



eglintonTOday Complete Street Project - SAG Meeting #6

Date: Thursday, July 18, 2024

Meeting Type: Virtual

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

Project Overview:

A sixth 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:

- Complete Street Installation timing update and alignment with ECLRT
- Updates on Eglinton / Allen operation improvements analysis and implementation plan including impacts of July 10 signal timing change
- Updates on CaféTO as well as Parking Enforcement

Meeting Overview:

The meeting was facilitated by Maogosha Pyjor, Senior Coordinator Public Consultation Unit. 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.

Questions & Comments	Project Team Response
<p>Concern regarding implementation from Chaplin Crescent to Bathurst Street as more dialogue needed if installation will extend beyond labour day.</p>	<p>UPDATE: Following previous SAG meeting, Councillor feedback and timing from contractor, concerns around the Chaplin Crescent to Bathurst Street section needing to be completed by Labour Day resulted in the decision to postpone this section of complete street until 2025.</p> <p>In coordination with the Eglinton Way BIA, the segment from Chaplin Crescent and Avenue Road will be completed by the end of summer, starting with sidewalk repairs, followed by road resurfacing, and installation of the complete street and cycle tracks.</p>

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	<p>The project team is in communication with two CaféTO locations to minimize disruptions.</p> <p>Along the rest of the corridor, final sidewalk repairs and utility cuts repairs will take place, and the contractor will be conducting an existing conditions survey, so businesses and residents from Keele Street to Mount Pleasant will also receive notices about the upcoming work, but resurfacing outside of the Eglinton Way BIA will all happen in 2025.</p> <p>The City has confirmed that Maple-crete, a contractor well regarded for communication and adhering to timelines will be doing this work. There will be weekly updates from the contractor during the installation process.</p>
<p>Concern that data taken during the summer doesn't include people on vacation and therefore better to take in the fall when school is open and traffic is back to normal. Also, the data pre-dates losing a lane on Eglinton Avenue.</p> <p>Would also like to see data analysis model after the street is narrowed.</p>	<p>The reason for summer counts is that signal timing changes were made to improve operations at the Eglinton Allen intersection on July 10, and as promised, transportation services is carefully studying the impacts of the change having conducted queuing length and volume counts before and after the change.</p> <p>An extra 10 seconds was added to both east and westbound movements for traffic flow which upon preliminary study has resulted in approximately a 10% increase in the number of westbound motor vehicles being able to pass through the intersection to access Allen Road each cycle.</p> <p>Full corridor motor vehicle volume counts are being conducted quarterly and began winter 2023 in order to compare seasonal changes before and after the complete street installation.</p> <p>Transportation Services will also closely track impacts of the August installation of the Eglinton Way segment. Staff expect that the complete street will have a regulating effect on the traffic approaching Allen Road, rather</p>

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Questions & Comments	Project Team Response
	<p>than the current unfettered flow that bottlenecks at Allen Road.</p> <p>The City will continue to work on incremental well-studied operational improvements in advance of the complete street installation in the proximity of Allen Road.</p>
<p>Support for the incremental approach. Important to measure after Labor Day. By extending the signal cycle from 130 seconds to 140 seconds where was time difference added?</p> <p>Concern about conflicts happening with new configuration that people are not familiar with. Need to have paid duty Officers on site when a change is made to deal with people's behaviours. Incorrect turning and driving due to the new changes has been witnessed.</p> <p>What is the plan to potentially change the push button access to north side of Eglinton Avenue?</p>	<p>Pedestrian push button at the Allen on-ramp needs to be pushed to activate crossing. When not activated, the extra 10 seconds is given to westbound motor vehicle traffic flow. There is also a detector for bicycles waiting to cross. With the signal time described above, there is an extra 10 seconds of pedestrian delay, but Transportation Services has not observed pedestrian frustration or jaywalking as a result.</p> <p>Conflicts on the road are being captured with 24/7 Miovision cameras. It has been flagged for the Data Analysts to monitor conflicts. Paid duty officers are no longer regularly on site because the timing changes have improved movements through the Allen Eglinton intersection and there is less confusion.</p> <p>Paid duty officers are no longer regularly on site because the timing changes have improved movements through the Allen Eglinton intersection and there is less confusion.</p>
<p>Among the proposals to improve the Allen intersection we did not see LOS (Level of service) that seem to resolve the situation.</p>	<p>The results of the options analysis to improve operations presented today are preliminary results.</p> <p>We are studying the incremental addition of further improvements for a combined benefit and improved LOS. Its also important to consider that signal timing changes can be added to any of the physical intersection changes.</p>
<p>How is it possible that the widening of the Allen Road northbound lane would make traffic worse? This is a shocking result.</p>	<p>It is likely that in coordination with further signal timing adjustments the simultaneous single Eastbound left and dual Westbound right movements could be made to show better results, which we are continuing to</p>

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	explore. From the preliminary study, this option alone did not yield exceptional results.
Will the installation timeline be coordinated with other area Complete Street projects, for instance Tretheway Drive, in summer 2025, and the Bicknell section in spring 2025, to minimize disruption to the Keele Street and Eglinton Avenue intersection?	The project team is working closely with the Tretheway Drive Complete Streets team. The Trethewey project does not involve any resurfacing/major construction, and our signal timing will be coordinated. The project team is also working closely with Metrolinx to manage the hand-over of signals from Metrolinx to the City so that all signal timing can be coordinated along the corridor.
Please take note of the intersection of Bathurst Street and Eglinton Avenue there is a misalignment where the curb or lane ends.	City is looking into the matter.
Can we propose a pilot project for cycling, for one year before the Complete Street is installed to experiment with adding safe cycling infrastructure via the laneway network?	The remainder of the complete street from Bicknell Ave to Mount Pleasant Road is planned for installation starting in spring 2025, preceded by Eglinton/Allen improvements, so efforts to make an interim detour for people cycling through laneways may not be fruitful and presents challenges of crossing side streets safely long the laneway route.
Would it be possible to install bicycle repair stations as part of this project, along Eglinton Avenue? Having bicycles pumps would be great.	This can be explored.

Total Participants:

Councillor Office:

Andy Stein, Executive Assistant to Councillor Colle

Noah Ross, Advisor, Transportation & Constituency to Councillor Matlow

Business Improvement Areas:

Eglinton Hill BIA

Eglinton Way BIA

Fairbank Village BIA

Oakwood Village BIA

Upper Village BIA

Ratepayers' and Residents' Associations:

Avenue Road-Eglinton Community Association

Cedarvale Upper Village Community Association



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Eglinton West Working Committee
Oakwood Vaughan Community Organization
South Eglinton Davisville Residents' Association (SEDRA)

Community Members:

CycleTO

Individual community members

Project Team and City Staff:

Jacquelyn Hayward, Director, Project Design and Management
Kelsey Carriere, Senior Project Manager Pedestrian and Cycling Unit
Sayan Sivapathasundaram, Transportation Engineer (Beltline Gap Connections)
Kasra Khajavi, Transportation Engineer
Roger De Gannes, Senior Transportation Engineer
Rebecca Condon, Manager BIA Office, Economic Development & Culture
Yue May, BIA Office, Economic Development & Culture
Mirella Martino, BIA Office, Economic Development & Culture
Maogosha Pyjor, Senior Coordinator Public Consultation Unit
Michele Blackwood, Coordinator Public Consultation Unit