

Regional Municipality of York

Appendix 7H

Public Comments

Prepared by:

AECOM

Project #

60114489

Date:

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Appendix 7H. Public Comments

When Issue was Raised	Date	Correspondence Method	Issue Raised by Members of the Public	Consideration of Issue
General Comments	▶ November 26, 2007	▶ Email	▶ The focus seems to be on certain "missing links" in the road network. This type of approach suggests that the study is going to look at completing these links as the solution, rather than working with the network that is there now, diverting traffic onto other roadways, or accepting lower Level of Service during peak periods. Those links are missing for a reason - topography, protected natural areas, practicalities of construction. Most of those missing links, I suggest, are also an important characteristic of the community's heritage/natural setting.	▶ The purpose of the study is to examine all east-west and north-south connections within the study area. Discontinuities in the study area have been identified to highlight one of the key factors influencing current and anticipated traffic congestion.
	▶ January 31, 2008	▶ Email	▶ I am interested in learning about transportation improvements and will likely attend the sessions. Can you comment on whether the sessions will provide information regarding the extension of the 427 Highway and timeline? What about the widening of Highway 50 to accommodate the congestion?	▶ Highway 427 extension project is being led by the Ministry of Transportation as a separate project. However, there will be some general information from our project team regarding the process and status of that project as we are working closely with their project team. Highway 50 and many other roads may be considered for improvement, however at this stage in the Planning process, we are in the process of documenting the rationale and identifying key problem areas before identifying specific solutions. I hope you attend our sessions and feel free to come and speak to me further on the issues in the study area.
Public Consultation Centre (PCC) #1	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ My wife has epilepsy and sometimes needs to rely on getting home with public transit. From Highway 7 to our home there is no public transit from Kipling/Langstaff/Vaughan Mills.	▶ (Comment form input was considered throughout the study.)
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ Culture properties and farmland occupation can be considered during the study process. ▶ Generally speaking I think the most important factor for communities is the frequency of public transit service. This is going to affect their daily life.	▶ There are evaluation criterion / indicators that consider property and agricultural effects. ▶ Improvements to public transit service will be considered during the screening / evaluation of Alternatives to the Undertaking.
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ Perhaps considering a "buffer zone" would be a good idea since traffic is not exclusive to the study area. ▶ Ensure protection of conservation areas, and that at least some high-rise construction takes place to increase density and make transit improvements more viable. ▶ The new Viva system is a fantastic way of improving transit and increasing ridership. ▶ More work needs to be done in urban planning, particularly residential areas, which ultimately affect transit.	▶ There are evaluation criteria/indicators related to the protection of conservation areas and other natural features. Regarding the density of residential development, York Region's Planning Department is re-examining population and employment projections to ensure that they are consistent with the Province's Growth Plan, which requires intensification of urban growth centres near the study area, such as the Vaughan Corporate Centre. ▶ Improvements to public transit service will be considered during the screening / evaluation of Alternatives to the Undertaking.
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ Consider the expansion of public transit services, road improvements, traffic monitoring, and impacts to the lives of people (if they need to change their daily routine), congestion along Highway 7 & Weston Road, inconveniences of public transit, and discontinued roads are confusing for drivers. ▶ Conservation areas are what makes York Region unique and should be considered in all aspects of the improvements.	▶ The addition of new public transit initiatives and road improvements will be considered during the screening / evaluation of Alternatives to the Undertaking. ▶ Sections of Highway 7 and all of Weston Road have been identified as congested roadways. ▶ There are evaluation criteria/indicators related to the protection of conservation areas and other natural features.
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ Extend study area east to Keele and CNR land and industrial park. ▶ Concerned with the quality of life and community-past and present, environmental footprint, attractiveness to more growth vs. limiting growth and infrastructure. ▶ Consider public transit – provision of service and adequate funding at all 4 levels. ▶ Other problems/issues are immigration and population growth, Lear cycle – if you build it, they will come and are you creating or solving problems?	▶ The project team has decided not to extend the study area east to Keele Street, the CNR land, and the industrial park, because Keele Street is well beyond the Highway 400 corridor and Keele Street from Rutherford Road south is already being addressed in a separate Municipal Class EA. ▶ The addition of new public transit initiatives will be considered during the screening / evaluation of Alternatives to the Undertaking.
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ All six aspects of improvements should be considered throughout the project. No major concerns with the project currently.	▶ These improvements will be considered individually and as combinations during the evaluation of Alternatives to the Undertaking. The outcome of the evaluation will determine which types of improvements are carried forward to the next stage in the EA: Alternative Methods of Carrying out the Undertaking.
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ Incorporate HOV lanes, use rapid transit improvements, consider 400 Highway series improvements, use innovative construction processes used in road construction.	▶ HOV lanes are included as part of any alternative that considers widening roads from 4 to 6 lanes. Similarly, rapid transit improvements are captured as part of the alternative "Other Public Transit Initiatives". Finally, 400 series improvements are included in several alternatives. ▶ Innovative construction processes will be considered following the Environmental Assessment during detailed design of the preferred alternative(s).
	▶ February 12, 13, & 20, 2008	▶ Comment Form	▶ PM peak hour traffic reporting/investigating; inclusion of proper interpretation of traffic signals and intersection impacts in the model; report how much traffic is related to local growth, external, and pass through. ▶ Traffic signals are too closely spaced on Weston Road north of Rutherford Road; limited transit routes and service for roads north of Highway 7; PM peak delays appear to be greater than AM peak. ▶ How is this transit usage reflected in the transportation model? Please clarify the phrase "existing travel behaviour" as it relates to transit and autos for the study area; will this study provide input into the Update and therefore be reflected in any development changes? Confirm how infrastructure needs related to growth will be recovered; the new employment lands are an excellent opportunity for the Region's Smart commute initiatives. Confirm the Region's Travel Demand Management actions are being reflected in the transportation model. ▶ Additional factors: potential effects of TDM initiatives when determining travel influences and behaviour for the Western Vaughan area. ▶ Capital costs will be reflected in any upcoming development charges, endorsed by council and not charged to current taxpayers, inclusion of any new and upcoming capital costs in current and/or upcoming development charges, whether it be with developers or added legislation.	▶ The project team will report on this level of detail once the study team has selected a preferred Alternative to the Undertaking and is developing / evaluating the Alternative Methods of Carrying out the Undertaking. ▶ The timing of traffic signals will be examined as part of Transportation System Management options. The addition of new public transit initiatives will be considered during the evaluation of Alternatives to the Undertaking. ▶ The York Region model is a traditional four stage transportation demand forecasting model designed to support multi-model transportation planning at the Regional and Sub-area level. Transit demands are estimated by the modal split sub-model which forecasts transit's mode share for future work and post-secondary school trips - the major trip purposes that use transit during the AM peak period. These estimates are sensitive to variations in various transit level of service measures (e.g., travel times, wait times for service, walk access, transferring and out-of-pocket costs) and to expected changes in auto ownership. Planned rapid transit investments and service improvements are expected to improve future transit service levels. Regarding existing travel behaviour, the model was updated to 2006 and the results checked (validated) for the Western Vaughan study area. As part of this exercise, the model-based estimates of transit ridership changes for 2001-2006 were compared to the observed changes reported in the 2006 York Region Cordon Count and found to be generally consistent. For example, AM peak transit usage at the Toronto Cordon (Steeles), inbound increased from 8% to 11% and the 12-hour transit share increased from 5% to 7%. This increase was

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				<p>confirmed by the comparison of 2001 and 2006 Transportation Tomorrow Survey data. The updated model does a reasonable job of capturing the observed increases in transit use. Therefore, the model estimates provide a reasonable and defensible basis for estimating future demands by auto and transit and for assessing the implications of planned and other possible transit service improvements on future auto demands.</p> <ul style="list-style-type: none"> ▶ Regarding assessing the effects of TDM initiatives, this will be addressed during the evaluation of Alternatives to the Undertaking. ▶ Capital Projects will be funded based on York Region's methodology for determining growth-related versus tax rate proportions.
PCC #1 – Post PCC	▶ February 26, 2008	▶ Email	▶ Public health and safety and the potential effect on the health of residents affected by road widenings to accommodate more vehicles during rush hour should be considered. Why isn't the Minister of Health involved in this process?	<ul style="list-style-type: none"> ▶ There are evaluation criteria / indicators related to changes in air quality and potential effects on public safety. ▶ The Ministry of Health has been contacted as part of this environmental assessment and will continue to be notified of this project for their involvement.
General Comments	▶ June 16, 2008	▶ Email	<ul style="list-style-type: none"> ▶ The alternatives and screening evaluation methodology seem to be very thorough, except for the fact that the movement of goods is not mentioned. The current and future land use on the west side of the study area is a large and expanding generator of goods movement with the intermodal terminal and the Vaughan Enterprise Zone. ▶ Somehow this study should quantify the goods movement component of traffic volume and its expected growth. Perhaps there are specific infrastructure or operational alternatives which would improve truck flow and by extension free up capacity for the flow of people. Perhaps there should be goods movement specific criteria to add into the list for comparing the alternatives. 	▶ Thank you for your thoughtful and insightful comments. These will be considered as we move forward with our project.
	▶ June 17, 2008	▶ Email	▶ I hate to say it after only one meeting, but it surely seems as though the transportation agenda is what is driving the bus. The land use is set, the 427 is going to be extended, the people and industries are coming and there is little to be done to protect the area south of Teston Road if it isn't already protected in some way, Boyd, Kortright, Burlington OEC. Do the Upland Sandpipers in the hydro property stand a chance? What about the Orchard Orioles extending their range into the area? I don't know the flora in the area or the amphibians and reptiles, but I suspect the story is the same.	<ul style="list-style-type: none"> ▶ Thank you again for attending the Community Stakeholder Advisory Committee on June 17. I understand that you are seeking some clarity regarding the purpose and process of the West Vaughan Individual Environmental Assessment and how we will address environmental issues. ▶ As was described at the meeting, the Study Team is working within the framework approved by the Minister of the Environment (EA Terms of Reference). As a result, we have to first satisfy the purpose of the Undertaking: to address the transportation deficiencies in the study area. The work that has been completed to date is consistent with the direction set by the Minister. ▶ The results of the screening demonstrate that "doing nothing" in terms of transportation improvements will not sufficiently address the deficiencies. In comparison, various combinations of road improvements, along with transit improvements, Travel Demand Management Measures, and Transportation Systems Management, will result in measurable reductions in congestion throughout the study. Therefore the Study Team is proposing that these alternatives be carried forward for further assessment and evaluation. ▶ During the detailed evaluation of the short-listed alternatives, the Study Team will closely examine the potential effects of the various alternatives on the natural environment, including terrestrial and aquatic species and their respective habitat. As described at the meeting, the first intent is to avoid, as much as possible, natural environmental effects wherever and whenever possible, followed by the application of mitigation or compensation measures, where negative environmental effects cannot be avoided. This exercise will be done through a co-ordinated effort between the biologists and engineers so that natural environmental features and species are protected as much as possible. ▶ Your input is valuable in identifying local issues that should be considered as we examine alternatives and select an appropriate solution to the identified problem.
	▶ June 24, 2008	▶ Fax	<ul style="list-style-type: none"> ▶ Nashville Area Ratepayers' Association is endeavouring to get Nashville Road transferred from the Region to the City of Vaughan, now, not after some family or children are run over by one of the 1,000 plus speeding trucks passing through our community each day. ▶ At our recent meeting, when I saw the map showing Alternative 6: Assumed Road Improvements showing Nashville Road as a new 4 lane Bypass with the Highway 427 extension going through the middle of town with a proposed interchange, I almost freaked out, as it triggered my recollection of the recommendation contained in Report #2 of the Transportation and Works committee, Regional Council Meeting of Feb. 22, 2007, which asks staff to prepare a report, at an appropriate stage of the Western Vaughan Transportation Improvements IEA, on the potential transfer of Nashville Road between Highways 27 and 50 to the City of Vaughan. ▶ Can you explain to our concerned Nashville Community what the chances are of getting a positive response from the same staff that, I would assume, had input in preparing Alternative 6? ▶ Why doesn't your department ever consider the 'Safety Concerns' of the public? If Nashville is transferred, the truckers will get over the few minutes it will take them in trip time in a day or two and the process of improving Major Mackenzie Drive will be expedited. 	<ul style="list-style-type: none"> ▶ In response to your fax dated June 24 2008, I offer the following comments: <ul style="list-style-type: none"> ▶ All potential road improvements shown in our alternatives will go through a more detailed review, including any safety and socio-economic impacts ▶ At this time, these improvements are shown in conceptual form and do not represent final designs or alignments. ▶ In response to your concern, I have asked the project team to undertake a preliminary screening of this conceptual option for Nashville Road before it is shown to the public as one of our potential road improvements. ▶ It is premature at this time in our study to formally respond on the need/nature of Nashville Road as a Regional Road ▶ As more information is available, we will be in a better position to advise on the potential for consideration of transferring Nashville Road ▶ Any transfer of this road will require discussion with City of Vaughan

