

Yonge Street and Highway 7 Corridors Environmental Assessment



Public Open House Report # 4

Doc. Control # O-05-002259

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1. INTRODUCTION

The goal of the York Rapid Transit Plan (YRTP) initiative is to provide fast reliable transit solutions to a rapidly growing York Region community. As such, the project investigates the means of improving public transit infrastructure and service in the north-south and east-west directions in York Region. Three separate studies are being undertaken simultaneously. These studies are South Yonge Street Corridor, Highway 7 Corridor with Vaughan North-South Link, and Markham North South Link. As part of the Highway 7 Corridor Environmental Assessment (EA) undertaking, the associated road network improvement of the existing operational and physical characteristics of Highway 7 between Woodbine Avenue and Sciberras Road is also included. The environmental assessment of the road widening will be filed under the Highway 7 Corridor Public Transit Improvements EA.

In order to meet Environmental Assessment (EA) requirements, Public Consultation Centres (PCCs), using the format of an Open House, are held at different key stages of the study to inform the public and collect public input of the EA studies. A fourth and joint PCC for the South Yonge Street Corridor, and Highway 7 Corridor, including Vaughan North-South Link, EA studies, was held to present the final findings of the EA studies following the re-submission of the non-scoped Terms of Reference (ToR). This Report provides a summary of this PCC. Summaries of the previous PCC sessions are documented in other reports.

2. PUBLIC CONSULTATION CENTRE #4

The joint PCC #4 was held on the following dates at the locations shown to accommodate the geographical dispersion of communities along the corridor:

- Thursday, September 9, 2004 (3:00 pm to 9:00 pm) - The Promenade, Thornhill, Ontario
- Saturday, September 11, 2004 (12:30 pm to 6:00 pm) - Hillcrest Mall, Town of Richmond Hill, Ontario
- Friday, September 17, 2004 (3:00 pm to 9:00 pm) – Markville Mall, Town of Markham
- Thursday, October 28, 2004 (4:00 pm to 9:00 pm) - Markham Civic Centre, Town of Markham

The purpose of these PCC's was to present to the public the final findings of all steps in the EA process including the analysis of both alternatives to the undertaking (alternative transportation solutions) and alternative methods of carrying out the undertaking (routes and technologies) for both South Yonge Street and Highway 7 Corridors. It was also to obtain feedback on specific public concerns. The last location was selected to provide information to the local community that would potentially be affected by the Highway 7 Road Widening.

During the sessions, at least four members of the project team were available to answer questions from the public and provide input about the project. Two members were

representatives from York Region and two were representatives of the consultant. Two representatives from the Town of Markham were also available at the last location.

2.1 NOTIFICATION

As noted below, the PCC #4 (Final Public Consultation Opportunity) was widely advertised to area residents and interested parties:

1. Notices were placed in the following newspapers (see **Appendix 1** for a copy of the newspaper "Notice of Public Open House"):

Markham Economist and Sun	Thursday, September 2, 2004
Richmond Hill Liberal	Thursday, September 2, 2004
Vaughan Citizen	Thursday, September 2, 2004
Markham Economist and Sun	Saturday, September 4, 2004
Richmond Hill Liberal	Saturday, September 4, 2004
Vaughan Citizen	Saturday, September 4, 2004
Markham Economist and Sun	Thursday, October 21, 2004
Markham Economist and Sun	Saturday, October 23, 2004

2. The same notice was also posted on the Region of York website at www.region.york.on.ca and on the YRTP website at www.region.york.on.ca/yrtpl.

2.2 PRESENTATION MATERIAL

The materials on display consisted of presentation boards, YRTP banners, a continuous slide presentation, project-specific fact sheets, and two books of transitway alignment plans for both the South Yonge and Highway 7 Corridors. Upon arrival, attendees were asked to sign a visitor sign-in sheet.

2.2.1 PRESENTATION BOARDS

The boards displayed at the PCC #4 are listed below:

For the Transitway component:-

- South Yonge St. and Hwy 7 Corridors Environmental Assessment Study Findings (3 boards)
- Yonge Street Corridor Route and Alignment Analysis
- Highway 7 and Vaughan N-S Link Corridor Route and Alignment Analysis
- The Process To Date

For the Road Widening component:-

- Need and Opportunities
- Alternative Solutions
- Selected Alternative Capacity Analysis Summary

- Preferred Design Alignment and Cross Sections, from Montgomery Road to Town Centre Boulevard
- Preferred Design Alignment and Cross Sections, from Town Centre Boulevard to Verclair Gate
- Preferred Design Alignment and Cross Sections, from Verclair Gate to Sciberras Road

A copy of these boards can be found in **Appendix 2** of this report.

2.2.2 SLIDE PRESENTATION

A continuous slide presentation was prepared and displayed at all sessions. A copy of the slide show is included in **Appendix 3**.

2.2.3 FACT SHEETS

Fact Sheets specific to the project were available at all venues. Copies of these informative handouts are included in **Appendix 4**.

2.2.4 TRANSITWAY ALIGNMENT PLANS

The recommended transitway alignment design plan and profile plates for both South Yonge Street and Highway 7 Corridors were displayed. Due to the number of plates, in excess of 100, these books are not provided as part of this Report's Appendix but can be made available for viewing on request.

3. SUMMARY OF RESULTS

3.1 VISITOR REGISTRATION

The three sessions of the PCC #4 were very well attended with visitors asking many questions of the team of professionals about the project and potential specific concerns. Registered attendance, totalling 110, was made up as follows:

- ❖ 40 people signed the "sign-in" sheet at the September 9th session;
- ❖ 51 people signed the "sign-in" sheet at the September 11th session;
- ❖ 10 people signed the "sign-in" sheet at the September 17th session; and
- ❖ 9 people signed the "sign-in" sheet at the October 28th session.

Many more members of the public actually viewed the boards and took the available documentation but chose not to sign in. Based on previous documented experience at similar

venues for this project, the total attendance exceeded 200. A sample of the sign-in sheets is included in **Appendix 4**.

3.2 QUESTIONNAIRE AND COMMENT SHEETS

In addition to verbal comments, a total of sixteen written comment sheets were completed and submitted during and after all three sessions. Six comment sheets were submitted at session on the 9th, seven on the 11th, none on the 17th, and one on the 28th. The project team received two additional comments after the presentations. Comment sheets have been numbered and are included in **Appendix 4**.

A questionnaire, included in **Appendix 4**, asked four questions of the public. The first sought the views of the public about the most important aspects of the plan for enhancing quality of life in the corridor. The second and third questions were corridor specific and were intended to develop a list of suggestions to improve on the plan as well as identify potential concerns with the proposed alignment. The last question requested other public comments. The overall response to the material presented at the PCC #4 appeared to be very supportive with the majority of participants supporting Rapid Transit along Highway 7 and in the Region in general.

Attendees included both those who were familiar with the project from previous PCC's and members of the public who were unaware of the project proposals. Some of the former attended to confirm that mitigation discussed at prior meetings was being incorporated in the recommended design. Representative comments made by attendees included the following:

- ❖ Rapid transit in the form of a Yonge Subway extension or light rail service to Richmond Hill should be pursued.
- ❖ Reduce volume of traffic on roads by providing a fast, frequent service with convenient stations.
- ❖ Consider visual impact of transit facilities on the streetscape, respect natural features, minimize impacts and avoid a “barrier effect” between adjacent communities.
- ❖ Include attractive public spaces to encourage pedestrians and transit use.
- ❖ Provide convenient links to other existing transit services and routes such as GO Rail.
- ❖ Rapid transit is a good idea and much needed,
- ❖ Consider placing transit in the curb lanes with far side stops to make access safer and more convenient for pedestrians.
- ❖ The present frequency of GO service does not warrant a diversion from Highway 7 to the Unionville GO Station.
- ❖ Benchmark the top 10 European cities with similar demographics and climate to optimize the York Region package.
- ❖ Concerns that the widening component should have been extended to Kennedy Road addressing the railway level-crossing with an underpass.

The comments of various suggestions, concerns and opinions expressed by the public are consolidated in the **Appendix 4**.

4. CONCLUSION

The Public Consultation Centres were very well attended. Public participation indicates that Rapid Transit is a generally a welcome solution to an increasingly growing traffic congestion problem and that the undertaking along Highway 7 is a particularly desirable project. Public concerns expressed included potential visual impact of transit facilities, a “barrier effect” between adjacent communities and the connectivity to existing transit services and routes such as GO Rail. The majority of participants support the project and would like to see it implemented sooner rather than later.

APPENDIX 1 Copy of Newspaper *Notice for Public Consultation Centre #4*

A message from The War Amps
afety is no accident, so PLAYSAFE!

For more information, call: **1-800-250-3030**



This message brought to you as a community service of The Economist & Sun/Sun-Tribune

Grandma's Run



5K RUN/WALK

SAT., SEPT. 11

9:30AM IN MARKHAM
 CORNER OF PARKWAY AVE. &
 PARAMOUNT RD.



Home Theatre System

Be eligible to win the **Special Prize**.
 You must have pledges of \$100 or more.

- CHIP TIMING
- ACCURATE COURSE MEASUREMENT

ADVANCE REGISTRATION
 AUG. 18 - SEPT. 9
LOCATION & KIT PICK UP:

■ **For Walkers**
 Mon.-Fri., 9am-5pm
AT MARKHAVEN FOUNDATION
 54 Parkway Avenue, in the new
 Markhaven home - (take elevator to
 lower level) Ph: (905) 472-4779

■ **For Runners**
 Mon, Wed, Fri. & Sat., 10am-6pm;
 Tues. & Thurs., 10am-9pm;
 Sun. Noon-5pm
AT RUNNING FREE
 708 Denison St. (at Esna Pk.)
 Markham, ON L3R 1C1
 Ph: (905) 477-7871 or on-line
 at www.runningfree.ca

Walk/Run
 for YOUR grandma
 and all the grandmas who
 call Markhaven home.

For more information,
 call **905-472-4779** or email
markhavenfoundation@bellnet.ca

IS YOUR TEACHER TOPS

Tell us why your teacher is one of the community's best. Is your teacher a coach? Did she start a new club at the school or head up a fundraising project? Does he direct the school's play or does she offer interesting, innovative and fun ways to learn? Be sure to ask adults or other students what

accomplishments you should include in your letter to strengthen your submission. Send your nomination to editor Tracy Kibble at tkibble@ymg.com or fax her at 905-853-5379. Deadline for September is Sept. 14. No phone calls please.



York Rapid Transit Plan
South Yonge Street and Highway 7 Corridors Public Transit Improvements
Environmental Assessments (EAs)
Final Public Consultation Opportunity

As one of the fastest growing municipalities in Canada, York Region is facing a number of transportation challenges. In response, the Region has initiated the York Rapid Transit Plan (YRTP) to develop a rapid transit network in four corridors in York Region (see key plan).

The Region is nearing completion of the South Yonge Street and Highway 7 EA's examining public transit improvements in the Yonge Street corridor extending from Steeles Avenue to 19th Avenue in Richmond Hill and in the Highway 7 corridor between the east and west Regional boundaries. These EA's, conducted over the past two years, are being finalized and documented in accordance with the EA Terms of Reference for the two corridors approved by the Minister of the Environment on June 30, 2004. A final round of public consultation is being held to present:

- Transportation solutions considered
- Rapid transit technology and route evaluation conclusions
- Preferred transitway routes, station locations and property requirements
- Urban design and streetscaping images
- Effects of widening of Yonge Street and Highway 7 for the transit lanes
- Measures to accommodate traffic circulation and replace left turns into local streets and properties along the route

The scope and success of this study depends very much on public input and participation. We invite you to attend the upcoming Public Consultation Centres to review the findings of the EA's:

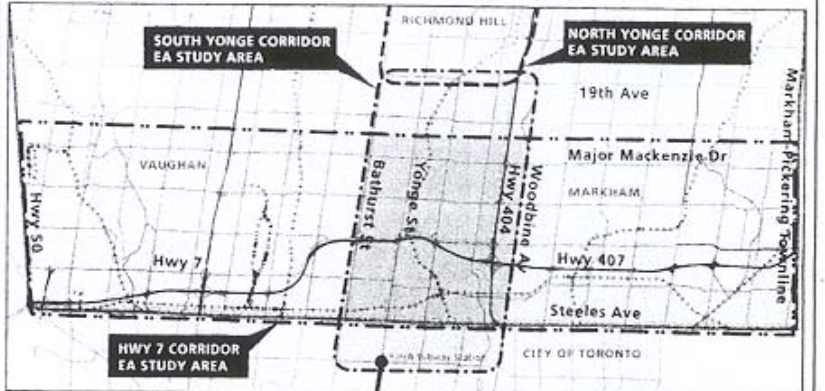
Sept. 9, 2004 2.00pm - 9.00pm The Promenade Mall 1 Promenade Circle Thornhill, Ontario	Sept. 11, 2004 12.00pm - 6.00pm Hillcrest Mall 9350 Yonge Street Richmond Hill, Ontario	Sept. 17, 2004 2.00pm - 9.00pm Markville Mall 5000 Highway #7 Markham, Ontario
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To obtain further information on this study, visit our website at www.yorkinmotion.com or the York Region home page: www.region.york.on.ca/yrrp

If you wish to have your name placed on our mailing list, or to direct questions and comments please contact:

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 Regional Municipality of York
 17250 Yonge Street
 Newmarket, ON L3Y 6Z1



BIGGEST SHOW EVER!

