

**MINUTES**  
**NORTHLEA SCHOOL COUNCIL MEETING**  
**LIBRARY – NORTHLEA SCHOOL – 6:30 PM**  
Thursday January 28, 2016

**PRESENT:** David Ehrlich, Jane Wadden, Sophia Danish, Alexis De Castro, Rachel Chernos-Lin, Kara Pearson, Nicole Cooper, Wilmar Kortleever, Sue Gray, Arti Panday, Barbara Robson, Doug McCormick, Julie Lofthouse, Leanne Berry, Tommy Hoffner, Roger Guttormson, John Burnside.

**Guests:** Staff Sergeant Matthew Moyer from Toronto Police Services, Ms. Franca Digiovanni from Metrolinx and Mr. Martin Maguire from the City of Toronto. Heather from Crosstown Construction and Armi De Francia from Green Communities Canada

**The meeting was called to order at 6:45 pm.**

**1. WELCOME/INTRODUCTIONS: Alexis De Castro, Rachel Chernos-Lin, Kara Pearson**

**2. MOTION** Doug McCormick, seconded by Wilmar Kortleever  
Approval of School Council Agenda CARRIED

**3. MOTION** Doug McCormick, seconded by Punam Davis  
Approval of School Council Minutes, November 26, 2015 CARRIED

**4. Guest Speakers – Staff Sergeant Moyer, Ms. Franca Digiovanni, Mr. Martin Maguire**

Metrolinx –

Review of the Eglinton Line – and the station names 19km long 25 stations

Tunnelling ongoing

Starting work on the stations – organized differently (public private partnership) Crosslinx

Transit solutions (CTS) – operated by the TTC

Proposal to build out the rest of the project (fixed price, fixed scheduled project) completed by end of year 2021

Every major intersection within the next year will have construction as the stations are built.

Tunnelling machines in the west from Allen Rd to Black Creek – then moved east of the Allen

What to expect in 2016

- Tunnelling continues toward Yonge Street
- Headwall construction and other related tunnelling works continues in the east near Bayview Avenue
- Various pre work for stations
- All stations will be started throughout 2016
- Aesthetics of the stations being finalized

Tunnelling machines advance approximately 10 – 15 meters per day

- Tunnel boring machines work 24/7
- Work 20m below ground
- Nearby residents may experience vibration from the TBM as they pass through the area
- Dependant on the soil, the vibrations could be more discernable
- Where the TBM are located are tracked and posted on the Metrolinx website

Preparatory works

- Start Feb 2016 for the stations at Laird and Mt Pleasant
- Utility relocation, soil testing

### Traffic Management

- Maintain at least 1 lane each direction on Eglinton Avenue in construction work zones
- Buses and general traffic will share this lane
- Additional lanes will be provided if space allows
- Metrolinx will work with City of Toronto Transportation, local officials and neighbours to monitor local traffic
- Signal timing may be modified and turning restrictions may be added or relaxed to improve the flow

Question – do you know if any full intersection closures will occur within our neighbourhood?

- Martin responded that the City of Toronto still issues the permits for the work to occur – and now just working for Keele Street station area so only knows of the section that is coming next. Not aware of closures in this area as it hasn't come up yet.

Question – Why are the notices so late in coming to the neighbourhood?

- Franca – communication challenge for us as once the permits are issued then the work occurs right away. More information is available on the Metrolinx website and can sign up for their electronic newsletter
- For larger pieces involving changes to traffic for extended periods of time, should get notice 10 days prior to the changes
- Current lane reductions at Bayview Avenue and Eglinton Avenue – due to Headwall construction
- Station construction will also have lane reductions along Eglinton Avenue for extended periods of time
- Emergency exits – in front of Leaside High School – using decking so that they can open up lanes but still allow access to the station or emergency exit areas
- Decking used to gain access
- Metrolinx is managing the construction project
- City reviews Metrolinx proposals for interim traffic control measures during construction
- Toronto Police, City Transportation and Metrolinx meet regularly to discuss issues and project needs such as enforcement

Question: Any intentions to have more police at the entrance points to North Leaside to prevent illegible turns to prevent people from cutting through the neighbourhood?

General Policing issues in Leaside discussed by Staff Sergeant Moyer

- Recent fatality at Bayview Avenue and Eglinton Avenue – Investigation performed by Traffic Services and the driver not at fault
- Traffic remains a pressing issue
- Break and entering in Leaside is on the decline as is Auto Theft
- Theft of auto – major arrests have been made and most cars recovered
- Crossing guards – more demand
- Cannot control driver behaviour
- Project in North Leaside to determine who the drivers displaying poor behaviours are: – 50% of those found not obeying traffic laws were residents of Leaside
- Discussion related to a Paid duty officer at Bayview and Broadway/ Bayview and Glenvale – some individuals were still allowed to make illegal turns even with the officers present, Staff Sergeant Moyer explained that Paid Duty Officers can be from any area of Toronto for the shift so may not be aware of the local issues. Also there is no ability for 53 Division to enforce what tickets the Paid Duty Officers give out.

- With high visibility policing – people will change their behaviour and our local police are very aware of what is going on in Leaside

Question – Very large increase in traffic with the lane closures on Eglinton – we need some help?

