REPORT FOR ACTION

Finch West Goods Movement Study

Date: February 10, 2026
To: Infrastructure and Environment Committee
From: General Manager, Transportation Services
Wards: Ward 1 – Etobicoke North, Ward 6 – York Centre; Ward 7 – Humber River-Black Creek

SUMMARY

The Finch West Goods Movement Study (the Study) focused on a comprehensive review of existing and future truck operations related to goods movement in the vicinity of the Finch West Light Rail Transit (LRT).

The study area is primarily located in the City of Toronto with a small section in the City of Vaughan. Today the area is comprised of a mix of industrial, commercial, residential and retail uses, including two Provincially Significant Employment Zones (PSEZs) supported by two Business Improvement Areas (BIAs) that support over 5,000 businesses and 57,000 employees.

In 2016, a staff report titled, Allocation of the Public Realm Amount - Finch West LRT (2016.EX13.9) identified the need for a goods movement study in the northwest corner of Toronto centered on Highway 400 and the future Finch West LRT, jointly funded by the City, Metrolinx and the Emery Village and DUKE Heights BIAs.

The objectives of the Study were to:

- Review traffic and commercial truck movements in the area in the context of the Finch Avenue West Light Rail Transit (LRT) corridor;
- Apply a collaborative process to gather feedback from Business Improvement Areas (BIAs) and other key interest groups;
- Identify opportunities to enhance access to 400 series highways;
- Identify opportunities to improve safety and active transportation facilities; and,
- Maintain or improve healthy neighbourhoods, natural and cultural environment, and social equity.

The Study identified and assessed future transportation network improvements, with recommendations for potential near-term improvements (0-5 years), medium-term improvements (>10 years), and long-term improvements (requiring further study at the appropriate time). The Study identified potential improvements that would provide

opportunities to improve access to industrial zones while mitigating areas of conflict between sensitive land uses and truck traffic.

Improvements that can leverage existing infrastructure and deliver high-impact benefits for all road users are recommended to be advanced in the near-term, to begin addressing area transportation needs. The recommended near-term improvements include:

- Intersection improvements at Weston Road and Albion Road, Millwick Drive and Islington Avenue, and three (3) intersections along Clayson Road and Arrow Road;
- Refreshed pavement markings and state-of-good-repair improvements; and
- Changes to signal timing plans.

The Study is a conceptual Master Plan with a long-term horizon, and not all of the potential improvements identified in the Study would be the sole responsibility or jurisdiction of the City of Toronto to fund or advance. Some examples include a potential new highway interchange with Highway 400 at Steeles Avenue West, a widening of Steeles Avenue West between Fenmar Drive and Jane Street, potential new roads crossing the GO Barrie rail line and CNR rail line, and a potential new road crossing of Highway 400.

Given the complexity of projects of this nature, long-term horizon, and other parties involved, not all of the potential improvements identified in the Study would be expected to be funded and advanced to implementation. The feasibility of the medium-term and long-term improvements identified in the Study would need to be assessed further by the City of Toronto and/or appropriate partnering jurisdictions, as the area continues to redevelop.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the General Manager, Transportation Services to prepare the Environmental Study Report (ESR) for the Finch West Goods Movement Study Transportation Master Plan based on the preferred network solution, issue the Notice of Completion and put the Transportation Master Plan in the public record, in accordance with the requirements of the Municipal Class Environmental Assessment process.

2. City Council direct the General Manager, Transportation Services to advance the following studies and report to City Council on the progress of the following studies by the fourth quarter of 2027:

    a. West Side Service Road Intersection Improvements at three locations along Clayson Road, Bartor Road and Arrow Road;
    b. West-to-South and West-to-North intersection improvements at Walsh Avenue/Albion Road/Weston Road; and
    c. Millwick Drive and Islington Avenue Safety Improvements and investigating a lift on existing truck restrictions on Millwick Drive.

3. City Council direct the General Manager, Transportation Services, in consultation with the Chief Executive Officer, Toronto Transit Commission, to initiate a study to consider the feasibility of allowing heavy vehicles to share the York University Busway including determining impacts on existing bus service and identifying measures to preserve TTC service levels.

FINANCIAL IMPACT

There is no financial impact associated with this report. The Finch West Goods Movement Study is a high-level planning document. Individual project costs will be determined in future study stages.

