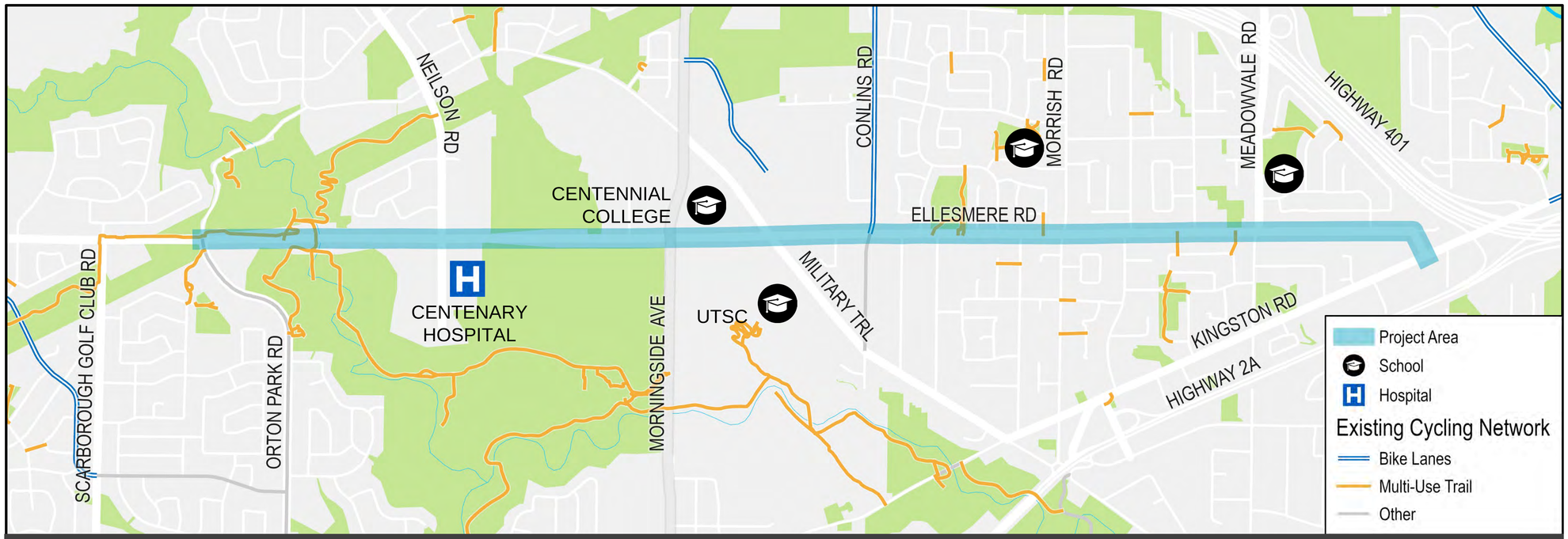
ELLESMERE COMPLETE STREET PROJECT

Welcome to the Public Drop-in Event!
Cardinal Léger Catholic School | February 12, 2024

Project Overview

The **Ellesmere Complete Street Project** aims to make travel safer for everyone along **Ellesmere Road from Orton Park Road to Kingston Road**. The project proposes to implement Complete Street features along the route, including cycle tracks, multi-use trails, safety improvements, accessibility (AODA) improvements, and green infrastructure features.

This project is envisioned to provide Complete Street upgrades for **near-term implementation (2026)** with planned road resurfacing between Morningside Avenue and Kingston Road. The implementation of this project is separate from other long-term transportation projects in the area.



Project area from Orton Park Road to Kingston Road

Next Steps | Project Timeline

We are here

Early 2023	Mar to Dec 2023	Jan to Feb 2024	Feb to May 2024	June 2024	Fall 2024	Early 2025	2025	2026
Data Collection and Existing Conditions Analysis	**Conceptual Design and Stakeholder Consultation**	**Public Consultation Phase 1** Introduce project and gather feedback on options	**Preliminary Design**	**Public Consultation Phase 2** Gather feedback on recommended design	**Update Preliminary Design**	**Report to City Council's Infrastructure and Environment Committee for Approval**	**Detailed Design**	**Complete Street Installation**

Project Goals

Promote healthy and active living by providing a near-term Complete Street

Improve road safety for people of all ages and abilities by making improvements to intersection crossings, accessibility, and filling sidewalk gaps

Grow the cycling network and provide cycling connections between existing routes west of Orton Park Road, the Meadoway, Highland Creek Trail, and along Conlins Road

Identify opportunities for improving the public realm through green infrastructure and trees, street furniture, and expansion of Bike Share Toronto stations

Advance social equity by providing students and residents with more transportation options to post-secondary education institutions, trails and parks, and hospitals

Toronto’s Cycling Network Plan

The **Ellesmere Complete Street Project** is part of the City's Cycling Network Plan, which seeks to build on the existing network of cycling routes with the following goals:

Connect
Connect gaps in the network, and people to places

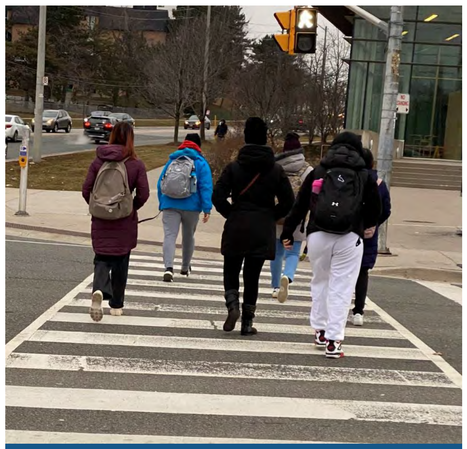
Grow
Grow the cycling network into new parts of the city

Renew
Renew the existing cycling network routes where there are opportunities to improve quality

What is a Complete Street?

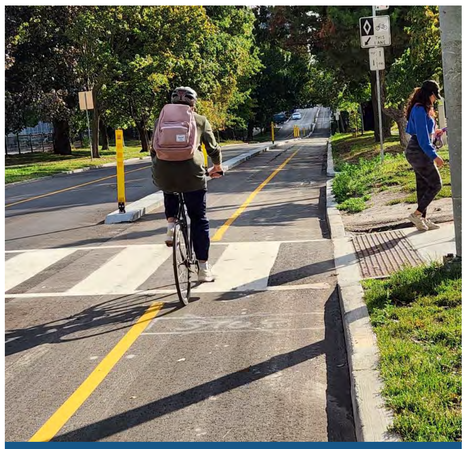
Complete Streets are streets that consider the needs of all road users, such as people who walk, cycle, take transit or drive, and people of varying ages and levels of ability. Complete Streets are designed with social, economic, and environmental priorities in mind. They also consider street furniture, trees, utilities, and stormwater management.

KEY PRINCIPLES:



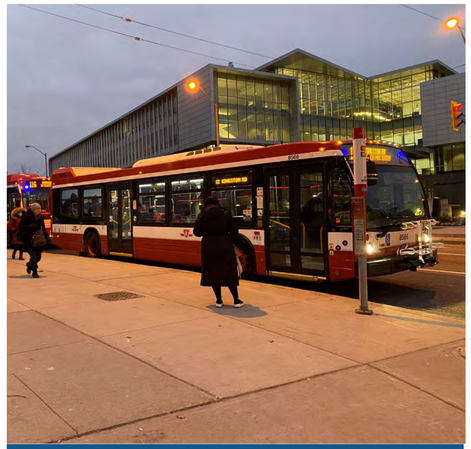
Pedestrians

- Complete missing sidewalk links.
- Bring sidewalks to standard widths in conjunction with state of good repair practices.
- Shorten crossing distances, reducing exposure to risk at intersections.



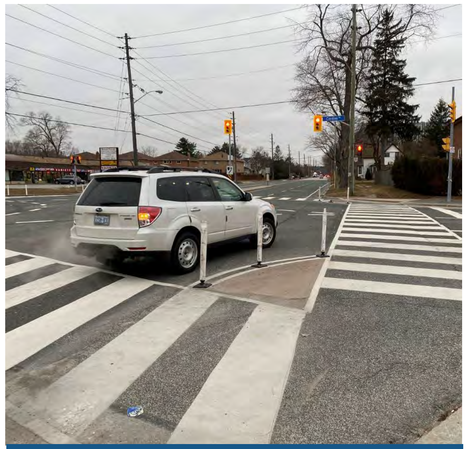
People Cycling

- Provide new bikeways to improve safety and connectivity.
- Overcome barriers to cycling and improve comfort for people of all ages and abilities.
- Tie into existing and proposed bikeways.



People on Transit

- Consider opportunities to maintain and / or improve transit priority.
- Upgrade transit stops based on TTC input.



People Driving

- Reduce speeding.
- Improve road user awareness.
- Accommodate goods movements in the area.
- Optimize operations for all road users.

Policy Background: Complete Streets Projects

There are several policy objectives and guiding policy documents that inform Complete Streets projects like this, including:

Guiding Policy Documents

Toronto Official Plan

Make Toronto a “walking city” and bring all Toronto residents within 1km of a designated cycling route

Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers

TransformTO: Climate Action Strategy

Target: 75% of school/work trips under 5 km are by foot, bicycle, or transit by 2030

Complete Streets Guidelines

Complete Streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places

Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users

Policy Objectives

Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (e.g. emergency, deliveries)

Encourage All Ages and Abilities to Cycle

The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

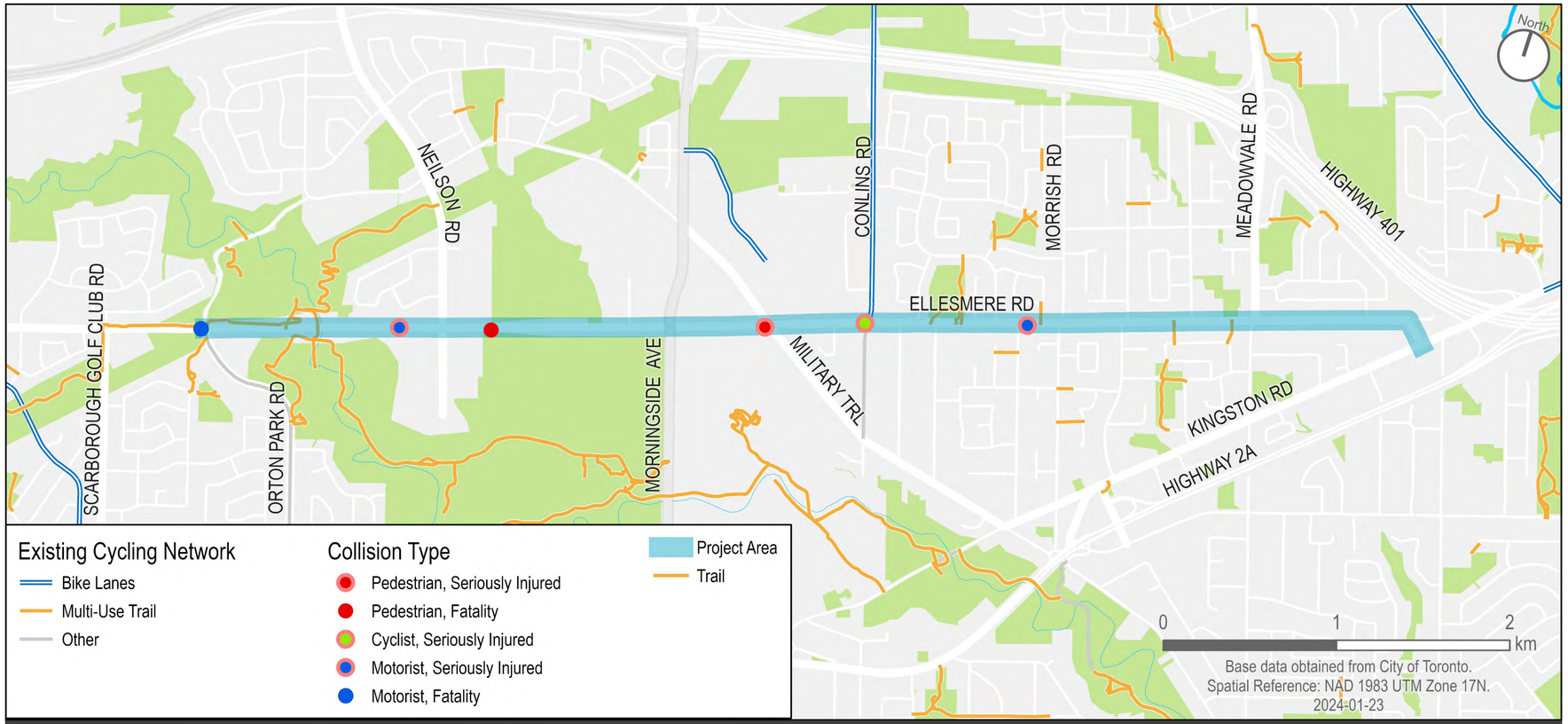
Recover and Rebuild from COVID-19

Reallocate space and support business to recover from the impacts of the pandemic

Vision Zero Road Safety Plan

Vision Zero is a plan to eliminate traffic-related deaths and serious injuries on City of Toronto roads. The Vision Zero Road Safety Plan was approved by City Council in July 2016. An updated plan called Vision Zero 2.0 was approved in 2019 to refocus efforts and enhance progress.

