NORTH YONGE STREET CORRIDOR
PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS

ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

September 2006
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1. INTRODUCTION

The first Public Consultation Centre held 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 purpose of Public Consultation Centre #2 was to:

- Present the project study area and existing natural features and land use;
- Describe the transportation alternatives to the undertaking;
- Present evaluation of the transportation alternatives and selection of the preferred alternative;
- Identify the alternative transit technologies; and
- Present preliminary screening results of alternative routes.

2. PUBLIC CONSULTATION CENTRE #2

The second 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, September 13, 2006 (4:00 pm to 8:30 pm) – Oak Ridges Community Centre – Norm Taylor Room, Town of Richmond Hill; and
- Thursday, September 14, 2006 (9:30 am to 8:30 pm) – Upper Canada Mall, Town of Newmarket.

During both 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, September 3, 2006
   - Era Banner   Sunday, September 3, 2006
   - Richmond Hill Liberal   Thursday, September 7, 2006
   - Era Banner   Thursday, September 7, 2006

2. The notice was sent by mail/email to: members of the public who signed in at the previous PCC and agreed to received 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 (TAC)

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 of the TAC was held on August 22, 2006 to present the material for the upcoming Public Consultation Centre and obtain their feedback. Minutes of this meeting are included in Appendix B.

2.3 PRESENTATION MATERIAL

The PCC material on display consisted of presentation boards, a project information sheet and various YRT/Viva materials such as the Viva zip card and route map.

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**
- Introduction Board
- EA Process: Where We Are
- Study Area
- Existing Natural Environment
- Existing Social and Cultural Environment and Land Use

**York Region Approved Planning**
- Transportation Master Plan Transportation Network – 2031 Transit Network and 2031 Road Improvements
- York Region 10 Year Roads Capital Program

**Alternatives to the Undertaking**
- Travel Demand Screenline Analysis
- Need for the Undertaking – Traffic Analysis Findings
- Evaluation
- Summary of Findings

**Alternative Rapid Transit Systems**
- Technologies to be Considered
- Richmond Hill Route Options Preliminary Screening
- Aurora Route Options Preliminary Screening
- Newmarket/East Gwillimbury Route Options Preliminary Screening

**Next Stage in the EA Process**
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 included two of the display boards which outlined the summary of findings of the alternatives to the undertaking. The information sheet is shown in Appendix D.

3. SUMMARY

3.1 VISITOR SIGN-IN

A total of 7 people signed in at the Oak Ridges location on the Wednesday while 37 people signed in at the Thursday session at Upper Canada Mall. 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 eight 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 alternatives to the undertaking and selection of the preferred alternative?
- What is your opinion of the short-listing of routes for further evaluation?
- What do you see as the key challenges and opportunities for rapid transit in this corridor?
- Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region’s Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

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

<table>
<thead>
<tr>
<th>COMMENT/CONCERN</th>
</tr>
</thead>
<tbody>
<tr>
<td>There should be a service road from Davis Drive to Green Lane behind the stores providing access to the cross streets.</td>
</tr>
<tr>
<td>King City does not have a YRT ticket sales outlet and there should be.</td>
</tr>
<tr>
<td>Improved transit service in the King City area is required.</td>
</tr>
<tr>
<td>There should be transit stop locations at the King Road/Yonge Street</td>
</tr>
<tr>
<td>intersection as well as at the King High School entrance.</td>
</tr>
<tr>
<td>The short-listing of routes for further evaluation is sensible.</td>
</tr>
<tr>
<td>It will be a challenge to implement rapid transit in the corridor due to</td>
</tr>
<tr>
<td>poor road planning initially.</td>
</tr>
<tr>
<td>The present traffic problems need to be dealt with in the Newmarket area.</td>
</tr>
<tr>
<td>A customer service representative needs to be added at Finch Station to</td>
</tr>
<tr>
<td>assist people with the ticket kiosk etc…</td>
</tr>
<tr>
<td>During whatever improvements are done, synchronizing the traffic lights need</td>
</tr>
<tr>
<td>to occur in order to allow a smooth and continuous flow of traffic.</td>
</tr>
<tr>
<td>Intensifying land use along the corridor will support rapid transit.</td>
</tr>
<tr>
<td>A subway should be built between Mulock Drive and Bristol Road.</td>
</tr>
<tr>
<td>Will Viva ever make its way onto Bayview Avenue?</td>
</tr>
<tr>
<td>It is ideal for the route to remain on Yonge Street through Richmond Hill and</td>
</tr>
<tr>
<td>Aurora. Davis Drive and Green Lane provide greater ridership potential through Newmarket.</td>
</tr>
<tr>
<td>The challenges of the rapid transit system will be operating in the historic</td>
</tr>
<tr>
<td>areas of Newmarket and Aurora, and providing a direct, one route</td>
</tr>
<tr>
<td>system to match customer service needs.</td>
</tr>
<tr>
<td>A designated transitway can work with the road improvements along Yonge</td>
</tr>
<tr>
<td>Street, however it is important to maintain the safety of pedestrians</td>
</tr>
<tr>
<td>crossing Yonge Street.</td>
</tr>
<tr>
<td>A dedicated westbound left turn lane on Davis Drive onto Yonge Street is</td>
</tr>
<tr>
<td>suggested with a transit priority signal.</td>
</tr>
</tbody>
</table>
NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT & ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT

