

eglintonTODay Complete Street Project

Stakeholder Meeting 1 Summary

Date: Wednesday, May 18, 2022 from 11 – 12:30 p.m.

Host: City of Toronto, WebEx

Attendees

Councillors:

Councillor Nunziata
Councillor Colle
Deputy Mayor Bailão
Councillor Matlow

Business Improvement Areas:

Upper Village
The Eglinton Way
Mount Pleasant Village
Fairbank Village
York Eglinton
Oakwood Village
Federation of North Toronto Residents' Associations
Leaside Residents' Association

Ratepayers' and Residents' Associations:

Oakwood Village Community Association
Oakwood Vaughan Community Organization
Oriole Park Association
South Eglinton Davisville Residents' Association
Avenue Road-Eglinton Community Association
Eglinton Park Residents' Association
Upper Village/Cedarvale Community Association
Lytton Park Residents Organization

Corridor-Wide Stakeholders:

Toronto Community Bikeways Coalition
Cycle Toronto
Walk Toronto
Ward 5 Pedestrian Safety and Cycling Committee

Staff and Project Team, City of Toronto:

Jacquelyn Hayward, Director, Project Design & Delivery
Becky Katz, Manager, Cycling & Pedestrian Projects
Elli Papaioannou, Senior Project Manager, Cycling & Pedestrian Projects
Maogosha Pyjor, Senior Coordinator Public Consultation, Public Consultation Unit
David Dunn, Senior Project Manager, Cycling & Pedestrian Projects
Kasra Khajavi, Transportation Engineer, Cycling & Pedestrian Projects
Michele Blackwood, Coordinator Public Consultation, Public Consultation Unit

IBI Group:

Zibby Petch
Margaret Parkhill
Shveta Shukla

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Overview

The City of Toronto is working to make travel on Eglinton Avenue safer, more inviting, and attractive for everyone. The eglintonTOday Complete Street project proposes to implement complete street features, including streetscape improvements and bikeways on Eglinton Avenue between Keele Street and Mount Pleasant Road, by reassigning the existing road space to accommodate vehicular traffic, parking, bikeways, and integrating seasonal patio extensions, bike share stations and bicycle parking, art installations and other neighbourhood and cultural events.

Meeting Purpose and Agenda

The purpose of the meeting was to introduce the stakeholders to the project. Over 30 stakeholders were invited to attend the first stakeholder meeting. There were 42 people in attendance with representatives from 24 organizations as listed above. The following is the complete list of stakeholders invited:

Corridor-Wide Stakeholders:

Black Urbanism TO
Black Business and Professional Association
City of Toronto Senior's Forum
Toronto Community Bikeways Coalition
Toronto Youth Cabinet
Cycle Toronto
Walk Toronto
Friends of Cedarvale
Seniors Advisory Committee
Community Living Toronto
CNIB
TTC Riders
Ward 5 Pedestrian Safety and Cycling Committee

Business Improvement Areas (BIA):

Upper Village
The Eglinton Way
Mount Pleasant Village
Midtown Yonge
Eglinton Hill
Fairbank Village
York Eglinton
Oakwood Village

Ratepayers' and Residents' Associations:

Oakwood Village Community Association
York South-Weston Tenant Union
Oakwood Vaughan Community Organization
Oriole Park Association
Forest Hill Homeowners' Association
South Eglinton Davisville Residents' Association
Avenue Road–Eglinton Community Association
Eglinton Park Residents' Association
Upper Village/Cedarvale Community Association
Federation of North Toronto Residents' Associations
Lytton Park Residents Organization
Republic Residents' Association
Federation of North Toronto Residents' Associations
Leaside Residents' Association

Councillors:

Councillor Nunziata
Councillor Colle
Deputy Mayor Bailão
Councillor Matlow

The meeting began with a Land Acknowledgement provided by the City. The meeting was facilitated by Margaret Parkhill. The presentation was delivered by Elli Papaioannou, with opportunities for questions and feedback both during and after the presentation.

The agenda included the following topics:

- Introductions
- Corridor Overview & Project Context
- Design Overview
- Timeline, Project Coordination & Next Steps
- Discussion and Questions

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What We Heard Overall

- There is **overall 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
- Along with quick build elements such as bollards/removable planters, there is **also desire to identify opportunities for more permanent civil upgrades** along Eglinton Avenue (e.g. within BIA limits, at Allen Road, at Caledonia Road)
- Desire was voiced to **expedite and extend the project east** of the study limits (Leaside neighbourhood and Ward 15)
- With the city recovering and businesses re-opening, concerns were identified about **whether additional parking needs have been taken into consideration** and how the project will address this
- There is support to **enhance the vibrancy of the street through playful public art and streetscape improvements** that will bring not only children back to play, but also Torontonians of all ages to increase vitality
- The issue of **motor vehicle speeding** was mentioned and additional traffic calming measures and enforcement outside the study limits (Ward 15) were suggested to help slow down vehicles in the meantime
- Concerns were voiced about **traffic infiltration and measures** needed to deter traffic from using neighbourhood streets
- With upcoming construction of multiple high-rise condos, the importance to **coordinate with construction management** for bike and pedestrian safety was highlighted
- **Continuous communications** and project updates are needed with BIA and stakeholders regarding all planned construction, including Toronto Water work, road resurfacing, other streetscape improvements etc.