Between 2010 and 2020, there were **6 traffic-related collisions** that resulted in **people killed or seriously injured on Ellesmere Road** within the study area, **1 involved a person on a bike**, and **2 involved pedestrians.**



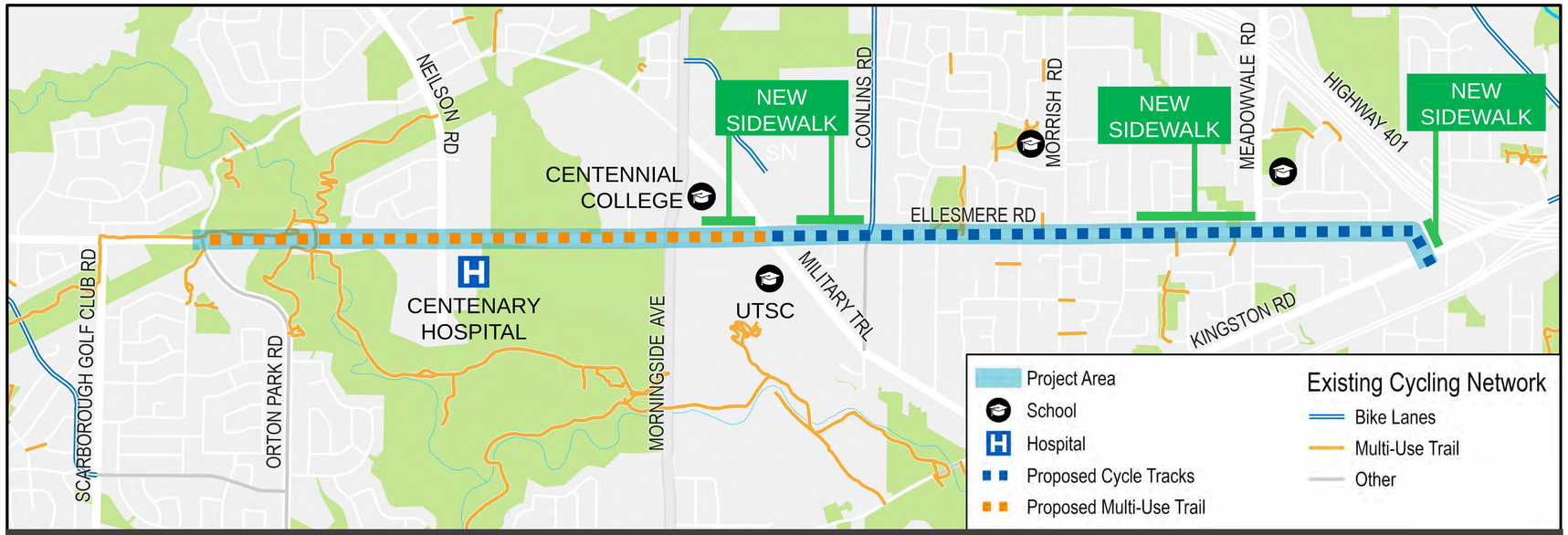
Collisions resulting in people killed or with serious injuries (2010-2020)

Connecting to Destinations along Ellesmere Road

Proposed improvements along the route would provide more travel options to key destinations.

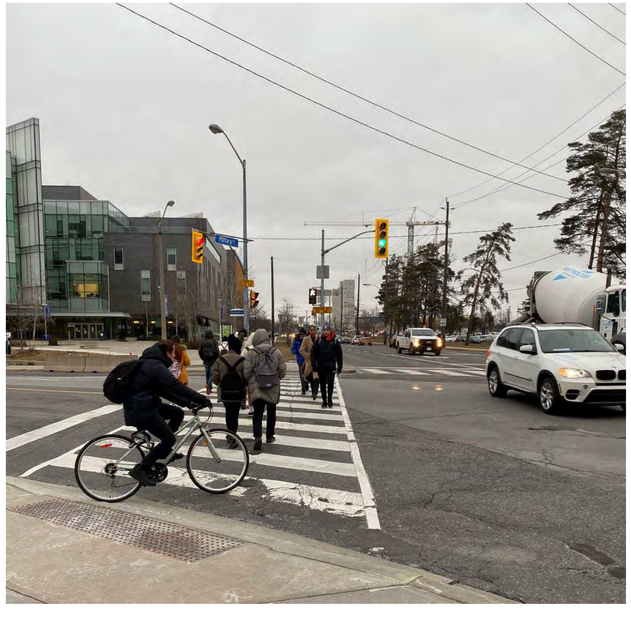
- Provide more travel options for residents, students, and workers to access **Centenary Hospital, Centennial College Morningside Campus** and **University of Toronto Scarborough Campus (UTSC)**

- Fill gaps in the Toronto Cycling Network to connect existing facilities **along Orton Park Road**, **Conlins Road, Sheppard Avenue and Highland Creek Trail**



Project area from Orton Park Road to Kingston Road

Existing Conditions | Active Transportation



There are high volumes of pedestrians and transit users along the corridor, particularly at Military Trail.

There is no existing sidewalk between Scarboro Avenue and Meadowvale Road, so pedestrians and people using transit need to walk on grass or the roadway to access bus stops.

There is no existing cycling infrastructure, so cyclists are seen using sidewalks instead.

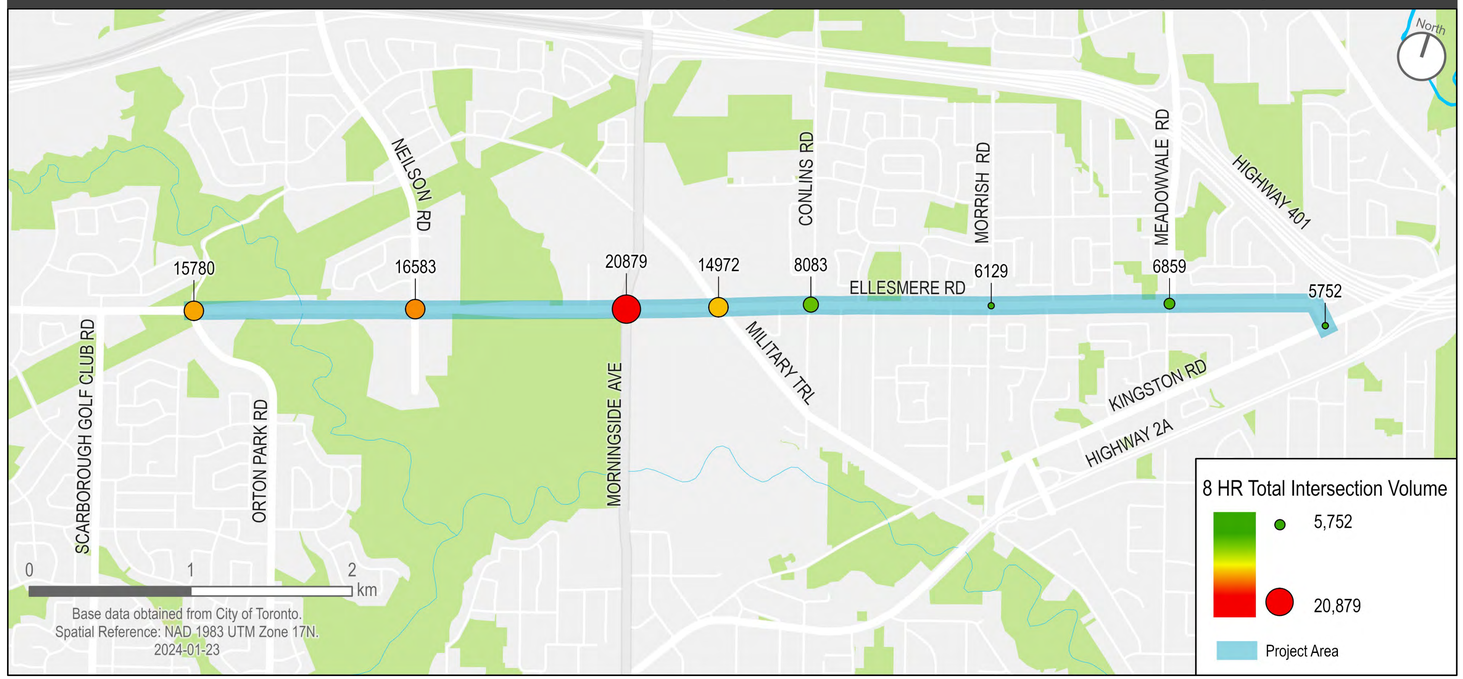
The existing painted buffer is not wide enough to provide comfort or safety to people cycling.

Existing right-turn channels at Military Trail have been closed but pedestrians need to cross this additional gap to access the crosswalks.

Existing Conditions | Mode Share and Volumes

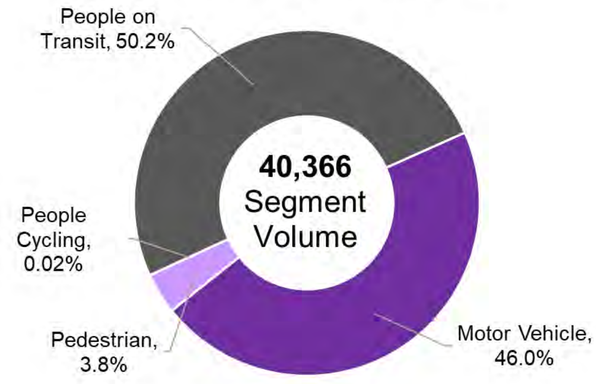
Travel patterns and the number of people driving, walking, cycling and taking transit are reviewed and analyzed as part of the design process. This analysis informs the proposed Complete Street improvements, especially at signalized intersections.

Motor vehicle volumes at signalized intersections (2016)

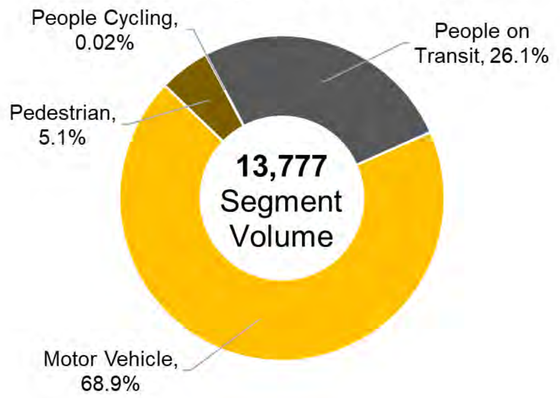


24 Hour Volumes (All Road Users)

West of Military Trail (All Road Users)



East of Military Trail (All Road Users)



How does this inform the project and design?

