

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT



Public Consultation Centre #3 Report

July 2007

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1. INTRODUCTION

The first Public Consultation Centre (PCC) in June 2004 introduced the study and described the process for preparing the EA Terms of Reference, approved by the Ministry of the Environment in August 2005. The second PCC, held in September 2006 described the alternatives to the undertaking as well as the evaluation and selection of the preferred alternative. The preliminary screening of the routes was also presented. The purpose of PCC #3 was to present the:

- Evaluation of rapid transit route alternatives
- Evaluation of road capacity improvement alternatives along Yonge Street between Mulock Drive and Green Lane.
- Preferred alignment options, including station locations.
- Introduction of the Davis Drive alternatives.
- Items to be considered in the next Stage, the Detailed Development of the Undertaking Phase.

2. PUBLIC CONSULTATION CENTRE #3

The *third series* of Public Consultation Centres for the North Yonge Street Corridor Public Transit and Associated Road Improvements EA were held at the following locations:

- Wednesday, June 20, 2007 (4:00 pm to 8:00 pm) – Town of Aurora Municipal Offices Lobby – 1 Municipal Drive, Aurora, ON;
- Thursday, June 21, 2007 (6:00 pm to 9:00 pm) – Oak Ridges Recreation Center – Norm Taylor Room, 70 Old Colony Road, Oak Ridges, ON; and
- Saturday, June 23, 2007 (9:30 am to 6:00 pm) – Upper Canada Mall, 17600 Yonge Street, Newmarket, ON.

During the three days of the PCC, members of the study team were available to assist the public with reviewing the presentation material and to address any questions/concerns.

2.1 NOTIFICATION

The notice of Public Consultation Centre, shown in **Appendix A**, was advertised to area residents and interested parties using the following media:

1. Notices were placed in the following newspapers:

Richmond Hill Liberal	Sunday, June 10, 2007
Era Banner	Sunday, June 10, 2007
Richmond Hill Liberal	Tuesday, June 19, 2007
Era Banner	Tuesday, June 19, 2007

2. The notice was sent by mail/email to: members of the public who signed in at the previous PCC and agreed to receive project information; members of the public who requested to be put on the project mailing list; First Nations groups; relevant municipal, provincial and federal agencies; and utility companies.

3. The notice was posted on the Region of York website at www.york.ca and on the Viva website at www.vivayork.ca.

2.2 TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee (TAC) was organized to facilitate the line of communication between the Project Team and relevant agencies, thereby ensuring a seamless integration of Rapid Transit into the Region. TAC members represent the following agencies: Region of York, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, GO Transit, York Region Transit, Ministry of Natural Resources, Ministry of Culture, and Ministry of Transportation.

TAC representatives ensure that any concerns their agencies may have with regards to the project are given proper consideration and their input is sought at various stages throughout the study. To this effect, a meeting with the TAC took place on Tuesday, May 29, 2007 to present the material for the upcoming Public Consultation Centre and obtain their feedback. Minutes of these meetings are included in **Appendix B**.

2.3 PRESENTATION MATERIAL

The PCC material on display consisted of presentation boards and a project information sheet.

2.3.1 Presentation Material

The material displayed at the Public Consultation Centre is listed below and included in **Appendix C**:

Introduction and Existing Conditions

- *Welcome*
- *Environmental Assessment Process – Where are we?*
- *Study Area*
- *Existing Social/Cultural Environment Land Use*
- *Existing Natural Environment*

Route Evaluation

- *Route Evaluation Objectives*
- *Short Listed Route Alternatives Evaluated: Richmond Hill*
- *Route Evaluation Synopsis: Richmond Hill*
- *Short Listed Route Alternatives Evaluated: Aurora*
- *Route Evaluation Synopsis: Aurora*
- *Short Listed Route Alternatives Evaluated: Newmarket / East Gwillimbury*
- *Route Evaluation Synopsis: Newmarket / East Gwillimbury*

Yonge Street Road Capacity Improvements – Mulock Drive to Green Lane

- *Assessment of Alternatives*
- *The Need for Improvement*
- *The Capacity Required*
- *Description of Alternative Design Solutions*
- *Evaluation of Alternatives – Mulock Drive to Davis Drive*

- *Evaluation of Alternatives – Davis Drive to Green Lane*

Cross-Sections

- *4-Lane Typical Median Rapidway Cross-Section Option (between stations & major Intersections)*
- *6-Lane Roadway Typical Cross Section Option*

Alignments

- *Richmond Hill Segment*
- *Aurora Segment*
- *Newmarket/East Gwillimbury Segment*
- *Davis Drive 3 Options of Differing Lengths of Dedicated Rapidway*

Next Stage in the EA Process

- *Davis Drive Rapid Transit (Rapidway) Options*
- *What Happens Next?*

2.3.2 Information Sheet

An information sheet specific to the project was available for the public to take with them if they chose. This sheet outlined the various phases of the York Region Transit Plan, listed the items presented at the third PCC, presented the preferred route, and what the next stages of the EA process involve. The information sheet is shown in **Appendix D**.

3. SUMMARY

3.1 VISITOR SIGN-IN

A total of five people signed in at the Thursday session at Oak Ridges Recreation Centre, 12 people signed in at the Town of Aurora Offices (lobby) location on the Wednesday, and 15 people signed in at the Upper Canada Mall location on the Saturday. Given the “mall” type of environment, it was difficult to insure that all visitors would sign in. It is estimated that a further 30-40 persons viewed the display during the period in the mall. A sample of the sign-in sheet is included in **Appendix E**.

3.2 COMMENT SHEETS

In addition to verbal comments, a total of twelve written comment sheets were completed and submitted to the project team during the two days. All of the comments sheets are included in **Appendix F**.

The comment sheet asked four questions of the public, as well as providing space for additional comments. The four questions were the following:

- Do you have any comments on the alternative transit routes and Yonge St. road capacity solutions?
- What is your opinion of the technically preferred alternatives?
- What do you see as the key challenges and opportunities for rapid transit on the preferred route?

- Do you any comments on the proposed road and rapidway cross-sections and/or the elements required?

The comments/suggestions/concerns/opinions noted on the comment sheets submitted by the public are summarized in **Table 1**. During the PCC, there were several positive comments voiced by the public regarding the existing Viva service as well as interest as to what the preferred routing will be through the Newmarket area.

Table 1 – Summary of Public Comments

COMMENT/CONCERN
QUESTION 1: Do you have any comments on the alternative transit routes and Yonge Street road capacity solutions?
Leave downtown Aurora the way it is – parking and sidewalk size.
Appears to be an improvement.
The alternatives preferred for VIVA phase 2 along Yonge St. is feasible and have potential.
The plan is just paint on a very deep problem which has to be addressed in a socioeconomic way. I think you should start thinking in other ways which has been done in Europe for example.
Looks good. Be sure to have VIVA serve Southlake Hospital.
Keep bus going through Yonge st Aurora, but also serve Southlake Health Centre I prefer Old Colony & King as each having stops.
Traffic through Aurora is a bottleneck.
8 lane roadways are as wide as an L.A. freeway, which I have to think is pedestrian – hostile.
Yonge Street would be my preferred option. The rational provided for the prioritizing makes sense.
QUESTION 2: What is your opinion of the technically preferred alternatives?
Richmond Hill/Aurora options are suitable.
Make sure there are always bike lanes along Yonge St., even when the right-of-way is reduced to 36m.
I am concerned about 6 lanes where HOV lanes are placed beside bike lanes. I drive a bus and when possible you want to give bicycles an extra lane or half lane when passing them with a bus. You may need to paint a buffer area between the HOV and bike lanes to provide extra room.
Unimpressed and massive capital investment. Alternative #4 with HOV lanes much more familiar.
QUESTION 3: What do you see as the key challenges and opportunities for rapid transit on the preferred route?
Route through Aurora.
Pedestrian safety can be a challenge along the rapidway at crossings to the VIVA Station.

COMMENT/CONCERN
Davis Drive/Main St Heritage Area – challenge to place a VIVA station within the built environment. If closer to GO station, better potential.
I see the rail system as the best and keeping more traffic away from streets which are very poorly designed and operated.
Make sure VIVA passengers have vehicle parking they can use, near the stop where they will board the bus. Transit users need assurance that they will not get a parking ticket. Or, provide “pay & display” meter parking.
There will hopefully not be pedestrian controlled traffic signals for getting from median to side of road.
Transit on dedicated lanes is always better for throughput. Davis Dr. from Yonge to Southlake Regional Health Centre should be dedicated transitway if possible. Davis Dr. is already a mess west of the hospital, so build it right initially as dedicated transitway.
Going through “historic” districts of Richmond Hill and Aurora.
There is immense potential. But the key challenge remains lack of density along the corridor and a lack of pedestrian based retail sections which would support ridership beyond rush hour.
QUESTION 4: Do you any comments on the proposed road and rapidway cross-sections and/or the elements required?
Favour Davis Drive Alternative 2 to Lorne Ave. over using Alternative 3, since this would lead to significant land purchase and Alternative 1 does little to improve travel time.
The adjacent properties are not respected and you will have a hell of a fight to get it done.
Looks good.
Cross section for HOV beside bike lanes should allow for painted buffer setup 1.5 feet wide to allow extra clearance and margin of safety when a bus passes a bike at 60 km/h.
Need mature traffic signal control to make this work.
The design is attractive and functional, and is a very significant improvement over the existing situation.
OTHER COMMENTS
Will Yonge Street be widened between Mulock & Aurora to incorporate this new system?
Northbound VIVA buses should not be on Eagle St. (especially at night) as they are noisy (and empty) when they start up from the 2 stop signs.
I believe this is a great idea.
Think a bit more about the effects that you will have on property owners around these kind of arteries and the businesses.
There is a need to formalize the times that VIVA passengers can board the bus with a bicycle. Currently this discretion is left to individual drivers and this is unworkable. Last year I was allowed on the bus to go north with my bicycle but was refused access to go south. This was a huge inconvenience. I recommend bike access all day except 7-9 am and 4:30-6:30 pm.
Work to ensure shorter waits between transfers (eg. Travelling on Blue to Purple VIVA – connections are slow especially off peak).

COMMENT/CONCERN
Establish and publish bus times for Blue after 10pm – for better personal safety – the drivers say there is an official schedule.
Add safe bike storage like at Downsview Station Subway – Bike Lockers.
Thanks for allowing us a chance to view and comment. I worked on Ottawa’s transitway system (survey crew for construction of various segments) and also served on the Kanata. Transit Advisory committee. Will York establish such a committee where citizens can serve?
The overall plan goes a long way to providing Yonge St. with an urban feel. If it is executed as the designs have drawn it will help facilitate development of retail/office culture on the street

**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #3 Report

**Appendix A
Notice for Public Consultation Centre #3**

July 2007

Notice of Public Consultation Centre Individual Environmental Assessment for North Yonge Street Corridor Public Transit and Associated Road Improvements

As one of the fastest growing municipalities in Canada, the Regional Municipality of York must ensure that its ever-increasing population and robust economy can enjoy the timely and efficient movement of people and goods throughout the Region. The Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva) and an enhanced road network.

This North Yonge Street Corridor Individual Environmental Assessment (EA) is required to define transit infrastructure and associated road improvements in the North Yonge Street corridor. The figure below shows the EA study area boundary and the recommended rapid transit service route. The rapid transit service will run mostly within dedicated transitway lanes with some segments of the service running in general traffic lanes and in proposed HOV lanes.

At the second Public Consultation Centre held in September 2006, the need for rapid transit and potential route options were presented. At this third Public Consultation Centre, the following will be presented:

1. Evaluation of rapid transit route alternatives.
2. Evaluation of road capacity improvement alternatives along Yonge Street between Mulock Drive and Green Lane.
3. Preferred alignment options, including station locations.
4. Introduction of the Davis Drive alternatives.
5. Items to be considered in the next stage, the Detailed Development of the Undertaking Phase.

Through the summer input from this Public Consultation Centre will be used to prepare the design of the recommended transit and road improvement infrastructure. A final public consultation opportunity to view and comment on the design will be provided in September 2007.

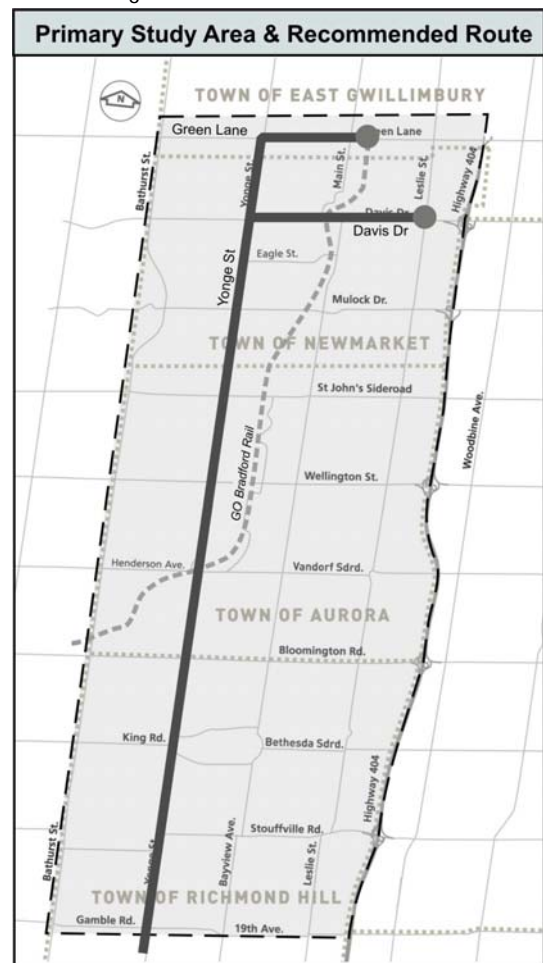
You are invited and encouraged to attend the upcoming Public Consultation Centre at one of the following locations:

- 1) **Wednesday, June 20, 2007 from 4:00 to 8:00 PM**
Town of Aurora Municipal Offices Lobby
1 Municipal Drive, Aurora, ON
- 2) **Thursday, June 21, 2007 from 6:00 to 9:00 PM**
Oak Ridges Recreation Centre – Norm Taylor Room
70 Old Colony Road, Oak Ridges, ON
- 3) **Saturday, June 23, 2007 from 9:30 AM to 6:00 PM**
Upper Canada Mall
17600 Yonge Street, Newmarket, ON

To obtain further information on this study please visit York Region's rapid transit web site at www.vivayork.ca or our homepage at www.york.ca. If you wish to have your name added to the project mailing list, or have any questions or comments, please contact one of the individuals below:

Mr. Steve Mota, P.Eng.
Program Manager - EA
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1
Phone: 1-877-464-9675 ext. 5056
Fax: 905-895-0191
Email: steve.mota@york.ca

Mr. Lynton Erskine, P.Eng.
EA Studies Manager
York Consortium
1 West Pearce Street, 6th Floor
Richmond Hill, ON L4B 3K3
Phone: 905-943-0558
Fax: 905-943-0400
Email: l.erskin@delcan.com



This notice first published
on June 10, 2007.

