



Yorkdale Transportation Master Plan Phase 2 Consultation Report

March 2022

Prepared by:
Ryan Lo, Senior Coordinator, Public Consultation Unit

Ryan.Lo2@Toronto.ca
416-395-7243

City of Toronto, Metro Hall
55 John Street, 19th Floor
Toronto, ON. M5V 3C6



Contents

Executive Summary	2
Overview	3
Project Summary	3
Notification	4
Activities.....	5
One Window Commenting.....	5
Local Advisory Committee Meetings.....	5
Public Event	5
Online Survey.....	6
Feedback Summary	7
Local Advisory Committee (LAC) Meetings & Comment Submissions.....	7
Public Event	8
One Window Comments.....	9
Online Comment Form	11
Demographics.....	22
Feedback Summary.....	24

Executive Summary

This report details the activities and feedback received during Phase 2 consultation on Yorkdale Transportation Master Plan that took place between August 2020 and March 2022. During Phase 2 consultation, members of the public and stakeholders were provided with opportunities to offer feedback on the evaluation criteria, potential alternatives and the list of 26 preferred alternatives.

Stakeholder consultation activities in Phase 2 included:

- Three Local Advisory Committee meetings (August 2020, April 2021 and November 2021)
- Two rounds of property impact meetings (April-June 2021 and February 2022)

Public consultation activities engaged more than 230 individuals through two public notices, a virtual public meeting and an online survey.

Overall, public feedback identified the need to expedite the implementation of the proposed solutions to address the existing congestion in the area before the construction of new development at the Yorkdale Shopping Centre and other development sites.

Residents also raised concerns regarding traffic infiltration into residential neighbourhoods, both in the current conditions in the case of Ranee Avenue and potentially in the future as a result of the implementation of some preferred solutions.

Among the 26 preferred solutions, the feedback received demonstrated a preference for those which would directly facilitate better vehicular movement, whereas the public's reception to improvements related to transit, pedestrian and cycling facilities were mixed.

Overview

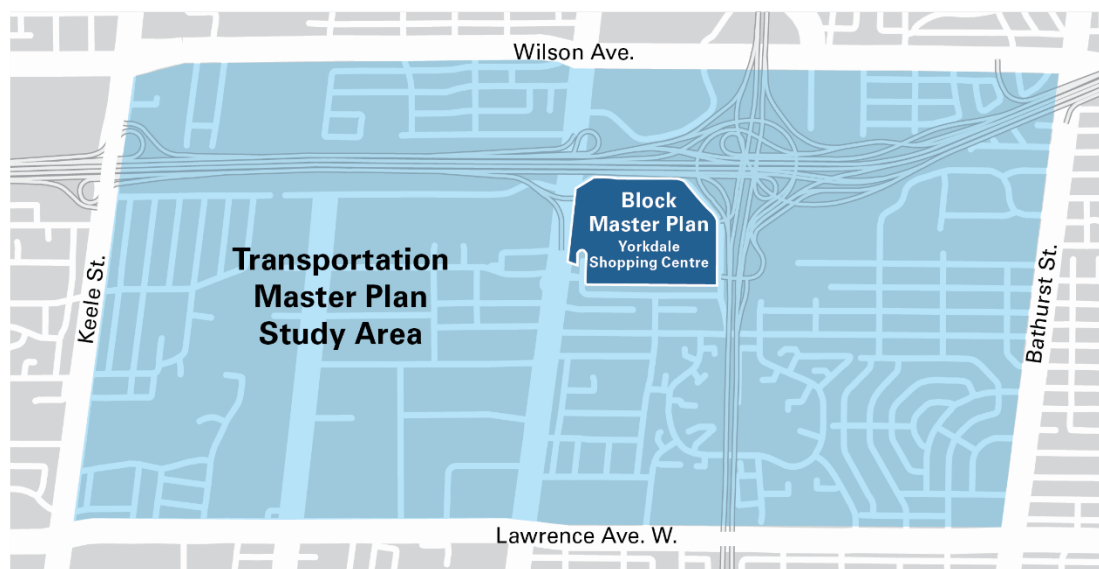
Project Summary

The Yorkdale Transportation Master Plan (TMP) study identified long-term transportation improvements needed to support all road users within, and surrounding, the Yorkdale Shopping Centre site. The study area is bounded by Keele Street, Bathurst Street, Wilson Avenue and Lawrence Avenue West.

The City has also been undertaking a Block Master Plan (BMP) study concurrently for Yorkdale Shopping Centre as part of the review of a development application submitted by Oxford Properties. Since both studies were connected, many consultation activities of the TMP and BMP were combined.

In Phase 1, the City sought public feedback in identifying the transportation problems and opportunities in the study area. A drop-in event on November 26, 2019 and other consultation activities were held. More information can be found in the Phase 1 consultation report on toronto.ca/yorkdalemasterplan.

This report summarizes consultation activities and feedback received during Phase 2 consultation, taking place from August 2020 to March 2022.



Map of Study Area

Throughout this report, the following preferred solutions would be discussed:

Category	Solution	Description
Pedestrian and cycling	21B+26B	Pedestrian and cycling bridge (east-west) connecting Rustic Road to Cartwright Avenue and continuation of pedestrian and cycling facilities along Cartwright Avenue
	23	Pedestrian and cycling bridge (north-south) connecting Yorkdale Rd to Billy Bishop Way
	24	Baycrest Park switchback ramp east of Allen Rd off-ramp
	25A	Add sidewalks to roads with no sidewalk

	26A	Pedestrian and cycling facilities on Bridgeland Ave from Dufferin St to Caledonia Rd
	28	East-west cycling infrastructure on Yorkdale Greenway (proposed new street)
	34	Cycling infrastructure on Yorkdale Rd
	35	North-south cycling connection from Yorkdale Rd to Yorkdale Shopping Centre
	36	High Street (proposed new street) ride share hub
	37	Bike share station at Yorkdale Green (proposed new park)
	38A/38B	Bike share station at Dufferin Park (proposed new park)
Transit	17	Dufferin St transit priority (transit/high occupancy vehicle (HOV) lanes)
	18A	Two-way service on Yorkdale Rd – Yorkdale High St (proposed new street) to Street B (proposed new street)
	20A	GO Transit terminal expansion
Intersection improvement	10	Allow southbound left turn for all vehicles at the intersection of Dufferin St and Bridgeland Ave
	11	Honda access and Yorkdale access to be normalized (aligned) with no offset; southbound left turn permitted with no possible movement from Highway 401 off-ramp
	16	Contra-flow southbound left-turn on Yorkdale Rd
	12	Unsignalized separate truck access
	14	New signalized full access to parking garage
	15	New unsignalized access on Yorkdale Rd, connecting to Dufferin St via Yorkdale Greenway (proposed new street)
	13F	Maintain McAdam Loop with access to Yorkdale underground, and signalized intersection at Cartwright Ave and Yorkdale Greenway (proposed new street)
	32A	Highway 401 eastbound off-ramp to Dufferin St – retain southbound curb lane for transit/HOV
Road infrastructure	1A	Caledonia Road extension under Highway 401
	8	Modified on-ramp to Allen Rd northbound, Highway 401 westbound and eastbound

Notification

A variety of methods were used to notify stakeholders and members of the public from August 2020 to March 2022 about Phase 2 consultation:

- Project Website www.toronto.ca/yorkdalemasterplan
- A dedicated email account: yorkdalemasterplan@toronto.ca
- Canada Post direct mail (19,255 addresses in study area)
 - Including one Study Update in August 2021 and one Public Event Notice in January 2022
- Emails to project list (97 contacts)
- Emails to Indigenous communities, provincial and municipal agencies and utilities
- Emails to stakeholder list including residents associations, community groups, organizations, institutions and elected officials (50 contacts)

>>Appendix A: Public Event Notification: Notice & Newsletter

Activities

One Window Commenting

Stakeholder representatives and members of the public were invited to share comments and ask questions via phone, email, or written letter. A total of 73 comment submissions were received between August 2020 and March 2022, including one submission from a ratepayers' association. All comments were recorded and reviewed for consideration and response by the project team.

Local Advisory Committee Meetings

A Local Advisory Committee (LAC) was established during Phase 1 consultation. Consisted of 12 area residents, the LAC was a non-voting advisory committee providing a forum for discussion of issues in the development of both the TMP and BMP studies. The LAC had two meetings during Phase 1.

There were three LAC meetings during Phase 2 consultation:

1. **August 12, 2020:** An update on the BMP, including land use and density, and a presentation of the 'long list' of potential mobility solutions for the TMP
2. **April 13, 2021:** An update on the BMP and a presentation of the 'short list' of potential mobility solutions for the TMP
3. **November 18, 2021:** An update on the BMP and a presentation of the evaluation results and preferred mobility solutions for the TMP

The meetings on August 12 and April 13 were facilitated by Stephanie Gris Bringas, Supervisor in the Public Consultation Unit; the meeting on November 18 was facilitated by Ryan Lo, Senior Coordinator in the Public Consultation Unit.

