

Attachment 2: Public Consultation Report #2

CITY OF TORONTO

FINCH WEST GOODS MOVEMENT STUDY

PUBLIC CONSULTATION EVENT #2 SUMMARY REPORT

MARCH 09, 2023





FINCH WEST GOODS MOVEMENT STUDY

PUBLIC CONSULTATION EVENT #2 SUMMARY

CITY OF TORONTO

PROJECT NO.: TPB186179
DATE: MARCH 09, 2023

WSP E&I CANADA
3450 HARVESTER ROAD, SUITE 100
BURLINGTON, ON
L7N 3W5

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WSP.COM

1 SUMMARY OF PUBLIC CONSULTATION EVENT (PCE) #2

1.1 EVENT INFORMATION

Date/Time:	Thursday March 9 th , 2023; 6:00PM – 8:00PM
Location:	Virtual (Webex)
Project Staff Present	Edward Presta, City of Toronto Ryan Lo, City of Toronto Philip Morse, City of Toronto Lachlan Fraser, WSP Anum Abid, WSP

1.2 PUBLIC CONSULTATION PERIOD

The consultation period for this event began on Thursday February 24th, 2023, and ended on Thursday March 23rd, 2023.

1.3 NOTIFICATION OF PCE #2

Notification for PCE #2 was completed through the following methods:

- Emailed notice to distribution list (sent February 24th, 2023), which includes:
 - o City staff and Councillors;
 - o Identified federal, provincial, and municipal stakeholders;
 - o Registered stakeholders;
 - o Impacted property owners;
 - o Registered members of the public;
 - o Emery Village BIA and DUKE Heights BIA liaisons;
 - o First Nations representatives;
 - o Utilities; and
 - o Other interest groups
- Mailed notices (from February 16th – 24th, 2023) through City mailing department to addresses with the following land use/property (MPAC) codes:
 - o 407 (Retail lumber yard)
 - o 408 (Freestanding Beer Store or LCBO – not associated with power or shopping centre)
 - o 409 (Retail – one storey, generally over 10,000 s.f.)
 - o 410 (Retail – one storey, generally under 10,000 s.f.)
 - o 419 (Automotive service centre, highway – 400 series highways)
 - o 420 (Automotive fuel station with or without service facilities)
 - o 421 (Specialty automotive shop/auto repair/collision service/car or truck wash)
 - o 422 (Auto dealership)
 - o 423 (Auto dealership – independent dealer or used vehicles)

- 425 (Neighbourhood shopping centre – with more than two stores attached, under one ownership, with anchor – generally less than 150,000 s.f.)
- 426 (Small box shopping centre less than 100,000 s.f. minimum 3 box stores with one anchor (large grocery or discount store))
- 427 (Big box shopping centre greater than 100,000 s.f. with 2 or more main anchors such as discount or grocery stores with a collection of box or strip stores and in a commercial concentration concept)
- 428 (Regional shopping centre)
- 429 (Community shopping centre)
- 430 (Neighbourhood shopping centre – with more than 2 stores attached, under one ownership, without anchor – generally less than 150,000 s.f.)
- 431 (Department store)
- 432 (Banks and similar financial institutions, including credit unions – typically single tenanted, generally less than 7,500 s.f.)
- 433 (Banks and similar financial institutions, including credit unions – typically multi tenanted, generally greater than 7,500 s.f.)
- 434 (Freestanding supermarket)
- 435 (Large retail building centre, generally greater than 30,000 s.f.)
- 436 (Freestanding large retail store, national chain – generally greater than 30,000 s.f)
- 438 (Neighbourhood shopping centre with offices above)
- 505 (Sawmill/lumber mill)
- 506 (Forest products – including value added plywood/veneer plants)
- 510 (Heavy manufacturing (non-automotive))
- 511 (Pulp and paper mill)
- 512 (Cement/asphalt manufacturing plant)
- 513 (Steel mill)
- 514 (Automotive assembly plant)
- 516 (Automotive parts production plant)
- 517 (Specialty steel production (mini-mills))
- 518 (Smelter/ore processing)
- 519 (Foundry)
- 520 (Standard industrial properties not specifically identified by other Industrial Property Codes)
- 521 (Distillery/brewery)
- 522 (Grain elevators – Great Lakes waterway)
- 523 (Grain handling – Primary elevators (including feed mills))
- 525 (Process elevators – flour mills, oilseed crushing, malt houses)
- 527 (Abattoir/slaughter house/rendering plants)
- 528 (Food processing plant)
- 529 (Cold storage facility)
- 530 (Warehouse)
- 531 (Mini-warehousing)
- 532 (Dry Cleaning Plant)

- 535 (Research and development facilities)
- 540 (Other industrial (all other types not specifically defined))
- 541 (Printing plant)
- 544 (Truck terminal)
- 545 (Distribution Centre)
- 550 (Petro-chemical plant)
- 551 (Oil refinery)
- 552 (Tank farm)
- 553 (Bulk oil/fuel distribution terminal)
- 575 (Industrial condominium)
- 580 (Industrial mall)
- 596 (Recycling facility)
- 597 (Railway right-of-way)
- 598 (Railway buildings and lands described as assessable in the *Assessment Act*)
- 599 (GO transit station/rail yard)
- 601 (Post secondary education – university, community college, etc.)

A copy of the Notice of Public Consultation is included in Appendix A.

1.4 MATERIALS PRESENTED

The PCE was hosted by representatives from the City of Toronto, along with the consulting team from WSP E&I Canada. The event was held virtually using the online meeting platform Webex. Approximately 47 people registered for the event, and 40 people attended. The purpose of the event was to provide an opportunity for members of the public to receive an update on the project progress since the previous consultation event that was held at the end of 2019. This update included:

- Indigenous Land Acknowledgement;
- Opening remarks from the project team and Councillors Office/s;
- A refresher on the:
 - Study area;
 - Study objectives;
 - Municipal Class Environmental Assessment process for Transportation Master Plans;
 - Problem and opportunity statement; and
 - External inputs.
- A summary of stakeholder advisory group meetings;
- A summary of the previous PCE;
- The process on how improvements/recommendations were developed;
- The criteria by which they were assessed;
- The highlights of each of the recommended solutions; and
- What the next steps are for the study following the event.

At this point in the event, the project team paused to answer questions from the attendees (refer to Section 1.4 below), after which the project team concluded the event with a call to action to complete the available survey, and contact information for any additional comments. A copy of the presentation slides is included in Appendix B.

1.5 COMMENTS RECEIVED

Comments were able to be submitted throughout the consultation period by the following methods:

- Email;
- Mail;
- Phone; and
- Survey.

During the consultation period, no comments were submitted by email, mail, or by phone. There were a total of 8 responses (9 including one test response from the project team), of which only 6 completed the entire survey. A summary of the received survey responses is included in Tables 1-5 below and the survey questions and exported (anonymous) data is included in Appendix C.

Table 1: How survey respondents reported their relationship to the study area

Relationship to the study area (Multiple selections can be made)	Number of Responses (Total responses = 6)
I live in or very near the study area	6 (100%)
I regularly travel through the study area	4 (67%)
I visit family, friends, attend programs or appointments in or very near the study area	3 (50%)
I work in or very near the study area	2 (33%)
I own a property in or very near the study area	2 (33%)
I represent an organization or institution in or very near the study area	1 (17%)
I represent a business in or very near the study area	0 (0%)

Table 2: How survey respondents typically travel within or through the study area

Mode of Travel (Multiple selections can be made)	Number of Responses (Total responses = 6)
Car (personal vehicle)	5 (83%)
Bike or scooter	4 (67%)
Walk, including the use of a mobility device (e.g. wheelchair, walker)	3 (50%)
TTC Bus	3 (50%)
TTC Subway	0 (0%)
GO Bus	0 (0%)
GO Train	0 (0%)
Truck or tractor-trailer (commercial vehicle)	0 (0%)

For the below table of responses to individual improvements and how well they address existing and future transportation needs, respondents were able to select a range from 1-5, with 1 representing “not at all”, and 5 representing “very well”. When converted to an average percentage, 1 represents 20%, and 5 represents 100%.

Table 3: On a scale of 1-5, how well respondents believe the solution will address the existing and future needs (converted to %)

Improvement #	Number of Respondents	Average Response
2	1	40%
3	2	100%
6	1	100%
11 & 12	2	88%
20	4	100%
24	2	100%
29	2	100%
31	2	100%
63	3	100%
64	3	100%
67	1	100%
73	4	69%
74	1	100%
76	2	50%
79	2	100%
91	2	100%
97	3	100%

Specific comments were also provided for some of the improvements. Each of the received comments is summarized in Table 4 below.

Table 4: Summary of improvement specific comments

Improvement #	Comment	Response
11 & 12	I like removing trucks from Weston Rd and think this could help. However, I wonder how it will be built with the subdivision nearby, since it does cross into Habitant Park. Development involving trucks seems to ignore pedestrians far too often.	Further details on a refined design will take into consideration any nearby development plans, and will require consultation with TRCA to ensure natural heritage lands

		are not negatively impacted (or can be mitigated).
20	I like the idea of less reliance on Sheppard/Finch. I dislike how this is only considering area can even be seen in the above picture). As someone who bikes along Sheppard from Dufferin to Weston, having an alternate, less busy route that crosses the highway (which industrial/commercial applications. There are people who live off of Oakdale (the residential stops me from staying off Sheppard) would be beneficial. However, this is being considered only for industrial/commercial purposes, meaning it won't have the safety features necessary for cyclists or pedestrians.	Improvements within this study have considered the need for sidewalks and cycling lanes. While the exact features/details of the facilities are yet to be determined, space has been reserved for them.
63	As someone who bikes along Sheppard from Dufferin to Weston, having an alternate, less busy route that crosses the railway (take Bakersfield and St. Regis and Grandravine, but would like to start earlier, before Sheppard starts turning) would be beneficial instead of also having to stay on Sheppard. However, this is being considered only for industrial/commercial purposes, meaning it won't have the safety features necessary for cyclists or pedestrians, which Chesswood already fails at.	Improvements within this study have considered the need for sidewalks and cycling lanes. While the exact features/details of the facilities are yet to be determined, space has been reserved for them.
	By connecting the two industrial areas, the truck traffic can move more efficiently by avoiding making wide turns at the arterial intersections, i.e. Chesswood and Sheppard, Chesswood and Finch.	N/A
64	I like this idea. Working at a school off Weston, I see many trucks passing by as students (or even myself when I take transit) try to cross the street. When I cycle, the trucks now become even more of a danger. While many regular drivers don't help the situation either, large trucks on winding Weston Rd, especially at the high speeds above the speed limit they're going are very dangerous to everyone.	N/A
	This will reduce/prevent the truck traffic on Weston Rd. with an alternative access to HWYS 401 & 400	N/A
73	It's difficult to comment on this as there are no solutions, as it is just a study. Perhaps, a solution could be to expedite the study as this intersection is extremely dangerous to pedestrians and all motorists. I have witnessed numerous accidents as cars are coming down the ramp just off Walsh Ave. onto Weston. Motorists are not obeying the speed limits and often using Weston Rd. as an extension of the highway. They are moving at a very fast speed and people exiting the ramp off of Walsh ave. onto Weston rd. often do not see the stop sign and merge onto Weston rd. with oncoming traffic thus creating many accidents. I am a pedestrian, motorist, and a transit user that lives very closed to this major intersection and interchange, and I would like to express how dangerous and unsafe I feel when having to navigate through this intersection/interchange. There must be immediate changes to this intersection/interchange. As it will cause more accidents and potentially even lives. People live, work, and go to school in this area, please do what	This future study will be considered for swift action.