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	▶ July 2, 2008	▶ Email	<ul style="list-style-type: none"> ▶ Alternative 9 appears to be the most cost effective way to provide a transportation guideline for the year 2031 in this area. ▶ Perhaps as a separate issue from the current study, there is one further line of investigation that would have given us more correct insight to our future needs: the effect of the expected rapid decline of the use of a petroleum-based transportation and its effect on traffic. We note that a "Vehicle Trip Reduction" of 1.1% to 3.3% has been used to refine the basic calculation of 0.8 peak hour person-to-capacity ratio expected in 2031, but no value has been given to the fact that sometime between NOW and 2031 the amount of vehicles on the road will decrease drastically due to fuel costs or lack of fuel. Without that information, the value of the study we are providing our decision makers diminishes considerably. ▶ Perhaps to make recommendations based on what we know about the petroleum situation in Canada at this time is very difficult. With the cost of fuel increasing daily, who knows what we will be facing 20 years from now? However to pass-on expert recommendations to the decision makers without at least warning them that the largest change effecting humanity for the next 20 years has been ignored in the study, in my opinion, is unfair. 	▶ Thank you for your comments. These will be considered as we move forward with our project.
	▶ July 8, 2008	▶ Fax	<ul style="list-style-type: none"> ▶ Has the Region approved the two developments proposed in the Nashville Community? ▶ Has the Region hired a consultant to determine the final realignment of Major Mackenzie Drive? ▶ Can this development proceed without establishing the final alignment of Major Mackenzie Drive? ▶ One of the Region's main reasons for not transferring Nashville Road to the City of Vaughan to allow restrictions of the 'Heavy Trucks' was because of the deficient base of alternative route, Major Mackenzie Drive could not accommodate these heavy trucks. If this is the case, will the same rule apply to these developers? 	<ul style="list-style-type: none"> ▶ Here are the responses to your questions regarding the Molise Kleinberg and Lake Rivers applications as it relates to our West Vaughan IEA: <ul style="list-style-type: none"> i. The Region is in the process of reviewing these applications and a response will be sent to the City of Vaughan on the Official Plan Amendment application shortly ii. The consultant team from our West Vaughan IEA study will prepare preliminary alignment/designs of any road solutions identified in the EA study. iii. As part of the Lake Rivers application, the Region has included clauses to protect for a potential alignment of Major Mackenzie Drive if it is identified as part of the EA iv. It is premature to determine construction access at this time for trucks. The decision on truck/construction access for the development will be subject to a more detailed review prior to the start of construction. ▶ I trust this responds to your inquiry. Please contact me if you have any further questions.
	▶ October 14, 2008	▶ Fax	<ul style="list-style-type: none"> ▶ Could you provide the Nashville Area Ratepayers' Association with the new map showing the increase of the boundary to the north? ▶ What is the purpose of showing the widening of Nashville Road being widened to four lanes from Highway 50 to just east of Huntington Road on Alternative 6? 	<ul style="list-style-type: none"> ▶ We are reverting back to our old boundary as we are no longer pursuing the by-pass north of Kleinburg. ▶ Nashville Road east of Highway 50 was identified for a widening in response to transportation deficiency in this corridor. This is one of several potential improvements that have been identified in the study area. All of these improvements will be undergoing further detailed assessments to determine if they should be considered as part of the preferred solution.
	▶ October 20, 2008	▶ Email	▶ Alternatives with a future Peak Hour V/C ratio of 0.9 or less within the Highway 50/Highway 27 corridor from Highway 407 northerly to Teston Road will be most beneficial for the movement of goods in that area over time. Alternative #9 achieves this.	▶ Thank you for your comments.
PCC #2 – Prior to PCC	▶ January 16, 2009	▶ Email	▶ Please provide the Nashville Area Ratepayers' Association with an update on the Western Vaughan Transportation Improvements IEA.	<ul style="list-style-type: none"> ▶ As we presented at the last Community Stakeholder Advisory Committee meeting, Major Mackenzie Drive is one of the roads that York Region is considering widening as part of all three short-listed Alternatives (#6, #8, and #9). We will be presenting those alternatives to the public in the next month or so, and hope to confirm the preferred alternative before the summer. At that time, we will be in a position to begin developing alignments for Major Mackenzie Drive as part of the next stage of the IEA (Alternative Methods of Carrying Out the Undertaking). ▶ Regarding the Nashville Road realignment proposed by the Nashville Heights Development, York Region is aware of this potential idea, although neither the developers nor the City of Vaughan have formally requested that York Region consider this change in the IEA. Depending on the conclusions by the Ministry of Transportation on the assessment of Highway 427 Extension alternatives and by the Region of Peel on their current network study, changes to Nashville Road may or may not be considered further as part of this study. We will be meeting with representatives from these agencies and the City of Vaughan over the next few weeks as part of our ongoing co-ordination with key agency stakeholders. If consistent with the conclusions of all agencies, we would consider the appropriateness of changes to Nashville Road during the next stage of the IEA (Alternative Methods).
	▶ February 26, 2009	▶ Email	▶ Can you tell me whether this IEA proposes to or might consider any improvements to the unimproved portion of Pine Valley Drive north of Langstaff Road and south of Rutherford Road?	<ul style="list-style-type: none"> ▶ There are no plans on that portion of road. The Minister of Environment amended our Terms of Reference to exclude any option through Boyd Park. See link below, Section 4.1 ▶ http://www.westvaughania.com/Files/8132%20-%20Western%20Vaughan%20IEA%20TOR.pdf
	▶ February 26, 2009	▶ Email	▶ I saw notice of this study in the Vaughan paper, with public input on March 10/11. I will likely be unable to attend either session. Are there other dates planned and/or is there a way of viewing plans & being kept up to date electronically?	▶ The information will be available on our website (www.york.ca/westvaughania.com) shortly before the meeting date and you will be able to comment directly on our site. Feel free to contact me if you have any difficulty accessing the information.
	▶ March 3, 2009	▶ Email	<ul style="list-style-type: none"> ▶ Can you provide some presentation material relating to that area in terms of: <ul style="list-style-type: none"> ▶ Development schedule for Highway 50 and the planned improvements (drawings would be great) ▶ Traffic studies relating to Highway 50 ▶ Any planned services along Highway 50 ▶ Development schedule for Highway 427 	<ul style="list-style-type: none"> ▶ Most of your questions are related to Highway 50 which is owned and operated by the Region of Peel, with some cost sharing with the Region. As such, I believe Murray McLeod would be the best primary lead to respond to your questions. ▶ For Highway 427, please visit the website (www.427corridor.com) for more information and contacts.

