Frills
- Lowes to Homesense
- Other superstores and hardware stores
- Home and bus stop, home and shopping, No Frills and Eglinton Plaza, No Frills and Staples
- Walmart, No Frills, PetSmart, Movie theatre, various other stores in the area
- Metro, and No Frills, sometimes Walmart
- No frills, Wal-Mart, LA Fitness
- Wal Mart, Rona
- Value Village, long term care home, WalMart, No Frills
- Warden and Eglinton shopping area
- Victoria park and warden
- Shoppers drug Mart. Value village.
- Warden Avenue to Victoria Park Avenue
- Cineplex, Eglinton Square, Fit4Less
- Child's school, shopping, visiting those who live in area, recreation
- From Lebovic to Victoria Park via Eglinton and within the various shopping strips (even though the shopping areas are not designed for walkers!).
- lowes/rona or canadian tire to al premium or adonis or no frills
- CIBC and No Frills, and No Frills and Eglinton Square, occasionally to the auto shops on Civic Dr, to a take out place on Birchmount, and smaller restaurants on the south side of Eglinton.

- various
- No Frills, Smart Centre plaza, Canadian Tire, Cineplex
- From 1527 Victoria Park Avenue to Eglinton Square, to shopping in the Warden/Ashtonbee area, to the No Frills section of the plaza and to any number of shops in and around the area including west to the O'Connor area.
- No Frills Metro
- No Frills and WalMart
- all stores and shops in the area.
- metro, no frills, walmart, adonis. royal bank
- Eglinton square
- No Frills; Shoppers; TD Bank
- No Frills, Walmart and Eglinton Square
- Home to work, home to stores for errands.
- Wal-Mart, Ciniplex, Tim Hortons, Canadian Tire, Metro (Eglinton Square).
- the golden mile and Walmart
- Anywhere between Victoria Park and Eglinton just east of Warden and Eglinton.
- Shopping area, no frills, coffee (starbucks)
- I live immediately south of the study area, so close that I consider myself to be in the study area. Eglinton Square - library, Metro, Shoppers Drug Mart, TD Bank, occasionally other retailers in the mall, Golden Mile - No Frills, Bulks Barn, Value Village, Canadian tire, LCBO, Home Outfitters, Mark's
- different retail stores along Eglinton from Victoria Park to Warden
- Victoria park and warden
- Restaurants to Cineplex
- Various stores
- warden ave
- value village no frills
- Any combination in question 2
- Various retail in the area on foot.
- Warden/Eglinton to.... Eglinton and Victoria Park.... to Eglinton and Kenndy...., Running Errands, Banking etc.
- Between stores, since they are spread apart need to drive around.
- Restaurants
- Walmart and winners
- Cineplex, Eglinton Square, LCBO, Best Buy, Adonis, Sportchek
- No Fills and Walmart and Value Village and Eglinton Square
- Eglinton-Lebovic and area malls/stores
- Between different shopping places, employment centre, etc.
- Petsmart, no frills, restaurants, Canadian Tire

- See previous answer regarding stores, etc.
- Along Eglinton, between Birchmount and Warden. Also, Comstock Rd.
- Centennial College, Walmart, No Frills, Al Premium, Costco
- Cdn Tire, Lowes, Walmart, Pet Smart, Petro Canada for gas, Bulk Barn, to get to parkway
- 1900 Eglinton Avenue East, 1970 Eglinton Avenue East, 1972 Eglinton Avenue East
- Up and down Pharmacy (sad to have bike lane removed). On Eglinton from Vic Park to Birchmount (also sad to see that bike lane removed)
- Costco, No Frills, Al Premium
- I go all over the Golden Mile, from Victoria Park to Birchmount.
- No Frills, Walmart Metro
- Mall and Wal-mart
- See previous locations
- From east to west depending on what stores I need to purchase from.
- home (south of eglinton) to wexford park daily; home to multiple stores daily; home to DVP; home to friends who live NE, NW, SE, SW of golden mile; home to gas station (in fact, probably most of what I do is at the corner of pharmacy/eglinton at the petro-Canada....so it's going to be a problem when that becomes busier)
- Eglinton square, value village, lcbo
- Canadian tire; Lowes
- Toyota dealership; No Frills; grocery shopping
- I go to different stores on the same trip. Oh boy, you have stupid questions !!!
- I travel from store to store from Thermos rd to Pharmacy
- eglinton square and warden ave
- No Frills; PetValue; Value Village
- No Frills to Eglinton Mall; Both of above to Walmart; Any of above to Canadian Tire
- Often loop Eglinton Sq mall + Eggsmart at Warden + Adonis and Bulk Barn
- Everywhere
- Pet Valu to Walmart or Winners or LCBO or Boston Pizza; Stores on the south to stores on the north side
- Golden mile to eglinton square
- Eg Sq
- smart centers and eglinton town center
- Kingston Rd to Eglinton Ave
- I go to see movies, restaurants, and the shops at Warden and Eglinton
- Victoria Park Ave along Eglinton to east of Warden Ave

