



eglintonTODay Complete Street Project

Public Consultation Report
August 2022



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Executive Summary

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

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

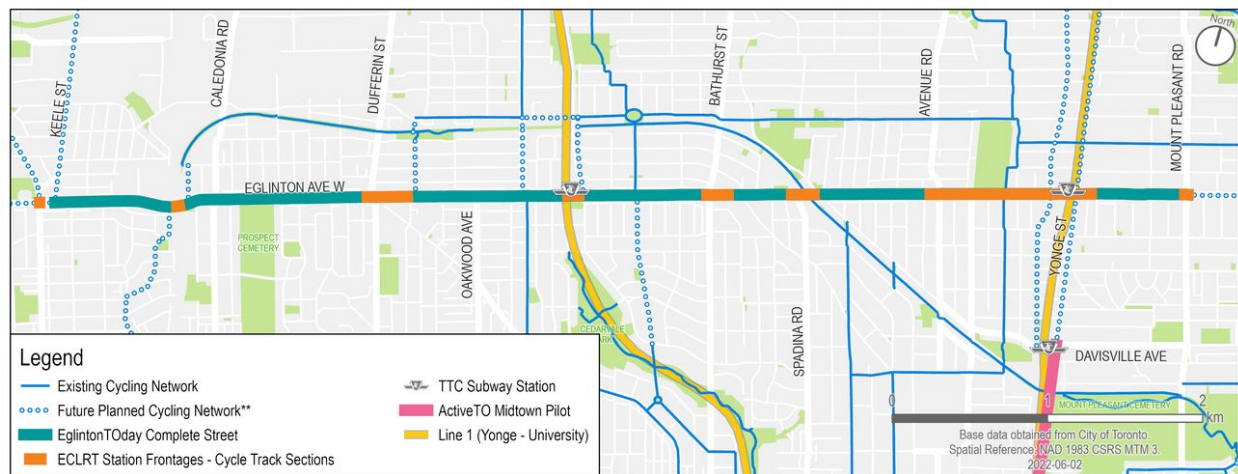
Overall, public feedback showed varying levels of support for the planned cycling facilities, with requests for safe and continuous cycling facilities along Eglinton Avenue and more open space for people, and with opposition, citing concerns on vehicle delays and traffic infiltration, primarily driven by the lived experiences of residents and business during the Eglinton Crosstown LRT construction.

A second round of consultation is planned for the fall/winter of 2022/2023.

Project Overview

The City of Toronto is working to make travel on Eglinton Avenue safer, more inviting, and attractive for everyone. In 2014 City Council approved the Eglinton Connects Planning Study which articulated the long-term vision for Eglinton Avenue following the introduction of the Eglinton Crosstown LRT. Eglinton Connects envisioned a Complete Street and was based on three integrated themes of Travelling Eglinton, Greening Eglinton and Building Eglinton.

The eglintonTOday Complete Street project is an interim strategy that will achieve elements of the Eglinton Connects vision. The project proposes to implement complete street features, including bikeways and public realm upgrades on Eglinton Avenue between Keele Street and Mount Pleasant Road (**Figure 1**), by reassigning the existing road space to accommodate vehicular traffic, parking, bikeways, seasonal patio extensions, art installations and other neighbourhood and cultural events.



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

Figure 1: The project area is Eglinton Avenue between Keele Street and Mount Pleasant Road.

Public and stakeholder consultation began in spring 2022 to introduce the project and understand the different needs of the community, businesses, and travelling public.

This report summarizes public and stakeholder consultation activities and feedback received in May and June 2022, as well as the feedback from the online survey that was open between June 6, 2022 and July 31, 2022.

Engagement Overview

Communication Activities

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

- Project website toronto.ca/eglintonTOday
- Canada Post direct mail (72,135 addresses)
- Email to project list (over 100 contacts)
- Email to stakeholder list including resident associations, community groups, organizations, institutions and elected officials (over 50 contacts)
- Social media posts

	Impression s# of times ad is shown	Reach # of people who saw the ad	Clicks # of clicks on the ad	Post reactions	Post Comments
Facebook	1,275,589	216,000	67,608	1908	962
Twitter	558,451	133,378	29,293		

Consultation Activities

The public and stakeholders were invited to comment on the project and provide feedback through the following activities:

Activity	Date	Participation
Group Stakeholder Meeting #1	May 18, 2022	42 attendees from 24 organizations (30+ organizations invited)
Virtual Public Event #1	June 22, 2022	203 attendees
Online Survey	June 6, 2022 – July 31, 2022	over 2,700 responses
Community Pop-up Events	June 14 – 17, 2022	approximately 2,000 flyers were distributed notifying residents and stakeholders at the pop-up events
Email/Phone	June 6 – July 31, 2022	96 comments via email and 16 phone calls received
Project Web Page	June 6, 2022 launch	Over 48,000 views (between June 6 th and July 31 st)

Feedback Summary

Stakeholder Meeting

One virtual stakeholder meeting was held on May 18, 2022. The purpose of the meeting was to introduce the stakeholders to the project. Over 30 stakeholder organizations were invited to attend the first stakeholder meeting. There were 42 people in attendance with representatives from 24 organizations. The questions and comments received through this meeting are summarized below in alphabetical order:

