

# Woodfield Road Extension & Improvements

## Virtual Public Meeting Notes

Tuesday, February 22, 2022, from 6:30 p.m. to 8 p.m.

The City of Toronto is planning to extend Woodfield Road, south of Eastern Avenue to Lake Shore Boulevard East. The objective is to improve connectivity, safety and accessibility in the community, especially for people walking and cycling.

### Meeting Objectives

- Introduce details about the project's objectives, proposed design options and process
- Provide residents an opportunity to ask questions

### Meeting Overview

The meeting was facilitated by Carol Tsang, Senior Public Consultation Coordinator, Public Consultation Unit. A presentation was provided by Andres Jarrin, Senior Project Manager, Transportation Services, followed by an opportunity for participants to ask questions and hear responses from the project team.

### Questions & Comments

The following questions and answers were provided during the meeting.

Questions & Comments	Project Team Response
<p>Will there be traffic signals at Woodfield Rd and Lake Shore Blvd E or will it only be accessible on the north side?</p> <p>If there are traffic signals, it could be significant traffic impact especially during peak beach traffic times and could be a safety risk.</p>	<p>The City is planning to install a new signalized intersection at Woodfield Rd/ Lake Shore Blvd E through this road extension to facilitate full vehicular traffic movements and people walking and cycling. People walking and cycling will have protected crossings.</p> <p>The potential impacts through the modelling assessment will affect the adjacent intersection. Based on the outcome data, suggest levels of service will improve.</p> <p>In terms of safety, through the ongoing intersection design work, we'll ensure that crossing times are adequate for people walking and cycling to cross safely.</p>

Questions & Comments	Project Team Response
<p>The east-west road along the south edge of the Canada Post building is marked as a regular public road on the City's official maps, but recently Canada Post has installed gates blocking off the road.</p> <p>Did the City sell or cede this road to Canada Post, or did Canada Post claim it without due process? How has this road been considered as part of this plan?</p>	<p>This a private road accessed by Canada Post used to facilitate their current business operations. Because it's a private road, they can install a gate and use it for their private access.</p> <p>The road is not public. We have checked with the City's official record of highways, including who owns the roads.</p>
<p>Did you consider increased traffic noise for residents who live on Woodfield Road? Can you outline any noise studies that were completed?</p> <p>Both Leslie St and Coxwell Ave are wider two-way roads with limited residential properties.</p>	<p>As part of the Municipal Class Environmental Assessment Schedule A+ process, we are not required to conduct noise studies at this stage, but a lot of these construction activities will add a bit of noise where residents will feel the most impacts.</p> <p>However, as part of the construction management plan for these projects, noise impact mitigation measures must adhere to current City bylaws that stipulates certain times when construction occurs.</p> <p>As part of future conditions of noise, we don't anticipate that the increased levels of traffic on Woodfield Rd once the road is extended. While traffic is anticipated to grow, it's not as significant.</p>
<p>What is the cost of this project?</p> <p>My concern is if you chose Option 3 which would be of greater cost, there will be impacts to the cycling lanes on Lake Shore Blvd E. Access to Lake Shore Blvd E is only 400 m away from Coxwell Ave, therefore this is not a valid reason to put through a vehicle extension.</p> <p>Also, the study has not considered the delay on Leslie St. Will the option alleviate this concern?</p>	<p>The road will be reconstructed, and the overall estimate of cost will still impact utilities, trees and we will still be required to redo sidewalks on both side of the roads and move the curbs.</p> <p>There will be a storm management report that will be used to inform the design, to understand the potential impacts and thereby costs to underground utilities.</p> <p>The difference between Option 2 and Option 3, with regards to cost, will not vary significantly. The predominant movement and flow at Leslie Street will still exist. However, when the new intersection is constructed there will be some redistribution of traffic flow.</p>

Questions & Comments	Project Team Response
<p>I'm very concerned about the impact of traffic going north on Woodfield Rd, from Eastern Ave to Queen St E.</p> <p>This is a residential street. This plan has it looking like you are trying to alleviate traffic at Leslie St and Coxwell Ave by shunting it through a residential street.</p>	<p>It is an element that we are aware of. Through this project, we will ensure that traffic on Woodfield Rd, north of Eastern Ave, remains calm.</p>
<p>With the new intersection at Lake Shore Blvd E, what will be done to protect Connaught Ave from the increased traffic?</p>	<p>As part of the recommendation of the <a href="#">Woodfield Road-Monarch Park Avenue Project</a>, currently pedestrian crossing at Connaught Ave/Eastern Ave will be removed and replaced with a new signalized intersection at Woodfield Rd/Eastern Ave to provide safe protected crossing for pedestrians.</p> <p>That recommendation was already <a href="#">approved by City Council in 2021</a> and expected to be implemented this year but is not a part of the scope of this project.</p>
<p>Regarding increased safety, I'm concerned with this extension as it will conflict with cyclists and vehicular traffic.</p> <p>Can you guarantee that this extension will be safe?</p>	<p>As much as we would like to guarantee that all the designs that the city has is flawless and bulletproof against incidents, we unfortunately cannot be guaranteed.</p> <p>We will be incorporating the City's <a href="#">Vision Zero Road Safety Plan</a> policy into the design. One of the reasons we are recommending Option 3 is to ensure potential conflicts with driveways and heavy trucks, especially those used on this road, are minimized as much as possible.</p> <p>In addition, once the design engineers have prepared the new Woodfield Rd design, it will be reviewed by an independent third-party company for any additional comments and iterations from a safety perspective.</p>
<p>UPS currently uses one lane of Woodfield Rd to park their trucks in the mornings.</p> <p>Has this been considered or addressed?</p>	<p>We have connected with UPS in two meetings to discuss the design alternatives and impacts on their operations. We understand they use the curbside during the morning to load some of their vehicles, and they understand this will impact their operations but can be accommodated.</p>

