

# 13 ALTERNATIVES TO BE CONSIDERED

## DIFFERENT ELEMENTS

- Vehicle technology options
- Physical configuration options
- Routing and service options

## ▪ VEHICLE TECHNOLOGY

Yokohama VVA Bus



Boston Silver Line Bus



Portland Streetcar



Portland Streetcar



Denver Streetcar



WHAT DO YOU THINK IS IMPORTANT IN CHOOSING A PREFERRED VEHICLE TECHNOLOGY?

# 14 | PHYSICAL CONFIGURATION OPTIONS

▪ EXAMPLES INCLUDE:  
(BUT ARE NOT LIMITED TO)

- Mixed traffic operation, with or without transit signal priority
- Reserved lanes or tracks in protected rights-of-way
- Reserved lanes or tracks in partially-protected rights-of-way
- Reserved lanes in the median or centre of the roadway
- Reserved curb lanes
- High occupancy vehicle (HOV) lanes
- Reversible contra flow lanes in centre median

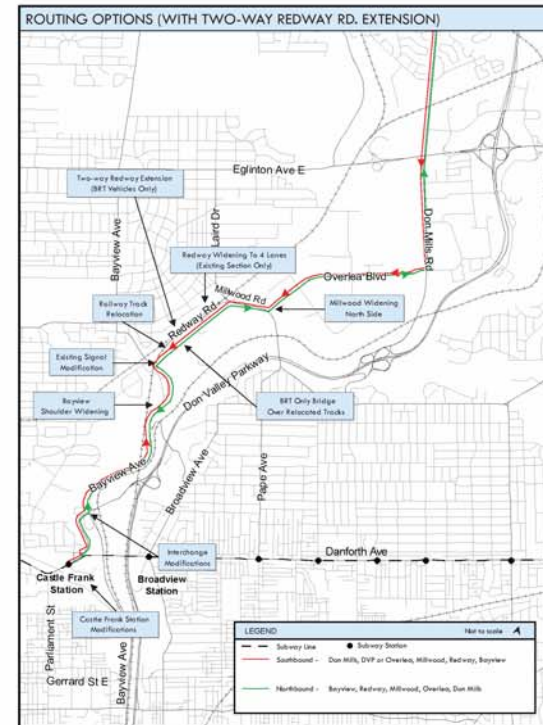
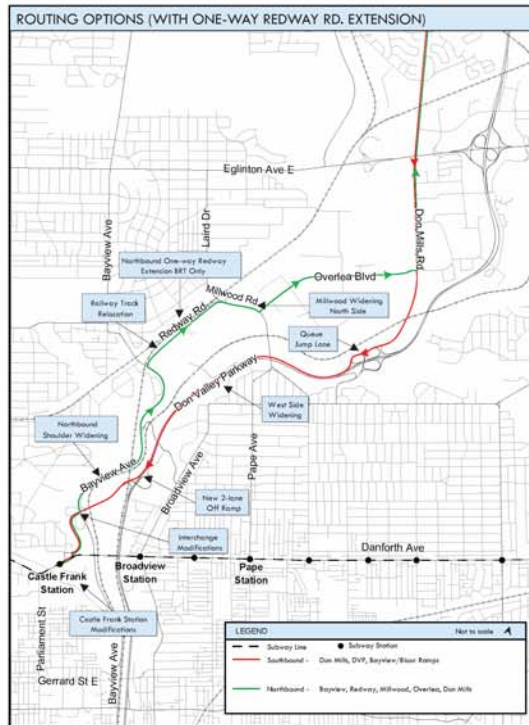
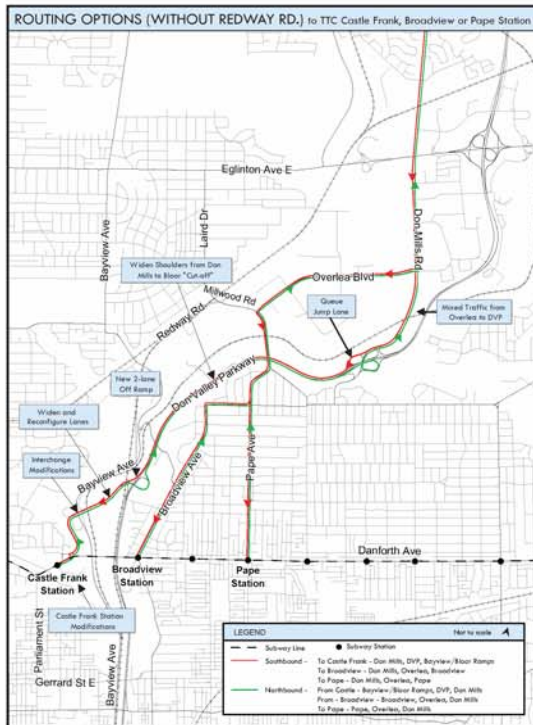