Topic	Question and Comment Summary
Allen Road	<ul style="list-style-type: none"> - Requests for any assumptions regarding Allen Road to be shared with stakeholders. For example, how many on ramp lanes will be there from Eglinton?
Boundaries	<ul style="list-style-type: none"> - Desire was voiced to expedite and extend the project east of the study limits (Leaside neighbourhood and Don Valley West Ward)
Construction	<ul style="list-style-type: none"> - Inquiries about potential construction of additional watermain and request to receive construction notifications in advance in order to advise local businesses. - Request for the City to take special care during the construction of multiple high-rise buildings along Eglinton for the safety of pedestrians and people biking. - Request to share preliminary designs of certain sections as soon as possible.
Consultation	<ul style="list-style-type: none"> - Specific inquiries to confirm that the City will be consulting with members of the community and the Toronto Accessibility Advisory Committee in order to determine precisely where WheelTrans and accessible loading areas are needed. - Suggestion for continuous communications and project updates with BIA and stakeholders regarding all planned construction, including Toronto Water work, road resurfacing, other streetscape improvements etc.
Livability	<ul style="list-style-type: none"> - Suggested this is an opportunity to bring children back to play on the streets via public art and interactive installations.
Parking	<ul style="list-style-type: none"> - With businesses re-opening, suggestion that consideration be given to additional parking spaces. - Specific concern noting that there are many businesses along Eglinton Avenue and more developments coming up that will require spaces to park.
Support for eglintonTOday	<ul style="list-style-type: none"> - Overall enthusiasm and support for the project and desire for road safety and accessibility upgrades for all road users, particularly through the separation of uses and the additional proposed road safety measures and features.
Traffic/Congestion	<ul style="list-style-type: none"> - Concerns were voiced about traffic infiltration and measures needed to deter traffic from using neighbourhood streets. - The issue of motor vehicle speeding was mentioned, and additional traffic calming measures and enforcement outside the study limits (Don Valley West Ward) were suggested to help slow down vehicles in the meantime.

Public Event

During the first virtual public event on June 22, 2022, participants expressed questions and comments both verbally and using the Q&A function. Topics are summarized below in alphabetical order:

Topic	Question and Comment Summary
Allen Road	<ul style="list-style-type: none"> - Request for traffic flow modelling information at the Eglinton Avenue Road and Allen Road intersection. - Specific requests to not reduce lanes near the Allen Road intersection. - Concern regarding traffic build up on Eglinton Avenue as cars navigate their way to and from Allen Road. - Concerns that adding traffic lights for cyclists will interfere with the flow of right turning traffic from Eglinton Avenue onto Allen Road and cause further congestion. - Specific request for a committee to be set up to support the needs of residents around Eglinton Avenue and Allen Road.
CaféTO/Business	<ul style="list-style-type: none"> - Request for advance construction notifications and coordination as future street events may be impacted.
Construction	<ul style="list-style-type: none"> - Request that eglintonTOday Complete Street installation work be completed on the same schedule as the opening of the Eglinton Crosstown Light Rail Transit (ECLRT) or that construction be delayed to allow businesses a period without construction. - Concerns about road closures and lane reductions required for the eglintonTOday Complete Street works.
Cycling	<ul style="list-style-type: none"> - Opinions regarding bike lanes differed. For some, bikes lanes should be kept on side streets for safety and reduced impacts to motor vehicle lanes. For others the side street approach does not work as streets don't provide a continuous route over longer distances. - Concerns that due to severe snow events in the winter, most people do not bike or walk year-round, therefore bike lanes are not required.
Data	<ul style="list-style-type: none"> - Requests for quantitative data including motor vehicle and cycling counts. - Specific inquiries about the volume of people cycling as a result of pilot cycle tracks in other locations throughout the city (example ActiveTO Midtown Complete Street Pilot on Yonge Street).
Emergency Services	<ul style="list-style-type: none"> - Concern that emergency vehicles are being impacted/delayed by ECLRT construction and traffic congestion, and are unable to quickly reach the streets where they are required. - Specific concern that parking space for emergency vehicles will be lost with bike lanes and dedicated street parking.
Parking	<ul style="list-style-type: none"> - Concerns about how the lack of parking spaces will impact businesses
Safety	<ul style="list-style-type: none"> - Support for protected bike lanes for safety and to increase the number of people who cycle along Eglinton Avenue. - Concern that safety on side streets will be impacted by increased motor vehicle traffic, in particular for children around schools and community centres

	<ul style="list-style-type: none"> - Interpretations of road safety improvements differed. For some, designated, separated bike lanes make it easier to delineate who should be where, and makes all commuters aware and safe. - Suggestions for protected intersections and safer crossings to be included in cycling facilities. - Request for safe physical barriers, such as planters or guardrails, to be installed as part of the cycling facilities.
Snow Removal	<ul style="list-style-type: none"> - Concern that snowbanks will completely block travel in certain spaces and reduced lanes will increase traffic congestion. - Request for winter snow removal from the bike lanes to prevent ice and snow build up.
Traffic/Congestion	<ul style="list-style-type: none"> - Concerns about an increase of motor vehicle traffic on parallel streets and side streets. - Specific concern that reallocating road space for bikes and wider sidewalks will cause an increased amount of traffic congestion. - Concern that turn restrictions will further inconvenience residents. - Specific inquiries about lane configuration with two lanes in one direction and one lane in the other direction and its impact on travel pattern consistency. - Inquiry about implementing designated right turn lanes to create the potential for advanced right turns and separated signal phasing for cyclists to reduce conflicts.
Urban Development	<ul style="list-style-type: none"> - Inquiry about how rapid condo development is being considered as part of the eglintonTOday project.

