

eglingtonToday >

Complete Street Project

Key Stakeholder Meeting #1: May 18, 2022



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1

Land Acknowledgement



"We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit."

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2

Project Team



Cycling & Pedestrian Projects

Elli Papaioannou
David Dunn
Becky Katz
Jacquelyn Hayward
Kasra Khajavi

Stakeholder and Public Consultation

Maogosha Pylor
Michele Blackwood

IBI Group

Zibby Petch
Margaret Parkhill

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3

Councillors



Ward 5 York-South Weston
Councillor Nunziata



Ward 8 Eglinton-Lawrence
Councillor Colle



Ward 9 Davenport
Deputy Mayor Bailão



Ward 12 Toronto-St. Paul's
Councillor Mattow

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4

Code of Conduct



Be Patient:

Virtual meetings don't always run as smoothly as planned.

Be Brief:

Limit yourself to one question or comment when called on to speak.

Be Respectful:

The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.



We want to hear from you – all questions are good questions!

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5

Using Webex



Webex looks different in some browsers and on mobile.

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6

Using Webex

Open Participants Panel to raise hand



Raise your hand to get the facilitator / presenter's attention



Mute / unmute your mic

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7

WebEx Audio Trouble?



WebEx can call you!


1. Click the **arrow** beside your mute button
2. Click **"Switch audio"**
3. Use **"Call me" function**
 - Enter your phone #
 - Webex will call your phone
 - No long distance charges



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Call into the Meeting


Dial: **416-915-6530**


When prompted for a meeting number enter:
2452 451 0530




9

Participating by Computer



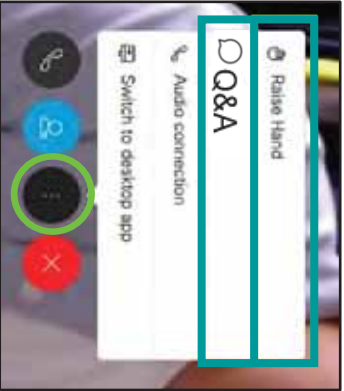



Raise your hand or type your question



Via the internet browser


Click the "... " button at the bottom of the video window and select "Raise Hand" or "Q&A".





Via the Webex App

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the "Raise Hand" or "Q&A" button at the bottom right.



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10

5

Participating by SmartPhone or Tablet



Raise your hand or type your question



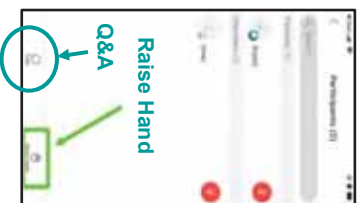
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click "Raise Hand" or "Q&A" at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the "Raise Hand" or "Q&A" button at the bottom right.



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11

Raising your hand by phone



- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

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12

Poll Everywhere



With your mobile web-enabled device, or two computer screens, open a new tab in your browser and go to:
Pollev.com/ibigroup594

Or, you can join the polling session by mobile phone. Send a new text message to 36707, with the message content IBIGROUP594

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13

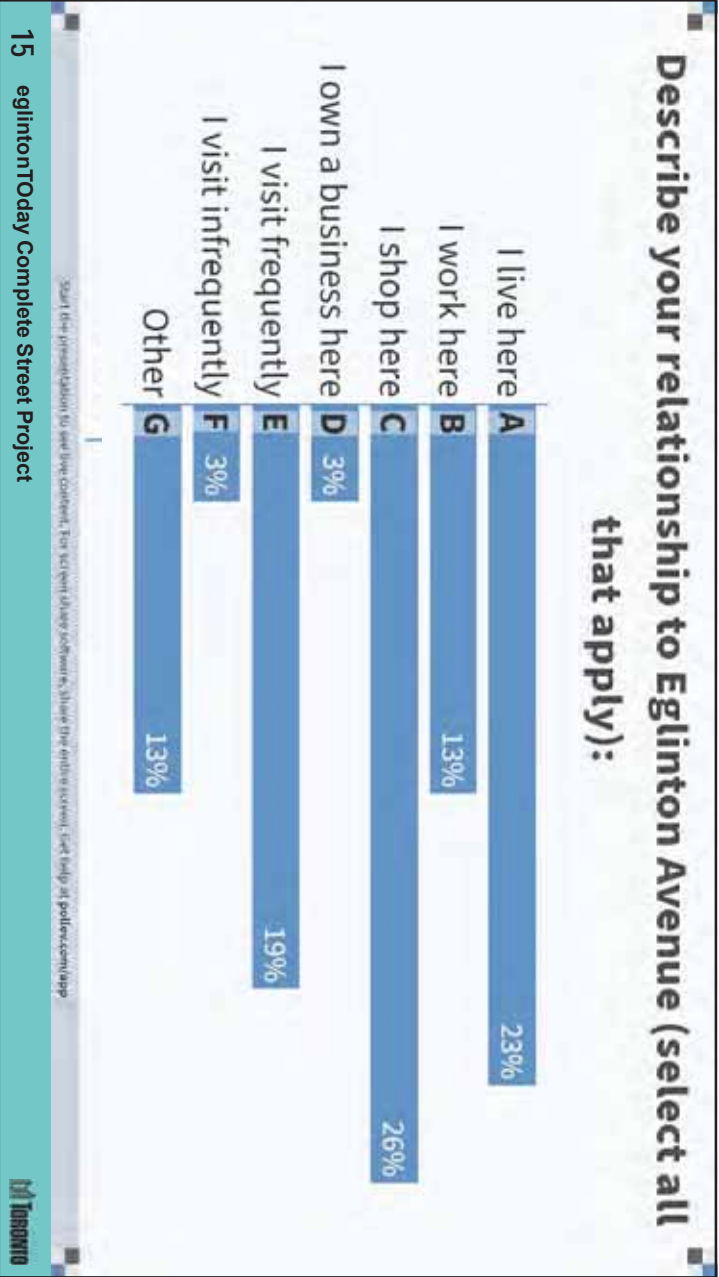
What are the words that come to mind when you think of a "Complete Street"? (Submit up to 5 entries)