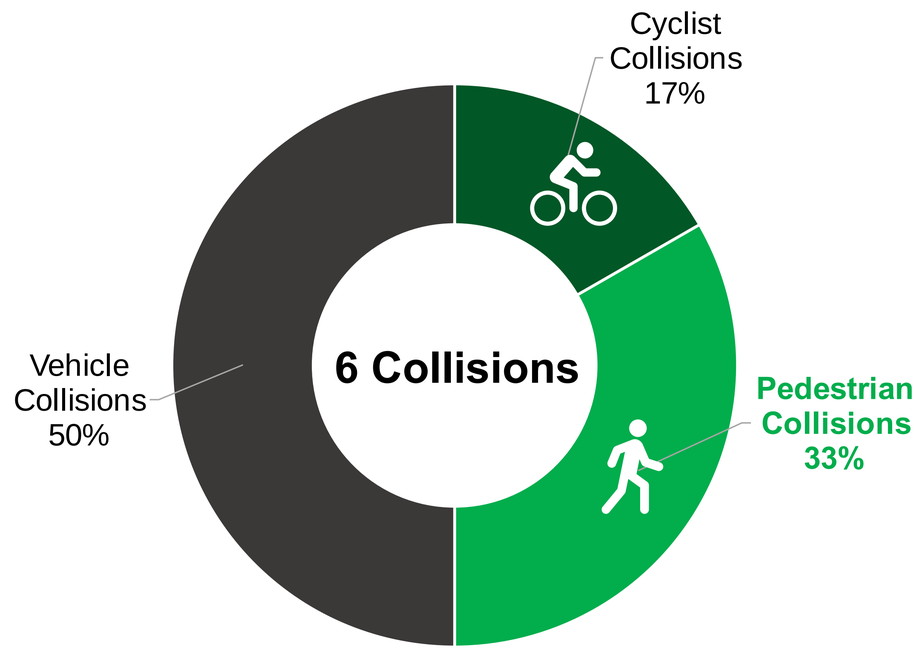
- Provides a baseline for measuring against the impact of changes
- Informs intersection design, traffic signal timing and assessment of potential diverted traffic

Existing Conditions | Safety

The project team completed a safety review of Ellesmere Road. **The review found that while only 4% of all road users on Ellesmere Road are vulnerable road users, they are involved in 50% of collisions resulting in people being killed or seriously injured.**

- The review analyzed 1,097 collisions in the study area from 2010 to 2020.
- Vulnerable road users may include:
  - Pedestrians
  - School-aged Children
  - Older Adults (Age 55 and Over)
  - People Cycling
  - Motorcyclists

Types of collisions along Ellesmere Road resulting in people killed or seriously injured (2010-2020)

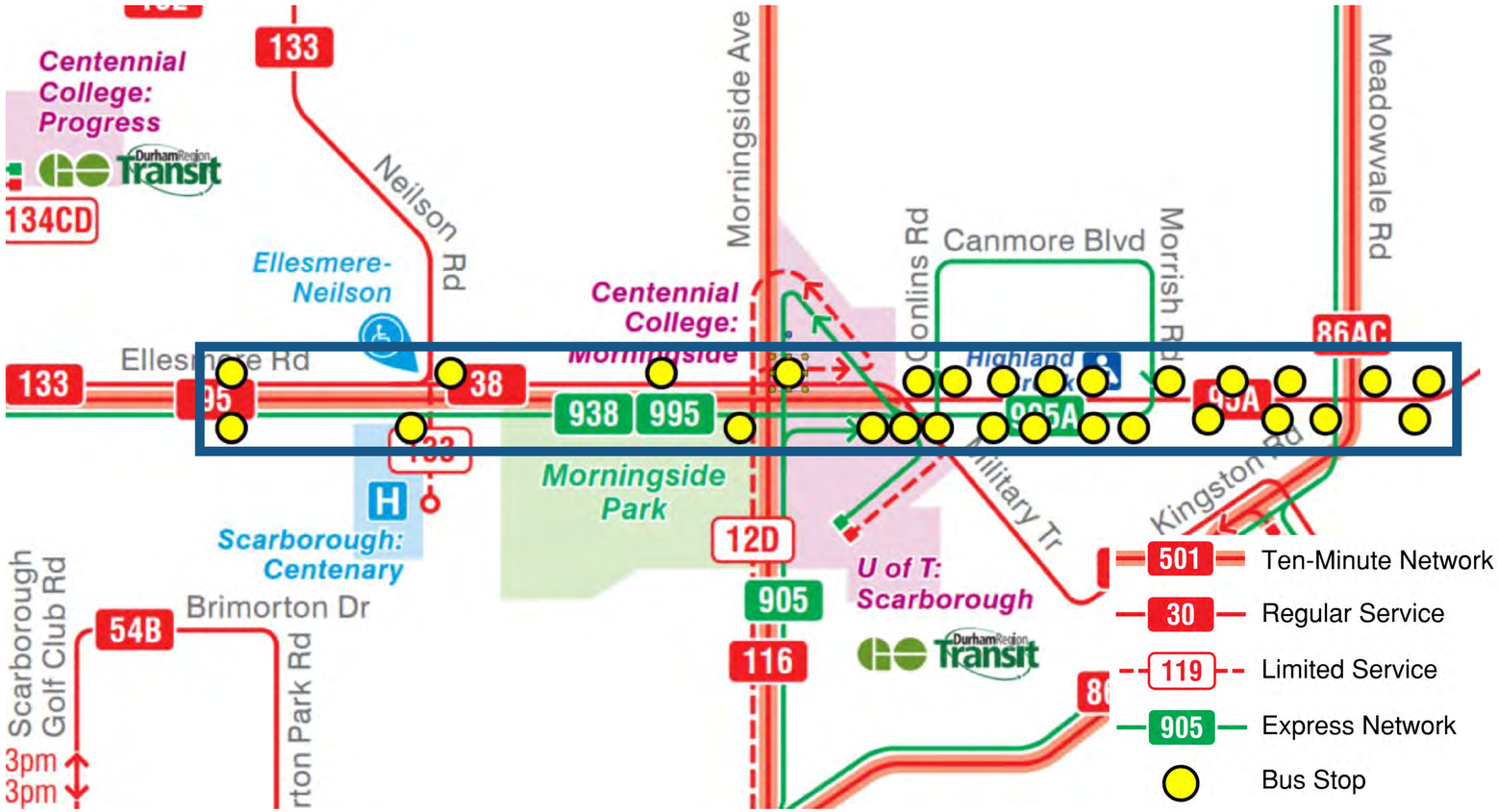


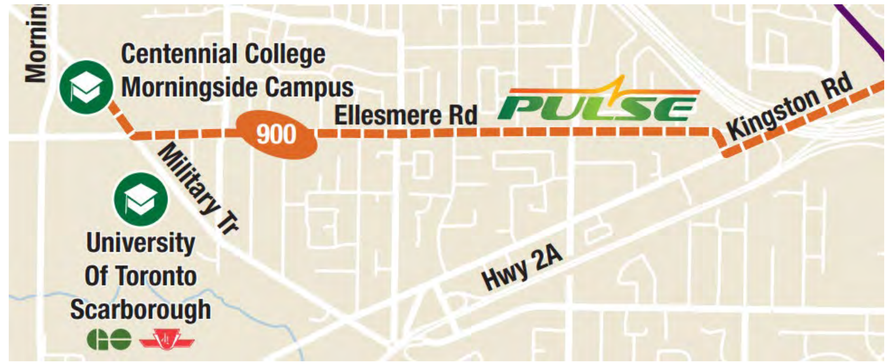
How does this inform the project and design?

- The project has a goal to improve safety for the most vulnerable.
- A review of collisions establishes patterns which influence the design process.

Existing Conditions | Transit Routes and Stops

The project team reviews transit service and transit stops as part of the design process.





Durham Region Transit route: Pulse 900

TTC routes:
38 Highland Creek
95 York Mills
133 Neilson
905 Eglinton East Express
938 Highland Creek Express
995 York Mills Express
395 York Mills Night Bus

How does this inform the project and design?

- Informs bus stop, mid-block and intersection design
- Informs TTC priority at key intersections

Key Complete Street Design Features

Complete Streets incorporate many design features.

Multi-use Trails

Mutli-use trails are shared by people cycling, walking and using mobility aids. They have 20 km/h speed limits and have an asphalt paved surface.

Cycle Tracks

Cycle tracks are all ages and abilities bikeways that are separated from vehicular traffic with different features depending on the context including bollards, cast-in-place concrete barriers, or raised.

Lane Conversion

Lane conversion is an approach that reduces the number of motor vehicle lanes to introduce cycle tracks and other Complete Street features, including safety improvements.

Key Complete Street Design Features

Complete Streets incorporate many design features.

Truck Aprons / Mountable Curbs
Truck aprons allow large vehicles to navigate the curb around a corner without striking fixed objects or other road users, while creating slower turns for smaller vehicles.

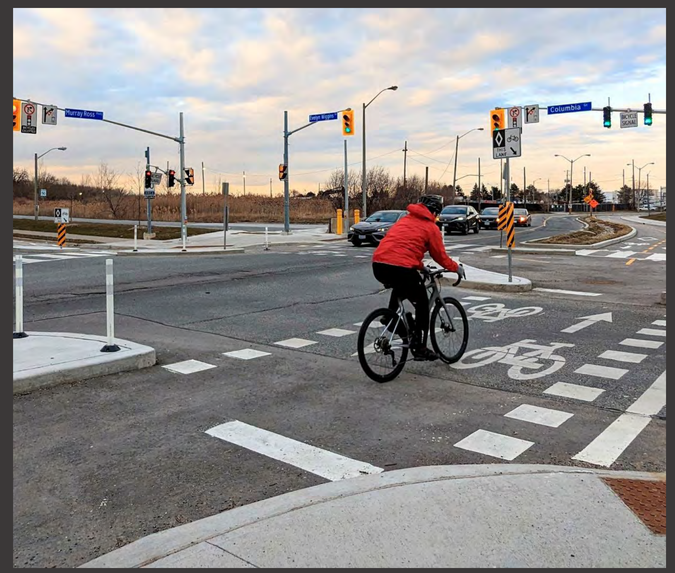
Raised Crossings
Raised crossings are raised areas at intersections that improve the visibility of people crossing and increase awareness of driver's speeds.

Curb Extensions
Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings. They also provide opportunities for street beautification through green infrastructure.

Key Complete Street Design Features

Complete Streets incorporate many design features.

Green Infrastructure
Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system.

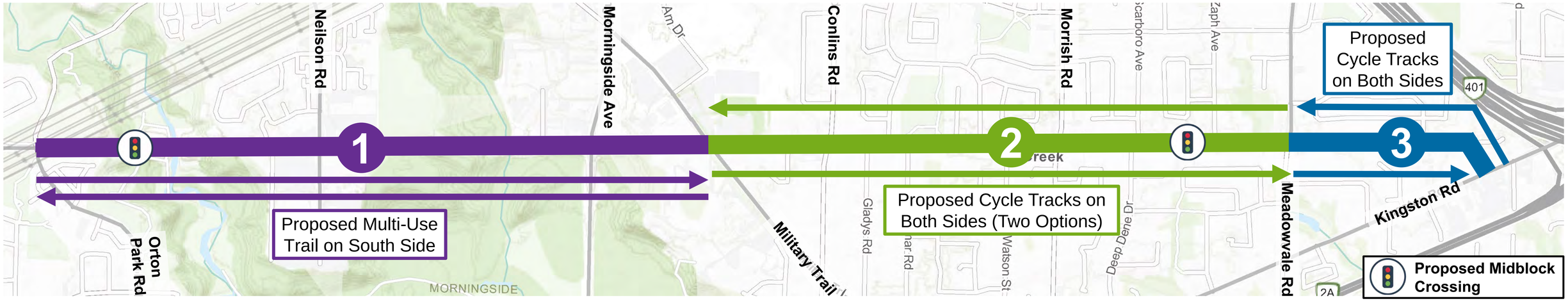


Protected Intersections
Protected intersections are a design approach where the bikeway remains separated through the intersection, with enhanced measures to reduce conflicts between road users.

Corner Radii Reductions
Corner radii reductions create smaller corner radii that reduce pedestrian crossing distances and encourage people driving to turn at slower speeds.

*Source: Sebastian Bravoco

Proposed Changes Overview



1 Proposed from Orton Park Road to Military Trail:

- Existing motor vehicle lanes maintained
- Multi-use trail on south side
- Addition of new sidewalks

2 Proposed from Military Trail to Meadowvale Road:

Option 1:

- Existing motor vehicle lanes maintained
- Raised cycle tracks on both sides
- Addition of new sidewalks

Option 2:

- One motor vehicle lane in each direction with a centre left turn lane
- On-road cycle tracks on both sides
- Addition of new sidewalks

3 Proposed from Meadowvale Road to Kingston Road:

- Existing motor vehicle lanes maintained
- On-road cycle tracks
- Addition of new sidewalks

Proposed Changes | Segment 1: Orton Park Road to Military Trail

The proposed changes for Segment 1 is presented in three sub-segments, 1A, 1B,and 1C, based on local conditions.

