



# Ellesmere Complete Street

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**Public Consultation Report – Phase 1**  
April 2024

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**For questions about this report, please contact:**

Kelly Rahardja  
Senior Coordinator, Public Consultation Unit  
[Ellesmere@toronto.ca](mailto:Ellesmere@toronto.ca)  
416-397-5559

# Consultation Summary

Phase 1 of the public consultation for Ellesmere Complete Street took place from January 29 to February 26, 2024.

Consultation activities included a community interest group meeting with local resident associations and organizations, two pop-up events at local post secondary institutions (University of Toronto Scarborough and Centennial College), a public drop-in event on February 12 at Cardinal Léger Catholic School, a feedback survey, and comment tracking. Over 90 people attended the in-person drop-in event, and 365 survey responses were received along with 26 people providing comments by phone and email.

Community interest groups and the public were informed of the project and opportunities to participate through a variety of communications. These included a project website, targeted emails to ~60 community interest groups, 15,060 flyers distributed by Canada Post throughout the project area, and flyers and pamphlets distributed at two pop-up events at local post secondary institutions.

Overall, there is support for the project from survey participants and community interest groups in the project area.

The project survey separated the corridor into three segments for feedback. Segment 1 from Orton Park Road to Military Trail had one proposed option and received overall support from survey participants with 74 per cent either supportive or very supportive of the proposed changes.

For Segment 2, from Military Trail to Meadowvale Road, there were two options proposed. Option 1 for Segment 2, raised cycle tracks in the boulevard, received overall support with 66 per cent of respondents either supportive or very supportive of the proposed changes and 24 per cent unsupportive or very unsupportive. Responses for Option 2, on-road cycle tracks, were more balanced but leaned unsupportive with 42 per cent supportive or very supportive, and 48 per cent unsupportive or very unsupportive. The survey also asked participants to indicate their preference between Option 1 or Option 2, with 62 per cent of respondents selecting Option 1 and 22 per cent of respondents selecting Option 2 (others were no preference or unsure). Respondents liked that Option 1 improved safety for people cycling as it increased separation from motor vehicles and kept the existing number of motor vehicle lanes. With Option 2, respondents liked that that it limited tree impacts and increased traffic calming.

Respondents were overall supportive of the proposed changes in Segment 3, Meadowvale Road to Kingston Road, with 64 per cent supportive or very supportive and 26 per cent unsupportive or very unsupportive.

Other priorities among participants included limiting impacts to motor vehicle traffic and trees, limiting project costs, and increasing bike share and bike parking locations. There was also concern regarding whether there would be sufficient usage of the proposed bike lanes, and how the project relates to the Durham-Scarborough Bus Rapid Transit (DSBRT) project, managed by Metrolinx.

The feedback gathered through this consultation will inform the next stages of design. A second phase of consultation is planned in the fall of 2024.

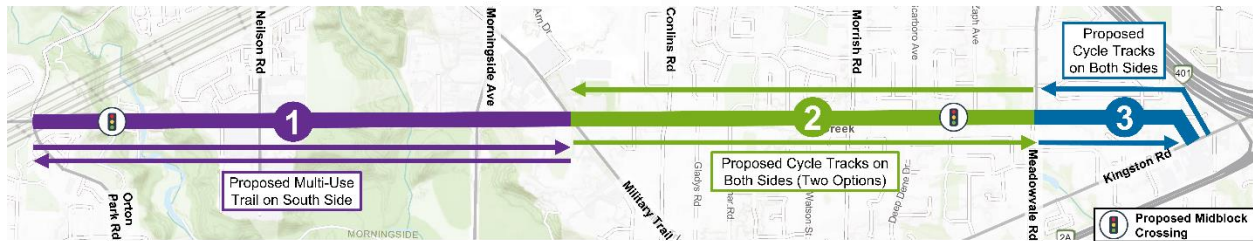
More information about the project can be found at [toronto.ca/EllesmereCompleteStreet](https://toronto.ca/EllesmereCompleteStreet)

# Project Overview

The City of Toronto is proposing changes on Ellesmere Road to fulfill the City’s commitments to the Cycling Network Plan, Vision Zero Road Safety Plan, and TransformTO Net Zero Climate Action Strategy.

In 2026, roadwork is planned on parts of Ellesmere Road between Orton Park Road and Kingston Road. The planned roadwork provides an opportunity to review the street for changes with the goal to improve safety, accessibility, and operations for all people using the street. The project proposes cycle tracks, multi-use trails, safety and accessibility improvements, and other design elements.