NATIONAL BRIDAL SHOW



September 10-12, 2004

International Centre, 6900 Airport Road

SHOW HOURS: Friday 5pm to 10pm
 Saturday 10am to 9pm • Sunday 10am to 6pm



Enter for your chance to win the
\$25,000 TORONTO STAR DREAM WEDDING

to be held at the 2005 Spring National Bridal Show. This incredible package will include the reception, bridal gown, photographer and videographer, music, flowers, wedding bands, bridesmaid dresses, formal wear, limousine, cake, plus a \$400 H&C Gift Card. Fill out a ballot at the Fall National Bridal Show.

For no purchase entry and complete contest rules go to www.thestar.com/contests. Sponsored by THE NATIONAL GIFT REGISTRY.

THE BAY AND HOME OUTFITTERS GIFT REGISTRY offer one lucky couple a chance to win a prize package of stylish home accessories and giftware valued at \$5,000.00.

"HONEYMOON IN ST. LUCIA" You could win a romantic honeymoon to the Windjammer Landing Villa Beach Resort from Just Honeymoons/Weddings Away and Air Canada Vacations.

CASTING CALL FOR SEXY GIRL! Life Network is looking for a bride-to-be to star in a special wedding episode of their new makeover reality series.

Sposabella, one of Toronto's top bridal retailers, is hosting the **"ONCE IN YOUR LIFETIME BRIDAL GOWN SALE"**. Featuring a fantastic selection of bridal gowns priced \$299-\$499, hundreds of bridesmaid dresses at \$150 each, and mother-of-the-bride apparel.

Admission \$15.00

For information call 905-815-0017
 or 1-800-265-3673
 Visit our website at

TWO FOR ONE ADMISSION

Upcoming Highway 7 widening Open house (Markham)



YORK REGION RAPID TRANSIT PLAN

Highway 7 Widening between Woodbine Avenue and Sciberras Road
Component of
Highway 7 Corridor Public Transit Improvements
Environmental Assessments
Public Consultation Opportunity

As one of the fastest growing municipalities in Canada, York Region is facing numerous transportation challenges. In response the Region developed a Transportation Master Plan that includes both the implementation of a rapid transit network and the widening of portions of various arterial roads such as Highway 7.

The Region is nearing completion of the Highway 7 Public Transit Improvements Environmental Assessment (EA) which includes a recommendation for rapid transit service between the east and west Regional boundaries and the widening of Highway 7 from four to six lanes, including the construction of a centre median, between Woodbine Avenue (Montgomery Road) and Sciberras Road.

This public consultation will be in the form of an open house display, and will present:

- The Rapid Transit service background and description of the technically preferred alternative
- The need and justification for roadway improvements on Highway 7 between Woodbine Avenue and Sciberras Road
- The planning alternatives to reduce traffic congestion in this portion of Highway 7
- Presentation of the technically preferred alternative for the widening of Highway 7

The scope and success of this study depends on public input and participation. We invite you to attend the upcoming Open House on October 28th, 2004 to review the findings of the EA Study. The details are as follows:

Town of Markham Anthony Roman Centre
Great Hall, 4:00 - 9:00 p.m.
101 Town Centre Blvd.
Markham, ON L3R 9W3

To obtain further information on this study, visit our rapid transit Web site at www.yorkinmotion.com or the York Region Web site at www.region.york.on.ca/yrtp

If you wish to direct questions and comments, please contact:

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Regional Municipality of York
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Ref. # O-04-001979 -YRTP

The Regional Municipality of York is committed to providing cost-effective, quality services that respond to the needs of our rapidly growing communities. York Region is comprised of the following nine area municipalities: Aurora, East Gwillimbury, Georgina, King, Markham, Newmarket, Richmond Hill, Vaughan and Whitchurch-Stouffville. For more information, visit our Web site at: www.region.york.on.ca

Contact: Patrick Casey, Senior Media Relations Specialist, York Region

- (905) 830-4444, ext. 1235
- Email: patrick.casey@region.york.on.ca

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RAPID TRANSIT

IN YORK REGION

CREATING TRANSIT FOR TOMORROW . . . TODAY

TALK TO US!

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- Construction >
- Improvements >
- Planning >
- Engineering >
- About Us >
- Getting Involved >
- What's News >
- Library >
- Procurement >
- Talk to Us >

Getting Involved - Public Meeting Notices



Here is where you will always find the latest notices posted for upcoming public meetings on York's rapid transit plan. We encourage you to attend these meetings and see our plans and talk to the people who are developing them.

Bookmark this site and check back periodically to learn about a meeting in your area. Alternatively, click here to fill in a form and be added to our mailing list. We will be pleased to send you notices of upcoming meetings by either mail or e-mail.

Coming up...

Highway 7 Widening Public Meeting (Markham)

The Region is nearing completion of the Highway 7 Public Transit Improvements Environmental Assessment (EA) which includes a recommendation for rapid transit service between the east and west Regional boundaries and the widening of Highway 7 from four to six lanes, including the construction of a centre median, between Woodbine Avenue (Montgomery Road) and Sciberras Road.

This public consultation on October 28th, 2004 will be in the form of an open house display, and will present:

- The Rapid Transit service background and description of the technically preferred alternative
- The need and justification for roadway improvements on Highway 7 between Woodbine Avenue and Sciberras Road
- The planning alternatives to reduce traffic congestion in this portion of Highway 7

Use of private automobiles creates approximately 30% of the transport greenhouse gas emissions in



- congestion in this portion of Highway 7
- Presentation of the technically preferred alternative for the widening of Highway 7

The scope and success of this study depends on public input and participation. We invite you to attend the upcoming Open House to review the findings of the EA Study. The details are as follows:

Town of Markham Anthony Roman Centre, Great Hall
October 28th, 4:00 - 9:00 p.m.
101 Town Centre Blvd.
Markham, ON L3R 9W3

If you wish to direct questions and comments, please contact:

Gus Garron
Consultant's Project Manager
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f. (416) 391-7590
g.garron@delcan.com

Delcan Corporation

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Region's Project Manager
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f. (905) 836-4590
peter.cholewa@region.york.on.ca
Regional Municipality of York
17520 Yonge Street, Newmarket, ON L3Y 6Z1

Past meetings...

South Yonge Street Transitway EA Study

- The final series of public meetings was held in September 2004
- Hillcrest Mall, June 6, 2003
- Yorkhill Elementary School, June 9, 2003
- At the meeting we presented the preferred technology and alignment and information about the mitigation of environmental effects

**Highway 7 and Vaughan North-South Link
Transitway EA Study**

- Public meetings were held in April
- Hillcrest Mall, April 24, 2003
- Chandler Community Centre, April 25, 2003
- Markville Mall, April 26, 2003
- At the meetings we presented alignment options and potential station locations along with the methodology for their evaluation

Markham North-South Link Transitway EA Study

- Public meeting was held in June
- Markham Civic Centre, June 17
- At the meeting, we presented route alternatives being considered for the development of alignment options
- Terms of Reference will be submitted to the Ministry of the Environment for approval in August

| [Request a Presentation](#) | [Book A Speaker](#) |

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APPENDIX 2 Display Boards presented at *Public Consultation Centre #4*



Rapid



Problem

Between now and 2021, our population will grow from 875,000 to 1.2 million, and employment will increase from 385,000 to 655,000. Total trips made will increase by 52% from present levels.



Opportunities

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

Alternative Transport Solutions

- **Do Nothing**
- **A Current Commitments** solution encompassing road improvements committed in the Region's Transportation Master Plan and local transit improvements in the 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,
- **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.

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 Region and across the boundaries 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,
- Is an essential element in achieving the smart growth goals of the Region's Centres and Corridors Plan.



Alternative Transit Systems

Automated Light Rail Transit



Bus Rapid Transit (BRT)



Subway



Commuter Rail



Light Rail Transit (LRT)



The EA Study technology evaluation recommends:

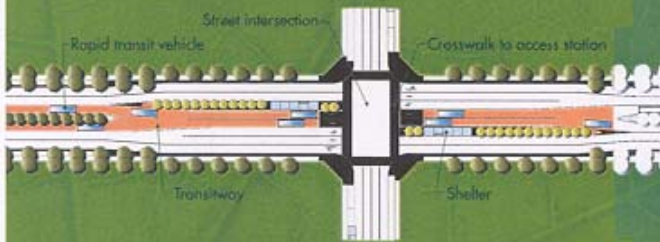
- Initial implementation of BRT service in all four YRTP corridors,
- A review of BRT performance and future system capacity needs by 2011,
- Conversion to LRT in the south Yonge corridor. This would occur when passenger demand requires a higher BRT frequency than that which can be reliably provided through at-grade signalized intersections, and if a Yonge subway extension to Highway 7 does not appear to be affordable, (potentially 2016),
- Further extension of LRT in the eastern Highway 7 corridor to Markham Centre, if warranted by ridership growth and land use change.

Transit in your

South Yonge St. and Hwy 7 Corridors Environmental Assessment Study Findings



Typical layout of station and passenger access



Transitway station in road median



Transitway in road median between stations

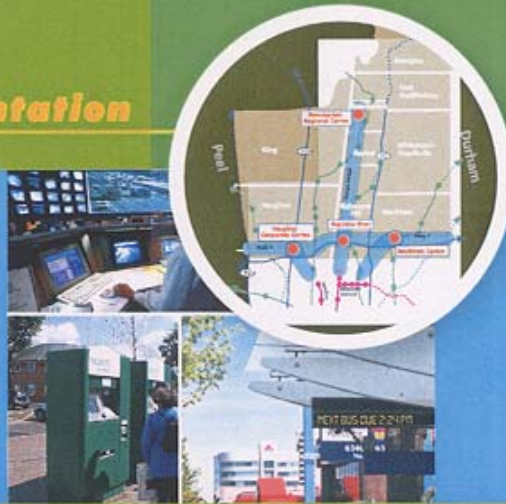


Environment

Effects of BRT or LRT Implementation

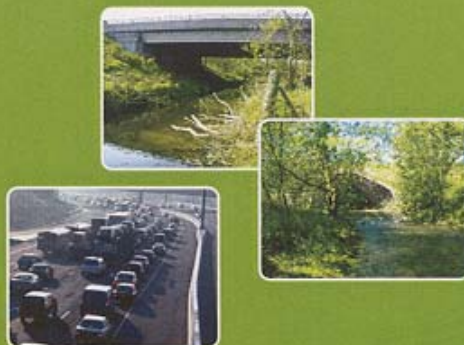
Improved Mobility

- A four-corridor network providing a fast, frequent and reliable transit alternative with good connections to local, TTC and GO Transit services, (e.g. Yonge St. service from Major Mackenzie to Finch Subway Station in 25 min. at intervals of 10 min. or less).
- The convenience of pre-payment of fares at each station or terminal, YRT feeders and transfers and real-time passenger information at stations and on-board vehicles.



Natural Environment Protection

- Placing the preferred transitway alignment mostly in existing road right-of-way limits the effect on creeks to bridge or culvert widening.
- A long-span bridge and associated watercourse treatment will mitigate effects on vegetation and wildlife and aquatic habitat at the planned Rouge River crossing.
- Doubling transit use in the Region from the present 8% will add to the anticipated improved air quality levels due to reduced automobile emissions.

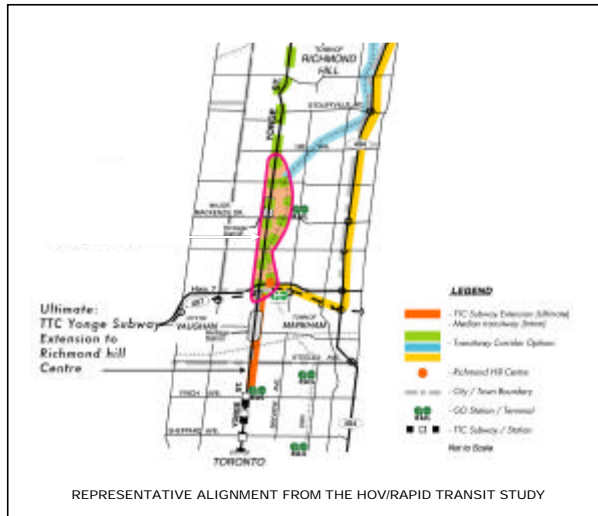


Community and Business Effects

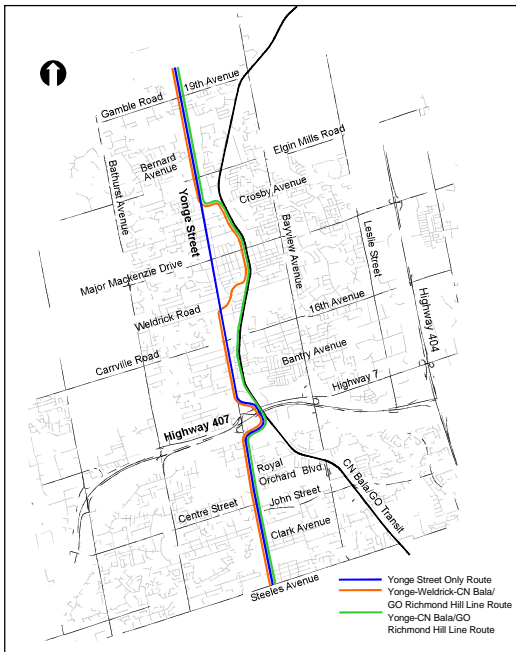
- Transitway implementation can be a catalyst for the enhancement of streetscapes in the corridors creating a more attractive pedestrian-oriented environment.
- The combined road and transit right-of-way will include landscaping and utility relocation to provide a desirable interface with adjacent communities/businesses.
- Corridor road lane capacity will be maintained and, where necessary, access to adjacent properties will be facilitated by signalized left and U-turns at regular intervals.
- Signal-controlled cross-walks will provide safe access to median stations as well as between adjacent neighbourhoods along the transitway.
- Traffic noise level increases, (under 5dB), because of road widening to accommodate the median transitway will not be detectable.