Additional Feedback

The questions and comments received through phone and email between June 6 and July 31, 2022, are summarized by theme below:

Theme	Comments
Boundaries	<ul style="list-style-type: none"> - Request for the project area to be extended further east of Mount Pleasant Road to Brentcliffe Road. - Request for the project area to be extended further west to Mount Dennis station.
Buses	<ul style="list-style-type: none"> - Enquiry as to whether buses will continue to operate along Eglinton Avenue once the LRT is in service.
CafeTO	<ul style="list-style-type: none"> - Concerns that CafeTO is unsafe when adjacent to or within the roadway. - Concerns that CafeTO implementation eliminates parking spaces.
Construction	<ul style="list-style-type: none"> - Concerns that the project will cause as much disruption as the current ongoing ECLRT construction. - Request for the City to wait until the ECLRT construction is complete before pursuing the eglintonTOday project. - Concern that increased condo construction is negatively impacting existing green spaces.
Cycling	<ul style="list-style-type: none"> - Support for lane reductions and protected cycle tracks to protect vulnerable road users. - Support for protected cycle tracks and pedestrian paths.

	<ul style="list-style-type: none"> - Comment regarding improving the cycling infrastructure between Keele Street and Black Creek Drive. - Comment opposing the addition of bike lanes due to cold weather conditions.
Emergency Services	<ul style="list-style-type: none"> - Concern that emergency vehicles are being impacted/delayed by ECLRT construction and traffic and are unable to reach the streets where they are required.
Parking	<ul style="list-style-type: none"> - Concerns that reduced parking will negatively impact small businesses. - Request for reference documents demonstrating the extent of parking to be incorporated into the project plan.
Safety	<ul style="list-style-type: none"> - Request for safety concerns to be addressed along Eglinton Avenue between Dufferin Street and Marlee Avenue. - Concerns that pedestrian safety has not been studied enough and is not well incorporated in the project proposal. - Support for eglintonTOday and request for further greenspace to be added to the Eglinton Avenue and Dufferin Street area. - Comment that driving and safety for other road users are linked and should be studied together rather than separately. - Comment noting that wider sidewalks are required for pedestrian safety.
Support	<ul style="list-style-type: none"> - Support for wider sidewalks and protected bike lanes. - Support for increased public space and streetscape.
Traffic/Congestion	<ul style="list-style-type: none"> - Concerns that congestion on Eglinton Avenue will encourage drivers to divert onto residential side streets. - Concerns that lane reductions will cause further congestion on Eglinton Avenue. - Concern that any construction required for bike lanes won't extend the existing construction along Eglinton Avenue. - Comment regarding noise pollution due to vehicles honking in traffic. - Concern that drivers are illegally driving the wrong way on one-way streets or on the wrong side of the road to avoid traffic.

Summary of Feedback from Online Survey #1

An online survey using the CheckMarket platform was available for the public between June 6, 2022 and July 31, 2022. Over 2,700 responses were received, and the results are summarized below.

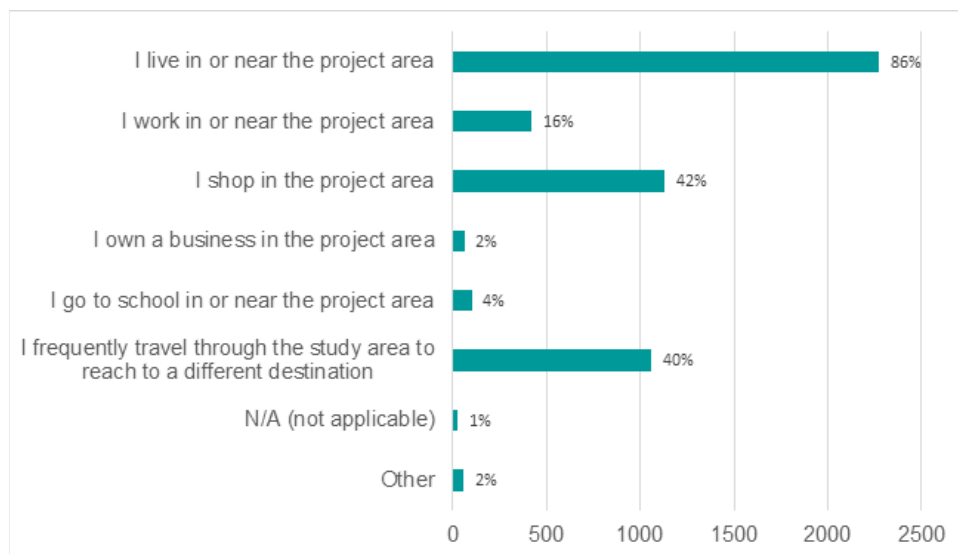
Question 1: Please describe your relationship to the study area on Eglinton Avenue, between Keele Street and Mount Pleasant Road.

