

TORONTO STAFF REPORT

March 17, 2005

To: Planning and Transportation Committee
Works Committee

From: Commissioner, Urban Development Service
Acting Commissioner of Works and Emergency Services

Subject: Don Valley Corridor Transportation Master Plan
(Beaches-East York, Don Valley East, Don Valley West, Toronto-Danforth,
Willowdale)

Purpose:

To report on the findings and recommendations of the Don Valley Corridor Transportation Master Plan study, to request endorsement of the strategies laid out in the Master Plan and to provide information on further Environmental Assessment approvals processes, where applicable, and other studies required to implement recommended elements identified in the Master Plan for Stage 1 and 2 High Priority.

Financial Implications and Impact Statement:

Recommendations (1) v., (1) vi., and (1) xi., have funding implications as discussed below. The remaining projects/activities in Recommendation (1) are either to be funded by outside agencies or completed with existing staff resources.

Funds for Recommendation (1) v., Individual Environmental Assessment for the Don Mills Road corridor are estimated at \$500,000. A total of \$250,000 (\$167,000 in 2005 and \$83,000 in 2006 with \$194,000 funded from Development Charges) is currently included in the Urban Development Services Department 2005 Approved Capital Budget for EA Studies. The remaining \$250,000 required to complete the study will be included in the 2006 UDS Capital Budget Submission for EA Studies and be subject to the 2006 Budget process.

Cost details for Recommendations (1) vi. (Assessment of Operational Improvements to the Don Valley Parkway between Highway 401 and York Mills Road) and Recommendation (1) xi. (Development of a Traffic Operations Strategy in the Don Valley Corridor between Steeles Avenue and Eglinton Avenue) will be included in the 2006 WES Capital Budget Submission and be subject to the 2006 Budget process.

The Chief Financial Officer and Treasurer has reviewed this report and concurs with the financial impact statement.

Recommendations:

It is recommended that:

- (1) Council endorse the 9 Key Initiatives recommended in the Don Valley Corridor Transportation Master Plan (DVC TMP) and support the following actions required to implement the elements identified as Stage 1 and 2 – High Priority Elements of the Master Plan:
 - i. Complete a feasibility study for commuter parking increases at Old Cummer Station and Oriole Station (by GO Transit, supported by the City) (Table 5, Items 1(a) and 1(b));
 - ii. Investigate potential commuter parking expansion opportunities near Leslie Station on Sheppard Subway line (TTC, City) (Table 5, Item 2(c));
 - iii. Complete a feasibility study for a new GO Rail station at Eglinton Avenue and Richmond Hill GO line (to be funded by GO Transit) (Table 5, Item 1(c));
 - iv. Complete a feasibility study for bus shoulder-lane operations on the Don Valley Parkway (DVP) (to be funded by GO Transit) (Table 5, Item 4);
 - v. Initiate an Individual Environmental Assessment for Higher-Order Transit Service in the Don Mills Road corridor to determine routing options, transit technology and design concepts and traffic operations strategies (including an assessment of transit priority on both Don Mills Road and Victoria Park Avenue north of Steeles Avenue), including full community consultation as required by the Environmental Assessment Act. (Table 5, Items 2(a), 2(b), 5(b))
 - vi. Complete a Schedule C Class EA for operational improvements on the DVP between York Mills Road and Highway 401 (Table 5, Item 7);
 - vii. Work with York Region Rapid Transit and York Region to implement new cross-boundary transit services (Table 5, Items 3(a), 3(c)) ;
 - viii. Complete a feasibility study for Carpool lot at Finch Hydro Corridor and Gordon Baker Road (Table 5, Item 6(b));
 - ix. Work with Police Services to discuss enforcement strategies for existing High Occupancy Vehicle (HOV) lanes (Table 5, Item 6(c)).
 - x. Work with the Smart Commute Association to initiate a Transportation Management Association in the Consumers Road area (Table 5, Item 6(d) i).
 - xi. In consultation with TTC, complete a Traffic Operations Strategy study to review and identify a work program to implement improvements to the traffic control system, including operational strategies such as transit signal priority and adaptive traffic control, in the area bounded by Bayview Avenue, Victoria Park Avenue, Steeles Avenue and Eglinton Avenue (Table 5, Items 8(c), 5(c));
 - xii. Develop a work program to accelerate integration of services and protocols between the City's RESCU system and MTO Compass system (Table 5, Item 8(d));

- xiii. Prepare a report to Council on expanding on-street peak period parking restrictions on Bayview Avenue south of Eglinton Avenue and on Eglinton Avenue west of Laird (Table 5, Items 9 (a), 9(b)).

Staff reports regarding individual projects/studies will be brought to the appropriate Committees and Council for approval, as required. The remaining elements (Stage 2) of the Master Plan will be assessed and prioritized in an implementation plan as time and funding permit;

- (2) Authority be granted to the Commissioner of Urban Development Services to issue notification of study completion advising those individuals and groups on the project mailing list of City Council's direction regarding the Master Plan, and describing how individuals or groups may provide additional comments concerning the study and/or recommendations;
- (3) Council request that the external agencies identified in Recommendation (1) Items i), iii), iv) and vii) initiate and complete the studies as recommended in the Master Plan, in consultation with the appropriate City staff;
- (4) The City Clerk forward this report to the Chief General Manager of the Toronto Transit Commission, Minister of Transportation (Ontario), Managing Director, GO Transit, and CAO, Region of York for their information.

Background:

Within the City of Toronto, the Don Valley Corridor (DVC) includes an intensive, heavily used network of transportation facilities and services, extending from Steeles Avenue to the north, Lake Shore Boulevard/Gardiner Expressway to the south, Leslie Street/Bayview Avenue to the west, and Victoria Park Avenue to the east (shown in Figure 1). Trips originating from an extensive area of the Greater Toronto Area (GTA) are accommodated and concentrated within this Corridor, resulting in congested conditions, especially during peak periods, resulting in demand on existing facilities often exceeding their practical capacities.

In March 2001, a preliminary proposal was submitted to City Council proposing a plan to expand the capacity of the Don Valley Parkway (DVP) by adding two centre lanes for use by toll-paying vehicles and express buses. Adding toll lanes would require a general widening of the DVP and, in some cases where its right-of-way is narrower, conversion of some of the existing lanes to toll lanes was recommended.

A subsequent staff review of the proposal was undertaken in the context of the City of Toronto Official Plan. That review concluded that expanding the DVP would not be consistent with the (former) Official Plan policies and be contrary to the emerging planning policy direction of the City of Toronto's new Official Plan. As a result, City Council, at its meeting of November 6, 7 & 8, 2001, moved that no further work be taken regarding the proposal to widen the DVP and instead, recommended staff investigate options for increasing transportation capacity (automobile and public transit) in the DVC for access to the downtown core, and to provide

strategy for the implementation of those options. This was to be done in consultation with staff of the Toronto Transit Commission and GO Transit.

At its meeting of June 4, 2002, the Midtown Community Council adopted a recommendation that the proposal to extend Redway Road to Bayview Avenue as a collector road also be studied as part of the on-going Don Valley Corridor review.

A consulting team led by Cansult Limited was selected to assist in undertaking the study. The formal Notice of Study Initiation was issued in December 2002.

Comments:

(1) Study Process:

1.1 The Master Plan Process

The DVC Transportation Master Plan (TMP) study was completed in accordance with the Master Plan process of the Municipal Class Environmental Assessment (EA), June 2000. Master Plans are longer range plans which integrate infrastructure requirements for existing and future land use with environmental planning principles. This approach recognizes the benefits of undertaking integrated transportation plans for projects with common elements such as function, scale and geographic location, in this instance, within a specific transportation network or corridor. At a minimum, Master Plans address Phases 1 and 2 of the five-phase Municipal Class EA process which are: Phase 1 - Identify Problems and opportunities; and Phase 2 - Identify Alternative Solutions (see Figure 2).

A Master Plan does not require approval under the EA Act, (unless conducted as an "Individual EA"). However, any specific projects within a Master Plan must satisfy the appropriate requirements of the Class EA, (or where appropriate, an Individual EA) prior to approval and implementation. For example, projects falling under Schedule C must satisfy Phases 3 and 4 of the Class EA process, by means of a separate Schedule C EA.

Requests to the Minister of Environment for an order to comply with Part II of the EA Act (requiring an "Individual EA") are possible only for those projects identified in the Master Plan which are subject to the Municipal Class EA, and not for the Master Plan itself.