No provision has been made for these projects in the Transportation Services' 2026-2035 Capital Plan. Funding for these projects will be considered as part of future year budget processes, subject to council endorsement of project-specific recommendations. The costs are expected to be further refined as project-specific designs are advanced and will be updated as they become available.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information

DECISION HISTORY

On March 31 and May 1, 2016, City Council adopted the recommendations of the Allocation of the Public Realm Amount (APR) – Finch West LRT report. This report identified the need for a goods movement study, jointly funded by the City, Metrolinx and the Emery Village and DUKE Heights BIAs, as part of a number of complementary measures that will improve the streetscape and public realm along Finch Avenue West concurrently, with the introduction of the Finch West LRT project.
https://secure.toronto.ca/council/agenda-item.do?item=2016.EX13.9

On January 19, 2024, Etobicoke York Community Council requested a review of pedestrian and traffic safety at Islington Avenue and Muir Avenue/Millwick Drive and to report back with findings and any proposed recommendations for enhanced road safety features.
https://secure.toronto.ca/council/agenda-item.do?item=2024.EY10.22

COMMENTS

Study Overview

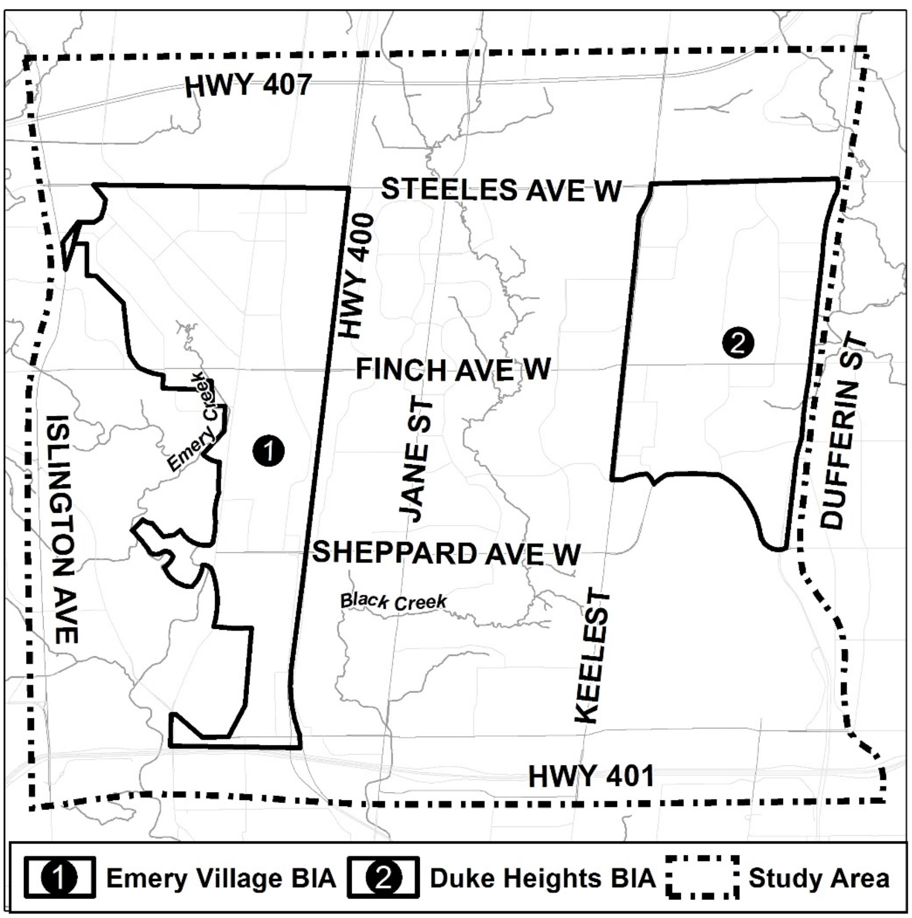
The Finch West Goods Movement Study area, shown in Figure 1, is primarily focused within the City of Toronto and is bounded by Islington Avenue in the west, Dufferin Street in the east, Highway 407 in the north and Highway 401 to the south. The Study area encompasses two primary BIAs, Emery Village and DUKE Heights. A small section of the Study area is within the City of Vaughan, north of Steeles Avenue to Highway

407, to understand how this area impacts the function and operation of Toronto's road network.