Surrounding Land Use

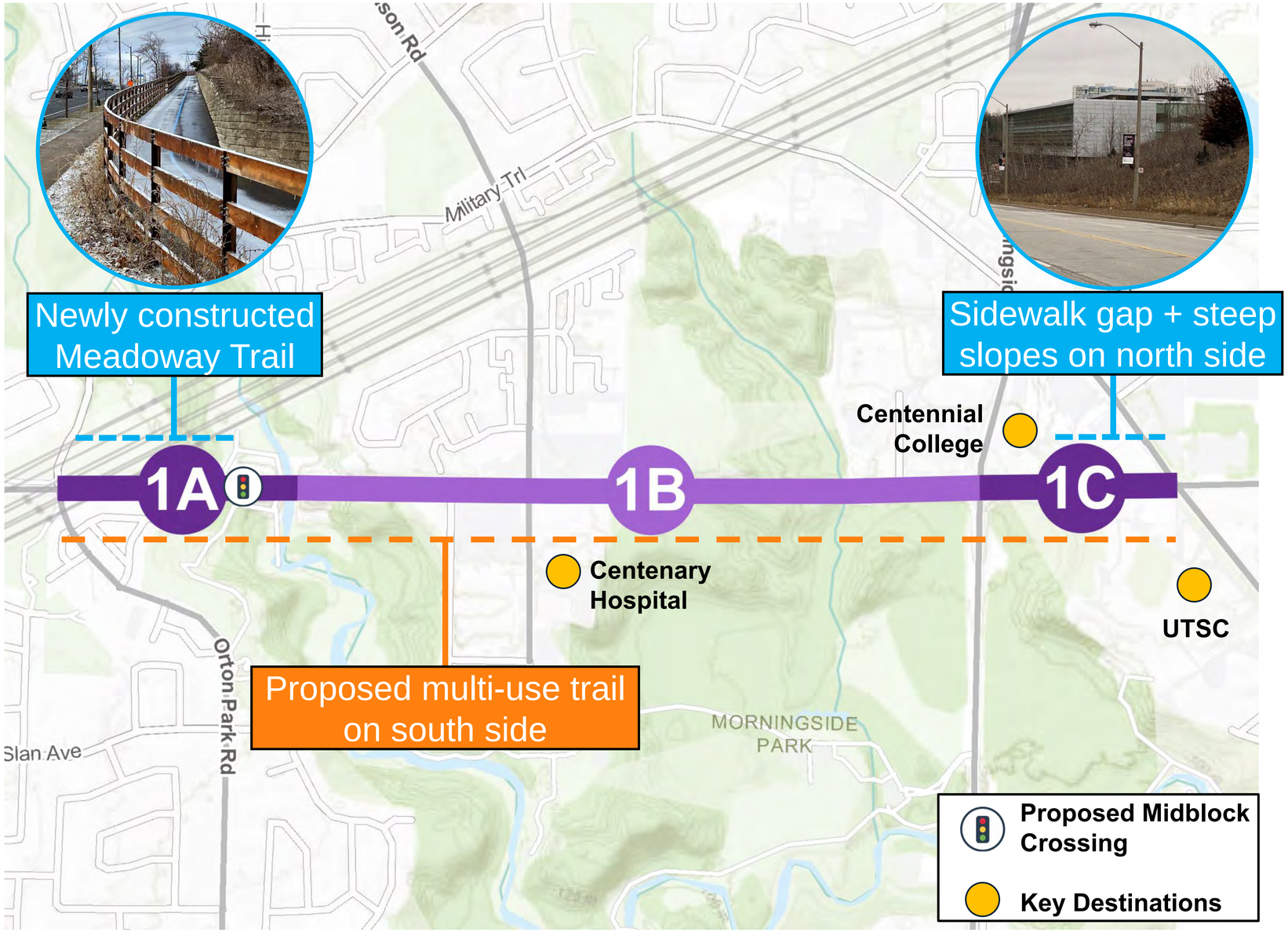
- Primarily natural areas, next to a hydro corridor and Morningside Park ravine
- Some institutional and mixed-use areas

Key Destinations

- Centenary Hospital
- University of Toronto Scarborough
- Centennial College

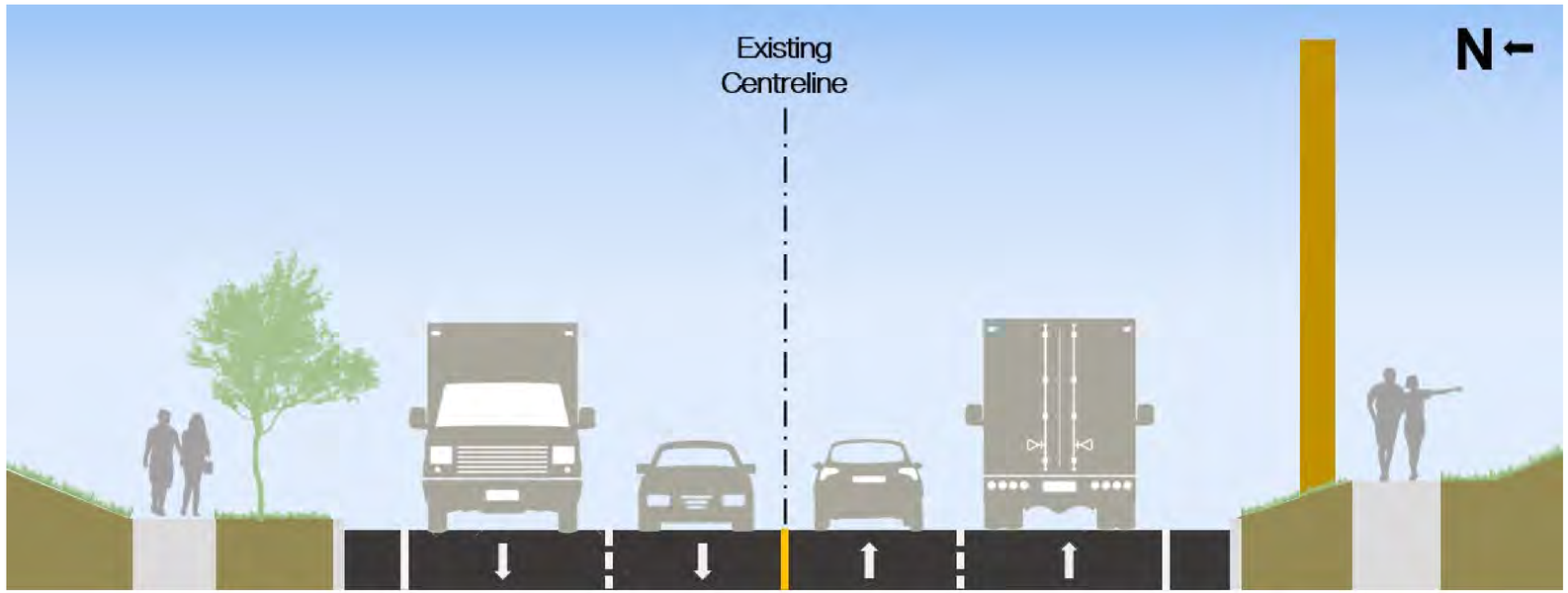
Proposed Improvements

- Multi-use trail on south side
- Addition of new sidewalk near Centennial College

