

Date: Tuesday, March 5, 2024

Meeting Type: Virtual

Start time: 12:00 p.m. **End Time:** 1:30 p.m.

Project Overview:

A fourth meeting for the eglintonTOday Complete Street Project Stakeholder Advisory Group (“SAG”) with the purpose to provide local insights into the eglintonTOday Complete Street project between Keele Street and Mount Pleasant Road, including contributing the development of a data collection & monitoring plan for the project. The SAG consists of representatives of businesses (BIAs), resident associations and other stakeholders from the project area.

Meeting Objectives:

- Review Complete Street corridor design details
- Present and discuss baseline data comparison
- Update on report to Infrastructure and Environment Committee

Meeting Overview:

The meeting was facilitated by Maogosha Pyjor, Senior Coordinator, Public Consultation. A presentation was provided by Kelsey Carriere, Senior Project Manager, Pedestrian and Cycling Unit, including participation from Jacquelyn Hayward, Director of Project Design & Management, and Roger de Gannes Traffic Operations, followed by an opportunity for participants to ask questions and hear responses from City staff.

Questions & Comments

The following questions and answers were provided during the meeting. All questions have been categorized by topic.

Questions & Comment	Project Team Answer
<ul style="list-style-type: none"> Report of another accident yesterday at Eglinton Ave. and Chillton/Hilltop. Incident witnessed by BIA staff as driver attempted to race towards the lights. After he hit an elderly pedestrian, got out of his car and noticed the body on the road and ran back to his car and fled. Ambulance, fire and police arrived later. 	
<ul style="list-style-type: none"> 2024/2012 data comparison is helpful. What is the forecast for the potential transit modal shifts once the LRT is in operation? 	<p>Within the traffic modeling, we have used 0% growth application to traffic volume. It is City policy not to increase traffic infrastructure as a response to increased traffic flow. When Eglinton crosstown was planned, the forecast was 5,500 per hour per direction by 2031 and we are expecting growth at certain sections, particularly at Yonge and Eglinton intersections, ridership projections from City teams are only for reference.</p>
<ul style="list-style-type: none"> CycleTO will be hosting two events in collaboration with local residential and business associations at Ben Nobleman Park, to “rediscover” the area on Saturday March 23 and attend committee deputation training on March 25: email Alison.Stewart@cycleto.ca 	
<ol style="list-style-type: none"> Why are the volume numbers near the Allen Road lower than 2012? Was it because there was traffic congestion, and less traffic counts were recorded? What is the data collection methodology? What are peak hours? 	<ol style="list-style-type: none"> The data is representative of one day at one particular time. There are data sets that counts the queuing length, which could advise the LOS at the intersection (LOS a = good, LOS f = poor). The data collection is managed by the City’s Data and Analytics team, counts are video-based, video analytics are done which loos into the traffic for different transport modes (cars/ pedestrians, transit/ bike, etc.). The peak hour refers to the 2-hour gap with the most traffic count based on the data collected across the day.
<ul style="list-style-type: none"> Explain cycling and pedestrian infrastructure design at the intersection of Mount Dennis? 	<p>Based on the Complete Street Design guidelines for Eglinton, the bollard and curb model is the modular design that is being adopted. The LRT is planned all the way from Mount Dennis to Kennedy Avenue, where Complete Street Design will be installed, and our project eglintonTODay will catch up at Bicknell Avenue all the way Keele Street.</p>

<p>Good to hear that no big design elements will take place before the existing issues are resolved (Allen Eglinton intersection). What level of details are being approved when the study goes to IEC? Will it be the high-level design or will it be detailed design?</p>	<p>We will be seeking endorsement by council with the level of detail that can move us forward to implementation. Anything that requires by-lawed items will require council endorsement (i.e., road configuration, parking, turn lanes, etc.).</p> <p>Streetcape design, paving, and parkettes on the other hand will only require notional approval. Council endorsement will authorize the team to make actual adjustments to the road configuration at the Allen Road intersection.</p>
<p>While Transportation Services works on solution for the Allen Rd. intersection, will it be possible to implement temporary/ interim cycling infrastructure for people to access the area?</p>	<p>There is existing cycling infrastructure within the Eglinton / Allen intersection as build by Metrolinx. The project team is working hard to have operational improvements implemented along the timeline of the complete street. If timing does not align, there may be a period of time with gaps in cycling infrastructure.</p>
<p>Will changes to lane configurations be installed prior to the operation of the LRT? At the moment, buses on Eglinton Avenue operate in the single lane of the traffic.</p>	<p>The project team is working hard to align the complete street installation as closely as possible with the opening of the ECLRT. A ECLRT closure plan has been prepared to prioritize east-west travel to deal with the eventuality of LRT closures and therefore buses needing to use the complete street, but generally speaking, the opening of the LRT will minimize bus traffic on Eglinton Avenue.</p>
<p>Although businesses have seen increased amount of traffic in the area, businesses reported 20% less business. Also experiencing some break ins and elderly people are not feeling safe when approached by youth in the area.</p>	<p>The City is aware of break-ins and Councillor Mike Colle recently hosted the Crime Prevention Summit on Stopping Small Business Break-Ins to address safety issues related to local businesses.</p>

