

Welcome to Public Drop-in Event #2:

Tuesday, February 21, 2023, 6:30 p.m. to 8:30 p.m.
Marshall McLuhan School, 1107 Avenue Rd.

Saturday, February 25, 2023, 2:00 p.m. to 4:00 p.m.
Fairbank Public School, 2335 Dufferin Street

For more information visit: toronto.ca/eglintonTODay

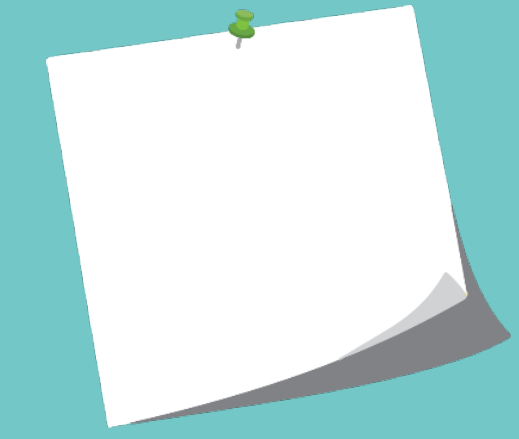
How to Provide Your Feedback



Information is provided on the display boards. Review them to learn about the different topics this study covers.



Please talk with staff at any of the boards to discuss your ideas, experiences or concerns in more detail.



Roll plans are available for comment. Sticky notes are provided so you may share ideas about specific locations.

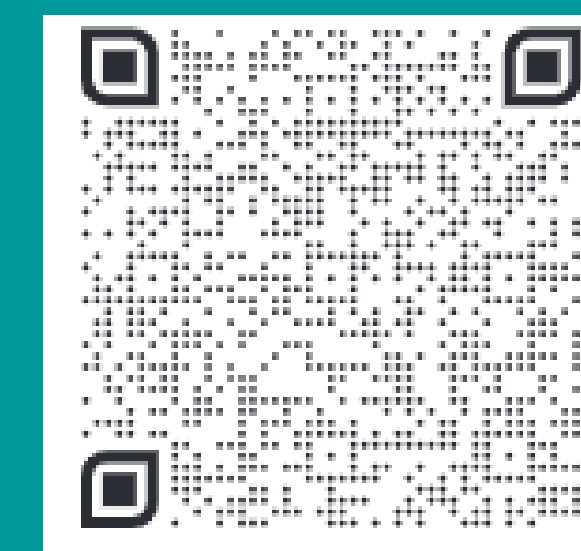


Online Feedback Survey
Is available on the project webpage from February 7 to March 7 2023

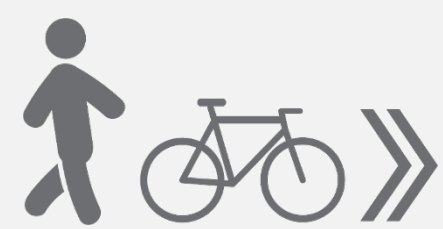


Send us an email at:
eglintonTOday@toronto.ca
Or call: 416-338-7755

We encourage you to visit our project website at toronto.ca/eglintonTOday



Scan this QR code to visit the project website



The **eglintonToday** Complete Street project is an interim strategy that will achieve elements of the Eglinton Connects Vision and aims to make travel on Eglinton Avenue safer, more inviting, and attractive for everyone. The project proposes to implement complete street features, including Vision Zero road safety changes, bikeways, and public realm upgrades on **Eglinton Avenue between Keele Street and Mount Pleasant Road**.

This project will follow a quick build approach with opportunities for smaller scale civil projects including:



Lane modifications
Reallocation of available road space to accommodate complete street elements, including travel lanes, parking/loading space, and cycle tracks.



Cycle Tracks
Physically separated cycle tracks with different treatments depending on available buffer, including pre-cast curbs, bollards and planters.



Painted curb extensions
Safety feature that reduces crossing distances on side streets and decreases speed of turning vehicles. Incorporates art and colour.



Parkette spaces
New public spaces with additional seating, plantings and art using temporary or permanent materials.

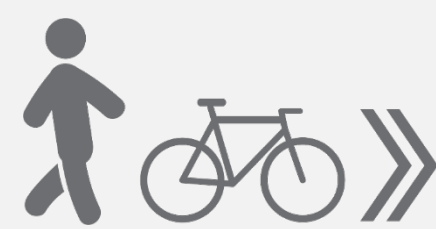


Patio extensions
Seasonal or permanent patios on curb space can replace on-street parking and provide additional seating space for businesses.

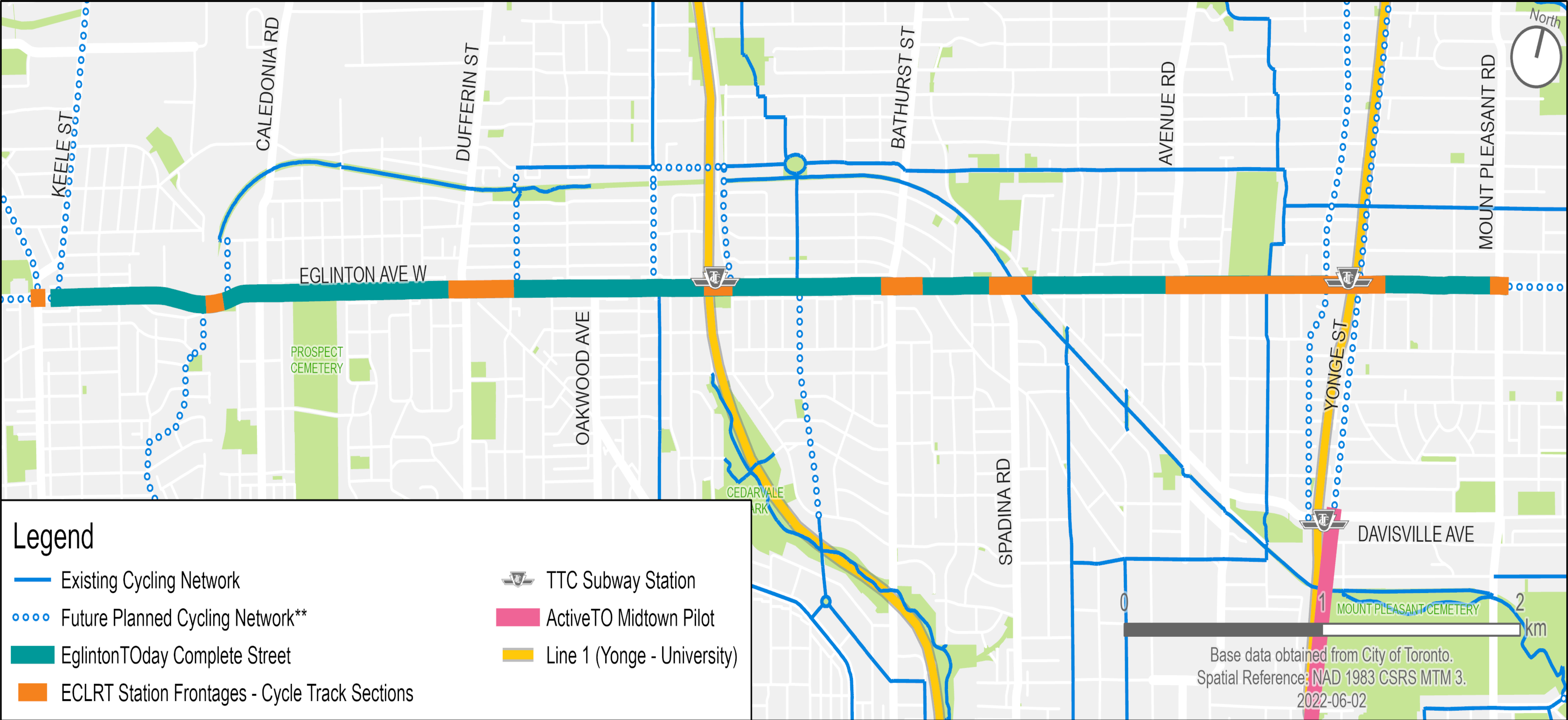


Leading pedestrian and bicycle intervals
Provides a head start for people walking and/or cycling so that they can clear the intersection before the conflicting vehicular movement starts.

Project Limits

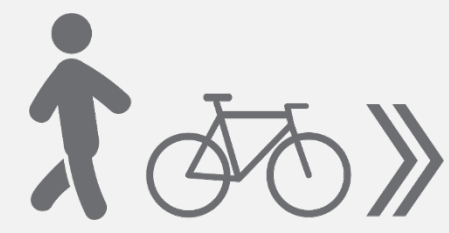


Phase 1 of the **eglintonToday** Complete Street is proposed for **Eglinton Avenue between Keele Street and Mount Pleasant Road**. A future Phase 2 is proposed to continue east to Brentcliffe Road.

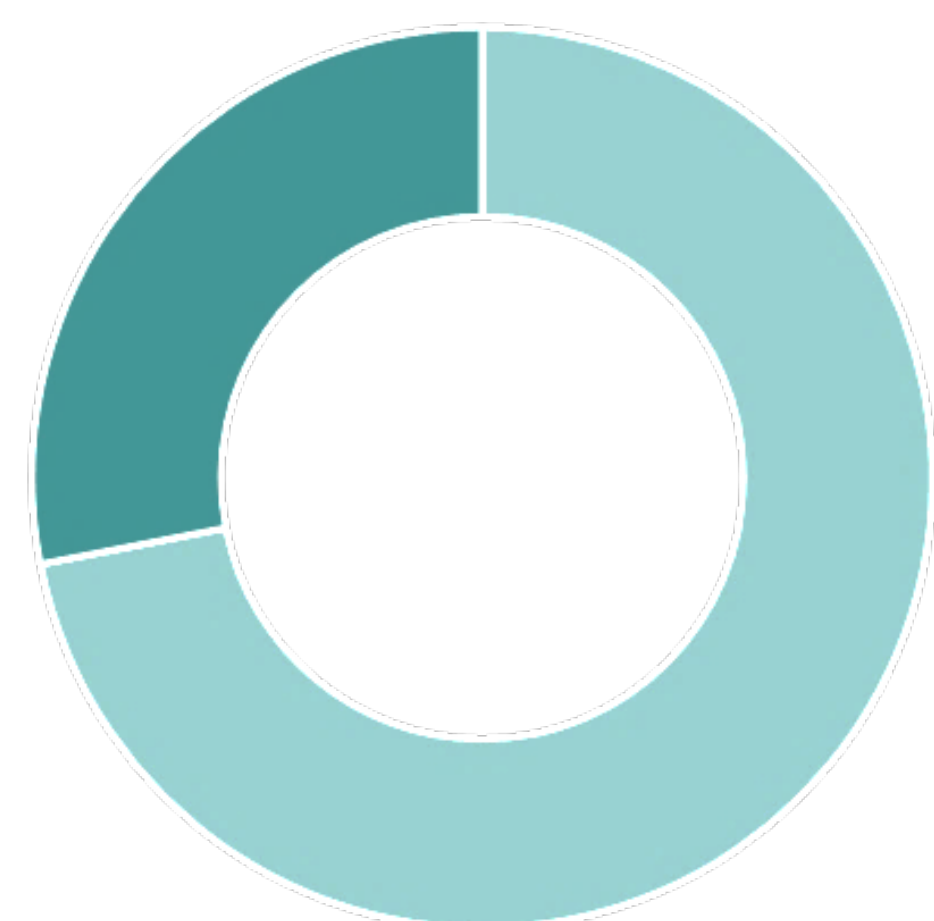


**Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Project Process and Timelines



Review Existing Conditions



Map existing conditions and constraints to inform recommendations and design elements

Develop and Refine Design



Develop and refine the design based on public and stakeholder input and on-going traffic and safety analysis

Implement and Refine Design



Implement the design and follow-up post-installation; Incorporate on-going design refinements

May-July
2022

Phase 1 Consultation
Introduce project and understand peoples' priorities and concerns

Sep-Dec
2022

Focus Groups and Analysis
Gather feedback from stakeholder groups, and advance traffic analysis and option development

February
2023



Phase 2 Consultation
Gather feedback on Complete Street recommendation and adjust design

June
2023

Report for Approval
Recommendation Report to Infrastructure & Environment Committee & City Council

Summer
2023

Complete Street Installation
Complete Street and road resurfacing planned for late summer 2023