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	▶ March 3, 2009	▶ Email	▶ I am a resident but am unable to attend the two public consultations for the Western Vaughan IEA. Could you send the formal presentation?	▶ The information will be available on our website (www.york.ca/westvaughan.ca) on the day of the meeting. Look under "get involved", public meetings. If you have difficulty, please let me know.
	▶ March 4, 2009	▶ Email	▶ We live around Weston Road and Langstaff. Can you e-mail the information kit regarding the area, please? We won't have time to go to the sessions on the 10th and 11th.	▶ The information will be posted on our website (www.york.ca/westvaughan) immediately after the meeting. You can download the info relevant to you. If you have difficulty, please let me know.
PCC #2	▶ March 10 & 11, 2009	▶ Comment Form	▶ Consider Viva Bus Rapid Transit on Rutherford Road. There is a lot of congestion on that road.	▶ <i>(Comment form input was considered throughout the study.)</i>
	▶ March 10 & 11, 2009	▶ Comment Form	▶ On final selection show Viva and major bike routes ▶ Pine Valley Drive from Rutherford Road to Major Mackenzie Drive does not need to be 4 lanes. Consider that this is the entrance to the conservation area. Special emphasis on the environment and landscaping would be a big plus.	▶ <i>(Comment form input was considered throughout the study.)</i>
	▶ March 10 & 11, 2009	▶ Comment Form	▶ I would prefer that no more roads be built than already exist. It only makes it easier for people to NOT choose transit options. ▶ Planned connections with surrounding communities in the GTA to coincide with Metrolinx initiatives. It didn't appear that much consideration was given. There will always be people who will work outside of our (Vaughan) city limits and we need to get them there and back without the use of a vehicle on the road!	▶ <i>(Comment form input was considered throughout the study.)</i>
	▶ March 10 & 11, 2009	▶ Comment Form	▶ There isn't much (if any) land at the location of the proposed GO station to develop a station. I would hope that, given that it is located in an urban centre, NO PARKING LOT would be planned for this station. I don't wish to live under the shadow of a parking garage on stilts over my street! I applaud the station though!	▶ <i>(Comment form input was considered throughout the study.)</i>
	▶ March 10 & 11, 2009	▶ Comment Form	▶ Pine Valley Drive– can it continue through Rutherford Road, especially since it is a Highway 407 exit? ▶ Langstaff Road– can it continue west of Pine Valley Drive?	▶ <i>(Comment form input was considered throughout the study.)</i>
PCC #2 – Post PCC	▶ March 11, 2009	▶ Fax	▶ The congestion in the study area map shows Nashville Road in red from Highway 50 to Highway 27, except for a small portion. Why have you not seen the approved Nashville Heights development plan, it shows the potential alignment of Huntington Road, which is strongly supported by the City of Vaughan. One can only conclude that by your committee not showing this alignment, and projecting that Nashville Road will be congested in 2031, that York Region has no intention of ever turning Nashville Road over to the City of Vaughan. ▶ Both alternatives 6 & 9 show Highway 27 widened to 6 lanes from Major Mackenzie Drive to Nashville Road. I can understand the possible need for it to be widened to 4 lanes, but widening it to 6 lanes only confirms my concern about Nashville Road remaining a Regional Road. ▶ Both alternative 6 & 9 plans show a new bus service on Huntington Road, from Highway 7 to Major Mackenzie Drive when as I understand from the MTO, there will be no connection of Huntington to Major Mackenzie Drive. Huntington will terminate south of Major Mackenzie Drive. Since all the lands to the south, adjacent to Huntington Road are Industrial Zoned, why is a new bus route required? ▶ Nashville Heights development plan shows a proposed Transitway Station east of the Highway 427 alignment, north of Major Mackenzie Drive. How come the 'Transit Improvements Plan' fails to show this improvement? As you are no doubt aware, the Ministry of Municipal Affairs and Housing Pre-consultation Ministry Staff Report comments on the Nashville Heights development state that the map showing the transitway is not consistent with the MTO's current standards and policy. You must agree with this comment or you would have shown this major transit improvement.	▶ The potential re-alignment of Nashville Road/Huntington Road will be considered as part of the development approval for the area and the design for the Highway 427/Major Mackenzie Drive intersection. Until a formal decision is made in consultation with all parties, we will continue to show Nashville Road in its current alignment. ▶ Bus Service on Huntington Road will need to be re-considered when there is a more formal decision regarding the alignment of this road. ▶ The Transitway location is being considered by MTO as part of their Highway 427 design and we will show it when it is finalized.
	▶ March 16, 2009	▶ Email	▶ I attended the information session last week with respect the various transportation improvements being considered in western Vaughan. I believe great work has been done to date. I believe Alternative 9 was the preferred alternative (correct me if I'm wrong). I have a few questions with respect to the proposed alternative 9. ▶ This proposal calls for road widening to 6 lanes (HOV) along Rutherford Road and Major Mackenzie Drive. In your presentation, you indicated that your analysis at this time reflects traffic movements and does not take into consideration the physical impediments and/or issues that may be encountered in widening to 6 lanes. Why would you not conduct some field investigation work to see if the 6 lane expansion is an option? At least this way you know whether this can actually be done or not. As you know, Rutherford Road was expanded to 4 lanes within the last 5 years from Weston Road westerly to Highway 27 and there may be little right of way remaining to accommodate two more lanes. ▶ Pine Valley Drive is proposed to be expanded to 4 lanes between Rutherford Road and Teston Road. Are 6 lanes an option for this portion or are there environmental issues associated with the expansion with Kortright? ▶ Lastly, will Pine Valley Drive only be expanded through this exercise and therefore remain as two lanes? I reside in the subdivision bound by Pine Valley Drive to west, Rutherford Road to the south, Weston Road to the east and Major Mackenzie Drive to the north. Just wondering if this expansion will occur sooner? Also, on a related topic, there is an arterial road running east-west through this subdivision called Davos Road. This road currently exists between Weston Road and runs easterly to Via Campinile. I have been advised that this road will eventually extend to Pine Valley Drive and intersect with Pine Valley Drive. Will this intersection be open now, or is it contingent on Pine Valley Drive expansion.	▶ At this time, we have not selected a preferred Alternative. Based on the input from March meetings, we will identify a preferred Alternative at a public meeting tentatively planned for June. ▶ Our preliminary mapping information shows that we generally have most of the right-of-way along these roads to accommodate our design. If there are some constrained areas, we may need to modify the design or purchase property. During the EA, property acquisition is considered in developing the solutions. ▶ Our analysis shows that there is no need for a 6 lane facility on Pine Valley Drive. ▶ Should it be approved, this EA study will be the supporting EA study for changes to Pine Valley Drive. Davos Road is a local road that is likely planned as part of any future subdivision before it is extended to Pine Valley Drive. Typically, the Region reviews the conditions under which a new subdivision road will connect with a Regional Road. In this regard, I will check with other staff and get back to you.

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	<ul style="list-style-type: none"> ▶ March 23, 2009 	<ul style="list-style-type: none"> ▶ Email 	<ul style="list-style-type: none"> ▶ Concerns: <ul style="list-style-type: none"> ▶ Provide north/south transit services i.e. Highway 27 to link with Major Mackenzie Drive. Current residents close to Highway 50 or King/Vaughan boundaries deserve access to transit systems, thus alleviating the need to build large parking lots to link GO. ▶ The traffic passing through the study area (i.e., non Vaughan residents congesting east/west Nashville Road and Highway 27 north/south). The heavy truck traffic to the CP yard via Nashville Road was not in the plan when the yard was built. ▶ Access to the Toronto Airport by any other means than a vehicle. ▶ Aim to give residents the choice to use transit. Currently the only choice is to use polluting vehicles. The noise and poor air quality must be addressed to preserve residential quality of life. ▶ Nashville Road cannot maintain any increased levels of truck and vehicle traffic. Highway 27/Nashville Road intersection already has greater than 55dBA. This is unacceptable for quality residential living/school/church use. Petitions have been signed and submitted for over 10 years regarding this noise/air pollution practice on Nashville Road and in residential neighbourhoods. Nothing has changed. ▶ The environmental impact has been given as one of the reasons for the lack of wastewater services to current Nashville Road and Highway 27 residents. Proposed high density housing will only compound this lack of wastewater service/stormwater drainage and traffic congestion. Whatever happens, please consider the quality of living and choice to all the existing residents on Nashville Road. ▶ Between Highway 27 and Highway 50 and between Nashville Road and Rutherford Road is a blank canvass before proposed development starts. Please work with the Province of Ontario in their GTA West corridor plans and satisfy the several "areas of interest" pertaining to the West corridor. Please implement plans that are green in nature for the proposed developments i.e.: ground source heat pumps, solar panels, create a grid to which energy can be added and give residents the choice to walk to catch transit. Have emergency services and playgrounds/parks in place before housing starts. Learn from our past mistakes in other high density housing 'neighbourhoods'. 	<ul style="list-style-type: none"> ▶ Thank you for your thoughtful and insightful comments. These will be considered as we move forward with our project.
<p>PCC #3– Prior to PCC</p>	<ul style="list-style-type: none"> ▶ June 12, 2009 	<ul style="list-style-type: none"> ▶ Email 	<ul style="list-style-type: none"> ▶ I just received an invitation to attend the consultation on the transportation plan. I am not sure I can make it either evening, so I thought I would express my concerns by email. ▶ I am surprised that Woodbridge Village is not included in any transit improvements. This is a prime area of intensification. There are few areas of Vaughan with the number of condos as the village core has and are under construction. It may also be the stop of a future GO line (according to your 2030 plan.) ▶ I understand the logic of running transit down the major arterial roads, but the reality is that the density along those roads to support transit is minimal. They connect to nothing but low density residential streets with plazas on major intersections. ▶ The success of the arterial road service also depends heavily on how well served the Highway 7 corridor is. Will there be improvements in the Woodbridge area to match the Weston Road, Highway 27 and Highway 50 improvements? ▶ I am a strong supporter of transit, but I see too many empty buses in the western part of Vaughan. Isn't there a more creative form of transit that we could begin in low density areas, such as a minivan/bus service? 	<ul style="list-style-type: none"> ▶ Thanks for taking the time to comment on our West Vaughan IEA study. The plan that is being proposed in our study is based upon long range (year 2031) projections for employment and population. As part of the Places to Grow legislation, there is expected to be more density along the major arterial corridors. Furthermore, the proposals for providing transit/HOV lanes on our arterials are to provide a grid system to link to major transit spines such as Highway 7. ▶ You do raise a valid point about transit service related to our existing communities, and the potential for some creative and small scale approaches to encourage more transit use. Short term (5 year) service planning is undertaken by York Region Transit (YRT). I know they have undertaken pilot projects involving various models for service delivery in our existing communities including dial-a-ride and smaller buses. By copy of this email, I am asking Mr. Ettore Iannacito, YRT's Manager of Service Planning to respond to your specific inquiry regarding the Woodbridge area. ▶ Once again, thanks for taking an interest in transit mobility in York Region. If you have not already done so, please visit our project website at www.westvaughaniaea.com and don't hesitate to contact me again if you have any further questions related to this study. <p>(Response from YRT)</p> <ul style="list-style-type: none"> ▶ Your message suggests that the success of transit service is maximized when density levels are higher. We agree that transit services would be more successfully utilized with increased densities, and we're happy to see the emergence of some pockets of higher density residential developments, such as along Islington Avenue and Woodbridge Avenue. We also understand that there are some other higher density residential developments that are being proposed in the Woodbridge area. As such, we concur that the Woodbridge area is a potential area for intensification, and we look forward to the trend continuing to make local transit services more successful. ▶ Regarding rapid transit, over the next several years, we'll be looking forward to the implementation of dedicated bus 'rapidways' along Highway 7 in Vaughan to allow our Viva bus rapid transit (BRT) service to avoid travel delays typically caused by general traffic congestion. If you're interested, you can view additional information at www.vivanext.com/home. ▶ We are also aware that, as part of Metrolinx' 15-year plan for regional rapid transit, peak period commuter rail service has been identified for the proposed Bolton rail line, which may include a rail station in the Woodbridge area. YRT staff agrees that this would represent a welcome initiative for those residents who are looking for a quicker transit option for their commute into Toronto. ▶ In the meantime, as an alternative form of YRT service delivery, we recently implemented a Dial-a-Ride pilot service in the Newmarket area, which provides demand responsive service in a local neighbourhood, thereby enabling a closer match between demand and service availability/capacity. Likely as part of our upcoming 5-Year Service Plan, we'll be evaluating this model to determine whether or not it can be applied to other lower density communities in the Region such as Woodbridge.

