



Note: Separation treatment along the buffer between vehicle lane and multi-use trail is under review.



ELLESMERE COMPLETE STREET PROJECT

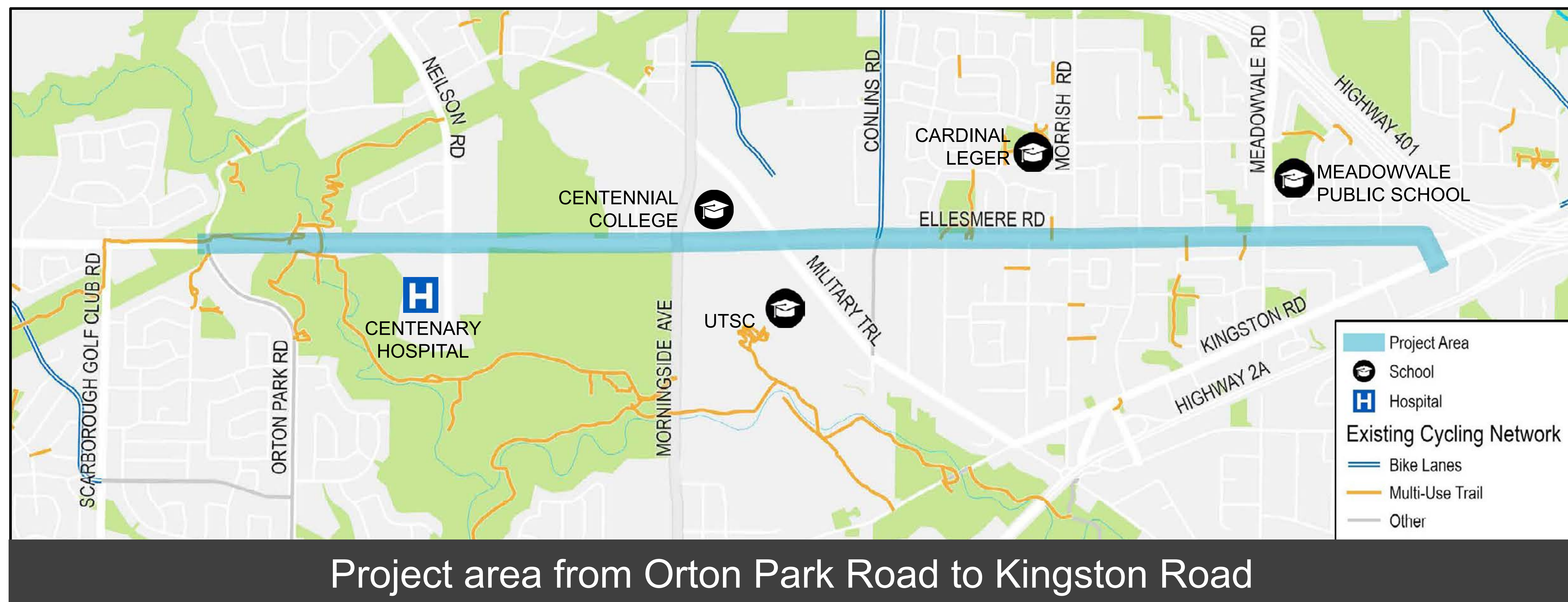
Welcome to the Public Drop-in Event
Cardinal Léger Catholic School | December 11, 2024

Project Overview



The **Ellesmere Complete Street Project** aims to make travel safer for everyone along **Ellesmere Road from Orton Park Road to Kingston Road**. The project proposes to implement complete street features along the route, including multi-use trails, cycle tracks, intersection safety improvements, accessibility (AODA) improvements and green infrastructure features. The project does not involve motor vehicle lane removals.

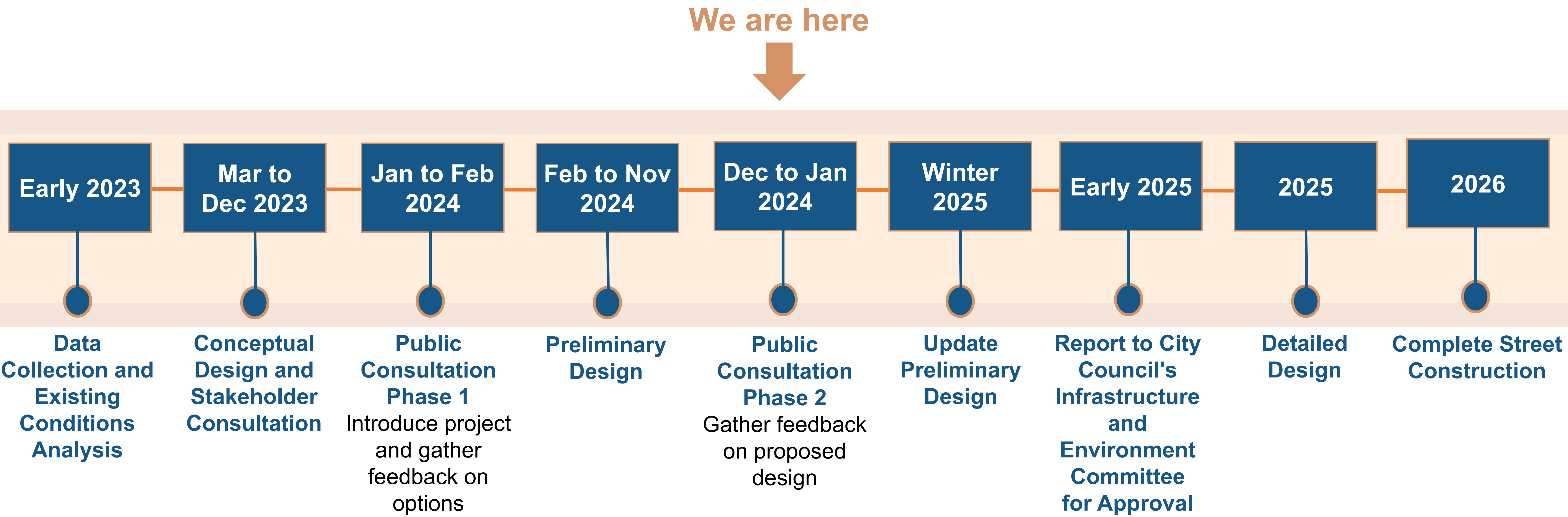
This project is envisioned to provide complete street upgrades for **near term implementation (2026) with planned road resurfacing** between Morningside Avenue and Kingston Road. Road resurfacing is planned due to the poor condition of the road and creates an opportunity to improve the street. The implementation of this project is separate from other long-term transportation projects in the area.



Project Timeline



Phase 1 consultation was completed in February 2024. At this stage, the City of Toronto is seeking public feedback as part of Phase 2 consultation.



Project Goals



Promote healthy and active living by providing a complete street



Improve road safety for people of all ages and abilities by making improvements to intersection crossings and accessibility, and filling sidewalk gaps



Grow the cycling network and provide cycling connections between existing routes west of Orton Park Road, the Meadoway, Highland Creek Trail and along Conlins Road



Identify opportunities for improving the public realm through green infrastructure and trees, street furniture and expansion of Bike Share Toronto stations



Advance social equity by providing students and residents with more transportation options to post-secondary education institutions, trails, parks and hospitals

Policy Background: Complete Streets Projects



There are several policy objectives and guiding policy documents that inform Complete Streets projects like this, including:

Guiding Policy Documents



Toronto Official Plan

Make Toronto a “walking city” and bring all Toronto residents within 1km of a designated cycling route



Road to Health: Healthy Toronto by Design

Increased physical activity is associated with reduced risk of obesity, type 2 diabetes, cardiovascular disease, and some cancers



TransformTO: Climate Action Strategy

Target: 75% of school/work trips under 5 km are by foot, bike, or transit by 2030



Complete Streets Guidelines

Complete Streets consider all modes, prioritize safety, and balance the need to move people and goods, while recognizing streets as places



Vision Zero Road Safety Plan

Fatalities and serious injuries on our roads are preventable, and we must strive to reduce traffic-related deaths and injuries to zero by prioritizing the safety of our most vulnerable road users

Policy Objectives



Reduce Reliance on Motor Vehicles

Providing alternatives to driving allows for roadways to be used more efficiently, and for users who have no choice (e.g. emergency, deliveries)



Encourage All Ages and Abilities to Cycle

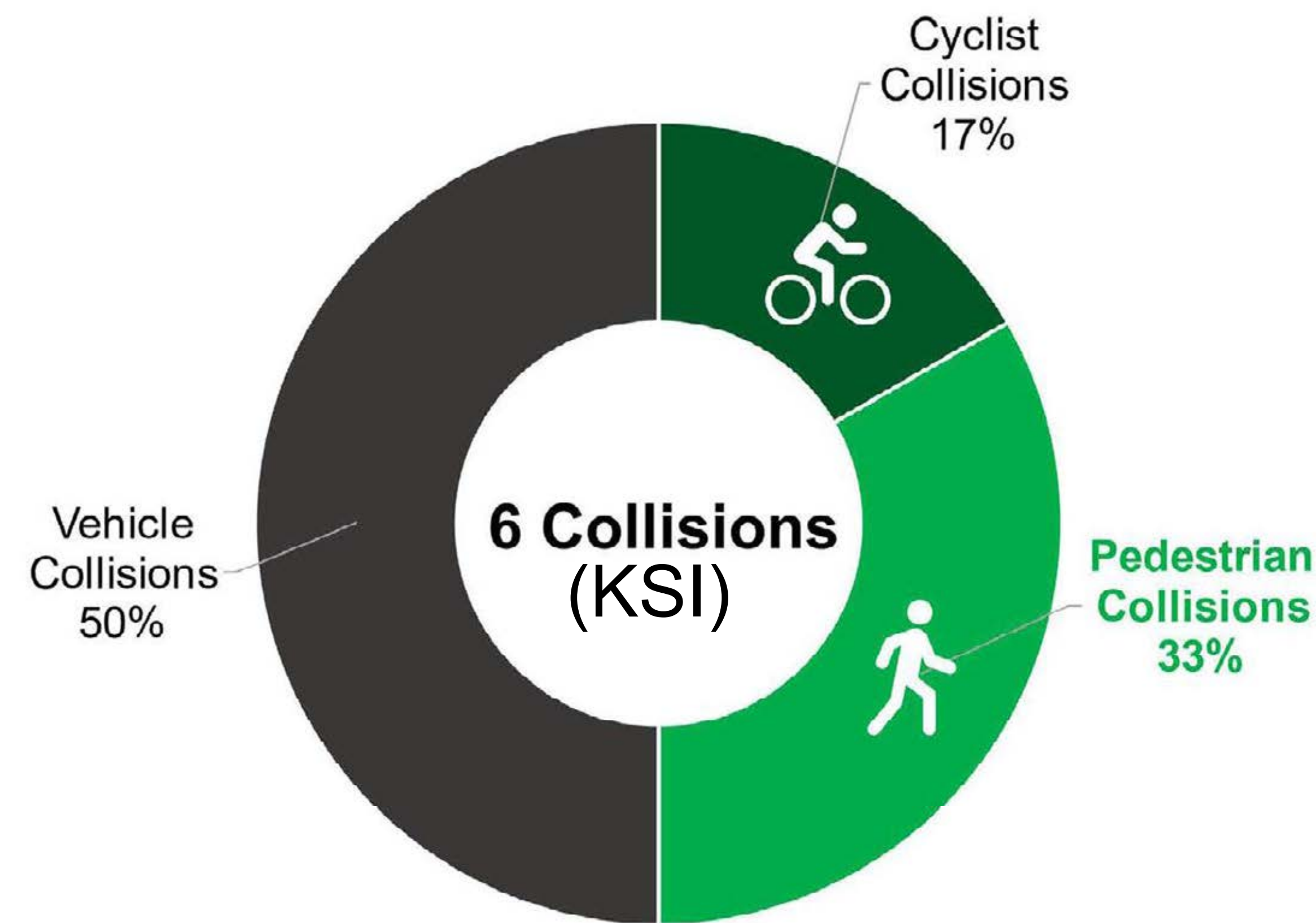
The majority of people rate themselves as “interested but concerned” about cycling, and will only do so if bikeways feel safe

Policy Background: Vision Zero Road Safety Plan

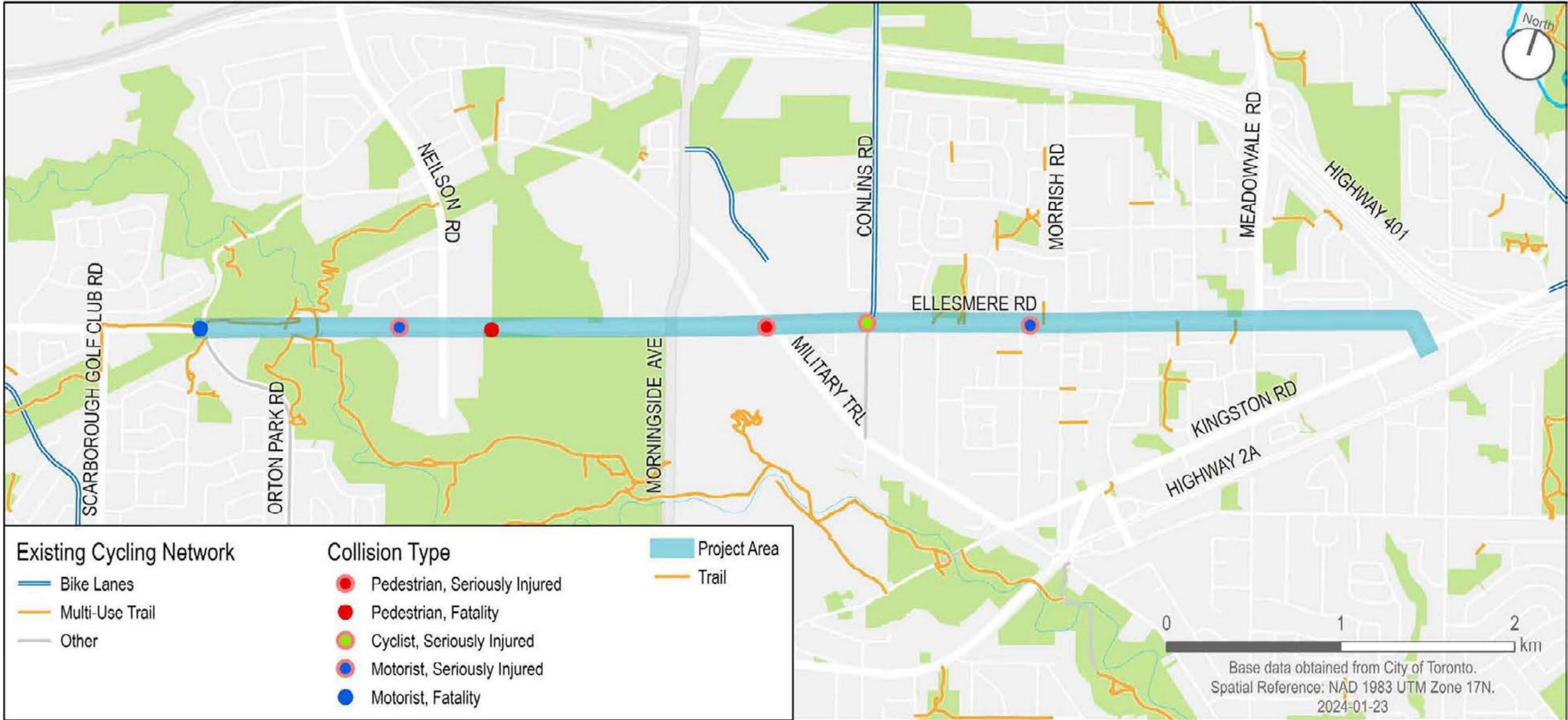


Vision Zero is a plan to eliminate traffic-related deaths and serious injuries on City of Toronto roads. The Vision Zero Road Safety Plan was approved by City Council in July 2016. An updated plan called Vision Zero 2.0 was approved in 2019 to refocus efforts and enhance progress.

The project team analyzed 1,097 collisions in the study area from 2010 to 2020. There were **two collisions that resulted in people killed on Ellesmere Road** within the study area, one of which involved a pedestrian. There were also **four traffic-related collisions that resulted in people seriously injured**, one involved a person on a bike and one involved a pedestrian.



