



# **Don Valley Corridor**

## **Transportation Master Plan**

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### **REPORT ON INPUT RECEIVED AT PUBLIC CONSULTATION CENTRES (ROUND 1)**

**MARCH 25, 2003**

**MARCH 27, 2003**

**APRIL 3, 2003**

**PREPARED BY CUMMING + COMPANY  
201 RIVERDALE AVENUE,  
TORONTO, ONTARIO, M4K 1C4**

# DON VALLEY TRANSPORTATION MASTER PLAN REPORT ON INPUT RECEIVED AT PUBLIC CONSULTATION CENTRES (ROUND 1)

*This meeting record was prepared by Cumming + Company. It presents the key information and outcomes from the round one public consultation centres and is not intended as a verbatim transcript. It has been provided to the City of Toronto Urban Development Services Department for distribution to participants and for posting on the study web site. Please direct any inquiries pertaining to this meeting record to either Ms. Joanna Musters, Program Manager, Transportation Planning, City of Toronto, Metro Hall, 22<sup>nd</sup> Floor, 55 John Street, Toronto, Ontario, M5V 3C6, (Tel) 416-392-8572 (fax) 416-392-3821 or [dvcinfo@toronto.ca](mailto:dvcinfo@toronto.ca) or to Sue Cumming, Cumming + Company, Consultation Coordinator at 416 406-6607 or email to [cumming@total.net](mailto:cumming@total.net)*

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## ABOUT THE PUBLIC CONSULTATION CENTRES (ROUND 1)

The City of Toronto is undertaking a Transportation Master Plan Study for the Don Valley Corridor, within the boundaries of the City of Toronto. The Study will assess opportunities to increase person-carrying capacity and improve transportation operations in the Don Valley Corridor. The City Planning Division of the Urban Development Services Department is leading the Study in accordance with the Master Planning process of the Municipal Class Environmental Assessment (EA). Public consultation is a key aspect of the study and input is invited through the publication of study newsletters, interactive study web site, and holding of public meetings. The first round of Public Consultation Centres (Round 1) was held in three locations within the study area:

- **Tuesday, March 25, 2003 at Leaside Memorial Community Gardens (William Lea Room),**
- **Thursday, March 27, 2003 at the Pleasantview Community Centre and**
- **Thursday, April 3, 2003 at the Rosedale United Church (basement)**

The purpose of the Public Consultation Centres (Round 1) was:

- To outline the goal of the study and Master Plan EA process
- To present findings from the identification of issues and opportunities within the study area
- To provide an overview of general alternatives that have been identified to address the study objectives and the broad screening criteria to be used for evaluating the list of wide-ranging alternatives
- To receive public input on all aspects of the study (i.e. comments, suggestions and questions)

Each Public Consultation Centre (PCC) began with an open house from 5:30 p.m. to 7:00 p.m., followed by a presentation by City staff and facilitated discussion at 7:30 p.m. The open house provided the opportunity for members of the public to view the display materials and to talk informally with the project team. Two newsletters (Newsletter No. 1, December 2002 and Newsletter No. 2, March 2003), a presentation handout and comment form were distributed. Members of the public were encouraged to complete the comment form and return it by April 18, 2003 to project staff. It was noted that additional sheets could be used to provide additional comments and that comments could also be emailed to Ms. Joanna Musters, Project Manager for the study at [dvcinfo@toronto.ca](mailto:dvcinfo@toronto.ca).

The sign-in sheets noted the attendance of 138 people over the three nights. Each meeting was facilitated by Sue Cumming, Cumming + Company. The presentations were given by City Planning Staff: Ms. Joanna Musters, Project Manager (on March 25 and March 27) and Mr. Gene Corazzola, Senior Planner (on April 3). City of Toronto, TTC, GO Transit, and Ministry of Transportation representatives and the City's consultants addressed questions. Comments have been noted below.

This record of input has been organized by the three meeting dates and is intended to summarize the comments, questions and responses, and **is not a verbatim account**. Staff responses are indicated in *Italics*.

## **SESSION ONE: MARCH 25 MEETING AT LEASIDE MEMORIAL COMMUNITY GARDENS**

The formal presentation began shortly after 7:00 p.m. The sign-in register indicated that 62 people attended the meeting including Councillor Jane Pitfield. The following comments after the presentation were noted:

The volume to capacity ratio is shown at more than 1.0 at some locations. How can that be?

- *When identifying lane capacity for design purposes, level of service “E” represents “at-capacity” conditions, however actual observed carrying capacity can be greater. LOS values greater than 1.0 indicate congested conditions and excessive volumes compared to the defined design capacity.*

How is the study defining its objectives? What measures are being used in the evaluation of alternatives and their benefits if implemented? Targets are needed.

- *The purpose of the study is to identify measures to achieve increased person carrying capacity in the corridor, by means of higher vehicle occupancies, more public transit usage, and implementation of comprehensive road and transit improvements. Specific quantifiable targets will be used wherever possible, yet have not yet been established. The study team will be establishing evaluation criteria for the various alternatives during the next stage of the study (Analysis and Evaluation of Alternatives).*

What is meant by “ramp metering”?

- *An example of the system is found at certain locations on the Queen Elizabeth Way. Regulating traffic flow entering a high volumes roadway, usually a highway or expressway, by means of traffic signalization or related measures on the ramps.*

What is meant by SCOOT signal control?