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				<ul style="list-style-type: none"> ▶ Thanks for expressing your interest in transit service in the Woodbridge area. Just for your information, for our upcoming 5-Year Service Plan (2010-2015), we will be arranging various public consultation opportunities to get feedback from our customers and stakeholders. Further details will be available at www.yrt.ca/whats-ahead/index.asp over the next 2-3 months. ▶ I trust this information is of assistance.
	▶ June 16, 2009	▶ Email	<ul style="list-style-type: none"> ▶ I am particularly interested in any transportation / road widening proposals at the following locations: <ul style="list-style-type: none"> ▶ Weston Road, from Highway 7 north; and ▶ Highway 7, from Weston Road east to the Highway 400 bridge. ▶ If and when you have any proposed designs or contemplate any widenings on these roads, unless they already exist, I would like the information. 	<ul style="list-style-type: none"> ▶ All our information, including conceptual alignments, is posted on our website (www.westvaughania.com). Look under 'Get Involved/Meetings'.
PCC #3	▶ June 23 & 24, 2009	▶ Comment Form	▶ Since Alternative #9 included improvements on Teston Road, it looks like it could be a more significant route due to the new interchange at Highway 400.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ There is no linkage [of Alternative 8] with a complete transportation plan, that includes transit and highways	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ [Alternative 8 is] the best balance for all seasons of the year	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ [Alternative 8 is] a good balance between road improvements and alternative/sustainable models (transit, carpooling with HOV, cycling w/ designated lanes)	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Yes, you identified Alternative 8 as the right alternative. Overall, it has the least impact on the environment.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ [Would like to see] care in "reforestation" where you have defoliated, including a wide variety of native trees and conifers for biodiversity. Minimal impact on environment needed.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ What would be the <u>impact</u> to existing residential/commercial areas, by expanding roads? (Noise, air, etc.)	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Road widenings tend to attract more traffic (and associated emissions, etc) and intimidate pedestrians – I think the emphasis York Region has put on "placemaking" (i.e., boulevards with trees etc and cycling lanes) is critical to balancing this challenge.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ I live on the SW corner of Highway 27 & Nashville Road. The vegetation on the W side of Highway 27 is primarily deciduous trees & shrubs. I'd appreciate some tall, densely planted evergreens (cedars, spruce) for a screen, noise & pollution barrier, especially in winter when trees lose leaves.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Evaluate traffic volumes of current intersections.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Need more information on the Criteria that were used to evaluate the alternatives.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ [Would like to see] Alternatives to get people using transit, instead of expanding roads, and encouraging car culture.	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Agree w/ HOV lanes	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Is there enough space to widen roads, such as Weston Road from 4 to 6 lanes, from Teston Road south to Highway 7?	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	<ul style="list-style-type: none"> ▶ [Set of potential alignments] look satisfactory. I prefer keeping the Major Mackenzie Drive alignment as far <u>south</u> as possible. ▶ On Highway 27 between Major Mackenzie Drive & Nashville Road, please keep widening to the <u>east</u> side of Highway 27, where there are only commercial properties, rather than to the west side, where my house is. 	▶ (Comment form input was considered throughout the study.)
	▶ June 23 & 24, 2009	▶ Comment Form	▶ Would like York Region to work with Peel Region to implement carpool/HOV lanes on Highway 50 (as it is expanding to six lanes and York Region has established a precedent of implementing HOV when expanding road network to six lanes)	▶ (Comment form input was considered throughout the study.)
▶ June 23 & 24, 2009	▶ Comment Form	▶ [Would like to see] light alignment/timing	▶ (Comment form input was considered throughout the study.)	
PCC #3 – Post PCC	▶ July 10, 2009	▶ Email	<p>▶ My focus area is Highway 27 and Nashville Road. The widening of 27 from Major Mackenzie Drive to Nashville Road to four lanes is a grave concern. The corner of Nashville Road and Highway 27 has a small plaza, Montessori school, church (rented last year to a private high school and Montessori school/daycare), senior's residence and several residences zoned RR. The current noise level from the heavy truck traffic (size and volume) is unacceptable. The east/west traffic volume on Nashville Road between Highway 50 and Highway 27 makes it very difficult to get out of our own driveways during peak hours. The widening of Highway 27 to Nashville Road will only worsen the current noise and volume issues that exist now on Nashville Road.</p>	<ul style="list-style-type: none"> ▶ Thanks for your comments. We will consider these as we move forward on the project. Major Mackenzie Drive is one of the projects that is part of this EA, so potential construction of this improvement is subject to approval of the West Vaughan IEA. By copy of this email, I am asking our Project Team to add these comments as part of the EA process.

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			<ul style="list-style-type: none"> ▶ The CP yard on Highway 50 was constructed approx. 15 years ago. Nashville road was not listed as a trucking access, nor was it intended to be but residents have endured the noise and volume since the yard was built. These are unacceptable living conditions. ▶ Interestingly enough, with streetscaping plans in the Kleinburg core (no heavy truck traffic permitted now) the potential bypass of the Kleinburg core would be Highway 27!!!! ▶ The changes that I would like to see are to remove heavy truck traffic from residential areas are off Nashville Road. Also, restrict heavy truck usage on Highway 27 north of Rutherford Road. It is not safe (or pleasant) to walk/ride bikes on either of those two roads at this time. ▶ In developing potential alignments the only feature that I would like to see is: respect and consideration given to the current residents/institutions. Respect our right to a quiet, clean, safe area to live/work/play. ▶ Canadian winters restrict pedestrian and cycle usage for at least 3 months of the year. The snow and salt have to pile somewhere, so the alignments will impact a wider area of the roads/sidewalks/cycle paths. ▶ Using Google Earth to demo the alignments was very effective. A more up-to-date program would show the current structures because construction/demolition is changing quickly in this area and it is hard to keep current. One has to think about the changes that will happen before any of these alignments are complete and will it be able to keep pace with development? ▶ My final comment would be to widen Major Mackenzie Drive to 6 lanes and extend it to the Highway 50 or Highway 427 extension. PRONTO!!!! It is the only way that any relief can be given to the Nashville Road area residents. While the future plans unfold and development begins between Nashville Road/Rutherford Road and Highway 27/50 all construction equipment can use the 6 lane Major Mackenzie Drive and Rutherford Roads and Nashville residents will have the peace and quiet that Kleinburg core residents have enjoyed for many years. 	
	▶ December 7, 2009	▶ Email	▶ Noted in your Links page that GTA West EA is not included but Halton Peel Boundary Area Transportation Study (HP BATS) is. Please consider including GTA West: gta-west.com .	▶ Thank you for your comment.
PCC #4 –Prior to PCC	▶ February 25, 2010	▶ Email	<ul style="list-style-type: none"> ▶ Thank you for the info received by mail. Unfortunately I'll be away in March but, in any event, I'll no longer be around by 2031. ▶ Using the same assumptions as in the projection with no improvements, it would be interesting to see a pie chart of 2031 road conditions with the improvements accomplished. It's my belief that so much development already has occurred in the southern section of West Vaughan that transportation improvements there would be too costly and, from what is proposed not to be done, it seems you agree. ▶ There now is a serious bottleneck on Woodbridge Ave at the Humber River which will only become worse as more condos replace single family dwellings. ▶ If I read correctly, you are proposing only 4 new north/south lanes between Highway 7 and Major Mackenzie Drive, with them being on the periphery of the study area. Studies I looked at several years ago (in connection with extending Pine Valley Drive) suggested that at least twice that number would be required. 	▶ Thanks for your input. We will consider this as we move forward with finalizing our plan. Feel free to call me directly if you wish to talk about this further.
	▶ March 4, 2010	▶ Email	<ul style="list-style-type: none"> ▶ My opinion on bike lanes in the GTA, Vaughan in particular, is that we do not live in an area where year round use of such transportation is viable. This is not Florida/San Francisco/ Vancouver etc. We have winter for 6 months of the year. Are you going to bike to work? Of course not. ▶ I recently drove down Dufferin Street south of Highway 7 where HOV and bike lane are present. It was a beautiful Feb. day, sunshine etc. The HOV lanes were near empty (8:37 am Monday) and 30 % of the vehicles had only ONE PERSON!!! ▶ As for the bike lanes, for several kilometres NOT ONE BIKE. Why not? The roads were free and clear of snow. As you know we haven't had much snow at all this winter. So why are we even thinking of putting them in? I certainly DO NOT WANT TO SEE THEM ON WESTON ROAD. This would be a waste of money that we do not have to spare. 	▶ Thanks for your comment. It will be given consideration as we move forward on this study.
PCC #4	▶ March 9 & 10, 2010	▶ Comment Form	<ul style="list-style-type: none"> ▶ I think the widening of Major Mackenzie Drive would ease the traffic on Rutherford Road and further consideration should be given to keeping Rutherford Road as a 4 lane road. ▶ Specific concerns: Pedestrian safety especially in school zones along Rutherford Road (Napa Valley); increased risks to pedestrians with widening of Rutherford Road; noise level impact on homes along proposed widening roads 	▶ (Comment form input was considered throughout the study.)
	▶ March 9 & 10, 2010	▶ Comment Form	<ul style="list-style-type: none"> ▶ Only widen Major Mackenzie Drive to 4 lanes (not 6) west of Pine Valley Drive to Highway 27. This is to minimize the immediate construction impact on conservation areas but also to encourage goods transport trucks to use Rutherford Road instead. ▶ Please ensure wide wildlife corridors are provided beneath Major Mackenzie Drive in the conservation area and also beneath Rutherford Road to connect to Boyd Park. 	▶ (Comment form input was considered throughout the study.)
	▶ March 9 & 10, 2010	▶ Comment Form	<ul style="list-style-type: none"> ▶ The six-lane HOV/bicycle lane design template on the arterial roads is a well thought out design to meet the needs. ▶ Specific concerns: projected air and noise pollution impacts; impacts on wildlife and habitat, ▶ Bicycle lanes are important and feasible on the arterial roads as planned. 	▶ (Comment form input was considered throughout the study.)

