

Yorkdale Transportation Master Plan

Public Consultation Report

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Background

The City of Toronto is undertaking a Transportation Master Plan (the "TMP") to identify and address long-term transportation improvements needed to support all road users within, and surrounding the Yorkdale Shopping Centre ("Yorkdale") and the area bounded by Keele Street, Bathurst Street, Wilson Avenue and Lawrence Avenue West. The City is also undertaking a Block Master Plan (the "BMP") study for Yorkdale Shopping Centre as part of the review of a development application submitted by Oxford Properties, which includes a range of retail, office, hotel and residences proposed for the Yorkdale site over the next 20+ years.

With significant long-term development proposed for this area, the City must ensure that the required infrastructure is in place to support the existing and future needs of this area.

Transportation Master Plan

The TMP will look at opportunities to improve access, connections, and safety for all road users, including:

- New local street connections within the Yorkdale Shopping Centre site
- Improved access to/from Highway 401
- Improved connections to neighbourhoods, parks, and the Yorkdale Shopping Centre
- Creating a transit hub at Yorkdale for TTC and GO Transit
- Opportunities to expand the pedestrian and cycling network within the study area
- Intersection improvements

The TMP Study will follow Phases 1 and 2 of the Municipal Class Environmental Assessment process ("EA"), which include:

- Phase 1: Identify the transportation problems and opportunities in the study area
- Phase 2: Develop, evaluate and recommend alternatives to address the identified problems and opportunities

Once complete, the TMP will recommend a set of transportation projects, initiatives and policies to support the anticipated growth and development of the area, improve mobility, flow and address the needs of the community. Depending on the scale of projects identified, some will require further study requiring the completion of additional phases in the EA process.

Block Master Plan

In 2015, City Council adopted the Dufferin Street Secondary Plan creating a framework to guide future growth in the area between Highway 401 and just south of Lawrence Avenue West. The Plan promotes a mix of residential and commercial land uses, improved connectivity through new public streets and lanes, pedestrian and cycling infrastructure, and priority transit lanes.

Only a portion of Yorkdale is included in the Dufferin Street Secondary Plan area. To incorporate the entire site in the Secondary Plan, the City is undertaking a comprehensive BMP study in partnership with Oxford Properties to create a long-term vision for the site.

The development application for Yorkdale proposes a number of changes to the site that include:

- A network of private internal roads and connections;
- Expansion of the existing enclosed Yorkdale Shopping Centre to Dufferin Street;
- A public park fronting on to Dufferin Street; and
- Additional retail, hotel, office and residential buildings along the edges of the site that would range in height from 2 to 28 stories

As part of the BMP, the City will also be reviewing municipal infrastructure upgrades (watermains, sanitary and storm sewers) required to service the development through an Infrastructure Master Plan.

The study will move through four phases to generate the overall vision and resulting in Official Plan policies to implement the vision. Each phase will include opportunities for public engagement.

This report summarizes Phase 1 public consultation activities and feedback.

Notification Activities

In an effort to notify interested persons of the opportunities to get engaged and provide feedback, a number of activities have been undertaken to-date:

- advertisements published in the North York Mirror on November 14 and 21, 2019
- delivery of flyers to almost 20,000 residents and businesses in the study area
- creation of a dedicated webpage - [Yorkdale Master Plan](#)
- emails to local residential associations, institutions and interest groups
- email to indigenous communities, provincial and municipal agencies and utilities
- a dedicated email account - yorkdalemasterplan@toronto.ca

Consultation Activities

Consulting with the public is important in the development of the study. While it is not mandatory to consult the public during Phase 1 of the study, the City sought feedback on the existing barriers and challenges people face when travelling within the study area and changes that they want to see.

Local Advisory Committee

Early on in the study, the City established a Local Advisory Committee (LAC) made up of 12 area residents to provide a forum for discussion of issues at key stages in the development of both the BMP and TMP studies. The LAC is a non-voting advisory committee.