Consultation Phase 1



Public Event #1

June 22 2022

Three Community Pop-Up Events:

June 15 2022: Toronto Public Library Forest Hill Branch

June 16 2022: Eglinton West Subway Station

June 17 2022: Films on Shortt Street



Stakeholder Engagement

Two Stakeholder Meetings

Six Stakeholder Site Walks

Business Loading Survey

Meetings with Business Improvement

Areas (BIAs)

Shop Talk Thursday, Black Business and Professional Association



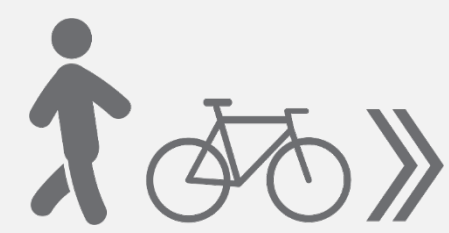
Intercept Survey

October 2022

Focus Groups with people with accessibility needs and food delivery workers



What We've Heard: Consultation Phase 1



KEY THEMES:

Allen Road and Vehicular Traffic

- Concerns that lane reduction will worsen congestion and traffic infiltration onto residential streets
- Discourage use of side streets through signage and signal modifications



Construction

- Concerns about road closures and lane reductions
- Construction impacts to businesses
- Concern about project timelines, scope of design to address repairs, and new improvements



Cycling Facilities

- Support for protected bike lanes as a significant improvement
- Concerns about cycling facilities across the Allen Road
- Interest in Toronto Bike Share locations
- Lack of places to maintain, park and charge bikes
- Concern about winter maintenance



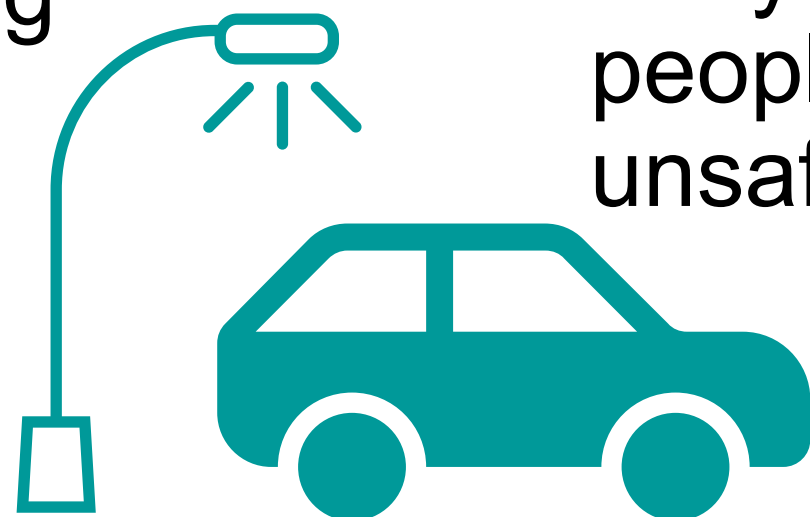
Parking and Loading

- Limited parking spaces within BIA areas is a concern
- Request for increased parking (on Eglinton Ave., side streets and in parking lots)
- Request for free parking to support businesses
- Consider access for delivery vehicles or customers picking up large items



Safety

- Concerns related to current construction, confusing and ever-changing street navigation, potholes and other poor street conditions
- Nighttime safety, poor lighting and limited street activity
- Aggressive driving behaviour (speeding, running red lights, not yielding for people walking, and unsafe turning)



Accessibility

- Infrequent crossing opportunities
- Short crossing times for people walking
- Uneven sidewalks



Public Realm

- Support for better wayfinding, waste bins, and bike posts
- Interest in parkettes, seating areas, trees, murals, decorative pavement markings and street furniture



Purpose of Complete Streets



Streets for People

- Improved cycling and walking environment
- Enhance connections to transit
- Calmer traffic
- Welcoming to families and people of all ages and abilities



Streets for Placemaking

- New community space
- New public art
- New places to sit
- Vibrant and accessible public realm



Streets for Prosperity

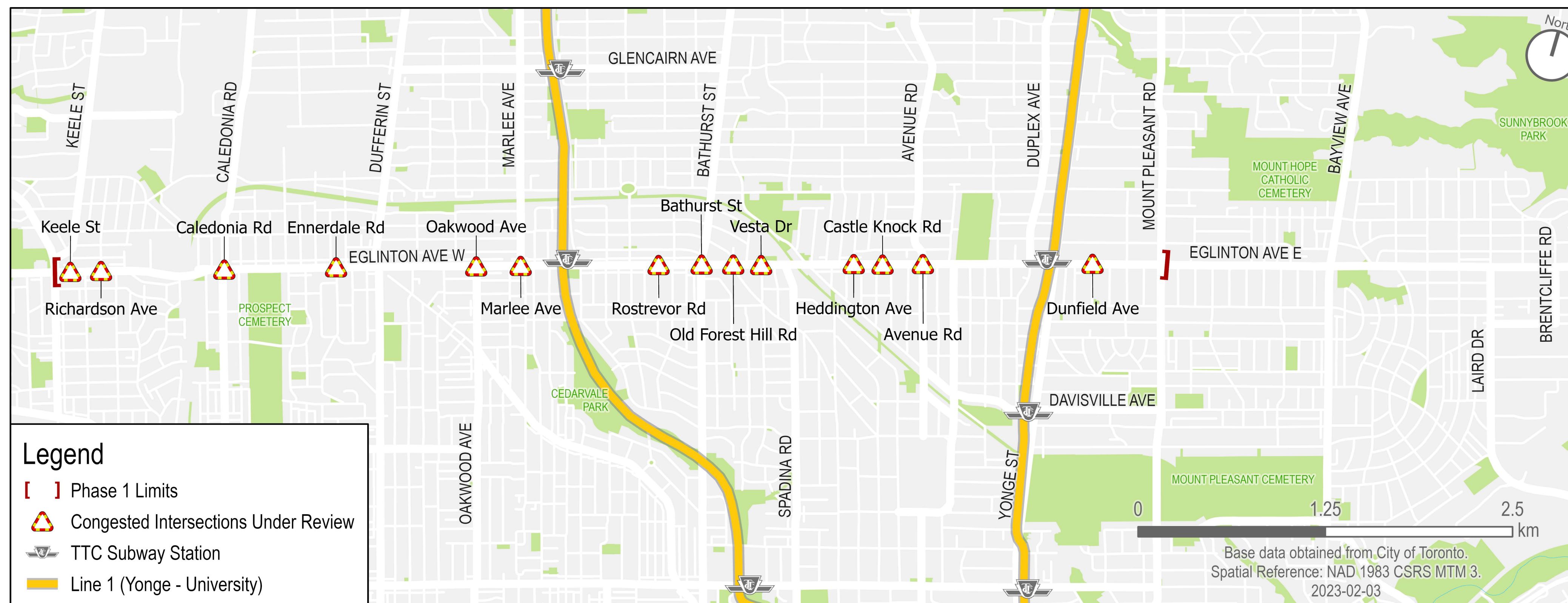
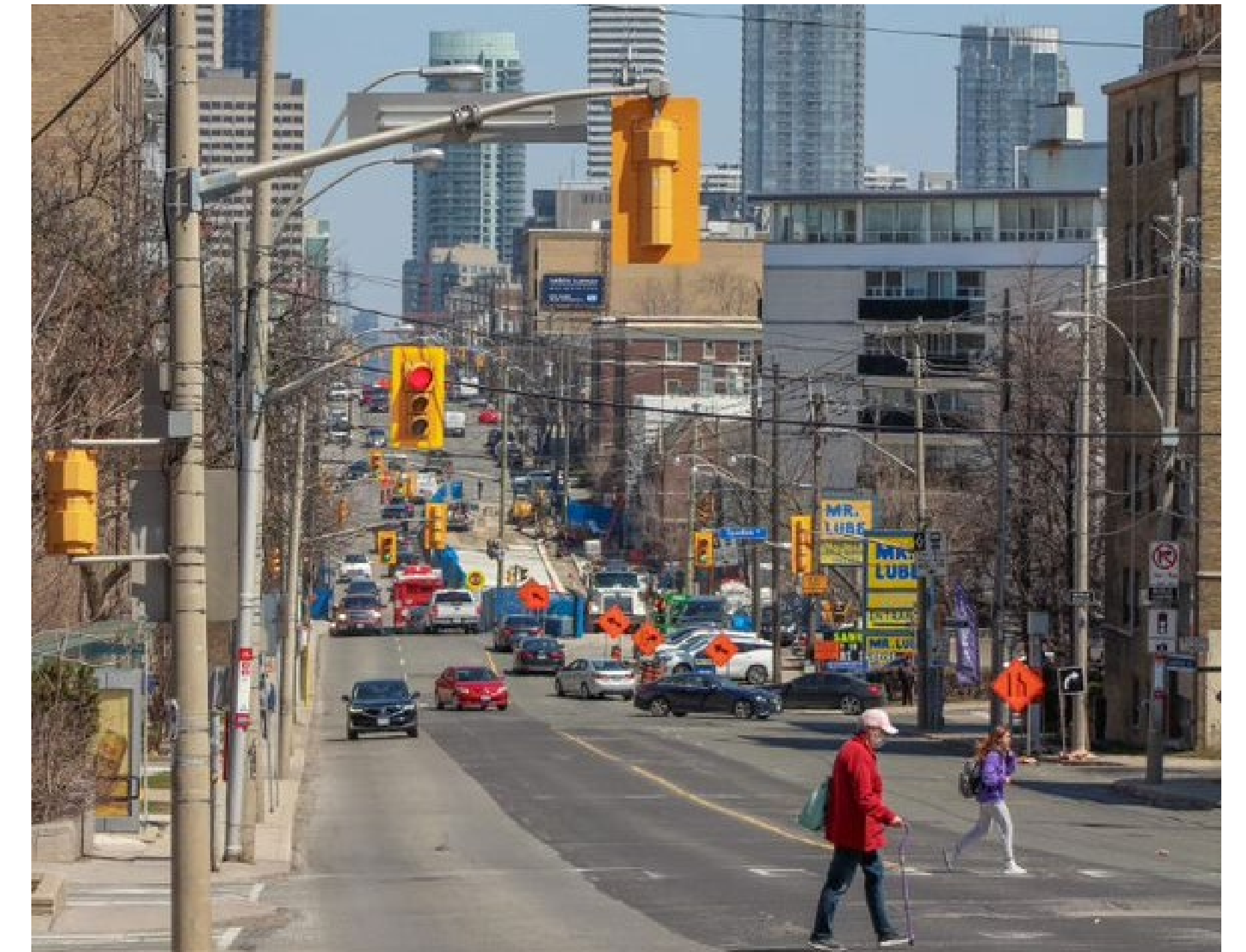
- Support local businesses including CaféTO installations
- More mobility options
- Climate friendly design
- Loading and parking

Traffic Analysis



Traffic analysis is a core component of the project and is being conducted using industry standard software (Synchro/SimTraffic). To date, the project team has developed:

- An “**existing conditions**” model that represents a post-ECLRT opening day scenario
- A “**complete streets**” variation of the model that can be used to compare the post-ECLRT opening day condition to complete street conditions. This model accounts for:
 - Changes to the lane configuration related to the complete street
 - Implementing leading pedestrian intervals where feasible
 - Updated yellow clearances

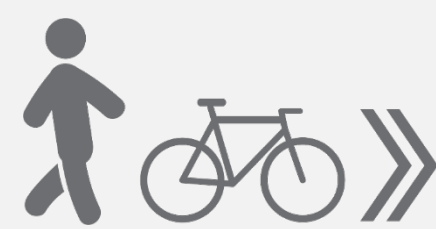


**Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

Results show that most intersections operate reasonably well. Some intersections predicted to continue to experience congestion.

