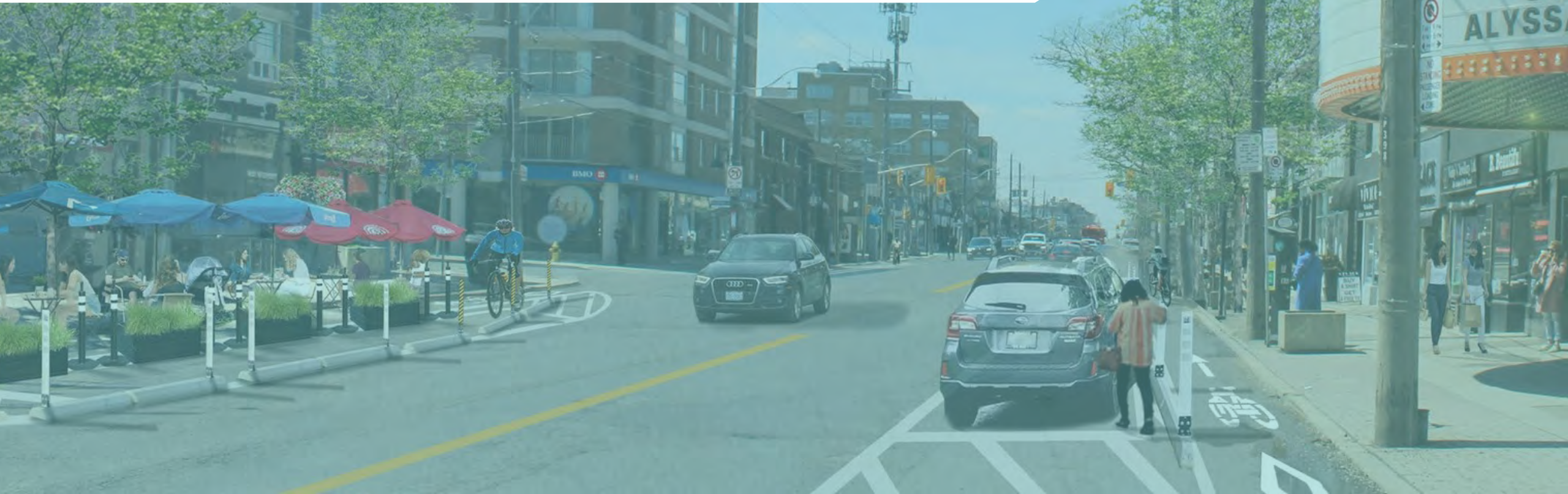


eglintonTODay >

Complete Street Project

Project Update April 2023





- 1 Project Background
- 2 Consultation To Date
- 3 Traffic Analysis & Allen Road Interchange
- 4 Parking & Loading
- 5 Local Street Cycling Connections
- 6 Monitoring Plan
- 7 Next Steps

Project Background

EglintonConnects Long Term Vision



The 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



EglintonTODay Project Scope



This project will follow a quick build approach with opportunities for smaller scale civil projects in partnership with BIAs and other stakeholders

- Lane modifications
- Curbs and bollards
- Artistic curb extensions
- Planters
- Art installations
- Patio extensions
- Parkette spaces



EglintonTODay | Shared Responsibilities



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

Existing Conditions



As part of the plan Metrolinx has delivered eight sections of bikeways at station frontages along Eglinton Avenue. The EglintonTODay Complete Street will connect these sections to resolve to current safety concerns.