The first meeting of the LAC took place on March 6, 2019 to introduce the studies and outline the function of the committee. A second meeting was held on November 21, 2019 to discuss the challenges and barriers experienced and identify opportunities for improving pedestrian, cycling, driving and transit movements. Members also shared insights on considerations for the development of the Yorkdale Shopping Centre site, including opportunities for greenspace, location and facades for new buildings and connections to transit and in and out of Yorkdale Shopping Centre.

A copy of the minutes of each meeting is available on the project webpage.

Public Consultation Event

A drop-in event was held on November 26, 2019 from 6:30 to 8:30 p.m. at Yorkdale Secondary School. The event provided an opportunity for residents and businesses to learn more about the Transportation Master Plan, Block Master Plan and Infrastructure Master Plan studies, meet with project staff and provide feedback on the current problems and future needs to be addressed through the study. The event included display boards and handout material for viewing, along with a comment form. The material was also posted online on the City's project website.

Over 100 people attended the event, the majority of them were long-time residents living within the study area.

Feedback Summary

The City received 52 completed feedback forms submitted online and in-person at the event. Detailed responses are outlined in the Appendix.

A high-level summary of the comments received online as well as recorded by City staff at the consultation event are highlighted below.

Perspectives on transportation challenges and barriers:

- A majority of respondents (86%) agreed that traffic flow on Dufferin Street impacts congestion in the study area. They also agreed that traffic flow along the Allen Expressway and Highway 401 are also contributors to traffic congestion.
- Over 80% felt that safety is a concern for both cyclists and pedestrians.
- Respondents added that congestion can be found on other major streets in the study area, such as Lawrence Avenue W, Allen Expressway, Marlee Avenue, Ranee Avenue and Cartwright Avenue, impacting travel within the TMP study area.
- Almost $\frac{3}{4}$ of respondents cited a lack of infrastructure and connections making walking and cycling difficult.
- Over half agreed that driver safety was a challenge and felt that there is poor timing of signals at intersections.

People want to see a number of improvements:



- Dedicated bus lane on Dufferin Street and improved transit service on Ranee Avenue and Wilson Avenue.
 - Better pick-up and drop-off, and parking at Yorkdale subway station.
-



- Pedestrian and cycling connections across major barriers such as Highway 401 and Allen Road and to key destinations such as Yorkdale Shopping Centre, Baycrest Park, TTC and GO facilities.
 - Road safety improvements, such as, no right-turns on red lights, tighter turning radiuses, wider sidewalks, pedestrian crossing refuges and advanced crossings at major road intersections.
 - A network of physically separated bike lanes to make it safe to cycle including parallel to the railway to reach Yorkdale Shopping Centre, TTC and GO.
 - Improvements to existing, and creation of new cycling infrastructure including bike lanes, quiet street routes and trails, e.g. bike lane on Ranee Avenue from Dufferin Street to Bathurst Street and on Yorkdale Road to connect to Ranee Avenue via multi-use path in Yorkdale Park
-



- Reduced speed limits on arterial roads to 40 km/h and 30 km/h on collector/local roads.
 - Improved access and signage in/out of Yorkdale Shopping Centre.
 - Improved signal timing and signal coordination.
 - Additional connections to Highway 401, such as at Yorkdale, Dufferin Street or Caledonia Road.
 - Opposing opinions about providing a vehicular connection from Bridgeland Avenue to Floral Parkway. Residents on the western side of the rail corridor were concerned about the effects traffic infiltration will have on the existing neighbourhood and safety of residents.
-

Key priorities selected by people include:

1	Active transportation to improve walking and cycling access and connections
2	Safety improvements for pedestrians, cyclists and motorists Vehicle movement and road network to improve vehicle traffic flow
3	Public transit to improve service, reliability, and access

A Vision for Yorkdale Shopping Centre Block Master Plan

Development at Yorkdale will maintain a regional and international retail presence while expanding and leveraging its role as a mixed-use, transit-supportive retail, entertainment, and tourist destination to create a vibrant and truly mixed-use community that integrates significant office and residential uses over the long term.

This objective will be achieved by establishing a flexible development framework focused around the creation of distinct destinations, a high quality public realm, and multi-modal access to and from the site.