The meetings featured presentations from:

- Gary Papas, Senior Project Manager, Transportation Services
- Edward Presta, Senior Project Manager, Transportation Services
- Guy Matthew, Manager, Community Planning (North York)
- Jack Krubnik, Senior Planner, Urban Design
- Carl Wong, representing HDR as the City's consultant for the TMP
- Tatjana Trebic and David Pontarini, representing Oxford Properties and its consultants

Opportunities for questions and feedback followed the presentations. A note-taker recorded minutes.

>>Appendix B: Stakeholder Meeting Materials: Presentations & Comment Forms

Public Event

The public event took place on February 22, 2022 from 6:30 – 8:30 p.m. via Webex, and was attended by 79 people.

The materials prepared for the public event, including the presentation slides and comment form were posted to the project website on February 8, and hard copy materials were made available upon request. An Italian translation of the presentation slides was later posted to the project website by request.

>>Appendix C: Public Event Materials

Online Survey

To provide additional feedback opportunity, an online survey was available from February 8 to March 8, 2022, which received 67 responses. Participation was anonymous and results were reviewed for duplicate and invalid responses before being analyzed for this report.

The survey included background information on the project and asked respondents to select which of the 26 preferred solution(s) they wished to provide feedback on.

For each of the 26 preferred solutions, the survey included a summary to describe the proposed changes and an identical set of questions listed below, providing opportunity for a multiple-choice response and an open-ended comment box.

1. On a scale of 1-5, how well do you think this solution addresses the area's existing and future transportation needs?
2. Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)

If the respondent did not select any preferred solutions to provide feedback on, they were directed to the following question as an open-ended comment box.

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

Optional demographic questions were included at the end of the survey.

4. How did you learn about the Yorkdale Transportation Master Plan?
5. What best describes your relationship to the study area?
6. How do you typically travel within or through the study area?
7. What is your age?

>>Appendix D: Online Survey

Feedback Summary

Local Advisory Committee (LAC) Meetings & Comment Submissions

During the LAC meetings on August 12, 2020, April 13, 2021 and November 18, 2021, members expressed questions and comments summarized below:

Topic	Question and Comment Summary
Barrie GO crossing and other east-west connections	<ul style="list-style-type: none"> • Residents in the North Park neighbourhood would push back on a new road connection at Rustic Road or Floral Parkway, but would be more receptive to a pedestrian and cycling connection • Sought clarification on the rationale of proposing the connection at Rustic Road rather than Floral Parkway • Asked if the proposed pedestrian and cycling bridge would be barrier free and protected from the elements • Asked if only an overpass was being considered rather than an underpass • South Service Road should be widened and a turning lane should be incorporated to allow for the mall traffic to flow better • Find a better way to get traffic flow through and under Allen Road to connect with Highway 401 eastbound
Caledonia Road extension and other north-south connections	<ul style="list-style-type: none"> • Any new road connection should not go through the residential neighbourhood • Explore a Highway 401 off-ramp to the Caledonia Road extension • Explore the possibility of extending existing north-south streets such as Marlee Avenue to create an alternative north-south route to Allen Road
Cartwright and Dufferin, McAdam Loop	<ul style="list-style-type: none"> • Connecting Yorkdale Road to Cartwright Avenue would destabilize the local community, creating a significant increase in east-west traffic • People often make illegal left turns onto South Service Road; the City should consider legalizing the left turns while retaining the McAdam Loop • Signage to the McAdam Loop should be improved
Community services	<ul style="list-style-type: none"> • Consider providing community services, such as community centres and daycares, based on the population that would move into the area
Development phasing and types	<ul style="list-style-type: none"> • Asked which parts of the Yorkdale Shopping Centre redevelopment would be developed first • Asked whether the proposed residential units would be ownership or rental units
Green space	<ul style="list-style-type: none"> • Prefer a larger park and several smaller parks connected to it for different programming • Create an off-leash dog park in the area • Green spaces should be maximized to allow for physical distancing
Height distribution and shadowing	<ul style="list-style-type: none"> • The height of the proposed buildings on the south side of the Yorkdale site should be reduced and redistributed to the proposed buildings closer to Highway 401 • The built form of the proposed buildings should frame the crescent • The proposed buildings should not shadow over the proposed park

Highland Hill	<ul style="list-style-type: none"> Some members felt a pedestrian connection at the north end of Highland Hill to Yorkdale Shopping Centre would be beneficial while others believed the issue of illegal parking would be problematic
Highway 401 off-ramp to Dufferin Street	<ul style="list-style-type: none"> Removing the off-ramp at Dufferin would divert traffic away from Dufferin, but would result in significant queuing at the Yorkdale off-ramp
Mobility hubs	<ul style="list-style-type: none"> The mobility hub should be moved further up north along Dufferin Street to align with the Honda redevelopment site
Ramp realignment to Allen Rd, Varna Drive extension and Baycrest Park expansion	<ul style="list-style-type: none"> Sought clarification about the design of the ramp alignment, timing of implementation, and its impact on Baycrest Park The left turn to the on-ramp would be significant
Sidewalks	<ul style="list-style-type: none"> Asked about the process of the City installing sidewalks
Signal coordination	<ul style="list-style-type: none"> Signals along Dufferin Street should be better coordinated to help with traffic flow
Streetscape	<ul style="list-style-type: none"> Vehicular and pedestrian traffic should be separated within the Yorkdale site
Transit improvements	<ul style="list-style-type: none"> TTC should run a pilot to have the Dufferin bus loop into the mall instead of having people walk out to Dufferin Street Asked whether a bus route is proposed to run along Ranee Avenue between Dufferin Street and Bathurst Street
Transit/HOV lane	<ul style="list-style-type: none"> Signage would be important to provide instructions for the transit/HOV lane and merging from the Highway 401 off-ramp
Yorkdale Shopping Centre's connection to Dufferin Street	<ul style="list-style-type: none"> Yorkdale should have an address on Dufferin Street and there would be an east-west connection between the mall and Dufferin Street

Public Event

During the February 22, 2022 public event, participants expressed questions and comments summarized below:

Topic	Question and Comment Summary
Access to/from Highway 401	<ul style="list-style-type: none"> The project team should consider more access points to and from Highway 401, including to Caledonia Road and Bridgeland Avenue
Barrie GO crossing	<ul style="list-style-type: none"> Consider a road connection across the Barrie GO rail line rather than only a pedestrian and cycling connection
Block Master Plan	<ul style="list-style-type: none"> Concerned that the proposed scope of development at the Yorkdale site cannot be supported by the transportation infrastructure The privacy of nearby residents on Glen Belle Crescent should be protected The demand for employment and retail uses has changed due to the ongoing pandemic and the shift to working from home
Caledonia Road extension	<ul style="list-style-type: none"> The proposed extension would result in traffic infiltration in the neighbourhood west of Dufferin (Cartwright, Bentworth) The extension would impact Wilson Avenue which is already congested This extension should be implemented sooner than the proposed timeline to address the current congestion

	<ul style="list-style-type: none"> Residents of the Winston Park neighbourhood north of Highway 401 were concerned about potential redevelopment and construction impact brought about by the extension
Construction impact	<ul style="list-style-type: none"> Concerned about the construction impact, including noise and dust
Cost	<ul style="list-style-type: none"> Asked about the cost of construction
Downsview	<ul style="list-style-type: none"> The proposed improvements should also consider the future development of the Downsview lands
Dufferin Street	<ul style="list-style-type: none"> Dufferin Streets has not been pedestrian-friendly and there should be improvements made along Dufferin Street
Existing congestion	<ul style="list-style-type: none"> Congestion has already been an issue on arterial roads and major intersections, including Dufferin Street, Lawrence Avenue West and Allen Road
Glen Belle Crescent	<ul style="list-style-type: none"> There were traffic safety concerns, including illegal parking and a history of collisions, at the Glen Belle Crescent and Dufferin Street intersection Consider traffic signals at this intersection
Highland Hill	<ul style="list-style-type: none"> Asked if the pedestrian access to Yorkdale Shopping Centre through Highland Hill was still being considered
HOV lane	<ul style="list-style-type: none"> Asked for clarification of how traffic from the Highway 401 southbound off-ramp would merge into the proposed HOV lane on Dufferin Street
Pedestrian and cycling infrastructure	<ul style="list-style-type: none"> The proposed solutions of the TMP were very pedestrian and cycling-centric; some participants felt that vehicle movement has not been fairly considered Doubted that cycling would be a preferred mode of transportation in this area Sought clarification on the benefits and implementation timeline of the proposed new sidewalks
Timeline	<ul style="list-style-type: none"> Asked which proposed solutions would be prioritized and the expected timeline for construction Disappointed in the long implementation timeframe of large infrastructure projects, such as the pedestrian and cycling bridges and the Caledonia Road extension
Transit	<ul style="list-style-type: none"> Asked if there was any consideration made for a stop along the Barrie GO line at Caledonia Road and Highway 401

One Window Comments

Comments received via phone/email from members of the public are summarized below:

