

# Attachment 1: Public Consultation Report #1



## Summary of Public Information Centre

**Subject:** Finch West Goods Movement Transportation Master Plan

**Date/Time:** November 28<sup>th</sup>, 2019 & December 2<sup>nd</sup>, 2019; 3:00 pm – 8:00 pm

**Location:** Julius Event Centre  
2201 Finch Avenue West, North York, ON M9M 2Y9  
&  
Downsview Park Hub  
70 Canuck Avenue, North York, ON M3K 2C5

**Written by:** Rudi Rendel / Lachlan Fraser (Wood)

**File no.:** TPB186179

**Present** Edward Presta, Project Manager, City of Toronto  
Arthur Lo, City of Toronto  
Laura Perruzza, City of Toronto  
Samuel Baptiste, City of Toronto  
Matt Armstrong, City of Toronto  
Joanna Chludzinska, City of Toronto  
Matthew Davis, City of Toronto  
Richard Beck, City of Toronto  
Joe Pantalone, Duke Heights BIA  
Al Ruggero, Emery Village BIA  
Lia Martelluzzi, Duke Heights BIA  
John McGill, Senior Project Engineer, Wood  
Lachlan Fraser, Transportation Planner, Wood  
Rudi Rendel, Wood

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### Matters Discussed

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1. Public Drop-In Event (PIC) No. 1 for the project was held on Thursday November 28<sup>th</sup>, 2019 from 3:00 p.m. to 8:00 p.m. at the Julius Event Centre, 2201 Finch Avenue West, North York, and Monday December 2<sup>nd</sup>, 2019 at Downsview Park Hub, 70 Canuck Avenue, North York. The two PICs were held to provide accessibility to both BIA's and the surrounding communities impacted by the large study area. Notification of the PIC was sent to stakeholders, residents and BIA's through radio ads, newspaper ads, flyers, e-mail blasts, and through the BIA mailing list. These notices were sent out on Nov 14<sup>th</sup>, 2019. Information regarding the PIC, PIC boards, and comment sheets were advertised on City of Toronto project website (<https://www.toronto.ca/finchwestgoodsmovement>).



Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

2. The PIC was hosted by representatives from the City of Toronto along with the consulting team from Wood Environment & Infrastructure. The PIC was an open house drop-in format including display boards and maps detailing the progress of the project, 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 showing at Downsview Hub had 11 attendees sign the record.



Figure 1: Attendees and set of Emery Village PIC



Figure 2: Attendees and set of Duke Heights PIC

Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

3. Display boards were prepared to summarize the following:
  - Welcome;
  - Purpose of PIC No. 1;
  - Study Overview and Objectives;
  - Study Area;
  - Class Environmental Assessment Process;
  - Study Progress;
  - Technical Reports/Studies Undertaken;
  - Stakeholder Advisory Group (SAG) meetings overview;
  - Problem and Opportunity Statement;
  - Process and Public Contribution;
  - Categories for improvement;
  - Locations to be investigated;
  - Developing Solutions;
  - Summary of Consultation Event;
  - Next Steps and Comments.

Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

4. Display boards with the PIC panels were placed along the walls of the meeting locations in a circular fashion. Printed maps of the study area were divided by quadrant and placed on tables by the boards with sticky-notes and markers for attendees to provide comments and suggestions directly on the map. Comment forms, smaller hardcopies of the panels, and copies of the workshop summary reports were provided at the sign-in table. The comment forms were the same as the ones provided online. Participants were encouraged to provide their comments and drop off their comments sheets in the comment box provided at the sign-in table or to submit their comments online. The set-up of the boards and tables can be seen in the figures below:

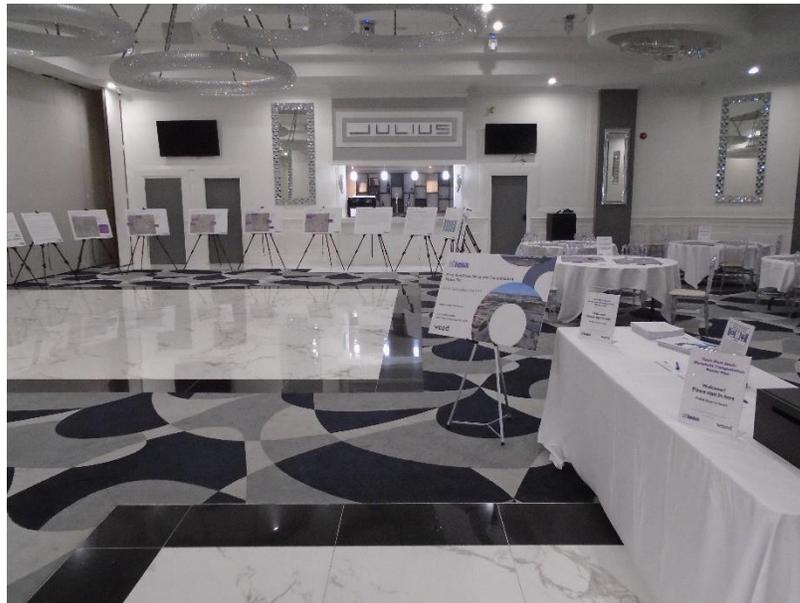


Figure 3: PIC Set-up at Emery Village



Figure 4: PIC Set-up at Duke Heights

Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

5. Comment forms were provided to promote the opportunity of providing input/comments by members of the public and the agencies. They were encouraged to provide feedback on the project by submitting their comments on site, via mail, website or email. All comments were requested to be returned by December 16<sup>th</sup>, 2019. Two comment sheets were received during the PICs.
  