Upon approval of the recommendations of this staff report by City Council, staff will incorporate any amendments to complete the Master Plan reports and allow for a 30-day public review of the documents, prior to proceeding with subsequent EA or feasibility review on any specific project included in the Plan.

1.2 Study Context & Policy Framework

Both within the City of Toronto and the entire GTA, road congestion is perceived as a significant issue that adversely affects accessibility, preferred travel patterns, land use and development, economic prospects, safety, public health, and the natural environment. Road congestion within the DVC is a particular concern in the context of these impacts.

The DVC serves traffic originating and destined to areas well to the east, west and north of Toronto, as well as trips made solely within the corridor. Thus, in considering alternatives for increasing passenger carrying capacity and reducing congestion (in relative terms), there is the need for a coordinated approach with other transportation agencies and municipalities to define solutions which incorporate common policies and priorities.

The new City of Toronto Official Plan (OP), for example, stresses land-use intensification and mixed use development in ways that reduce the overall need for travel. The OP is also based on a fundamental objective of reducing dependence on the private automobile and increasing the competitiveness of alternative means of transportation such as public transit, walking, cycling, in conjunction with various transportation demand management measures. Notably, the OP includes little, if any, expansion of the major road system, partly as a means of reinforcing transit as the principal means of achieving land use objectives for more compact, diversified, urban form.

The Toronto Transit Commission (TTC) Ridership Growth Strategy (March 2003) also supports the main thrust of the OP's reurbanization policies and concludes that more trips could be diverted to public transit given "a commitment on the part of the City of Toronto to implement policies that support efficient transit operations and transit-oriented development". The TTC strategy, in particular, stresses the necessity of implementing surface rapid transit on those "higher-order" transit corridors identified in the OP. These include surface rapid transit routes and additional transit signal priority measures on several routes that fall within the study area.

GO Transit is also currently implementing new or improved, higher frequency services, and new station facilities on the majority of its rail and bus corridors as part of its 10 Year Capital Program. Specifically within the DVC, GO Rail improvements to the Richmond Hill GO line include increased frequency of service. GO Transit also proposes transit improvements that complement existing rail and bus networks, some of which impact directly on the DVC. In addition, GO Transit's December 2002 system-wide Bus Rapid Transit (BRT) Plan envisages new bus rapid transit on Highway 404 and in the DVC, possibly using the shoulder lanes of the DVP for some segments.

The Province of Ontario and Ministry of Transportation (MTO), through its Draft “Places to Grow” Growth Plan, have also committed to pursuing initiatives to address transportation deficiencies associated with urban sprawl in the GTA. In the study area, MTO is currently undertaking the widening of Highway 404 in the City of Toronto which includes the potential introduction of dedicated high occupancy vehicle (HOV) lanes for use by transit and other vehicles with more than one occupant. The Province is currently developing the enabling legislation to allow designation of HOV lanes on 400-Series highways.

Finally, the Region of York is implementing major components of its Transportation Master Plan, including a network of bus rapid transit services, components of which are intended to serve existing TTC terminals on the Yonge and Sheppard subway lines. In particular, York Region’s “York Rapid Transit Project” (now called VIVA), is now aggressively pursuing a short-term “Quick Start” program, part of which would provide a new bus rapid transit service to the Don Mills station on the Sheppard subway, a service that would increase passenger carrying capacity within the DVC. The majority of the “Quick Start” services are expected to be in operation in the fall of 2005.

Additional information on the study context and approach is described in Sections 1 and 2 of the Master Plan Summary Report. (The Summary Report is available on the project website www.toronto.ca/planning/dvp.htm)

Additional details related to the specific initiatives by the various transportation agencies, and their potential role in the DVC TMP are discussed later in this report and in Chapter 6 and 7 of the TMP Summary Report.

1.3 Public Consultation Process

Public involvement has been an integral part of the study process for the DVC Transportation Master Plan study. The consultation and communications framework for the study included the following principal components:

- (i) Public Consultation Centres (PCCs) - Two series of public meetings were held during Phase 1 and 2 of the study process; each series comprised 2-3 separate meetings at different locations in the study area and included a public open house, staff presentation, and a discussion period to respond to individual questions and comments by visitors.
- (ii) Individual stakeholder meetings - meetings with community and other stakeholders groups, as requested, and with affected government agencies
- (iii) Study newsletters – Three (3) newsletters summarizing progress and findings of the study, PCC dates, and study contact information;
- (iv) Project Web site – to provide details on the study process and findings, notification of PCCs, PCC material, and receive public comments or requests to be included on the study mailing list.

Table 1 lists the formal public open house / meetings held.

The first PCCs were held to present a summary of Phase 1 findings of the study and included the existing transportation problems and trends, current travel markets, the preliminary “long-list” of alternatives and the proposed factors for analysis and evaluation. Approximately 150 visitors attended the three meetings. Notices were mailed to individuals and groups on the study mailing list as well as government agencies. Also, notices were placed in the community newspapers serving the study area, as well as posted on the City of Toronto Web site.

Overall, there was a common recognition of the problems being addressed and the need to make improvements throughout the corridor. Concerns were expressed by the community regarding a variety of issues, related to both the road and transit

Table 1 – Formal Public Open House / Meetings

Date	Location	Total Attendance*
Phase 1 Public Meetings – Existing Problems & Trends / Long-List Alternatives		
March 25, 2003	Leaside Memorial Community Gardens (Study area –central/south)	150 persons
March 27, 2003	Pleasantview Community Centre (Study area – north)	
April 3, 2003	Rosedale United Church (Study area- south)	
Phase 2 Public Meetings – Short-List Alternatives / Master Plan Initiatives		
April 27, 2004	Don Mills Library (Study area – central)	110 persons
April 29, 2004	S. Walter Stewart Library (Study area – south)	

Note: * Approximate, including attendees who did not sign visitor registry sheet upon entrance

networks, and transportation policy, including: impacts of additional traffic originating outside the study area particularly in the Region of York on study area neighbourhoods; the lack of reliable, high frequency north-south public transit services and connections; the benefits/effects of introducing toll-lanes, and the role and potential for improved TTC and GO Transit service.

The screening of alternatives and proposed short-listed alternatives and Master Plan initiatives completed during Phase 2 of the study were presented at the second series of PICs, held on April 27 and 29, 2004 and attended by approximately 110 individuals.

Attendees at each meeting generally supported the proposed Master Plan initiatives. Specific initiatives which generated most questions or concerns included the proposals for higher order transit (Bus Rapid Transit) on Don Mills Road (specifically the potential use of Castle Frank Station, as well as the routing

options which included an extension of Redway Road), GO Rail improvements including potential new stations, and options to improve operations and efficiency on major roadways including the Don Valley Parkway.

Staff also attended and/or provided input to additional meetings held by study area Councillors and ratepayer group representatives during the Fall of 2004. Throughout the study process, staff attended approximately 10 stakeholder meetings, in addition to the two series of Public Consultation Centres.

It is important to note that for specific projects within the Master Plan which are subject to the completion of Class EA requirements, i.e. Phase 3 and 4, additional consultation including community and stakeholder meetings, will be completed as the EA studies for those projects are undertaken. Each project will be subject to the appropriate consultation requirements as prescribed by the Municipal Class EA process.

(2) Study Findings:

2.1 Summary of Problems and Opportunities:

The projected increase in travel demand will contribute to longer travel times and further congestion in the Corridor if current travel patterns remain the same and significant transit, road and traffic operations improvements are not implemented. Due to the physical, environmental and fiscal constraints of increasing capacity of the existing road system, increases in travel demand within the DVC will require a substantial diversion of trips to transit and/or marked increases in average vehicle occupancy, to accommodate them.

Since the DVC is a key linkage into and out of central Toronto, it is crucial that the corridor operate as reliably as possible throughout the day to move automobiles, transit vehicles and commercial vehicles. There are a number of opportunities to provide improved traffic and transit operations and better driver/rider information to allow travellers to use the corridor with limited delays.

The average number of persons per vehicle has been dropping in spite of HOV lanes in the corridor. There is potential to reverse this trend through a number of different initiatives.

There are several significant residential and employment areas in the corridor, outside of the downtown, that have limited or poor access to transit services. There is good potential to increase the percentage of travel to these areas by public transit and/or to reduce overall vehicle travel through Transportation Demand Management (TDM) measures.