neighbourhood including modes accessible include pedestrian place small planters trees spaces mixed bikes construction nature green safe use active clean cars holistic vibrant everyone use welcoming public transportation enjoyable ongoing

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14



15

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Complete Street Project

Key Stakeholder Meeting #1: May 18, 2022

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Agenda



- 1 Introductions
- 2 Corridor Overview & Project Context
- 3 Design Overview
- 4 Timeline, Project Coordination & Next Steps
- 5 Discussion and Questions

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17

1 Stakeholder List



Corridor-Wide Stakeholders

- Black Urbanism TO
- Black Business and Professional Association
- City of Toronto Senior's Forum
- **Toronto Community Bikeways Coalition**
- Toronto Youth Cabinet
- **Cycle Toronto**
- **Walk Toronto**
- Friends of Cedarvale
- Seniors Advisory Committee
- Community Living Toronto
- CNIB
- TTC Riders
- **Ward 5 Pedestrian Safety and Cycling Committee**

Ratepayers' and Residents' Associations

- **Oakwood Village Community Association**
- York South-Weston Tenant Union
- **Oakwood Vaughan Community Organization**
- **Orle Park Association**
- Forest Hill Homeowners' Association
- **South Eglinton Davisville Residents' Association**
- Avenue Road–Eglinton Community Association
- **Eglinton Park Residents' Association**
- **Upper Village/Cedarvale Community Association**
- Federation of North Toronto Residents' Associations
- **Lytton Park Residents Organization**
- Republic Residents' Association

Business Improvement Areas (BIAs)

- **Upper Village**
- The Eglinton Way
- Mount Pleasant Village
- Midtown Yonge
- Eglinton Hill
- **Fairbank Village**
- York Eglinton
- **Oakwood Village**