Questions & Comments	Project Team Response
<p>What pedestrian/cyclist protections are you considering for the Woodfield Rd/Lake Shore Blvd E intersection?</p>	<p>The intersection design, which is the next step in this process, will follow the design manuals for cycling intersections and how to incorporate it into the intersection.</p> <p>It will be a protected intersection that facilitates multi-use paths crossing the roadways across the Woodfield Road and Lake Shore Blvd E on the east side, and there will be a sidewalk on the east side.</p>
<p>Are you aware of the history of the crosswalk at Connaught Ave/Eastern Ave?</p> <p>It originally was at Woodfield Road/Eastern Avenue and was moved due to lobbying by Canada Post staff so they wouldn't have to jaywalk across Eastern Ave to go to their credit union (and to TTC stop which had been at Connaught Ave/Queen St E. The community wasn't thrilled to lose the crosswalk at Woodfield Rd/Eastern Ave by the way. Presumably postal staff won't be happy to lose "their" crosswalk at Connaught Ave/Eastern Ave.</p>	<p>The proximity of the new traffic signal at Woodfield Rd/Eastern Ave is too close to the existing pedestrian crossover and presents a safety concern. This is one of the removals recommended through the <a href="#">Woodfield Road-Monarch Park Avenue Project</a>.</p>
<p>Have you consulted with Duke of Connaught School?</p> <p>I'm asking because I know many buses head south on Woodfield Rd to Eastern Ave currently. If the Woodfield Rd travel direction is changed, that would cause an impact.</p>	<p>As part of the <a href="#">Woodfield Road-Monarch Park Avenue Project</a>, the Duke of Connaught Junior &amp; Senior Public School was consulted along with other stakeholders in that area.</p> <p>The section of Woodfield Rd that's slated for direction changes is only from Queen St E to Eastern Ave, and since the school is north of Queen St E, buses can still move south to Queen St E.</p>
<p>Have you done options analysis on impacts to Woodfield Rd, north of Eastern Ave to Queen St E, as you only showed impacts south of Queen St E?</p>	<p>Study area considers up to Queen St E, from Leslie St to Coxwell Ave, and all intersections in between.</p> <p>The changes that were anticipated in traffic volumes on Woodfield Rd did not produce notable changes in operations at Woodfield Rd/Queen St E</p> <p>The amount of traffic on Woodfield Rd anticipated is 150 vehicles in the morning and 200 in afternoon depending on direction. Overall, a relatively small amount of traffic.</p>

Questions & Comments	Project Team Response
<p>On Woodfield Rd, near the school north of Queen St E, we have been asking for better speed calming measures for years.</p> <p>They installed bike lanes and we still did not get them. We need better speed bumps, especially if people are rushing to get catch lights.</p> <p>Can you confirm that the speed limit is now 30 km/h and what will be done to ensure people are not using Woodfield Rd as a straight away between Gerrard St E to Lake Shore Blvd E?</p>	<p>Both north and south of Queen Street E on Woodfield Rd is 30 km/h. From Eastern Avenue and Lake Shore Blvd E is 40 km/h.</p> <p>In terms of traffic elements within study boundaries, we are not anticipating anything between Eastern Ave and Lake Shore Blvd E as part of the road reconstruction project.</p>
<p>I suggest clarifying in materials whether it's a crossing of Lake Shore Blvd or just a connection to the north side of Lake Shore Blvd E. Wasn't clear from the flyer received.</p>	<p>The presentation has a bit more clarification. We however can adjust some of the drawings in future flyers for distribution.</p>
<p>It sounds like Council has not approved anything beyond Option 1. Is that correct?</p>	<p><a href="#">Council approved in 2021</a> the recommendations shown in Option 1, which are anticipated to be implemented in spring later this year.</p> <p>This project will be upgrading these facilities through the Municipal Class Schedule A+ Environmental Assessment. While the project is pre-approved and doesn't require City Council approval, we are communicating with the Councillors on this project, ensuring through this consultation strategy that we can integrate as many concerns, comments and questions as possible in order to minimize impacts.</p>
<p>When will this project be installed?</p>	<p>The City of Toronto will undertake the detailed design aspect of the project, which may take another year. Once completed the road can finally be reconstructed.</p> <p>We don't have a fix timeline yet, however we estimate implementation in 2026 and thereafter.</p>

**Total Participants: 7**

## **Project Team & Panelists**

Andres Jarrin, Senior Project Manager, City of Toronto  
Carol Tsang, Senior Public Consultation Coordinator, City of Toronto  
Matthew Davis, Manager Capital Projects and Program, City of Toronto  
Chris Sidlar, Consultant Project Manager, LEA Consulting  
Katherine Kung, Deputy Project Manager, LEA Consulting

Councillor Paula Fletcher, Toronto-Danforth  
Nicolas Valverde, Constituency Assistant, Toronto-Danforth