The project is divided into three segments:



- Segment 1 is from Orton Park to Military Trail and proposes a new multi-use trail on the south side.
- Segment 2 is from Military Trail to Meadowvale Road and has two options. Option 1 proposes raised cycle tracks on both sides placed in the boulevard, and Option 2 proposes on-road cycle tracks on both sides with the reduction of one motor vehicle lane in each direction, and the addition of a centre turn lane.
- Segment 3 is from Meadowvale Road to Kingston Road and proposes new on-road cycle tracks without any changes to the number of motor vehicle lanes.
- All three segments propose filling existing sidewalk gaps with new sidewalks on the north side.

# Overview of Communications and Consultation Activities



Photos from the Public Drop-in Event on February 12, 2024 at Cardinal Léger Catholic School (left) and pop-up at Centennial College on February 1, 2024 (right)

## Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page [toronto.ca/EllesmereCompleteStreet](https://toronto.ca/EllesmereCompleteStreet)
- Notices delivered through Canada Post (15,060 addresses in the project area)
- Notices distributed to Highland Creek Library, University of Toronto Scarborough and Centennial College
- Two pop-up events in the project area to promote consultation (University of Toronto Scarborough, Centennial College)
- Email to community interest groups including residents' associations, community groups, organizations, institutions and elected officials (~60 contacts)
- Social media posts @TO\_Cycling
- Materials translated into Gujarati and Tamil and interpreters present at drop-in event

## Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Virtual Community Interest Group Meeting	February 8, 2024, 5:30-7:00PM	11 attendees (17 invited)
In-Person Public Drop-In Meeting	February 12, 2024, 6:00-8:30PM	94 attendees
Online Survey	January 29 - February 26	365 responses
Email/Phone	January 29 - March 3	Comments received from 29 individuals

## What We Heard

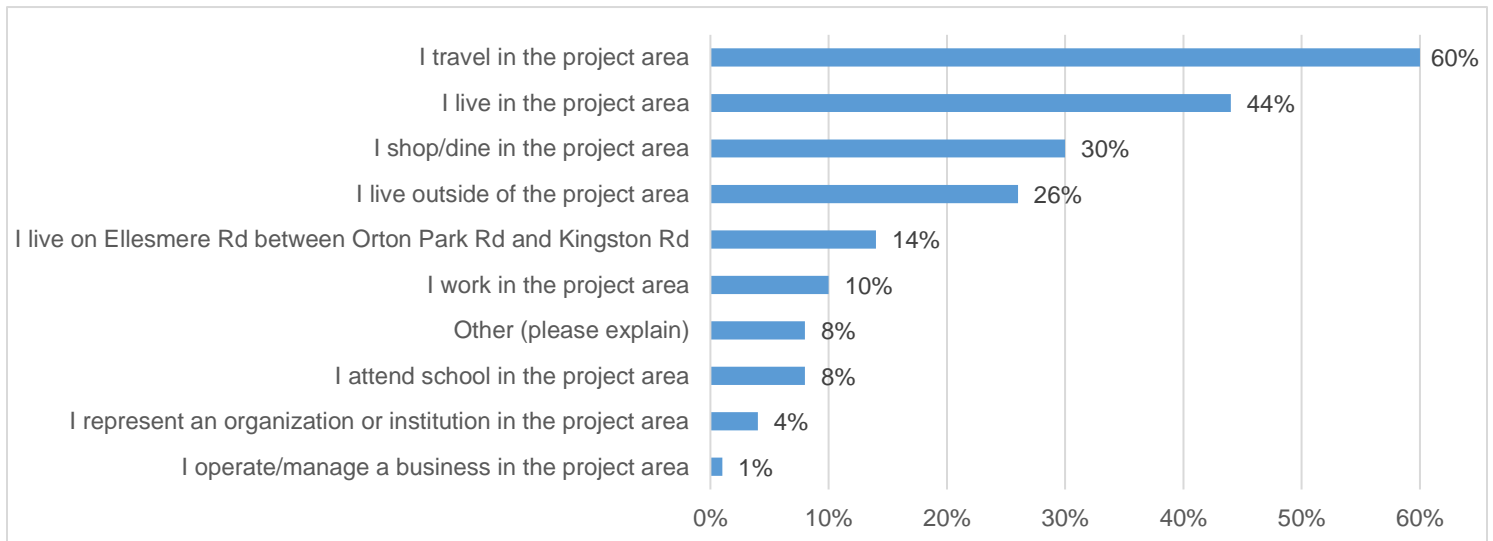
- Overall, a majority of participants supported Segment 1 and Segment 3. Two options were proposed for Segment 2. The majority of participants supported Option 1 in Segment 2. However, responses were mixed for Option 2 in Segment 2, with a more even split between unsupportive and supportive respondents, and responses ultimately leaning towards unsupportive. Most participants preferred Option 1, commonly citing concerns regarding traffic impacts from removing lanes in Option 2. Option 1 was also believed to be safer for people who cycle, as raised cycle tracks were felt to be more separated from motor vehicles.
- Many participants and local residents had questions about how the project would align with the DSBRT and were concerned on what the impact would be if the DSBRT was implemented in the future.
- Many participants and local residents were concerned over the number of tree impacts across all segments, and expressed a desire to have more greenery, pedestrian safety and streetscape features along Ellesmere Road.
- Suggestions were made to install Bike Share stations and bike parking at key destinations (e.g., Highland Creek Library, University of Toronto Scarborough Campus, Centenary Hospital), and additional pedestrian crossing points along Ellesmere Road.