Types of collisions along Ellesmere Road resulting in people killed or seriously injured (KSI) (2010-2020)



Collisions resulting in people killed or seriously injured (2010-2020)

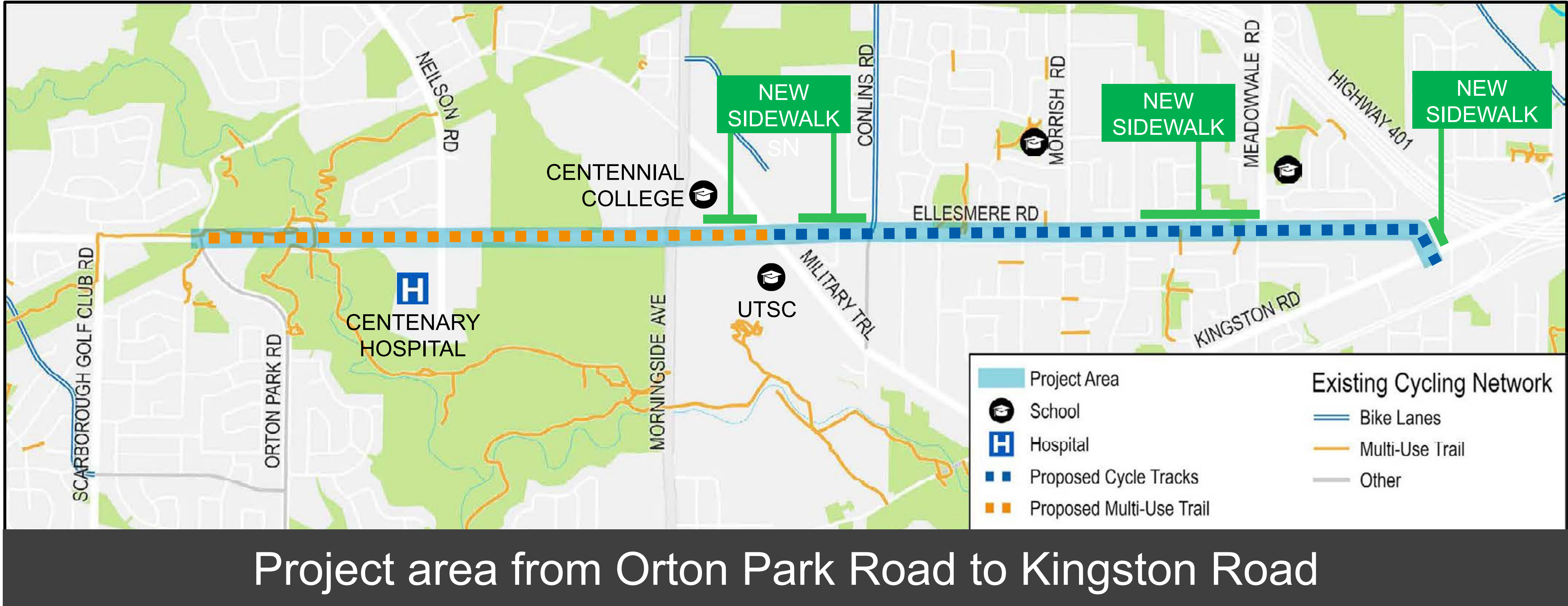


Policy Background: Cycling Network Plan and Missing Sidewalk Program



The **Ellesmere Complete Street Project** is part of the City's **Cycling Network Plan** and the **Missing Sidewalk Program**. The Cycling Network Plan seeks to build on the existing network of cycling routes to grow and connect the network. The Missing Sidewalk program fills sidewalk gaps, which helps to remove barriers to access for vulnerable populations including children, seniors and persons with disabilities.

Proposed multi-use trails, cycle tracks and sidewalks along the route would connect people to places and transit, providing more travel options to key destinations for residents, students, and workers such as **Centenary Hospital**, **Centennial College** and **University of Toronto Scarborough Campus (UTSC)**. The project would also connect people to existing bikeways and trails along Orton Park Road, Conlins Road and the Highland Creek Trail.



What is a Complete Street?



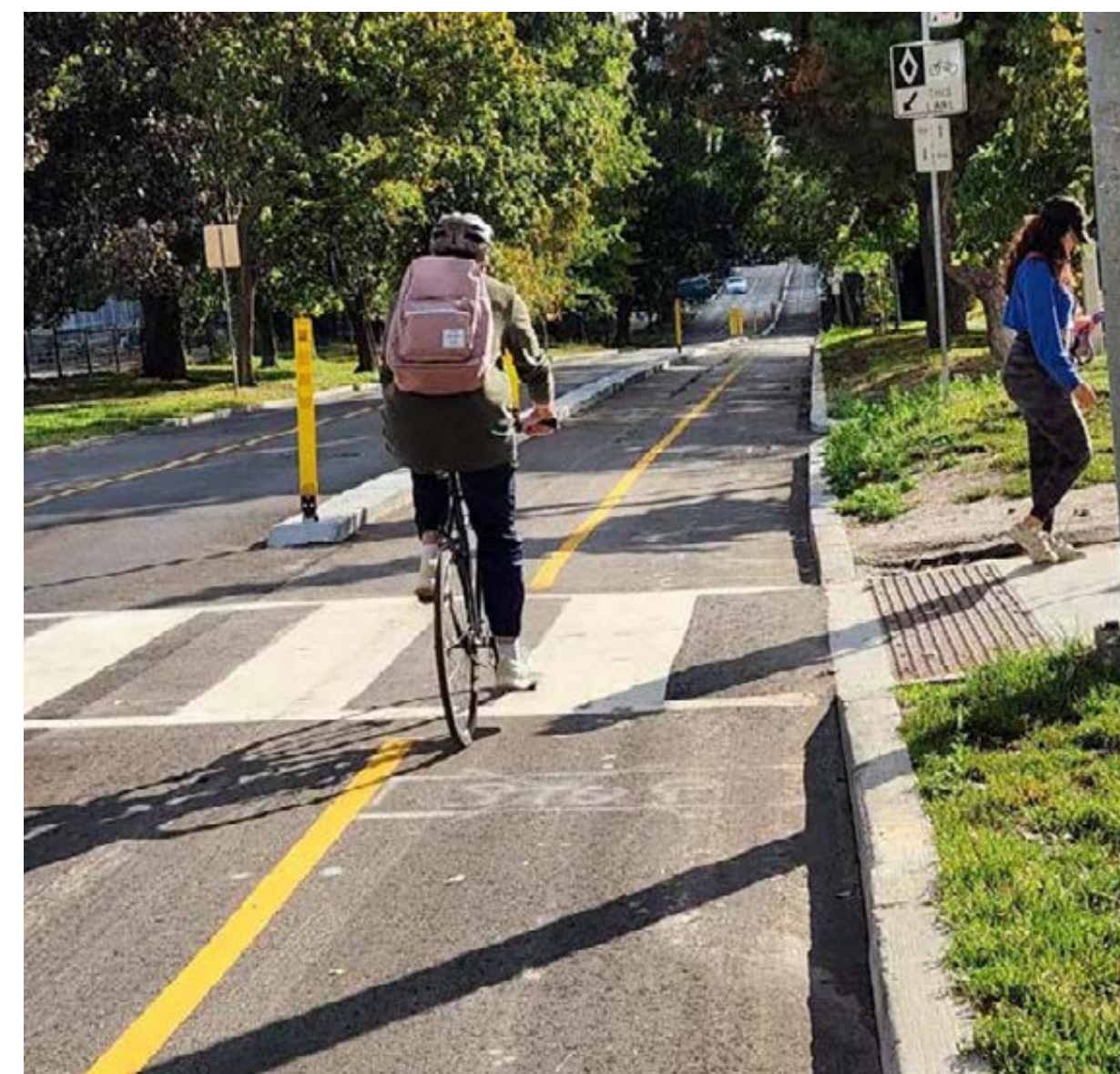
Complete Streets are streets that consider the needs of all road users, including pedestrians, those who cycle, take transit and drive, and people of varying ages and levels of ability. Complete Streets are designed with social, economic and environmental priorities in mind. They also consider street amenities, trees, utilities and stormwater management.

KEY PRINCIPLES:



Pedestrians

- Complete missing sidewalk links.
- Bring sidewalks to standard widths in conjunction with state of good repair practices.
- Shorten crossing distances, reducing exposure to risk at intersections.



People Cycling

- Provide new bikeways to improve safety and connectivity.
- Overcome barriers to cycling and improve comfort for people of all ages and abilities.
- Tie into existing and proposed bikeways.



People on Transit

- Consider opportunities to maintain and / or improve transit priority.
- Upgrade bus stops based on TTC input.

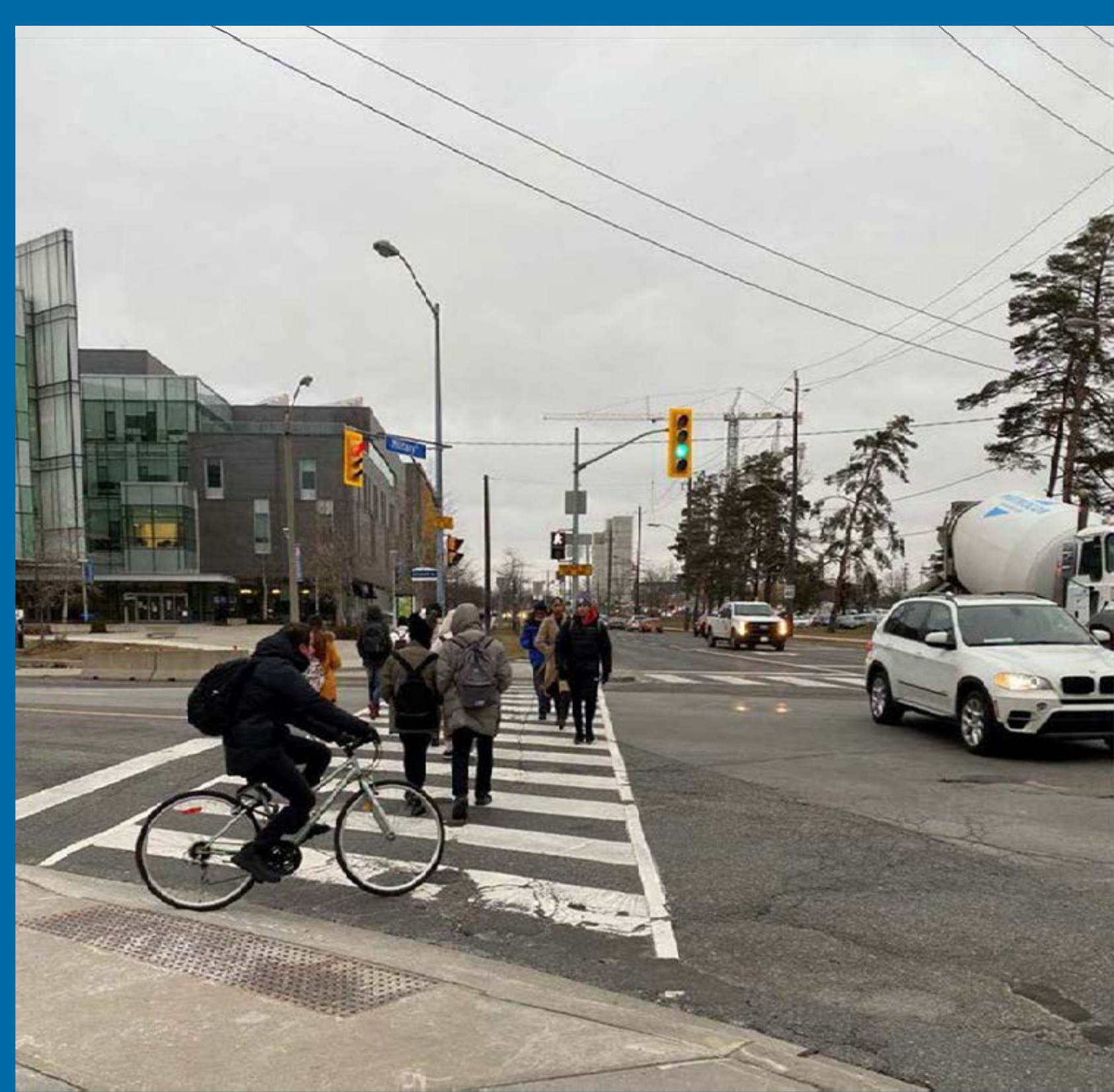


People Driving

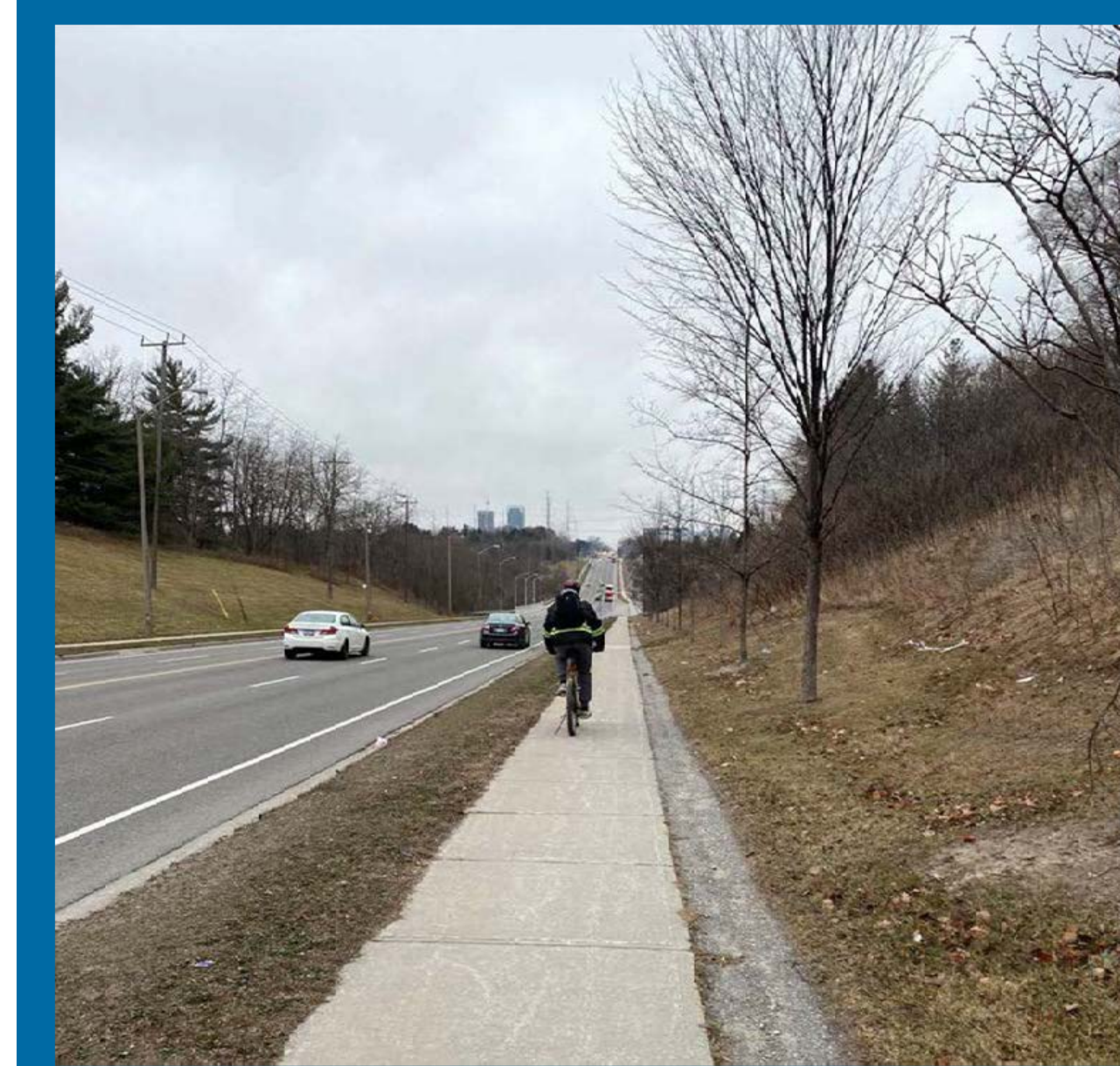
- Reduce speeding.
- Improve road user awareness.
- Accommodate goods movements in the area.
- Optimize operations for all road users.



Existing Conditions | Active Transportation



There are high volumes of pedestrians and people using public transit along Ellesmere Road, particularly at Military Trail.

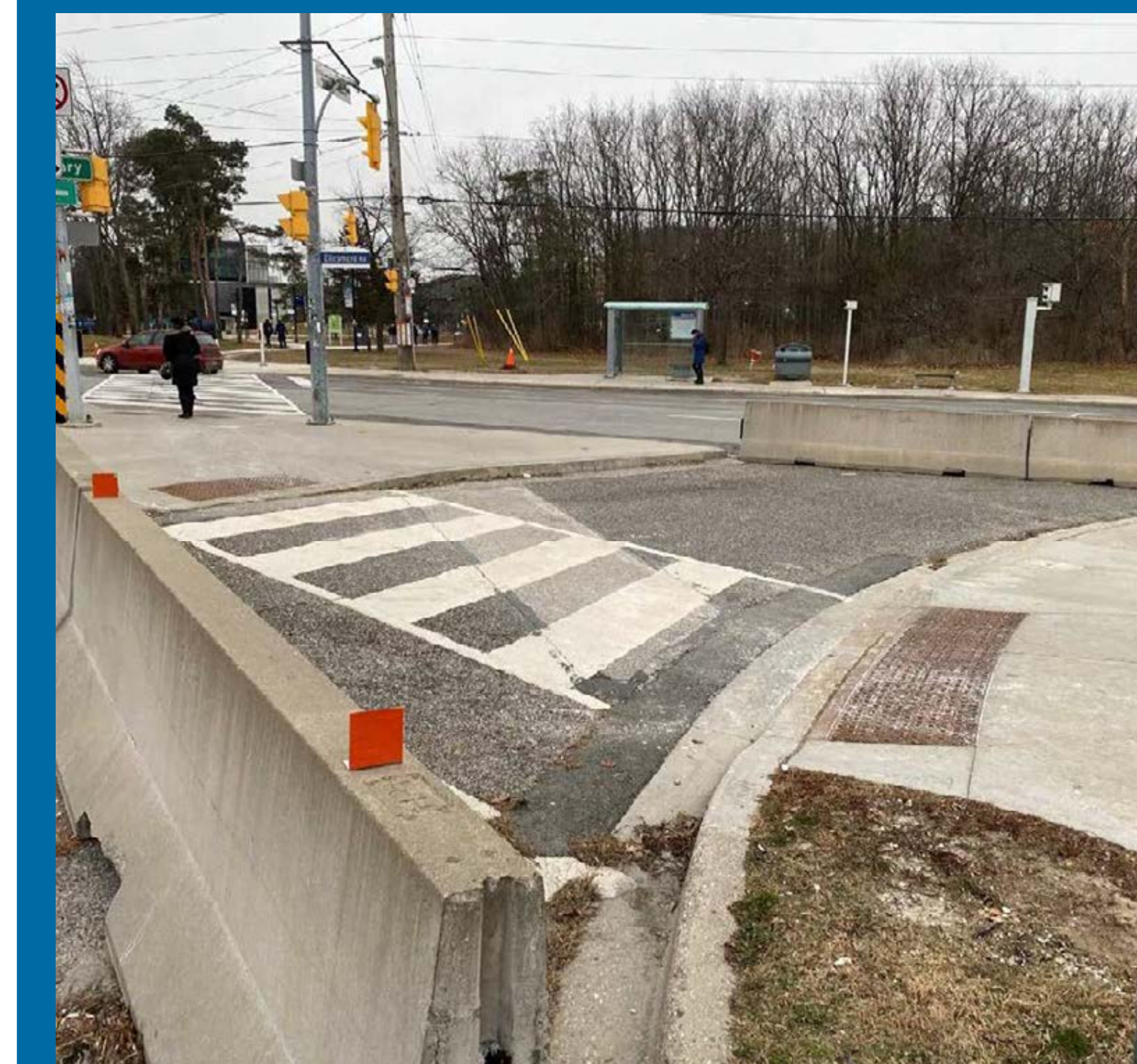


There are no existing bikeways. The existing painted shoulder is not wide enough to provide comfort or safety to people cycling.



