



Ellesmere Complete Street – Phase 2

Public Consultation Report
February 2025

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Consultation Summary

The City of Toronto has completed two phases of public consultation for the Ellesmere Complete Street project. Phase 1 took place from January 29 to February 26, 2024 and focused on introducing the project and asking about level of support for design options for the corridor. Feedback received in Phase 1 informed the recommended design proposed in Phase 2 consultation. Phase 2 of public and interest group consultation took place from November 27, 2024 to January 6, 2025 and presented the recommended design for feedback.

Consultation activities for Phase 2 included a community interest group meeting with local resident associations and organizations, pop-up events at local post-secondary institutions (University of Toronto Scarborough and Centennial College), a public drop-in event at Cardinal Léger Catholic School, a feedback survey, and comment tracking.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page; targeted emails to approximately 60 community interest groups; 15,060 notices distributed throughout the project area with translation into Gujarati and Tamil; and flyers distributed at local institutions. Phase 2 consultation also included ten on-street signs in the project area, and student engagement in partnership with University of Toronto Scarborough and 8-80 Cities, a not-for-profit specializing in community-led engagement related to urban design.

Over 35 people attended the in-person drop-in event, and 138 survey responses were received along with six people providing comments by phone and email.

Overall, there was support for the project from survey participants and community interest groups in the project area. Those in support of the project commented that the changes would improve intersection safety, and safety for people walking and cycling in the area. Some participants who indicated they were unsupportive were concerned about tree impacts and insufficient volumes of people cycling to justify changes.

For the purposes of design and consultation, the project area was divided into three segments. In Segment 1, preferred design features included the separated multi-use trail, intersection road safety improvements, and new sidewalk from Morningside Avenue to Military Trail. In Segment 2, survey participants showed a preference for raised cycle tracks, new sidewalk from Military Trail to Meadowvale Road, and intersection road safety improvements and streetscaping improvements. In Segment 3, preferred features included on-road cycle tracks, intersection and local side street safety improvements, and the new sidewalk on the north side near Kingston Road. Some residents expressed concerns about the reduction in vehicle lane widths and changes to the City's right-of-way in Segment 2.

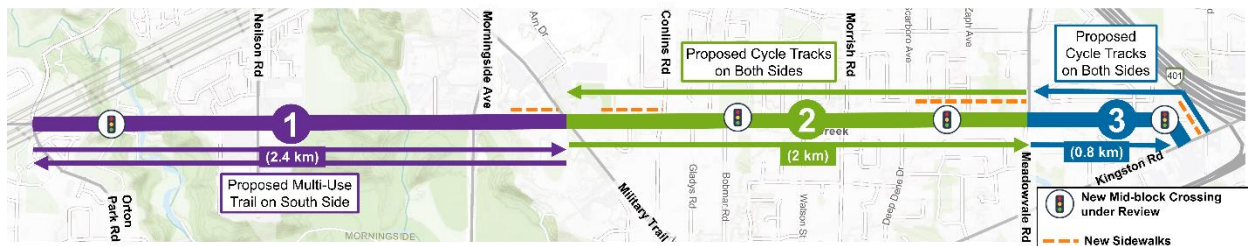
The feedback gathered through this consultation informed staff recommendations to City Council in February 2025. More information about the project can be found at toronto.ca/EllesmereCompleteStreet.

Project Overview

Roadwork is planned on parts of Ellesmere Road between Orton Park Road and Kingston Road. Inspection of the road shows that it needs repaving, and sections of damaged curb and sidewalk need to be replaced to bring them to a state of good repair. The planned roadwork provides an opportunity to make changes in the near-term to improve safety, accessibility and operations for all people using the street. The recommended changes for Ellesmere Road include filling gaps in the sidewalk network, multi-use trails, cycle tracks, intersection road safety improvements and accessibility improvements. This project does not involve the removal of any motor vehicle lane.

The recommended changes aim to make travel safer and more connected for everyone along Ellesmere Road. The project is using a Complete Streets approach which considers the needs of all users of a street, such as people who walk, cycle, take transit or drive, and people of all ages and levels of ability. The recommended changes to Ellesmere Road would fulfill the City's policies related to the Vision Zero Road Safety Plan, TransformTO Net Zero Climate Action Strategy and Cycling Network Plan.

The project is divided into three segments. In all three segments, the design includes filling existing sidewalk gaps with new sidewalks on the north side, and includes features such as streetscaping and greenery, upgrades to transit stops, intersection safety improvements, local side-street safety improvements such as raised crossings and curb extensions, and mid-block crossing improvements. The number of existing motor vehicle lanes will be maintained along the corridor.



- Segment 1 is from Orton Park to Military Trail and proposes that the south side sidewalk be replaced with a new multi-use trail for pedestrians and people cycling.
- Segment 2 is from Military Trail to Meadowvale Road and proposes new raised cycle tracks placed in the boulevard. The cycle tracks will generally be constructed behind the existing curb or with the existing curb relocated, with changes to the portion of driveways within the City's right-of-way.
- Segment 3 is from Meadowvale Road to Kingston Road and proposes new on-road cycle tracks, separated from motor vehicle lanes by poured-in-place concrete with bollards at driveways.