Public Consultation Centre #2 Report

Appendix A
Notice for Public Consultation Centre #2

September 2006
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. To meet this demand, the Region's 2002 Transportation Master Plan called for the development of a transportation system consisting of both a rapid transit network (Viva Rapid Transit) and an enhanced road network. The rapid transit network includes Viva's two major rapid transit corridors -- the Highway 7 and Yonge Street corridors; and two connecting links to Toronto -- the Vaughan and Markham north-south links.

At this stage of development, an Environmental Assessment (EA) is required to help define transit infrastructure and associated road improvements in the north Yonge Street corridor. Road capacity improvements along Yonge Street from Mulock Drive to Green Lane, which were identified in the Transportation Master Plan, will also be investigated in detail as part of this study. This EA study encompasses the area bounded by 19th Avenue/Gamble Road to the south, Green Lane to the north, Bathurst Street to the west, and Highway 404 to the east, within the Towns of Richmond Hill, Aurora, Newmarket and East Gwillimbury.

The first steps in the process for an Individual EA is the preparation of Terms of Reference for the study, which were completed and approved by the Ministry of the Environment in August 2005. The first Public Consultation Centre held in June 2004 introduced the study and described the process for preparing the EA Terms of Reference.

At this second Public Consultation Centre, the following will be presented:

1. Existing environment within the study area
2. Need for the Undertaking
3. Evaluation of Alternatives to the Undertaking
4. Screening of Alternative Rapid Transit Route Options, and
5. Rapid Transit Technologies to be considered

The success of the Region's study depends very much on public input and participation. You are invited and encouraged to attend the upcoming Public Consultation Centre at one of the following locations:

<table>
<thead>
<tr>
<th>Location</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oak Ridges Recreation Centre</td>
<td>Wednesday, September 13, 2006 4:00 PM to 8:30 PM</td>
</tr>
<tr>
<td>Norm Taylor Room</td>
<td>Thursday, September 14, 2006 9:30 AM to 8:30 PM</td>
</tr>
<tr>
<td>70 Old Colony Road</td>
<td>Upper Canada Mall</td>
</tr>
<tr>
<td>Oak Ridges, ON</td>
<td>Centre Court</td>
</tr>
<tr>
<td>17250 Yonge Street</td>
<td>Newmarket, ON</td>
</tr>
<tr>
<td>Newmarket, ON</td>
<td>17600 Yonge Street</td>
</tr>
</tbody>
</table>

To obtain further information on this study, please visit York Region's rapid transit Web site at vivayork.com 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
Planning and Development Services
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.erskine@delcan.com

This notice first published on September 3, 2006.
## MINUTES

TO: Notes to File  
DATE: August 23, 2006

FROM: K.Freund / C. Bastedo

SUBJECT: North Yonge Street Corridor Environmental Assessment – Aug. 22, 2006 TAC Meeting

### ATTENDEES:
- **York Consortium (YC)** – Candace Bastedo (CB), Khaled El-Dalati, Lynton Erskine (LE), Karen Freund, Brian Hollingworth (BH)
- **York Region** – Jamal Ahmed, Salim Alibhai (SA), Steve Mota (SM)
- **TAC** – Ken Armstrong (KA), David Atkins (DA), Steven Baldo, Paul Belton, George Flint, Mark Kryzanowski (MK), Marcel Lanteigne (ML), Reza Massir, June Murphy (JM)

### DISTRIBUTION:
- Attendees, Don Allan, Eric Gupta, Wayne Hunt, Tom Hogenbirk, Malcolm Horne, Irene McNeil, Joanne Stevens, Steven Strong