There is no existing sidewalk between Scarboro Avenue and Meadowvale Road. People using public transit need to walk or roll on grass or the roadway to access bus stops.

Many bus stops require improvements.



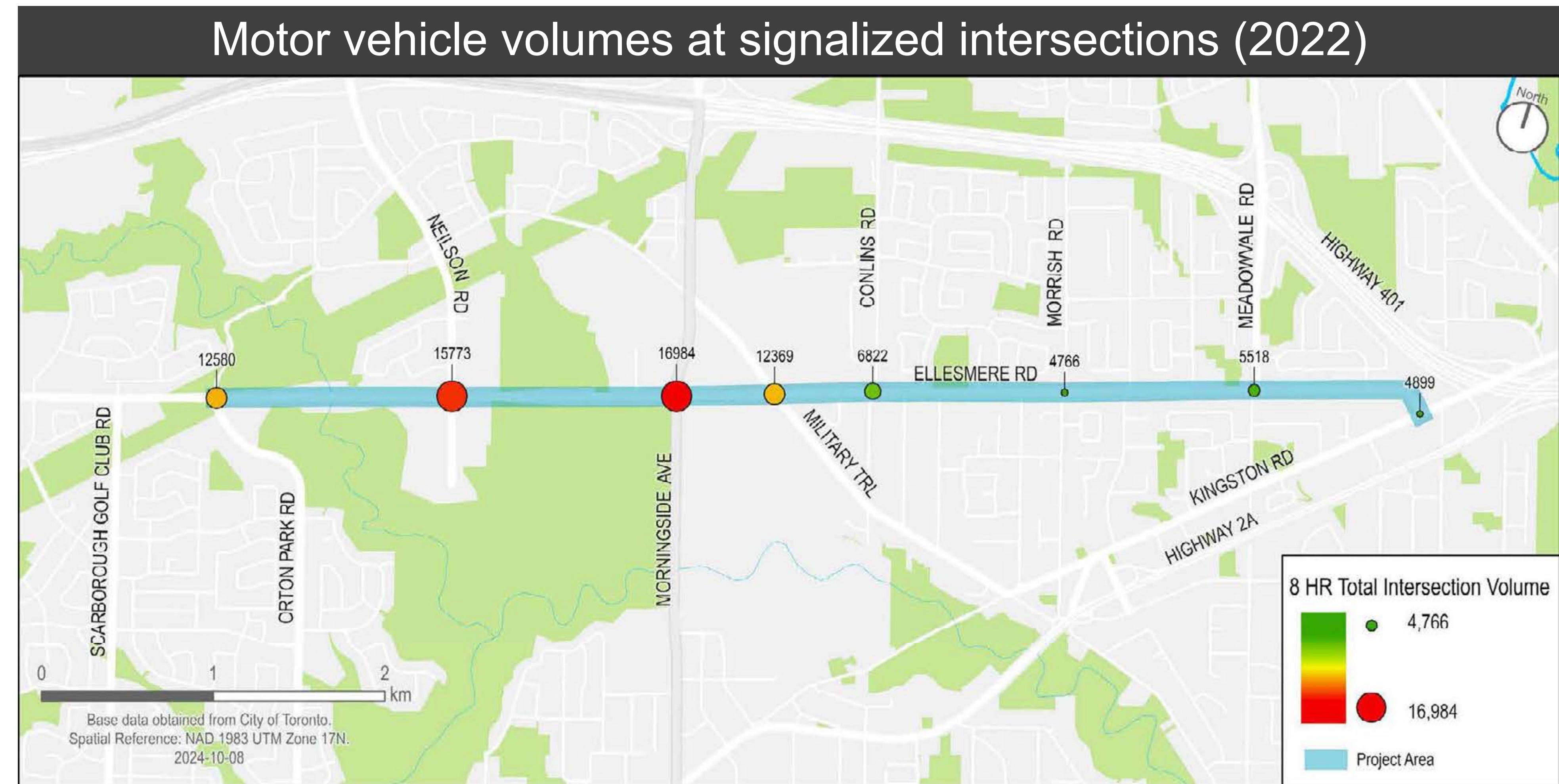
Existing right-turn channels at Military Trail have been closed but pedestrians need to cross this additional gap to access the crosswalks.

Existing Conditions | Mode Share and Volumes

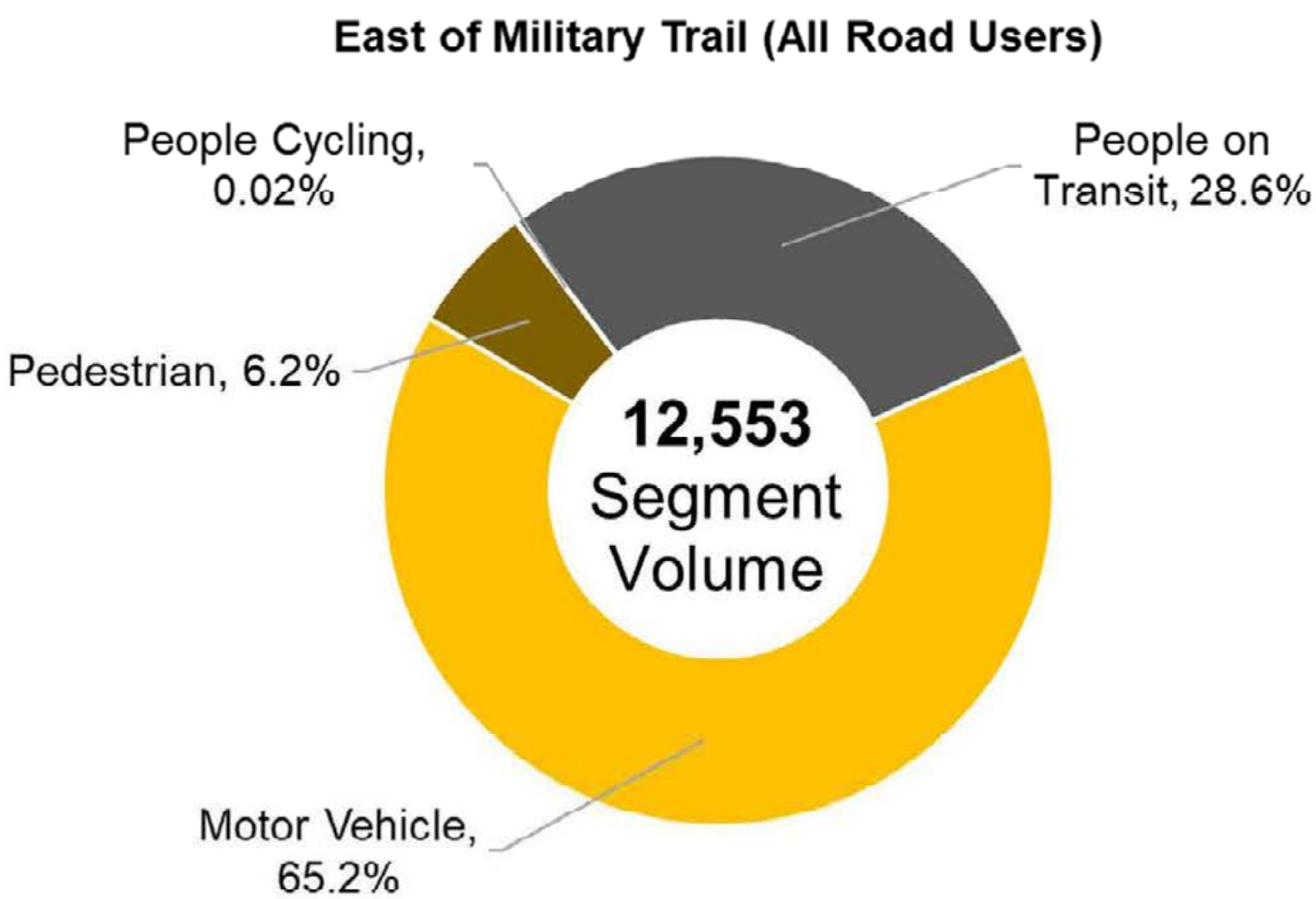
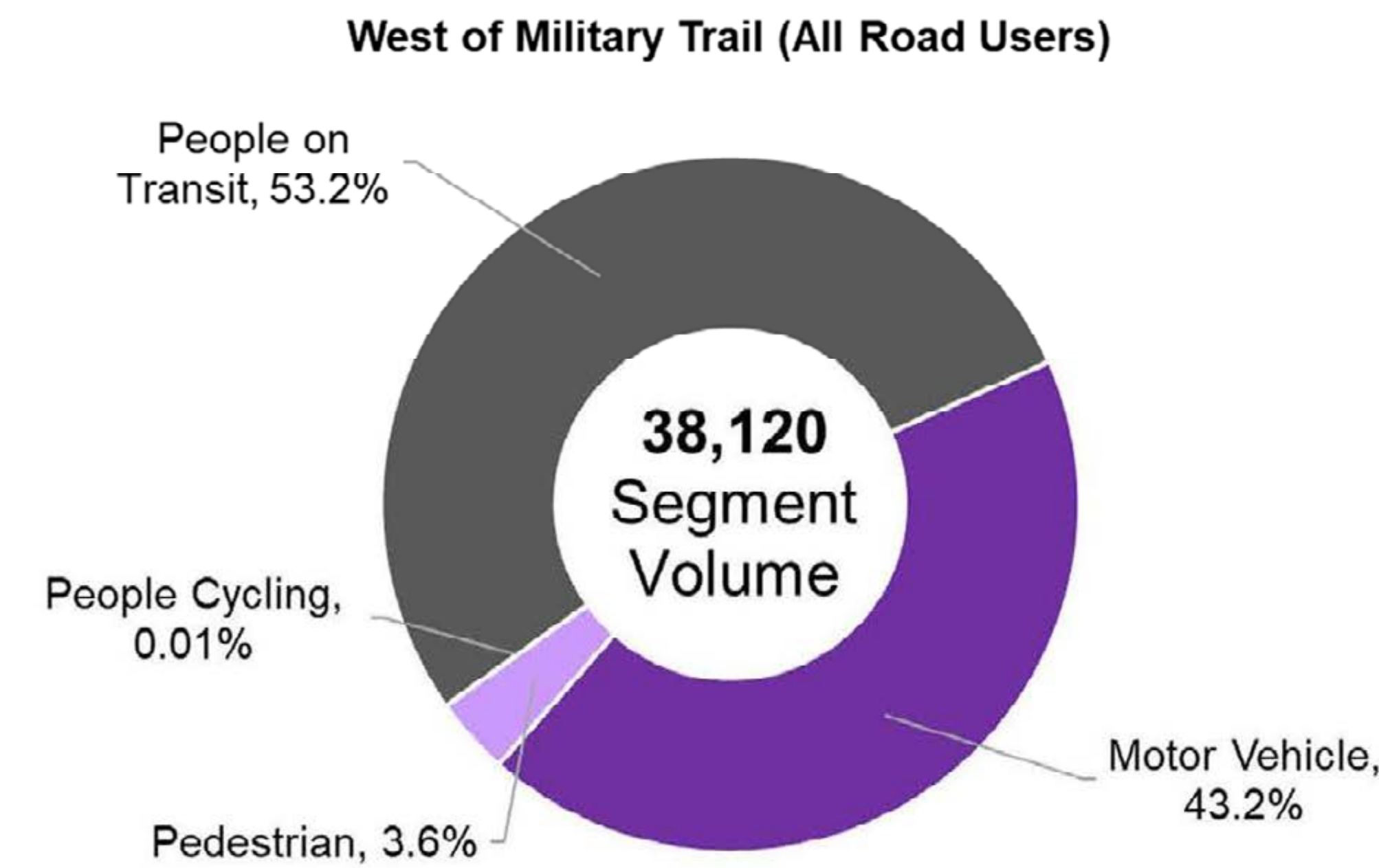


Travel patterns and volumes of pedestrians, people cycling, driving or taking transit are reviewed and analyzed as part of the design process. This informs intersection design and signal timing.

The project team also works closely with TTC to review bus stops and operations. Most people on Ellesmere Road travel by public transit or motor vehicle, with the majority taking transit west of Military Trail. East of Military Trail, motor vehicle volumes drop by more than half. The percentage of road users that are pedestrians increases east of Military Trail.



24 Hour Volumes (All Road Users)



Transit routes:
38 Highland Creek, 95 York Mills, 133 Neilson, 905 Eglinton East Express, 938 Highland Creek Express, 995 York Mills Express and 395 York Mills Night Bus



Phase 1 Public Consultation Summary



Phase 1 of public consultation was held in January 2024 to:

- Provide background information and rationale for the project
- Present the proposed changes and two design options for Segment 2 (Military Trail to Meadowvale Road), which included cycle tracks in the boulevard or on-road cycle tracks
- Receive feedback from the public and publish results



What We Heard

Proposed Changes and Options

- Majority supported the proposed changes in Segment 1 (Orton Park Road to Military Trail) and Segment 3 (Meadowvale Road to Kingston Road)
- Majority preferred Option 1 (raised cycle tracks in the area next to the curb / in the boulevard) for Segment 2 between Military Trail and Meadowvale Road, citing concerns such as motor vehicle traffic impacts from removing lanes in Option 2 (on-road cycle track)
- Option 1 was perceived to be safer for people who cycle. Some participants preferred Option 2 due to fewer tree impacts

Tree Impacts and Pedestrian/Streetscaping Improvements

- There was concern over the number of tree impacts across all segments and a desire for more greenery, pedestrian safety, crossing points and streetscape features on Ellesmere Road

Bike Share

- Suggestions to install Bike Share stations and bike parking at key destinations (e.g., Highland Creek Library, University of Toronto Scarborough Campus and Centenary Hospital)

Durham Scarborough Bus Rapid Transit (DSBRT) Proposal

- Participants raised questions about how the project relates to the DSBRT

Phase 2 Consultation | Proposed Design

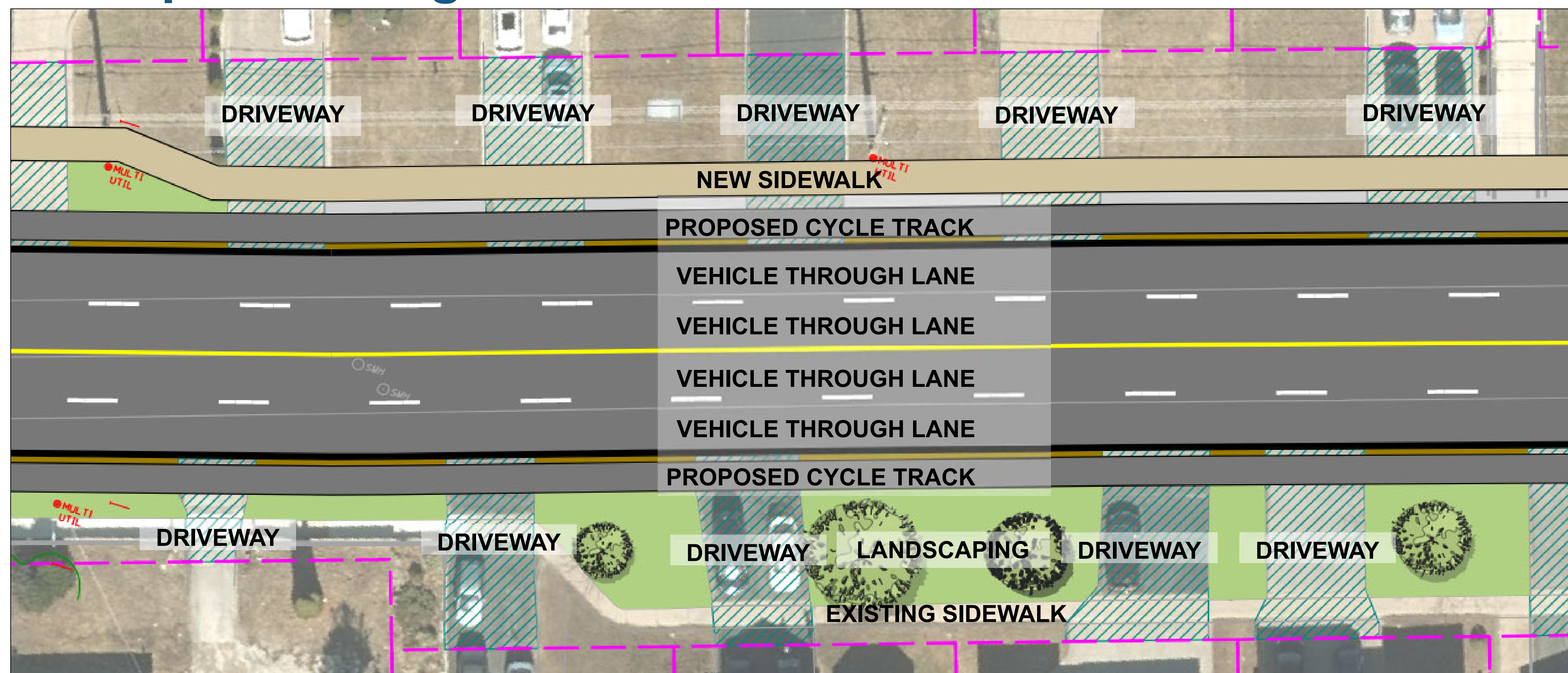


Feedback from Phase 1 consultation was used to inform the proposed design for the Ellesmere Complete Street, along with technical considerations and City policies and guidelines. The City is now seeking feedback on the proposed design.

