



DON MILLS RESIDENTS INC.

July 2, 2021

To: Toronto Infrastructure and Environment Committee

Re: Eglinton Crosstown Wynford Stop Pedestrian Access (IE23.18)

In November 2020 at the request of our Councillor, Denzil Minnan-Wong, this issue was referred to City staff for a review of options to improve pedestrian access to the Wynford LRT stop. Pedestrian access refers to both people who are walking to the stop and people who ride the 100 and 34 buses on Wynford Drive to the stop on Wynford Drive to make the transfer up to the LRT.

This issue was presented to Metrolinx when the first plans were revealed at a Wynford Concorde Residents Group meeting with Metrolinx staff. The Metrolinx response was that they would look into what could be done. Some three years went by before Metrolinx finally stated that the access from Wynford to Eglinton was not part of the scope of work for the construction of the LRT.

The LRT should be a model of accessibility for people with disabilities and should not have artificial barriers incorporated into the design that would prevent access to the community at large. Access is not an issue for any other community along the LRT so why is it that our community cannot be accommodated?

When the referral was made, I contacted the Councillor and requested that the City staff contact Accessibility Ontario to see what requirements they have established for new stations and to contact Metrolinx to see what its plans are for the Science Centre Station at Don Mills and Eglinton which, I understand, is to be elevated. His Administrative Assistant informed me that the Councillor would be meeting with the City staff early in the new year and would raise the Accessibility Ontario issue at that time. No mention was made of the Metrolinx suggestion.

The report that you have today does not mention these suggestions and it appears that none of the concerns and suggestions raised by our Group were considered. The proposal in the report is exactly what was originally suggested in the LRT plan. In light of the history of the 100 bus being the first route to have wheelchair access on the buses, due consideration should be given.

This is a real issue for the community and deserves proper study of alternative suggestions with a summary as was given to the main issue in this report. This, we request that the issue be referred back to staff for consideration of the alternatives and that consultation with the community be part of this process.

Thank you.

Allan H. McKellar

Chair, Wynford Concorde Residents Group

Member of the Board, Don Mills Residents Inc.

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