<table>
<thead>
<tr>
<th>Item Discussed</th>
<th>Action By</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. INTRODUCTIONS</strong></td>
<td></td>
</tr>
<tr>
<td>The meeting commenced with general introductions.</td>
<td></td>
</tr>
<tr>
<td><strong>2. EA PROJECT SCHEDULE UPDATE</strong></td>
<td></td>
</tr>
<tr>
<td>LE provided an overview of the project schedule noting the following:</td>
<td></td>
</tr>
<tr>
<td>- The EA is scheduled for completion at the end of 2007 (i.e. Finalization and Submission of Draft EA and Appendices – 11/9/07)</td>
<td></td>
</tr>
<tr>
<td>- PCC # 2 is scheduled for mid-September, 2006 (9/13/06 and 9/14/06)</td>
<td></td>
</tr>
<tr>
<td>- Two more PCCs are scheduled for next year – March and June, 2007</td>
<td></td>
</tr>
<tr>
<td><strong>3. PRESENTATION MATERIAL</strong></td>
<td></td>
</tr>
<tr>
<td>LE presented the draft PCC #2 presentation materials. He noted that the materials are in draft form and that the York Consortium (YC) is soliciting comments and input from the TAC members, to be incorporated in the final presentation boards. The TAC was reminded that the Terms of Reference for the study were approved by the MOE in 2005.</td>
<td></td>
</tr>
<tr>
<td>Comments on the boards are summarized below:</td>
<td></td>
</tr>
<tr>
<td>1. Welcome Board: No comments</td>
<td></td>
</tr>
<tr>
<td>2. Environmental Assessment Process: Where we are: No comments</td>
<td></td>
</tr>
</tbody>
</table>
3. Study Area:
   a. Steve Mota noted that this study area was a continuation of the study area in the South Yonge EA. He noted that the S. Yonge EA recently received approval from the MOE for a dedicated rapid transit system to the location of this study’s southern border (i.e. Gamble Road).

4. Existing Natural Environment:
   a. JM noted that an up to date regulation lines map is available from TRCA. JM will provide to CB, SM and SA.
   b. Change orientation so that north is at the top of the board.

5. Existing Social and Cultural Environment and Land Use:
   a. Change orientation so that north is at the top of the board.
   b. Add graphic of provincial plan strategies (i.e. Places to Grow)
   c. The yellow circle depicting the Newmarket Regional Centre can be deleted since the purple hatching illustrates the urban centre.

6. Transportation Master Plan Transportation network: No comments

7. Alternatives to the Undertaking – Traffic Demand Screenline Analysis. This analysis illustrates the travel demand through the study area. The following comments/issues were raised:
   a. BH asked whether there were any developments on the GO Richmond Hill Line Extension Project identified in the TMP. KA will follow up with the GO Rail Group to determine status of Richmond Hill Rail Extension.
   b. KA stated that the data should be reviewed to ensure that VIVA service is included in the analysis. BH will review the data sources/dates to ensure that the most current/accurate data was used.

8. Need for the Undertaking – Traffic Analysis Findings: BH provided an overview of the local traffic analysis that was conducted between Mulock Drive and Green Lane in Newmarket. A package of Draft Selected Exhibits was distributed to the TAC.
   a. BH noted that the primary problem times are weekday PM and Saturday peak periods. He noted that Yonge Street is at or over capacity today. With anticipated growth, Yonge Street will exceed capacity in all areas very soon.
   b. MK noted a possible issue with the data in Exhibit 14. He suggested that the high volumes of traffic North of Upper Canada Mall could be the result of using dated data (i.e. anything earlier than 2005). SM stated that the analysis data and results are still being reviewed internally and are still in draft. He noted that the analysis needs to be defensible and if it is not, additional counts will be performed. LE requested that any municipalities having recent, relevant counts should provide them to the York Consortium for input into the analysis.
   c. The distinction between analysis using 4 or 6 lanes in Exhibits 11 and 13 needs to be clearly noted in the titles.
   d. This graphic will include a summary of the Level of Service (LOS) data included in the analysis package by way of a map with coloured dots at locations that have either a failing LOS (i.e. red=LOS F).
   e. SM noted that there is no confirmation currently on exactly what
improvements are required on Yonge Street through Newmarket.

9. Alternatives to the Undertaking – Evaluation:
   a. Add Legend for symbols.
   b. Add Glossary of Acronyms.
   c. SM directed everyone’s attention to the alternative screening logic and requested feedback from participants.
   d. DA noted that the words “dedicated lanes” in the evaluation table (under York Region Rapid Transit Corridor Initiatives) should include “where there is space to do so” in order to consider the Yonge Street downtown core area in Aurora.

10. Alternatives to the Undertaking – Summary of Findings:
    a. Review population and employment estimates under the problem statement. These numbers seem to be incorrect.
    b. Colours of green background/blue text should be changed.
    c. Note that the TMP improvements included in the “Current Commitments” alternatives is based on approved road improvements in the 2002 Master Plan.

    a. LE noted that the initial screening will allow the team to screen out options that don’t meet the needs of the projects (e.g. subway extension can be eliminated as there is insufficient demand to support this option)

12. Alternative Rapid Transit Systems – Route Options Screening - Richmond Hill
    13. Alternative Rapid Transit Systems – Route Options Screening – Aurora
        a. An EA is currently underway for Improvements to Davis Dr. It was noted that these two projects should be coordinated (especially with regard to information presented to the general public). The Davis EA preliminary recommendation for the preferred design should be available in December 2006. Further coordination will take place at that time.
        b. MK noted that the new bridge on St. John’s Sideroad cannot be widened further. LE stated that this may preclude transit dedicated lanes over the bridge (i.e. buses could run in regular traffic through this section) but should not result in the elimination of that alternative. MK also noted that Mulock could be used as an alternative tieback to Yonge Street.