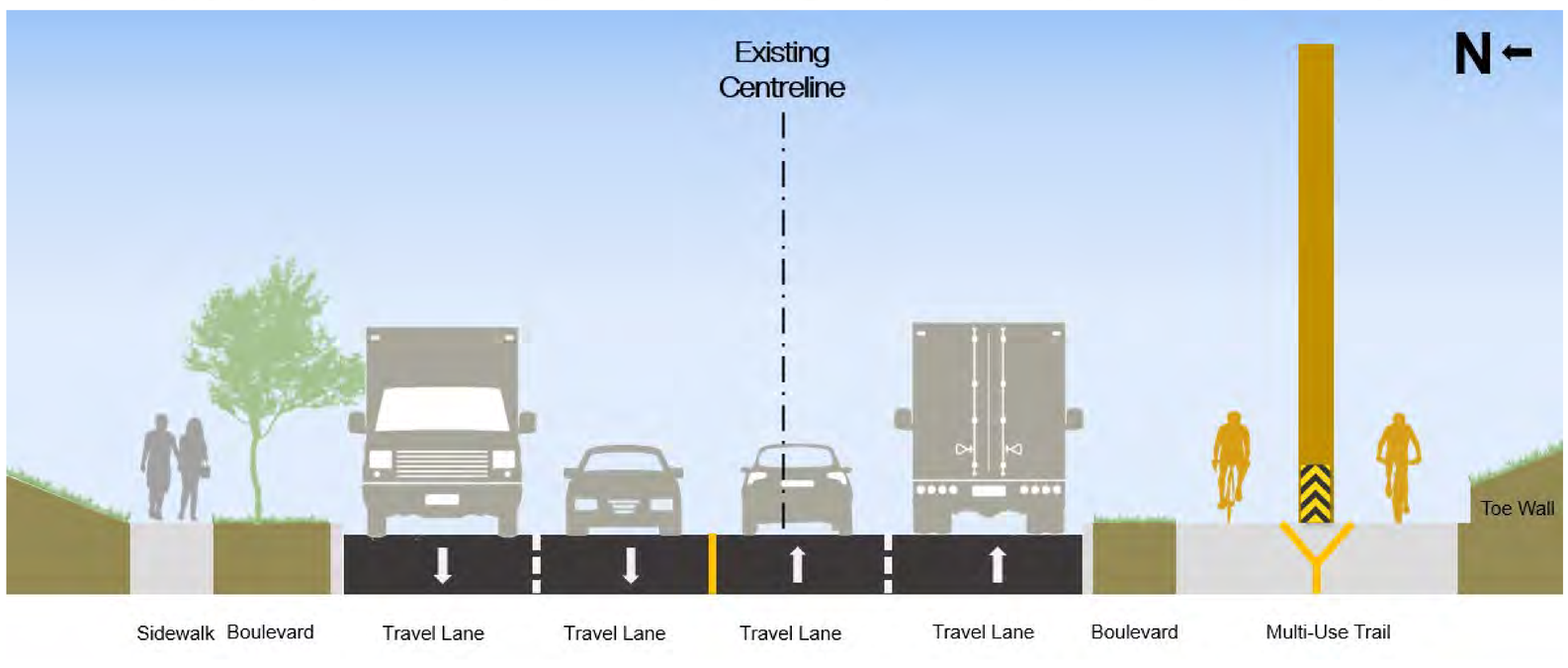


Proposed Changes | Segment 1A: Orton Park Road to West of Highland Creek

Existing



Proposed



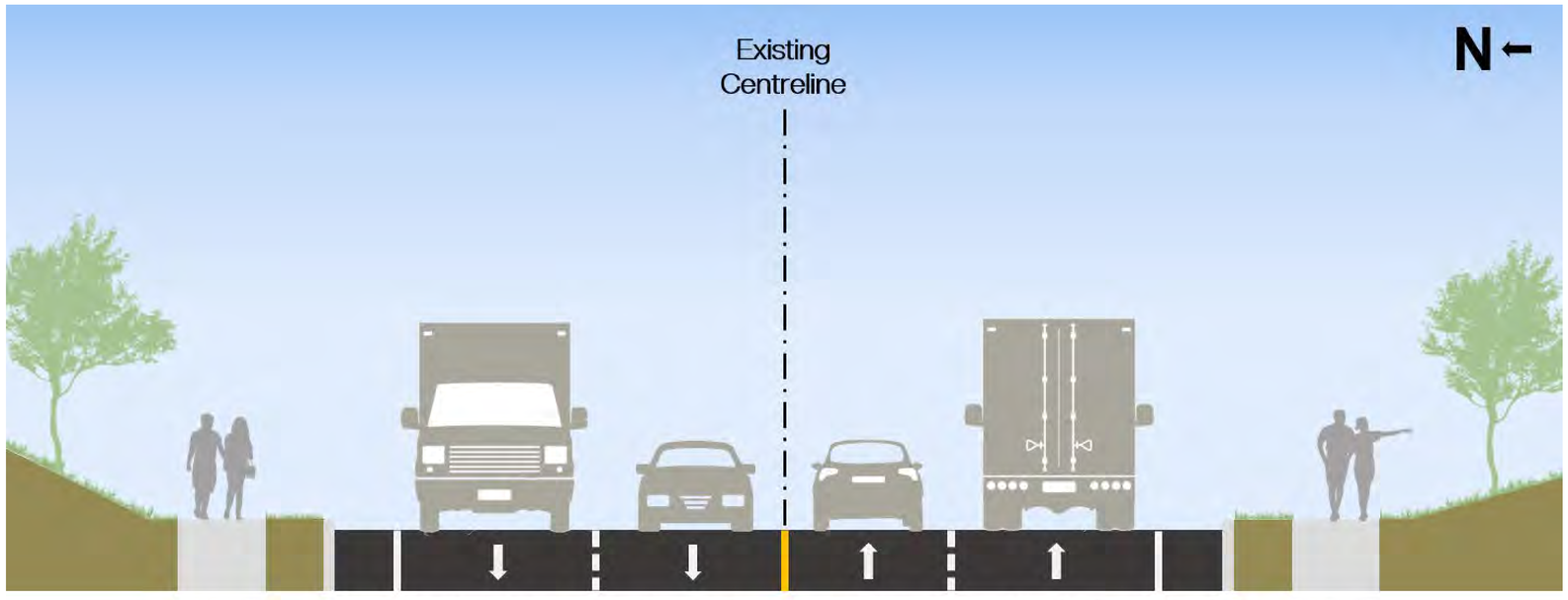
Key Map

Summary of Changes

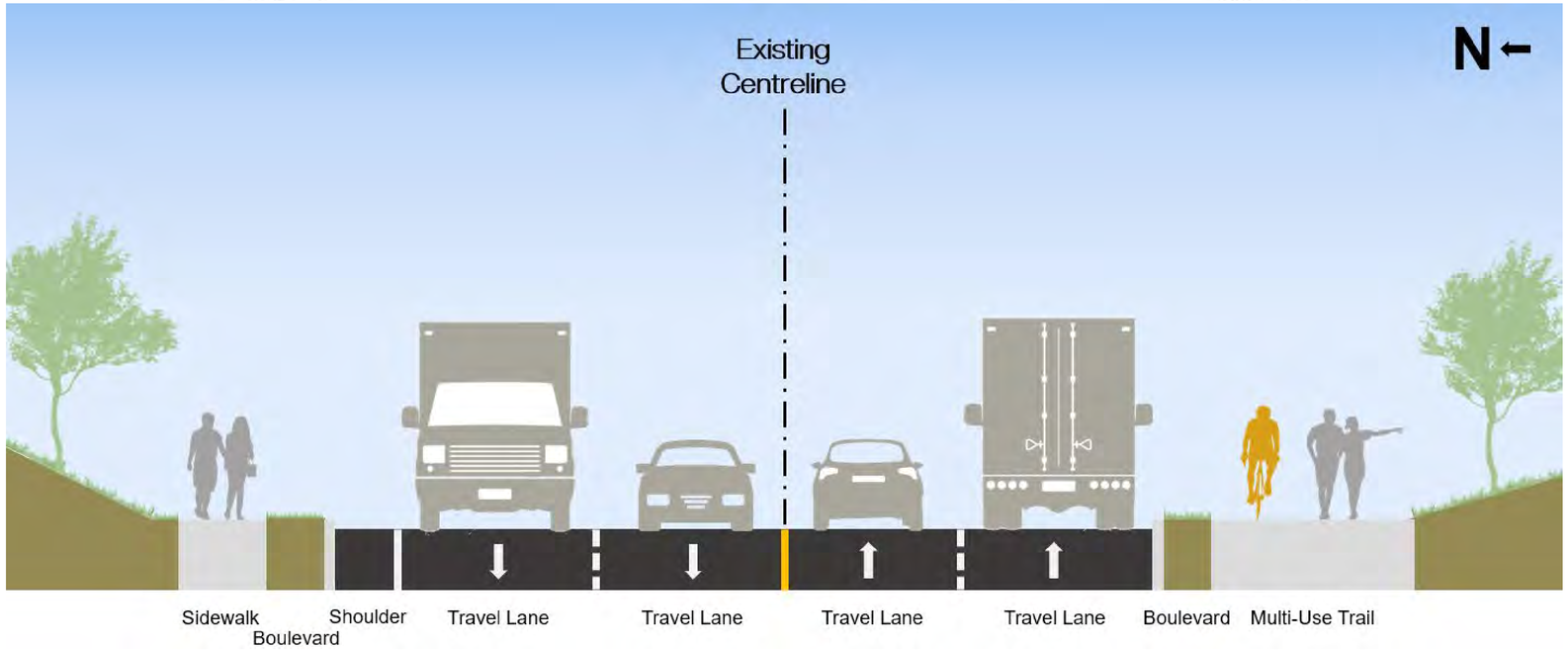
- Curb on the south side relocated
- Sidewalk on the south side replaced by new multi-use trail with widening around existing utility poles
- Existing shoulders removed
- Existing motor vehicle lane widths reduced
- Estimated impact to 2 trees

Proposed Changes | Segment 1B: West of Highland Creek to Morningside Avenue

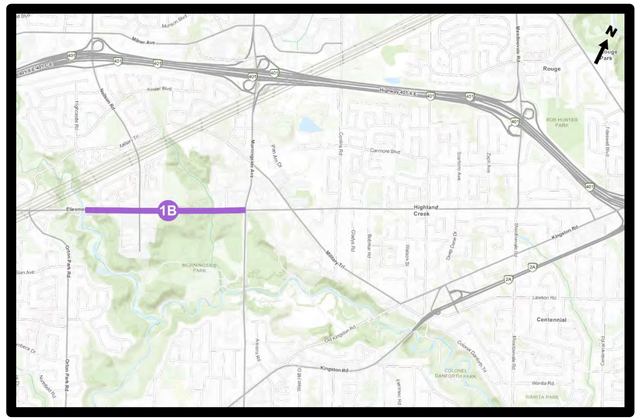
Existing



Proposed



Key Map

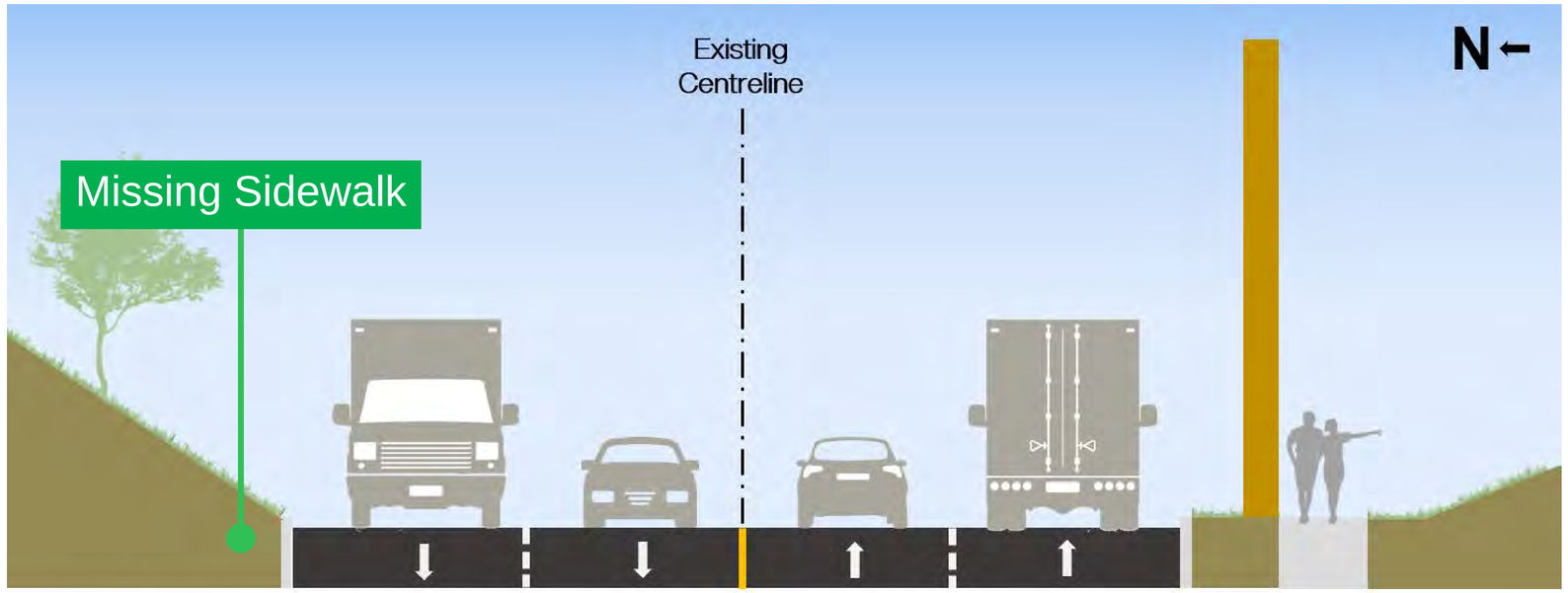


Summary of Changes

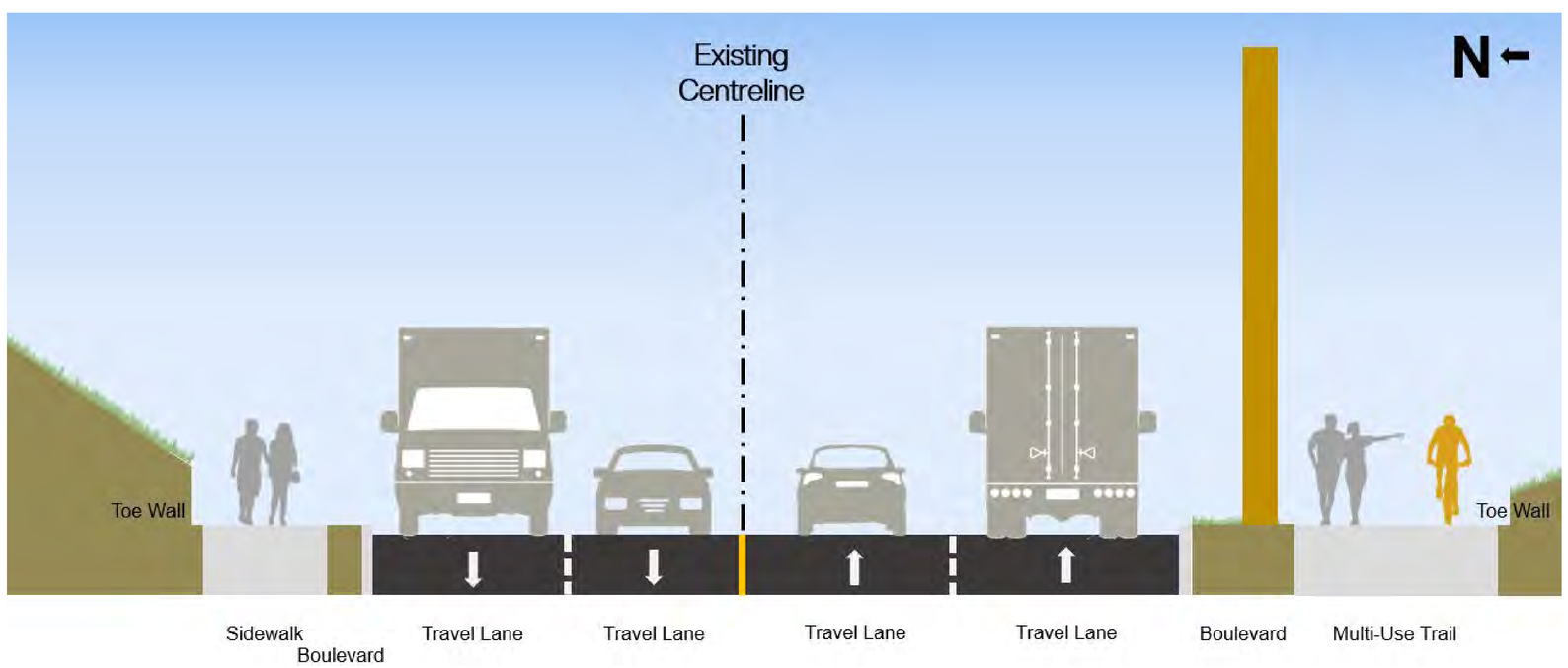
- Curb on the south side relocated
- Sidewalk on the south side replaced by new multi-use trail
- Existing shoulder on the south side removed
- Existing motor vehicle lane widths reduced
- Estimated impact to 15 trees

Proposed Changes | Segment 1C: Morningside Avenue to Military Trail

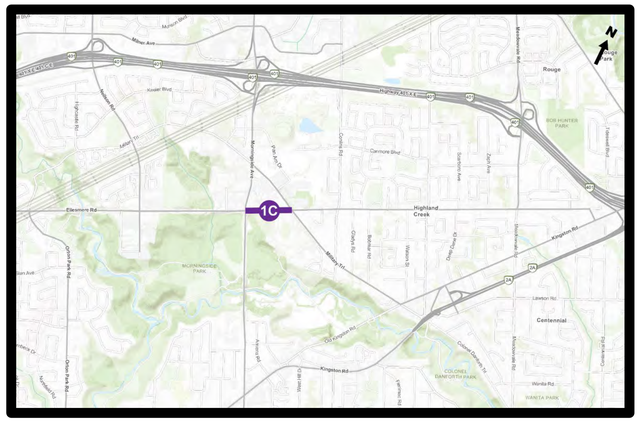
Existing



Proposed



Key Map



Summary of Changes

- Curb on the north side relocated
- Addition of new sidewalk along the north side
- Sidewalk on the south side replaced by new multi-use trail
- Existing motor vehicle lane widths reduced
- Estimated impacts to 10 trees

Proposed Changes | Segment 2: Military Trail to Meadowvale Road

The proposed changes for Segment 2 is presented in two sub-segments, 2A and 2B based on changing local conditions.