People were asked for their comments on the above vision statement. Here's a summary of what was recorded:

- Support multi-modal access to and from the site
- Need to consider improving safety and accessibility for all road users
- Concerns that density will add to traffic congestion. Need to address traffic problems first before development.
- Include amenities and places to rest by adding a park or restaurants on Yorkdale
- Ensure that infrastructure is upgraded to handle waste and flooding
- Make it measurable and specific
- Think about the effect on future generations and make it better for everyone and not just some people

Detailed information is available in the Appendix A and B.

Next Steps

The Project Team will develop a series of alternative solutions to address travel movement in the study area and the criteria that will be used to evaluate the solutions. The information will be presented at a future public event to take place in 2020.

Appendix A – Feedback Form Responses

What transportation-related barriers and challenges do you experience when travelling in the study area?

A total of 52 responses were received. The table below displays the level of agreement for each type of barrier/challenge.

Traffic flow on Dufferin Street impacts congestion in the study area	48	71	15	10		
Safety is a concern for cyclists	50	66	20	6	4	
Safety is a concern for pedestrians	50	66	16	8	6	4
There is congestion on:	37	73	8	5	3	11
Traffic flow on the Allen Expressway impacts congestion in the study area	47	51	30	11	4	
Traffic flow on the 401 impacts congestion in the study area	46	48	33	9	7	4
The trails/sidewalks/walkways infrastructure is lacking and discontinuous, making walking difficult	50	52	24	6	12	6
The cycling infrastructure is lacking and discontinuous, making cycling difficult	50	60	12	12	4	6
Safety is a concern for drivers	49	35	24	22	12	6
Signals at intersections are poorly timed	48	38	27	17	8	8
Public transit is not reliable, or easy to access	49	20	18	35	16	8
There are not enough public transit options	47	23	6	38	23	6

Note: For responses to *There is congestion on:* included – Lawrence Avenue & Marlee Avenue; Ranee Avenue; Sparrow xx; Dufferin Street and Lawrence Avenue /and Keele Street; Lawrence Avenue and Allen Expressway /between Dufferin Street and Bathurst Street; Wilson Avenue

- 1. Strongly Agree
- 2. Agree
- 3. Neutral
- 4. Disagree
- 5. Strongly Disagree
- 6. Not Sure

What improvements to transit, walking, and cycling would you like to see?

Transit

- improve safety at Yorkdale subway station
- create more pick-up and drop-off spots at the north entrance
- improve/create more TTC parking at Yorkdale
- provide a dedicated bus lane on Dufferin Street
- add a bus route along Ranee Avenue connecting Dufferin Street to Bathurst Street
- speed up transit on Wilson Avenue
- add light rail transit on Wilson Avenue

Walking

- add sidewalks on all non-arterial roads
- provide advanced pedestrian crossing at all arterial road intersections
- re-build on-and off-ramps to normal 90° intersections with stoplights, plus physical separation for cyclists and pedestrians
- adjust timing of lights on Lawrence Avenue W between Allen Expressway and Dufferin Street
- need safe pedestrian/bike connections across the major barriers - Highway 401, railway, Allen Road
- pedestrian crossings across wide street cross-sections need pedestrian refuges
- add arrows on all turns and no right-turns on red lights
- tighten turning radius
- provide wider sidewalks, benches, trees
- prioritize walking, biking, transit, and de-prioritize cars
- narrow streets to control speed and create buffer between pedestrians and motorists
- provide a connection from Bridgeland Avenue to Keele Street over the railroad track
- construct a pedestrian bridge across Lawrence Avenue West at Lawrence West subway station
- five second delay for pedestrians is a good idea but when there are no pedestrians, why is there a delay?
- pedestrians must obey their signals - have a 'jay walking' blitz for a week or two and issue warning at first followed by fines
- provide a walkable bridge over railway tracks from Floral Parkway to Caledonia Road, which would make the area very walkable and provide connections for cyclists
- do not want a bridge connecting Connie Street/Floral Parkway to Bridgeland Avenue, will destroy the existence of the sub-division, not to mention the safety of the residents of the area and impact the safety of the students at school on Cornelius Parkway

Cycling

- network of physically separated bike facilities on all major routes creating a safe space for cycling
- provide connections under Highway 401 and parallel to the railway to reach Yorkdale Shopping Centre, TTC and GO stations
- provide a continuous safe bike route connecting Beltline to Yorkdale