6. Comments received during the PIC from both the comment sheets and maps included:
  - Connect Sheppard across the existing airport (if the airport is discontinued)
  - Connect Dufferin across the existing airport (if the airport is discontinued)
  - Improve the ramps from the 401/400 near Jane Street
  - Opportunities for a full interchange at 400 & Steeles Avenue
  - Providing a stretch of the 407 that is free for trucking operations.
  - Reconfigure the 401 & Islington ramp
  - Providing a designated truck lane on highway (Highway 400, 401, 407)
  - There are speed and safety concerns along Weston Road.
  - Left turns from Sheppard Avenue to Weston Road are not safe
  - Better connection between Highway 400 and Sheppard Avenue.
  - There should be a "No Heavy Trucks" sign on Millwick Drive and Islington because of the new residential development
  - Widening of Steeles

Examples of the comments made on the maps can be seen in the figures below



Figure 5: Comments made on physical maps

Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

7. An online mapping tool was used in conjunction with the comment sheets to obtain feedback from the public that was not able to attend the in person drop in event. The mapping tool was developed using "Social Pinpoint" (<https://www.socialpinpoint.com/>). The online tool allowed for people to place pins with suggestions or concerns for specific locations within the study area.

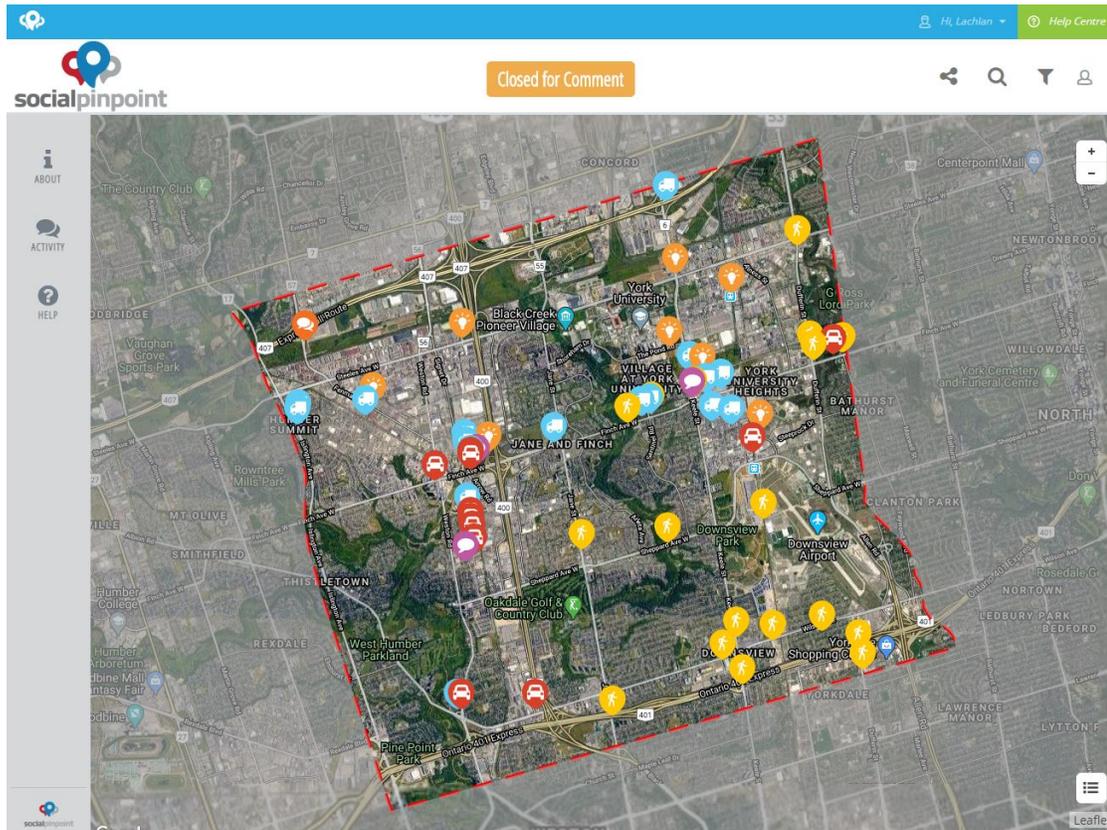


Figure 6: Social Pinpoint Map

The comments from this platform were aggregated and can be seen in the appendices of this report.

Prepared by:

Wood Environment & Infrastructure Solutions  
a Division of Wood Canada Limited

Per: Lachlan Fraser/Rudi Rendel  
Transportation Planning

cc: All Present

Continued...

PIC Date: November 28<sup>th</sup>, 2019 & December 3<sup>rd</sup>, 2019

**Appendix**

A – Notification of PIC

B – Comment Form

C – Public Consultation Period Comments

**Appendix A**  
**Notification of PIC**

# Finch West Goods Movement Transportation Master Plan

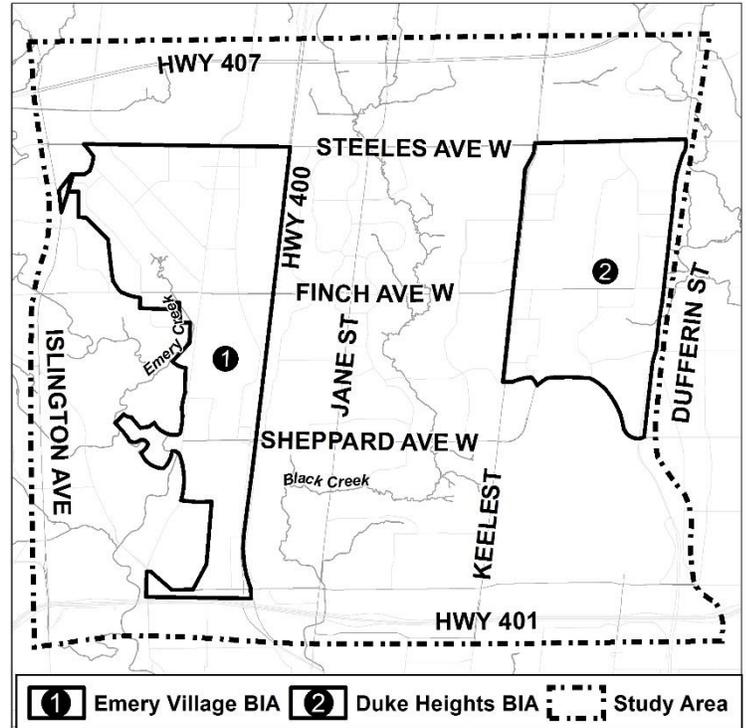
## Notice of Study Commencement and Public Consultation