- *It is an advanced level traffic signal control system whereby traffic signal timings are automatically adjusted to a series of intersections along a major arterial roadway, in reaction to actual traffic volumes, thereby providing longer green times in predominant traffic directions.*

There is one overriding philosophy about these kinds of transportation problems. The objective is to provide capacity and match future demand with least cost and impact. While attending the University of Waterloo, my professor used to focus on one fundamental idea – when someone on the road he/she is creating congestion, that is incrementally increasing travel time for everyone on the road and creating costs in travel time. The fact that the driver is inadvertently increasing cost in travel for everybody beyond his or her personal costs. We need to start charging people in real costs for the service of using the road system. If costs were imposed (i.e. road tolls), individuals would re-evaluate their travel choices. The impact would be more equitable for public transportation. This principle gets diluted and lost in these exercises. The rejection of a toll on the Don Valley Parkway for political reasons is not a good response from our City Council. We need to look at it again and also at tolling on Highway 404 where expansion is being done. It is a naive thing to think that people will just think that public transportation is a good thing.

- *It is a tricky balance. To achieve the key objectives of the study, improvements to public transit as well as to the existing road network and traffic operations will be necessary as part of the overall solution to improving overall transportation conditions. The debate about transit vs. tolls*

*has to be properly evaluated. Toronto City Planning staff are monitoring the situation in London and where road pricing in the central area has been recently introduced. Many factors contribute to whether road tolls can be successful in any given urban area. Note that Toronto's population and is not yet like London (7 million population.) If introduced in Toronto, viable alternatives to using toll roads need to be provided.*

What do you mean by higher order transit?

- *In the new Toronto Official Plan there are strategies giving a higher priority to transit on certain arterial roadways. It includes public transit located in its own dedicated right-of-way (e.g on Spadina Avenue). It could mean dedicated express bus lanes and streetcar or other forms of rapid transit. An example of a planned higher order transit corridor would link Downsview Subway Station and York University.*

Are High Occupancy Vehicle (HOV) lanes enforced in Toronto?

- *Not perfectly. The responsibility for enforcement of High Occupancy Vehicle (HOV) lane use lies with the Toronto Police. Other methods are available for enforcement using cameras and other technology. These are being considered, and the study team has been talking to other City of Toronto staff and the Police concerning HOV facilities, opportunities, and enforcement.*

What type of cross-section would be considered for a Redway Road extension option?

- *This option has not been reviewed as part of this study to this point, and would be subject to more detailed analysis at a later stage in this study. Different uses and cross-sections will be investigated at that time.*

Cycling could have great role in all of this. What about bikes?

- *The Toronto Cycling Master Plan (Bike Plan) has been adopted by City Council for implementation over a ten-year time frame. We will be considering elements in the Plan as they relate to this Study's recommendations.*

Could you consider enhancement of Don Valley Trails south of Lawrence Avenue?

- *We will be reviewing opportunities in the corridor where cycling trails can be improved or provided, possibly in conjunction with other road improvements. We know that cyclists also want improved accessibility to take GO Trains in peak hours with their bikes – this is not allowed right now – there are a number of broader policy issues that need to be reviewed, which may not be addressed by this study alone.*

The presentation doesn't include a clear distinction between trucks/commercial traffic vs. passenger vehicles. What about involvement by Markham, York and Durham? There is no hope for effective transportation improvements without provincial funding.

- *City of Toronto staff are participating or monitoring activities and status on other major Greater Toronto Area transportation initiatives. Likewise, other agencies are participating or monitoring our initiatives. For example, York Region is on the Technical Advisory Committee for this study, and City of Toronto staff is involved in some York Region studies. The City of Toronto has been lobbying hard at the provincial and federal level for increased funding for transportation, particularly transit, improvements.*

I am concerned about the land use and development decisions and traffic – are these interrelated? Did you use the Official Plan rates of development in your analysis?

- *Land use/development and transportation demand are closely related, and each impacts directly on the other. Forecasted population, employment and development values presented as part of this study are consistent with those used for the Official Plan.*

TTC ridership would be higher if more shelters were provided. Many of the stops don't have shelters and subject people to waiting in extreme weather conditions. Also the Lawrence East bus should be re-routed from Leslie Street to York Mills Station (via York Mills Avenue) instead of buses fighting traffic on Eglinton Avenue (to Eglinton Station).

Shouldn't we be revisiting extension of the Allen Expressway? (to relieve congestion in the Don Valley Corridor) ?

- *The Allen Expressway (Road) extension will likely never be approved or built. You could not build a major road through neighbourhoods now, nor is it included in the Official Plan.*

One study finding showed that between 1991 and 2001 public transit in the Flemingdon Park and Leaside communities has decreased—this is surprising given that the Don Mills service is a very busy route and there is a high population in Flemington Park (25,000 residents) and Thorncliffe Park (27,000 residents). What is significant about this and how will it be addressed?

- *The trend and numbers given relate more to employment with a pretty significant change in employment in these areas with the loss of industrial uses to more retail land use. We need to complete more analysis to better understand what is happening.*

Could you clarify what area is mentioned for a Redway Road extension? Will traffic be coming down Don Mills Road onto Redway Road? If so, where would it go?

