



Insurance  
Travel  
Roadside  
Rewards

PW4.1.94

June 4, 2015

City Clerk's Office  
Toronto City Hall  
100 Queen Street West  
13FL West Tower  
Toronto, Ontario M5H 2N2

Dear Mayor John Tory and Members of Toronto City Council,

Re: PW4.1 – Gardiner Expressway and Lake Shore Boulevard East Reconfiguration

I am writing with respect to the proposed reconfiguration of the Gardiner Expressway and Lake Shore Boulevard which will be considered at your monthly meeting on June 10, 2015.

CAA South Central Ontario would like to thank Waterfront Toronto and city staff for their assessment on the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment and Integrated Urban Design Study.

Our organization does not support the removal of the eastern portion of the Gardiner Expressway as presented by Waterfront Toronto. CAA believes an elevated expressway that accommodates the same number of lanes and speeds that vehicles are accustomed to are vital to the GTA road network. Maintaining the existing link between the Gardiner Expressway and the Don Valley Parkway is integral to our road network. The removal of this 1.7km stretch of expressway should not be undertaken unless current traffic conditions can be maintained or improved.

While most people think of CAA for roadside services, our work actually commenced in 1903 as an advocacy organization focused on integrating automobiles into the transportation network, increasing that network, creating safe road user conditions to better connect and serve communities. Our policy work includes increasing transit, developing safe cycling policy, programs and infrastructure and advocating for walking safety.

As you may be aware, a study was recently conducted by the University of Toronto's Centre for Intelligent Transportation Systems that was commissioned by the Gardiner Coalition, a group of associations and businesses that commissioned a report on traffic demand and economic impact for the remove boulevard option in comparison to the hybrid model.

The study used conservative figures to conduct its modeling, it did not consider construction delays, collisions, transit delays or inclement weather and highlighted that the remove option adds a minimum of 10 minutes to the daily commute based on optimal road conditions. The study

shows there is a potential to block up to 1600 vehicles outside of the downtown network and will cause a backup of traffic along the south Don Valley Parkway.

Expressways are designed to move people and goods efficiently. Waterfront Toronto's report on the eastern Gardiner has focused on just the expressway but CAA feels that these reports are detrimentally ignoring the impact on the broader transportation network within the eastern Gardiner catchment. Furthermore CAA remains concerned about safety along residential streets to the east which will be impacted by increased traffic if the eastern Gardiner were removed.

The 8-lane boulevard remove option has the propensity to increase road safety incidents by design - with more traffic control signalized intersections, a greater mix of different road users within the same roadway as well as other roads used as alternatives by motorists – such as highway style traffic, volumes and delays interacting with pedestrians and cyclists mixed with increased distracted driving, cycling and walking.

Automobile travel times in the Waterfront Toronto report estimate delays of 2-5 minutes with the remove boulevard option. However that figure does not incorporate anticipated delays accumulated between 2012 and 2031 which adds an additional 11 minutes to the commute time for motorists.

It is also important to highlight that Waterfront Toronto's report is based on a number of assumptions to transit which include the construction of the Downtown Relief Line, the East Waterfront LRT and the Broadview Avenue Transit Extension. In reality there is no commitment of funding or an approved plan or confirmed timeline for these expansion projects.

CAA recognizes that this is a multi-generational decision which will have an impact on all road users and is a decision that should not be taken lightly. We encourage City Council to analyze all of the facts outlined in the Gardiner Coalition study and vote for the hybrid model; it is the only option before you that will keep all road users moving throughout the city.

Please contact me if I can be of further information and thank you for your consideration.

Sincerely,



Teresa Di Felice  
Director, Government and Community Relations and Driver Training  
CAA South Central Ontario (CAA SCO)