

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.

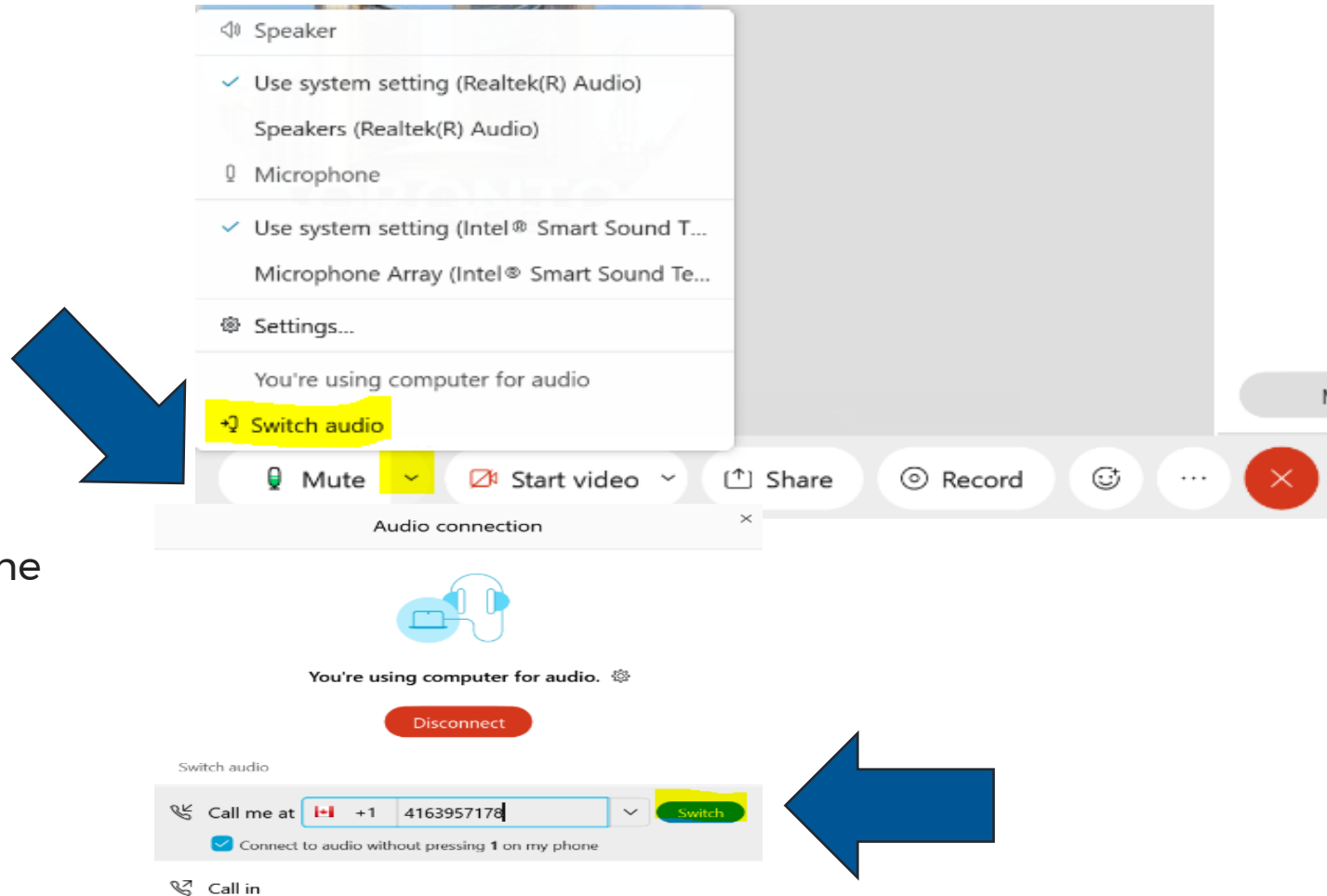


We want to hear from you – all questions are good questions!

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:

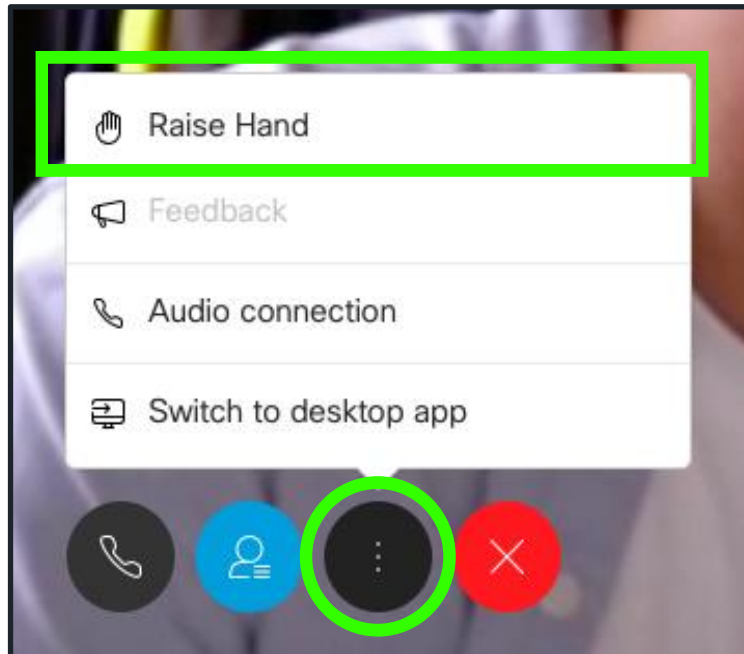
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Participating by Computer