**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #3 Report

**Appendix B
TAC Meeting Minutes**

July 2007



MINUTES

TO: Notes to File

DATE: July 12, 2007

FROM: C. Bastedo

SUBJECT: North Yonge Street Corridor Environmental Assessment – May 29, 2007 TAC Meeting

ATTENDEES: *York Consortium (YC)* – Candace Bastedo (CB), Lynton Erskine (LE), Brian Hollingworth
York Region – Jamal Ahmed, Salim Alibhai (SA), Paul Belton, Loy Cheah (LC), Steve Mota (SM)
TAC – Don Allan (DA), Mark Kryzanowski (MK), Marcel Lanteigne (ML), June Murphy, Brian Ogden, Phil Safos, Michael Sone (MS)

DISTRIBUTION: Attendees, David Atkins, Khaled El-Dalati, Tom Hogenbirk, Malcolm Horne, Wayne Hunt, Dan Stone, Steven Strong

Item Discussed

Action By

1. PUBLIC CONSULTATION CENTRE (PCC) #3

The PCC will be held during the week of June 18 on three different dates. These will be finalized and CB will send the TAC members the notice of the PCC.

CB

2. PUBLIC CONSULTATION CENTRE PRESENTATION MATERIAL

The draft presentation material for PCC#3 was presented and distributed. YC asked that comments be received by June 11 to incorporate into the final presentation material. ML requested changing the wording in reference to increased pedestrian safety for Boards 17 and 18.

3. REGIONAL AND MUNICIPAL REPORTS/PRESENTATIONS

A report went to rapid transit steering committee and was approved in May. YC has presented to Richmond Hill Gridlock Task Force on May 16 and East Gwillimbury Committee of the Whole on May 22. A presentation to Aurora General Committee will take place on June 5. There will also be a Davis Drive visioning workshop with YR and Newmarket, which the date is still to be determined.

4. OTHER

DA asked how exactly the vehicles would operate with the two branches along Davis Drive and Green Lane. LE explained that the route designation would be on each of the vehicles as opposed to the existing Viva service where all of the vehicles terminate at the same location.

ML requires a hard copy of the Richmond Hill section for him to discuss with Regional Councillor Vito

prior to a meeting with the Regional Councillors. CB to provide.

The local option of accessing the GO Bus terminal at Eagle St and Davis Dr will be examined in the next phase. MS confirmed that GO Transit does not have any expansion plans at this terminal and there is no real affect on it due to the planned rail extension to Barrie in early 2008.

YR explained that any widening of Regional Roads to six lanes must be to accommodate an HOV/Bus lane. In the section of Yonge Street between Davis Drive and Green Lane, the additional lanes could be changed to accommodate the rapidway if future demand changes and therefore is warranted.

YR has undertaken a cycling master plan, which will be reviewed once approved by Council, and incorporated where necessary into our cross-sections.

Action By
CB

**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
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Public Consultation Centre #3 Report

**Appendix C
Presentation Material**

July 2007

NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

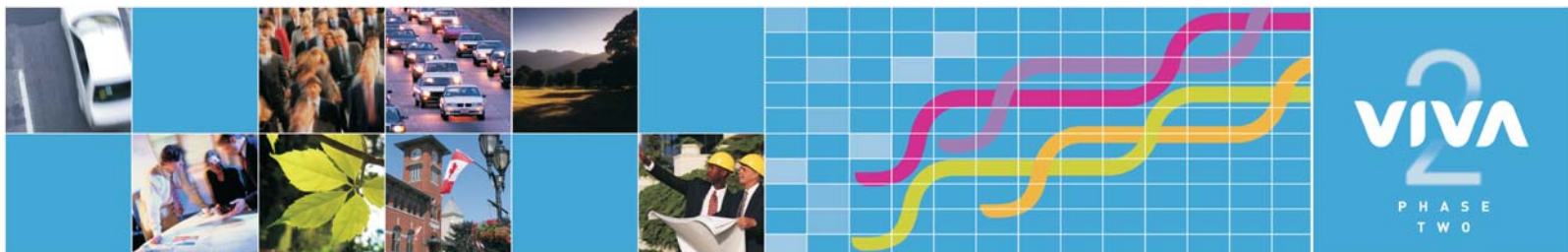
Welcome !

The purpose today is to:

- ▶ Present the results of the rapid transit route evaluation;
- ▶ Present the evaluation of road capacity improvement alternatives for Yonge St. in Newmarket;
- ▶ Introduce rapidway options along Davis Dr.;
- ▶ Illustrate potential roadway cross-sections;
- ▶ Present alignment options of the preferred routing; and
- ▶ Outline the items to be considered during the next stage of the EA process, the Design Phase.

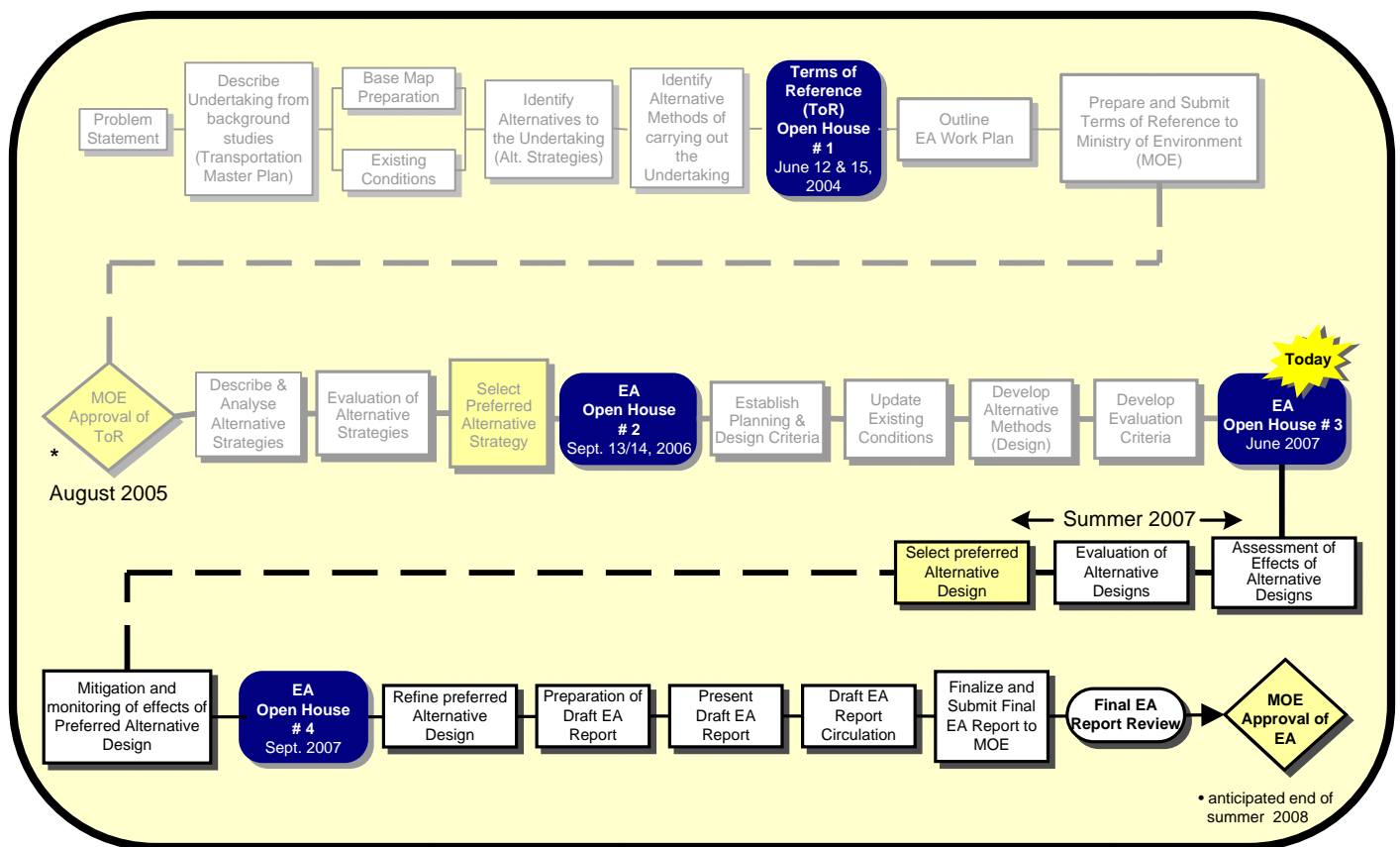
Please review the information displayed and discuss any aspects of the EA with the Study Team members in attendance. All information presented here is available at www.vivayork.ca.

You are encouraged to comment and provide input. Comment forms are provided for your convenience and may be completed here or sent to the Study Team (no later than June 30).



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

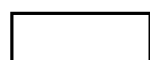
Environmental Assessment Process: Where We Are



* This EA will follow what has been outlined in the Terms of Reference approved in August 2005 by The Ministry of the Environment



Completed Activity



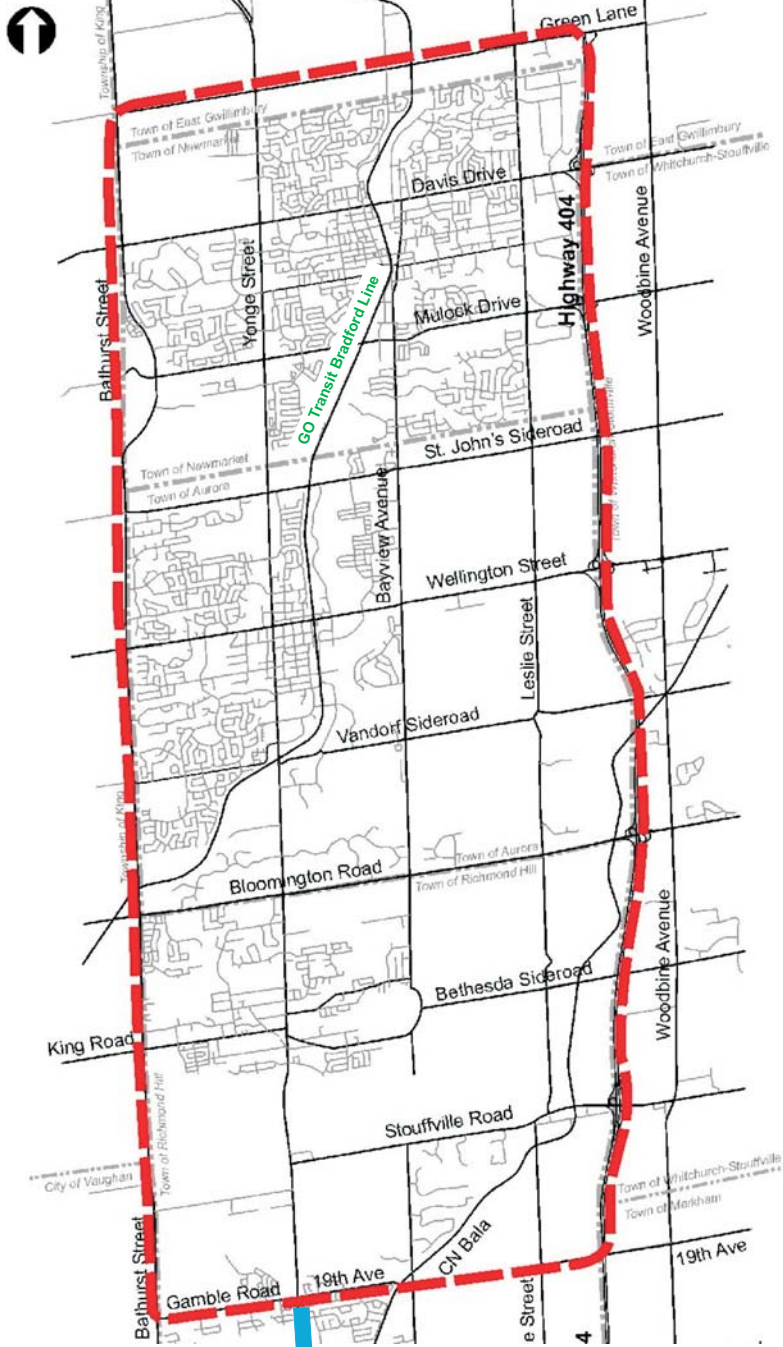
On-going or Future Activity

Public Consultation Centre #3

June 2007



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)



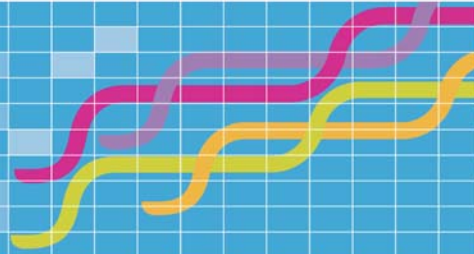
Study Area

The study area boundaries are:

- 19th Avenue/Gamble Road to the south,
- Green Lane to the north,
- Bathurst Street to the west, and
- Highway 404 to the east.