### Background

Over the next four years, Metrolinx will be constructing a light rail transit (LRT) corridor along Finch Ave West from Highway 27 to Keele Street. While the LRT will benefit the community in many ways, it will also introduce new turning restrictions and other changes to local roads and freeways. These changes will affect how businesses ship their goods and make freight deliveries.

The City is conducting the Finch West Goods Movement Transportation Master Plan to identify strategies to address the future shipping and freight delivery needs in the study area, while considering the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

This Transportation Master Plan (TMP) will be completed to evaluate and select infrastructure improvements and outline an implementation strategy. The TMP will document phases 1 and 2 of the Schedule C Municipal Class Environmental Assessment process. This includes the opportunity for public input.



### We want your input!

Public consultation is an important part of this study. Go online now to learn more, comment on our transportation issues map, and provide your feedback.

**[toronto.ca/finch-west-goods-movement](http://toronto.ca/finch-west-goods-movement)**

The City is also hosting two public drop-in events to engage residents and stakeholders on this study. Both events will have the same information materials and opportunities to discuss this study with the project team. You are invited to attend either or both events.

#### West Location (Emery Village BIA)

Date: November 28<sup>th</sup>, 2019,  
 Time: Drop in between 3:00PM and 8:00PM  
 Location: Julius Event Centre  
 2201 Finch Ave. W., North York M9M 2Y9

#### East Location (Duke Heights BIA)

Date: December 2<sup>nd</sup>, 2019  
 Time: Drop in between 3:00PM and 8:00PM  
 Location: Downsview Park Hub  
 70 Canuck Ave., Toronto M3K 2C5

For more information, or to be added to our mailing list, please contact:

#### Lachlan Fraser, MPIA

Consultant - Transportation Planner  
 Wood Environment & Infrastructure Solutions  
 Tel: +1 905-335-2353 ext. 3062  
 Email: [lachlan.fraser@woodplc.com](mailto:lachlan.fraser@woodplc.com)  
**[toronto.ca/finch-west-goods-movement](http://toronto.ca/finch-west-goods-movement)**

\* Information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

**Appendix B**  
**Comment Form**



## COMMENT FORM

### Municipal Class Environmental Assessment Finch West Goods Movement Transportation Master Plan Public Drop-In Event

#### Please fill in our Survey!

The City is undertaking this Finch West Goods Movement Transportation Master Plan to identify how these transportation issues can be met effectively. The results of this Transportation Master Plan will include several short, medium and long-term strategies to address future shipping and freight delivery while also considering the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

The City of Toronto welcomes your comments on the Finch West Goods Movement Study. The display boards will be available on the project web site at [www.toronto.ca/FinchWestGoodsMovement](http://www.toronto.ca/FinchWestGoodsMovement). Please drop your completed Comment Form in the box provided or mail or email your comments to the following project representative by **December 16<sup>th</sup>, 2019**.

**Lachlan Fraser, MPlA**  
**Consultant Transportation Planner**  
**Wood Environment & Infrastructure Solutions**  
3450 Harvester Road, Suite 100  
Burlington ON L7N 3W5  
Tel: +1 905-335-2353  
Email: [lachlan.fraser@woodplc.com](mailto:lachlan.fraser@woodplc.com)

**1. What is your involvement in the goods movement industry? Please state your position.**

- a. Freight Driver \_\_\_\_\_
- b. Distributor \_\_\_\_\_
- c. Shipment Receiver \_\_\_\_\_
- d. Logistics Provider \_\_\_\_\_
- e. Business Owner \_\_\_\_\_
- f. Resident \_\_\_\_\_
- g. Other (Please state) \_\_\_\_\_

**2. What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo bike**

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Thank you for your participation. If you wish to be added to our *Project Mailing List* to be kept informed about the study, please provide your contact information below.

Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_  
Postal Code: \_\_\_\_\_  
Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Please provide some feedback on the Public Consultation Event (if you attended) for us to better schedule and design the next event.

How did you hear about the event?

- a. Email notice
- b. Newspaper advertisement
- c. City of Toronto Website
- d. BIA Flyer/Newsletter
- e. Other \_\_\_\_\_

Please comment on your satisfaction with the following:

(VG - Very Good, G - Good, NI - Needs Improvement)

- 1. Location \_\_\_\_\_
- 2. Accessibility \_\_\_\_\_
- 3. Time \_\_\_\_\_
- 4. Staff in attendance \_\_\_\_\_

*Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA) is collected under the authority of the Municipal Act, 2001, and in accordance with the provisions of MFIPPA. Personal information on this Public Open House Comment Sheet will be used for the purpose of informing the Finch West Goods Movement Transportation Master Plan Environmental Assessment.*