The design aims to minimize tree impacts where possible, however approximately 119 trees are anticipated for removal, of which 40 per cent are low quality or invasive species. After construction is complete, new trees would be planted where there is sufficient space in the boulevard, in parks and ravine areas. The City will plant three trees for every one tree 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.

Overview of Communications and Consultation Activities



Photos from the Public Drop-in Event on December 11, 2024, at Cardinal Léger Catholic School (left) and pop-up at University of Toronto Scarborough on November 28, 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
- 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)
- Student engagement activity in partnership with University of Toronto Scarborough and 8-80 Cities
- Ten signs posted throughout the project area
- Email to community interest groups including residents' associations, community groups, organizations, institutions and elected officials (~60 contacts)
- Social media posts @TO_Cycling_Ped
- Notice translated into Gujarati and Tamil and interpreters present at the 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 Interest Group Meeting	December 4, 2024	4 attendees (18 invited)
Meeting with University of Toronto Scarborough	January 9, 2025	5 attendees (including facilities management, architecture and legal staff)
Public Drop-In Event	December 11, 2024	35 attendees
Online Survey	November 27, 2024 – January 6, 2025	138 responses
Email/Phone	November 27, 2024 – January 15, 2025	Comments received from 6 individuals

What We Heard

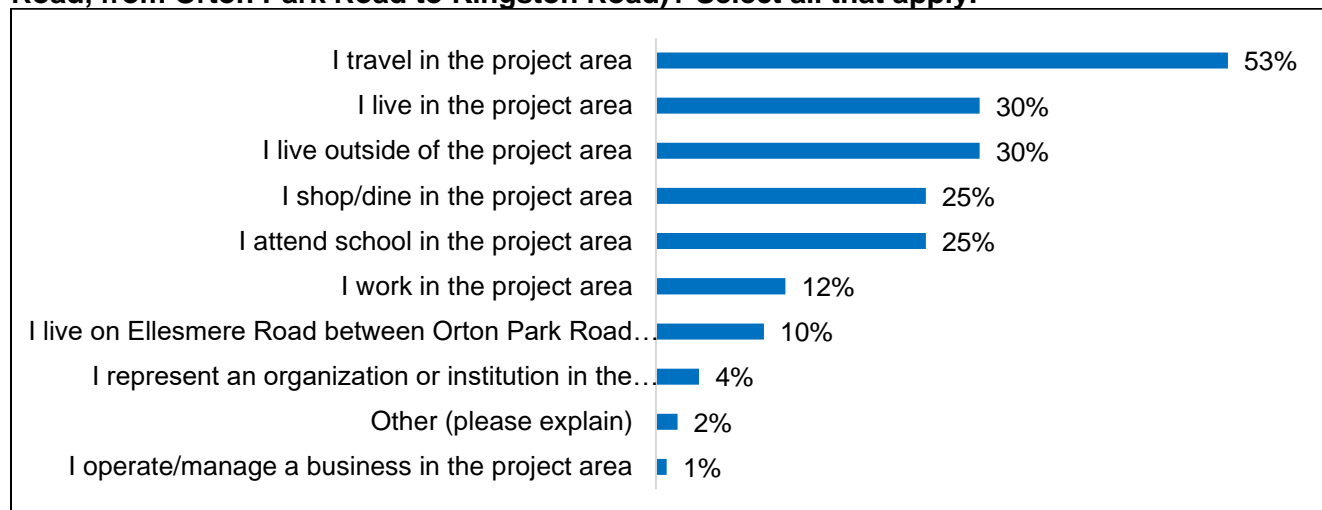
- Overall, there was support for the project from survey participants and community interest groups in the project area. Those in support of the project commented that the changes would improve intersection safety, and safety for people walking and cycling in the area. Some participants who indicated they were unsupportive were concerned about tree impacts and insufficient volumes of people cycling to justify changes.
- In Segment 1, 70 per cent of survey participants selected the multi-use trail as one of their preferred features, followed by intersection road safety improvements (51 per cent), and the new sidewalk from Morningside Avenue to Military Trail (36 per cent).
- In Segment 2, 58 per cent of survey participants selected raised cycle tracks as one of their preferred features, followed by the new sidewalk from Military Trail to Meadowvale Road (42 per cent), and intersection road safety improvements (40 per cent). Some residents expressed concerns about the reduction in vehicle lane widths and changes to the City's right-of-way in Segment 2.
- In Segment 3, 48 per cent of survey participants selected on-road cycle tracks as one of their preferred features, followed by intersection road safety improvements (47 per cent), and local side street safety improvements (43 per cent).
- Residents who identified as living in the project area selected the separated multi-use trail as one of their preferred features in Segment 1, the raised cycle track and new sidewalk in Segment 2, and the new sidewalk, local side street and intersection road safety improvements in Segment 3.
- Participants raised questions about coordination between the proposed changes and longer-term projects in the area, including the Durham Scarborough Bus Rapid Transit and Eglinton East Light Rail Transit.

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 profile.