Surrounding Land Use

- Primarily residential neighbourhoods
- Some natural areas and parks

Key Destinations

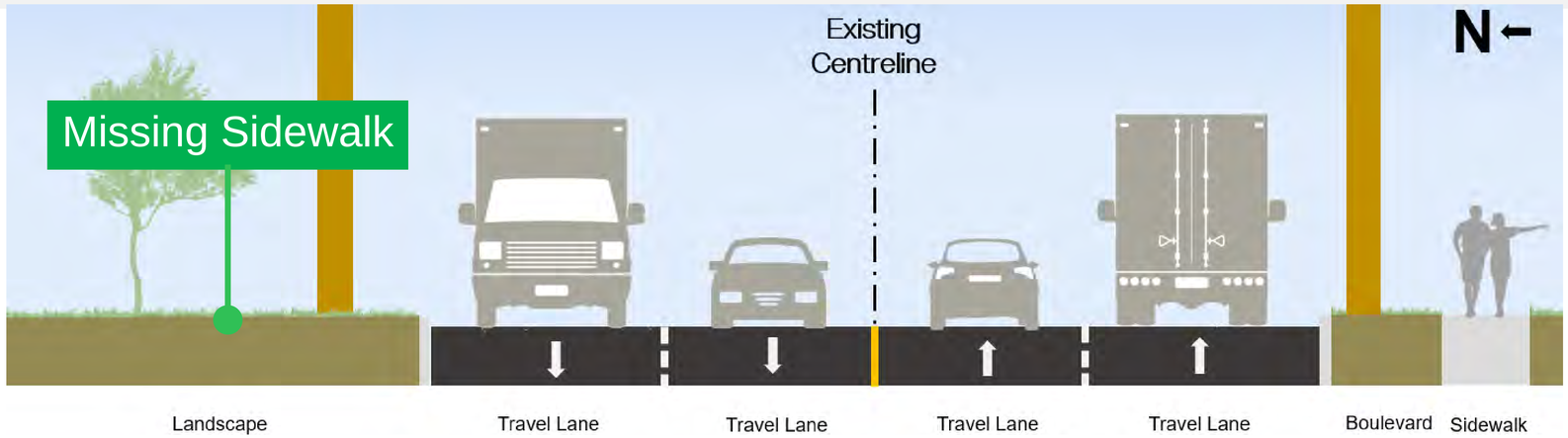
- Highland Creek Community Park
- Toronto Public Library – Highland Creek Branch
- Cardinal Leger Catholic School
- Meadowvale Public School
- UTSC
- Centennial College

Proposed Improvements

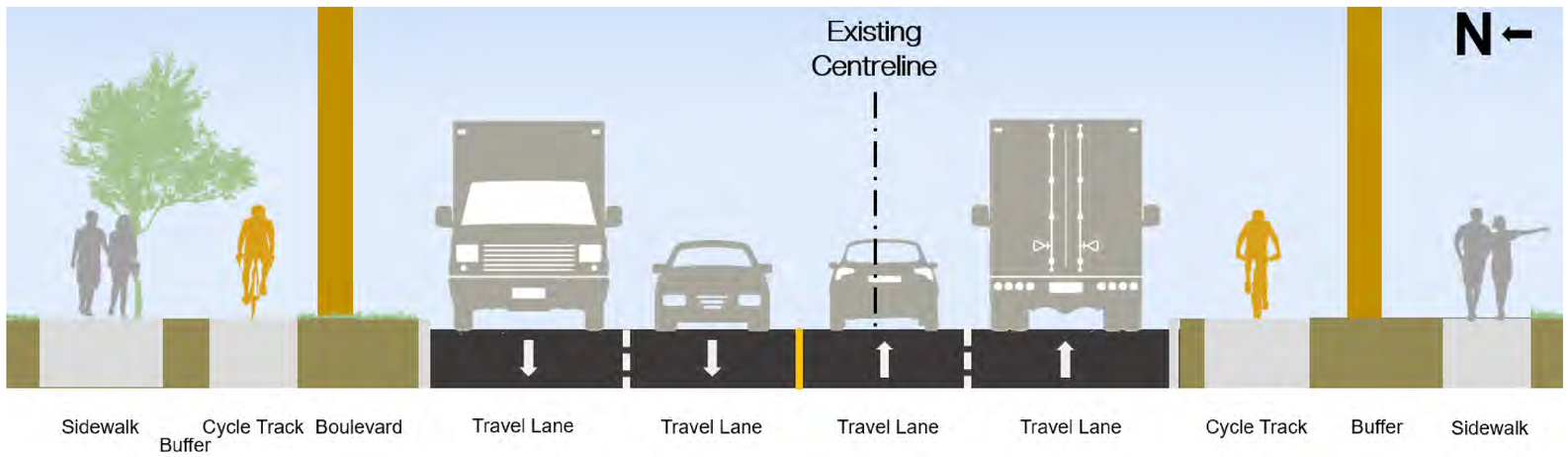
- Proposed cycle tracks on both sides (two options)
- Addition of new sidewalk east of Military Trail to Conlins Road
- Addition of new sidewalk between Scarboro Avenue and Meadowvale Road

Proposed Changes | Segment 2A: Military Trail to Conlins Road

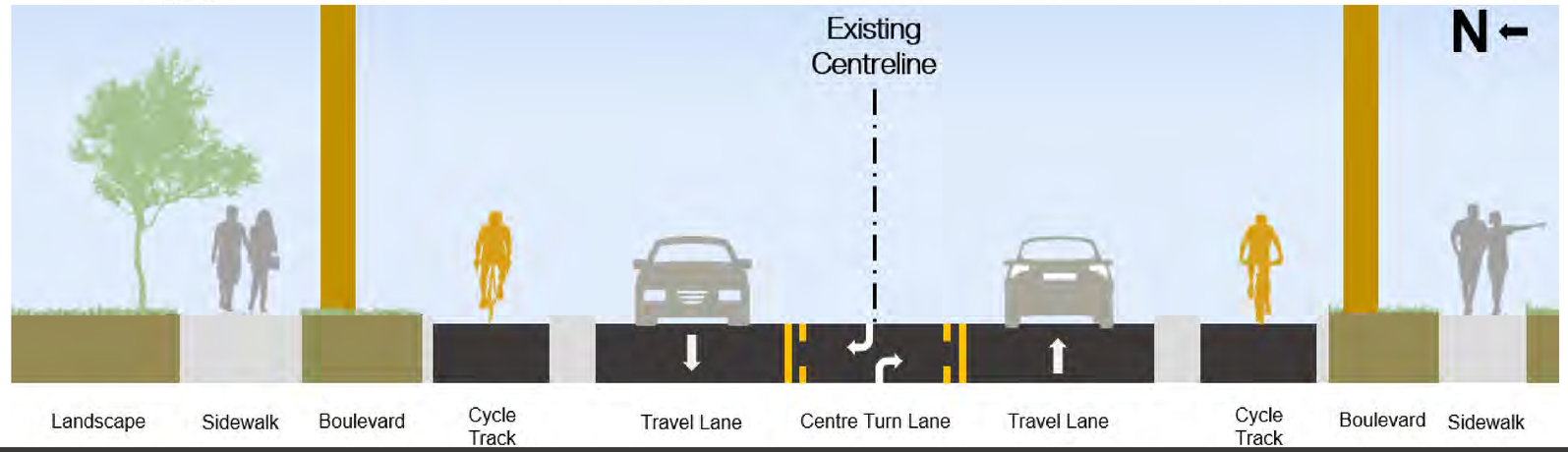
Existing

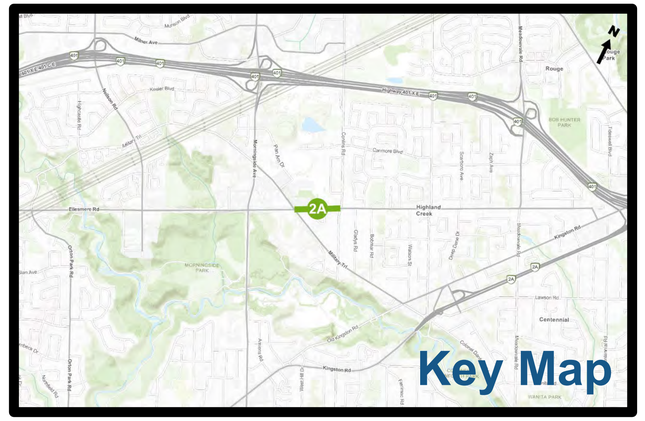


Proposed Option 1



Proposed Option 2





Option 1 Changes

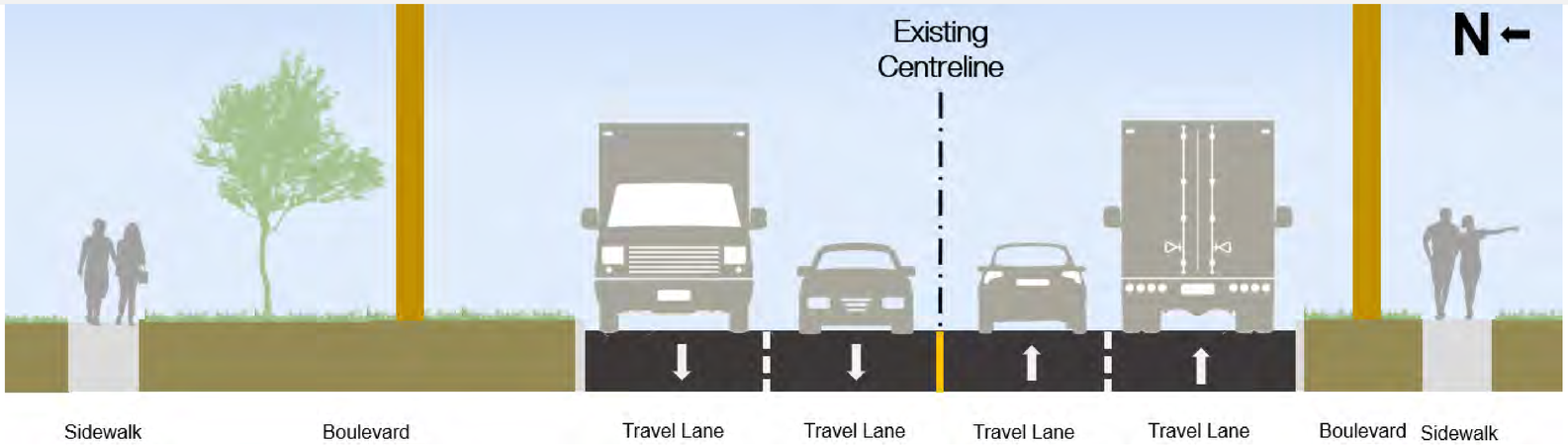
- Curb on south side relocated
- Addition of new sidewalk on north side
- New raised cycle tracks
- Existing motor vehicle lane widths reduced

Option 2 Changes

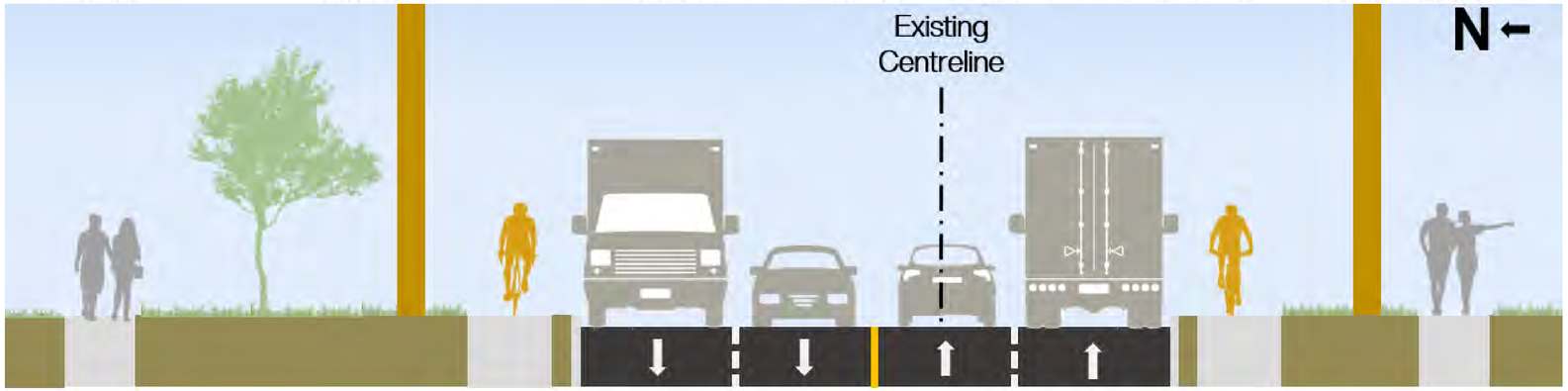
- One motor vehicle lane removed per direction
- New centre left-turn lane
- Addition of new sidewalk on north side
- New on-road cycle tracks

