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October 23, 2014

Councillor Ceta Ramkhalawansingh
Toronto City Hall
100 Queen Street West
Toronto, ON M5H 2N2

Dear Councillor:

Re: Possible Improvements to Eireann Quay / Billy Bishop Toronto City Airport

Thank you for your response to my letter of August 28, 2014. We look forward to the pending resolution to some of the “low-hanging traffic fruit” in the Eireann Quay neighbourhood. I write today regarding concerns that I have regarding certain elements of your letter, and appreciate the opportunity to raise them with you.

Bathurst Street / Lake Shore Boulevard

First is the suggestion that providing an advance green light for westbound traffic to turn south onto Bathurst Street from Lake Shore Boulevard West is “complicated”. We do not believe an extension of the dedicated lane at Dan Leckie Way will solve the current problem at the Bathurst/Lake Shore light, as referenced in your letter. An advance green at Bathurst is the better choice; there are hundreds upon hundreds of advance green left turn lights in Toronto at the present time; it is unclear what is it about this corner that makes it “complicated” to implement.

We have not seen the consulting work that you cite, although the publicly-available November 2013 study related to the Porter Proposal by BA Group Transportation Consultants is clear: it noted that the “operation of Lake Shore Boulevard and Bathurst Street [intersection] causes spillover queuing and delay effects” that cause “failing” “in adjacent intersections in the network.” We would appreciate receiving a copy of the consulting work that you refer to, if that is the basis of the decision to not install an advance green at the corner in question. Some of our more cynical Billy Bishop Toronto City Airport (“BBTCA”) passengers might believe this hasn’t been done due to the historical opposition of the Toronto & East York Community Council to the airport’s very existence. I hope that’s not the case.

BBTCA Signage

Speaking of “complicated”, the TPA remains hopeful that, after more than five years – and in recognition of the upcoming 100th anniversary of the start of the First World War – the “TCCA” wayfinding signs along city routes such as the Gardiner Expressway and Lake Shore Blvd. will

be immediately changed to reflect the 2009 renaming of the airport after Canadian hero William Avery "Billy" Bishop, VC, CB, DSO & Bar, MC, DFC, ED.

Tourists will surely find their trip to the airport to be unnecessarily complicated if the signage continues to mislead our airport passengers. I also note that there are more City-provided wayfinding signs along the Gardiner relating to the privately-owned Ripley's Aquarium, for example, than there are for Billy Bishop Toronto City Airport. If it is a question of the cost associated with the replacement of these signs, and that other agencies are asked to pay for same (such as the AGO, Rogers Centre, ROM, etc.), please advise. Under Section 50 of the Tripartite Agreement, the City is responsible for ensuring access to the airport, and accurate wayfinding is surely a component of that; I am sorry that this wasn't resolved prior to your time in office.

I understand that City staff recently advised our staff that the airport's name "isn't that important to them," as an explanation why a new "TCCA" sign was installed on the Gardiner Expressway during the past fourteen days to replace one that had been damaged some months ago. Surely, on the 100th anniversary of the WWI, where almost 61,000 Canadians died and another 172,000 were wounded, City staff would want to acknowledge Toronto's strong connection to Canada's best known WWI veteran. Following the Great War, Mr. Bishop returned to Toronto and ran a flight service from the harbour to Ontario's cottage country. During the Second World War, Mr. Bishop helped recruit soldiers at the newly built Port George VI Island Airport, and flew military aircraft in and out of what would become the BBTCA.

When we made the announcement in 2009, I said that the TPA's "hope was that our men and women in uniform will know that by honouring Canada's most enduring military hero, we are also acknowledging the service of every Canadian who has worn a military uniform." I cannot imagine a City in the world that would hold the view that such recognition wasn't "important," and I am confident this attitude cannot reflect the view of Toronto City Council as a whole.

We would appreciate anything you can do on this point. I note that the Gardiner's "Skydome" signs were quickly changed to "Rogers Centre" by your Transportation Services staff, making the apparent unimportance of the BBTCA name change all the more curious.

Traffic Congestion

In addition, I wanted to take the opportunity to address your reference to the BBTCA's role in traffic congestion in the area.