- *We may investigate an option for operating higher order transit on Redway Road. We haven't got that far in the study yet. There is discussion of getting transit across to Bayview – Don Mills Road to Overlea Boulevard to Millwood Road, then via Redway Road to Bayview Avenue. This is part of a higher order transit route identified in the Official Plan. It is indicated as two lanes planned and unbuilt from Millwood Road to Bayview Avenue within the Official Plan.*

Years ago we fought the Leslie Street Extension to keep out traffic. Redway would likely benefit Southvale. What is this about?

- *The new Official Plan does not include Leslie but Redway is included because of its possible benefits for transit use and for capacity. This study will explore it further. It is shown as a planned but unbuilt road, but would require a lot of study. It was included in this Master Plan to see what the benefits and impacts might be. Redway could be a critical link for bus service.*

There is no mention of bike capacity?

- *The City approved a Bike Plan network to be implemented over a ten-year period. South of Lawrence Avenue, or on the Bayview Extension, routes are not very organized or identified.... There is also the issue of bikes on GO Trains and restrictions in place.*

I have a question about the project management and who is the study sponsor. Is there a network in place and contacts with Federal and Provincial Governments to address immigration pressures?

- *Contacts are there with the (provincial) Ministry of Transportation and Ministry of Municipal Affairs. The City is also working on Federal initiatives and working with the Province on the expanded High Occupancy Vehicle Network and Transit Opportunities Study. City Staff in partnership with TTC and GO Transit is managing this study. We will do a study report to Standing Committee of Council then goes to City Council. The ultimate sponsor of the recommendations will be City Council, if endorsed.*

The City needs more organization in that area – we need a champion.

- *The new Mayor and Council will have to take this on (after the municipal election in November 2003).*

Will it be your advice to Council that Redway only be used for buses?

- *The Official Plan identifies various things including a higher order transit corridor. The study will look at how Redway should be operated for specific Council direction.*

On the list of alternatives it mentions road widening – concerned about Southvale in particular. Are there any residential roads included?

- *No, only looking at arterial roads. When the City amalgamated, all roads were looked at to see how they were operating in order to classify them. There was talk of reclassification of Southvale since it has higher volumes on it than what it is classified as. There was no reclassification done and Southvale's status as a residential street will be maintained. There are not changes planned and none that will result from this study.*

We need a champion and this is an important study. Is there a possibility of the study being shelved? What else is on the agenda (other transportation studies with greater emphasis on transit)?

- *(The) Transportation Planning (Section of Urban Development Services) has a 14 page work program. The Official Plan is pretty much completed, after three years. It includes more priority transit, e.g.. St. Clair Avenue West needs repair; an opportunity exists to improve streetcar service at the same time; waterfront-related transportation initiatives are also on the City's workplan. There is a study from Yonge Street between Finch Avenue and Steeles Avenue to improve priority for buses and a study of bus rapid transit from Downview to York University. There is a cost/benefit consideration for council to decide with many competing issues. This study is just one of a number across the City. In the Official Plan, 75% of the City's area is not planned to grow much. The remaining 25% of City must accept most of the growth, which will be focused on areas near "Centres" and along "Avenues" as identified in the OP. Transportation is a vital element.*

We residents need champions.

- *Your first champion is your local councillor.*

The meeting ended at 9:00 p.m.

## **SESSION TWO: MARCH 27 MEETING AT PLEASANTVIEW COMMUNITY CENTRE**

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The formal presentation began shortly after 7:00 p.m. The sign-in register indicated that 31 people attended the meeting including Councillor Paul Sutherland. The following comments were noted:

What is a queue jump lane?

- *A separate lane for buses – a way for buses to by-pass standing traffic.*

Bike plan network should be everywhere: on Bayview extension, on Don trail. They are cheap, for 2000 km it is \$73 million, which is about the cost of 1 km of a highway. I am disappointed that cycling doesn't appear to be a key part of the discussion. The on/off ramps on the highway are terrible (for cyclists).

- *A new Bike Plan has been approved and the City is in the process of implementing it – when this study comes up with proposals, we will look at them to see if they are complimentary to planned bike routes. We recognize there is a need for new bike facilities. Bayview Avenue is currently viewed as dangerous for bikes and we are having discussions with those implementing the Bike Plan regarding this issue. Please follow-up and note your comments on comment sheet.*

How do you come up with origin-destination data?

*Transportation Tomorrow Survey (2001) results. This is a random survey of GTA residents about their travel habits and is done during the same year as the Census. It is statistically valid and very current.*

There are so many cars that have single passengers – these could be tolled to pay for options. Would tolls affect their desire to do drive alone. In London (where a downtown area toll has been recently implemented) the traffic dropped by about 25%.

- *When its affects the pocket book, you may see a shift but you have to provide an alternative form of travel (for people who choose not to use the toll facility). In London, they provide a number of other great options to get into the downtown (i.e., 200 additional buses were added into service). London also experiences a larger number of trips than Toronto.*

We need to learn lessons from places like the City of Guelph where they have stopped the ugly box (big box retail) stores. We are seeing these go in with the result of worsening traffic – we shouldn't be allowing acres and acres of land to become parking lots.