The study area encompasses the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury within the Regional Municipality of York.

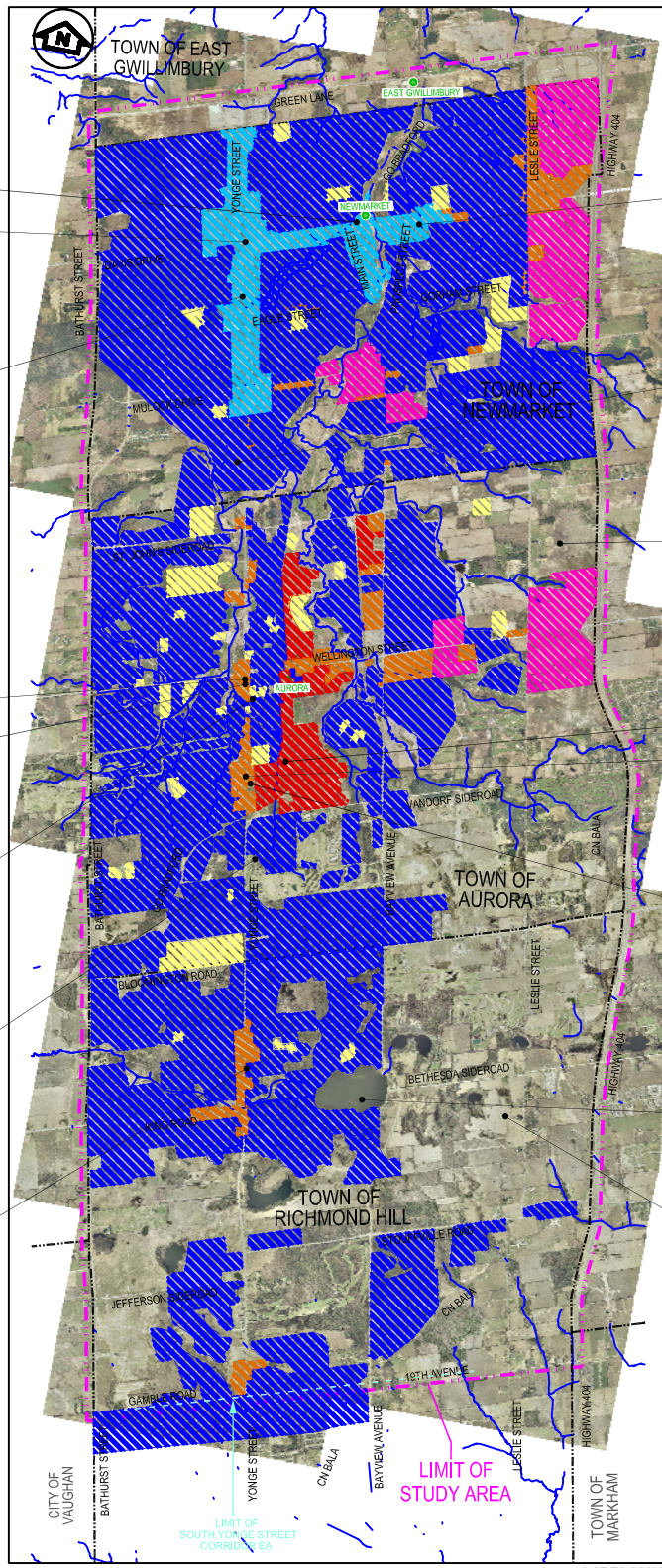
South Yonge Street Corridor EA was approved by the Ministry of the Environment in April 2006



NORTH YONGE STREET CORRIDOR

Public Transit and Associated Road Improvements EA

Existing Social/Cultural Environment and Land Use



LEGEND:

- Municipal Boundary
- GO Transit Station
- Land Use - Business Park
- Land Use - Commercial and Mixed Use
- Land Use - Industrial
- Land Use - Institutional
- Land Use - Residential
- Land Use - Urban Centre



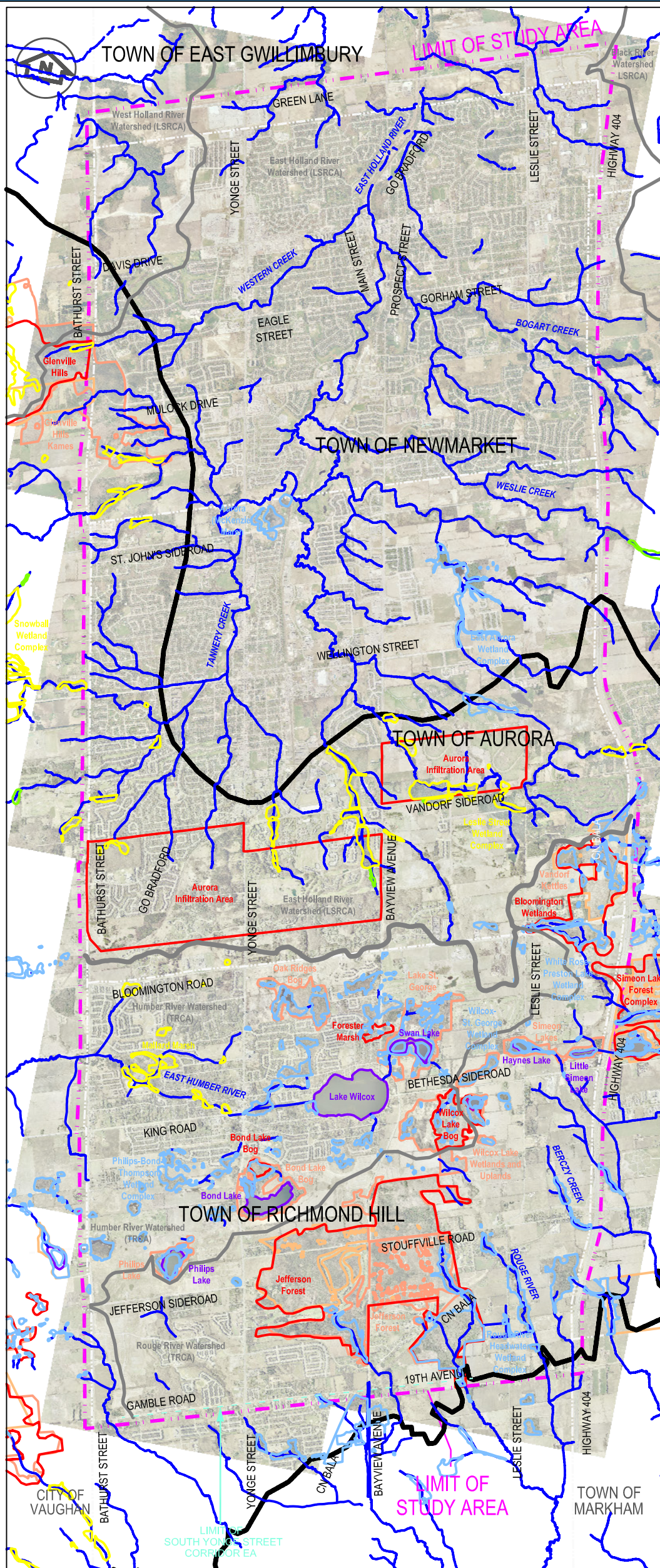
Public Consultation Centre #3

June 2007

NORTH YONGE STREET CORRIDOR

Public Transit and Associated Road Improvements EA

Existing Natural Environment



LEGEND:

- Municipal Boundary
- GO Transit Station
- Watercourse
- Provincially Significant Wetland
- Locally Significant Wetland
- Area of Natural and Scientific Interest
- Environmentally Significant Area
- Kettle
- TRCA-LSRCA Watershed Boundary
- Subwatershed Boundary
- Oak Ridges Moraine (and Greenbelt)

NOT TO SCALE



NORTH YONGE STREET CORRIDOR

Public Transit And Associated Road Improvements

Environmental Assessment (EA)

Route Evaluation Objectives

Improve Mobility

- Increase attractiveness of rapid transit service
- Maximize transit connectivity
- Alignment geometry that maximizes speed and ride comfort, and minimizes safety risks and maintenance costs
- Station locations that maximize ridership potential of rapid transit service

Protect and Enhance the Social Environment

- Minimize adverse effects on and maximize benefits for communities in corridor
- Maintain or improve road traffic and pedestrian circulation
- Maintain a high level of public safety and security in corridor
- Minimize adverse noise and vibration effects
- Minimize adverse effects on cultural resources
- Minimize disruption of community vistas and adverse effects on street and neighbourhood aesthetics

Protect and Enhance the Natural Environment

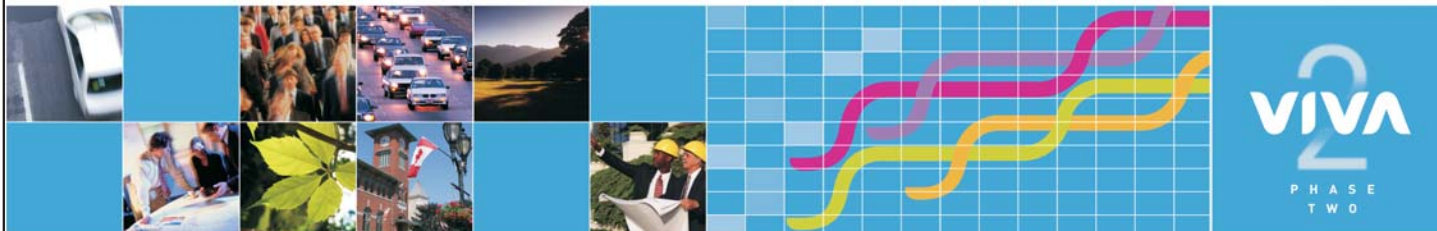
- Minimize adverse effects on aquatic ecology
- Minimize adverse effects on terrestrial ecology
- Improve Regional air quality and minimize adverse local effects
- Minimize adverse effects on corridor hydrogeological, geological, and hydrological conditions

Promote Smart Growth/ Economic Development

- Support Regional and Municipal Planning Policies and approved urban structure
- Supports Provincial Places to Grow Plan
- Provide convenient access to social and community facilities in corridor
- Protect provisions for goods movement in corridor
- Promote transit-oriented development

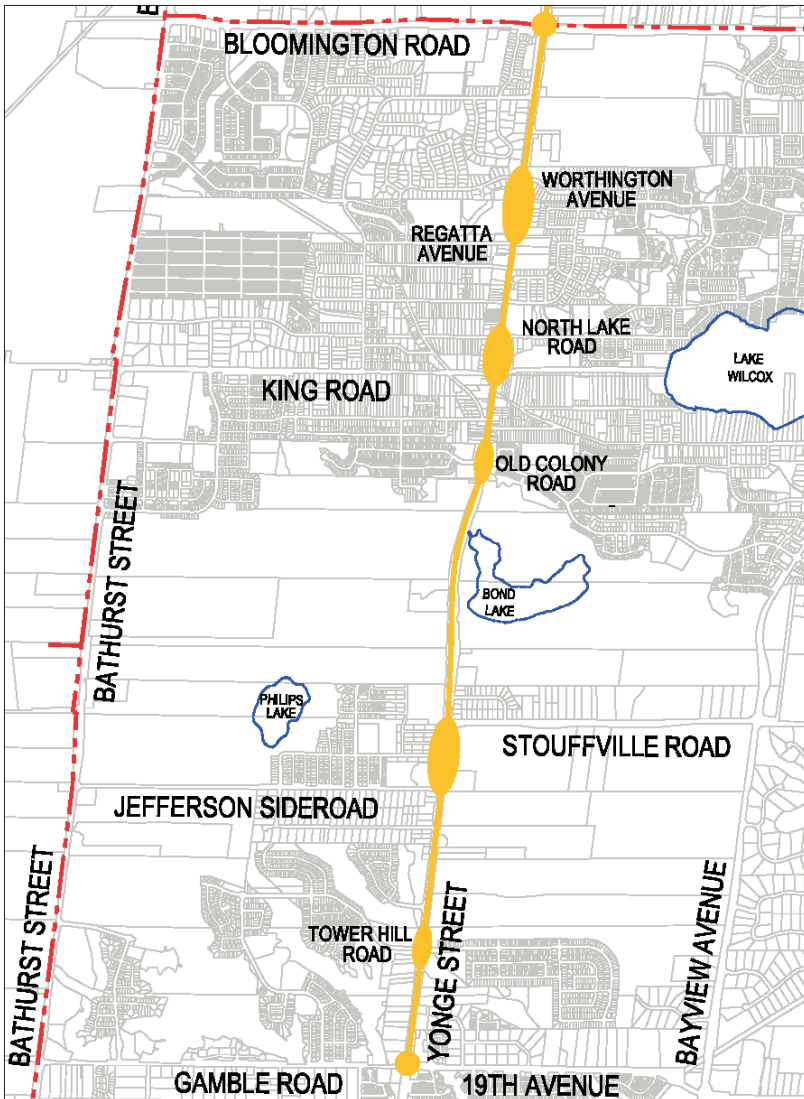
Maximize Cost-Effectiveness of Rapid Transit System

