

February 18, 2025

To: Toronto and East York Community Council

**Regarding:** Item TE20.39 - Traffic Control Signals and Traffic Regulations - Yonge Street and Delisle Avenue/Private Driveway

We are writing to you on behalf of the Boards and Residents of 10 Delisle Avenue (TSCC 1591) and 33 Delisle Avenue (TSCC 1478).

The above item is planned to be discussed at your meeting on Thursday February 20, 2025. ***We are writing to request that this item be deferred to a meeting at a later date after development and completion of a comprehensive traffic assessment and plan for the area from Yonge and St Clair to Yonge and Heath.***

We believe that the addition of traffic lights at Yonge and Delisle at this time would be just another band-aid measure and does not address the broader traffic and pedestrian safety issues in the area. These issues cannot not be dealt with appropriately until a comprehensive traffic study is performed to provide a holistic approach to improving both the vehicular and pedestrian traffic problems and includes the potential of removing bicycle lanes and replacing them with short-term parking for deliveries/pick-ups only as well as moving up the planned changes to the Yonge and Heath intersection which are currently planned to occur some years in the future.

Our request is based on the following factors:

1. On the east side of Yonge, this area is comprised of one long block, interrupted by a private parking lot entrance. A new development project is planned for much of this block which will include an additional 1361 apartment units (plus additional commercial and business space) with the additional resident, visitor and commercial traffic associated with this significant increase in population. The driveway that is referenced in the item, above, is actually an existing surface level parking lot. However, this driveway will be removed when the approved re-development of that site begins since access to the new development will be via Heath and Alvin Streets.
2. On the west side of Yonge, this area is comprised of two short blocks. The street going west from Yonge between St Clair and Heath is Delisle Avenue. Unlike other residential streets in the area, this street carries/will carry the resident, visitor, business and delivery traffic from:
  - Six multi-occupancy apartment buildings with approximately 1500 existing residents;
  - One new 44 storey, multi-occupancy apartment building which is currently under construction with 371 additional apartment units (Note: construction and utility vehicles will continue to be on the street for at least another 2-3 years); and,

- Two commercial parking lots servicing a) businesses/offices on the north side of Delisle with its entrance/exit on the north side of Delisle and b) office buildings/businesses on St Clair with its entrance/exit on the south side of Delisle;
3. In addition to the residents/visitors of Delisle Avenue, cars currently use Delisle to circumvent traffic on Yonge and/or park on Delisle while waiting for friends/family who are using public transit. Due to the demographics of the population on Delisle, this additional traffic provides a safety risk which will only be worsened by easier access to Delisle through traffic signals and the increased population of the area created by the new development projects.
  4. Traffic on Yonge between Heath and St Clair was previously able to use two lanes north and two lanes south. However, since the addition of bike lanes, planters and short-term parking (both legal and illegal), Yonge has become almost impassable and when drivers make either left or right turns from Yonge onto Delisle, traffic on Yonge often comes to a stop. The current proposal to add a left turn lane on northbound Yonge onto Delisle will only make these problems worse unless the bike lanes are removed. The recommendation by Traffic Management to remove existing parking on the east side of Yonge and south of Delisle on the west side of Yonge in order to accommodate the left turn lane clearly does not take into account the reality that deliveries need to be made to businesses in the area and that cars/trucks will stop there illegally, if need be, in order to complete their work. There is really no other place for them to stop and as long as the bike lanes are there, traffic will be impaired.

We have reviewed the documentation provided by the Director, Traffic Management, Transportation Services to support this proposal and it is based on outdated information that does not take into account the current situation in the area. In addition to point 4 above, we note the following problems with this report:

1. The traffic study which is used as the basis of the decision was done in 2018 (with an update just post-pandemic in early 2022). This was prior to the addition of bike lanes, planters and street parking which now limits traffic to one lane in each direction.
2. The ongoing service work being done on Line 1 of the TTC routinely impacts routes north and south from St Clair and Yonge leading to the addition of TTC shuttle buses and/ or additional cars to the traffic. In fact, the report from Traffic Management actually states that their proposal will increase delays to motorists and may increase delays to transit service on Yonge.
3. The report from Traffic Management also does not take into account:
  - a. The increase in e-bikes and e-scooters due to food delivery services post-pandemic and which cause safety issues for both pedestrians and cars and
  - b. The increase in construction vehicles and delivery vehicles to the area due to a large number of construction sites around Yonge and St Clair and post-pandemic changes in delivery services.

We believe that a holistic, strategic and co-ordinated approach to traffic management is required rather than a series of quick fixes. As a result, we request that this item be deferred until such time as a new integrated study of the area is completed with recommendations based on the current realities.

Sincerely yours,

*Robert Sheaffer*

Robert Sheaffer  
President, TSCC 1478

*Tracy Lynne Quick*

Tracy Quick  
President, TSCC 1591

*Karen Gilberg*

Karen Gilberg  
Director/Treasurer, TSCC 1478