

**Date:** Tuesday, January 30, 2024

**Meeting Type:** Virtual

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

## Project Overview:

A third 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:

- Share project updates including project timeline, sidewalk repairs, data collection and analysis plan
- Eglinton Allen intersection update from Roger DeGannes from Transportation Services’ Traffic Operations
- Receive feedback on Neighbourhood Traffic Infiltration Options

## 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 on project updates followed by an opportunity for participants to ask questions and hear responses from City staff, and a Workshop and discussion session on Neighbourhood Traffic Infiltration Options.

## Questions & Comments

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

### Topic: Safety & Traffic Volume

Questions & Comments	Project Team Answer
<ul style="list-style-type: none"> <li>• There are turn restrictions that are currently not obeyed and not enforced.</li> </ul>	<p>A lot of signage, particularly related to turn restrictions at Eglinton Ave. was removed to accommodate ECLRT construction route needs. Roger’s team is currently working to replace missing signage, adding advisory signage at the blocks approaching the restriction, and adding missing bylaws changes so that signage can be enforced.</p>
<ul style="list-style-type: none"> <li>• High volume of southbound traffic infiltration from Eglinton Ave. (unobstructed cut-through to Vaughan Rd.) at all times of day.</li> <li>• High speed of traffic in both directions, including on the lower portion where</li> </ul>	<p>The proposal removes the existing westbound turning lane which currently facilitates turns onto Alameda Ave. Southbound vehicles are directed to Oakwood Ave. where there is a signalized dedicated left turn lane.</p>

Questions & Comments	Project Team Answer
<p>bump-outs are already installed.</p> <ul style="list-style-type: none"> <li>• Absence of stop sign at Strader Ave. (170m of road without a stop sign) leading to high speeds and dangerous pedestrian crossing.</li> <li>• Poor sight lines for turning drivers at Alameda Ave. and Vaughan Rd.</li> <li>• Non-compliance of “No Right Turn” signage on Oakwood Ave. northbound at Belvidere Ave., Bude St., and Clovelly Ave. contributing to high volumes of traffic infiltration into the neighbourhood.</li> </ul>	<p>Also, the “DO NOT ENTER” restriction southbound on Alameda Ave. was recently reinstated.</p> <p>Additional traffic calming measures in the Oakwood-Vaughan community can be explored through the Oakwood-Vaughan <u>Neighbourhood Streets Plan</u> process which will be commencing this spring. Residents within the Oakwood Village Street Plan project area will receive a notification by mail in the coming weeks. To be included on the mailing list for updates on this project, please email: <a href="mailto:OakwoodVillageStreets@toronto.ca">OakwoodVillageStreets@toronto.ca</a></p>
<ul style="list-style-type: none"> <li>• Eglinton Ave. and Allen Rd.: Thankful for traffic controlling agents however, they themselves are scared of this location - “Many times cars simply pass by them, honking for the traffic agent to move out of the way”.</li> <li>• Dangerous for pedestrians waiting northwest corner for the lights to change. During rush hour corner congested with people trying to cross the street. With longer light times at 1.40 seconds that group of people will get even larger and more difficult to cross.</li> </ul>	<p>Eglinton / Allen is not operation optimally now. Roger’s team is working on operational improvements which will better balance pedestrian/cycling needs with the need to accommodate northbound motor-vehicle traffic.</p>
<ul style="list-style-type: none"> <li>• In regard to the new parking-protected bikeway design which uses 12m spaced bollards instead of curbs (recognized as a trip-hazard), is there a concern of cars parking in the bike lane, and does the City have a way of monitoring if cars are parking on the bike lanes?</li> </ul>	<p>Yes. Project team will be on-site throughout the months of install regularly monitoring the situation. The cycling team also gets direct notification through 311 requests and input from residents and BIAs regarding any problems that may need addressing.</p>
<ul style="list-style-type: none"> <li>• Are new buildings and development considered with appropriate growth adjustments?</li> </ul>	<p>Eglinton has been zoned for transit-oriented development which means that new developments located along the ECLRT are to require to provide ample cycling parking and minimize resident parking. New developments can be required to include Green P public parking. All developments along the corridor are circulated to the pedestrian and cycling team as well as all other relevant City departments for review.</p>

