



RMRA Meeting February 25, 2014

1. Attendance and Notes on Attendance:

6 exec members, 6 presenters, approx. 50 residents/visitors. Very cold weather.

2. Community Updates

1. Membership Structure – we will be sending out an email to make a constitutional change to the membership structure, to make it easier for us to track and to make everyone on our email list a member. An email will be sent in the next week, and we need 15 members to attend the AGM in May in order to pass the constitutional change.
2. RVHS – talk on pre-European history of Roncy, next Thurs at High Park Library 7 pm, main floor
3. The RMRA has started a Metrolinx electrification petition with change.org
4. Submission to the Provincial budget requesting electrification has been organized by a number of community groups, the RMRA supports it.

3. Special Guests

City Staff: Henry Tang, Dan Nicholson, Luigi Nicolucci; Tim Noronha, West Bend Community Association; Mary Jo Pollack and Laura Pin, Ward 14 Cycling Committee; Councillor Gord Perks.

4. Main Event – Traffic Issues

A. Process for Reviewing Traffic Studies for New Developments (Dan Nicholson, Luigi Nicolucci, Henry Tang)

Development applicant submits a Traffic Impact Study (TIS) justifying parking, loading, etc. based on by-law requirements and departmental standards.

TIS looks at three layers: existing conditions (car counts at peak hours, not in summer, during days that reflect typical operating conditions at the intersection), background traffic (growth rate based on historical volumes and how they've grown and other new background developments in the area on intersections studies); and site traffic (projected volumes for that particular development. All of these are added to get future totals. The capacity of the intersections nearby (usually the intersection next to the site and one removed in each direction) are projected and evaluated on a scale corresponding to its level of service (A to F) based on all 3 layers and the future totals. The letter score is based on delay a car experiences at the intersection. A development generating 25 new car trips at peak hours (as projected for 383 Sorauren) does not typically cause significant delay (represents one extra car every 2 minutes on average).

The TIS is a measure of how intersections are functioning (existing and future), rather than a quality of life issue.

Infrastructure improvements in the area that are not specifically part of the development application are included in the traffic impact study, assuming that the infrastructure change is within the time horizon of the study. Cycling is also factored into the capacity analysis as well as pedestrians.

Any mitigating measures such as turn prohibitions, modifying traffic signal timing, new lanes, etc. Measures such as changes to intersections including safety measures can be implemented as long as they are technically warranted – must be relevant, reasonable and required (otherwise will not pass OMB challenge).

City attempts to update/verify intersection function levels every two years.

Roncesvalles redesign would have been subject to a similar kind of study with similar criteria.

Any information that an applicant submits is all a matter of public record and all available at City Hall.

B. Traffic Implications of New Developments in the Pipeline (Dan Nicholson, Luigi Nicolucci, Henry Tang)

What is the city doing to manage the congestion from new developments? The streets are completely congested already.

383 Sorauren (145 units, 134 parking spaces) will generate 20-25 am/pm peak period trips. Community challenged the trip generation calculations per unit.

City and Provincial policies encourage growth and intensification. The City actually has limited ability to tell developers that they can't develop because the basic infrastructure is there to accommodate it.

Community would like the estimates to be tested against the actual traffic once the development is complete. Has this been done?

C. Cycling Initiatives (Ward 14 Cycling Committee)

Mary Jo and Laura – Ward 14 Cycling Committee, part of Cycle Toronto

Provided bike maps, contact information

Discussed bike trails in the city and the local area – great for recreation and commuting, but mid-town could use more cycle lanes.

Contra-flow can create more direct routes through streets that change direction.

May 26 is bike to work day – starts at High Park and ride to City hall for a pancake breakfast

Achievements: West End Bike Way Plan (2009) suggests a number of contra-flow lanes that have been approved (including Fermanagh and Argyle locally), also a new lane on Lansdowne south of Dundas, West Toronto Rail Path officially opened last year (one small section so far)

Goals: Seaforth bike lane link to Brock (contra-flow) to connect to Argyle, bike lanes from Bloor to Dupont on Lansdowne, more sections of the West Rail Path (Metrolinx did not make the bridges wide enough to accommodate this and there is a pinch point at Sudbury), bridge over rail at Sorauren

Community suggestions: paint sharrows on Parkside drive southbound; Should be signage for tourists to link up attractions via bike routes

D. Fermanagh Contra-Flow Lanes (Gord Perks)

About 5 years ago there was a consultation around cycling in the west end to find solutions that avoided the need to use main streets or ride down to the waterfront trail. The Fermanagh contra-flow lane was approved then. The meeting 3 weeks ago was in order to get local knowledge to implement the lanes. It took time because provincial legislation needed to change to allow flow in the opposite direction of signage.

Contra-flow lanes will involve an orange line delineating the bike lane. Studies show bikes are safer in designated lanes whether they are flowing with or contra to the vehicular traffic. Parking will likely move to north side on Fermanagh. City staff are looking at different details of the route.

Community questioned the decision making process – Fermanagh was not on the list of highly requested lanes back in 2009. The point is to get people from High Park to Sorauren and Fermanagh is the safest route because of the light at Roncesvalles.

There is an EA process underway to get bike lanes on Bloor from High Park to Sherbourne.

E. Union-Pearson Express and Downtown Relief Line/ Electrification (Tim Noronha)

Downtown relief line is not a new idea, the UP Express is an opportunity to implement some of the relief without having to put it all underground. It's not a great commuter line because it wasn't designed that way – not enough stops, route is limited. The UP is modeled on European executive class service. Another relief line is required.

Electrification is being pushed heavily by the residents associations, community groups, individuals and there is an EA process underway to study it. Estimate is \$440 Million, so it may not happen without political will, but there is a push to make a submission by a number of neighbourhood groups to the provincial budget to ensure it includes funds for electrification.

Meeting adjourned just before 9 pm.