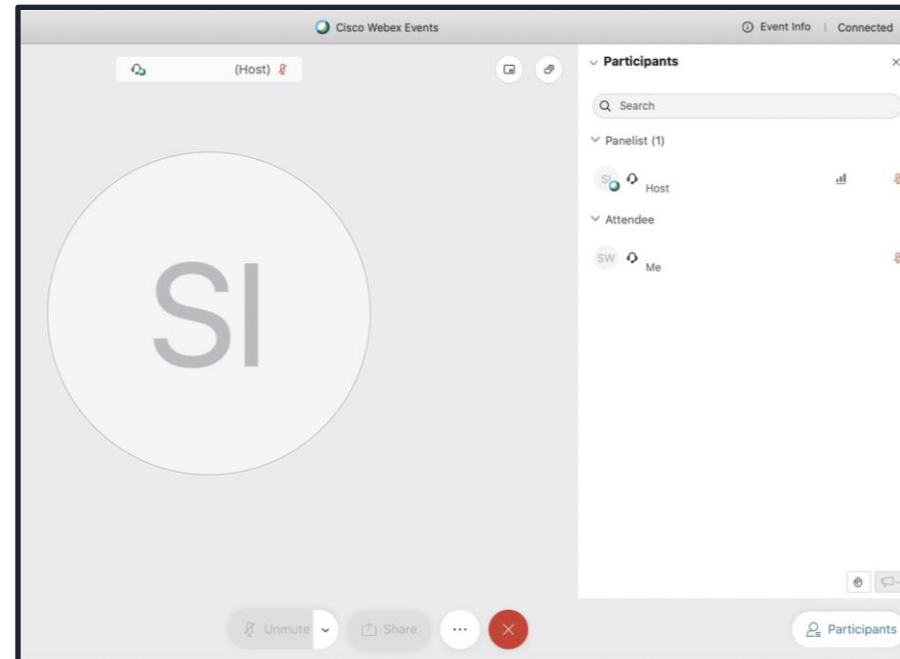
Via the [internet browser](#)

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

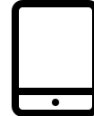
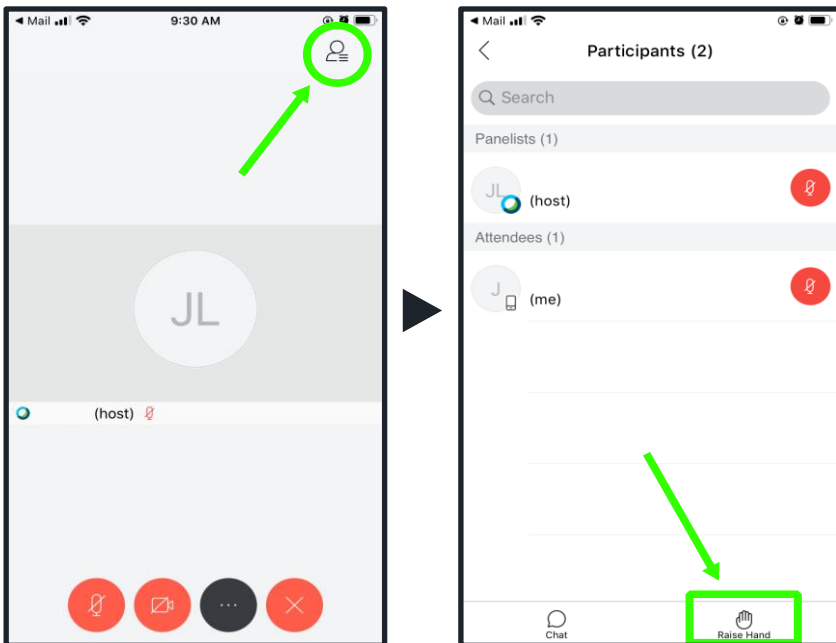
Participating by SmartPhone or Tablet

