Five Speedways Visualized for Metro
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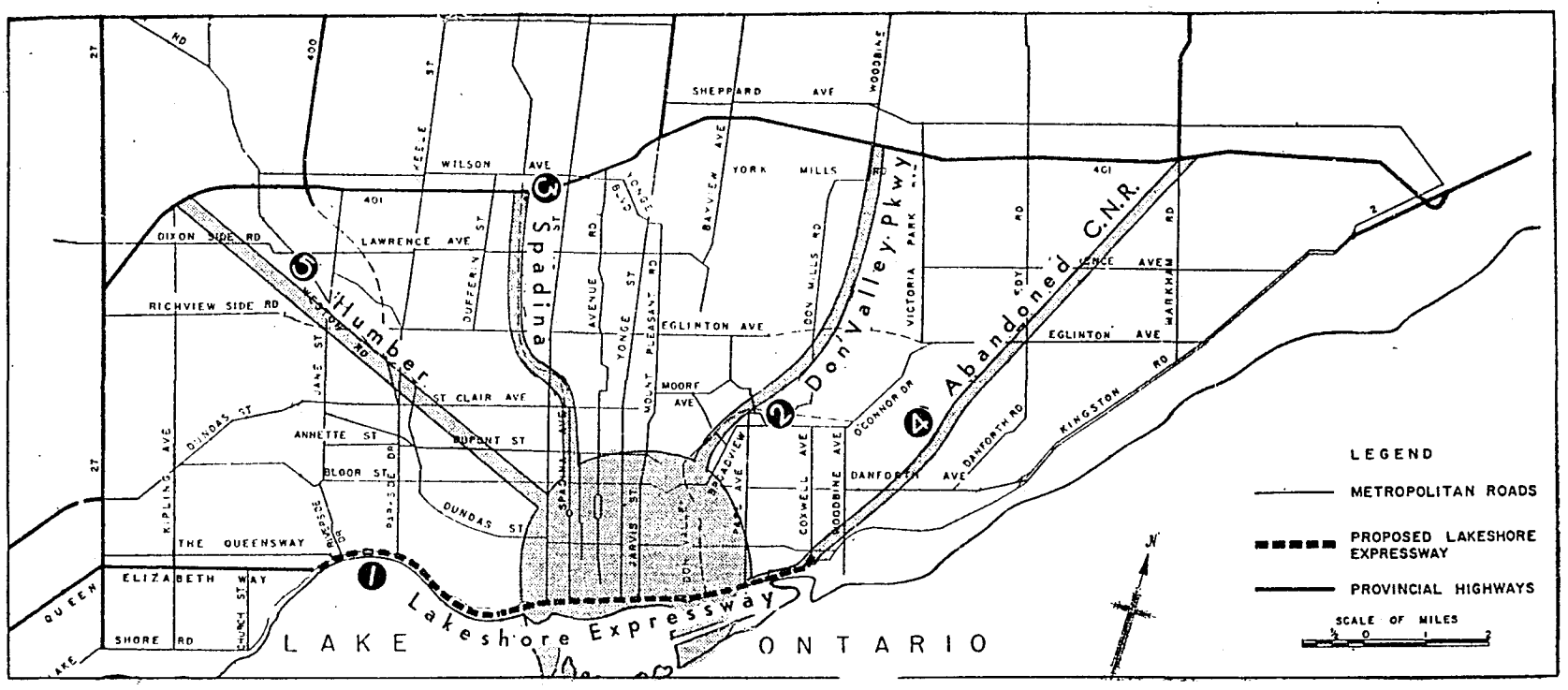

A minimum expressway system for Metropolitan Toronto by 1961 was outlined yesterday by Metro engineering consultants. Five speedways, including the Lakeshore Expressway (broken line) which is already in the first stage of construction, are proposed. Priority rating is indicated by numbers. Visualized as the first sections of the system by 1958 are the Lakeshore Expressway and Don Valley Parkway. Such a system, Metro traffic authorities believe, would require an almost complete ban on downtown Toronto street parking and co-ordinated off-street and fringe area parking.

Five Speedways Visualized for Metro

A minimum expressway system for the Metropolitan Toronto of 1961, involving construction of five speedways, was outlined yesterday by Metro consulting engineers.

The plan for the system was designed by the Don Valley Parkway consultants, Foundation of Canada Engineering Ltd. and Frederic R. Harris of Canada Ltd., for study by Metro authorities.

Visualized as the first sections of the expressway system by 1958 are the Lakeshore Expressway and the Don Valley Parkway.

The expressway system appears on a map as spokes of a wheel jutting out in several directions from the downtown Toronto area. It is similar to the Detroit road system.

Two new expressway routes are outlined as part of the program, along with provision for the Spadina Rd. extension.

One new route, never before given consideration by Metro, is identified as the Humber Expressway, which would reach out from downtown Toronto, following in line with Dundas St. W. through the northwestern section of the city and connecting with the Toronto Bypass in Etobicoke near the Richview Sideroad.

The other route, which was given partial study a year ago, utilizes the use of an abandoned CNR right-of-way to provide a speedway running east from downtown Toronto and northeast through East Toronto and Scarboro to connect with the easterly portion of the Toronto Bypass.

All the express routes within the proposed system connect at various locations with the Toronto Bypass. Each route is given priority rating by the consultants.

First and second rating are given to the Lakeshore Expressway, under construction, and the Don Valley Parkway, approaching construction stages.

Third priority is given to the Spadina Rd. extension, fourth to the CNR right-of-way and final priority to the Humber route.

The cost element of the system is known definitely only in connection with the Lakeshore Expressway and 'Don Valley Parkway, which together would require an expenditure in excess of $85,000,000.

An estimate of $15,000,000 has been made for the Spadina Rd. extension, for which plans are being revised and will be brought forward after the Don Parkway is started.

In the expressway system suggested there is no provision for the Bloor St. combined expressway and rapid transit line as a major crosstown route between the Lakeshore Expressway in the south and the Toronto Bypass in the north.

The consultants believe such an expressway network would be capable of providing a minimum service to a Metropolitan area of a 2,000,000 population. Metro now has a total area population of 1,250,000.

With this expressway system in operation, the consultants said, it would be expected that the land development in the suburbs would have reached a desirable saturation point while a stable population level had been reached in the city.

Four important advantages of such a system were listed by the consultants:

It would clear local neighborhood streets of heavy traffic.

Provide direct access to the suburbs and outlying districts.

Provide principal civil defense evacuation routes.

Allow for a TTC express bus system.

The consultants admitted that the expressway system would not serve residents living in districts close to the core of Toronto, which embraces south of Bloor St. It would also not serve short haul traffic along main city traffic routes within the downtown area.

The existing road system in the Metro area was described by the consultants as quite inadequate to handle normal traffic requirements.

The Metro street system, the engineers said, has failed to keep pace with automotive advancement.

The present system could be blamed for an unnecessarily high accident rate and a heavy economic loss measured through man-hours lost.

In proposing the expressway system, the population trend was projected only six years to 1961, when the 2,000,000 mark is expected to be reached.