

**Date:** Wednesday, August 9, 2023

**Meeting Type:** Virtual

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

## **Project Overview:**

This was an inaugural meeting for the eglintonTOday Complete Street Project Stakeholder Advisory Group (“SAG”). The purpose of the SAG is 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:**

- Share information and receive feedback on the eglintonTOday Complete Street Project and the role of the Stakeholder Advisory Group (SAG)
- Mapping of key concerns
- Review of preliminary data collection & monitoring plan

## **Meeting Overview:**

- The meeting was facilitated by Maogosha Pyjor, Sr Coordinator, Public Consultation
- A discussion with Roger Browne, Director of Traffic Management and Jacquelyn Hayward, Director of Project Design and Management kickstarted the meeting.
- A presentation was provided by Kelsey Carriere, Senior Project Manager, Pedestrian and Cycling Unit, Transportation Services on a preliminary data collection & monitoring plan to inform traffic infiltration management approaches and a process to monitor and adjust the eglintonTOday Complete Street Project.
- Participants had ample opportunity to ask questions and hear responses from City staff.

## **Questions & Comments:**

The following questions and answers were provided during the meeting and have been categorized by the following topics:

1. Data collection – signals, tools, methodology
2. Design – Aesthetics, Bike Lane, Parking, Travel Lanes
3. Safety – Design, EMS
4. Construction Timelines
5. First SAG Meeting Reflection

## 1. DATA COLLECTION:

Questions and Comments	Project Team Response
<p>It is important to have a data-driven approach.</p> <p>Explain data collection and model for the intersection, corridor, and residential side streets. Do we have the data to support reducing the travel lanes for bike lanes?</p> <p>How will the timing of data collection work to support seasonal data collection in time to inform decisions for the Complete Street?</p>	<p>The data collection plan that we develop through conversation with the community will include key intersections along Eglinton Avenue as well as, including side streets, to measure neighbourhood impacts.</p> <p>We have access to a lot of data including technologies like video analysis that can distinguish various types of vehicles and road users to provide a current and accurate baseline model.</p> <p>This will be done quarterly to capture different seasons and will be compared to the existing model to understand its prediction of the current traffic situation.</p>
<p>Are you sure that the data collection and analysis can happen before implementation in summer 2024?</p> <p>Can we guarantee that the data will be collected and analyzed properly, including infiltration of traffic into residential streets, before we consider if we can reduce traffic lanes?</p> <p>Will the data collection and analysis be based on the same methodologies that have been deployed previously, i.e., skewed data collected during the pandemic (when people were generally working from home and there was a lower traffic on the streets)?</p>	<p>We can compare the first round of current data collection to the model that has been used to test the Complete Streets design to see how representative it is of today's situation.</p> <p>Neighbourhood infiltration solutions including creating one-way segments of street to avoid cut-through traffic can happen independently, without having to wait for the Complete Street installation.</p>
<p>Is the project team open to collect data over a longer period of time, i.e., from September to February, when the roads are affected by snow?</p>	<p>We can collect data quarterly throughout the year to capture seasonal variations. The same attributes, i.e., same of the week, time of the day, etc., will be used.</p>
<p>Do we have an understanding of which routes are being most heavily used to cut through neighbourhoods to access the Allen?</p> <p>Do we have origin / destination data for traffic that is travelling on the Allen, particularly for the trucks. If we know, could there be a</p>	<p>We have first hand knowledge from community members of the streets most impacted by north-south cut-through traffic including Westover Hill Road , Glen Cedar Road, Rostrevor Road, Chiltern Hill and Old Forest Hill Road.</p>