The Study has been completed in accordance with the requirements for a Master Plan project (Approach #2) under the Municipal Class Environmental Assessment (MCEA) and completes Phase 1 (identification of the problem or opportunity) and Phase 2 (identification and evaluation of alternative improvements). A review of Natural Environment resources was conducted including Terrestrial Resources, Aquatic Resources and a Tree inventory. A Stage 1 Archaeological Assessment and Cultural Heritage Screening was also completed for the short-list options in Phase 2.

The Master Plan approach identifies potential projects that would meet the Study objectives. In accordance with the current MCEA, projects identified as Schedule C would need to be further assessed through Phase 3 and Phase 4 of the MCEA process, prior to filing an Environmental Study Report (ESR) for public review. Phases 3 and 4 would require further public consultation and would refine the project concepts identified in the current Phase 2 process, including further information on project benefits, impacts, and costs.

Figure 1 - Finch West Goods Movement Study Area



Study Background

In late 2014, a Truck Technical Working Group was established as part of the Finch West LRT interest group engagement, to identify specific concerns related to the design and operation of the Finch West LRT, identify a range of potentially feasible solutions and evaluate their impact. The Technical Working group, which consisted of the Emery Village BIA, the Canadian Fuels Association (CFA), and others, met on four occasions to provide input on solutions to reduce travel times and facilitate truck movement in the vicinity of the Finch West LRT.

Commitments made through the Truck Technical Working Group meetings indicated that goods movement would be investigated to address concerns raised by the Duke Heights and Emery Village BIAs. An agreement was developed between the City of Toronto, Emery Village BIA, Duke Heights BIA and Metrolinx to initiate the Finch West Goods Movement Study, focused on improved goods movement for the northwest quadrant of the city.

Existing Conditions

Land Use

The Official Plan identifies land uses within the Study area as predominantly industrial, residential and commercial. The lands to the east of Dufferin Street are residential and the lands to the west of Dufferin Street are predominantly industrial areas; the lands east and west of Islington Avenue are residential and employment industrial areas; a Hydro Corridor runs within the Study area; and the section of the Study area within the City of Vaughan is primarily employment and parkway belt.

In the Study area there are two Provincially Significant Employment Zones (PSEZs) supported by two Business Improvement Areas (BIAs). Emery Village BIA has over 2,500 businesses employing over 25,000 employees, and DUKE Heights BIA has over 2,500 businesses employing over 32,000 employees.

Street Network

Within the Study area, roads classified as a major arterial under the City of Toronto's jurisdiction include:

- Steeles Avenue West
- Finch Avenue West
- Sheppard Avenue West
- Wilson Avenue
- Islington Avenue
- Weston Road
- Jane Street
- Keele Street
- Dufferin Street
- Allen Road (north of Transit Road)

Allen Road is classified as an expressway south of Transit Road. Within the Study area, Highway 401 and Highway 409 are highways owned, operated, and maintained by the

Ministry of Transportation, Ontario (MTO). Highway 407 is a tolled highway leased to and operated by the 407 ETR Concession Company Limited.

Collision Analysis
A safety analysis was conducted on collisions resulting in fatalities and serious injuries in the Study area, using 2014-2024 data retrieved from the Toronto Police Services' (TPS) Open Data Portal. The findings of the analysis indicated that a total of 48 collisions resulting in fatalities and 234 collisions resulting in serious injuries occurred in the Study area, within the analysis period. 26 of these collisions involved a heavy truck. The areas associated with higher collision risks were identified to be near Finch Avenue West intersecting with Highway 400, Finch Avenue intersecting with Weston Road, and Wilson Avenue in proximity with Highway 401.

Policy Framework

Official Plan:
The Study area includes three Secondary Plan areas, the Emery Village Secondary Plan (2001), the York University Secondary Plan (2009), and the Downsview Secondary Plan (2024).

Congestion Management Plan (2023-2026)
The City of Toronto Congestion Management Plan is implementing a wide variety of proactive initiatives that help manage traffic congestion in Toronto and maintain safety for all road users. The plan includes the latest technologies, and builds upon proven traffic management techniques, such as the Traffic Agent Program.

Freight and Goods Movement Strategy (2020)
Implementation of the Freight and Goods Movement Strategy has been ongoing since it was adopted by Council in 2020. Key initiatives advanced since that time include the launch of both on-street and off-street logistics mini-hubs (in collaboration with the Toronto Parking Authority), an exploration of autonomous delivery devices, and the promotion of cargo e-bikes for deliveries. Ongoing work is focused on the development of the Strategic Truck Network, review and expansion of Commercial Loading Zones, and digitization of the City's curb use bylaws to support curbside loading and unloading activities. Future work will be determined based on the remaining initiatives listed in the Strategy, Council priorities, technological opportunities and observations from peer cities.