WHAT DO YOU THINK IS IMPORTANT IN CHOOSING A PHYSICAL CONFIGURATION?

# 15 ROUTING OPTIONS

## ROUTING OPTIONS TO BE EVALUATED DURING THIS EA:

- Route options evaluated during the March 2005 Master Plan study (See Images)
- Council directed option - A transit stop/station on Bayview Ave, with a vertical connection to the Castle Frank Station by way of a people mover (e.g. elevator or covered escalator)
- New routing options identified during this EA study



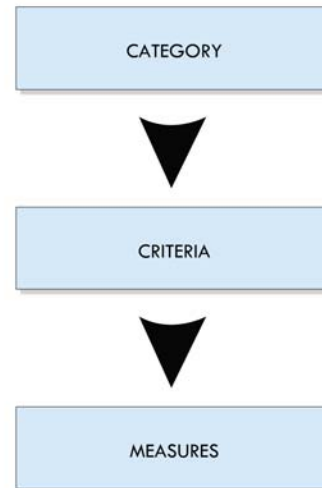
WHAT DO YOU THINK IS IMPORTANT IN CHOOSING A PREFERRED ROUTE?

# 16 EVALUATION CATEGORIES

## MAJOR CATEGORIES:

Each route and technology will be evaluated using these major categories:

- Effects on transit service reliability, capacity, and use
- Effects on transportation service and operations
- Community effects (including social, cultural, business, property)
- Effects on Don Valley natural features
- Cost
- Flexibility for potential future extensions
  - Downtown Core (South of Dundas Street) and Waterfront district; and
  - North of the Sheppard subway and into York Region



WHAT CATEGORIES DO YOU THINK ARE MOST IMPORTANT?

# 17 | WE NEED YOUR INPUT

## PUBLIC CONSULTATION PLAN:

- Open Houses or Workshops will be held at three key points during the Environmental Assessment Study. This is the first public consultation event.
- Become involved:
  - Attend an Open House, talk to the Project Team, and give us your comments
  - Attend and participate in a future Workshop led by the Project Team
  - Contact the Project Team
    - Call our 24-hour comment line – 416-397-7777
    - Email your comments – [donmillstransitea@toronto.ca](mailto:donmillstransitea@toronto.ca)
  - Send a comment form by fax, prepaid envelope (available at all Open Houses and Workshops) or give it to a staff person today

## KEEPING YOU INFORMED COMMUNICATION STRATEGY:

- Regular contact at key points in the project may include:
  - Direct Mailings (to residents, businesses, ratepayers, other stakeholders on the study mailing list) – Leave your name and address at the front desk if you want to be added to the mailing list
  - Advertisements in local newspapers
  - Study newsletter/flyers
  - Study website: [www.toronto.ca/involved/projects/don\\_mills](http://www.toronto.ca/involved/projects/don_mills)

# 18 | NEXT STEPS

- View the Draft Terms of Reference on the Study Website ([www.toronto.ca/involved/projects/don\\_mills](http://www.toronto.ca/involved/projects/don_mills))
- The City and the TTC will revise the Terms of Reference based on public input received through the Open Houses, emails, Phone Calls and Comment forms.
- Spring 2006 - The Terms of Reference will be submitted to the Ministry of the Environment (MOE). Document will be made available for a minimum 30-day mandatory review period at City of Toronto and MOE offices, study area libraries and posted on the City of Toronto ([www.toronto.ca](http://www.toronto.ca)) and MOE ([www.ene.gov.on.ca](http://www.ene.gov.on.ca)) websites.
- The Environmental Assessment Study will proceed in Summer/Fall 2006. Some data collection activities may occur during Spring/Summer 2006

The next Public Open Houses will likely occur in Fall 2006, during Stage 2 of the Study

Don't forget to put your name on the mailing list if you want to be notified of upcoming events

## CONTACT US

Have any Suggestions, Ideas, Questions or Concerns?