Corridor Overview & Project Context

The City provided stakeholders with the project context and background, including the following:

- **EglintonConnects 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 EglintonConnects Long Term Vision is based on the Official Plan approved Right Of Way of Eglinton Avenue, and continues to be the driver of streetscape upgrades. EglintonTODay Complete Street is an interim strategy towards that vision.
- **2017 Eglinton Connects Streetscape & Cycle Track Preliminary Design** – Transportation Services undertook a 30% design study to implement the EglintonConnects Vision within the existing constrained Right Of Way of Eglinton Avenue. Numerous conflicts with properties and utilities arose, which would compromise the public realm vision of EglintonConnects and subsequent design work was paused.
- **2020 Council Direction** – City staff was directed to develop a strategy to accelerate the design work on the Eglinton Connects Streetscape Improvements to align with the opening of the Eglinton Crosstown LRT.
- **EglintonTODay Project Scope** –The City provided the project scope noting that this project will follow a quick build approach with opportunities for smaller scale civil projects in

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partnership with BIA and other stakeholders. Photos of various complete street features and examples from other pilots and projects around the City were shared. This included cafés, curb extensions, parking and loading, cycle tracks, bike share and bike parking, planters and accessibility features.

- **Experience on other Similar Projects** - ActiveTO Destination Danforth and the Bloor Street Bikeway (Spadina-Shaw) and the ActiveTO Midtown project were three projects that provide lessons learned that can be applied to the eglintonTOday Complete Street project.
- **Policy Guidance** - This project is guided by various existing policies and plans, such as the Official Plan policies that support Toronto as a walking City and bringing residents within one kilometre of a designated cycling route; the Vision Zero Road Safety Plan that aims to eliminate traffic related injuries and fatalities; and the TransformTO Climate Action Strategy which aims to shift towards more active and sustainable modes of transportation.
- **Complete Streets Principles** - The City provided a brief overview of Complete Streets Principles which include creating Streets for People, Streets for Placemaking, and Streets for Prosperity.

Design Overview

The City provided details on the eglintonTOday design considerations:

- Reviewing Existing Conditions
- Proposed Design / Typical sections
- Complete Street Features
- Traffic Modelling Review

The City outlined segments of Eglinton Avenue and discussed how to minimize how to minimize traffic infiltration, how to improve intersection operations, and public safety features including BIA streetscape priority features and future CaféTO spaces and other opportunities for outdoor seating.

After the eglintonTOday considerations were presented, stakeholders were able to ask questions with responses provided by the Project Team. A record of this can be found in the **Questions and Responses** section.

Next Steps

The City discussed the proposed next steps, which include:

- Community Pop Ups & Public Meeting #1 scheduled for end of June 2022
- Reviewing all comments and suggestions received
- Launch online survey for input
- Meet and host site walk-throughs with BIA later in the summer of 2022
- Develop design
- Council Approval and Installation targeted for 2023

Participants were encouraged to contact the project team at any time with questions or comments via email at eglintonTOday@toronto.ca or phone: 416-338-2850. Participants were also reminded that they are on the project email list and were encouraged to attend Public Meeting #1 in late June 2022. The presentation slides were shared with participants after the meeting.

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Feedback Summary

Using Poll Everywhere (an online polling/engagement platform), participants were asked the following questions:

1. "What are the words that come to mind when you think of a "Complete Street"? (Submit up to 5 entries)"

The results included (larger words indicate that more participants submitted that answer):



2. "Describe your relationship to Eglinton Avenue (select all that apply):"

- I live here
- I work here
- I shop here
- I own a business here
- I visit frequently
- I visit infrequently
- Other

The top three responses were:

- I shop here
- I live here
- I visit frequently

3. "How do you typically travel on Eglinton Avenue?"

Drive alone

- Ride a bicycle
- Walk or Roll
- Drive with others (carpool)
- Use taxi/Uber/Lyft
- Take the bus
- Other

The top three responses were:

- Ride a bicycle
- Drive alone
- Drive with others (carpool)

4. "When designing a complete street, which elements should be of highest priority? Select up to 3:"

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Safety for all users

- Safety for all users
- Comfortable sidewalks
- Comfortable bikeways
- Street planters, trees, and landscaping
- Artistic curb extensions and visual aesthetics
- On-Street parking and loading spaces
- CafeTO spaces and other patio spaces
- Parkette spaces (i.e. small green space, seating, art, etc.)
- Art installations
- Other

The top two responses were:

- Safety for all users
- Comfortable sidewalks

5. “What is your biggest concern for this project?”

- Safety for vulnerable road users
- Construction duration and impacts
- Parking and loading impacts
- Minimizing traffic impacts
- Public space for parkettes (i.e. small green space, seating, art, etc.)
- Overall comfort and safety
- None
- Other

The top three responses were:

- Construction duration and impacts
- Minimizing traffic impacts
- Safety for vulnerable road users

6. “What is the biggest opportunity for this project?”