▲ – General comments pertaining to all Alternatives
    a. The range of options shown on the 3 route schematics cover those that were noted in the Terms of Reference.
    b. Review colour scheme. The Routes and Municipal Boundary colours look very similar in the handouts.
    c. LE reinforced that more detailed analysis will take place and that these alternatives are the result of a broad initial screen process.

15. Preliminary Screening of Transit Routing Alternatives
a. Add Legend for symbols
b. Add Glossary of Acronyms

16. Objectives of Rapid Transit Alternatives
   a. Colours of green background/blue text should be changed.

17. What Happens Next: No comments

LE noted that there will be an additional board at the PCC setting out the criteria for the next steps in the evaluation of the routing alternatives.

4. PUBLIC CONSULTATION CENTRE #2

CB noted that the two upcoming PCCs are scheduled for
   • September 13th, 16:00-20:30: Norm Taylor Room at Bond Lake Arena, Oak Ridges;
   • September 14th, 9:30 – 21:00– Upper Canada Mall (Centre Court), Newmarket

ML asked how the Open Houses will be publicized. LE stated that the PCC will be advertised in the local newspapers and on the York Region website. Notification will also be sent to all contacts on the Terms of Reference contact list and to those who attended the first PCC. No fliers will be distributed at this time due to the large project area. Note, fliers will be distributed to a targeted audience once a preferred alignment is known (i.e. prior to PCC #3). CB will ensure that the notice is distributed to the TAC members.

MK noted that the Newmarket Council may want to be briefed on the project before the PCC. MK to ascertain Newmarket council members’ needs, regarding briefing/project materials etc.

5. TAC COMMENTS ON PCC MATERIAL

CB will distribute the electronic version of the PCC material to the TAC on August 23.

Candace Bastedo (CB) of the York Consortium, requested that all comments be submitted to her by **Tuesday August 29th, 2006.** Comments can be emailed to c.bastedo@delcan.com

6. OTHER

No other business.
Welcome!

The purpose today is to:

- Present the project study area and existing natural features and land use;
- Describe the alternatives to the undertaking;
- Present evaluation of the alternatives to the undertaking and selection of the preferred alternative;
- Identify the alternative transit technologies; and
- Present preliminary screening results of alternative routes.

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 September 30).
NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Environmental Assessment Process:
Where We Are

Problem Statement
Describe Undertaking from background studies
(Transportation Master Plan)
Base Map Preparation
Identify Existing Conditions
Identify Alternatives to the undertaking
(Alt. Strategies)
Outline EA Work Plan
Prepare and Submit Terms of Reference to
Ministry of Environment (MOE)

Develop Alternative Methods
(Design)
Assessment of Effects of Alternative Designs
Evaluation of Alternative Designs
Select preferred Alternative Design
Mitigation and monitoring of effects of Preferred Alternative Design

Terms of Reference (ToR)
Open House #1
June 12 & 15, 2004

Update Existing Conditions
Establish Planning & Design Criteria
Develop Alternative Methods (Design)
Develop Evaluation Criteria

Today

Select preferred Alternative Design
Evaluation of Alternative Designs
Assessment of Effects of Alternative Designs

EA Open House #3
March 2007

Finalization and Submit Final EA Report to MOE
Final EA Report Review
MOE Approval of EA

EA Open House #4
June 2007

EA Open House #2
Sept 13/14, 2006

Refine preferred Alternative Design
Preparation of Draft EA Report
Present Draft EA Report
Draft EA Report Circulation
Finalize and Submit Final EA Report to MOE

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 #2

September 2006
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.
The Yonge Street Corridor is identified as the main north-south rapid transit corridor in the Region’s Transportation Master Plan.

Road capacity improvements along Yonge Street from Green Lane to Mulock Drive are identified as a needed improvement in the 2012-2021 time frame (Ref. 2031 Road and Transit Networks, Staging & Costs, A Technical Report for the York Region TMP, Feb. 2002 Table 16).
York Region 10 Year Roads Capital Program

Road improvements to Yonge Street between Mulock Drive and Green Lane will be investigated in detail as part of this EA.

Note: Other road projects in study area will be pursued separately.
Alternatives to the Undertaking
Travel Demand Screenline Analysis
NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

Need for the Undertaking - Traffic Analysis Findings

Existing Weekday AM and PM Peak Hour Level of Service

Legend
- AM LOS
- PM LOS
- LOS A-B (Good)
- LOS C-E (Satisfactory)
- LOS F (Very Poor)
# Alternatives to the Undertaking - Evaluation