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	▶ March 9 & 10, 2010	▶ Comment Form	▶ I believe that further communications need to take place among York Region, the Designers, and the City of Vaughan so that Building Permits (Residential) are not issued in a way that increases population growth more than the forecasted number, 125,310 in 2031. How can we guarantee that the City will not issue these building permits? How can we make sure that 6 lanes on Weston/Rutherford Road are enough to meet the population growth?	▶ (Comment form input was considered throughout the study.)
	▶ March 9 & 10, 2010	▶ Comment Form	<ul style="list-style-type: none"> ▶ Improve and implement safety and noise barriers (concrete walls and tall trees) for those homes directly facing Rutherford Road, mainly between Highway 27 and Islington Avenue. ▶ At this time I am not impacted by traffic between Highway 27 and Weston Road on Rutherford Road; however, I feel there is a lot of road congestion after Weston Road along Highway 7, Rutherford Road and Major Mackenzie Drive— especially Rutherford Road and Jane! ▶ Measure noise levels, monitor speed limits, identify those areas on Rutherford Road that cannot accommodate additional lanes due to lack of space. ▶ The public consultation meeting on March 10 was very informative; I now understand and respect the reasons for the study. I'm very concerned about the safety and the risk of low/undervalued property my area may face after implementation. How can the City prevent this from happening? 	▶ (Comment form input was considered throughout the study.)
	▶ March 9 & 10, 2010	▶ Comment Form	<ul style="list-style-type: none"> ▶ Would like to see wall added to the north side of Rutherford Road to improve safety and to minimize noise and pollution, which is already bad and will get worse with the proposed road improvements. The new plan will be too close to the current residents on the north side, where there is currently only an iron fence. ▶ Rutherford Road already meets the transportation needs of Western Vaughan, and when Major Mackenzie Drive is improved, it will alleviate a lot of the traffic on Rutherford Road. The future needs are estimates, not actual numbers. ▶ Particular concerns: Rutherford Road north side should have a wall like the south side. ▶ Not sure which study indicated that residents would bike to work. Residents are more likely to bike for pleasure. Cycling lanes should be beside the sidewalk, not the road, as it is too dangerous. 	▶ (Comment form input was considered throughout the study.)
PCC #4 –Post-PCC	▶ March 11, 2010	▶ Email	<ul style="list-style-type: none"> ▶ Why are some roads not done continuously in the same phase, e.g., Weston Road is widened from 4 to 6 lanes in two phases, likewise Rutherford Road? By splitting the construction work into two phases more congestion will occur at the transition points. ▶ Why is Langstaff Road not in the plan (not a regional road)? 	<ul style="list-style-type: none"> ▶ The Staging Plan is based upon the need for improvements due to population growth in certain areas over time, based on the information we have now. If we only focused on one roadway, other areas may experience congestion/delays, so we spread out the improvements to accommodate growth demands. The Staging Plan is also our current outlook for potential phasing. Each year we complete a rolling 10 year Road Construction Capital Plan which updates and re-visits previous staging plans and adjusts them as needed to reflect ongoing needs. ▶ As per your inquiry about Langstaff Road, the Region will be widening this road from 2-4 lanes this year from Highway 50 to Highway 27. Since this is a current project, it is not shown as a proposed improvement in 2031. Our study did not identify the need for improvements on any other section of Langstaff Road.
	▶ March 13, 2010	▶ Email	<ul style="list-style-type: none"> ▶ Thank you for the presentation and the update via email. As you move forward with your plans, I wonder if roundabouts are being considered as an alternative to traffic lights at some intersections. ▶ I have heard many comments/complaints from residents who don't want to see increased traffic routes in their backyard. While I admire your response to try to buffer sound etc., I also notice that, for the most part, these neighbourhoods (e.g., Weston Downs) have 3 and 4 car garages and are therefore a large part of the reason we need to increase traffic lanes. Might it also be suggested that reducing the number of cars on the road would be very helpful. If you are part of the problem you should also be part of the solution. I know, I'm a dreamer! ▶ Good luck. 	<ul style="list-style-type: none"> ▶ At this time, the York Region is not considering roundabouts at major intersections in this study area. We have been looking carefully at the success in other municipalities, i.e. Region of Waterloo, but we remain cautious about their implementation in York Region. Our preferred approach to the potential introduction of roundabouts will likely be to examine a more rural, lower volume candidate first before taking on more complicated multi-lane urban options. ▶ Thanks for your comments and yes, you are correct that we continue to have a challenge in getting people to understand the need for long term multi-modal, sustainable transportation options.
	▶ March 13, 2010	▶ Email	<ul style="list-style-type: none"> ▶ Many residents who border on the subject roads for the 4 to 6 lanes design template are concerned about the additional noise, air pollution, safety, etc. A way to make it more acceptable to these folks is to not allow heavy trucks on these roads, i.e. no heavy trucks on Rutherford Road, Major Mackenzie Drive, Weston Road, Islington Avenue, Langstaff Road, and Pine Valley Drive. ▶ Establish truck routes to divert the noisy, diesel exhaust trucks away from these residential areas. In other words, the subject roads which have residents backing/fronting on to them should not have any truck traffic. Rather the trucks must use Highway 27 and Highway 7 through the residential area west of Highway 400, and Jane St., Creditstone, Highway 7, Edgeley, to get to the commercial areas east of Highway 400. 	▶ The Regional Arterial Road system is designed to accommodate and facilitate truck movements. The arterial roads are the next class of roads after freeways and provide an important network for the movement of goods and services from freeways to the many business/commercial areas. The kinds of restrictions you suggest would have a significant impact on the movement of trucks and result in difficulties for area businesses to receive the goods that are needed to serve the population. That is why it is more common to see truck restrictions on local roads as opposed to Arterial Roads. The Region will follow the Ministry of Environment's requirements for noise mitigation and where warranted, we will build noise mitigation facilities (i.e., noise walls) to meet the Ministry's standards.
	▶ March 15, 2010	▶ Email	<ul style="list-style-type: none"> ▶ Good presentation last week at Emily Carr HS. I expected more people to attend. I was very frustrated to hear several residents complaining that they did not want the arterials in their backyards to go to 6 lanes, but these same people will criticize their local politicians for doing nothing about traffic gridlock in western Vaughan. ▶ One point of clarification. Most of the current arterials have 2 lanes of traffic each way with a dedicated left turn lane and one right turn lane, for a total of 4 lanes from each direction at the intersections. You mentioned that in the model for the widening to six lanes, three lanes in each direction would not allow for a dedicated right turn lane to be added at the intersection. In effect, the third/ new lane would act as the right turn lane and the HOV/bus lane through the intersection which, in itself, would delay traffic when pedestrians are crossing. ▶ What about the dedicated left turn lane at intersection? If we eliminated that dedicated left turn lane, as we currently see at most arterial intersections that would still leave two lanes of through traffic. However, only ONE lane would be for all traffic 	▶ Thank you for your comments. There will be a dedicated left turn lane at all improved intersections.

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			<p>and ONE lane for HOV and bus traffic. In effect, this scenario would eliminate ONE lane of through traffic permitted for ALL vehicles. Eliminating ONE lane of through traffic (for all vehicles) at intersections would eliminate 50% of the lanes that we currently have. The second through lane would only be for HOV/buses. Is this the scenario or have I missed something?</p> <p>► Would appreciate this clarification. Thanks.</p>	
	► March 21, 2010	► Email	<p>► Believe we have identified the right alignments for the various road improvements.</p> <p>► For the most part, I was very pleased with the conceptual designs that were shown at the open house. Where deviation was made from the general model (such as narrowing the median on Major Mackenzie Drive between Islington Avenue and Pine Valley Drive), there were logical reasons. One suggestion I would make in regard to study R4A is to consider separating the bicycle lane from vehicle traffic on Rutherford Road by placing it on the outside of the curb (up where the sidewalk is). This would create a much safer daily community for the hundreds of teenage children who attend Emily Carr Secondary School.</p> <p>► Particular concerns: As noted above, in regard to study R4A: One suggestion I would make is to consider separating the bicycle lane from vehicle traffic on Rutherford Road by placing it on the outside of the curb (up where the sidewalk is). A second observation I would make has to do with Major Mackenzie Drive between Islington Avenue and Pine Valley Drive (MM4B). The corner of Islington and Major Mackenzie Drive has parks on three of its four corners (a playground for small children on the SE corner, a major area park with sports fields on the SW corner, and the Kleinburg New Forest on the NE corner). As well, just west of Islington Avenue on the north side of Major Mackenzie Drive the Catholics are erecting a major new church that will include community space for youth and children. It might be wise to study how children and teens move between these various areas, I am not at all certain that they all go to the corner and wait for the lights. There may be a need to do more landscaping, erect barriers, etc. For example, at present the children's park on the SE corner is not completely fenced so there is no barrier preventing kids from going out onto Major Mackenzie Drive. In this regard, it might be wise to meet with the older children at the K-8s in the area and the teens who attend the area high schools to discuss with the kids themselves how they use the area. Finally, I heard someone at the open house on March 10th suggest that we might not need sidewalks on Major Mackenzie Drive. I am afraid that I must strongly disagree with this suggestion. I am also not sure from the drawings (as none were provided for the area between Islington Avenue and Pine Valley Drive) whether street lighting will be installed. There is presently only minimal lighting on Major Mackenzie Drive as it approaches Islington Avenue and other intersections. While walking through the forest alone (rather than along a sidewalk built beside a busy, well-lit street) might be an enjoyable experience for men, I suspect most women would generally avoid such an area if they are alone. I am the first to admit my own observations might not be valid or reliable. Therefore, I would suggest that you might wish to do a formal gender analysis as part of your study process before deciding whether sidewalks and lights are needed or are not needed in various areas.</p> <p>► I want to thank you, your staff, and the consultants you have engaged for doing such a thorough and thoughtful job with a very difficult project.</p>	<p>► Thanks for taking the time to provide some thoughtful input regarding our study. You raise some very important issues regarding how our infrastructure will be used by pedestrians and cyclists. It is always a challenge to accommodate these vulnerable road users in our major transportation corridors. The Region's design for transit/HOV/bike lanes is a good first step in acknowledging the importance of accommodating these users.</p> <p>► As we move forward with the details of our design we will consider your specific comments. For example, potential special treatment for pedestrians at the Major Mackenzie Drive/Islington Avenue intersection due to the presence of parks/schools, street lighting and safe, comfortable cycling facilities.</p>
	► March 22, 2010	► Email	<p>► As you may know, Trinity has a retail development on Highway 27 at Milani Boulevard. We've constructed the first of three phases. The first phase contains a Wal-Mart Superstore + smaller retail.</p> <p>► I've reviewed the materials presented at the last PCC and wanted to confirm that the recommendations for Highway 27 from Steeles Avenue to Major Mackenzie Drive is for 6 lane roadway (2 transit/HOV & 4 traffic). Page 12 of the hand out doesn't seem to correspond with page 4 which is why I'm asking the question.</p> <p>► Also, could you tell me what your timing is for hosting the next PCC and submitting the final EA report to the MOE?</p> <p>► Finally, could you tell me what the timing may be for undertaking the improvements on Highway 27 between Highway 7 and Langstaff Road?</p> <p>► Thanks for your help!</p> <p>► Hi, again...if the MTO's plan to extend Highway 427 is delayed, would the Region consider advancing the suggested improvements on Highway 27?</p>	<p>► You are correct re: Highway 27. It is being proposed as a 6-lane road from Steeles Avenue-Major Mackenzie Drive. It is currently a 4 lane road and the additional 2 lanes would be dedicated for transit/HOV. We are tentatively targeting the next PCC in June and then hope to submit the EA at the end of this year, or early next year. Highway 27 improvements are currently being considered in the latter parts of our horizon year, 2025-2031. This is related to the potential improvements expected from the planned extension of Highway 427 and the planned improvements to Highway 50 by Peel Region. A draft staging plan was added to our presentation (not a display board). This is shown on slide 33 if you wish to look at the staging of other roads.</p> <p>► MTO will not consider Highway 427 capital funding until the Highway 427 Extension EA is approved. The Province has a 5-year rolling plan of EA approved projects and they will consider this investment along with all other Provincial priorities. Both York Region and Peel Region have been pushing for this improvement for some time so one would expect this to be in the Province's program soon. If Highway 427 is delayed significantly, it will put more demands on Highway 27.</p> <p>► Note that the draft staging plan for the Western Vaughan IEA is a very broad phasing plan based on a number of assumptions. Every year, the Region updates a rolling 10 year Capital Plan, which allows us to update the actual construction timelines and funding needs based on more current information about what else is happening or not happening.</p>
	► March 26, 2010	► Email	<p>► How does this study link in with the 427 expansion?</p>	<p>► Highway 427 is a separate EA study by Province but we will need to co-ordinate construction at interchanges.</p>
	► March 27, 2010	► Email PDF	<p>► Thank you for the opportunity to comment on the material related to the above project and to hear the views of other residents at the recent public consultation sessions. As you know, I am affiliated with the Sonoma Heights Community Association. On behalf of the association, I have been asked to review the entire project, as well as to identify any issues of particular interest or concern to residents of the Sonoma Heights neighbourhood. I am grateful for the opportunities the study team has provided me and others to input into the study through the advisory group, as well as the broader public consultation activities provided for local residents and businesses to review and comment on project information.</p>	<p>► I am pleased to advise you that since this letter was written, we have had several discussions with Antony Jordun, President of the Sonoma Heights Resident Association and met with him and residents of the Association to discuss specific issues related to the Western Vaughan IEA.</p> <p>► As a member of the Community Stakeholder Advisory Committee, you were sent a disc of our draft IEA and I have directed you to the appropriate chapters for more information as required.</p> <p>► Transportation and mobility (including travel time) are identified as important aspects for the community as they directly</p>