Proposed Changes | Segment 2B: Conlins Road to Meadowvale Road

Existing



Proposed Option 1



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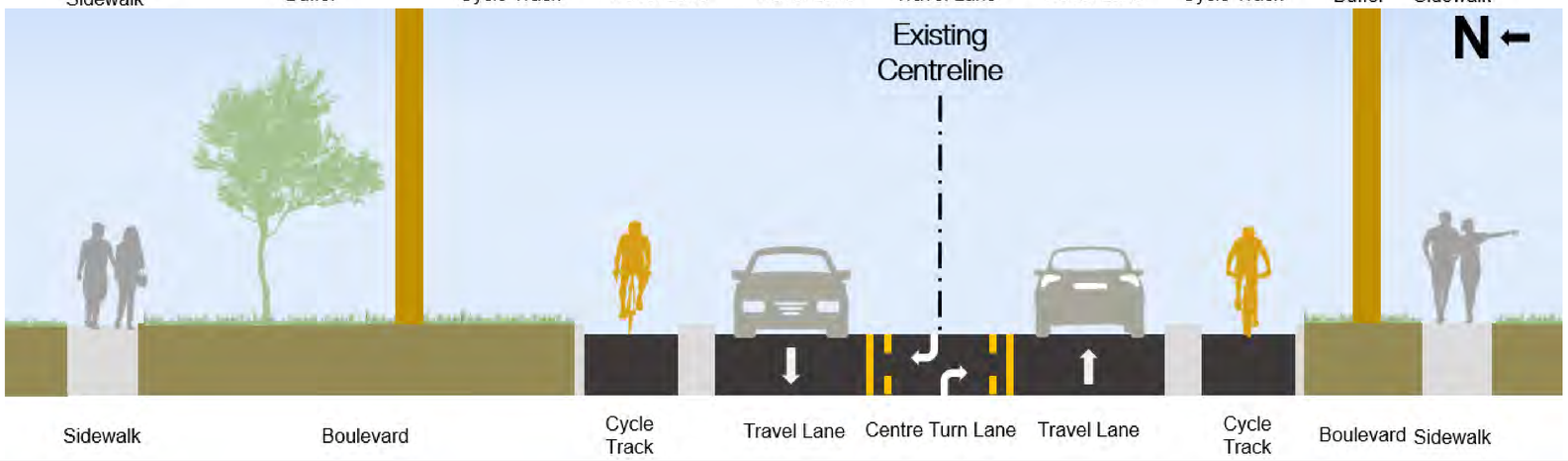

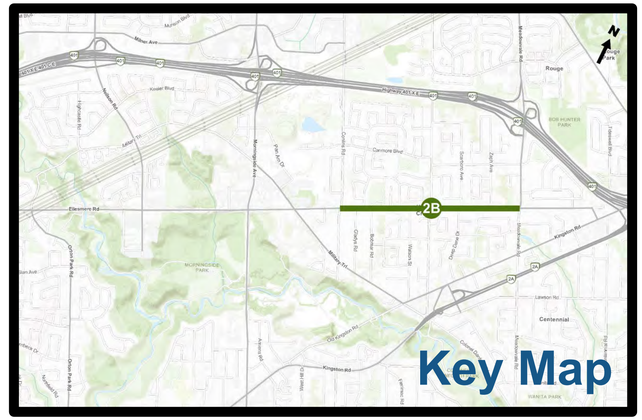

Option 1 Changes

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- Addition of new sidewalk on north side
- New raised cycle tracks
- Existing motor vehicle lane widths reduced

Option 2 Changes

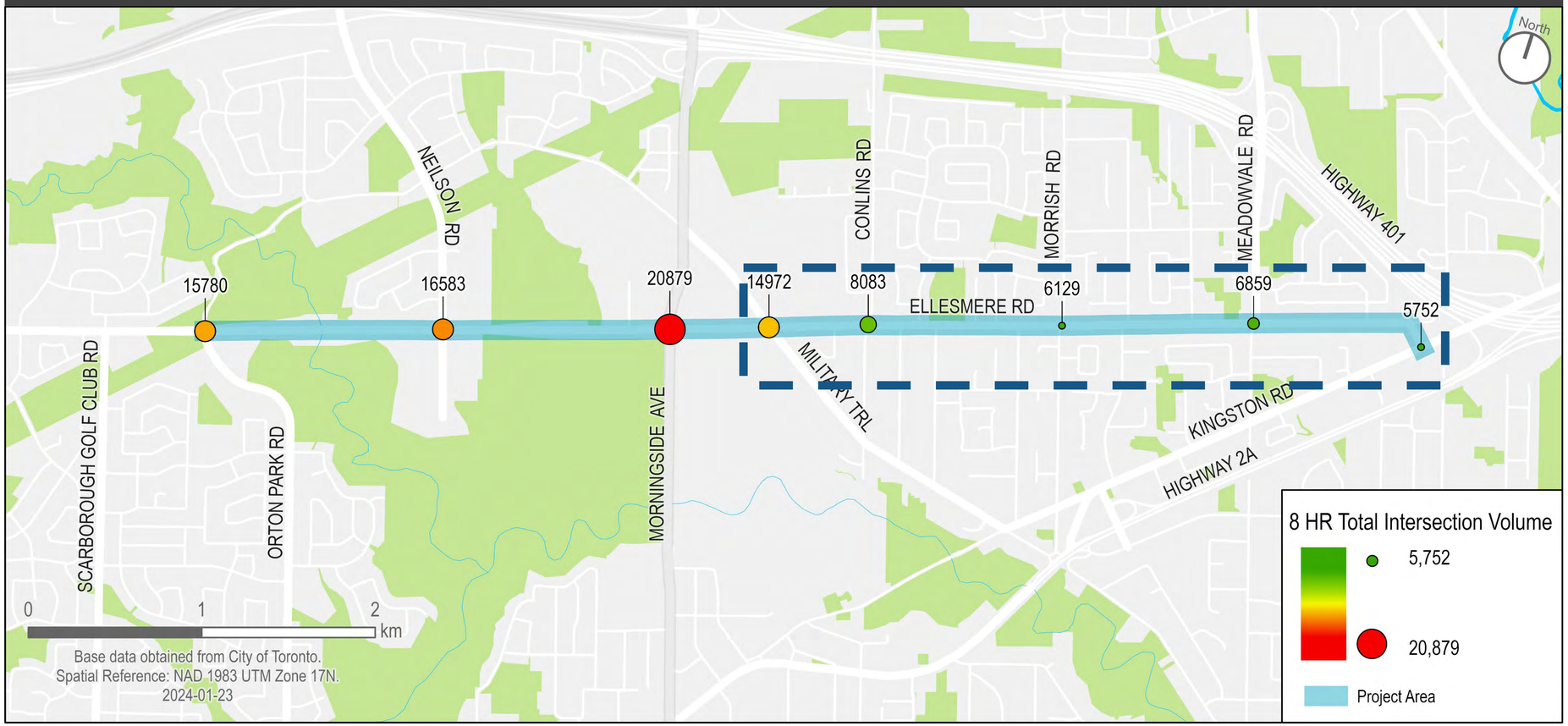
- One motor vehicle lane removed per direction
- New centre left-turn lane
- Addition of new sidewalk on north side
- New on-road cycle tracks

Proposed Changes | Segment 2: Traffic Impacts

When proposing lane conversions, the City considers anticipated impacts to traffic. Motor vehicle traffic volumes east of Military Trail are lower than the rest of the route. There is excess road capacity that can be reallocated to achieve a Complete Street design.

Other lane conversions installed on comparable roads in the City have been monitored and found to continue to serve similar traffic volumes. A lane conversion along Ellesmere Road is not anticipated to have notable traffic impacts. A three-lane road provides access to driveways and reduces conflicts between through and left-turning traffic.

Ellesmere Road Motor Vehicle Volumes (2016)



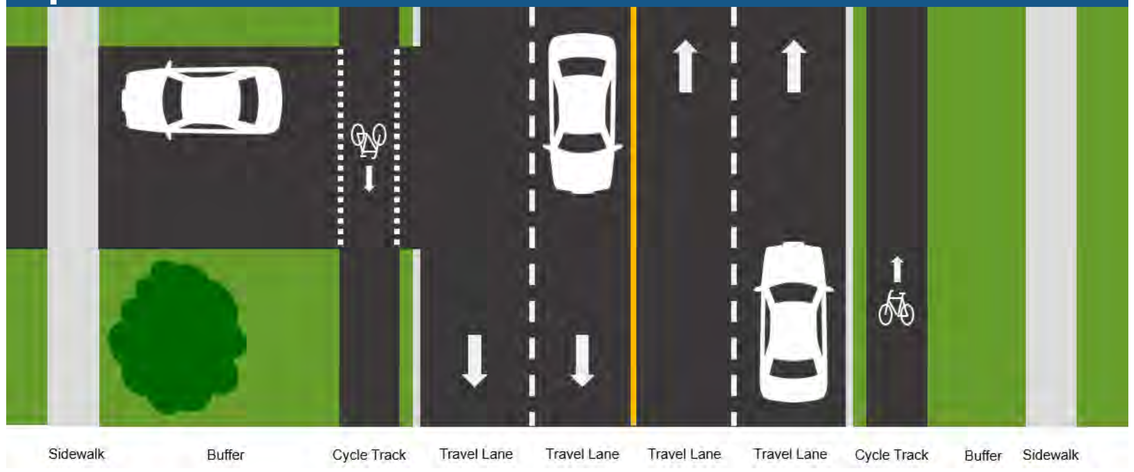
Proposed Changes | Segment 2: Option Comparison

The table below compares the Segment 2 options.

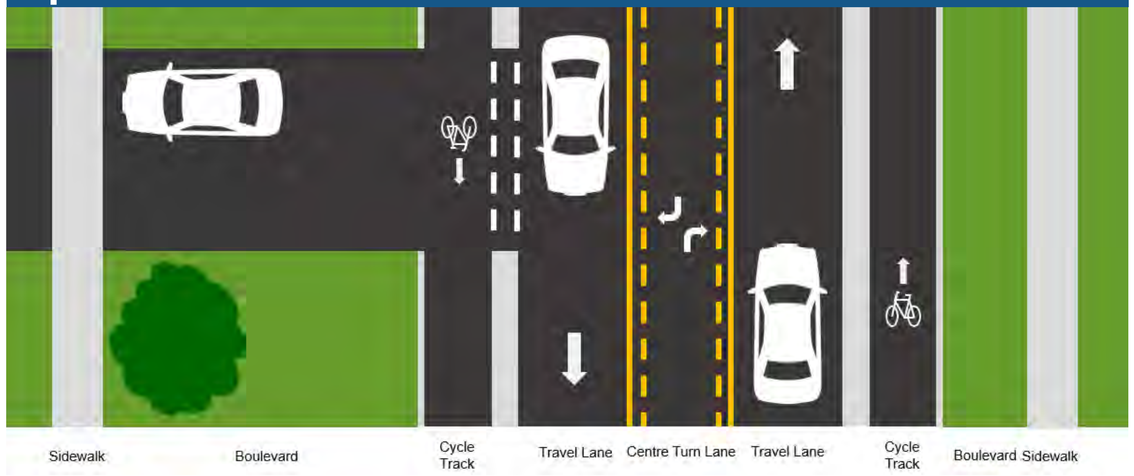
Criteria	Option 1: Raised Cycle Tracks	Option 2: On-Road Cycle Tracks
Quality and Comfort for People Cycling	Raised cycle tracks provide more separation from cars and more opportunities for crossing improvements	On-road cycle tracks with barriers provide less separation from cars
Quality and Comfort for Pedestrians	Reconstruction provides more opportunities for crossing improvements. New sidewalks are added	New sidewalks are added
Construction Impacts and Duration	Requires boulevard reconstruction and curb relocation, which will increase construction duration	Requires boulevard reconstruction **only** for new sidewalks, resulting in reduced construction duration
Driveway Impacts (City-owned portion)	Reconstruction will result in impacts to City property in front of residential properties	Reconstruction required only for new sidewalks, limiting impacts
Tree Impacts*	Estimated impacts up to 160 trees	Estimated impacts up to 45 trees
Traffic and Motor Vehicle Impacts	No change to travel time	Anticipated to have minor impacts to travel time. Increased safety for motor vehicles accessing residential driveways

*Impacts to trees are estimated and will be reviewed in the next stage of design with the goal to minimize all impacts. After construction is complete, new trees will be planted on streets where there is sufficient space in the boulevard, in parks and ravine areas. The City plants three trees for every one tree that is removed.