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18

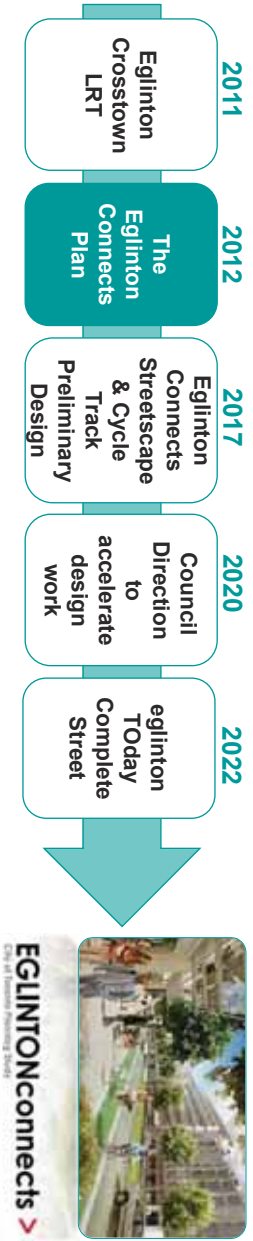
Corridor Overview & Project Context

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19

2 Eglington Avenue | Previous Studies

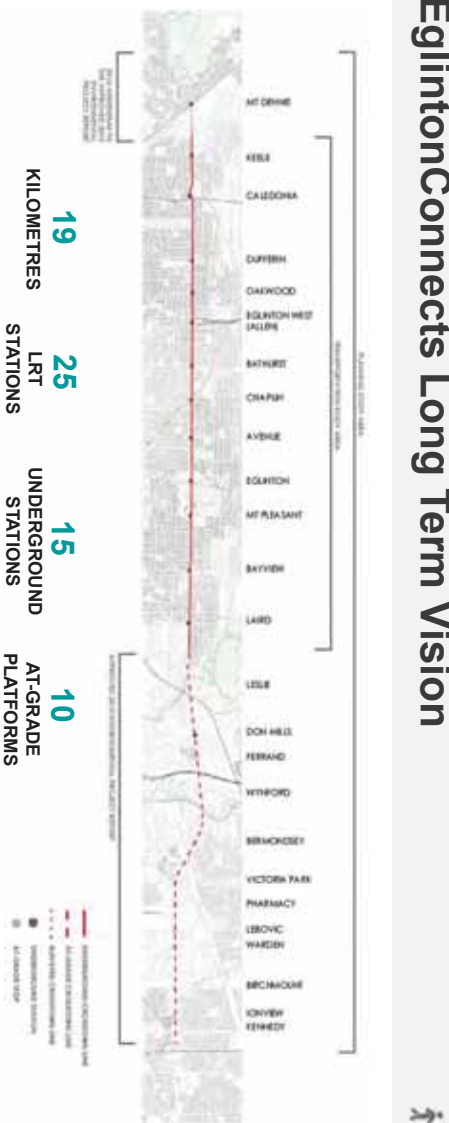


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2 EglintonConnects Long Term Vision



The Vision: Eglinton Avenue will become Toronto's central east-west avenue – a **green, beautiful linear space** that supports residential living, employment, retail and public uses in a setting of community vibrancy. Its design will balance all forms of mobility and connect neighbourhoods and natural valley systems to the larger city and the region

<https://eglonnects/1.wordpress.com/>

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2 EglintonConnects Long Term Vision

- | TRAVELLING EGLINTON | GREENING EGLINTON | BUILDING EGLINTON |
|---|---|--|
| <ul style="list-style-type: none">• Create a Complete Street• Provide Wide Sidewalks• Build Protected Cycling Lanes• Reallocate Road Space to Meet Future Needs and Mobility Mix• Maintain Parking Supply• Extend Network of Rear Lanes• Implement Streetscape Typologies | <ul style="list-style-type: none">• Create a Network of Green & Open Spaces• Grow Great Trees• Connect Eglinton to Trails & Ravine System• Green Transit Infrastructure• Plan a Public Art Program• Relocate Hydro Below-Grade• Implement Three Primary Greening Typologies | <ul style="list-style-type: none">• Encourage Mid-Rise Buildings on Eglinton• Through As-of-Right Permissions• Maximize Opportunities for Mid-Rise Buildings on Shallow Lots• Integrate Cross-town Station Sites with New Development• Plan for Intensification at Focus Areas & Mobility Hubs• Expand Community Services Facilities, including Green & Open Spaces in Tandem with New Development• Encourage Street-Related Retail• Implement Additional Performance Standards to Support Local Character Areas & Heritage |



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2 Eglinton Avenue | Previous Studies



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2 Challenges with Implementing EglintonConnects



- EglintonConnects assumed future right-of-way available for implementation of streetscape elements
- Presently many sections of Eglinton Ave have limited right-of-way
- There are also many private encroachments into the public right-of-way which would require significant disruption to residents and businesses to remove
- Corridor reconstruction would take more time and have more significant construction impacts



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2 Background

- Metrolinx construction of the **Eglinton Crosstown Light Rail Transit (LRT)** is well underway
- Metrolinx is also delivering the public realm components of the **EglintonConnects Streetscape Improvements** on segments of Eglinton:
 - Where LRT is underground, street-level frontages of the **nine open cut stations** include streetscape and cycle tracks
 - Includes a boulevard path between **Black Creek Drive and Mt. Dennis Station**
 - Section between **Avenue Road and Holly Street**
 - On-street bike lanes between **east of Brentcliffe Road and Kennedy Road**
- Detailed design work is being executed by the Crosslinx Transit Solutions (CTS) consortium



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2 EglintonTOday Project Scope



Separated Cycle Tracks on Yonge Street



Parking/Loading on Danforth Avenue



Seasonal CaféTO Patios on Danforth Avenue

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29

2 EglintonTOday Project Scope



Painted curb extensions to enhance safety on Yonge Street



Art installations on Yonge and Lawrence



Planters on Bloor Street

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30

2 Overview | Quick-Build Complete Streets Projects



Destination Danforth Complete Street: Danforth Avenue between Broadview Avenue to Dawes Road (Summer 2020)



