

eglintonTODay Complete Street Project

Stakeholder Meeting 2 Summary

Date: Thursday, February 2, 2023 from 11 a.m. – 12:30 p.m.

Host: City of Toronto, WebEx

Attendees

Councillor Representatives:

Andy Stein, Councillor Office representative, Eglinton – Lawrence

Nathan Wener, Councillor Office representative, Toronto – St. Paul's

Business Improvement Areas:

Upper Village

The Eglinton Way

Mount Pleasant Village

Midtown Yonge

Eglinton Hill

Fairbank Village

York Eglinton

Oakwood Village

Ratepayers' and Residents' Associations:

Avenue Road–Eglinton Community Association

Cedarvale Upper Village Community Association

Eglinton Park Residents' Association

Federation of North Toronto Residents' Associations

Lytton Park Residents Organization

Oakwood Vaughan Community Organization

Oriole Park Association

South Eglinton Davisville Residents' Association

Corridor-Wide Stakeholders:

Black Business and Professional Association

Black Urbanism TO

Cycle Don Valley Midtown

Cycle Toronto

Cycle 55+

Midtown Cycle TO

Toronto Community Bikeways Coalition

Ward 5 Pedestrian Safety and Cycling Committee

Staff and Project Team, City of Toronto:

Jacquelyn Hayward, Director, Project Design & Delivery

Elli Papaioannou, Senior Project Manager, Cycling & Pedestrian Projects

Kasra Khajavi, Transportation Engineer, Cycling & Pedestrian Projects

David Dunn, Senior Project Manager, Cycling & Pedestrian Projects

Maogosha Pyjor, Senior Coordinator Public Consultation, Public Consultation Unit

Michele Blackwood, Coordinator Public Consultation, Public Consultation Unit

Stephen Gagne, Senior Engineer, Cycling & Pedestrian Projects

Daniela Castellanos Forero, Public Consultation Unit

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Mark De Miglio, Public Consultation Unit
Ron Nash, BIA Office, Economic Development
Michael Saunders, BIA Office, Economic Development
Mirella Martino, BIA Office, Economic Development
Yue Ma, BIA Office, Economic Development

Arcadis IBI Group:

Zibby Petch
Margaret Parkhill
Adrian Chiu
Andrae Griffith
Abigayle Diemer
Jonathan Phan

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EglintonTOday Complete Street Project

Overview

EglintonTOday is an interim strategy that aims to deliver a quick-build complete street project along Eglinton Avenue from Keele Street to Mount Pleasant Road that will make travel on Eglinton Avenue safer, more inviting, and attractive for everyone. The project proposes to implement complete street features, including bikeways and public realm upgrades by reassigning the existing road space to accommodate vehicular traffic, parking, bikeways, seasonal patio extensions, art installations and other neighbourhood and cultural events.

Public and stakeholder consultation began in spring 2022 to introduce the project and understand the different needs of the community, businesses, and travelling public along the corridor. Building on that first round of consultation, local organizations including Business Improvement Areas (BIA) and resident and community groups were invited to attend a second virtual stakeholder meeting to provide feedback on the proposed design changes on Eglinton Avenue as part of the eglintonTOday Complete Street Project.

This summary details feedback received during the virtual stakeholder meeting, and four break-out rooms. The feedback received is helping to inform the development of the design, which will be presented to City council.

Meeting Purpose and Agenda

The purpose of the meeting was to provide an update on the project and present draft roll plans of the proposed design for feedback from stakeholders. Over 30 stakeholders were invited to attend this stakeholder meeting. There were 32 people in attendance with representatives from 24 organizations as listed above. The following is the complete list of stakeholder organizations invited:

Corridor-Wide Stakeholders:

Black Business and Professional Association
Black Urbanism TO
Community Living Toronto
City of Toronto Senior's Forum
CNIB
Cycle Don Valley Midtown
Cycle Toronto
Cycle 55+
Friends of Cedarvale
Midtown Cycle TO
Seniors Advisory Committee
Toronto Community Bikeways Coalition
Toronto Youth Cabinet
TTC Riders
Walk Toronto
Ward 5 Pedestrian Safety and Cycling Committee

Ratepayers' and Residents' Associations:

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

Business Improvement Areas (BIAs):

Upper Village
The Eglinton Way
Mount Pleasant Village

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Midtown Yonge
Eglinton Hill
Fairbank Village
York Eglinton
Oakwood Village

The meeting began with a Land Acknowledgement provided by the City. The meeting was facilitated by Margaret Parkhill. The presentation was delivered by Elli Papaioannou, with opportunities for questions and feedback both during and after the presentation. The presentation included break-out rooms where draft roll plans of the proposed design were presented to gather feedback and identify concerns from attendees.