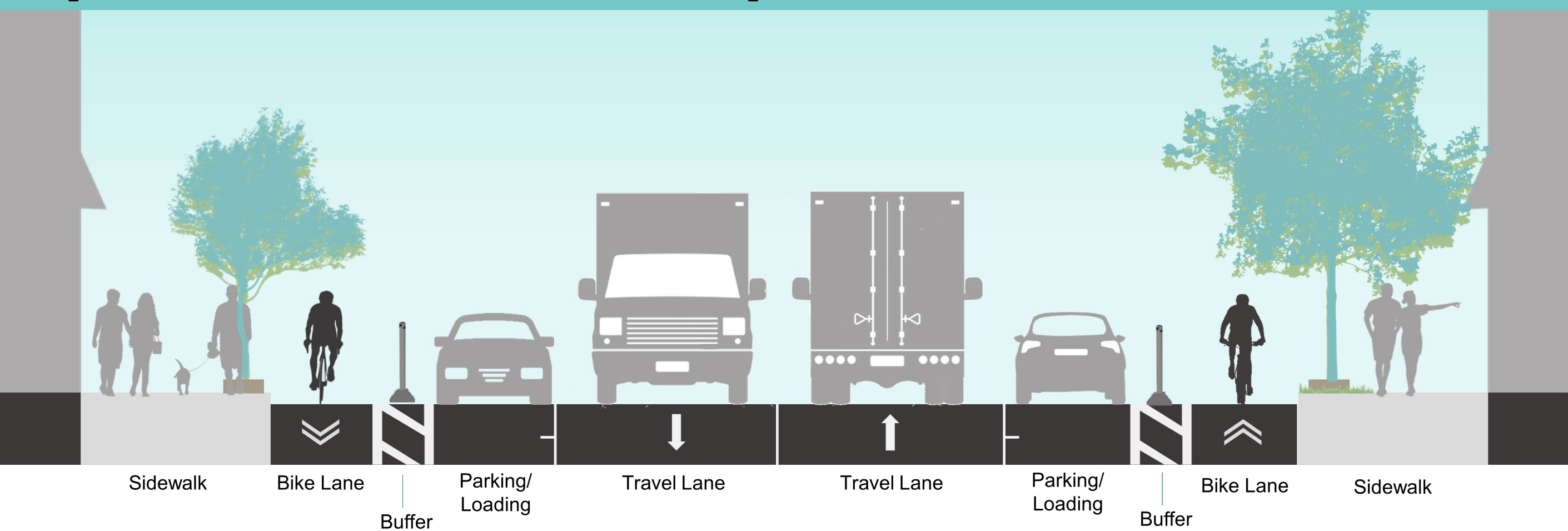
These locations are being reviewed for opportunities to reduce and minimize traffic impacts: Keele St, Richardson Ave, Caledonia Rd, Ennerdale Rd, Oakwood Ave, Marlee Ave, Rostrevor Rd, Bathurst St, Old Forest Hill Rd, Vesta Dr, Heddington Ave, Castle Knock Rd, Avenue Rd, Dunfield Ave.

Traffic Analysis | Oakwood to Bathurst



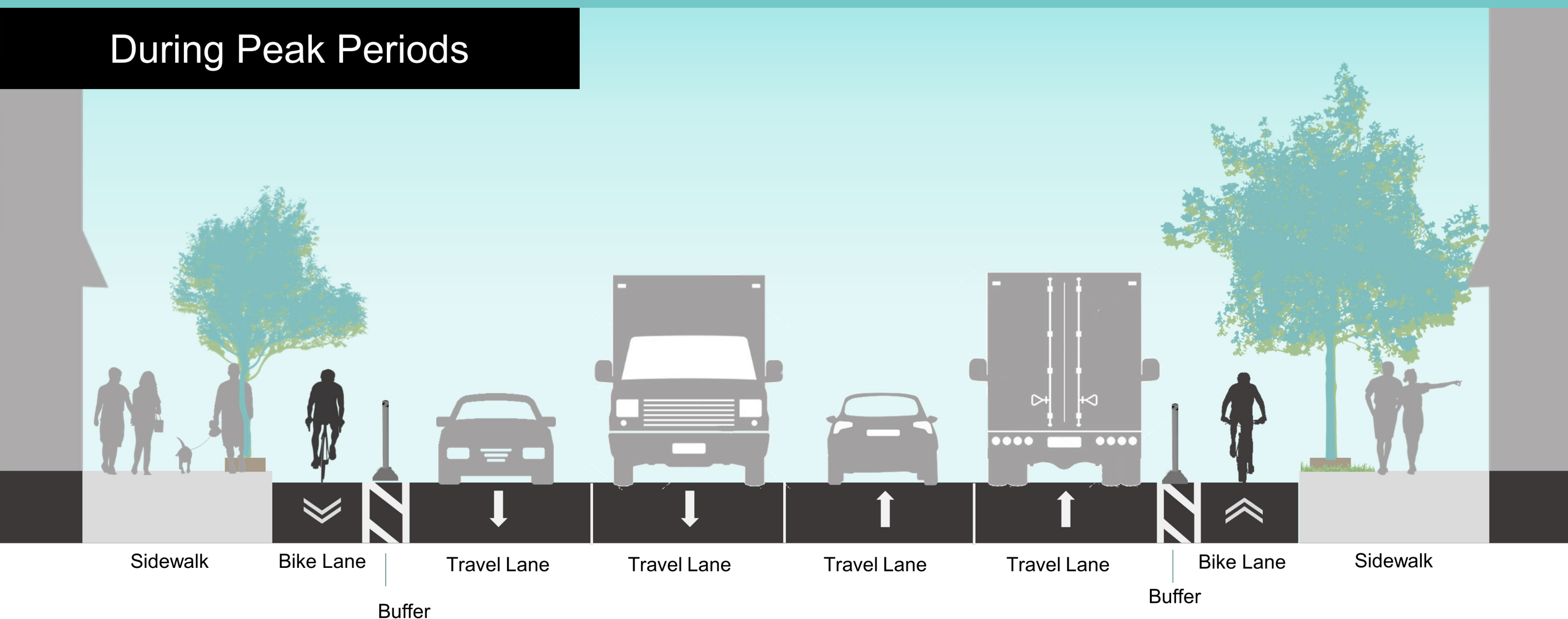
Through traffic analysis and on-going discussions with stakeholders, the area around Allen Road from Oakwood Avenue to Bathurst Street has been subject to the development of additional alternatives to address complex operations and competing priorities. Two options have been explored through this segment east and west of the Allen interchange. The Allen interchange is currently being constructed by Metrolinx as part of the Eglinton Crosstown LRT.

Option 1: Two-Lane Option with Turn Lanes

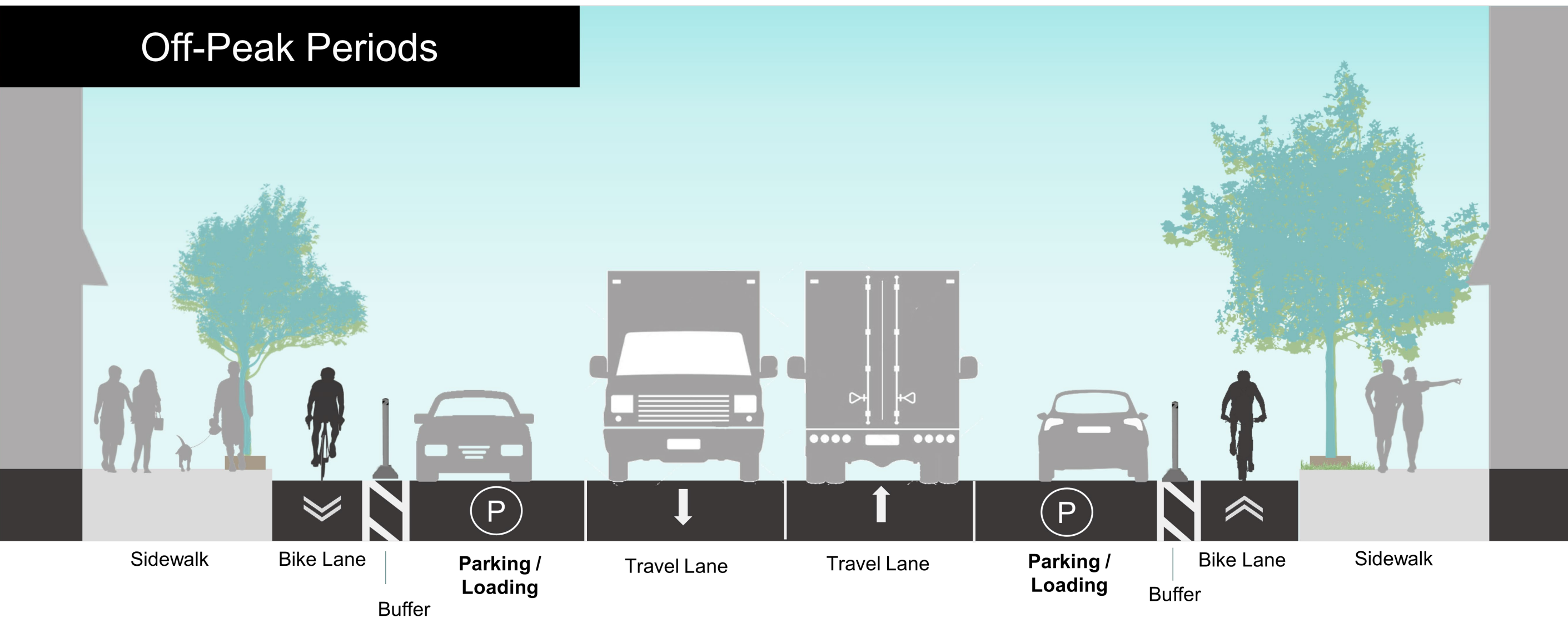


Option 1
Includes one travel lane in each direction with turn lanes at intersections and full-time on-street parking on one / both sides of the street (depending on turn lane locations).

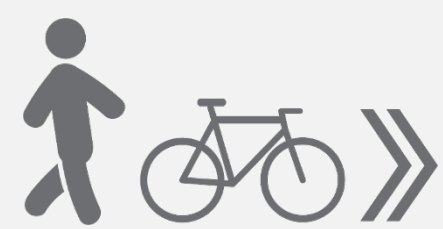
Option 2: Four-Lane Option



Option 2
Considers a flexible configuration and includes two travel lanes in each direction with off-peak parking permitted in the curb lane outside of peak hours (i.e. 7-9 a.m.; 4-6 p.m.)



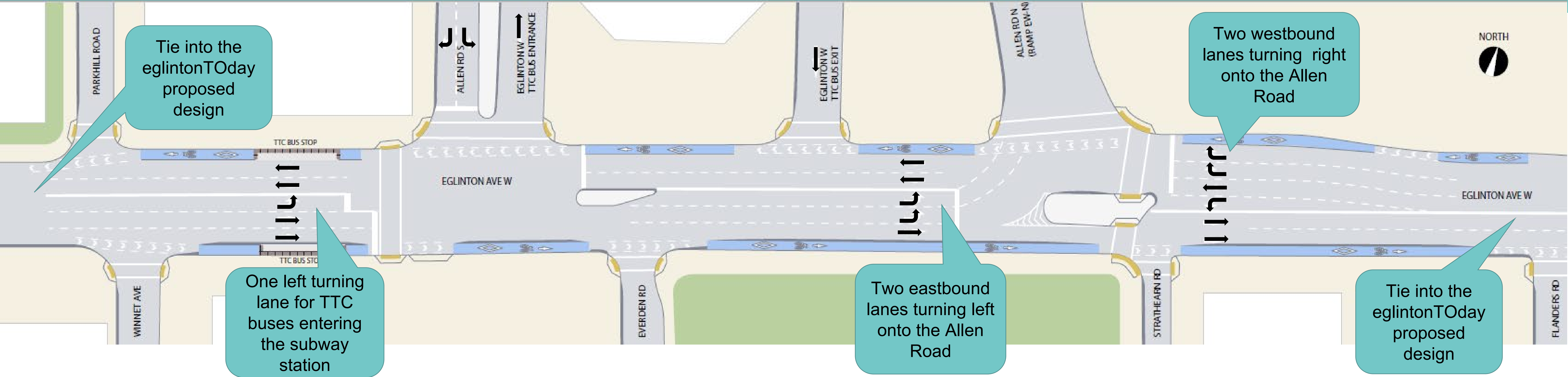
Traffic Analysis | Oakwood to Bathurst



Factor	Option 1: Two Lanes	Option 2: Four Lanes
Traffic Operations	Less Preferred Two lanes with turn lanes at intersection does not operate as well Travel time ~3-7 minutes slower than Option 2	Preferred Four travel lanes provides better operational outcomes Travel time ~3-7 minutes faster than Option 1
Parking and Loading Space	24-hours Full-time parking and loading space on one side Total parking and loading capacity along Eglinton Avenue is ~75-85 passenger car equivalent spaces	Off-peak parking and loading space on both sides of the street Total parking and loading capacity along Eglinton Avenue is ~140-150 passenger car equivalent spaces
Support for CaféTO	Preferred Compatible with CaféTO on the side with parking/loading space allocations	Less Preferred Not compatible with CaféTO unless reduced travel lane capacity is accepted during summer months