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			<ul style="list-style-type: none"> ▶ Regarding the latest round of public consultation held earlier this month, I am providing you the following comments for your consideration as the team moves forward to next steps in the West Vaughan IEA. <ul style="list-style-type: none"> ▶ Are details of the project team's view of the transportation benefits associated with the project available for public review? I have been through the material on the project website and attended initial meetings on the project. It was identified then that the majority of the road network of west Vaughan and northern Toronto are already, or will be shortly, operating at or over capacity in peak periods of the day. West Vaughan won't have the same problem for another 15-30 years. The project team has therefore considered means of increasing the transportation network capacity to meet forecasted increasing traffic demand. It's not clear, however, how the team is going to measure the benefit of any such improvements. Reducing travel time through west Vaughan is not a reasonable measure, as this suggests an objective of the project is to reduce the time it takes for motorists to get through west Vaughan to the traffic jams in other parts of the Region or Toronto. I raise this issue as there seems to be rather substantial impacts of the project to the neighbourhoods along the roads that the project team is considering widening. We will be looking to understand any benefits of the recommended road widenings in relation to the neighbourhood impacts they create, and the decisions of the project team supporting any road widening in west Vaughan. ▶ The project team produced a rendering of the widening of Rutherford Road west of Weston Road, indicating a landscaped median, a bus lane, bike lanes and reduced boulevards for sidewalks are being considered for the road widening alternatives. I realize the rendering was just one concept for consideration at this stage of the project, but it raises the question as to whether a road safety audit, and/or a human factors review of the proposed designs are/will be undertaken as part of this study. We would be grateful to understand the views of a road safety auditor or a human factors expert on the proposed cross-section, specifically in relation to the proposed lane widths/separations, proposed mixing of cyclists and buses/HOV, the reduced boulevard areas, the proposed placement of the sidewalk adjacent to the traffic lanes with little to no physical separation, and the 'barrier effect' of the centre median. ▶ I raised a comment at the public meeting on the issue of enforcement of the HOV lanes. A few nights before the WVIEA meeting, I attended another meeting with our local councillor about traffic calming in Sonoma Heights and the safety concerns due to drivers not stopping at all-way stops. We heard it again from the people at the public meeting that there is a strong pro-car culture in this area of Vaughan. If motorists aren't stopping for stop signs, it seems incorrect to assume they can be reasonably relied upon to obey the HOV lane designation during peak congestion times. While it is possible, and perhaps inevitable that over time this pro-car culture will change, our association is concerned about enforcement of the HOV lanes and the safety issues of cars improperly using HOV lanes to bypass congested sections of the roadway. While I'm certain York Region would do all it could to educate drivers and encourage proper use of these lanes by HOV only, it would seem that for the purposes of this IEA, the project team should consider the impacts of widening the roads as 6 full traffic lanes, in terms of noise, air quality, safety and social impacts associated with the project. ▶ Based on the Terms of Reference for this project, I'll suggest to you and your team that the criteria and indicators for assessing community and neighbourhood impacts are not of a level appropriate to identify the specific impacts to the neighbourhoods impacted by the project, such as Sonoma Heights and Weston Downs. Compatibility with planning objectives may be appropriate for determining the types of alternatives to be considered, but if one is trying to determine whether a roadway widening should proceed in a certain corridor or determine a preferred roadway cross-section, one will need to consider the impacts to community character and cohesion, potential impacts to cyclists and pedestrians, potential impacts to access to local schools, shopping, medical centres, etc. for pedestrians and cyclists, and other local neighbourhood impacts. For a credible assessment of impacts, it will be important to understand who uses the sidewalks and bike paths, and where are they going to/from and how frequently. This assessment will also be useful in developing a roadway cross-section that suits the local neighbourhoods, particularly in terms of streetscaping and pathway design. I can assist in trying to get a meeting of our association and some local residents to assist you in this assessment and to workshop some designs for Rutherford Road and Major Mackenzie Drive cross-sections, if that would be useful to your team. ▶ Thanks again for the opportunity to provide input. We look forward to your responses to these questions and the next steps in the West Vaughan IEA. In the meantime, if you have any questions or require additional information, please feel free to contact me. 	<ul style="list-style-type: none"> ▶ affect daily activities such as commuting and also goods movement on Regional Roads. Details regarding the Need and Justification for the project are outlined in Chapter 2 of the IEA. ▶ Road Safety, including Human Factors issues were reviewed by the Design team in preparing the preferred design, and we are satisfied that it meets all of the industry guidelines for safety. ▶ It is York Region's policy that any road widenings from 4 to 6 lanes must be for transit/HOV lanes in order to influence travel behaviour, support transit and provide sustainable travel options for all stakeholders. ▶ We have met with the Sonoma Heights community representatives to specifically discuss the impacts directly related to them. One of the main issues raised by the community was noise. We have held detailed meetings to outline the Region's Noise Policy and how it has been applied to address resident issues. Effects related to noise are documented in Chapter 5 of the IEA. A summary of the meetings with residents is provided in Chapter 7, and the notes from each meeting are included in Appendix 7G.
	<ul style="list-style-type: none"> ▶ May 10, 2010 	<ul style="list-style-type: none"> ▶ Letter 	<ul style="list-style-type: none"> ▶ The Kleinburg and Area Ratepayers' Association (KARA) has reviewed materials recently presented at the PCC #4. We thank you for engaging the public in this process and inviting our comments on the plans. We submit the following comments, concerns, and questions from our membership: <ul style="list-style-type: none"> ▶ We strongly support the upgrading of roadways prior to congestion becoming a major problem in our surrounding areas. Current truck and commuter traffic through the historic villages of Kleinburg and Nashville is a problem today. As stated previously, KARA would like to see the design and construction of Major Mackenzie from Highway 27 to 	<ul style="list-style-type: none"> ▶ Improvements to Major Mackenzie Drive will essentially be timed to coincide with the construction of the Highway 427 extension, especially between Highway 50 and Highway 27. The Ministry of Transportation recently submitted its completed Individual Environmental Assessment for the Highway 427 extension to the Ministry of the Environment, with formal approval expected before the end of 2010. While the timing of the actual construction is not yet known, York Region anticipates that it will be initiated sometime between 2014 and 2017. As a result, the construction of Major Mackenzie Drive – between Highway 27 and Highway 50 - will likely coincide with the Highway 427 extension. It is anticipated that all