Public Consultation

Public engagement was an integral part of the study process with the public consultation requirements of the MCEA met and exceeded.

The Study included two Public Information Centres (PICs), one industry workshop, and numerous meetings with key interest groups and other jurisdictions, such as the Ministry of Transportation, 407 ETR, Hydro One, Metrolinx, York Region, Region of Peel, City of Vaughan, Ontario Trucking Association, York University, DUKE Heights BIA and Emery Village BIA. In addition, a project webpage (toronto.ca/FinchWestGoodsMovement) includes all pertinent information related to the Study.

Notices of Study Commencement and Notices for PIC#1 were issued in November 2019 as a combined notice in advance of PIC#1. Due to the size of the Study area, notices were issued through radio advertisements, social media, newspapers, BIA distribution lists, emails, and mailed to agencies, residents, businesses, and property owners situated within and surrounding the Study area. The limits of distribution generally included properties located within the Study area boundaries. A summary of PIC#1 is provided in Attachment 1.

The City held two events for PIC#1 on Thursday, November 28, 2019, at the Julius Event Centre (2201 Finch Avenue West, North York) and Monday December 2, 2019, at Downsview Park Hub (70 Canuck Avenue, North York). The PIC was held at two separate locations on two different days to provide accessibility to both BIAs (Emery Village and DUKE Heights) and the surrounding communities impacted by the large Study Area. Both PICs shared the same information materials and opportunities to discuss this Study with the Study Team.

The PICs were organized in an open house, drop-in format, with information presented on display boards and maps, detailing progress of the Study, workshop summaries and potential areas for improvements. The PIC at the Julius Event Centre had 17 attendees sign the meeting attendance record and the second at Downsview Hub had 11 attendees sign the meeting attendance record. Comment sheets were provided for in-person attendees to provide feedback to the Study.

A project-specific online tool allowed for people to place pins with suggestions or concerns for specific locations within the Study area. This tool was used to obtain feedback from the public that were not able to attend in person sessions. People were permitted to make multiple comments. In total, 59 comments were received.

The consultation period for PIC#2 included a virtual event on Thursday, March 9, 2023, using the Webex video conferencing platform and had 40 attendees. The event included a presentation with a summary of the project and previous consultation events and highlighted the recommended improvements and how they were developed. A comment period followed the presentation.

An online survey was made available for participants to provide comments on specific improvements. The survey opened on February 24, 2023, and closed on March 23, 2023, and received 8 submissions. A summary of PIC#2 is provided in Attachment 2.

Subject to approval from City Council, future consultation would take place as part of Phase 3 & 4 of the MCEA process if and/or when major infrastructure projects identified in this Study are advanced further, where appropriate.

Feedback Received during Consultation
Feedback from interested groups and members of the public provided the following key insights and priorities:

- Improve access to 400 series highway network;
- Speed and safety concerns for residential areas with trucks passing by;
- Finch West LRT could present problems for trucking operations;

- Existing and future congestion issues will impact goods movement;
- Traffic lights aren't green for long enough to allow for trucks to clear intersections;
- On-street parking can occasionally interfere with traffic operations (turning movements);
- Specific intersections don't allow for ample storage space for long freight vehicles;
- Safety improvements are required at key intersections;
- Expedite the recommended studies for swift implementation; and
- Additional connections between industrial areas would reduce the truck traffic on major arterials.

Problems and Opportunities Identified

Phase 1 of the Study process included background review and the development of a Problem and Opportunity statement, which was first developed with input from an Advisory Group comprised of interest group representatives and then presented at the PIC #1 for feedback. The Problem and Opportunity Statement was defined as follows:

The Study area, defined by Islington Avenue on the west, Dufferin Street on the east, Highway 407 to the north, and Highway 401 to the south, benefits from being near several important transportation corridors.

The continuous movement of goods traversing this community is integral to ensuring that its economic viability is sustained long-term. The addition of light rail transit service on Finch Avenue West potentially changes the movement of goods within the area, as well as access to adjacent ramps and highways, but also presents the opportunity for significant improvements to the multi-modal transportation network.

To help ensure local businesses, including the DUKE Heights and Emery Village Business Improvement Areas, experience a robust economy moving forward, there is a need and opportunity to develop a safe and sustainable transportation infrastructure plan that integrates goods movement, transit, and other active transportation considerations.

