

June 9, 2015

Office of the Mayor  
City Hall, 2nd Floor  
100 Queen St. W.  
Toronto, ON M5H 2N2

Mayor Tory and Members of Toronto City Council:

**RE: TORONTO MUST MAINTAIN TRANSIT CAPACITY, MITIGATE PRODUCTIVITY LOSS**  
PW4.1 Gardiner Expressway and Lake Shore Boulevard East Environmental Assessment (EA)  
and Integrated Urban Design Study – Updated Evaluation of Alternatives

The Toronto Financial District BIA would like to thank City staff and Waterfront Toronto for their work on the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration EA and for this opportunity to provide our input. Of the preferred Gardiner East EA alternatives being considered, **the City must implement the hybrid alternative to maintain accessibility to Toronto's central business district and ensure economic productivity is not negatively impacted.**

The Toronto Region Board of Trade's Scorecard on Prosperity 2015 shows that Toronto has low productivity in comparison with other world cities, mainly due to underinvestment in transit infrastructure. The C.D. Howe Institute has stated that the cost of congestion in the Greater Toronto and Hamilton Area is already \$11 billion annually.

According to the University of Toronto's Centre for Intelligent Transportation Systems report of May 7, 2015, commissioned by our organization along with the Gardiner Industry Coalition, the remove option will:

1. Add up to 10 minutes to an eastbound Gardiner commute, even in ideal conditions;
2. Block 1600 vehicles outside the downtown network, mainly backing up onto the DVP; and
3. Add a productivity cost of \$37 million per year due to increased congestion delays.

While there are opportunities to make an at-grade road more efficient for vehicular movements, the University of Toronto's research, and also the June 4, 2015 supplementary report prepared by city staff, show that it cannot be accomplished without significantly compromising the pedestrian environment.

Further identified in the supplementary report, the Hybrid alternative has additional opportunities to reduce the expressway's footprint, increase land for development, reduce capital and operating costs and make significant improvements to the public realm – all of which can be further refined in the next phase of the EA.

Toronto cannot afford increased transit congestion and productivity losses. It must be stressed that EA alternatives assume significant investments in new transit to offset a reduced vehicular capacity into the downtown. None of these assumed transit projects are currently funded or prioritized for construction; this includes the Relief Line Subway, Broadview Extension and LRT and Waterfront East LRT.

While other cities have reduced their expressway capacity, they have been able to do so after significant investment in new rapid transit, in advance or in conjunction with expressway removal (Seoul, New York City, Madrid, San Francisco are all examples).

**Our position is that for any reconfiguration of the Gardiner Expressway, vehicular capacity in and out of the Financial District and downtown core must be maintained or improved in the absence of new investments in transit infrastructure.**

Thank you for your consideration.

Best regards,



Grant Humes  
Executive Director

cc: John Livey, Deputy City Manager  
Michael Williams, General Manager, Economic Development and Culture  
Stephen Buckley, General Manager, Transportation Services