- Broader network of the restrictions within Leaside, some data collected which can inform some longer term changes which still need to go through City of Toronto (Metrolinx cannot affect that)

Question – What about the here and now?

- Eglinton will become permanently 2 lanes each way
- Longer term – What do we do to minimize traffic into the neighbourhood?
- Metrolinx on a shorter term basis can continue to put in blitzes, some flexibility and can use temporary restrictions but temporary restrictions are not bylawed and cannot be enforced long-term

North Leaside traffic group – the group is working on what can be done to improve traffic within the neighbourhood. Responsible for traffic survey done in 2015. Will have a town hall to discuss findings and potential solutions. (Kara represents home and school on this committee and Wilmar is also on this committee)

Looked into temporary solutions, if Metrolinx puts up signs they are unenforceable (not able to ticket)

Administration comment – Traffic along Rumsey has been increased in front of the school and with increased volumes and worry that they roll through the stop signs and the risks to small children is concerning.

John Burnside – comments about crossing guards – commitment to have more cross guards around the school is there but there are difficulties in finding individuals who are willing to be crossing guards. Some of the issues are the low wages, odd hours and the advanced age of those who historically have taken the crossing guards positions.

Metrolinx has put a cross guard at Bayview and Eglinton to assist with CNIB clients while there are lane restrictions.

Questions – Is there a contingency plan for when intersections get closed, to prevent traffic from ending up in North Leaside around the school? –

- Staff Sergeant Moyer responded that there isn't a contingency plan. When intersections are closed it is by Traffic Services, which is its own separate division located downtown. The officers from Traffic Services don't really know the neighbourhood, and only close intersections to perform investigations
- City of Toronto doesn't have a contingency plan – traffic management has a plan for each station and emergency services are consulted for each of those areas.

Crosslinx project – install traffic light assist for traffic

Question – Could volunteer crossing guards be used to help out?

- Issue is liability. All crossing guards are trained and supported by the city.

Question – Problem solving, how do we get an answer and when can we have a meeting with Northlea Home and School for the duration of the construction to discuss crossing guards?

Question – Could we have temporary curb extensions to prevent as much traffic? Could Metrolinx provide this?

- Cost and the formal process for approval of traffic calming

- Any physical measure – needs the formal process

Statement - Exactly same conversation as we have had over the years – we were proactive prior to the construction and yet Metrolinx wanted to wait to see what would happen. Now proven by traffic studies and in that time we have only gotten 1 extra crossing guard. Stress urgency and look at flexible creative solutions.

Message tonight from Metrolinx – to manage traffic to need a combination of approaches, crossing guards could be part of the solution. Now will set up meeting.

Toronto Police services have an App to report traffic infractions.

**5. ADIMINSTOR’S UPDATE – David Ehrlich**

Thanks to Barbara Robson, for being here as a teacher representative

New PA day – April 15, 2016

Email will be distributed to explain the increase for next year’s SK FI class up to 75 students.

House leagues start next week.

The intermediate grades have the ski trip

Open house will be changing significantly this year with a focus on Technology and then there will be a separate music night.

**Invitation extended for all to attend the coffee meeting with Administration in the staff room on Feb 4<sup>th</sup>, 2016 at 9:00am**

**6. NEXT MEETING – to be determined**

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| <b>7. MOTION</b> | Wilmar Kortleever, seconded by Doug McCormick<br>To adjourn the meeting | CARRIED |
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**The meeting was adjourned at 8:37 pm.**

**MINUTES  
NORTHLEA HOME & SCHOOL ASSOCIATION MEETING**

**The meeting was called to order at 8:40 pm.**

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| <b>1. MOTION</b> | Wilmar Kortleever, seconded by Doug McCormick<br>Approval of the H&S Association Agenda                 | CARRIED |
| <b>2. MOTION</b> | Wilmar Kortleever, seconded by Doug McCormick<br>Approval of H&S Association Minutes, November 26, 2015 | CARRIED |

**3. CHAIRS' REPORT – Rachel, Alexis and Kara**

The majority of work lately has been related to traffic and FFN.

**4. PORTFOLIO UPDATES**

**FFN – Sue Gray**

A lot of success this week for sponsorship with repeat and new donors

Overall using a Busker Theme

Linking the sponsorship with Date night – still need someone to run date night.

Social series – eager and enthusiastic new chairs

Classes are almost all allocated

**5. NEW BUSINESS – Rachel, Alexis and Kara**

Looking for Date Night chair.

Fix our schools – more exposure on CBC last week. Now list of all schools in TDSB, Northlea is within the top third of schools requiring repairs. Rachel has been contacted by reporters but hasn't provided comments.

Wilmar reports that even if you are considered "critical" in requiring repairs – it doesn't mean that there is a health issue.

Northlea is not in a position that the kids are not able to learn. There are issues related to school and heating as separate areas have different systems and all the systems are older and starting to break down. David has asked to meet with caretaking

**6. HOME AND SCHOOL ASSOCIATION BUDGET – deferred to next meeting**

Silvia, seconded by Sue Gray

To defer budget statements to next meeting

CARRIED

**7. CORRESPONDENCE FILE – nothing new**

**8. MOTION** Silvia, seconded by Sue Gray

To adjourn the meeting

CARRIED

**The meeting was adjourned at 8:50 pm.**