	<p>you can to make safety improvements to this area as it is becoming more dangerous and inconvenient to our community.</p> <p>I like that this is being looked at. I don't take this intersection often, so I'm not too aware of it. But the few times I have been, I see vehicles backed up going west and trying to turn right so they can go around the loop and south on Weston. And then it blocks those going west but just needing to turn right on Weston to go north. And as a pedestrian, it is confusing, no matter if I'm choosing to go to Wilson/Albion or continue along Weston.</p> <p>The proposed future study needs to include the intersection of Weston and Albion/Walsh and the 401 interchange to make it more comprehensive and efficient.</p>	
		N/A
		The current proposed study area includes both the Weston/401 interchange, and the Weston/Walsh/Albion intersection.
76	<p>Removal of the 'No Heavy Trucks' prohibition is a totally unsatisfactory solution. The need for infrastructure improvements is clear. The Millwick/Islington intersection has been the site of many truck and other collisions, so many that we obtained collision stats from the City in 2018 going back to 2010. Trucks have knocked down the traffic signal at the southeast corner of Millwick and Islington repeatedly. The total repair costs for the traffic signal at Millwick and Islington over the past 13 years should be determined and released. The current traffic signal is a temporary structure due to a truck collision. What infrastructure improvements are planned/suggested? The intersection is under the watch of Vision Zero.</p> <p>One fatality has occurred here and IGSI measures have been implemented on Muir Ave. The new housing development on Plunkett Rd. - not visible on the satellite map, ('The Homes of St. Gaspar' by Luxor Homes) - is going to add 43 new homes over two phases of construction - estimated to increase the # of vehicles to 30 for A.M. and 30 for P.M. commutes. Millwick Dr. will continue to pose as a safety hazard for families. Suggestions: There needs to be 0 large trucks on Millwick Dr. to Milvan/Toryork. Should have 'NO Large Trucks Turning' prohibition sign on Islington Ave. similar to those erected for Finch West LRT at Martin Grove and Finch. Large trucks should access the industrial pocket via Fenmar and Steeles and Ormont.</p>	The removal of the vehicle size prohibition will only occur if geometric/safety improvements are also made at this intersection (Islington/Millwick).
79	This will provide more time for tractor-trailers and other long trucks to clear the left turn lane onto northbound Keele.	N/A
91	This should reduce the truck traffic on the already congested Keele and Steeles intersection	N/A
97	I am very glad the city is restricting trucks along Weston from Walsh to finch. I am a motorist, pedestrian, and a transit user that lives within the restricted zone. I do not feel safe. Our family has been directly impacted by the noise pollution and gas	City staff will discuss the required enforcement with Toronto Police Services at the appropriate time.

	<p>pollution of these trucks. They have no respect for the safety of the people that reside, work, and attend school along Weston rd. Trucks are failing to obey speed limits and are plowing up and down Weston road at all times of the day -- even at midnight. Furthermore, trucks travelling at high speeds over potholes and sewer vents are literally shaking my home and I am very afraid of the consequential implications of the structural integrity of my home. Concerns: I am concern how the restrictions are going to be monitored and regulated when the city is using words such as 'encourage'. There must be an affirming restriction -- full stop. This must become a law. Improvements: We are asking that you expedite the approval of route #64 as soon as possible. And we are also asking the city to please make the restrictions into law as these trucks will not obey the changes -- just like they do not obey the speed limits. The people of this community can no longer bare the impacts of these freight vehicles accessing this stretch of Weston rd. We look forward to this implementation as soon as possible.</p>	<p>The heavy truck ban would become a City by-law when implemented.</p>
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The survey also invited respondents to include general comments that may not have been specifically requested elsewhere in the survey. These are summarized in Table 5 below.

Table 5: General comments received through the survey

Comment	Response
<p>The people of this community of Weston rd. from Walsh to Finch can no longer bare the impacts of these freight vehicles accessing this stretch of Weston rd. We look forward to an expedited approval of route #64 and a full implementation of the restrictions of freight trucks along Weston rd. from Walsh to Finch. There's so much the people of Weston rd. can take any longer. My house is literally shaking as I am typing this due to the over presences of commercial freight trucks zooming up and down four lines of traffic outside my home. This is impacting our quality of life. No one should have to live like this when we have solutions for change and improvements. We just hope you can expedite and implement them as soon as possible. Thank you so much for your time, understanding, compassion, and impactful work that you are doing. You have the power to shift the quality of so many people's lives.</p>	<p>N/A</p>
<p>I think this study needs to include useful bike (like elevated, separated bike lanes, not sharrows) and pedestrian infrastructure. This should be mandatory for ALL new transportation projects throughout the city, but especially where there are trucks and cars going high speeds. I mentioned in many comments that everything is based on commercial/industrial use, except as someone who lives and works in or near these various areas (I pass Chesswood and Rivalda daily, and commute along Weston), I see the numbers of residents who use these areas. Even Arrow Rd south of Sheppard has a small community which is inaccessible (safely) as a pedestrian (I know, I've done it and had to worry about getting hit by cars and trucks) because again, the focus is on commercial/industrial, even though the zoning changes and the city doesn't update infrastructure. Now is the chance to do it right the first time and not make a half attempt.</p>	<p>Improvements within this study have considered the need for sidewalks and cycling lanes. While the exact features/details of the facilities are yet to be determined, space has been reserved for them.</p>

Respect for taxpayers doesn't mean cheaping out, it means using funds properly. Half-measures are not respecting the funds put into the project.	
Please find solutions to reduce the amount of heavy truck traffic on Keele Street between hwy 401 and Steeles in both directions because there is much residential especially between Finch through to hwy 401. Keele is too congested with truck traffic and not safe for pedestrians for cyclists.	<p>Improvements made north of Finch Avenue (between Keele Street and Dufferin Street) should support truck traffic moving towards Steeles Avenue.</p> <p>Additional improvements made through the Downsview Secondary Plan process will likely support truck traffic moving towards Dufferin Street, and away from Keele Street.</p>

Comments were also received during the PCE itself on March 9th. A summary of the comments received during the PCE are included in Table 6 below.

Table 6: Comments received during PCE#2

Comment	Response
Are residents part of the advisory group?	No, the Stakeholder Advisory Group is made up of identified businesses and business groups, as well as other municipal or advocacy groups. Residents in the study area are able to participate in the study through the public consultation events, at Committee/Council meetings, and will be able to review/submit comments during the 30 day review period when the TMP is submitted to the Ministry.
How do you deal with building construction for the properties in the “complete truck ban”?	This will be dealt with through existing City processes (permits, or through “local delivery only” signage).
Just a question about the busway - would that be a mandatory truck route or would trucks still be allowed to drive on Finch to access businesses in that section?	Trucks would be able to drive on Finch if they choose/need to. The expectation is that for trucks that don't need to use the Finch/Keele intersection, this route would be the preferred alternative.
Suncor Energy, along with many of our industrial peers, have fuel terminals in this area covered by zoning rules to ensure the security of these sites and also limit the risk of disruption. How does the current plan protect the sensitivity of these sites?	A key criteria in the evaluation process is the minimization/mitigation of conflicts between sensitive land uses, particularly to protect the Provincially Significant Employment Zone, but also to provide safe/comfortable spaces for residential areas.
Are there any recommendations regarding moving freight via cargo bikes?	There are no specific improvements to move freight via cargo bikes. The current MTO pilot program on cargo bikes still requires that they use a general vehicle lane (rather than a bike lane). The study does recognize that cargo bikes (and other smaller freight vehicles) will likely increase in frequency and will continue to be monitored.

APPENDIX

A

NOTICE OF CONSULTATION

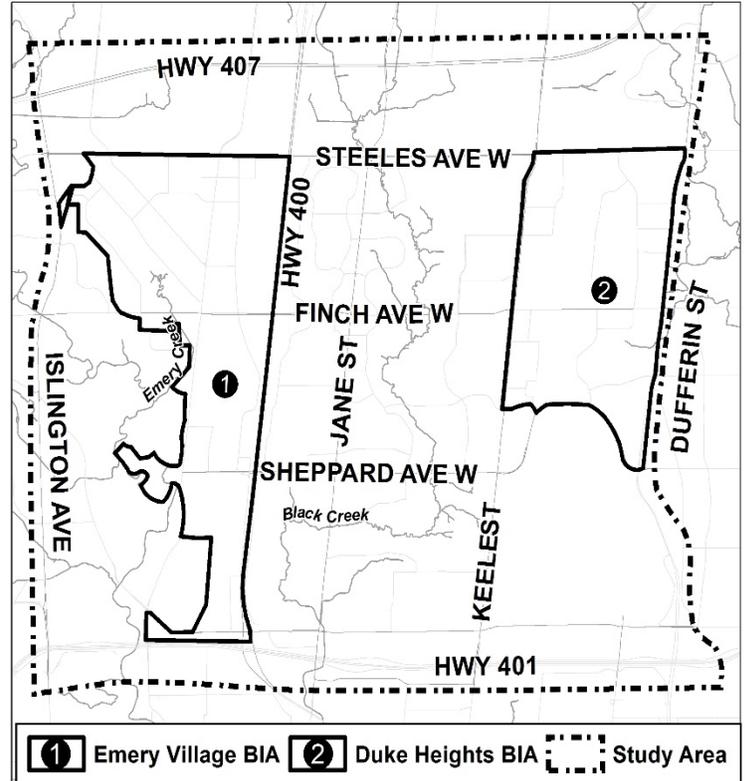
February 16, 2023

Finch West Goods Movement Transportation Master Plan

Metrolinx will be completing construction of a light rail transit (LRT) corridor along Finch Ave West from Highway 27 to Keele Street in 2023. 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.

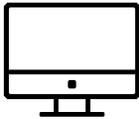
The City is conducting the Finch West Goods Movement Transportation Master Plan to identify strategies to address the future shipping and freight delivery needs in the study area, while considering the safety and efficiency of travel for commuters, transit users, cyclists and pedestrians.

This Transportation Master Plan (TMP) will be completed to evaluate and select infrastructure improvements and outline an implementation strategy.



Virtual Public Event

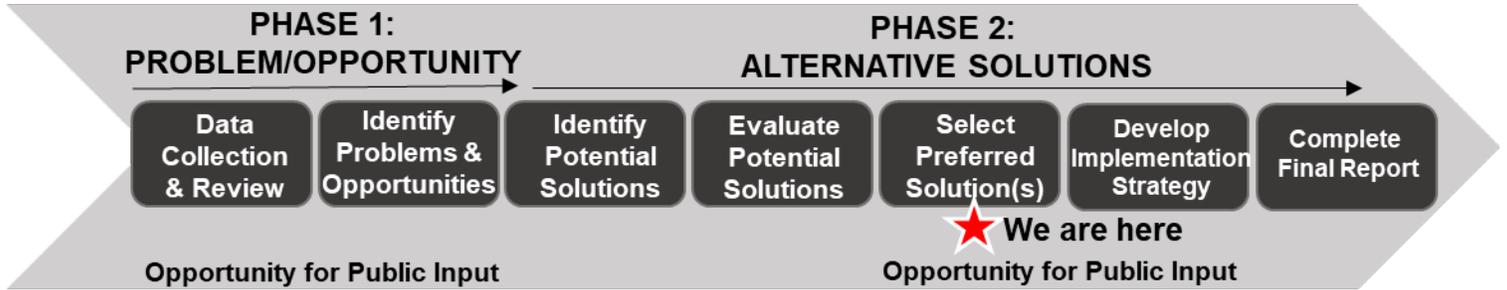
A virtual public meeting is being held to present the evaluation results and the City's preferred transportation improvements. At the virtual public meeting, staff will share a presentation on the project and provide an opportunity to ask questions.

<p>Learn More</p>  <p>View project information on the website, including past presentations, background material, and proposed recommendations</p> <p>www.toronto.ca/FinchWestGoodsMovement</p>	<p>Attend the Event</p>  <p>Thursday, March 9, 2023 6:00p.m. to 8:00 p.m.</p> <p>Join online or by phone <u>See page 2 for details</u></p>	<p>Provide Feedback</p>  <p>Complete an online survey or request a printed copy. Submit comments by email, mail or phone.</p> <p>Comment deadline: Thursday, March 23, 2023</p>
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Environmental Assessment Process

The TMP is now in Phase 2 of the Municipal Class Environmental Assessment process. The public is invited to provide feedback on the **preferred solutions** before a final report with the recommended solutions is presented to City Council for consideration.

If approved by Council, the recommended solutions will be scheduled for future implementation or carried forward for further study, to satisfy additional phases of the Environmental Assessment process.



Next Steps

- Review public consultation feedback and refine the preferred solutions
- Develop a phasing and implementation plan
- Report to Infrastructure and Environment Committee and City Council (anticipated in second quarter 2023) with final study recommendations
- Issue final study report for 30-day public review period in Summer 2023

How to Join the Event

<p>Join by computer, smartphone or tablet</p>  <p>Visit the webpage and register: www.toronto.ca/FinchWestGoodsMovement</p>	<p>Join by phone (audio only)</p>  <p>Dial: 416-915-6530 Access Code: 2463 079 7270</p>
<p>If you have a specific accessibility need or require accommodation, please contact us.</p>	

More Information

Lachlan Fraser, MPIA
 Infrastructure Planning, WSP E&I Canada
 3450 Harvester Road, Suite 100, Burlington L7N 3W5

Email: Lachlan.Fraser@wsp.com
 Tel: +1-905-335-2353 ext. 3070

** Information will be collected in accordance with the Municipal 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 PCE#2 SLIDES



Finch West Goods Movement Transportation Master Plan

Public Consultation Event #2

March 9th, 2023



Indigenous Land Acknowledgement

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



**This meeting is being recorded
for note-taking purposes.**

Agenda

- 6:00 p.m. Welcome, Introductions, and Opening Remarks
- 6:10 p.m. Presentation
- 7:00 p.m. Question & Answer Period

Project Team

City of Toronto

Edward Presta, Senior Project Manager, Capital Projects & Program, Transportation Services

Ryan Lo, Senior Coordinator, Public Consultation Unit

Philip Morse, Transportation Engineer, Capital Projects & Program, Transportation Services

WSP

Lachlan Fraser, Discipline Lead, Infrastructure Planning Solutions

Anum Abid, Junior Transportation Engineer

Opening Remarks



Code of Conduct

Be patient: Virtual meetings don't always run as smoothly as planned.