## Feedback Survey

The survey was available online and in print format and included background information on the project. The questions included multi-choice or multi-select responses, in addition to open ended comment boxes and optional demographic questions. Participation in the survey was anonymous. See Appendix for survey participant data.

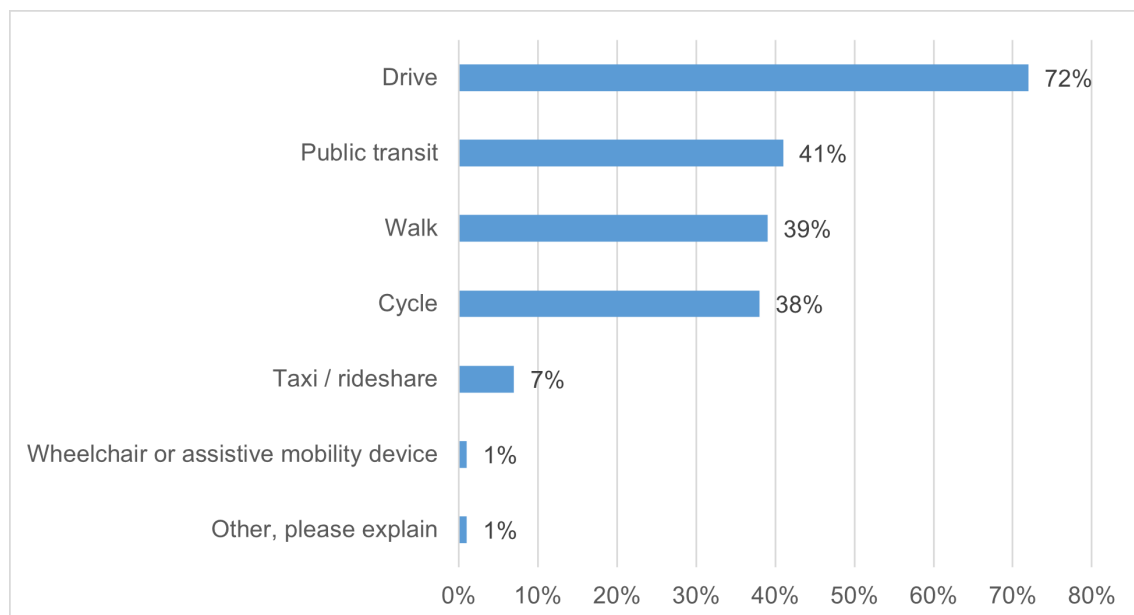
Responses received to each question are presented in this section.

### Question – Which statements describe your relationship to the project area (on Ellesmere Road, from Orton Park Road to Kingston Road)? Select all that apply.