**Topic: Design**

Questions & Comments	Project Team Answer
<ul style="list-style-type: none"> <li>Is there a maintenance plan for the flexible bollards, as the City is not good at repairing or replacing them on Bloor St. shows.</li> <li>Will multiple options/designs be explored?</li> </ul>	<p>The new parking standard will help with introducing fewer bollards which will demarcate bike lane locations but will not get in the way of snow removal and road maintenance.</p> <p>In collaboration with the City’s cycling team, Transportation Services’ Operations and Maintenance team have also greatly improved their responsiveness to addressing required repairs. Residents are encouraged to use the 311 app to report any required maintenance as this is the mechanism best suited for quick response time.</p> <p>Additionally, the modular materials often used on new bike routes are programmed for upgrade to high-quality raised cycletracks which do not require curbs or bollards whenever new developments, or future road work occur.</p>
<ul style="list-style-type: none"> <li>One-way mazing in the residential streets is inconvenient for residents. Important to first solve problem of congestion at the Allen Ave. and Eglinton Ave. to understand affects on eliminating the traffic infiltration before implementing mazing through neighbourhood streets.</li> </ul>	<p>The City agrees to prioritize addressing the traffic congestion at the Allen Rd. first, but impactful geometric changes to improve operations around the Allen will take time which is why Transportation Services wanted to respond to the many urgent complaints regarding neighbourhood traffic infiltration with mazing options. These options can remain for consideration pending results of operations improvements at Allen / Eglinton.</p>
<ul style="list-style-type: none"> <li>Support for the simultaneous left and right turn from Eglinton northbound onto the Allen</li> </ul>	<p>The option for simultaneous left and right turns onto the northbound Allen Rd. will require some redesign of the roadway to accommodate this</p>
<ul style="list-style-type: none"> <li>Comment from Fairbank BIA member: Slide 8 shows no change to the bike lanes along the section near the Fairbank BIA and we support Segment C cross-section and not Segment B.</li> </ul>	<p>Kelsey is in conversation with Fairbank Village BIA about which lane configurations are and are not possible within the road width.</p>
<ul style="list-style-type: none"> <li>Suggested to mitigate traffic, have the bike lanes on the south side of Eglinton Ave. only as the traffic is much lighter than westbound traffic, or let cyclists use the Beltline or side streets.</li> </ul>	<p>Bike lanes provide a legitimate form of transit, and are the fastest growing transportation mode in Toronto. When planning bikeways, they must be connective, practical, and intuitive like our transportation system.</p>
<ul style="list-style-type: none"> <li>For the section of Eglinton Ave. between Allen Rd. and</li> </ul>	<p>The diverse proposed cross-sections of lane configurations along the Keele Ave. to Mount Pleasant Rd.</p>

Questions & Comments	Project Team Answer
<p>Dufferin St., is the design still to provide two motor vehicle lanes, bike lane and 24-hour parking?</p>	<p>corridor were developed based on extensive traffic modelling and recognizing the restrictions of the different road-widths along different stretches of Eglinton Ave.</p> <p>Between Allen Rd. and Dufferin St. specifically, there are two consecutive layouts proposed:</p> <ul style="list-style-type: none"> <li>From Oakwood to Allen, the 4-lane model proposes off-peak parking as today, with traffic flow prioritized during peak travel times (exact peak hour restriction times to be determined based on data collection in consultation with the SAG).</li> <li>From Dufferin to Oakwood, extensive traffic modelling has determined that the corridor can accommodate one lane of motor vehicle travel in each direction with 24/7 parking on both sides to support businesses and reduce traffic speeds.</li> </ul> <div data-bbox="656 823 1409 1234" style="border: 1px solid #ccc; padding: 10px;"> <p style="text-align: center;"><b>Proposed Cross Sections</b></p> <p style="text-align: center;">7 eglintonTODay Complete Street Project <span style="float: right;">Toronto</span></p> </div>

## Topic: Data Collection and Analysis

Questions & Comments	Project Team Answer
<ul style="list-style-type: none"> <li>When was the 2023 data collected (days, times)?</li> </ul>	<p>Both data presented to the SAG from 2012 and 2023 were both collected during weekday peak hours (4 - 6 p.m.)</p>
<ul style="list-style-type: none"> <li>Does 2023 data account for drivers avoiding Eglinton Ave. due to construction and congestion? 2023 data will be skewed given people avoiding Eglinton Ave, altogether and using alternative east-west streets like Castlefield Ave.</li> </ul>	<p>Yes, 2023 data will reflect changes in travel patterns due to congestion, but this is an ongoing evolution of travel pattern change in the City. We anticipate travel patterns to continue to change including people along the corridor switching to more convenient modes of transportation including transit and cycling, and commuters choosing more convenient routes.</p>

