

eglintonTOday Complete Street Project Stakeholder Site Walk Summary

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Park Talk, Marlee Ave to Bathurst St Site Walk, Sept 21, 2022.



Group Walk, Yonge St to Mount Pleasant Rd Site Walk, Sept 28, 2022.

Overview

EglintonTOday is an interim strategy that aims to deliver a quick-build complete street project along Eglinton Avenue from Keele Street to Mount Pleasant Road that will make travel on Eglinton Avenue safer, more inviting, and attractive for everyone. The project proposes to implement complete street features, including bikeways and public realm upgrades by reassigning the existing road space to accommodate vehicular traffic, parking, bikeways, seasonal patio extensions, art installations and other neighbourhood and cultural events.

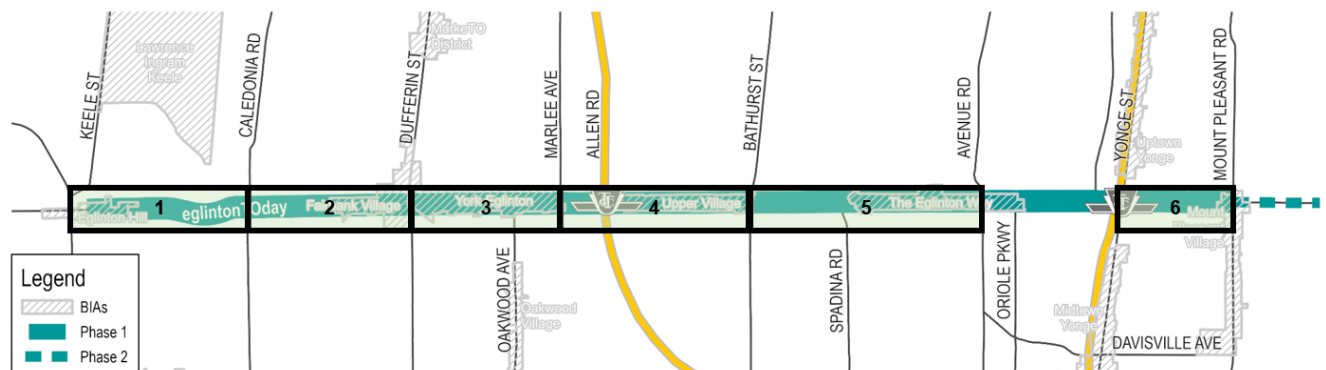
Public and stakeholder consultation began in spring 2022 to introduce the project and understand the different needs of the community, businesses, and travelling public along the corridor. Building on that first round of consultation, local organizations including Business Improvement Areas (BIA) and resident and community groups were invited to attend site walks to provide feedback on the changes proposed on Eglinton Avenue as part of the eglintonTOday Complete Street Project.

The goals for the site walks included:

- Learn more about community preferences, experience, and travels through different segments of the corridor
- Identify or confirm issues and concerns related to draft designs (e.g., travel lanes, parking needs, delivery operations)
- Explain key constraints (like available road width)
- Understand what improvements are most important to the community

This summary details key feedback received during six different site walks across five segments of Eglinton Avenue West between Caledonia Road and Mount Pleasant Road held between September 21 and October 14, 2022. The feedback received is helping to inform the development of the design, which will be presented in the next phase of public consultation.

Site walks did not take place between Caledonia Road and Keele Street, due to scheduling challenges with the local BIA and will be followed up with in the new year.



eglintonTOday Business Improvement Areas: 1. Eglinton Hill BIA; 2. Fairbank Village BIA; 3. York Eglinton BIA; 4. Upper Village BIA; 5. The Eglinton Way BIA; and 6. Mount Pleasant Village BIA

Participants

Sixteen stakeholders representing 12 organizations participated overall in one of the site walks of their area of interest and represented the following organizations:

Residents' and Community Associations:

Avenue Road–Eglinton Community Association
Cedarvale Upper Village Community Association
CycleTO
Eglinton Park Residents' Association
Lytton Park Residents Organization
Oakwood Vaughan Community Organization
South Eglinton Davisville Residents' Association

Business Improvement Areas (BIAs):