- Minimize capital cost of vehicles, facilities and systems required
- Minimize property acquisition cost to implement facilities
- Minimize adverse effects of alignment characteristics on operating and maintenance costs



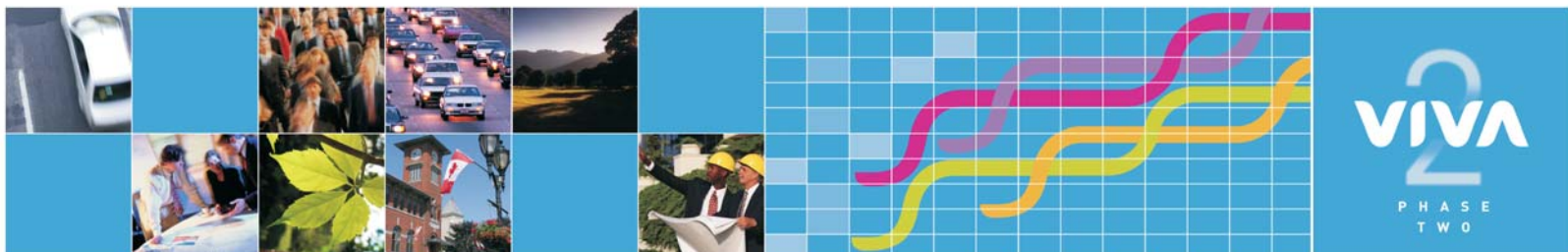
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Short-listed Route Alternatives Evaluated: Richmond Hill



RH2: Yonge Street
(Only Alternative Short-listed)

- Mixed Traffic
- Dedicated Lanes/
Exclusive Transitway



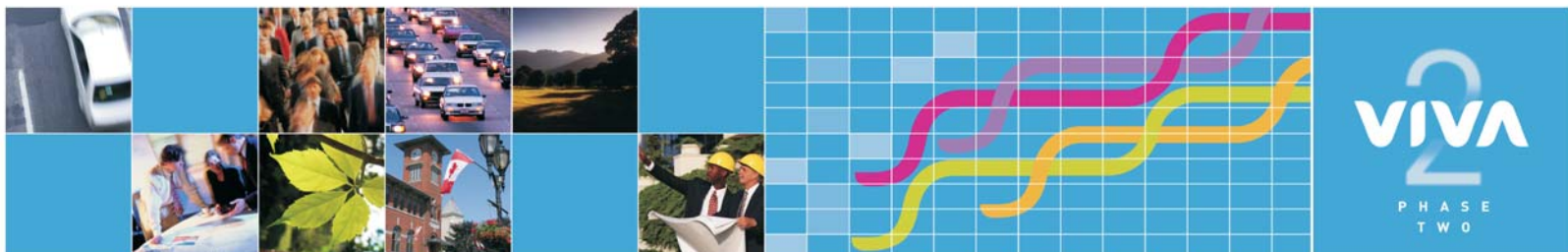
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Route Evaluation Synopsis: Richmond Hill

PROJECT OBJECTIVE	ROUTE RH2
Improve Mobility	●
Protect and Enhance Social Environment	◐
Protect and Enhance Natural Environment	◑
Promote Smart Growth/Economic Development	◒
Maximize Cost-Effectiveness of Rapid Transit System	◓

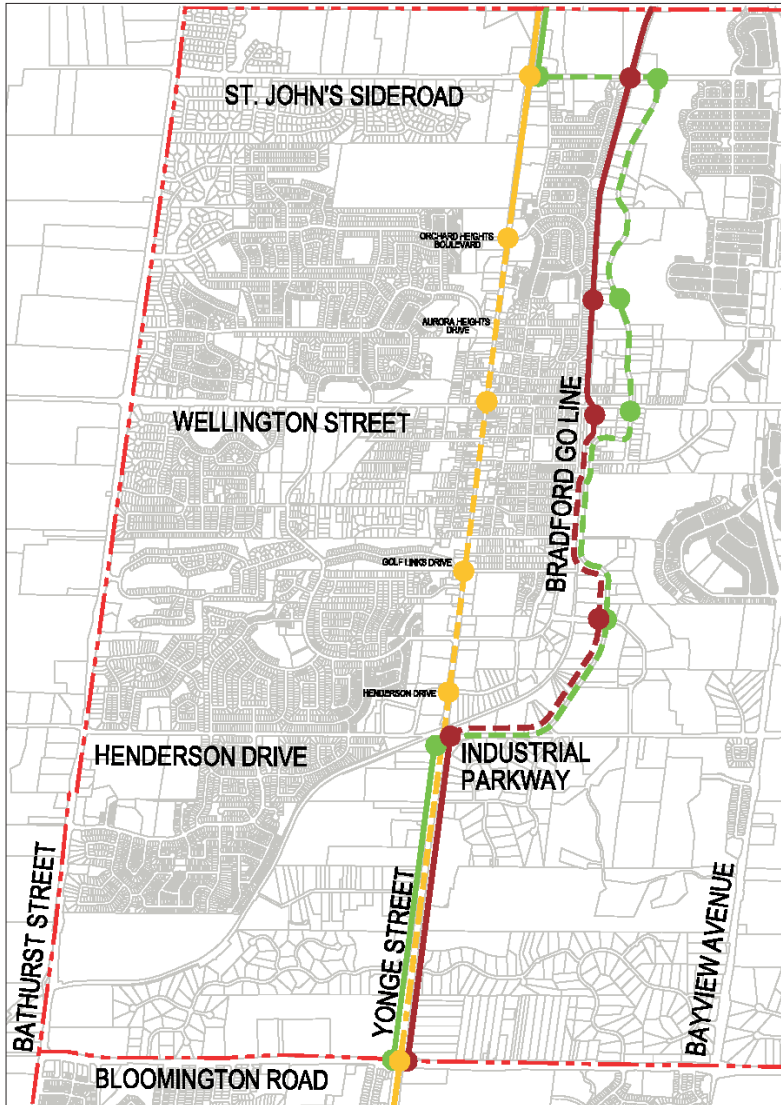
Least Responsive ○ ◐ ◑ ◒ ◓ Most Responsive

- ▶ **The Yonge Street Route (RH2) was the only alternative retained in the initial screening analysis and becomes the preferred option; and**
- ▶ **The projected transit ridership for this route in the 2021 AM peak hour is 5000.**



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Short-listed Route Alternatives Evaluated: Aurora

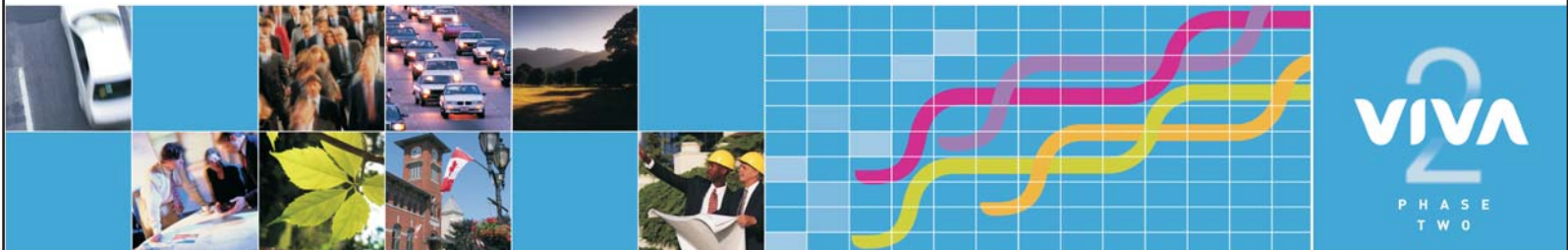


A2: Yonge Street

A3: Yonge St/Industrial Pkwy/St. John's Sdrd

A4: Yonge St/Industrial Pkwy/adjacent to GO Bradford right-of-way

NOTE: The extent of dedicated lanes on Yonge St. will be optimized in the EA design phase.



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

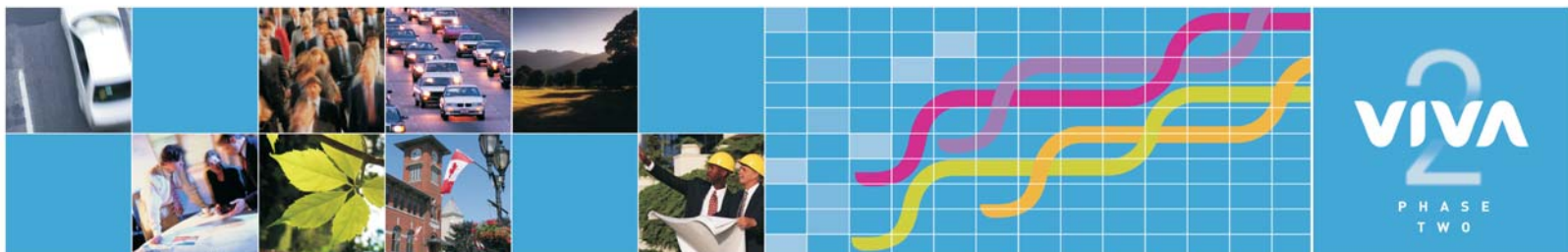
Route Evaluation Synopsis: Aurora

PROJECT OBJECTIVE	ROUTE A2	ROUTE A3	ROUTE A4
Improve Mobility	●	○	○
Protect & Enhance Social Environment	○	●	○
Protect & Enhance Natural Environment	●	●	●
Promote Smart Growth/Economic Development	●	○	○
Maximize Cost-Effectiveness of Rapid Transit System	○	●	○

Least Responsive ○ ◐ ◑ ◒ ◓ Most Responsive

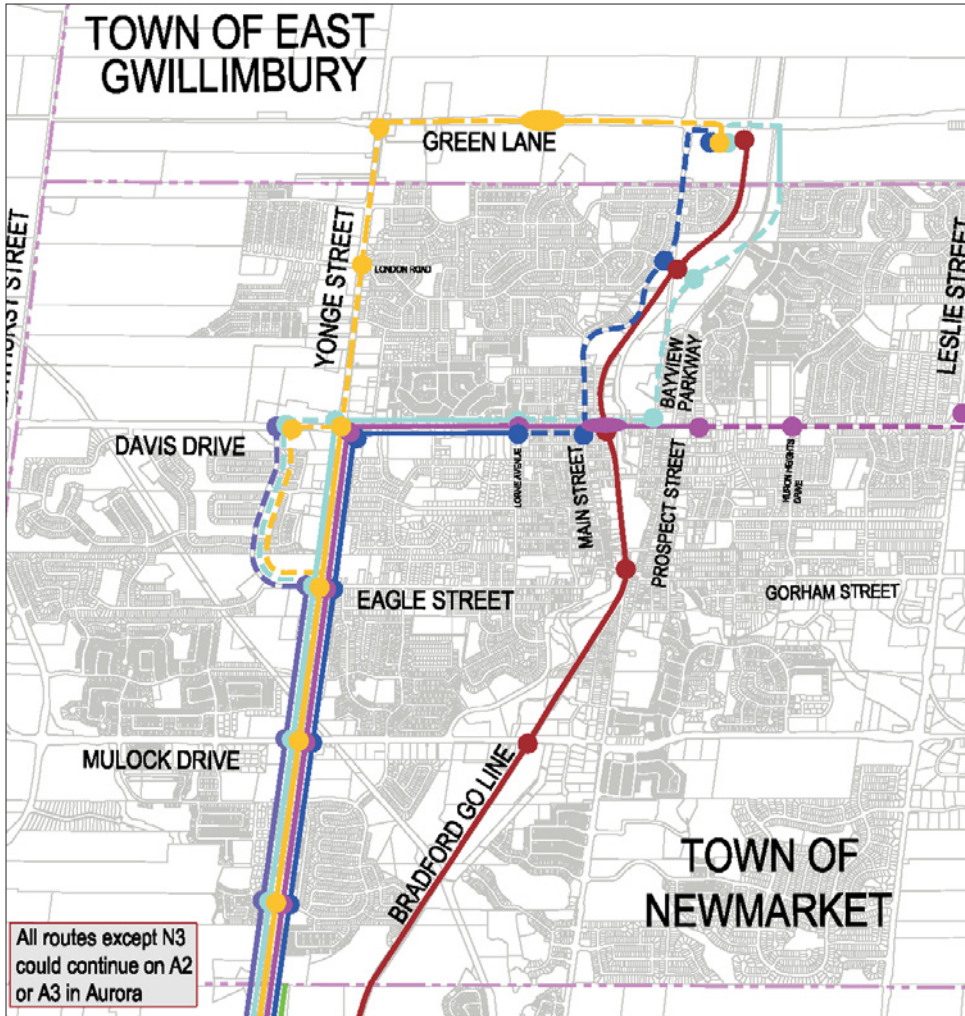
Route A2 is the most responsive option for the following reasons:

- ▶ **Attracts approximately 15% more boardings (2400 transit riders forecast in the 2021 AM peak hour) and Yonge Street stations have a higher potential to maximize ridership;**
- ▶ **Is most supportive of Regional planning policies and approved urban structure;**
- ▶ **Has transit-oriented development opportunities that are not available on the Industrial Parkway Route;**
- ▶ **Effects on traffic circulation and access can be mitigated by alternative access routes at signalized intersections; and**
- ▶ **Widening along part of its length will have minimal affect on the natural environment and can be mitigated by design solutions.**



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

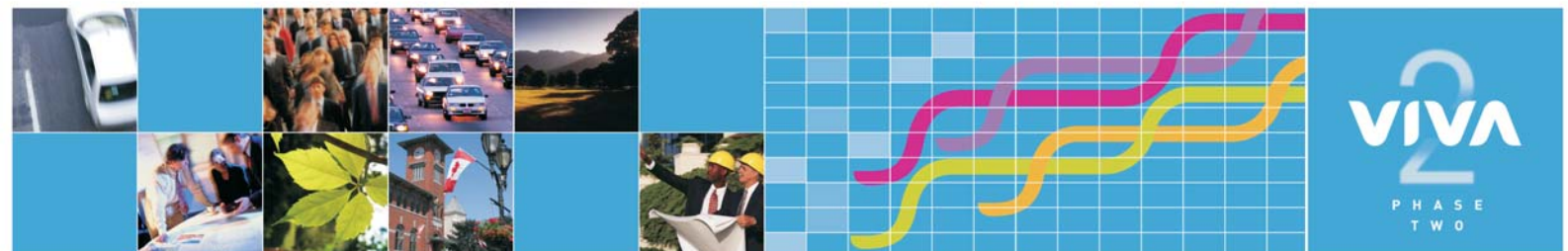
Short-listed Route Alternatives Evaluated: Newmarket/East Gwillimbury



- NE2:** Yonge St/Green Ln
- NE3:** adjacent to GO Bradford right-of-way
- NE5:** Yonge St/Eagle St W/ GO Bradford Bus Terminal
- NE6:** Yonge St/Davis Dr/ Main St/Green Ln
- NE7:** Yonge St/Davis Dr to Leslie St
- NE8:** Yonge St/Davis Dr/ Bayview Pkwy/ Green Ln

Mixed Traffic/HOV lanes
 Dedicated Lanes/ Exclusive Transitway

NOTE: The extent of dedicated lanes on Yonge St. and Davis Dr. will be optimized in the EA design phase.