The travel demands between Toronto and York Region are about equal in both directions across the Steeles Avenue boundary. Except for trips destined to

downtown Toronto, the majority of travel is still by private automobile. There is great potential to shift some of these demands to public transit through high quality co-ordinated services to some of the major employment areas between Highway 401 and Highway 7. Areas that could contribute to higher use of transit to major employment destinations including Downtown Toronto, in the corridor can be identified to provide increased person-carrying capacity. For example, there is a significant demand for travel from locations within the DVC to the North Downtown (the downtown area north of Dundas Street, that is not readily served by GO Rail). Existing transit services do not provide reliable and fast service to this area from the corridor. There are several options to provide high-quality connections through the corridor to the North Downtown particularly in the Don Mills corridor.

A comprehensive assessment of travel conditions and patterns is contained in the Don Valley Corridor Transportation Master Plan Summary Report, February 2005. This report can be found on the project website at www.toronto.ca/planning/dvp.htm

2.2 Identification and Evaluation of Alternatives:

As prescribed by the Municipal Class EA process, an assessment methodology was developed early in the study to evaluate the alternative solutions to the undertaking. The methodology included defining a comprehensive range of evaluation categories, criteria and measures, with discussion and input from community, agency and stakeholder consultation.

Within the planning context described earlier, the preliminary “long-list” alternatives were then subjected to a screening process based on the assessment of existing transportation and land use conditions and trends identified in the transportation analysis, a review of relevant international experience, and a series of evaluation categories, including transportation service, physical and operational feasibility, community and natural environment impacts, and the extent to which each supports or is consistent with policies of the City of Toronto Official Plan and initiatives by TTC, GO Transit, and other transportation agencies. A summary of the alternatives carried forward for further analysis is summarized in Table 2.

Table 2 – Results of Screening Process

Alternative Grouping	Description	Action
Approved or planned improvements by other agencies – studies complete or in process	<ul style="list-style-type: none"> • GO Rail 10-Year Plan – peak period service increases • York Region – Quick Start program 	No further study, incorporated into final Master Plan
Short-listed Alternatives requiring further study and evaluation (more details in Table 3)	Includes: <ul style="list-style-type: none"> • Commuter parking facilities • Traffic Operations improvements • Higher-Order Transit in Don Mills corridor 	Additional analysis and/or functional design and evaluation (costing, feasibility) completed in Phase 2 of this study
System-wide options and policy related initiatives	Includes: <ul style="list-style-type: none"> • Reduced TTC fares • Road pricing strategies • Increased parking fees 	Outside study scope, no further study
Alternatives specifically identified in study scope	<ul style="list-style-type: none"> • Rail-to-rail connection at DVP/Wynford Drive • Highway 401/404/DVP operations – specifically south of Highway 401 • Extension of Redway Road 	Additional analysis and/or functional design and evaluation (costing, feasibility) completed in Phase 2.
Alternatives with significant environmental, physical impacts	<ul style="list-style-type: none"> • Widening of DVP – 6 to 8 lanes • Widening of Victoria Park Ave 	Deleted from further consideration
Alternatives to supplement transit initiatives	<ul style="list-style-type: none"> • Transit signal priority • Advanced Transit Information Systems 	Additional analysis, feasibility and costing completed in Phase 2.

A detailed listing of the long-list of alternatives, screening process, criteria, and evaluation results are provided in Appendix B of the TMP Summary Report.

The outcome of the preliminary screening process was a “short-list” of 72 alternatives (opportunities) for increasing person-carrying capacity in the Don Valley Corridor requiring more detailed study. The Project Team grouped these 72 short-listed alternatives into 9 Key Initiatives categorized under one of three groups of options or “strategies” corresponding to the principal study objectives:

- (i) Increase Transit Use
- (ii) Increase Vehicle Occupancy
- (iii) Increase Vehicular Capacity and System Utilization

Each of these nine initiatives, listed in Table 3, are described in more detail in Section 2.4. Additional details are provided in Sections 6 & 7 of the TMP Summary Report.

Table 3 – Short-listed Alternatives - 9 Key Initiatives

A. Increase Transit Use	B. Increase Vehicle Occupancy	C. Increase Vehicular Capacity & System Utilization
<p>1. GO Rail Improvements</p> <ul style="list-style-type: none"> • new stations at Don Mills Road & at Eglinton Ave. • new/expanded parking facilities in areas like Hydro corridors <p>2. Higher Order TTC Improvements</p> <ul style="list-style-type: none"> • Don Mills corridor • Sheppard subway extension <p>3. Higher Order YRT Cross-Boundary Improvements</p> <ul style="list-style-type: none"> • Quick Start bus service • Markham North-South Link to Sheppard Subway • Hwy. 404 express services to Don Mills Station <p>4. GO BRT connection from Hwy. 407 to Bloor-Danforth subway</p> <p>5. Surface Transit Priority Initiatives on Arterial Routes</p>	<p>6. TDM Initiatives</p> <ul style="list-style-type: none"> • Hwy. 404 HOV lanes • Carpool lots • Enforcement of HOV lanes on City arterials • Create New Transportation Management Associations (TMAs) 	<p>7. DVP Operational Improvements South of Hwy. 401</p> <p>8. Intelligent Transportation System Initiatives</p> <ul style="list-style-type: none"> • DVP ramp metering • DVP alternate routes • Expanded adaptive traffic signal control • Integrated RESCU/Compass • Advanced real time traffic control • Advanced real time transit information <p>9. Expanded On-Street Parking Restrictions</p>

2.3 Evaluation Process for Short-listed Alternatives

Since all of the 9 key initiatives have already been short-listed based on a set of screening criteria, the evaluation of the short-listed alternatives relied to a large extent on the concept of cost-effectiveness. This term has been defined as annualized capital+operating cost/new rider and quantified where possible for key transit improvement alternatives.

There are, however, transportation benefits other than peak period capacity increases that must be considered in selecting elements for the Transportation Master Plan. These include operational improvements (e.g. through Intelligent Transportation Systems (ITS) initiatives), extended time frames for peak period

capacity (e.g. through expanded on-street parking restrictions), decreases in transit travel time and increased reliability (e.g. through surface transit priority measures) and reductions or spreading of peak period demands (e.g. through TDM initiatives). All of these represent valuable benefits that cannot be firmly quantified at this time. However, some qualitative assessment has been included.

With regard to costs, the criterion used for most elements was annualized capital and operating cost. Other key evaluation criteria applied include:

- (i) Impacts on traffic operations (change in the number of lanes available for general purpose traffic; effects of transit priority measures such as need for turn restrictions);
- (ii) Impacts on public safety (change in weaving conditions; implementation of unusual roadway design elements);
- (iii) Impacts on adjacent property (full and partial property takings);
- (iv) Impacts on neighbourhoods (change in through traffic); and
- (v) Impacts on the natural environment (amount of open space affected; sensitive areas affected).

The evaluation process and criteria are described in further detail in Section 7 of the TMP Summary Report. Follow-up studies that will examine a number of these elements in more detail will incorporate a wide range of criteria that will include accessibility and facilities for pedestrians and cyclists.

2.4 Recommended Master Plan – 9 Key Initiatives:

A description and summary assessment of the 9 Key Initiatives and the elements within each initiative is provided below. Additional details are provided in Section 8 of the TMP Summary Report.

1. GO Rail Improvements:

This initiative included three elements for evaluation:

- Expanded peak period frequency of service on the Richmond Hill, Stouffville and Bradford lines;
- Increased parking at the Oriole and Old Cummer stations on the Richmond Hill GO line; and
- Potential new stations where the Richmond Hill GO line crosses under Don Mills Road north of Lawrence Avenue East and Eglinton Avenue East (east of the DVP, south of Eglinton Avenue) .

The approved GO Transit 10-Year Capital Plan includes expanded service frequency on the GO Rail lines within the Don Valley Corridor catchment area, including increased peak period service and expanded parking capacity on the Richmond Hill, Stouffville and Bradford lines. Approval and funding of these improvements is already committed and supported by the City. The City should

continue to support and advance these improvements in its role on the GO Transit Board.

From the assessment of new GO stations, it was clear that a new station at Don Mills Road north of Lawrence Avenue is not a cost-effective project and for this reason it is not recommended to be part of the Transportation Master Plan. A new GO station at Eglinton Avenue east of the DVP has a relatively low cost-effectiveness but a more detailed assessment is needed to determine the potential to not only serve walk-ins from the Wynford/Concord area but also from transfers between the frequent Eglinton bus to GO Rail at this location. The station would complement OP objectives by improving rapid transit access to a low serviced but higher density area of the corridor, and for this reason was included in the Master Plan for future consideration by GO Transit.