- improve cycling route crossing Lawrence Avenue W from Varna Drive to Englemount by changing some streets to one-way
- extend bike lanes on Ranee Avenue from Dufferin Street to Bathurst Street and on Yorkdale Road to connect to Ranee Ave via multi-use path in Yorkdale Park
- add a priority bike box for cyclists making a left turn southbound from Ranee Avenue to Dufferin Street
- add secure rentable bicycle lockers outside Yorkdale subway station
- anticipate the development of Downsview airport lands and the need for proper connections that will grow over time
- no facilities will correct sheer ignorance and constant harassment by drivers
- cyclists do not pay for the privilege to use the road, have no license, do not follow the rules, tax dollars should not be used to fund more bike lanes
- more connections to greenspace













Other

- reduce speed limits to 40 km/h on arterial, and 30 km/h on collector/local roads
- add more trees
- add a bike share hub at Yorkdale Mall and TTC stations
- add speed cameras; re-evaluate signage
- no left turns during rush hour to alleviate bottleneck areas e.g. Blossomfield Drive around Allen Expressway and Lawrence Avenue West
- improve accessibility for disabled pedestrians (subway and GO stations, sidewalks, especially around long-term construction)
- reduce construction during the day; increase at night to reduce traffic
- better signage southbound on Dufferin Street to improve wayfinding to the Yorkdale Shopping Centre entrance; drivers make illegal turns because they don't know about the underpass to Yorkdale
- improve vehicle movement into Yorkdale, the neighbourhood should not suffer the consequences of customers leaving Yorkdale
- connect Floral Parkway and Bridgeland Avenue to allow for walking/biking connection
- provide new road connections to Keele Street and Wilson Avenue
- add new ramps on/off to Highway 401 from Caledonia Road
- install speed bumps to make sure people obey speed limits
- remove speed bumps from all streets – they cause damages to automobiles
- prevent cars from exiting Highway 401 at Keele St only to get back on at the ramp
- separate the access to Highway 401 EB/WB from the Allen Expressway NB traffic so there are not last minute transferring between lanes
- on Highway 401 westbound, prevent cars riding the shoulder on the Allen Expressway merging lane
- need more access to surrounding arterials to disperse traffic i.e. Wilson Avenue, Keele Street, Bathurst Street
- need tunnels, overpasses, more 401 access ramps; Yorkdale attracts from 50+km to an area where the road is constrained on 3 sides

Responses







If you could make a few big changes in the study area, what would they be?

A total of 47 responses were received. Respondents were asked to select their top 5 changes and were also given a choice to select an "other" change.

Response	Total	% of responses	%
Create more connections for pedestrians and cyclists to cross the Highway 401 and/or Allen Expressway	27		57
Create more connections for pedestrians and cyclists to cross <u>Dufferin Street</u> .	22		47
Improve access to transit for pedestrians and cyclists.	18		38
Improve existing, and create new cycling infrastructure including bike lanes, quiet street routes, and trails.	23		49
Create a transit hub at <u>Yorkdale</u> for GO Transit and TTC.	17		36
Create transit only traffic lanes.	21		45
Improve signal timing at existing intersections.	16		34
Create more signalized intersections.	6		13
Widen existing roads to increase vehicle travel capacity.	12		26
Create new road connections in the study area.	16		34
Create new road connections for vehicles to access the 401.	18		38
Other, please specify	15		32

How do you want to see transportation improvements prioritized?

A total of 50 responses were received. Respondents were asked to rank a number of improvements from one to five, with one being highest priority and five being lowest priority, and were also given the option to select an "other" priority.