Fairbank Village
Mount Pleasant Village
The Eglinton Way
Upper Village
York Eglinton
Eglinton Hill - *Regrets*

eglingtonTOday Project Team:

Elli Papaioannou, Cycling & Pedestrian Projects, Transportation Services
Kasra Khajavi, Cycling & Pedestrian Projects Transportation Services
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City of Toronto Staff:

Ron Nash, BIA Office, Economic Development
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Dahab Ibrahim, City Planning Division
Justin Kwok, CreateTO
Michelle Berquist, Area Transportation Planning
Terry Francoeur, Transit Infrastructure Projects
Shelly Cham, Little Jamaica Study, City Planning

Crosslinx Transit Solutions

Sarah Speir, Cedarvale Station, Crosslinx Transit Solutions

What We Heard Overall

- Desire to promote a vibrant street through parkettes, murals, decorative pavement markings, and street furniture (e.g., seating, planters, bike parking).
- Concerns from businesses about a potential loss of parking spaces along Eglinton Avenue and interest in where additional parking can be identified.
- Concerns about potential travel lane reductions and problems with ongoing traffic infiltration; desire to see measures to both deter traffic from using neighbourhood streets and keep traffic moving along the corridor once Eglinton Crosstown construction is completed.
- Questions about project timelines and scope of design to address what needs to be fixed (sidewalk repairs, broken planters) and new improvements (waste bins, seating and murals).



Sidewalk Fix, Marlee Ave to Bathurst St Site Walk, Sept 21, 2022.



Construction around Allen Road, Marlee Ave to Bathurst St Site Walk, Sept 21, 2022

Feedback Summary

Site walk participants were asked to identify priorities, preferences and concerns with the project team. The following section summarizes key feedback we heard from site walks covering five segments:

1. Caledonia Road to Dufferin Street
2. Dufferin Street to Marlee Avenue
3. Marlee Avenue to Bathurst Street
4. Bathurst Street to Avenue Road
5. Yonge Street to Mount Pleasant Road.

The section between Avenue Road and Yonge Street is not part of the eglintonTOday scope as streetscape improvements, including raised cycle tracks, are being delivered by Metrolinx. Comments are organized according to the walk segment moving from west to east, from Caledonia Road to Mount Pleasant Road.

Table 1 Caledonia Road to Dufferin Street: Fairbank Village BIA on Wednesday, October 5

Topic	Stakeholder Question & Comment	Team/Staff Response
BIA events	<ul style="list-style-type: none"> • Some concern about impact on BIA festivals 	Project will not affect BIA events.
Design features	<ul style="list-style-type: none"> • Will condition of sidewalks be addressed? 	In tandem with the eglintonTOday project, the City aims to replace some segments of sidewalk, especially accessibility concerns and safety hazards. Major reconstruction is not in scope. Location of the curb will not change.
Development east of Dufferin Street	<ul style="list-style-type: none"> • When will road resurfacing take place? 	Road Operations is reviewing which sections of Eglinton Avenue can be resurfaced in 2023. Work will align with cycle track implementation and the appearance of the cycle tracks will look similar to the Bloor Street West Extension (from Shaw Street to Runnymede Road)
Parking	<ul style="list-style-type: none"> • What is the net gain or loss of street parking? 	The proposed design will involve reduction in the number of parking spaces on Eglinton Avenue. Proposed on-street parking will be available 24/7 instead of the previous set times during off peak hours. Opportunities for parking on side streets will also be explored. More details to be shared in early 2023.
Laneway Access	<ul style="list-style-type: none"> • Many businesses do not have laneway access, and waste pick-up takes place on narrow sidewalks. Inquiry if there will be improved locations for waste bins 	The long-term vision for Eglinton Connects wants to extend laneways so that servicing, and parking can be accommodated at the back. As part of the eglintonTOday project no changes are expected to waste collection.