Raise your hand or type your question



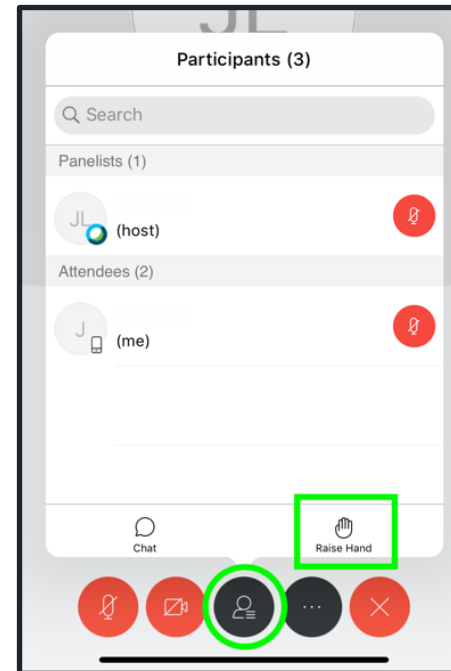
For smartphones

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

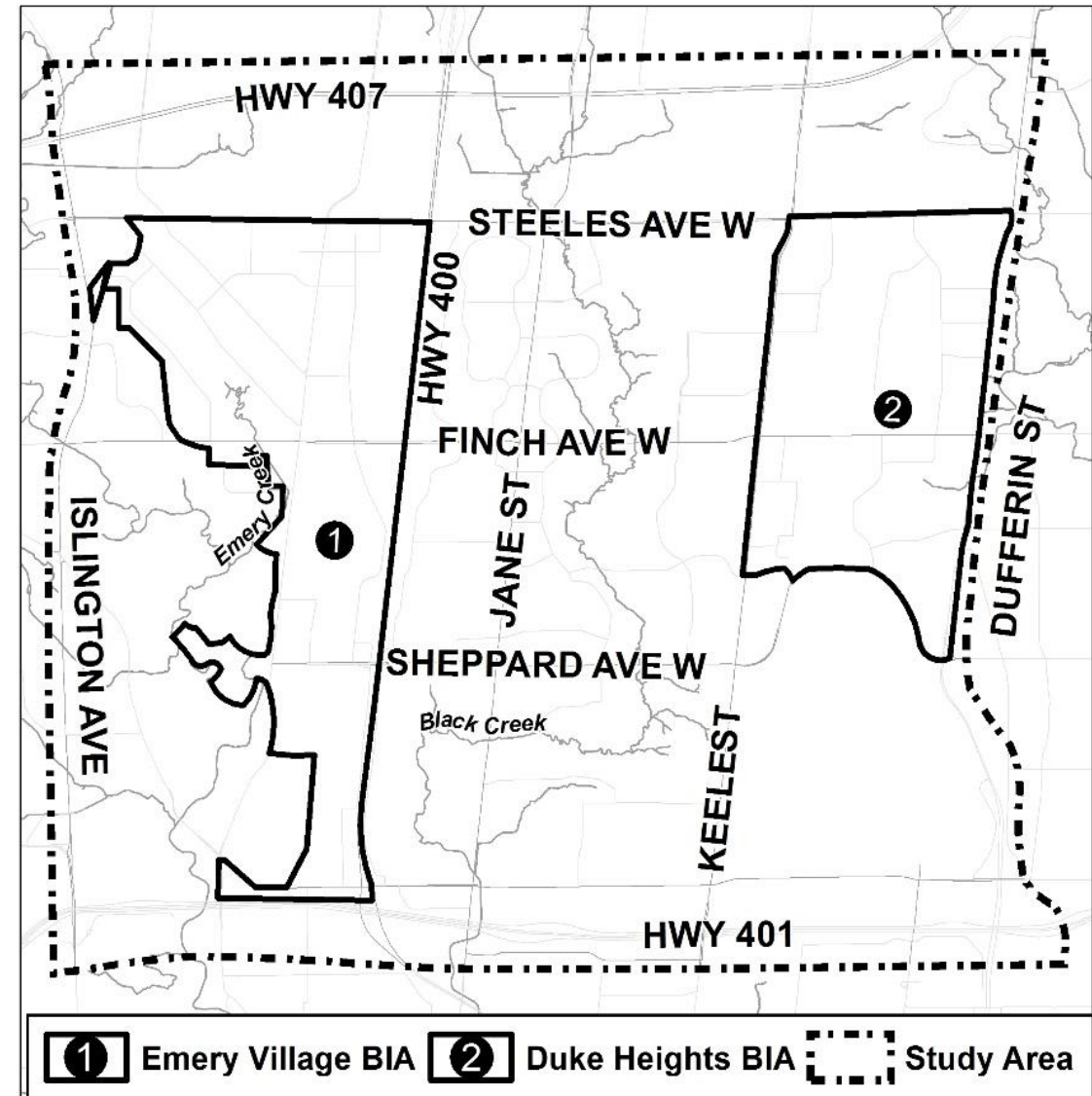
Limits and Key Features

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.