This question allowed responders to provide multiple responses.

Responses indicate that those responding to the survey mostly live (86%), shop (42%), and/or travel (40%) in and around the project area.

16% of respondents indicated they work in or near the project area, and a smaller percentage of respondents indicated that they go to school in or near the project area (4%). About 2% of respondents indicated that they own a business in the project area.

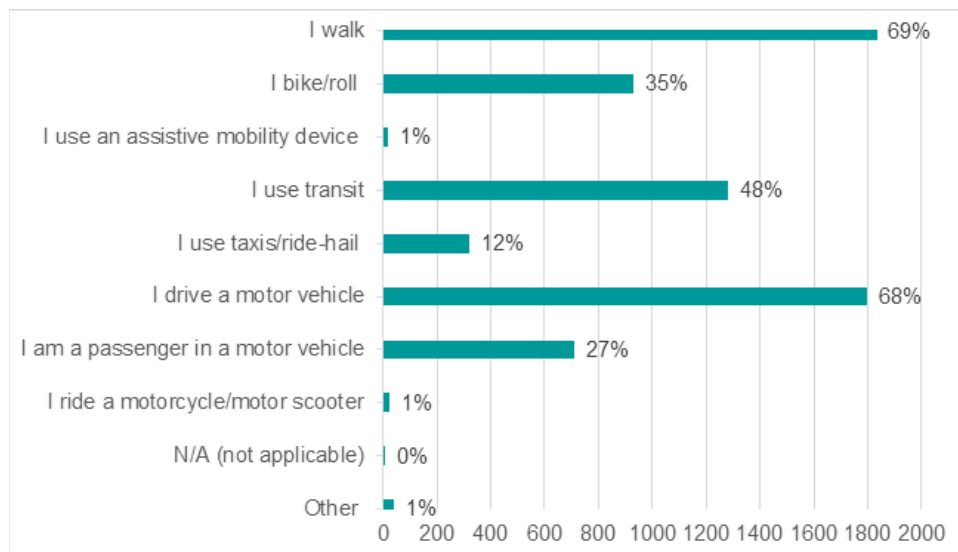
1% of respondents noted that the question was not applicable to them, while 2% of respondents indicated "other" as a response. Examples of respondents who indicated "other" include those indicating their children attended school in the project area or that a close family member or friend resides in the area.



Question 2: How do you typically travel along Eglinton Avenue?

This question allowed responders to provide multiple responses. Responses indicate that most people walk (69%) or drive a motor vehicle (68%) along Eglinton Avenue.

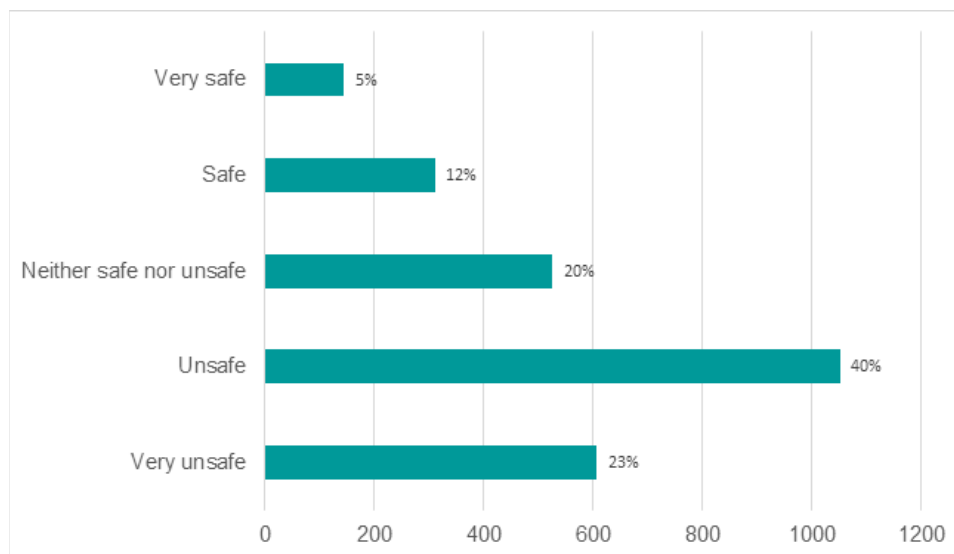
48% of respondents indicated they use transit, 35% of respondents indicated they bike or roll, 27% of respondents indicated they are typically a passenger in a motor vehicle, 12% of respondents indicated they use taxis or ride-hail (e.g., Uber, Lyft). A small percentage of respondents indicated they use “other” means of transportation such as Wheel-Trans or walking or running on foot with a stroller. A small percentage of respondents also indicated they ride a motorcycle or motor scooter, use an assistive mobility device, or that travel along Eglinton Avenue is not applicable to them.



Question 3: With the current street configuration, how safe do you feel travelling on Eglinton Avenue, between Keele Street and Mount Pleasant Road?

Responses indicate that most people feel unsafe (40%) with the current street configuration while travelling along Eglinton Avenue between Keele Street and Mount Pleasant Road.