- Are you kidding? ALL OF THEM
- as previously stated
- Eglinton Square and Eglinton Towne Centre
- usually combine shopping errands. Most frequently Canadian Tire, Roan, Lowes, Marks Work Warehouse
- Eglinton Square to CIBC in Lebovic Plaza. Eglinton Square to LCBO in Lebovic Plaza. Starbuck's occasionally on my way from home to elsewhere. PetroCan on my way to/from home to elsewhere.
- No frill
- Big box stores
- "Too much traffic on Eglinton; Adonis LA Fitness, Lebovic to Warden, Birchmount to Cornstock. Pharmacy + eglinton
- no response
- many times per week, i live in the neighbourhood!!
- no frills to the bay
- NO Frills golden mile, eglinton town centre, eglinton square, lowes, homesense
- no frills, canadian tire, lowes
- eglinton sq, no frills, pet smart, royal bank
- To stops
- eg sq, lcbo, home sense, no frills
- no frills, eglinton square
- value village
- also work at east toronto chinese baptist church (22 [canforth?] Rd)
- shopping areas, restaurants from birchmount to vic par/ashtowbee to comstock
- eg square -> golden mile mall ->winners/the shoe company; i do most of our shopping in this area - clothes/food/etc
- canadian tire, eq square, walmart
- same as q 3
- yes shopping at walmart, adonis etc and programs at 1021 birchmount rd
- from bay -> metro -> stores NE eglinton/pharmacy; friends in area/stores
- between vic park + eg -> warden eg -> pharmacy ending at birchmount and eg
- yes, i do shopping between the plazas. usually work my way from west (golden mile plaza and move east to birchmount)
- in between plazas
- Walmart, Marks, No Frills, Canadian Tire, Al Premium, Eglinton Square, and other stores in the area.
- I walk or take transit between the NoFrills at Victoria Park towards Pharmacy to get to Global Pet Foods or WalMart
- no frills and petvalue

- Eglinton Square and Warden Eglinton Mall
- Golden Mile Plaza and Eglinton Square and home
- Eglinton Square to/from Super Centre / Canadian Tire to/from Cineplex
- All the stores previously mentioned
- Canadian tire, Walmart, Eglinton Town Center, Eglinton Square
- From shirin kebab to bulk barn
- Public library to grocery store
- LA Express - Al Premium - No Frills - Dollarama ; Rona - Lowe's ;
- Eglinton Square, LCBO, Eglinton Town Centre plaza
- All of the stores noted previously
- warden and victoria park
- To East Toronto Chinese Baptist Church, to Scott Mission, to Victoria Village Library
- Starbucks metro
- Victoria Park and Warden
- Staples/Mandarin area and Eglinton Square
- Yonge to golden Mile Residence to Golden Mile
- Comparable retailers selling similar items, or complementary items (grocery/lcbo)
- Eglinton Square, Walmart, Spring N Fresh Rolls

Question 22: Please use the space below to explain situations which are too complicated for this form, or to provide other comments on transportation issues or this survey.

- I do not work in the Golden Mile but travel through it on my way to work and home. I live on Woodbine Avenue and work at Scarborough Town Centre. My transit route (in winter) doesn't take me through the Golden Mile but rather to Kennedy Station, then on the RT. The LRT won't change that, so I'm not sure I would use it.
- Space needed for equity seeking groups to gather, needs to be better connected with existing trails and parks, reduce lanes for cars, more trees for shade, space for street performers/leisure, green parking lots to create natural paths
- This survey seemed to be designed for people living far away and commuting into the Golden Mile. I live a two minute walk from Eglinton and Victoria Park, so a lot of the questions didn't really make sense (for example, I will never use the LRT to get to the Golden Mile- it's too close!)
- The job start and end times is not accurate. I don't know anyone who has the same shift every day. My start time varies from 9 am to 10:30 am to 12:30 am to 5 pm depending on the day of the week. I can finish anywhere from 2 pm to 8:30 pm. The buses are often not on time. often 2-4 buses arrive at the same time. The intersection in front of the mall crossing Eglinton north/south from No Frills

is a nightmare. It is so unsafe it is actually safer to j-walk. The lights are not timed properly, they don't give enough time to cross and you are never sure which light is going to change at what time. You have to cross 3 directions to cross the street. E/W. N/S back E/W.