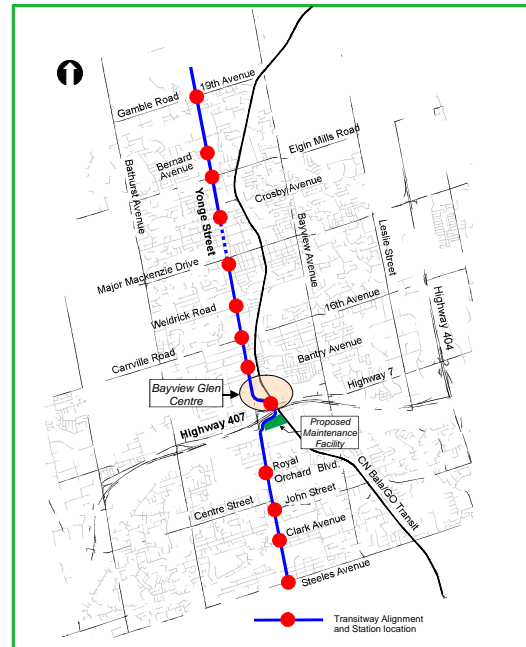
Yonge Street Corridor Route and Alignment Analysis



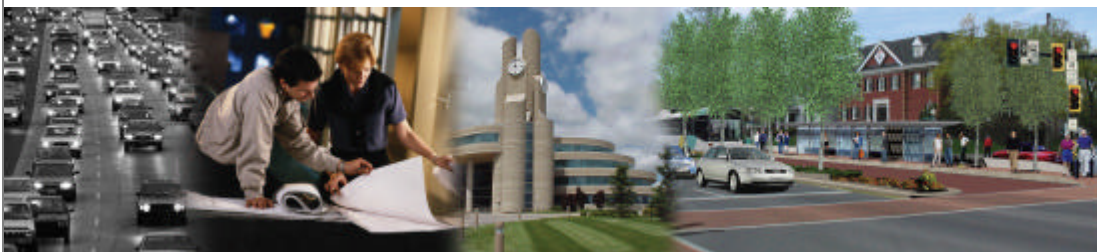
Route Options Considered



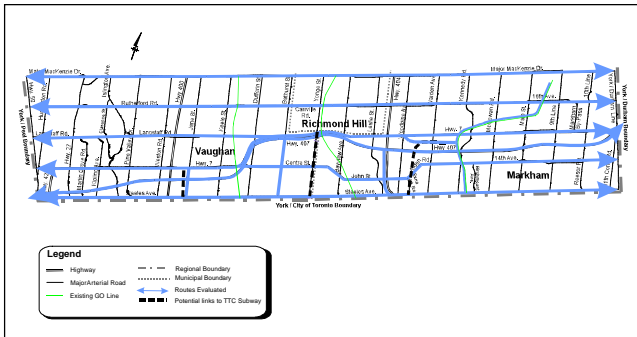
Alignment Alternatives Evaluated



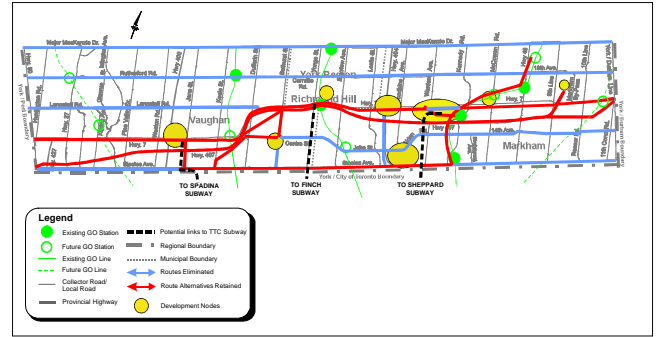
The Preferred Rapid Transit Alignment



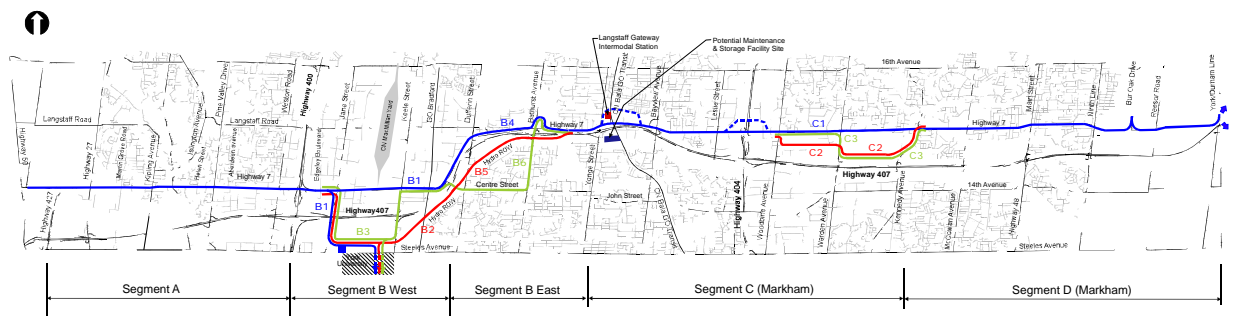
Highway 7 and Vaughan N - S Link Corridor Route and Alignment Analysis



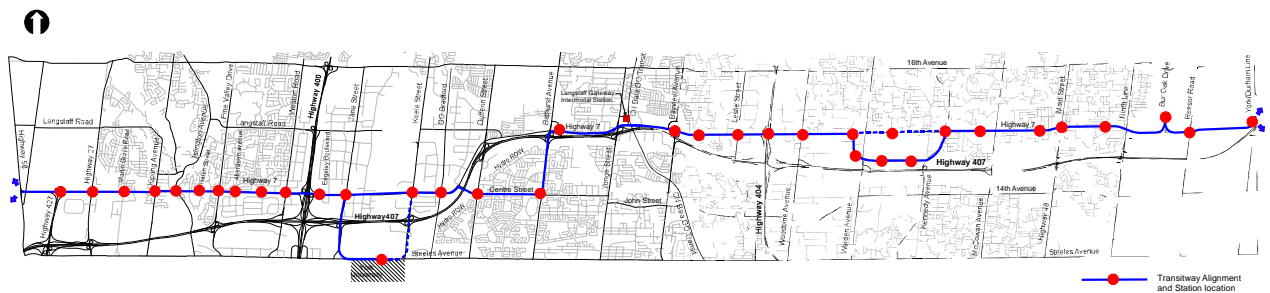
Rapid Transit Route Options Considered



Initial Screening of Rapid Transit Route Options



ALIGNMENT ALTERNATIVES EVALUATED



THE PREFERRED RAPID TRANSIT ALIGNMENT



York Rapid Transit Plan South Yonge Street and Highway 7 Public Transit Improvements Environmental Assessments (EAs)

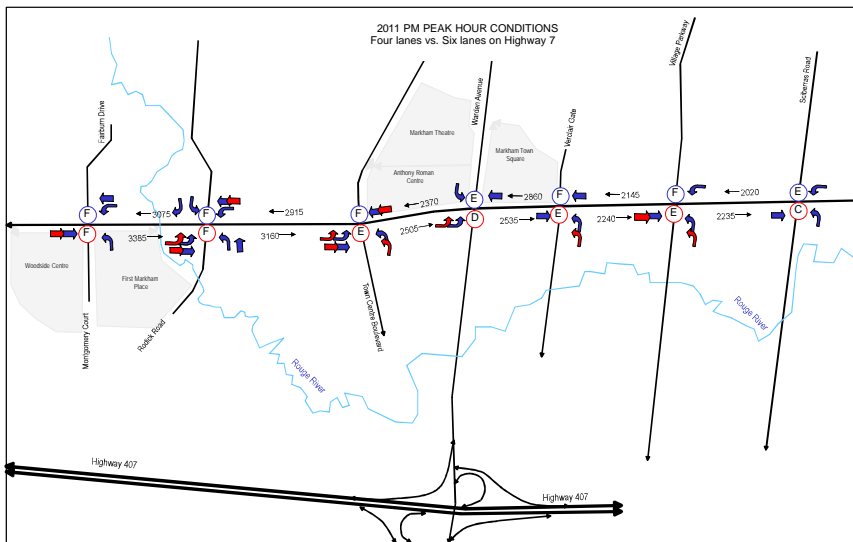
THE PROCESS TO DATE

- Studies of Need and Justification for Public Transit Improvements
Carried out 2001 - 2002
- Focussed Terms of Reference for Environmental Assessments (EAs) based on Need & Justification study findings
Completed : January 2002
Approved by Ministry of the Environment : January 2003 (Yonge)
June 2003 (Hwy 7)
- EA studies based on focussed Terms of Reference
Carried out : Fall 2002 - Fall 2004
- Revised non-focussed Terms of Reference (required due to a Division court ruling on EA process for all Ontario projects using focussed Terms of Reference)
Approved by Ministry of the Environment : June 2004
- Documentation of Need & Justification and EA study findings in EA Draft Reports
Anticipated completion : October 2004
- Submission of Draft EA Reports to Ministry of the Environment
Anticipated : Fall 2004



York Rapid Transit Plan Highway 7 Widening Public Transit Improvements Environmental Assessment (EA)

Selected Alternative Capacity Analysis Summary



- Link volumes based on Markham Centre West Master Plan Study
- Movements at capacity are defined as having a v/c ratio equal to 1.0 or greater
- When road capacity is increased to six lanes, improvements in the traffic operation are represented by a change in level of service and number of traffic movements operating at capacity
- Level of service in the intersections east of Rodick Road (2011) and Town Centre Boulevard (2021) pass from a near, at or over capacity operation to a stable flow - near capacity operation, when road capacity is increased to six lanes.
- In some intersections such as Warden Avenue and Rodick Road, the number of movements operating at or over capacity decreases considerably

Four Lanes on Highway 7

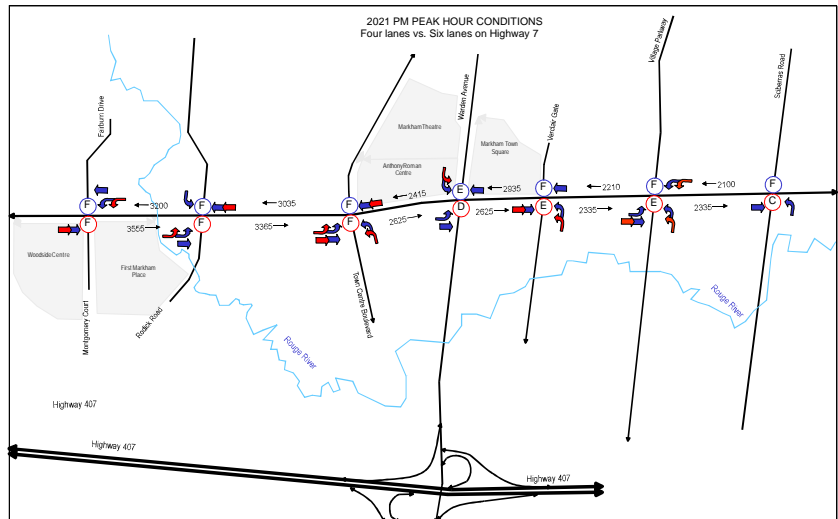
- ➡ PM Peak Hour Movements at Capacity
- Ⓧ Level of Service

Six Lanes on Highway 7

- ➡ PM Peak Hour Movements at Capacity
- Ⓧ Level of Service

Level of Service. Qualitative measure to describe operational conditions within a traffic stream. Levels range from A to F.

- A** Free flow; excellent conditions of comfort and convenience for drivers, passengers and pedestrians.
- B** Stable flow; slight decline of comfort and freedom of maneuvering.
- C** Stable flow; Noticeable decline of comfort; maneuvering requires substantial vigilance.
- D** High density but still stable flow; freedom of maneuvering is severely restricted; poor level of comfort for users.
- E** Operating conditions at or near capacity level. Speeds are reduced to a low but relatively uniform value; comfort and convenience for users are very poor.
- F** Level to define forced or breakdown flow; a point where arrival flow exceeds discharge flow producing queues.



