TORONTO

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Chair and Members
Public Works and Infrastructure Committee
Toronto City Hall
100 Queen Street West
Toronto ON M5H 2N2

Dear Colleagues:

Re: Request for Report – Feasibility of Redway Road extension

Please accept this letter as my request that the Public Works and Infrastructure Committee add this item to the meeting agenda of 13 August 2014 and that the committee adopt the following recommendations:

1) **That the General Manager, Transportation Services, be directed to review and report on the feasibility of extending Redway Road to a point of intersection near the northern end of the Bayview Extension (Bayview Avenue) south of Moore Avenue.**

Redway Road is a short roadway immediately south of the railroad tracks that define the southern boundary of the community of Leaside. It extends west from Millwood Road and runs generally parallel to the tracks. It currently terminates for all intents and purposes at a Loblaws parking lot located west of Millwood Road.

In 1999 Toronto City Council authorized a technical study to determine the need and feasibility of extending Redway Road to the Bayview Extension.

The requested report was produced in July 2000.

In August 2000 the City of Toronto Works Committee considered a related report from the Commissioner of Works and Emergency Services. It included the following comments:

> The extension of Redway Road ... to Bayview Avenue was proposed by the former Borough of East York Council in 1996 as a means of reducing infiltrating traffic through the Leaside community....

> Currently, routes such as Southvale Drive are experiencing heavy demands of non-local trips due to the lack of east/west arterial capacity between Bayview Avenue and Laird Drive. Furthermore, local residents are concerned that traffic infiltration levels will be exacerbated as new developments in the area proceed....

The July 2000 report set out a clear proposal for extending Redway Road to Bayview. For reasons unrelated to technical feasibility, the proposal was not pursued.

The traffic pressures in the area noted in 2000 have not subsided in the ensuing years. In addition to Southvale Drive, it is a matter of common knowledge in the Leaside community that the collector roads of Millwood Road and McRae Drive also carry heavy commuter traffic volumes.

Extending Redway Road to connect Millwood Road with the top end of the Bayview Extension would provide a safe and practical alternative route for commuter traffic that currently uses the streets of Leaside as part of its journey between downtown Toronto and points north and east of Leaside. As such it would serve the residents of those areas of the City in as much as it would remove a bottleneck in their daily commute. It would also reduce the existing heavy traffic in Leaside. Further, it would provide an attractive alternative route for truck traffic originating from or serving the Leaside Business Park, thus improving the viability of one of the City's important employment areas.

Last month a young child was struck and killed by a vehicle making a turn from McRae Drive onto Millwood Road during the afternoon rush hour.

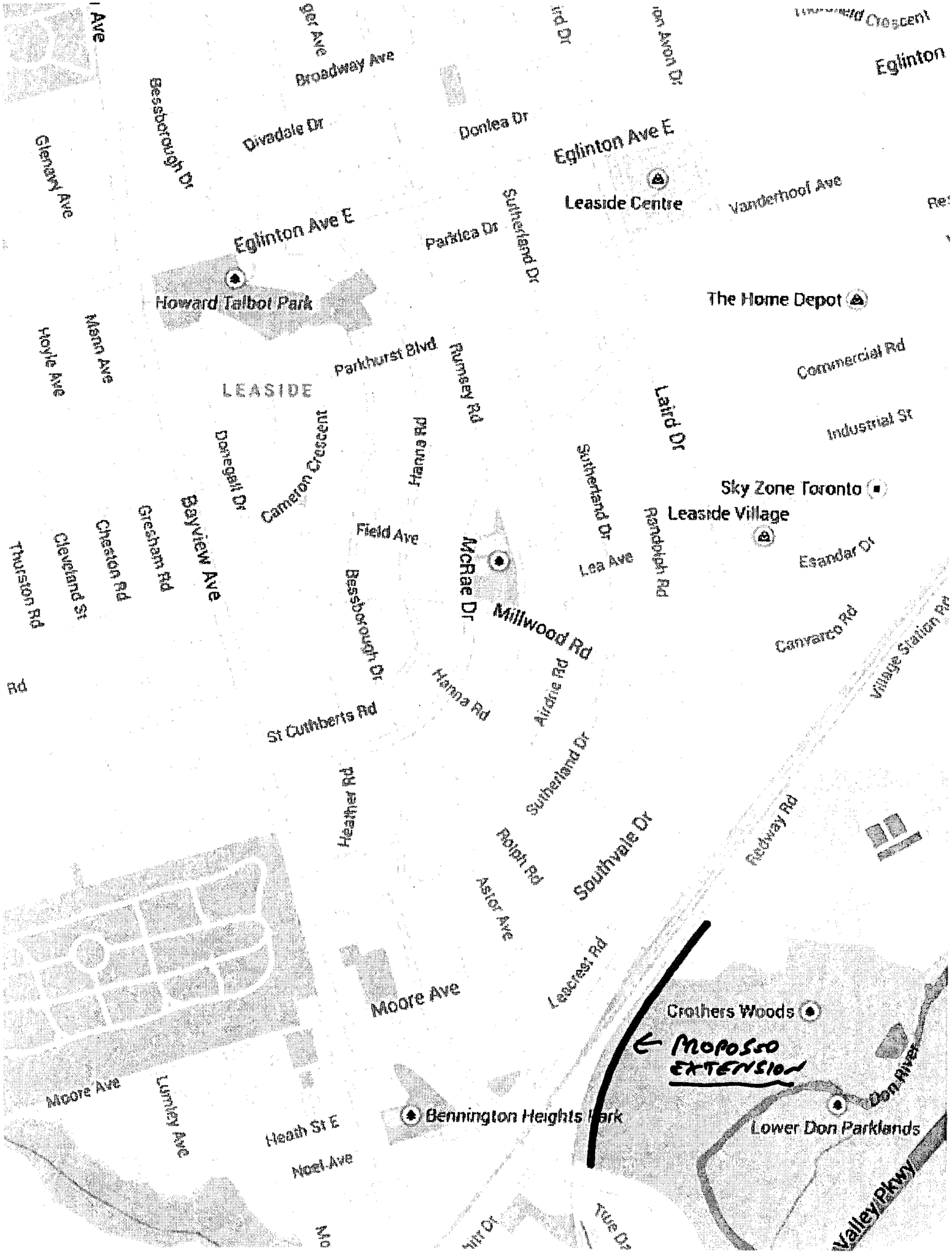
The proposed bypass would reduce traffic on both McRae and Millwood. The need now to take constructive action to do so could not be clearer.

Thank you for considering this request.

Respectfully,

John Parker
Toronto City Councillor
Ward 26 – Don Valley West

PS: I have discussed this proposal with senior Transportation Services staff. They have told me that the work involved in producing the requested report would be less than what might otherwise be expected, given that they have the July 2000 report to work from as a starting point.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