Be brief: Limit yourself to one question or comment when called on to speak.

Be respectful: The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated and you will be removed from the meeting.

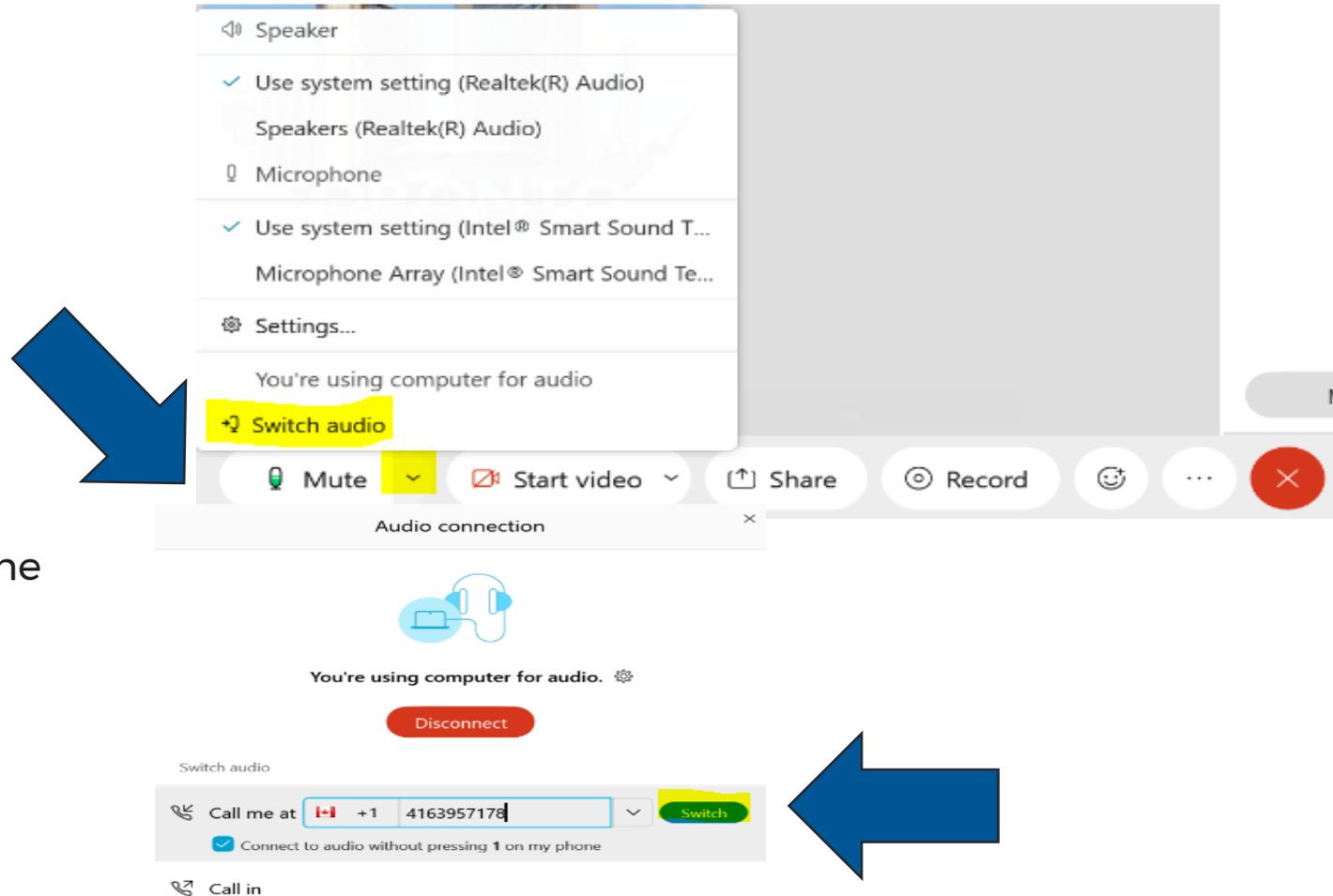


We want to hear from you – all questions are good questions!

Webex Audio Trouble?

Webex can call you!

1. Click **arrow** beside your mute button
2. Click **“Switch audio”**
3. Use **“Call me”** function and enter your phone #
 - Webex will call your phone
 - No long distance charges



Audio still not working?

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number enter:

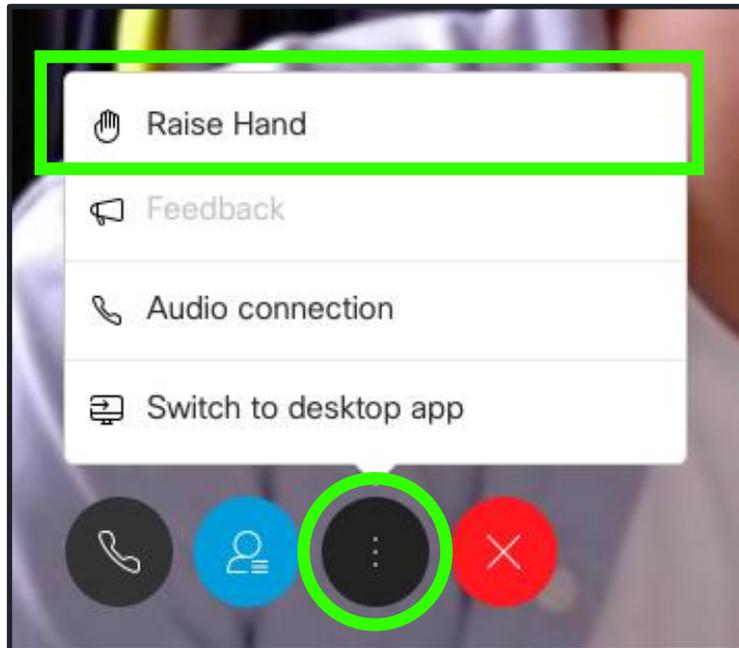
2463 079 7270

Participating by Computer



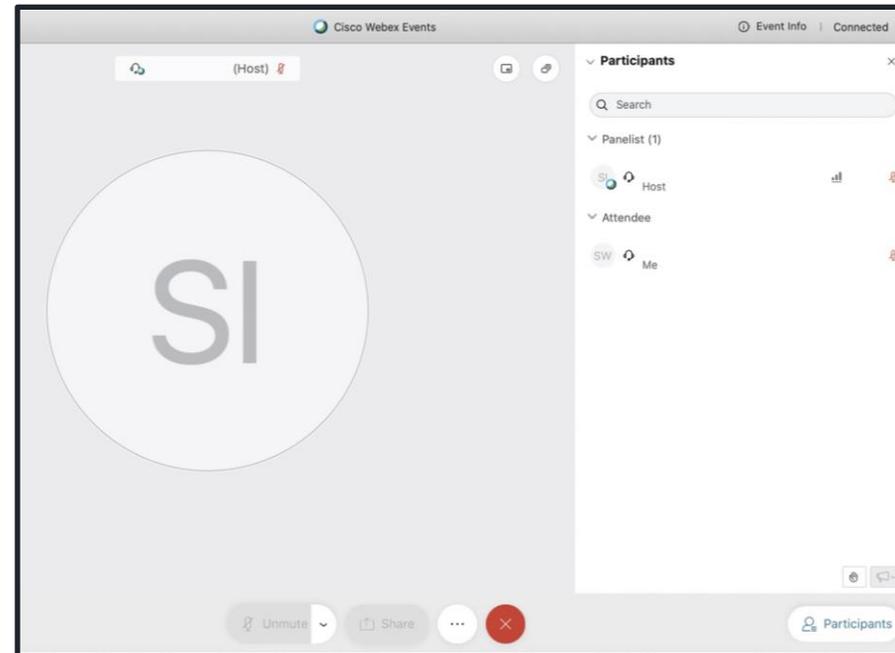
Via the [internet browser](#)

Click the “...” button at the bottom of the video window and select “Raise Hand” or “Q&A”.



Via the [Webex App](#)

Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.



Raise your hand or type your question

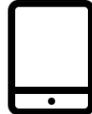
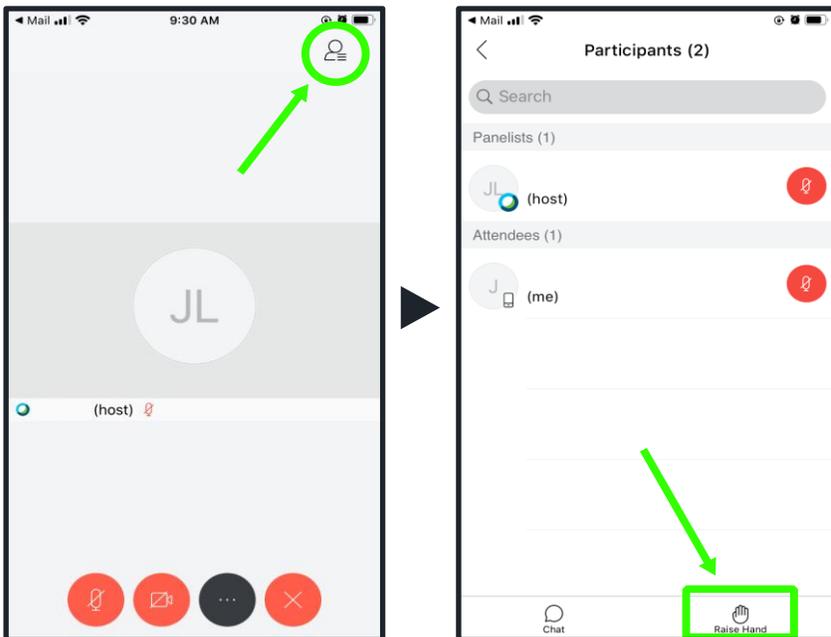
Participating by SmartPhone or Tablet

Raise your hand or type your question



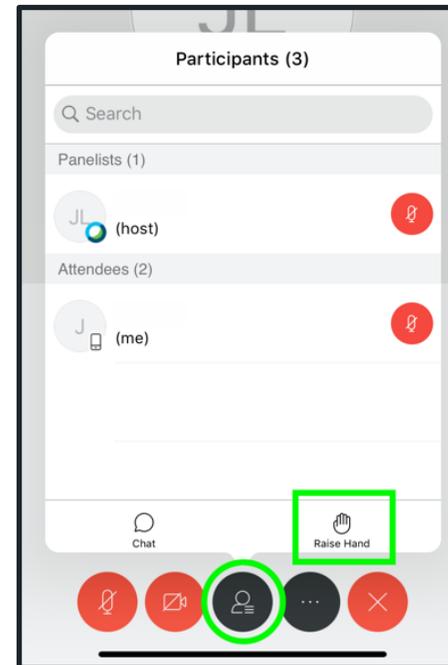
For smartphones

Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.



For tablets

Click the Participants panel button at the bottom of the screen. Then click the “Raise Hand” or “Q&A” button at the bottom right.



Raising your hand by Phone

To raise your hand virtually, **key in *3**.

- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Overview of Public Consultation Event

What we're Presenting

This public consultation event is being held to discuss how the Finch West Goods Movement Transportation Master Plan (TMP) can ensure that goods and freight movement can be viable in the Finch West area long into the future.

We want your input on the recommended improvements and any other concerns you may have.

Please fill out our survey or use the comment/feedback form to provide input.