Key changes from Phase 1 consultation include:

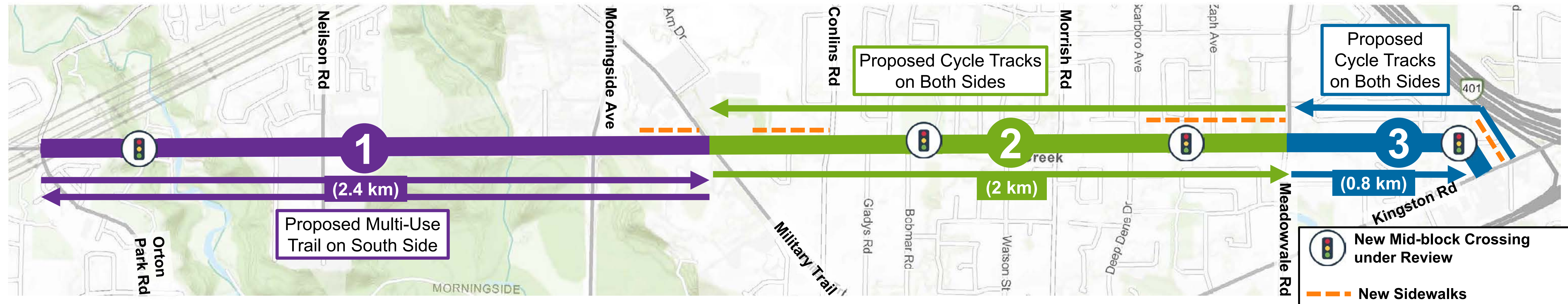
- Option 1 (raised cycle tracks) was chosen for Segment 2 between Military Trail and Meadowvale Road with **existing number of motor vehicle travel lanes maintained**.
- Designs have been developed to show proposed sidewalks and bikeways, Bike Share stations, crossing improvements and other complete street features.

Example of Design Plans



Design plans are also available on the project website.

Proposed Design Overview



1

Proposed from Orton Park Road to Military Trail:

- Existing number of motor vehicle lanes maintained
- Multi-use trail on south side
- Addition of new sidewalks

2

Proposed from Military Trail to Meadowvale Road:

- Existing number of motor vehicle lanes maintained
- Raised cycle tracks on both sides
- Addition of new sidewalks

3

Proposed from Meadowvale Road to Kingston Road:

- Existing number of motor vehicle lanes maintained
- On-road cycle tracks
- Addition of new sidewalks



Multi-Use Trails

Multi-use trails are shared by people cycling, pedestrians, and those using mobility aids. They have 20 km/h speed limits and an asphalt paved surface.



Cycle Tracks

Cycle tracks are bikeways designed for people of all ages and abilities. They are separated from motor vehicle lanes using different features, such as bollards, poured-in-place concrete barriers, or a curb where the cycle track is raised above the roadway.

Proposed Design | Segment 1: Orton Park Road to Military Trail



The proposed design for Segment 1 is presented in three sub-segments, 1A, 1B and 1C. This section has primarily natural areas next to a hydro corridor and Morningside Park ravine with some institutional destinations such as UTSC.

The majority of participants in Phase 1 consultation were supportive of proposed changes in Segment 1.

Proposed Design

- Raised multi-use trail on south side
- Addition of new sidewalk near Centennial College

Key Design Considerations

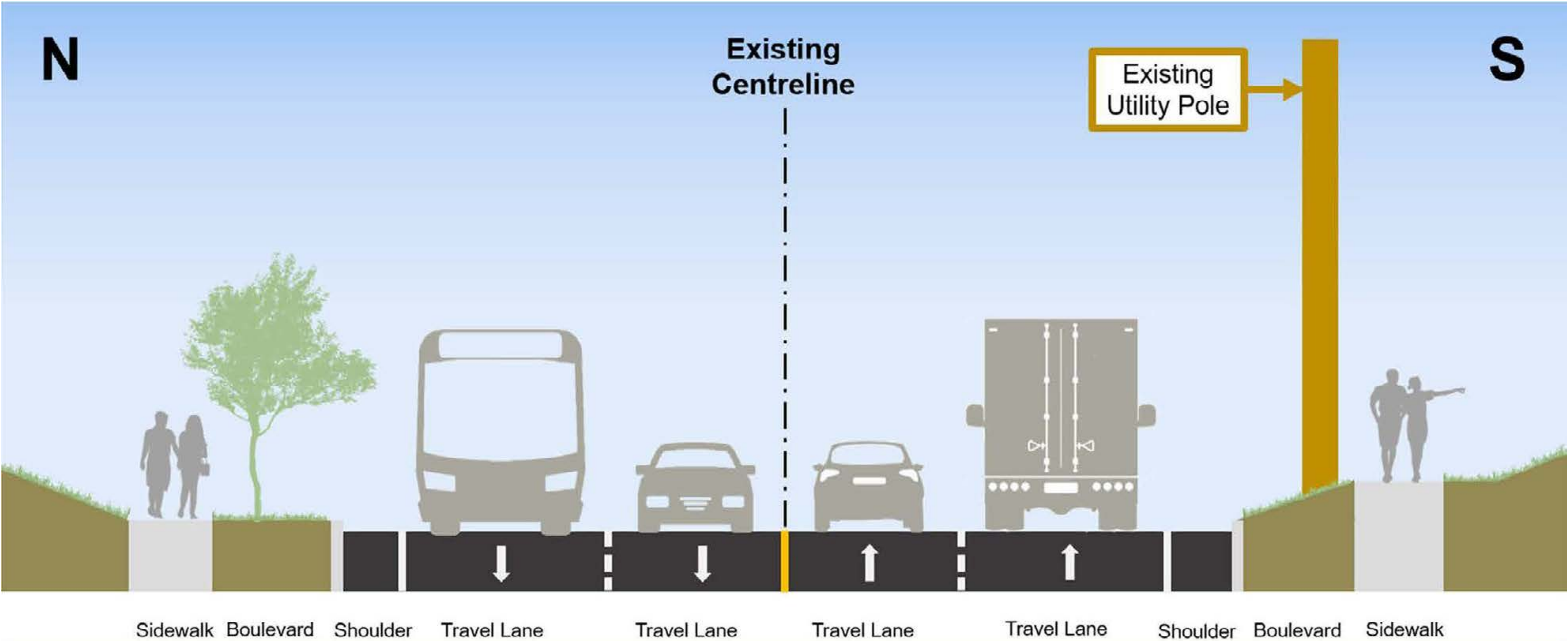
- Wider multi-use trail to allow for passing
- Potential rest areas at steeper grades
- Buffer to separate multi-use trail from motor vehicle lanes. The separation treatment is under review and may include greenery or a physical barrier.



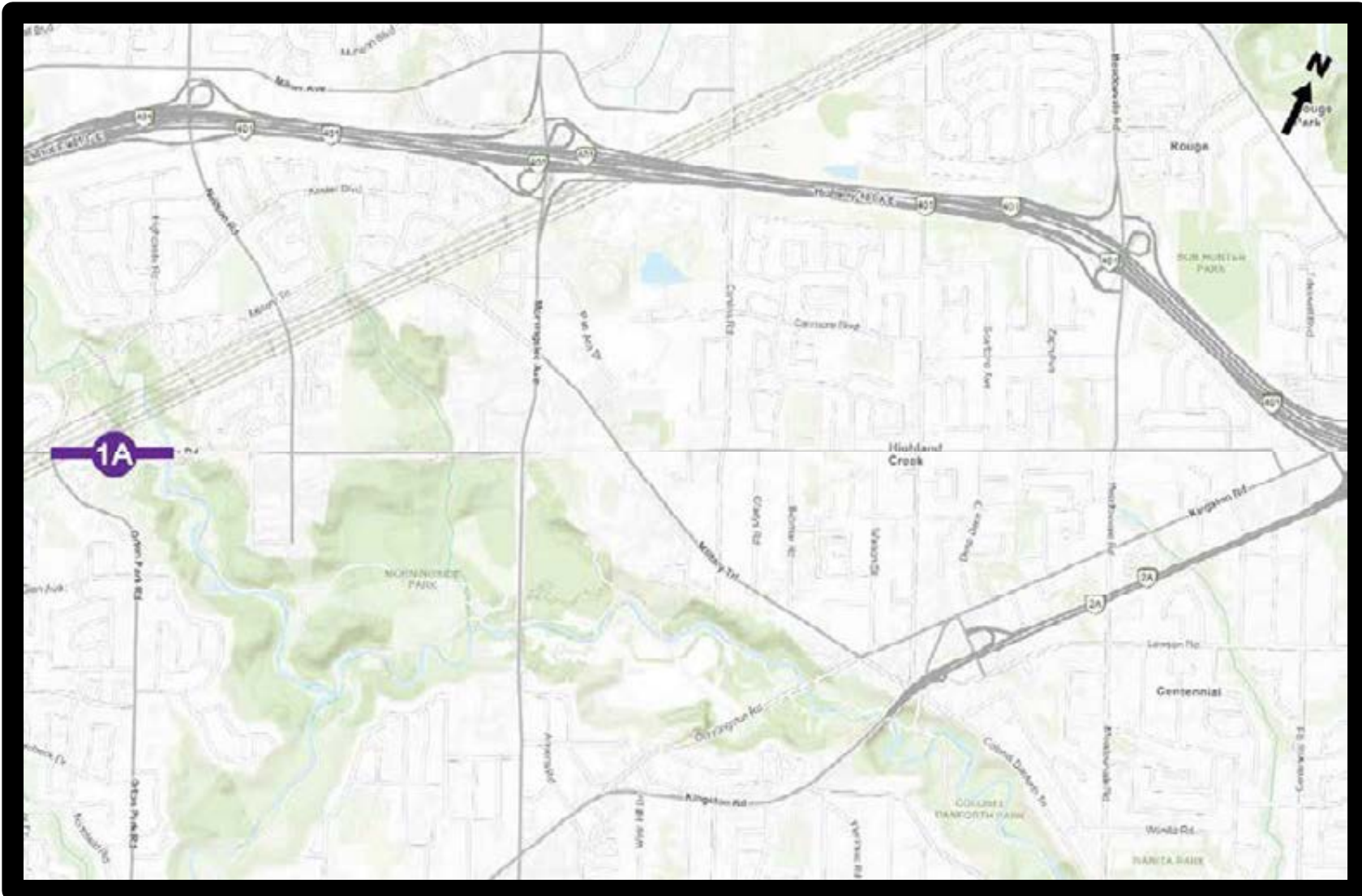
Proposed Design | Segment 1A: Orton Park Road to West of Highland Creek



Existing



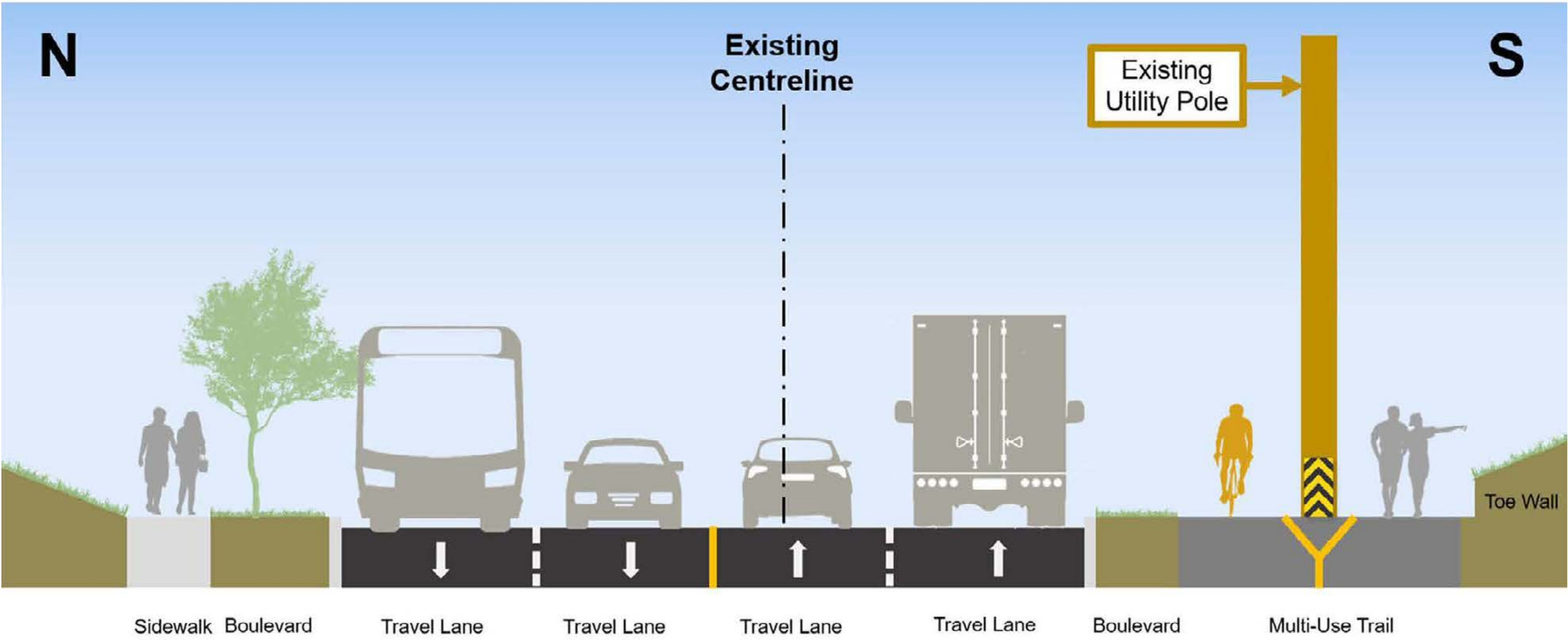
Key Map



Summary of Changes

- Curb on the south side relocated
- Sidewalk on the south side replaced by new multi-use trail with widening around existing utility poles
- Existing shoulders removed
- Existing motor vehicle lane widths reduced