York Rapid Transit Plan Highway 7 Widening Public Transit Improvements Environmental Assessment (EA)

Needs and Opportunities

- Traffic congestion is reaching unacceptable levels especially at peak hours and it will worsen as approved development is implemented in the area.
- The Region of York Master Transportation Plan considers the widening of this section of Highway 7 as one of its expansion priorities.
- The future transitway to be implemented along the median of Highway 7 will require the widening of the road in the western section of the study area.
- The Town of Markham envisions an urban streetscape to support the future role of Highway 7 as a main arterial along the north boundary of the planned Markham Centre.
- Future development, as well as the transitway, will generate pedestrian circulation requiring sidewalks, bicycle paths and other non-vehicular facilities.



York Rapid Transit Plan
Highway 7 Widening
Public Transit Improvements
Environmental Assessment (EA)

Alternative Solutions

Do Nothing :

This Alternative would not address the needs to reduce the current and future traffic congestion.

Increase Vehicle Occupancy :

Providing high occupancy vehicle lanes would not have a significant effect on traffic volumes and would be difficult to enforce

Improvements to Other Roads :

Other parallel toll free main or collector roads are too distant and discontinuous to represent a real benefit in mitigating traffic congestion along Highway 7.

Limit Development :

Does not support Region's and Town's Official Plan objectives for this corridor; and future development in the area including Markham Centre has already been approved by the Town.

Improve Public Transit Service :

Future Bus Rapid Transit service through Markham Centre will increase the transit share of future trips but the remaining auto use traffic volumes will still exceed the existing road capacity.

Widening and Improvements to Highway 7 :

Increasing the capacity of the road will have a positive impact on traffic congestion; sidewalks will be beneficial to future pedestrian demands; landscape medians boulevards and a bicycle path will enhance the streetscape and contribute to a more pedestrian friendly environment.

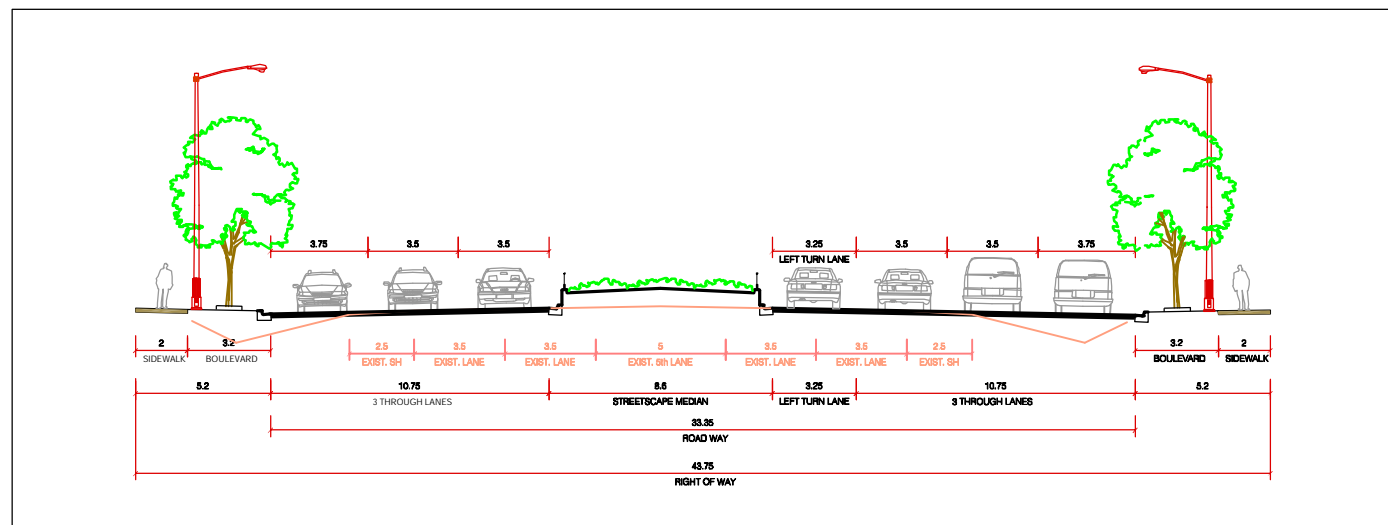
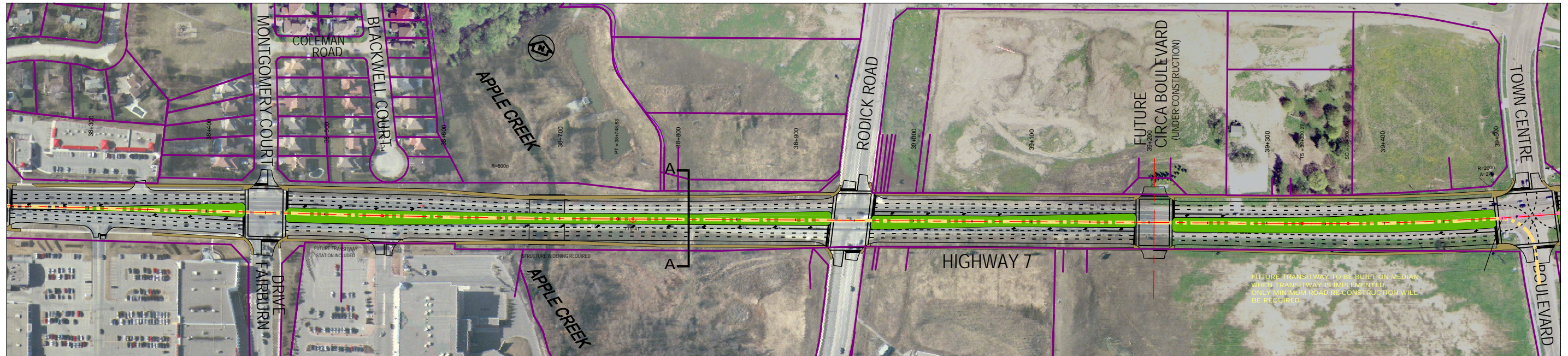
Selected Alternative:

The preferred planning solution to address the existing and future traffic congestion along this section of Highway 7, is increasing the capacity of the road by widening it from 4 to 6 through traffic lanes, complemented by the implementation of the transitway.

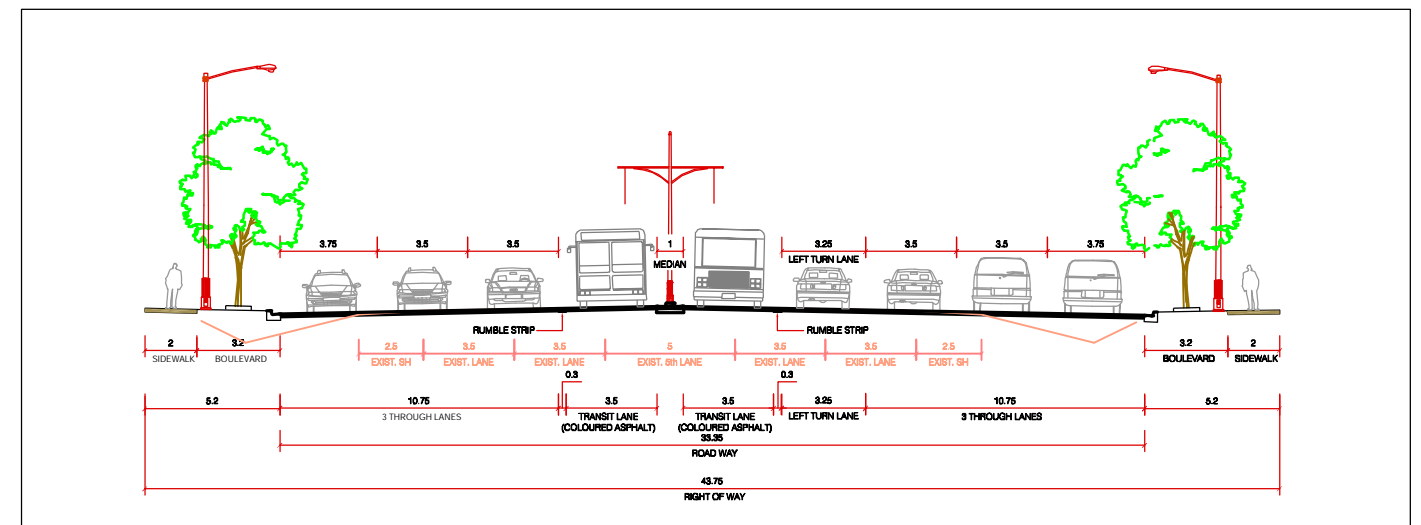


HIGHWAY 7 CORRIDOR PUBLIC TRANSIT IMPROVEMENT HIGHWAY 7 WIDENING - MONTGOMERY COURT TO SCIBERRAS ROAD ENVIRONMENTAL ASSESSMENT

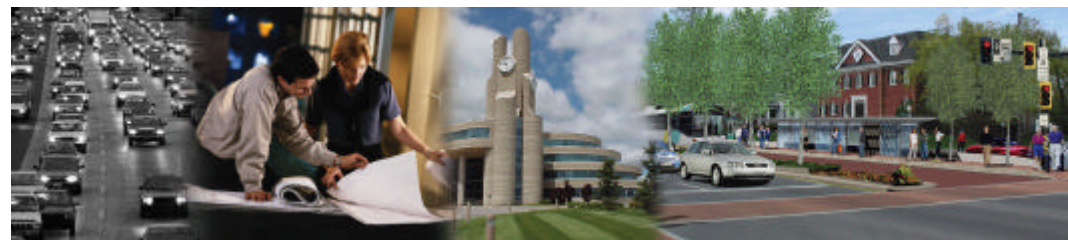
SECTION: MONTGOMERY ROAD - TOWN CENTRE BOULEVARD



**CROSS SECTION A - A
INTERIM STAGE (WITH TEMP. LANDSCAPED MEDIAN)**



**CROSS SECTION A - A
ULTIMATE STAGE (WITH TRANSITWAY)**

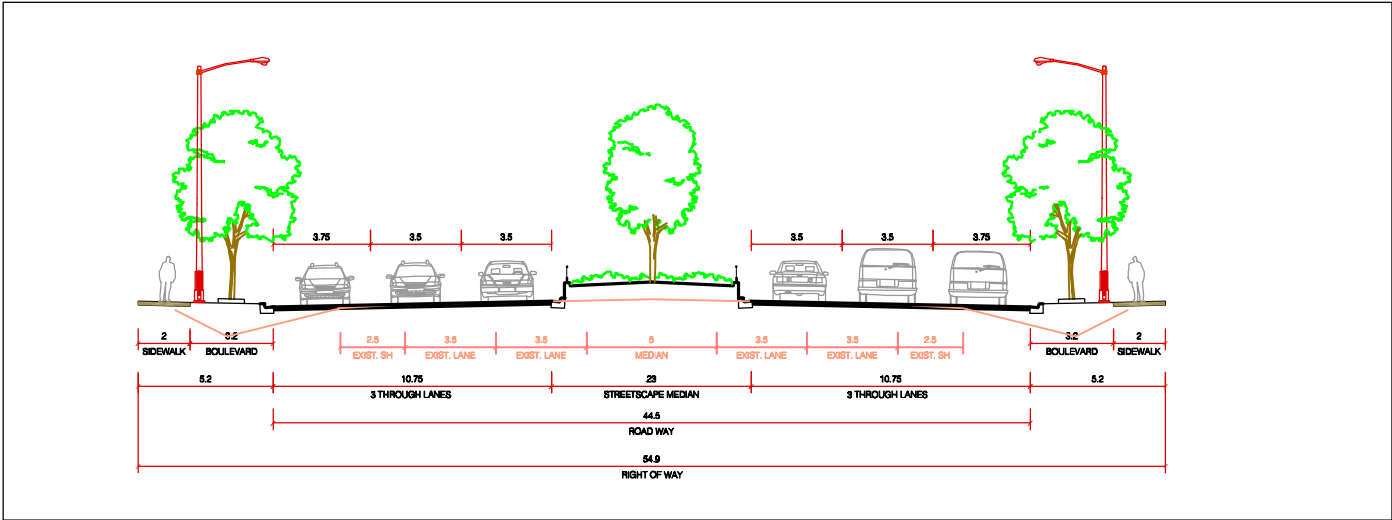
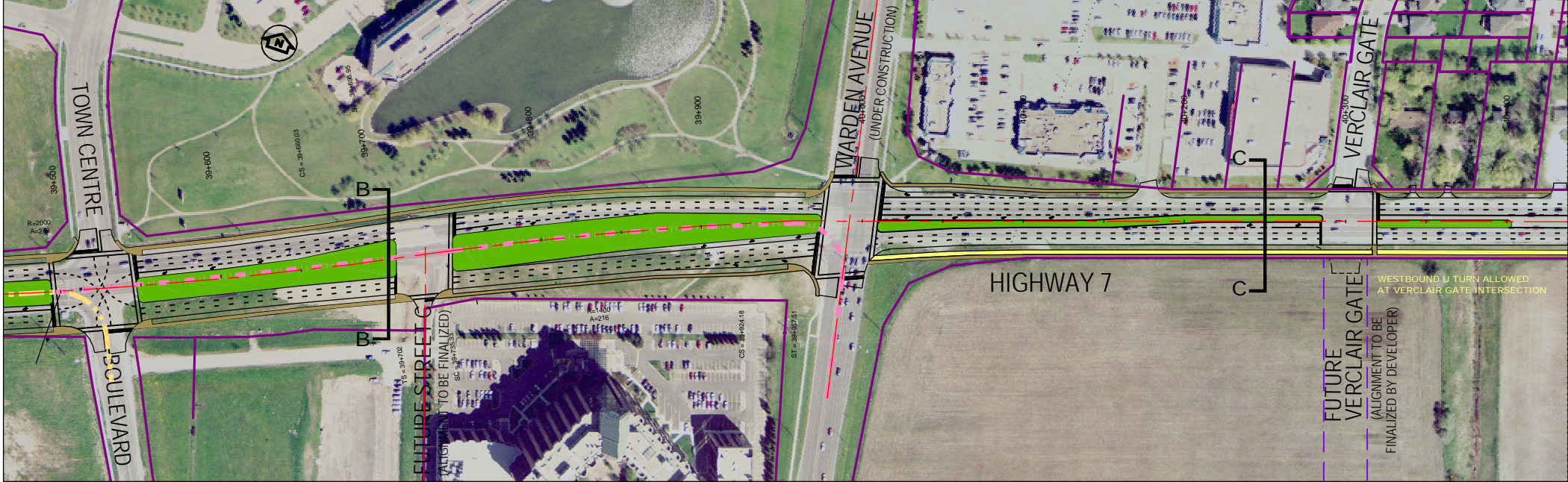