Preliminary Recommended Option

Either option would tie into the proposed configuration at the Allen, currently under construction by Metrolinx/Crosslinx



Overview of Design Plans

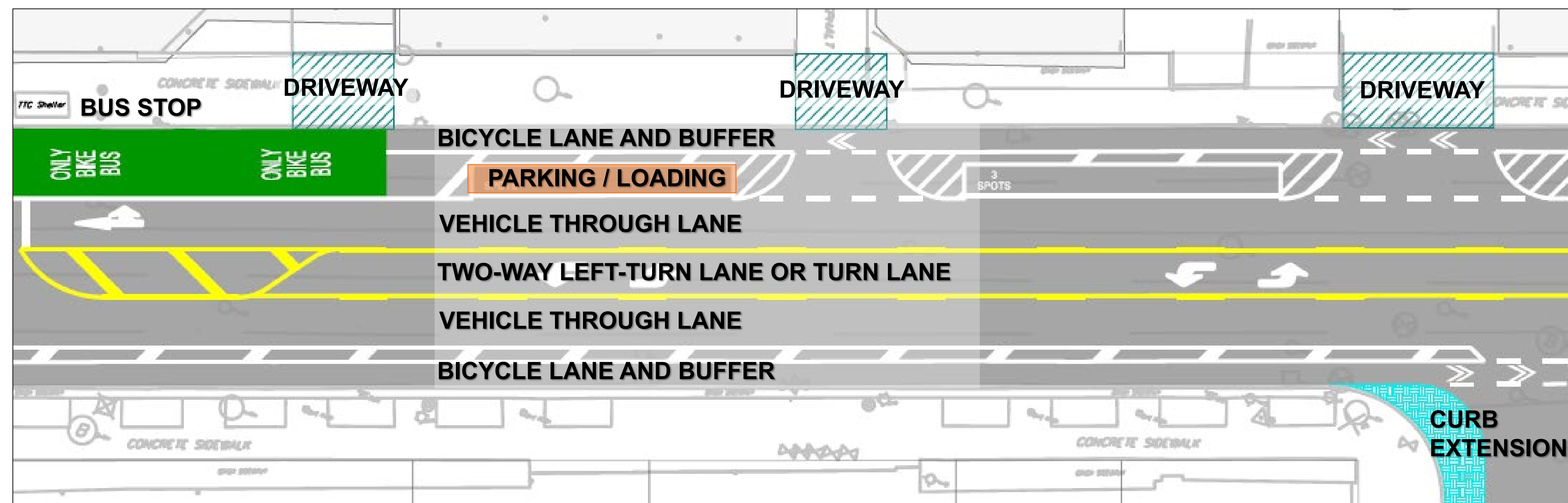


Options vary throughout the corridor depending on existing roadway width, but typical sections will include the following:

- At least one travel lane per direction; some sections can accommodate two travel lanes in one direction
- On-street parking or loading on one or both sides and space for CaféTO applicants (seasonally)
- Turn lanes at intersections (not feasible at all intersections)
- Protected cycle tracks with various buffer treatments

Roll plans are available for comment. Sticky notes are provided so you may share ideas about specific locations.

HOW TO READ DESIGN PLANS



Two types of treatments are being considered at bus stop locations:

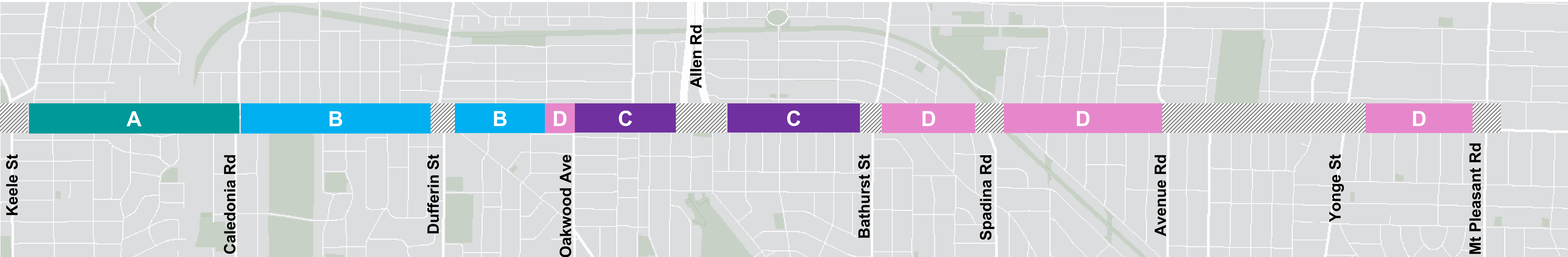
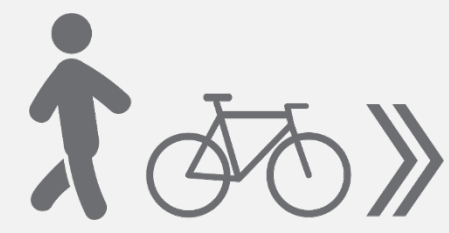


Green painted bus stop
Buses transition next to the sidewalk and stop in the cycle track