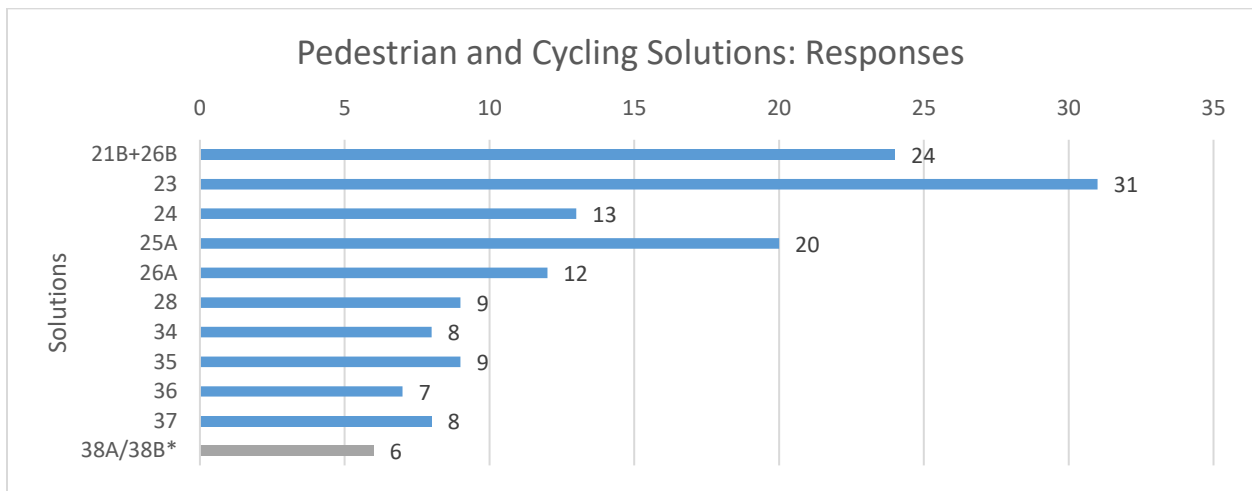
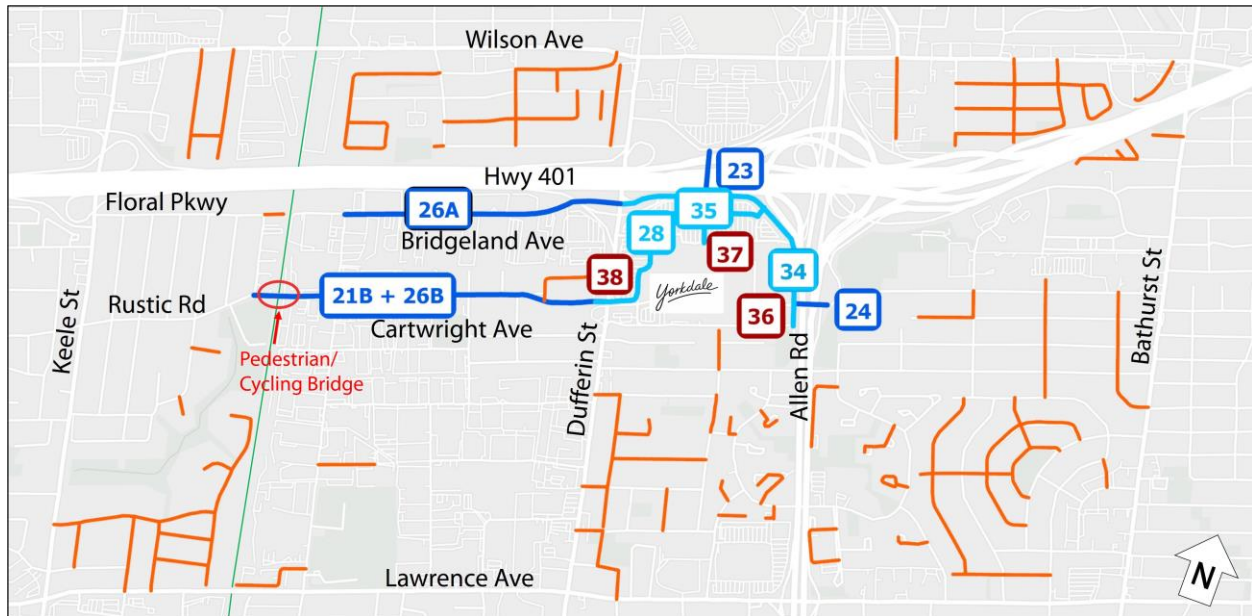
Topic	Comment Summary
Access to/from Highway 401	<ul style="list-style-type: none"> Reconfiguration of Highway 401 ramps should include an eastbound on-ramp from Dufferin Street. Traffic volumes travelling onto Highway 401 eastbound could cause further congestion on Yorkdale Road.
Accessibility	<ul style="list-style-type: none"> Escalators and elevators should be prioritized to access the TTC subway and the Yorkdale Shopping Centre
Allen Road and Lawrence Avenue	<ul style="list-style-type: none"> Off-ramp southbound at Caledonia Road from Highway 401 eastbound should be considered to reduce the traffic on Dufferin Street There has been clear traffic gridlock at Lawrence Avenue eastbound travelling to northbound Allen Road

Barrie GO crossing	<ul style="list-style-type: none"> • Pedestrian and cycling bridge east/west connections between Bridgeland Avenue and Floral Parkway, and between Cartwright Avenue and Rustic Road should be evaluated to determine feasibility • Road connecting Floral Parkway and Bridgeland Avenue could negatively impact traffic through the neighbourhood • Cycling and pedestrian connection across the GO rail line towards Yorkdale could be beneficial
Clarification	<ul style="list-style-type: none"> • Solution considered at the north-south connection north of Caledonia Road would be aligning west of the subdivision • Project scope should detail project proposal affecting traffic south of Bridgeland Avenue and north of Cartwright Avenue • Road extension across the Barrie GO line north of Highway 401 and east of Keele Street would outline where the road would be located
Existing Congestion	<ul style="list-style-type: none"> • Reconsider and re-evaluate the proposed options and implement a better approach to addressing congestion issues
General	<ul style="list-style-type: none"> • An HOV lane implemented at Dufferin Street would negatively impact traffic • Cross and signalized intersection connecting east/west travel between Cartwright Avenue and Yorkdale Road would have a direct impact on residents
Highland Hill	<ul style="list-style-type: none"> • Providing pedestrian and cycling access on the north end of Highland Hill could be disruptive to the public and cause safety concerns in the neighbourhood
Ranee Avenue	<ul style="list-style-type: none"> • There has been heavy congestion on Ranee Avenue, especially at the Dufferin Street intersection • An east-west connection should be considered
Sidewalks	<ul style="list-style-type: none"> • Sidewalks should be installed on Lynhaven Road, Rondale Boulevard, Roberta Drive, and Manor Haven Road • Speed limit should be reduced, and one-way street with sidewalks and bike lanes should be implemented on Mulholland Avenue • Installation of sidewalk on Ranee Avenue could increase pedestrian traffic
Traffic Model	<ul style="list-style-type: none"> • Proposed solutions seems only to contain transportation plans based on the current population
Traffic Signal	<ul style="list-style-type: none"> • Traffic signal at Glen Belle Crescent and Dufferin Street should be installed as a safety measure for residents • Length of time for the traffic signal at Baycrest Avenue and Bathurst Street is confusing and does not change

Online Comment Form

Responses received to each question in the online comment form are described in this section.