Cycle tracks ending West of Dufferin Street on Eglinton Avenue

Existing Conditions: Example



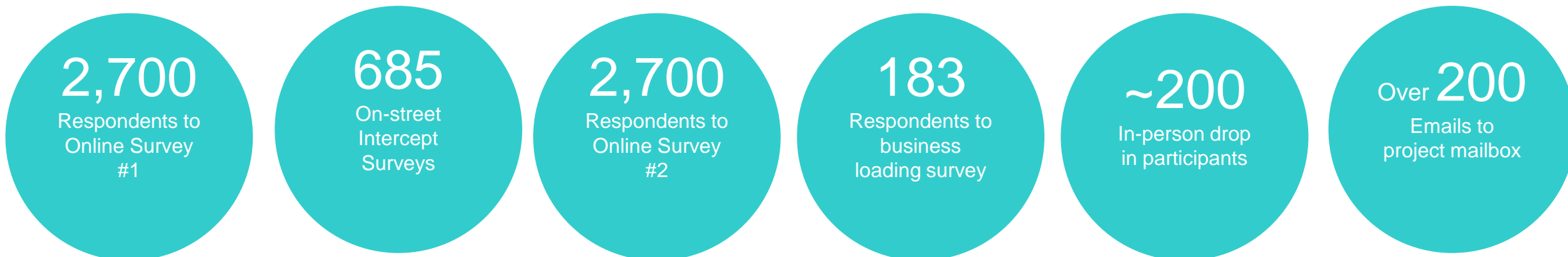
Keele Street and Eglinton Avenue
Eastbound cycle tracks ending on parked cars

Consultation to Date

Consultation to Date



We heard from:



Stakeholder List



Corridor-Wide Stakeholders

- Black Business and Professional Association
- Black Urbanism TO
- Community Living Toronto
- City of Toronto Senior's Forum
- CNIB
- Cycle Don Valley Midtown
- Cycle Toronto
- Cycle 55+
- Friends of Cedarvale
- Midtown Cycle TO
- Seniors Advisory Committee
- Toronto Community Bikeways Coalition
- Toronto Youth Cabinet
- TTC Riders
- Walk Toronto
- Ward 5 Pedestrian Safety and Cycling Committee

Ratepayers' and Residents' Associations

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

Business Improvement Areas (BIAs)

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

KEY THEMES:

Allen Road & 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



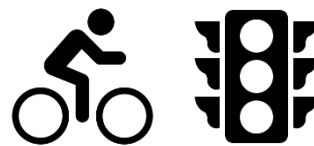
Construction

- Road closures and lane reductions
- Construction impacts to businesses
- Project timelines, scope of design to address repairs, and new improvements



Cycling Facilities

- Support for protected bike lanes. Current configuration is dangerous and confusing
- Concerns about cycling facilities across the Allen
- Interest in Toronto Bike Share locations
- Lack of places to maintain, park and charge bikes
- Concern about winter maintenance



Parking & Loading

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



KEY THEMES:

Safety

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



Accessibility

- Infrequent crossing opportunities
- Limited crossing times for pedestrians
- 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



In Person Drop-In Events



- Safety improvement work is much needed
- Support for **public realm features** including parkettes, bike posts and seating areas
- Construction fatigue and ongoing development has lead community to request an area planning study
- Concerns about validity of traffic data
- Concerns about potential travel lane reductions near **Allen Road** and problems with **ongoing traffic infiltration** local street
- Concerns about **limited parking spaces** and consideration for access for delivery vehicles



Public Drop in Event Feb 21, 2023

Online Survey



- 2700 responses
- Respondents are multi-modal: 77% typically drive along Eglinton Avenue, 64% typically walk, 47% typically take transit and 28% typically cycle
- Responses were very much split between support for improved pedestrian and cycling safety on Eglinton and concerns about congestion, parking, and on-going construction issues
- All comments were read, documented and reviewed as part of the ongoing input, with responses to common questions included in the Consultation Summary Report on the project webpage



Rendering of eglintonTOday

Intercept Survey



- Spoke directly with **685 people** using Eglinton Avenue
- **Reliance on transit and active transportation is an equity issue**, with direct correlations between respondents' household income, transit use and car ownership
- Here's how respondents arrived to Eglinton Avenue: **44% by foot, 34% by transit, 19% by car, 2% by bike**
- **Nearly half** (47% of respondents) anticipate **changing their transportation modes** post-installation and once the LRT opens
- Of those, **41% anticipate switching to transit and 38% to bike**