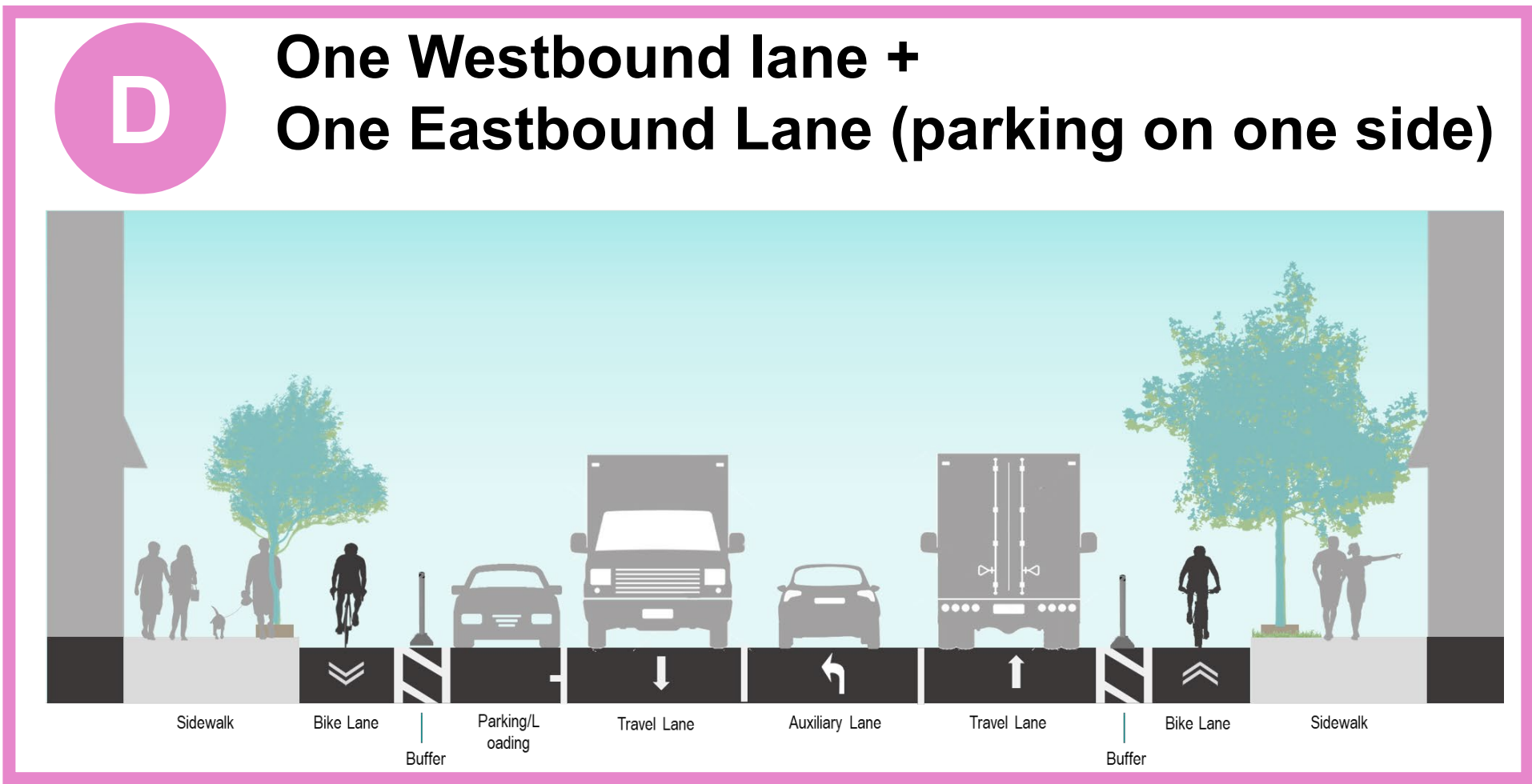
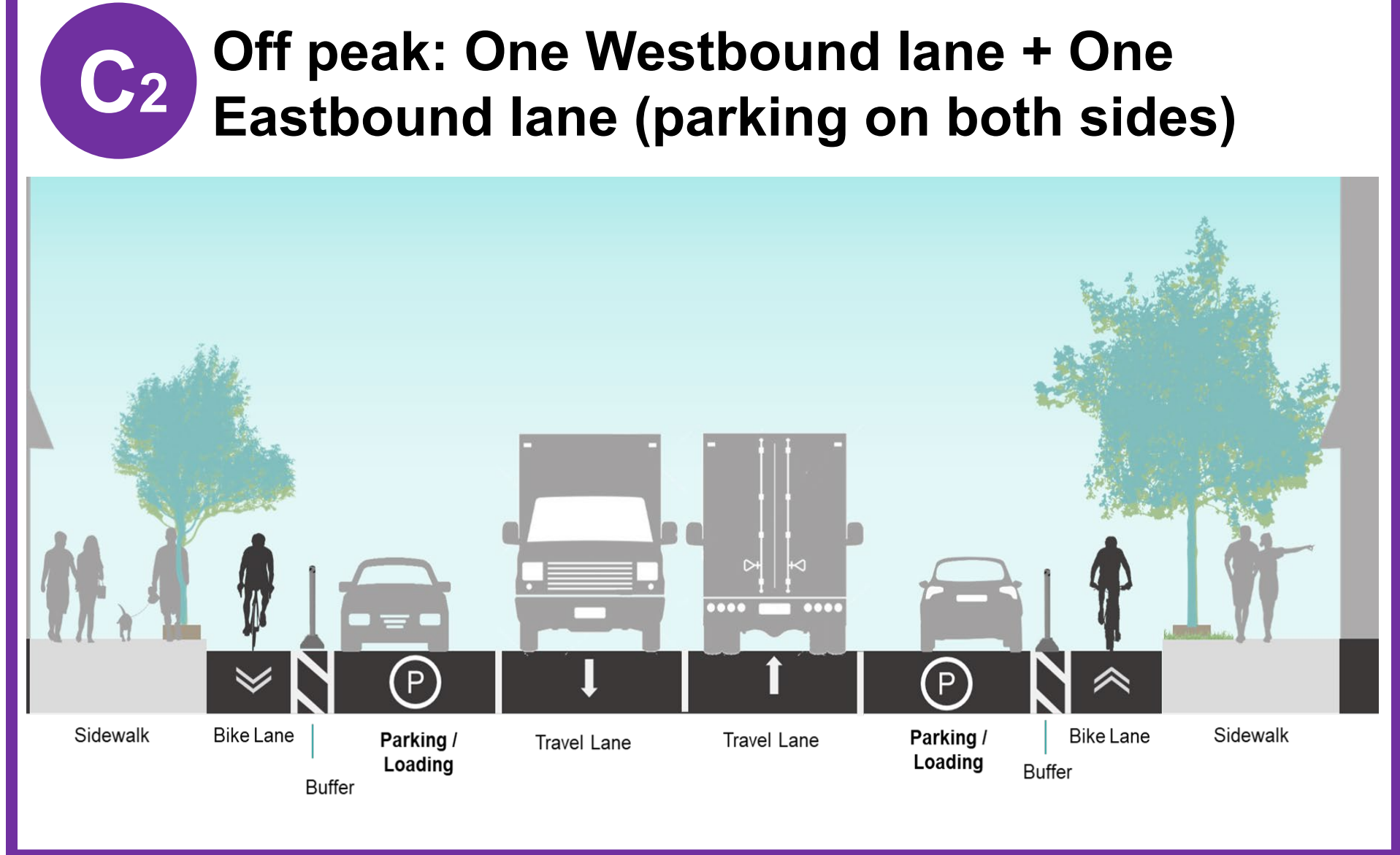
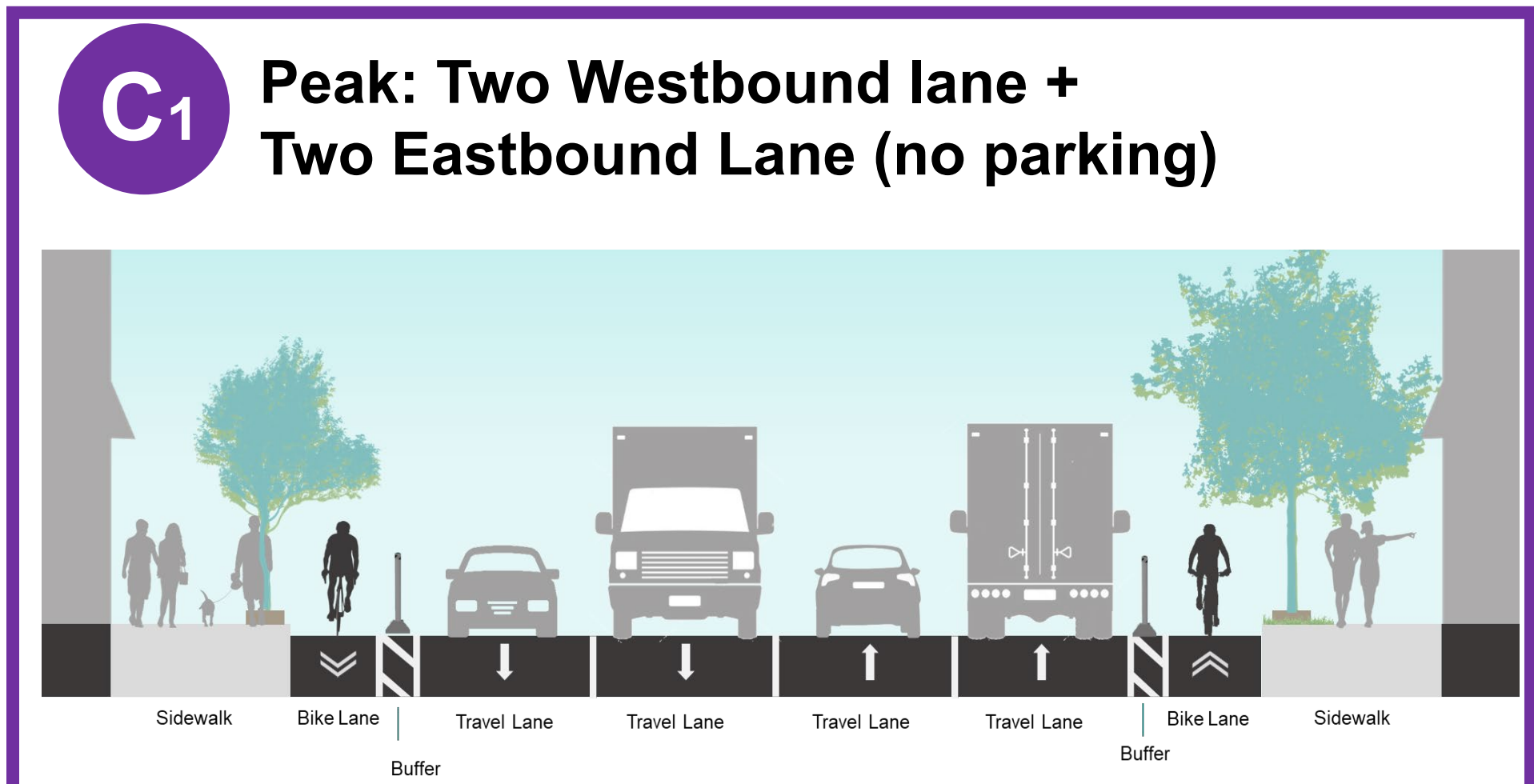
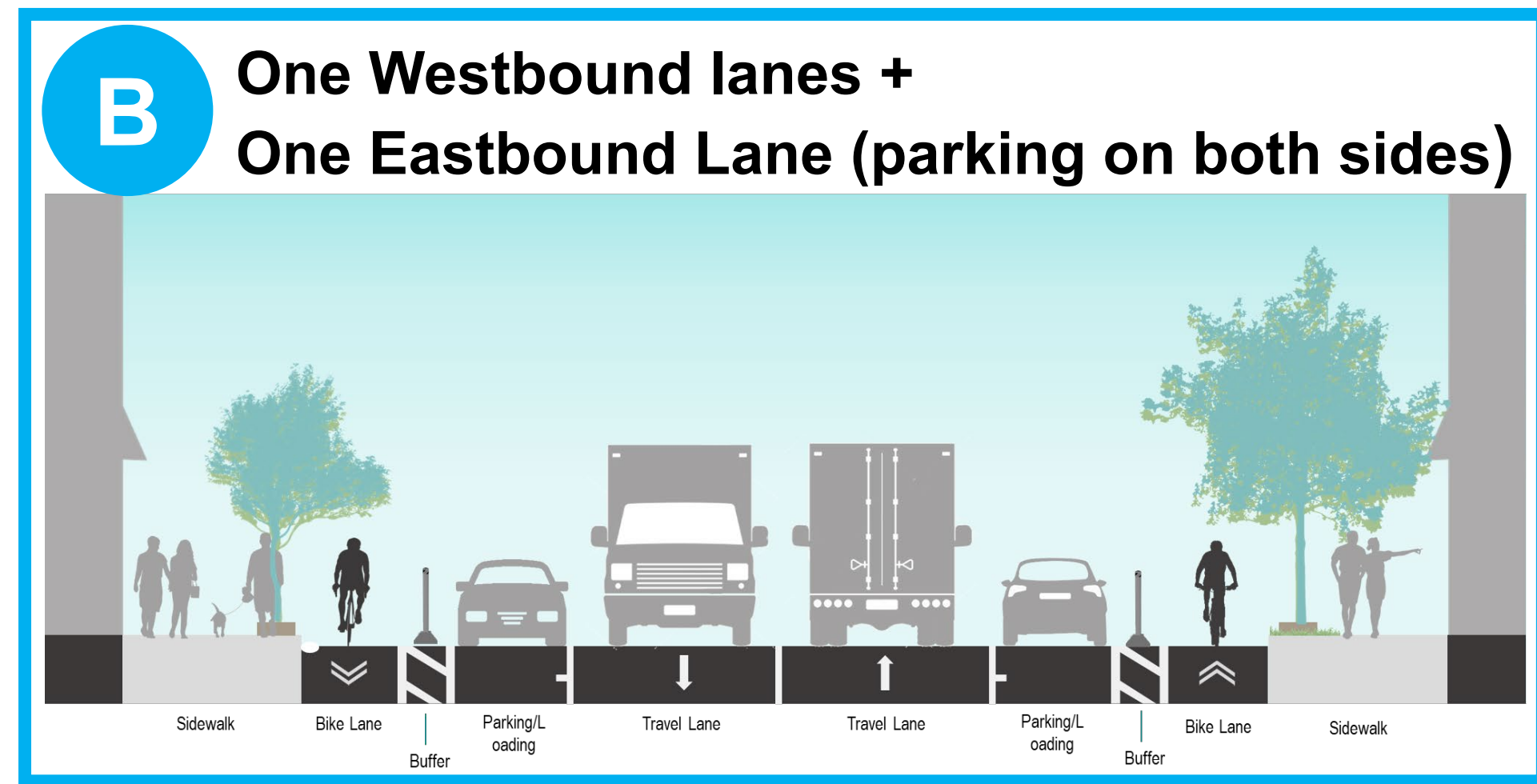
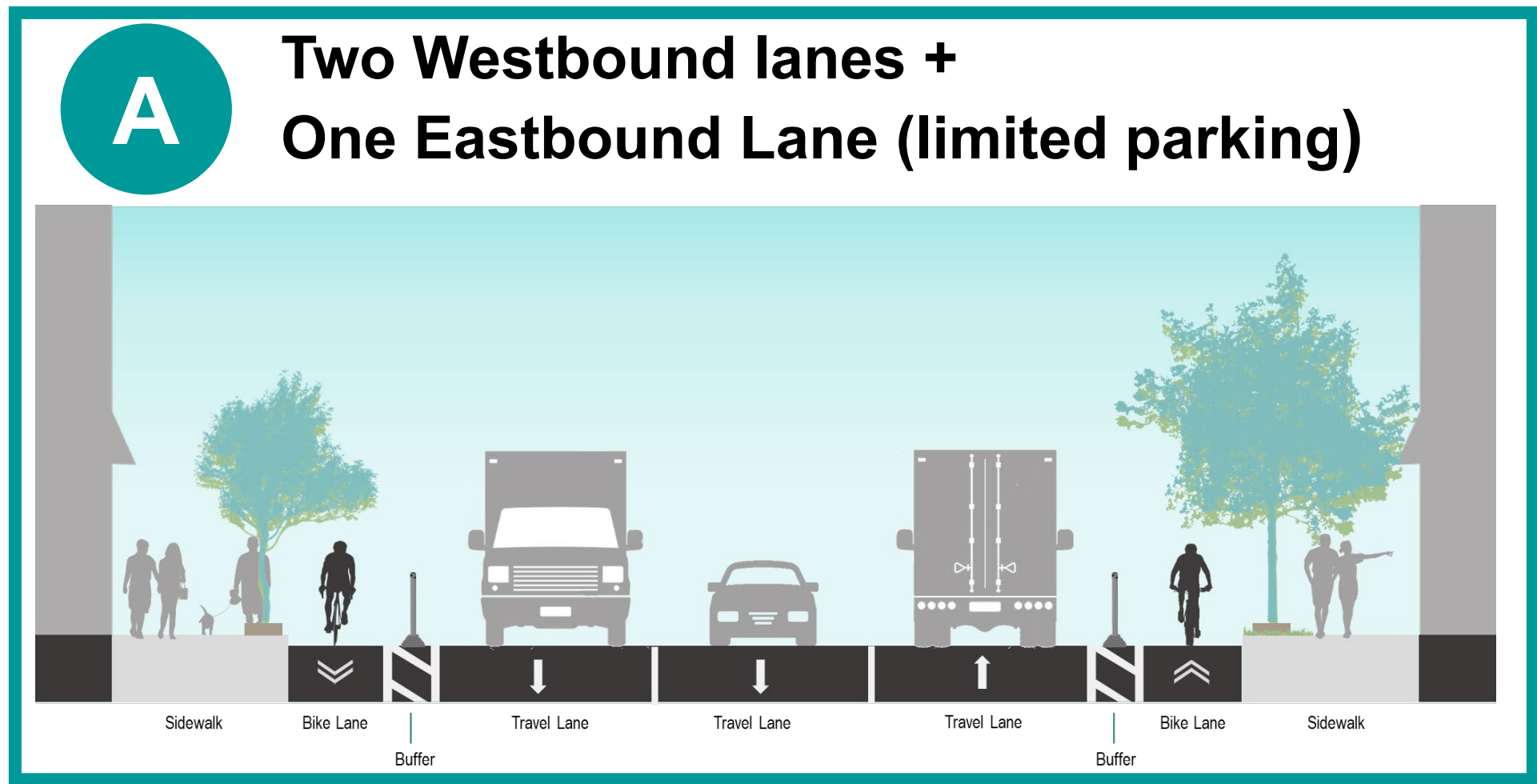


Raised bus/bike platform
People cycling must yield to people boarding / alighting buses by waiting at the designated space before the platform