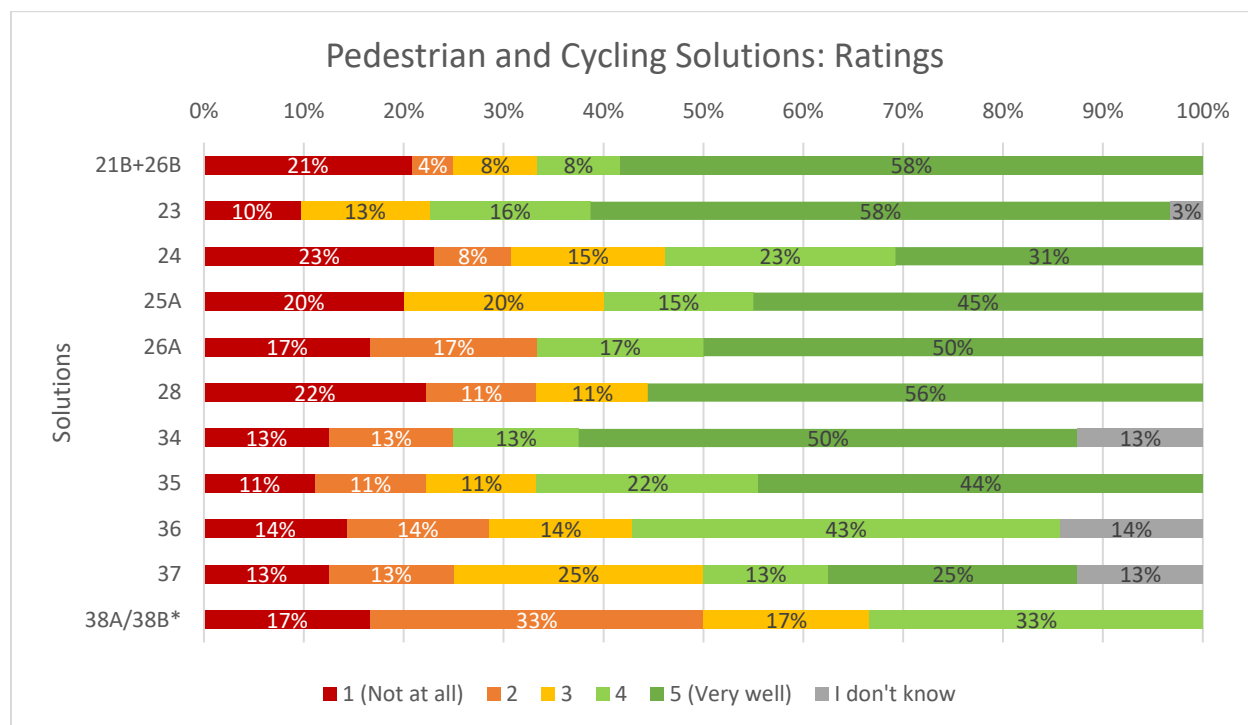
Pedestrian and Cycling Solutions



Of all the preferred pedestrian and cycling solutions, the two pedestrian and cycling bridges connecting Yorkdale Road to Billy Bishop Way (Solution 23) and connecting Rustic Road to Cartwright Avenue (Solution 21B+26B) received the most responses. Adding sidewalks to roads with no sidewalk (Solution 25A, marked in orange in the map above) also received a comparatively high number of responses.

*Bike share station at the proposed Dufferin Park (Solution 38A/38B) received less than 10% of the total responses.

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



The respondents' views on the various pedestrian and cycling solutions were mostly positive with some exceptions. Eight out of 11 solutions had over 50% of their ratings being positive (a score of 4 or 5). Among these solutions, the pedestrian and cycling bridge connecting Yorkdale Road to Billy Bishop Way (Solution 23) had the most positive rating (74% of the respondents gave a rating of 4 or 5), followed by the pedestrian and cycling bridge connecting Rustic Road to Cartwright Avenue (Solution 21B+26B) at 67%, and the north-south cycling connection from Yorkdale Road to Yorkdale Shopping Centre (Solution 35) also at 67%.

The three solutions that had the least positive ratings were: pedestrian and cycling facilities on Bridgeland Avenue from Dufferin Street to Caledonia Road (Solution 26A) with 33% of the respondents giving a rating of 1 or 2, east-west cycling infrastructure on the proposed Yorkdale Greenway (Solution 28) at 33%, and the Baycrest Park switchback ramp east of the Allen Road off-ramp (Solution 24) at 31%.

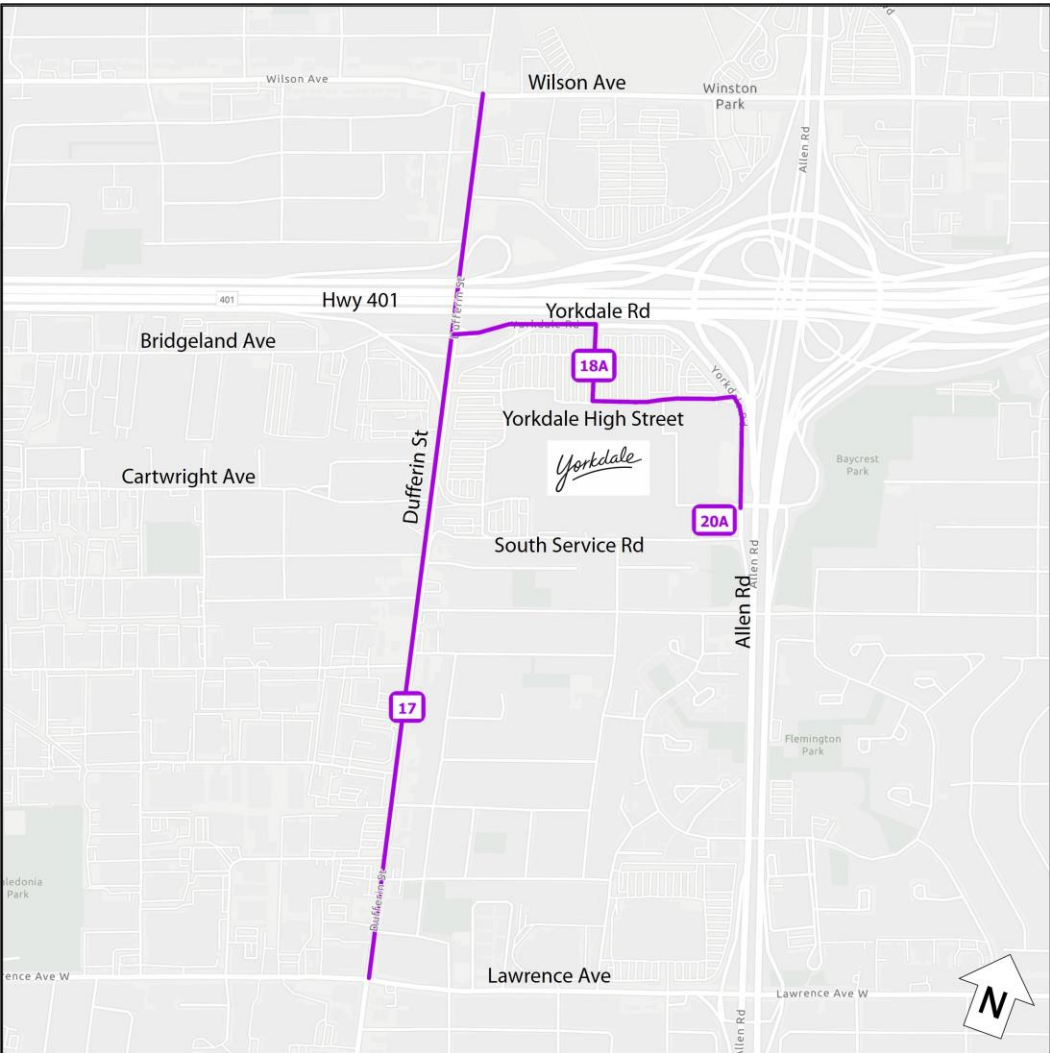
*The ratings data for Solution 38A/38B, though presented in the chart above, were not included for comparison due to the low number of responses.

Question 2) Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)

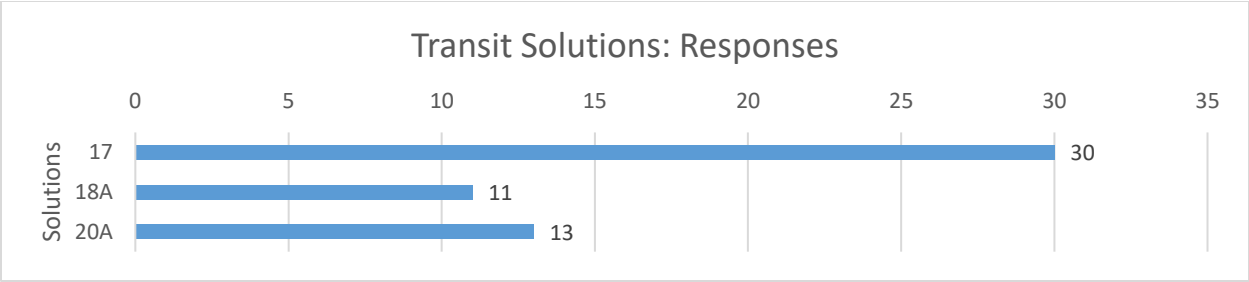
Solution	Description	Comment Summary
21B+26B	Pedestrian and cycling bridge (east-west) connecting Rustic Road to Cartwright Avenue and continuation of pedestrian and cycling facilities along Cartwright Avenue	<ul style="list-style-type: none"> • Current conditions are dangerous and the proposed solutions would improve safety for pedestrians and cyclists • The proposed solution is preferable to increased vehicular traffic • There is a distinct lack of trees in the area
23	Pedestrian and cycling bridge (north-south) connecting Yorkdale Rd to Billy Bishop Way	<ul style="list-style-type: none"> • Support the idea to improve and increase active transportation • A bridge over a highway is not ideal as it is already stressful driving with bikes on the road • Support this solution as Dufferin Street is extremely busy
24	Baycrest Park switchback ramp east of Allen Rd off-ramp	<ul style="list-style-type: none"> • Safer solution for cyclists and parents with strollers living east of the Allen accessing Yorkdale Road and Yorkdale Shopping Centre • The proposed change needs to ensure safe access to the park and surrounding roads for pedestrians • Current footpath to Yorkdale station from Baycrest Park is not inviting and should be rebuilt
25A	Add sidewalks to roads with no sidewalk	<ul style="list-style-type: none"> • Proposed change would help with safety concerns for pedestrians • Improves safety for local school children • There should be speed bumps and all-way stop signs installed to control traffic flow • Proposed solution does not address the existing and future transportation needs
26A	Pedestrian and cycling facilities on Bridgeland Ave from Dufferin St to Caledonia Rd	<ul style="list-style-type: none"> • Pedestrian and cycling facilities would be a safe improvement for high traffic volumes • Solution would only be feasible in conjunction with the extension of Caledonia Road to Wilson Avenue, and Murray Road, and into Downsview Park and the GO Station • Solution would deal with increased traffic on Bridgeland Avenue over the years • Bridgeland Avenue is an industrial street that cyclist will not use
28	East-west cycling infrastructure on Yorkdale Greenway (proposed new street)	<ul style="list-style-type: none"> • High volumes of traffic are not compatible with unprotected cyclists • Support protected lanes and intersections
34	Cycling infrastructure on Yorkdale Rd	<ul style="list-style-type: none"> • Unsure about the value of the bike share • Any changes to the infrastructure for pedestrians and cyclists considering the amount of development proposed for Yorkdale would be necessary