I am disappointed that when trying to encourage transit use, TTC is now charging for parking at the Finch subway station – it is no longer free in the evenings – it won't be used particularly in the evenings if you have to pay.

- *The introduction of the new charge is on trial basis to determine the impact to ridership and is a cost recovery measure.*

The change to the ramps at Sheppard Avenue and Don Valley (Highway 404, north of Highway 401) is not proceeding right now – has this been discontinued as a result of this study?

- *No, the widening of Highway 404 by the Ministry of Transportation is planned for ten lanes with median separation included southbound (as recently installed northbound) – it hasn't been delayed as a result of this study and is more a result of funding approval. The southbound widening of Highway 404 from Van Horne Avenue is Highway 401 is scheduled to be done next. (Response from representative from the Ministry of Transportation)*

It is difficult to go from East York to North York by public transit. There is a lack of convenience and directness in the transit system. I agree with the previous remarks about improving bike facilities and making it feasible to ride your bike. What consideration is there for HOT Lanes (High Occupancy Tolls) where you either have three people in your car or you pay a toll? I disagree with any solution that would result in the building of new roads or in the increase of road capacity. Given statistics 30% down the Don Valley Parkway from York Region – transit service must be recognized as the way to go.

- *We do not have HOT lanes in Toronto but City Council did debate a previous proposal to widen the DVP to include toll lanes and the proposal was turned down.*

What is road pricing?

- *Charging for the use of roads – tolls are an example.*

The Don Valley Parkway is at capacity from Sheppard Avenue to Lawrence Avenue and the arterial roads are carrying a lot more traffic than they should be. We are neglecting these roads and this is worsening everyday. The transit policy seems to be contradictory given that express buses during the peak hour could be (increased from) 7 to 8 but the first cut on transit is to take buses away from some of these routes (e.g. along Eglinton). TTC is having funding problems and yet has potential to carry more people.

- *TTC acknowledges that services have been cut across the City. The new TTC Ridership Growth Strategy recognizes the need to put the services back to the levels previously provided.*

If you have one minor accident you are held up for hours and so are the buses. The conditions of the roads particularly Victoria Park and Don Mills is really poor. The traffic volume has increased yet there are major proposals for redevelopment – near the Fairview Shopping Centre for example.

- *With respect to the population and employment projections, we account for growth, including the proposals that you mentioned, in future travel forecasts. The number of employees and square footage has been factored into this analysis as well.*
- *With respect to incident management, there are a number of improvements planned including installing more cameras (on the DVP). We have been talking to the Emergency Services personnel and will be looking at an incident management strategy. This system could be expanded onto the arterial roads and back from the on-ramps in the corridor to advise drivers of problems on major routes including the Don Valley Parkway.*

On either side of the Don Valley Parkway, south of 401, we could have new LRT put in on the surface, not underground – people wouldn't use their cars as much and is more reasonable that what we have at the moment. Can the City look at different technologies when looking at higher order transit? – We should be looking at it along the Parkway itself.

- *The range of technology options is always reviewed and depends on the needs and characteristics of the particular corridor.*

The widening of the Highway 404 between Finch Avenue and Highway 401 is horrible, there is so much noise and black dust right in our yards. We have dust on our patios and it keeps getting worse. No one seems to care. Highway 404 used to be Woodbine Avenue when we bought in 1968 and there were only four lanes. The concerns also extend to old (noise) barriers since they are not as effective as new ones.

- *Additional, upgraded noise barrier walls are being installed in some areas. One section (abutting residential) is unprotected by noise barriers and this will be done soon. The widening design for Highway 404 southbound includes an extensive noise analysis and mitigation component. (Response from Ministry of Transportation (MTO) representative)*

Need public education for drivers – also, pedestrians who jaywalk are a real problem. TTC improves the ability of drivers to drive. We are all supposed to be citizens and take pride. All we think of is tolls

and it is for the birds – look how much our money went to set up the 407 and look at the tolls there – it isn't helping move people (it's congested too).

Best option is to widen Don Mills Road. Why not also use Victoria Park – can it be widened to alleviate traffic to east of DVP.

- *Victoria Park is problematic because the houses and buildings have been built much closer to the road – we will be able to look at intersection capacity and perhaps improvements. Most have been at capacity for a long time. Widening of Victoria Park Ave was studied in the 1980s and rejected at that time because of the significant impacts on property.*

We need to put up better signage for traffic accidents, maybe a help line to call and get updates on traffic movements and where accidents have occurred, before you come upon them. We also need to get people to stop slowing down to look at accident sites.

- *Consideration will be given to changeable message signs placed east and west on arterial roads to provide updated information, as part of the City's RESCU system.*

Are you looking at different forms of transit? – i.e. monorails cost less and are quieter.

- *The study will look at different technologies including Bus Rapid Transit (BRT)/ Light Rail Transit, (LRT), and Scarborough RT which has been very successful.*

Where will future development occur first – and does it come before better transit, road and bike improvements?

- *The City is dynamic and it won't stop changing. In the new Official Plan, 75% of the City was recognized as stable areas mostly single family, parks and open space where changes are not seen, the other 25% is where the growth areas and infill areas are located. These were chosen because of the opportunities for transit and good live/work patterns. OP has strategies for intensification and redevelopment of key areas (e.g. Waterfront, Port area).*

Is there anyone projecting travel trends into the future – 10 years ago each family had one car, now most have two, some three and many four cars. The density hasn't changed but everyone is going in different directions.