Map Overview | Proposed Cross Sections

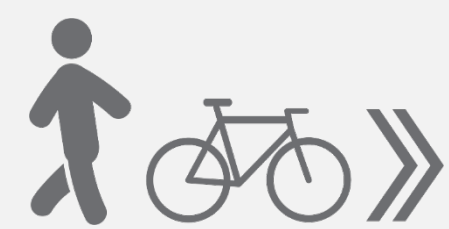


Delivered by Crosslinx, outside of EglintonToday scope



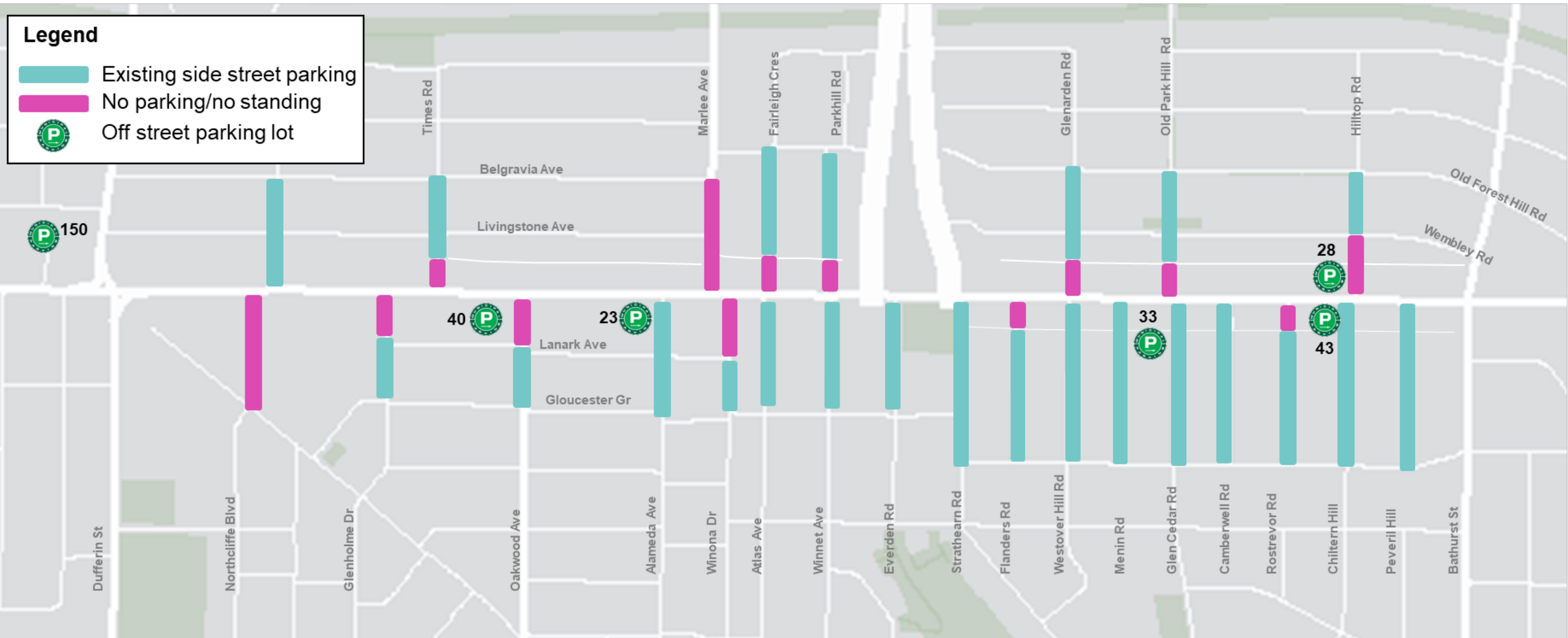
Visit the roll plans to review proposed lane configuration block-by-block. Sticky notes are provided so you may share ideas about specific locations.

Parking and Loading Impacts



Example of loading zone on side street

- An online survey for businesses along Eglinton Avenue and intersecting side streets was conducted to gather information about loading, deliveries, and accessible pick up and drop offs.
- Responses received from **167 businesses**, providing information on loading needs to inform the design development
- The following loading options are considered in the proposed design:
 - Dedicated loading areas (full-time) on Eglinton Avenue
 - Off-peak parking / loading on Eglinton Avenue
 - Informal loading on Eglinton Avenue in hatched areas after intersections
 - Loading area on nearby side street
 - Other location-specific loading strategy (i.e. via laneway)



A holistic review of parking availability was conducted for the sections of Eglinton Avenue that are most constrained to identify alternative parking and loading locations along side streets.

Goal of maintaining a balanced approach to side street use:

- Residential parking
- Business visitor parking
- Business loading/pick up and drop off where space is not available on Eglinton Avenue

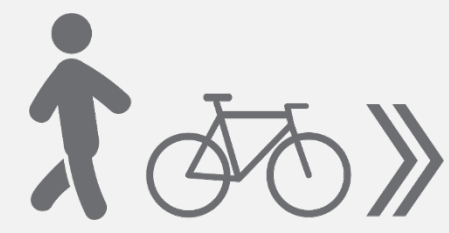
Allen Road to West of Dufferin Street

	Side Street parking spaces	130
	Off-Street parking spaces	210

Allen Road to Bathurst Street

	Side Street parking spaces	230
	Off-Street parking spaces	100

Public Realm Improvements: Parkettes



- Active and Passive Spaces
- Painted Hardscape for Visual Interest



- Temporary Materials and Seating Elements
- Native Seasonal Planting
- Adaptable Streetscape

Parkettes are “mini-parks” typically located at intersections or within the road right-of-way that provide opportunities to enhance the public realm. Through a review of public spaces and input from stakeholders, the following locations were identified for future parkettes, with enhanced seating, plants, and art installations.

We want your input on the preliminary preferred parkette locations. Roll plans are available for comment. Sticky notes are provided so you may share ideas.

Candidate Preferred Parkette Locations



Construction Timing and Next Steps



According to Metrolinx, construction-related equipment and activities on the roadway will be removed by the end of April 2023, with the exception of Cedarvale Station (Allen Rd interchange) and the section between Avenue Road and Yonge Street, which are anticipated to be completed in the summer of 2023.

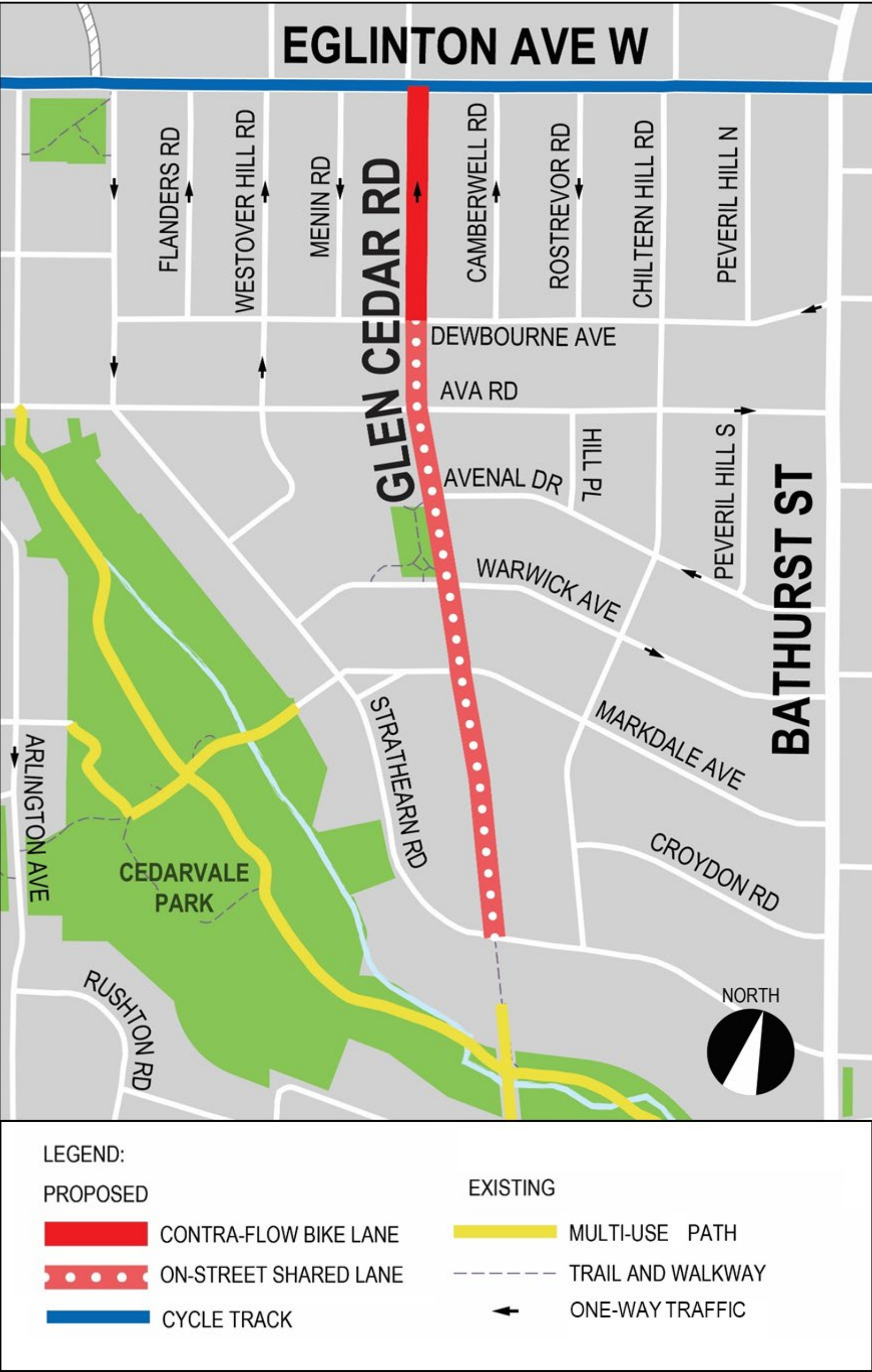
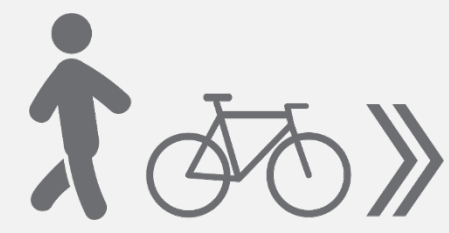
Transportation Services is currently planning:

- road resurfacing along with the complete streets changes
- sidewalk and utility cut repairs in high priority locations as required