The agenda included the following topics:

- Introductions
- Project Overview and Phase 1 Consultation
- Traffic Analysis & Allen Configuration
- Design Overview
- Project Timelines / Construction Timing
- Discussion and Questions

What We Heard Overall

- **Concerns** from businesses & the business community **about loss of parking and loading spaces** along Eglinton Avenue
- **Concerns** about **on-going traffic infiltration and congestion** after the ECLRT has finished construction
- **Support for increasing safety for cyclists and crossing pedestrians** including physical barriers
- **Desire to beautify Eglinton Avenue** through various streetscaping elements to improve street life
- **Concerns about on-going construction impacts from ECLRT and future construction** related to this project, especially as it relates to maintaining opportunities for businesses and minimizing impacts to residents
- **Desire to improve safety of intersections for all road users** through high-quality designs

Project Overview and Phase 1 Consultation

The City provided stakeholders with an overview of the project and results of the previous round of consultation. The feedback gathered from the previous round of consultation were categorized into the following key themes:

- Allen Road & Vehicular Traffic
- Construction
- Cycling Facilities
- Parking and Loading
- Safety
- Accessibility
- Public Realm

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Traffic Analysis & Options near Allen Road

A traffic study is a core component of the eglintonTOday Complete Street project. The most current and consistently available data is from 2012, before construction of the ECLRT began. Traffic data is not collected during construction. Due to the number of changes to the corridor (i.e., lane reductions, turn restrictions, etc.), it is not feasible to collect a fulsome set of accurate, continuous & current count data during construction. Recent traffic counts (2022) along smaller segments of Eglinton Avenue indicate that there has been a significant drop in traffic since 2012, given the lane constraints and traffic diversion due to construction. The general assumption that traffic volumes would return to 2012 levels once ECLRT is completed is arguably conservative since it doesn't reflect broad changes across the city related to work-from-home/COVID and general decline in driving, as well as the shift to transit that is expected once the LRT will be in operation.

Key findings from the traffic analysis for the Complete Street options include:

- Most intersections within the study area operate within acceptable levels
- Some intersections are predicted to continue experiencing congestion but are under further review for opportunities to reduce and minimize traffic impacts
- Pending council approval, the recommended plan would be implemented and continued to be monitored during the first years to determine whether additional adjustments are required (e.g., changes in turn restrictions, modification of signal timings, additions/removals of turning lanes).

The City provided details on the preliminary results of the traffic analysis for the following options from Oakwood Avenue to Bathurst Street:

- **Oakwood Avenue to Bathurst Street Complete Streets Option 1:** Two-lane option with one travel lane in each direction, turn lanes at intersections and full-time on-street parking on one side of the street.
- **Oakwood Avenue to Bathurst Street Complete Streets Option 2:** Four-lane option with two travel lanes in each direction and off-peak parking permitted in the curb lane outside of peak hours (i.e., 7-9 a.m.; 4-6 p.m.). This is the Preliminary Recommended Option.

The City also provided an overview of how both options would tie into the proposed configuration at Allen Road, which is currently under construction by Metrolinx. After the traffic analysis slides were presented, stakeholders were able to ask questions with responses provided by the Project Team (see the **Questions and Responses** section).

Design Overview (Local Streets & Overall Corridor Design)

The City provided an overview of the proposed local street cycling connections that will connect with the eglintonTOday project at the following locations:

- Croham Road
- Jimmy Wisdom Way
- Glen Cedar Road

An overview of the City's review of parking opportunities on side streets was also presented.

Draft roll plans of the proposed design were presented and reviewed in detail through break-out rooms covering the following four segments:

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1. Keele Street to Dufferin Street
2. Dufferin Street to Bathurst Street
3. Bathurst Street to Duplex Avenue
4. Duplex Avenue to Mount Pleasant Road

In each break-out room, stakeholders were able to ask questions with responses provided by the Project Team. A record of this can be found in the **Break-Out Room Comments and Responses** section.

Project Timelines / Construction Timing

The City provided an update on coordination with the ECLRT project by Metrolinx. The project team was informed that lane closures and construction equipment on the roadway are anticipated to be removed by the end of April 2023, except at Cedarvale Station (at Allen Road) and between Avenue Road and Yonge Street, which are anticipated to be completed in Summer 2023.

The City is also planning road resurfacing works to be coupled with the Complete Street changes as well as repairing sidewalks and utility cuts.

Next Steps

The City discussed the project next steps, which include:

- Public Meeting #2 in-person drop-in sessions scheduled for February 21 and 25
- Online survey for public input from February 7 to March 7
- Share MIRO board for additional stakeholder comments until February 9
- Project team reviewing all comments and suggestions received
- Refining the design based on feedback from stakeholders and the public
- A project update will go to City Council in June 2023 with a full report for approval later in 2023 and installation of the complete street to align with the opening of the Eglinton Crosstown LRT in 2024.