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Route Evaluation Synopsis: Newmarket/East Gwillimbury

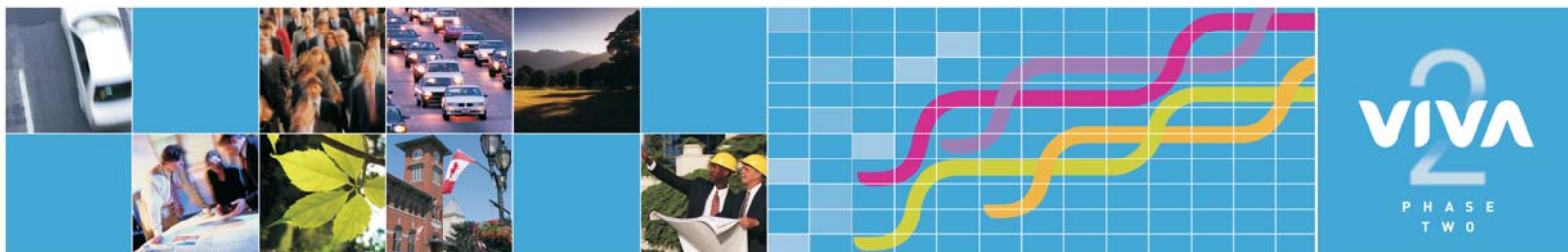
PROJECT OBJECTIVE	ROUTE NE2	ROUTE NE3	ROUTE NE5	ROUTE NE6	ROUTE NE7	ROUTE NE8
Improve Mobility	●	○	●	●	●	●
Protect & Enhance Social Environment	●	○	●	●	●	●
Protect & Enhance Natural Environment	●	○	●	●	●	●
Promote Smart Growth/Economic Development	●	○	●	●	●	●
Maximize Cost-Effectiveness of Rapid Transit System	●	○	●	●	●	●

Least Responsive ○ ◐ ◑ ◒ ◓ Most Responsive

- ▶ **Low overall responsiveness eliminates NE3 (GO Transit ROW);**
- ▶ **NE8 is preferred over NE6 as it attracts higher ridership and provides more convenient access to the Health Centre node. However, it requires a new (potentially transit only) access route alongside the Holland River;**
- ▶ **Short, least cost alternative, NE5 (to Newmarket GO Bus Terminal), is less responsive to longer term urban form policies and serves fewer key nodes;**
- ▶ **NE2 (Yonge St.-Green Lane) serves the Regional Centre and East Gwillimbury but not Davis Dr. redevelopment and Health Centre node;**
- ▶ **NE7 (Yonge St.-Davis Dr.-Leslie St.) serves both Regional Centre and Health Centre nodes and Davis Dr. redevelopment but not East Gwillimbury; and**
- ▶ **Overall, the most responsive option is a combination of NE2 and NE7. The transit ridership forecast for the 2021 AM peak hour is:**

Davis Dr. branch (NE2) - 700

Yonge St./Green Lane branch (NE7) - 300.



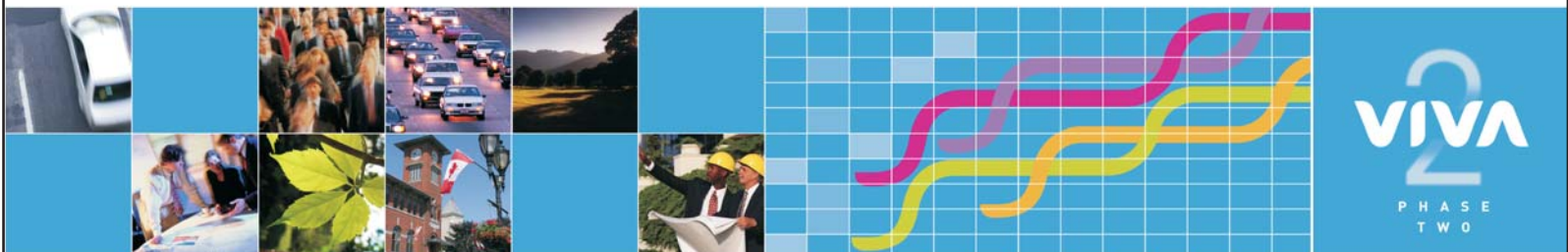
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Assessment of Alternatives to Yonge Street Road Capacity Improvement Between Mulock Drive and Green Lane

ALTERNATIVE STRATEGIES	ASSESSMENT SUMMARY
No Improvement to Yonge Street Road Capacity	Is not a reasonable or acceptable option since worsening congestion, operational issues and the growing travel demand in the corridor need to be addressed.
Travel Demand Management	Only has a marginal positive effect on the available capacity. Does not satisfy the long term needs of the local transportation, economic and social environments in the corridor.
Improve Public Transit Service Only	While some reduction in traffic volumes could result, this alternative does not fully address road capacity shortfalls, particularly north of Davis Drive.
Improve Parallel Roadways	Widening/improvements to other parallel roadways in the area is not a feasible solution to increasing traffic congestion on Yonge Street due to varied Origin-Destinations.
Improve Yonge Street Capacity (the undertaking)	Improvements to Yonge Street capacity is the preferred transportation strategy since it will address both local and through traffic capacity, operations and safety between Mulock Drive and Green Lane.

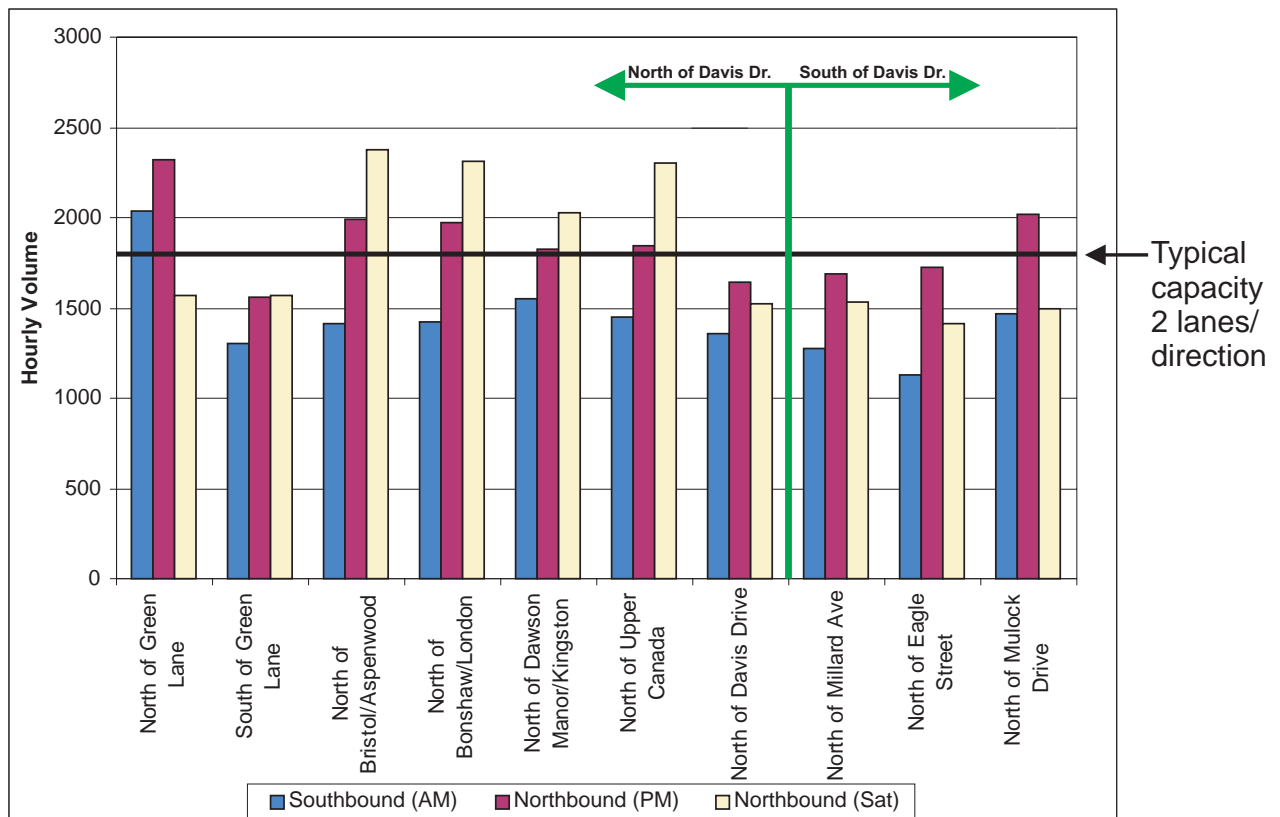
The preferred alternative strategy is to improve the Yonge Street capacity (the undertaking).

Capacity improvements could be done through a combination of road and transit improvements.



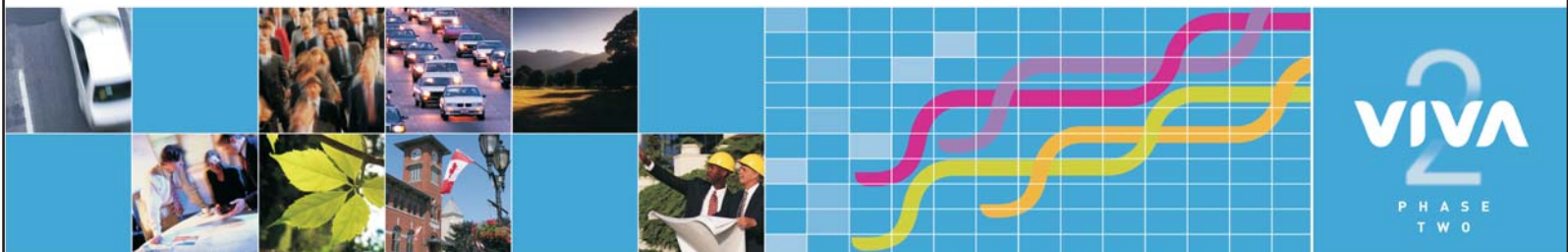
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Yonge Street Road Capacity Improvements Between Mulock Drive and Green Lane The Need for Improvement



