

City Council Decision November 25 & 26 on Surface Transit Network Plan update <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.EX18.1>

HFCIA deputation at City of Toronto Executive Committee meeting on July 21 2020

My Name is Thea Haller, I am member of the Henry Farm Community Interest Association executive. I am making this deputation representing our community. Our community objects to the introduction of the dedicated **Bus/High occupancy Vehicle lane on Sheppard Avenue and Kennedy Road and including this study as part of the high priority bus lanes that was not identified as part of a 5 year plan of Toronto Transit Commission (TTC)**

Henry farm Community Interest Association (HFCIA) is the resident Association for the Henry Farm community. Henry Farms has over 1,100 families in its catchment area and borders Sheppard Ave East. At the February 25, 2020 meeting of TTC the following motion was passed : "Direct staff to study and report back on a dedicated bus lane along Sheppard Avenue East between Leslie TTC Station/future Oriole GO and Agincourt GO".

At the July 14 meeting of the TTC a further motion was passed. That the Sheppard Avenue East study for bus enhancements, including the possibility of dedicated lanes between the Sheppard Subway and Agincourt GO Station (requested by the Board in its February 2020 meeting), be brought into alignment with the projects referred to as Priority C and reported back at the same time.

Introduction of dedicated bus lanes on Sheppard Avenue on a top of a subway corridor will have a significant impact on our community. As the Don Mills Subway is the end of the Sheppard Subway line it is currently feeds an extensive TTC and Go bus network. In a traffic study conducted by LEA Consulting on behalf of HFCIA in April 2014 found Intersections at Don Mills/ Sheppard and Highway 404/ Sheppard were over capacity. This was before only partial completion of over 20,000 Condo units expected on Sheppard corridor between Bayview and Victoria Park Avenue.

The development in the subway corridor between Bayview Avenue and Victoria park assuming the assumption 1.1 cars per condo will add 22,000 cars to the existing congested roadway. We are concerned that taking away an existing roadway lane each way on Sheppard Avenue for a dedicated busway would create more congestion on Sheppard Avenue and result in traffic infiltration to surrounding neighbourhoods.

We are also concerned that by fast tracking this study to a previous 5 year plan of dedicated bus lanes will be done without sufficient consultation of the communities affected and in depth study of consequences of traffic and impact on surrounding Neighbourhoods.

Rushing to remove roadway lanes on a Subway corridor that adds more cars to existing roadways through intensified new condo development does not make any sense!

We request this study be removed from the same deadlines of the Priority C Projects of the TTC bus lane study and give more time and analysis before going ahead on this matter. Thank You