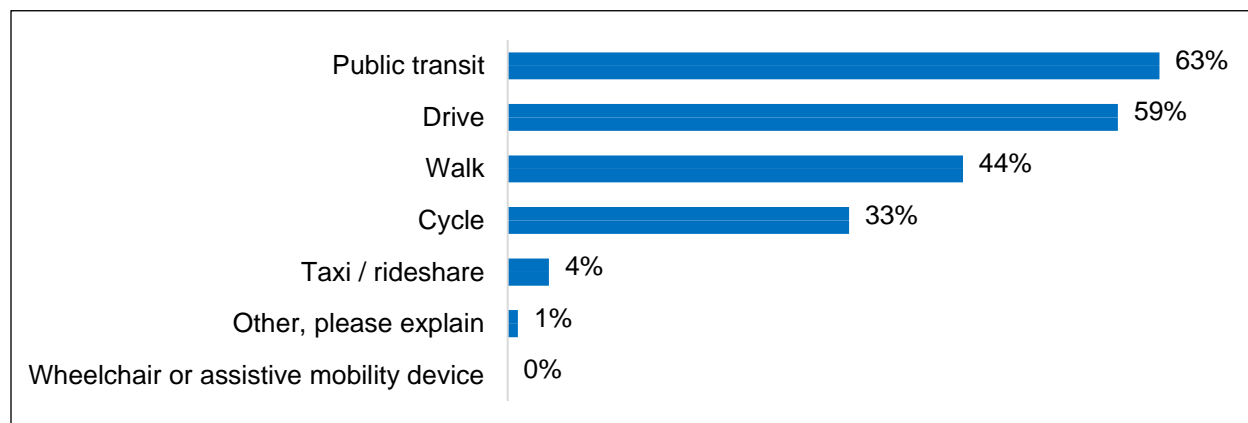
Responses received to each question are presented in this section.

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



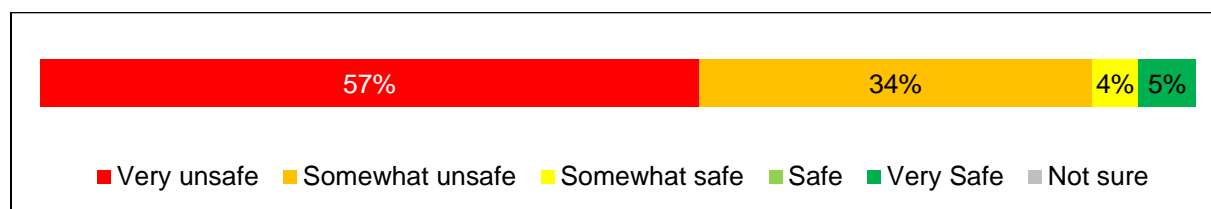
There were 138 respondents to this question, with 53 per cent indicating they travel in the project area, 30 per cent identifying as living in the project area, and 30 per cent living outside of the project area.

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 138 respondents to this question, with 63 per cent indicating they travel by public transit; 59 per cent driving, 44 per cent walking, and 33 per cent cycling.

Question for those that cycle: Currently, how safe do you feel cycling on Ellesmere Road?

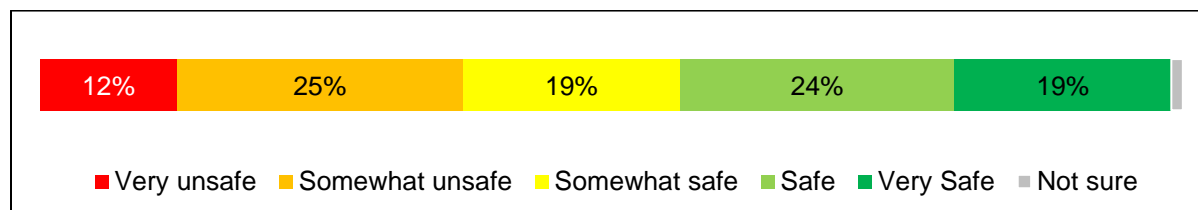


Out of those who indicated that they cycle on or around the project area in the previous question, 44 responded to this question, with 57 per cent feeling it was very unsafe to cycle on Ellesmere Road and 34 per cent feeling somewhat unsafe.

The most common reasons noted for feeling unsafe cycling along Ellesmere Road included:

- High volume and speed of motor vehicle traffic
- Lack of safe cycling infrastructure along the corridor
- Poor condition of the road

Question for those that walk: Currently, how safe do you feel walking on Ellesmere Road?