You can also review previous presentations and background material at the project website here: toronto.ca/finchwestgoodsmovement

Study Area

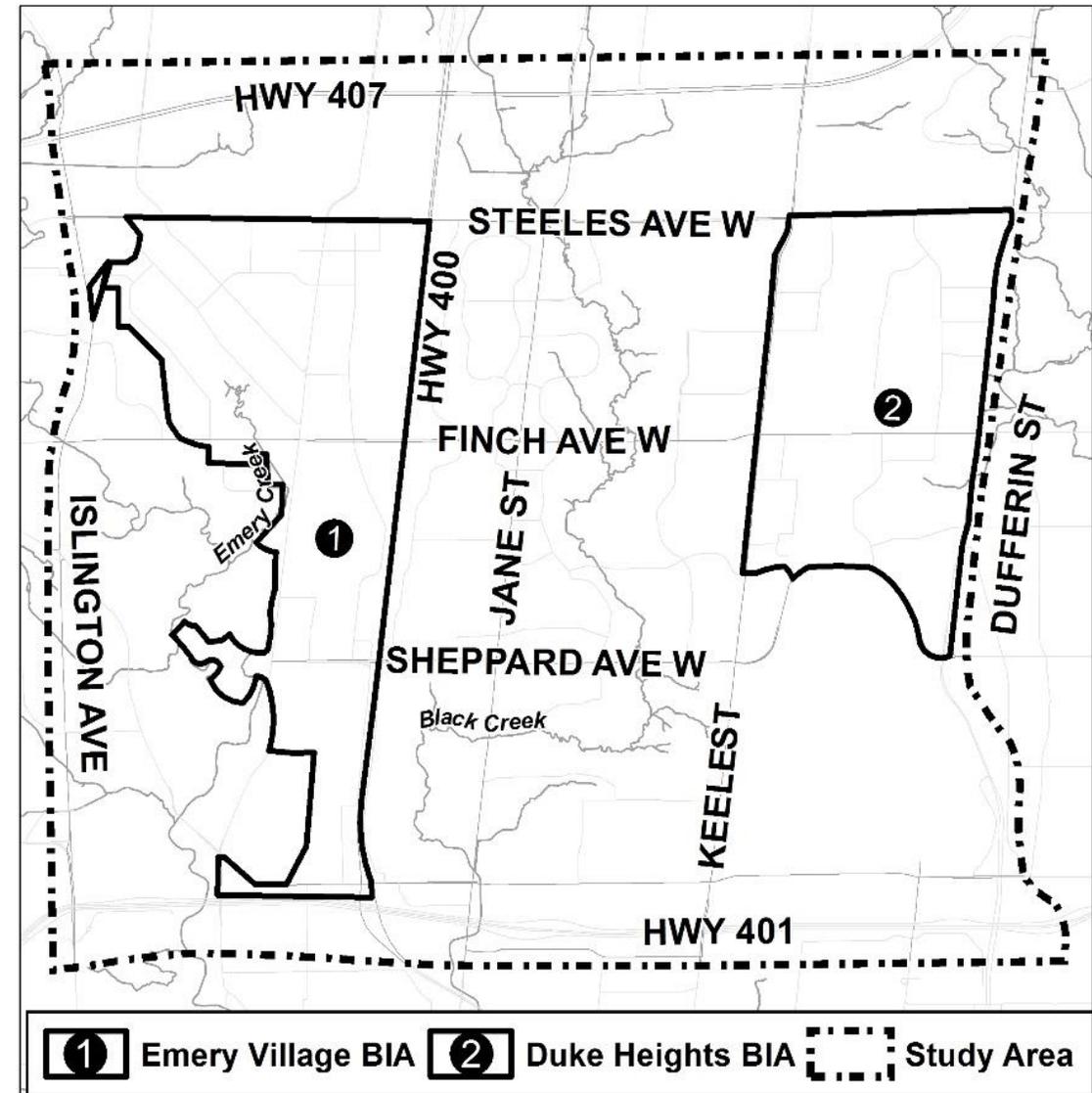
Limits and Key Features

The study area limits are between Islington Ave and Dufferin St, and between Hwy 401 and 407.

Recommendations that result from this study will be focused within the City boundary (Steeles Ave).

Key features include:

- Environmentally sensitive areas (e.g. Black Creek)
- Business Improvement Areas
- Road and highway network
- Industrial and commercial land uses; and
- Residential areas (low, medium and high density)



Study Overview

Objectives and Management

The Finch West Goods Movement TMP will develop a set of recommendations and an implementation strategy to support the viability of freight and goods movement over the short and long term within the study area.

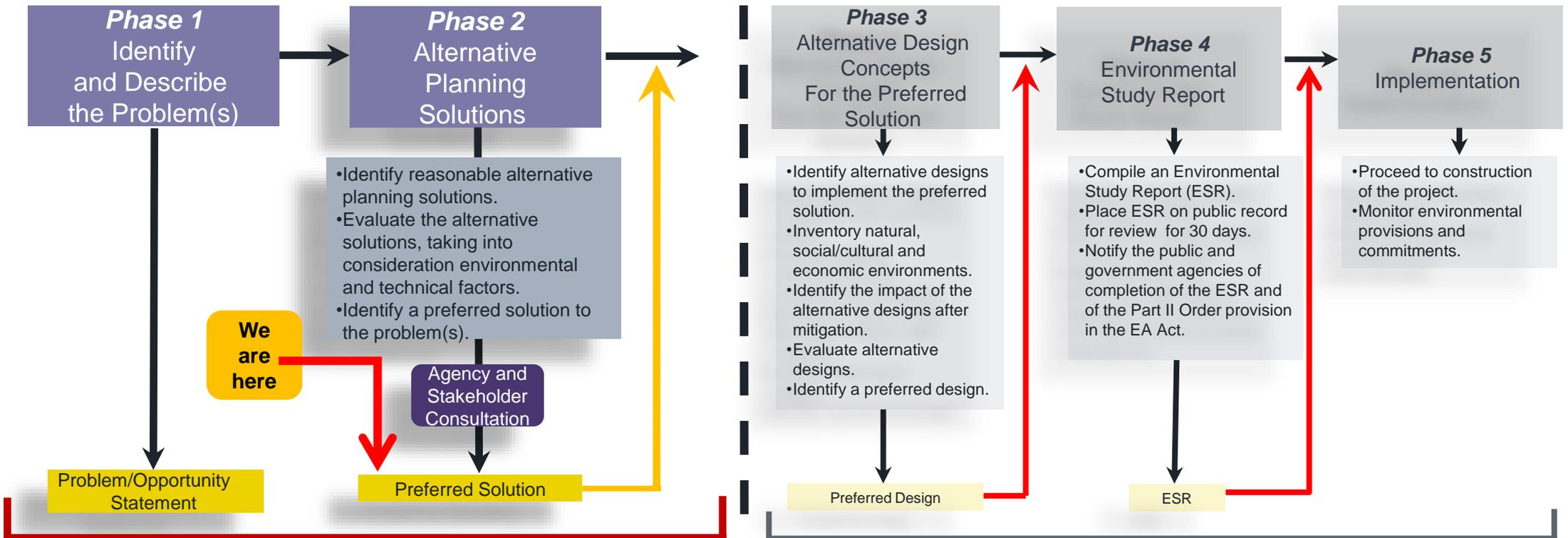
The Transportation Master Plan is being undertaken in accordance with the Municipal Class Environmental Assessment process. The study is being run by the City of Toronto with support from the Emery Village and DUKE Heights Business Improvement Areas.

Key Objectives of the study:

- Address traffic congestion and commercial truck movements with the consideration of Finch Ave West Light Rail Transit (LRT)
- Collaborative process to gather feedback from Business Improvement Areas (BIAs) and other key stakeholders
- Enhance 400 Series Highway Access
- Improve Safety and Active Transportation facilities (e.g. sidewalks and bikeways)
- Maintain or improve healthy neighbourhoods, natural and cultural environment, and social equity



Overview of the Master Planning Process



The Master Plan Process comprises Phases 1 and 2 of the Municipal Class EA Process and will result in a Transportation Master Plan (TMP). This TMP will provide recommendations for future projects.

This Study does not include these three phases. Future projects depending on their complexity would need to conduct subsequent phases (Phase 3-5) and additional consultation before they can be approved.

What are the Problem(s) and Opportunity(ies)?

Problem and Opportunity Statement

The Study area benefits from being near several important transportation corridor and freeway facilities.

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.

External Input

Prior Consultation and Work

The project builds off the previous work and consultation completed by:

- City of Toronto
- Metrolinx
- Emery Village BIA
- DUKE Heights BIA
- Ministry of Transportation
- Pembina Institute
- Toronto Region Board of Trade
- Other consultant studies



Summary of Stakeholder Advisory Group Meetings

Overview

Stakeholder Advisory Group (SAG) Meetings

- The project team meets with an Advisory Group to update them on project progress every few months. The Advisory Group is made up of stakeholders in the area and includes representatives from 14 organizations.
- There have been multiple Advisory Group Meetings throughout the project, and the group has provided input on the following items:
 - Problem and Opportunity Statement;
 - Evaluation Criteria;
 - Improvements to be considered
 - Final recommendations

Summary of Previous Public Consultation

Overview

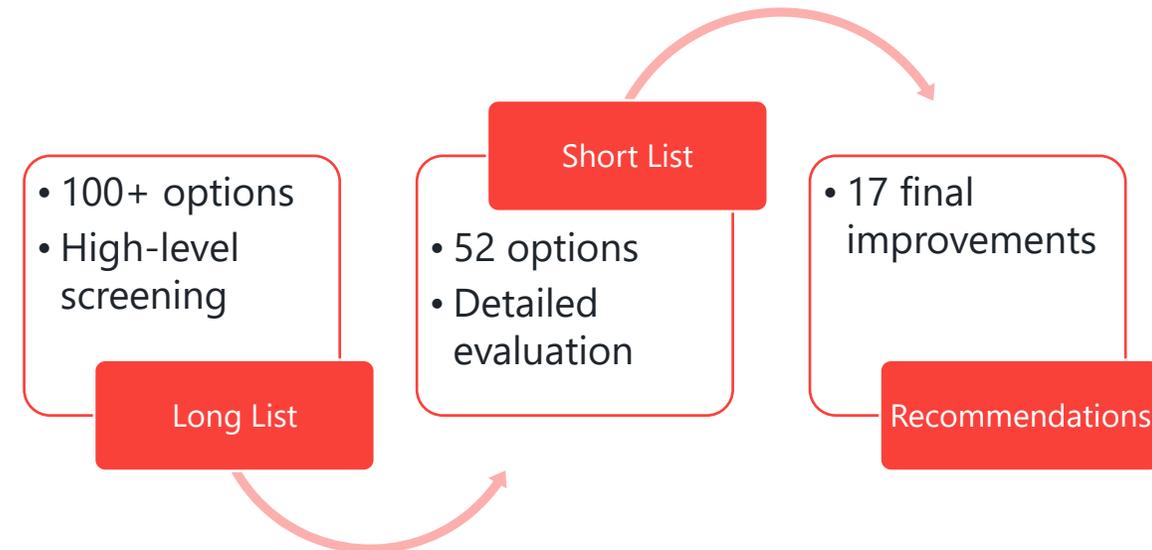
- The first Public Information Centre (PIC#1) was held over two days at the end of 2019 (November 28th & December 2nd) in a drop-in event format.
- A total of 28 people attended across the two events, and we received around 60 comments through the various feedback points.
- A “Common Questions” document has been developed that addresses these comments.