Danforth Complete Street

Bloor West Bikeway Extension: Bloor Street West from Shaw Street to Runnymede Road (Summer 2020)



Bloor West Bikeway Extension

ActiveTO Midtown Complete Street Pilot: Yonge Street between Bloor Street and Davisville Avenue (Present – 2023)



ActiveTO Midtown Complete Street Pilot

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2 State of Good Repair



- Sidewalk and pavement surface condition vary across the corridor
- Impacted by construction vehicles and utility cuts
- The City is coordinating to determine the order of rehabilitative work, which also includes Toronto Water asset replacement



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2 Overview | Vision Zero Road Safety Plan



Vision Zero: A vision to eliminate the number of traffic-related deaths and serious injuries on Toronto's roads

The Vision Zero Road Safety Plan was approved by Toronto City Council July 2016, and to refocus efforts and enhance progress, Vision Zero 2.0 was approved in July 2019

Between 2010 and 2020, there were 55 traffic related collisions that resulted in fatalities or serious injuries on Eglinton Avenue within the study area

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2 Overview | Policy Guideline



Official Plan Goals

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



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



TransformTO: Climate Action Strategy

Targets 75% of trips under 5 km are walked or cycled by 2050



Complete Streets Guidelines

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



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)



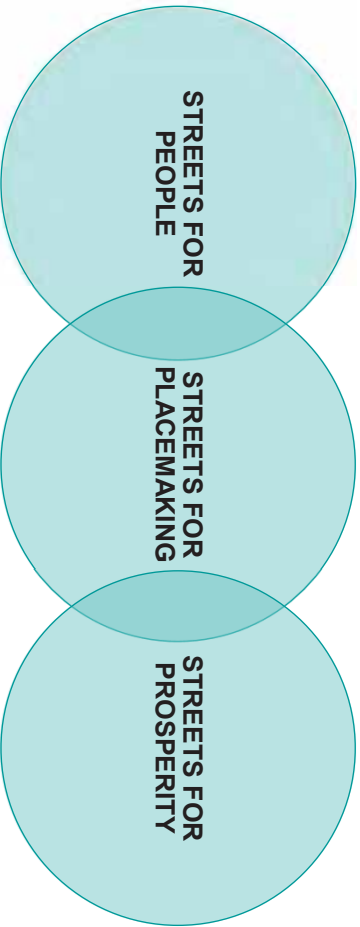
Encouraging People of All Ages and Abilities to Ride

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

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2 Overview | Complete Streets Principles



- Improved cycling and walking environment
- Enhance connections to transit
- Calmer traffic
- Welcoming to families and people of all ages and abilities

- New community space
- New public art
- New places to sit
- Vibrant and accessible public realm

- Support local businesses including CaféTO installations
- More mobility options
- Climate friendly design
- Loading and parking



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How do you typically travel on Eglinton Avenue? (Select all that apply)



Start the presentation to see live content. Test content delivery against no change the entire screen. Test only at podium.com/app

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36



37



38

3

Eglinton Avenue Complete Street | Design Process



Review Existing Conditions



Map existing conditions and constraints to inform recommendations and design elements

Develop & Refine Design



Develop and refine the design based on public and stakeholder input and on-going traffic and safety analysis

Implement & Refine Design



Implement the design and follow up post-installation; Incorporate on-going design refinements

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Current Conditions



Wider sidewalks and patios along Eglinton Avenue and Rostrevor Road



Existing construction works at Eglinton Avenue and Dufferin Street



Construction near Eglinton Avenue and Holly Street

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3 Current Conditions



Existing construction works at Eglinton Avenue and Peveril Hill



Shops in Little Jamaica along Eglinton Avenue and Kirknewton Road



Bus transit along Eglinton Avenue and the Rail Overpass

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3 Proposed Design



Options vary throughout the corridor depending on existing roadway width, but typical sections will include the following:

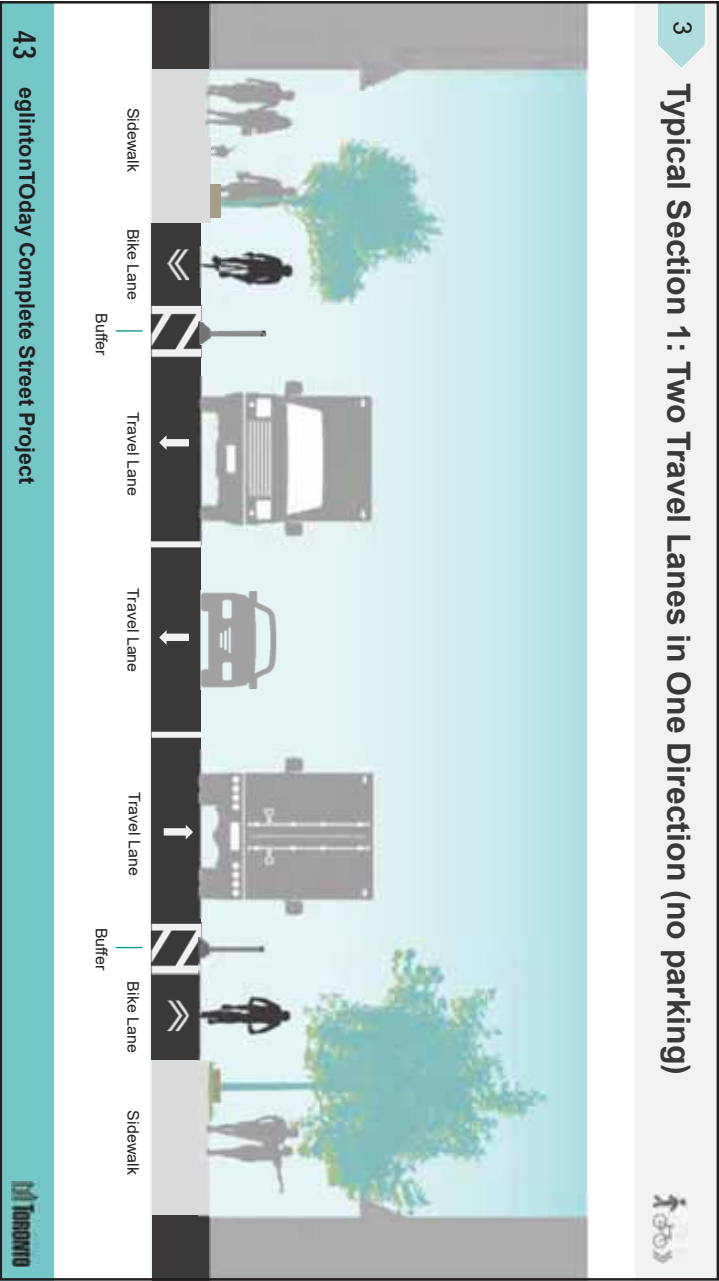
- At least one travel lane per direction; some sections can accommodate two travel lanes in one direction
- On-street parking or loading on one or both sides & space for caféTO applicants (seasonally)
- Turn lanes at intersections (not feasible at all intersections)
- Protected cycle tracks with various buffer treatments



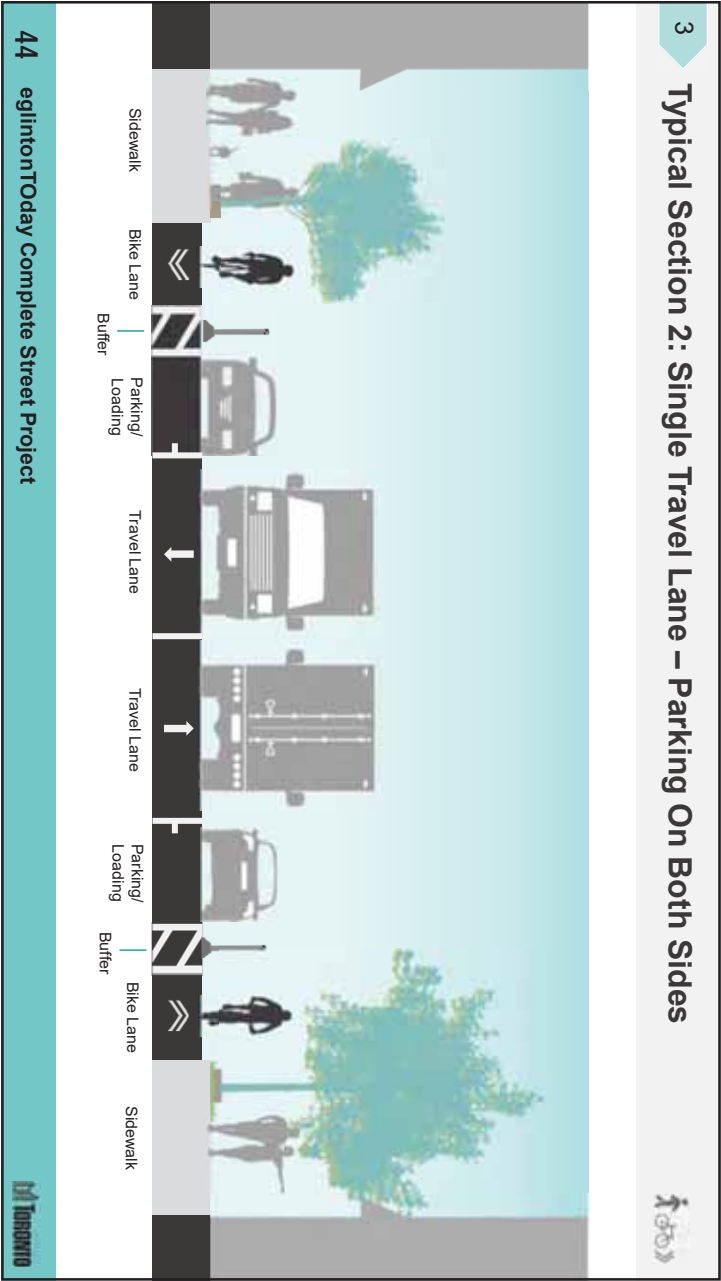
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42