35	North-south cycling connection from Yorkdale Rd to Yorkdale Shopping Centre	<ul style="list-style-type: none"> Infrastructure would alleviate traffic congestion
36	High Street (proposed new street) ride share hub	<ul style="list-style-type: none"> More pedestrian friendly streets and wheelchair access to Yorkdale Shopping Centre are preferred
37	Bike share station at Yorkdale Green (proposed new park)	<ul style="list-style-type: none"> The proposed plan would allow for increased traffic flow into residential streets from Yorkdale Green
38A/38B	Bike share station at Dufferin Park (proposed new park)	<ul style="list-style-type: none"> Provides a safe place for cyclist to secure their bikes People who consider cycling as a mode of transportation would not choose to use these bike share stations.

Transit Solutions

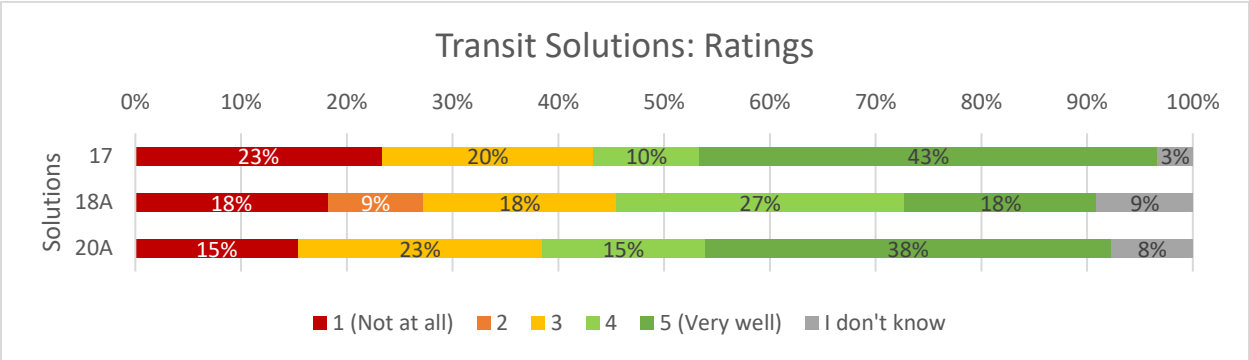


Locations of the preferred transit solutions



Dufferin Street transit priority in the form of transit or HOV lanes (Solution 17) received the most responses, followed by GO Transit terminal expansion (Solution 20A) and two-way transit service on Yorkdale Road, proposed High Street and proposed Street B (Solution 18A).

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

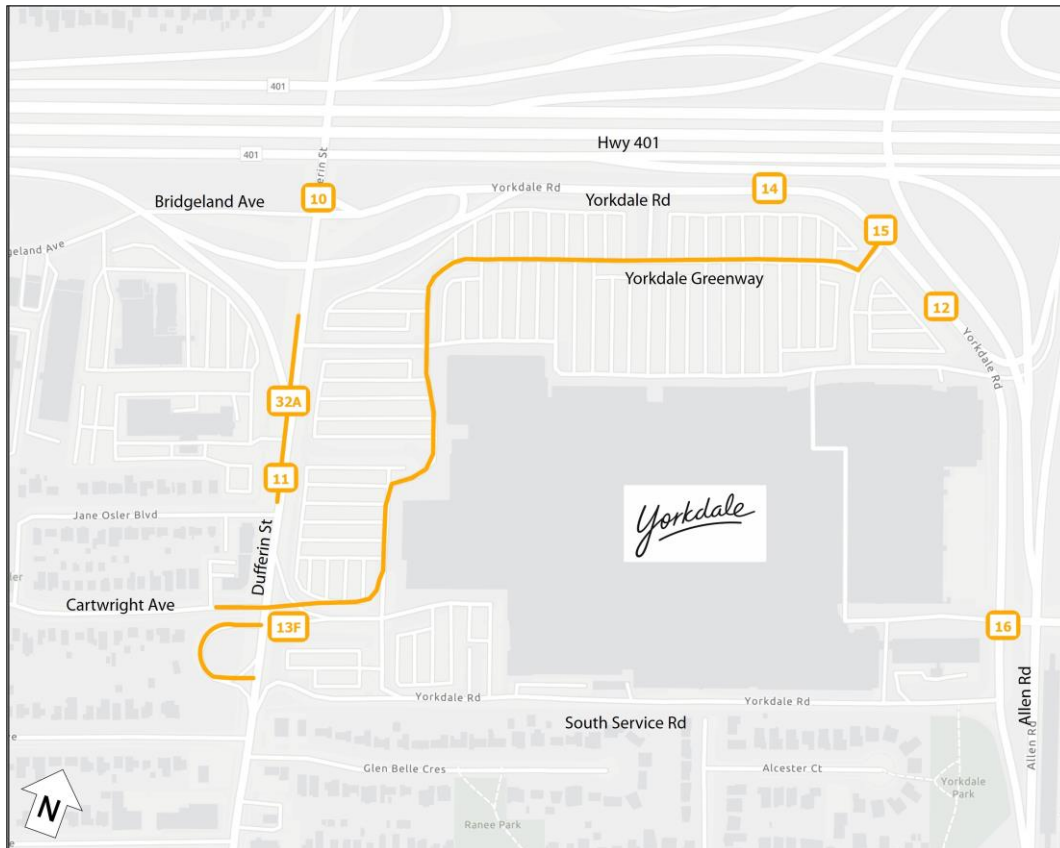


The levels of support were moderate to positive for the preferred transit solutions. The GO Transit terminal expansion (Solution 20A) received the most positive ratings, with 54% of the respondents giving a score of 4 or 5. Dufferin Street transit priority (Solution 17) had 53% and two-way transit service on Yorkdale Road, High Street and Street B (Solution 18A) had 45%.

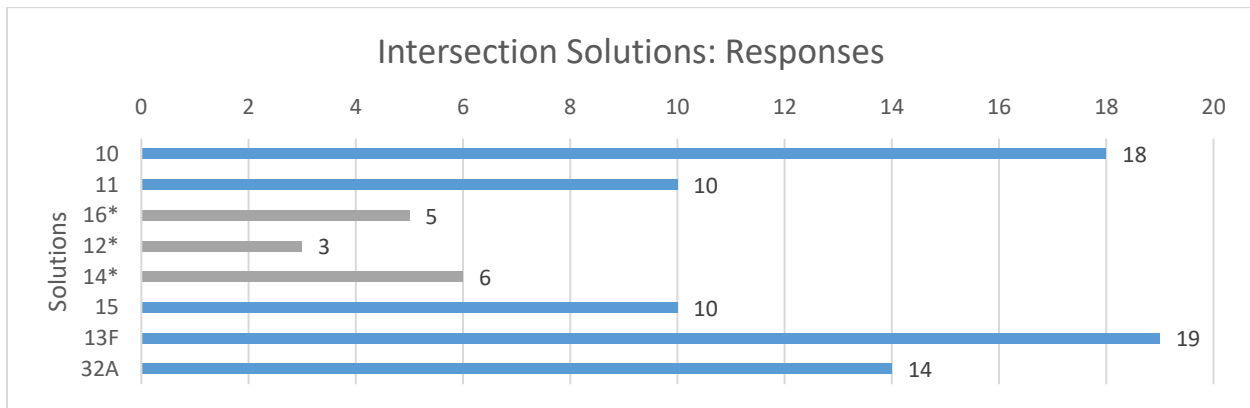
Question 2) Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)