<table>
<thead>
<tr>
<th>Evaluation Objectives</th>
<th>Do Nothing</th>
<th>ALTERNATIVE TRANSPORTATION STRATEGIES</th>
<th>Environmental Assessment (EA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaluation Methodology</td>
<td>2017: Total demand forecast; there would be a major shortfall in the road-based capacity in the corridor similar to each direction. The operating performance of the corridor would be severely degraded.</td>
<td>The lack demand forecast indicates a similar deficit in the center of the corridor. However, this deficit is not as intensive as in the future demand forecast for the corridor. The road-based capacity is not an effective strategy to meet the future demand.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on land use</td>
<td>Traffic congestion would make it difficult to realize the full potential of the corridor.</td>
<td>Traffic congestion would make it difficult to realize the full potential of the corridor.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on air quality</td>
<td>No adverse effects on air quality are anticipated.</td>
<td>No adverse effects on air quality are anticipated.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on community</td>
<td>Winning the road congestion will increase</td>
<td>Winning the road congestion will increase</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Noise and vibration</td>
<td>Traffic congestion on arterial and local roads would increase</td>
<td>Traffic congestion on arterial and local roads would increase</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on cultural environment</td>
<td>None</td>
<td>None</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on Regional and Municipal Planning Policies</td>
<td>Will prevent the achievement of the regional and municipal planning policies.</td>
<td>Will prevent the achievement of the regional and municipal planning policies.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Effect on travel time</td>
<td>The cost of congestion would be negligible.</td>
<td>The cost of congestion would be negligible.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Business Activities</td>
<td>The need for business investment for continued operations to continue.</td>
<td>The need for business investment for continued operations to continue.</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
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<tr>
<td>Pedestrian Access</td>
<td>None</td>
<td>None</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Surface Gravel Water Quality and Quantity</td>
<td>None</td>
<td>None</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Vegetation</td>
<td>None</td>
<td>None</td>
<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>Wildlife</td>
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<td>None</td>
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<tr>
<td>Water Quality</td>
<td>Increased residence within the corridor will have an impact on soil quality and energy consumption.</td>
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</tr>
<tr>
<td>Glossary of Terms:</td>
<td>ANSI-Area of Natural Scientific Interest</td>
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<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
<tr>
<td>ESA-Environmentally Significant Area</td>
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<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
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<tr>
<td>GHG-Greenhouse Gas</td>
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</tr>
<tr>
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<td>Enhanced Sustainable Low-Vehicle Rail and Mode Regional Plan Considerations</td>
</tr>
</tbody>
</table>

**Public Consultation Centre #2**

**May 2006**
Do Nothing

A Current Commitments solution encompassing road improvements committed in the Region’s 2002 Transportation Master Plan and local transit improvements in the 2006-2010 YRT 5-year plan

A Road Capacity Increase beyond the Current Commitments to carry all future growth in travel on widened or new arterial roads e.g. Bathurst Street, Yonge Street, Bayview Avenue

Enhanced GO Train/Bus commuter service along with the Current Commitments Solution

Rapid Transit as recommended in the Transportation Master Plan, along with the Current Commitments Solution

Problem

Between 2006 and 2031, our population will grow from 921,000 to 1.5 million, and employment will increase from 468,000 to 780,000. Total trips made will increase by 62% from present levels.

Opportunities

• Reduce automobile dependence and congestion by providing a much improved public transit alternative, and associated road improvements

• Support York Region’s land use and social objectives of more livable, economically viable, pedestrian and transit-oriented urban centres and corridors

Alternative Transportation Strategies

The study found “Rapid Transit with Current Commitments” to be the preferred solution because it:

• Provides long-term travel capacity for all trip purposes within the study area and across the Region without the adverse social and environmental impacts of a “Road Capacity Increase” alternative;

• Best supports the “balanced transportation system” objective of the Region’s Transportation Master Plan and completes the “family” of public transit services available to residents and employees; and

• Is an essential element in achieving the smart growth goals of the Region’s Centres and Corridors Plan and supporting the Province’s “Places to Grow” Act.
Alternative Rapid Transit Systems - Technologies to be Considered

Bus Rapid Transit (BRT) Service, mostly in dedicated lanes with traffic signal-controlled intersections and based on the technology recommended for other Regional Rapid Transit Corridors.

Light Rail Transit (LRT) Service, in dedicated right-of-way either elevated where necessary or on the surface, with traffic signal-controlled intersections and technology characteristics that can be accommodated in BRT lanes.

Subway technology as an extension of Toronto’s Yonge Street subway line.

Commuter Rail Service, with characteristics similar to that provided by GO Transit and using the range of vehicles currently available in the industry.