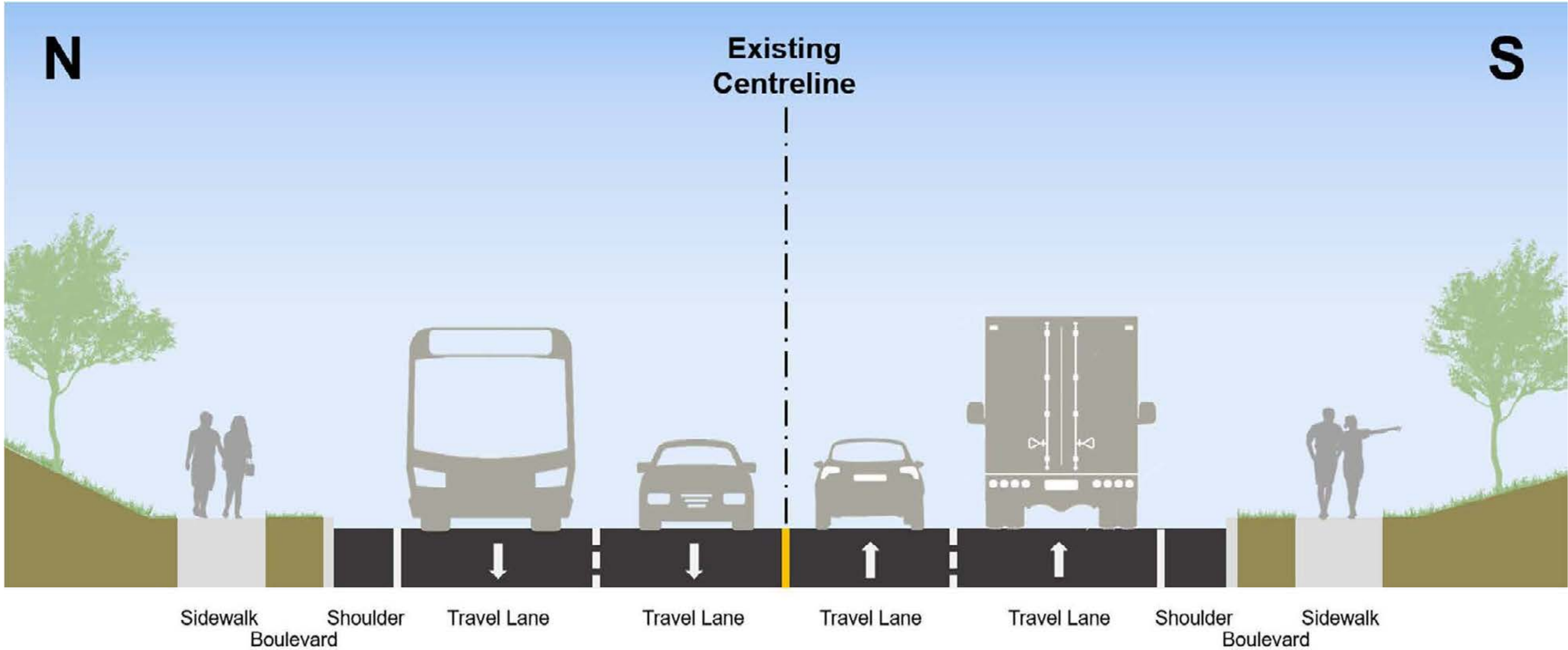
Proposed



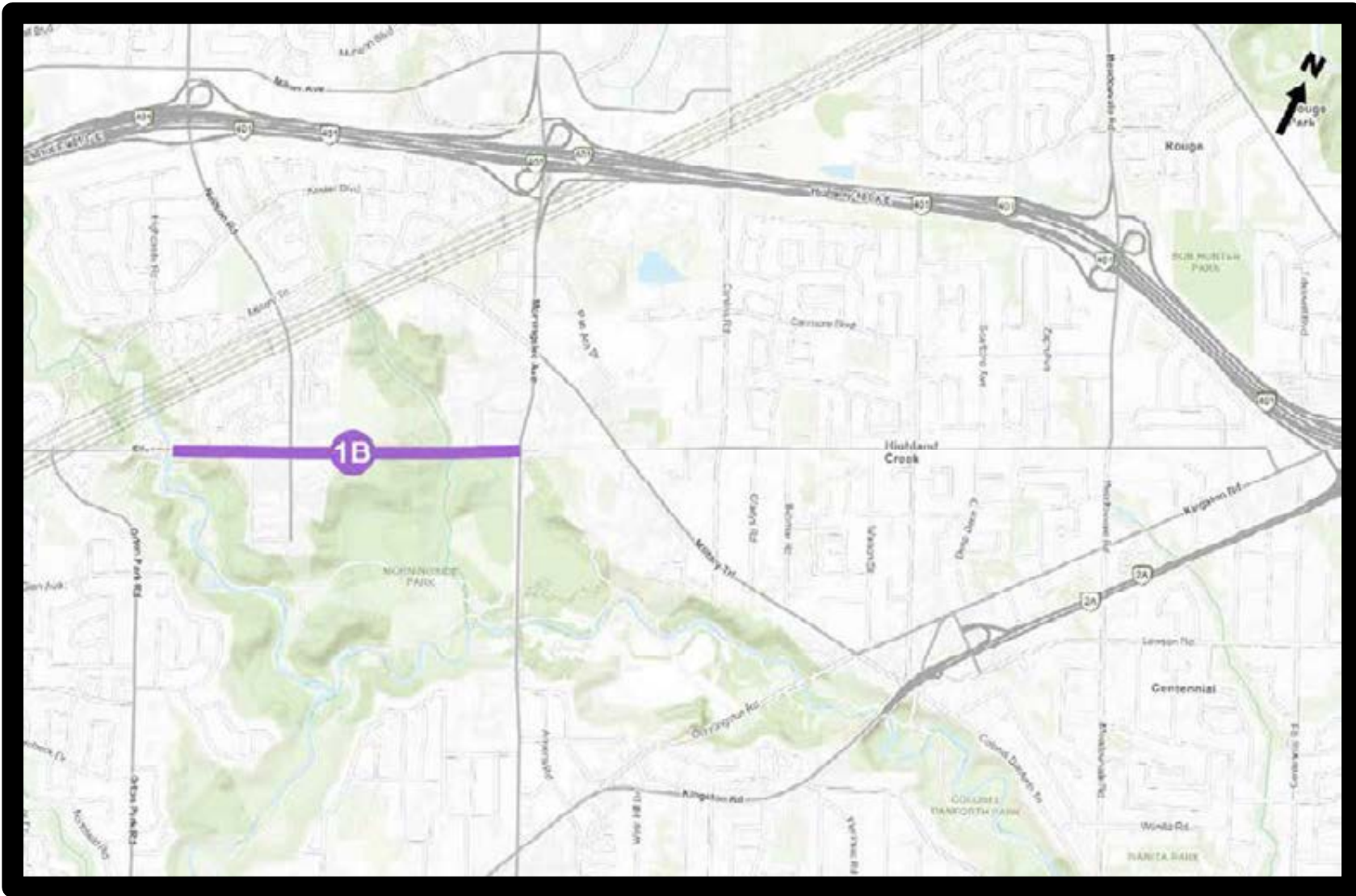
Proposed Design | Segment 1B: West of Highland Creek to Morningside Avenue



Existing



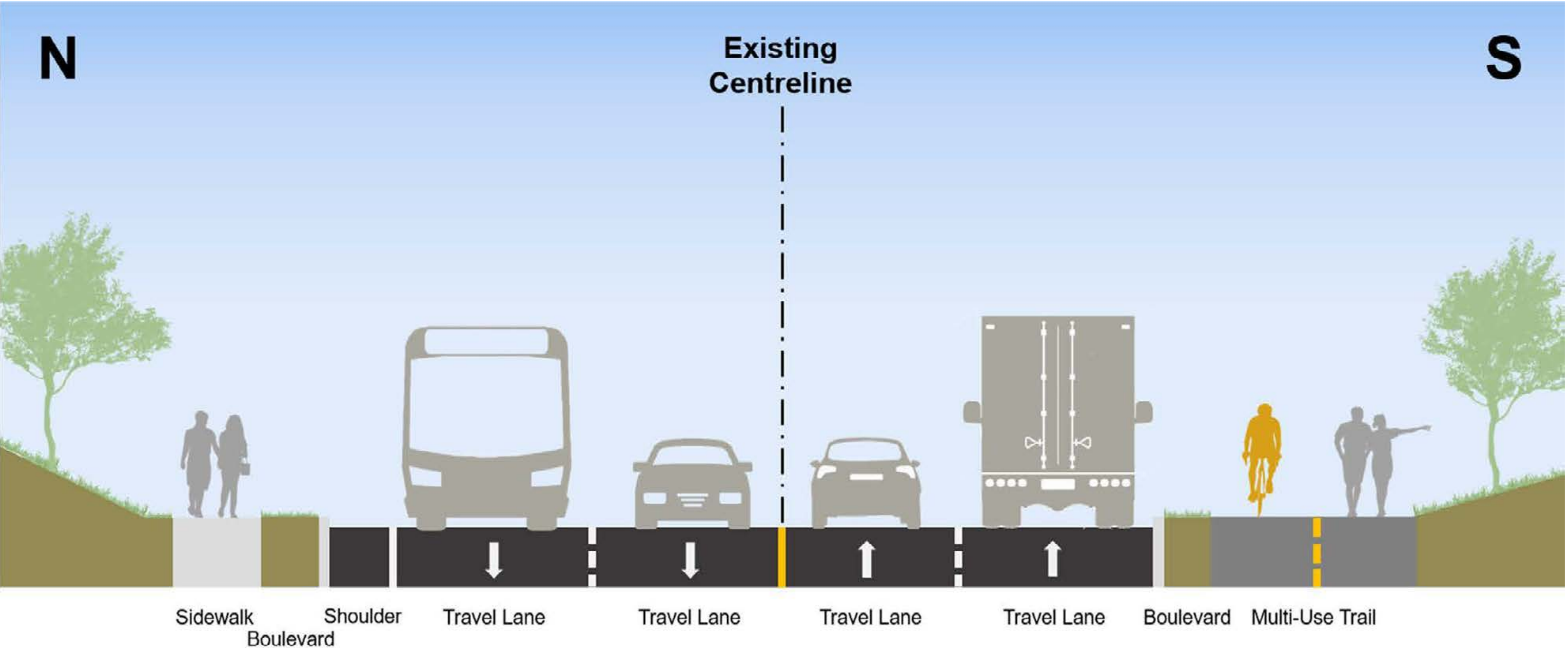
Key Map



Summary of Changes

- Curb on the south side relocated
- Sidewalk on the south side replaced by new multi-use trail
- Existing shoulder on the south side removed and the north shoulder is under review for removal
- Existing motor vehicle lane widths reduced

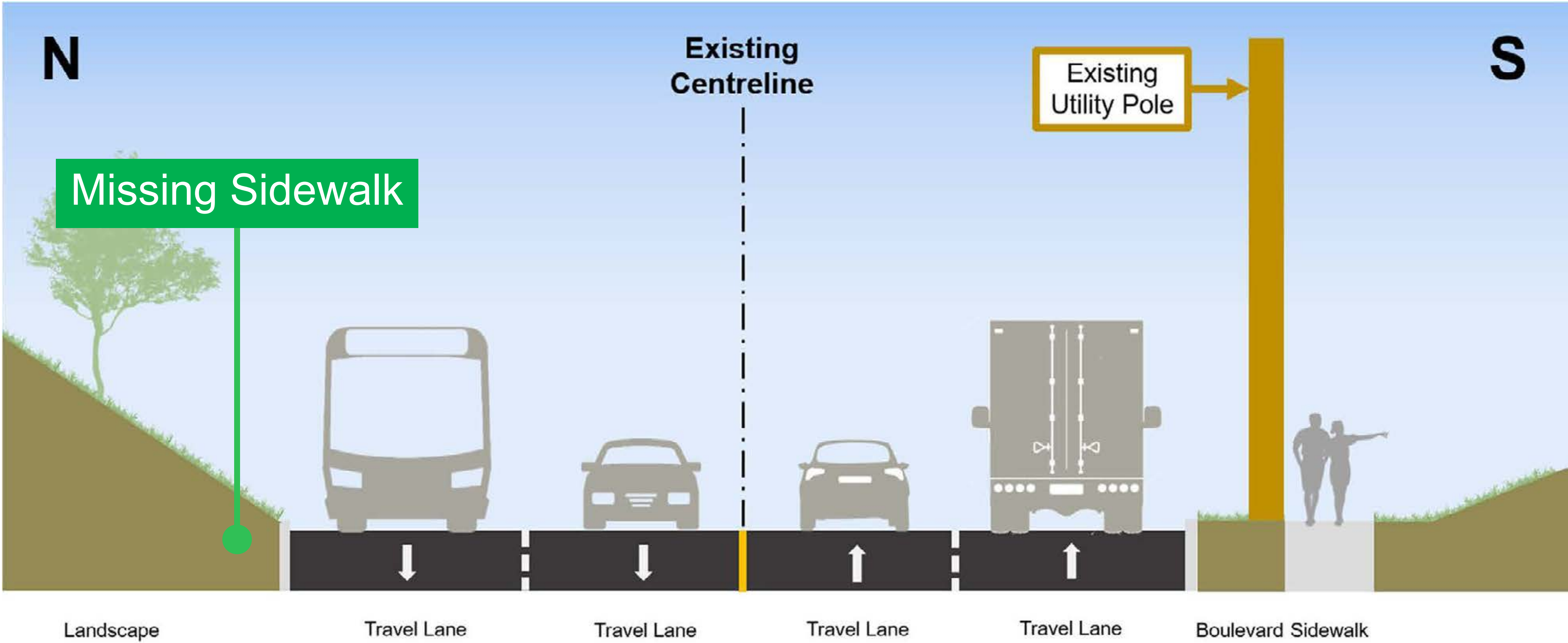
Proposed



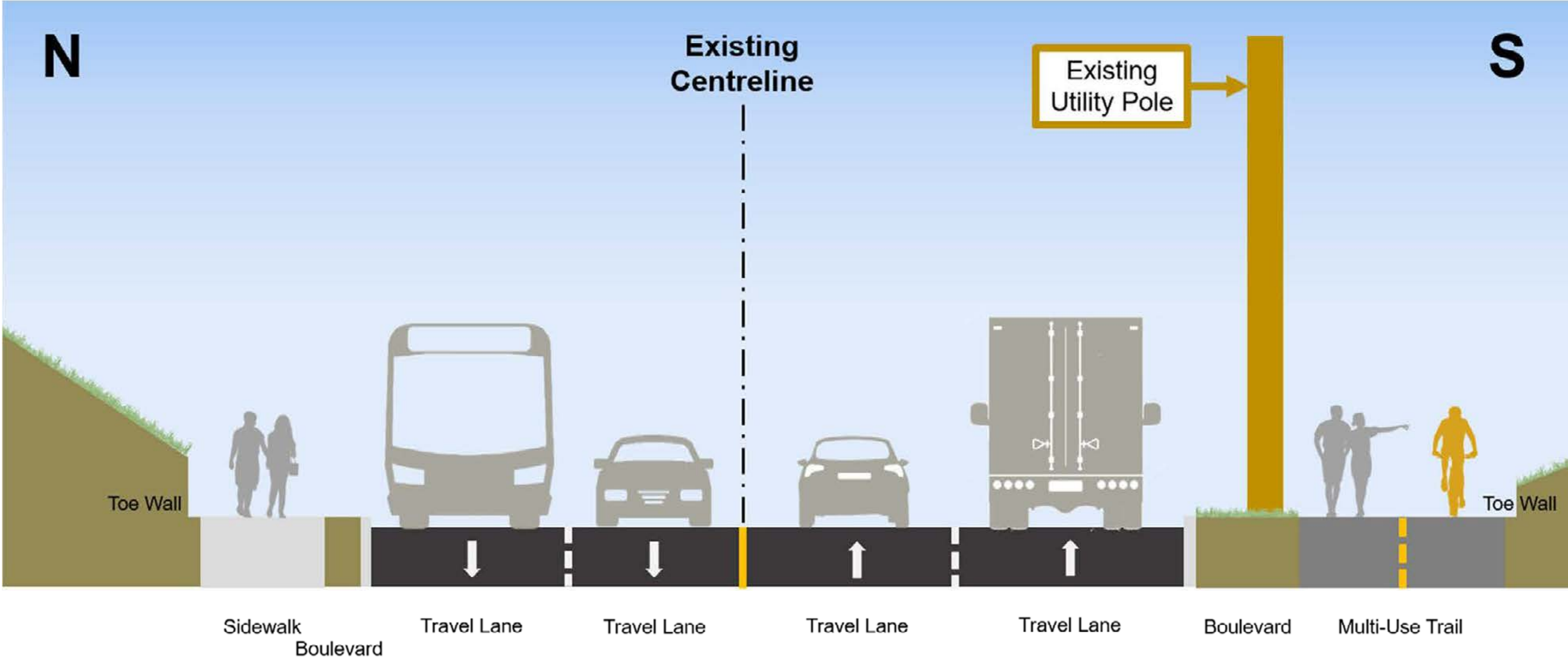
Proposed Design | Segment 1C: Morningside Avenue to Military Trail



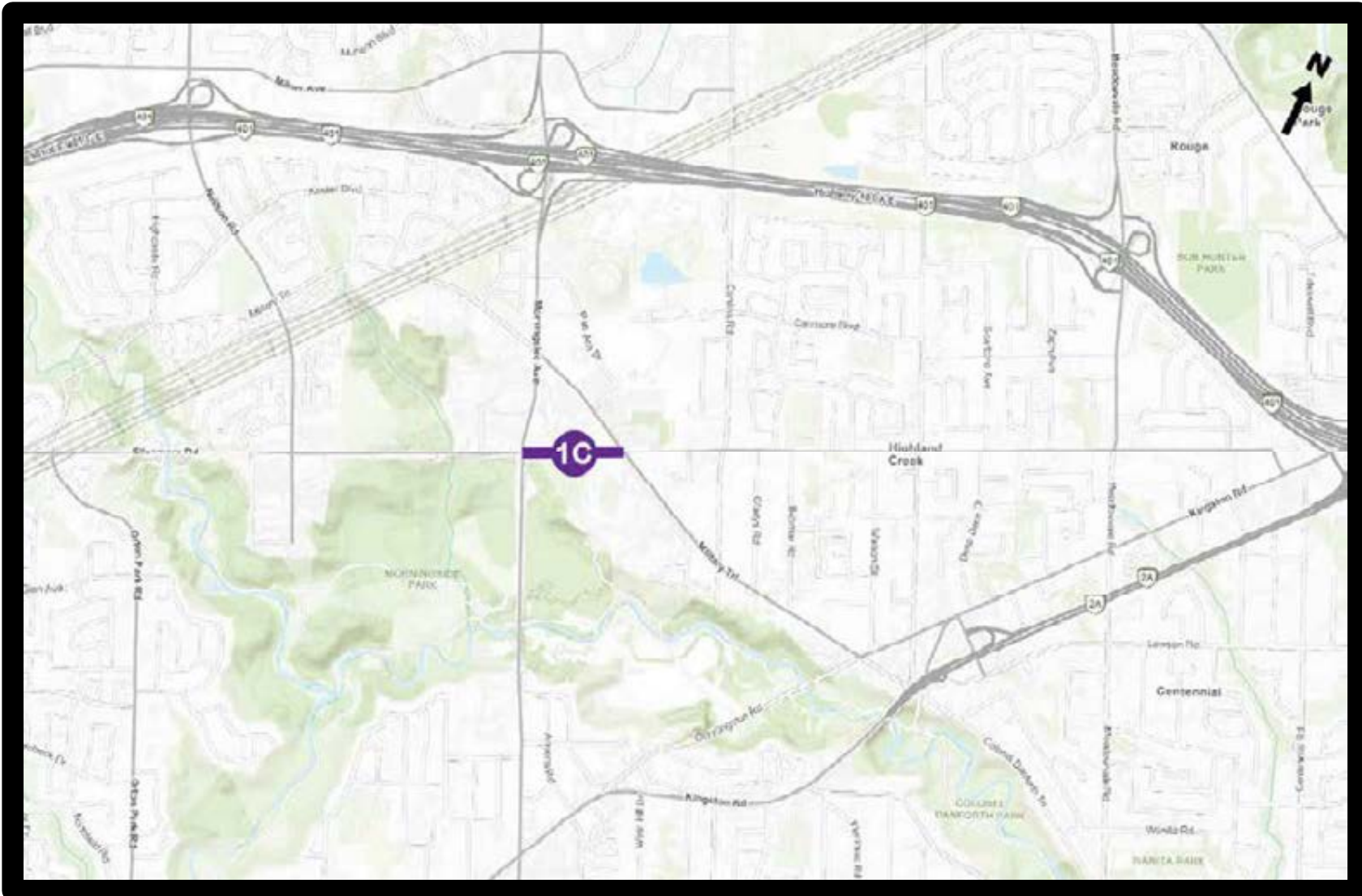
Existing



Proposed



Key Map



Summary of Changes

- Curb on the north side relocated
- Addition of new sidewalk along the north side
- Sidewalk on the south side replaced by new multi-use trail
- Existing motor vehicle lane widths reduced

Proposed Design | Segment 2: Military Trail to Meadowvale Road



The proposed design for Segment 2 is presented in two sub-segments, 2A and 2B. This section is primarily residential with parks, schools and libraries.