Intercept Survey in Action

Traffic Analysis & Allen Road Interchange

Traffic Analysis



A traffic study is a core component of the eglintonTOday Complete Street project. As part of the analysis, the project team has developed two models to compare:

- An “**existing conditions**” model that represents a post-ECLRT opening day scenario
- A “**Complete Streets**” variation of the model that includes
 - Changes to the lane configuration related to the complete street
 - Implementing leading pedestrian intervals where feasible
 - Updated yellow clearances
- Proposed changes along Eglinton Avenue are being modelled using Synchro/Sim Traffic software to understand operational changes for AM, PM, Off Peak and Weekend

Based on the traffic analysis, the proposed plan is being adjusted:

- Changes to through/turn lanes,
- Signal timing allocation for different movements
- Turn restrictions along Eglinton with side streets



Use of 2012 Traffic Data



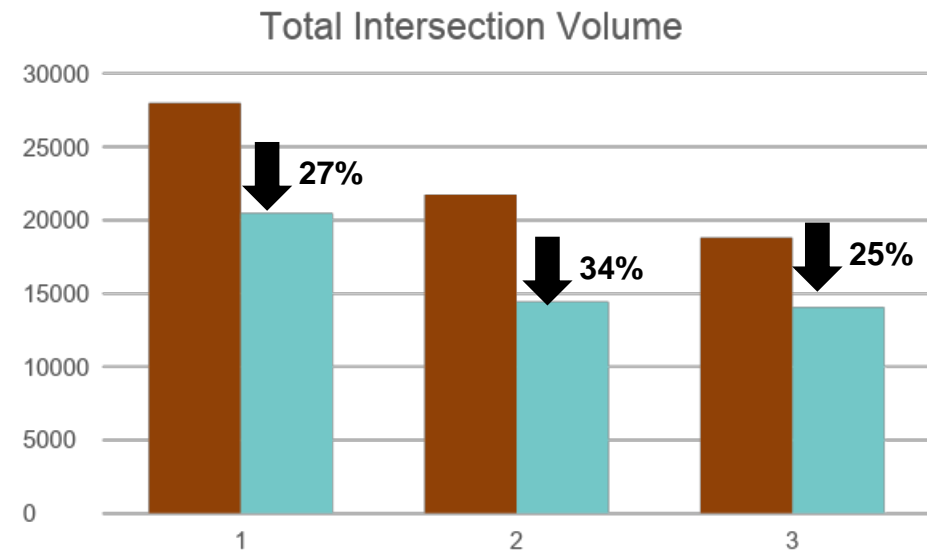
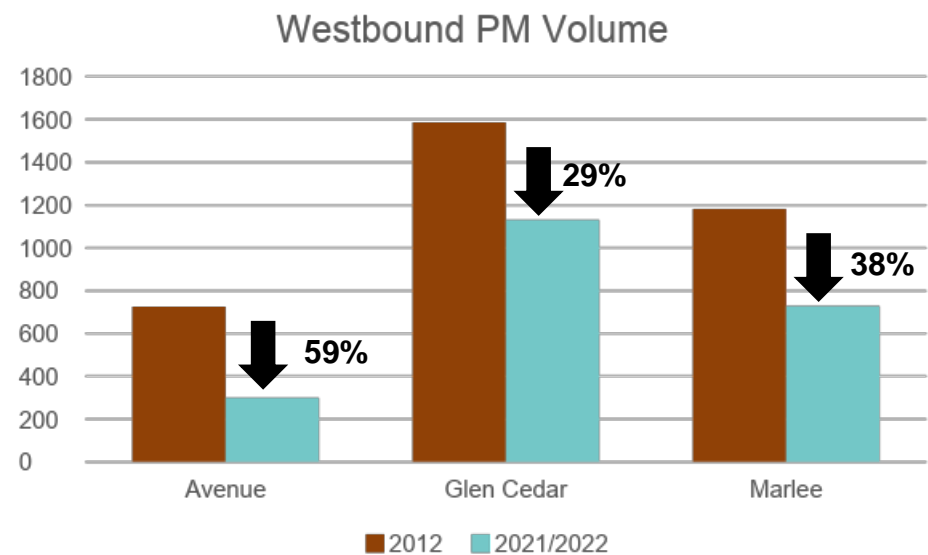
2012 data represents the most recent accurate and regular traffic conditions that are pre-construction and pre-pandemic. Using more recent data would have underestimated the impacts used in the planning and design of the project. Applied growth factors were shown to over-predict traffic when tested against other traffic data.