Response	Weighted score	%
Active Transportation to improve walking and cycling access and connections.		27%
Safety improvements for pedestrians, cyclists, and motorists.		21%
Vehicle Movement and Road network to improve vehicle traffic flow.		21%
Public Transit to improve service, reliability, and access.		20%
Enhanced aesthetics and streetscaping.		10%
Other, please specify		1%

Draft Vision for Yorkdale Shopping Centre Block Master Plan

Support multi-modal access and improving access to and from the site but need to also consider safety

- support the inclusion of multi-modal access to and from the site
- Yorkdale wants to be a city within a city; unless multi-modal access translates to better entry and exit points to the surrounding area, long-term residents in the area will not be happy - we have our city already
- challenge for this vision will be getting people to consider other modes of transportation other than the car. This will be greatly facilitated by creating a safe and accessible environment for walking, biking, and transit.
- increase availability of secure (long- and short-term) bike parking for visitors, customers, and staff. Improve access to Bike Share and multi-modal transportation including walking and public transit. Improve safety for pedestrians and cyclists. Prioritize active transportation and access to public transit.
- mention specifically the importance of TTC bus routes
- include SAFETY for all users at Yorkdale, emphasizing safety improvements for vulnerable road users: people walking, biking, taking other small mobility options, taking transit or with accessibility needs

Concerns that more density will only add to existing congestion problems and need to be addressed first

- don't put in 10 more high-rise condo buildings until you can safely add them
- description does not mention the number of condos that will be built in the area. This will increase the traffic and congestion and make the area less livable for existing residents of the area
- adding more condos is misguided and needs to be re-evaluated
- addressing congestion and safety concerns for local residents is a priority. Being a parent support the plan, developing a place to rest such as a park or restaurants.
- Additional concerns about garbage and sewer infrastructure and flooding
- the area is already too dense. Residents do not have options as visitors to Yorkdale congest major arterials. Safety is an issue as emergency vehicles are unable to pass. We do not need to offer 10K new residential units; not in such a small area. You will cripple the area with such development.
- boggles my mind on how you'd manage this project! I walk a lot but feel we depend on our cars so much that no matter how much we talk about being healthier, people will not go to Yorkdale to shop without their cars. In the neighbourhood, so many depend on their cars for work and entertainment that they will also continue to see their car as #1 priority. Yorkdale could become a mini downtown where some access their local area without the car but it would be a slow mindset change. The area has a lot of potential.
- the development proposal will exacerbate an already bad traffic situation. If traffic can't be improved, then the proposal should be rejected.
- Will there be a helicopter pad on Yorkdale? I live at Dufferin Street and Lawrence Avenue W and cannot travel north on Dufferin Street or west on Lawrence Avenue W between 4 and 6:30 p.m. Monday to Friday. In December, it is impossible to travel north on Dufferin Street by car. Will adding 1000 - 2000 to the area improve my travel challenges?












- There is a lot of traffic on Dufferin Street because cars are being blocked/stopped so that Yorkdale patrons can exit the parking lot onto Dufferin Street. This is wrong and should be changed. Why should drivers on Dufferin Street be penalized by stopped traffic because of Yorkdale customers. This traffic makes it difficult to travel northbound to either the Highway 401 west and east and even to Wilson Avenue. This stopped traffic has effects that reach all the way to Dufferin Street and Lawrence Avenue West.
- Oxford Properties' sole reason for engaging in this planning exercise is self-serving. They are only interested in creating a 'revolving door' of customers to shop in the mall so that tenants can stay and not vacate their spaces in the mall.
- the dramatic increase of people in the area will cause a lot of problems in the neighbourhood. I've lived here for over 25 years and the problem has worsened year by year with the gradual increase in density. There has been no resolution to date.
- there will be more people entering/leaving Yorkdale! Vehicle access must be improved. If not possible, then reduce the scope of the development
- worried about traffic
- this development should NOT move forward for any reasons, if:
 - road connections to other arterials are not made and with existing road improvements
 - Oxford does not pay for all infrastructure, road and utility improvements. Taxpayers should not be saddled for all.
 - 10,000 new residents will destroy the existing infrastructure

Other considerations

- The vision is not specific or measurable
- think about how changes will affect next generations; try to make it better for everyone and not just some people
- more density will require more amenities and infrastructure
- more housing
- add a night club
- Yorkdale is a leader and an appealing destination – make it so that people can get there easily








Please describe your perspective

Respondents could choose all that applied.

