



373 Cumber Ave.,
Willowdale, ON
M2M 2G3

December 28, 2017

Re: Re-Imagine Yonge Consultation

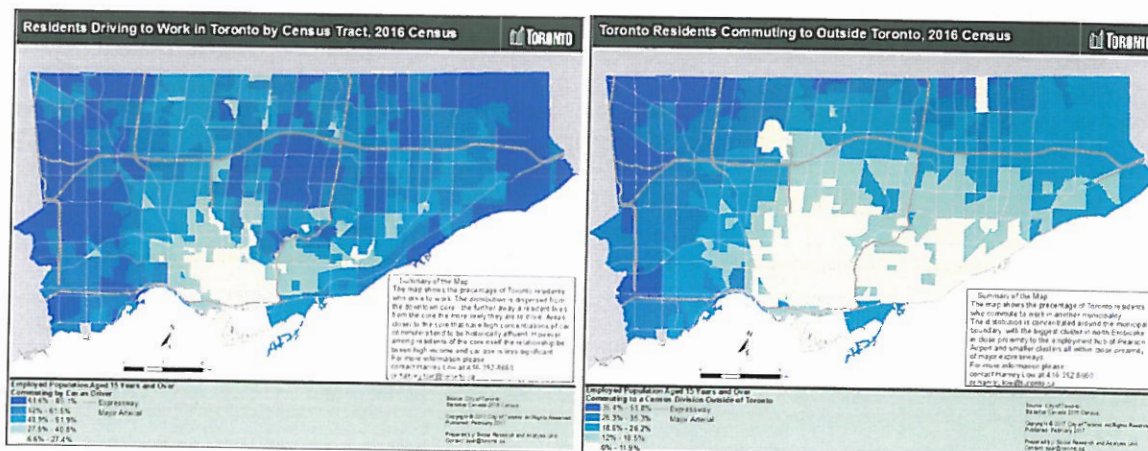
Attn: Head of Public Consultation

Dear Ms. Manolakakis,

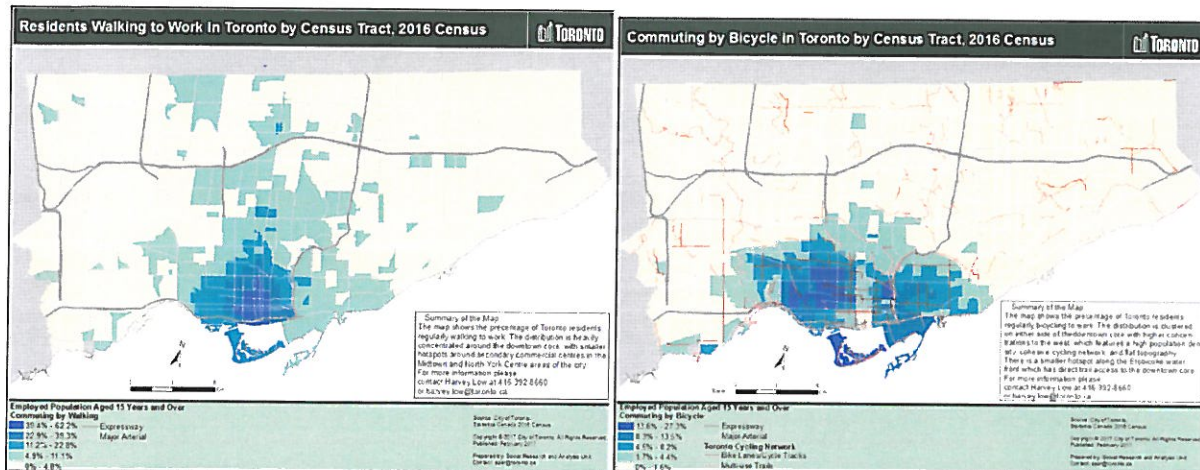
We are the Bayview Cumber Neighbourhood Association (BCNA) a non-political association which has served the interests of residents of single family dwellings within the census area of Newtonbrook East for over 40-years. Over the decades our team has offered our input and advice to City staff, as well as, Councillor Shiner to encourage them to make evidence-based land-use planning and policy decisions.

On December 5, 2017, the City staff released the [2016 Census: Education, Labour, Journey to Work, Mobility and Migration](#) report, based on data released by Statistics Canada on November 29, 2017. This data has been very helpful in better understand the needs of our residents, and to quantify our concerns with the Re-Imagine Yonge plan. We can tell that:

- Based on the data, we know that the majority of households in our neighbourhood are home to residents who commute to work every day. Further, we can tell based on the data that while some members of households in our neighbourhood commute downtown every day for work, others travel to work outside the City. While residents south of Eglinton have an extremely low statistical probability of having a household member who lives outside of the City – this means, that it is statistically **unlikely** that the installation of bicycle lanes on Reimagine Yonge will improve transit options for residents in our neighbourhood and within the project area.



- Despite massive intensification along the Yonge Corridor very few people have been able to secure employment within walking or cycling distance of their home. As shown in the chart below, and assuming people would choose walking as the cost-effective transportation option – the people living in the area are not within reasonable walking distance to work. As shown in the table below, walking and cycling – this seems like a practical option for downtown commuters given the economic profile of the households, and proximity to work.



Based on the above, we believe that a lane reduction in the target area would likely have a negative impact on our residents' ability to get to work in a timely manner, especially, given the diverse economic travel pattern of the residents in the project area compared to those of downtown Toronto. We are also concerned that displacing commuter traffic from Yonge St. onto the surrounding neighbourhood streets will create further problems.

While safety has been used as one of the primary justifications, we also looked at the [Traffic Signal Vehicle and Pedestrian Volumes](#) dataset within the City of Toronto open data catalogue. We noted that over 42,005 vehicles cross Yonge-Steeles intersection every day, and at least 71% or 29,978 make it to Yonge-Finch on their way to the 401, subway, or to work in downtown Toronto. City staff have cited "safety", as one of the primary drivers of this project, noting in their April 25, 2017, "[Interim Project Status Update – Reimagining Yonge \(Sheppard to Finch\) Municipal Class Environmental Assessment Study](#)" that the area was a "primary safety concern" - noting that there were 6 collisions involving fatalities or serious injuries. In other words, out of 42,005 vehicles per day at 260 business days over 5 years (i.e. 54,606,500 vehicle trips per year) there were only 6 collisions fatalities or serious injuries – or 0.000011% (i.e. near zero) accident ratio. Based on the staff report justifying the project, we believe that this has been purposefully overstated. In a ranking of safety priorities, we question what other areas might have higher accident rates in need of immediate address. If the City opts to push commuters onto the narrower, quieter neighbourhood streets where there are schools, seniors' homes, cyclists, and pedestrians, this seems unlikely in our view to increase overall safety.

The BCNA:

- Does not support any proposal which would result in lane reductions on Yonge Street, and its capacity to keep traffic off local streets.
- Would like the PWIC to ensure that it includes data from the November 2017 Statistics Census data in determining the likelihood of residents using the lanes to get to work, given the economic travel profile of residents.
- Would like PWIC to provide residents of Newtonbrook East an estimate of their travel time from Yonge-Steeles to the HWY 401 to get to work factoring in the lane reductions, and 43 story intensification projects developed such as, 5959 Yonge Street.
- Would like the PWIC to take into account the projected increase in vehicle capacity from the proposed rebuilding of the Yonge/401 interchange in assessing the future volumes of commuters transiting this area.

Yours Sincerely,



Alasdair A. Robertson,

President BCNA