Alternative Solutions

Following the identification of problems and opportunities in Phase 1 of the Study, Phase 2 focused on identifying a high level 'long-list' of alternative improvements. Improvements from the 'long list' were either 'carried forward' as 'short list' improvements requiring further detailed evaluation, or were 'screened out', as they failed to meet the initial screening criteria. The initial screening criteria considered:
- How well the solution addresses the Problem & Opportunity Statement (goods movement applicability);
- The scale and size of potential property impacts and/or capital costs; and,
- Technical feasibility (constructability).

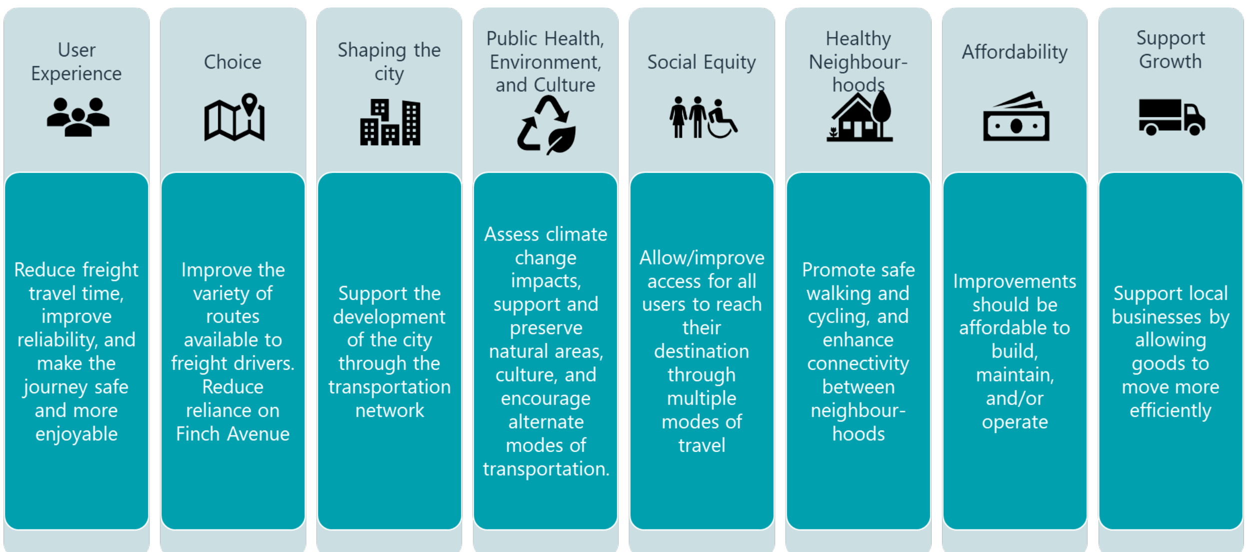
A 'long-list' of 97 solutions were screened using the initial high level screening criteria, resulting in a 'short-list' of 59 solutions. The 'long-list' screening is shown in Attachment 3.

Given the primary focus of this Study is to develop solutions that improve goods movement around the Study area, facilities such as improved sidewalks, bicycle lanes, and right-of-way features are not specifically addressed in this list of alternatives. However, these facilities have been considered in the development of preferred solutions, to ensure accessibility for all road users.

Evaluation Criteria

The evaluation criteria used to identify the preferred solution was based on the key objectives and principles of the Ontario Environmental Assessment Act, the Problem and Opportunity Statement, and the City of Toronto Official Plan. The evaluation criteria are shown in Figure 2.

Figure 2 - Evaluation Criteria



Traffic Modelling

The Study included network-wide and localized traffic modelling to understand the existing and future transportation network under 2041 conditions, with a focus on the operations along Finch Avenue West and Highway 400 mainline and interchanges. The findings and observations from this assessment were used to identify future improvement scenarios for goods movement within the Study area.

Based on the modelling results and findings under the future conditions, a number of transportation improvements were identified, and these were evaluated on their own or as part of a combination of alternatives. All short-list and some long-list improvements were included, excluding pavement marking improvements. In total, 18 scenarios were used to evaluate network-wide impacts on traffic flow for all vehicle types and 4 scenarios were used to assess localized intersection operations around key arterial access points.