Participants were encouraged to contact the project team at any time with questions or comments via email at eglintonTOday@toronto.ca or phone: 416-338-7755. Participants were also reminded that they are on the project email list and were encouraged to attend public drop-in event #2 in late February 2023. The presentation slides and link to the presented MIRO board were shared with participants after the meeting.

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Appendix A: Questions and Responses

The following is a record of the comments, question and answers that were collected via the chat function and verbally during the meeting.

Topic	Stakeholder Question & Comment	Team/Staff Response
Traffic Analysis	<ul style="list-style-type: none"> Will the team collect more current traffic data? 	<p>Traffic data is not collected during construction. Due to the number of changes to the corridor (i.e., lane reductions, turn restrictions, etc.), it is not feasible to collect a fulsome set of accurate, continuous & current count data during construction.</p> <p>The most current and consistently available data is from 2012, before construction of the ECLRT.</p> <p>Recent traffic counts along smaller segments of Eglinton Avenue indicate that there has been a significant drop in traffic since 2012, given the lane constraints and traffic diversion due to construction. The general assumption that traffic volumes would return to 2012 levels once ECLRT is completed is arguably conservative since it doesn't reflect broad changes across the city related to work-from-home/COVID and general decline in driving, as well as the shift to transit that is expected once the LRT will be in operation.</p> <p>Pending council approval, the recommended eglintonTODay Complete Street would be implemented and continued to be monitored during the first years to determine whether additional adjustments are required (e.g., changes in turn restrictions, modification of signal timings, additions/removals of turning lanes).</p>
Traffic Analysis	<ul style="list-style-type: none"> Won't traffic demand on the Allen increase after ECLRT construction is finished? 	<p>The project team has considered regional growth models that predict future trips origins, destinations, etc. in reviewing and interpreting data. We expect broad changes to the way people travel along Eglinton particularly with the opening of ECLRT. There are no plans to increase capacity of Allen Road, so there is a limit to the number of drivers that are able to travel along it.</p>
Intersection Signals	<ul style="list-style-type: none"> Will there be bicycle signals? 	<p>The potential to add bicycle signals is under review at locations where there would be high volumes of motor vehicle turns conflicting with cyclists.</p>

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Topic	Stakeholder Question & Comment	Team/Staff Response
Traffic Analysis	<ul style="list-style-type: none"> Have EMME models been incorporated into the 2012 traffic models? 	EMME models were used as a check to confirm if the 0% traffic growth assumptions were justified. Generally, a comparison of the EMME projected volumes with locations across the city where recent counts are available, show that 2023 EMME results are overestimating travel volumes across the city by 20-30%.
Traffic Analysis	<ul style="list-style-type: none"> How has the significant increase of work-from-home been accounted for? 	Depending on the part of the city, traffic is at 80-90% of pre-pandemic levels with the increase of offices returning to work.
Safety	<ul style="list-style-type: none"> Are temporary bollards safe? There was a cyclist death along Yonge St. near St. Clair Ave. 	Although tragic, the collision resulted from a cyclist along St. Clair using the pedestrian crosswalk being struck by a vehicle making an illegal left turn. The City is taking the safety of cycling infrastructure very seriously. The Eglinton project will also be considering more robust protection measures such as curbs.
Design Features	<ul style="list-style-type: none"> Will the bus-bike interface be like what's on Sherbourne St.? 	The bus stops on Sherbourne Street are raised cycle tracks with a shared space for bus passengers and cyclists. At least initially, this project will not involve permanent raised platforms, but the City is reviewing the use of Zicla platforms that achieve the same integration, but don't require construction of permanent infrastructure. Some of the places around the city that have Zicla platforms are along the King Street transit corridor, on Yonge Street and Davenport Road. These Zicla platforms also help increase the number of on-street parking spots that can be implemented as buses will not have to pull up to the sidewalk for boarding. The corridor will likely include a mix of raised and street-level bus stops.
Design Features	<ul style="list-style-type: none"> Can we change the design at Yonge St. and Eglinton Ave. to be improved for all road users? 	The focus of the meeting is to discuss areas where the design can be influenced as part of this project (which does not include Yonge/Eglinton). The goal of the re-design currently being delivered by Metrolinx is to improve the public realm through wider sidewalks, cycle tracks, trees etc.
Safety	<ul style="list-style-type: none"> How is pedestrian safety being accounted for? 	This project is incorporating various elements to improve pedestrian safety such as artistic curb extensions to slow down turning vehicles and reduce crossing distances for pedestrians, leading pedestrian phases at signals, and repairing/replacing sidewalks that are posing safety hazards.