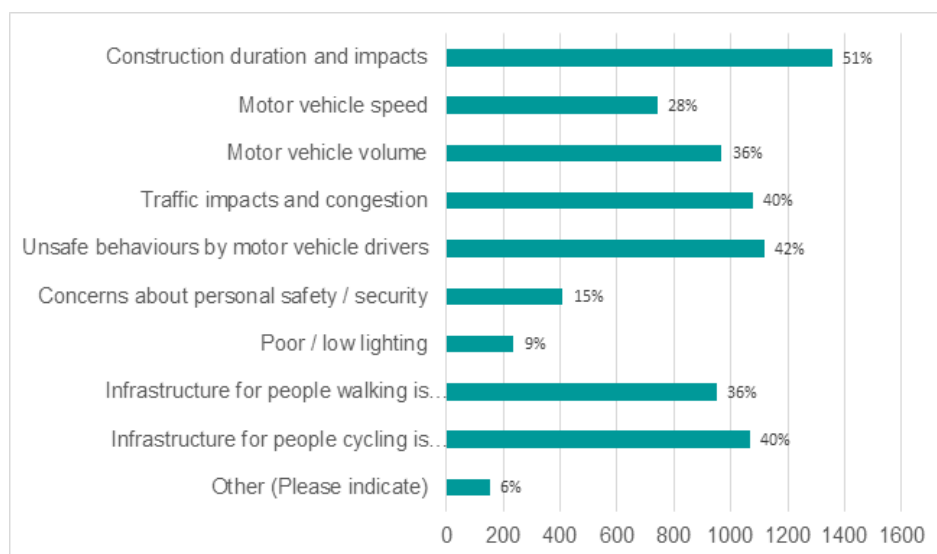
23% of respondents feel very unsafe, 20% of respondents feel neither safe nor unsafe, 12% of respondents feel safe, and 5% of respondents indicated they feel very safe travelling on Eglinton Avenue between Keele Street and Mount Pleasant Road.



Question 4: If you indicated you feel unsafe or very unsafe, please select the reason(s) why.

This question allowed responders to provide multiple responses. Responses indicate that people feel most unsafe (51%) due to construction duration and its associated impacts.

42% of respondents indicated unsafe behaviours by motor vehicle drivers, 40% of respondents indicated traffic impacts and congestion and 40% of respondents indicated infrastructure for people cycling is inadequate/unsafe. Additionally, 36% of respondents indicated motor vehicle volume, 36% of respondents indicated infrastructure for people walking is inadequate/unsafe, 28% of respondents indicated motor vehicle speed, and 15% of respondents indicated concerns about personal safety/security. A small percentage of respondents indicated poor or low lighting, and an even smaller percentage of respondents indicated they feel unsafe or very unsafe for other reasons, including unsafe deliver service cyclist behaviour and a lack of accessible infrastructure.



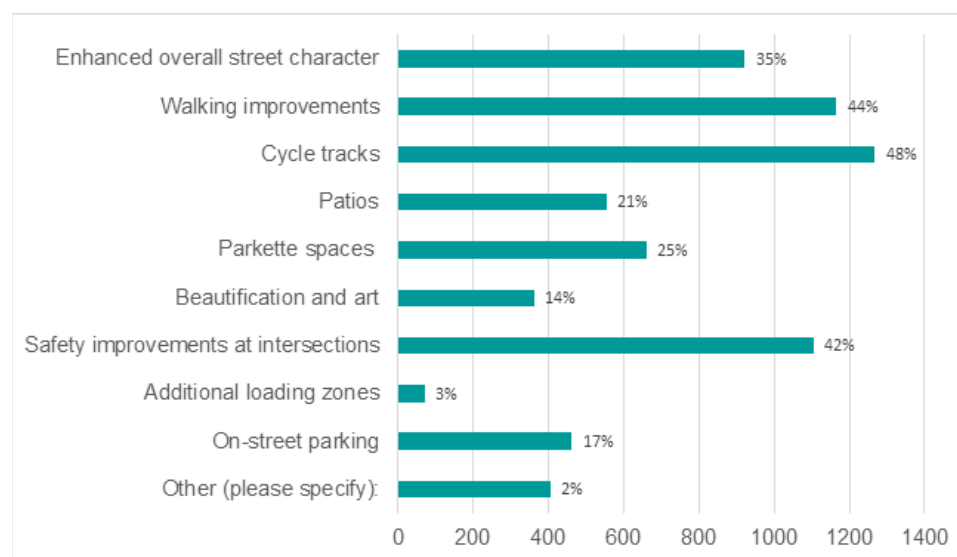
Question 5: Are there any specific locations that you would like to note?

Open text responses indicated the specific locations where respondents feel the most unsafe. Locations that were more frequently submitted include the following intersections with Eglinton Avenue: Bathurst Street, Yonge Street, Oakwood Avenue, Dufferin Street.

Question 6: What complete street elements would you like to see provided along Eglinton Avenue?

This question allowed responders to provide up to three responses. Responses indicate that cycle tracks (48%), walking improvements (44%), and safety improvements (42%) at intersections are the most valued complete street elements.