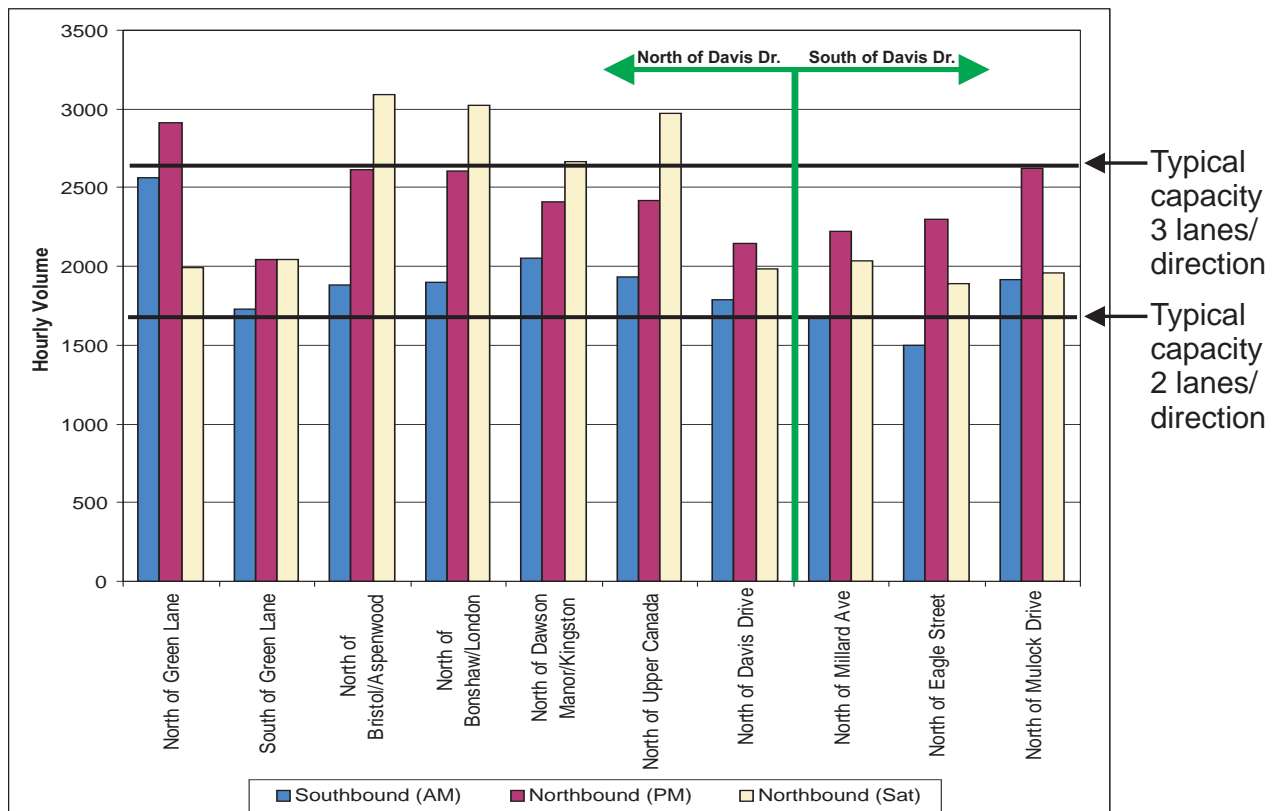
Existing (2005) Yonge Street Traffic Volumes

- Existing PM and Saturday peak hour mainline traffic volumes on Yonge Street exceed roadway capacity north of Davis Drive. However, south of Davis Drive traffic volumes are generally below capacity.
- PM peak period traffic volumes are significantly higher than in the AM peak period due to the overlay of commercial traffic from the big box developments with general commuter traffic.



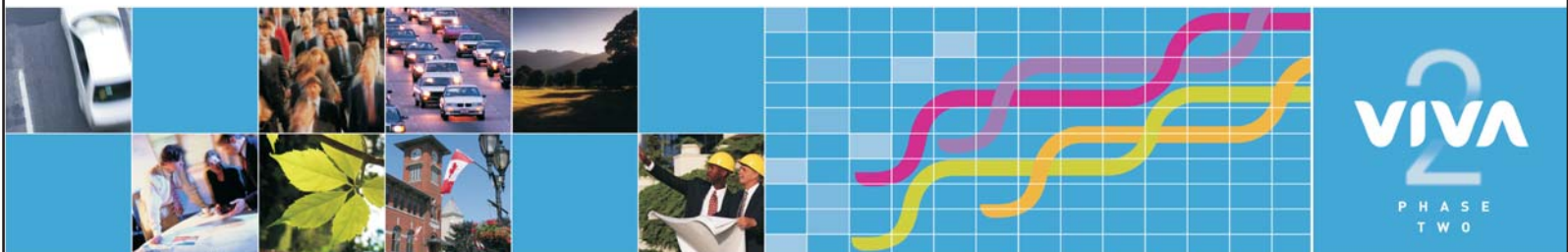
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Yonge Street Road Capacity Improvements Between Mulock Drive and Green Lane The Capacity Required



Future (2021) Yonge Street Traffic Volumes

- **PM peak period traffic volumes are significantly higher than in the AM peak period due to the overlay of commercial traffic from the big box developments with general commuter traffic.**



NORTH YONGE STREET CORRIDOR

Public Transit And Associated Road Improvements

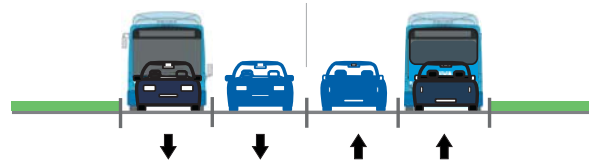
Environmental Assessment (EA)

Yonge Street Road Capacity Improvements from Mullock Drive to Green Lane

Description of Alternative Design Solutions

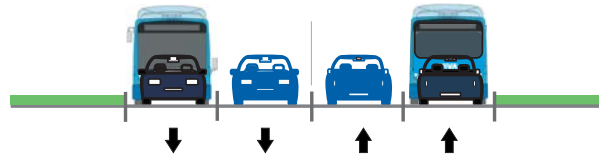
Alternative 1:

Existing road configuration with rapid transit operating in mixed traffic



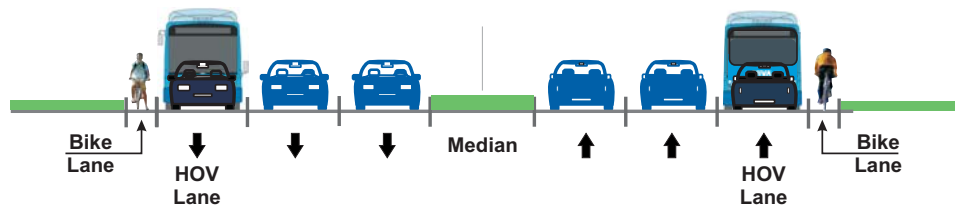
Alternative 2:

Existing road configuration with some intersection improvements and rapid transit operating in mixed traffic



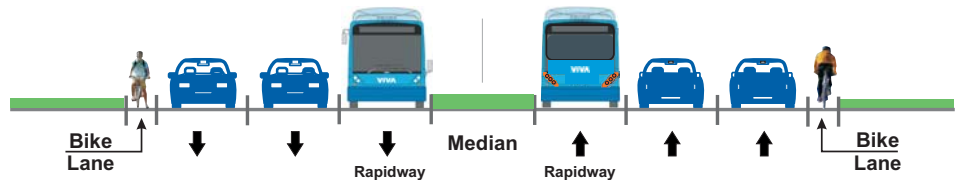
Alternative 3:

Widening of Yonge St. to 6 lanes with rapid transit operating in mixed traffic curb HOV lanes



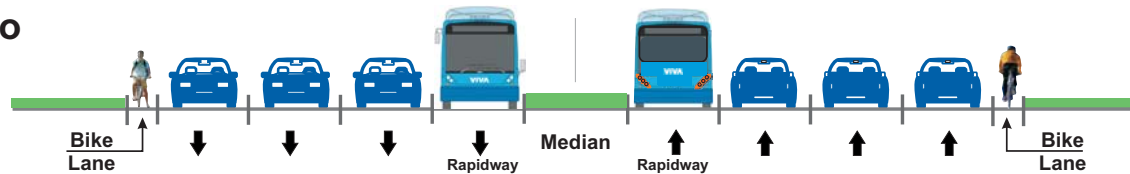
Alternative 4:

Widening of Yonge St. to accommodate rapid transit operating in a dedicated median rapidway, while maintaining 4 lanes for regular traffic



Alternative 5:

Widening of Yonge St. to 6 lanes with rapid transit operating in a dedicated median rapidway



NORTH YONGE STREET CORRIDOR

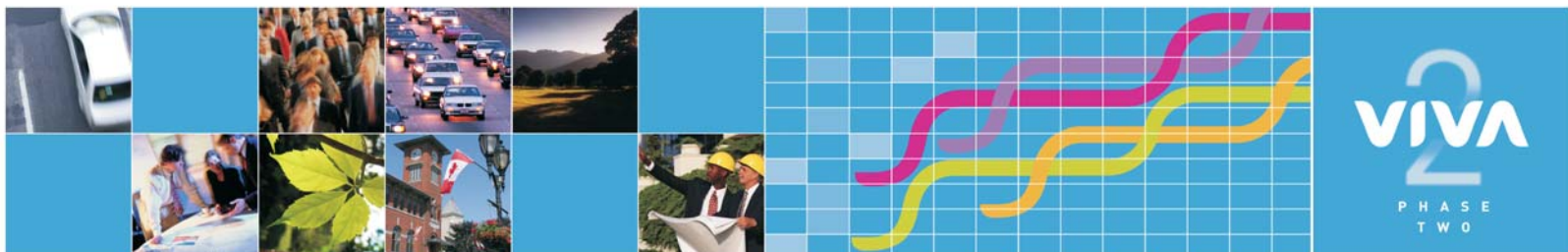
Public Transit And Associated Road Improvements Environmental Assessment (EA)

Yonge Street Road Capacity Improvements Between Mulock Drive and Davis Drive Evaluation of Alternatives

PROJECT OBJECTIVE	Alt. 1 Existing	Alt. 2 Existing with Intersection Improvements	Alt. 3 Widen to 6 lanes incl. HOV lanes	Alt. 4 4 lanes plus dedicated rapidway	Alt. 5 6 lanes plus dedicated rapidway
IMPROVE MOBILITY: Traffic Operations	○	○	◐	◑	◒
Transit Attractiveness	○	○	◐	●	●
Protect and Enhance Social Environment	◐	◐	◐	◑	◐
Protect and Enhance Natural Environment	◑	◑	◑	◑	◐
Promote Smart Growth/Economic Development	◐	◐	◐	◑	◑
Maximize Cost-Effectiveness	◑	◑	◑	◑	◒

Least Responsive ○ ◐ ◑ ◒ ● Most Responsive

- ▶ Alternatives 1 and 2 will not have any impact on roadway delay and therefore conditions will be unacceptable. These two alternatives make no contribution to place-making and are not cost-effective as a medium to longer term solution;
- ▶ Alternative 3 provides the highest level of auto service, although delays would still exist during peak times at the major intersections;
- ▶ Alternative 5 has greatest potential to affect watercourses and the highest property acquisition costs; and
- ▶ **Alternative 4 is the Technically Preferred Alternative** since it permits higher transit service speed thus attracting higher transit ridership, and hence mitigating traffic growth. It avoids major property acquisition costs and has less impact on watercourses than Alternative 5. Modified business access is necessary, however it minimizes the number of conflict points between vehicle and vehicle, and between pedestrian and vehicles.



NORTH YONGE STREET CORRIDOR

Public Transit And Associated Road Improvements

Environmental Assessment (EA)

Yonge Street Road Capacity Improvements Between Davis Drive and Green Lane

Evaluation of Alternatives

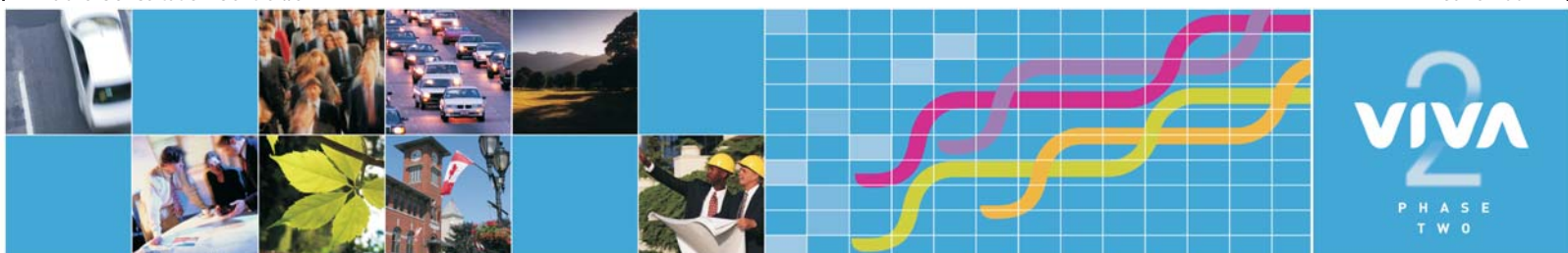
PROJECT OBJECTIVE	Alt. 1 Existing	Alt. 2 Existing with Intersection Improvements	Alt. 3 Widen to 6 lanes incl. HOV lanes	Alt. 4 4 lanes plus dedicated rapidway	Alt. 5 6 lanes plus dedicated rapidway
IMPROVE MOBILITY: Traffic Operations	○	○	◐	◑	◑
Transit Attractiveness	○	◑	◐	●	●
Protect and Enhance Social Environment	◑	◑	◐	◑	◑
Protect and Enhance Natural Environment	◑	◑	◐	◑	◑
Promote Smart Growth/Economic Development	◑	◑	◐	◑	◑
Maximize Cost-Effectiveness	◑	◑	◐	◑	◑

Least Responsive ○ ◑ ◒ ◓ ◔ Most Responsive

- ▶ Alternatives 1 and 2 will not have any impact on roadway delay and therefore conditions will be unacceptable. These two alternatives make no contribution to place-making and are not cost-effective as a medium to longer term solution; and
- ▶ Alternatives 4 and 5 require modifications to business access due to median rapidway insertion.

Alternative 3 is the Technically Preferred Alternative because it:

- ▶ Avoids modifications to business access and requires minimal property acquisition;
- ▶ Offers long term flexibility for moderate initial cost and defers or avoids more major capital investment as in Alternative 5; and
- ▶ Responds to initial Yonge Street and Green Lane land uses and traffic patterns, while avoiding excessive roadway infrastructure with some transit service benefits.



