

**Date:** Tuesday, April 16, 2024

**Meeting Type:** Virtual

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

## **Project Overview:**

A fifth 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:**

- Updates on Eglinton / Allen operation improvements analysis and implementation plan
- Highlights from Staff Report for May 2, 2024, Infrastructure and Environment Committee Meeting

## **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 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"> <li>• Fairbank Village BIA maintains that the proposal will only cause congestion, pollution and be detrimental to the existence of business, as it will be extremely difficult to bring merchandise to the stores.</li> <li>• It will be aggravating for people that live and work here.</li> <li>• Our sidewalks are wide enough to donate space for complete street.</li> <li>• Other areas with bike lanes installed show trouble for businesses.</li> <li>• York-Eglinton BIA shares the similar sentiments as Fairbank Village.</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple iterations of traffic analysis and review assure that the roadway has the capacity to maintain an acceptable level of service with the lane configurations proposed.</li> <li>• Parking and loading have been prioritized in the complete street design, particularly in the BIA areas to meet business needs, including the introduction of fulltime parking in many locations which currently only allow off-peak parking. Studies of other Toronto commercial corridors that have undergone a complete street transformation including Bloor Street, Danforth Avenue and Yonge Street show that a complete street design has a positive economic impact on the businesses.</li> </ul>
<ul style="list-style-type: none"> <li>• The through traffic heading east on Eglinton Avenue often short cuts through neighbourhood streets causing a bottleneck. Is it possible to prevent them to prevent them from cutting into the traffic heading towards Allen Road?</li> </ul>	<ul style="list-style-type: none"> <li>• Eastbound direction was aggravated by the former signal phasing that had been in place. On March 27, Transportation Services' signal team made some preliminary essential adjustments that have resolved the congestion within the Eglinton / Allen intersection, notably improving southbound movements from Allen Road turning east on Eglinton Avenue, reduced eastbound congestion by clearing the through lane with more effective eastbound left-turns onto Allen Road north, and facilitated the eastbound exit of buses from Eglinton West Station.</li> <li>• Westbound congestion approaching Eglinton / Allen are the focus of the next stage of operational improvements currently being analyzed.</li> </ul>

<ul style="list-style-type: none"> <li>• Request to provide an overview of the pedestrian volume, which represents most travelers.</li> <li>• Eglinton will benefit from having transit and bike lanes and businesses will thrive.</li> <li>• <a href="https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people">https://nacto.org/publication/transit-street-design-guide/introduction/why/designing-move-people</a></li> <li>• <a href="https://www.distilled.earth/p/how-paris-is-taking-back-its-streets">https://www.distilled.earth/p/how-paris-is-taking-back-its-streets</a></li> <li>• Taking Paris as an example, being car-centric in the 90s vs. in the present, as a walking and cycling-centric city</li> </ul>	<ul style="list-style-type: none"> <li>• At several intersections including Dufferin Street, Allen Road and Mount Pleasant Road, pedestrian volumes are about ¼ of motor vehicle volumes reinforcing the importance of improving pedestrian safety along the corridor which is a key aspect of the complete street.</li> <li>• Pedestrian volumes will continue to increase with ongoing developments along Eglinton Avenue and with transportation mode switches anticipated with the opening of the ECLRT.</li> </ul>
<ul style="list-style-type: none"> <li>• City needs to consider parking along the corridor.</li> <li>• The extension of the rush hour time frame is a good thing, but businesses will still need parking. Will keeping parking on the southside of Eglinton Avenue, east of the Allen be possible?</li> <li>• Good to know that the complete street will extend to Old Forest Hill, where a new sign prohibiting left-hand turn was recently put up. It is important for the study to investigate the neighbourhood, with other projects happening at the area holistically.</li> </ul>	<ul style="list-style-type: none"> <li>• The complete street prioritizes parking throughout the corridor, and particularly within the BIA areas.</li> <li>• There are currently 366 pay and display parking spaces along Eglinton Avenue from Bicknell Avenue to Mount Pleasant Road, and approximately 100 other on-street parking spaces in non-commercial stretches of the corridor where short-term, unpaid, off-peak parking is permitted. The complete street will include a total of 531 parking spots with 313 of these made full-time and the remaining 218 remaining off-peak as today in the proximity to Allen Road and where traffic volumes require two lanes during peak hours.</li> <li>• The project team is working with Upper Village BIA to maximize parking and ensure that parking hour restrictions meet their needs.</li> <li>• Ongoing area-wide monitoring will inform a holistic approach to any turn restriction or adjustments needed for up to 18 months after the complete street is installed.</li> </ul>