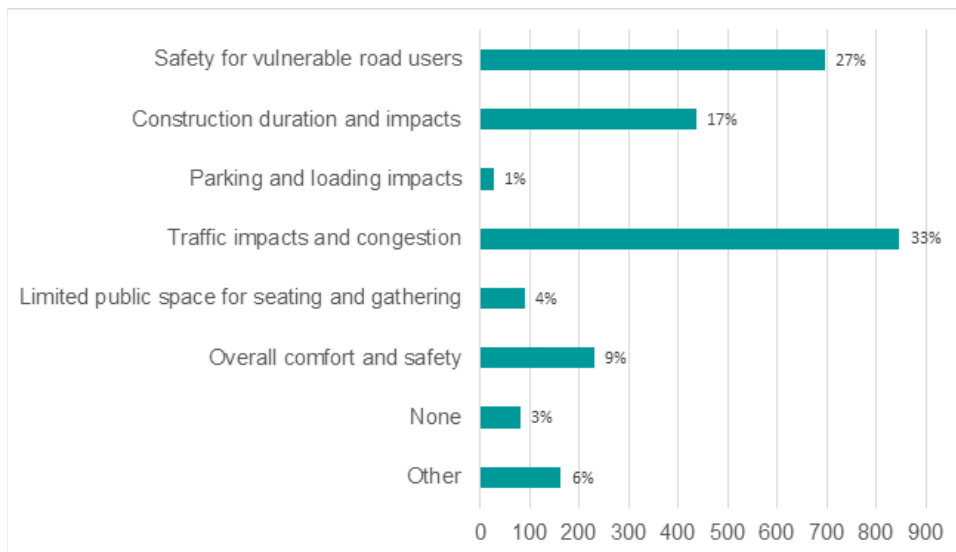
35% of respondents indicated they would like to see enhanced overall street character, 25% of respondents indicated they would like to see parkette spaces, 21% of respondents indicated they would like to see patios, and 17% of respondents indicated they would like to see on-street parking. 2% of respondents indicated they would like to see “other” elements, including health and wellness community services, dedicated cycle traffic lights, and elements to improve vehicular flow. As well, 14% of respondents indicated they would like to see beautification and art, and a small percentage of respondents indicated they would like to see additional loading zones.



Question 7: What is your top concern for the changes that are proposed as part of the eglintonTOday Complete Street project?

Responses indicate that the top concern for proposed changes as a part of the project are traffic impact and congestion (33%) and safety for vulnerable road users (27%).

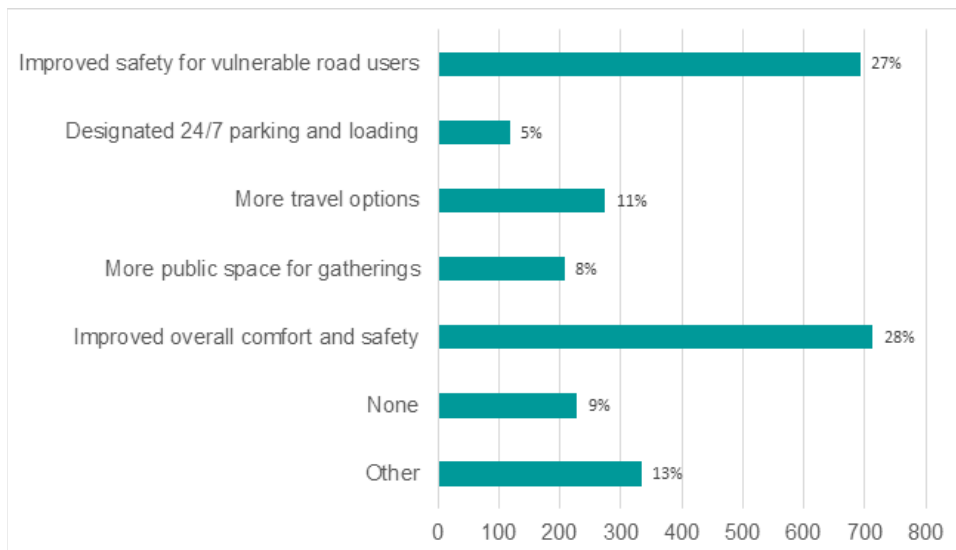
17% of respondents indicated construction duration and impacts, a small percentage of respondents indicated parking and loading impacts, limited public space for seating and gathering, overall comfort and safety, no concerns, and other concerns. About 6% of respondents indicated other responses such as irresponsible driver behaviour, rent increases, and public realm.



Question 8: What is the biggest opportunity for the eglintonTOday Complete Street project?

Responses indicate that improved safety for vulnerable road users (28%) and improved overall comfort and safety (27%) are the biggest opportunities for the project.

13% of respondents indicated “other” as an opportunity for the project and made note of traffic flow improvements and increased green space. Additionally, 11% of respondents indicated more travel options and a small percentage of respondents indicated that there are no opportunities, more public space for gatherings and designated 24/7 parking and loading.



Appendix: Frequently Asked Questions

The section below provides answers to the most frequently asked questions received from all of the consultation activities.

1. What are the project timelines?

As this project is being coordinated for installation with the opening of the Eglinton Crosstown LRT, timelines are subject to change. The current timeline includes:

- Spring/Summer 2022: Public and Stakeholder Consultation Round 1
- September 2022: Meetings with Business Improvement Areas and Resident Associations
- Fall/Winter 2022/2023: Stakeholder and Public Consultation Round 2
- Summer-Winter 2022: Detailed Design
- Early 2023: Seeking Council Approval
- Summer/Fall 2023: Implementation

2. Why is the City re-opening the discussion of bike lanes on Eglinton Avenue? Why not implement the [Eglinton Connects](#) (2014) design?