- I like the way roads are now.
- As I live just a few blocks north of Eglinton and Victoria park, walking through the wexford hydro field with better walking paths would decrease my driving and increase walking to the businesses along Eglinton
- I live, work, play all around the Golden Mile and I travel it by car. I don't actually see that changing. It is convenient and time saving.
- I usually bike or TTC to work. this mode of transport is fine for going south or west from my home, but heading north or east is not convenient or pleasant. if the Dawes bus went up to Eglinton and the shops along the Golden Mile were more walkable (not just big box stores in a field of parking lots) I would definitely consider TTC. Eglinton/golden mile is not bike friendly. would need bike lanes, bike parking, etc.
- The new LRT and any new bicycle infrastructure won't extend to near my home so I'm unlikely to switch away from driving to this area.
- Encouraging co-working spaces and entrepreneurs to be in the area may attract people interested in using cycling/transit infrastructure because many are also in a youth-young adult age group. Better transit may also be a draw for commercial-industrail employers who have a younger or newcomer-based work force. It may be worth doing further research to anticipate workplace trends.
- Distance and lack of transit options means I will continue to need to drive the Golden Mile. For me, a convenient LRT along the road will be welcome -- but headway and pricing will be critical to me using it. I am European, and so given the right transit infrastructure will use it in preference to driving.
- I drive most often to work through the Golden Mile area, but also transit about 1/4 of the year. (Subway/Bus); Too bad timed transfers were turned down, they would have made sense for transiting to multiple stops in the Golden mile.
- Transit from south of St. Clair in Southwest Scarborough is difficult because all buses go to Warden Station when heading west or north. This means I have to take an extra transfer to use TTC and this adds a lot of additional time to my trip.
- We live in The Beach where TTC travel west via streetcar is very convenient. Travel east and north via TTC is non-existent. A link from the Neville Park Loop directly to Victoria Park subway station and the new Crosstown LRT is the only way we will leave our car parked to travel by TTC to the Golden Mile, our nearest and best shopping district. Waling up Victoria Park to catch an northbound bus on Kingston Road is a non-starter in the winter, especially as many homeowners do not clear the sidewalks in front of their houses.

- The fear with myself and other residents is that we are going to be another St.Clair Ave W. No thoroughfares across Eglinton and making u-turns to go through Eglinton.
- n/a
- I DO use the TTC along Eglinton regularly to travel to Yonge Street and am looking forward to the new LRT service once it is up and running. However, as far as using it for travel to and from the Golden Mile, it is irrelevant since we live fairly close.. north off of Vic Park and would travel there via Vic Park, whether by bus, car, bicycle or on foot.
- I support the LRT. However I have concern over the travel times along the Golden Mile section as the stop spacing is pretty close together. I know the intersections will have priority signaling, but I feel there should be some more publication on how it works and how much time it will save.
- The biggest problem with the Golden Mile area is not the big box stores. It is the parking lots associated with them. Getting from one store to another requires walking across a vastness of nothing. Poorly maintained in winter and scorching hot in summer with no shade.
- The work I do involved having the flexibility to make quick shopping trips. I also live at the other end of Scarborough, which makes other modes of transportation not desirable. Ashtonbee St is a great street to avoid the traffic congestion on Eglinton.
- this survey does not reflect the needs of those that live immediately adjacent to the Golden Mile Survey area. It does not allow space to discuss the current problems with transportation in the area that must be considered to create functional transit in the area. This survey in no way gathers information that would indicate the needs of the aging population in the area.; closest ttc stops are too far and crossing Victoria Park or Pharmacy to get to the closest stops is not safe as there are not enough traffic lights.; walking to ttc stops in winter is treacherous as snow removal is insufficient; ttc is too crowded, too difficult to manage with parcels, and too slow even at the best of times; eglinton is busy at all hours of the day, even on weekends, especially since Walmart opened; it is already next to impossible to get to northbound pharmacy from northbound O'Connor due to volume of traffic between 9 am and about 8 pm; Victoria park, warden and pharmacy are almost impossible to travel on when the dvp is closed, when there are accidents on the other local north/southbound routes and around Christmas; accidents on any of the major routes in the area result in tractor trailers, busses, and speeders in our residential neighbourhoods making it unsafe
- Creating a pedestrian area along this stretch, with restaurants, arts & public spaces/functions (like a library) and retailers would bring some energy and revitalize the area