**Appendix C**  
**Public Consultation Period Comments**

Comment #	From	To	Date	Source	Comment	Latitude	Longitude	Geo Address	Response Required	Draft Response	Final Response	
0	Wood	All Stakeholders	Wednesday, November 20, 2019	Email	Wood provided the notice of PIC to all stakeholders by email.	N/A	N/A		N/A			
1	Jason Diceman	N/A	Wednesday, November 20, 2019	Social PinPoint	Lots of students crossing here	43.74122	-79.513657	Jane St At Spenvalley Dr, Toronto, ON M3L 1S3, Canada	No	These are seeded comments by Wood/City Staff	N/A	
2	Lachlan Fraser	N/A	Wednesday, November 20, 2019	Social PinPoint	This bridge is too low, I can't fit my truck underneath.	43.760804	-79.557432	766 Ormont Dr, North York, ON M9L 2R6, Canada	No	These are seeded comments by Wood/City Staff	N/A	
3	Lachlan Fraser	N/A	Wednesday, November 20, 2019	Social PinPoint	I'm not allowed to drive my truck down this road, and I have to go all the way around Steeles to get into this area.	43.760214	-79.571119	3043 Islington Ave, North York, ON M9L 2K9, Canada	No	These are seeded comments by Wood/City Staff	N/A	
4	Lachlan Fraser	N/A	Wednesday, November 20, 2019	Social PinPoint	It's tough to turn left onto Arrow Rd when I use the 400 southbound off ramp	43.753582	-79.535192	5126 Arrow Rd, Toronto, ON M9M, Canada	No	These are seeded comments by Wood/City Staff	N/A	
5	Lachlan Fraser	N/A	Wednesday, November 20, 2019	Social PinPoint	This can be a tricky turn to make depending on which truck I'm driving.	43.717841	-79.538949	1005 Albion Rd, Toronto, ON M9M, Canada	No	These are seeded comments by Wood/City Staff	N/A	
					Issue 1 The Finch West LRT will create longterm issues on Finch Ave west. Given that there is a lack of alternative North South routes due to the Hydro Corridor running parallel to Finch West, vehicle traffic will come to a crawl once again. Just look back to the 7 year construction of the Finch West Subway Station (York Subway extension) and the impact it had on traffic in the Keele & Finch area.							
					Issue 2 Presently Sheppard Ave West from Keele to Dufferin (Allen road) can't handle the current volume of traffic (Cars during Rush Hours and Trucks during day time) when you close Finch for the LRT construction, shepherd will end up taking the bulk of the overflow. Sheppard east bound needs to be widen from Kodiak Cres to Allen Road immediately. East bound traffic can be backed up from Tuscan Gate to Allen road during 4 - 6 pm. At others times during the day the back up is less. The widening of Sheppard should have occurred during the resurfacing of Sheppard West in 2018. What a waste of money for not having the foresight to see the congestion back in 2016.							
6	Jeff Mount	Lachlan Fraser	Friday, November 22, 2019	Email	Issue 3 The long awaited TTC Spadina Subway extension to York University/Vaughan has failed to achieve a lot of it's goals. Yes, it removed a lot of TTC Buses from than Downsview subway station to York U; however, we still have Viva Buses from Vaughan to Shephard West Station (Why do we need Viva Buses this far into Toronto, shouldn't they be travelling to York U or Vaughan Stations?). We have far to many buses traveling along Shephard Ave West that originate from the Shephard West Station, why don't they all Originate from the New Downsview Station or Finch West Stations? The increase Bus traffic is part of the Congestion  1.What is your involvement in the goods movement industry. Please state your position. Freight driver 2.What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo Bike. Delivery van 3.What highway interchanges are used most often on your routes in the Finch West Area?  Finch eastbound on 400nb 400sb finch westbound	N/A	N/A		Yes			
7	N/A	N/A	Friday, November 22, 2019	Online comment form	4.The problem and Opportunity Statement drives the direction of this project and is outlined below. If you would like to comment on the problem and opportunity statement, please use the space below. The right lane on finch to oak dale should have a turning lane. And connect Yookwoods to norfinch. 5.Our emulation criteria listed below will be used to develop a set of recommended improvements in the study area. Do you believe the current evaluation criteria captures the impacts of the project? If not, what other evaluation criteria would be beneficial? Move traffic not predestination centres. 6.You are also invited to contribute suggestions for potential improvements, or identify areas od concern using our interactive commenting map. Please use the following space to provide general comments on today's public meeting for the overall study. N/a	N/A	N/A	Toronto, Canada	No			