The Eglinton Connects study assumed the Eglinton Avenue right-of-way defined in the Official Plan would be available for the implementation of streetscape elements. Today, many sections of Eglinton Avenue have limited right-of-way. There are also many private encroachments into the existing public right-of-way. Implementing the Eglinton Connects design would require significant disruption to residents and businesses to remove patios, front gardens, landscaping, business signs, and other items in the existing public right-of-way. In addition, to implement the Eglinton Connects design, full corridor reconstruction would be required, including acquiring the Official Plan right-of-way. This reconstruction would take more time and have more significant construction impacts.

Eglinton Connects remains the long-term vision: Eglinton Avenue 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.

The purpose of eglintonTOday is to use a quick build approach, with a short construction window, to connect the bikeway in between the Eglinton Crosstown LRT stations. There will be opportunities for smaller scale civil projects in partnership with BIAs and other stakeholders that may include artistic curb extensions, planters, art installations, patio extensions, and new seating or parkette spaces.

3. Why is the City adding cycling facilities along a corridor like Eglinton Avenue, which is an arterial road intended to carry vehicular traffic? Has the City considered parallel routes?

The possibility of focusing cycling infrastructure on local streets and trails is among the options that the City considers when updating the [Cycling Network Plan](#) and deciding on near-term implementation priorities. Research, analysis, public consultation and review of global best practices has led the City to the conclusion that expanding the network of dedicated cycling infrastructure on major streets throughout Toronto is essential for upholding the Vision Zero principle of making roads as safe as possible for all road users especially the most vulnerable, and for optimizing travel options to mitigate motor vehicle dependence and the road congestion associated with it. Eglinton Avenue has been designated as a [Major City-wide Cycling Route](#) in the Cycling Network Plan.

The vision laid out for Eglinton Avenue through the Council-approved Eglinton Connects Environmental Assessment Study included continuous cycling facilities along Eglinton Avenue. Some of these improvements have already been delivered through Metrolinx's ECLRT construction, and there is an urgent need for cycling connectivity along the corridor, which this project will help provide.

4. Why are cycle tracks already being constructed along some sections of Eglinton Avenue (e.g. Allen Road, east of Avenue Road, Dufferin Street)

The Eglinton Connects Environmental Assessment Study was adopted by City Council on May 6, 2014 ([PW30.7](#)). This plan included street-level improvements on sections along Eglinton Avenue that would be disproportionately impacted by the Eglinton Crosstown LRT construction. The approved street-level improvements included wider sidewalks and a continuous raised bicycle lane (at sidewalk level) in each direction. The sections that are being constructed by Metrolinx and Crosslinx Transit Solutions are the following:

- Street-level frontages of the nine open-cut stations in the section where the LRT runs below ground between Weston Road and Brentcliffe Road
- Section between Highbourne Road and Holly Street
- Boulevard path between Weston Road (Mount Dennis Station) and Black Creek Drive
- Section where the LRT runs on the surface between Brentcliffe Road and Kennedy Road

The eglintonTOday Complete Street project proposes to connect those cycling facilities that have been approved and are currently being constructed/are already constructed by Metrolinx. Any proposed changes as part of the eglintonTOday project would serve as an interim strategy to achieving the Eglinton Connects vision.

5. What are the impacts on parking as a result of this project?

In general, parking will be provided for most sections along Eglinton Avenue, either on one side of the street, or both sides, depending on the available road space. City staff are working with stakeholders and carrying out traffic analysis optimization to minimize parking impacts, as well as reviewing the potential for more side street parking. Before the LRT construction, on-street parking was primarily allowed only during off peak hours. With the new configuration, on-street parking or loading will be allowed continuously throughout the day and evening in more locations.

6. How is pedestrian safety being addressed?

Pedestrian safety is a primary consideration for the proposed improvements along Eglinton Avenue. Data collected through the City's Vision Zero initiative showed that between 2010 and 2020, there were 55 traffic-related collisions that resulted in fatalities or serious injuries on Eglinton Avenue between Keele Street and Mount Pleasant Road. Some of the key pedestrian safety improvements being proposed in the design include:

- **Shorter crossing distances** especially at mid-block, but also at intersections through the reduction of vehicle lanes and the addition of brightly painted curb extensions. Curb extensions will also provide more space and improve pedestrian visibility when crossing the street.
- **Narrower vehicle lanes and other streetscape improvements** to reduce vehicle speeds and higher risk vehicle movements such as midblock U-turns or accelerating merging maneuvers at intersections.
- **Signal timing improvements** such as "Leading Pedestrian Intervals" at signalized intersections to provide pedestrians a head-start to cross the street, to separate pedestrians from turning vehicles. (<https://www.toronto.ca/services-payments/streets-parking-transportation/traffic-management/traffic-signals-street-signs/types-of-traffic->

[signals/leading-pedestrian-interval-phase/\)](#)

- **A generous buffer between pedestrians and motor vehicles** through the implementation of the bike lane, 24/7 on-street parking or loading, and/or expanded patio areas. The design will significantly improve pedestrian comfort. Expanded seating and patio spaces will also provide more space for people.