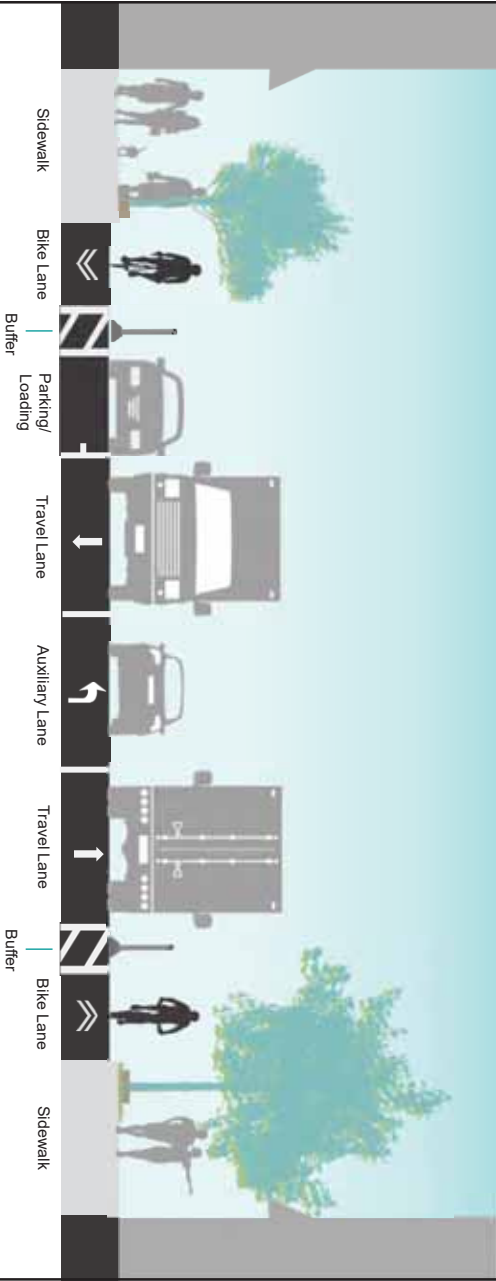


43



44

3 Typical Section 3: Parking On One Side With Turn Lane



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3 Typical Sections | Map Overview



A

Typical Section: Two Travel Lanes in One Direction (no parking)



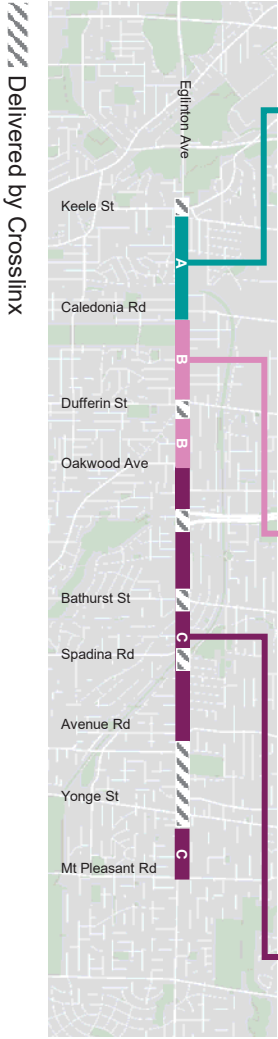
B

Typical Section: Single Travel Lane - Parking On Both Sides



C

Typical Section: Parking On One Side With Turn Lane



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3 Integration with Eglinton Crosstown LRT



