

TRANSPORTATION

PRELIMINARY ASSESSMENT

The evaluation process of analyzing and testing the public street and transit network options forms an important part of the Transportation Master Plan and helps satisfy the first two phases of the EA process. In Phase 1 of the EA process, an Opportunity Statement must be outlined which describes the general reasons for undertaking the Master Plan:

PROBLEM & OPPORTUNITY STATEMENT

The Spadina Subway Extension, a new TTC subway station and GO Transit station, along with a renewed development vision proposed by Parc Downsview Park Inc., have created an opportunity to reconsider the approved Transportation Master Plan. In support of an updated Downsview Area Secondary Plan, the Transportation Master Plan will continue to respond to investment in transit and the incorporation of infrastructure and policies that are more transit-supportive.

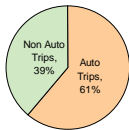
There is a lack of road network connectivity through the Secondary Plan due to the physical constraints posed by the CN railway line, Bombardier runway and Wilson railway yard. As a result, the existing area road network and surface transit routes are operating close to their capacity.

All of these elements identify that there is a basic need and opportunity to develop sustainable transportation infrastructure serving the Downsview Area Secondary Plan in the long term and into the future.

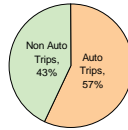
HOW TRANSIT SUPPORTIVE IS EACH LAND USE OPTION?

Based on the proximity of planned development areas to the proposed and existing subway stations and current surface transit routes, we have estimated the potential share of new peak hour trips that could be expected to use transit for each land use option.

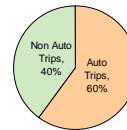
CURRENT SECONDARY PLAN



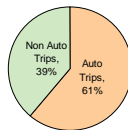
OPTION 1 (PDP PLAN)



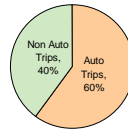
OPTION 2



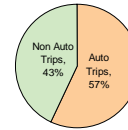
OPTION 3



OPTION 4



EMERGING PREFERRED



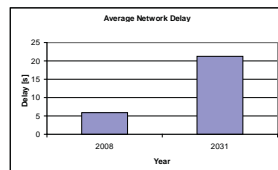
Locating new development within walking distance of transit stations is a key factor in encouraging transit use by residents.

PRELIMINARY ASSESSMENT RESULTS

- Even with the subway extension, significant road network congestion will occur during peak periods without additional improvements
- Preliminary testing has shown that the road network improvements contained in the current Secondary Plan will not address future travel demands
- Additional road network improvements will be required to provide sufficient road network capacity to:
 - Maintain reasonable travel times for surface transit routes
 - Provide reasonable travel times and accessibility to the Downsview Park area and existing residential / employment areas
 - Avoid the potential for traffic infiltration



LOCATIONS WITH EXCESSIVE QUEUING IN 2031



AVERAGE NETWORK DELAY