<ol style="list-style-type: none"> 1. Traffic analysis – in Eglinton Hill BIA, currently the north side of Eglinton Avenue will get off peak parking – would that be switched over to 24-hour parking for businesses? 2. At Eglinton and Allen, regarding the potential removal of traffic island, will other vehicles to then be able to use the bus-lane at Marlee Avenue going southbound to Allen Road? 	<ol style="list-style-type: none"> 1. Evaluation is ongoing (quarterly) and once we have more complete results from modeling, we will be able to make these adjustments easily with pavement markings within the 18-month window after the initial installation. 2. The first step at Eglinton / Allen is to address signal operation improvements, and if analysis so recommends removal of the traffic island at the Allen southbound left movement, it will be able to accommodate more queuing of eastbound vehicles headed for Allen north. The transit lane is under analysis to move one lane north, leaving a single westbound through lane if analysis so recommends.
<p>Moving past IEC, with the studies being complete and changes being made, will on-going efforts be made to improve the area with greater details on micro elements such as paving, parkettes, bollards, etc.?</p>	<p>In terms of public realm improvement opportunities, since public space such as boulevards are in the Right of Way area, the City will be able to collaborate/ coordinate more local-scale area designs with organizations such as PlazaPOPs to incorporate more detailed designs. Public realm work will be ongoing between the BIAs, community groups and the project team and are not dependent on IEC decision or timelines. Artistic curb extensions (coordinated with the BIAs) specifically will be coordinated in advance to be installed by the complete street contractors.</p>
<ol style="list-style-type: none"> 1. Northbound Allen intersection, there is an east-west pedestrian corridor, will these signals continue to be automated or will push buttons be installed? 2. It is more important to clear the eastbound traffic before allowing southbound traffic through from the Allen Road. Many times, southbound traffic is unable to come through since northbound traffic from Eglinton Avenue is blocking southbound traffic through movement. It is important for the eastbound traffic to first be clear. 3. Regarding enforcement, local enforcement can only be executed if there is proper signage in place. Will traffic wardens be kept at the intersection for guiding traffic at the intersection? 	<ol style="list-style-type: none"> 1. We are looking at the signaling and motor vehicle movements at that intersection. Fixed phasing was used while sidewalks were closed. The push buttons were installed there in late 2023 when the sidewalks reopened, and we are working on to make it callable. 2. Clearing eastbound vehicles destined for Allen Road north will be timed to clear the intersection fully before southbound vehicles enter the intersection. 3. Traffic agents play a big role in keeping the corridor moving, they will stay at the corridor until issues can be resolved, but they can only be present as far as resources permit.

Total Participants (22):

Councillors' Representatives:

1. Andy Stein Chief of Staff for Councillor Colle
2. Nathan Wener Chief of Staff for Councillor Matlow

Business Improvement Areas:

3. The Eglinton Way BIA
4. Mount Pleasant Village BIA
5. Upper Village BIA
6. Eglinton Hill BIA

Ratepayers' and Residents' Associations:

7. Oakwood Vaughan Community Organization
8. Avenue Road-Eglinton Community Association (ARECA)
9. Avenue Road-Eglinton Community Association (ARECA)
10. Cedarvale Upper Village Community Association
11. Lytton Park Residents' Organization

Community Members:

12. Local Resident, Transportation Planner
13. CycleTO
14. Local Resident

Project Team and Panelists:

15. Jacquelyn Hayward Director, Project Design and Management
16. Kelsey Carriere Senior Project Manager, Pedestrian and Cycling Unit
17. Roger De Gannes Senior Engineer, Traffic Operations Transportation Services
18. Mirella Marino BIA Office
19. Maogosha Pyjor Senior Coordinator, Public Consultation Unit
20. Carol Lee Coordinator, Public Consultation Unit