Solution	Description	Comment Summary
17	Dufferin St transit priority (transit/HOV lanes)	<ul style="list-style-type: none"> An HOV lane would not help with the congestion along Dufferin Street Bus lanes incentives the public to use public transportation Transit only dedicated lanes improve transit service and promotes sustainable design
18A	Two-way service on Yorkdale Rd – Yorkdale High St (proposed new street) to Street B (proposed new street)	<ul style="list-style-type: none"> Short bus route which will not get utilized. Better to integrate with an existing bus route New route will bring transit closer to more users Bus route is too short
20A	GO Transit terminal expansion	<ul style="list-style-type: none"> Increased transit interface is preferred Platform not wheelchair accessible to the subway is difficult for a person with a disability Multiple means of public transport allows for easier access

Intersection Solutions



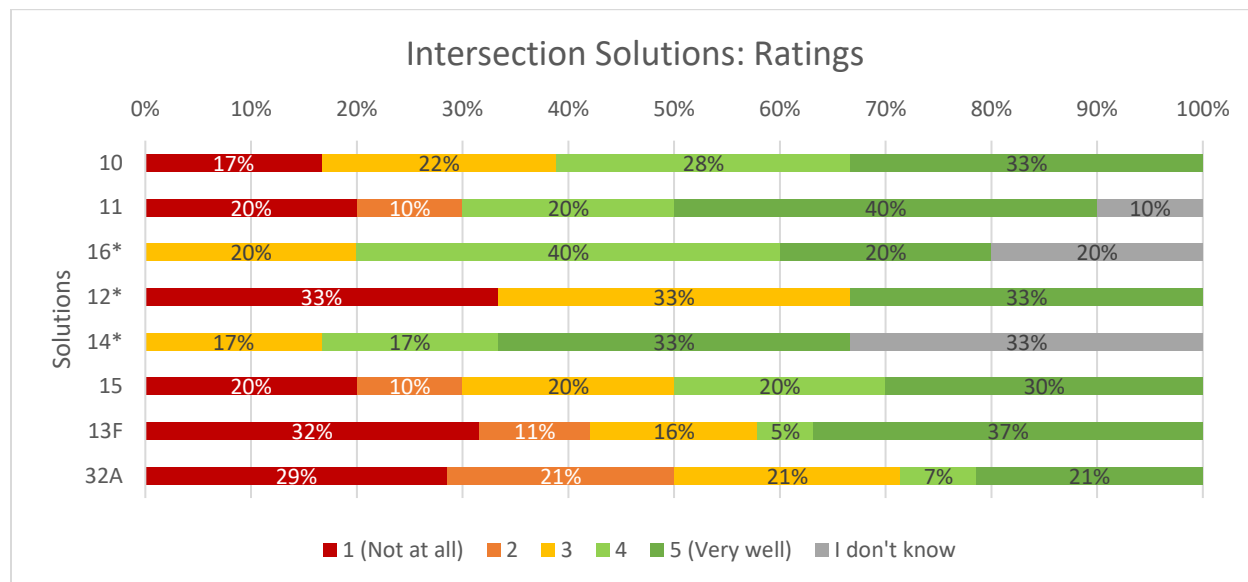
Locations of the preferred intersection solutions



Of all the preferred intersection solutions, maintaining McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue and the proposed Yorkdale Greenway (Solution 13F) received the most responses. Allowing southbound left turn for all vehicles at the intersection of Dufferin Street and Bridgeland Avenue (Solution 10) and retaining the southbound curb lane for transit/HOV at the Highway 401 eastbound off-ramp to Dufferin Street (Solution 32A) received the second and third most responses.

*Contra-flow southbound left-turn on Yorkdale Road (Solution 16), unsignalized separate truck access to Yorkdale Shopping Centre (Solution 12), and new signalized full access to Yorkdale parking garage (Solution 14) each received less than 10% of the total responses.

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



The respondents' views on the effectiveness of various intersection solutions varied considerably. Allowing southbound left turn for all vehicles at the intersection of Dufferin Street and Bridgeland Avenue (Solution 10) received the most positive ratings, with 61% of the respondents giving a score of 4 or 5. Normalizing the Honda dealership site and Yorkdale Shopping Centre access and permitting southbound left turns with no possible movement from Highway 401 off-ramp (Solution 11) had 60% positive ratings, followed by new unsignalized access on Yorkdale Road connecting to Dufferin Street via the proposed Yorkdale Greenway (Solution 15) at 50%.

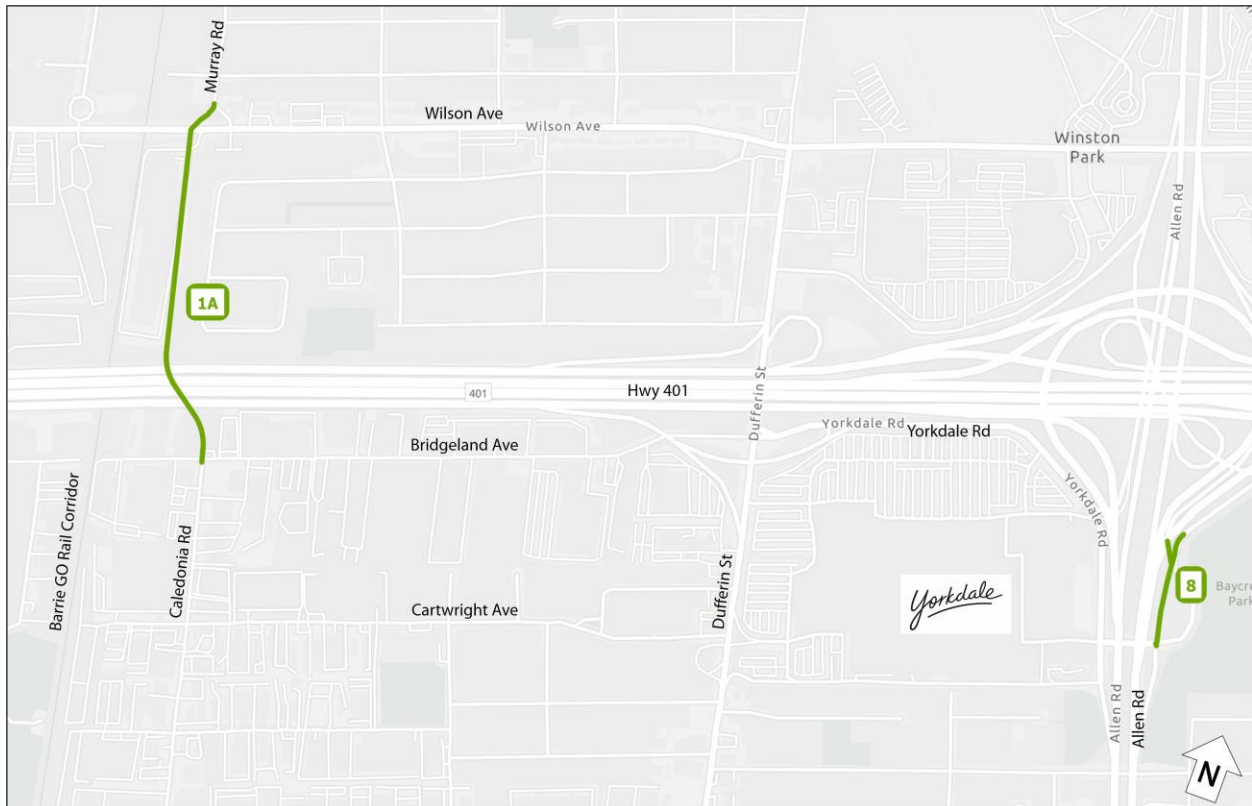
Retaining the southbound curb lane for transit/HOV at the Highway 401 eastbound off-ramp to Dufferin Street (Solution 32A) received the least positive ratings, with 50% of the respondents giving a score of 1 or 2. Maintaining McAdam Loop with access to Yorkdale underground parking, and signalized intersection at Cartwright Avenue and the proposed Yorkdale Greenway (Solution 13F) had 42% giving a score of 1 or 2.

*The ratings data for Solutions 16, 12 and 14, though presented in the chart above, were not included for comparison due to the low number of responses.