The Transportation Master Plan's Conceptual Preferred Network Solution

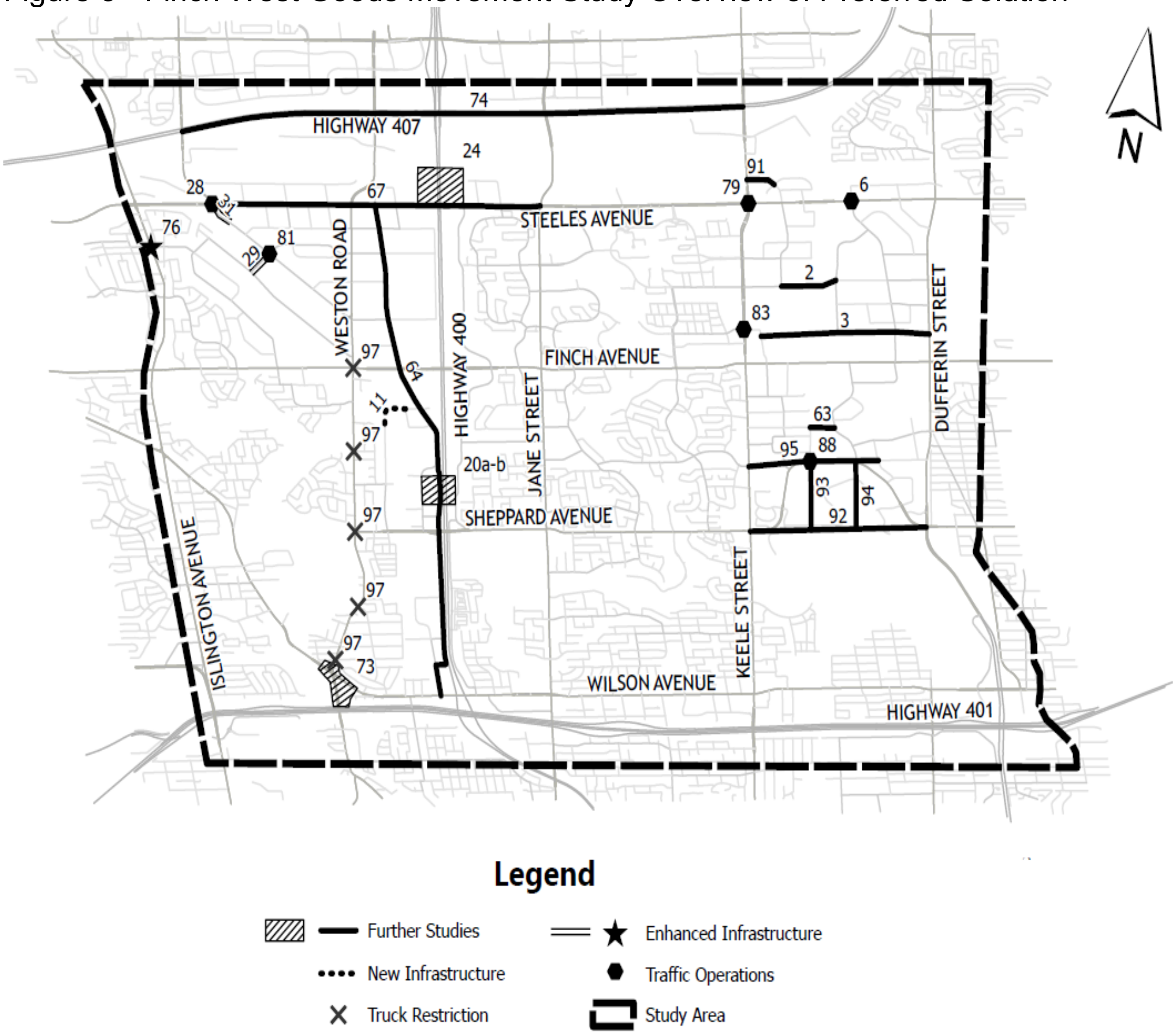
The 59 'short-list' improvements were further screened through the detailed evaluation resulting in a conceptual preferred network solution, which was selected for further review and design. The 'short-list' improvements are detailed in Attachment 5 and summarized in Figure 3. The conceptual preferred solution identified in the Transportation Master Plan responds to concerns with the existing area road network and identifies future transportation network improvements that could potentially be advanced to support growth, by managing conflicts with sensitive land uses and reducing physical barriers