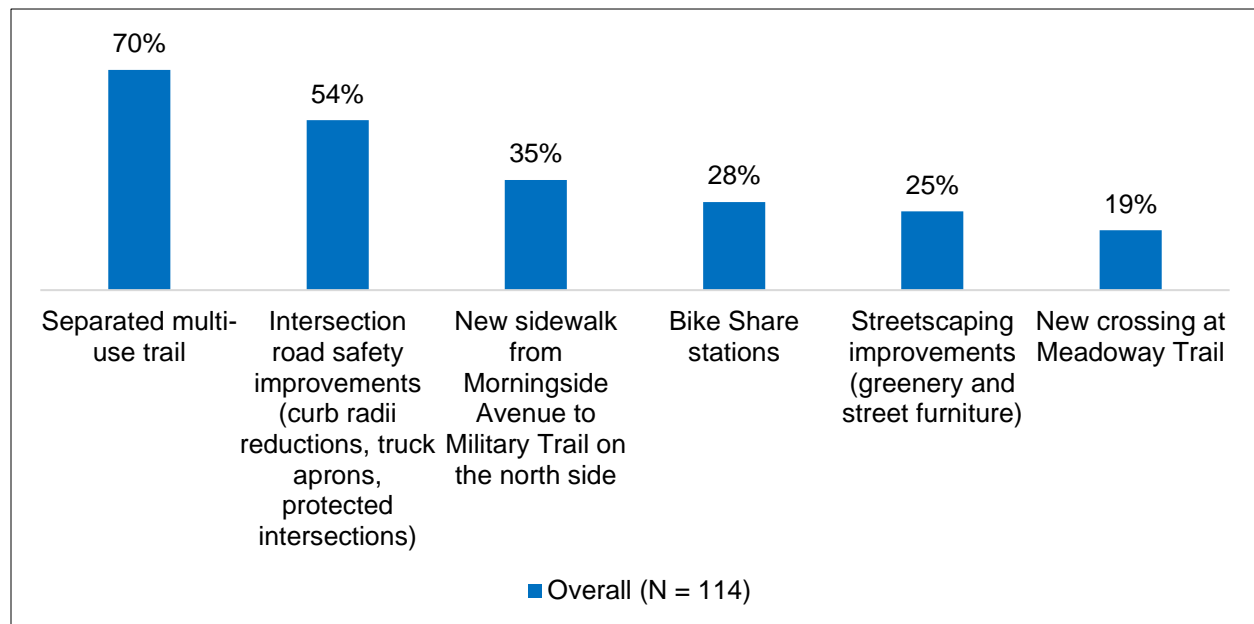


Out of those respondents who indicated that they walk on or around the project area in the previous question, 59 responded to this question, with 43 per cent feeling very safe or safe to walk on Ellesmere Road, and 37 per cent feeling it was very unsafe or somewhat unsafe.

Most respondents felt safe walking along Ellesmere Road due to the existing sidewalks, however some concerns included:

- Lack of sidewalks on certain sections of the corridor
- High volume and speed of motor vehicle traffic
- Feeling unsafe at intersections, including at Military Trail and Ellesmere Road

Question: What did you like most about the proposed design for Segment 1? (Pick three)



There were 114 respondents to this question. Of the 114 respondents, 70 per cent selected separated multi-use trails as one of their preferred design features, 54 per cent selected intersection road safety improvements, and 35 per cent selected the new sidewalk from Morningside Avenue to Military Trail on the north side. A few respondents were unsupportive of the overall proposed design for Segment 1.

Compared to all respondents, residents in the project area showed a similar preference for the proposed changes, with a higher preference for streetscape improvements, including greenery and street furniture. Residents along Ellesmere Road showed less preference for the proposed sidewalk from Morningside Avenue to Military Trail on the north side.

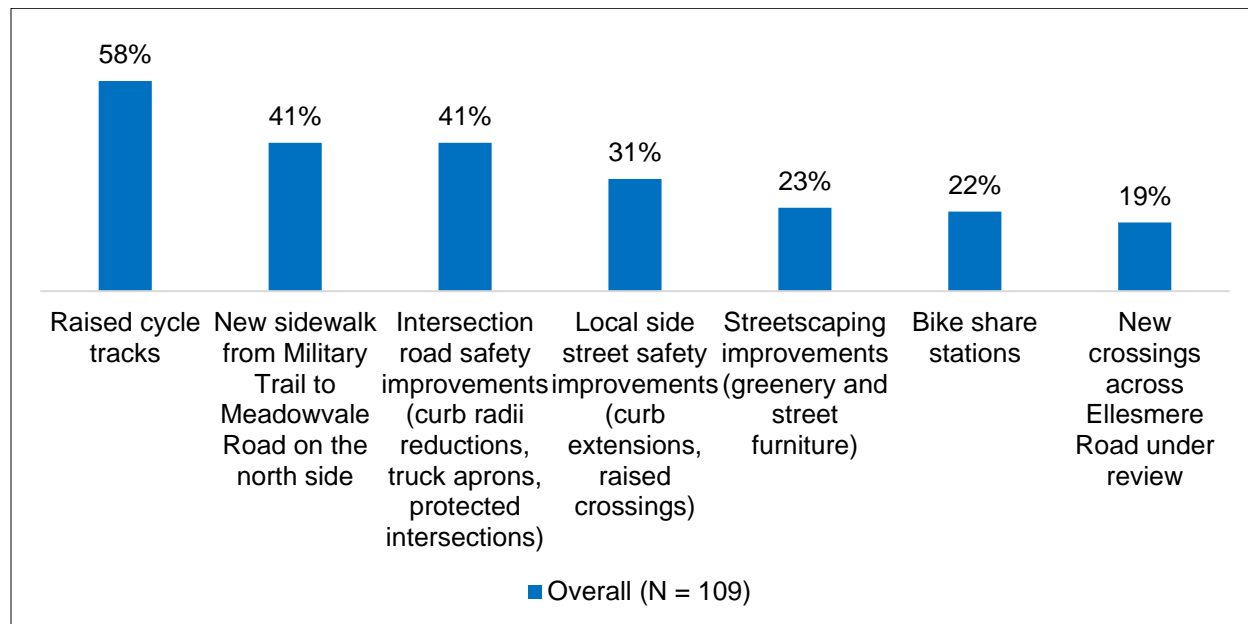
Some concerns about the proposed design for Segment 1 included:

- Removal of trees and impact to green space
- Impact on other long term transit projects, such as Eglinton East Light Rail Transit
- Perceived safety issue with pedestrians and people cycling sharing the multi-use path
- Belief that there will be limited use of proposed cycling infrastructure
- Reduction of motor vehicle lane widths
- Concern about limited amount of vegetation, and perceived insufficient protective barrier and space in boulevard for safe cycling

Some suggestions about the proposed design for Segment 1 included:

- Including a pathway on south side to access the Meadowway Trail
- Creating separate walking and cycling area to improve pedestrian safety
- Relocating hydro poles and improving street lighting
- Installing high quality barriers between the multi-use path and road

Question: What do you like most about the proposed design for Segment 2? (Pick three)



There were 109 respondents to this question. Of the 109 respondents, 58 per cent selected raised cycle tracks as one of their preferred design features, 41 per cent selected the new sidewalk from Military Trail to Meadowvale Road, and 41 per cent selected intersection road safety improvements. A few respondents were unsupportive of the overall proposed design for Segment 2.

Compared to all respondents, residents in the project area showed a similar preference for the proposed changes, with a higher preference for streetscaping improvements and proposed new crossings. Residents along Ellesmere Road were in general less enthusiastic in regard to the proposed changes, but were more supportive for a north side sidewalk between Military Trail to Meadowvale Road.

Some concerns about the proposed design for Segment 2 included:

- Removal of trees and changes to the City's right-of-way
- Relocation of existing bus stops seen as unnecessary
- Concern surrounding snow clearing, garbage collection and driveway access
- Concern that crossing to Segment 1 may delay cyclists and disrupt travel path
- Concern that people will park motor vehicles on raised cycle tracks

Some suggestions about the proposed design for Segment 2 included:

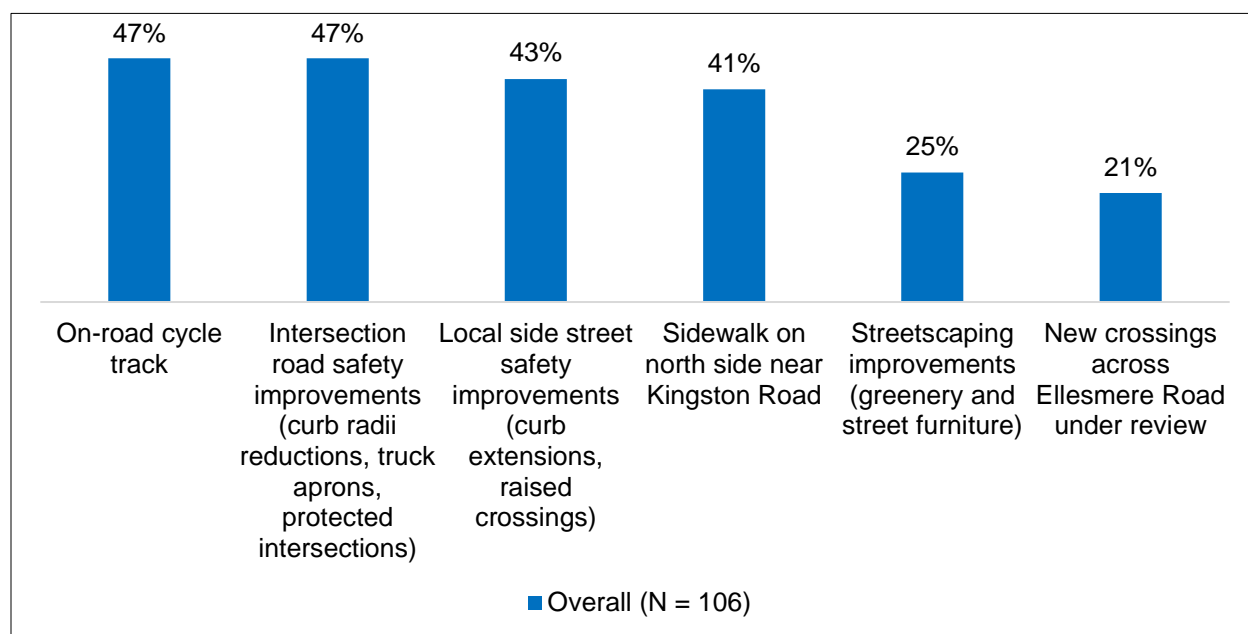
- Installing a barrier between the cycle track and road
- Incorporating a median at crosswalks

Question: New Pedestrian Crossings, Segment 2

Survey respondents were generally divided about the potential locations of new pedestrian crossings between Calthorpe Avenue and Calverley Trail, and at the pathway to Devonridge Crescent. Some who supported the crossing locations indicated they are needed due to the lack of existing crossings along this segment, while those who were unsupportive did not believe crossings at these locations were needed, or were concerned that a crossing island would be unsafe for pedestrians due to the high traffic volume along Conlins Road and Morrish Road.