- Streetscape and active transportation improvements are being incorporated along ECLRT station frontages
- Active transportation improvements at station frontages include wider sidewalks and sidewalk-level cycle tracks
- Transition-zone needed between sidewalk-height cycle track and road level cycle track



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3 Integration with Eglinton Crosstown LRT



Curbs, bollards or other forms of protection to be added (except at TTC stops or through driveways/intersections)



Sidewalk height cycle track with ramp down to road level

Typical Midblock Transition

Sidewalk-height cycle track along ECLRT frontage

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3 **Bike Share**



- This project will identify additional Bike Share stations within the corridor to provide community members another opportunity to utilize the bikeways



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3 **Parking & Loading**



- BIAs to be engaged on parking/loading needs through site walks
- In some locations, parking or loading can only be accommodated on one side at a time, and cannot be accommodated at the same time as turn lanes
- Wheel-trans boarding information under review to ensure accessible loading needs are met

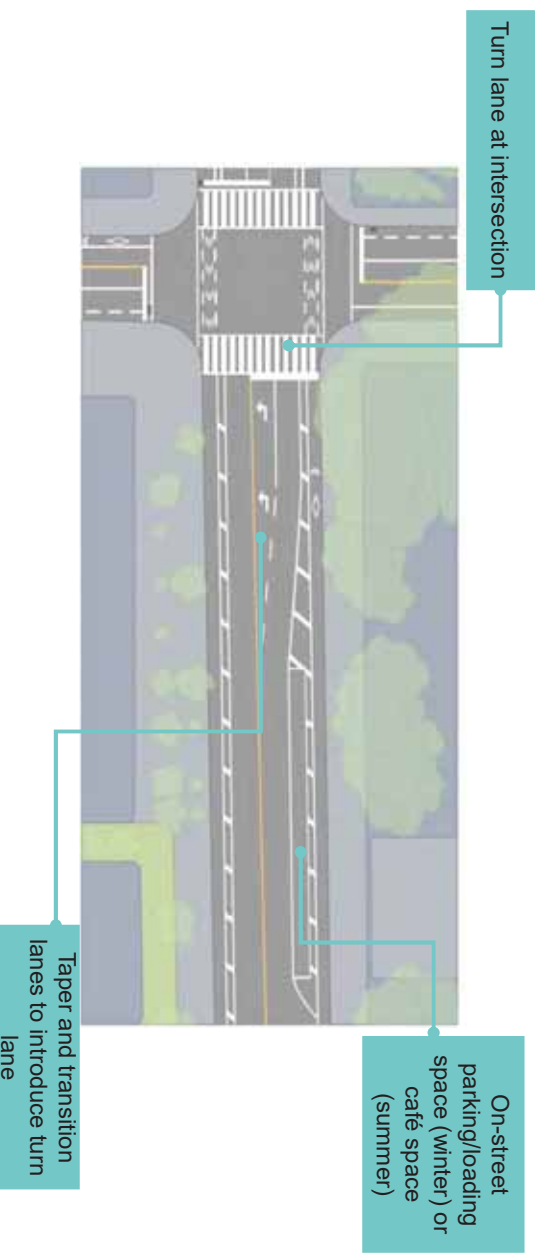


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3 Parking & Loading



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3 Parking & Loading (Off Street Lots)



**Implementation of projects is subject to public consultation, Council approval, feasibility of route alignment and detailed design, and capital infrastructure coordination.

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3 CaféTO



- This project may open up additional interest and opportunities for participating in the program
- Approved cafés to be considered in the design to protect for future space
- CaféTO Applicants (2022):

| Business | Address | BIA |
|---|---------------------|------------------|
| STEFANO'S SPORTS BAR | 1984 Eglinton Ave W | Fairbank Village |
| PHIPPS BAKERY CAFE | 420 Eglinton Ave W | The Eglinton Way |
| FERRARO | 502 Eglinton Ave W | The Eglinton Way |
| THE ABBOT ON EGLINTON | 508 Eglinton Ave W | The Eglinton Way |
| HOTEL GELATO | 532 Eglinton Ave W | The Eglinton Way |
| LA CARINI ASWEET JESUS-GOOD FORTUNE BAR | 130 Eglinton Ave E | N/A |



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3 Parkettes



- Parkettes are “mini-parks” typically located at intersections or within the road right-of-way that provide opportunities to enhance the public realm
- Through this project, candidate locations will be identified and initial design stages will be undertaken to support future installation



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3 Parkette Elements – Permanent



Bloor Street and Howland Avenue

- Universally Accessible
- Raised Topography
- Accent Paving



Bloor Street and Major Street

- Creative Seating Elements
- Lighting
- Native Planting

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3 Parkette Elements – Quick-Build