Development of Improvements

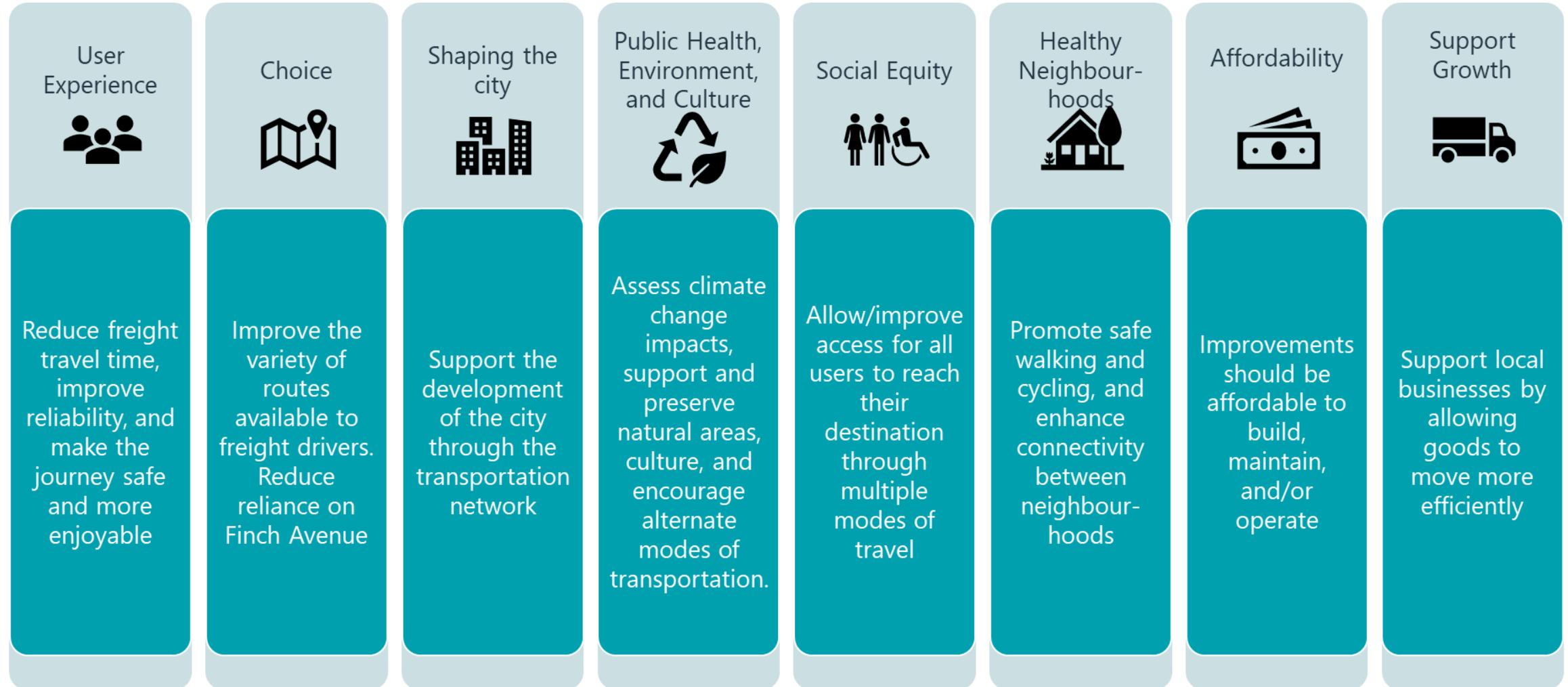
- After the completion of PIC#1, the consultant team developed a long list of improvements. This incorporated public, stakeholder and city staff input, and produced a list of **over 100 potential improvements** in the following categories:
 - New infrastructure
 - Enhanced/widened infrastructure
 - Traffic operations
 - Policy changes & Further Studies
- These improvements were “screened” at a high level to determine if it could be implemented. The screening criteria included: constructability, goods movement applicability, property impacts, and capital cost.

Development of Improvements Continued

- Once the long list was “screened”, we were left with a short list of 52 improvements where we then completed a more detailed evaluation to determine if it should be implemented.
- This included technical studies and traffic modelling to understand these impacts in more detail.
- The recommended alternatives are the ones that passed the evaluation process and showed an overall positive benefit.

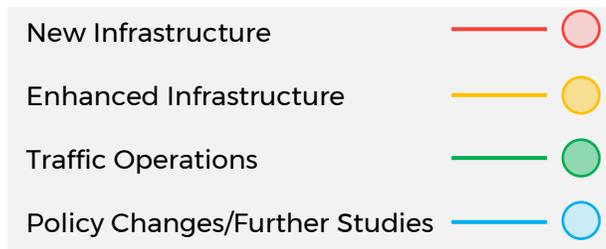


Evaluation Criteria



Recommended Solutions

- Includes improvements that positively impacted the travel network for the movement of freight and goods, as well as physical improvements that remove barriers.
- Areas have also been identified for further study, operational improvements, or policy changes

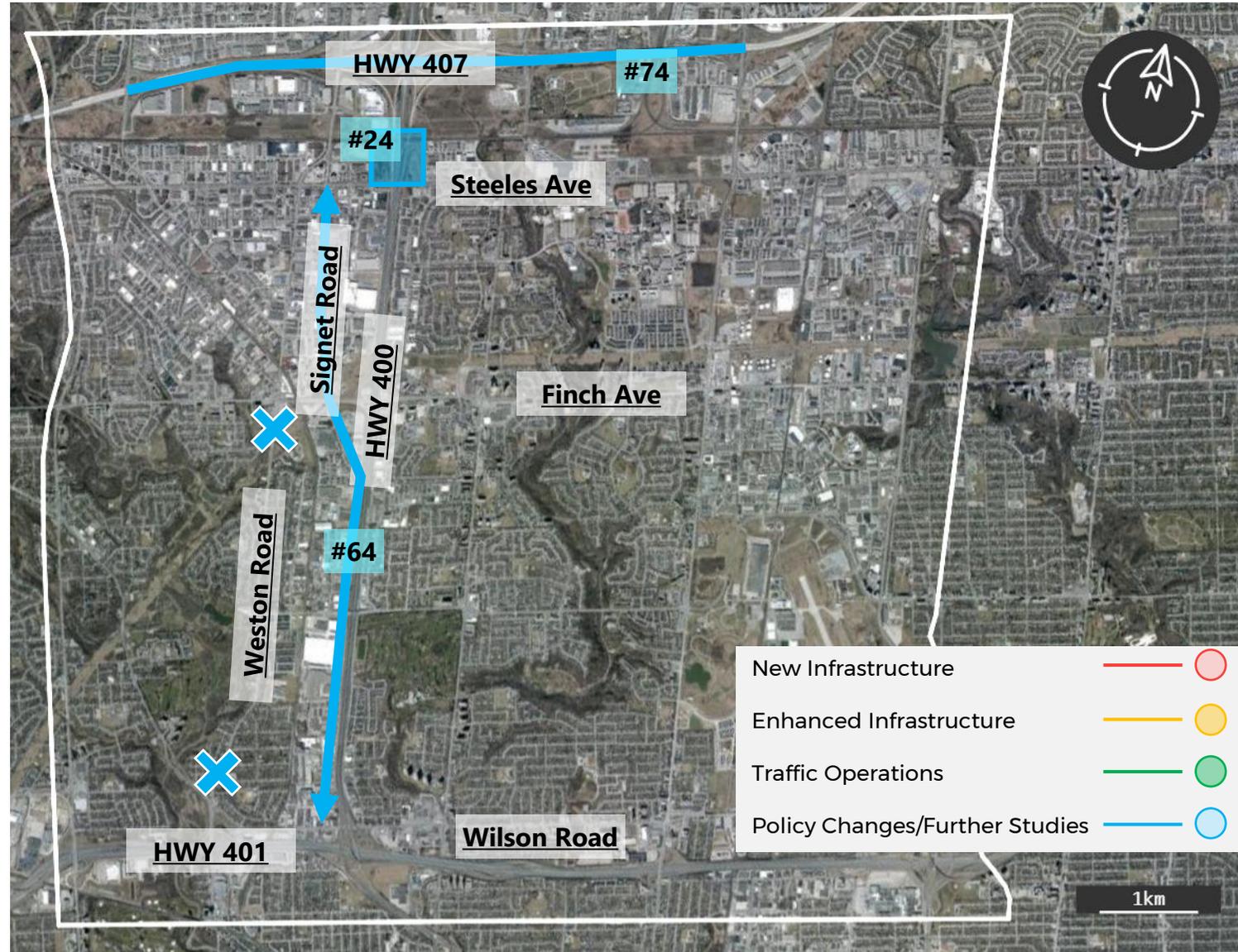


Quick Wins

- There are a number of “quick wins” that can be implemented at the conclusion of this project. These include:
 - Repaving sections of road with poor pavement quality (Clayson, Bartor, Arrow Road) through the ongoing State of Good Repair program
 - Restriping lane markings (Fenmar, Ormont)
 - Improved signal timing plans (Steeles/Keele, Steeles/Allness, Steeles/Fenmar)
 - Monitor parking conflicts with regular truck movements

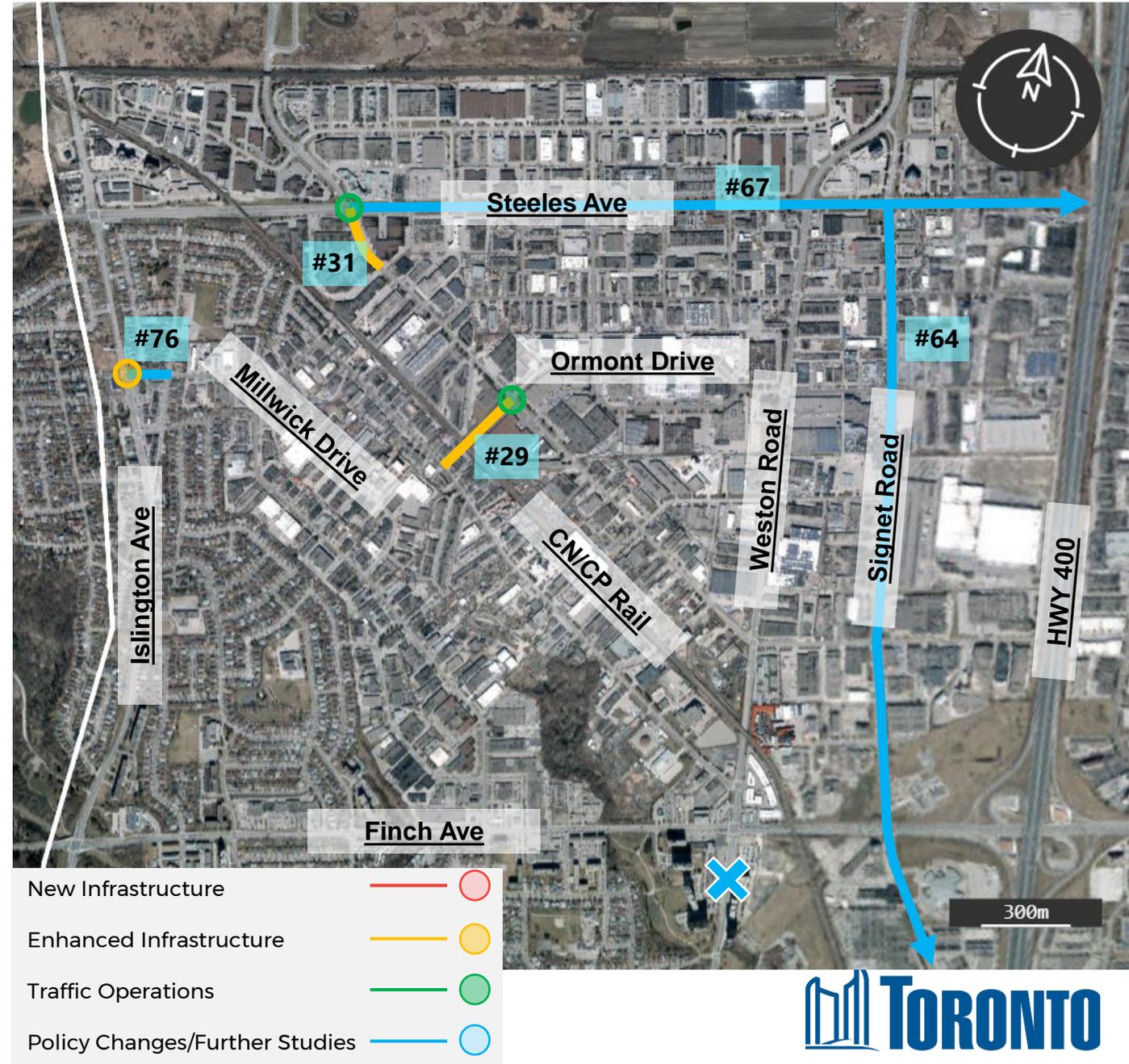
Recommended Solutions

- Promote Signet-Arrow-Bartor Road as a Freight Corridor (linked to complete truck restriction on Weston Road) (#64)
- Future Study Area at Highway 400 and Steeles Avenue (MTO collaboration required) (#24)
- Future business case and feasibility study for a 407ETR subsidy for freight (407 ETR collaboration required) (#74)



