



# Don Valley Corridor Transportation Master Plan

Newsletter No. 2  
March 2003

## Problems and Opportunities

*The City of Toronto has initiated a Transportation Master Plan Study for the Don Valley Corridor, within the boundaries of the City.*

### What progress has been made on the Study?

The first phase of the study, Identify Problems and Opportunities, is nearing completion and will be the subject of public consultation centres during late March/early April (see details on reverse side). A thorough analysis is now ready for the following:

- existing conditions of the road and transit networks including an assessment of current travel patterns in and around the Study Area
- current projections of residential and employment development potential along with forecasts of travel growth in the Corridor over the next 10 years
- current proposals for road and transit improvements affecting the Corridor.

Other potential solutions to the problems indicated in the analysis have been placed on a long list of potential alternative solutions. The upcoming public consultation centres will present the list of alternative solutions along with the criteria for evaluating these alternatives.

### What are the current levels of transportation service in the Corridor?

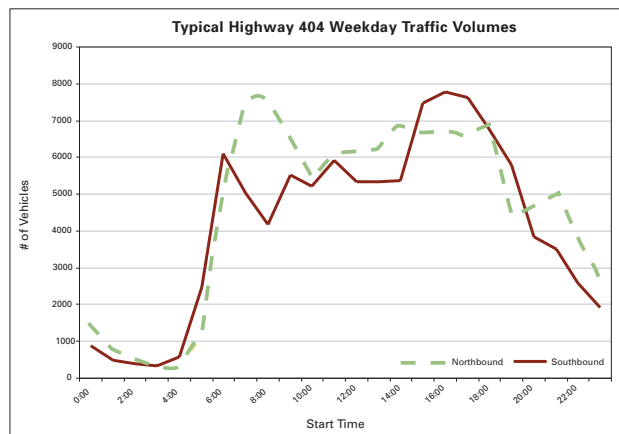
During weekday a.m. and p.m. peak periods, there is widespread congestion and delay throughout the Corridor, not just on Highway 404 and the Don Valley Parkway (DVP). On a scale of A to F (representing very good to very poor), Highway 404, the DVP, and most signalized intersections are operating at Level of Service E or F. The a.m. and p.m. peak periods are also spreading (extending beyond a 1-2 hour peak) and, as can be seen in Figure 1, volumes are remaining at high levels throughout the day. Interestingly at this location just north of Highway 401, northbound flows exceed southbound in the a.m. peak period, and in the p.m. peak period southbound flows exceed the northbound ones. TTC and GO Transit services are also operating at or near capacity during weekday peak periods. *Figure 1*

### Who uses the Don Valley Corridor?

Here are a few key findings:

- The catchment area for the Corridor is far reaching, and is used for trips to/from most of Scarborough, central and eastern York Region and throughout Durham Region.
- Only 40% of those York Region residents travelling southbound at Steeles Avenue are destined for locations south of Highway 401.
- Approximately 30% of people driving in the Corridor south of Highway 401 work in the downtown core.
- The growth in trips to the downtown between 1996 and 2001 from the Corridor catchment area has virtually all been accommodated by GO trains and the TTC subway system.
- Most of those Toronto residents who drive through the Corridor to downtown Toronto are in professional/managerial occupations and 43% have a free parking space at or near their workplace.

Figure 1

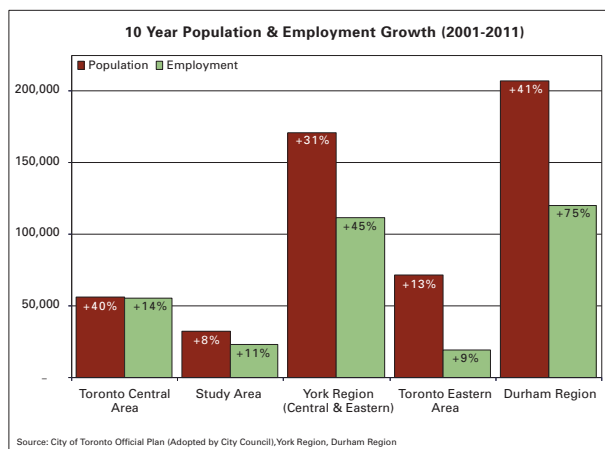


# Don Valley Corridor Transportation Master Plan

## How much growth is expected in the Corridor?

Figure 2 shows ten-year growth in population and employment for key components of the catchment area. Assuming existing road and transit network capacities do not increase, growth in the number of trips in the weekday a.m. peak period may increase a forecasted 6 – 9% in the southbound direction and 12 – 17% in the northbound direction. *Figure 2*

Figure 2



## What alternative solutions will be considered and how will they be assessed?

Alternative solutions will generally fall into one of four categories:

- road capacity improvements (e.g. widenings)
- road operational improvements (e.g. optimization of traffic signal progression)
- transit capacity improvements (e.g. additional GO trains or buses)
- transit operational improvements (e.g. priority for buses at traffic signals).

Criteria to assess alternatives will include:

- transportation person carrying capacity added
- compatibility with City land use and transportation policies
- physical and operational feasibility
- environmental and community impacts
- costs and ease of implementation.

## When are the first Public Meetings?

Public Consultation Centres are scheduled for:

- March 25, 2003** Leaside Gardens  
1073 Millwood Avenue
- March 27, 2003** Pleasantview Community Centre  
545 Van Horne Avenue
- April 3, 2003** Rosedale United Church  
159 Roxborough Road (at Glen Road).

The meetings will start with an open house at 5:30 p.m., followed by a formal presentation at 7:00 p.m. and discussion session.

## Whom can I contact if I have questions about this study?

If you wish to have your name placed on our mailing list, or to direct questions and comments, please contact one of the following:

Joanna Musters  
Program Manager, Transportation Planning  
City of Toronto  
(tel) 416-392-8572  
(fax) 416-392-3821  
dvcinfo@toronto.ca

Richard Gordon  
Project Manager  
Cansult Limited  
(tel) 905-470-2010  
(fax) 905-470-2060

Susan Cumming  
Consultation Coordinator  
Cumming + Company  
(tel) 416-406-6607  
(fax) 416-406-6141

For further information on this study, please visit the “Don Valley Corridor Transportation Master Plan” page on the City of Toronto website: [www.toronto.ca/planningstudies](http://www.toronto.ca/planningstudies)