The results included (larger words indicate that more participants submitted that answer):



These results will be used to help with design considerations for the project.

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Appendix A: Questions and Responses

The following is a record of the comments, question and answers that were collected via the chat function and verbally during the meeting.

Question	Response
Request to expedite and extend the project east of the study limits (Leaside neighbourhood and Ward 15 etc.) and not delay Phase 2 beyond 2024.	The City confirmed that the intent is to take on a phased approach and connect Eglinton Avenue between Mount Pleasant Road and Brencliffe Road through Phase 2. At this time, there are no accelerated works considered for the Phase 2 segment. The timelines for Phase 1 and 2 are anticipated for 2023 to 2024, however there may be delays due to other construction coordination factors/council decisions etc. The City also noted that there is rationale as to why this section was chosen as part of Phase 1. This includes an equity analysis and identification of priority neighbourhoods, the City's capacity to engage communities to a great level of detail and complete meaningful consultation, data analysis etc. within a reasonable size of study area.
Comment regarding potential construction of additional water mains and request to receive construction notifications in advance in order to advise local businesses.	The City noted coordination with Toronto Water to confirm the exact locations, however these works will most likely take place after 2025. Watermain works will primarily involve infrastructure at the end of its lifecycle that need replacing. Notifications for this type of work will be provided during that time.
With businesses re-opening, has there been consideration for additional parking spaces?	With regards to additional parking needs, the City acknowledged that business are re-opening, but noted that the intent of the Eglinton Crosstown LRT project is to provide a shift towards sustainable and alternative options for people travelling along Eglinton. No extensive parking study has been undertaken, however the project design will accommodate on-street parking needs and options involving off-street parking lots as well.
Comment noting that this is an opportunity to bring children back to play on the streets via public art and interactive installations.	The City noted that public art and interactive installations will be taken into consideration as part of the eglintonTOday project. The City also noted that community pop-up events at/near schools will be held as part of the project to interact with people of various age groups.

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Question	Response
Request to follow the construction management agreement and take special care during the construction of multiple high-rise buildings along Eglinton for safety of pedestrians and people biking.	The City aims to incorporate diversion plans for pedestrians and people biking. The City is also looking for opportunities to work with developers and incorporate streetscape improvements including cycle tracks as a part of new developments.
Request to ensure that construction notices and open lines of communication are continued with the City and stakeholders during construction.	The City noted that plans will be conveyed via the eglintonTOday project and the City will continue to support businesses and engage with BIA to better understand priorities as part of the project delivery.
Is eglintonTOday a new name for the previous EglintonConnects plan?	The Corridor Overview and Project Context section of the presentation should help clarify the relationship between EglintonConnects and EglintonTOday. EglintonConnects remains as the ultimate vision for the corridor. EglintonTOday is an interim step to get closer to that vision while reducing construction and property impacts.
Can you explain what the smaller scale civic projects are?	Examples of smaller scale civil improvements include localized curb or median modifications, sidewalk replacement where the sidewalk is in poor condition or parklette improvements. These opportunities will be explored throughout the design process.
Has extra parking for new jobs in the area been considered? There is need for additional Green P Parking.	Thanks for your comment. Just to make sure we're understanding correctly - are you noting the need for additional off-street parking capacity along the corridor? Would on-street parking opportunities also help support employees?
Will you be consulting with members of the disability community and the Toronto Accessibility Advisory Committee in order to determine precisely where WheelTrans and accessible loading areas are needed?	Yes, we will consult with the accessibility community / Toronto Accessibility Advisory Committee regarding this project. We also have access to Wheel-trans data from TTC that gives us an idea of accessible pick-up and drop-off needs based on Wheel-trans trips.
Will you be able to share this presentation afterwards so we can update our BIA Boards?	Yes the presentation can be shared with the stakeholders.
Can we get preliminary designs of certain sections	As the project consultation and technical work advances, we will be able to share more specific information about proposed designs for each segment, likely by the second round of stakeholder consultation. We will be developing the designs with input from the BIA site walks and future consultation activities.

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Question	Response
<p>It would be great to know the change in the number of parking spots. As mentioned before, there are many businesses along Eglinton (and more and more developments will come to Eglinton needing parking spot for contractors) and employees need to have space to park.</p>	<p>As the design work progresses, we will be able to quantify the number of parking and loading spaces that will be added along the corridor and that information will be shared with stakeholders.</p>
<p>Does EglintonConnects still exist as a future vision or EglintonTOday is 100% replacing it?</p>	<p>EglintonConnects remains as the ultimate vision for the corridor. EglintonTOday is an interim step to get closer to that vision while reducing construction and property impacts.</p>
<p>Are there any assumptions around Allen Road that can be shared and are final? For example, how many on ramp lanes there will be from Eglinton?</p>	<p>The configuration at the Allen is within Crosslinx's (Metrolinx) purview, rather than this project. We will be matching with the ECLRT proposed design. We will take this back and see if there is any more detailed design information about this segment that can be shared.</p>