8	Jp Charland	N/A	Saturday, November 23, 2019	Social PinPoint	rthbound on Sentinel from eastbound Finch is too dense for the turning lane, definitely impac	43.761067	-79.50002	437 Sentinel Rd, North York, ON M3J 2T6, Canada	No
9	Chris Roy	N/A	Sunday, November 24, 2019	Social PinPoint	Allow Fuel tankers free of charge on the Hwy 407 between the Hwy 400 and 404. Reduce truck traffic on Finch St	43.792096	-79.496711	Express Toll Route, Vaughan, ON L4K, Canada	No
10	Robert M	N/A	Sunday, November 24, 2019	Social PinPoint	Long bus not clearing the whole length of the bus sticking the back of the bus on the live lane.	43.761269	-79.499592	Finch Ave West At Sentinel Rd, Toronto, ON M3J 2T6, Canada	No
11	Robert M	N/A	Sunday, November 24, 2019	Social PinPoint	People taking a chance by entering intersection when light turns. Trucks need extra time to exit the intersection.	43.76347	-79.491073	Finch Ave West at Keele St, Toronto, ON M3J, Canada	No
12	N/A	N/A	Sunday, November 24, 2019	Social PinPoint	Advanced turn is not long enough for even 1 loaded truck to get through the intersection	43.767225	-79.49192	3975 Keele St, North York, ON M3J 1P1, Canada	No
13	Jeffrey Romanik	N/A	Sunday, November 24, 2019	Social PinPoint	Truckers park here blocking a live lane on Finch to go to Tim Hortons.	43.764008	-79.48865	1278 Finch Ave W, North York, ON M3J 3K6, Canada	No
14	Jeffrey Romanik	N/A	Sunday, November 24, 2019	Social PinPoint	Trucks get stuck going up this hill when it is icy or snowy.  1.What is your involvement in the goods movement industry. Please state your position. Resident. 2.What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo Bike. Trucks with trailers, delivery van, cargo all types of vehicles 3.What highway interchanges are used most often on your routes in the Finch West Area?  400  4.The problem and Opportunity Statement drives the direction of this project and is outlined below. If you would like to comment on the problem and opportunity statement, please use the space below.	43.760633	-79.501629	1675 Finch Ave W, North York, ON M3J 2G8, Canada	No
15	N/A	N/A	Monday, November 25, 2019	Online comment form	5.Our evaluation criteria listed below will be used to develop a set of recommended improvements in the study area. Do you believe the current evaluation criteria captures the impacts of the project? If not, what other evaluation criteria would be beneficial? Too many residential areas and school crossings- This endangers pedestrians and the security of local residents. 6.You are also invited to contribute suggestions for potential improvements, or identify areas od concern using our interactive commenting map. Please use the following space to provide general comments on today's public meeting for the overall study: Local demographic, school Zoning considerations 7.Thank you for your participation. If you wish to be added to our project Mailing List to be kept informed about the study, please provide your contact information below.	N/A	N/A	Toronto, Canada	No
16	N/A	N/A	Wednesday, November 27, 2019	Social PinPoint	It looks like three lanes from the lights at Finch and Weston Rd. going west on Finch, but quickly turns into two lanes, because of the bus bay, and traffic turning into the Esso station, Mcdonalds, etc.....The roads are atrocious, you need a wheel alignment every time you go through this area.	43.751288	-79.543376	2371 Finch Ave W, North York, ON M9M 2W8, Canada	No
17	Brian Nguyen	N/A	Wednesday, November 27, 2019	Social PinPoint	Trucks sometimes navigate through this area as well as Sheppard Ave with more frequency when Keele or Finch routes are compromised. This can be unexpected. Many of the employed within this area walk around at night (shift work) in low visibility conditions.	43.759379	-79.483509	62 Lepage Ct, North York, ON M3J 1Z6, Canada	No
18	N/A	N/A	Thursday, November 28, 2019	Social PinPoint	Trucks have a hard time making the tight corner driving west along Finch and wanting to turn North at Signet	43.753473	-79.53622	Signet Dr at Finch Ave, Toronto, ON, Canada	No
19	N/A	N/A	Thursday, November 28, 2019	Social PinPoint	Trucks and cars block lots of traffic when they come south on 400, exit at Finch going west and immediately try and turn south at Arrow Road. They cross 3 lanes of traffic and create traffic jams and potential accidents	43.753644	-79.534948	5126 Arrow Rd, Toronto, ON M9M, Canada	No
20	N/A	N/A	Thursday, November 28, 2019	Social PinPoint	Intersection is very dangerous for pedestrians. Congested, drivers not looking at pedestrians crossing on green, near collisions are frequent	43.768832	-79.466901	Dufferin St at Finch Ave West, Toronto, ON M3H, Canada	No
21	N/A	N/A	Thursday, November 28, 2019	Social PinPoint	congestion makes it hard for residents to turn into buildings on the south side during rush hour	43.769761	-79.46291	715 Finch Ave West, Toronto, ON M3H 4X7, Canada	No
22	N/A	N/A	Friday, November 29, 2019	Social PinPoint	long queues for cars; cars turning to and from Wilmington not looking at pedestrians, scary to cross at this light	43.77004	-79.460936	Finch Ave West At Wilmington Ave, Toronto, ON M3H 4X5, Canada	No