LEGEND		
	PROPOSED TRAFFIC LANES	
	PROPOSED SIDEWALK	
	PROPOSED TRANSITWAY	

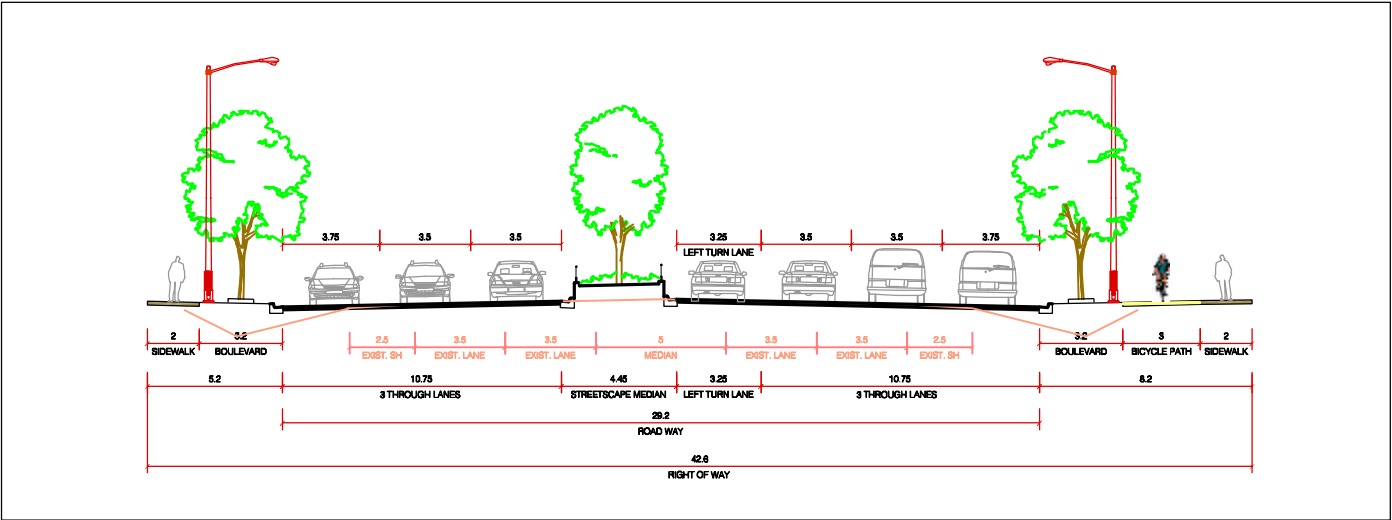
Horizontal Scales

OCTOBER 2014

HIGHWAY 7 CORRIDOR PUBLIC TRANSIT IMPROVEMENT HIGHWAY 7 WIDENING - MONTGOMERY COURT TO SCIBERRAS ROAD ENVIRONMENTAL ASSESSMENT SECTION: TOWN CENTRE BOULEVARD - VERCLAIR GATE



CROSS SECTION B - B



CROSS SECTION C - C



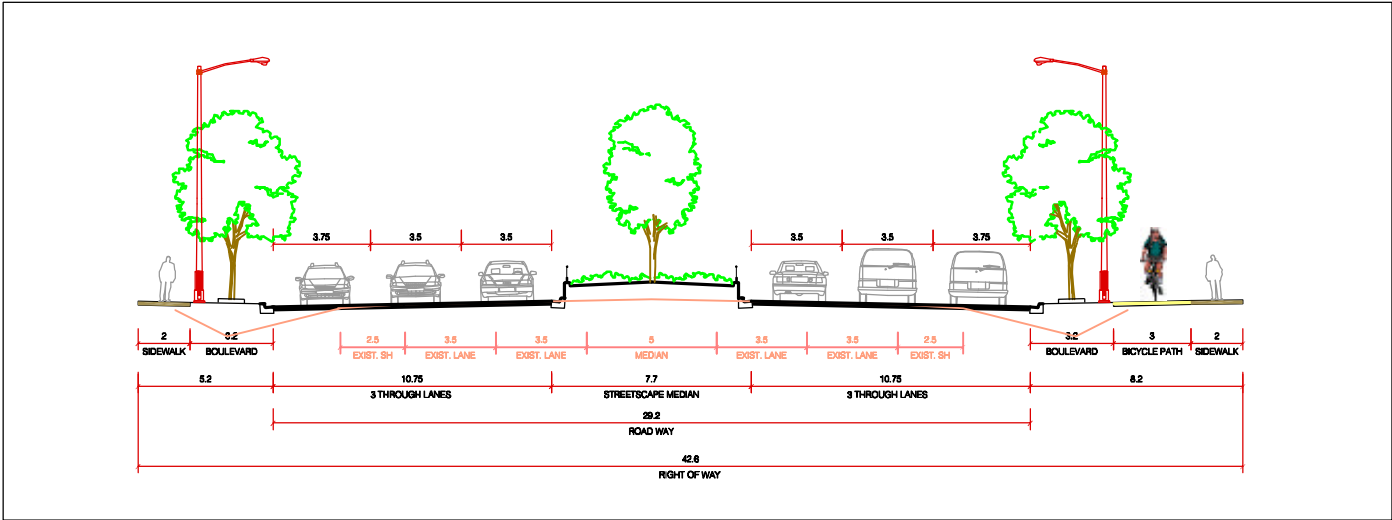
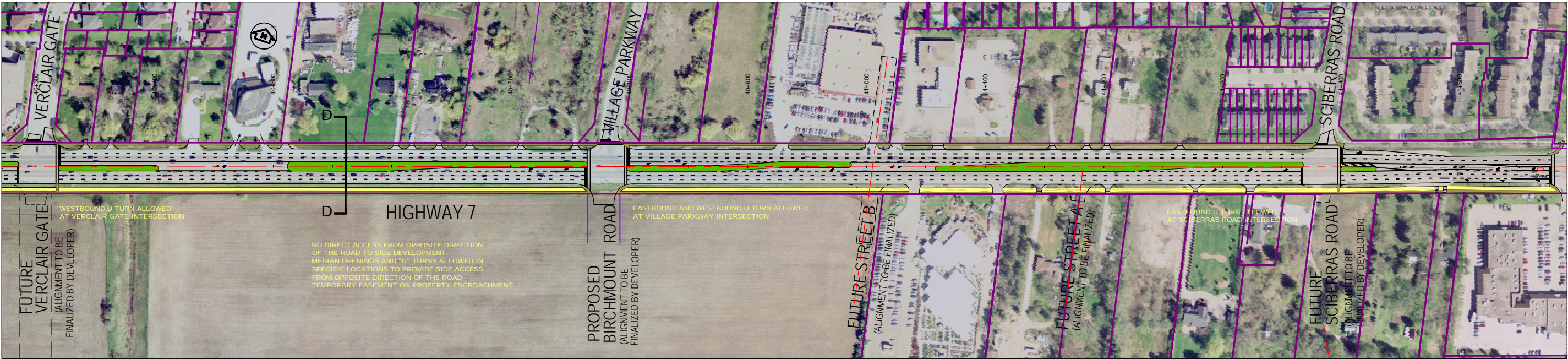
LEGEND

PROPOSED TRAFFIC LANES	PROPERTY LINE	PROPOSED LANDSCAPE
PROPOSED SIDEWALK	PROPOSED BIKE PATH	PROPOSED TRANSITWAY
PROPOSED TRANSITWAY		

10m 0 50m
Horizontal SCALES

OCTOBER 2004

HIGHWAY 7 CORRIDOR PUBLIC TRANSIT IMPROVEMENT HIGHWAY 7 WIDENING - MONTGOMERY COURT TO SCIBERRAS ROAD ENVIRONMENTAL ASSESSMENT SECTION: VERCLAIR GATE - SCIBERRAS ROAD



CROSS SECTION D - D

- Bicycle path on south boulevard from Warden Avenue to Sciberras Road.
- To allow alternative access from opposite direction, 'U' turns will be permitted on dedicated left turn traffic signal phase, at the intersections with Verclair Gate westbound; Village Parkway east and westbound; and Sciberras Road eastbound.



LEGEND

	PROPOSED TRAFFIC LANES		PROPERTY LINE		PROPOSED LANDSCAPE
	PROPOSED SIDEWALK		PROPOSED BIKE PATH		PROPOSED TRANSITWAY
	PROPOSED TRANSITWAY				

10m 0 50m
Horizontal SCALES

OCTOBER 2014

APPENDIX 3 Slide Show presented at *Public Consultation Centre #4*

YORK REGION RAPID TRANSIT PLAN Overview



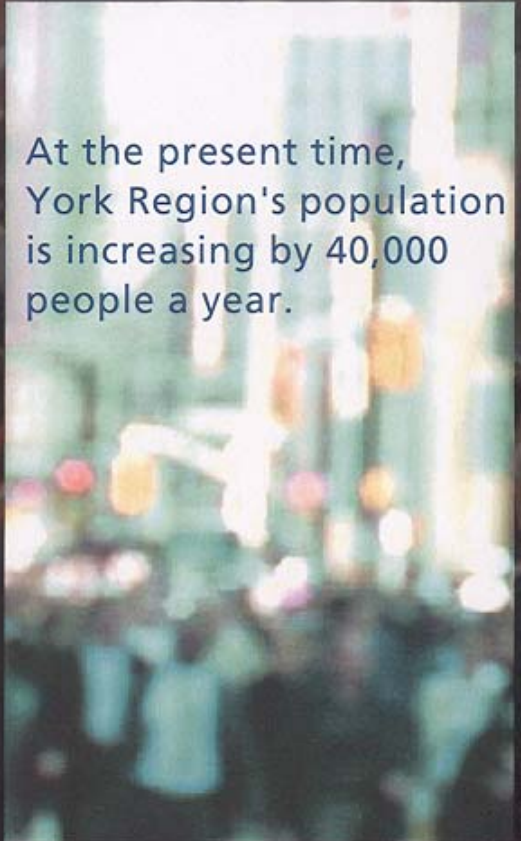
YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶





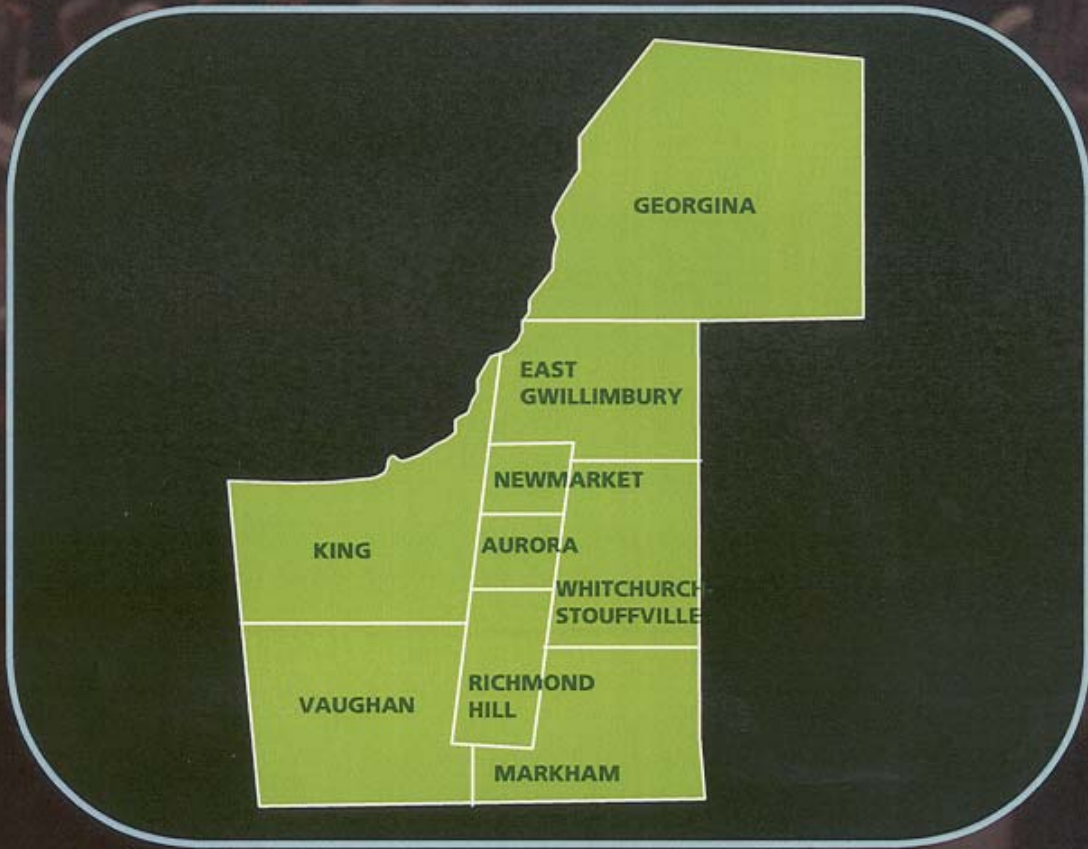
At the present time, York Region's population is increasing by 40,000 people a year.