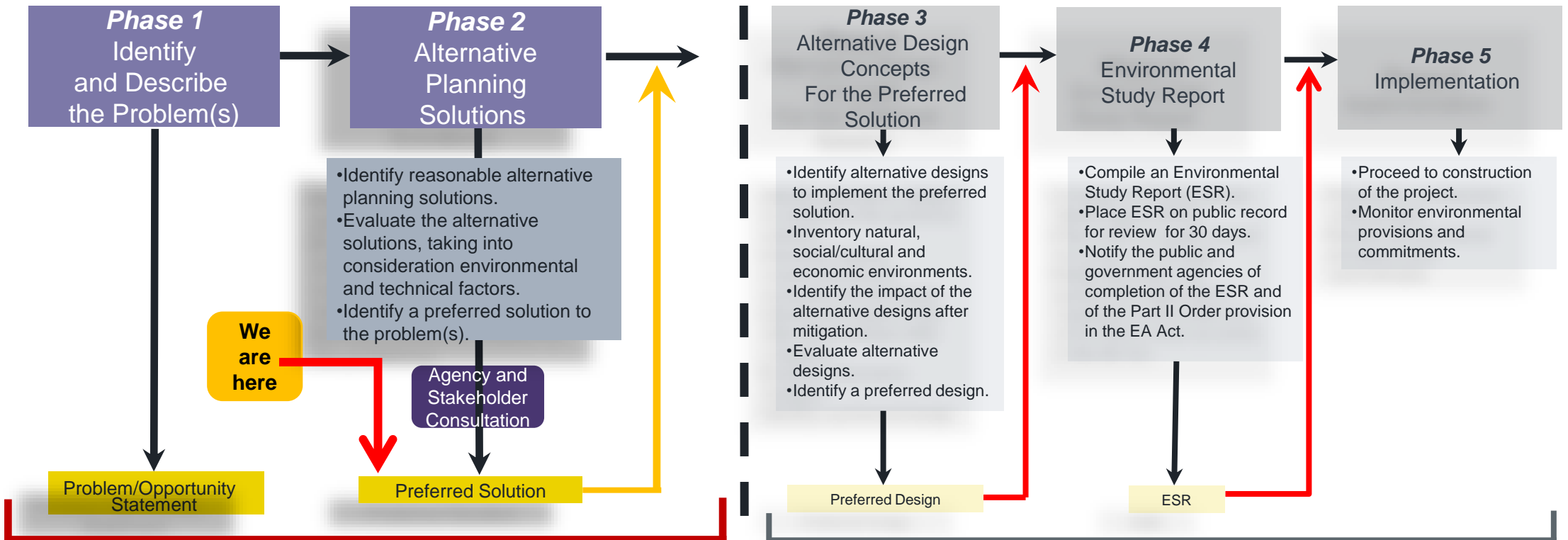
The Transportation Master Plan is being undertaken in accordance with the Municipal Class Environmental Assessment process. The study is being run by the City of Toronto with support from the Emery Village and DUKE Heights Business Improvement Areas.

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

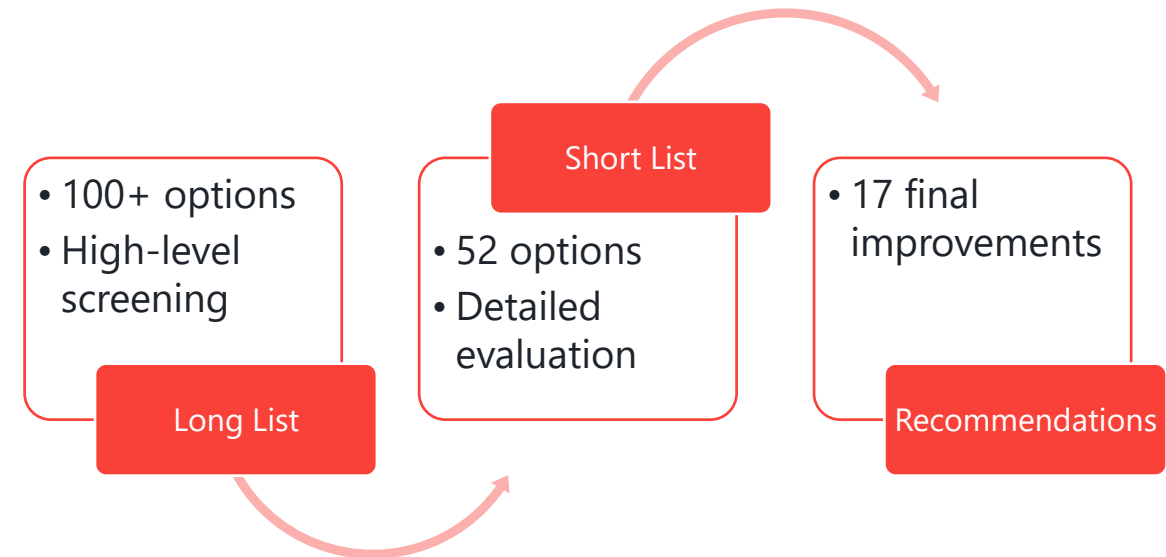
- The first Public Information Centre (PIC#1) was held over two days at the end of 2019 (November 28th & December 2nd) in a drop-in event format.
- A total of 28 people attended across the two events, and we received around 60 comments through the various feedback points.
- A “Common Questions” document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