Questions and Comments	Project Team Response
<p>chance that the traffic be rerouted so that the Allen is not as congested?</p>	<p>One of the latest technologies we are using is Bluetooth readers allowing us to track origins and destination of vehicles.</p> <p>We can work with the community to one-way some local streets to cut down on cut-through traffic.</p>
<p>Before we dive into whether or not the narrowing of Eglinton is tenable, we need to first understand how many of the cars that would otherwise use Eglinton Ave. will use the residential side streets.</p> <p>Data collection should be more extensive, otherwise, it will not be able to reflect the true “mess” that residents are facing right now.</p>	<p>The City’s Data team plans to collect data from ~25 locations. About 12 are key corridor locations that must be included, the remainder are flexible and can be used to collect neighbourhood street data to inform decisions.</p> <p>A smaller group of SAG members will meet in advance of the second SAG meeting to discuss the data collection plan in depth.</p>
<p>Can the City work with Google Maps or WAZE so that it is not always sending them the same way or rerouting people away from congestion?</p>	<p>It is challenging to get Waze to reroute through different areas, but if neighbourhood streets are converted to one-way to address cut-through traffic, we alert google maps and WAZE to reflect this and direct drivers accordingly.</p>
<p>How can we be assured that the best approach will be applied to address the Eglinton / Allen intersection.</p> <p>Is there a role for pedestrian detection technology? Has it been used somewhere else in the city and how well has it worked?</p>	<p>We have an internal team of experts who will implement solutions once the intersection is passed back to the City using best practices from organizations like NACTO (National Association of City Transportation Officials) with the input of experienced consultants.</p> <p>Passive pedestrian detection (not requiring a pedestrian to push a button to activate a crosswalk signal) is a relatively new technology, and Eglinton would be the first location where this technology could be employed in Toronto.</p>
<p>The Martin Goodman Trail was designed based on past data and it was underestimated on how much people ended up using it.</p> <p>Can we use predictive analytics on how the use of this street will change, taking into</p>	<p>Globally, active transportation prediction is only in its infancy.</p> <p>Although we are experiencing high levels of mode shift and high usage of cycling facilities throughout the City, given the unique nature of the Eglinton / Allen neighbourhood we are being very conservative in our expectation of</p>

Questions and Comments	Project Team Response
consideration of the designed and planned changes such as the LRT?	mode shift in the traffic models used on Eglinton.
Are there speed or red-light cameras that are potentially able to be leveraged for traffic data collection, especially in terms of traffic volumes?	<p>There are privacy issues with that data because it is tied to license plates.</p> <p>The LiDAR detection technology that we are using, which is an anonymous technology, is equally as accurate for counting cars, pedestrians, bikes.</p>
Can you share detailed information about the Green P parking lots along Eglinton. How full are they at different times of day?	We have capacity counts (see below) and can access time of day data from Toronto Parking Authority.
Will the study include the counts for left hand turn lanes?	All turns are incorporated into the current model and upcoming data collection methods account for all modes and all turns.
What is the scope of work for a consultant that the City will hire to support improvements to the Eglinton / Allen intersection. What are the timelines for issuing the Request for Proposal?	We use a roster assignment of qualified consultants which typically only takes two weeks to a month to get a consultant on board.

Green P Parking Capacities along Eglinton Ave W, in relation to BIA boundaries:

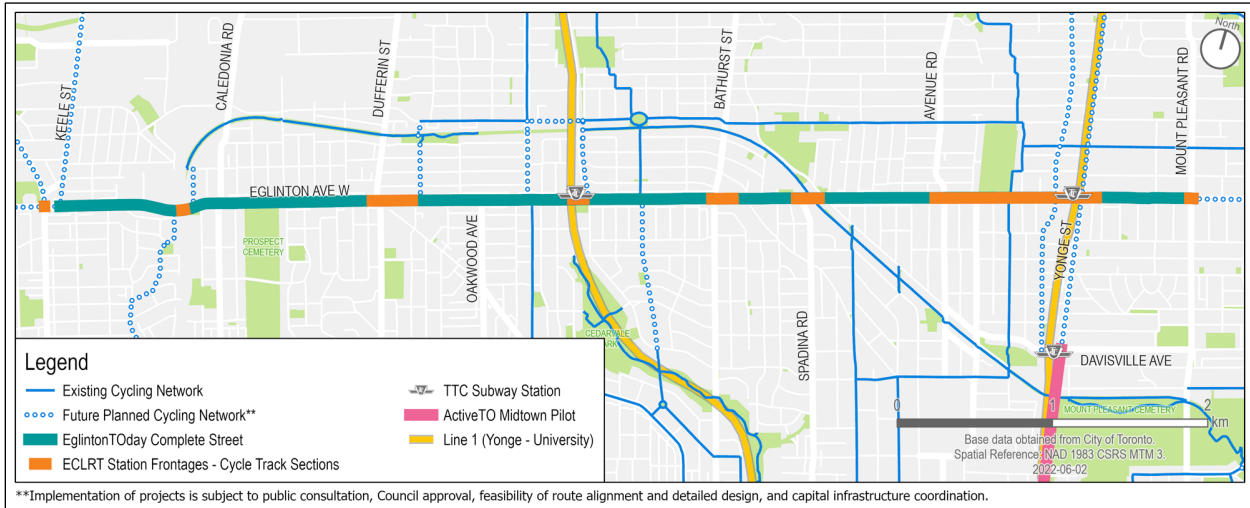


## 2. DESIGN:

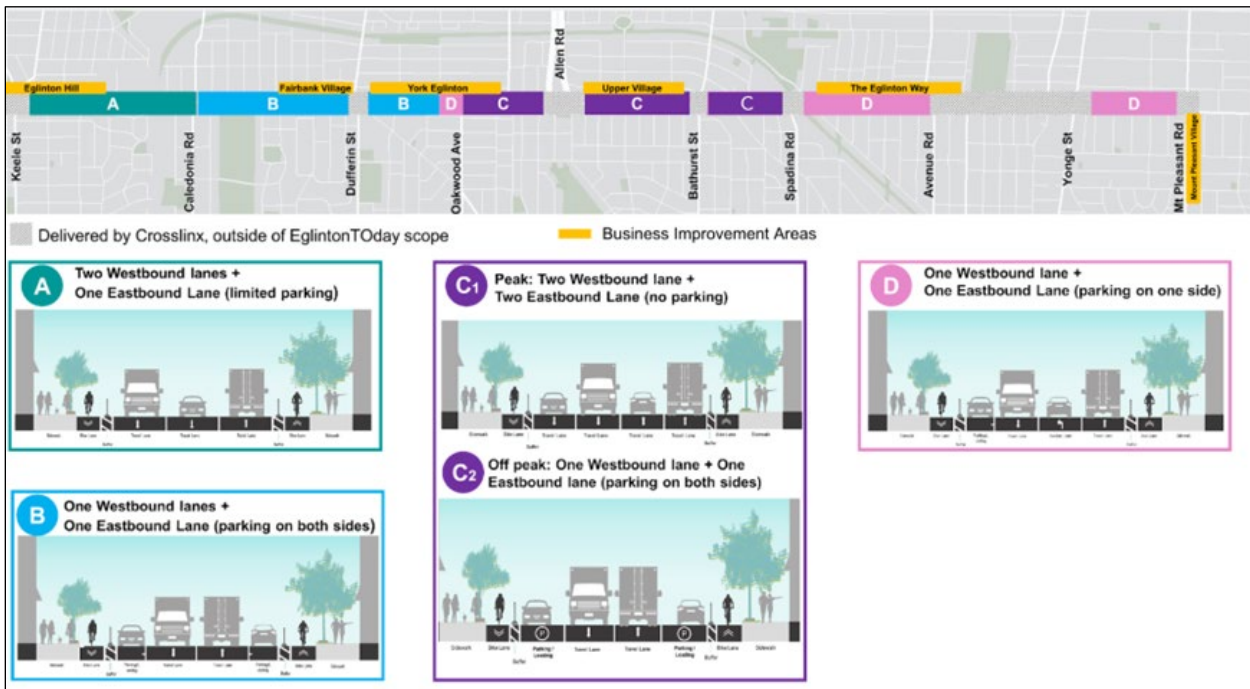
Questions and Comments	Project Team Response
<p>What is the extent of the complete street work? Could bike lanes be moved to the sidewalk?</p>	<p>The eglintonTOday Complete Street project is focused within the right of way on the street, and is planned to happen in conjunction with the road repaving to align, timing wise, with the opening of the Crosstown LRT.</p> <p>Sidewalks are being repaired, but will not be reconfigured currently and the wider boulevard envisioned through the Eglinton Connects plan will happen gradually as new developments contribute to the public realm of Eglinton Avenue.</p>
<p>Please explain the lane configurations as they are planned near the Allen interchange. It seems similar to what is there now.</p> <p>Will peak hours stay the same as they are now?</p>	<p>The proposed lane configuration near the Allen would have two lanes in each direction during rush hour and parking in the curb lane during off-peak hours. See sections C1 (during peak travel times) and C2 (off peak) in the image below.</p> <p>Peak hour times can be discussed and adjusted.</p>
<p>Can we reroute bike lanes to side streets between Oakwood Ave. and Bathurst St.?</p>	<p>The installation of bike lanes along the corridor is a council-mandated to connect the neighbourhoods and businesses along Eglinton in an efficient coherent way, not unlike how transit is prioritized to run along linear corridors, but the project team is open to exploring options.</p>
<p>Will trees be replanted?</p>	<p>Planters will be added in some areas as buffer zones on the roadway. eglintonTOday is an interim phase of a longer-term vision for Eglinton Connects, which will eventually enhance the sidewalks and add street trees.</p>
<p>Businesses closer to Allen Rd. are suffering with no parking</p>	<p>The current proposal has a lane configuration very similar to today with two lanes of traffic during peak travel times and parking on the curb lane the remainder of the day. The SAG will work together to refine which elements should be refined over the next several months.</p>