Response	Total	% of responses	%
I live in the study area	30		61
I work in the study area	11		22
I shop in the study area	40		82
I dine in the study area	31		63
I travel in the study area	31		63
I represent a school in the study area	4		8
I represent a business in the study area	6		12
I represent a faith group in the study area	6		12
I represent a residents' group in the study area	4		8
I represent a government agency	0		0
I represent a Non-Profit, Charity or Community Organization	2		4
Other, please specify	3		6

How do you typically travel in the study area?

Respondents could choose all that applied.

Response	Total	% of responses	%
Walk	25		52
Bike	21		44
Drive	36		75
TTC	27		56
GO Transit	2		4
Taxi/Rideshare	2		4
Auto passenger	4		8
Other, please specify	0		0

Appendix B - Public Consultation Event Comments

The following comments were recorded by City staff and consultants at the public consultation event.

Pedestrian Connections

- focus on pedestrian measures along Dufferin Street
- pedestrian crossings and traffic is particularly bad from 3 p.m. to 7 p.m.
- there is a high volume of students walking to their destinations and to catch a bus
- improve the pedestrian connections to Yorkdale Shopping Centre
- improve pedestrian access to Baycrest Park
- stop signs and pedestrian safety need to be improved on Cartwright Ave.
- Bentworth Avenue/Dufferin Street intersection needs to be improved for pedestrian safety
- a new pedestrian and vehicular crossing is needed over the Highway 401 connecting Yorkdale Road and Billy Bishop Way
- safer pedestrian connections are needed across Allen Road and the Barrie GO Rail corridor
- pedestrian street lighting in the area is poor (light is focused on roadway – is it possible to have double-headed street lights that illuminate the sidewalk as well?)
- there are currently a lot of seniors living in the area, and most of them do not walk or cycle
- implement a series of immediate "Pilot Project" measures to improve circulation

Cycling Connections

- Yorkdale Shopping Centre needs a secure bicycle facility (i.e. bike lockers)
- support for the Allen Greenway as a continuous park on the east side with a multi-use pedestrian and cycling trail from Highway 401 to Eglinton Avenue West
- need more cycling connections in this area, in particularly connecting Baycrest Park and Yorkdale subway station with the surrounding neighbourhood.
- support the provision of cycling facilities on Dufferin Street and Wilson Avenue but do not reduce the number of travel lanes
- improve pedestrian safety first

Transit Operations

- congestion on buses on Dufferin and Wilson (eastbound-am; westbound-pm)
 - Dufferin Express bus not as effective, unreliable service
 - Concern about westbound Wilson bus congestion between Keele Street and Allen Road
 - southbound Dufferin bus stop should be moved farther south due to rear end collision potential
 - Dufferin 29 bus does not connect with Yorkdale subway station
- Wilson TTC parking is no longer free and people are parking at the plaza at southeast corner of Wilson Avenue and Dufferin Street
- Lay-by in front of Yorkdale station requires more enforcement
- suggest to TTC to start their subway service earlier

Traffic Conditions

- cut-through traffic on residential streets includes trucks that leave debris in front of driveways (particularly next to speed humps)
- Traffic congestion in the area is severe from 3 p.m. - 7 p.m. on weekdays
- Drivers disobey stop signs in the residential neighbourhood in the area of Cartwright Avenue, McAdam Avenue, Bentworth Avenue, Orfus Road and Paul David Street. There are numerous near-miss incidents, and residents are concerned about pedestrian safety.

Yorkdale

- increase connectivity to the mall
- improve access into & out of Yorkdale Shopping Centre from Dufferin Street
- Yorkdale Road should function more like a public road for all hours
- Yorkdale Road can't accommodate the traffic pressure during rush hour, and traffic queue goes all the way to Dufferin Street
- Yorkdale Road has too many stop signs; consider increasing speed limit
- westbound-right ramp exit from Yorkdale to northbound Dufferin Street - safety issue because there is no stop or yield sign, it is dangerous for pedestrians and cyclists
- Yorkdale Shopping Centre removed barriers at the truck tunnel exit to allow cars to access the shopping centre at the signal. Consider making this a permanent solution as it will help northbound traffic along Dufferin Street, and provide southbound traffic with another opportunity to enter the shopping centre (rather than making a u-turn at the ESSO station).
- why isn't there a southbound left turn at Dufferin Street/Yorkdale Road; more access required to enter the mall along Dufferin Street

