

Date: Wednesday, September 6, 2023

Meeting Type: Virtual

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

Project Overview:

A second 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:

- Review of minutes and action items from Meeting #1
- Report on project updates and progress
- Discussion on data collection and monitoring plan

Meeting Overview:

- The meeting was facilitated by Robyn Shyllit, Supervisor, Public Consultation Unit
- A presentation was provided by Kelsey Carriere, Senior Project Manager, Pedestrian and Cycling Unit, Transportation Services on minutes and action items from previous meeting as well as reporting on project updates and progress
- The meeting was joined by Jesse Coleman, Manager, Transportation Data & Analytics, to discuss data collection rationales, methods, and mechanisms for the data collection and monitoring plan
- Participants had ample opportunity to ask questions and receive 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. Design And Aesthetics
2. Pedestrian Safety and Construction Impacts
3. Data Collection Scope and Methodology
4. Data Collection Period
5. Project Phasing and Monitoring
6. General – Project Progress and Collaboration
7. Action Items

1. DESIGN AND AESTHETICS:

Questions and Comments	Project Team Response
Can you provide some clarity as to signs and lines markings?	Skip lines (i.e., dotted lines directing vehicles turning through intersections) have been installed at the north-bound Allen intersection, and will soon be added to the southbound Allen intersection as well to minimize confusion and direct vehicles to the correct lane. A yellow hatched TTC box has been painted to keep the turn lane for buses exiting Eglinton West Station clear and avoid further congestion. Directional signs to demarcate the through and turn lanes have been added in both directions in advance of the Allen intersection but will be further improved to minimize confusion and to get motor vehicles in the correct lanes well in advance to avoid mid-intersection lane changes, further congesting the intersection. <i>*Update since our meeting:</i> As the City is preparing to resume management of the intersection from Metrolinx, they are also planning to replace the west-most traffic pole island at Allen South with suspended overhead traffic signals to create a second left turn lane for Allen north from the onset of the intersection addressing this pinch-point.
Concerned that the lack of trees and concrete surfaces after implementation will make this stretch of Eglinton Ave. W. vulnerable to the heat island effect. More trees should be planted/replanted.	The long-term vision for Eglinton includes a fully treed corridor. As part of the Complete Street project planters will be added in collaboration with the BIAs which can include tall fast growing climbing plants to add foliage if desired. With every new development, setbacks from the road are increased with ample trees added to include proper space underground for root growth. Through the BIA's streetscape masterplan work trees can also be prioritized, every opportunity to add trees as part of our public realm work will be taken. We recognize that it is important to provide ample root space below ground for trees to survive, and in

Questions and Comments	Project Team Response
	many cases, it would require a fair amount of construction to properly plant trees. ACTION ITEM 1: Kelsey will follow up with Urban Forestry to understand current plans for Eglinton and opportunities to bundle with sidewalk repairs etc.
In terms of potential mazing for side streets, we may consider implementing one way mazing. How do we recommend which streets will be made one way in direction? Does the City collect the data and come back with a recommended framework?	The Complete Street Project Manager is working with the Data and Analytics Team to develop a proposal which will be confirmed with SAG members at our next data-specific SAG meeting, and the plan will be adopted during the data collection phase. Once we have collection data confirming or challenging our proposal, a decision can then be made regarding which streets to convert to one-way, so as to address the neighbourhood infiltration issue and be implemented with our Councillors' support.
In terms of road design, we require a right turn lane onto Hilltop Rd.; there is no parking and people end up parking in side streets	Right turns onto Hilltop Rd. can be made from the curb lane. Within the Complete Street design, this section of Eglinton Ave. will have 4 lanes (two in each direction) during peak hours, with off-peak parking. Adding a left turn lane would mean that one of these directions of traffic would only have one lane of traffic and no parking. Given the vibrant commercial nature of this area, parking and through traffic have been prioritized, and eastbound vehicles wishing to enter the Hilltop Rd. neighbourhood would simply continue one block further north, make a left turn at Bathurst St., and enter the neighbourhood via Wembley Rd.