Table 2 Dufferin Street to Marlee Avenue: York-Eglinton BIA, Oakwood Vaughan Community Association on Thursday, October 14

Topic	Stakeholder Question & Comment	Team/Staff Response
Traffic Congestion around Allen Road	<ul style="list-style-type: none"> ● Concern that removing travel lanes will make traffic even worse 	<p>Important to consider that the Allen intersection is currently not operating as it should be due to construction and therefore contributing to area gridlock.</p>
Parking	<ul style="list-style-type: none"> ● Can parking be on both sides of street? ● Several churches in the area require parking for funeral processions and services. ● Plaza west of Glenholme Avenue experiences overflow parking and on-street parking is also required 	<p>Section between Dufferin Street and Northcliffe Boulevard can accommodate parking on both sides of the street. East of Glenholme Avenue has less space and difficult to accommodate parking on both sides. The design team is considering pick up, drop off and parking locations near special trip generators, including schools, churches etc.</p>
Cycling	<ul style="list-style-type: none"> ● What will bike lanes look like? 	<p>The available roadway will be reallocated to accommodate lanes of traffic, parking and cycle tracks. Cycle tracks will be adjacent to the curb. Green paint is typically used to mark bus stops and turning boxes at intersections. Buffer area (between cycle track and travel lane) may have curbs or low walls as cycle track separation. Depending on the available buffer space, planters can be incorporated.</p>
Bus Stops	<ul style="list-style-type: none"> ● How have bus stops been considered? 	<p>Bus stops are accommodated within the design either through raised bus/bike platforms or by allowing the bus to stop within the cycle track.</p>
Streetscaping	<ul style="list-style-type: none"> ● Requests for signage, waste bins, benches, planter boxes ● Plans for wall murals shared ● Preference for inground trees ● Parkette locations identified 	<p>Noted and confirmed these streetscape elements will be considered in design or requests will be coordinated with other responsible City departments.</p>

Table 3 Marlee Avenue to Bathurst Street: Cedarvale Upper Village Community Association (CUVCA) on September 21 and CUVCA, Upper Village BIA & CycleTO on Wednesday, October 21

Topic	Stakeholder Question & Comment	Team/Staff Response
Traffic congestion and infiltration on side streets	<ul style="list-style-type: none"> ● Requests to discourage use of side streets via advance signage and signal modifications (advance green at Bathurst Street and Eglinton Avenue) ● Important to keep motor vehicles moving on arterial streets. ● Skeptical that traffic will improve after construction 	<p>Traffic apps (Waze, Google Maps) will be informed after reopening of intersection by Metrolinx, to keep motorists off side streets.</p> <p>Post- construction traffic experience will improve with relief from underground LRT route.</p> <p>Difficult to predict post construction traffic volumes but traffic analysis will provide a reasonable estimate.</p> <p>Project team is working on the traffic analysis for existing conditions and for the proposed eglintonTOday design.</p>
Travel movements	<ul style="list-style-type: none"> ● Requests to address difficult and illegal motor vehicle movements via review of signals, turn restrictions, crossing guards, traffic agents and traffic calming 	<p>Staff will review feasible improvements.</p>
Cycling	<ul style="list-style-type: none"> ● Support for bike lanes but concern about routing cycle tracks around Allen Road due to congestion and instead, suggest routing via laneway network south of Eglinton Avenue ● More study required for impacts of placing bike lanes on Eglinton Avenue 	<p>Difficult to design and get an engineer’s approval for bike lanes through laneways (limited sight lines, intersections of lane ways with side streets that are not controlled by signage or traffic signals, operation and maintenance standards, lighting, conflict with parking deliveries, waste servicing).</p> <p>Detour off the Eglinton corridor would result in non-compliance, leading to safety concerns with people cycling in mixed traffic for a short segment.</p> <p>Confirmation that the existing roadway width on Eglinton Avenue will be modified to accommodate bike lanes but first need to consult, form recommendation, and proceed to Council.</p>

Topic	Stakeholder Question & Comment	Team/Staff Response
Allen Road	<ul style="list-style-type: none"> ● Longstanding impacts on neighbourhood from highway access. Emphasis that highway system of Allen Road creates unique conditions on Eglinton Avenue that cannot be compared to other complete street designs ● Concern about potential reduction to one lane of motor vehicle traffic in each direction 	<p>Confirmation that there will be two turning lanes for both eastbound and westbound turning movements on to Allen Road with signals now in place and to ensure safer conditions for all road users.</p> <p>Shift to transit, walking and cycling for short trips along Eglinton Avenue needs to also be considered, which would lead to more space for trips that are dependent on cars and need to access the highway system.</p>
Business Deliveries and Parking	<ul style="list-style-type: none"> ● Concern about how speciality and larger items will be picked up by customers who need parking in front of business ● Congestion with access for delivery vehicles needs to be addressed ● Mode share changes supported by BIA however outdoor shopping in the area requires parking. Following construction, any loss of parking will not be well received 	<p>Delivery and loading survey will be distributed and available for businesses to record their requirements. Input from businesses will be considered in the development of designs.</p>