Questions and Comments	Project Team Response
<p>Parking is a concern; some businesses have no parking at all. With regards to not allow parking at peak hour, I suggest looking at the block-by-block situation because some businesses are suffering or closing as a result.</p>	<p>We continue to look into where we can fit more parking including accessible parking spaces wherever possible.</p>
<p>Regarding cross sections shown, much of Eglinton is based on a four-lane template, including two bike lanes. Can the section C design with off-peak parking be applied to section D?</p>	<p>It is technically possible. We can discuss directly with the BIAs involved to ensure that the impact and logic of the various lane configuration models are well understood.</p>
<p>BIA representatives expressed preference for the 4-lane model to keep traffic moving, yet also a concern to prioritize parking. Interest in extending the “C” lane configuration further West.</p>	<p>Kelsey is meeting individually with BIAs to discuss the concerns and the outcomes of the various proposed lane configurations.</p>
<p>Dedicated left turn lanes between Hilltop Rd. and Chiltern Rd. are needed</p>	<p>The road width does not allow for dedicated left turn lanes everywhere. We have prioritized them at major intersections like Bathurst and Oakwood to help keep traffic out of neighbourhoods and on the arterial streets.</p>
<p>At present, no left or right turns are allowed at the Yonge and Eglinton intersection. Metrolinx cannot answer if there will be turns in the future at this intersection. Right now, it just sends all of the cars into our residential areas. What is planned for this area?</p>	<p>Yonge and Eglinton is one of the Metrolinx implemented sections built based on designs approved ago. Once the intersection is handed back to the City, revisions could be considered. Currently that is outside of the design work for the complete street project.</p>
<p>York Eglinton BIA has seen bike lanes being installed and 15 parking spaces being removed. Will the lanes be permanent and those parking spaces lost permanently?</p>	<p>The recently installed raised bike lanes on Eglinton are part of the Metrolinx sections that were designed over a decade ago. The role of the Complete Streets project is to connect these currently isolated segments of bike lane.</p> <p>Until each of these sections are complete, inspected and approved, the City cannot make any adjustments to these sections.</p>

Map of EglintonTOday Complete Streets project limits highlighting Metrolinx delivered sections:



Proposed Cross-sections:



### 3. SAFETY:

Questions and Comments	Project Team Response
<p>There have been accidents on Eglinton recently, particularly around Hilltop Rd. and Chiltern Rd. intersection. It is important to look at a block-by-block solutions because each block has their own challenges.</p>	<p>The design team is taking a block-by-block approach, hence the various lane configuration approaches in different neighbourhoods along the corridor. We conducted loading/delivery surveys with businesses to determine specific operational requirements.</p>
<p>Other safety concerns include:</p> <ul style="list-style-type: none"> <li>• Difficult to cross Eglinton Ave. as a pedestrian</li> <li>• Larger trucks drive very aggressively</li> <li>• Road signs don't seem to help</li> </ul>	<p>Besides the bike lanes and adjustments and enhancements to problematic locations we are adding Leading Pedestrian Interval signals which gives pedestrians a head start crossing at intersections and we are adding several new crosswalks and a new traffic signal at Croham Rd.</p>
<p>The goal for the project should be to develop a sustainable vibrant community which is safe for everyone (particularly pedestrians).</p> <p>Safety concerns regarding aggressive driving behaviour particularly from truckers also needs to be addressed. If possible, should permit large trucks only between 9 p.m. – 8 a.m.</p> <p>The upper village BIA is concerned about the proposed parking restrictions during peak hours throughout the entire Section C (between Oakwood Avenue and Spadina Road).</p>	<p>The Complete Streets approach being used to direct the design for eglintonTOday takes all road users into consideration to create a balanced and efficient roadway that is safer for vulnerable road users.</p> <p>The sections closest to Allen Road, between Oakwood and Spadina would work very similarly to the current condition with two lanes in each direction during rush hour and curbside parking on both sides of the street the rest of the day.</p>
<p>Will Emergency Medical Services response times be documented? Community members are concerned about congestion impacting EMS response times.</p>	<p>We work very closely with EMS and they review all of the designs to ensure that they will be able to meet standards.</p> <p>Current and ongoing response time data can be accessed from EMS for our analysis.</p>