- The new commuting changes need to look at the current high volumes and the excessive speeds being traveled along the Eginton Golden Mile and surrounding area bordering Victoria Park to Birchmount, and Eglinton to Ellesmere. Today there is excessive volumes to transport trucks, and vehicular traffic up to the 401 from the area as both Victoria Park and Warden offer direct unobstructed access to the 401. The entire area I have outlined sees on a daily but mostly at night, excessive speeds being travelled along Victoria Park, Warden, Eglinton, and Ellesmere. Police presence is none existent at night when Motorcycles and speeding cars see the three lane roads as race tracks. The increase in pedestrian, ttc, and vehicular traffic will swell as the area becomes a destination point for shopping, recreation, and entertainment, this swelling will lead to a very dangerous safety concerns unless the current traffic and vehicular volumes are recognized and addressed as existing today. Make this a sensitive safe zone not a retail, commercial, industrial congested sore. This is a perfect opportunity to show the City, the province, the country and internationally how through good planning, local safety measures, and recognition of the need ti address residential, commercial, and residential to live, work and function cooperatively and not to create a congested waste zone valueable public and space pretending to be successful because the larger picture for the future didn't address the current concerns that are creating a very congested, high speed, high volume, concrete asphalt waste land and becomes an unsafe zone in a public and residential surrounding neighborhood.
- Please ensure there's sufficient parking for existing retail customers
- ok
- usually only travel to golden mile on weekends
- I travel north along Pharmacy to get to GM, no transit solutions will be better than my car. If vehicle access or parking becomes unavailable/expensive I will then go south to Danforth Ave.
- I would welcome redevelopment of the area, but be mindful that people already live in this area, and killing retail for 3-5 years would hurt the community.
- I love at 1110 warden ave and I'd like to see more dense and transit oriented development along this stretch. I also would like it to be a work destination and see office buildings here. Also retail that fronts Eglinton Ave so pedestrians of transit users don't have to walk far from their stop.
- Build a pedestrian bridge(s) to span the busy thoroughfare Eglinton Avenue which currently acts as a barrier to citizen movement on foot. With the potential arrival of almost 10 thousand new residents into a few square blocks, pedestrian connectivity will be key to forming these communities and avoiding the pitfalls of them becoming slums. A bridge(s) connection over the LRT would make for a more relaxed area.

- The Goldne mile area provides many affordable, easily accessible sites for not just me and my family, but also for my aging relatives and senior neighbours. The proposed development changes would impact the our ability to afford living in the area, and cause a great burden on our commute brought on by the proposed increase in development.
- More benches along walking routes for seniors; more benches within TTC stations.
- Keep the mall, build only on the parking lot, and plant more trees.
- I am against the LRT. It should be a subway. This plan is short-sighted. A subway is whats needed for the next 150 years! Why does 2% of the population (bike riders), get to hijack our transportation plans? Bikes should be on side streets or the sidewalk, NOT on our major roads!
- I travel everywhere by car. The off time to a hockey game and leave car at Kennedy Stn. I prefer car because it comes and goes when i want no waiting. Comfort. No other people with food and body smells that make it uncomfortable. Don't feel safe with the youth that travel on the trains. Been harassed twice. I live two blocks from Metro and The Bay - in behind it. I am sure this construction will make me life hell. So when it starts doing all shopping etc down south to Danforth not crossing or into Eglinton. Car is faster to get where I want when I want and the route I take. I have not taken transit for 25-30 years. Not starting now. Will walk first or take a cab.
- Love the Eglinton LRT and look forward to ways to improve the area and expand cycling options as seen in other options in Toronto. Great work!
- YOU ARE REBUILDING THE ENTIRE STREETSCAPE. COUNCIL JUST PASSED THE TRANSFORMTO, WE HAVE A COMPLETE STREETE POLICY FRAMEWWORK, WE ARE SUPPOSEDLY A VISIONZERO CITY. SO NOW IS THE TIME TO BACK UP WHAT WE SAY IN THE CITY AND BUILD A TRUE COMPLETE STREET. ANYTHING LESS IS JUST A FAILURE. STOP BENDING OVER TO MOTORISTS. GIVE PUBLIC TRANSPORTATION AND ACTIVE TRANSPORTATION THE INFRASTRUCTURE AND SPACE IT NEEDS. MAKE THE SAFETY OF PEDESTRIANS AND CYCLISTS PARAMOUNT. STOP SCREWING SCARBOROUGH OVER WITH NONSENSICAL PARKING LOT REQUIREMENTS. MAKE ACTIVE TRANSPORTATION THE MAIN FOCUS AND SET THE TABLE FOR THE REST OF SCARBOROUGH.
- I am really concerned about habitat destruction. Right now, trees are being cut down. The area is a mass of concrete and asphalt - a veritable desert.
- I will use the Eg Crosstown when going downtown
- How there isn't an uninterrupted bike lane along the waterfront from Union to, say, Bluffer's Park (if not further east) baffles me. The commute from M1K downtown would be so much simpler that way. The city owns the waterfront.