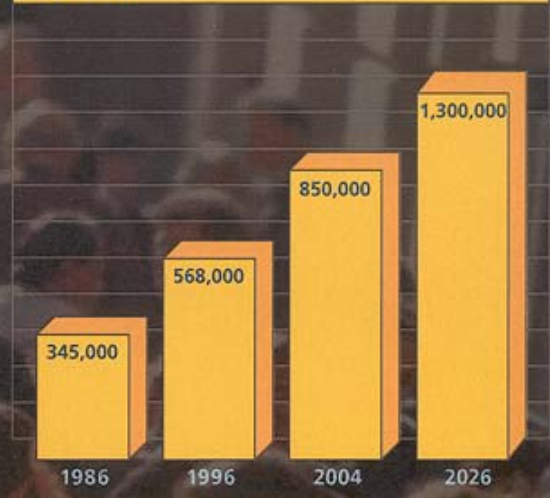
YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶

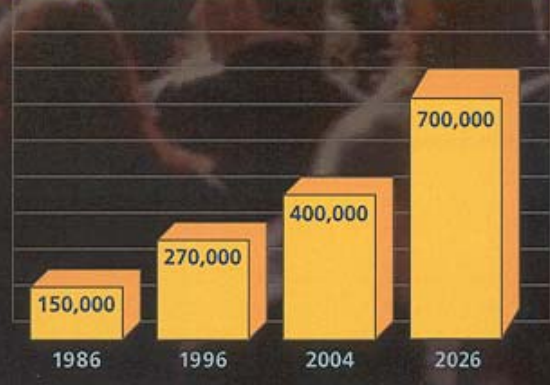




Population



Employment



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶





The average vehicle generates up to three times its weight in harmful emissions each year

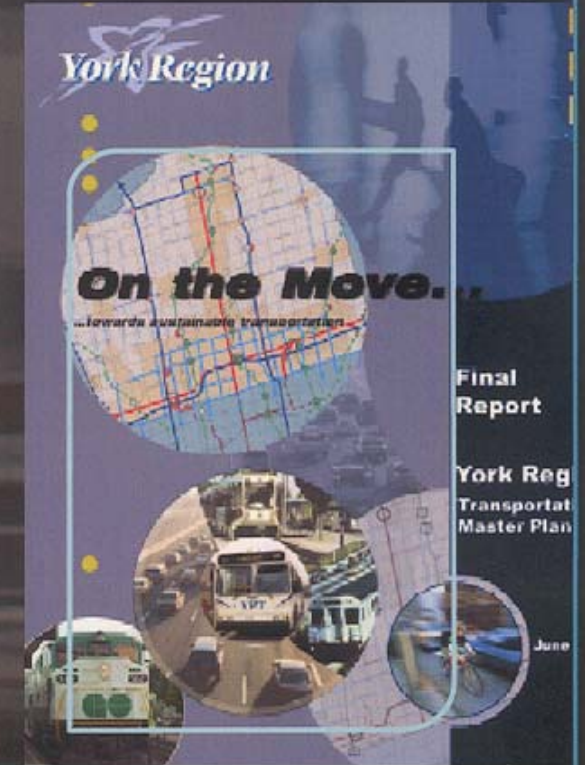
YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



TRANSPORTATION MASTER PLAN STRATEGY

- Link our business districts with residential areas
- Improve connections into neighbouring Regions within the GTA
- Reduce overall travel times



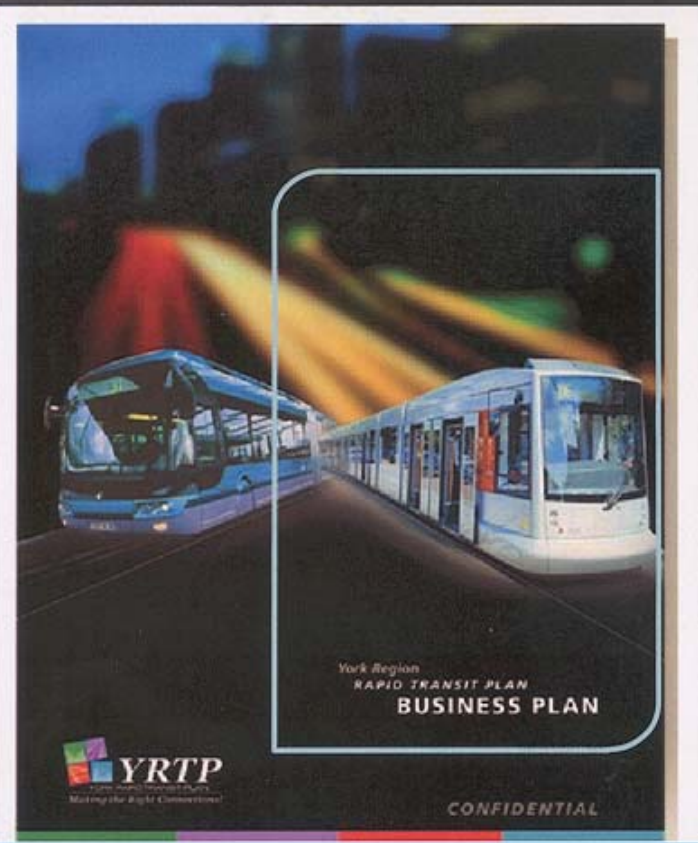
YORK REGION RAPID TRANSIT PLAN OVERVIEW

← menu →



RAPID TRANSIT NETWORK

- ➔ Phase 1: Quick Start
- ➔ Phase 2: The Full Build System
- ➔ Phase 3: Growth Related Expans



YORK REGION RAPID TRANSIT PLAN OVERVIEW



◀ menu ▶

STAGE 1

NEXT BUS IN 9 MIN



Pre-purchase Fares



Intelligent Transportation System

YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



Rapid Transit Vehicle



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



LOCAL SERVICE WILL FEED RAPID TRANSIT



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



STAGE 2 - TRANSITWAY STATION IN ROAD MEDIAN



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



STAGE 3



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



The Planned Network

- Major Terminals
- Connection to TTC
- ▬ Subway
- ▬ BRT



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



FAMILY OF TRANSIT SERVICES



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



INVESTING IN PUBLIC TRANSIT TOGETHER

York Region

Canada



Ontario

YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



For every 10 million invested in transit operations spending, a 30 million increase in business sales results



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



VISION FOR MARKHAM CENTRE



YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



PRESENT AND FUTURE VISION FOR HIGHWAY 7



YORK REGION RAPID TRANSIT PLAN OVERVIEW





YORK REGION RAPID TRANSIT PLAN OVERVIEW

◀ menu ▶



APPENDIX 4 A copy of Sign-in Sheet
 Fact Sheets
 Questionnaire and Comment Sheet
 Received Comments

York Region Transit Plan
South Yonge Street and Highway 7 Corridors Public Transit Improvements
Environmental Assessments (EAs)

Final Public Consultation Opportunity

The Promenade Mall, Thornhill, Ontario – Thursday September 9, 2004

PLEASE SIGN IN

	Name	Mailing Address	Postal Code	Telephone	Email	Would you like to receive information from us?
1.						
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Privacy Policy

Providing personal information on the sign-in sheet is voluntary. All information provided to York Region Rapid Transit Plan (on behalf of York Region and Delcan Corporation) 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.

York Region Transit Plan
South Yonge Street and Highway 7 Corridors Public Transit Improvements
Environmental Assessments (EAs)

Final Public Consultation Opportunity
Hillcrest Mall, Richmond Hill, Ontario – Friday September 11, 2004

PLEASE SIGN IN

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York Region Transit Plan
South Yonge Street and Highway 7 Corridors Public Transit Improvements
Environmental Assessments (EAs)

Final Public Consultation Opportunity
The Markville Mall, Markham, Ontario – Friday September 17, 2004

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York Region Transit Plan
Highway 7 Widening between Montgomery Road and Sciberras Road
Environmental Assessment (EA)

Public Consultation Opportunity
Anthony Roman Centre, Markham, Ontario – October 28, 2004

PLEASE SIGN IN

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The purpose of an Environmental Assessment is to enhance beneficial effects and minimize any adverse effects on the surrounding natural and social environments. Elements considered include the following:

NATURAL ENVIRONMENT

- Environmentally significant areas (wetlands, woodlands)
- Fish and wildlife habitat
- Significant/endangered species
- Terrestrial features
- Watercourses and aquifers
- Surface water quality and runoff
- Ground water recharge/discharge
- Contaminated sites
- Geological conditions

SOCIO-ECONOMIC ENVIRONMENT

- Traffic circulation and access
- Displacement of residents or businesses
- Noise and vibration
- Air quality
- Cultural and heritage features
- Archaeological features
- Visual intrusion
- Pedestrian safety and circulation
- Construction effects
- Operation effects

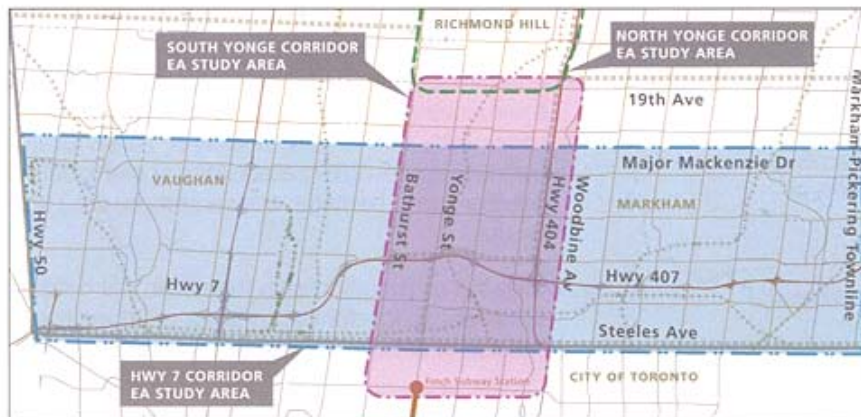
The Environmental Assessment Process

- As a municipal undertaking, York Region's rapid transit plan is subject to the requirements of the Ontario Environmental Assessment Act and, in certain circumstances, the Canadian Environmental Assessment Act. An environmental assessment is required for each rapid transit corridor within York's rapid transit plan.
- The purpose of the environmental process is to facilitate planning that minimizes any adverse effects on the surrounding natural and social environments, while increasing beneficial effects and enhancing the safety and security of all potential users of facilities in the transit corridors.
- York's rapid transit plan comprises four rapid transit corridors: Yonge Street, Highway 7, Markham North-South Link and Vaughan North-South Link. For the purpose of the environmental assessment studies, the Highway 7 and Vaughan corridors are being assessed in one study.
- A program-wide approach for all three environmental assessment studies will enable:
 - Consistent use of planning and design criteria for selection of rapid transit technologies and infrastructure development;
 - Effective consultation with stakeholders and the public;
 - Determination of the most appropriate route alignments and station locations; and
 - Ongoing communication with the Ministry of the Environment.
- A Technical Advisory Committee has been established to monitor the progress of and participate in all three environmental assessment studies. Additional members who represent interests along a specific corridor will be invited to meetings related to that corridor.
- Consultation with key stakeholder groups is integral to the environmental assessment process. Stakeholder groups include community associations, Boards of Trade, Chambers of Commerce, business improvement associations, municipal Advisory Committees (environment, heritage, transportation, etc.) and special interest groups.
- Ongoing consultation with the public will be facilitated through a series of public information sessions, open houses and/or meetings, circulation of bulletins and the program web site.
- It is anticipated that the three environmental assessments will be completed by the end of 2004 with approvals received in 2005.