Automated Light Rail Transit technology with driverless trains on fully grade separated guideway (e.g. elevated or tunnel) providing intermediate to high capacity.
### Glossary of Terms:
- OP: Official Plan
- ROW: Right of Way
- TMP: Transportation Master Plan

## North Yonge Street Corridor
Public Transit And Associated Road Improvements
Environmental Assessment (EA)

### Alternative Rapid Transit Systems - Richmond Hill Route Options

#### Preliminary Screening

<table>
<thead>
<tr>
<th>Objectives and Goals</th>
<th>Route Series</th>
<th>Route Segments</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Provide an effective transportation service</strong></td>
<td>801 - Yonge Street/King Road</td>
<td>801-1: Yonge Street/King Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>801-3: Yonge Street/Sheffield Road</td>
</tr>
<tr>
<td></td>
<td></td>
<td>801-5: Yonge Street/Sheffield Road</td>
</tr>
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#### North Yonge Street Corridor

**Public Transit And Associated Road Improvements**

**Environmental Assessment (EA)**

**Glossary of Terms:**
- OP: Official Plan
- ROW: Right of Way
- TMP: Transportation Master Plan

**Legend:**
- Retained for further evaluation
- Eliminated from further evaluation
- Municipal Boundary

---

**Yonge Street alignment approved in South Yonge Street Corridor EA in April 2006**

**Public Consultation Centre #2**

**September 2006**
Alternative Rapid Transit Systems - Aurora Route Options
Preliminary Screening

Glossary of Terms:
- OP: Official Plan
- ROW: Right of Way
- TMP: Transportation Master Plan

Legend:
- Retained for further evaluation
- Eliminated from further evaluation
- Municipal Boundary

Public Consultation Centre #2
September 2006
Alternative Rapid Transit Systems - Newmarket/East Gwillimbury
Route Options Preliminary Screening

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

Glossary of Terms: OP-Official Plan; ROW-Right of Way; TMP-Transportation Master Plan

Legend:
- Retained for further evaluation
- Eliminated from further evaluation
- Municipal Boundary
Criteria for Evaluation of Route Alternatives Carried Forward

**OBJECTIVE:** To improve mobility by providing a fast, convenient, reliable, and efficient rapid transit service

<table>
<thead>
<tr>
<th>Goals</th>
<th>Typical indicators measuring route’s ability to achieve goal</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Increase attractiveness of rapid transit service</td>
<td>Projected travel time along such alternative</td>
</tr>
<tr>
<td>2. Maximise transit connectivity</td>
<td>Connection to inter-regional services</td>
</tr>
<tr>
<td>3. Alignment geometry that maximises speed and ride comfort and minimises safety risk and maintenance costs</td>
<td>% of road ≥ 3% grade</td>
</tr>
<tr>
<td>4. Conveniency service connections to maintenance facility and storage yard</td>
<td>Length of service connections</td>
</tr>
<tr>
<td>5. Station location that maximises ride potential of rapid transit service</td>
<td>Existing and future residences within 500 m walking distance of a station</td>
</tr>
<tr>
<td>6. Maintain or improve road traffic and pedestrian circulation</td>
<td>Number of intersections access restricted</td>
</tr>
<tr>
<td>7. Protect for goods movement in corridor</td>
<td>Number of traffic generators or attractors within 500 m walking distance of proposed stations</td>
</tr>
</tbody>
</table>

**OBJECTIVE:** To protect and enhance the social environment in the corridor

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<tr>
<th>Goals</th>
<th>Typical indicators measuring route’s ability to achieve goal</th>
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<tbody>
<tr>
<td>1. Minimize adverse effects on Aquatic Habitat</td>
<td>Potential for deterioration of unique and distinctive natural features</td>
</tr>
<tr>
<td>2. Minimize adverse effects on Wetland Habitat</td>
<td>Amount and proximity of aquatic and wetland habitats displaced in the corridor</td>
</tr>
<tr>
<td>3. Minimize adverse effects on Terrestrial Features</td>
<td>Potential for fragmentation of wildlife habitat</td>
</tr>
<tr>
<td>4. Improve regional air quality and minimize adverse local effects</td>
<td>Number of residential units potentially affected by local air quality degradation</td>
</tr>
<tr>
<td>5. Minimize adverse effects on corridor geological and hydrogeological conditions (ground and surface water)</td>
<td>Change in potential for surface water quality degradation</td>
</tr>
<tr>
<td>6. Consider inter-relationships of non-urban factors that are part of local or regional ecosystem</td>
<td>Potential cumulative effects on environmental features</td>
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**OBJECTIVE:** To promote smart growth and economic development in the corridor

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<tbody>
<tr>
<td>1. Support Regional and Municipal Planning Policies and approved urban structure</td>
<td>Continuity of built-up area</td>
</tr>
<tr>
<td>2. Provide convenient access to social and community facilities in corridor</td>
<td>Number of locations with potential to decrease public utility</td>
</tr>
<tr>
<td>3. Protect for goods movement in corridor</td>
<td>Effect on employment activities</td>
</tr>
<tr>
<td>4. Promote transit-oriented development</td>
<td>Number of bus and rail service stops within 500 m walking distance of proposed stations</td>
</tr>
</tbody>
</table>