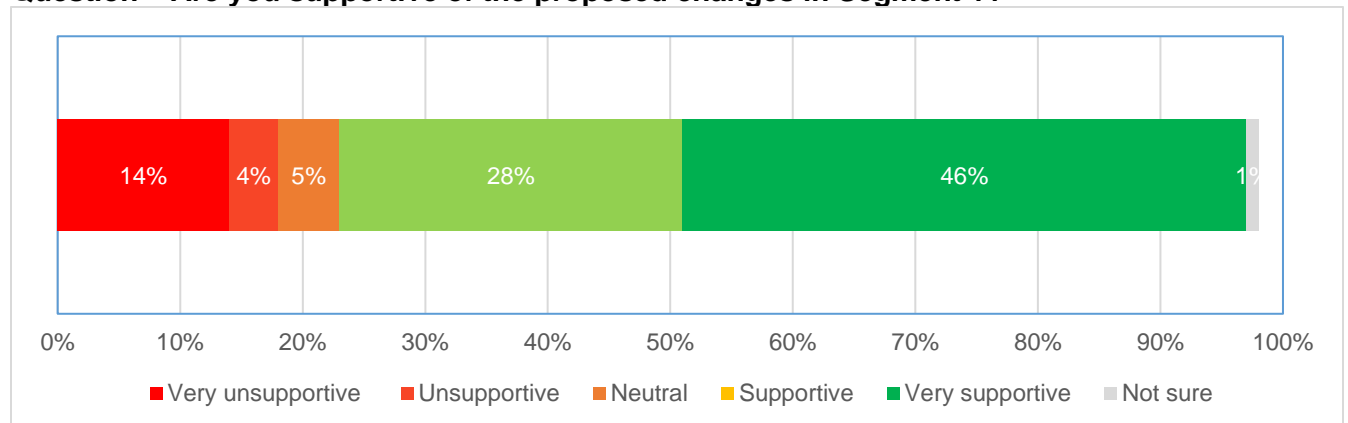
There were 365 responses to this question, with 60 per cent indicating they travel in the project area and 44 per cent indicating they live in the project area.

### Question – How do you typically travel on or around the project area (Ellesmere Road, from Orton Park Road to Kingston Road)? Select all that apply.



There were 365 responses to this question, with 72 per cent indicating they drive in the project area and between 38 per cent to 41 per cent indicating they cycle, walk or take public transit.

**Question – Are you supportive of the proposed changes in Segment 1?**



There were 334 responses to this question, with 74 per cent supporting the proposed changes and 18 per cent unsupportive of the changes. 5 per cent of respondents were neutral.

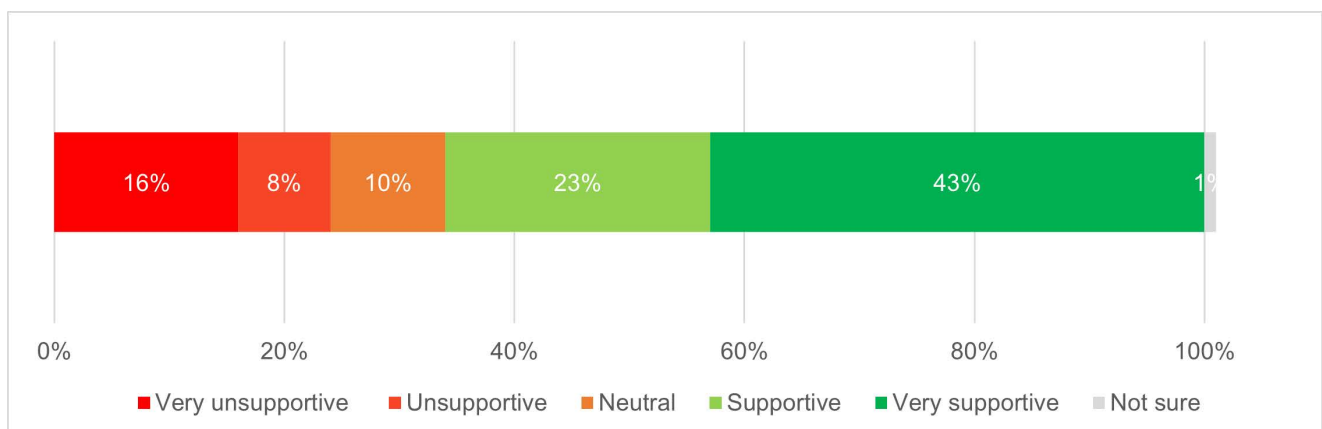
The most common reasons noted for supporting the proposed changes in Segment 1 included:

- Provides a cycling connection to the trail network and active transportation routes in the area
- Provides a safer means of travel for people cycling, due to the speeds of traffic in the area
- Increases convenience in travelling to university campus and key locations along Ellesmere Road for people who walk, cycle, or take transit
- Improves safety for pedestrians by filling sidewalk gaps

The most common concerns in Segment 1 included:

- Concerns about accommodating increased traffic volumes and congestion along Ellesmere Road and intersection of Military Trail/Ellesmere Road
- Concerns about the steep incline for people cycling
- Concerns about limited use by people cycling, since it is a non-residential area
- Concerns about safety issues with people cycling and pedestrians sharing the multi-use trail
- Concerns about high number of tree impacts

**Question – Segment 2: Are you supportive of Option 1, in-boulevard cycle track?**



There were 324 responses to this question, with 66 per cent supporting the proposed changes and 24 per cent unsupportive of the changes. 10 per cent of respondents were neutral.