NORTH YONGE STREET CORRIDOR

Public Transit And Associated Road Improvements

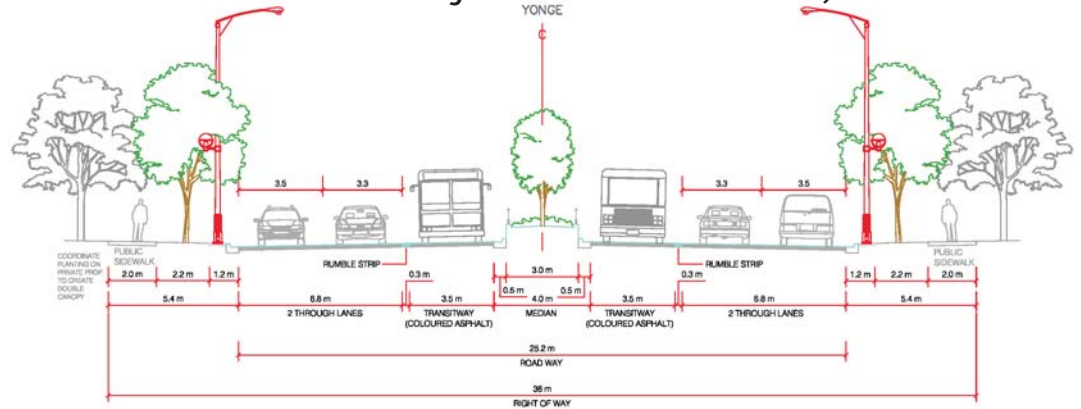
Environmental Assessment (EA)

4-Lane Typical Median Rapidway

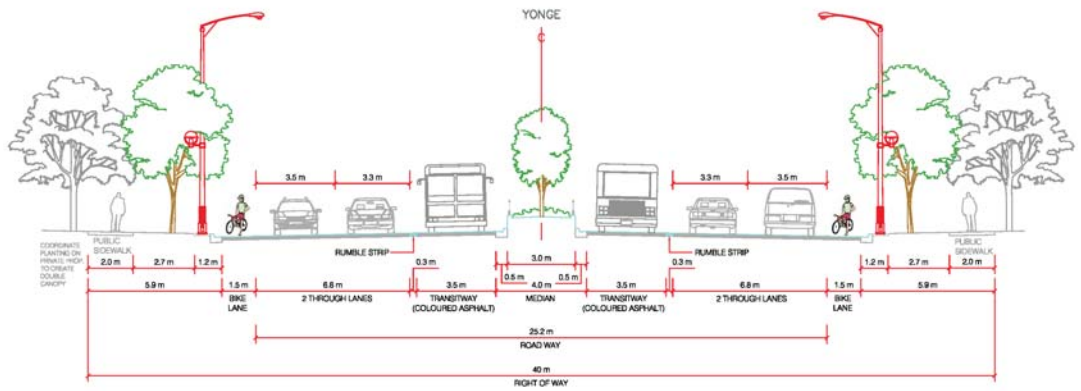
Cross-Section Options

(between stations & major intersections)

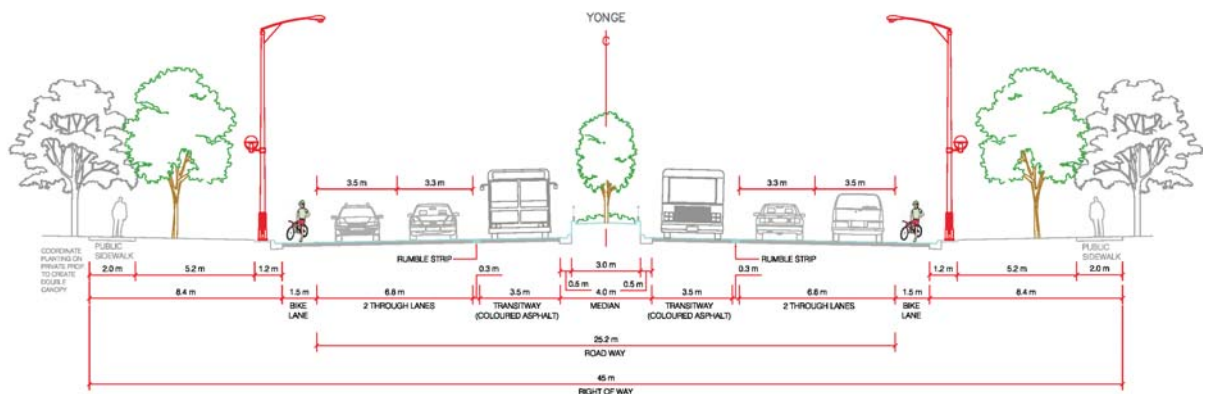
36 metre ROW



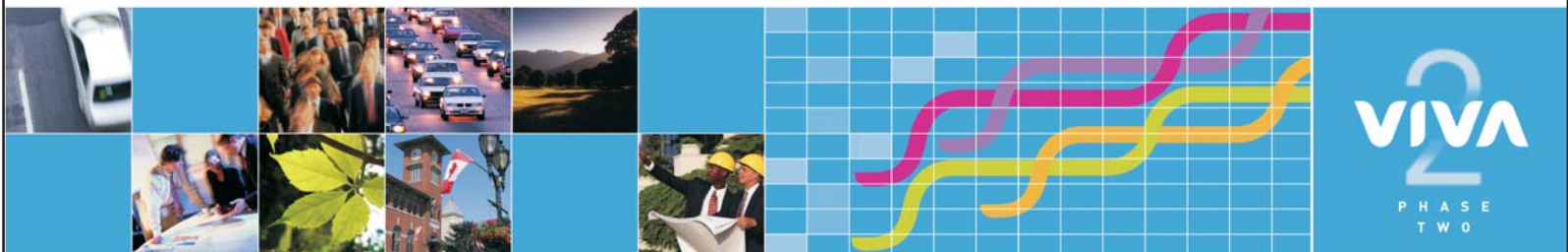
40 metre ROW including bike lanes



Capacity of existing 45 metre ROW

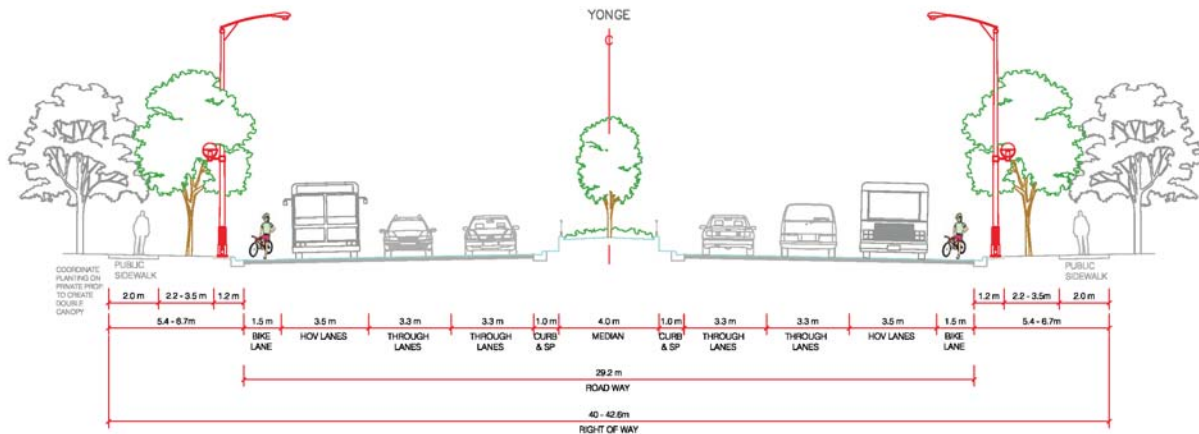


- ROW widths must be increased at stations & major intersections
- Rapidway options under consideration for Yonge St. south of Davis Dr.



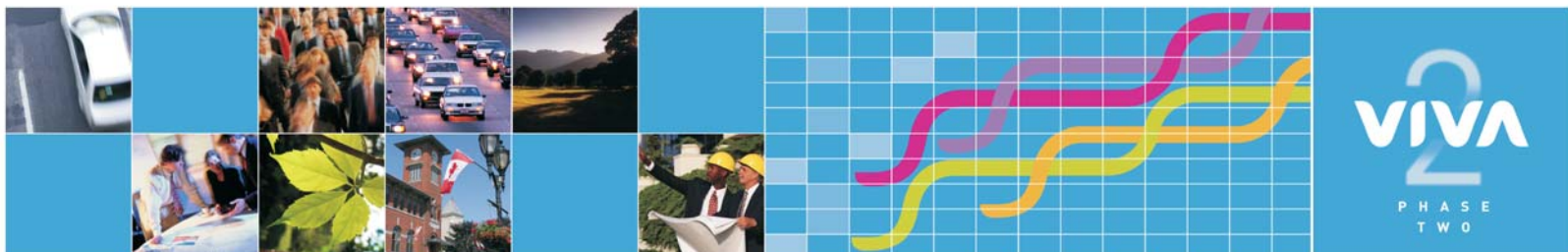
NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

6-lane Roadway Typical Cross-Section Option



Source: Towards Great Regional Streets: A Path to Improvement, York Region, January 2006, Draft

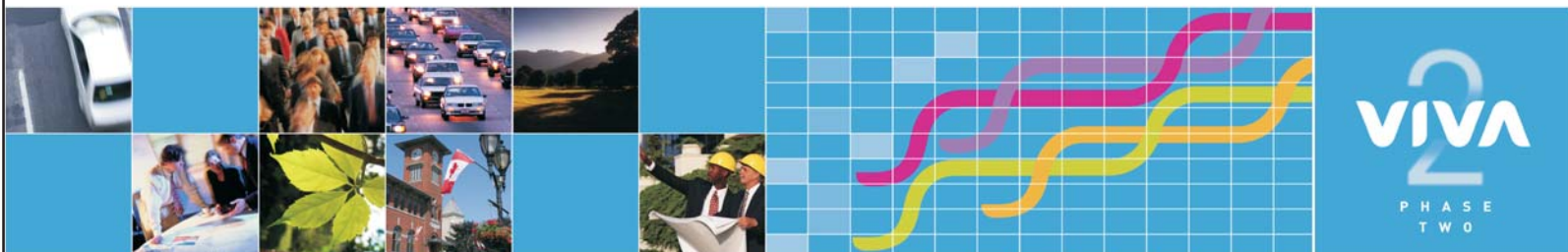
- ▶ HOV cross-section preferred technically for the Yonge Street road segment between Davis Drive and Green Lane;
- ▶ Overall right-of-way is 40 to 42.6 metres and includes two, 1.5 metre bike lanes; and
- ▶ A 4.0 metre median and 5.4 to 6.7 metre boulevards allow for streetscaping, which could include various types of planting.



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

Davis Drive Rapid Transit (Rapidway) Options

- ▶ **Currently, three options for the extent of rapidway along Davis Drive are being evaluated;**
- ▶ **Alternative designs developed under the Davis Drive Road Improvements EA Study have been incorporated into the rapidway options;**
- ▶ **All routes access the Southlake Regional Health Centre;**
- ▶ **Extent of dedicated lanes will be finalized during the EA design phase through the summer and in continued consultation with the Town of Newmarket;**
- ▶ **Opportunities to promote transit-oriented development will be investigated; and**
- ▶ **Methods of accommodating York Region's and Town of Newmarket's planned bicycle routes will be studied.**



NORTH YONGE STREET CORRIDOR Public Transit And Associated Road Improvements Environmental Assessment (EA)

What Happens Next?

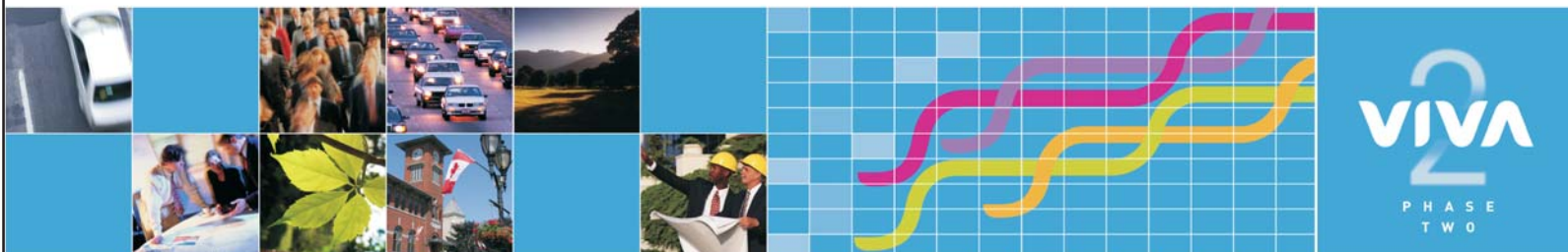
The next stages of the EA process involves:

- ▶ **Selection of the preferred design for rapidways and road improvements;**
- ▶ **Identification of effects and mitigation strategies;**
- ▶ **Ongoing public consultation; and**
- ▶ **Assembly of the Environmental Assessment Report**

The next Public Consultation Centre in the Fall 2007 will present the preferred design and mitigation strategies for the required transit and road infrastructure in this corridor.

Following this Public Consultation Centre, the Project Team will review and address all comments received. Input received will be considered during the development and selection of the preferred design.

We encourage you to provide comments so that your ideas and concerns can be considered at each stage of the development of this important project.



**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #3 Report

**Appendix D
Information Sheet**

July 2007

North Yonge Street Corridor Public Transit and Associated Road Improvements Environmental Assessment

June 2007 Public Consultation



There are three stages involved in the York Region Transit Plan, as follows:

Phase 1: An early action plan to build transit ridership and public support (the existing Viva service on Yonge Street);

Phase 2: Construct Rapidways to significantly reduce travel times for bus rapid transit vehicles; and

Phase 3: Invest in operation and continued development of the network with higher order rapid transit technologies, if warranted, to service projected population and employment growth.