**OBJECTIVE:** To promote a sustainable environment by protecting and enhancing the natural environment in the corridor

<table>
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<td>3. Minimize adverse effects on Terrestrial Features</td>
<td>Extent of non-manipulated stream patterns disturbed (i.e., watercourse diversion, redirecting, realigning or realigning)</td>
</tr>
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<td>Change in potential for surface water quality degradation</td>
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NORTH YONGE STREET CORRIDOR
Public Transit And Associated Road Improvements EA
Objectives of Rapid Transit Design Alternatives

Improved Mobility
• Service reliability and rapid trip times in congestion-free dedicated lanes
• Routes offering access to major employment, commercial and community locations
• Connectivity to the transit network across the Region and its boundaries
• Convenient, safe access to station platforms for all passengers
• Pre-payment of fares and real-time passenger information at stations, terminals and on-board
• Cost-effective, operationally efficient road capacity enhancements

Natural Environment Protection
• Placing the preferred transitway alignment mostly in existing road right-of-way to limit the effects on creeks with bridge or culvert widening.
• Doubling transit use in the Corridor to add to the anticipated improvement in air quality levels due to the lower emissions from improved automobile technology.
• Storm water management systems to mitigate any adverse effects on ground water quality and quantity, particularly across the Oak Ridges Moraine.

Community and Economic Benefits
• Transitway implementation can be a catalyst for the enhancement of streetscapes in the corridors creating a more attractive pedestrian-oriented environment.
• Corridor road lane capacity maintained or increased where necessary and access to adjacent properties facilitated by signalized left and U-turns at regular intervals.
• Transit routes reinforcing the Region’s Centres and Corridors land use policy and encouraging transit-oriented development at key station nodes.
What Happens Next?

The next stages of the EA process involves:

- Identification/development of planning and design criteria/parameters;
- Development of route evaluation criteria;
- Evaluation of alternative design concepts for both rapid transit and road improvements;
- Identification of the preferred design;
- Identification of effects and mitigation strategies; and
- Ongoing Public Consultation.

The next Public Consultation Centre in March 2007 will present the recommendations 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 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.
**Problem**

Between 2006 and 2031, our population will grow from 921,000 to 1.5 million, and employment will increase from 468,000 to 780,000. Total trips made will increase by 62% from present levels.

**Opportunities**

- Reduce automobile dependence and congestion by providing a much improved public transit alternative, and associated road improvements
- Support York Region’s land use and social objectives of more livable, economically viable, pedestrian and transit-oriented urban centres and corridors

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**Alternative Transportation Strategies**

- **Do Nothing**
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- **A Road Capacity Increase** beyond the Current Commitments to carry all future growth in travel on widened or new arterial roads e.g. Bathurst Street, Yonge Street, Bayview Avenue
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The study found **“Rapid Transit with Current Commitments”** to be the preferred solution because it:

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<thead>
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<th>Telephone Number</th>
<th>Email Address</th>
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<tr>
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<td># Street City Postal Code</td>
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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.
Received Comment Sheets

September 2006
**NORTH YONGE STREET CORRIDOR PUBLIC TRANSIT AND ASSOCIATED ROAD IMPROVEMENTS ENVIRONMENTAL ASSESSMENT**

Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

**COMMENT SHEET**

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

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**Other Comments**

<table>
<thead>
<tr>
<th><strong>Service Road - Davis Drive to Green Lane behind stores and access to cross streets.</strong></th>
</tr>
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Please mail comments to: 1 West Pearce Street, 6th Floor, Richmond Hill, ON, L4B 3K3.

If you require further information, please visit www.vivayork.com 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) 943-0591
  Fax: (905) 943-0400
  Email: l.erskine@delcan.com
Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

King City doesn't have a YRT ticket sales outlet. Improved service in King City area.

Other Comments

- Sparse good connections from YRT to VIVA
  - Maple - King - Yonge (blue)
  - King - Yonge intersection - stop locations
  - Bus stop location at King High School entrance

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

Public Consultation Centre #2: Thursday, September 14, 2006, 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 alternatives to the undertaking and selection of the preferred alternative?

Keep working on it.

What is your opinion of the short-listing of routes for further evaluation?

Inseki

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Poor road planning initially.

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region’s Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

My house to U.C. Mall was 5 min.
On Saturday it is now 45 min.
Deal with present traffic problems.

Other Comments

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

Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

**COMMENT SHEET**

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<td>Other Comments</td>
</tr>
<tr>
<td>Add a customer service representative to Finch Avenue Station to help people with the ticket kiosk, etc.</td>
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| Program Manager – EA                                           | EA Studies Manager                                        |
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| Fax: (905) 895-0191                                             | Fax: (905) 943-0400                                       |
| Email: Steve.Mota@york.ca                                      | Email: l.erskine@delcan.com                                |
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What do you see as the key challenges and opportunities for rapid transit in this corridor?

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region’s Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

Other Comments

During whatever improvements are done, please ensure the traffic lights are synchronized to allow a smooth continuous flow of traffic.