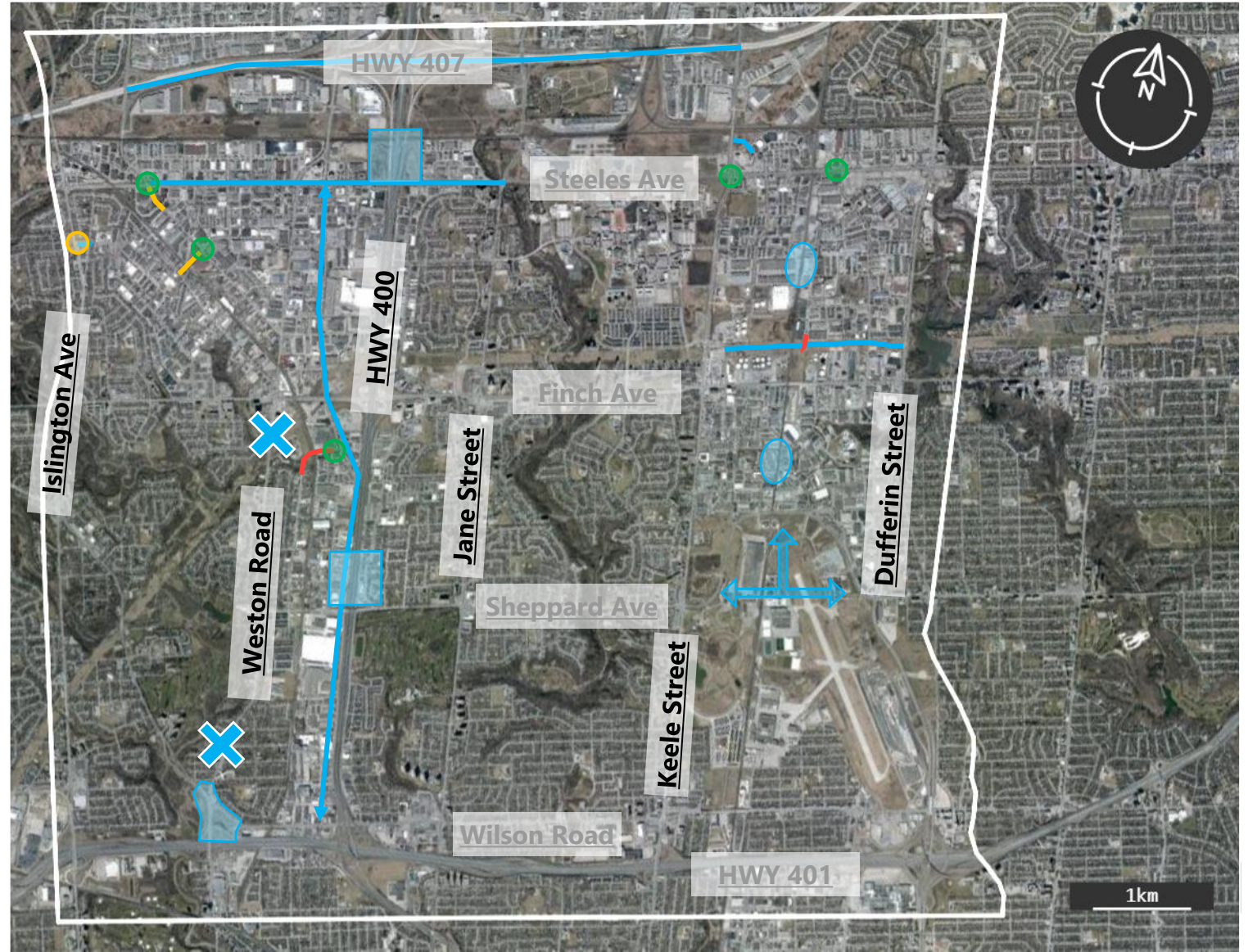
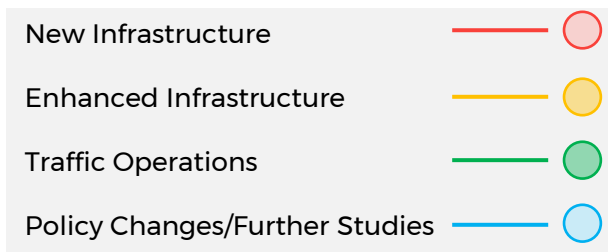