2. PEDESTRIAN SAFETY AND CONSTRUCTION IMPACTS:

Questions and Comments	Project Team Response
Permits were issued to Metrolinx for road allowance at Eglinton Ave. and Avenue Rd., however they are not responding to critical impacts. Transport trailer parked on the northbound lane on Avenue Rd. is currently used for convenient storage, which resulted in traffic and inconvenience that are impacting the local community and businesses. Are there any remedies for this?	The Complete Street Project Team has raised this issue with Metrolinx.
Parking, safety, noise, speeding inconsiderate drivers continue to be issues. Crossing Eglinton Ave. has become incredibly dangerous for pedestrians. We need to add another "Do not block intersection" sign at Hilltop Rd. and Eglinton Ave. Crossing that intersection is incredibly dangerous, particularly for the elderly.	The Complete Street design includes the addition of several missing crosswalks and the addition of Leading Pedestrian Intervals (a head-start for pedestrians at traffic signals) to improve safety. Need for "Do not block intersection" sign has been noted, and neighbourhood mazing should eliminate frustrated drivers trying to reach Allen Rd. via Hilltop Rd.
The intersection at Hilltop Rd. has seen several accidents: speeding cars, angry drivers, noise, crosswalk in the wrong spot, these need to be addressed.	During construction phase, another layer of chaos was added to the area – the Complete Street design intention is to create more order and to provide an intuitive street that is safer and easily traversed. The design team will look specifically at the Hilltop Rd. and Chiltern Hill Rd. area to address safety concerns.
There have been two serious pedestrian incidents in the area recently including a fatality, and there is a concern that construction work zones contribute to unsafe road conditions.	The two recent traffic incidents at Oakwood Ave. / Howard Park Ave., and at Vaughan Rd. / Atlas Ave. are a heartbreaking reminder of the impact of dangerous driving. ACTION ITEM 2: The project team will connect with VisionZero to understand the details of these incidents and if there are safety measures that should be taken in this area in our constant efforts in advocating for and building safer streets. ACTION ITEM 3: The project team will convey the importance of workzone safety protocols to relevant teams/ contractors.

Questions and Comments	Project Team Response
There weren't any traffic wardens present at Eglinton Ave./ Allen Rd. on the first day of school and they are needed on site. Please put more resources there as promised.	The project team has met with the director of Traffic Management who has made this intersection and presence of traffic wardens a key priority. Although there have been a few days where unfortunately illness or scheduling issues have meant that that no wardens were present, they are booked for every rush hour every weekday until the signal matters get resolved.
Where are the pedestrian push buttons located?	1. North-east corner of Eglinton Ave. and Allen Rd. 2. east-west crosswalk on the north side (15 seconds every single cycle)
There is a pedestrian gap on Vaughan Rd., a fatal accident took place there, which is directly related to the Allen Rd. Atlas Ave., Winona Dr., and Alameda Ave. were used as shortcuts from the Allen Rd. Intervention should take place at Alameda Ave. (between Oakwood Ave. and Marlee Ave.) to break it up, so that people will stop using it as a shortcut to the Allen Rd. Can the crosswalk that used to be there be put back on to Eglinton Ave. Most of the business are in the middle between the exiting crosswalks (Eglinton Ave. between Oakwood Ave. and Marlee Ave.) There is too much distance between crosswalks for pedestrians (especially seniors).	Plan to collect more info and data through the data collection and monitoring plan to identify issues and "mazing" opportunities at the area for implementing appropriate solutions. Missing crosswalks will be added at Oakwood Ave. and Marlee Ave. ACTION ITEM 4: Will take this back to the design team to see about the possibility of adding a crosswalk at Alameda Ave.
The south side sidewalk on Oakwood Ave. up to Alameda Ave. is a tripping hazard and in a terrible state. Sidewalks need to be completely replaced to support businesses, rather than patching works in sections.	The Road Operations team is currently preparing to tend to many segments of sidewalk repairs along Eglinton Ave. ACTION ITEM 5: A list of sidewalk repair sites will be shared with BIAs. If there are problematic areas that are not on the list, please alert the project team and concerns will be passed along to the Road Operations team.

Questions and Comments	Project Team Response
It's great that the City is being proactive with the Complete Street Projects. They're much safer for people who are walking and cycling.	The Complete Streets project aims to create a safe, intuitive roadway for all, including pedestrians, people cycling, motor vehicle traffic and transit.

3. DATA COLLECTION SCOPE AND METHODOLOGY:

Questions and Comments	Project Team Response
What is the scope of data collection plan? Will pedestrian movement data be part of the data collection plan?	The project team will be collecting volume and movement counts for all modes of transportation for about 25 locations, including key sites along the Eglinton corridor, as well as within neighbourhood streets to help determine the best approach in addressing neighbourhood infiltration. There are traffic origin/destination tools available, however, as discussed during our last meeting with Roger Browne, this technology is still a little bit in its infancy
We were promised a block-by-block approach for Eglinton Ave. W . Hopefully that is still occurring.	The Complete Street was very much designed on a block-by-block basis with several different lane configuration approaches proposed along different stretches of Eglinton Ave. depending on their needs, road widths, and the proximity to Allen Rd. A hyper-local approach will also be applied to addressing and one-way conversions of sections of neighbourhood streets to address traffic infiltration.
Eglinton has been under attack and under construction for the past 10 years. People are choosing new routes through the area on a day-to-day basis due to the different construction stages that take place there. How can the data collection address the constant changes?	Now that construction is near completion, we can get a good baseline of data through the corridor. We will continue to gather data throughout the opening of the LRT and upcoming Complete Street installation to track and understand the direct impacts of various changes to the street and traffic patterns.
The last few serious accidents have all involved trucks – will the data collection take into account the number of trucks that pass along by Eglinton Ave.? In addition to using cellphone ping data to	Truck data is distinguished as part of the data collection. There are a few tools to track Origin/Destination information, there are various vendors that provide these data

Questions and Comments	Project Team Response
track movements, can we also use a license plate traces/ reader?	collection tools, we will identify the best tools to use for different information to be collected.
How do we determine which tools to be deployed under different situations and locations? Do we need to do smaller block-by-block meetings? Is there an interactive map that can collect comments from each area? Modeling should be done by experts at the City after the data collection.	The project team is currently developing a tool for community members to note concerns and inform the data collection plan. The City team, including expert traffic engineers will review the new counts in relation to the previous traffic model (built from pre-construction data) and apply to the Complete Streets accordingly.