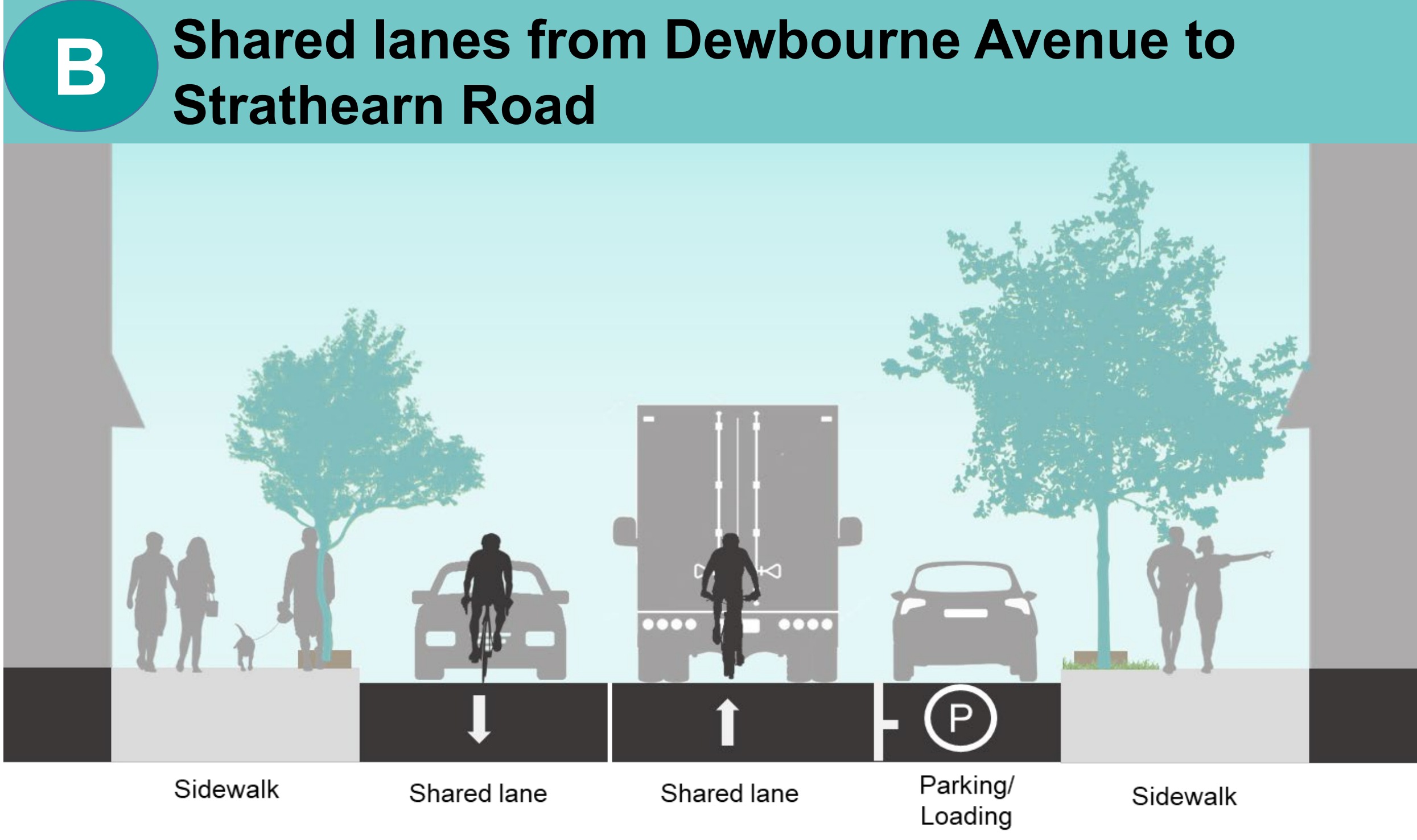
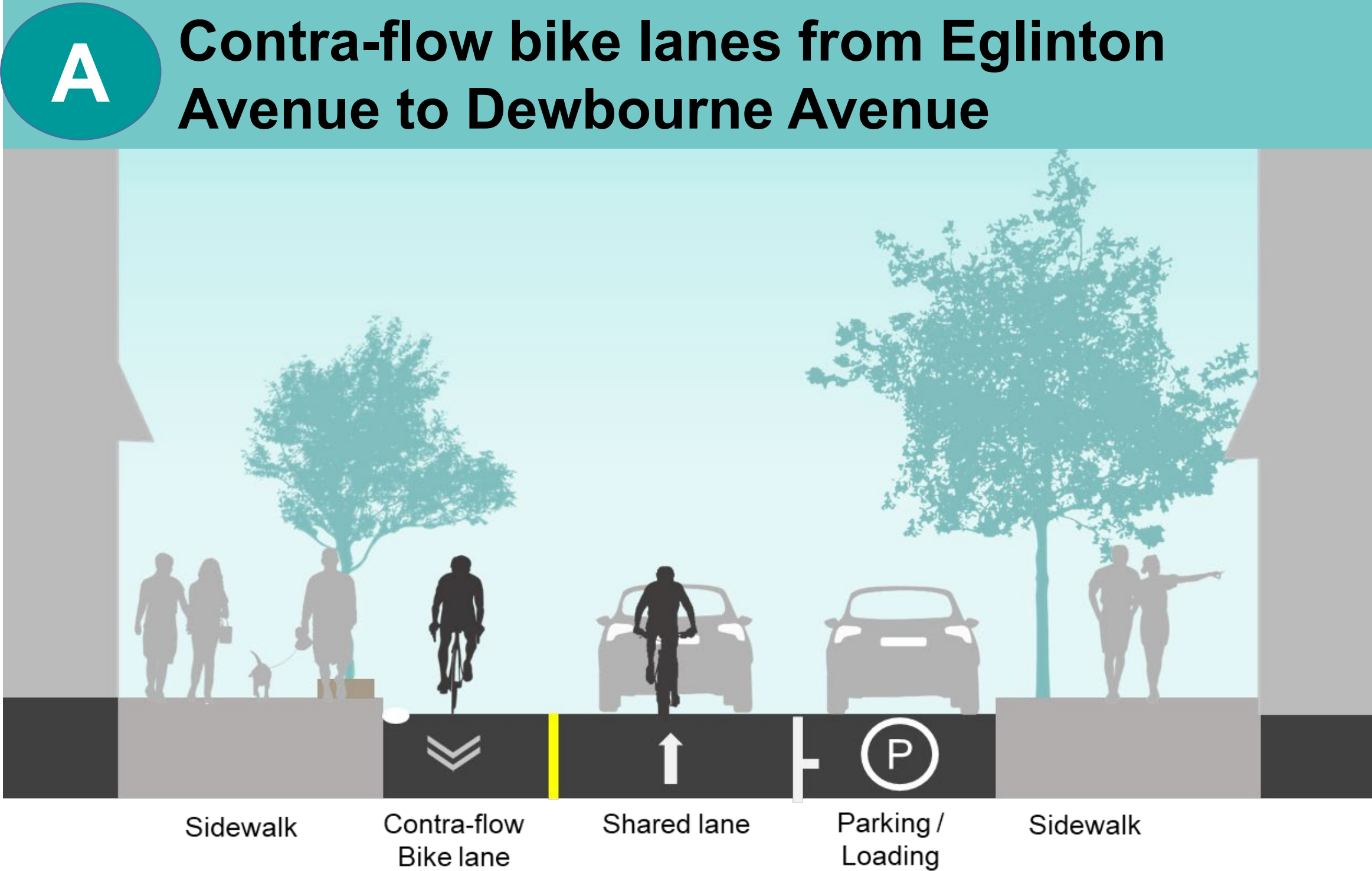
The EglintonTOday proposed recommendation is anticipated to go to City Council in **June 2023**.



Glen Cedar Road Contra-flow Bike Lane



The proposed contra-flow will allow people cycling to travel both ways along the one-way section of Glen Cedar between Eglinton Avenue and Dewbourne Avenue, so they can easily connect to Cedarvale Ravine.



Proposed Changes on Glen Cedar Road



If you drive or park on the street

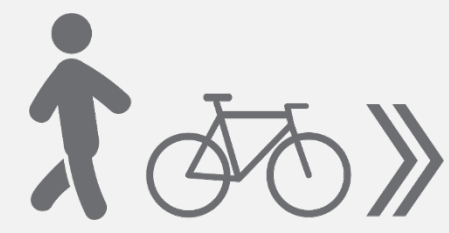
- No changes to parking on Glen Cedar Road. Parking will continue to be allowed on the east side of the street.
- For the one-way section of Glen Cedar Road (Image A), northbound vehicular traffic will share the road with people cycling.
- For the two-way section of Glen Cedar (Image B) northbound and southbound vehicular traffic will share the road with people cycling.
- At the intersection of Eglinton Avenue and Glen Cedar Road, the left/through/right lane will be eliminated and one shared northbound lane will accommodate all vehicular movements.



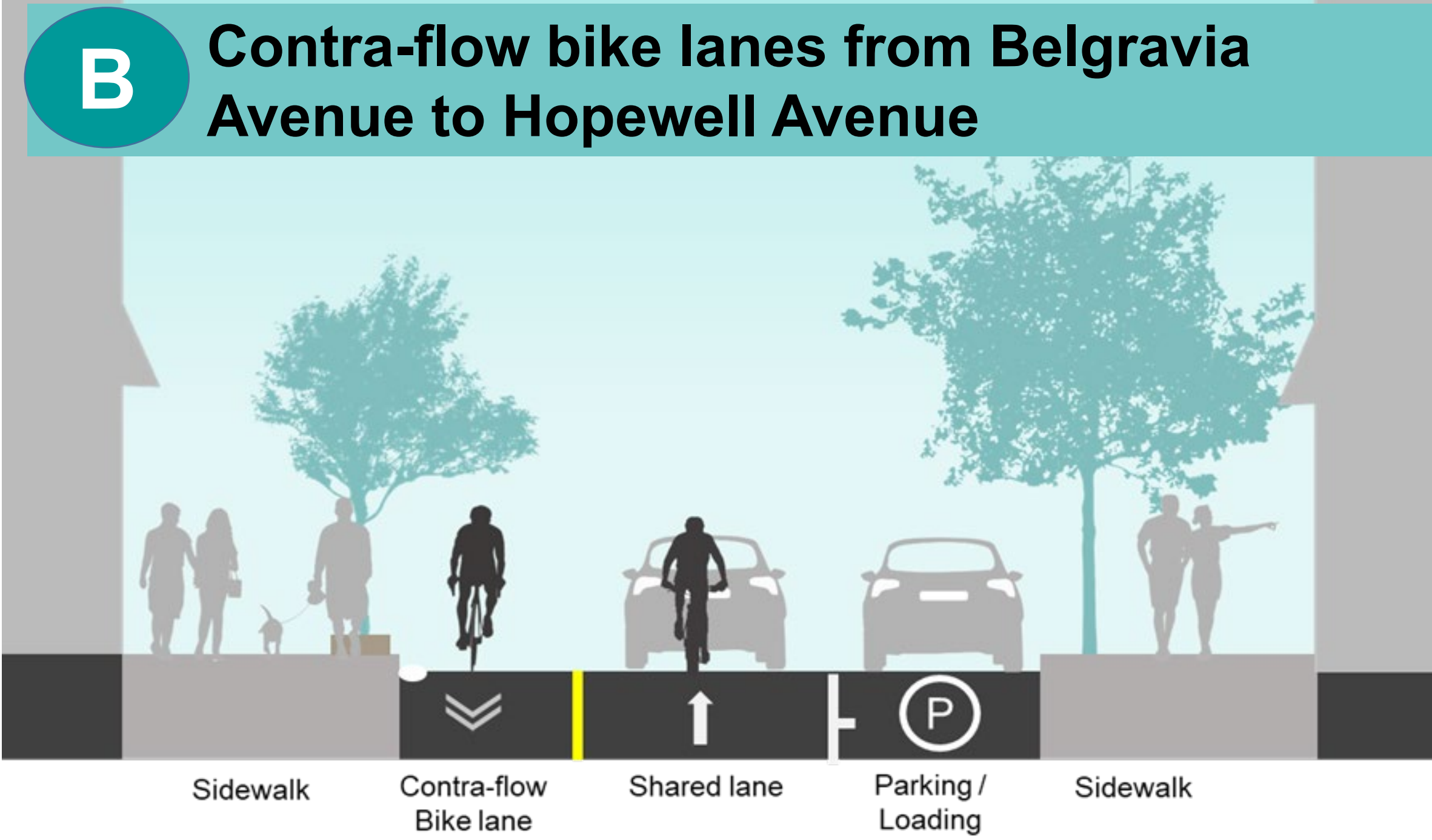
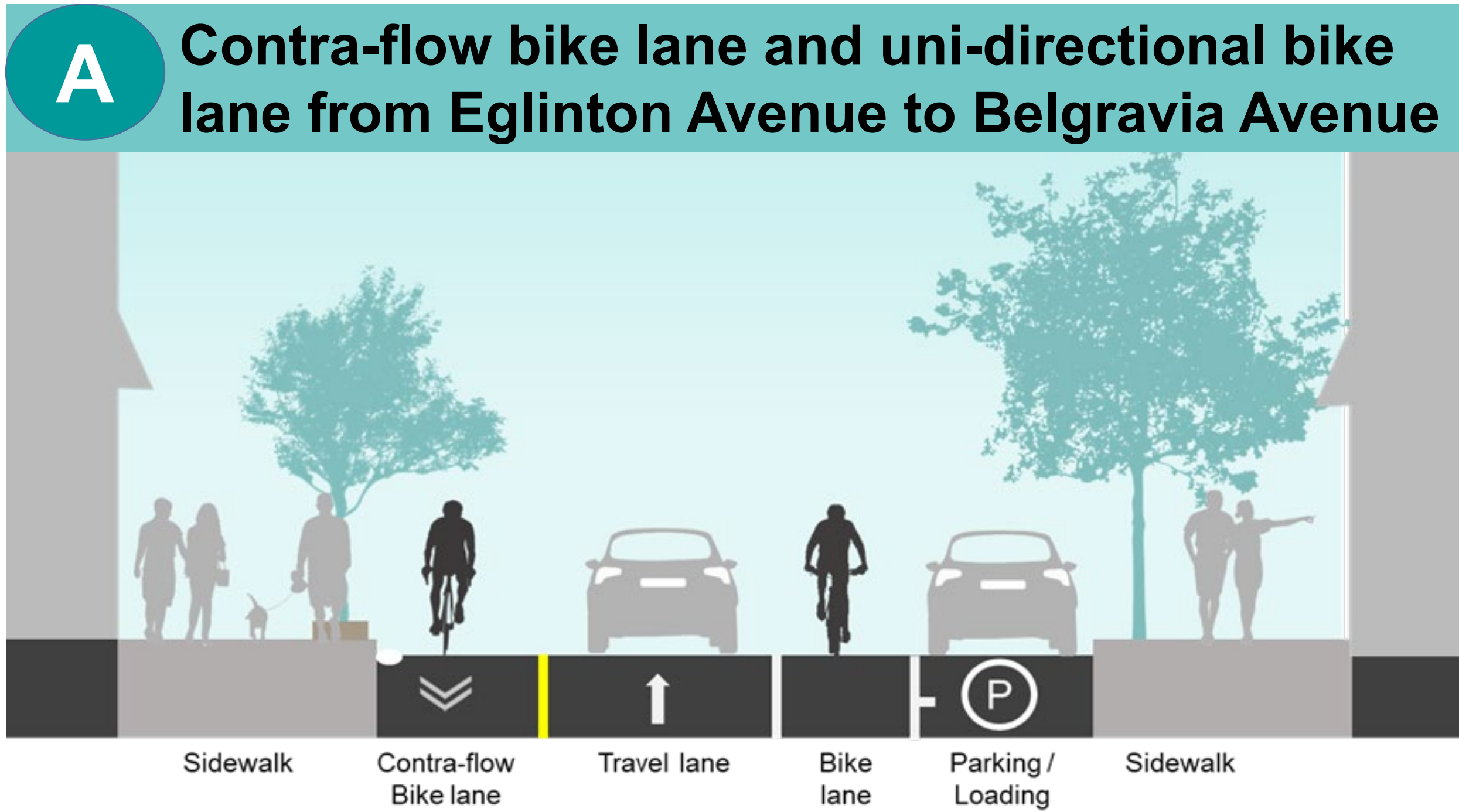
If you cycle:

- You would be able to travel both north and south on Glen Cedar Road, making it easier and more comfortable to connect to Eglinton Avenue and Cedarvale Ravine.

Jimmy Wisdom Way Contra-flow Bike Lane



The proposed contra-flow will allow people cycling to travel both ways along Jimmy Wisdom Way, so they can easily connect between Eglinton Avenue and the York Beltline Trail.



Proposed Changes on Jimmy Wisdom Way



If you drive or park on the street

- No changes to parking on Jimmy Wisdom Way. Parking will continue to be allowed on the east side of the street.
- Between Belgravia Avenue and Hopewell Avenue (Image B), northbound vehicular traffic will share the road with people cycling.
- Signal upgrades are being planned at the intersection of Eglinton Avenue and Northcliffe Boulevard to incorporate Jimmy Wisdom Way into the intersection.



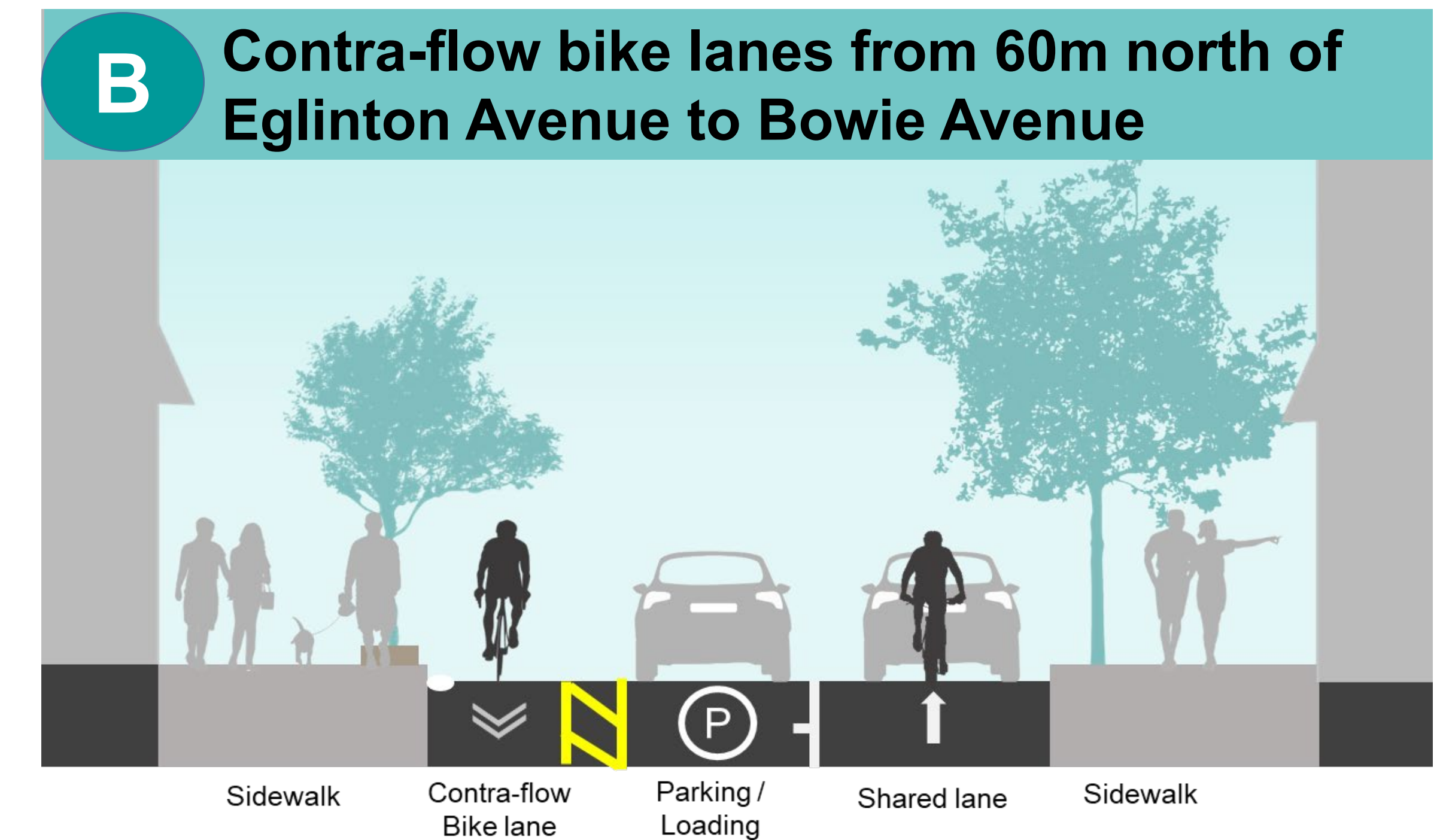
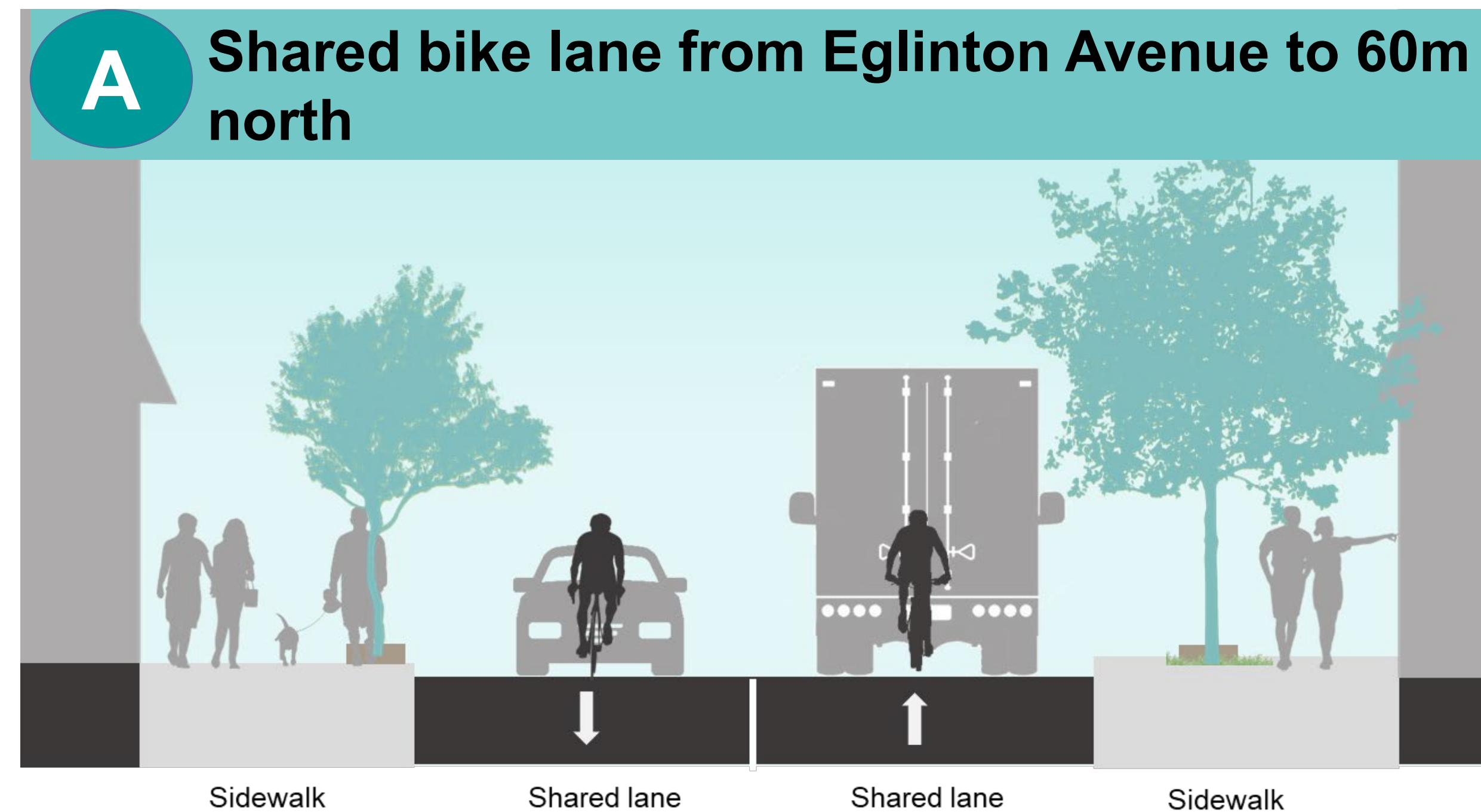
If you walk or cycle:

- You would be able to travel both north and south on Jimmy Wisdom Way, making it easier and more comfortable to connect to Eglinton Avenue and the York Beltline Trail.
- Between Eglinton Avenue and Belgravia Avenue, bike lanes are proposed for people cycling northbound (Image A).
- Bike signal heads and other accessibility enhancements are being considered at the intersection of Eglinton Avenue/Northcliffe Boulevard/Jimmy Wisdom Way to improve safety and connectivity for people walking and people cycling.

Croham Road Contra-flow Bike Lane



The proposed contra-flow will allow people cycling to travel both ways along Croham Road, so they can easily connect between t Eglinton Avenue, the new LRT Caledonia station, and the York Beltline Trail.



Proposed Changes on Croham Road



If you drive or park on the street

- Parking will continue to be allowed on the west side of the street. A reduction of six on-street parking spaces is anticipated.
- Once the development at 9 Croham Road is completed, the first 60 metres of Croham Road north of Eglinton Avenue will accommodate two-way traffic to the building's entrance. For this section, northbound and southbound vehicular traffic will share the road with people cycling (Image A)
- For the section north of 9 Croham Road, northbound vehicular traffic will share the road with people cycling (Image B).
- A new traffic signal is being considered at the intersection of Eglinton Avenue and Croham Road.



If you walk or cycle:

- You would be able to travel both north and south on Croham Road, making it easier and more comfortable to connect to Eglinton Avenue and the York Beltline Trail
- A new traffic signal with bike signal heads and other accessibility enhancements are being considered at the intersection of Eglinton Avenue and Croham Road to improve safety and connectivity for people walking and people cycling.