The Master Plan's conceptual preferred network solution could potentially be advanced further to provide road capacity, traffic operations, and intersection improvements to support the continued growth and development of a significant employment district and identifies opportunities to address conflicts between goods movement activities and sensitive land uses. The conceptual improvements include:

- Improvements to existing road infrastructure, focusing on connectivity and accessibility.
- Opportunities for future studies to address challenging infrastructure problems;
- Signal timing improvements and refreshed pavement markings.
- New turn lanes and intersection improvements.
- 7 potential “Schedule C” (or MTO Class EA Group B) projects:
    - Rail crossings at Chesswood Drive/Ceramic Road, Rivalda Road/Deerhide Crescent and Petrolia Road/Flint Road;
    - Highway 400 crossing at Arrow Road/Oakdale Road;
    - New interchange at Steeles Avenue West;
    - New connection at Tandem Road (City of Vaughan jurisdiction); and
    - Widening of Steeles Avenue West between Fenmar Drive and Jane Street.

The full evaluation summary can be found in Attachment 5.

Figure 3 - Finch West Goods Movement Study Overview of Preferred Solution



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Attachment 4 categorizes the potential near-term, medium-term or long-term timeframes and MCEA schedules of the Master Plan's conceptual preferred solutions. The term “MCEA schedule” refers to potential environmental impact that a project may have. The MCEA prescribes a certain degree of environmental assessment planning required of each MCEA schedule.

Recommended Near-Term Studies

In the near-term, three studies are recommended to be advanced as next-steps, subject to Council approval. These studies can be initiated in the near-term, require relatively low capital cost, can be delivered through programmed capital work, prioritize safety benefits, and were supported through the public consultation.

64 - West Side Service Road Intersection Improvements

The road network along the west side of Highway 400 between Steeles Avenue and Wilson Avenue is currently comprised of four distinct sections (Signet Drive, Arrow

Road, Bartor Road, and Clayson Road), which are connected and operate as somewhat of a “service road”. The four sections should be unified and treated as a core goods movement corridor, with the north-south movements along the corridor prioritized as through movements.

The proposed study would investigate changes to the intersections of Bartor Road and Clayson Road, Bartor Road and Arrow Road, and Wilson Avenue and Clayson Road, to better connect the sections. Changes to the midblock cross-section that better accommodate freight vehicles and provide fit-for-purpose active transportation facilities to assist employees in getting to their place of work, could be considered as part of a future road redesign.

73a - West-to-South and West-to-North intersection improvements at Walsh Avenue/Albion Road/Weston Road

The Walsh//Albion/Weston intersection has grade-separated through movements and two sets of traffic signals for the turns. It provides a critical connection between the industrial areas to the east and north, and Highway 401 with the connection to Highway 400. There are two movements that were identified as having safety concerns at this location:

- The right-turn from westbound Albion Road to the ramp to southbound Weston Road is challenging to navigate for heavy trucks due to the sharp turning radius. Geometric safety improvements should be considered at this location.
- The ramp from Walsh Avenue to Weston Road has poor sightlines near Wallasey Avenue. A traffic control signal or other measures should be considered to improve the safety of merging vehicles, which currently are required to stop and then merge with free-flowing traffic.

There is an opportunity to investigate these improvements as part of upcoming road wok on Wilson Avenue/Walsh Avenue/Albion Road currently programmed for 2030-2032. In the long-term where appropriate, the entire grade-separated intersection is proposed to be reviewed as part of a future larger study (Improvement 73b).

76 – Millwick Drive and Islington Avenue Safety Improvements and Investigate a Lift on Existing Truck Restrictions on Millwick Drive

Millwick Drive at Islington Avenue is a signalized intersection with a truck restriction on Millwick Drive. More broadly, the north-west quadrant of the Emery Village BIA area suffers from a lack of truck access/egress points to Islington Avenue

A removal of the truck restriction on Millwick Drive would improve the variety of route options available to drivers and reduce reliance on Finch Avenue West and Steeles Avenue West. The improvements would decrease freight travel time by providing a connection to Islington Avenue. Removal of the truck restriction would provide a benefit to development of industrial land uses in the area.

To facilitate removing the truck restriction, a safety review of the intersection at this location would need to be undertaken. The safety review has already been requested by Etobicoke York Community Council (2024.EY10.22) due to heavy trucks damaging surrounding infrastructure at this location.