Evaluation Criteria

<p>User Experience</p> 	<p>Choice</p> 	<p>Shaping the city</p> 	<p>Public Health, Environment, and Culture</p> 	<p>Social Equity</p> 	<p>Healthy Neighbourhoods</p> 	<p>Affordability</p> 	<p>Support Growth</p> 
<p>Reduce freight travel time, improve reliability, and make the journey safe and more enjoyable</p>	<p>Improve the variety of routes available to freight drivers. Reduce reliance on Finch Avenue</p>	<p>Support the development of the city through the transportation network</p>	<p>Assess climate change impacts, support and preserve natural areas, culture, and encourage alternate modes of transportation.</p>	<p>Allow/improve access for all users to reach their destination through multiple modes of travel</p>	<p>Promote safe walking and cycling, and enhance connectivity between neighbourhoods</p>	<p>Improvements should be affordable to build, maintain, and/or operate</p>	<p>Support local businesses by allowing goods to move more efficiently</p>

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

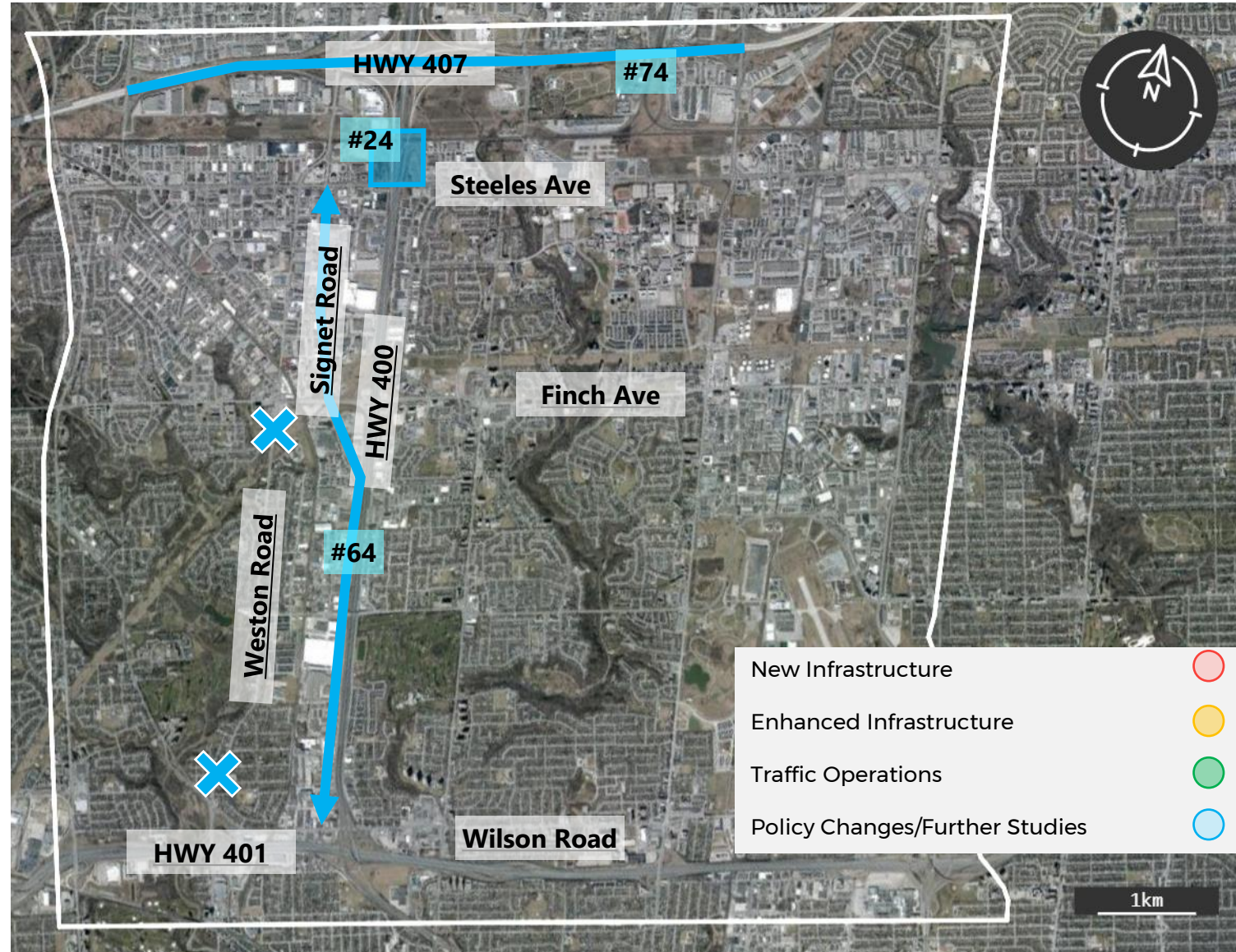


Quick Wins

- 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)