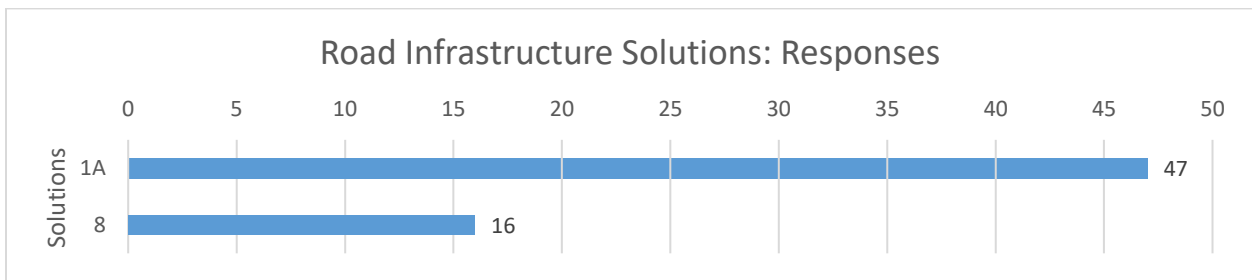
Question 2) Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)

Solution	Description	Comment Summary
10	Allow southbound left turn for all vehicles at the intersection of Dufferin St and Bridgeland Ave	<ul style="list-style-type: none"> • A left turn lane would help keep traffic moving • The southbound left turn lane would be backed up; rather there should be a separate road running south under Highway 401 • There should be better signage • This intersection was recently reconstructed without improving the traffic flow
11	Honda access and Yorkdale access to be normalized (aligned) with no offset; southbound left turn permitted with no possible movement from Highway 401 off-ramp	<ul style="list-style-type: none"> • The new development would add more traffic to Dufferin Street
16	Contra-flow southbound left-turn on Yorkdale Rd	<ul style="list-style-type: none"> • No comments
12	Unsignalized separate truck access	<ul style="list-style-type: none"> • This would reduce collisions
14	New signalized full access to parking garage	<ul style="list-style-type: none"> • This should be top priority
15	New unsignalized access on Yorkdale Rd, connecting to Dufferin St via Yorkdale Greenway (proposed new street)	<ul style="list-style-type: none"> • Some believed this would help move traffic along during busy seasons; others thought this would cause more congestion • There should be more done to prevent traffic overflowing into the surrounding neighbourhoods
13F	Maintain McAdam Loop with access to Yorkdale underground, and signalized intersection at Cartwright Ave and Yorkdale Greenway (proposed new street)	<ul style="list-style-type: none"> • Adding more traffic signals to this stretch of Dufferin Street would lead to more traffic • Residents on the west side of Dufferin Street were opposed to creating a through connection to Yorkdale Shopping Centre at Cartwright Avenue • This would help make the intersection safer and more accessible for pedestrians and cyclists, and make the underground garage more accessible
32A	Highway 401 eastbound off-ramp to Dufferin St – retain southbound curb lane for transit/HOV	<ul style="list-style-type: none"> • The current blind spot in the existing off-ramp configuration should be addressed; drivers exiting the off-ramp could not see vehicles travelling southbound on Dufferin Street due to the difference in elevation • Dufferin Street should be widened before creating an HOV lane as this solution would make traffic congestion worse

Road Infrastructure Solutions

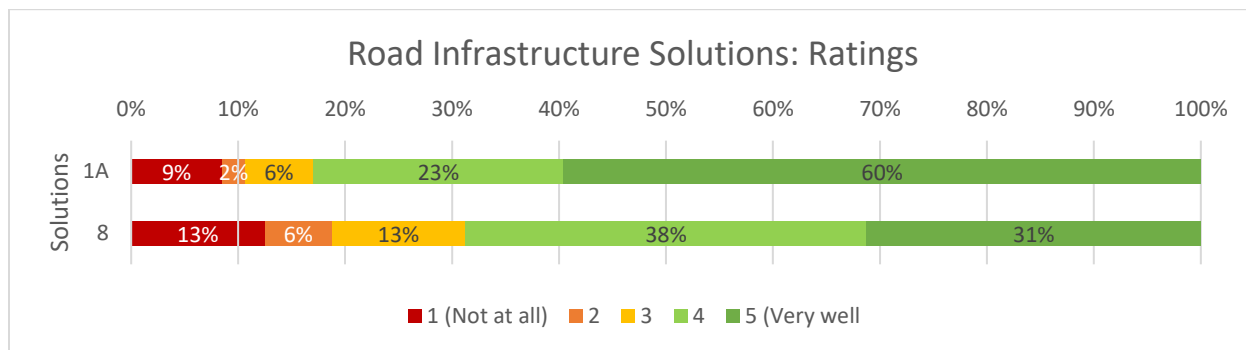


Locations of the preferred road infrastructure solutions



The Caledonia Road extension under Highway 401 (Solution 1A) received the most responses, followed by the modified on-ramp to Allen Road northbound, Highway 401 westbound and eastbound (Solution 8).

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



Most respondents were supportive of the two preferred road infrastructure solutions. The Caledonia Road extension (Solution 1A) received the most positive ratings of all 26 preferred solutions, with 83% of the respondents giving a score of 4 or 5. The modified on-ramp to Allen Road and Highway 401 (Solution 8) also received relatively positive ratings at 69%.

Question 2) Provide comments on this solution. (What do you like about this solution? What can be improved about this solution?)

Solution	Description	Comment Summary
1A	Caledonia Road extension under Highway 401	<ul style="list-style-type: none"> This new north-south road would help divert traffic from Dufferin Street and should be built before the new development There should be transit and cycling infrastructure on this new route, and the bike lanes should be level with sidewalks instead of dipping down with the vehicle lanes This solution would bring more traffic through the residential neighbourhood, especially through Cartwright Avenue
8	Modified on-ramp to Allen Rd northbound, Highway 401 westbound and eastbound	<ul style="list-style-type: none"> This would create a better flow than the current ramp and would free up more space for the park This would not be any different than the existing configuration and would not accomplish anything

General Comments

Question 3) Please provide your comments on the study and include specific locations, if applicable.

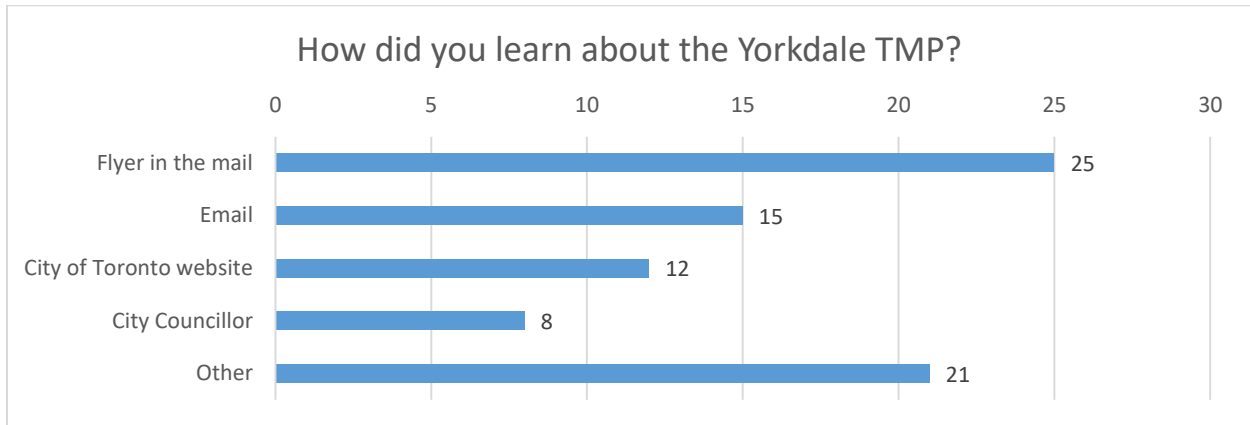
For respondents who opted not to provide feedback on any individual solutions, they were prompted to provide general comments via this question.

A total of four responses were received. Some responses contained multiple comments and were separated based on corresponding topics, which resulted in six comments in total. All the comments are summarized below by topic:

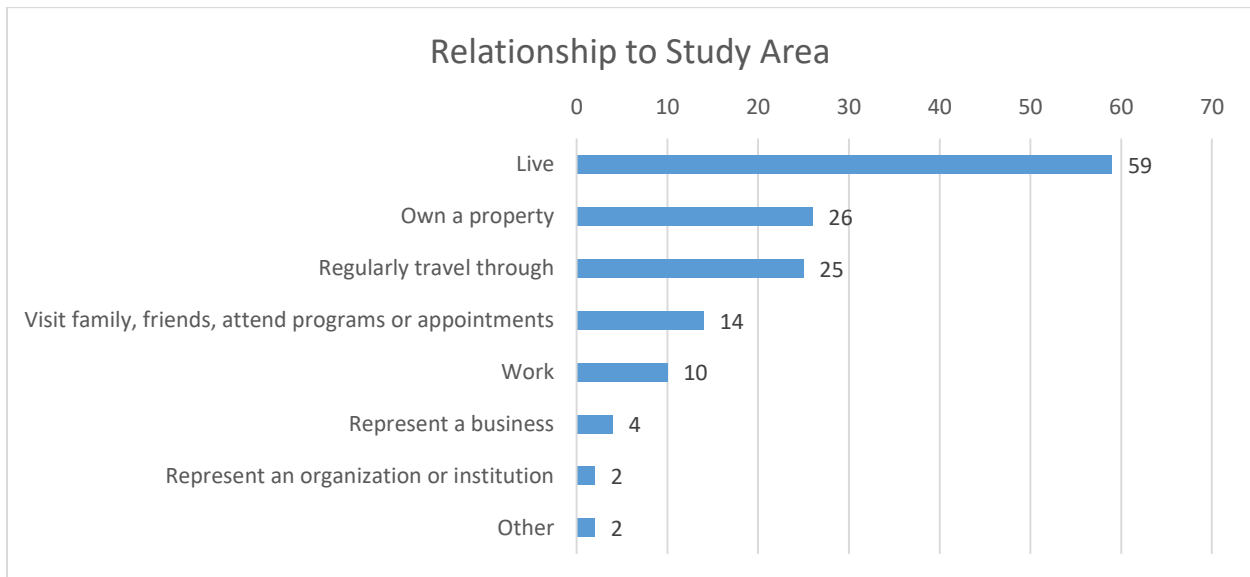
Topic	Comment Summary
Development	<ul style="list-style-type: none">• New development would add more traffic to an already problematic area
Dufferin Street	<ul style="list-style-type: none">• Dufferin Street between Allen Road and Lawrence Avenue West is very congested during peak hours• Side roads are off-limits and traffic lights are not timed properly• There should be an additional on-ramp to Allen Road off Flemington and an on-off ramp at Glencairn
Green space	<ul style="list-style-type: none">• A large green space is needed in the area• There is very little shade at Dane Parkette and a splash pad should be added there
Pedestrian and cycling infrastructure	<ul style="list-style-type: none">• Proposed sidewalks in the Armour Gardens neighbourhood is not feasible nor necessary• The study does not take into consideration of the conditions of sidewalks and bike lanes in the winter as they are often still covered in snow and ice
Transit/HOV lane	<ul style="list-style-type: none">• Transit/HOV lanes are normally only applicable during weekday peak hours. These lanes would be used during weekends by visitors to the mall and would not address congestion on Dufferin