Traffic in the area of Eireann Quay is as a result of many factors including new business and residential/condominium development in the area. This has accounted for a significant increase in the area's residential population and, naturally, is associated with increased car traffic. According to the City's own consultants' report¹ on the issue, the area has seen a doubling of growth to 29,905 residents in the five years leading to 2011. Add to that nearly 24,000 people working in 479 businesses and organizations. Still to come are 47 buildings currently in

¹ Urban Strategies, "Preliminary Land Use Valuation" August 27, 2013, sections 3.4/3.5.

development application at last count, 82% of which are residential (the tallest at 88 storeys), which will bring a further 22,258 new residents to the area once occupied.

Taken together, the introduction of more than 37,000 new residents to the neighbourhood, with no additional road improvements or transit routes, surely has some bearing on congestion when compared to an average of ~5,300 daily Billy Bishop Airport local passengers using these same transportation nodes.

We presume this new business and residential/condominium development has taken place, not to mention what is currently being planned, within the context of Toronto's vision for a revitalized mixed-use community. And that your colleagues have considered the infrastructure needs that come with these 37,000 new and planned area residents plus the 24,000 people working in the area.

Further, the November 21, 2013, city staff report noted that the close proximity of the Eireann Quay neighbourhood to several sporting, entertainment, and event venues further compounded the issue of inadequate city infrastructure improvements to address this rapid growth. If the airport hadn't been built in 1939, these sporting, entertainment, and event venues would still be causing congestion for the 29,905 current area residents and 24,000 workers, who have yet to see appropriate upgrades to their local transportation infrastructure to reflect the years of impressive residential and commercial development north of BBTCA.

We must agree that the airport is but one contributor to the traffic congestion, and it is important to acknowledge that there are other factors affecting traffic in the area, which have been decisions taken by the City and Waterfront Toronto, not the TPA, such as closing down two of the four Queen's Quay traffic lanes for the past two years. This is a major artery, the loss of which exacerbated the lack of improvements elsewhere in the road infrastructure network.

Moreover, according to publicly available budget documents, there appears to be no funding set aside within the City's own capital budget to address the growing traffic and congestion in the area that was identified by the City's own consultants' having resulted from neighbourhood growth, nor the 47 new buildings that have been approved for construction in the area.

It is in the best interest of all groups to work together to identify and enact solutions that will alleviate the congestion you refer to. We are unaware of any significant transportation infrastructure improvements that the City has planned to ease the congestion that flows from all of the recent and pending residential construction in the area, though we would enthusiastically support such efforts. The Precinct Plan will hopefully lead to some solutions in this regard.

Should you have any questions or concerns regarding either the BBTCA or the TPA's views on the matters discussed above, we would be pleased to meet in person at your convenience.

Respectfully,



Mark McQueen
Chairman

cc: Toronto City Councillors

Joe Pennachetti
City Manager

Stephen Buckley
General Manager, Transportation Services

Attachment

Letter from Councillor Ceta Ramkhalawansingh, Sept. 29, 2014



Ward 20, Trinity-Spadina

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September 29, 2014.

Mark McQueen
Chair
Toronto Port Authority
60 Harbour Street
Toronto, ON
M5J 1B7

Dear Mr. McQueen:

Re: TPA proposals regarding Eireann Quay

Thank you for your letter outlining TPA's proposals for traffic management on Eireann Quay.

I have consulted with City staff about these suggestions and they have advised that these proposals have been under review as part of the long term traffic management study but that these have been put on hold as a result of the proposal to expand the airport. They are now being studied as part of the Bathurst Quay Precinct Plan. Completion of the precinct plan is Q2 of 2015 with public consultation beginning in November 2014.

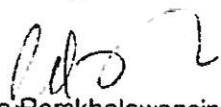
I am also advised that red light cameras were requested by former Councillor Vaughan for the intersection of Queen's Quay and Eireann Quay but that these could not be implemented due to the current arrangement of the intersection and street-car movements. This will be studied through the precinct plan.

With respect to the matter of raised crosswalks, it is my understanding that this will require funding and will also be addressed as part of the precinct plan.

The proposal for dedicated left turn or advanced signal for westbound to southbound traffic at Lake Shore and Bathurst is complicated. Transportation consultants to the city have suggested an extension to the dedicated left turn lane at Dan Leckie Way, however this would result in increased airport traffic along Queen's Quay.

It seems to me that there are no easy solutions for addressing traffic conditions in this vicinity and that any further expansion of the airport will exacerbate these conditions. While your suggestions have some utility, they need to be addressed within the context of future plans.

Yours truly,



Ceta Ramkhalawansingh

cc J. Livey, Deputy City Manager
D. Stonehouse, Director, Waterfront Secretariat

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