Want to get on our project mailing list?

Telephone: (416) 397-7777

TTY: (416) 397-0831

Fax: (416) 392-2974

Email: [donmillstransitea@toronto.ca](mailto:donmillstransitea@toronto.ca)

Website: [www.toronto.ca/involved/projects/don\\_mills](http://www.toronto.ca/involved/projects/don_mills)

Pick up a comment sheet, leave it today, fax it, or use a postage-paid envelope.

**Appendix III**  
**Key Issues Raised by Public and Stakeholders**

## Key Issues Raised By Public And Stakeholders

Subject	Summary Of Comments	Response
1) Transit Priorities	<ul style="list-style-type: none"> <li>a. City of Toronto and TTC should direct more funding and effort to expanding existing subway system and profitable routes (ie Spadina Subway Extension and in downtown core)</li> <li>b. City of Toronto and TTC should improve public transit connections to outlying subway stations (i.e. to/from York Region)</li> </ul>	<ul style="list-style-type: none"> <li>a. Environmental Assessments (EAs) are either underway or recently completed for an extension of the Spadina subway, for surface transit facilities which will improve the connection between York Region and TTC subway stations, for the provision of new services to and from Toronto's Waterfront and elsewhere in the City.</li> <li>b. Improvements, in addition to those currently under study, are included in the TTC's Ridership Growth Strategy, the City/TTC Building a Transit City plan and the City's Official Plan (Map 4 - Higher Order Transit Corridor and Map 5 Surface Transit Priority). Section 2 of the ToR has been revised to include expanded discussion of transit connections to outlying areas.</li> </ul>
2) Criteria for Evaluating Alternatives	<ul style="list-style-type: none"> <li>a. Consider a measurable reduction of private vehicular traffic in favour of transit</li> <li>b. Natural Environment criteria should not be overlooked</li> <li>c. Easy access to the new line essential</li> <li>d. Cost should be an important criteria</li> <li>e. Consideration for possible future service extensions north and south should be an important criteria</li> </ul>	<ul style="list-style-type: none"> <li>a. Comments will be carried forward to EA Study</li> <li>b. Specific Natural Environment criteria will be discussed in more detail during the EA Study</li> <li>c. Comments will be carried forward to EA Study</li> <li>d. Comments will be carried forward to EA Study</li> <li>e. Comments will be carried forward to EA Study.</li> </ul>
3) Routing Options	<ul style="list-style-type: none"> <li>a. Not enough detailed information was provided regarding routing options (specifically Castle Frank Station terminus) and their potential impacts re: noise, air quality, natural environment, traffic, property and heritage</li> <li>b. Routing alternatives should not include options to the Bloor-Danforth subway, rather should have the ability to be extended south to serve the Downtown and Waterfront</li> <li>c. Ability to interchange with other routes important</li> <li>d. Maintain flexibility for future extensions</li> <li>e. Use Chester subway rather than Castle Frank subway as destination due to existing high pedestrian and traffic congestion at Castle Frank</li> <li>f. Preference for a passenger connection to Castle Frank station from a transfer facility in the Don Valley, below the Bloor viaduct instead of expansion of existing bus terminal</li> <li>g. Concern that an extension of Redway Road will be used by all types vehicles</li> <li>h. Potential air quality and health effects need to be considered.</li> </ul>	<ul style="list-style-type: none"> <li>a. EA Study will examine in greater detail all routing options identified in the DVCTMP, any additional options brought forth as part of the EA study, and their impacts on the physical, natural, social and cultural environment.</li> <li>b. Alternatives to the B-D subway were recommended by the DVCTMP endorsed by City Council for further EA study. Any recommended alternative to the B-D subway must consider the viability/integration for future extension to Downtown. Routing to B-D subway does not preclude service to Downtown. Comments will be carried forward to EA Study. Section 5.2 of the ToR has been expanded to define corridor options including those south of B-D subway as well as relation to YRT/VIVA plans to the North.</li> <li>c. Comments will be carried forward to EA Study</li> <li>d. Comments will be carried forward to EA Study. Potential for future transit service extensions to be use among the criteria used during the assessment of routing alternatives.</li> <li>e. Comments will be carried forward to EA Study</li> <li>f. Comments will be carried forward to EA Study. City Council directed that this option be included in the assessment of options as part of its approval of the DVCTMP (May 2005). Documented in the ToR in Section 5.2.2.</li> <li>g. As directed by City Council (May 2005), the appropriate City Officials, when considering options for Redway Road, design such options to preclude all motorized vehicles other than transit vehicles.</li> <li>h. The need and extent of any additional air quality assessment (beyond what is described in the Terms of Reference) will be determined as part of the EA Study.</li> </ul>