7. What will the bike lanes look like? What materials will be used to physically separate bikes from traffic?

The bike lanes will be on road and physically separated. Typical materials include concrete curbs, low walls, bollards, and planters. The type of materials to be used and their location will be part of future steps as the project team refines the design. Public feedback about the preferred treatment for physical separation is welcomed. Visit the project webpage, www.toronto.ca/eglinton, for the latest project information.

Reducing construction impacts is the major reason for using a "quick-build" approach for the eglintonTOday project. It is expected that most of the installation of the project can be completed within about one month, and the installation typically takes place overnight.

8. How have emergency services been considered? What would people driving do when an emergency vehicle approaches?

Safe access for emergency vehicles is a fundamental part of the project design process. The project team will consult with fire, paramedic, and police services to inform the design.

When designing roadways, **staff use a number of tools, standards, and guidelines to support vehicle maneuverability, while balancing road safety. These tools include vehicle turning "swept path" simulations, as well as roadway standards and the City of Toronto's Lane Width Guidelines, which were developed in consultation with emergency services.**

If an approaching emergency vehicle has sirens and/or lights on, people driving and cycling would be required to slow down and pull over just like they do on any other street in the city, in accordance with the Ontario Highway Traffic Act. For more information on reacting to an emergency services vehicle, visit: <https://www.ontario.ca/document/official-mto-drivers-handbook/dealing-particular-situations>

9. What will the Allen Road interchange look like?

The eglintonTOday Complete Street project will be tying into the section of of Eglinton Avenue and Allen Road, which is currently being constructed by Metrolinx as part of the ECLRT construction. At the Allen Road exit ramp there are two travel lanes in each direction along Eglinton Avenue plus a left turn lane for buses accessing Eglinton West Station. At the Allen Road entry ramp, there will be one through lane per direction along Eglinton Avenue plus auxiliary turn lanes (two right-turn lanes onto Allen Road for vehicles travelling west and two left-turn lanes onto Allen Road for vehicles travelling east).

10. Why was the project area for Phase 1 between Keele Street and Mount Pleasant Road?

Improvements to Eglinton Avenue are proposed to be completed using a phased approach. At this time, the focus is on Phase 1 between Keele Street and Mount Pleasant Road. This will connect over 7 km of Eglinton Avenue and 10 Light Rail Transit stations. Phase 2, between Mount Pleasant Road and Brentcliffe Road, will follow in 2023/2024. There were a number of reasons for breaking up the project in two phases, including the following:

- **Equity Analysis:** Phase 1 of eglintonTOday would serve three out of four Priority Neighbourhoods (Oakwood Village, Rockcliffe-Smythe and Mount Pleasant West) that were identified on Eglinton Avenue between Black Creek Drive and Brentcliffe Road.
- **Consultation:** Time and resources are required to conduct meaningful consultation.

There are six Business Improvement Areas, four City Wards, and numerous stakeholders located in Phase 1 of the project. Meaningful engagement and consultation with all affected stakeholders and the public is an essential step to our process.

- **Connecting ECLRT frontages:** Within the limits of Phase 1 there are more and longer ECLRT frontage improvements that are part of Metrolinx's scope, and as well there is the roughly 1km long section between Highbourne Road and Holly Street where a full reconstruction is currently underway as part of the ECLRT work. Once those sections are complete, there will be discontinuous cycle tracks which the eglintonTOday Phase 1 is proposing to connect.

11. We are concerned that the eglintonTOday project will perpetuate the congestion and traffic infiltration that have emerged during the Eglinton Crosstown LRT construction.

Traffic implications related to the ongoing LRT construction have impacted numerous neighbourhoods along Eglinton Avenue. The City is working closely with Metrolinx to ensure that traffic management through the LRT construction period will help improve conditions for residents and businesses.

Conditions following the LRT construction will differ for the following reasons:

- **Turn lanes at strategic locations:** Intersection capacity is the defining factor for how well traffic moves on Eglinton Avenue. Some of the sections that are critical to keeping traffic moving, such as at the Allen Road intersection, are currently operating at constrained capacity. However, once the LRT construction is complete the new configuration of the Allen Road intersection is designed to accommodate high volumes of through and turning vehicles. Similarly, the eglintonTOday project will ensure that left- or right-turning lanes are provided strategically at intersections with high turning volumes.
- **Signal timing changes:** The eglintonTOday traffic analysis will inform signal timing changes, turning restrictions and other traffic calming measures to ensure that traffic on Eglinton Avenue moves smoothly and that traffic infiltration is minimized.
- **Post implementation monitoring:** Traffic analysis can only provide an estimate of how travel patterns may change once a road is reconfigured. Post implementation monitoring on Eglinton Avenue and parallel streets will ensure that traffic moves the way that it was anticipated and will identify where adjustments may be necessary.
- **New viable ways of travelling:** The Eglinton Crosstown LRT will be in operation, providing connections across 19km from Weston Road to Kennedy Road. In addition to the LRT, sidewalk occupations and disruptions due to construction will cease and the proposed cycle tracks will provide new alternative ways of travelling along Eglinton Avenue, so trips, in particular for shorter distances, can be done on foot or by bike.