					<p>1.What is your involvement in the goods movement industry. Please state your position. Resident. I serve as President of the Humber Summit Residents' Association</p> <p>2.What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo Bike.</p> <p>all sizes of trucks of specific concern are the tractor-trailers and other large trucks.</p> <p>3.What highway interchanges are used most often on your routes in the Finch West Area?  Islington Ave/401 and 407/Pine Valley/Highway 27</p> <p>4.The problem and Opportunity Statement drives the direction of this project and is outlined below. If you would like to comment on the problem and opportunity statement, please use the space below.</p>						
23	N/A	N/A	Friday, November 29, 2019	Online comment form	The statement captures very effectively the essence of the transportation opportunities for businesses within the subject area.	N/A	N/A	Toronto, Canada	No		
					<p>5.Our emulation criteria listed below will be used to develop a set of recommended improvements in the study area. Do you believe the current evaluation criteria captures the impacts of the project? If not, what other evaluation criteria would be beneficial? Yes, but Public Health should also include public safety.</p> <p>6.You are also invited to contribute suggestions for potential improvements, or identify areas of concern using our interactive commenting map. Please use the following space to provide general comments on today's public meeting for the overall study:</p> <p>7.Thank you for your participation. If you wish to be added to our project Mailing List to be</p> <p>The exit ramp to Finch should be split into two.</p> <p>(1) Use the existing ramp to exit FINCH EAST ONLY. (eliminate the westbound ramp lane)</p> <p>(2) Create a new ramp on the northern edge of the hydro corridor exiting onto Signet so that traffic has a choice of going (a) North on signet (b) south on signet to Finch west (c) South on signet direct to Arrow Rd.! NOW the new intersection off the new finch west off-ramp will control the flow &amp; congestion in this area.</p>						
24	Ed Querin	N/A	Saturday, November 30, 2019	Social PinPoint		43.755462		ON-400, North York, -79.53257 ON M3N, Canada	No		
25	Aaron Nisker	N/A	Sunday, December 1, 2019	Social PinPoint	Traffic lights not long enough for cars making a left hand turn onto Sheppard West from Bakersfield. Always a back up especially during rush hour.	43.755349		1230 Sheppard Ave W, North York, ON -79.479218 M3K 1Z9, Canada	No		
26	N/A	N/A	Wednesday, December 4, 2019	Social PinPoint	With the opening of the York Subway extension is it possible to utilize this former busway for a truck bypass to Dufferin Street?	43.767065		415 Tangiers Rd, North York, ON M3J, -79.489421 Canada	Yes	Contact info not available.	Contact info not available.
27	Jonathan Dushman	N/A	Wednesday, December 4, 2019	Social PinPoint	<p>This is a cycling pinch point, Keele is the only north south route option for bikes going to Downsview Park and trucks leaving the 401. People are often cycling next to trucks with no other option for safe travel until you reach the south end of Downsview Park. An extension of protected cycling routes from Downsview Park south along Keele would allow bikes and trucks to more efficiently and safely travel through this area.</p> <p>For consideration by the Finch West Goods Movement Research Team:</p> <p>Attached is a submission of the Humber Summit Residents' Association to the Finch West Goods Movement Transportation Master Plan study.</p> <p>The focus of this submission is with respect to the intersection of Islington Ave. and Millwick Dr.</p> <p>Also attached are:</p> <ul style="list-style-type: none"> <li>files from a Collision Report requested from the City of Toronto (Islington Ave.: Steeles Ave. - Millwick Dr. 2011-2015</li> <li>A Summary of Collisions at this intersection (2011-2015)</li> <li>Photos of trucks attempting to negotiate the turn from Islington Ave. to Millwick Dr. and the No Heavy Trucks Sign</li> </ul> <p>Regards,</p> <p>Grant Evers President Humber Summit Residents' Association</p>	43.728452		2788 Keele St, North York, ON M3M 2G2, -79.482425 Canada	Yes		
28	Grant Evers	Lachlan Fraser	Friday, December 6, 2019	Email					Yes		
29	Tim Lambrinos	N/A	Saturday, December 7, 2019	Social PinPoint	Create a toll free zone along the 407 between Pine Valley and Weston Road. This would encourage drivers to avoid the Finch West construction congestion during the LRT build.	43.771732		N/A Pine Valley Dr / Galcat Dr, Vaughan, ON L4L, Canada -79.569764	No		

30	Grant Evers	N/A	Saturday, December 7, 2019	Social PinPoint	Please see submission of Dec. 6 of the Humber Summit Residents' Association to Lachlan Fraser regarding the intersection of Islington Ave. and Millwick Dr.  The first comment on this location was submitted by a truck driver who follows the No Heavy Trucks prohibition - he may be the only one who does.	43.756837	-79.519386	2005 Finch Ave W, North York, ON M3N 2V3, Canada	Yes
31	Grant Evers	N/A	Saturday, December 7, 2019	Social PinPoint	Please see submission of Dec. 6 of the Humber Summit Residents' Association to Lachlan Fraser regarding the intersection of Islington Ave. and Millwick Dr. The first comment on this location was submitted by a truck driver who follows the No Heavy Trucks prohibition - he may be the only one who does.	43.759487	-79.571207	3007 Islington Ave, North York, ON M9L 2K9, Canada	Yes
32	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	many trucks go through this area & interrupt the regular traffic	43.75989	-79.487404	31 Toro Rd, North York, ON M3J 2A4, Canada	No
33	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	truck are regular disruption for regular traffic in this area	43.764601	-79.485623	1225 Finch Ave W, North York, ON M3J 2E8, Canada	No
34	Ady Dombrowsky	N/A	Tuesday, December 10, 2019	Social PinPoint	consider traffic calming speed humps to reduce speed of trucks and vehicles traveling through this area. Noticing too many large trucks and vehicles traveling too fast on Chesswood drive. there is a church and several businesses in the area. Consider investigating speed of vehicles with Police presence from time to time	43.758679	-79.477742	4031 Chesswood Dr, North York, ON M3J 2R8, Canada	No
35	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	Advance has never worked here.	43.763421	-79.491341	Finch Ave West At Keele St, Toronto, ON M3J 1N8, Canada	No
36	Ralph Grittani	N/A	Tuesday, December 10, 2019	Social PinPoint	A very concerning intersection that will require special attention by traffic consultants. Intersection turning movements, safe turning radii, and pedestrian crossover to the proposed LRT mid street station are all essential in making this Study successful. Success during construction and post construction of the LRT. Furthermore, with the new logistics buildings constructed , there is limited access to Hwy 400 and 401 for the new occupants and businesses.	43.75285	-79.53622	2201 Finch Ave W, North York, ON M9M 2Y9, Canada	Yes
37	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	Turning left from Eastbound Steeles onto Northbound Keele can be up to a 20 minute wait during rush hour, causing a backup to other traffic flowing along Steeles. This should be a double-turn lane or an extended advance green.	43.781459	-79.494807	Keele St / Steeles Av, Vaughan, ON L4K 5X6, Canada	No
38	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	Trucks turning left from Eastbound Fenmar to Northbound Ormont can't make the turn here if a car is waiting on Ormont to turn left. The car needs to back up a significant distance to allow the truck to clear it. The left turn lane on Ormont should stop further away from the intersection on Ormont to prevent this problem.	43.762618	-79.555934	447 Fenmar Dr, North York, ON M9L 2R6, Canada	No
39	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	Steeles should have an entry ramps to access Hwy. 400 north. There should be a Steeles exit from Hwy. 400 south. Very inefficient design to make left turn to access Hwy. 400 south from Steeles Ave. W. (when travelling east on Steeles). A proper access ramp should be built.	43.772147	-79.537883	4545 Steeles Ave West, Toronto, ON M9L 1X2, Canada	No
40	Paul King	N/A	Tuesday, December 10, 2019	Social PinPoint	This right turn should be merged into the dedicated right lane on Weston. Turning right here can be a huge back up. If the lane was either further curved to make it like a ramp it would be best. 2nd best option would be a stop light	43.717923	-79.538081	2774 Weston Rd, North York, ON M9M 2R6, Canada	No
41	Paul King	N/A	Tuesday, December 10, 2019	Social PinPoint	Clayson should be widened to have dedicated right and left turn lanes to Wilson. There is also an issue here with trucks turning onto Clayson from Wilson (Eastbound) where trucks do not have enough turn room. If there were two turn lanes the left should be set back to allow clearance for trucks turning.	43.717838	-79.523098	Clayson Rd at Wilson Ave, Toronto, ON M9M, Canada	No
42	Paul King	N/A	Tuesday, December 10, 2019	Social PinPoint	North and south on Arrow at Finch are huge problems for traffic especially at rush hour. The north bound light is too short. South bound need one more lane to allow for through traffic going past Finch.	43.753274	-79.536257	5126 Arrow Rd, Toronto, ON M9M, Canada	No
43	N/A	N/A	Tuesday, December 10, 2019	Social PinPoint	Please consider building a pedestrian bridge (overpass) over the railway tracks. Thank you	43.778654	-79.48354	York University GO, 595-A Canarctic Dr, North York, ON M3J 2P9, Canada	No
44	Tim G.		Tuesday, December 10, 2019	Email	Finch and Steeles need to be widened to three lanes each way through this area. Steeles was supposed to be widened through the 400 in the late 80s. This simple step alone would alleviate some of the gridlock.	N/A	N/A		Yes
45	Adeel Bhutta	N/A	Wednesday, December 11, 2019	Social PinPoint	Crown Metal Packaging - Trucks entrance. We use 53' trailer - 24hrs	43.75476	-79.537239	23 High Meadow Pl, North York, ON M9L 2Z5, Canada	No
46	Adeel Bhutta	N/A	Wednesday, December 11, 2019	Social PinPoint	Crown Metal Packaging LP. We have 24 hrs 53' Trailer movement. This location (51 Signet Drive) is our loading and unloading docks. This is very important for the business.	43.755799	-79.537379	Signet Dr at High Meadow Pl, Toronto, ON M9L, Canada	Yes
47	Ron Chafee	N/A	Wednesday, December 11, 2019	Social PinPoint	Etobicoke Ironworks Limited is a structural steel fabricator since 1955 that ships and receives long lengths of steel usually around 60' but can be up to 75'+ from Rivalda to jobsites throughout the GTA	43.746579	-79.536822	150 Rivalda Rd, North York, ON M9M 2M8, Canada	Yes