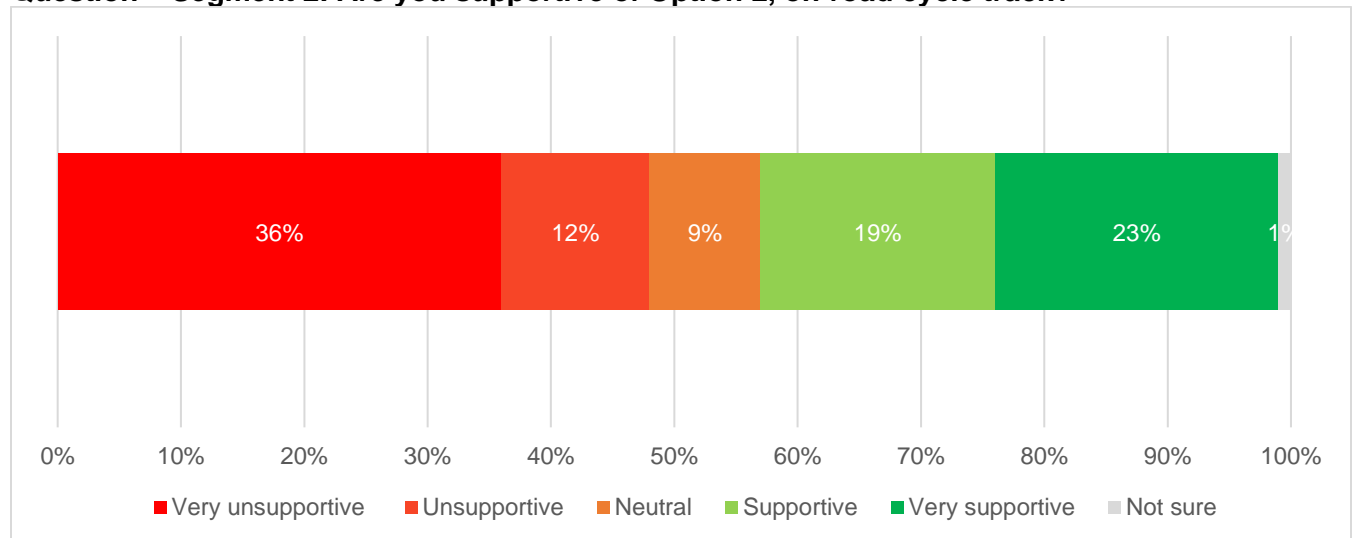
The most common reasons noted for supporting Option 1 included:

- Retains existing number of motor vehicle lanes and limits motor vehicle traffic impacts
- More separation between motor vehicles and people cycling, especially given steep incline and high traffic along this segment
- Seems collectively safer for people driving, people cycling and pedestrians
- Offers a good transition from the multi-use trail to the raised cycle track

The most common concerns in Option 1 included:

- Concerns about high number of tree impacts, environmental impact and loss of shade

### Question – Segment 2: Are you supportive of Option 2, on-road cycle track?



There were 324 responses to this question, with 42 per cent supporting the proposed changes and 48 per cent unsupportive of the changes. 9 per cent of respondents were neutral.