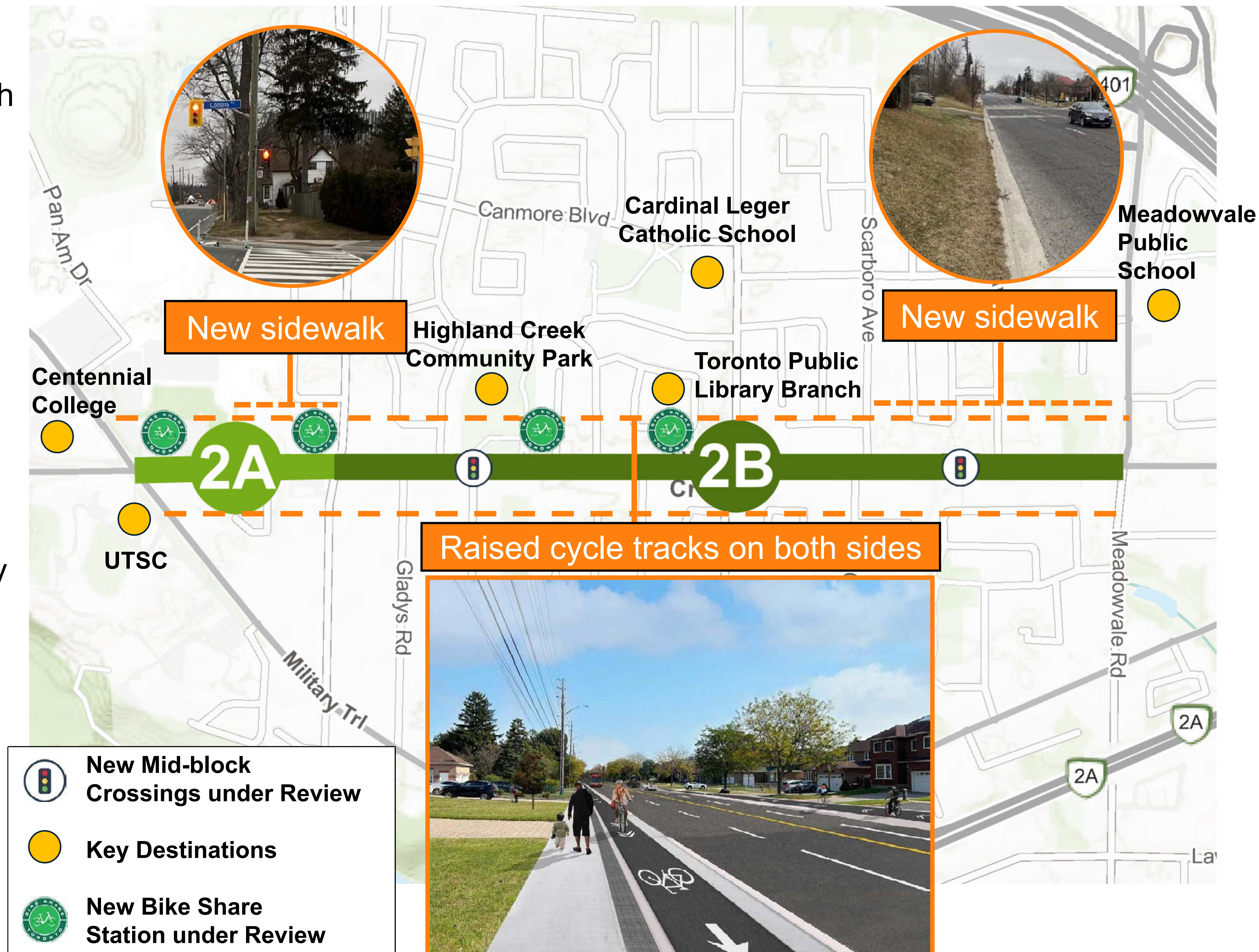
The majority of participants in Phase 1 consultation were supportive of Option 1 (raised cycle tracks), preferring it over Option 2 (on road cycle tracks).

Proposed Design

- Raised cycle tracks on both sides, with some changes to the portion of driveways within the City right-of-way
- Addition of new sidewalk east of Military Trail to Conlins Road
- Addition of new sidewalk between Scarboro Avenue and Meadowvale Road

Key Design Considerations

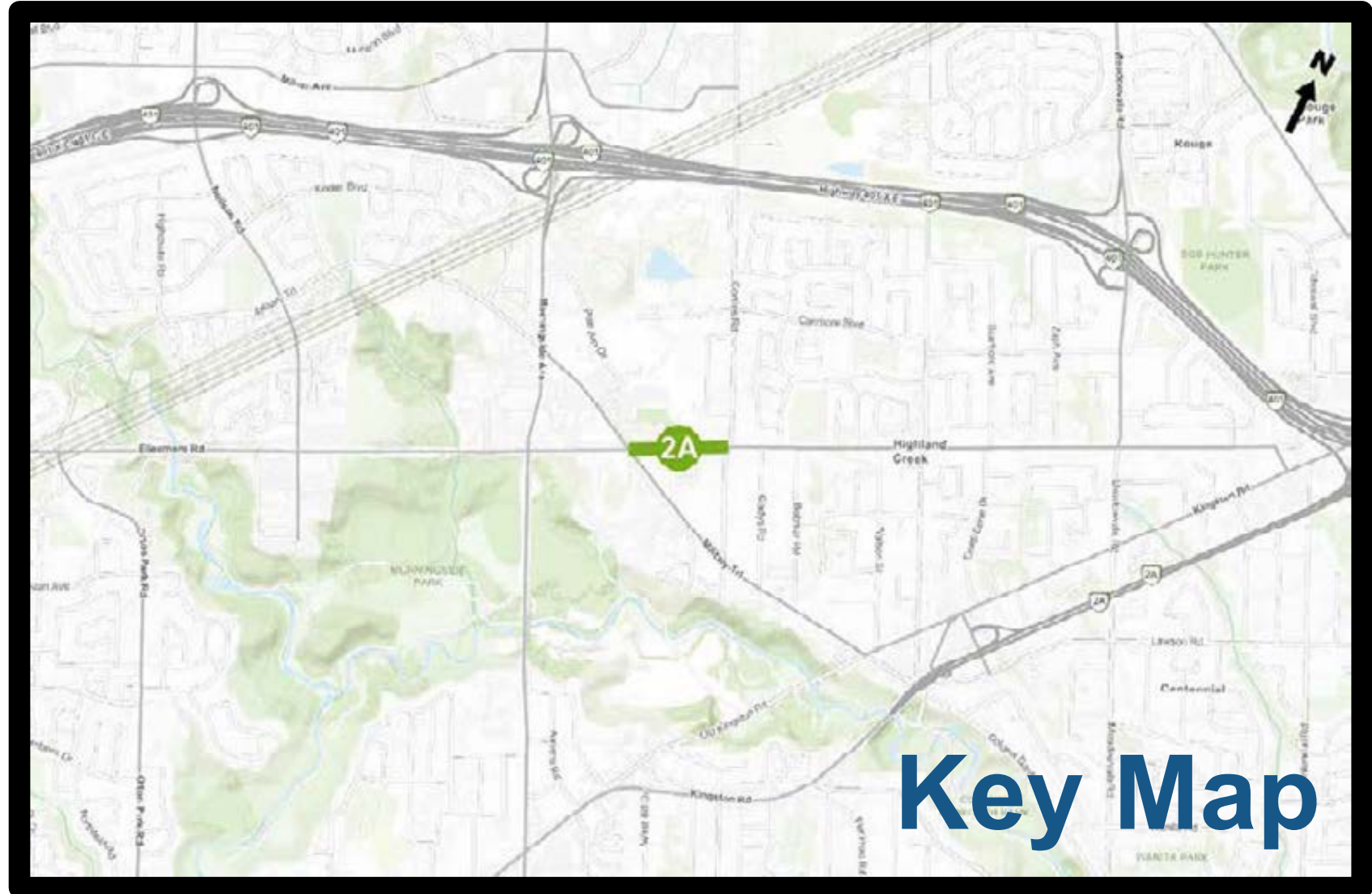
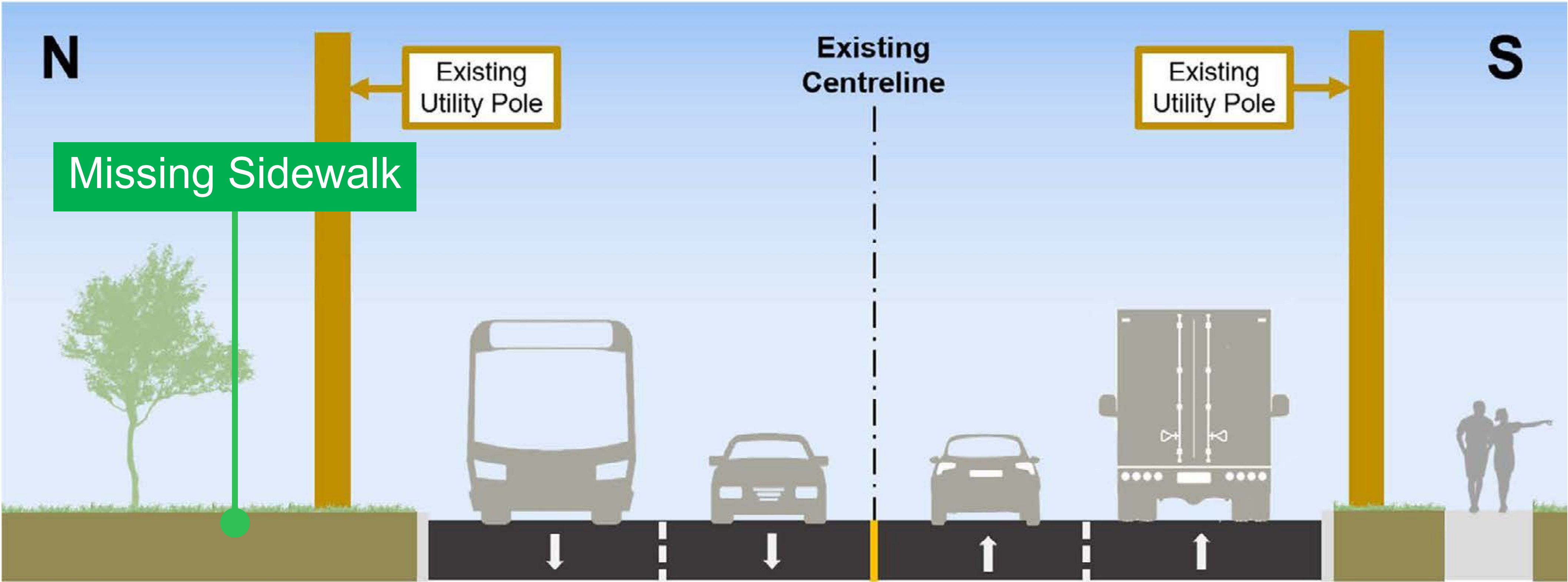
- Greening and tree planting areas
- Bike Share stations at key destinations



Proposed Design | Segment 2A: Military Trail to Conlins Road



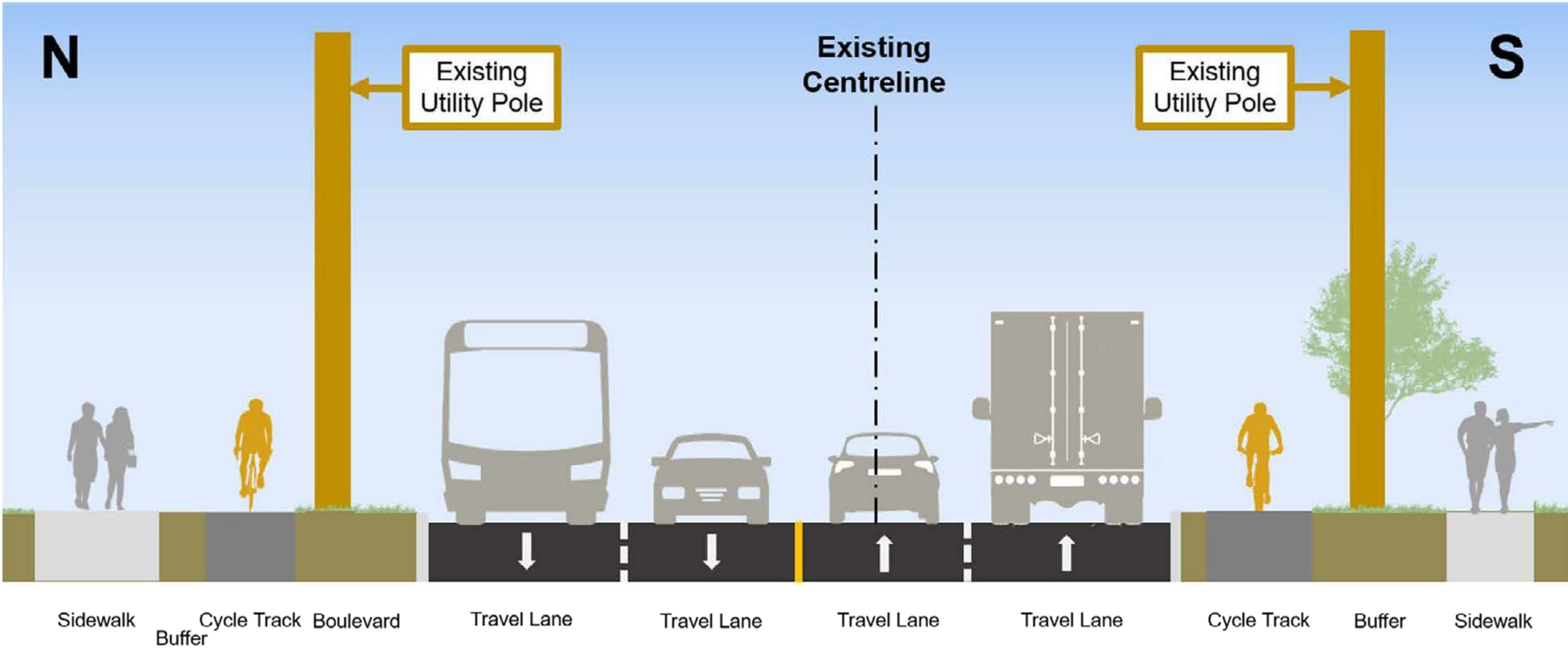
Existing



Summary of Changes

- Curb on south side relocated
- Addition of new sidewalk on north side
- New raised cycle tracks, with some changes to the portion of driveways within the City right-of-way
- Existing motor vehicle lane widths reduced