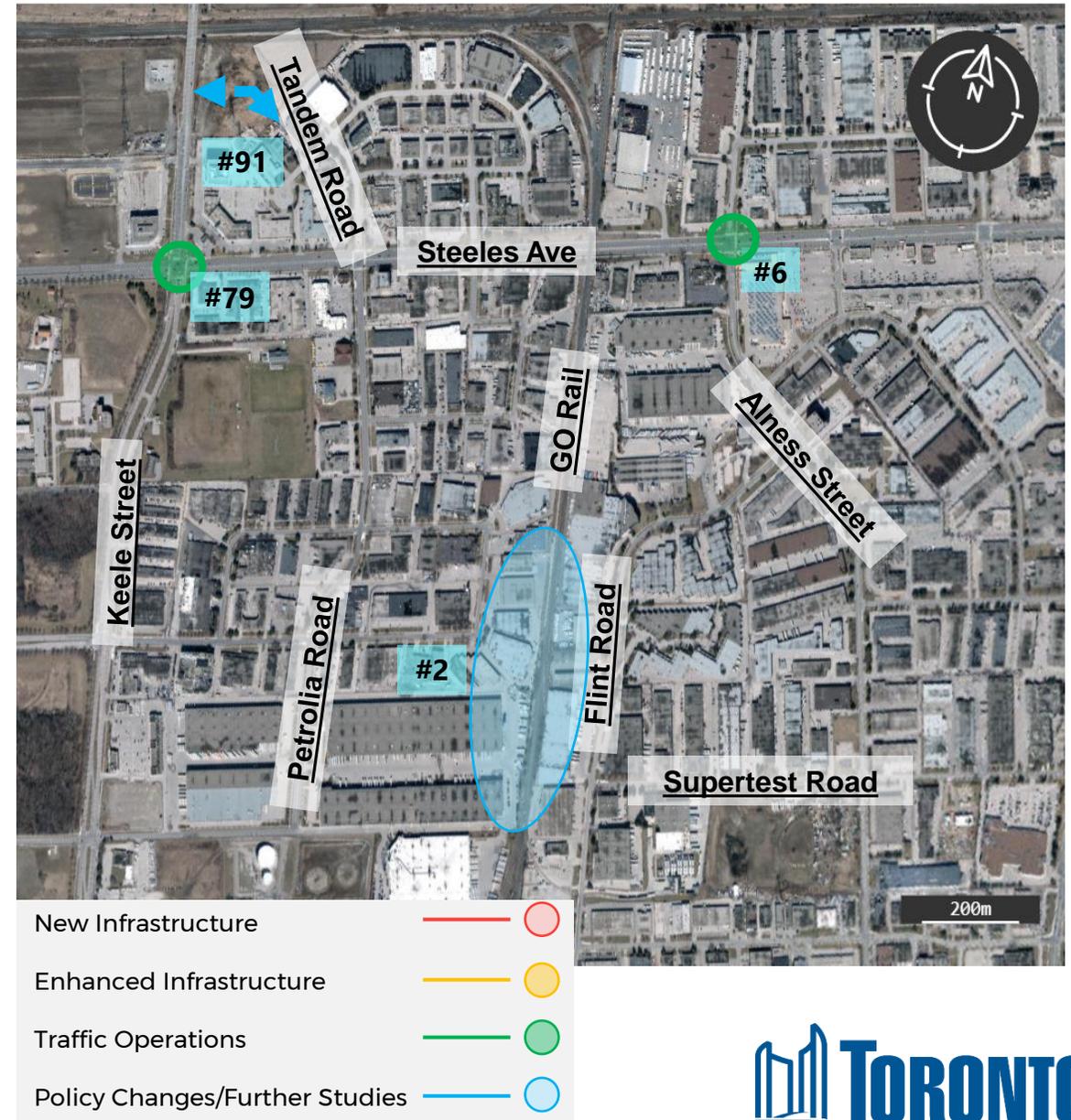
Recommended Solutions

- Remove truck restriction at Islington Ave and Millwick Drive (#76)
- Intersection improvements on Fenmar Drive at Steeles Avenue and Ormont Drive. (#29 & 31)
- Widen Steeles Avenue east of Fenmar Drive to Jane Street (#67)
- Promote Signet-Arrow Road as a Freight Corridor (#64)



Recommended Solutions

- New connection between Tandem Road and Keele Street (#91)
- New connection across rail tracks between Petrolia Road and Flint Road (#2)
- Intersection improvements on Alness Street at Steeles Avenue (#6)
- Signal timing improvements at Steeles Avenue and Keele Street (#79)



Recommended Solutions

- New connection to Chesswood Drive over the rail corridor (#63)
- Pilot program for trucks to use the busway (#3)
- Extended transportation network in Downsview Secondary Plan Area (#92 – 95)

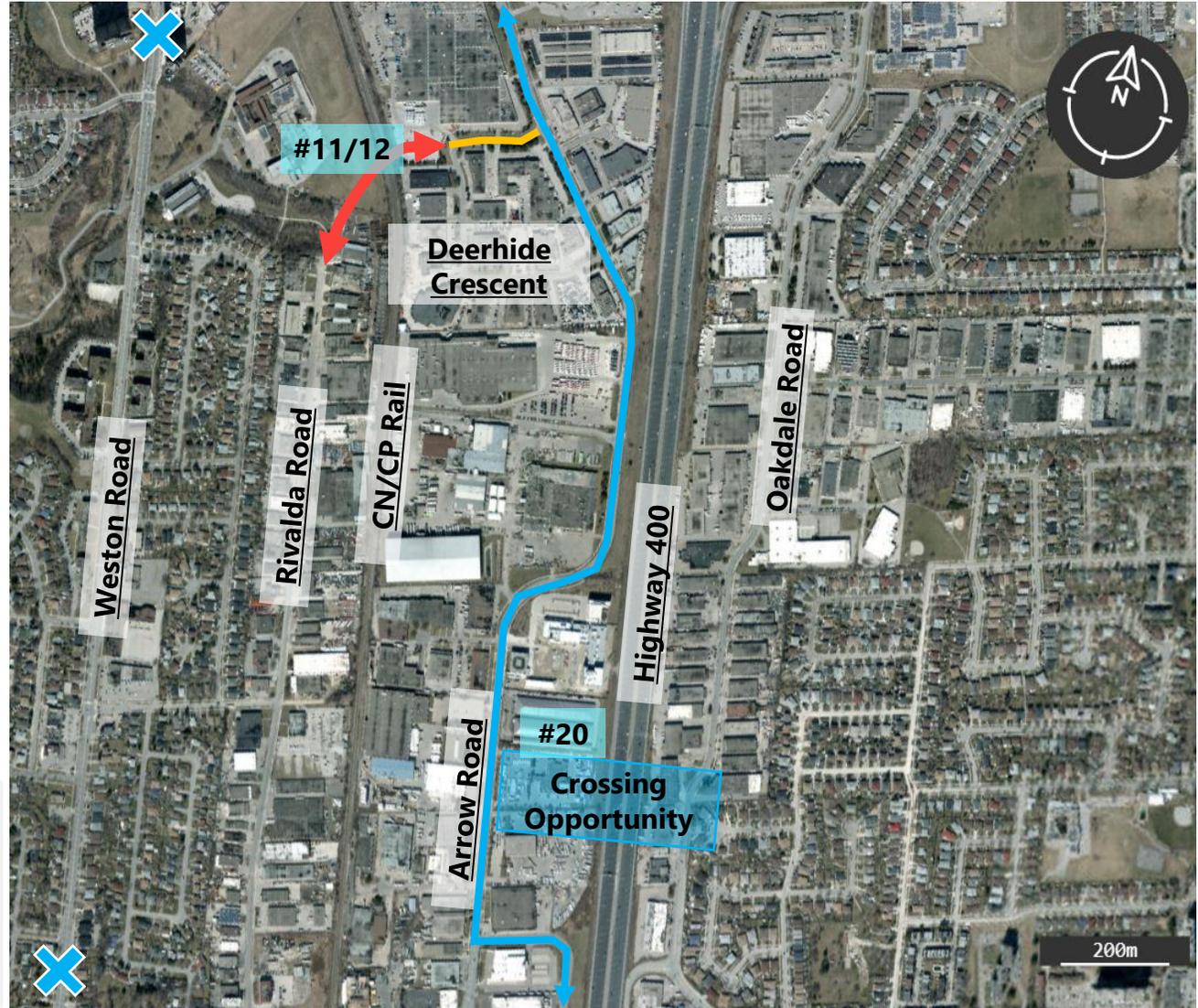


New Infrastructure	—	○
Enhanced Infrastructure	—	○
Traffic Operations	—	○
Policy Changes/Further Studies	—	○

Recommended Solutions

- New/improved connection between Rivalda Road and Deerhide Crescent (#11/12)
- Future study for a crossing of Highway 400 between Arrow Road and Oakdale Road. Potential for partial Highway access (MTO collaboration required) (#20)

New Infrastructure	—	○
Enhanced Infrastructure	—	○
Traffic Operations	—	○
Policy Changes/Further Studies	—	○



Recommended Solutions

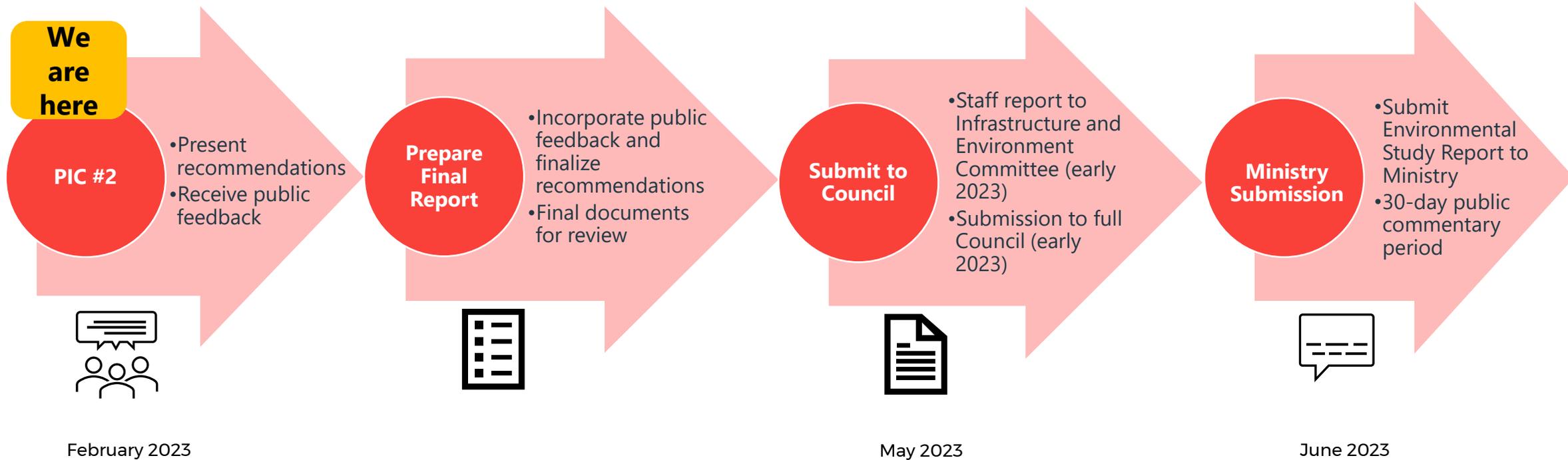
- Future study area around Weston/Wilson/Albion Road interchange, also to consider proximity to Highway 401 (MTO collaboration required) (#73)

New Infrastructure	—	○
Enhanced Infrastructure	—	○
Traffic Operations	—	○
Policy Changes/Further Studies	—	○



Study Progress

What's Next



Question and Answer Period

Opportunity for Sharing Your Thoughts

How to Participate

By Phone - To raise or lower your hand virtually, **key in *3**.

By Computer - Click the Participants button at the bottom of the video (the Participants panel will open to the right). Then click the “Raise Hand” or “Q&A” button at the bottom right.

For smartphones - Click the Participants panel button at the top right corner of the screen. Then click “Raise Hand” or “Q&A” at the bottom right of the screen.

Project Team

Edward Presta, Senior Project Manager,
Capital Projects & Program, Transportation
Services

Lachlan Fraser, Discipline Lead,
Infrastructure Planning Solutions, WSP

Providing Feedback

Opportunity for Sharing Your Thoughts

We want your input on the recommended improvements if there are any critical issues you can share with us.

Please fill out our survey or use the comment/feedback form to provide input.

You can also review previous presentations and background material at the project website here: toronto.ca/finchwestgoodsmovement

Thank You for Attending

Next Steps & Project Schedule

A report will be submitted to the Infrastructure and Environment Committee and Council early in 2023, and then shortly afterwards to the Ministry of Environment, Conservation, and Parks. This report will be available for public commentary for 30 days.

Any future studies still need to conduct additional consultation.

Contact Us

Contact: Lachlan Fraser, MPIA
Consultant Transportation Planner
WSP E&I Canada Limited
lachlan.fraser@wsp.com

Please review and provide your opinion and comments using the forms and survey on the City of Toronto website: toronto.ca/finchwestgoodsmovement
Comments are due by March 23 , 2023

APPENDIX

C SURVEY RESULTS



Attachment 2: Public Consultation Report #2
Finch West Goods Movement TMP Survey



N 9

Introduction

Project Overview

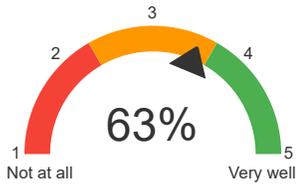
Select which improvements you'd like to comment on.