Data Source	Approach	Result
2012 counts	Traffic counts at signalized intersections	Most realistic representation of Eglinton Avenue pre-construction data when Eglinton was 4-5 lanes
Forecasted volumes used for Eglinton Connects EA traffic analysis.	Utilized data from counts conducted between 2007 and 2012 and forecasted to 2031 volumes assuming population, employment growth, and new infrastructure	Forecasted volumes using growth between -0.8% per year in the Avenue-Yonge section and up to 1.5% per year in other sections
2021 EMME forecasted volumes	Used 2011/2012 counts and forecasted to 2021 volumes assuming population, employment growth, and new infrastructure	Compared volumes from EMME forecasts with actual traffic counts across the City, and EMME forecasts were over-estimating by 20-30%
2021/2022	Traffic counts at a few signalized intersections	Volumes are currently lower compared to 2012 pre-construction conditions

Current Traffic Counts



Comparison with recent data (2021 and 2022) in limited sections of Eglinton Avenue, reveal that volumes **are down between 25% and 59%** compared to 2012 volumes. Variation depends on location, period (AM,PM, Off Peak) and direction of movement.



Traffic Analysis | Next Steps



- The team is currently making refinements to the the Complete Street design based on consultation feedback
- Will continue to refine the traffic analysis based on above changes
- Will develop optimized signal timing change recommendations to coordinate traffic signals along the corridor