## Key Issues Raised By Public And Stakeholders

Subject	Summary Of Comments	Response
4) Vehicle Options	a. Need to consider vehicles that emit less air and noise pollution, and more comfortable, modern vehicles b. Ride comfort and speed is essential c. Vehicles need to be reliable	a. It is a system wide objective of the TTC to “green” its vehicle fleet. By 2010 half of the bus fleet is expected to be hybrid diesel-electric. Bio-fuel is now being used on all buses and low-sulphur fuel will be used as soon as it becomes available. Other advanced technologies will be adopted when they become viable. b./c. The TTC is developing a specification for a new technologically advanced streetcar/light rail vehicle to replace those operating on existing routes and to provide vehicles for new facilities. TTC also continues to upgrade its vehicle fleet.
5) Capacity on Bloor/Danforth Subway	Perception that Bloor/Danforth Subway is currently at capacity at the terminus locations, therefore any users of the proposed route can not be accommodated.	Comments will be carried forward to EA Study
6) Expansion of GO Transit	Expansion of GO Transit Service would be a better solution.	DCVTMP identified specific GO Transit Improvements: <ul style="list-style-type: none"> <li>• Additional parking at Oriole and Old Cummer Station</li> <li>• New Station at Eglinton Ave.</li> <li>• BRT service Hwy 407 to Castel Frank Station via Hwy 404 and DVP</li> <li>• GO’s 10-year Plan to improve GO Rail service was included as a base condition for the DVCTMP analysis.</li> </ul> GO Transit improvements are required in the Don Valley corridor but would not serve all of the travel markets in the corridor.
7) Existing Transit Service	a. 144 Express Bus provides excellent service, needs to be publicized and promoted better. b. Area east of Don Mills Rd between Lawrence Ave and York Mills Rd is poorly served by TTC. Routing for 91C should connect to Don Mills Station on the Sheppard Subway line. c. 25 Bus provides excellent service, run every 4-6 minutes, area well served by transit. Physical Configuration Options should be examined for this service. d. Need more service on Lawrence Ave East e. Need to increase capacity of existing TTC vehicles and Stations	Route specific comments and suggestions will be addressed by TTC Service Planning as part of their ongoing, system-wide, monitoring of routes and during the development of their annual Service Improvements Reports. These comments will be forwarded to TTC Service Planning.
8) Natural System	a. Need to increase the focus on the natural system such as Crothers Woods b. Concerned that Naturalization of Mouth of Don River EA not shown in plans or panels	a. During the early stages of the EA Study, the Project Team will further reassess the Preliminary Evaluation Criteria (ToR Supporting Documentation Tables A2 and A3). Comments received from TRCA and MOE with regard to the natural environment have been incorporated into the ToR b. Plans for Naturalization of the Don are recognized and will be identified on future plans/drawings during the EA study.