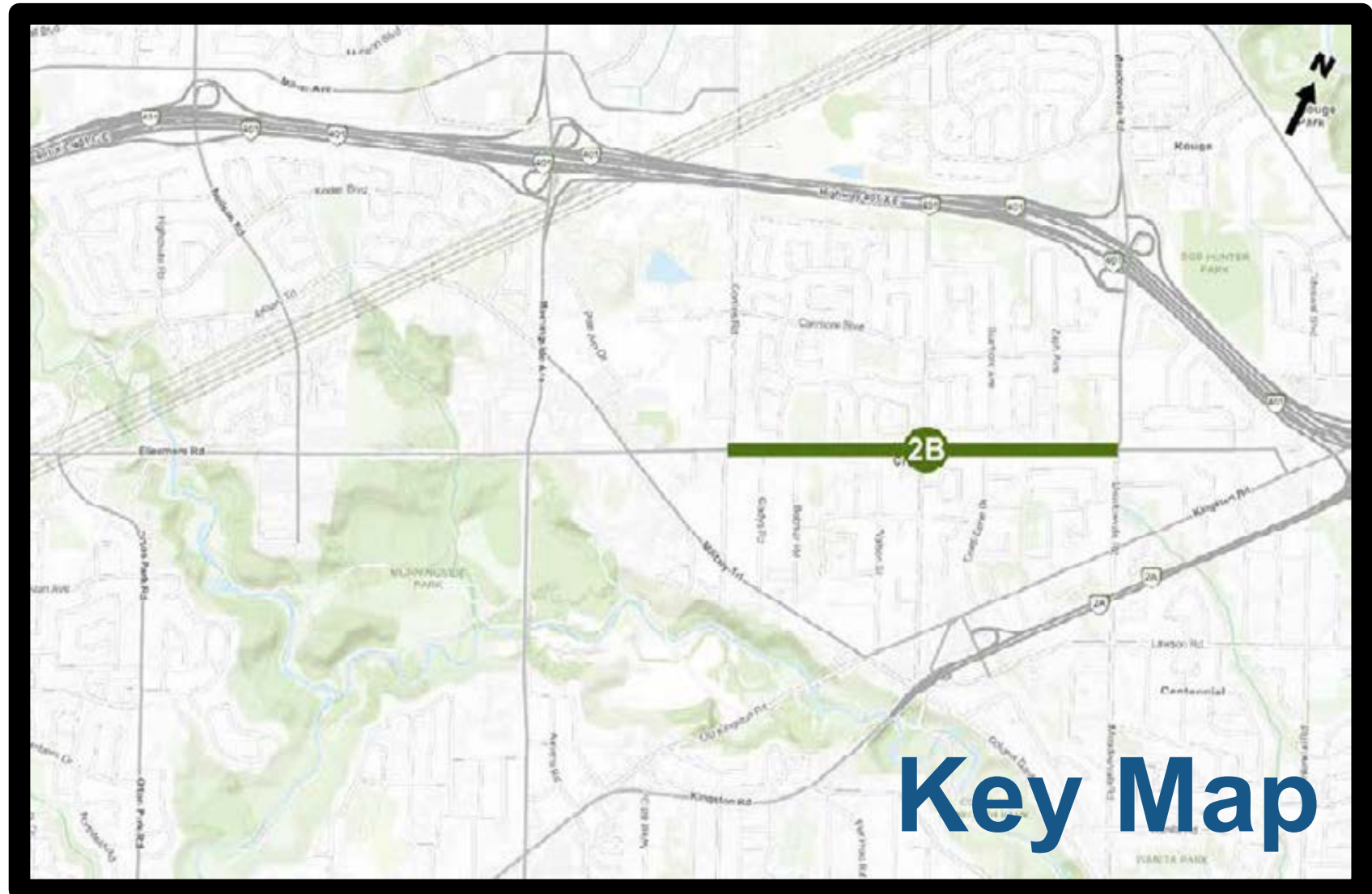
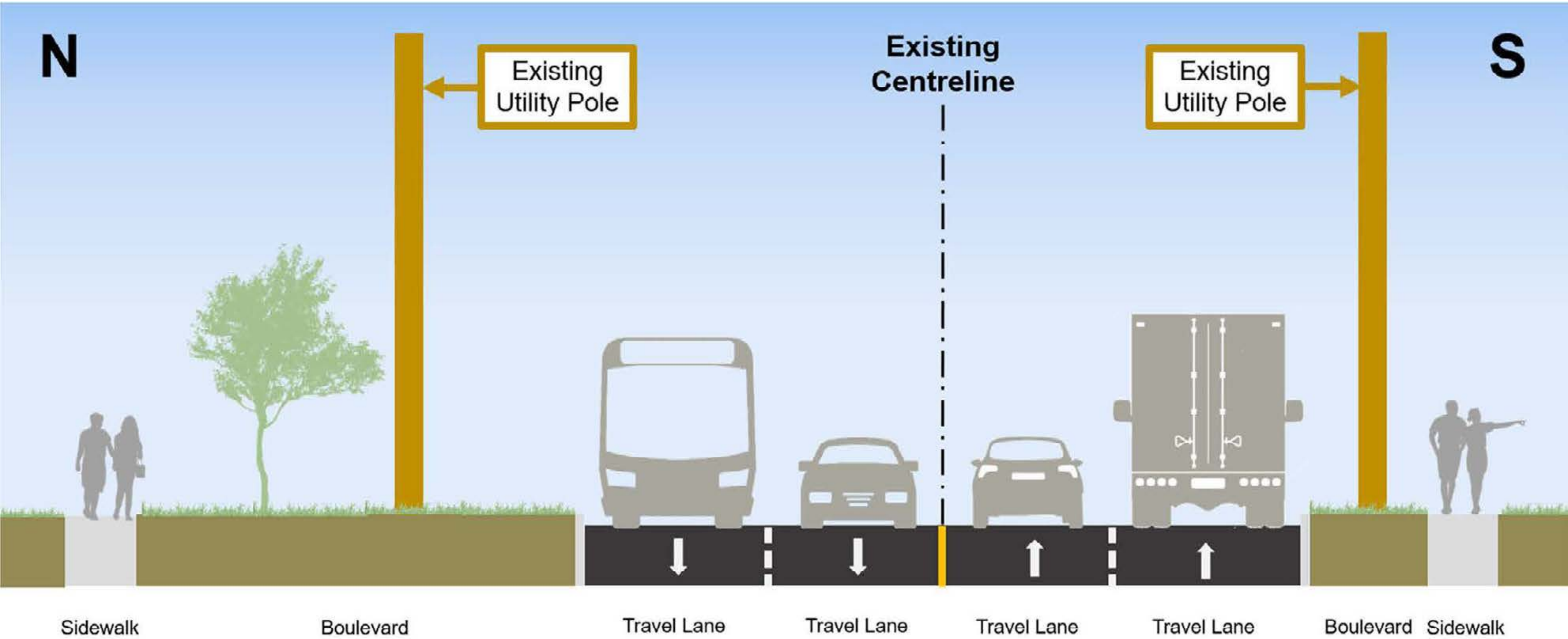
Proposed



Proposed Design | Segment 2B: Conlins Road to Meadowvale Road



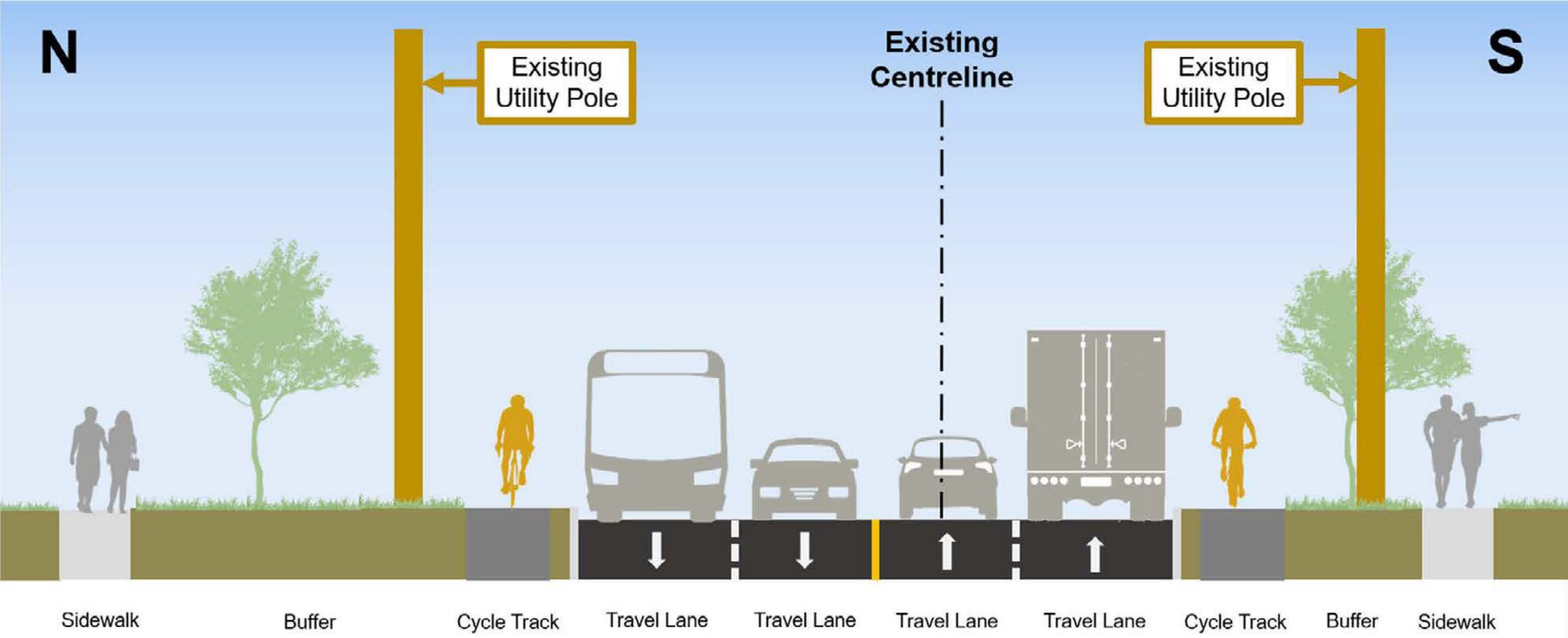
Existing



Summary of Changes

- Curb on south side relocated
- Addition of new sidewalk on north side
- New raised cycle tracks, with some changes to the portion of driveways within the City right-of-way
- Existing motor vehicle lane widths reduced

Proposed



Proposed Design | Segment 3: Meadowvale Road to Kingston Road



Segment 3 does not have sub-segments. This segment has one (1) existing motor vehicle lane in each direction. This section is largely residential neighbourhoods.

The majority of participants in Phase 1 consultation were supportive of proposed changes in Segment 3.

Proposed Improvements

- Proposed on-road cycle tracks on both sides separated by poured-in place concrete barriers and bollards at driveways
- Addition of new sidewalk on north side west of Kingston Road

Key Design Considerations

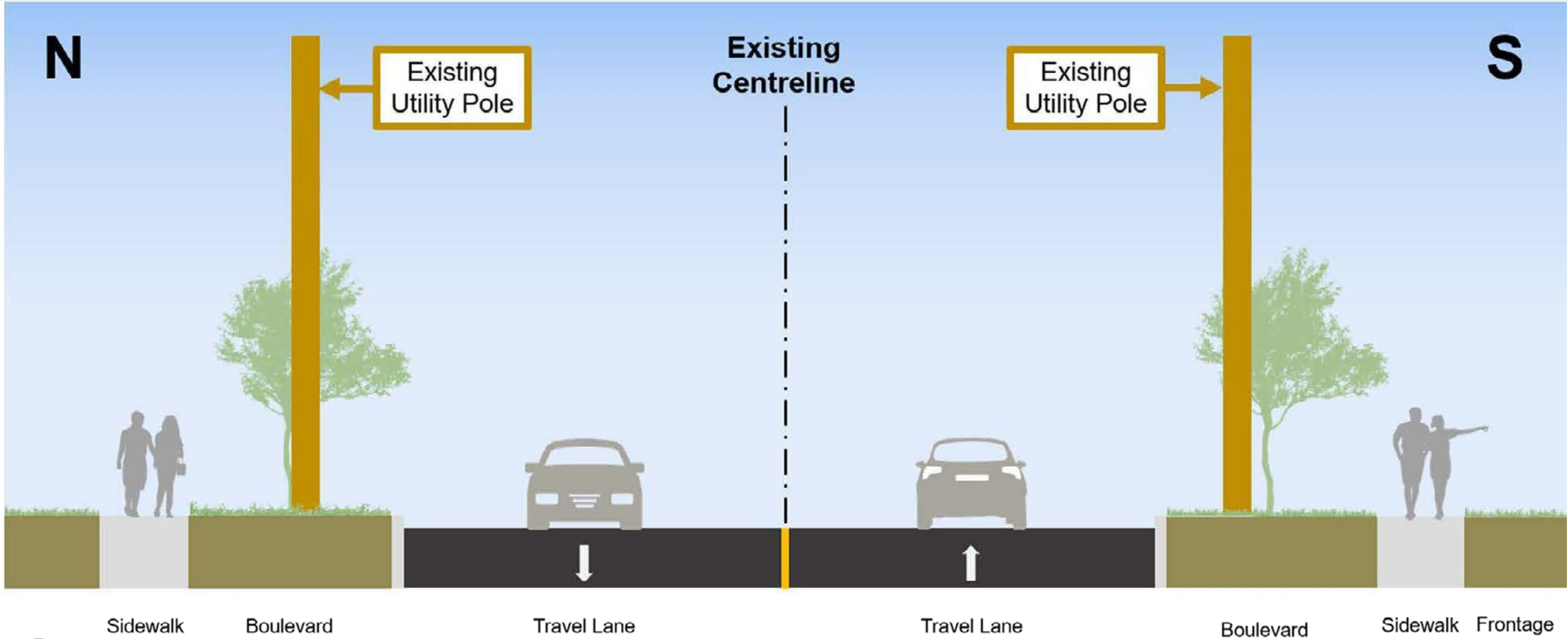
- Greening and tree planting areas
- Ease of access to and from driveways



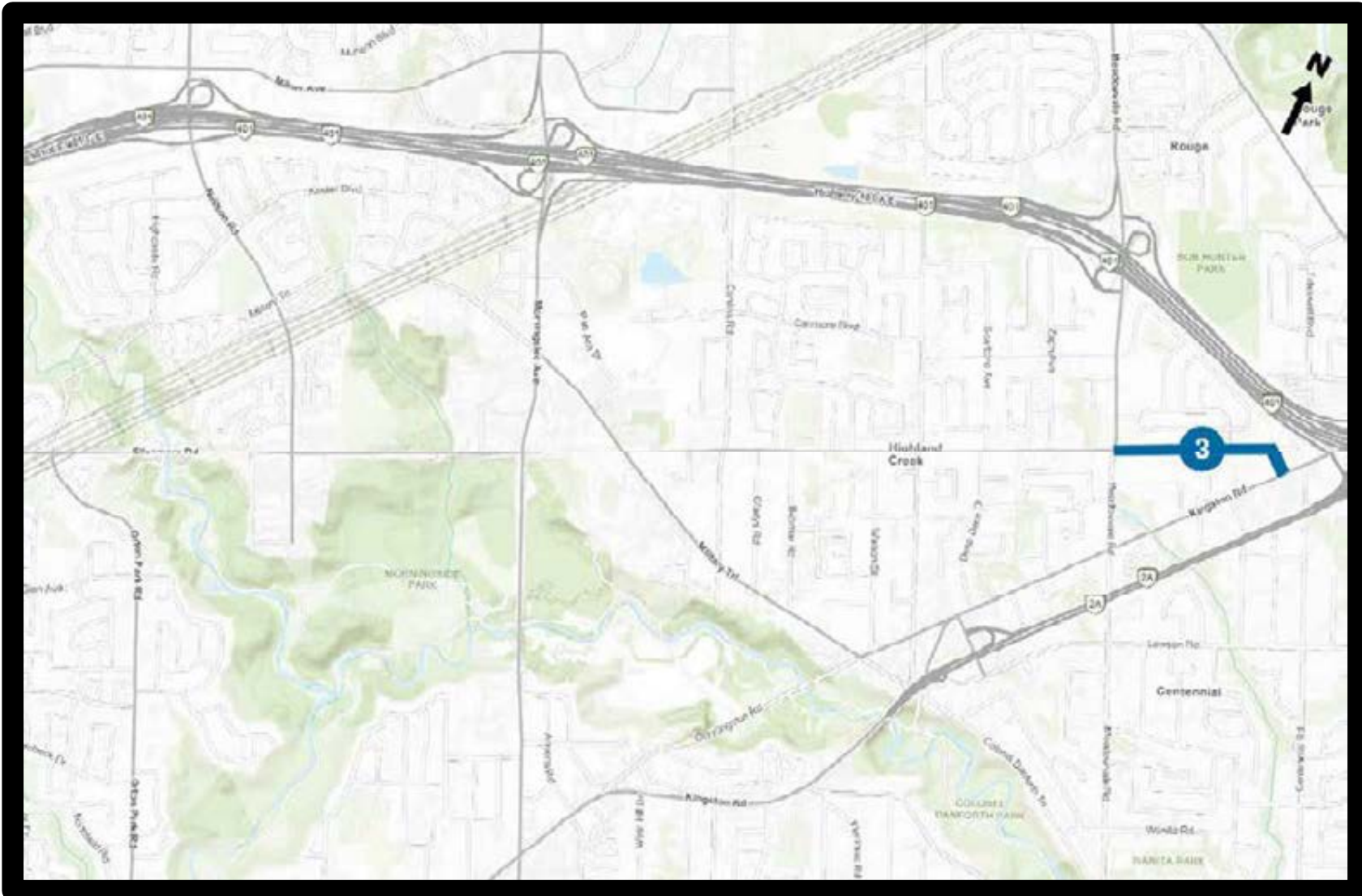
Proposed Design | Segment 3: Meadowvale Road to Kingston Road



Existing



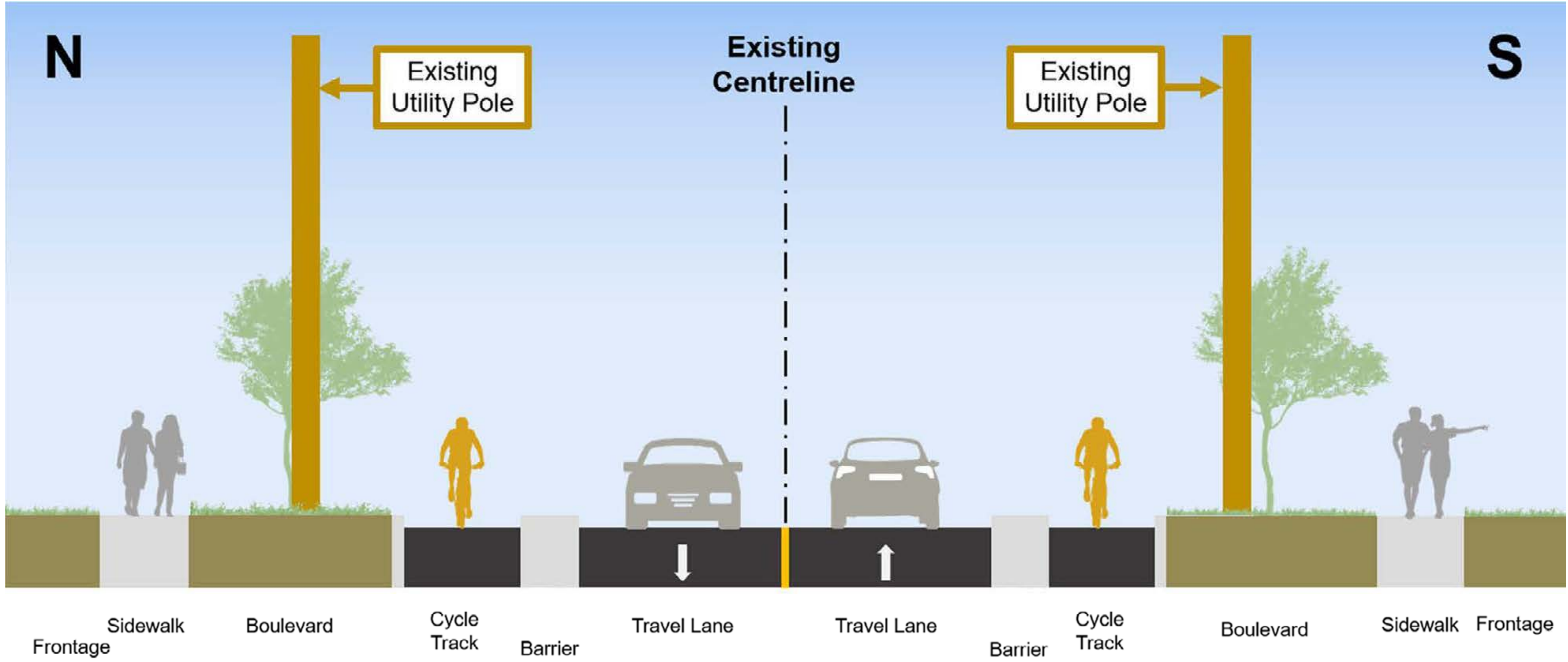
Key Map



Summary of Changes

- New on-road cycle tracks
- On-road cycle tracks protected by raised poured-in-place concrete barriers with bollards at driveways
- Addition of new sidewalk on north side near Kingston Road
- Existing motor vehicle lane widths reduced