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Appendix B: Break-Out Room Comments and Responses

The following is a record of the comments, questions and answers that were collected verbally during each break-out room session at the virtual meeting.

Break-out Room 1: Keele Street to Dufferin Street

Location	Stakeholder Question & Comment	Team/Staff Response
General	<ul style="list-style-type: none"> Where are the loading zones? 	<p>Loading zones are identified by the hatched areas with narrow lines. The far side (area after an intersection in the direction of travel) of most intersections provide loading opportunities.</p>
General	<ul style="list-style-type: none"> Will the curb extensions be painted in collaboration with the BIAs? 	<p>This is a safety feature that allows safer intersections for pedestrians. The pavement marking design will be discussed with the BIAs.</p>
General	<ul style="list-style-type: none"> Will there be resurfacing of the road? 	<p>It is the City's intent to bundle the EglintonTODay Complete Street changes with a road resurfacing project to ensure a smooth riding surface for people driving, and cycling. Sidewalk repairs and replacements at specific locations will address safety concerns.</p>
General	<ul style="list-style-type: none"> Do cyclists have to wait for buses at the integrated bus stops? 	<p>Some bus stops will be raised to sidewalk height using platforms while some will be at road-level and buses will pull into the bike lane to load/unload. Only buses and bikes will be allowed in this zone. People cycling must yield to people loading/unloading from the bus in either configuration.</p>
General	<ul style="list-style-type: none"> Encourage other BIAs to come forward and help beautify the bikeways and work together with the City. 	<p>The EglintonTODay project team and the Economic Development & Culture Division are working with BIAs to improve Eglinton Avenue for all road users.</p>
Richardson Ave.	<ul style="list-style-type: none"> There needs to be more parking in this area. It's a long strip without much parking. There are a lot of business in this stretch and cars are currently parking on both sides. 	<p>There are some trade-offs between vehicle lanes and parking. Analysis is on-going to review opportunities for parking on side streets and to add any additional parking/loading space as possible.</p>
Kane Ave.	<ul style="list-style-type: none"> There's a lack of bike lane separation. Is there space to add quick build bollards? 	<p>These are not typically installed without having a minimum buffer as it can interfere with road upkeep (snow plowing). The option of adding physical separation at these narrow points will be reviewed.</p>

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Location	Stakeholder Question & Comment	Team/Staff Response
General	<ul style="list-style-type: none"> Are there plans to do more structural or robust barriers rather than the quick build currently planned? 	As this is a quick build project, there will be an opportunity to continue monitoring and refining the project post-implementation. At the moment concrete curbs and bollards or low walls are the proposed physical separation for the cycle tracks. More permanent separation measures would be considered at a later date.

Break-out Room 2: Dufferin Street to Bathurst Street

Topic	Stakeholder Question & Comment	Team/Staff Response
Glen Cedar Rd.	<ul style="list-style-type: none"> Is there additional information on the Glen Cedar Road cycling connection? 	The proposed cycling facilities on Glen Cedar Road include southbound contra-flow bicycle lane and a northbound bike lane between Eglinton Avenue and Dewbourne Avenue. More information available on project website: www.toronto.ca/eglintonTOday under "Proposed Local Street Cycling Connections: Glen Cedar Road"
Cedarvale Station	<ul style="list-style-type: none"> Will there be any advance bike signals around the Cedarvale LRT station? 	The City has identified numerous signalized intersection that may consider advance bicycle phases. The interchange at the Allen Road northbound ramp will incorporate bike signal heads.
General	<ul style="list-style-type: none"> Would the City consider raised crosswalks at unsignalized intersections to increase pedestrian safety? 	The City has standards for raised crosswalks and they can be considered at key intersections in the future if there is scope for more civil construction work.
General	<ul style="list-style-type: none"> Patios along Eglinton Avenue are not ideal for sitting. 	While CaféTO is an option for businesses where there is parking, CaféTO would not be feasible for the four-lane option shown (between Bathurst St. and Oakwood Ave.) unless there is agreement to accept a reduced lane capacity during summer months.
Allen NB Ramp	<ul style="list-style-type: none"> How will movements at this intersection work? 	The multiple conflicting movements would be separated for safety (e.g., dual-lefts and rights will be separated from the east-west pedestrian crossings).