- *In addition to auto trends, we look at auto ownership and other trends and project these out 20 years to test different scenarios.*

On the map, it shows a blue shaded area. Could you elaborate on what this is?

- *Blue area is the area between the Richmond Hill GO Line (CN Bala Subdivision (rail line)) and – CP North Toronto Subdivision. There is a proposal to connect these two lines and possibly (create) a new station. The emphasis (with this connection) is that not all trips need to go to Union Station and many trips go to midtown Toronto which would be better served by a midtown link.*

Is it possible to improve connections for cyclists and pedestrians at existing TTC Leslie Street Station – it is really bad having to go under Highway 401 to Oriole?

- *Agree that this needs to be fixed and there is a plan to do that – it needs funding, however.*

Don't think that adding car capacity is a way to get more transit use. HOT (High Occupancy/Toll) lanes does not mean new lanes. Whatever improvements are made to bus/rail, it must be kept in public sector (control) - democratic control through local government. GO and TTC have excellent reputation for cooperating and working together. When will we see fare integration?

- *The issue (of fare integration) is of funding and cost recovery.*

Is there any analysis of the cars travelling southbound on Highway 404 to 401/DVP that exit to the arterial roads instead of using the DVP? You have 16 lanes on the 401 converging to 10 lanes so many must be going on the arterial roads.

- *We can identify the numbers from our analysis, but have not at this point.*

Is one idea being proposed by the study to take one lane of existing Don Mills and turn it into a dedicated exclusive Bus Lane? Now we have three congested car lanes and in the future we could have one bus-lane and two really congested car lanes. Is the proportion of growth in the Downtown Area relative to the rest of the City decreasing?

- *Options for better utilizing the HOV lanes on Don Mills Road are among the options that will be analyzed further during the next stage. Overall growth of travel to the downtown continues to rise gradually. The numbers reflect the increase in GO service. Downtown trips aren't dropping as % employment goes into 905 areas. The growth in the whole GTA is creating dispersed jobs – natural progression is that all north and southbound routes are at capacity in the a.m. and p.m. peak periods. The capacity is being utilized and there is not much left – there may be some road widening but not much capacity will result.*

Concerned about the backups at the interchange of Highway 404/401 – the idling is against our own by-law, the black smog and pollution is destroying the adjacent areas. When you go down east and west (of the DVP) the solution to restrict movements on Don Mills Road by reducing a lane for HOV or BRT combined with new development and no transit service improvements will only result in even worse conditions on Highway 404/DVP.

- *The question of whether growth is good is not always agreed to. Growth will be effected by how people are able to get around. The City has done a lot of surveys on why people live and work where they do. Some interesting findings have come out of these. 160,000 people work in the downtown and live there as well. There has been growth in transit to the downtown through GO transit so that now many people live in Milton and Georgetown which is an hour away by GO train. In doing the research for the Official Plan – there was much debate as to how big Toronto should be – The City's Chief Planner think a million more people - others think half million. Ultimately it will depend on our ability to service those people; transportation facilities and services are among those key services. The Official Plan sets a blueprint for how and where development should occur and how to serve it.*

Are you suggesting that the shoulders (on the DVP) be used? If that is the case, how will you use shoulders for incident clearance and what happens when there is a conflict in the shoulders?

- *It (blocked shoulders) is certainly a concern. The concept of allowing use of shoulders for transit vehicles is feasible and worth looking at. MTO will be testing it soon on a section of Highway 403 in Mississauga. This will provide an example of where it does work. When there is a problem (shoulder is blocked) buses would have to get off the shoulder and go back into regular traffic lanes to get around accident vehicles.*

Tolls would help get less people on roads but Council voted against it. If (the City) keeps widening (roads) it will work for two to three years and then fill up again. I would like to see transit encouraged and new technologies. There is a big opportunity here with strong population growth in Richmond Hill and York Region. We could get support for rapid transit.

Question to GO Transit – when will you marry fares with TTC?

- *It is a matter of revenue cost recovery and policy. We would love to do it but needs to be reviewed further. (response from GO Transit representative).*

We should get the transport trucks off the (Don Valley) Parkway during restricted hours 7 to 9:30 a.m. and 3:30 to 6 p.m. We need to look at societal impacts of emissions – cancer causing.

- *Findings show that heavy trucks generally avoid the DVP during peak periods. Volumes are very low relative to other GTA expressways during the same periods.*

The meeting ended at 8:45 p.m.

### **SESSION THREE: APRIL 3 MEETING AT ROSEDALE UNITED**

The formal presentation began shortly after 7:00 p.m. The sign-in register indicated that 45 people attended the meeting including area Councillor Kyle Rae. Councillor Jane Pitfield also attended. The following comments were noted:

What is the overall increase in traffic volumes in the study area? The numbers you are using are peak hour or period numbers, what are the total daily volumes? It appears volumes are not changing.

- *It is true that the peak hour (volumes) haven't increased that much, since many of the roads are already operating at capacity levels. Peak periods are getting longer. Detailed traffic volumes are available to review if desired, but were only summarized for presentation purposes.*

What do you mean by road pricing?