The most common reasons noted for supporting Option 2 included:

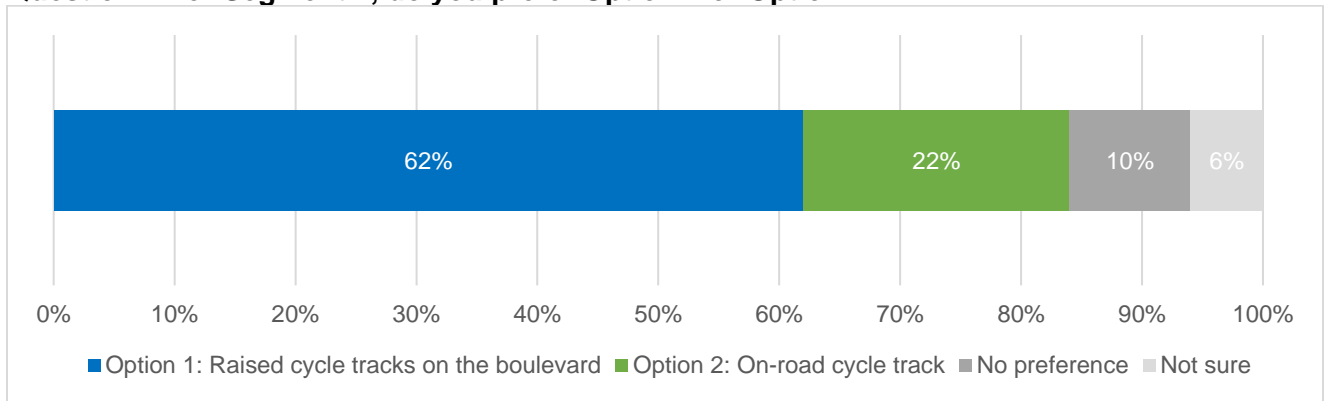
- Less tree impacts than Option 1
- Lane reduction makes travel safer and encourages traffic calming
- Seems to improve safety for people driving through intersections, and removes the need for people driving to wait behind left turning cars

The most common concerns in Option 2 included:

- Safety concerns for on-road cycle tracks, as it seems less separated from motor vehicles
- Concerns that reducing motor vehicle lanes will have significant traffic impacts, including:
  - Increased congestion during rush hour and at University of Toronto Scarborough Campus
  - Increased congestion due to sharing lane with public transit (i.e., TTC and Durham Transit)
  - Limits space for emergency vehicles to pass through
- Concerns that centre turn lane is unsafe for drivers and increase rates of collision



### Question – For Segment 2, do you prefer Option 1 or Option 2?



There were 324 responses to this question, with 62 per cent supporting Option 1 and 22 per cent supporting Option 2. 10 per cent of respondents had no preference.

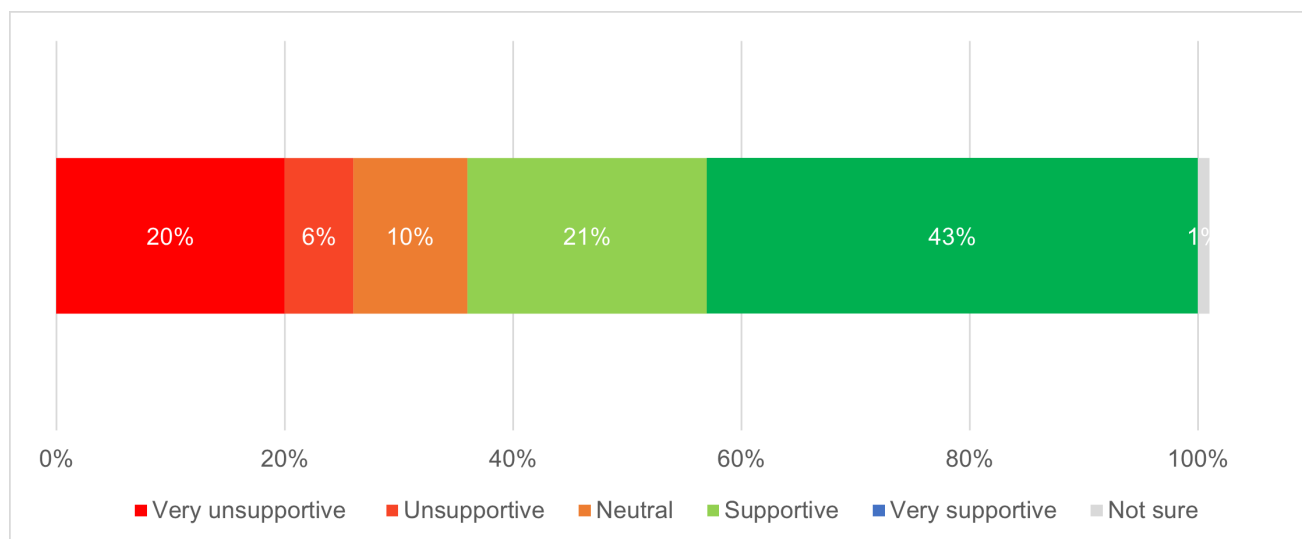
The most common reasons noted for supporting Option 1 included:

- Retains existing number of motor vehicle lanes and limits traffic impacts and congestion with motor vehicles, public transit, and pedestrians
- Raised separation between motor vehicles and people cycling is safer, especially given steep incline and high traffic along this segment
- Collectively safer for people driving, people cycling and pedestrians
- Offers a good transition from the multi-use trail to the raised cycle track

The most common concerns in Option 2 included:

- Less tree impacts than Option 1
- Lane reduction makes travel safer and encourages traffic calming (less speeding, more awareness of cyclists)
- Safer for people driving through the intersection, and removes the need for people driving to wait behind left turning cars
- Transitions better from the previous segment as they are both on-road cycle tracks

### Question – Are you supportive of the proposed changes for Segment 3?



There were 323 responses to this question, with 64 per cent supporting the proposed changes and 26 per cent unsupportive of the changes. 10 per cent of respondents were neutral.

The most common reasons noted for supporting Segment 3 included:

- Improves cycling connection and integrates well with other segments and key destinations
- Safer for cyclists without reducing the number of motor vehicle lanes
- Minimal tree impacts
- Narrowing vehicle lanes would reduce speeding and make it safer for all road users

The most common concerns in Segment 3 included:

- Preference for protected bike lanes as it is safer for people cycling and more visually appealing (as opposed to on-road barriers)
- Concerns that not many people would use the bike lanes
- Concerns that narrowing motor vehicle lanes will increase traffic impacts and congestion

**Question – The second phase of consultation will provide an opportunity for feedback on more detailed changes along Ellesmere Road. Please describe in detail any improvements you would like the project team to consider along Ellesmere Road, between Orton Park Road and Kingston Road. Examples may include: safety and accessibility improvements, opportunities for streetscaping (trees, greening, street furniture), Bike Share stations, etc.**

Some suggestions noted in this section included:

- Addition of bike parking and bike share stations in key destinations such as Military Trail and Ellesmere Road, Centenary Hospital, library and educational institutions
- More greenery along Ellesmere Road, at intersections and other areas missing green canopy; to increase comfort for pedestrians and people cycling (e.g., bridge at Neilson)
- Installing a lookout or rest area at the ravine to make it more pleasant for pedestrians and cyclists, as it is a steep incline
- More streetscaping, artwork and benches along the street
- Crossing on the east side of the trail at Neilson Road, and general safety improvements along Ellesmere Road, including raised crosswalks, curb extensions, visibility around bus stops

- Separate walkway at the intersection of University of Toronto Scarborough Campus and Ellesmere Road so pedestrians and students are separated from traffic
- Additional pedestrian crossings on Ellesmere Road between Orton Park and the west side of the bridge
- Additional safety features for people cycling, such as sensors to activate crossing signal at intersections

All recommendations and comments received were noted and provided to the project team.

**Questions - Please share any additional comments, concerns, observations, or suggestions related to the Ellesmere Complete Street project.**

- Need to ensure safety for people who cycle and continue expanding the cycling network
- Requests to maintain existing number of motor vehicle lanes along Ellesmere Road
- Concerns about how this project aligns with DSBRT, and requests to ensure it does not conflict with this project
- Concerns about relevance of the project as not many people are seen cycling in the area

**Public Consultation Drop-in Event**

At the February 12, 2024 public drop-in event, attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

<b>Topic</b>	<b>Comment Summary</b>
<b>Construction</b>	- Concern about construction impact to property, such as driveways and sidewalk relocation
<b>DSBRT</b>	- Concerns about alignment with DSBRT timeline, and what would become of this project if DSBRT proceeds
<b>Safety</b>	- Safety concerns for people cycling if bike lanes are on-road cycle tracks - Safety concerns for people cycling along the steep incline on some parts of the road - Students who walk and cycle in the area expressed support for improved safety for people cycling and improved sidewalk access and walkability in the area
<b>Segment 1</b>	- Concern about having shared multi-use trail for pedestrians and people cycling
<b>Segment 2</b>	- Majority of comments supported Option 1 to maintain existing number of motor vehicle lanes, but would like to minimize tree impacts - Several comments support Option 1 as it feels safer for people cycling
<b>Segment 3</b>	- East of Meadowvale Road, people need the extra lane space to allow traffic to pass while they back into their driveways - Concerns about traffic on days when accidents on the 401 result in spillover for Ellesmere Road - Concerns there will be congestion at transit stops when buses stop
<b>Traffic Impacts</b>	- Concerns about increased congestion resulting from proposed changes, and reduced access for emergency vehicles
<b>Tree Impacts</b>	- Concerns about high number of tree and wildlife impacts