South Yonge Street and Highway 7 Corridors Public Transit Improvements



- As one of the fastest growing municipalities in Canada, York Region is facing a number of transportation challenges. A top priority of the Region is to ensure swift and effective action to improve the movement of people and goods.
- In response to these transportation challenges, the Region has initiated the York Rapid Transit Plan (YRTP) to facilitate the process of implementing a rapid transit network in four corridors in York Region (see key plan).
- The Region is nearing completion of the South Yonge Street and Highway 7 EA's examining public transit improvements in the Yonge Street corridor extending from Steeles Avenue to 19th Avenue in Richmond Hill and in the Highway 7 corridor between the east and west Regional boundaries.
- These EA's, conducted over the past two years, are being finalized and documented in accordance with the EA Terms of Reference for the two corridors approved by the Minister of the Environment on June 30, 2004.
- A final round of public consultation is being held to present:
 - Transportation solutions considered
 - Rapid transit technology and route evaluation conclusions
 - Preferred transitway routes, station locations and property requirements
 - Urban design and streetscaping images
 - Effects of widening of Yonge Street and Highway 7 for the transit lanes
 - Measures to accommodate traffic circulation and replace left turns into local streets and properties along the route
- Input from these open houses will be incorporated in the final draft EA reports. It is anticipated that these reports will be completed and submitted to the Ministry of the Environment for review this fall.





Environmental Benefits of York Region's Rapid Transit Plan



Light Rail Transit

Over the past few years, the introduction of "clean diesel" engines has reduced pollution from buses by 90%. Electric rail transit systems are virtually pollution free.



Upper Rouge River

Public transit supports development that uses land more efficiently, making it easier to preserve green spaces, agricultural lands and environmentally significant areas around and within urban areas.

- Public transit reduces air pollution when drivers leave their cars at home. Use of the private automobile in urban areas creates approximately 30% of Canada's transportation greenhouse gas emissions.
- Buses produce fewer emissions than cars on a per-person basis and electric rail systems are virtually pollution free.
- York Region's rapid transit plan will make possible more efficient land use along dedicated transit corridors possible. This will help to reduce urban sprawl and take development pressure off prime agricultural lands and irreplaceable natural resources (such as the Oak Ridges Moraine).
- New technologies are further improving public transit vehicle emissions. Over the past few years, the introduction of "clean diesel" engines has reduced pollution from buses by 90% (*Canadian Urban Transit Association*). Advanced hybrid-electric buses can use the energy generated during braking to charge on-board batteries. New fuel-cell engines will reduce emissions even further.
- According to the Canadian Automobile Association, (*Leisureways*, September-October 2002), a single urban transit bus can take 40 vehicles off the road, save 70,000 litres of fuel and keep nine tonnes of pollutants out of the atmosphere each year.
- If implemented as planned, York's rapid transit plan will increase the use of public transit with a corresponding decrease in the use of private automobiles. This will reduce carbon dioxide emissions in York Region significantly.
- Airborne emissions of other pollutants, such as hydrocarbons and carbon monoxide, will also be reduced by a shift to public transit.
- Air quality is a major health concern for residents of urban areas. One out of every five Canadians has some form of respiratory problem, with small children and the elderly particularly at risk. By reducing air pollution, York's rapid transit plan will make a valuable contribution to public health.
- By reducing the need for vehicle parking lots and new and widened roads, rapid transit will also help to keep York Region and its municipalities green on the inside.

Rapid Transit is Coming

Quick Start will bring Rapid Transit benefits to York Region by fall 2005

- *Quick Start* will introduce six service routes along Yonge Street, Highway 7, and the Markham and Vaughan North-South Links.
- Each of the *Quick Start* routes will incorporate a package of rapid transit elements: state-of-the-art vehicles; distinctive stops; traffic signals to improve transit priority and reliability; an off-board fare collection system; real-time bus arrival information; and frequent service throughout the day.
- *Quick Start*, the first phase of the York Rapid Transit Plan, will implement rapid transit services over the next 10-15 years.
- *Quick Start* will demonstrate early success by improving the speed and reliability of public transit services and increasing ridership levels.
- The cost for *Quick Start* is \$150 million, which has been jointly funded by the Region of York, Province of Ontario and Government of Canada.
- *Quick Start* will reduce reliance on the private automobile as the primary mode of transportation in York Region. This will generate environmental, financial and economic benefits while significantly enhancing mobility, connectivity, convenience and comfort.
- Four rapid transit corridors are planned to improve connections with subway, commuter rail, express and local bus services:

Highway 7 Corridor – crosses York Region from Markham to Vaughan and links major north-south bus and rail routes

Markham North-South Link – provides a rapid transit connection between Markham Stouffville Hospital and the TTC Don Mills Station on the Sheppard subway line

Yonge Street Corridor – will extend from Newmarket, through Aurora, Richmond Hill and Thornhill to connect to the TTC Finch Station on the Yonge subway line

Vaughan North-South Link – provides a rapid transit connection between Martin Grove road and the TTC Downsview Station on the Spadina line

- Implementation of rapid transit in key corridors will improve overall travel times not only within York Region but also to and from Toronto, Peel and Durham.



The rapid transit vehicles are quiet, have low emissions and will feature a distinctive look with comfortable, spacious seats and extra-wide aisles. Double doors and low floors will reduce boarding time.



Intelligent transportation systems will provide up-to-the minute bus arrival information for passengers.

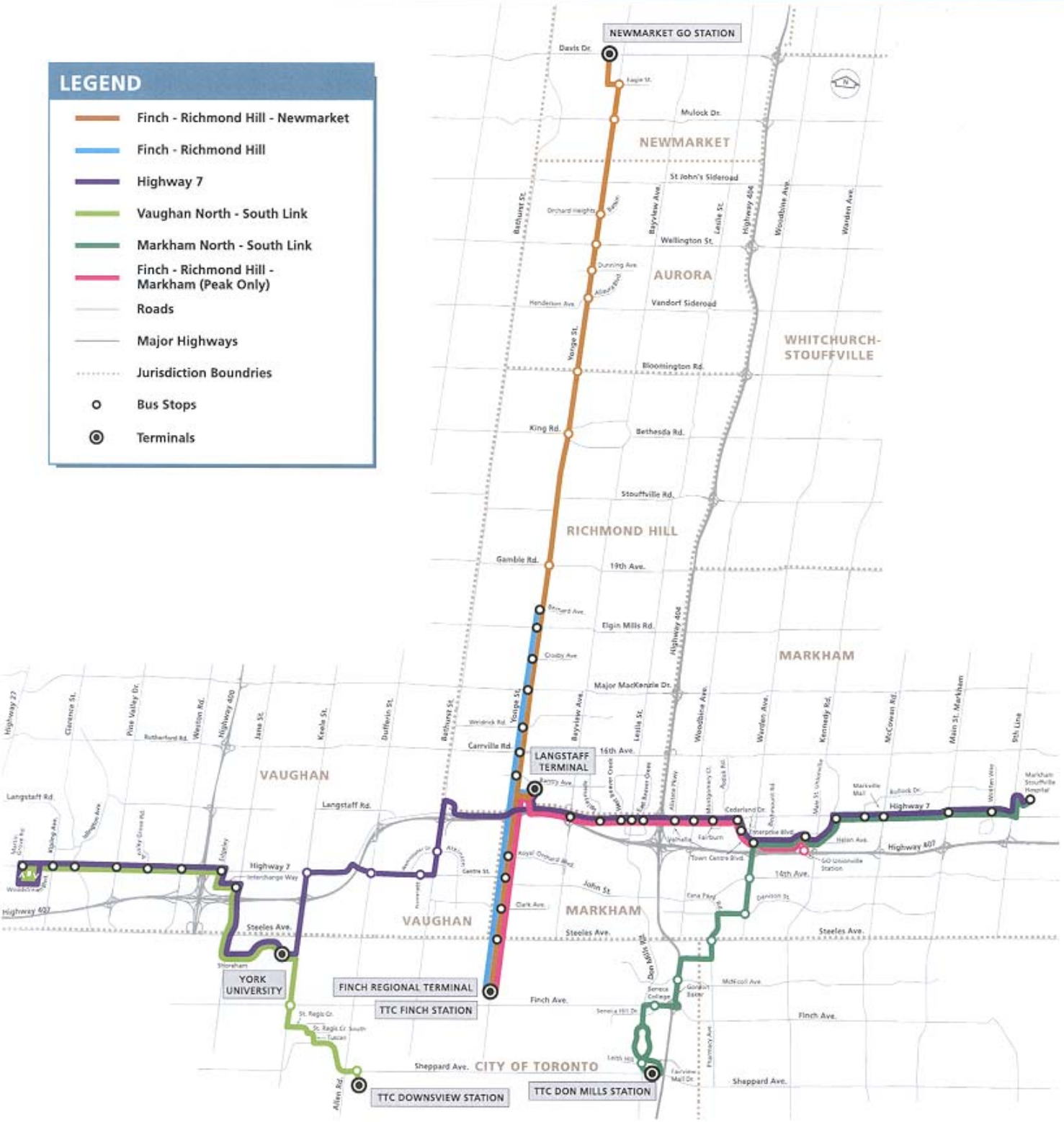


Fares will be purchased from fare vending machines at every stop.

Planned Quick Start Service Routes

LEGEND

- Finch - Richmond Hill - Newmarket
- Finch - Richmond Hill
- Highway 7
- Vaughan North - South Link
- Markham North - South Link
- Finch - Richmond Hill - Markham (Peak Only)
- Roads
- Major Highways
- - - Jurisdiction Boundaries
- Bus Stops
- ⊙ Terminals



Quick Start will improve transfers with other public transit providers for a convenient "family" of transit services. Transit stops will be conveniently located generally every one to two kilometres along the service routes.

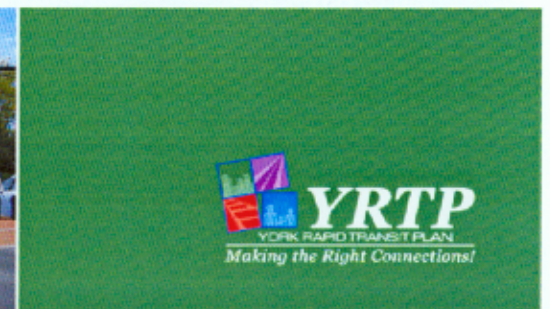
York Rapid Transit Plan
Highway 7 Widening between Montgomery Court and Sciberras Road
Environmental Assessment (EA)

Public Consultation Opportunity
General Information Sheet

October 28, 2004



- The project involves the widening from 4 to 6 through traffic lanes and a change of cross section type from rural to urban characteristics, on Highway 7 between Montgomery Court/Fairburn Drive and Sciberras Road, as a component of the Highway 7 Corridor Public Transit Improvements Environmental Assessment.
- The section from Montgomery Road to the Warden Avenue area makes provision for the recommended future transitway along the median.
- The section between the Warden Avenue area and Sciberras Road includes a landscaped median separating traffic flow.
- The section between Warden Avenue and Sciberras Road incorporates a bicycle path which will connect to future bicycle ways planned by the Town of Markham.



York Rapid Transit Plan
South Yonge Street and Highway 7 Corridors Public Transit Improvements
Environmental Assessments (EAs)

Final Public Consultation Opportunity

(September 9, 11 & 17, 2004)

COMMENT SHEET

We need your input...

Today's presentation shows the Region's preferred plan for the rapid transit service in the Yonge Street and Highway 7 corridors. The plan includes:

- Surface rapid transit (BRT or LRT) in dedicated lanes, mostly separated from the road traffic;
- Protection for a Spadina Subway extension from York University to Vaughan Corporate Centre on Highway 7;
- An enhanced, pedestrian-friendly street environment;
- Attractive, safe and convenient stations; and
- Fast and frequent transit service.

1. What aspects of the preferred plan do you consider most important for enhancing quality of life in the corridor?

2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.

3. What concerns, if any, do you have with the preferred plan?

4. Other comments

To obtain further information on this study, please visit the project website at: <http://www.yorkinmotion.com>
Please mail comments to this address: 1 West Pearce Street, 6th Floor, Richmond Hill, Ont. L4B 3K3
If you need more information on the North Yonge Street Corridor Public Transit Improvements EA, please contact:

Lynton Erskine, P.Eng.
Consortium EA Manager
Phone: (905) 886-6767 ext. 244
Fax: (905) 886-6969
Email: l.erskine@delcan.com

Steve Mota
Program Coordinator - EA
Phone: 1-877-464-9675 ext.5056
Fax: (905) 895-0191
Email: steve.mota@region.york.on.ca



**York Rapid Transit Plan
Highway 7 Widening between Montgomery Court and Sciberras Road
Environmental Assessment (EA)**

**Public Consultation Opportunity
(October 28, 2004)
COMMENT SHEET**

We need your input...