Karres + Brands Temporary Park, Fosnavag NO

- Active & Passive Spaces
- Accessible to Cyclists
- Painted Hardscape for Visual Interest



TheBench, London GB

- Temporary Materials & Seating Elements
- Native Seasonal Planting
- Adaptable Streetscape

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3
StreetART



- A suite of innovative programs designed specifically for streets and public spaces
- We will work in collaboration with BIAs and stakeholders to identify public art opportunities
- StreetART Programs:
 - Murals and Road Murals
 - Signal boxes
 - Laneways
 - Concrete barriers



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3
StreetART



975 Danforth Avenue
Lead Artist: Elicser Elliott,
Partners: East End Arts



Emerson Avenue
Lead Artist: Victor Fraser



Bathurst St & Lennox St
Artist: Getso

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3 BIA Streetscape Priority Features



- Coordination with BIAs and incorporation of features from their masterplans, where possible.
- Based on past conversations, BIAs priorities include: sidewalk improvements, trees, streetlights, new art features and sculptures and bike corrals.



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3 Traffic Modelling Review



- Corridor-wide modelling underway to evaluated trade-offs between parking spaces and turn lanes at intersections
- Results will be refined alongside the design development



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3 Minimizing Traffic Infiltration



Eglinton Avenue has been under construction for significant amount of time. Strategies for minimizing neighbourhood traffic infiltration have been implemented, and new measures will be explored through the design process, including:

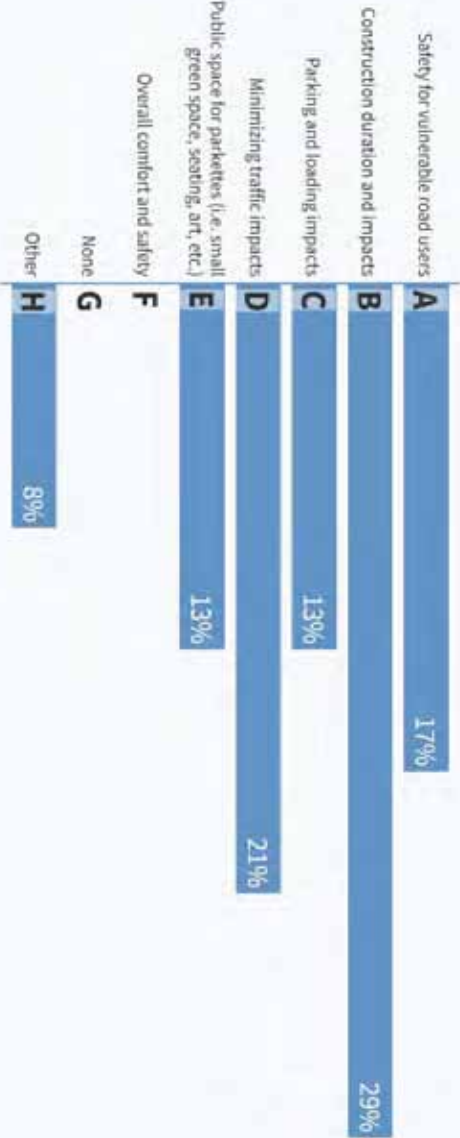
- 1 **Signal coordination and signal timing adjustments** to minimize impacts, particularly during peak periods
- 2 Incorporating curb extensions, and other **traffic calming features** at intersections to deter short-cutting traffic
- 3 Exploring the use of **all-day or peak period turn restrictions at strategic intersections** to limit movements from Eglinton Avenue onto adjacent neighbourhood streets
- 4 **Monitoring traffic volumes on parallel streets** for possible modifications post-installation

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What is your biggest concern for this project?



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4 **Construction Coordination**



- Many variables associated with this project:
 - Coordination with ECLRT
 - Coordination with resurfacing, sidewalk repair work
 - Coordination with underground works (water infrastructure)
- Typical quick-build complete streets projects can be completed within 1 month (for most elements)



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4 **Project Timeline**



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4 **Next Steps**



After this meeting, we will:

- Review all comments and suggestions received
- Launch online survey for your input
- Host site walk-throughs with BIAs
- Develop design

Stay connected!

- Stay up to date by visiting the study website at: toronto.ca/eglingtonTOday
- Send us an email at: eglingtonTOday@toronto.ca

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67

On-going Consultation

Public Meeting #1:

Late June 2022

Stakeholder Meeting #2:

Fall 2022

Public Meeting #2:

Winter 2022



CONTACT US

If you have any questions or concerns, feel free to contact:

Maogosha Pyjor, Senior Coordinator Public Consultation
eglingtonTOday@toronto.ca
416-338-2850

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68