## Interest Group Feedback

The comments received through a virtual meeting with interest groups on February 8, 2024 are summarized below:

Topic	Comment Summary
<b>Cycling connection</b>	<ul style="list-style-type: none"> <li>- Questions on how the project will integrate with new multi-use trail on North side of Ellesmere Road at Orton Park Road</li> <li>- Questions on the types of cycle tracks proposed, including materials for creating the separation, and the gradient</li> <li>- Suggestion to increase bike share and bike parking locations</li> </ul>
<b>Segment 2</b>	<ul style="list-style-type: none"> <li>- Concerns about alignment with DSBRT in terms of timing, and the cost of construction if that project proceeds</li> <li>- Concerns about motor vehicle lane reductions</li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>- Concerns about the number of motor vehicle and pedestrian collisions where residential streets meet Ellesmere Road</li> <li>- Concerns about safety of multi-use trail as pedestrians would be sharing space with people cycling</li> <li>- Support for sidewalks and more signalized intersections</li> </ul>
<b>Tree and Property Impacts</b>	<ul style="list-style-type: none"> <li>- Questions raised about tree re-planting strategy and property impacts from proposed changes. City staff confirmed that all proposed changes are within the City's right-of-way</li> </ul>

## Additional Feedback

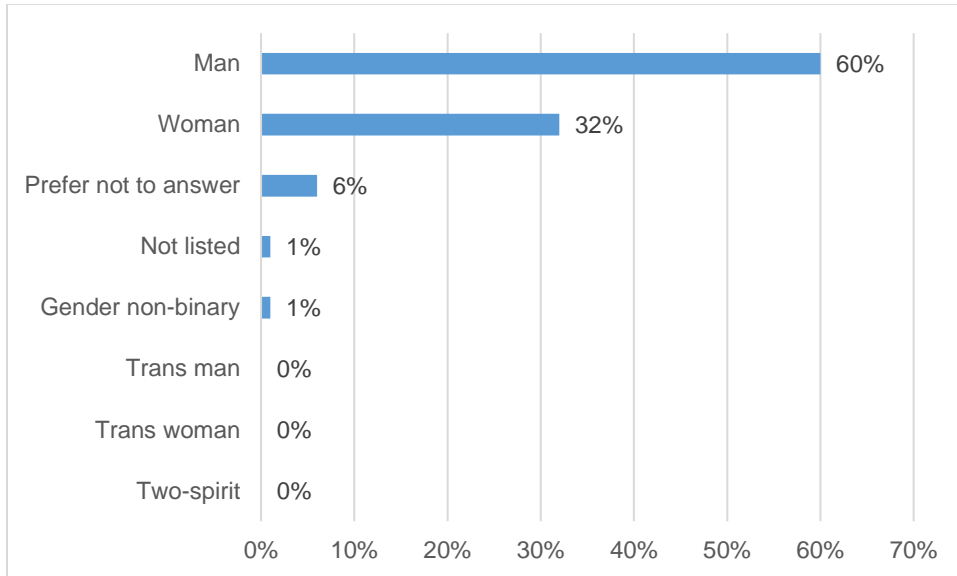
The comments received through phone and email are summarized by theme below:

Theme	Comments
<b>DSBRT</b>	<ul style="list-style-type: none"> <li>- Residents inquired about the relationship between the DSBRT and this project, including the timing for both projects, coordination with Metrolinx, and what would happen if the DSBRT is implemented after this project is completed</li> </ul>
<b>Segment 2</b>	<ul style="list-style-type: none"> <li>- Residents expressed concern regarding Option 2 in Segment 1, as it would reduce the number of motor vehicle lanes. Some residents suggest it would not be worth it to reduce the number of lanes, as not many people would use the bike lanes</li> </ul>
<b>Tree Impacts</b>	<ul style="list-style-type: none"> <li>- Residents expressed concerns about the number of tree impacts in the proposed changes</li> </ul>

# Appendices

## Appendix A: Survey Participant Profile

Question - What best describes your gender? Please select one.



Question - What is your age? Please select one.