Respondents suggested adding crossings at the following locations: Calverley Trail, Calthorpe Avenue, Bobmar Road, Meadowvale Road, between Scarboro Avenue and Zaph Drive, and at Scarboro Avenue and Deep Dene Drive to align with bus stops on both sides.

Question: What do you like most about the proposed design for Segment 3? (Pick three)



There were 106 respondents to this question. Of the 106 respondents, 47 per cent selected on-road cycle track as one of their preferred design features, 47 per cent selected intersection road safety improvements, and 43 per cent selected local side street safety improvements. A few respondents were unsupportive of the overall proposed design for Segment 3.

Compared to all respondents, residents in the project area showed a similar preference for the proposed changes. Residents along Ellesmere Road were more supportive of the proposed intersection road safety improvements and new crossings across Ellesmere Road, but were less supportive of the on-road cycle track and local side street safety improvements.

Some concerns about the proposed design for Segment 3 include:

- Concern about bollards impeding driveway access
- Increasing separation between people who cycle and motor vehicles
- Concerns about lane narrowing and perceived lane removal in Segment 3
- Concerns about narrower lane widths and increased traffic congestion

Some suggestions about the proposed design for Segment 3 include:

- Reducing or removing the bollards

- Increasing traffic calming measures to slow motor vehicle speeds and adding more mixed-use, walkable infrastructure
- Installing splashguard barriers at sections close to the road
- Increasing Bike Share locations, especially along Meadowvale Road to encourage ridership
- Adding signage to indicate southbound left turn onto Kingston Road

Question: New Pedestrian Crossings, Segment 3

Respondents were generally supportive about the potential new pedestrian crossing at Muirbank Boulevard at the existing TTC bus stops. Residents agreed that the crossing would increase safety for transit riders and pedestrians and would be a logical place for a new crossing.

Question: Please share any additional comments, concerns, observations, or suggestions related to the Ellesmere Complete Street project.

- Requests to maintain existing vehicle lane widths
- General support for the design, complete street features and cycling infrastructure
- Comments about ensuring alignment with other long-term transit projects in the area
- Concern about relocating transit stops as being unnecessary and inconvenient
- Comments about anticipated low usage of cycling infrastructure

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

Public Drop-in Event

At the December 11, 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:

Topic	Comment Summary
Segment 3	- Concern about the appearance of bollards being unattractive, or being frequently knocked over - Suggestion to remove the bollards or place them closer to the curb
Pedestrian Crossings	- Support for proposed new pedestrian crossings, particularly at Bobmar Road, Calthorpe Avenue, Devonridge Crescent, Gladys Road - Suggestion for raised crossing - Suggestion for signalized crossing, and crossing that does not impede traffic
Tree Impact	- Concern about the amount of tree impacts; would like to see more trees replanted and reduce the amount of trees impacted
Safety	- Support for protected cycle track - Concern with cycle track and sidewalk being at same level
Enforcement	- Concern that people cycling will not be regulated (e.g. riding on sidewalks, not following traffic rules)
Usage	- Concern about whether there will be significant usage of cycle tracks
Military Trail	- Concern about Military Trail intersection being unsafe for pedestrians and students - Request for larger pedestrian waiting area at northeast corner, perpendicular crosswalks
Traffic Impact	- Concern about vehicle lane width reduction

Construction	<ul style="list-style-type: none"> - Concern about construction impact to local schools, access to property, impact to services (e.g. water, gas) - Importance of sufficient notice if construction will impact property
Consultation	<ul style="list-style-type: none"> - Some residents noted they did not receive the mailed notice - Concern that the drop-in event was too close to the holidays and winter conditions reduces participation

Interest Group Feedback

The comments received through meetings with interest groups are summarized below:

Topic	Comment Summary
Consultation and Project Process	- Questions about how notices will be delivered during Canada Post strike, and the impact of provincial Bill 212 on the project
Pedestrian Crossing	- Questions about the types of pedestrian crossings and locations, and how pedestrians will be impacted by intersection changes
Design	<ul style="list-style-type: none"> - Concern about the use of bollards in Segment 3, and access for garbage/recycling collection - Question about possibility of replacing north sidewalk with multi-use trail at Orton Park Road - Concern about lane width reduction - Questions about impact to City's right-of-way
Tree Impacts	- Questions about tree impacts and replacement trees
Transit	- Questions about coordination with other long-term transit projects (e.g. Eglinton East Light Rail Transit)