Demographics

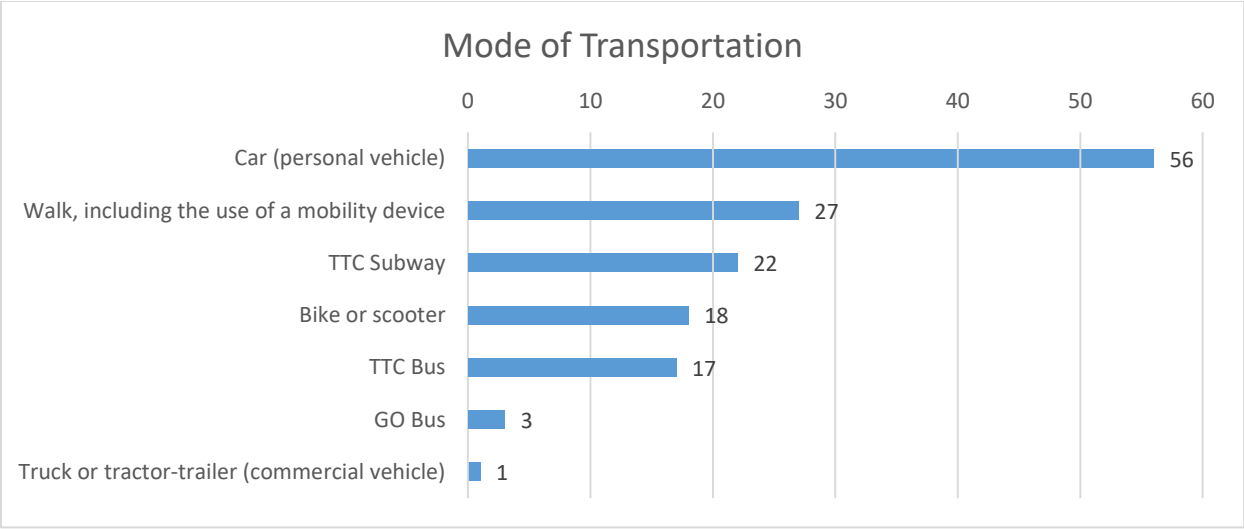
A total of 67 respondents provided optional demographic information described below.



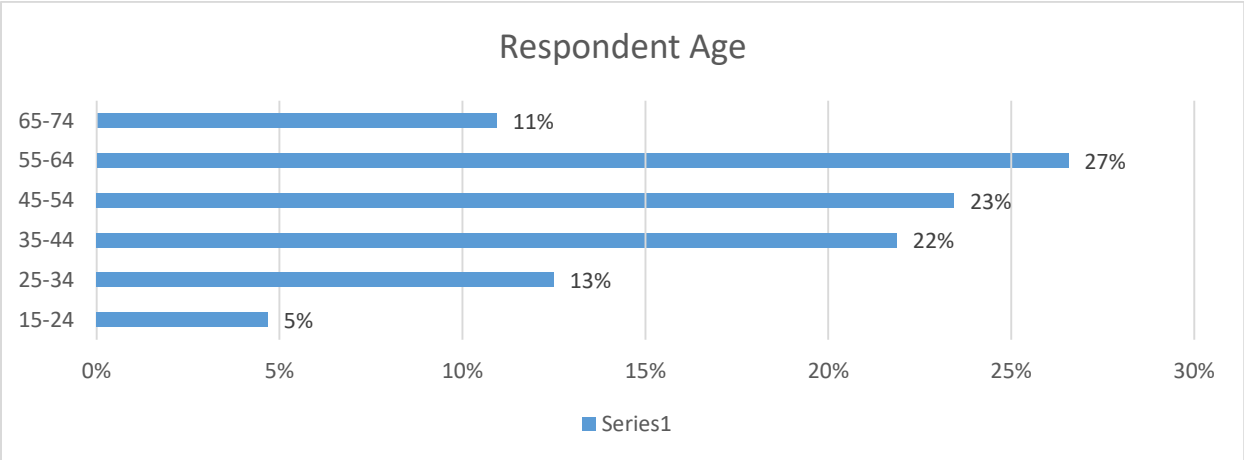
Most respondents learned about the study through the public event notice sent by Canada Post. Many also learned about the study through a local community Facebook group.



The majority of respondents live in or very near the study area.



Travel by car is used most frequently by respondents, followed by walking (including the use of a mobility device), and TTC subway.



The majority of respondents were between the ages of 35 – 64, with no responses provided from individuals over 75 or under 15 years of age.

Feedback Summary

Need for quicker implementation

Nearly all feedback recognized high levels of congestion in the study area today, particularly on arterial and collector routes including Dufferin Street, Lawrence Avenue West, Wilson Avenue and Ranee Avenue, due to barriers such as Highway 401, Allen Road, and the Barrie GO rail line. Residents were concerned about the scale of the proposed development at Yorkdale Shopping Centre, as well as other sites including the Downsview lands, and the amount of traffic that the new population would bring to an already significantly congested area. Many suggested that the City should expedite the implementation of these solutions before the construction of new development.

Traffic infiltration into residential neighbourhoods

A number of solutions were proposed to overcome the aforementioned barriers, including a pedestrian and cycling bridge connecting Cartwright Avenue and Rustic Road (Solution 21B+26B), the Caledonia Road extension (Solution 1A), and a signalized intersection at Cartwright Avenue and Dufferin Street (Solution 13F). Even though these solutions were intended to create new east-west and north-south connections, many respondents were worried that the new infrastructure would lead to traffic infiltration into residential communities, namely Winston Park, North Park and the Yorkdale neighbourhood west of Dufferin Street.

In cases where it was more clear that the proposed solutions would not lead to an increase of vehicular traffic (i.e. Solution 21B+26B) or would bypass the residential neighbourhood (i.e. Solution 1A), respondents were more supportive of the solutions. Respondents were less receptive to Solution 13F because it would potentially lead to more vehicular traffic travelling through the neighbourhood on Cartwright Avenue. Furthermore, respondents were hoping to see solutions that would directly address the existing issue of high vehicular traffic on Ranee Avenue through the Lawrence Heights and Lawrence Manor neighbourhoods, since it is the only east-west connection between Dufferin Street and Bathurst Street other than Wilson Avenue and Lawrence Avenue West. Through further study of the preferred solutions, the City should mitigate the residents' concerns regarding current and potential traffic infiltration.

Preference for road infrastructure

The feedback received revealed an emphasis among respondents of the need to facilitate vehicular movement, considering that the study area has been predominantly auto-oriented and most respondents stated that they travel by car. Comparing the different categories of the preferred solutions, respondents generally favoured road infrastructure solutions (e.g., Solutions 1A and 8), as well as some intersection improvements (Solutions 10, 11 and 15) that would improve vehicular traffic. Similarly, respondents responded positively to some transit, pedestrian and cycling solutions (Solutions 20A, 21B+26B, 23, 35, etc.), provided that they would not directly affect the current vehicular movements. For the same reasons, however, the feedback to the proposed HOV/transit lane (Solutions 17 and 32A) were mixed. Even though some were in support for improved transit infrastructure as an incentive for more people to take transit, others felt that this would not improve or even worsen congestion on Dufferin Street.

Despite their support for improved safety and accessibility for pedestrians and cyclists in general, some respondents questioned the value of new pedestrian and cycling facilities. Some suggested that even with the proposed solutions in place, the auto-oriented nature of the existing industrial and retail destinations, combined with the hostile environment of Dufferin Street as a busy vehicular corridor, would not make pedestrians and cyclists feel safe or comfortable in the area. In order to achieve the project goal of shifting travel patterns to more non-automobile trips, the City should address these larger issues through further study of the preferred solutions and policy recommendations.