The GO commuter parking options are determined to be very cost-effective and, thus, were also included in the Master Plan.

2. Higher Order TTC Improvements:

New “higher order” transit improvements were identified for two areas of the study corridor: Sheppard Avenue East and Don Mills Road. The extension of the TTC Sheppard Subway from Yonge Street to the Scarborough City Centre received EA approval in 1994, with the segment from Yonge Street to Don Mills Road already constructed and in operation. This Master Plan element represents an extension of the subway to the Scarborough City Centre, as approved. An addendum or separate individual EA would be required before proceeding with this element due to the lapse in time since the original EA approval. The extension of the Sheppard Subway easterly remains a priority subway extension as indicated in the TTC’s Ridership Growth Strategy report.

The second proposed route for higher order transit is the Don Mills Road corridor. This is described in detail in Section 2.5.

3. Higher Order York Region Transit Cross Boundary Improvements:

This initiative includes the York Region proposals for new transit services into Toronto, specifically between Markham Corporate Centre (Warden Avenue and Highway 7) and the Sheppard subway. This service is to be initiated with the short-term “Quick Start” BRT service between Highway 7/Warden Avenue to the Don Mills Station, and replaced in the longer term by higher-order BRT or Light Rail Transit (LRT) in its own right-of-way.

Potential longer term routing options for cross-boundary rapid transit service between Markham Corporate Centre and the Sheppard Subway includes routes using Victoria Park Avenue, Pharmacy Avenue and/or Don Mills Road. These routings are being assessed in the York Rapid Transit Project (YRTP) Markham

North-South Link Environmental Assessment that is currently ongoing. Potential routes south of Steeles Avenue include Don Mills Road, Pharmacy Avenue (to the Hydro corridor), Gordon Baker Road, Finch Avenue and the Finch Hydro Corridor. These routings are generally consistent with the City's Official Plan.

However, additional work to refine the YRTP routings within Toronto should be completed within the context of the proposed Environmental Assessment for the Don Mills Road corridor.

Highway 404 Express Bus Services (by York Region Transit, separate from the YRTP program) to Don Mills station from various origins in central and north York Region are expected to be cost-effective ways to increase person-carrying capacity and should therefore be supported.

4. GO Bus Rapid Transit (BRT) Service:

GO Transit has developed an extensive GTA wide BRT Plan, including services utilizing Highway 404 and DVP, connecting destinations within York Region (via Highway 407), northeast Toronto and Downtown. While some questions remain as to what level of service could be justified, the required capital costs to implement the Plan, and the relationship to planned TTC and York Region services, the concept is complementary to the objectives of the Master Plan and is therefore generally supported.

To provide BRT service, north of Highway 401, GO proposes to utilize proposed HOV lanes on Highway 404. Opportunities were identified in this TMP study for providing exclusive shoulder lanes for buses (TTC and/or GO Transit) at selected locations within the existing DVP right-of-way. In general, existing shoulder widths are insufficient for bus operation. Where possible, therefore, shoulder widths could be widened to accommodate the requirements for bus operation by modest narrowing of existing lanes, minor relocation of median barriers or filling in gaps on some existing bridge structures (as has been done at Eglinton Avenue and York Mills Road). Costs would be prohibitive at certain locations or 'pinch points', primarily at major bridge structures (for example at Wynford Drive and Lawrence Avenue).

The TMP study does not address the feasibility and costs of implementing shoulder bus lanes on the Don Valley Parkway. A feasibility assessment has been initiated in a separate study by GO Transit in cooperation with the City (Works and Emergency Services).

It is recommended that longer term joint operation on Don Mills Road with the proposed TTC Higher Order transit services should be assessed by GO Transit and TTC.

5. Surface Transit Priority:

This initiative addresses various surface transit priority measures that can be implemented independently for most or all TTC routes in the corridor, or across the City, as now proposed by the TTC as budgets permit and demand warrants. However, surface transit priority measures including traffic signal priority and specific intersection treatments (queue jump lanes and/or far side stops/stations) are an integral part of the proposed Don Mills Higher Order Transit and YRTP BRT proposals and any assessment of the wider application of surface transit priority will have to recognize the requirements of these transit priority projects.

6. Transportation Demand Management (TDM) Initiatives:

Examples of this initiative include pricing strategies for parking, carpooling, employer-paid transit passes, HOV lanes, and transportation systems improvements such as improved travel information message signs. Among the measures recommended for the DVC is the creation of new Transportation Management Associations (TMAs). The City is presently a partner in the *Smart Commute Initiative* (that recently received funding by Transport Canada under the Urban Transportation Showcase Program) that will establish a TMA within the Don Valley Corridor, starting with the Consumers Road Business Park. The local Councillor supports this initiative and will be working with staff and local businesses in the area.

Furthermore, as part of the GTA Smart Commute Initiative, a new TMA for the Highway 404/Highway 7 area is being established north of Steeles Avenue with the support by the Region of York and the Towns of Markham and Richmond Hill. The TMA will serve the northern section of the DVC study area and will begin delivering TDM services in this area in 2005.

Other TDM components recommended in the TMP include provision of HOV lanes on Highway 404 (which requires a Provincial policy decision) and supporting carpool lots, and enforcement of HOV lanes on City arterials which is a City-wide issue.

7. Don Valley Parkway Operational Improvements:

DVP operational improvements include creation of a fourth southbound lane on the DVP between Highway 401 and south of York Mills Road interchange that would be provided by narrowing lane widths and using the additional width created by the recent bridge reconstruction project to create a continuous bridge structure for the DVP across both York Mills Road and Underpass Gate. This extra lane, together with relocation of the westbound York Mills to southbound DVP ramp (already implemented), would improve weaving operations in this area and thereby improve southbound traffic flow at this major bottleneck.

Improved signage to Highway 401 on northbound DVP lanes (some of which has already been implemented) and the possible elimination of the York Mills on-ramp to northbound DVP would offer further improvements to traffic operations in this difficult area. A feasibility study would be required in order to further assess the overall operational effects of these improvements.

8. Intelligent Transportation System (ITS) Initiatives

This initiative includes a more extensive application of ITS to improve vehicular flow on the DVP and major north-south arterials within the study area, as well as the application of advanced incident detection and traveller advisory systems. These measures could include adaptive traffic signal control (signal operations that adapt to changing traffic conditions) on selected arterials, designated smart route alternatives to better balance travel demands between the expressway and arterial roads, ramp metering on the DVP, and supplementary ITS measures such as the accelerated integration of the City's RESCU and MTO COMPASS system protocols, a traveller information broadcast radio station system and SMART transit management and en-route information systems. Implementation of ITS initiatives to create a "Smart Corridor" in the Don Valley Corridor can provide a means to more effectively use the transportation system throughout the day and year-round, allowing the City to manage traffic flows more effectively.

9. Expanded On-Street Parking Restrictions:

This initiative includes expanded on-street parking restrictions, a further supportive measure that could be implemented by the City of Toronto to increase peak period traffic carrying capacity on corridor arterial roads. There are only two locations in the study area (Bayview Avenue south of Eglinton Avenue and Eglinton Avenue west of Laird Drive) where by-laws could be amended to expand peak period restrictions from the current 7:00-9:00 AM and 4:00-6:00 PM to 6:30-9:30 AM and 3:30-6:30 PM to reflect the ever lengthening weekday peak periods.

2.5 Higher Order Transit in the Don Mills Corridor:

Higher order transit can involve either bus or rail vehicles that achieve higher average speeds through various combinations of operation in:

- (i) Mixed traffic (with or without transit signal priority);
- (ii) HOV lanes;
- (iii) Reserved transit lanes; or
- (iv) Partially or fully segregated rights-of-way.

A number of BRT options were investigated to provide improved transit services to parts of the DVC which would offer opportunities for modal shifts (from automobile to public transit). In identifying alternatives for analysis, a sequence of choices were made starting with major markets to be served and progressing to

route options, modal options (i.e. bus vs. rail), and finally functional design options within selected routes (i.e. median reserved right-of-way vs. exclusive curb lanes). Fully grade-separated transit was not deemed to be a cost-effective solution from the outset, given its high capital cost and mid-range ridership potential. For the purposes of this study, BRT was used to assess the potential ridership and comparison of routing options and cost-effectiveness for the planning horizon (2011).