## Key Issues Raised By Public And Stakeholders

<b>Subject</b>	<b>Summary Of Comments</b>	<b>Response</b>
9) Preliminary Study Area	<ul style="list-style-type: none"> <li>a. Expand study area to include Leslie St., Victoria Park Ave and Pharmacy Ave</li> <li>b. Extend study area to include downtown and Waterfront.</li> </ul>	<ul style="list-style-type: none"> <li>a. The primary study area (Exhibit 3-1 in ToR) does not include Leslie Street, Victoria Park Avenue and Pharmacy Avenue. The EA will consider the effects within a larger area. Amended discussion in Section 4.1 of ToR</li> <li>b. This EA is intended to address the specific travel markets, as identified in the DVPTMP, for trips taking place in the Don Mills Corridor between Sheppard and the Bloor-Danforth subway. The secondary study area for this EA includes the waterfront and downtown core, overlapping the Study Areas identified for the Waterfront Transit EAs.</li> </ul>

**Appendix IV**  
**Key Issues Raised by Government Agencies**

## Key Issues Raised By Government Agencies

Agency	Issue	Response/Actions
1) Canadian Environmental Assessment Agency	Clarification of Canadian Environmental Assessment Act Process and the Role of Canadian Environmental Assessment Agency.	Terms of Reference document revised accordingly.
2) GO Transit	Concern regarding interface with GO Transit and YRT service at terminus locations (Don Mills Station and at Bloor-Danforth subway).	Section 5.2.2 of the Terms of Reference revised accordingly.
3) Toronto and Region Conservation Authority	Areas which may be disrupted by the proposed work should be based on a “net gain” principle	Section 5.3.4 of the Terms of Reference revised accordingly.
4) York Region	Requested consultation as a separate stakeholder if necessary	Section 6.2 and 8.2 of the Terms of Reference revised accordingly
5) Ministry of Culture	<ul style="list-style-type: none"> <li>a. Include Cultural Heritage in discussion about mitigation measures regarding socio-economic effects.</li> <li>b. Include potential and know archaeological site in evaluation of alternatives</li> </ul>	<ul style="list-style-type: none"> <li>a. Section 5.3.4 of the Terms of Reference revised accordingly.</li> <li>b. Section 5.3.4 of the Terms of Reference revised accordingly.</li> </ul>
6) CN Rail	No issues or comments, requested to be kept advised	Will keep advised during EA process
7) Canadian Pacific Railway	Requested to be kept advised of any changes that affect the grade separation north of Eglinton Avenue	Will keep advised during EA process
8) Fisheries and Oceans Canada	No comments	Will keep advised during EA process
9) Ministry of Natural Resources	<ul style="list-style-type: none"> <li>a. Suggested wording changes regarding Existing and Future Conditions</li> <li>b. Clarification of data inventory</li> <li>c. Identified additional potential environmental effects</li> <li>d. Identified oil/gas well location in the study area</li> </ul>	<ul style="list-style-type: none"> <li>a. Section 4.2 of the Terms of Reference revised accordingly</li> <li>b. Table A4 revised accordingly</li> <li>c. Table A1 revised accordingly</li> <li>d. Information will be carried forward to EA study</li> </ul>
10) Ministry of Transportation (Transportation Planning Branch; Central Region)	No issues or comments	Will keep advised during EA process
11) Ministry of the Attorney General	Not aware of any ongoing aboriginal litigation with regard to subject area; does not require further updates on this project	Does not require further updates on this project
12) Indian and Northern Affairs Canada	No issues or comments; does not require further updates on this project	Does not require further updates on this project
13) Mississaugas of the New Credit First Nation	No response	Will keep advised during EA study
14) Association of Iroquois and Allied Indians	No concerns or comments	Will keep advised during EA process
15) Ontario Secretariat for Aboriginal Affairs	Provided names of First Nation groups to be contacted; provided Government of Canada contacts to be consulted	Groups were circulated Draft ToR as suggested and will keep advised during EA process, unless otherwise specified
16) Toronto Fire Services	Expressed concerns regarding impacts of physically separated transit rights-of-way alternatives on emergency fire response (general non-project specific letter to TTC)	Issues will be carried forward to the EA study and will be addressed in a broader policy context.
17) Toronto Ambulance Services	No response	Will keep advised during EA process
18) Toronto Police Service	<ul style="list-style-type: none"> <li>• High number of accidents at intersection of Don Mills Road and Sheppard Avenue</li> <li>• Construction may affect traffic congestion and impede pedestrian flows</li> </ul>	Issues will be carried forward to the EA study
19) Toronto Cycling Committee	<ul style="list-style-type: none"> <li>• Suggested wording changes regarding existing and future conditions related to pedestrians and cyclists</li> <li>• Alternative configurations for Don Mills Road, Bayview Avenue and Bayview Avenue on sections indicated in the Toronto Bike Plan should be included should include bike lanes</li> </ul>	Issues will be carried forward to the EA study