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Topic	Stakeholder Question & Comment	Team/Staff Response
Westover Hill Rd.	<ul style="list-style-type: none"> Will the midblock signal at Westover Hill Road remain? 	<p>The midblock signal between Flanders Road and Westover Hill Road is permanent and has been in that location since before the ECLRT construction started and its intent was to provide pedestrian crossing protection while not facilitating traffic infiltration.</p> <p>Stakeholder was asked to submit any safety concerns at this signal to be documented for follow-up on a potential removal.</p>
General	<ul style="list-style-type: none"> Request that definition of peak be reconsidered to 3-7 p.m. 	<p>Widening of peak hours and increasing the window of turn restrictions can be considered and would not affect traffic analysis as traffic analysis based on the busiest peak hour.</p>
Glenarden Rd. Parkette	<ul style="list-style-type: none"> This parkette should be considered further as it's a major landmark for the community 	<p>The project team can review this location further in conjunction with feedback that will be received at the public events and through the online survey.</p>

Break-out Room 3: Bathurst Street to Duplex Avenue

Topic	Stakeholder Question & Comment	Team/Staff Response
General	<ul style="list-style-type: none"> Does the LRT need to be functioning to finish this project? 	<p>The project is waiting for surface construction work to conclude. Based on the information that Metrolinx has provided for the completion of surface works, there should be no conflict with implementing the complete street late summer 2023 (pending council approval).</p>
General	<ul style="list-style-type: none"> Will the buses still run on Eglinton Avenue during construction? 	<p>Yes, buses will continue to run on Eglinton Avenue</p>
General	<ul style="list-style-type: none"> Like that the design promotes protected bike lanes and connections into Metrolinx's section. 	<p>Noted.</p>
General	<ul style="list-style-type: none"> Where are the loading spaces? 	<p>Loading zones are identified by the hatched areas with narrow lines.</p> <p>The far side (area after an intersection in the direction of travel) of most intersections provide loading opportunities. Loading opportunities are being reviewed throughout the corridor.</p>

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Topic	Stakeholder Question & Comment	Team/Staff Response
Chaplin Cres. to Oriole Parkway	<ul style="list-style-type: none"> Concerned with parking spots being eliminated on the south side of the BIA. How will this be addressed? 	<p>Parking and loading opportunities for the corridor are under review.</p> <p>South side on-street parking for this section will continue to be explored and traffic analysis will help determine if space from turn lanes can be reallocated to parking.</p>
Avenue Rd. to Duplex Ave.	<ul style="list-style-type: none"> Is Metrolinx responsible for Eglinton Avenue between Avenue Road and Duplex Avenue? 	<p>Yes, Metrolinx is delivering the design for this section</p>
Castle Knock Rd. to Avenue Rd.	<ul style="list-style-type: none"> How will the traffic from construction activity be managed? With the design showing a narrowing of the corridor, decrease in on-street parking, and added bike lanes, there is a concern that this can cause heavy congestion on Eglinton Avenue. 	<p>To clarify, this project aims to implement quick-build bicycle lanes to the Eglinton corridor within the existing pavement space. The project will be implemented relatively quickly (i.e., over a couple months for the entire corridor, but only a couple weeks for small segments) with much less construction than was observed for ECLRT.</p>
Duplex Ave. to Yonge St.	<ul style="list-style-type: none"> North/south complete street concept is lacking. Intersections are important from a safety perspective. Do you have any input or idea on improving safety within that section of Eglinton Avenue? 	<p>The City is committed to improving north/south cycling connections and such opportunities are considered as part of this project at Croham Road, Jimmy Wisdom Way and Winona Drive. Duplex Avenue and Yonge Street are identified in the near-term implementation program (2022-2024) as routes to be further studied for cycling connections.</p>

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Break-out Room 4: Duplex Avenue to Mount Pleasant Road

Topic	Stakeholder Question & Comment	Team/Staff Response
General	<ul style="list-style-type: none"> How does this plan link to other plans for the corridor to improve the street life as well as the movement for all modes? 	<p>One of the goals of this project is to help develop Eglinton Avenue as a destination. The integration of parkette locations is one of the ways this design proposes to achieve this. The cycling and pedestrian infrastructure aims to help prepare for expected increase in people walking/cycling as a result of new high-rise developments.</p>
General	<ul style="list-style-type: none"> The proposed bollards for bike buffers are hard to see and are flimsy, often seen damaged. Can something be done about this? 	<p>The bollards have reflective tape so that they can be seen at night, and they act as a guide for maintenance vehicles (snow/sweep). The City is required to maintain and replace damaged bollards. At the same time, the City is exploring alternative materials that can be considered as part of the quick build toolbox.</p>
General	<ul style="list-style-type: none"> How will this design work with the high-rise developments coming between Duplex Avenue and Mount Pleasant Road, which usually require the use of one lane for construction? 	<p>Any new construction projects would be required to go through workzone coordination and permitting approval.</p>
General	<ul style="list-style-type: none"> This stretch needs more crossing opportunities for pedestrians, especially because of the school (Eglinton Junior Public School) near Mount Pleasant Road 	<p>Currently, there is no consideration to introduce a new signalized crossing at this location, but this could be considered as part of a future phase of work.</p>
Redpath Ave. to Dunfield Ave.	<ul style="list-style-type: none"> Has there been any consideration for restricting or banning right-turns-on-red to increase pedestrian and cyclist safety? 	<p>As part of this project, all signalized intersections are being reviewed to include Leading Pedestrian Intervals (LPI) which will help with pedestrian safety, and although the inclusion of an LPI does not require the banning of right-turns-on-red, it will be considered on a case-by-case basis.</p>