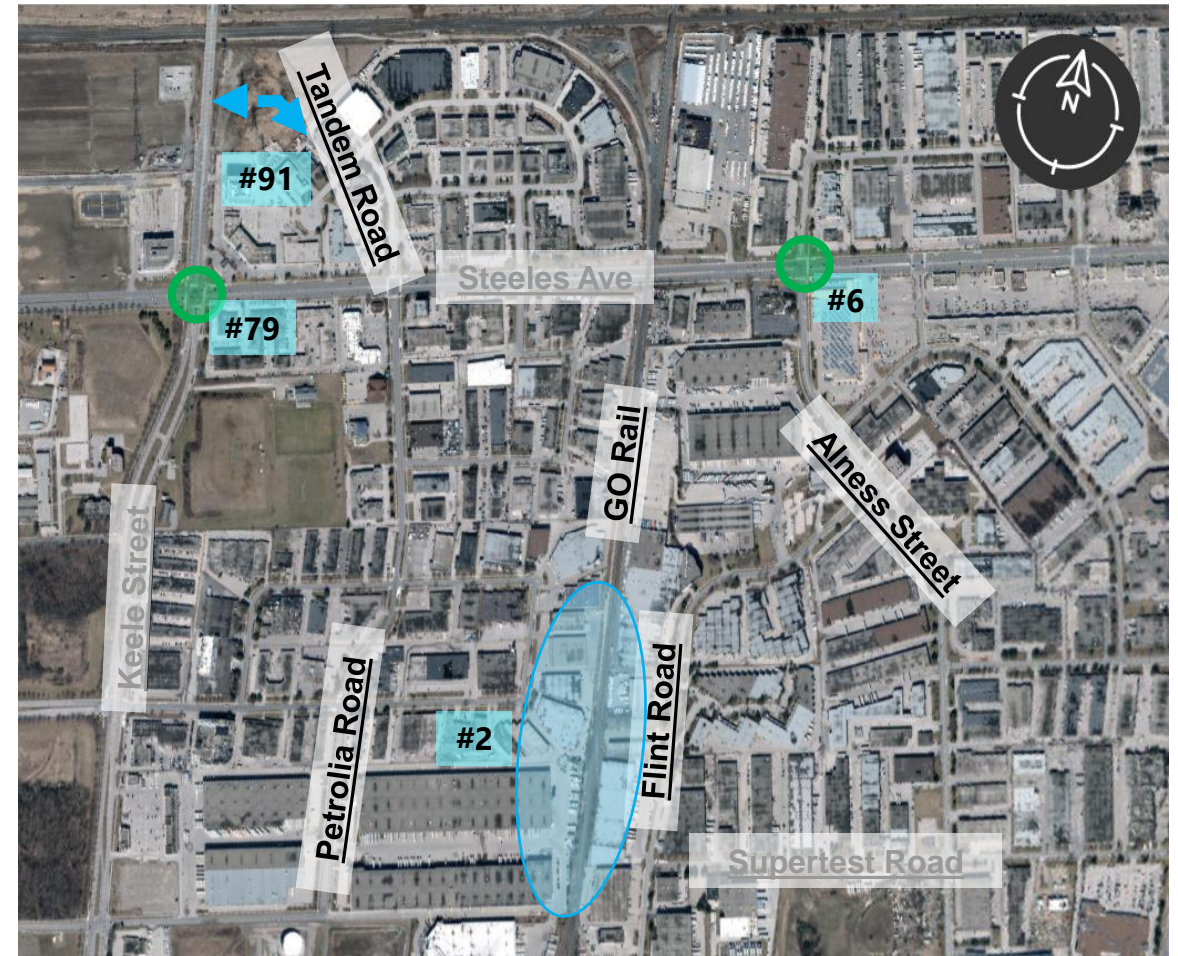
Recommended Solutions

- 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)



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

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)