Questions & Comments	Project Team Answer
	Travel time data can be used to reflect travel times and congestion where traffic counts are only reflective of travel demand up to a maximum roadway capacity.
<ul style="list-style-type: none"> <li>Is there an update for our discussion about tweaking the definition of "peak hours", to go until 7 p.m. as the traffic we experience goes from 2 p.m. to 7 p.m.</li> </ul>	As mentioned above, forthcoming 2024 traffic volume counts will provide a data-supported recommendation for peak hour time restrictions that best reflect the current reality of traffic on Eglinton Avenue.

### Topic: Installation

Questions & Comments	Project Team Answer
<ul style="list-style-type: none"> <li>What is the schedule for road resurfacing? Most BIA events along will happen between June and August (e.g., Fairbank Summerfest June 21-23).</li> </ul>	Road resurfacing is proposed to begin early July. Applications for street festivals were received, and Festival times are noted so that no construction will take place during these times.

### Topic: Mazing Workshop

Questions & Comments	Project Team Answer
<ul style="list-style-type: none"> <li>The community would like to see local traffic counts.</li> <li>Is the City confident that limiting the traffic to just one lane on Eglinton Ave. will be able to accommodate traffic demand on Eglinton?</li> <li>With regards to one-way mazing, reiterate this should be explored AFTER making changes to the Eglinton Allen intersection and THEN devise neighbourhood street direction changes.</li> </ul>	<p>Neighbourhood infiltration-focused traffic counts are forthcoming and will be shared with the SAG as soon as they are available.</p> <p>The extensive traffic modelling conducted on the corridor indicates that the cross-sections proposed for the various sections Eglinton Avenue are the most appropriate to reflect traffic flow needs while balancing pedestrian and cycling safety needs and parking.</p> <p>It is recognized that the current situation at Eglinton / Allen is not acceptable, and this is being addressed simultaneously to rectify the current bottleneck at this intersection.</p> <p>The City is in agreement with the community that one-way mazing can be explored as an option once Eglinton / Allen issues have been resolved. This approach was presented as an option in response to the many urgent requests to deal with neighbourhood infiltration issues.</p>

The following questions and comments were submitted during the meeting and have been responded to by the project team below.

Questions & Comments	Project Team Answer
<p>When will the Eglinton Crosstown tunnel open for trains, won't there be fewer buses on the road?</p>	<p>Yes, the many east-west Eglinton bus routes will be replaced with the ECLRT, but bus stop locations still need to be included in the Complete Streets plan to accommodate night bus routes, LRT closure plans and the several north-south bus routes that connect to and loop along Eglinton Ave.</p>
<p>This news piece was done recently:  <a href="https://toronto.ctvnews.ca/illegal-right-turns-frustrate-residents-as-construction-plagues-midtown-toronto-intersection-1.6680425">https://toronto.ctvnews.ca/illegal-right-turns-frustrate-residents-as-construction-plagues-midtown-toronto-intersection-1.6680425</a></p>	<p>Everden Rd. is one of the streets where signage and bylaws are currently being replaced post-construction so that enforcement can occur.</p> <p>Google Maps and Waze can then be updated to reflect the replaced restrictions.</p>
<p>In October 2015 a person was seriously injured, when a turning bus hit a man with its mirror. At this intersection.</p>	<p>This incident at Eglinton / Allen has been noted and reviewed by TTC staff.</p>
<p>The east/west pedestrian and bike crossing times are too long.</p>	<p>See above. Eglinton / Allen operations are under review.</p>
<p>We are having many serious accidents in the Oakwood Vaughan area from traffic. A map of serious accidents near Oakwood Ave. and Vaughan Rd.:  <a href="http://gron.ca/OVCO/accident_map/#14/43.6920/-79.4328">http://gron.ca/OVCO/accident_map/#14/43.6920/-79.4328</a></p> <p>Death and serious accidents in 2023:</p> <ol style="list-style-type: none"> <li>1. December 7th, 2023: A garbage trucked killed a pedestrian at St. Clair and Winona.</li> <li>2. November 13th, 2023: A dump truck killed Mr. Theiventhrum at Eglinton and Dufferin.</li> <li>3. October 30th, 2023: Two elder men, 84 and 79, hit by a pickup truck, on Dufferin and Roselawn. Not sure if they died.</li> <li>4. August 4th, 2023: Elderly woman killed by a pickup truck, Vaughan and Atlas.</li> <li>5. May 30th, 2023: Ford F350 pickup truck hits a woman on Oakwood and Holland Park, very serious. Not sure if died.</li> </ol>	<p>Transportation Services takes these incidents very seriously.</p> <p>Additional traffic calming measures in the Oakwood-Vaughan community can be explored through the Oakwood-Vaughan <u>Neighbourhood Streets Plan</u> process which will be commencing this spring. Residents within the Oakwood Village Street Plan project area will receive a notification by mail in the coming weeks. To be included on the mailing list for updates on this project, please email: <a href="mailto:OakwoodVillageStreets@toronto.ca">OakwoodVillageStreets@toronto.ca</a></p>
<p>The current Allen Eglinton design with the island and turn lanes confuses people and there have been incidents over the years, particularly at the southbound right turn from the Allen Rd. onto the Eglinton Ave.</p>	<p>Traffic wardens are currently located daily at Eglinton/ Allen during rush hour to support confusing movements. Eglinton / Allen operations are currently under review for operational improvements.</p>