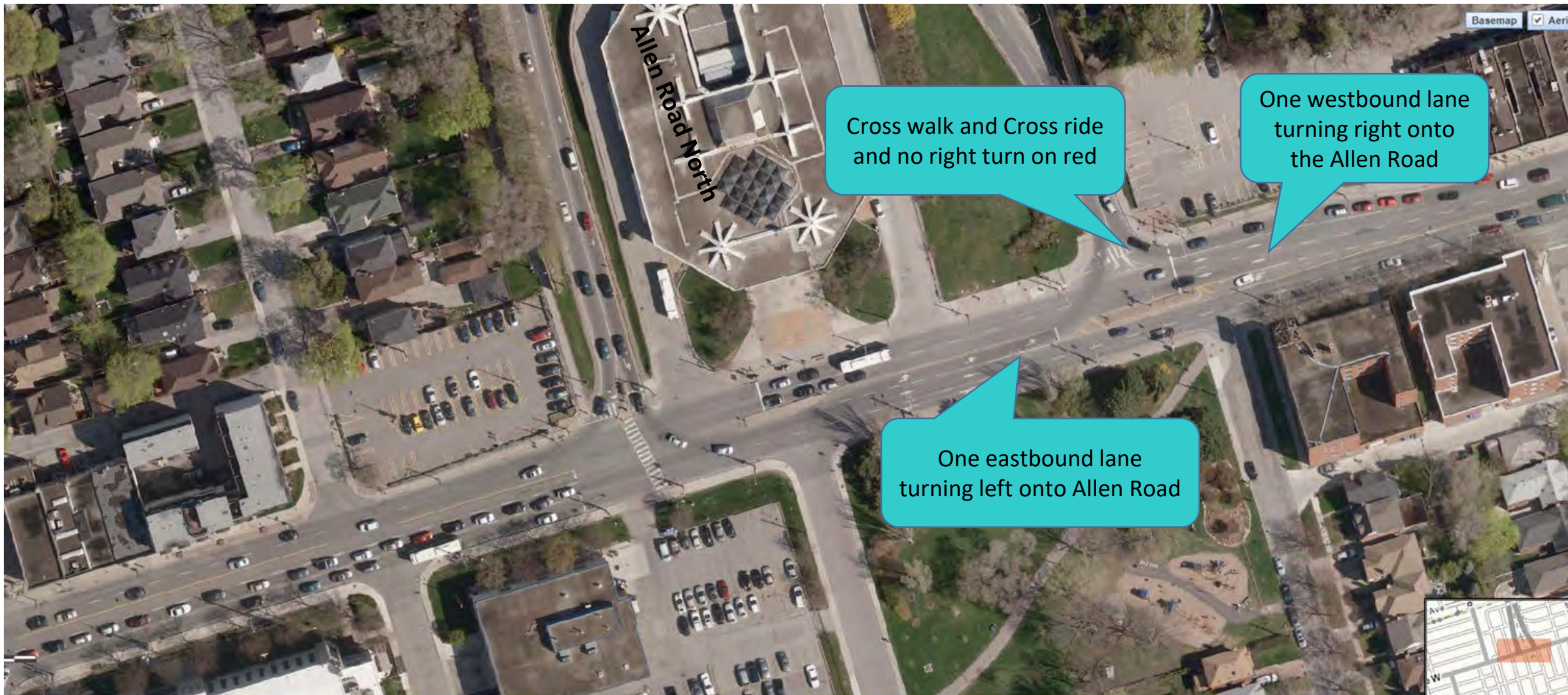
Traffic adjustments during construction at Westover Hill Road

