



## eglintonTOday Complete Street Project - SAG Meeting #7

**Date:** Wednesday, February 28, 2025

**Meeting Type:** Virtual

**Start time:** 12:00 p.m. **End Time:** 1:30 p.m.

### Project Overview:

A seventh 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:

1. Provide project update
2. Share next steps regarding Eglinton / Allen operational improvements
3. Receive SAG input on proposed workshop process to develop community-led traffic pattern changes to address neighbourhood infiltration issues

### 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.

Question & Comments	Project Team Response
<b>Bill 212</b>  Premier Doug Ford said he will remove bike lanes, has he said anything about the bike lanes on Eglinton Avenue?	The Province created Bill 212 to address congestion. The bill specifies that it does not apply to contracts that have already been tendered. This project was approved by City Council 2023 and tendered in Spring 2024, so in this case Bill 212 does not apply.
<b>Parking Restrictions</b> Can you confirm whether during the rush hour (7 a.m. -9 a.m. and 4 p.m. - 6 p.m.) there are no restrictions to parking?	Both currently, and in the complete street plans, parking restrictions differ from neighbourhood to neighbourhood. For example, closer to Allen Road there are higher traffic volumes, therefore parking is generally only permitted during off-peak times. Traffic volumes were thoroughly modeled in every neighbourhood with parking for commercial areas prioritized wherever possible while accommodating traffic flow throughout the corridor.

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	Specifically in the Fairbank Village BIA area there is interest from the BIA in the off-peak parking model but given the road width on this stretch of Eglinton Avenue, there is both insufficient road width to accommodate rush hour / off-peak parking lanes, and insufficient traffic volumes to justify this concept over full-day parking.
<b>Westover Hill Road Turn Restriction</b>  Westover Hill Road was previously used as a cut-through for GPS-directed Allen-bound traffic. Residents experienced extreme congestion and inability to leave their driveways or exit their street. The neighbourhood residents unanimously agreed that extending the existing rush hour turn restriction (turning left onto Eglinton Avenue from Westover Hill Road) to all day would provide benefits for the community that far outweigh the inconvenience to residents. This change was implemented by resident request and Councillor approval in November which has shown to provide relief from traffic jams, a reduction in traffic, more safety and better quality of life.	Although it may seem that redirecting traffic from neighbourhood streets to arterials would only make traffic worse on the arterials, traffic counts show that a small number of cars cutting through residential streets can create severe congestion conditions, where this same volume of traffic on an arterial street that is designed to accommodate this volume of traffic, is insignificant.
<b>Eglinton/Allen: Duplication of work</b> The proposed Eglinton / Allen study is a positive movement, however the same study was done a few years ago. A best-case option was already proposed and rejected by the City.	There was an option previously considered by Metrolinx to widen the north ramp of the Allen road to four lanes so that both east and westbound traffic could turn north simultaneously. That option had significant challenges for station design as well as grading, property, utility and tree impacts. The City is not re-doing work but rather exploring a range of options to determine the most beneficial design to improve operations at Eglinton / Allen.

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<p><b>Eglinton / Allen Suggestions</b> Addressing the root cause of all the chaos is prudent. It is a complex and busy area, but proper planning will make it work in the long run. In addition to the neighbourhood traffic pattern changes option presented, there are still some things to explore in the immediate future:</p> <ul style="list-style-type: none"> <li>• better lane markings at Eglinton / Allen</li> <li>• clearer lane designation signs</li> <li>• exploration of other design options to improve congestion including getting Metrolinx to open the tunnel so pedestrians can cross the intersection below ground.</li> </ul>	<p>Lane markings and improved signage to minimize driver confusion at Eglinton / Allen are both planned to be implemented this spring.</p> <p>The Council Motion which gives Transportation Services the authority to dedicate resources to the redesign of the intersection directs us to explore the benefits of several options including a pedestrian bridge and various ramp widening configurations, with the intent to narrow in on the most beneficial option as quickly as possible.</p> <p>The focus today is on near-term improvements. In order to deal with the current traffic infiltration into the community we recommend traffic pattern changes as redesign the expressway ramps will take several years.</p>
<p><b>Eglinton / Allen Turn Movement</b> Can the time for the westbound right turn be increased especially during rush hour? The eastbound turn is moving well now with timing improvement.</p>	<p>The pedestrian crossing at the ramp to Allen North is at the minimum of 15 seconds and is only triggered by the push button or with the through green.</p>
<p><b>Eglinton / Allen Study Timeline</b> Regarding the Allen Study, what does the Q1 2026 deadline mean? Will there be implementation in Summer 2026 or will it take another year for the study?</p>	<p>It will not be possible to have a tender-ready design by Q1 or Q2 2026. We are looking by that time to have a preliminary design with some underground analysis completed to support it. At that level we will know the cost and set aside that amount in the budget for future work beyond 2026.</p> <p>The preliminary analysis already conducted suggests that widening of the Allen north ramp is the option that will have the greatest impact on congestion, however a detailed assessment is forthcoming which may reveal complications with underground utilities, etc. This preliminary analysis also identified potential negative impacts to southbound traffic flow which will have to be further explored with engineering consultant support.</p>
<p><b>Upper Village</b></p>	<p>The complete street design in Upper Village was developed after thorough analysis and verified</p>