Based on the travel demand and market analysis highlighted in Section 2.1 and 2.2., a higher order TTC service operating on Don Mills Road would serve a strong existing transit corridor together with two major transit markets:

1. North Downtown (including Yonge/Bloor, Queens Park and the University of Toronto); and
2. Downtown Core (south of Dundas Street).

These two markets are major destination areas for work trips originating in the Corridor that are currently not well served by TTC services. As a result, the identification of BRT options included potential services and routing options to both these major markets.

The routing options investigated involve alternative combinations of several existing and new road segments including:

- (a) Reserved transit lanes on Don Mills Road from Steeles Avenue to Overlea Boulevard or the DVP (HOV lanes already exist on Don Mills Road between Finch Avenue and Overlea Boulevard);
- (b) Reserved transit lanes and/or queue jump lanes on the DVP south of Don Mills Road to Bloor or the Richmond/Adelaide interchange;
- (c) Reserved transit lanes on Richmond and/or Adelaide Streets (integration of this plan and the Waterfront Plan for use of Richmond and Adelaide will be assessed in further detail during the next study);
- (d) New transit only (one-way or two-way) lanes on the Bayview Extension;
- (e) New ramps (one or two) between the Bayview Avenue Extension and an extension of Redway Road;
- (f) New transit only lanes between the Bloor Street exit of the DVP and the TTC Bloor-Danforth Subway (Pape, Broadview or Castle Frank subway stations);
- (g) A new connection between the southbound Bayview Extension and the TTC Bloor Danforth Subway (Pape, Broadview or Castle Frank subway stations) and,
- (h) New transit only (one-way or two-way connection) between Redway Road and Bayview Avenue.

Table 4 summarizes the combinations of road segments to create the alternatives that were assessed.

Table 4: Summary of Alternatives for Don Mills Road Higher Order Transit

ALTERNATIVE	WITHOUT REDWAY ROAD EXTENSION	1 LANE REDWAY NB	2 LANE REDWAY (BOTH DIRECTIONS)
<i>To North Downtown</i> Southbound	<ul style="list-style-type: none"> • Overlea/ Pape • Overlea/Broadview • DVP to Castle Frank 	<ul style="list-style-type: none"> • DVP to Castle Frank 	<ul style="list-style-type: none"> • Redway/Bayview Extension/Castle Frank
Northbound	<ul style="list-style-type: none"> • Pape/Overlea • Broadview/Overlea • Castle Frank to DVP 	<ul style="list-style-type: none"> • Castle Frank/ Bayview Extension/Redway 	<ul style="list-style-type: none"> • Castle Frank/ Bayview Extension/Redway
<i>To Downtown Core</i> Southbound	<ul style="list-style-type: none"> • DVP in mixed traffic from Bloor to Richmond 	<ul style="list-style-type: none"> • DVP in mixed traffic from Bloor to Richmond 	<ul style="list-style-type: none"> • DVP in mixed traffic from Bloor to Richmond
Northbound	<ul style="list-style-type: none"> • Bayview Extension to NB DVP ramp at Bloor 	<ul style="list-style-type: none"> • Bayview Extension to Redway 	<ul style="list-style-type: none"> • Bayview Extension to Redway

Redway Road Alternatives

Prior to the DVC TMP study, the feasibility of extending Redway Road from its existing termination point west of Millwood Road to Bayview Avenue was examined in the “Redway Road Extension Needs and Feasibility Transportation Study”. The study, completed in July 2000, identified an alignment running parallel to the railway corridor as the “most economical”. Based on a four-lane urban cross-section in a 30 metre right-of-way, the preliminary construction cost estimate for an alignment was about \$14 million. The proposed extension intersected south of Nesbitt Drive, at-grade. The study emphasized that the alignment should be confirmed as part of a future environmental assessment.

The Project Team reviewed the findings of the previous study, and in the context of the Master Plan study, focused on the development and preliminary assessment of an alignment that would extend Redway Road to the west, immediately south of and parallel to the rail corridor. The assessment, which included input from relevant agencies and the public, identified the following physical and environmental constraints to potential road alignment options:

- Proximity to the Crother’s Woods Environmental Sensitive Area (ESA)
- Variation in grade elevations and proximity to the existing valley slope
- Presence of the existing CPR mainline and spur track
- Restricted roadway right-of-way width
- Effect of a connection to Bayview on local development.

The resulting recommended alignment and cross-section is as a transit-only roadway within the right-of-way currently occupied by the CP spur for a distance of about 600m. The connections to Bayview Avenue would be grade-separated, if the rail spur remains, or at-grade with a design to allow only movements to and

from the south. If the rail spur is to remain operational, the track could be relocated to the north and separated from the other tracks by a retaining wall.

Within the study context, as well as existing Official Plan policies, study objectives, and existing travel markets and trends, it was recognized that the predominant role and benefits an extension of Redway Road, including contribution to Corridor person-carrying capacity, would be as a two-lane roadway for the exclusive use of transit vehicles, preferably as part of a high frequency, high capacity transit service in the corridor. The basic alignment concept is anticipated to provide the least physical and environmental impacts to the adjacent ESA, CPR lands, and existing adjacent development, while still providing much needed transportation capacity benefits. This alignment option forms part of several routing alternatives to connect Don Mills transit services to the Bloor-Danforth Subway. The extension of Redway Road should be further assessed as part of an environmental assessment that will investigate all of the routing options identified in this study, along with others that may arise during consultation with stakeholders and the public.

Assessment of Routing Options

Based on extensive analysis and computer modelling of the various routing options, the following overall conclusions were made:

North Downtown Service:

1. The Castle Frank subway station is the best south terminus at the Bloor-Danforth subway in terms of passenger service and new ridership potential since it would reduce travel time significantly compared to the Pape and Broadview station options. However, the Castle Frank option is expected to require higher capital costs (infrastructure and vehicles) of approximately \$15-\$35 million compared to an option to Pape or Broadview stations (preliminary estimates only), depending on the specific BRT routing analyzed;
2. Based on the transit model results, the Castle Frank Station options are estimated to attract up to 50% more riders than the alternative using to Pape Station as its terminus;
3. Of the options serving Castle Frank Station, the option operating in both directions on a Redway Road extension has the lowest estimated capital costs and allows Thorncliffe Park to be served in the most effective way. It would also provide service to the Bayview Extension (currently not serviced) including the new botanical gardens proposed for the Toronto Brickyards site;

4. Relatively minor improvements would be needed to the Castle Frank station to provide additional loading bays to accommodate the increase in transit usage;
5. Three routing options south of Don Mills/Overlea serving the Castle Frank destination, and alternatives serving Pape and Broadview Stations were explored in the TMP. All three options are viable, providing varying levels of services in the long term, and should be carried further for more detailed review of BRT options as part of a separate, more detailed study of routing options in the Don Mills corridor;

More recently, concern has been expressed regarding the feasibility and related cost of accessing the Castle Frank station from Bayview Avenue. It has been suggested that a more cost-effective and less disruptive option could be one that introduces a transit stop/station on Bayview Avenue with a vertical connection to the Castle Frank station accomplished by way of an elevator or covered escalator. The feasibility of this alternative connection will be examined as part of the recommended Environmental Assessment.

Downtown Core Service:

1. Evaluation of options at this stage show the best alternative in terms of operations to downtown is Don Mills Road to the Parkway, south to the Bloor exit in a new reserved lane, continuing on the Parkway in mixed traffic to the Richmond exit, and operating in a reserved lane on Richmond Street to the Peter Street turnaround (returning via Adelaide Street);
2. There are 2 viable options for northbound service north of Bloor Street – the first utilizing the Bloor ramps to the Parkway and continuing north in a new reserved lane on the Parkway to Don Mills Road; and the second continuing north on the Bayview Extension to the proposed Redway Road extension, then utilizing Millwood, Overlea and Don Mills via a reserved lane;
3. South of the Bloor ramps to the Parkway, the preferred route for northbound BRT service is the Bayview Extension from a new transit only connection at Eastern Avenue (connecting from Adelaide Street). This would require implementation of a third (transit only) lane south of River Street and a fifth (transit only) lane north of Rosedale Valley Road.