Quick Wins

The conceptual preferred network solution also includes a number of quick wins. The following are changes that may improve traffic operations for key truck routes:

- 6 - Signal timing changes at the intersection of Alness Street and Steeles Avenue West for the northbound left-turn. This improvement also includes conceptual geometric changes for the northbound left-turn for future study that would be outside the scope of a "quick win";
- 28 - Refreshed pavement marking improvements at Fenmar Drive and Steeles Avenue West;
- 79 - Signal timing changes at Keele Street and Steeles Avenue West for the eastbound left-turn;
- 83 - Signal timing changes at Tangiers Road and Keele Street for the westbound left-turn; and
- 88 - Signal timing changes at Bakersfield Road and Sheppard Avenue West for the southbound left-turn.

3 – Proposal to allow heavy vehicles to access the York University Busway

The York University Busway is a 1.8 km road directly north of Finch Avenue West that connects Dufferin Street to Tangiers Road, with access to Alness Street. The busway has seen decreased use with the completion of the Toronto-York Spadina Subway Extension. Currently, the TTC's 939 Bus makes use of this connection.

This Study identified a potential to utilize this connection as an alternative route for trucks to bypass Finch Avenue West in the event that TTC no longer requires this connection. This study is labelled as near-term, but the timeline may be significantly longer depending on the usage of the York University Busway.

The Study proposes considering the feasibility of allowing heavy vehicles to utilize the busway. This is expected to provide improvements to all vehicle travel time (4-6% or 50-80 seconds) along Finch Avenue West, by reducing heavy truck traffic. This would directly benefit industrial land uses north of Finch Avenue West and, to a lesser extent, those south of Finch Avenue West. This would also improve the movement of goods for industrial land uses in the area and enhance safety along Finch Avenue West, by reducing conflicts between trucks and other road users.

The operation of trucks on the busway, alongside TTC vehicles, has the potential to increase TTC travel times and escalate roadway maintenance costs, which are currently borne by the TTC. The proposed next step would be to better understand what these impacts will be, and what supporting changes would be required to avoid impacts to the existing transit service and to make the roadway feasible for heavy vehicles. Without appropriate concurrent transit priority changes, the use of the busway could potentially only proceed when TTC is no longer running service on this segment, and the maintenance of the roadway is transferred to Transportation Services. Subject to Council approval to proceed with this study, Transportation Services would continue to work with TTC to develop a proposal that is beneficial to both TTC customers and heavy vehicles.

This proposal would also require authorization by Hydro One who owns the land. The study would determine the need for any geometric or other infrastructure changes needed to support heavy trucks and consider how to limit and enforce use of the busway by other vehicles.

Next Steps

Subject to approval from City Council, Transportation Services would proceed with finalizing the Transportation Master Plan report, issuing the Notice of Completion and putting the Transportation Master Plan in the public record in accordance with the MCEA.

This Study is a conceptual Master Plan with a long-term horizon, and not all of the potential improvements identified in the Study would be the sole responsibility or jurisdiction of the City of Toronto to fund or advance. Some examples include a potential new highway interchange with Highway 400 at Steeles Avenue West, a widening of Steeles Avenue West between Fenmar Drive and Jane Street, potential new roads crossing the GO Barrie rail line and CNR rail line, a potential new road crossing Highway 400, and other projects that may have significant property impacts.

Given the complexity of projects of this nature, long-term horizon, and other parties involved, not all of the potential improvements identified in the Study would be expected to be funded and advanced to implementation. The feasibility of the medium-term and long-term improvements identified in the Study would need to be assessed further by the City of Toronto and/or appropriate partnering jurisdictions, as the area continues to redevelop.

CONTACT

Jacquelyn Hayward
Director, Strategic Capital Coordination Office
Infrastructure Services
Tel: (416) 392-5348
Email: Jacquelyn.Hayward@toronto.ca

Gregg Loane
Deputy General Manager (A)
Transportation Services
Tel: (416) 395-7480
Email: Gregg.Loane@toronto.ca

SIGNATURE

Ashley Curtis
General Manager (A)
Transportation Services

ATTACHMENTS

Attachment 1: Public Consultation Report #1
Attachment 2: Public Consultation Report #2
Attachment 3: Long-List Screening
Attachment 4: List of the Transportation Master Plan's Conceptual Preferred Network Solution Improvements, Implementation Timeline and MCEA Schedule
Attachment 5: Descriptions of Improvements
Attachment 6: Evaluation Summary of the Transportation Master Plan's Conceptual Preferred Network Solution Improvements