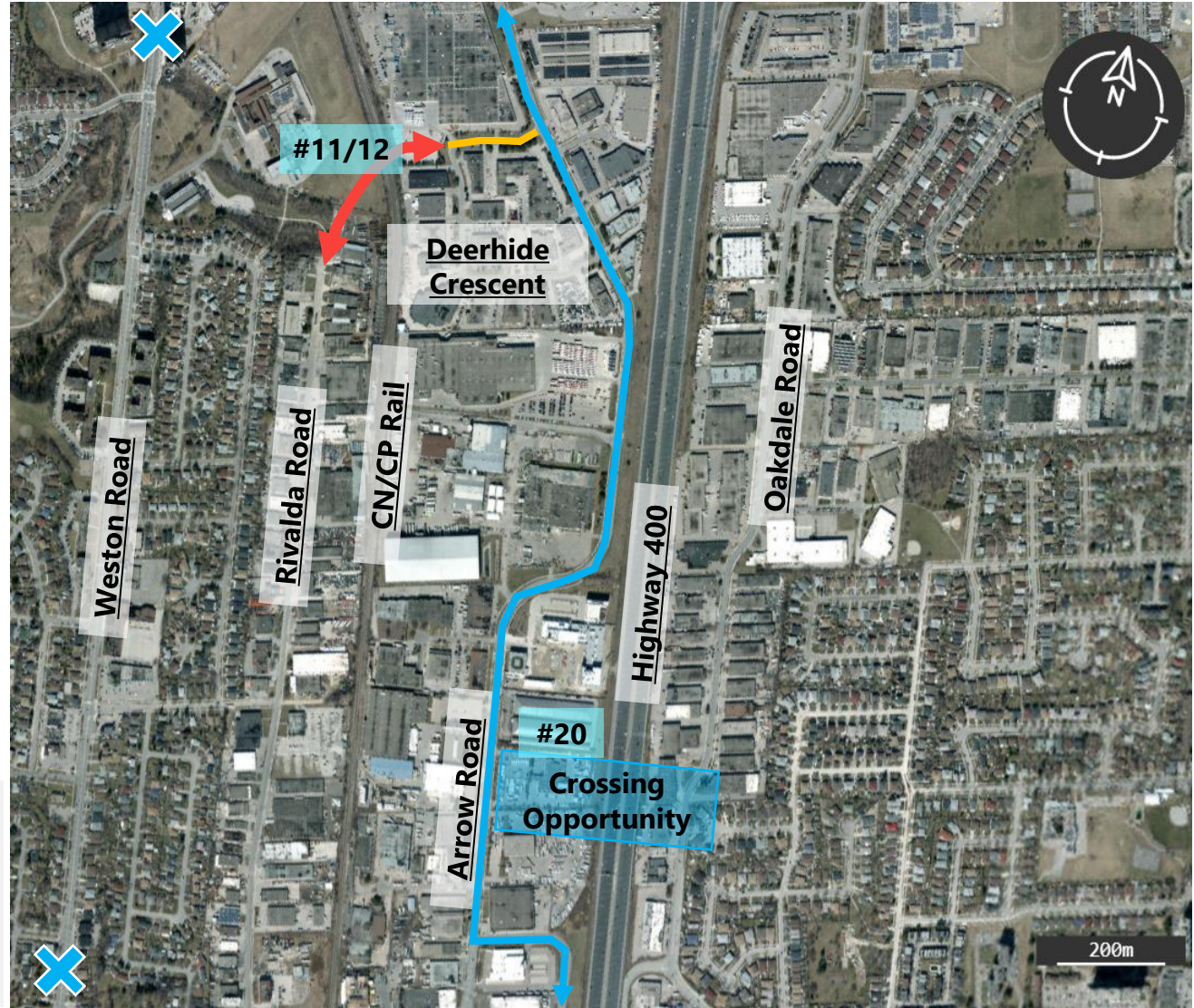
New Infrastructure	
Enhanced Infrastructure	
Traffic Operations	
Policy Changes/Further Studies	



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

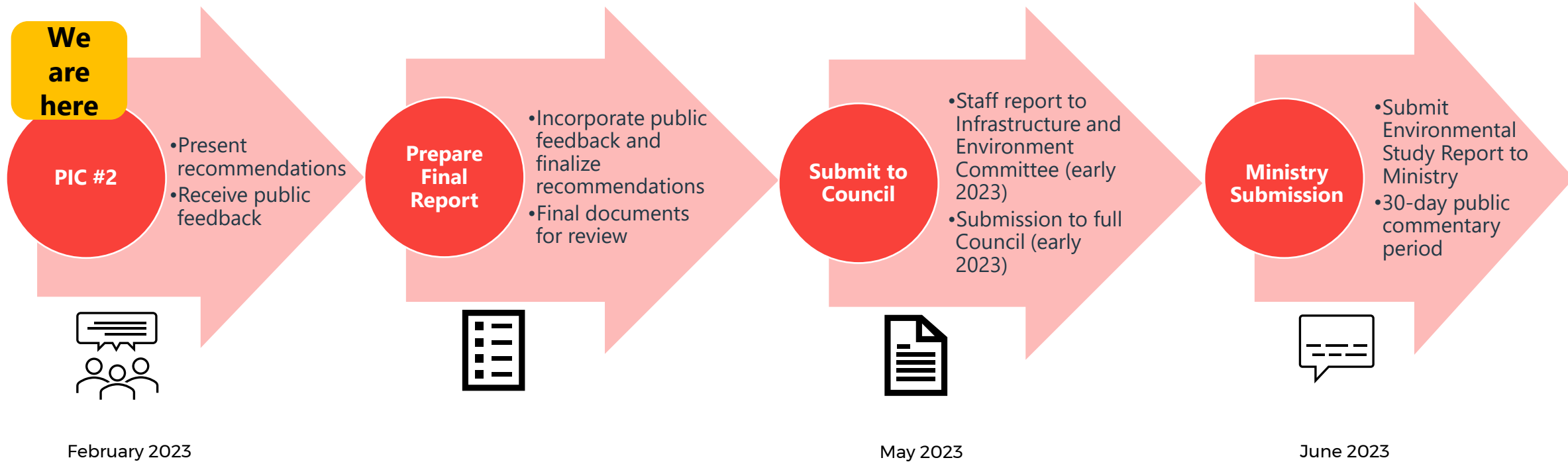
- Future study area around Weston/Wilson/Albion Road interchange, also to consider proximity to Highway 401 (MTO collaboration required) (#73)

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**.

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Project Team

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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 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