Proposed



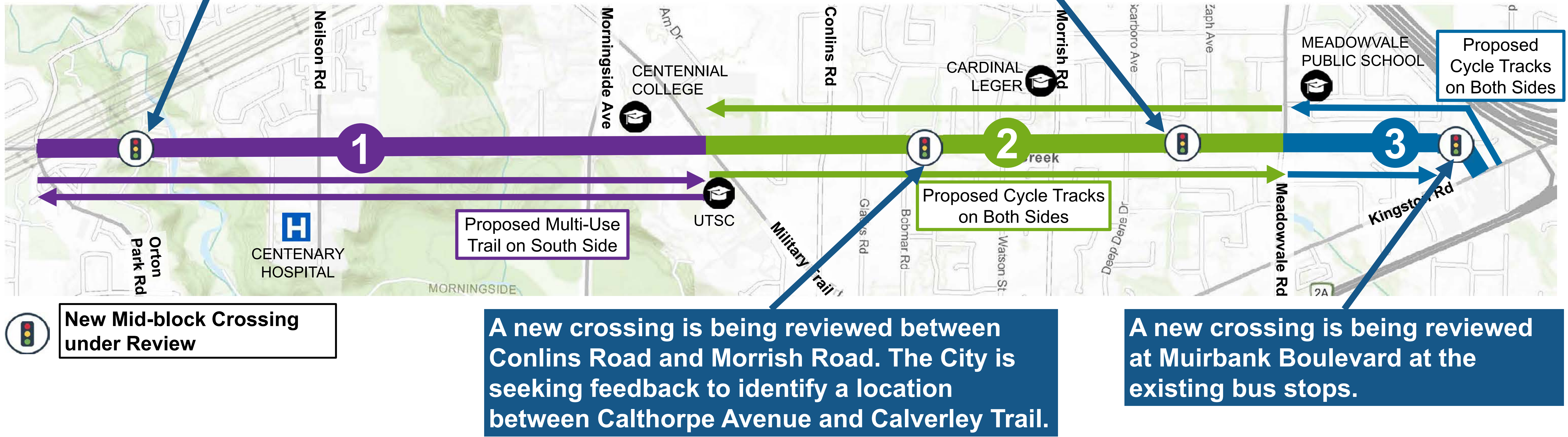
Proposed Design | Mid-block Crossing Review



In Phase 1 Consultation, we heard that the Ellesmere Complete Street project should make it easier and safer to cross Ellesmere Road. The project team is reviewing the following locations based on connectivity, bus stops and other technical considerations. **Let us know your experience crossing Ellesmere Road and where you would like to see a crossing improvement.**

A new crossing is proposed to connect people using the Meadowway Trail to the proposed multi-use trail on the south side.

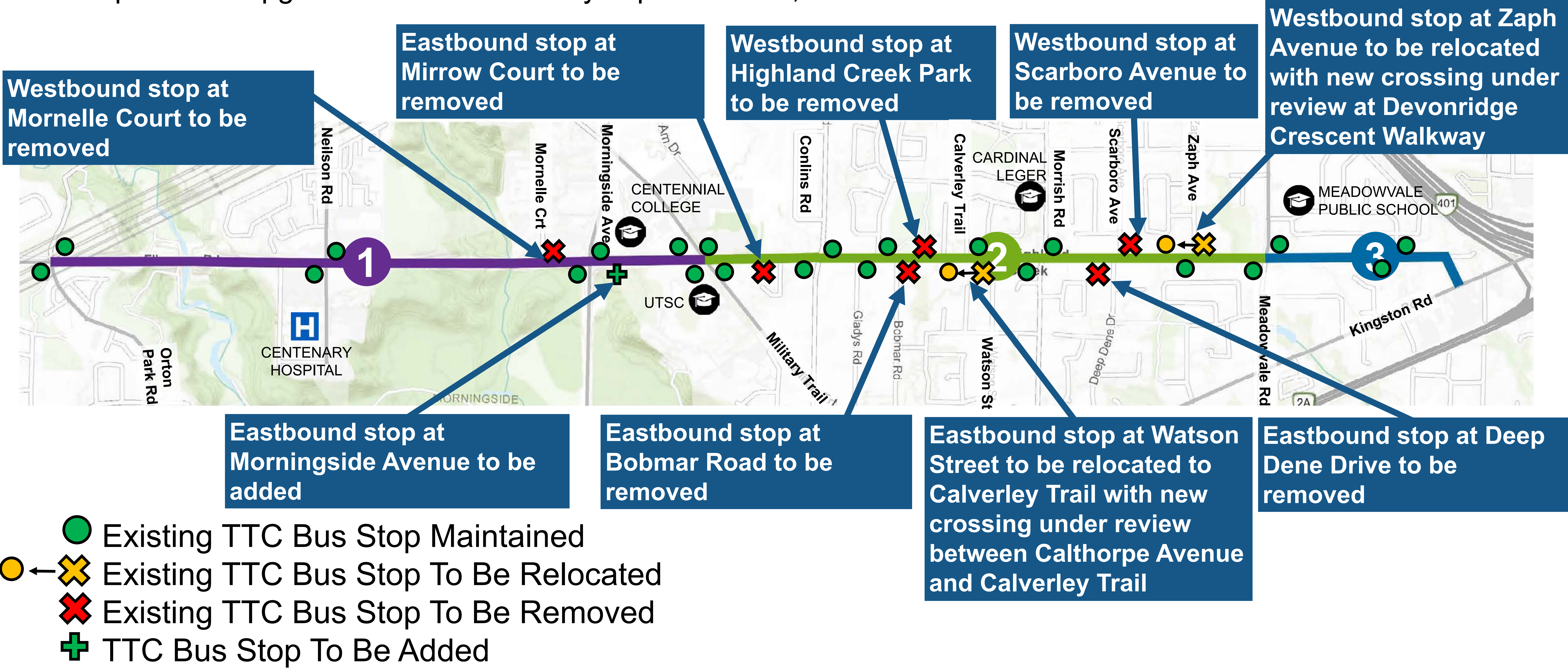
A new crossing is being reviewed at the sidewalk to Devonridge Crescent, midway between Scarborough Avenue and Zaph Avenue.



Proposed Design | TTC Stop Changes on Ellesmere Road



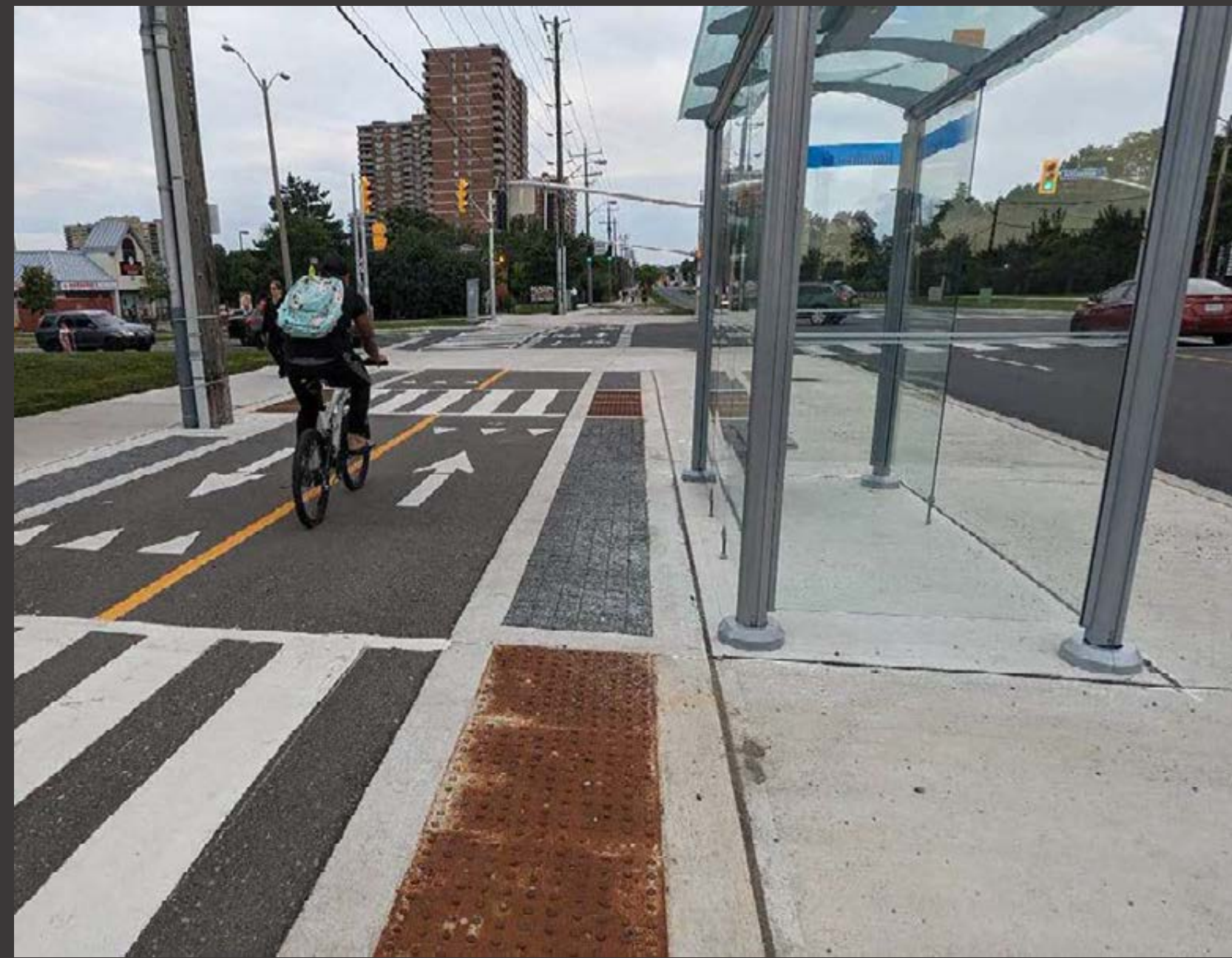
In coordination with TTC, mid-block bus stops are planned to be consolidated or relocated to locations with proposed future crossings under review. These changes align with Vision Zero objectives to improve pedestrian safety and aim to optimize the spacing of bus stops and improve pedestrian connections to the surrounding area. Bus stops will be upgraded with accessibility improvements, street furniture and new sidewalks.



Proposed Design | Additional Improvements



Several improvements are proposed in addition to the new sidewalks, cycle tracks, multi-use trails, crossings and bike share stations. View our design plans to see where these features are proposed on Ellesmere Road.



Upgrades to bus stops

Bus stops with shelters will be integrated with the new cycle tracks, accessibility improvements and seating areas.



Green infrastructure and trees

Green infrastructure allows for runoff water from the street to be naturally filtered and slowed down before entering the sewer system. New tree plantings will improve the environment and provide shade.



Local side street safety improvements

Curb extensions with raised crosswalks and cycle tracks at side streets will improve visibility of pedestrians and people cycling, shorten crossing distances and improve driver awareness.



Intersection road safety improvements

Protected intersections separate people cycling from motor vehicles and shorten crossing distances. Mountable curbs allow large vehicles to turn while reducing speeds. This approach will be included at the Military Trail intersection.

Tree Impacts and Replacement



There are over 2600 trees within the study area including along the roadway and in adjacent parks and ravines. The City makes every effort to protect and retain healthy trees. As a result of this project, 238 more trees will be added to the project area. The project team will identify locations for tree planting along the roadway where feasible. Where not feasible, tree planting will be accommodated elsewhere in the area in boulevards, parks and ravines.

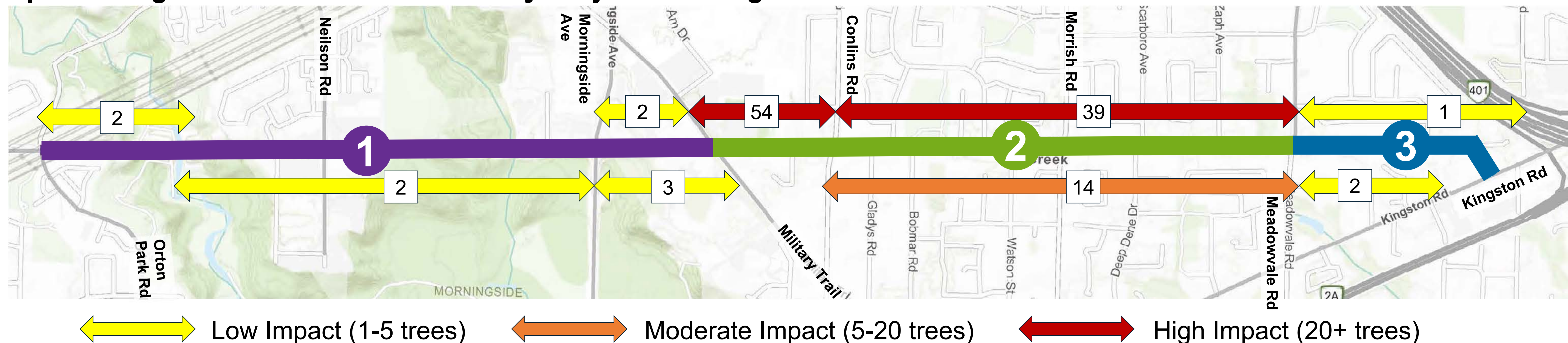
Tree Removals

- Approximately 119 trees are identified for removal, of which 40% are low quality or invasive species. The work to retain and protect healthy trees will continue into detailed design and construction with the goal to minimize impacts.

Tree Replacement

- The City plants three trees for every one tree that is removed, resulting in approximately 357 newly planted trees. These new trees are approximately 10 cm in diameter and all new trees will be native species.

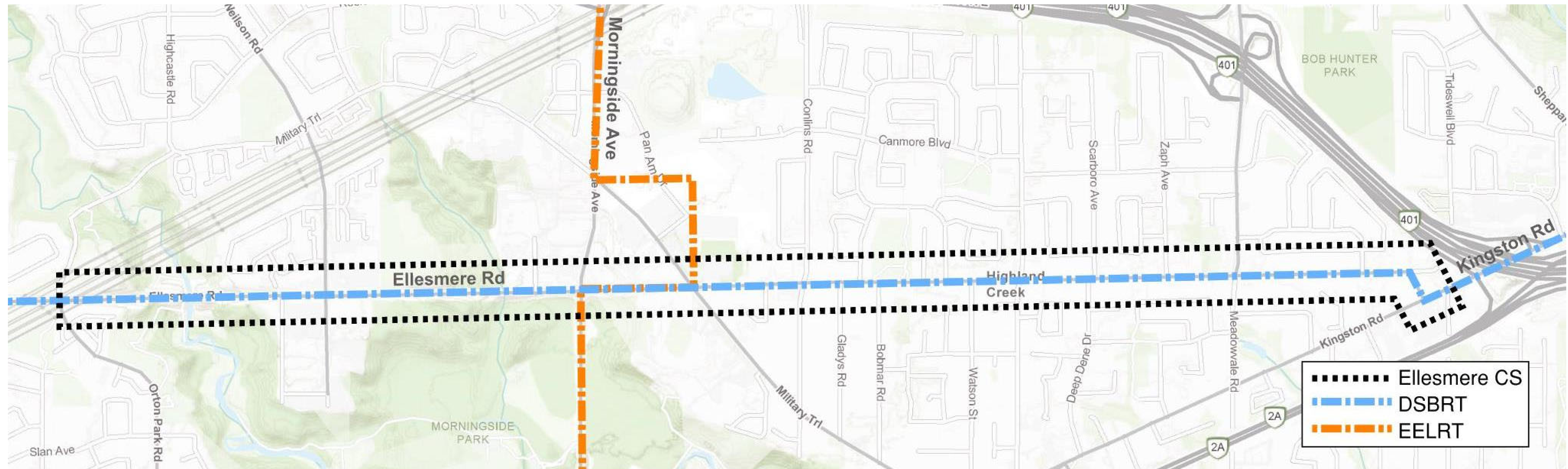
Map Showing Estimated Tree Removal by Project Sub-Segments



Coordination with Long Term Projects



Two proposed long-term transportation projects overlap with the **Ellesmere Complete Street** project area. The Ellesmere Complete Street project is planned in the near term (2026) in coordination with roadworks.



- The **Eglinton East Light Rail Transit (EELRT)** is a proposed light rail extension from Kennedy Station to Malvern Town Centre. The LRT is proposed to operate on Ellesmere Road between Morningside Avenue and Military Trail. Military Trail will also be realigned north of Ellesmere Road to match the EELRT. This project is in early design stages and there is currently no timeline for construction.
- The **Durham-Scarborough Bus Rapid Transit (DSBRT)** is a proposed bus rapid transit corridor with bus lanes, new bus stops, sidewalks, cycle tracks, and trails. Within the Ellesmere Road Complete Street Project area, centre-median bus lanes are proposed with seven bus stops at signalized intersections. The Preliminary Design Business Case has been published by Metrolinx and the project is currently unfunded with no timeline for construction.

Next Steps



Key Dates:

- Report to Infrastructure & Environment Committee and City Council early 2025
- Following City Council review and approval, construction is planned to begin in 2026

Please provide comments through the survey by January 6, 2025



The survey is also available at:
toronto.ca/EllesmereCompleteStreet

CONTACT US

If you have any questions or concerns, please contact:

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Or visit: toronto.ca/EllesmereCompleteStreet