<ul style="list-style-type: none"> <li>• Suggest referencing <a href="#">Bill FitzGibbons</a> – the “LightRails” artist for the beautification of Allen Greenway/ The Allen as a “terminus” of the Allen as initiative to help beautify the neighbourhood. Upkeep and maintenance of these beautiful streetscape elements is key. It is not a "set it and forget it" mindset.</li> <li>• Can residents' groups be involved in the streetscape projects.</li> </ul>	<ul style="list-style-type: none"> <li>• Transportation Services will continue to work with BIAs to provide multi-divisional support for the implementation of their developing streetscape masterplans and public art installations.</li> <li>• The complete street projects team will continue to be involved in the project monitoring, adjusting as needed and ensuring maintenance and upkeep of the roadway. Operations and maintenance have greatly improved their responsiveness to cycling infrastructure maintenance. Anyone can report an issue to 311 to be addressed.</li> <li>• If residents wish to be involved with supporting streetscape projects, they could approach their local BIA with an offer to support the work of their streetscape committee.</li> </ul>
<ul style="list-style-type: none"> <li>• Suggest reinstating the previous design, continuous eastbound lane on Eglinton Avenue, remove the newly installed island to have two lanes northbound to Allen Road.</li> <li>• Keep double-on ramp from Allen Road southbound.</li> <li>• Support callable pedestrian signal.</li> <li>• Coordinate eastbound lights with southbound Allen Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The design currently being analysed to improve operations on to Allen Road north includes simultaneous movements of a single eastbound left turn lane and two westbound right turn lanes with double the green time.</li> </ul>
<ul style="list-style-type: none"> <li>• About this summer’s construction, can the project team create a marketing pamphlet or brochure for the BIAs to give businesses a heads up about what to expect with construction?</li> <li>• In connection with the Beltline Gap connect projects, it looks like there is a 300m gap along the Allen Greenway and the eglintonTOday project. Is that correct?</li> </ul>	<ul style="list-style-type: none"> <li>• Staff will prepare pre-construction information for businesses and local community and provide monthly updates to keep businesses and community members up to date with the repaving and complete street installation progress. There is a section of the Allen Greenway that is complex to construct due to property issues. <a href="#">The Beltline Gap project</a> is proposed to provide a connective route and safe crossing of Allen Road.</li> </ul>
<ul style="list-style-type: none"> <li>• Do we have any data to suggest that on-street parking has a causational relationship with store business?</li> </ul>	<ul style="list-style-type: none"> <li>• Certainly parking and loading are crucial elements of conducting business, but several studies have showed that small reductions in parking and the introduction of bike lanes have in fact had a positive impact on local businesses.</li> </ul>

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| <ul style="list-style-type: none"><li>• The push call button at the Allen Road only controls the pedestrians and not the cycling timing which still holds up traffic. Does the push call button control both the pedestrians and cyclists?</li></ul> | <ul style="list-style-type: none"><li>• The push buttons are currently for pedestrians only, with a 15 second minimum crossing time. A cycling detector will be added with movements happening with the through green for motor vehicles.</li></ul> |
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## Total Participants (27):

### Councillors' Representatives:

Andy Stein (Councillor Colle)  
Nathan Wener (Councillor Matlow)

### Business Improvement Areas:

Black Business and Professional Association  
Eglinton Hill BIA  
Eglinton Way BIA  
Fairbank Village BIA, two representatives  
Mount Pleasant Village BIA  
Oakwood Village BIA, three representatives  
Upper Village BIA  
York Eglinton BIA

### Ratepayers' and Residents' Associations:

Cedarvale Upper Village Community Association  
Oakwood Vaughan Community Organization  
South Eglinton Davisville Residents' Association (SEDRA)

### Community Members:

CycleTO  
Eglinton Working Group  
Individual community members

### Project Team and City staff:

Kelsey Carriere, Senior Project Manager, Transportation Services  
Roger De Gannes, Senior Engineer, Transportation Services  
Ron Nash, Project Manager, BIA Office  
Maogosha Pyjor, Senior Coordinator, Public Consultation Unit  
Carol Lee, Coordinator, Public Consultation Unit