Table 4 Bathurst Street to Avenue Road: Lytton Park Residents Organization, The Eglinton Way BIA & CycleTO on Thursday, September 29

Topic	Stakeholder Question & Comment	Team/Staff Response
Laneway access and Waste pick-up	<ul style="list-style-type: none"> ● There is no laneway available for many businesses. Deliveries and collection take places on Eglinton Avenue 	<p>As part of the eglintonTOday project no changes are expected to waste collection.</p> <p>The design team is processing the input received through the loading survey and will consider business loading and delivery needs as part of the proposed plan.</p>
Streetscaping and Art	<ul style="list-style-type: none"> ● Maintenance needs include fixes for sidewalks, planter boxes and bike posts ● Interest in seating and outdoor art projects 	<p>List of BIA art project locations provided and project team to take these locations into account when examining possible parkette locations.</p>
Project Timing	<ul style="list-style-type: none"> ● Concern that eglintonTOday project will take two years to complete 	<p>The eglintonTOday is a quick-build project. Typical quick build projects take days to weeks to implement. Implementation, upon Council approval will take place in the summer of 2023.</p>
Parking	<ul style="list-style-type: none"> ● There are ‘destination shops’ in the area. People drive from all over, outside of the BIA to shop there and require parking ● Concern that cycle tracks will impact available parking. BIA has done a parking study and noted there is a shortage compared to parking standards 	<p>Project needs to balance parking needs of the businesses with safety of transit users, cyclists and pedestrians. Staff looking at possible additional parking locations.</p>

Table 5 Yonge Street to Mount Pleasant Road: Eglinton Park Residents' Association, South Eglinton Davisville Residents' Association, Mount Pleasant Village BIA on Wednesday, September 28

Topic	Stakeholder Question & Comment	Team/Staff Response
Seating	<ul style="list-style-type: none"> ● Not enough public seating and concern with new station opening next year 	
Murals and Art	<ul style="list-style-type: none"> ● Interest and request for murals on redevelopment site buildings and schools ● Interest in decorative pavement markings ● Requests for painting and re-painting of electrical boxes 	Project team is working with StreetART to support art installations as part of the EglintonTOday project.
Sidewalks	<ul style="list-style-type: none"> ● With the exception of some south side sections with planters and vegetation, sidewalks are in very poor conditions and need attention 	Some sidewalk replacements are possible as part of eglintonTOday but will be in spot locations where conditions are very poor and pose accessibility concerns and safety hazards.
Cycling	<ul style="list-style-type: none"> ● Potential for bike parking and Toronto Bike Share (Eglinton Avenue East and Redpath Avenue). ● Who is responsible for the cycle tracks through this area and east of Mount Pleasant Road? 	City confirmed that Phase 1 of the eglintonTOday project extends from Keele Street to Mt Pleasant Road. Phase 2 of the project is anticipated in 2024, to connect Mt Pleasant Road to Brentcliffe Road. East of Brentcliffe Road, where the LRT runs above ground, Metrolinx/Crosslinx is delivering cycle tracks to Kennedy Road.
Parkette at Brownlow Avenue	<ul style="list-style-type: none"> ● New townhomes planned, potential for new intersection public spaces. ● The current 'parkette' to the southwest is not satisfactory, needs improvement. 	City will review feasibility of discussed locations for side-street parkettes.

Next Steps

Following input received from stakeholders during the site walks, the project team is further developing the complete street design. A key stakeholder meeting followed by larger public meetings is being planned to take place between January and March 2023. Roll plans showing the proposed solution(s) for each segment of Eglinton Avenue between Keele Street and Mt Pleasant Road, including number of lanes, locations of on-street parking, and locations for parkettes will be shared and be open for input before staff formulate final recommended plan and report to City Council in Summer 2023.