**Appendix V**  
**Letter to Government Agencies and First Nations - Draft ToR**

December 13, 2005

Dear Agency:

**Subject: Don Mills Road Transit Improvements Environmental Assessment**

The City of Toronto and Toronto Transit Commission (TTC) are initiating an Individual Environmental Assessment (EA) for Transit Improvements on Don Mills Road between Don Mills Station (Sheppard Subway) and the Bloor-Danforth Subway. In order to assist us in confirming the issues to be addressed and identified by the EA study, we are requesting comments from your organization on the attached Draft Terms of Reference and any additional concerns that should be incorporated or considered as part of this study **by January 27, 2006**.

#### Background

The proposed undertaking is one of 9 key initiatives recommended by the Don Valley Corridor Transportation Master Plan (DVCTMP) endorsed by Toronto City Council at its meeting of May 17-19, 2005 which investigated options for increasing person-carrying capacity in the corridor. The Master Plan document and accompanying staff report and Council Decision document are available for review on the City of Toronto website at [www.toronto.ca/planning/dvp.htm](http://www.toronto.ca/planning/dvp.htm). The recommended Master Plan incorporates the comments received from the public and agencies during the course of the study.

City Council endorsed additional Environmental Assessment and operational studies, required to implement the Stage 1 and 2 – High Priority Elements of the Master Plan. Of these High Priority Elements, one of the most significant is improved, higher capacity transit service on Don Mills Road. While the DVCTMP provides much of the background analysis and justification for the project, an Individual EA will be required to address issues of technology, routing and design options.

A primary role of the Undertaking is to support the growth and urban form, both existing and projected, within the Don Mills Road corridor and adjacent transit catchment areas. Also, as a major north-south arterial link in the Don Valley corridor, the transit services on Don Mills Road will also provide the principal connections to the TTC network services that cross it.

Based on the travel demand and market analysis completed as part of the Master Plan, the Bloor-Danforth Subway will provide a key connection point for riders traveling to/from the North Downtown (Downtown, north of Dundas Street), including the Yonge/Bloor, Queen's Park and

University of Toronto areas. Don Mills Station will provide a key connection point for riders traveling to/from the Sheppard Avenue corridor (via Sheppard Subway), employment areas along Don Mills Road north of the station (via transit services on Don Mills Road, McNicoll Ave and Gordon Baker Drive) and to major employment areas north of Steeles Avenue (via VIVA/York Region Transit services).

The preliminary study area is attached.

#### Potential Alternatives to be Evaluated

The EA study will assess a comprehensive range of surface transit infrastructure options operating in different locations and configuration(s) relative to existing and/or new roadways, and may include, but are not limited to reserved or exclusive transit lanes, mixed traffic lanes with transit priority signals, curb or median/centre transit-only lanes, and high occupancy vehicle lanes. A combination of these options shall also be considered. Additional options may be identified by the Project Team and by public, government or other stakeholder groups providing input during the study.

#### Your Input is Requested

In order to assist us, we are requesting comments and/or input, regarding any areas of concern from your organization. This includes information concerning any initiatives being proposed, planned or implemented by your organization, as well as relevant guidelines or approval requirements that should be taken into consideration during the study. In order to meet our committed milestones for finalizing the Terms of Reference, we request that you please return your written comments to my attention **before January 27, 2006**, either by mail or e-mail at [jmusters@toronto.ca](mailto:jmusters@toronto.ca). Formal public consultation meetings for the Terms of Reference is currently planned to occur in January/February 2006.

If requested, City staff is also available to meet to discuss any specific comments or requirements in the preparation of the EA study.

If you have any questions or require further information, please contact me at 416-392-8572 or Mr. Gene Corazzola, Senior Planner at 416-397-0041.

Yours truly,



Joanna Musters, P.Eng  
Program Manager, Transportation Planning

Attachment  
GC/