How complicated a thing is this to do?; - The Waterfront Bike Trail in Scarborough, particularly east of Bluffer's Park, is a joke. Most of it runs along roads, not the waterfront. It needs much better signage in all places and should include at least a painted bike lane. ;- The City of Toronto's Bike Lockers (so far at Union and VP) should be found at every subway station; - Soon, the parking lot at Scarborough Go Station is going to be at weekday capacity (incredible that it isn't already). It would be nice to see Go get going on an expansion (either up or out) to ensure that car access to the GO (which remains the easiest way to get downtown) is not compromised; - The Scarborough subway remains a hot button topic. Smartest option no one is taking about: Build it on or under Kingston Road. - It really bothered me when you authorized the removal of bike lanes south of St. Clair on Birchmount. I still ride that route and am disappointed every time I see the faded bike lane markings. This was a lack of vision on your part (and, I seem to recall, perhaps some kind of play at the time to get into Mayor Ford's good books. Tsk, tsk).; - Why parking at TTC lots costs money, I'll never understand. If you want me to use transit, make it more convenient for me to get to it; - Thank you for making this survey. :-)

- -add connection along Comstock and astonbee; -restrict driving along side streets better; -put a permanent patrol along pharmacy every four blocks if you have to until people stop speeding NOTE: rush hour is not the only time people speed, there is also when movies let out, when bars close, try different times for speed traps; -literally, I can take 20 minutes to get from my house to DVP through eglinton/golden mile and then drive to Mississauga in 20 minutes. it's ridiculous now. it's going to get worse. you need bypass roads/routes to go around golden mile to get to DVP & 401.; -focus, when designing the condos should be on choosing residents who already use transit and will embrace proximity to LRT. so, grant contracts to developers who know how to attract commuters using transit not cars. -find a way to move all the ones with cars directly to 401 or DVP without having to exit onto Eglinton/Vic Park/Pharmacy. maybe some sort of underground that surfaces on Eglinton west of Vic Park, or comes up where the Cineplex Mall is and then turns onto Eglinton. we don't want everyone pouring out onto the north south streets and making it take 30 minutes to wade through to get to DVP for current residents
- the city is now full of drivers speeding (like 90k/h on Midland Av. which is 50k/h) and not stopping at the pedestrian crossing because lack of enforcement. Not to mention vehicles modified to produce loud noise as if these morons where in Nascar. The quality of life in Toronto is falling quickly due to lack of enforcement of laws.
- Most people going to Golden Mile have a specific reason which usually involves shopping. There are a number of seniors in the area as well who are not using

the corridor as a connection to down town. Take more time to consider the needs of the people who live and shop in the area. Causing undo inconvenience to allow people who live outside of the area a better commute is ill advised.

- The design of our pedestrian, cycling, and transit supporting infrastructure should be optimized for young children, seniors with walkers and parents with babies - all other street users would be able to work within that, perhaps at a more relaxed pace.
- Public transit sucks in Toronto. Invest money in road/pedestrian infrastructure.
- I look forward to the LRT and great improvements to the Kennedy Hub Stn. Work on Kennedy Stn should have started by now. Aso the new subway and Sheppard Extension should be under way not more meetings.
- I am excited about the Eglinton Crosstown because it would be easier to get to the subway line and it's a good option at times especially when they're doing construction and they shut down Line 2 at Broadview. It's a good option for me to go east or west from Pharmacy Ave so I have more mobility through the city. I also like the area around Laird and Eglinton and it would be much easier for me to get there. I will use the new Crosstown.
- If you're going to cram in even more people to this area (Golden Mile Development Plan) than you really need to do better than the LRT--more routes, much more frequent, less cost. How about starting with a Downtown Relief Line that goes farther east than Pape?! Better traffic engineering too e.g. left-turn lanes along St. Clair at Santamonica and Elfreda are too narrow because the hill along St. Clair is also curved and drivers routinely cross into oncoming traffic (I have LOTS of hair-raising dash-cam footage). More trees on St. Clair to slow-down cars (no one obeys the 50km limit). Install stoplights on Midland/Reeve timed to GO train schedule at Scarborough GO station.
- To think that we would use transit ot bikes to carry groceries us unrealistic. Transit currently here (buses) is a travesty, and completely unusable. We even walk to Vic Park subway because the buses. Disgusting service.
- I generally combine a trip to the Golden Mile area for shopping on my way to/from driving to somewhere else.
- LRT is great!; Parking lots in Eglinton Square are already really busy. Don't feel safe enough to use the upper level parking. Centennial College students are filling up LA Fitness parking lot. A little given space with benches + gardens would be a welcome respite. Live theatre/art would be a nice
- Pros and Cons; Transportation is okay for me as i live close to g.mile; Much higher density; Will need upgraded transportation; Infrastructure issues - there's been quite a bit of [something] flooding; How much will our [property taxes?] increase?; Will my [sheet? be ???]; Will property values go up because of this

infrastructure; Rehousing shortage, what about empty homes, some in [desposable?] state"