- *Payment by drivers for using roads. It may include taxes, tolls or other fees.*

Comments by P. Howe, representing North Rosedale Ratepayers Association:

We have significant concerns about traffic, particularly when you look at any proposal that would or could bring more traffic through our neighbourhood. We are happy that the Leslie Street extension will not happen. We hear about planned and unbuilt roads on the (Official Plan) schedule that you referred to. We are concerned about the inclusion of the extension of Redway Road from Millwood to Bayview. The increase in traffic (in the corridor) is not a result of traffic coming from our area, but from further north. We understand and sympathize with the Leaside community – there is an issue and it is a peripheral issue to this study. There is a danger of the peripheral issue becoming *raison d'être* for building the new road. We understand that there is an overall problem and we welcome healthy discussion to resolve the problems but not at the expense of the Rosedale area.

Experience elsewhere has shown that when new roads are built, they are quickly filled up (at capacity). Building another road would result in the same condition. It will be used like Moore Avenue (as a by-pass route). We have to get more people on to public transportation. (End)

How many of you have actually walked the area, there is a beautiful wooded forest referred to as the Carruthers Woods. It would be really costly to put a road through here and it seems to be driven only by problems in Leaside. Additional traffic is due in part to approval of new big box retail. There was a problem before but it certainly has become worse with the new development.

What can you attribute to the vehicle occupancy going down – what factors, solutions and motivators are at play here?

- *People find auto trips more convenient. Families are buying more cars; they find them more comfortable than a bus. There is more before/after work travel. We can identify the problem, propose ways to make it more convenient to get people out of their cars. Some believe that there should be penalties for vehicle usage, especially single-occupant vehicles. Currently High Occupancy Vehicle networks are geared for 3 people. We could reduce this to 2. There are many ideas and strategies. We are only at the first stage of this study looking at options for the Don Valley Corridor.*

Looking at screenline volumes, trips originate way out in the 905 area. We need better TTC service in the City. When you look at sheer numbers – my version of rush hours or peak period is much longer. Historically, we have experienced “if you build it, it they will drive it”. Cost of parking also plays a role. We have higher traffic because we don’t have sufficient public transportation. We need to see more electrified technology – transit is a big part of the solution. Need to balance flow out vs. flow in. We all know that the 905 area is building lots of industry and jobs – it makes sense to see these kind of increases. Traffic flow is indicative of this growth and there are huge, free parking lots being provided. Need to look at what is going up and that will address what is coming down.

- *You have made some excellent points. The peak period is lengthening. We have fairly old parking prohibitions on main streets – traditional restrictions from 7-9 and 4-6 should be extended but this is a huge decision and impacts businesses and stores. Peak hour is really 3 hours plus. More parking near major transit corridors is one way of attracting more trips to transit.*

The city should work with employers for flextime and could consider rights-of-way during peak times for transit.

- *City staff noted in response to several other points raised by previous speakers that the Official Plan does not include the Leslie Street Extension. However, it does include the Redway Road extension and its possible use as a transit link and thus, is included for consideration in this study. We need to look at its merits in a bigger context and see whether it would add to the larger transportation network, for buses as well as cars. We never promote measures that lead to traffic infiltration through neighbourhoods – we want to keep cars on the arterial roads – in this case, we need to ensure it is directed to Bayview Avenue. These are important decisions; we have the luxury during a bigger study like this to use computer modeling to assess the benefit to the overall transportation network.*

What extent are other values besides transportation service being considered as a part of the study? At what point do the impacts to the environment (e.g. Carruthers Woods) cause you to delete an alternative from further consideration

- *Alternatives are screened against a list of broad and specific criteria during the evaluation phase of the study. These criteria include impacts on the natural and socio-economic environments. Among the considerations used to evaluate impacts is the degree/extent of mitigation measures and their effect to reduce or eliminate the impact. This will be done for this study (by qualified, reputable natural environmental specialists).*

Are you having discussion with Canadian Pacific Railway (CPR) for a commuter line across the North Toronto Subdivision or is this a pipe dream?

- *The CPR line is currently a principal freight line and services the main freight yard in Scarborough – it will likely continue to be used for freight for some time. The City OP proposes introducing GO service on the line in the future, that doesn't go to Union Station but to a station near Summerhill. As noted from the information presented here tonight, many trips are detoured to midtown Toronto. Even by transit, many current riders have to go to an overloaded Union Station, and then take TTC to midtown instead of a more direct GO Rail connection to midtown.*

Has any of the (travel demand) modeling measured the impact of the Sheppard Subway as an escape valve for trips from York Region?

- *All of the City's modeling includes the Sheppard Subway line in place. York Region is looking at several rapid transit lines and has identified Don Mills Station on the Sheppard Subway as a connection point for a potential Bus Rapid Transit (BRT) link to/from Markham.*

Looking at a map, a rail link using the former Leaside Spur track (running through Don Mills) from the CN Bala / GO Richmond Hill line to the CPR North Toronto line is a more direct route into the City. But, for various reasons, the tracks were taken out and removed. What can be done here?

- *We are still protecting for a connection between the existing CN Bala / GO Richmond Hill and the CPR line. City Council has recently approved freezing active development for one more year to try and protect for this. There are many stakeholders involved.*

Based on the preliminary evaluation criteria, Redway Road should be excluded from further consideration because of problems with slope stability, loss of Carruthers Woods, overall costs, as well as impacts from road salt and storm water runoff.