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Appendix C: Post-meeting Miro Board Comments Received

Stakeholders had the opportunity to add additional comments until February 9, 2023 using an on-line platform called MIRO. The link to the on-line platform was shared with all stakeholders. The following is a record of the comments added by stakeholders on the MIRO board after the virtual meeting. These comments were reviewed by the project team to refine the design after Public Meeting #2 in-person drop-in sessions held on February 21 and 25. *Some key responses to issues that have already been addressed are noted in italics below. All other comments are noted for consideration.*

Keele Street to Dufferin Street

Location	Stakeholder Question & Comment
Yarrow Rd.	<ul style="list-style-type: none"> At this time, buffered bike lanes were installed from Black Creek Drive to Bicknell Avenue and raised cycle tracks from Yarrow Road to east of Keele Street. However, this leaves an 80 metre gap between Bicknell Avenue and Yarrow Road. <i>City response: This gap is being addressed by Metrolinx with City input.</i>
Pearen St. to Weston Rd. (Outside Corridor)	<ul style="list-style-type: none"> While not part of this roll out plan, the missing gap from Pearen Street to Weston Road (approx. 120 metres) needs to be addressed. The gap needs to be filled to ensure a continuous bikeway along Eglinton Avenue from Mississauga Road to Kennedy Road. <i>City response: This gap is outside of this project scope, but noted for future attention.</i>
Gabian Way	<ul style="list-style-type: none"> Pedestrian crossing is missing on east side of Gabian Way. Busy shopping area and new developments are proposed therefore there are safety concerns. <i>City response: This crosswalk is being added to the design.</i>
Blackthorn Ave.	<ul style="list-style-type: none"> There is no pedestrian crossing on east side of intersection? <i>City response: Pedestrian crossings are consolidated on the West side of the intersection to align with bus stops and minimize conflicts with a busy bus-turning route into the station.</i>
Croham Rd.	<ul style="list-style-type: none"> Wayfinding signage is needed to guide people to the York Beltline Trail. Also concerned as to how eastbound cyclists will be able to access Croham Road without a traffic signal. Maybe a pedestrian crossover can be added? <i>City response: a signal is being added to this intersection.</i>
Caledonia Rd.	<ul style="list-style-type: none"> Left turns, turning south, have never been allowed at this intersection. This should be updated. It doesn't make sense to allow left turns going forward either. <i>City response: No proposed changes to existing West-bound left restriction</i>

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Dufferin Street to Bathurst Street (Two-Lane Option)

Location	Stakeholder Question & Comment
William R. Allen Rd. S	<ul style="list-style-type: none"> This pedestrian crossing location forces pedestrians to cross a highway off-ramp and if their destination is Everdeen Drive, they would also have to hack track. Crossing on east side should also be considered. This is a major interchange that will presumably increase pedestrian traffic. Let's accommodate them a little better here. <i>City response: A pedestrian crossing on the eastern side of the Eglinton / Allen intersection is included in the Metrolinx intersection design. See an illustration of this in the Project Updates slide deck of the eglintonToday webpage.</i>
William R. Allen Rd. N	<ul style="list-style-type: none"> Dedicated bike signals should be used here. A similar treatment to the on-ramp on Danforth Avenue and DVP should be considered. <i>City response: Signal design will reflect best practices for cycling and pedestrian safety</i>
William R. Allen Rd. N	<ul style="list-style-type: none"> Two right turn lanes can be problematic without dedicated and separate light phases for pedestrians and cyclists. <i>City response: Signal phasing will ensure pedestrian and cycling safety</i>
Strathearn Rd.	<ul style="list-style-type: none"> This lane configuration is confusing. If Strathearn Road is one way southbound, there's no need for an eastbound merging lane like this. This should be one lane for consistency. Add a bump out or a buffer instead.