- This survey has missed the demographic of people that live in the neighborhood. They are different from people that work in the area and those who visit to "sometimes" travel between locations in the Golden Mile
- If electronic transportation gains popularity, will need charging statoins
- make the golden mile pedestrian-friendly!
- Frequency of transit (travel time) from starting point to destination is frequently the key factor in my decision to take transit
- We seem to be at the mercy of developers. high density is not always good for everyone. consider the houses in the area. we will be grid locked beyond belief. Sewer issue water pressure shcool capacity, road capacity. How many people can this area handle?? Who decides how many buildings in an area? This is an overkill
- Want to ensure spaces like Victoria Park Hub (1527 Victoria Park Ave) can still exist ->so many clients served in neighbourhood. Concern that if hub is torn down due to LRT, new space will cost too much for community agencies to afford
- The TTC grid south of St Clair E is such that all busses first go to Warden Station. No matter where I go on TTC from Birchmount/Danforth Rd. I usually need to take 3 modes of TTC and transfer twice which is a big deterrent and adds a lot of time to my route. Therefore i drive. TTC takes up to an hour and driving is about 10 minutes. I can walk in around 1 hr 15 minutes which isn't too much better than taking TTC
- I'm very concerned about the safety of vic park/oconnor intersections. currently right by the [can't read] bus stops
- Do not reduce the city services in this area but plan for increase in services for future residents. set a limit to the height of buildings to maintain the suburbia atmosphere that is currently enjoyed by residents
- There is a great need for more child care and after school programming within the golden mile area. also green spaces are very important as there are 2 N+As within the vicinity that would greatly benefit from urban [farming?] sites. the current community lots at victoria park and craighton has been full with waiting list for many years. Poverty reduction through food security for the many low income residents is very important
- There are very few bvehicle access routes from Southern areas of scarborough/east york across DVP to Toronto. (Eglinton Ave, St Clair/O'Connor, Kingsotn Rd, Danforht Ave). They're completely congested today. Seems a high focus on cycling, the current age group will not use it. But climate isnt supportive of cycling year round. 10, 000 units @ Don Mills, [can't read, 5000tt?] here - will

not be absorbed onto LRT. Consideratoin needs to consider broader than the study area.

- I do not own a car and I want Golden Mile to be more pedestrian friendly. I want the area to be walkable by reducing the length of parking lots and adding more accessible grocery stores like Loblaws and Shoppers Drug Marts and and other services that are walkable from the suburbs around the area so we can reduce vehicle traffic. There is also too long a wait time from Eglinton to Warden Station and if the wait is this long, there should be better shelter for summer and winter months for pedestrians.
- my health does not allow me to walk more than 50 metres.
- The state of the roadside (where you would bike) is SO bad (potholes, cracks, gutters) that IT is dangerous in itself. You either risk crashing or snagging a tire, or have to swerve further into the lane with traffic to avoid the damaged roadside (or bike on the sidewalk, (which is not allowed & dangerous, but many do).; Also WHY did they get rid of the Pharmacy bike lanes?? The path through the electrical field is great, but there's no good, safe way to get there.
- I am very concerned about the increased traffic that will result from all the redevelopment that will be happening between Victoria Park/Eglinton and Birchmount/Eglinton. It is already very difficult the make a turn to travel south on Pharmacy from Camilla or Hollydene
- We need more buses going north/south of the golden mile, bike lane on street on big avenues like Victoria park, warden, etc, more trees, less cars, more amenities and shops.
- You should synchronize the traffic lights several blocks at a time in order to reduce idling / pollution by allowing automobile traffic to quickly move along. Having LRT/ right of way streetcar tracks set to the side of the roadway (like in Amsterdam) would greatly reduce accidents like on St Clair W and Queen's Quay
- Victoria park hub provides many services to the community and is a pillar in settlement, work search and youth engagement. I hope that even after the LRT is complete, there will be consideration for a community space such as the hub
- Desperate need for a NB traffic filter on Victoria Park at O'Connor for left turning vehicles.; Currently, there is a filter on SB Vic Park at Eglinton Sq.; Several auto accidents and pedestrian accidents st this intersection.
- Need to deal with light timing and congestion between Victoria Park and Pharmacy.
- improve the streetscape in the area