- *Alternatives are screened against a list of broad and specific criteria during the evaluation phase of the study.*

We are the fourth largest City in North America, when including the GTA and 905 Areas. My concern is that we continue to have underdeveloped public transportation. We need to get our Province and Federal Government to support our City and to better support public transit. One out of every three people in the province live here. One out of every 10 people in the country live here. Our infrastructure is antiquated; we've seen a slow down in new infrastructure with TTC. Tolls have been put on Highway 407 and it is still congested. We are one of most polluted areas of North America.

- *During the Official Plan review it became apparent that we are woefully behind in supporting public transit. Province has recently provided funding for GO Transit but not TTC.*

We should talk to business about Just-in-Time goods delivery; this has resulted in moving warehousing onto our road network in the form of trucks. The Province has made huge efforts on

emissions control for cars but hasn't done the same for trucks. There used to be car-only lanes on Highway 401 to keep trucks out, then they built Highway 407 as another by-pass to be used by trucks, but with tolls in place, they don't use it. Are we looking at the entire picture - seems there is too much short-term thinking.

Transit has become a self-defeating prophecy – even here in Rosedale. There must be a new deal for Toronto. Commuters are coming to a stop. People can't face making long trips by transit to work. I believe the Front Street Extension should be stopped and funds used towards improvements for rail transit. GO and TTC should act together. It would be really helpful if you brought images of what is happening in other jurisdictions – in Europe and USA.

- *A review of transit-related improvements in other places in the world has been completed as part of this study.*

Representing Toronto Field Naturalists: I am pleased to hear that others are very concerned about Carruthers Woods. There has been so much talk about how bad transit is – it is really not that bad when you take it. In supporting bus lanes, are we going to see an increase in pavement /widening? Will (the City) plan to use one lane of the DVP (for transit) or will we see more parklands lost?

- *It is difficult to add pavement (widen) the DVP (physically and politically) . We will be looking at the possibility of using shoulders on the DVP for bus operations. It won't be an issue of introducing a whole other lane (because some bridges/structures can't be expanded without enormous costs) but will focus on utilizing what is already there.*

What is being done to optimize traffic signalization? I think that there is still room for improvement there. What % or how much more capacity could you get out of the arterial roads?

- *There may be some ways to improve signalization and that will be reviewed, perhaps using the SCOOT system (an advanced signal control system which adjusts signal timings according to actual traffic volumes). There are a total of about 1900 traffic signals in the City and 250 have been improved (with this system). SCOOT expansion has been identified in the City budget and we hope to add more soon. It is not likely that a lot more capacity would be found. As noted, the arterial roads throughout the area are at a capacity and have been for some time.*

Concerned about how the Don Valley, and the parklands are being impacted by more pollution from roads. I am shocked to hear that there are only 3 or 4 GO Trains (on the Richmond Hill line) a day and would have thought there were more trains.

I prefer to use transit to get around the City and was involved in discussion on the Island Airport. I was very disappointed by that outcome (expansion was approved). I understand that at Finch Station there are now 24 hour a day parking charges. It is cheaper to drive than use transit and pay parking.

- *Charges have been enacted as a trial for cost recovery and the impacts are being monitored to determine impact on ridership and whether it should be continued or not. (Response from TTC on parking charges)*

I understand that the Hydro right- of-way (north of Finch Avenue) is being used for development and think that the City lost a great opportunity to use the corridor for transportation. I don't understand why these bad decisions continue to be made. I would like to see dynamic changes. The City could consider changing the directional flow on major streets – not unlike Jarvis Street at rush hour. At night, we seem to sit at stoplights; these could be changed to have better traffic flow, less idling, and

cars through our neighbourhoods. Bus lanes are a great idea but look at what has been done to Yonge Street with one lane being taken up for buses and the buses are empty. We have now reduced capacity and haven't integrated it. Those of you who are surprised to hear about the possible Redway connection haven't been paying attention since it has been talked about since the 1970's. We all live in the big city and don't always relate that to what is happening around us. In the 1950's, they were looking at Highway 407 and that was before the neighbourhoods and business expansion north of the City. Your statistics show less growth in the downtown. There is so much growth all around us. Car pooling is not working – we need much better solutions.

Comments by Representative of Task Force to Bring Back the Don:

I have been to many of these meetings and tonight's approach and presentation is excellent and for that I commend you. However, I have other comments and concerns to raise. There are many different visions and perspectives about some other things going on (in the City) like the Front Street Extension, Black Creek Transportation Management Association, and others. We need to be focusing on a sustainable city and this study is yet again driven from a transportation planning focus. We need to step back and agree on what will work to really build a sustainable city – what tools and ideas are we looking at that are out of the box – different ideas. So much of what we heard is working with the same tools like High Occupancy Lanes for 3 or more people. Maybe they should be changed to 2 or more people; this is a good idea but the Friends of the Don River are looking for new ideas. We need to address a larger issue of the Kyoto Protocol and role of mass transit. If the Redway Road extension is an excuse for more cars to go downtown, then it is not being looked at in this larger context. I am hopeful that we can have a win-win (situation) here and work with people on the Sustainable Transportation Round Table on broader policy solutions.