48	N/A	N/A	Wednesday, December 11, 2019	Social PinPoint	The pinch point on Bradstock is unnecessary and dangerous, especially when passing buses. Currently, one of the signs that mark them is missing & several vehicles have run over the curbs especially when covered in snow (per tire tracks). The centre median for traffic calming further down the street is much safer as it separates vehicles rather than throwing them together.	43.739416	-79.537244	33 Bradstock Rd, North York, ON M9M 1M9, Canada	No
49	N/A	N/A	Wednesday, December 11, 2019	Social PinPoint	Steve's towing parks cars & trucks on both sides of the street regularly in "no parking" zones blocking traffic flow.	43.742468	-79.535856	105 Rivalda Rd, North York, ON M9M 2M6, Canada	No
50	N/A	N/A	Wednesday, December 11, 2019	Social PinPoint	Tocan parks trucks and loads equipment in no parking zones and in front of fire hydrants on a regular basis. They are often blocking traffic flow and sidewalks.	43.743586	-79.536134	126A Rivalda Rd, North York, ON M9M 2M8, Canada	No
51	N/A	N/A	Wednesday, December 11, 2019	Social PinPoint	Bayview Stone blocks traffic on the street and sidewalk while unloading trucks with forklifts.	43.744378	-79.536286	133 Rivalda Rd, North York, ON M9M 2M6, Canada	No
52	N/A	N/A	Wednesday, December 11, 2019	Social PinPoint	Talimul Islam brings chaos to the street whenever they have events (mostly Friday's from 1 to 2:30pm) with vehicles parked everywhere. Cars surround the intersection making it difficult to navigate & see the intersection. Trucks and cars are often blocked and gridlocked. When they leave they block other vehicles on the street until they empty their parking lot.	43.740654	-79.535531	86 Rivalda Rd, North York, ON M9M 2M8, Canada	No
53	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	Crossing the Berlin Wall (the 401) is dangerous for cyclists and pedestrians both northbound and southbound. Motorists don't understand their obligation to yield to pedestrians attempting to cross the on-ramps, and they are completely flummoxed by cyclists who move one lane to the left in order to leave the highway-access lane and travel in the through lane. It's a complete disaster!	43.721443	-79.481225	11 Floral Pkwy, Toronto, ON M6L 2P2, Canada	No
54	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	Crossing the Berlin Wall (the 401) is dangerous for cyclists both northbound and southbound. Southbound, there's the danger of being invisible to eastbound-401 traffic exiting for Dufferin southbound. Northbound, there's a double threat: cars entering and exiting Yorkdale's multiple entrances/exits, and the need to move out of the westbound-401 access lane. It's a disaster and none of the recent reconstruction of the interchange addressed Vision Zero issues!	43.726582	-79.457834	Bridgeland Ave at Dufferin St, Toronto, ON M6A, Canada	No
55	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	The underpass to/from Yorkdale Shopping Centre is a disaster for cyclists. At a minimum, a reserved lane marked in green is required to alert motorists to cyclists who'll be moving left (southbound) to avoid the underpass, or right (northbound) to leave what becomes a traffic lane once removed from the curb. A tragedy waiting to happen!	43.723683	-79.456904	3338 Dufferin St, North York, ON M6A 3A4, Canada	No
56	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	Signage for diamond lane under railway excludes cyclists! This forces cyclists to ride illegally in the lane or choose to ride squeezed between buses in the diamond lane and traffic in the regular lane. A tragedy waiting to happen!	43.727952	-79.475037	951 Wilson Ave, North York, ON M3K 2A7, Canada	No
57	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	The hazards to cyclists are almost too many to count: traffic is impossibly fast and the 400 entrances/exits are death traps!	43.716946	-79.5075	2049 Jane St, Toronto, ON, Canada	No
58	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	Travel for cyclists along Sheppard is too hazardous: speeding is rampant and the railway underpass is a death trap. A significant opportunity for a complete street was missed when trees were planted between the sidewalks and the roadway. That boulevard could have been a multi-use recreational path!	43.745664	-79.477026	57 Carl Hall Rd, North York, ON M3K, Canada	No
59	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	The Dufferin/Steeles intersection is highly problematic for seniors crossing on foot. There's a seniors' residence on the NE corner, but no refuge is provided for seniors who can't cross the six lanes of traffic with their walkers within a single cycle of the traffic signals. It's a miracle that there isn't a death here every day!	43.785597	-79.470061	5600-5468 Dufferin St, North York, ON M3H 5T8, Canada	No
60	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	It too dangerous for cyclists leaving the hydro-corridor trail to travel northbound or southbound on Dufferin. If we want to encourage active transportation, then we need a complete grid!	43.770249	-79.467554	4590 Dufferin St, North York, ON M3H 5S5, Canada	No
61	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	The Wilson BIA's plans to improve the streetscape from Keele to Wilson Heights presents a perfect opportunity to implement all of the cycling and pedestrian infrastructure that we know encourages active transportation and encourages increased custom at local shops. Council should not approve any Wilson BIA plan which does not create a complete street.	43.729313	-79.465155	76 Anthony Rd, North York, ON M3K 1B4, Canada	No
62	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	A traffic signal is required here to allow seniors (whose facility is on the south side of Sheppard) and cyclists to cross Sheppard. At present, traffic greatly exceeds the speed limit as motorists race down the hill. The small sign warning of seniors crossing is laughably inadequate.	43.742191	-79.496446	Sheppard Ave West At Downsview Dells Park, Toronto, ON M3M 2X4, Canada	No
63	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	A traffic signal or crosswalk is required to allow cyclists to continue northbound/southbound along the trails. At present, the only choice is to ride illegally on the sidewalk towards the traffic signal to the east or to enter the roadway at a point where motorists have no expectations of cyclists joining traffic.	43.759697	-79.504428	1705 Finch Ave W, Toronto, ON M3N, Canada	No
64	N/A	N/A	Tuesday, December 17, 2019	Social PinPoint	Signage should exclude cyclists from the obligation to turn eastbound or westbound onto Wilson Avenue when travelling south on Agate Road. Cyclists should not have to dismount and cross as pedestrians to reach Morton Shulman Avenue.	43.725064	-79.485281	1201 Wilson Ave, North York, ON M3M 1J8, Canada	No