Appendix B. Collision Analysis

Table 6-1: Intersection Collision Data

Location	Approach-ing	Angle	Rear	Side-swipe	Turn-ing	SMV	Pedes-trian	Other	Total	%
Ashtonbee Rd & Hakimi Ave	-	5	6	1	7	2	1	-	22	**1%**
Ashtonbee Rd & Thermos Rd	1	17	8	-	2	3	1	1	33	**1%**
Bertrand Ave & Crockford Blvd	2	-	1	-	7	-	1	1	12	**0%**
Bertrand Ave & Thermos Rd	-	-	-	-	4	-	-	-	4	**0%**
Birchmount Road & Ashtonbee Ave	2	1	18	4	10	1	2	1	39	**1%**
Birchmount Rd & Bertrand Ave	4	17	21	3	20	2	3	2	72	**2%**
Birchmount Rd & Bonniewood Rd	-	-	6	1	1	-	-	-	8	**0%**
Birchmount Rd & Chelwood Rd	1	2	6	2	4	1	2	1	19	**1%**
Birchmount Rd & Comstock Rd	1	5	13	10	24	3	3	2	61	**2%**
Civic Rd & Manville Rd	2	4	-	-	6	2	-	1	15	**0%**
Civic Rd & Prudham Gt	-	2	-	-	-	-	-	-	2	**0%**
Civic Rd & Sinnott Rd	1	-	1	1	-	2	2	-	7	**0%**
Comstock Rd & Lebovic Ave	-	1	7	2	9	1	1	2	23	**1%**
Comstock Rd & Manville Rd	2	20	2	2	6	-	-	-	32	**1%**
Comstock Rd & Sinnott Rd	-	18	4	1	15	2	1	-	41	**1%**
Craigton Dr & Rannack St	1	2	-	-	-	-	-	-	3	**0%**
Eglinton Ave & Birchmount Rd	4	30	136	39	73	7	12	3	304	**9%**
Eglinton Ave & Eglinton Sq (Right-Turn Channelized)	-	-	2	-	-	-	-	-	2	**0%**
Eglinton Ave & Eglinton Sq	4	11	22	5	4	12	4	1	63	**2%**
Eglinton Ave & Lebovic Ave	1	17	89	18	69	3	7	3	207	**6%**
Eglinton Ave & Prudham Gt	2	5	24	4	27	1	1	-	64	**2%**
Eglinton Ave & Sinnott Rd	6	17	30	8	61	4	1	4	131	**4%**
Eglinton Ave E & Thermos Rd	-	4	8	3	14	1	-	1	31	**1%**
Eglinton Ave E & Victoria Park Ave	2	35	182	45	79	7	6	2	358	**11%**
Eglinton Ave E & Warden Ave	4	18	168	42	67	4	7	8	318	**10%**
Pharmacy Ave & Ashtonbee Rd	1	4	37	19	22	2	1	4	90	**3%**
Pharmacy Ave & Comstock Rd	1	2	35	9	19	3	4	5	78	**2%**

Location	Approach-ing	Angle	Rear	Side-swipe	Turn-ing	SMV	Pedes-trian	Other	Total	%
Pharmacy Ave & Craigton Dr	-	5	4	1	14	-	1	1	26	**1%**
Pharmacy Ave & Eglinton Ave	2	19	156	58	91	6	6	3	341	**11%**
Pharmacy Ave & Rannack St	2	3	9	2	15	2	-	1	34	**1%**
Sherry Rd & Manville Rd	1	2	-	1	1	1	-	-	6	**0%**
Sherry Rd & Sinnott Rd	1	-	1	3	3	1	-	2	11	**0%**
Victoria Park Ave & Craigton Dr	2	13	20	6	26	3	4	1	75	**2%**
Victoria Park Ave & Eglinton Sq	1	19	123	34	73	6	9	7	272	**8%**
Warden Ave & Ashtonbee Rd	5	40	52	19	48	5	3	2	174	**5%**
Warden Ave & Bertrand Ave	2	3	24	1	14	3	-	3	50	**2%**
Warden Ave & Civic Rd	1	5	7	1	18	-	-	2	34	**1%**
Warden Ave & Comstock Rd	1	36	26	11	35	7	-	6	122	**4%**
Warden Ave & Sherry Rd	1	1	3	-	8	6	-	-	19	**1%**
Grand Total	**61**	**383**	**1251**	**356**	**896**	**103**	**83**	**70**	**3203**	**100 %**
Percentage	**2%**	**12%**	**39%**	**11%**	**28%**	**3%**	**3%**	**2%**	**100%**	**0%**

Table 6-2: Segment Collision Data

Segment (between)	Approa-ching	Angle	Rear	Side-swipe	Turn-ing	SMV	Pedes-trian	Other	Total	%
Ashtonebee Road (Hakimi Ave & Warden Ave)	-	2	2	-	8	7	4	1	24	**0%**
Ashtonebee Road (Pharmacy Ave & Hakimi Ave)	1	9	5	2	7	8	-	-	32	**0%**
Ashtonebee Road (Warden Ave & Birchmount Rd)	3	2	2	5	7	7	-	1	27	**0%**
Bertrand Avenue (Warden Ave & Birchmount Rd)	-	3	1	4	3	9	-	1	21	**0%**
Birchmount Road (Ashtonbee Rd & Eglinton Ave)	10	28	74	43	55	40	4	6	260	**4%**
Birchmount Road (Bertrand Ave & Ashtonbee Rd)	4	11	43	18	17	10	-	4	107	**2%**