Dufferin Street to Bathurst Street (Four-Lane Option)

Location	Stakeholder Question & Comment
Marlee Ave.	<ul style="list-style-type: none"> Pedestrian crossing on east side is even more important now, with a car-centered 4 lane configuration. <i>City response: A pedestrian Crossing is being added to the east leg of this intersection</i>
Winona Dr.	<ul style="list-style-type: none"> Pleased to see the traffic signal is proposed to be reconfigured to include Winona Drive. This will be a significant help for people biking north from Winona to Marlee Avenue.
Park Hill Rd.	<ul style="list-style-type: none"> Close to off ramp. Ensure safety of pedestrians while keeping traffic flowing.
William R Allen Rd. S (Left turn lane)	<ul style="list-style-type: none"> I like the idea of red paint here.
William R Allen Rd. S	<ul style="list-style-type: none"> Pedestrian Crossing on east side of intersection is even more important under the four lane configuration. Pedestrians must cross a highway off ramp and some will also have to backtrack if heading back east.
William R Allen Rd. N	<ul style="list-style-type: none"> Two right turn lanes will create a major conflict with cyclists and pedestrians. There should be 2 separate light phases: one for cars turning right and one for pedestrians and cyclists crossing (westbound cars could also use this phase). <i>City response: A pedestrian Crossing is being added to the east leg of this intersection and signal phasing will ensure pedestrian and cyclist safety</i>

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Location	Stakeholder Question & Comment
William R Allen Rd. N (Northwest Parking lot)	<ul style="list-style-type: none"> ● Will there be parking here? And when HousingTO does their development are they planning for underground Green P parking? Where is the egress/ingress and drop off parking anticipated to be? <i>City response: Design of the proposed development is currently ongoing. While there will be no resident parking, it is the intention of the project team to provide some visitor parking at grade. Ongoing analysis is being done on the demand for parking in the area and strategies to minimize or restrict off street parking will be explored through the rezoning process. Similarly, the final access configuration has yet to be confirmed but will likely include an entrance to the site off of Eglinton. A fulsome traffic study will be prepared as part of the rezoning process which will be reviewed by the City of Toronto's transportation services staff. The study will assess potential traffic impacts and identify any mitigation measures needed to ensure the road network will continue to operate safely and acceptably upon completion of the development. CreateTO will continue to work with the EglintonTODay team, and the City of Toronto to ensure that the proposed development operates in a safe and efficient manner.</i>
Flanders Rd.	<ul style="list-style-type: none"> ● Pedestrians shouldn't be brushed aside. Notice how far the crossings are. You seem to be concerned about traffic above all else but if pedestrians don't enjoy the experience of riding the train here, they will drive.
Glenarden Rd.	<ul style="list-style-type: none"> ● CIBC uses this area for parking. <i>City response: Noted and parklette locations are being determined in collaboration with the local BIAs</i>
Menin Rd. & Old Park Rd.	<ul style="list-style-type: none"> ● There are currently two on-street parking spaces here. Will they be removed? We'd like to keep the spots.
Glen Cedar Rd.	<ul style="list-style-type: none"> ● We believe this is also an ideal location for a parkette because you have identified Glen Cedar Road as an important local street connection for cyclists to access natural valley and trail systems. <i>City response: Noted and parklette locations are being determined in collaboration with the local BIAs</i>
General	<ul style="list-style-type: none"> ● The four-lane option is preferable for the Upper Village BIA; however we are concerned about the implementation of such changes without a traffic study based on current data and holistic estimations of future population growth to support the efficacy of this layout and strategy. Moreover, the Upper Village BIA has a shortage of parking. We appreciate the offer to look into increasing nearby side street parking by creating one-way streets; however we believe that making such changes effectively requires a thorough, current traffic study to inform such decisions. <i>City response: Design revisions to reflect stakeholder needs are on-going</i>
Chiltern Hill Rd.	<ul style="list-style-type: none"> ● Side street that have parking close to Eglinton during peak hours should be re-examined as parked car narrow streets and prevent the ability to have two lanes for turning.
Chiltern Hill Rd. & Hilltop Rd.	<ul style="list-style-type: none"> ● This is a busy intersection. Would a traffic light here be better instead of at Rostrevor Road?

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Location	Stakeholder Question & Comment
General	<ul style="list-style-type: none"> There are a lot of bus stops being removed? Are they being replaced in different location? <i>City response: Bus stop locations are being reviewed with TTC to best align with the roadway plan, service needs, and pedestrian safety with as few adjustments as possible</i>
Bathurst St. & Old Forest Hill Rd.	<ul style="list-style-type: none"> Concerned about losing a lane at the eastbound intersection.

Bathurst Street to Duplex Avenue

Location	Stakeholder Question & Comment
Tarlton Road & Duncannon Dr.	<ul style="list-style-type: none"> There is a 174 space parking lot to the North. As a comparison, the walking distance from parking lot to shops is a fraction of what you see at malls and it could encourage drivers to stick around and walk more.
Castle Knock Rd.	<ul style="list-style-type: none"> Road safety can't wait. It's 2023...we've been waiting for decades already.
Castle Knock Rd.	<ul style="list-style-type: none"> There will always be a need to accommodate buses. Especially if the Crosstown LRT is down. Same as along Yonge and Bloor-Danforth.