Allen Road Interchange Background + EA

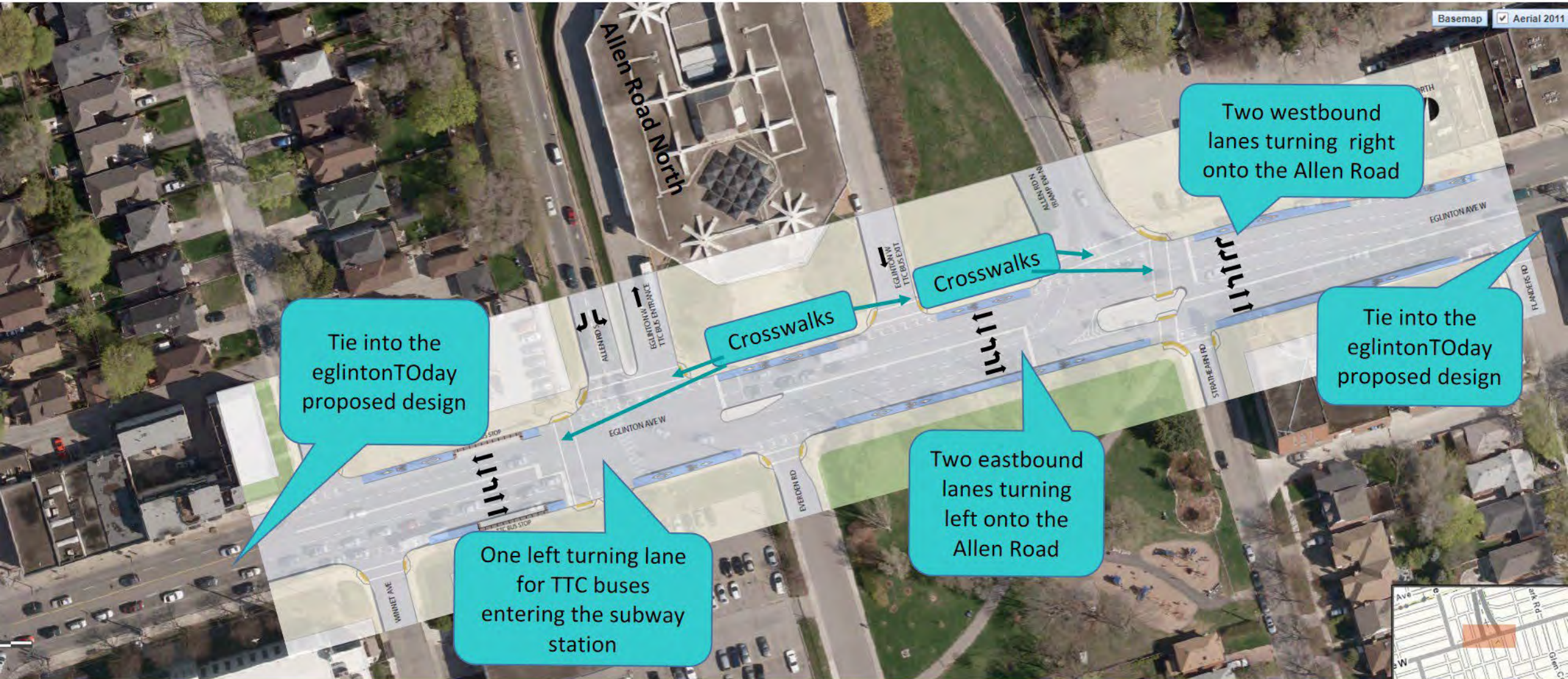


- 2014 “EglintonConnects” noted Allen/Eglinton design to be determined through Allen Road EA
- In 2016, Council directed Transportation Services to withdraw the proposed Terms of Reference for the Allen Road EA and instead refocus efforts on localized operational and state of good repair issues
- In 2019/2020 in consultation with the former local Councillor, TS developed and evaluated alternatives, and recommended a preferred option to manage congestion issues at Allen/Eglinton.
- The project objectives was to:
 - Improve traffic operations for critical movements
 - Support EglintonConnects Vision and Goals, and future multi-modal demand at this major future transit hub
 - Align with Transportation Services policy context, including Complete Streets, Vision Zero, Congestion Management and Accessibility

Allen Road Interchange Pre-Construction (2011)



Updated Allan Road Design (to be implemented post-construction)