Additional Feedback

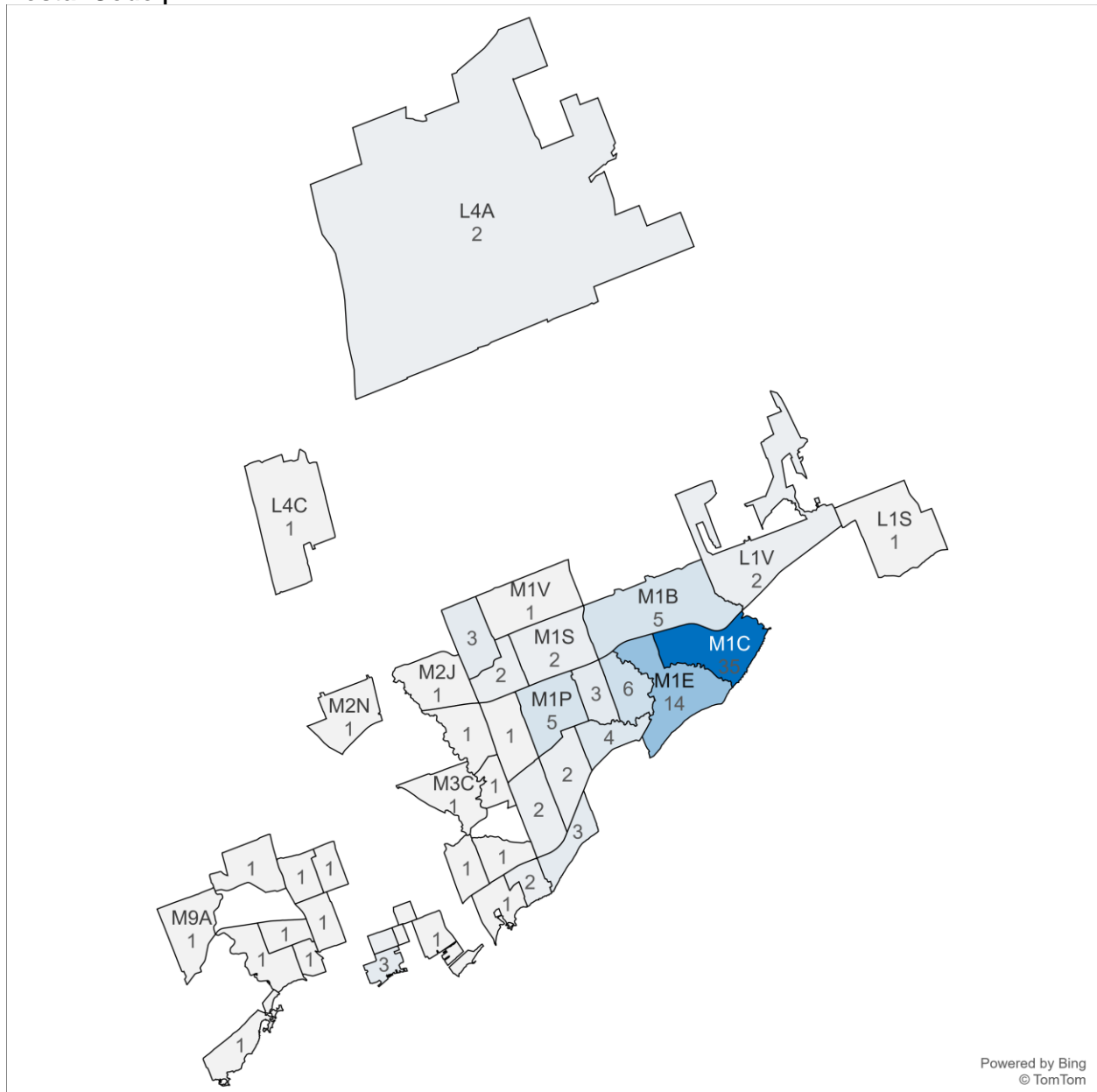
The comments received through phone and email are summarized by theme below:

Theme	Comments
Construction	- Comment about the high need for road resurfacing along Ellesmere Road
Design	<ul style="list-style-type: none"> - Suggestion to extend the cycle track east along Kingston Road and connect to Rouge Park - Concern about bollards and concrete barriers impeding snow removal and traffic; concern that barriers will not be visible in rain or snow - Suggestion for multi-use trail design along Ellesmere Road, east of Military Trail on the north side - Suggestion to formalize a pathway on the south side of Ellesmere Road to access the Meadoway Trail, as a dirt path already exists
Pedestrian Crossing	<ul style="list-style-type: none"> - Support for crossing at Devonridge Crescent, as it aligns to the footpath from Dalmatian Crescent on the south side - Suggestion for crossing at Muirbank Boulevard to align with transit stops - Crossings should be highly visible

Appendix A: Survey Participant Profile

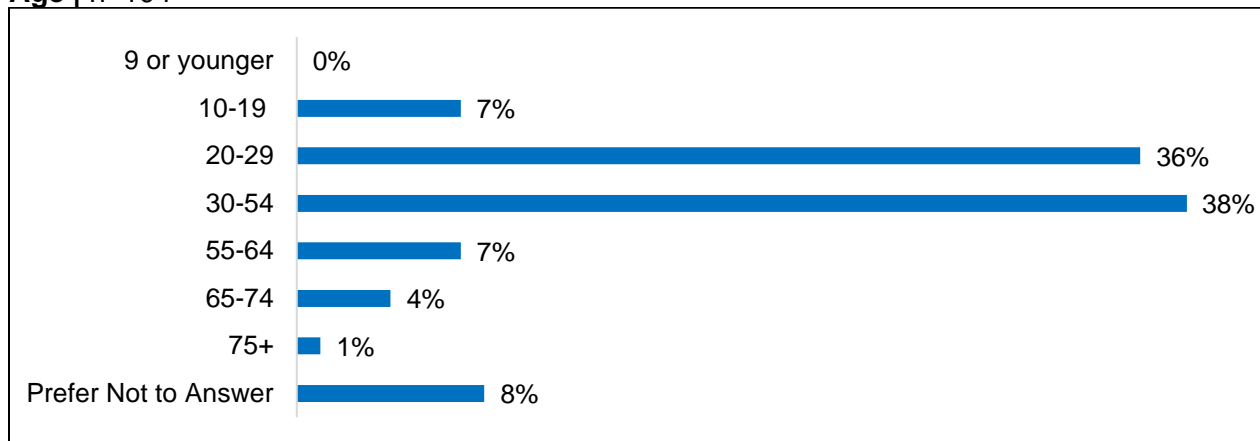
A total of 122 survey respondents provided optional demographic information described below.