Figures 3, 4 and 5 (attached) show the routing options serving North Downtown, connecting to the Bloor-Danforth Subway:

- (a) Without a Redway Road extension (terminus at Pape, Broadview or Castle Frank Station);
- (b) A one-way northbound operation using Redway Road (terminus at Castle Frank Station) ; and
- (c) A two-way operation using Redway Road (terminus at Castle Frank Station)

Figure 6 (attached) shows the preferred southbound routing and alternative northbound BRT routings for the Downtown Core service.

In summary, Don Mills BRT services to both the North Downtown and the Downtown Core provide high transportation benefits, including significantly increased passenger carrying capacity. The North Downtown service is more cost-effective than the Downtown Core service, but the latter should also be included in the Master Plan since it provides the added benefit of off-loading the Yonge subway, should it return to at-capacity ridership levels observed in the late 1980's. All three routing options identified in Figures 3, 4 and 5 are viable. The "curb lanes" option has a considerably lower capital cost and therefore appears to be more cost-effective than the median right-of-way option, but the operational aspects of both options need further detailed study. The potential impacts of Redway Road extensions (1-way and 2-way) and of a minor widening to the Don Valley Parkway (between Don Mills Road and the Bayview/Bloor exit) require further analysis (to complete Phase 3 and 4 of the Class EA process) as part of a separate Environmental Assessment study.

(4) Future Work / Next Steps

With respect to timing of implementation, 3 stages were used: Stage 1 being 0-3 years; Stage 2 being 4-10 years; and Stage 3 being beyond 10 years. Elements were assigned a stage based on their relative cost-effectiveness in achieving the three study objectives:

1. Increase transit use;
2. Increase vehicle occupancy; and
3. Increase vehicular capacity and system utilization.

Within each stage, a priority of high, medium or low was assigned, again based on the relative cost-effectiveness of each element in achieving the above objectives. Due to the extent of current congestion in the corridor, and the overall shorter term (10 year) focus of the study, 30 of the 32 TMP elements are recommended for Stage 1 and Stage 2 implementation. All of the Stage 1 recommended elements, together with the Stage 2 High Priority items should be pursued immediately and constitute a Short Term Action Plan. Other lower priority elements should be pursued as resources permit. Progress on implementation should be monitored each year to coincide with annual budget submissions. A complete listing of all elements in the Master Plan, their priorities and actions required is shown in Table 8 of the Summary Report. Table 5 below shows the Stage 1 and 2 High Priority Elements that form the basis for an immediate action plan.

Table 5 - Stage 1 and 2 High Priority Elements from 9 Key Initiatives

* - Element number from Table 8 – Summary Report

*	Element Description	Action Required	Comments	Proponent(s)
1 (a)	Additional commuter parking at Oriole GO station	Investigation of shared parking options, potential use of City Works yard	Works Yard use is longer term – Stage 2 of study	GO Transit
1 (b)	Additional commuter parking at Old Cummer GO station	Complete EA for expansion of lot	2 hydro corridor options to be assessed	GO Transit
1 (c)	GO Station at Eglinton/Wynford NOTE: Stage 2 medium priority project to be advanced	Feasibility study for new station on Richmond Hill GO Line at Eglinton east of DVP	Preliminary analysis already completed as part of Master Plan study.	GO Transit
2 (a), 2 (b), 5 (b)	Don Mills Higher Order Transit Service to Bloor-Danforth subway	Individual Environmental Assessment	All routing options assessed in Master Plan would be carried forward along with other options	City/TTC
2 (c)	Additional parking at Leslie Station on Sheppard subway	Negotiations required with Canadian Tire as interim measure.	Works Yard use is longer term – Stage 2 of study	City/TTC
3 (a)	Quick Start cross-boundary bus service to Sheppard subway, Don Mills Station	City/TTC to continue to work with YRTP to implement stops and bus operations along defined route.	Expansion of YRTP services as BRT operations within the City will require further study as part of Don Mills Transit EA	City/TTC
3 (c)	YRT Express bus service to Sheppard subway, Don Mills Station	TTC to continue to work with YRT with regard to bus operations and station access.		TTC
4	GO BRT Services from Highway 407 and beyond to Castle Frank subway station	Feasibility study of bus shoulder operations on DVP.	Study has been initiated by GO Transit with City involvement.	GO Transit/City
5 (a)	Surface Transit Priority on Don Mills Road	To be assessed as part of Don Mills Transit EA.		City/TTC
6 (a), 6 (b)	Highway 404 HOV lanes and related carpool lots (at Finch Hydro corridor within City)	<ul style="list-style-type: none"> • Provincial legislative changes to be made regarding HOV lanes. • Feasibility study required for carpool lot at Finch Hydro corridor. 	Construction of new lanes is already underway.	MTO
6 (c)	Enforcement of HOV lanes within the City	Discussions required with Police Service to develop	Consider use of new technologies as an	City

*	Element Description	Action Required	Comments	Proponent(s)
		strategies.	enforcement alternative	
6 (d) I	Formation of Transportation Management Association (TMA) in the Consumers Road Business park	Develop a detailed proposal	Development of plan for TMAs is part of the Smart Commute Association initiative, in which the City is a funding partner.	City/SMA
7	Don Valley Parkway operational improvements south of Highway 401	Feasibility study of operational improvements for both north and southbound DVP south of Highway 401.	Some improvements already constructed as part of York Mills Road and Underpass Gate structure reconstruction in 2004	City
8 (c), 5 (c)	Traffic Operations Strategy for DVC in area between Bayview and Victoria Park, Steeles and Eglinton	Operations study to investigate traffic operations strategies to improve both transit and auto operations throughout the corridor.	City's new traffic operations system will allow consideration of new operations strategies	City
8 (d)	RESCU and Compass Integration Enhancements	Develop a work program to enhance integration of services and protocols	Connectivity between the two systems has been established along with some operating protocols.	City/MTO
9 (a), 9 (b)	Expanded Peak Period Parking Restrictions on Bayview Ave. and Eglinton Ave.	Prepare a report to Council on expanding on-street peak period parking restrictions on Bayview Ave. south of Eglinton and Eglinton Ave. west of Laird		City

The items that are being pursued, or will be pursued, by other agencies such as GO Transit, York Region and MTO, should be supported to the greatest extent possible by City Council and the TTC. The most important initiatives remaining for the City and TTC to pursue, then, are the Don Mills Higher Order Transit service, additional parking at Leslie subway station, formation of the Consumers Road TMA and the Don Valley Parkway operational improvements. Of these high priority initiatives, the most important for the Don Valley Corridor is the Don Mills Higher Order Transit service. While the Master Plan study provides much of the background analysis and justification for the project, an individual Environmental Assessment will be required to address issues of technology, routing and design options. This study, which will involve a comprehensive public consultation program and more detailed assessment of options, will allow all impacts to be fully defined and evaluated and should commence as soon as possible.

Conclusions:

The Don Valley Corridor Transportation Master Plan investigates opportunities for increasing the person-carrying capacity of the Don Valley corridor, with the primary objective of alleviating current congestion and addressing anticipated travel demands in the corridor. The strategies recommended in the TMP are affordable and are a very cost-effective way to increase the person-carrying capability in the Don Valley Corridor.

A detailed analysis of existing transportation conditions and trends confirms that the majority of roads and transit facilities (TTC, GO Transit) in the corridor are congested and operating at/near capacity during weekday peak periods. Further, these same facilities are constrained during increasing periods of the day. Current travel patterns in the corridor were analyzed to identify markets (trip origins and destinations) which may be potentially served by specific corridor transportation improvements. The greatest potential for modal shifts from auto to transit is for trips originating from the Don Valley Corridor, south of Highway 401, and from Markham, east of Highway 404.

The analysis and evaluation process included the development and screening of an initial 'long' list of alternatives to produce a "short-list" of 72 options (opportunities) for detailed analysis during Phase 2 of the study. The process culminated in the identification of 9 Key Initiatives, most including multiple specific elements. Initiatives range from expanded services/facilities on the GO Richmond Hill rail corridor, Higher Order TTC, GO, and York Region Transit services in the corridor, transportation demand management measures, and road and system operations and efficiency improvements.

The Master Plan provides a preliminary assessment of the expected transportation benefits of each initiative, including potential contribution to corridor transportation capacity, potential costs and cost-effectiveness, and effects on existing services, facilities and environment. The Master Plan also identifies recommended staging and priorities for implementation of each initiative and its elements, and identifies the initial next steps in the policy and/or planning process towards implementation.