Dufferin Street

- Dufferin Street north-bound has a capacity issue; leads to traffic infiltration and safety issues on local roads
- Traffic on Dufferin Street shortcutting via Northgate Drive (for westbound 401) to get to Keele Street
- improve the 401/Dufferin Street underpass for vehicles and pedestrians, including using pavement marking and improved lighting
- traffic on Dufferin Street & Orfus Road is crazy
- sightline issues at Yorkland Boulevard and Dufferin Street
- red light camera on Dufferin Street southbound and dealership causes safety issue with pedestrian crossing

Other

- bottleneck on southbound Allen Road at Eglinton Avenue W is creating pressure on Lawrence Avenue West
- traffic congestion on Ranee Avenue
- traffic infiltration problems in the Orfus Road area
- many motorists jump the queue on Highway 401 at Keele Street (using the off-ramp and on-ramp to bypass traffic)
- people don't like Glencairn Avenue short-turn for TTC Line 1 subway service

- Bentworth Avenue observes a lot of infiltration of trucks

New Connections, Signals or Turns

- improve signal timing, so that signals are coordinated
- implement a series of immediate "Pilot Project" measures to improve circulation
- pedestrian level of service are accurate

Yorkdale Shopping Centre

- provide Yorkdale Shopping Centre with a private connection to Highway 401/Allen Road
- provide an enhanced bridge connection between Yorkdale/GO Bus Terminal, Yorkdale Subway Station and Baycrest Park/residential neighbourhood east of Allen Road
- provide a connection under the 401 from Yorkdale Road and Caledonia Road

Dufferin Street

- add a left from Dufferin Street into Yorkdale Shopping Centre
- add more signage/wayfinding along Dufferin Street to direct patrons to shopping centre accesses – specifically the McAdams loop
- install a southbound left at Dufferin Street and Bridgeland Avenue
- extend Dufferin Street north through the Downsview area
- add an eastbound ramp onto Highway 401 at Dufferin Street

Allen Expressway

- eliminate underused southbound on-ramp to Allen Road at Lawrence Avenue W to allow space for two eastbound left-turn lanes (or separate eastbound-to-northbound ramps)
- widen Allen Road
- add more east/west crossing over the Allen Expressway

Lawrence Avenue West

- optimization/synchronization of traffic lights on Lawrence Avenue West does not appear to be working. Queuing at eastbound left at Lawrence Avenue West and Allen Road; blocks eastbound through lane due to vehicles butting in
- signal coordination ('green wave') needed along Lawrence Avenue West
- provide two eastbound left-turn lanes on Lawrence Avenue West at Allen Road (to go northbound)
- remove right-turn restriction on Blossomfield Drive so drivers are not forced south to Lawrence Avenue West
- signal at Lawrence Avenue West/Caledonia Road: the westbound green phase is too short – consider adjusting the signal timing.
- improve traffic flow and signal timing at Marlee Avenue and Lawrence Avenue West
- why are left turns allowed on Lawrence Avenue West (near CIBC) but peak-period right turns are prohibited?

Bridgeland

- mixed opinions on providing a connection from Bridgeland Drive to Floral Parkway across the railroad tracks and whether it should be for vehicles or only pedestrians
 - Concerns of the impact on a quiet residential community
 - Request for a GO station at Bridgeland Drive and a shuttle or other connection to Yorkdale
- connect Bridgeland Drive to Wilson Avenue
- provide a left turn lane at Yorkdale and Bridgeland Drive to turn southbound

Other

- investigate feasibility of an eastbound off-ramp at Bathurst Street – many cars destined to Bathurst Street use Dufferin Street off-ramp, which creates significant infiltration and congestion on Ranee Avenue
- extend Caledonia Road north of Highway 401
- extend Marlee Avenue to connect Yorkdale Mall to relieve the pressure from Dufferin Street

Parking

- address illegal parking in the neighbourhood near Humber River Hospital and on Floral Parkway
- illegal parking in the Passenger Pick-Up and Drop-Off area of Sheppard West Station needs enforcement