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<p>Are you exploring any deviation to the basic design of the complete street for the Upper Village neighbourhood with potential different parking configurations, biking detours or other curated aspects that may differ from what has been presented to the community?</p>	<p>with current traffic volumes to accommodate existing volumes. The bottleneck that we are seeing currently is concentrated at Eglinton / Allen and the implementation of the complete street throughout the corridor will better regulate traffic volumes approaching Upper Village. The maintenance of PM peak parking on the south side in the complete street design was studied and developed with the Upper Village BIA. Should the Eglinton / Allen intersection study reveal further changes required to the complete street plan, this can be explored, but we already have existing complete street infrastructure built by Metrolinx at Bathurst Street and Allen Road, so continuing it through Upper Village will better regulate traffic and lessen the bottleneck effect currently experienced.</p> <p>The implementation timeline for the Complete Street in Cedarvale / Upper Village is 'to be determined,' pending the impact of the opening of the LRT, and movement on the Eglinton Allen redesign work and the potential changes within the neighbourhood.</p>
<p><b>Dewbourne Avenue at Bathurst Street</b></p> <p>There are high volumes of vehicles crossing Bathurst Street on Dewbourne Avenue that should also be considered. My 10-year-old son had a dangerous experience with an aggressive driver while crossing the street.</p>	<p>The presentation shared includes a slide showing common movements through the neighbourhood including Dewbourne Avenue.</p> <p>What we want to present to the broader community is not a pre-defined master plan, as we are seeking a fine balance between what will be acceptable to the community and effective at deterring the cut-through traffic.</p> <p>Today we are getting input from you to help inform this process. Next steps include:</p> <ul style="list-style-type: none"> <li>• Mailed notice invitation to the whole project area for a virtual session to bring everyone up to speed and explain how we've come to propose traffic pattern changes as the most effective and immediate way of addressing neighbourhood street traffic infiltration.</li> <li>• In-person workshop to arrive at some prioritized restrictions to deter the cut-through traffic and a series of secondary</li> </ul>

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	<p>stages to be utilized if the first steps were not effective enough for persistent issues. Changes made will be monitored very closely.</p> <ul style="list-style-type: none"> <li>We can work towards implementing any agreed upon changes this summer. It could be as simple as introducing a series of extensions of existing rush hour turn restrictions to all day (7 a.m. to 7 p.m.). This same change was helpful on Westover Hill Road.</li> </ul>
<p><b>LRT Opening</b> You mentioned in the presentation that the Eglinton LRT is anticipated to be open in 2025, what is the anticipated month it will be open? How soon can we see the change in data regarding how people are getting around in the area? The LRT should be a huge help in terms of how people can get around and through Eglinton West.</p> <p>Once the consultants are hired to analyse Eglinton / Allen redesign will the consultants also look at the how the use of the LRT will impact the area (hopefully in a positive way)?</p>	<p>June 1<sup>st</sup> is the earliest that the LRT could open as reported by TTC Chair Myers however we don't have a specific date. TTC have committed to announcing a date three months before they expect the opening to take place.</p> <p>TTC anticipates 66% fewer buses on Eglinton Avenue with 90% of customers shifting to LRT. We look forward to seeing the extent to which additional uptake of LRT use could change traffic patterns, but this is likely to be experienced through gradual travel mode shift, so we continue to remain conservative in our modeling about the anticipated uptake.</p>
<p><b>Sidewalk Repairs</b> You mentioned that sidewalks have all been redone across the Eglinton area however there are large stretches across the Upper Village BIA where the sidewalks are not in good condition.</p>	<p>We will address this directly with your BIA and raise the issue with our Road Operations team to see if there were some areas already earmarked for sidewalk repairs that they will complete this year, or if there is another mechanism required to fix these specific locations.</p>
<p><b>Community Consultation</b> Regarding feedback on how you are going to present the more immediate solutions to the community, an initial high-level virtual or in-person meeting to gauge community interest is a good idea.</p>	<p>We don't want to overpromise on timelines that we have not yet determined for the Eglinton / Allen work, but we can more clearly lay out the process to get to construction.</p> <p>In terms of presenting the traffic pattern changes concept, we don't want to come across as presenting a master plan that the community has no input on, rather we want to see what</p>

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<p>There is scepticism because the community has gone through a lot, so if it looks like we are getting told to make more compromises and to give up a lot you may get negative feedback as a result.</p> <p>Some suggestions:</p> <ul style="list-style-type: none"> <li>• Clearly outline the expected timeline for the Eglinton / Allen study and fix.</li> <li>• Present the data and expert opinions about where traffic pattern changes would be most beneficial with the biggest impact. Asking residents to choose could be overwhelming.</li> </ul>	<p>scale of changes residents would be receptive to, with the support of expert recommendations, and with subsequent stages of further restrictions possible if the first phase proves inadequate at satisfactorily addressing the cut-through traffic.</p>
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### **Total Participants: 27**

#### **Councillor Office:**

Andy Stein, Executive Assistant to Councillor Colle

Noah Ross, Advisor, Transportation & Constituency to Councillor Matlow

#### **Business Improvement Areas:**

Oakwood Village BIA

Upper Village BIA

Fairbank Village BIA

Eglinton Hill BIA

#### **Ratepayers' and Residents' Associations:**

Avenue Road-Eglinton Community Association (ARECA)

Cedarvale Upper Village Community Association

Lytton Park Residents' Organization

Eglinton Park Residents' Association,

Leaside Residents Association (LRA)

#### **Community Members:**

Black Urbanism Toronto (BUTO)

CycleTO



## **eglintonTODay Complete Street Project - SAG Meeting #7**

### **Project Team and City Staff:**

Jacquelyn Hayward, Director, Project Design and Management  
Kelsey Carriere, Senior Project Manager Pedestrian and Cycling Unit  
Mirella Martino, BIA Office, Economic Development & Culture  
Maogosha Pyjor, Senior Coordinator Public Consultation Unit  
Steven Ziegler, Senior Coordinator Public Consultation Unit  
Michele Blackwood, Coordinator Public Consultation Unit

### **Observers:**

(5 persons)