- *This study has identified a broad range of alternative solutions for analysis and evaluation from new public transit services to Intelligent Traffic Systems. Examples of most of these solutions exist in other North American cities.*

This study has far-reaching implications affecting many areas of the City. At these meetings, three Councillors have come out to hear the input. The new Official Plan has protected the Redway Road extension as a planned but unbuilt road. It has been identified as a potential high level public transit corridor. The old Leslie Street extension plan has been thrown out of the new Official Plan. There are 25,000 tenants in Flemingdon Park and 27,000 in Thorncliffe Park and the bus route from these areas goes to the Pape subway station which takes a long time. Having a more direct route via the Bayview Extension into the downtown core would benefit these transit riders. I am encouraged with the discussions about having higher order transit. This two lane road would benefit many people. We (Councillor) are also speaking to GO Transit about a connection at Wynford on Eglinton to get people directly to Midtown Toronto from Richmond Hill. The Federal Minister has indicated he wants to support this. As a School Trustee, I participated in the discussion about a train station in Leaside however GO indicated it was not a priority. I am aware of the concerns of residents near Governors Bridge with additional train traffic.

TTC and GO Transit don't have sufficient funding and it is embarrassing that we are left alone to pay for public transit. You can't compare TTC with systems in U.S. Cities. TTC is trapped and we must support TTC. I would like to thank staff for including this meeting here tonight. I agree with many of the comments here about wider ranging solutions that are needed and the needed discussion on policy. We are proud of our communities and these alternatives need to be examined. Although I don't drive, I hear about the regular back-ups on the Bayview Extension. Why would extending Redway Road help in any way?

- *The Bayview Extension (Bayview south of Moore Avenue) operates fairly well but you can't feed it. It is really difficult to travel along Bayview south of Eglinton. As noted by the previous speaker, the TTC routing from Leaside forces bus riders to Pape Station. Redway Road gives better transit connections to Bayview. There is good service on Don Mills Road where we see a*

*possible link to get the buses downtown faster if Redway was in place. The reason that Redway Road is included (for consideration) here as part of the study because it has been recognized as fulfilling a role within the greater corridor transportation network, not just for Leaside. It warrants being properly evaluated as part of this study. We will be taking a really good look at the Redway extension option to see if it can provide (person-carrying) capacity benefits for the corridor. For example, if buses could connect better (using Redway), what would be the difference? As part of this larger study, we can really assess its transportation service benefits but also its implications. If Redway only benefits cars, then it won't be addressing the objectives of moving more people. This study will look at transit and traffic solutions. We are looking for input on other general alternatives that could be considered along with how you think these could be screened. We hope to come back to you in June but if the analysis and evaluation of all viable options takes longer, it will likely occur in September.*

You state that the objective is to increase carrying capacity of existing infrastructure. This was in the presentation and on the comment form. Redway Road extension is a contradiction, because it's a new road – one that doesn't exist. This is very controversial and detrimental. It should be taken out of the plan. You are also talking about reducing single-person vehicle trips and increasing higher vehicle occupancy; new roads will go against this. Among the study's goals and objectives, you note reducing traffic. How does this occur by decreasing transit?

- *The first point about existing infrastructure was pointed out at the meeting on the 27<sup>th</sup>. It is a matter of interpretation – we could have changed for this meeting but didn't want create confusion. The study must address options identified by the Official Plan too. Redway Road is shown in the Official Plan as a planned and unbuilt road and we have to look at it. We are considering new road and transit improvements as well as increasing the efficiency of the existing transportation facilities, to reduce bottlenecks and increase vehicle occupancy rates.*

Some advice when presenting statistics – would have liked to see more detail of destinations of traffic entering across the Steeles Avenue screenline. What is happening south of Steeles with the split – where are these trips going? What is the absolute volume by thousands of cars? There is still growth southbound in the corridor and lots of population and employment in the downtown. Why is the focus only on improved service to downtown, when more trips are being made outbound in the morning?

- *General origins and destinations of trips crossing the Steeles Avenue screenline are summarized in the presentation/handout. Detailed volume information, if not presented, is available from the project team. The analysis shows that the downtown continues to experience much of the population and employment growth within the City, but there is a need to provide improved transit in both northbound and southbound directions.*

I can't believe there would be consideration of building a new road in the valley. We live near Rosedale Valley Road and the noise is significant. We must also consider the noise levels. We need to develop a noise map and look at impacts and mitigation in a real way, including changes in road surfaces.

Europe is way ahead of us with their transportation (policy). In London, there has been a 20% or more drop in traffic (into downtown since tolls were introduced). We need to look at tariffs/tolls.

Any significant improvements will require lots of money. Our Mayor gave us a gift of the Sheppard Subway. Our Federal representatives won't make any decisions to help Toronto. What guarantees do we have of anything getting any better?

- *We share your frustrations. We can only give our best advice to City Council on which transportation improvements are most effective and should be implemented. Council will make the ultimate decisions.*

TTC does the best it can with the resources it has. It must operate with 80% of what it collects from the fare box where in the U.S. transit operates on 40% from the fare box and the rest from State and Federal funding. We have a predominantly suburban council and they just don't seem to provide the necessary support for public transit initiatives.

The meeting ended at 9:45 p.m.