Today's presentation includes the following:

- The Rapid Transit service background and description of the technically preferred alignment.
- The needs and opportunities for roadway improvements on Highway 7 between Woodbine Avenue and Sciberras Road
- The planning alternatives to reduce traffic congestion in this portion of Highway 7.
- The Selected Alternative and a summarized capacity analysis
- Presentation of the technically preferred alternative for the widening of Highway 7.

1. What in your opinion are the problems and needs on this section of Highway 7?

2. Do you believe the selected alternative will address the problems that you perceive?

3. What suggestions or concerns if any, do you have with the proposed roadway design, traffic operation and other issues?

Please mail comments to this address: 1 West Pearce Street, 6th Floor, Richmond Hill, Ont. L4B 3K3
If you need more information on the Highway 7 Widening EA, please contact:

Gus Garron
Consultant Project Manager
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York Rapid Transit Plan
 South Yonge Street and Highway 7 Corridors Public Transit Improvements
 Environmental Assessment

Final Public Consultation Opportunity
 September 9, 11, 17 & October 28, 2004

Comments

Ref. #	Questions			
	<i>1. What aspects of the preferred plan do you consider most important for enhancing quality of life in the corridor?</i>	<i>2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.</i>	<i>3. What concerns, if any, do you have with the preferred plan?</i>	<i>4. Other comments</i>
9-1	Convenient station; fast & frequent transit service.	See other comments	Cost; incorporation of GO Transit train service	Yonge St. subway to 407; 407 should be used for east/ west rapid service with local station at interchanges.
9-2	Reduce amount of cars on the roads, whilst also respecting the topography and natural landscape.	Pedestrian links, wider roads are sometimes daunting for kids/ elderly.	What link do you have for a resident who normally takes YRT at Hwy 7 & Unionville Main St.?	Under or over 404? What is the timeframe for implementation?
9-3	-	-	-	Please send info re: proposed fare zone boundaries.
9-4	Faster access to different/ remote parts of the city	I'd like to suggest that the lines will run through Bathurst St.	-	Good idea!
9-5	Links with existing transport routes. Visual impact of the transit on streetscape.	Assistance with a change in the car dependant mentality of the outer suburbs, including youths.	Increased lanes or roads may disconnect the 'communication' (i.e. visual, safety) between one side of the road & the other.	Much needed!
9-6	-	-	-	Request hard copy 11x17 plans on Centre Street from Hwy 407 to Bathurst St.
11-1	Extension of the Yonge Subway to Richmond Hill or LRT to Richmond Hill	-	-	-
11-2	Frequency & availability of transit units, "safety" – operational, area	There should be several options available with regards to ticketing purchase (km's, etc)	I don not know enough at this time. Need further investigation/ evaluation.	"Benchmark" top 10 cities in Europe with similar demographics, weather conditions, etc, to find out the best package.
11-3	-	-	-	Very good idea! I want for regular bus from R.H. to Steeles Ave. more

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				then 40 min. every day.
11-4	Plan will do nothing to enhance quality of life, will encourage greater density & degrade neighbourhoods, plan should be developed to minimize impacts	-	Between John & Elgin St. (Yonge St. Alignment) Plate 8-3 shows a proposed R/W on the east side which suggests property will be expropriated to accommodate the planned BRT, this is not what has been verbally promised, we expect maple trees & brick wall to be left in place.	-
11-5	The alignment was excellent. It's very convenient to Yonge St.	No change is necessary.	I'm concerned about if it's connected to the TTC.	I'm very interested in Spadina Subway extension and Sheppard extensions in Toronto. I want it connected to the York Region Transit.
11-6	Frequent service and larger capacity buses	Allow people to take photographs of the buses without the worry of getting in trouble.	None	I cannot wait for the transit corridors to open!
11-7	Make transit work, increase density & prefer transit. Include socially attractive public spaces to draw pedestrians toward transit	By pass downtown R.H. using one of the parallel streets as the main artery.	That short-term traffic needs will lead to a simple widening of Yonge into a divisive super road – a 401 with unlimited access.	Be sure to include design as well as planning and think for the long term – not the next 10 years but the next 50 – 100.
11-8	-	-	-	Request proposed alignment of the Yonge Street Rapid Transit Plan as designed south of Langstaff Road
17-1	I spoke to a representative of Lynton Erskine at the Markville Mall presentation on Sept. 17 th ,	The transit lanes should be in the curb lane of Hwy 7 corridor with stops at the far side of intersections.	The transit line in the middle of Hwy 7 corridor with its left and U-turns at intersections are not safe	The primary purpose of what used to be a provincial highway was for the movement of goods, people and

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2004.	I do not consider your present plan will enhance the quality of life in the Hwy 7 corridor.	The level crossing on Hwy 7 in Unionville should have an underpass allowing safe passage for GO trains and Hwy 7 traffic which was done at Finch Ave. West of Leslie St.	and convenient for pedestrians or vehicles contributing to gridlock and pollution. The transit line should not be detoured off the Hwy 7 corridor to the GO station for four trains each way on working days.	services and should be the main function of this arterial road serving a commercial area.

Ref. #	Questions		
	<i>1. What in your opinion are the problems and needs on this section of Highway 7?</i>	<i>2. Do you believe the selected alternative will address the problems that you perceive?</i>	<i>3. What suggestions or concerns if any, do you have with the proposed roadway design, traffic operation and other issues?</i>
28-1	This section of Highway 7 from Woodbine Ave. to Kennedy Rd. is an old rural highway with a level crossing and is now an area with urban characteristics. It needs to be updated to service present times and requires a six lane divided road with turning lanes and an underpass to make it a functional arterial road.	I do not believe the selected alternative will solve the problems as the main gridlock, pollution and safety problems are from Sciberras Rd. to Kennedy Rd.	The concern I have with the proposed roadway is that it is not being designed as a continuous arterial road through an urban area. The design should be an extension of Highway 7 west of Woodbine Ave. with bus bays located at the far side of traffic light control intersections. The traffic lights at Highway 7 and Warden Ave. should be changed so that vehicles can make left turns when there is no opposing traffic. The present method contributes to gridlock and pollution. I am a bicyclist and believe me, I would not use a bicycle path next to motorized vehicles because of pollution and safety factors.

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REDUCE AMOUNT OF CARS ON THE ROADS WHILE ALSO RESPECTING THE TOPOGRAPHY AND NATURAL LANDSCAPE.

2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.

PEDESTRIAN LINKS? WIDER ROADS ARE SOMETIMES DANGEROUS FOR CROSSING.

3. What concerns, if any, do you have with the preferred plan?

WHAT LINK DO YOU HAVE FOR A RESIDENT WHO NORMALLY TAKES YRT AT HWY 7 + UNIONVILLE MAIN ST?

4. Other comments

UNDER OR OVER 404? WHAT IS THE TIMEFRAME FOR IMPLEMENTATION.

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4. Other comments

<i>Please send info re proposed fare zone boundaries.</i>

A. Laurella nickl@eol.ca. Thank you.

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YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections

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Faster access to different/remote parts of the city

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I'd like to suggest that the lines will run through Bathurst st.

3. What concerns, if any, do you have with the preferred plan?

4. Other comments

good idea!

my phone # (905) 709-7137 Nick!

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3-1

York Rapid Transit Plan
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CONVENIENT STATIONS
FAST & FREQUENT TRANSIT SERVICE

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SPT OTHER OPTIONS

3. What concerns, if any, do you have with the preferred plan?

COST, INCORPORATION OF LC TRANSIT TRAIN SERVICE

4. Other comments

YONGE ST SUBWAY TO YORK
HOT SHOULD BE USED FOR EAST WEST
RAPID SERVICE W/ LOCAL STATIONS AT
INTERCHANGES

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To: Mr. Lynton Erskine
From: [Redacted]
Date: 9/13/04
Subject: YRTP Yonge St. South of Langstaff

Mr. Lynton Erskine, P.Eng.
Consortium EA Manager
York Rapid Transit Plan
1 West Pearce Street, 6th Floor
Richmond Hill, Ontario
L4B 3K3

Dear Mr. Erskine,

As per our meeting and discussion at Hillcrest Mall on Saturday, September 11, 2004, please e-mail your proposed alignment of the Yonge Street Rapid Transit Plan as designed south of Langstaff Road to our consultant, Mr. Jim Kinrade, Jim Kinrade Consulting at kinrade@rogers.com at your earliest convenience. Likewise I am looking forward to receiving these documents in the next several days.



Yonge Street Rapid Transit
1000 Yonge Street, Toronto, Ontario
M4W 2B7
Tel: (416) 392-3100
Fax: (416) 392-3101
www.yonge-street-rapid-transit.com

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make transit work - increase density & prefer transit
include socially attractive public spaces to draw pedestrians toward transit.

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bypass downtown R.W. using one of the parallel streets as the main artery.

3. What concerns, if any, do you have with the preferred plan?

That short-term traffic needs will lead to a simple widening of Yonge into a divisive super road - a 401 with unlimited access.

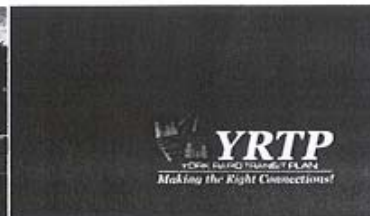
4. Other comments

Be sure to include design as well as planning, and think for the long term - not the next 10 years but the next 50-100.

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11-6

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Frequent service and larger capacity buses

2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.

Allow people to take photographs of the buses without the worry of getting in trouble.

3. What concerns, if any, do you have with the preferred plan?

None

4. Other comments

I can't wait for the transit corridors to open.

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THE ALIGNMENT WAS EXCELLENT, IT'S VERY CONVENIENT TO YONGE ST.

2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.

NO CHANGES IS NECESSARY

3. What concerns, if any, do you have with the preferred plan?

I'M CONCERNED ABOUT IF IT'S CONNECTED TO THE TTC.

4. Other comments

I'M VERY INTERESTED IN SPADINA SUBWAY EXTENSION AND SHEPPARD EXTENSIONS IN TORONTO I WANT IT CONNECTED TO THE YORK REGION TRANSIT.

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(YONGE ST ALIGNMENT)
BETWEEN JOHN & ELGIN ST. PLATE 8-3 SHOWS A PROPOSED R/W ON THE EAST SIDE WHICH SUGGESTS PROPERTY WILL BE EXPROPRIATED TO ACCOMMODATE THE PLANNED BRT. THIS IS NOT WHAT HAS BEEN VERBALLY PROMISED, WE EXPECT MAPLE TREES & BRICK WALL TO BE LEFT IN PLACE.

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4. Other comments

<i>VERY GOOD IDEA! I wait for regular buses from R.H. to Steeles Ave more than 40 min every day. It's not so easy</i>

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Frequency & Availability of transit units, "SAFETY" - Operational Area

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There should be several options available with regards to ticketing purchase (km's, etc)

3. What concerns, if any, do you have with the preferred plan?

I do not know enough at this time. Need further investigation/evaluation

4. Other comments

"Benchmark" top 10 cities in Europe with similar demographics, weather conditions, etc to find out the best package.

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YRTP
YORK RAPID TRANSIT PLAN
Making the Right Connections!

Final Public Consultation Opportunity
(September 9, 11 & 17, 2004)
COMMENT SHEET

We need your input...

Today's presentation shows the Region's preferred plan for the rapid transit service in the Yonge Street and Highway 7 corridors. The plan includes:

- Surface rapid transit (BRT or LRT) in dedicated lanes, mostly separated from the road traffic;
- Protection for a Spadina Subway extension from York University to Vaughan Corporate Centre on Highway 7;
- An enhanced, pedestrian-friendly street environment;
- Attractive, safe and convenient stations; and
- Fast and frequent transit service.

1. What aspects of the preferred plan do you consider most important for enhancing quality of life in the corridor?

I spoke to a representative of Lynton Erskine at the Markville Mall presentation on Sept. 17th, 2004. I do not consider your present plan will enhance the quality of life in the Hwy 7 corridor.

2. Please suggest any changes to the preferred plan that would further improve the quality, cost-effectiveness, convenience, safety and/ or security of the proposed rapid transit facilities and services.

The transit lanes should be in the curb lane of Hwy 7 corridor with stops at the far side of intersections. The level crossing on Hwy 7 in Unionville should have an underpass allowing safe passage for GO trains and Hwy 7 traffic which was done at Finch Ave. West of Leslie St.

3. What concerns, if any, do you have with the preferred plan?

The transit line in the middle of Hwy 7 corridor with its left and U-turns at intersections are not safe and convenient for pedestrians or vehicles contributing to gridlock and pollution. The transit line should not be detoured off the Hwy 7 corridor to the GO station for four trains each way on working days.

4. Other comments

The primary purpose of what used to be a provincial highway was for the movement of goods, people and services and should be the main function of this arterial road serving a commercial area.

..October.7th.,.2004

To obtain further information on this study, please visit the project website at: <http://www.yorkinmotion.com>

Please mail comments to this address: 1 West Pearce Street, 6th Floor, Richmond Hill, ON L4B 3K2

If you need more information on the North Yonge Street Corridor Public Transit Improvements EA, please contact:

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