Duplex Avenue to Mount Pleasant Road

Location	Stakeholder Question & Comment
Yonge St.	<ul style="list-style-type: none"> Would like to see a protected intersection here with leading pedestrian and cyclist signals. Also the Midtown Yonge Complete Street needs to come through the intersection and be connected north to Broadway. The Midtown Yonge bikeway needs to be extended north from Davisville to Eglinton to best take advantage of the Eglinton bikeway, as well as boost cycling volumes on Yonge Street. A protected intersection ought to be considered at Yonge Street and Eglinton Avenue. <p><i>City response: Leading pedestrian signals are standard across the City. The Yonge Street continuing North to connect Eglinton, Ridley Avenue and Bathurst Street across North York is under study as part of the Near-term Cycling Network Plan</i></p>
Dunfield Ave.	<ul style="list-style-type: none"> Will cycle tracks have curbs and bollards at this location? Otherwise vehicles will encroach in the bike lanes. Would love to see some large planter boxes to add some greenery. Happy to see integrated bus stops with the cycle tracks. <p><i>City response: The cycle tracks are protected throughout the corridor wherever feasible and planters to be included in appropriate locations</i></p>
Lillian St. & Redpath Ave. (Urban International School & Willowdale High School)	<ul style="list-style-type: none"> Agree on pedestrian crossings - the intervals between them are too long.

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Location	Stakeholder Question & Comment
Dunfield Ave.	<ul style="list-style-type: none"> Let's make sure we have Construction Zone Manager for these projects to ensure that there is safe passage provided as part of the development plan for people walking and biking.
General	<ul style="list-style-type: none"> Will there be a chance to add trees to the street?
Lillian St.	<ul style="list-style-type: none"> Would love to see some large-scale planters in here for greenery.
Lillian St. & Redpath Ave. (Existing Loading Zone)	<ul style="list-style-type: none"> Can these lay-bys have the cycle track elevated to be flush with the sidewalk to that people being dropped off don't need to climb over curbs to get to the sidewalk.
Redpath Ave.	<ul style="list-style-type: none"> In the presentation this was mentioned as an "informal" delivery and drop off zone. Will there be curbs and bollards between the paint and the cycle track? If not, blocking the bike lane is guaranteed. Would like to see a bike signal added to the leading pedestrian signal. These side streets are how people will access Eglinton on bikes, especially since there is no bike lanes on Mt. Pleasant, nor on Eglinton Avenue east of Mt. Pleasant. Can these be made into neighbourhood bikeways for pedestrians and cyclists are prioritized, parking is allowed and traffic speeds are reduced? Redpath Avenue is the only way to reach Eglinton Avenue from the north in this section if there is no bike lane on Yonge Street and no bike lane on Mt. Pleasant. We need to look at what can be done on Redpath Avenue to make it safe to get to Eglinton Avenue. Would like to see more Bike Share stations in the neighbourhoods north and south to bring people to Eglinton Avenue and the LRT stations. Are there any alternatives to the "flexi-post"? Something more artistic and reflective that also looks less inconsequential to drive over? <p><i>City response: Suggestions noted. Please see Cycling Network Plan for current network expansions</i></p>
Brownlow Ave.	<ul style="list-style-type: none"> Would like to see some items in the parkette that would be interesting to children even though space is limited. Perhaps a stepping stone path that they can hop along with some interactive elements. Can we look at curb extensions to square off this intersection as has been done elsewhere? <p><i>City response: Public realm design work will include the Mount Pleasant BIA, Eglinton Junior Public School and local stakeholders.</i></p>
Brownlow Ave. & Mount Pleasant Rd.	<ul style="list-style-type: none"> As this stretch is nearing the school can we do something on the sidewalk to make it more engaging for students to walk to school, such as sidewalk murals as has been done on Yonge by the Midtown Yonge BIA.
Mount Pleasant Rd.	<ul style="list-style-type: none"> Northern Secondary is just up the road. Provisions are needed to make it safe for students to bike from Eglinton Avenue to school. Need to consider a protected intersection here as well as leading pedestrian and bike signals.

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Location	Stakeholder Question & Comment
Mount Pleasant Rd. & Taunton Rd.	<ul style="list-style-type: none">• From here it looks like the roadway is opening up to more travel lanes. This will create capacity for more cars to the east and create a bottleneck as the vehicles approach Mount Pleasant Road. What can be done now to secure road space for future cycle tracks and wider sidewalks, which will require a removal of a vehicle lane or two? It will be difficult to get that space back after the LRT construction is over.