



Don Valley Corridor Transportation Master Plan

Class Environmental Assessment

Newsletter No. 3
April 2004

UPDATE

Join Us for Our Next Public Meetings

During the first phase of this study, we examined existing transportation conditions and trends in the Don Valley corridor and the long list of possible alternatives. This information was presented to the public at a series of public meetings in the Spring of 2003. At the next public meetings, staff will provide information on the:

- Screening and evaluation of the alternatives,
- Proposed key initiatives;
- Study conclusions;
- Next steps in the process.

If you cannot attend either of these meetings but would like to provide us with comments, or if you would like to be placed on our study mailing list, please contact us (see reverse).

Tuesday, April 27, 2004

Don Mills Library - Auditorium
888 Lawrence Ave E (West of Don Mills Road)
Open House: 5:30 - 7:00 p.m.
Presentation and Discussion: 7:00 - 9:00 p.m.

Thursday, April 29, 2004

S. Walter Stewart Library - Auditorium
170 Memorial Park Ave, (West of Coxwell Avenue)
Open House: 5:30 - 7:00 p.m.
Presentation and Discussion: 7:00 - 9:00 p.m.

What progress has been made on the Study?

The first phase of the study, to identify Problems and Opportunities, was completed in the Spring of 2003. The findings were presented at Public Meetings in March/April 2003. A summary of the public comments and study team responses made at the meetings are available on the City of Toronto Web site at www.toronto.ca/planning_studies

During Phase 2 of the study, the public comments and suggestions, combined with results of the technical analysis conducted by the study team, was used to evaluate a long list of alternatives and identify those to be assessed further. The long-list of alternative solutions generally fell into one of four categories of improvements:

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

The evaluation resulted in a set of short-listed alternatives, including specific key initiatives which were subject to more detailed analysis. Some key initiatives were developed conceptually to be able to better quantify some of their general costs, benefits, and anticipated effects. An overview of the short-listed alternatives and their analysis will be presented and discussed at public meetings on April 27 and 29, 2004 (see above for details).

PROBLEMS AND OPPORTUNITIES

What are some of the problems and trends in the Corridor?

Analysis completed during Phase 1 of the study showed that most roadways and intersections in the Don Valley corridor are operating at, or near, capacity during peak periods, and the congestion is widespread. The overall study area quality of transportation service is fair-to-poor. Projected travel demand over the next 10-20 years will contribute to longer travel times and further congestion if travel patterns remain the same and significant road, traffic operations and transit improvements are not implemented. Specific travel trends in the corridor include:

- The percentage of corridor trips northbound (into York Region) from Toronto is steadily increasing, signifying more outward commuting to work;
- 40% of the trips southbound in the corridor at Steeles Avenue are destined south of Highway 401 (remainder are travelling to locations north of Highway 401 or transfer on to Highway 401);
- 30% of the drivers south of Highway 401 in the corridor work or go to school in the downtown;
- There is a high percentage of public transit trips (TTC and GO) from the study area to downtown, but low transit share of trips to study area employment zones (e.g. central Don Valley area);

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- There is a very high share of auto use from 905 areas to the Don Valley corridor employment areas;
- Growth in the number of person trips in the study area is expected to increase 6-9% in the southbound direction and 12-17% northbound, during a.m. peak period by 2011.

When assessing travel markets, the trips in the corridor expected to have the greatest potential for change in travel mode from auto to transit (a.m. peak) are:

Southbound:

- Don Valley corridor workers (South of Highway 401) to Downtown jobs;
- Markham (East of Highway 404) workers to downtown jobs; and
- Don Valley corridor workers (North of Highway 401) to Don Valley corridor jobs (South of Highway 401)

Northbound:

- Downtown and Southeast Toronto workers to Don Valley corridor jobs; and
- Don Valley corridor workers to Markham and Richmond Hill jobs

EVALUATION OF ALTERNATIVE SOLUTIONS

What are the short-listed alternatives and how were they determined?

Each alternative on the initial long list was subjected to an assessment of their potential to contribute to the principal study objective of increasing person-carrying capacity in the corridor. Criteria to assess alternatives included:

- Compatibility with transportation service, policy and growth management goals of the City of Toronto (i.e., Official Plan) TTC, and GO Transit
- Ability to address projected travel demand and growth trends;
- Physical and operational feasibility;
- Effects on communities and the natural environment;
- Implementation considerations and requirements, and
- Capital and operating costs.

Alternatives that were analyzed as having a potential contribution to achieve the study objectives or "strategies" (in whole or as part of combined options) were carried forward for more detailed evaluation (including cost-benefit analysis where appropriate). Alternatives analyzed as not having a reasonable potential contribution were deferred from further analysis.

The 3 main strategies (categories of short-listed options) and the specific initiatives assessed under each were:

A. Increase Transit Use

1. GO Rail Improvements
2. Higher Order Transit
 - Don Mills Corridor (Bus Rapid Transit)
 - Toronto/York Cross Boundary

3. Expanded Bus Network
4. Surface Transit Priority

B. Increase Vehicle Occupancy

1. Enforcement of HOV Lanes
2. Expansion of HOV Network
3. Carpool Lots
4. More Transportation Management Associations

C. Increase Road Capacity and/or System Utilization

1. DVP/401 Improvements
2. DVP Ramp Metering
3. DVP Alternate Routes
4. Expanded SCOOT
5. Integrated RESCU/Compass
6. Expanded On-Street Parking Restrictions
7. Advanced Real Time Traffic Information
8. Advanced Real Time Transit Information

NEXT STEPS

The results from Phase 2 of the study will be presented at the upcoming public meetings on April 27 and 29, 2004. Notices will be sent out by mail to all those on our mailing list, and also placed in local newspapers. Public input will be used to revise/refine the alternatives and proposed initiatives. The project team will then proceed to finalize and map the Master Plan, develop a staging/action plan, and submit the Master Plan report to City Committee(s) and Council for adoption.

Who can be contacted for more information?

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

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For further information on this study, please visit the "Don Valley Corridor Transportation Master Plan" Web site www.toronto.ca/planningstudies