4. DATA COLLECTION PERIOD:

Questions and Comments	Project Team Response
Fall, winter, and spring data should be collected (to account for different weather conditions) and used for modeling, taking into consideration of projection for future growth before any lane reduction and/or implementation takes place. Data collection and analysis in the fall and implementing right away in the spring is not acceptable.	There is not that much of a seasonal variability. Sometimes there are differences between summer and winter data counts, but spring and fall are typically quite comparable, which make them the standard data collection seasons. Understanding seasonal variability is important but it does not need to slow our ability to make decisions. Once the first round of data collection is complete, we can compare the counts to the current data set (that informed the traffic modelling for the Complete Street), so as to verify the accuracy of the previous model and apply to future modelling accordingly.
Steps to be taken should be: • Data collection on existing situation • Modeling of different scenarios • Identify best option • Report to council • Implementation	Although a full area transportation plan has not been completed, the data collection plan we are currently working on will provide a lot of the answers we would seek from an area transportation plan in order to address neighbourhood infiltration, and provide an accurate baseline to support decision-making and traffic modelling long the corridor.

5. PROJECT PHASING AND MONITORING:

Questions and Comments	Project Team Response
We cannot implement the Complete Street Project and <i>then</i> do an area plan. An area transportation plan must be developed <i>before</i> we implement the Complete Street Project installations.	The process is an iterative one. We will first conduct our fall data collection and then compare with the existing traffic modelling and reassess accordingly.
The area between Oakwood Ave. and Bathurst St. will need a detailed monitoring plan that will collect data throughout the year to account for all seasons Are you monitoring the noise level of trucks and non-compliance of no turn signs.	The area, including neighbourhood streets between Oakwood Ave. and Bathurst St. is the focus of monitoring along with the whole corridor from Keele St. to Mount Pleasant Ave. Noise levels can be measured where required, and compliance can also be monitored in key problematic locations.

6. GENERAL – PROJECT PROGRESS AND COLLABORATION:

Questions and Comments	Project Team Response
An interactive map would be helpful so that each neighbourhood/ block can contribute their concerns/ comments, and data collection point recommendations can be shared in real time.	The project team is working on developing this tool and will follow up with SAG members to contribute to this in the coming weeks.
Southbound line markings have not been done yet?	Status was “Pending” last week, yet to be updated, but are on priority list. Timelines rely on work progress between Metrolinx projects and sites that are handed back over to the City. The final inspection and hand-over of the Eglinton Ave. / Allen Rd. intersection is anticipated to happen within two weeks, which will facilitate the City's ability to make quick changes.

7. ACTION ITEMS:

- **ACTION ITEM 1:** Kelsey will follow up with Urban Forestry to understand current plans for Eglinton and opportunities to bundle with sidewalk repairs etc.
- **ACTION ITEM 2:** The project team will connect with VisionZero to understand the details of these incidents and if there are safety measures that should be taken in this area in our constant efforts in advocating for and building safer streets.
- **ACTION ITEM 3:** The project team will convey the importance of workzone safety protocols to relevant teams/ contractors.
- **ACTION ITEM 4:** Will take this back to the design team to see about the possibility of adding a crosswalk at Alameda Ave.
- **ACTION ITEM 5:** A list of sidewalk repair sites will be shared with BIAs. If there are problematic areas that are not on the list, please alert the project team and concerns will be passed along to the Road Operations team.

PARTICIPANTS:**Councillors Representatives:**

Caroline Duffy, Councillor Office representative, Eglinton – Lawrence
Nathan Wener, Councillor Office representative, Toronto – St. Paul's

Businesses:

Black Business and Professional Association
Fairbank Village BIA
Mount Pleasant Village BIA
Oakwood Village BIA
The Eglinton Way BIA
Upper Village BIA

Community and Resident Groups:

Avenue Road–Eglinton Community Association
Cedarvale Upper Village Community Group
Cycle Toronto
Lytton Park Residents Organization
Oakwood Vaughn Community Organization
Oriole Park Association

Project Team and Panelists

Kelsey Carriere, Senior Project Manager, Project Design and Management
Jesse Coleman, Manager, Transportation Data & Analytics
Ron Nash, BIA Office, Economic Development
Mirella Marino, BIA Office, Economic Development
Robyn Shyllit, Supervisor, Public Consultation Unit
Carol Lee, Coordinator Public Consultation, Public Consultation Unit
Michele Blackwood, Coordinator Public Consultation, Public Consultation Unit