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

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Public Consultation Centre #2: Thursday, September 14, 2006, 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 alternatives to the undertaking and selection of the preferred alternative?**

| Build a subway from Mulock to Bridal |

**What is your opinion of the short-listing of routes for further evaluation?**

---

**What do you see as the key challenges and opportunities for rapid transit in this corridor?**

| Intensifying land use along the corridor to support transit |

**Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.**

---

**Other Comments**

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

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

Public Consultation Centre #2: Thursday, September 14, 2006, Upper Canada Mall

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 alternatives to the undertaking and selection of the preferred alternative?

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What is your opinion of the short-listing of routes for further evaluation?

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What do you see as the key challenges and opportunities for rapid transit in this corridor?

The traffic, people use these corridors who are sometimes against public transit. So really, public perception is a problem that should be solved by having info nights out.

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region’s Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

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Other Comments

Travel North bound on Bayview North of Elgin Mills. Will there be a transit route going that far? Will Viva ever make it’s way to Bayview in general.

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

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

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Program Manager – EA  
Phone: (905) 764-6345, ext. 5056  
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What is your opinion of the short-listing of routes for further evaluation?

- I BELIEVE THE ROUTE CONTINUED FURTHER IN RICHMOND HILL AND AURORA ARE MORE IDEAL TO STAY ON YONGE STREET PROVIDED THE CONSTRAINTS OF BUILT ENVIRONMENT, HERITAGE RIDERSHIP POTENTIAL & DESTINATION.
- IN NEWMARKET, DAVIS DRIVE & GREEN LANE PROVIDES GREATER OPPORTUNITY IN ALTERNATIVE.

What do you see as the key challenges and opportunities for rapid transit in this corridor?

- BEING ABLE TO FUNCTION FLUENTLY THROUGH HISTORIC AREAS OF NEWMARKET AND AURORA.
- PROVIDING DIRECT, ONE ROUTE SERVICE (UN-INTERRUPTED) TO MATCH CUSTOMER SERVICE NEEDS TO THEIR DESTINATIONS E.G. REGIONAL HOSPITAL LOCATION

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

- A DESIGNATED TRANSITWAY FOR THE VIVA CAN WORK OUT IN CONTRACT WITH THE ROAD IMPROVEMENTS, CRITICAL IS THE SAFETY OF PEDESTRIANS CROSSING YONGE ST. PROVIDING SAFE ACCESS & INFRASTRUCTURE FOR PEDESTRIANS ESP. AT DAVIS DRIVE WILL GREATLY BENEFIT ISSUE

Other Comments

- A DEDICATED LEFT LANE (WEST ON DAVIS DRIVE) TO TURN ONTO YONGE STREET (SOUTH) COULD BE SUGGESTED WITH A SPECIAL PRIORITY LIGHT. SEE LOWER RIGHT.

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Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?

What is your opinion of the short-listing of routes for further evaluation?

What do you see as the key challenges and opportunities for rapid transit in this corridor?

Increase the # of bus stops along Yonge St. deputies with disabilities or with young children find it difficult to access 20 min buses. This is very inconvenient.

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

The corridor can be expanded to include Yonge St. This is a multi-modal for residents along this street. The conditions have to be used "24h" because of the noise pollution. Use Yonge-Davis as an alternative.

Other Comments

Parking on Yonge. This may impact service. According to most bus drivers, traffic is used by other traffic. Please respect the residents along Yonge.

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Many "cut of service" buses use driveway. Respect residents. The "Noise Plan" should be updated.
**Do you have any comments on the alternatives to the undertaking and selection of the preferred alternative?**

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<tr>
<th>Comment</th>
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<tr>
<td>I miss the route that goes from Yonge to transit on Viva.</td>
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**What is your opinion of the short-listing of routes for further evaluation?**

<table>
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<tr>
<th>Priority locations seem to meet my experience.</th>
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<tr>
<td>I miss the route that goes from Yonge to transit on Viva.</td>
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</table>

**What do you see as the key challenges and opportunities for rapid transit in this corridor?**

| I do take the Viva occasionally - but it is long and arduous - from my door to the door of my destination. (walk - Viva - Yonge Subway - streetcar/bus) Can be two hours one-way. Standing room only when students are travelling (particularly RTH section). |

Comment on the need for road improvements to Yonge Street from Mulock Drive to Green Lane as identified in the Region's Transportation Master Plan and how they might best be integrated within this multi-modal corridor.

- Concepts presented look good. An absolute 'must' that there be three continuous 'free-flow lanes' - each way and double left turn lanes at significant intersections.

- Can your scope include a 'secondary' parallel access from Upper Canada Mall connecting the Big Box Stores Canadian Tire/Staples/Home Depot/Walmart through to Loblaw Superstore? It is very significant when you see traffic from these locations making turns onto the Yonge St. corridor, and then after a short distance, turn off to visit another Big Box Store. I even have to do this!

**Other Comments**

- My thanks to Amanda Spencer who 'walked' me through the alternatives and who has a good grasp of the issues and the potential improvement...