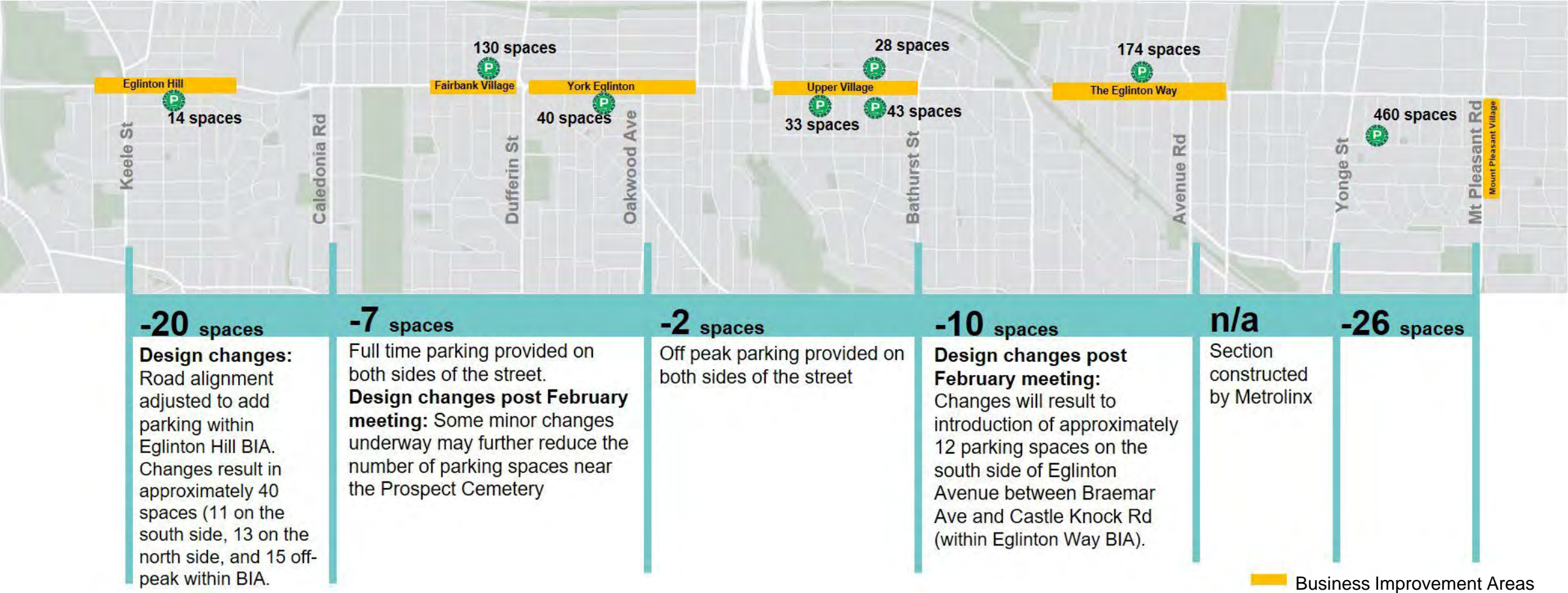


Parking & Loading

On-Street Parking



The following map shows the change in number of on-street parking spaces on Eglinton Avenue, as part of the EglintonTOday Complete Street. Some sections are being currently revised to reflect feedback received during the February 2023 consultation events.



Parking Opportunities on Side Streets



- Existing side street parking
- No parking/no standing
- Off street parking lot

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

Loading and Accessible PPUDO



- Received feedback from ~200 business for their loading operations through the online survey. The following accommodations have been made:
 - Dedicated loading areas (full-time) on Eglinton
 - Off-peak parking / loading on Eglinton
 - Downstream from intersection (informal) loading on Eglinton
 - Loading areas on nearby side street
 - Other location-specific loading strategy (i.e. via laneway)
- Worked with Wheel Trans to identify all frequent locations (13 locations) of their service and have incorporated them into the complete street plan.
- Received feedback as part of Phase 2 Consultation (public drop in events, in-person meetings with business owners about loading needs and are adjusting the design)



Example of loading zone and protected bikeway configuration

Monitoring Plan

Project Process & Monitoring Plan



- A monitoring plan is currently being developed with the Transportation Data & Analytics Team.
- On-going monitoring will include counts at up to 24 locations measuring traffic flows both along Eglinton Avenue and at key neighbourhood streets that have experienced high volumes of traffic infiltration during construction. The eglintonTOday team welcomes community input on monitoring locations.
- Adjustments can be made to turn lanes/through lanes, parking/loading locations, signal timings, turn restrictions, and accessible pick up/drop off locations.
- A follow-up intercept survey is planned for 1 year post-implementation of the Complete Street to monitor transportation mode changes and public perceptions of safety travelling on Eglinton Avenue

Next Steps

Next Steps



Finalizing Design - Spring / Summer 2023

- The eglintonTOday team in Transportation Services is working to incorporate stakeholder input into the design and analyzing traffic plan impacts for options to best address neighbourhood and corridor issues

Project Update to City Council – June 14th, 2023

Road Resurfacing and Complete Street Installation

- Transportation Services continues to work with Metrolinx to align the road resurfacing and complete street Installation (pending Council Approval) following the completion of construction activities for the Eglinton Crosstown



Construction on Eglinton Avenue

**For updates, stay tuned to
the Project Website:**
toronto.ca/eglintonTOday



CONTACT US

If you have any questions or concerns, contact:

eglintonTOday@toronto.ca
416-338-7755