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			<p>Highway 50 take priority over other planned upgrades and begin as soon as the route of the 427 is final, to reduce the traffic speed and volume on Nashville Road and other rural roads.</p> <ul style="list-style-type: none"> ▶ What are the assumptions that have been made regarding accessibility and usage of public transit in the future? What are your assumptions for the price of oil, vehicle ownership, and vehicle usage in 2031? ▶ While we support upgrades of roadways, we do not agree with the proposed layouts of 6 lanes for the following reasons: <ol style="list-style-type: none"> 1. 6 lanes of traffic, plus turn lanes, plus bike lanes, plus sidewalks will turn these routes into unsightly, paved "highways in the City" rather than aesthetically pleasing city streetscapes. The feeling of being on a highway will only further encourage speeding on these roads. Wide roads make it comfortable for cars, but not for pedestrians or bike traffic. 2. Will turn lanes be incorporated into the designs? If not, what happens when a turning vehicle blocks the HOV or left lanes? Are bicycles expected to stop for a bus loading or unloading in the HOV lane? Will bikes have to go around buses? 3. Bike lanes and sidewalks should be further separated from the roads with physical barriers for safety (see separate note below regarding bike paths). 4. Pedestrians crossing 6, 8 or 10 lanes (depending on turn lanes) will find it extremely difficult to make it across in one cycle – especially small children, the elderly and the disabled. Also, how far apart will crossings be? Pedestrians should not have to walk ½ km to find a safe crossing. This will exacerbate the dangerous practice of jay- walking. 5. Very few large urban downtown streets are 6 lanes and they accommodate huge volumes of traffic. We feel confident that up to 4 lanes should suffice through these areas. Can efficiency of 4 lane roads be improved using technology such as smart lights, properly timed lights, roundabouts, etc.? 6. Major Mackenzie is located in environmentally sensitive areas on both sides of Highway 27. KARA strongly prefers to see only 2 lanes in these areas reducing the environmental impact of construction and ongoing traffic. We suggest that peak volumes might well be handled more efficiently through the use of smart lights, light timing, and roundabouts at intersections. 7. We understand the intent for HOV lanes, but we are not convinced that adding these lanes on the right side of the road is either safe, or the most efficient. We believe HOV lanes to be appropriate on highways, but not on city streets. 8. Where is snow piled in the winter? On the bike lanes? On the sidewalk? ▶ KARA believes that bicycle paths and pedestrian walkways on these roads should be physically separated from vehicular traffic for the following reasons: <ol style="list-style-type: none"> 1. First and foremost safety – locating bike lanes, next to the HOV lanes which may be the fastest moving, could be used as right turn lanes, and could be used as passing lanes, is simply unsafe. The HOV lanes may also have buses stopped for loading/unloading – locating bicycles immediately adjacent creates a safety hazard for cyclists and transit passengers. 2. See the following video for examples of other cities in the world where bike lanes are separated from vehicular traffic by various means and the reasons why: http://www.streetfilms.org/physically-separated-bike-lanes/. There are many countries in Europe where bicycle and pedestrian paths are located completely separate from roadways and are heavily used. 3. A network of safe bike paths, separate from major roadways, will be a strong encouragement for people to use this mode of transportation. Simply painting a white line on the road does not afford safety (especially for children) and in fact discourages users for safety reasons. ▶ We thank you for the opportunity to comment on the preliminary designs and we look forward to working with the Region and the City to resolve issues and determine mutually beneficial transportation plans that serve our residents well in the future. 	<p>of the improvements along Major Mackenzie Drive will be completed by 2020.</p> <ul style="list-style-type: none"> ▶ In support of Provincial policies that establish clear standards for new growth, York Region is supporting several transportation and land use initiatives designed to put pedestrians and transit first. Both York Region and the City of Vaughan have established aggressive 2031 targets to increase transit ridership. While only 8% of Vaughan residents use transit today, York Region and the City are developing the supportive policies and infrastructure to boost transit usage to 30% city-wide, 40% along transit corridors (like Highway 7) and 50% for the Vaughan Metropolitan Centre. York Region has already made great strides over the last decade, through its award-winning Viva Rapid Transit system, to make transit more comfortable, reliable and seamless for area commuters. Some of the transit initiatives designed to enhance local transit service and increase ridership in Western Vaughan include: constructing High Occupancy Vehicle (HOV) lanes for all roads scheduled for six-lane widenings; implementing transit priority improvements to improve transit operations – including transit priority signals designed to extend the "green" time for approaching buses; and developing "mobility hubs" and local gateways at major entry points to the Region, the York Region Transit system and at GO Transit stations. Through these initiatives – and many others planned in York Region and Vaughan through 2031 (such as the subway extension and other rapid transit routes) – the Region will transform its transportation system from one that is dominated by automobiles to one that is more balanced - comprising many practical, reliable and affordable transportation options. ▶ The policy adopted by Regional Council last year states that for any arterial road corridor being upgraded to six lanes, the fifth and sixth lanes must be HOV lanes. These lanes are intended to accommodate buses and carpools with two or more occupants. The design of these six-lane roadways includes a raised centre median. This median will be landscaped, which will add an aesthetically pleasing aspect to the roadways. Additionally, the median will serve as a traffic calming measure resulting in improved roadway safety. The medians along these six-lane roadways will limit access in some areas to 'right-in, right-out'; however, turning lanes will be incorporated into the design of each roadway in accordance with the prevailing Provincial/Regional standards at intersecting roads. In the case of left-turn lanes at intersections, the median will be reduced to allow for the proper left-turning movements. Relative to pedestrians crossing these six-lane arterials, traffic assessments will be conducted to allow for appropriate 'green time' for pedestrians to cross safely at prescribed signalized intersections. These designated crossings will be located a reasonable distance from one another in built up areas, in most cases less than 0.5 kilometres apart, which will help to prevent the isolation of communities on either side of the roadways from one another. Relative to Major Mackenzie Drive, the standard six-lane design has been modified between Islington Avenue and Pine Valley Drive, where the median has been reduced to 1.5 metres wide – as opposed to the standard 6-metre wide median planned along most of the road. ▶ On-road cycling lanes are part of York Region's "Design Guidelines for 6-Lane Regional Streets" and have already been considered as part of York Region's Pedestrian and Cycling Master Plan; as a result, their inclusion within the Western Vaughan Transportation Improvements area is in compliance with Regional policy. A bicycle is a vehicle under the Ontario Highway Traffic Act, meaning cyclists have the same rights to legally travel with mixed traffic and to obey traffic laws as other road users. Therefore, York Region and local municipalities have adopted bicycle-friendly design guidelines for all streets, whether a road is designated as part of a cycling network or not. In order to maximize safety for cyclists and motorists, it is essential that proper signage, adequate sight distances, and appropriate levels of night-time illumination be included on streets with on-road bicycle lanes. On-street bicycle lanes support and encourage cycling as a viable, sustainable, and healthy alternative to the automobile. To this end, York Region encourages and supports municipal initiatives that foster investments in additional on-and-off-road bicycle and pedestrian facilities, thus expanding the cycling and pedestrian network.
<p>PCC #5 – Prior to PCC</p>	<ul style="list-style-type: none"> ▶ May 13, 2010 	<ul style="list-style-type: none"> ▶ Email 	<ul style="list-style-type: none"> ▶ Further to my earlier e-mails requesting further information on the Alternative Alignments I advise that I have scheduled a meeting with our Client or next week (May 18th) to review this matter. I will need the additional information before then. Please advise. Thanks 	<ul style="list-style-type: none"> ▶ Thank you for your e-mail wherein you had requested the following information: <ul style="list-style-type: none"> ▶ Profiles of each alternative ▶ Grading limits associated with each alternative ▶ Typical cross-section of the roadway in the area of your client's property ▶ As you are aware from attending the PCC in March 2010, York Region is recommending Alternative MM-2B in the area to the west of the CP overpass structure and Highway 27. Since our meeting in January 2010, we have refined this alignment to address feedback we received at this meeting. As a result, the recommended design is located further south than our original design and closer to the alternatives that your clients had asked us to assess. ▶ We have developed a proposed profile and grading for the recommended design only, which are attached for your review and feedback. The limits of grading are shown on the plan drawing and are represented by the dashed black lines beyond

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				<p>the roadway. Obviously the grading limits have not been modified to recognize the bridge at the CP rail crossing. Please note that on the CP Overpass structure, the project team feels it is not practical to incorporate a wide centre median and landscaping and as such we are proposing to reduce the width of the centre median across the bridge. We would also be prepared to consider either steeper (1:1) retained soil slopes or vertical retaining beyond the limits of the bridge construction depending on the relative merits of the additional costs associated with retained soil slopes or retaining walls. We are also proposing to reduce the width of the centre median in the Humber River valley in order to minimize impacts to the natural environment in the sensitive Humber River floodplain.</p> <p>► Regarding the typical cross-section of the roadway, I have attached the Region's typical section for a 6-lane roadway.</p>
	► July 14, 2010	► Email	<p>► You asked me for a copy of Kathleen Llewellyn-Thomas, Commissioner, Transportation Services for the Region of York's Memorandum to the Member of Regional Council containing surprising comments as to the Region's Transportation Master Plan identifying Nashville Road as a potential interchange for the future extension of Highway 427.</p> <p>► I have also included a report for the Ontario Government prepared by MRC Ecoplans which includes Nashville Road as a 'Terminus Location Alternatives Not Carried Forward'.</p> <p>► Do I have justification to be concerned?</p>	<p>► (See July 23, 2010 response)</p>
	► July 20, 2010	► Email	<p>► Just want to follow-up on my message and comments I made last week at the stakeholders' meeting. I am hoping that the information presented at the meeting has been reconsidered and will be better explained than what we heard. Of specific concern is the slide that speaks to the use of right in and right out only intersections along Major Mackenzie Drive. I can totally understand this for driveways and for some of the enclave developments, but am very concerned that block 61 West will be subject to this condition as well. Will you please confirm how turning movements will be addressed for Block 61?</p>	<p>► Collector roads and planned signalized intersections will have full movements. Given that the Nashville Heights development has only 1 access to Major Mackenzie Drive (plus potentially the one from the ramp), we would not restrict it.</p> <p>► Our comment re right in/out is related to minor roads and driveways.</p>
	► July 23, 2010	► Email	<p>► Region Council has passed a by-law restricting trucks on Nashville Road until October 1, 2010 while the Regional Transportation Staff prepares a report as to the City of Vaughan's unanimous request that the jurisdictional ownership of Nashville Road be transferred back to the City of Vaughan so that trucks can be restricted and traffic calming put in place.</p> <p>► Staff has previously provided a number of reports to the Regional Council, all of which are concerned with the 'Convenience of Truckers' and not with the 'Safety Concerns' of the residents of our small community, even though using Rutherford Road 'The Designated Truck Route' is shorter for all trucks using Nashville Road, except for trucks going to and from Peel Region, Highway 50 North.</p> <p>► It is interesting to note that while staff is against restricting trucks on Nashville Road, mainly to accommodate these trucks going to and from Peel Region, all reports put forward by staff fail to state a simple fact that trucks are not allowed to enter Peel Region at Castlemore Road, which is west of Rutherford Road which has the massive CP Intermodal Facility or to enter Peel Region and access to Highway 50 by King Road which unlike the short Nashville Road, connects directly to Highway 400.</p> <p>► We strongly disagree with the Commissioner's comments:</p> <ol style="list-style-type: none"> i. That Nashville Road will be the main arterial road to access lands planned for employment use north and south of Nashville Road, west of Huntington Road. Truck traffic from this 'Employment Use' lands must not be allowed to enter our Nashville Community. The MTO has not proposed/considered an interchange at Nashville Road as stated by Michael Chiu in the McCormick Rankin Corporation facsimile, a copy of which is being e-mailed herewith. ii. That Nashville Road meets the characteristics of a Regional Arterial Road. The only way it meets the description of a Regional Arterial Road as described in the April 27, 1993 Regional Municipality of Peel, being e-mailed herewith, is that it wrongly accommodates a large volume of traffic at medium to high speeds. It does not however provide a safe and efficient traffic service or a secondary function of controlled land access. iii. That until such time as ongoing Major Transportation Studies are completed (such as York Region's 2008 Transportation Master Plan and the extension of Highway 427 north of Major Mackenzie Drive), 'York Region Transportation Department' does not recommend transferring of Nashville Road to the City of Vaughan. <p>► What is the purpose of the Western Vaughan Transportation Improvements IEA, a study which includes the Nashville Community, if this is true?</p> <p>► I would have thought that the project team had a duty to inform the CSAC members of the Commissioner's serious concerns at one of our Western Vaughan Transportation Improvement meetings. It is interesting to note that at one of our meetings, at my request, Nashville Road was removed from being considered as a new 4 lane bypass of Teston Road to Highway 50.</p> <p>► I foresee a serious traffic problem for the Nashville community if the timing of the Highway 427 extension and Major Mackenzie Drive improvements are not synchronized with the massive developments already approved for Nashville.</p>	<p>► Earlier this year, the Ministry of Transportation submitted the Highway 427 Extension Individual Environmental Assessment Report to the Ministry of the Environment, which is expected to be approved by the end of this year. This extension includes a terminus interchange at Major Mackenzie Drive with no further commitments to extend Highway 427 north of Major Mackenzie Drive.</p> <p>► The York Region Transportation Master Plan does recognize the need to extend Highway 427 north of Major Mackenzie Drive at some point in the future. When the Ministry decides the timing is right to investigate a northern extension of Highway 427 - beyond Major Mackenzie Drive - they will initiate an Individual Environmental Assessment. Subsequently, the location of new interchanges along Highway 427 will be dealt with by the Ministry of Transportation in co-operation with the appropriate municipal levels of government. As a result, the extension of Highway 427 beyond Major Mackenzie Drive, including the potential location of interchanges, is beyond the scope of the Western Vaughan Transportation Improvements Individual Environmental Assessment Study.</p>