Segment (between)	Approa-ching	Angle	Rear	Side-swipe	Turn-ing	SMV	Pedes-trian	Other	Total	%
Birchmount Road (Bonniewood Rd & Chelwood Rd)	3	2	1	3	6	5	2	-	22	**0%**
Birchmount Road (Chelwood Rd & Comstock Rd)	-	4	1	5	4	7	-	1	22	**0%**
Birchmount Road (Eglinton Ave & Bonniewood Rd)	2	8	10	8	8	3	1	2	42	**1%**
Civic Road (Warden Ave & Sinnott Rd)	1	4	3	4	3	15	-	3	33	**1%**
Cormstock Road (Lebovic Ave & Warden Ave)	-	-	2	-	1	1	-	-	4	**0%**
Cormstock Road (Pharmacy Ave & Lebovic Ave)	1	3	9	6	3	3	2	1	28	**0%**
Cormstock Road (Warden Ave & Birchmount Rd)	1	3	2	2	2	2	-	1	13	**0%**
Cormstock Road (Victoria Park Ave & Pharmacy Ave)	-	2	19	14	17	4	3	2	61	**1%**
Eglinton Avenue (Lebovic Ave & Warden Ave)	6	64	149	72	236	24	5	8	564	**9%**
Eglinton Avenue (Pharmacy Ave & Lebovic Ave)	21	78	91	75	169	76	10	11	531	**8%**
Eglinton Avenue (Prudham Gt & Sinnott Rd)	3	11	15	5	10	23	2	1	70	**1%**
Eglinton Avenue (Sinnott Rd & Birchmount Rd)	8	31	96	44	72	45	9	9	314	**5%**
Eglinton Avenue (Victoria Park Ave & Pharmacy Ave)	32	54	182	131	86	128	13	11	637	**10%**
Eglinton Avenue (Warden Ave & Prudham Gt)	5	19	115	51	85	15	2	3	295	**5%**
Hakimi Avenue (Eglinton Ave & Ashtonbee Rd)	18	56	165	84	150	88	11	15	587	**9%**
Lebovic Avenue (Eglinton Ave & Comstock Rd)	19	82	170	85	241	79	8	14	698	**11%**
Manville Road (Civic Rd & Comstock Rd)	4	6	3	6	6	19	1	4	49	**1%**
Pharmacy Avenue (Alvinston Rd & Comstock Rd)	-	2	4	4	2	5	2	-	19	**0%**

Segment (between)	Approa-ching	Angle	Rear	Side-swipe	Turn-ing	SMV	Pedes-trian	Other	Total	%
Pharmacy Avenue (Ashtonbee Rd & Craigton Dr)	1	10	8	6	11	8	-	1	45	**1%**
Pharmacy Avenue (Eglinton Ave & Alvinston Rd)	18	33	90	66	53	66	6	9	341	**5%**
Pharmacy Avenue (Eglinton Ave & Craigton Dr)	17	38	83	69	45	67	8	10	337	**5%**
Rannock Street (Craigton Dr & Pharmacy Ave)	-	-	3	2	1	1	-	-	7	**0%**
Sherry Road(Warden Ave & Sinnott Rd)	1	2	-	1	2	4	1	-	11	**0%**
Sinnott Road (Eglinton Ave & Bertrand Ave)	3	11	14	4	11	26	2	1	72	**1%**
Sinnott Road (Eglinton Ave & Comstock Rd)	2	8	2	4	6	9	-	-	31	**0%**
Victoria Park Avenue (Eglinton Ave & Craigton Dr)	3	5	81	34	19	5	4	2	153	**2%**
Victoria Park Avenue (Eglinton Ave & Eglinton Sq)	4	10	110	58	45	8	20	5	260	**4%**
Warden Avenue (Ashtonbee Rd & Eglinton Ave)	5	22	145	59	134	23	6	7	401	**6%**
Warden Avenue (Bertrand Ave & Ashtonbee Rd)	4	10	109	44	84	19	4	6	280	**4%**
Warden Avenue (Eglinton Ave & Comstock Rd)	7	20	29	16	40	16	4	-	132	**2%**
Grand Total	**207**	**653**	**1838**	**1034**	**1649**	**875**	**134**	**140**	**6530**	**100%**
Percentage	**3%**	**10%**	**28%**	**16%**	**25%**	**13%**	**2%**	**2%**	**100%**	**0%**