Questions & Comments	Project Team Answer
<p>westbound lane.</p> <p>In terms of bike lanes, we should look at the overall picture for the betterment for all.</p>	<p>Bike lanes are a legitimate form of transit, and the fastest growing transportation mode in Toronto. When planning bikeways, they must be connective, practical and intuitive like our transportation system.</p>
<p>The design of the intersection at Eglinton and Blackthorn (Caledonia LRT station) is problematic. Cars travelling eastbound do not know where to stop and frequently drive right through the pedestrian crosswalk on the west end of the intersection. Concern that a pedestrian will be hit by a car. Two suggestions to improve this intersection:</p> <ol style="list-style-type: none"> <li>1) Traffic lights pointing in both directions at both ends of the intersection.</li> <li>2) Restore the pedestrian crosswalk at the east end of the intersection. If the TTC insists on it being removed, ask them to provide compelling evidence to justify its removal</li> </ol>	<p>Transportation Services is in conversation with TTC about rectifying Blackthorn intersection design at the Caledonia LRT station.</p>

## Action Items:

Both items have been addressed since meeting:

1. Will investigate whether turn restrictions at Alameda Ave can be incorporated.
2. Kelsey will follow-up with Fairbank BIA on the recommended cross-section and layout issue.

## Total Participants (30):

### Councillors' Representatives:

1. Chief of Staff for Councillor Colle
2. Chief of Staff for Councillor Matlow

### Business:

3. Black Business and Professional Association

### Business Improvement Areas:

4. The Eglinton Way BIA
5. Fairbank Village BIA
6. Fairbank Village BIA
7. Eglinton BIA
8. Fairbank Village BIA
9. Oakwood Village BIA
10. York Eglinton BIA
11. Upper Village BIA
12. Oakwood Village BIA
13. Mount Pleasant Village BIA

### Ratepayers' and Residents' Associations:

14. Oakwood Vaughan Community Organization
15. Oakwood Vaughan Community Organization
16. Oriole Park Association
17. Avenue Road-Eglinton Community Association (ARECA)
18. Cedarvale Upper Village Community Association
19. Lytton Park Residents' Organization

### Community Members:

20. Constable (13 Division)
21. Local Resident, Transportation
22. Planner Black Urbanism TO

### Project Team and Panelists:

- |                        |   |
|------------------------|---|
| 25. Kelsey Carriere    | Senior Project Manager, Pedestrian and Cycling Unit         |
| 26. Roger De Gannes    | Senior Engineer, Traffic Operations Transportation Services |
| 27. Christopher Chahil | Project Lead, Transportation Services                       |
| 28. Ron Nash           | BIA Office  |
| 29. Maogosha Pyjor     | Senior Coordinator, Public Consultation Unit                |
| 30. Carol Lee          | Coordinator, Public Consultation Unit                       |