The DVC TMP provides a framework for a coordinated system approach to transportation improvements in the corridor, satisfying Phases 1 and 2 of the Municipal Class EA process. In order to implement some of the Key Initiatives additional environmental assessment, feasibility and/or operational review will be required to further develop and evaluate design options with respect to factors such design and operational feasibility, costs, cost-effectiveness, and ease of implementation, relative to physical, operational, system and environmental constraints and effects.

Some elements of the recommended Master Plan are currently being pursued, or will be pursued, (in part or whole) by other agencies such as GO Transit, York Region and MTO. These should be supported by City Council and the TTC. Of the Stage 1 High Priority Elements for the City and TTC to pursue, the most important for the Don Valley Corridor is identified as Higher Order Transit service in the Don Mills Road corridor. While the Master Plan study provides much of the background analysis and justification for the project, an individual Environmental

Assessment will be required to address issues of technology, routing and design options. This study will involve a comprehensive public consultation program and more detailed assessment of options and impacts.

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List of Attachments:

Figure 1 – Study Area

Figure 2 – Key Phases of Class EA Process

Figure 3 – North Downtown BRT Routings: Without Redway Road Extension

Figure 4 – North Downtown BRT Routings: One-way Redway Road Option

Figure 5 – North Downtown BRT Routings: Two-way Redway Road Option

Figure 6 – Downtown BRT Routings

Figure 1: Study Area



Figure 2: Key Phases of the Class EA Process

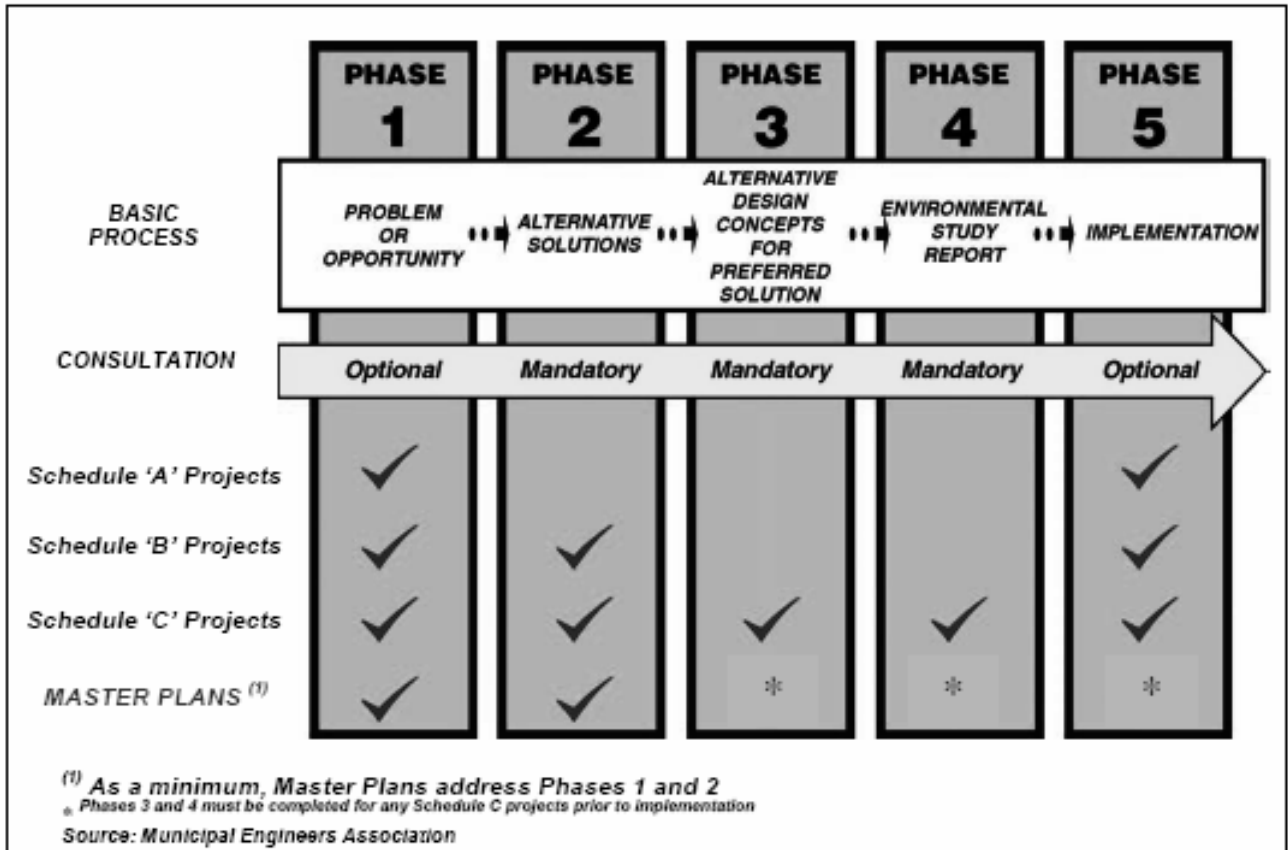


Figure 3: North Downtown BRT Routings: Without Redway Road Extension

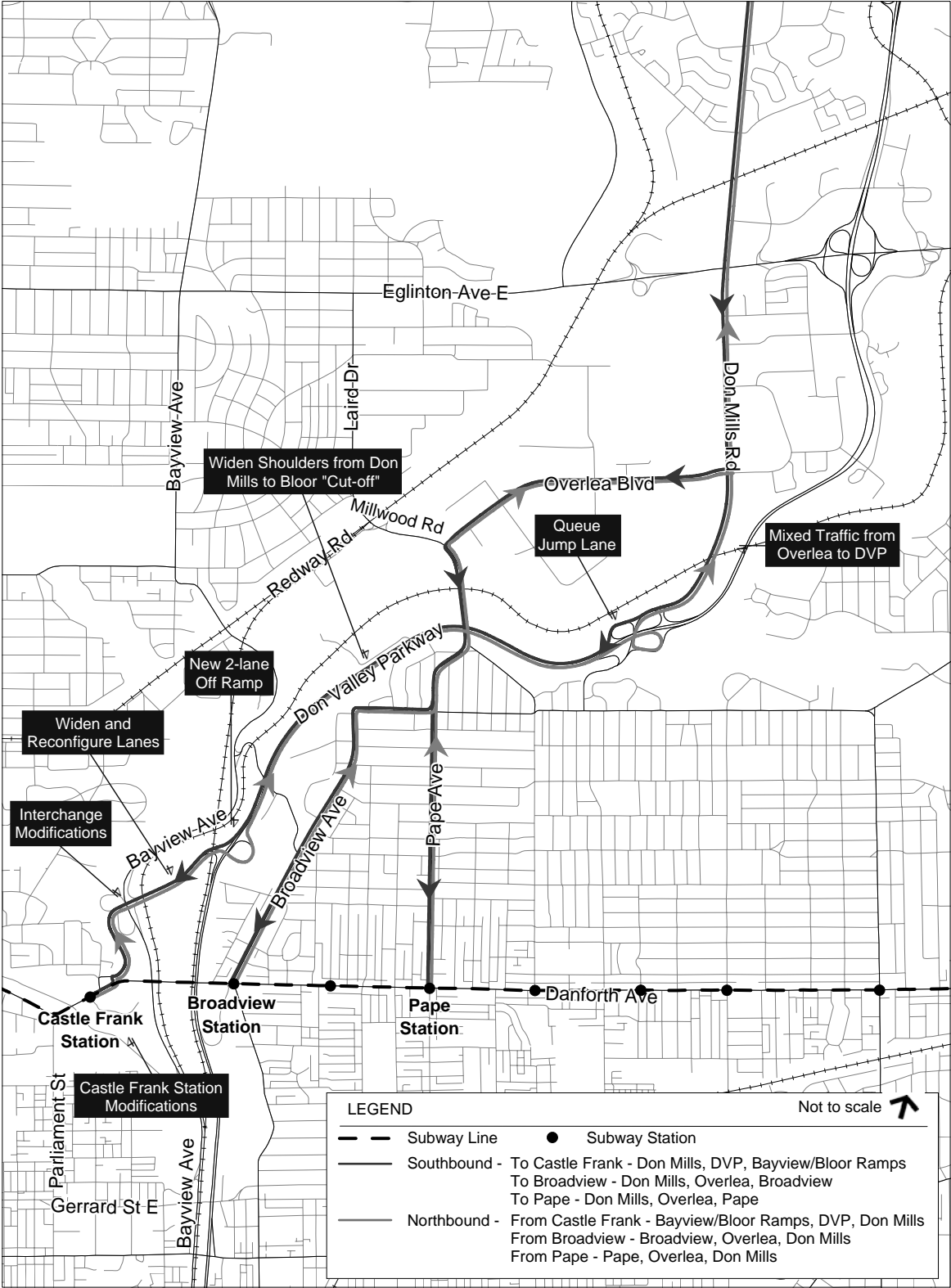


Figure 4: North Downtown BRT Routings: One-Way Redway Road Option

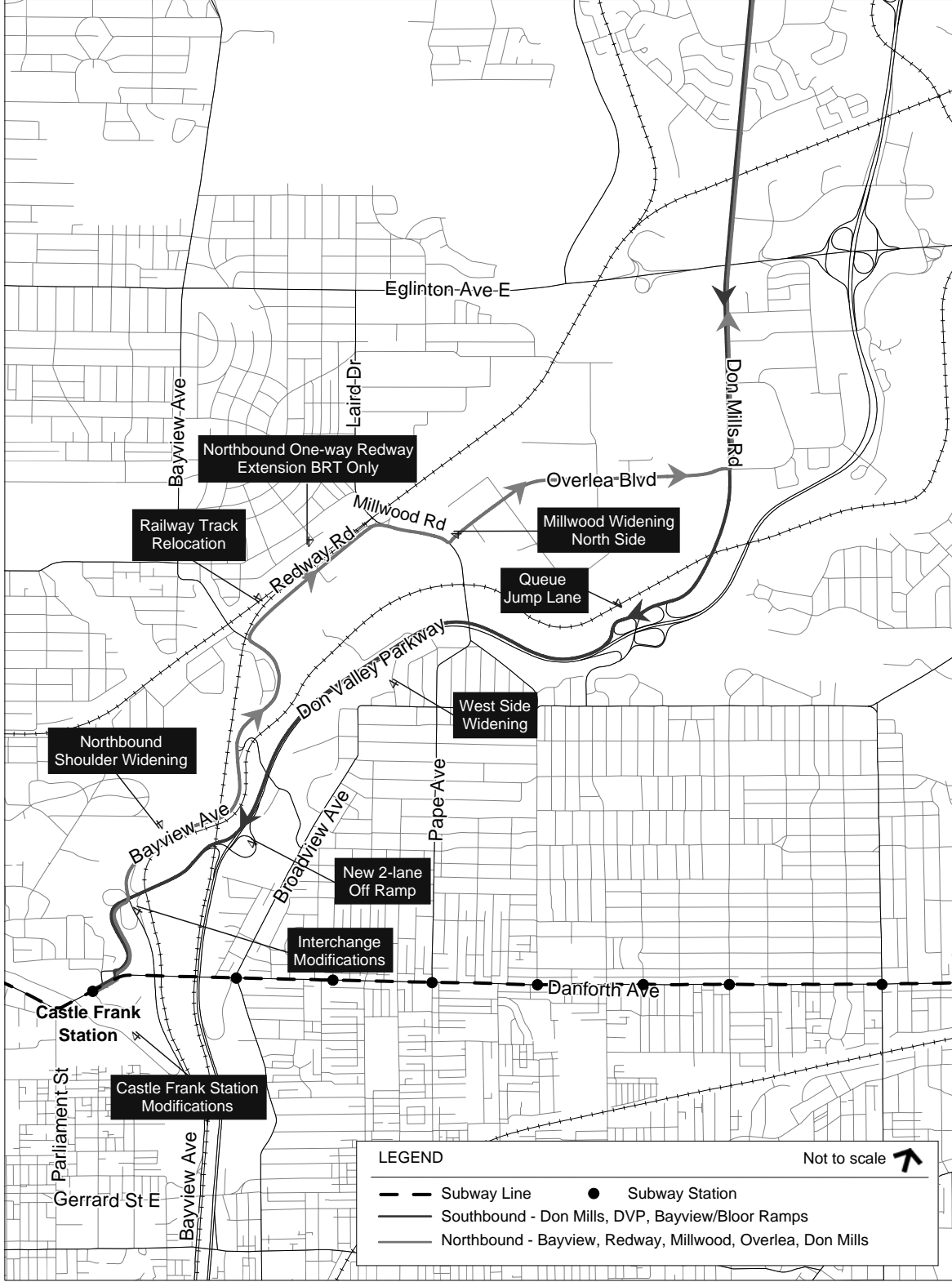


Figure 5: North Downtown BRT Routings: Two-way Redway Road Option

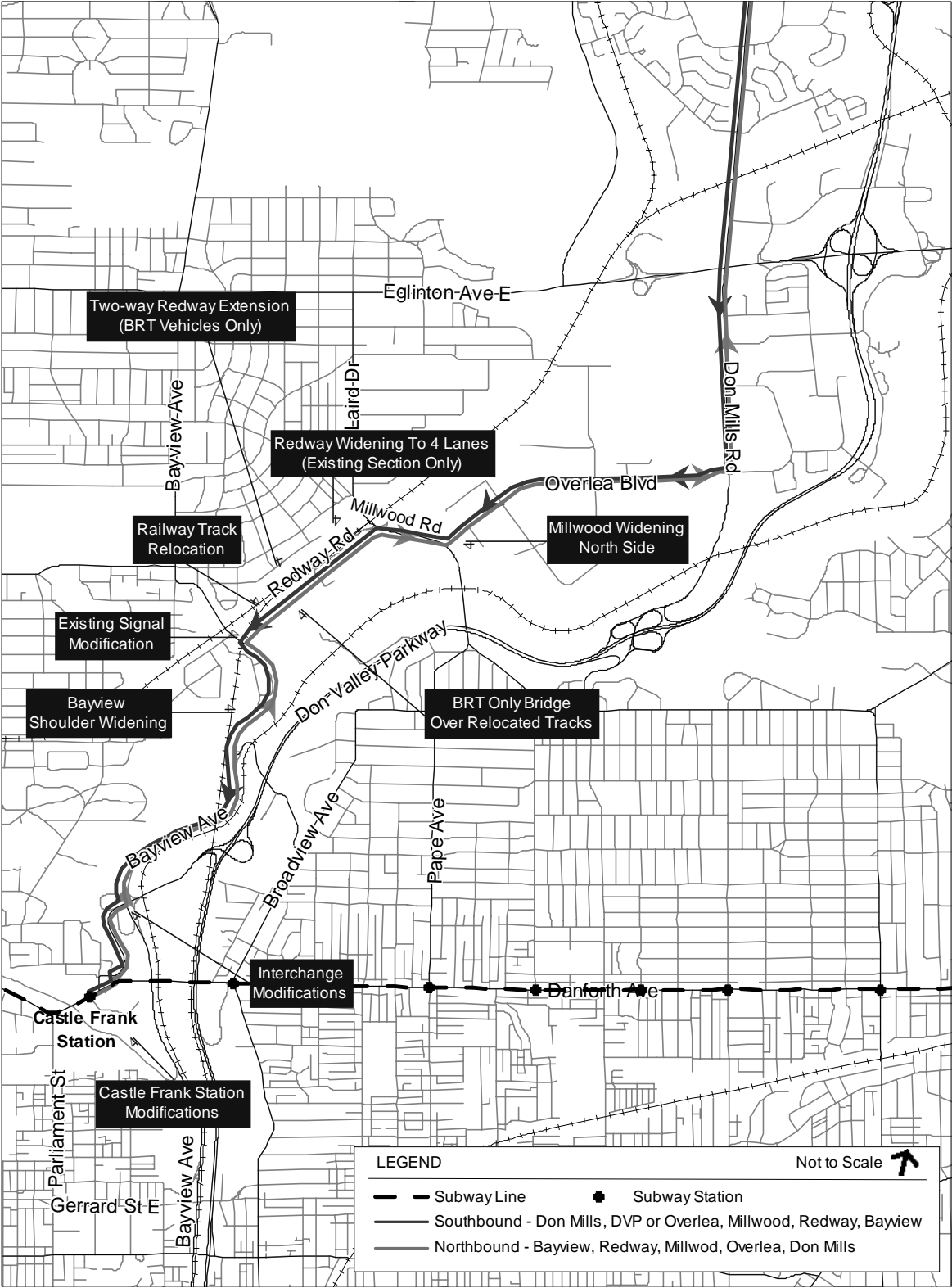


Figure 6: Downtown BRT Routings