65	Tim Lambrinos	N/A	N/A	Comment Form	<p>1.What is your involvement in the goods movement industry. Please state your position. Emery Village BID Member – Tim Lambrinos</p> <p>2.What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo Bike. Transport trucks.</p> <p>3.What highway interchanges are used most often on your routes in the Finch West Area? Finch + 400</p> <p>4.The problem and Opportunity Statement drives the direction of this project and is outlined below. If you would like to comment on the problem and opportunity statement, please use the space below.</p> <p>-407 can be considered as a pilot project to analyze the opportunity to permit transport trucking access to head north or exit from the north on Hwy 400. -A pilot project using 407 allowing one 'free' stop to enter from Pine Valley Drive and exit at Hwy 400.</p> <p>5.Our emulation criteria listed below will be used to develop a set of recommended improvements in the study area. Do you believe the current evaluation criteria captures the impacts of the project? If not, what other evaluation criteria would be beneficial?</p> <p>6.You are also invited to contribute suggestions for potential improvements, or identify areas of concern using our interactive commenting map. Please use the following space to provide general comments on today's public meeting for the overall study:</p> <p>7.Thank you for your participation. If you wish to be added to our project Mailing List to be kept informed about the study, please provide your contact information below.</p>	N/A	N/A	N/A	No
66	Craig Glynn	N/A	N/A	Comment Form	<p>1.What is your involvement in the goods movement industry. Please state your position. Business owner</p> <p>2.What class/type of vehicles do you typically use or encounter in goods movement? E.g. Truck with trailer, Delivery van, Cargo Bike. Tractor trailers, large trucks, pickup trucks with trailers.</p> <p>3.What highway interchanges are used most often on your routes in the Finch West Area? Finch + 400 interchange</p> <p>4.The problem and Opportunity Statement drives the direction of this project and is outlined below. If you would like to comment on the problem and opportunity statement, please use the space below.</p> <p>-Please don't forget about companies that have significant truck traffic. -For our 2 buildings in this area: 88 Signet drive and 3684 Weston Road – we have daily truck traffic of the following: oTractor trailers – 60+ oLarge trucks – 25+ oPick up trucks with trailers – 150+ oEmployees with cars – 55</p> <p>5.Our emulation criteria listed below will be used to develop a set of recommended improvements in the study area. Do you believe the current evaluation criteria captures the impacts of the project? If not, what other evaluation criteria would be beneficial? Sound complete.</p> <p>6.You are also invited to contribute suggestions for potential improvements, or identify areas of concern using our interactive commenting map. Please use the following space to provide general comments on today's public meeting for the overall study:</p>	N/A	N/A	N/A	Yes