## 4. CONSTRUCTION AND TIMELINES:

Questions and Comments	Project Team Response
<p>Can you confirm water mains replacement schedule (2026 – 2028) and if it will impact complete street installation afterwards.</p>	<p>Water main replacement is currently scheduled for 2026-2028 in sections of Eglinton. This construction will happen in isolated stretches over three years, so will have minimal impact on the complete street installation. While the City works hard to coordinate infrastructure projects to minimize ongoing disruption, the repaving of Eglinton Avenue is urgently needed and cannot be postponed until the completion of water main work in 2028.</p>

## 5. First SAG Meeting Reflection:

Questions and Comments	Project Team Response
<p>Pleased with how the first SAG meeting rolled out, but it is important to have Jacquelyn Hayward, Roger Browne, and Hao Le committed to attend future SAG meetings.</p>	<p>Their attendance to all SAG meeting is not confirmed, but where appropriate, we will bring them on to attend.</p> <p>Other teams that may be relevant may be the Design Team or the Data Analytics Team, depending on the meeting agenda.</p>
<p>Can we share meeting content with the public?</p>	<p>These meeting notes will be shared with SAG members and uploaded onto the project website. SAG members are welcome to share them with their community members.</p>
<p>Format of the current meeting worked well. Could allow reactions for thumbs up, etc. Also make more use of chat.</p>	<p>The next SAG meeting is scheduled for Sept 6th at noon. SAG members will have received an invite and other are welcome to attend as observers with space allocated at the agenda, if available to open the floor to questions and comments from observers.</p>

The following questions and comments were submitted ahead of and during the meeting and are recorded for follow-up by the project team:

Questions & Comments	Project Team Answer
Is fare integration between TTC, UP Express, Grand River Transit, MiWay, etc., outside the scope of the project?	Fair integration is beyond the scope of the Complete Streets project, but Metrolinx and various transit organizations are working together to streamline payment across transit systems.
Are we limited to traffic signs that already exist?	The Ontario Traffic Manual lays out approved and appropriate signage for most on-street needs, but custom signage can be created and approved to address some site-specific requirements.

**Participants:**

**Councilors Representatives:**

Andy Stein, Councillor Office representative, Eglinton – Lawrence  
 Nathan Wener, Councillor Office representative, Toronto – St. Paul’s

**Business Improvement Areas:**

Eglinton Way  
 Fairbank Village  
 Mount Pleasant Village  
 Upper Village  
 York-Eglinton

**Ratepayers’ and Residents’ Associations:**

Avenue Road–Eglinton Community Association  
 Cedarvale Upper Village Community Group  
 Eglinton Working Group  
 Lytton Park Residents Organization  
 South Eglinton Davisville Residents’ Association

**Project Team and Panelists**

Jacquelyn Hayward, Director, Project Design and Management  
 Roger Browne, Director, Traffic Management  
 Kelsey Carriere, Senior Project Manager, Project Design and Management  
 Hao Le, Senior Engineer, Traffic Systems Operations  
 Ron Nash, BIA Office, Economic Development  
 Maogosha Pyjor, Senior Coordinator Public Consultation, Public Consultation Unit  
 Jason Diceman, Senior Coordinator Public Consultation, Public Consultation Unit  
 Pablo Munoz, Senior Coordinator Public Consultation, Public Consultation Unit  
 Carol Lee, Coordinator Public Consultation, Public Consultation Unit