Postal Code | n=122



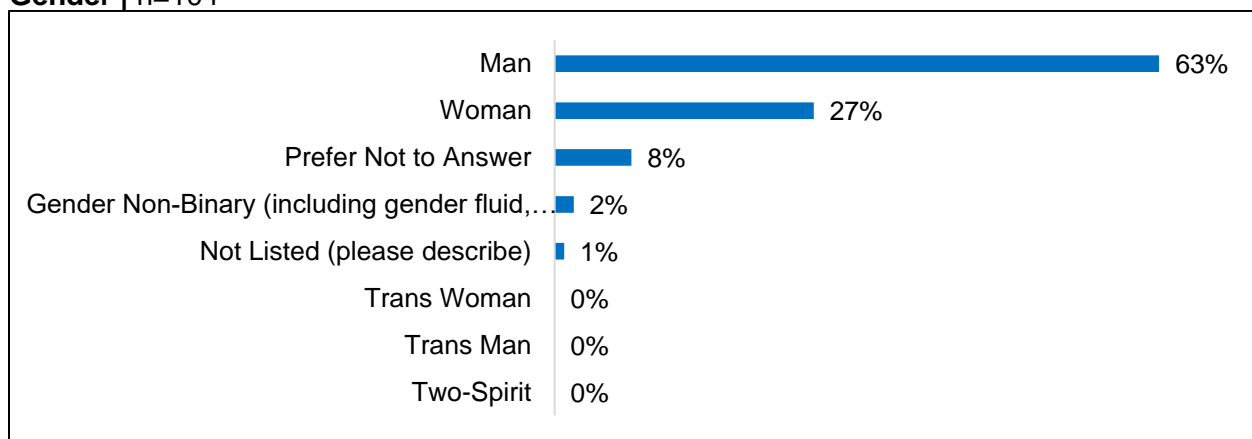
The majority of survey respondents self-identified as living in the M1C area, followed by the M1E, M1G, M1C, M1B, and M1P areas. Other respondents were scattered across the city, as well as other municipalities.

Age | n=104



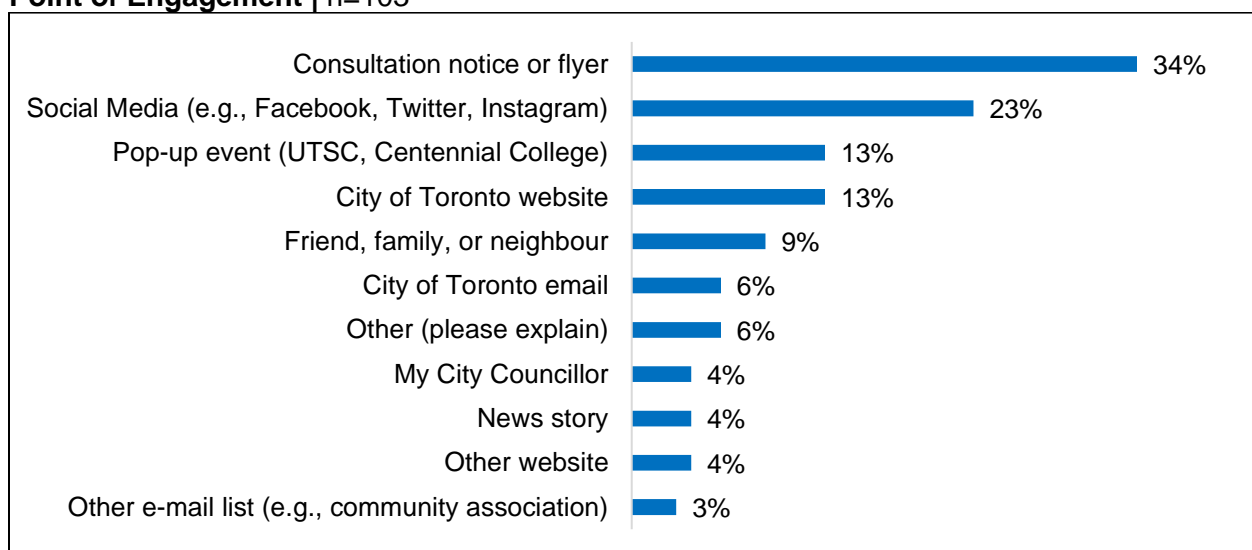
Most survey respondents were between the ages of 20 and 54.

Gender | n=104



More than half of survey respondents identified as men, followed by women. Some participants chose not to answer.

Point of Engagement | n=103



Most survey respondents heard about this consultation by the flyer delivered to the project area, followed by social media, pop-up events, project web page, friend, family or neighbour, project email list, as well as local City Councillors.