	Count	% of responses	%
20 – Connection from Arrow Road to Oakdale Road	4		44%
73 – Future Study at the Intersection of Walsh/Albion Road and Weston Road	4		44%
63 – Railway Crossing to Chesswood Drive	3		33%
64 – Freight Corridor between Steeles Avenue and Wilson Road (along Signet Road, Arrow Road, Bartor Road, Clayson Road)	3		33%
97 – Weston Road Truck Restriction (Between Finch Avenue West and Walsh/Albion Road)	3		33%
2 – The Pond Road/Petrolia Road Crossing to Flint Road/Supertest Road	2		22%
3 – York University Busway Re-Use for Trucks	2		22%
11/12 – Connection from Rivalda Road to Deerhide Crescent	2		22%
24 – Future Study for the Steeles Avenue and Highway 400 Interchange	2		22%
29 – Improved Underpass at Ormont Drive	2		22%
31 – Extended Left Turn Lane on Fenmar Drive	2		22%
76 – Removal of truck restriction at Islington Avenue and Millwick Drive & Intersection Improvements	2		22%
79 – Signal Timing Plan change at Keele Street and Steeles Avenue Intersection	2		22%
91 – Connection between Tandem Road and Keele Street	2		22%
6 – Signal Timing Improvements at Steeles Avenue & Alness Street	1		11%
67 – Future Study of Steeles Avenue West between Fenmar Drive and Jane Street	1		11%
74 – Future Business Case Study for the 407ETR between Fenmar/Pine Valley and Keele Street (Freight Vehicle Subsidy)	1		11%

N 9

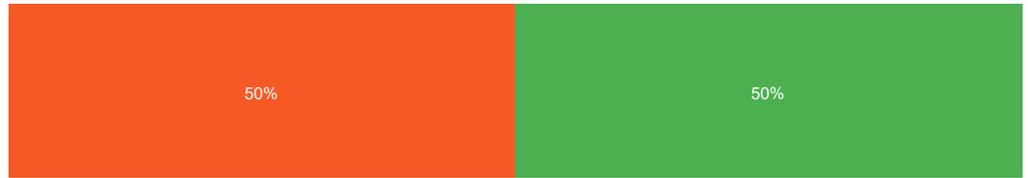
Improvement #2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

N 1

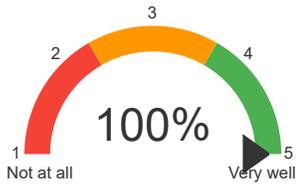
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
test	

N 1

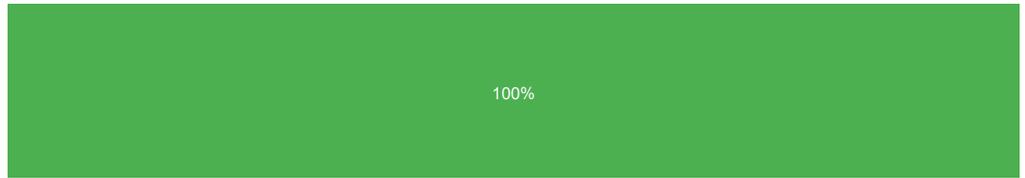
Improvement #3

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

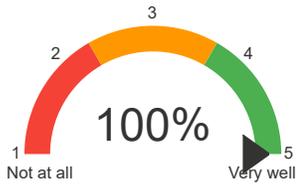
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Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

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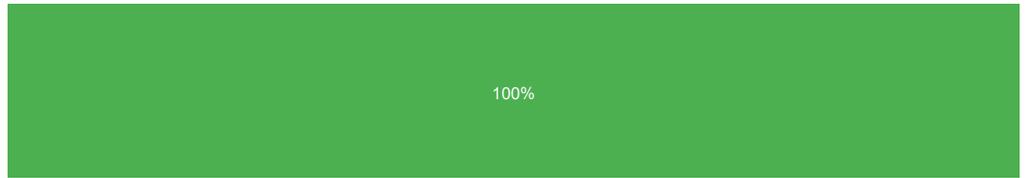
Improvement #6

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 1

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 1

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

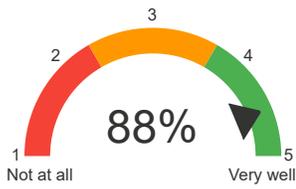
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Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

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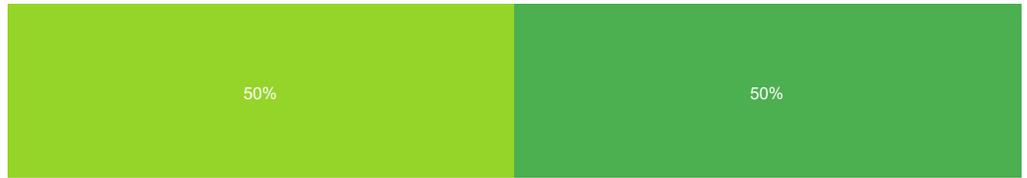
Improvement #11/12

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



■ Not at all
 ■ 2
 ■ 3
 ■ 4
 ■ Very well
 ■ I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

trucks

N 1

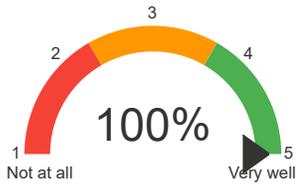
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
I like removing trucks from Weston Rd and think this could help. However, I wonder how it will be built with the subdivision nearby, since it does cross into Habitant Park. Development involving trucks seems to ignore pedestrians far too often.	✉

N 1

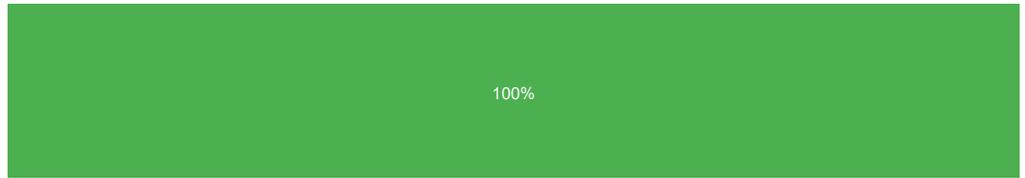
Improvement #20

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 4

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



■ Not at all
 ■ 2
 ■ 3
 ■ 4
 ■ Very well
 ■ I don't know

N 4

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

sheppard less
 industrial/commercial
 off

N 1

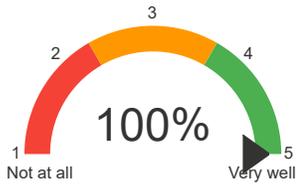
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
I like the idea of less reliance on Sheppard/Finch. I dislike how this is only considering industrial/commercial applications. There are people who live off of Oakdale (the residential area can even be seen in the above picture). As someone who bikes along Sheppard from Dufferin to Weston, having an alternate, less busy route that crosses the highway (which stops me from staying off Sheppard) would be beneficial. However, this is being considered only for industrial/commercial purposes, meaning it won't have the safety features necessary for cyclists or pedestrians.	

N 1

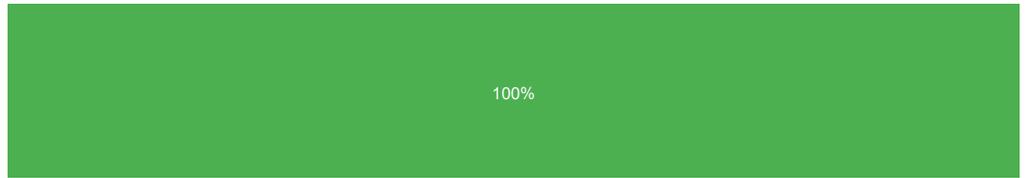
Improvement #24

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 1

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 1

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

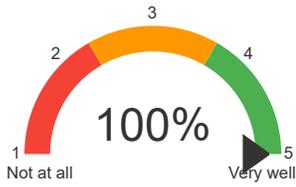
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Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

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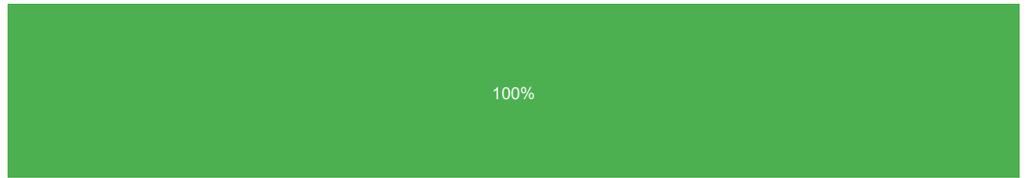
Improvement #29

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

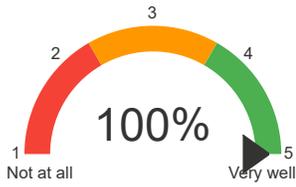
No data found

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

No data found

Improvement #31

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

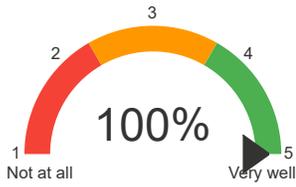
No data found

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

No data found

Improvement #63

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 3

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



■ Not at all
 ■ 2
 ■ 3
 ■ 4
 ■ Very well
 ■ I don't know

N 3

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

chesswood
 sheppard
having

N 2

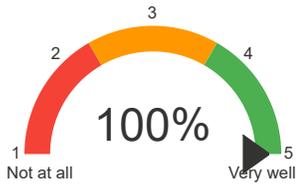
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
As someone who bikes along Sheppard from Dufferin to Weston, having an alternate, less busy route that crosses the railway (take Bakersfield and St. Regis and Grandravine, but would like to start earlier, before Sheppard starts turning) would be beneficial instead of also having to stay on Sheppard. However, this is being considered only for industrial/commercial purposes, meaning it won't have the safety features necessary for cyclists or pedestrians, which Chesswood already fails at.	Report
by connecting the two industrial areas, the truck traffic can move more efficiently by avoiding making wide turns at the arterial intersections, i.e. Chesswood and Sheppard, Chesswood and Finch.	Report

N 2

Improvement #64

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 3

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



■ Not at all
 ■ 2
 ■ 3
 ■ 4
 ■ Very well
 ■ I don't know

N 3

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

weston trucks rd even

N 2

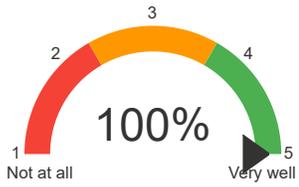
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
I like this idea. Working at a school off Weston, I see many trucks passing by as students (or even myself when I take transit) try to cross the street. When I cycle, the trucks now become even more of a danger. While many regular drivers don't help the situation either, large trucks on winding Weston Rd, especially at the high speeds above the speed limit they're going are very dangerous to everyone.	Report
this will reduce/prevent the truck traffic on Weston Rd. with an alternative access to hwys 401 & 400	Report

N 2

Improvement #67

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 1

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 1

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

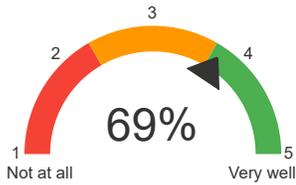
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Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

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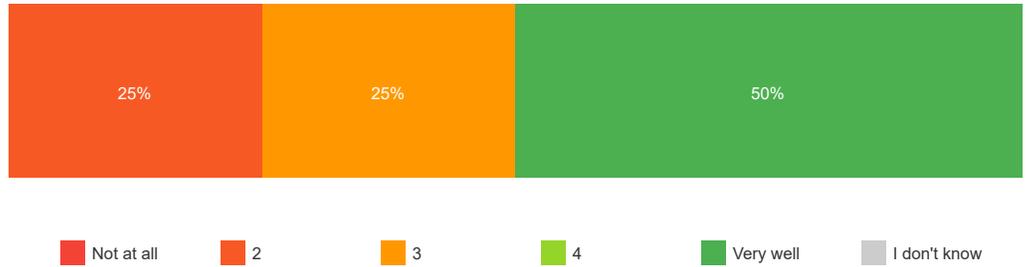
Improvement #73

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 4

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 4

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)