Option 1



Option 2



Proposed Changes | Segment 3: Meadowvale Road to Kingston Road

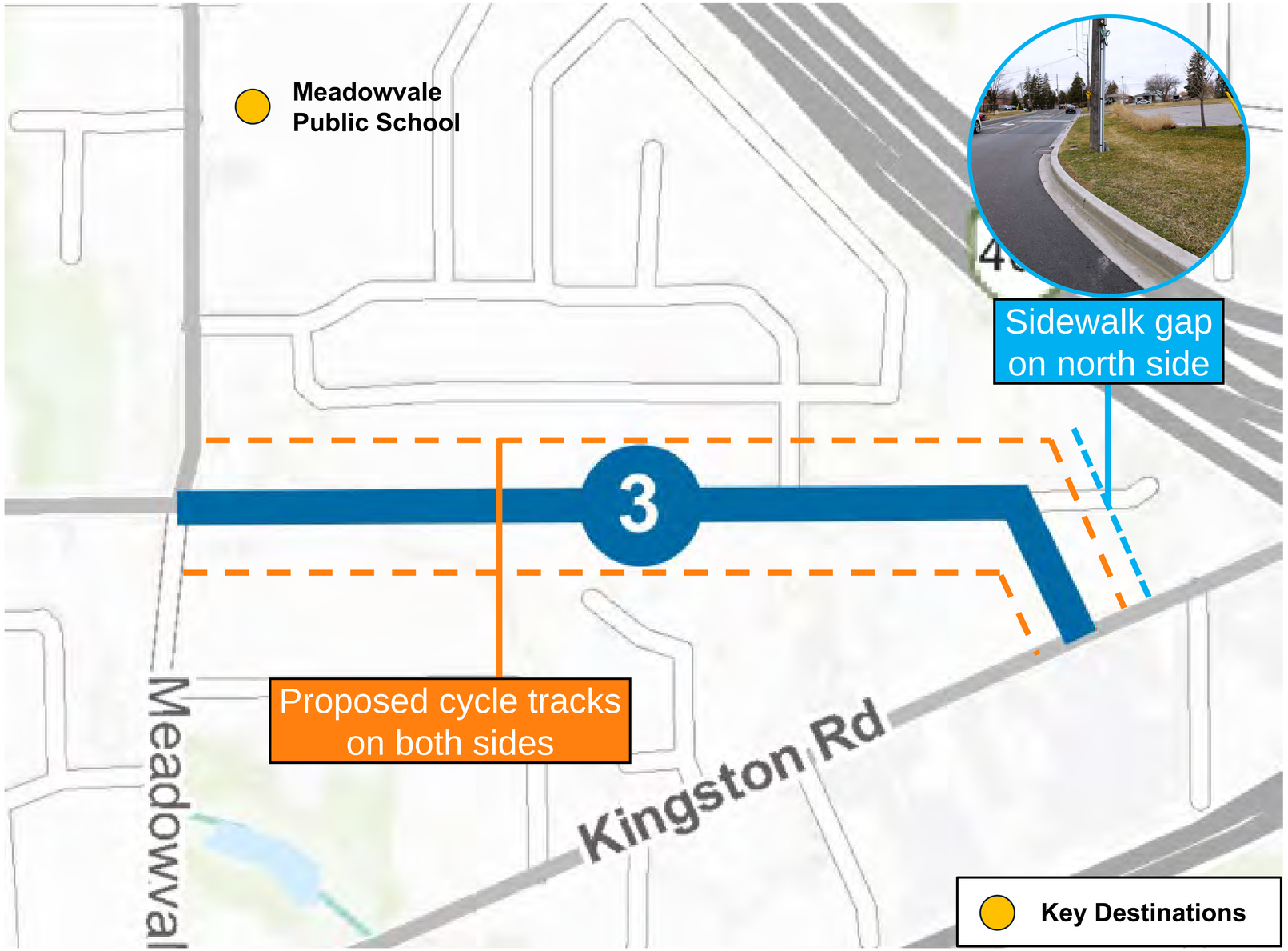
Segment 3 is not divided into sub-segments. This segment has one (1) existing vehicle lane in each direction.

Surrounding Land Use

- Primarily residential neighbourhoods

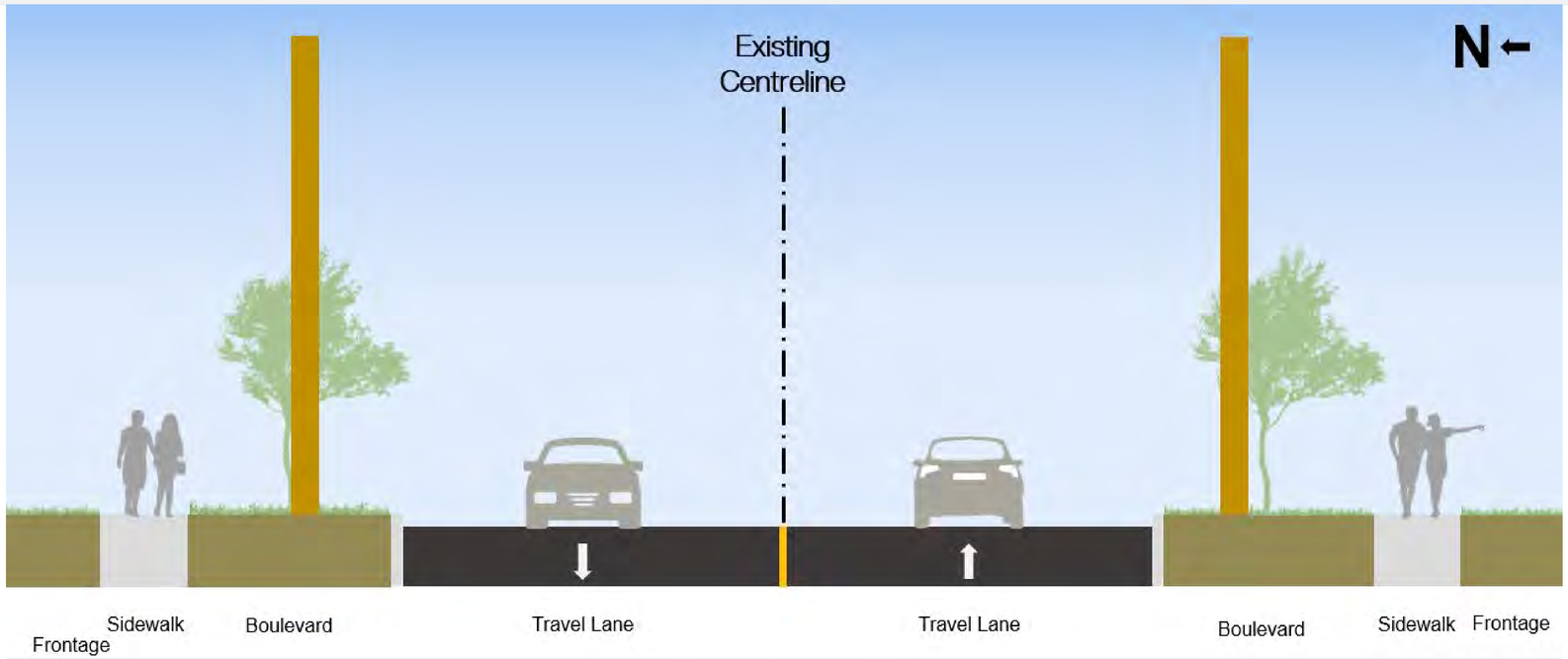
Proposed Improvements

- Proposed on-road cycle tracks on both sides
- Addition of new sidewalk on north side west of Kingston Road

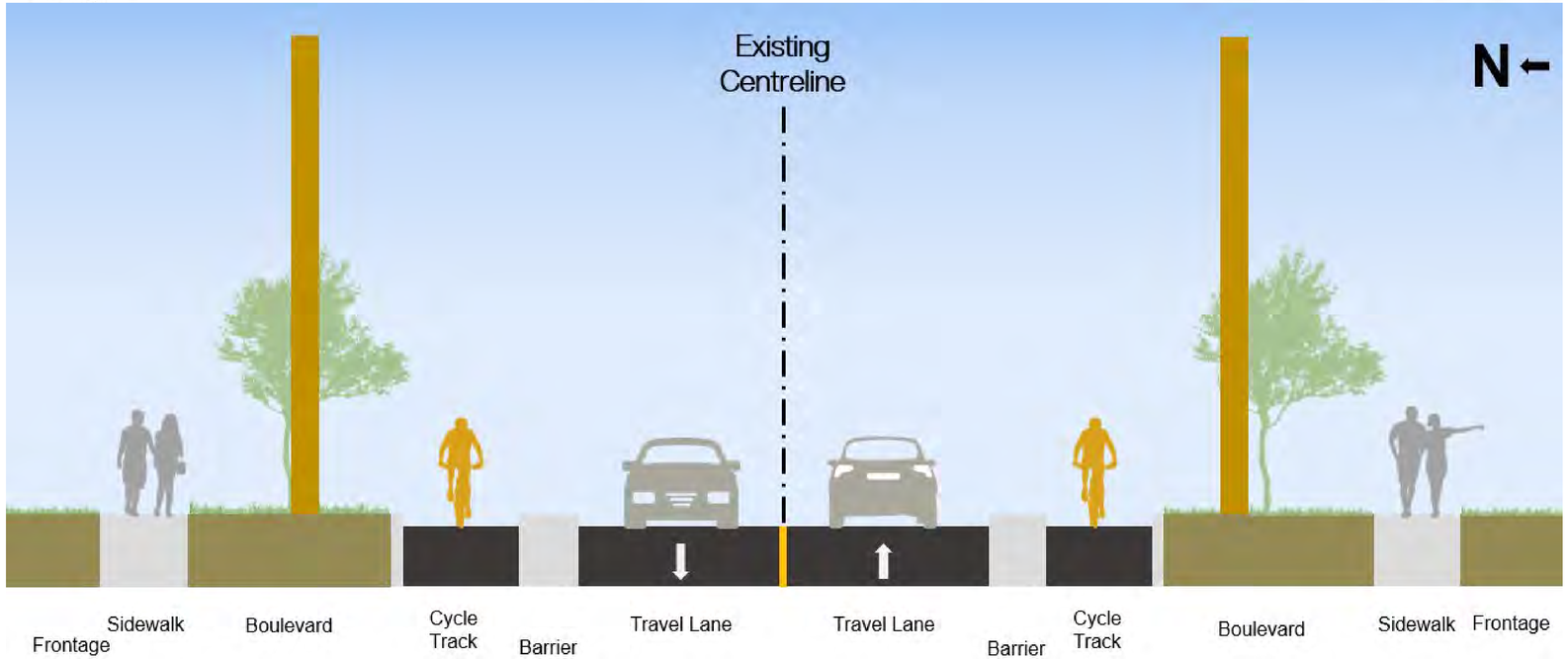


Proposed Changes | Segment 3: Meadowvale Road to Kingston Road

Existing



Proposed



Key Map

Summary of Changes

- Existing motor vehicle lane widths reduced
- New on-road cycle tracks
- Addition of new sidewalk on north side near Kingston Road
- Estimated impact to 5 trees

Proposed Mid-block Crossings

A new signalized crossing is proposed about 350 metres east of Orton Park Road. This crossing would connect people using the Meadoway Trail to the proposed multi-use trail on the south side. **Based on safety and traffic considerations, a new signal is recommended.**

A new signalized crossing is being reviewed between Scarboro Avenue and Zaph Avenue in collaboration with TTC. This would provide a safer crossing for people from their neighbourhood to transit stops planned to be relocated to this point.

Typical Midblock Signalized Trail Crossing

Coordination with Long-Term Projects

Two proposed long-term transportation projects overlap with the **Ellesmere Complete Street Project** area.

- The **Eglinton East Light Rail Transit (EELRT)** is a proposed light rail extension from Kennedy Station to Malvern Town Centre. The LRT is proposed to operate on Ellesmere Road between Morningside Avenue and Military Trail. Military Trail will also be realigned north of Ellesmere Road to match the EELRT.
- The **Durham-Scarborough Bus Rapid Transit (DSBRT)** is a proposed bus rapid transit corridor serving Scarborough, Pickering, Ajax, Whitby and Oshawa that will include dedicated bus lanes, new bus stops, and new sidewalks, cycle tracks, and multi-use trails. Within the Ellesmere Road Complete Street Project area, centre-median bus lanes are proposed with seven bus stops at signalized intersections.

The implementation of these projects is separate from the Ellesmere Complete Street project.

Next Steps

Key Dates:

- Public Consultation Phase 2 in June 2024
- Report to Infrastructure & Environment Committee and City Council early 2025
- Complete Street Installation in 2026

Please provide comments through the online feedback form by February 26, 2024

The survey is also available at:
Toronto.ca/EllesmereCompleteStreet

CONTACT US

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