This Environmental Assessment is a pre-requisite of the Phase 2 work and must be approved by the Ministry of the Environment prior to any construction taking place.



At this third Public Consultation Centre, the following were presented:

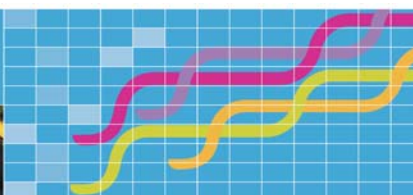
- Evaluation of rapid transit route alternatives;
- Evaluation of road capacity improvements alternatives along Yonge Street between Mulock Drive and Green Lane;
- Preferred alignment options, including station locations; and
- Introduction of the Davis Drive alternatives.



The next stages of the EA process involves:




- Selection of the preferred design for Rapidways and road improvements;
- Identification of effects and mitigation strategies;
- Final Public Consultation Centre in early Fall 2007; and
- Assembly of the Environmental Assessment Report and submission to the Ministry of the Environment anticipated for early 2008.

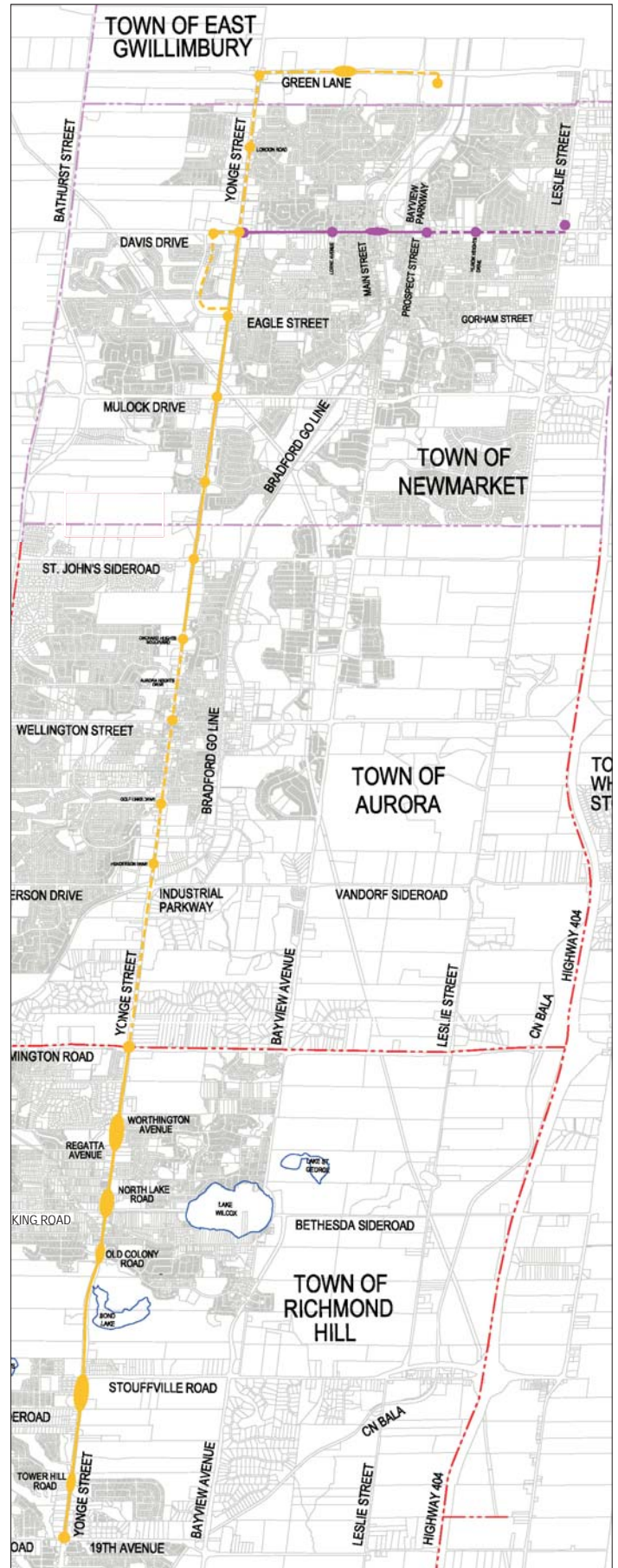
For additional information on this project visit www.vivayork.ca or www.york.ca.



North Yonge Street Corridor Public Transit and Associated Road Improvements Environmental Assessment Preferred Route

The preferred routing for the North Yonge Street Corridor is shown in the figure. The station locations and extent of dedicated lanes on Yonge Street and Davis Drive will be optimized during the EA design phase this summer.

- MAP LEGEND**
-  Dedicated Transit Lanes
 -  Mixed Traffic/HOV Lanes
 -  Potential Station



**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #3 Report

**Appendix E
Sample Sign-In Sheet**

July 2007

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT
Public Consultation Centre #3: Wednesday, June 20, 2007 at Town of Aurora Offices (Lobby)

PLEASE SIGN IN

	Name	Mailing Address			Telephone Number	Email Address	Would you like to receive future info?
		Address	City	Postal Code			
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

Privacy Policy: Providing personal information on the sign-in sheet is voluntary. All information provided to York Consortium (on behalf of York Region) regarding e-mail addresses/postal addresses is used only for our correspondence with you. This information is kept confidential and is not released to any other party without your authorization.

**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED
ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #3 Report

**Appendix F
Received Comment Sheets**

July 2007

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Wednesday, June 20, 2007, Town of Aurora Offices

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

--

Do you have any comments on the evaluation of alternative transit routes and Yonge St. road capacity solutions?

LEAVE DOWNTOWN AIRPORT THE WAY IT IS - PARKING + SIDEWALK SIZE.

What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Other Comments

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

Steve Mota, P.Eng
Program Manager – EA
Phone: (905) 764-6345, ext. 5056
Fax: (905) 895-0191
Email: Steve.Mota@york.ca

Lynton Erskine, P.Eng
EA Studies Manager
Phone: (905) 943-0558
Fax: (905) 943-0400
Email: l.erskin@delcan.com

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Saturday, June 23, 2007, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

--

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

<i>- route through Aurora</i>

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Other Comments

<i>Will yonge street be widened between Mulock & Aurora to incorporate this new system?</i>

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

Steve Mota, P.Eng
Program Manager – EA
Phone: (905) 764-6345, ext. 5056
Fax: (905) 895-0191
Email: Steve.Mota@york.ca

Lynton Erskine, P.Eng
EA Studies Manager
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Email: l.erskine@delcan.com

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Saturday, June 23, 2007, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

--

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

Appears to be an improvement

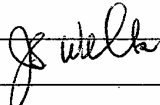
What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Other Comments Northbound viVa buses should NOT be on Eagle St (especially at night) as they are noisy (and empty) when they start up from the 2 stop streets.

--



Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

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Program Manager – EA
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Lynton Erskine, P.Eng
EA Studies Manager
Phone: (905) 943-0558
Fax: (905) 943-0400
Email: l.erskin@delcan.com

NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Saturday, June 23, 2007, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

--

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Other Comments

I BELIEVE THIS IS A GREAT IDEA

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

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Program Manager – EA
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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Saturday, June 23, 2007, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

The alternatives preferred for ~~VIA~~ Phase 2 along Yonge St is feasible and have potential.

What is your opinion of the technically preferred alternatives?

~~o Davis Dr~~ o Richmond Hill / Aurora options are suitable.
o Alternating VIVA buses in Newmarket / E. Gwillimbury / E. model may work out well in weekday. Assure any VRT&GO improvements for commuters with better linkages.

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

- Pedestrian safety can be a challenge along the rapidway at crossings to the VIVA station.
- Davis Drive / Main St Heritage area - challenge to place a VIVA station with the built environment. A closer station, better potential.

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

o Davis Dr alternatives - I'm in favour of Alternative 2 to Lorne Ave as using Alt 3 with lead to sign, land purchase on RdW, and Alt 1 does little to improve time travel.

Other Comments

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

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Program Manager - EA
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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Saturday, June 23, 2007, Upper Canada Mall

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

[Empty box for contact information]

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

The plan is just a paint on A very deep problem which has to be addressed in SocioEconomic way.
I think you should stop it & thinking in other ways which

What is your opinion of the technically preferred alternatives?

has been don in Europe for example.

Yes this what you can study in similar projects don everywhere in the world.

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

I see The rail system is the best and keeping more traffic away from streets which are very poorly designed and being operated.

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

It sucks because of the above mentioned and also doesn't respect the adjacent properties of and you will have a hell of a fight to get it done.

Other Comments

think a bit more about the effects that you ~~will~~ will have on ~~the~~ property owners around these kind of arteries and their businesses.

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.ca or contact:

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Program Manager - EA
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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Thursday, June 21, 2007, Oak Ridges Community Centre

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

--

Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

looks good. Be sure to have VIVA serve Southlake Hospital

What is your opinion of the technically preferred alternatives?

Make sure there are always bike lanes along Yonge St., even when the Right-of-Way is reduced to 36m. I believe the York Region Plan for Bathurst St. From Steeles to Tester Rd is to have 6 lanes, of which 2 are HOV, plus bike lanes, and a median, all within a 36M ROW.

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Make sure Viva passengers have vehicle parking they can use, near the stop where they will board the bus. Transit users need assurance that they will not get a parking ticket. Or, provide "pay + display" meter parking.
--

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

looks good. Plus, we need bike lockers at each Viva stop, such as at the Downsview Station on the TTC.

Other Comments

There is a need to formalize the times that VIVA passengers can board the bus with a bicycle. Currently this discretion is left to individual drivers and this is unworkable. Last year I was allowed on the bus to go north, but not with my bicycle, but was refused access to go south. This was a huge inconvenience. I recommend bike areas all day except 7-4 am and
--

Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

430 - 630 pm

If you require further information, please visit www.vivayork.ca or contact:

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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Thursday, June 21, 2007, Oak Ridges Community Centre

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

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Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

Keep bus going through Yonge St ^{Avenue} , but also serve Southlake Health Centre.
I prefer Old Colony & King as each having stops.

What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Will there be pedestrian controlled traffic signals for getting from median to side of road? <u>Hopefully NOT</u> → we don't want to wait for a pedestrian green signal! Keep the cross lights green for pedestrians when cars go. (on cross streets)
--

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Looks fine

Other Comments

• Work to ensure shorter waits between transfers (eg. travelling on Blue to Purple Viva - connections are slow, especially ^{at} peak)
• Establish ^{publish} bus times for Blue after 10pm - for better personal safety - the drivers say there is an official schedule.
• Add ^{secure} safe bike storage - I've seen it at Downsview St Subway * BIKE LOCKERS

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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Wednesday, June 20, 2007, Town of Aurora Offices

COMMENT SHEET

If you would like to be added to the project mailing list please provide the following contact information:

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Do you have any comments on the evaluation of alternative transit routes and Yonge St. road capacity solutions?

<i>Mixed traffic through Aurora is a bottleneck.</i>

What is your opinion of the technically preferred alternatives?

<i>I am concerned about a lane where HOV lanes are placed beside bike lanes. I drive bus (PT) and when possible, you ^{would be} give bicycles wider berth - extra lane or full lane when passing them with your bus. You may need to paint a buffer ^{strip} between HOV & bike lanes to provide extra room.</i>

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

<i>Transit on dedicated lanes is always better for throughput. Dawn Dr from Yonge - Southlake Regional ^{Health Ctr} Centre should be dedicated transitway if possible. Dawn Drive is already a mess west of the hospital, so build it right initially as dedicated transitway.</i>

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

<i>Cross section for HOV beside bike lanes should allow for painted buffer strip 1.5 feet wide to allow extra clearance and margin of safety when a bus zips past a bike at 60 Km/hr.</i>

Other Comments

<i>Thanks for allowing us a chance to view and comment. I worked on Ottawa's Transitway system (survey crew for construction of various segments) and also served on the Kankata Transit Advisory Committee. Will York establish such a committee where citizens can serve?</i>

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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Wednesday, June 20, 2007, Town of Aurora Offices

COMMENT SHEET

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Do you have any comments on the evaluation of alternative transit routes and Yonge St. road capacity solutions?

8 lane roadways are as wide as an L.A. freeway.
I have to think this is pedestrian - hostile.

What is your opinion of the technically preferred alternatives?

Unimpressed. Massive capital investment
Alternative #4 w/ HOV lanes much more familiar

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Going through "historic" districts of Richmond Hill & Aurora.

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Need mature traffic signal control. To make this work.

Other Comments

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NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #3: Thursday, June 21, 2007, Oak Ridges Community Centre

COMMENT SHEET

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Do you have any comments on the evaluation of alternative transit route and Yonge St. road capacity solutions?

Yonge Street would be my preferred option. The rationale provided for the prioritizing makes sense.

What is your opinion of the technically preferred alternatives?

Good choices

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

There is immense potential. But, the key challenge remains lack of density along the corridor and a lack of pedestrian based retail sections which would support ridership beyond rush hour.
--

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

The design is attractive & functional. It is a very significant improvement over the existing situation.
--

Other Comments

The overall plan goes a long way to providing Yonge St. with an urban feel. If it is executed as the designs are drawn it will help facilitate development of retail/office culture on the street.
--

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Public Consultation Centre #3: Wednesday, June 20, 2007, Town of Aurora Offices

COMMENT SHEET

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Do you have any comments on the evaluation of alternative transit routes and Yonge St. road capacity solutions?

What is your opinion of the technically preferred alternatives?

What do you see as the key challenges and opportunities for rapid transit on the preferred route?

Do you have any comments on the proposed road and rapidway cross-sections and/or the elements required?

Other Comments

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