N 3

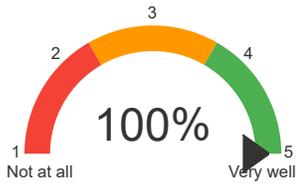
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
<p>It's difficult to comment on this as there are no solutions, as it is just a study. Perhaps, a solution could be to expedite the study as this intersection is extremely dangerous to pedestrians and all motorists. I have witnessed numerous accidents as cars are coming down the ramp just off Walsh Ave. onto Weston. Motorists are not obeying the speed limits and often using Weston Rd. as an extension of the highway. They are moving at a very fast speed and people exiting the ramp off of Walsh ave. onto Weston rd. often do not see the stop sign and merge onto Weston rd. with oncoming traffic thus creating many accidents. I am a pedestrian, motorist, and a transit user that lives very close to this major intersection and interchange, and I would like to express how dangerous and unsafe I feel when having to navigate through this intersection/interchange. There must be immediate changes to this intersection/interchange. As it will cause more accidents and potentially even lives. People live, work, and go to school in this area, please do what you can to make safety improvements to this area as it is becoming more dangerous and inconvenient to our community.</p>	
<p>I like that this is being looked at. I don't take this intersection often, so I'm not too aware of it. But the few times I have been, I see vehicles backed up going west and trying to turn right so they can go around the loop and south on Weston. And then it blocks those going west but just needing to turn right on Weston to go north. And as a pedestrian, it is confusing, no matter if I'm choosing to go to Wilson/Albion or continue along Weston.</p>	
<p>the proposed future study needs to include the intersection of Weston and Albion/Walsh and the 401 interchange to make it more comprehensive and efficient.</p>	

N 3

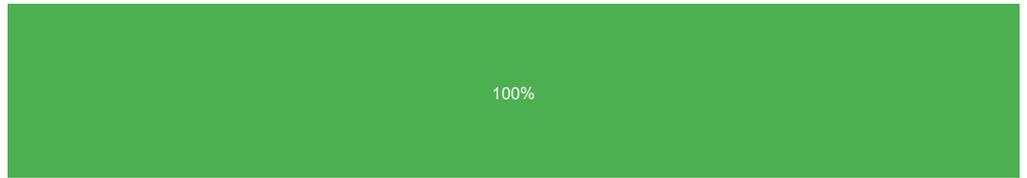
Improvement #74

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 1

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 1

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

No data found

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

No data found

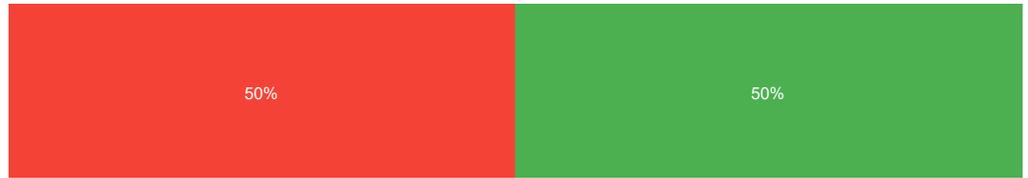
Improvement #76

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

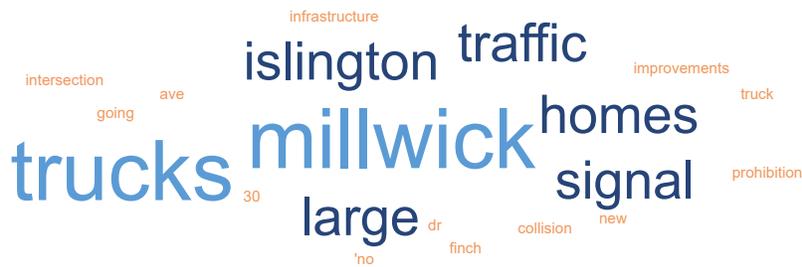
On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



■ Not at all
 ■ 2
 ■ 3
 ■ 4
 ■ Very well
 ■ I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)



N 1

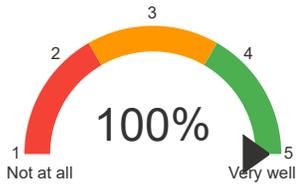
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
<p>Removal of the 'No Heavy Trucks' prohibition is a totally unsatisfactory solution. The need for infrastructure improvements is clear. The Millwick/Islington intersection has been the site of many truck and other collisions, so many that we obtained collision stats from the City in 2018 going back to 2010. Trucks have knocked down the traffic signal at the south-east corner of Millwick and Islington repeatedly. The total repair costs for the traffic signal at Millwick and Islington over the past 13 years should be determined and released. The current traffic signal is a temporary structure due to a truck collision. What infrastructure improvements are planned/suggested? The intersection is under the watch of Vision Zero. One fatality has occurred here and IGSI measures have been implemented on Muir Ave. The new housing development on Plunkett Rd. - not visible on the satellite map, ('The Homes of St. Gaspar' by Luxor Homes) - is going to add 43 new homes over two phases of construction - estimated to increase the # of vehicles to 30 for A.M. and 30 for P.M. commutes. Millwick Dr. will continue to pose as a safety hazard for families. Suggestions: There needs to be 0 large trucks on Millwick Dr. to Milvan/Toryork. Should have 'NO Large Trucks Turning' prohibition sign on Islington Ave. similar to those erected for Finch West LRT at Martin Grove and Finch. Large trucks should access the industrial pocket via Fenmar and Steeles and Ormont.</p>	

N 1

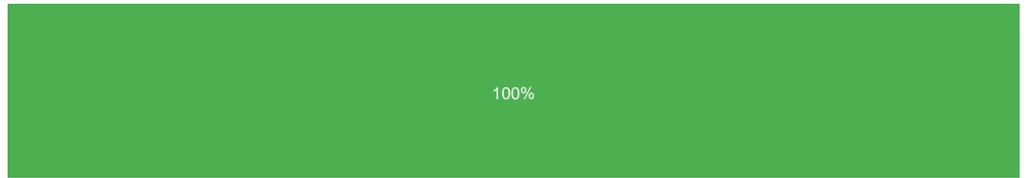
Improvement #79

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



1 Not at all 2 3 4 5 Very well I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

N 1

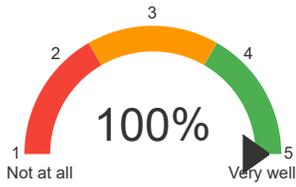
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
This will provide more time for tractor-trailers and other long trucks to clear the left turn lane onto northbound Keele.	

N 1

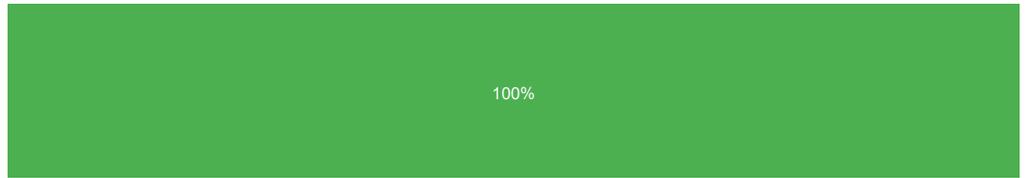
Improvement #91

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



Not at all 2 3 4 Very well I don't know

N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

N 1

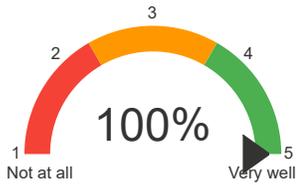
Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
this should reduce the truck traffic on the already congested Keele and Steeles intersection	

N 1

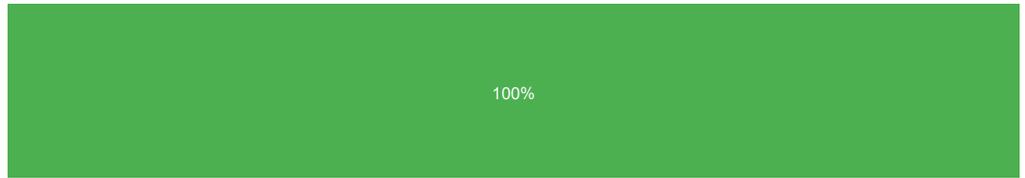
Improvement #97

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?



N 2

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)



N 1

Provide comments on this solution.(What do you like about this solution? What can be improved about this solution?)

Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)	Report
<p>I am very glad the city is restricting trucks along Weston from Walsh to Finch. I am a motorist, pedestrian, and a transit user that lives within the restricted zone. I do not feel safe. Our family has been directly impacted by the noise pollution and gas pollution of these trucks. They have no respect for the safety of the people that reside, work, and attend school along Weston rd. Trucks are failing to obey speed limits and are plowing up and down Weston road at all times of the day -- even at midnight. Furthermore, trucks travelling at high speeds over potholes and sewer vents are literally shaking my home and I am very afraid of the consequential implications of the structural integrity of my home. Concerns: I am concerned how the restrictions are going to be monitored and regulated when the city is using words such as 'encourage'. There must be an affirming restriction -- full stop. This must become a law. Improvements: We are asking that you expedite the approval of route #64 as soon as possible. And we are also asking the city to please make the restrictions into law as these trucks will not obey the changes -- just like they do not obey the speed limits. The people of this community can no longer bare the impacts of these freight vehicles accessing this stretch of Weston rd. We look forward to this implementation as soon as possible.</p>	

N 1

General Comments

General Comments: Please provide your comments on the study and include specific locations, if applicable.



N 4

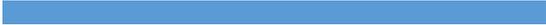
General Comments: Please provide your comments on the study and include specific locations, if applicable.

General Comments: Please provide your comments on the study and include specific locations, if applicable.	Report
<p>The people of this community of Weston rd. from Walsh to Finch can no longer bare the impacts of these freight vehicles accessing this stretch of Weston rd. We look forward to an expedited approval of route #64 and a full implementation of the restrictions of freight trucks along Weston rd. from Walsh to Finch. There's so much the people of Weston rd. can take any longer. My house is literally shaking as I am typing this due to the over presences of commercial freight trucks zooming up and down four lines of traffic outside my home. This is impacting our quality of life. No one should have to live like this when we have solutions for change and improvements. We just hope you can expedite and implement them as soon as possible. Thank you so much for your time, understanding, compassion, and impactful work that you are doing. You have the power to shift the quality of so many people's lives.</p>	<p>Report</p>
<p>I think this study needs to include useful bike (like elevated, separated bike lanes, not sharrows) and pedestrian infrastructure. This should be mandatory for ALL new transportation projects throughout the city, but especially where there are trucks and cars going high speeds. I mentioned in many comments that everything is based on commercial/industrial use, except as someone who lives and works in or near these various areas (I pass Chesswood and Rivalda daily, and commute along Weston), I see the numbers of residents who use these areas. Even Arrow Rd south of Sheppard has a small community which is inaccessible (safely) as a pedestrian (I know, I've done it and had to worry about getting hit by cars and trucks) because again, the focus is on commercial/industrial, even though the zoning changes and the city doesn't update infrastructure. Now is the chance to do it right the first time and not make a half attempt. Respect for taxpayers doesn't mean cheaping out, it means using funds properly. Half-measures are not respecting the funds put into the project.</p>	<p>Report</p>
<p>Please find solutions to reduce the amount of heavy truck traffic on Keele Street between hwy 401 and Steeles in both directions because there is much residential especially between Finch through to hwy 401. Keele is too congested with truck traffic and not safe for pedestrians for cyclists.</p>	<p>Report</p>
<p>Comments provided above. Location: Millwick Dr. (to Milvan Dr./Toryork Dr.) and Islington Ave.</p>	<p>Report</p>

N 4

About you

How did you learn about the Finch West Goods Movement Transportation Master Plan? (Select all that apply)

	Count	% of responses	%
City Councillor	5		83%
City of Toronto website	1		17%
Email	1		17%
Local BIA newsletter	1		17%
Other, please specify	1		17%
Flyer in the mail	0		

N 6

How did you learn about the Finch West Goods Movement Transportation Master Plan? (Select all that apply) - Other, please specify

Other, please specify	Report
Participated in the Workshop in 2019 at the Julius Banquet Hall	

N 1

What best describes your relationship to the study area? (Select all that apply)

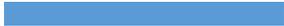
	Count	% of responses	%
I live in or very near the study area	6		100%
I regularly travel through the study area	4		67%
I visit family, friends, attend programs or appointments in or very near the study area	3		50%
I work in or very near the study area	2		33%
I own a property in or very near the study area	2		33%
I represent an organization or institution in or very near the study area	1		17%
I represent a business in or very near the study area	0		
Other, please specify	0		

N 6

What best describes your relationship to the study area? (Select all that apply) - Other, please specify

No data found

How do you typically travel within or through the study area? (Select all that apply)

	Count	% of responses	%
Car (personal vehicle)	5		83%
Bike or scooter	4		67%
Walk, including the use of a mobility device (e.g. wheelchair, walker)	3		50%
TTC Bus	3		50%
TTC Subway	0		
GO Bus	0		
GO Train	0		
Truck or tractor-trailer (commercial vehicle)	0		

N 6