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PCC #5	July 21 & 27, 2010	Comment Form	<ul style="list-style-type: none"> ▶ Please consider safety for cyclists and pedestrians, our youth are not walking or biking to school because parents do not feel that their children are safe. ▶ Please consider a barrier over east Humber River crossing on Rutherford Road. ▶ Please consider moving bike lanes off the road. ▶ Please consider lowering speed limits. ▶ Overall I am happy with the plan. ▶ Please consider wildlife, habitats and ecological issues, be respectful of their homes. 	▶ (Comment form input was considered throughout the study.)
	July 21 & 27, 2010	Comment Form	<ul style="list-style-type: none"> ▶ Consider changing the Region's 6-lane design for certain areas in the city. Due to the weather in the winter it is unlikely that people will actually ride bikes as a transportation alternative. One of the reasons not to move the bike lanes up next to the sidewalk is because of snow clearing. Snow clearing could be done when the sidewalk gets cleared and I do not believe it will be an issue in the winter. Having bikes weaving around buses when they pull in for pick-up and drop-off is not safe. The road level bike lane is not appropriate for children and youth, so it is not appropriate for communities trying to promote children and youth taking a bike to school. If the bike lane was up next to the sidewalk it would be much more appropriate and safe. You are considering this for Rutherford Road, but it should be considered for other areas of the city as the design gets rolled out. ▶ I think it is unfortunate that we have to take out trees on either side of Rutherford Road and Highway 27 to accommodate the tree planter in the centre. Recently planted trees will only just be established by the time they will have to be removed for construction and then replaced with a few trees in the median. This does not make environmental sense ▶ The medians will impact the duck movement back and forth on Rutherford Road. It will be disastrous for them. ▶ No streetlights in environmentally sensitive areas (East Humber/Humber) ▶ Will there be a turnoff on Rutherford Road at the William Granger Greenway trail head? ▶ Please don't forget about doing a signalized break on 27 where Reeves is locating. ▶ I have discussed the lack of noise barrier along the back of Elder's Mills Public School with the trustee and she feels it might be a safety issue. Better to have eyes on the yard. 	▶ (Comment form input was considered throughout the study.)
	July 21 & 27, 2010	Comment Form	<ul style="list-style-type: none"> ▶ I would like to receive the map that details which private wells may be impacted by the project ▶ How does the proposed East-West transportation corridor proposed by the Province impact the study area? ▶ There is a new sound attenuation wall system produced by NUFORM wall system which has been used in Europe with great success - has the Region looked into this option? 	▶ (Comment form input was considered throughout the study.)
	July 21 & 27, 2010	Comment Form	<ul style="list-style-type: none"> ▶ Will there be a ramp built from Vaughan Mills Mall to Weston Road? ▶ What is planned for southwest of Weston and Rutherford Roads? 	▶ (Comment form input was considered throughout the study.)
PCC #5 - Post PCC	August 4, 2010	Letter	<ul style="list-style-type: none"> ▶ The Kleinburg and Area Ratepayers' Association (KARA®) attended PCC #5 and have reviewed the materials presented there. We appreciate the time and effort invested by the project team in keeping residents informed about proposed transportation developments and allowing an opportunity to comment. ▶ KARA® submitted written comments and questions on May 10th, 2010 after attending PCC #4. A copy of that correspondence is attached. We have not received a response to those comments and questions and we noticed few changes in the presentation at PCC #5. ▶ The major points made in KARA®'s previous comments can be summarized as follows: <ul style="list-style-type: none"> ▶ Widening arterial roads to six lanes is excessive, dangerous for pedestrians, noisy and unsightly. Four lanes, properly managed, should be adequate, especially through environmentally sensitive areas. We believe that six lane roads will encourage speeding and make it very difficult for young and elderly pedestrians to cross. Moreover, they will bisect communities into enclaves with little communication between them ▶ Curb side bike lanes on the roadway, however well- marked, are dangerous, undesirable and unsuitable for children. We would like to see bike lanes that can used safely by all ages and types of riders, not just those able enough to ride alongside vehicles travelling at two or three times their speed. We understand that the project team is talking to cycling groups and we hope the result is an alternative solution separating the cycle path from the roadway. ▶ At PCC #5 it was stated that the section of Major Mackenzie Drive from Highway 50 to Highway 27 will be one of the first to be upgraded. KARA®, as stated in its letter of May 10, endorses this. However, it was also stated that the section of Major Mackenzie Drive from Pine Valley Drive to Weston Road would be upgraded at the same time or shortly thereafter. The section between Highway 27 to Pine Valley Drive would not be upgraded for another five years or so. ▶ KARA® is concerned that if this section stays at two lanes the additional traffic and transit coming from the Highway 427 terminus, the GO Train station and from Highway 400 will cause a bottleneck encouraging traffic to seek ways around it, at least some of which will go through Nashville and/or Kleinburg. Both communities are already bedeviled with a constant flow of traffic on Islington, Nashville Road and Stegman's Mills Road, particularly during the rush hours, trying to avoid the congestion on Highway 27, Rutherford Road, and Major Mackenzie Drive. We urge that this section also be upgraded as soon as possible. ▶ We trust you will take our comments into consideration when finalizing your plans. 	▶ (See August 10th Addendum)

Appendix 7H. Public Comments

When Issue was Raised	Date	Correspondence Method	Issue Raised by Members of the Public	Consideration of Issue
	<ul style="list-style-type: none"> ▶ August 10, 2010 	<ul style="list-style-type: none"> ▶ Letter 	<ul style="list-style-type: none"> ▶ Please consider these comments as an addendum to our communication of August 4th. ▶ KARA would like to go on record as being disappointed with the imposition of a 'one arterial road design fits all' approach to all arterial roads in York region. The Association is very concerned that the 'right in, right out' approach with U turns will lead to dangerous situations, especially with heavy goods traffic, as well as with pedestrians trying to jump the barrier rather than make long detours to the nearest light and back. ▶ There is also a concern that a speed limit of 60 kph, which in many cases will be a reduction from the present limits, will be routinely ignored and, given current experience, ineffectively enforced. ▶ Since Rutherford Road and Major Mackenzie Drive will become connectors from the intermodal yard, Highway 50 and Peel Region's widening of Mayfield Road to Highway 400, the report should include projections for the number and types of vehicles and an analysis of their destinations. ▶ KARA feels strongly that the arterial roads should be designed to suit the traffic and pedestrians patterns in the local area. The 'six-lane' design may be appropriate in some areas, but we feel that there are many where it is not. We think that the roads should accommodate local needs as well as serving an arterial function. ▶ Thank you for allowing us the opportunity to make comments on your proposals. 	<ul style="list-style-type: none"> ▶ The timing of this section of Major Mackenzie Drive is driven by development activity and the extension of Highway 427 from Highway 7 to Major Mackenzie Drive. Ideally, Improvements to this portion of Major Mackenzie Drive would be timed to coincide with the construction of the Highway 427 extension. Recently, the Ministry of Transportation received approval of the Highway 427 Extension Individual Environmental Assessment. The timing of the actual construction of Highway 427 is not yet known. The Region's 10-Year Roads Capital program identifies this section for improvements in the years 2014 and 2017. ▶ In support of Provincial policies that establish clear standards for new growth, the Region is supporting several transportation and land use initiatives designed to put pedestrians and transit first. Both York Region and the City of Vaughan have established aggressive 2031 targets to increase transit ridership. The Region has already made great strides over the last decade, through its award-winning Viva Rapid Transit system, to make transit more comfortable, reliable and seamless for area commuters. Some of the transit initiatives designed to enhance local transit service and increase ridership in Western Vaughan include: constructing High Occupancy Vehicle (HOV) lanes for all roads scheduled for six-lane widenings; implementing transit priority improvements to improve transit operations – including transit priority signals designed to extend the "green" time for approaching buses; and developing "mobility hubs" and local gateways at major entry points to the Region, the York Region Transit system and at GO Transit stations. Through these initiatives – and many others planned in York Region and Vaughan through 2031 (such as the subway extension and other rapid transit routes) – the Region plans to transform its transportation system from one that is dominated by automobiles to one that is more balanced - comprising many practical, reliable and affordable transportation options. ▶ The policy adopted by Regional Council last year states that for any arterial road corridor being upgraded to six lanes, the fifth and sixth lanes must be HOV lanes. These lanes are intended to accommodate buses and carpools with two or more occupants. The design of these six-lane roadways includes a raised centre median. This median will be landscaped, which will add an aesthetically pleasing aspect to the roadways. Additionally, the median will serve as a traffic calming measure resulting in improved roadway safety. The medians along these six-lane roadways will limit access in some areas to 'right-in, right-out'; however, turning lanes will be incorporated into the design of each roadway in accordance with the prevailing Provincial/Regional standards at intersecting roads. In the case of left-turn lanes at intersections, the median will be reduced to allow for the proper left-turning movements. Relative to pedestrians crossing these six-lane arterials, traffic assessments will be conducted to allow for appropriate 'green time' for pedestrians to cross safely at prescribed signalized intersections. Relative to Major Mackenzie Drive, the standard six-lane design has been modified between Islington Avenue and Pine Valley Drive, where the median has been reduced to 1.5 metres wide – as opposed to the standard 6-metre wide median planned along most of the road. ▶ On-road cycling lanes are part of York Region's "Design Guidelines for 6-Lane Regional Streets" and have already been considered as part of York Region's Pedestrian and Cycling Master Plan; as a result, their inclusion within the Western Vaughan Transportation Improvements area is in compliance with Regional policy. A bicycle is a vehicle under the Ontario Highway Traffic Act, meaning cyclists have the same rights to legally travel with mixed traffic and to obey traffic laws as other road users. Therefore, the Region and local municipalities have adopted bicycle-friendly design guidelines for all applicable streets. The design of appropriate cycling facilities is an ongoing evolutionary process. The current design shows the provision of facilities on street. However, as the Region gains experience with these facilities and receives feedback from the public, designs may change in the future.
	<ul style="list-style-type: none"> ▶ September 13, 2010 	<ul style="list-style-type: none"> ▶ Letter 	<ul style="list-style-type: none"> ▶ Further to our letter of July 29th 2010 we have prepared the enclosed Plans P1 and P2. We have also completed a Noise Control Feasibility Study and the acoustic requirements with respect to noise barriers are shown on the Plans. <ul style="list-style-type: none"> ▶ Plan P1 – Option 1 This Plan illustrates a Preliminary Development Plan for the U-Pak property assuming Alignment MM-2A for Major Mackenzie Drive as per the Western Vaughan Transportation Improvements IEA. The estimated residential frontage for this Option is 5,930 metres. The estimated area of property required for Major Mackenzie Drive Right of Way is 1.32 hectares. ▶ Plan P2 – Option 2 This Plan illustrates a Preliminary Development Plan for the U-Pak property assuming Alignment MM-2B for Major Mackenzie Drive as per the Western Vaughan Transportation Improvements IEA. The estimated residential frontage for this Option is 4,800 metres. The estimated area of property required for Major Mackenzie Drive is 3.65 hectares. In addition, an area of 0.27 (Block 1) hectares is essentially 'sterilized' due to the confluences of the existing and proposed rights of way for Major 	<ul style="list-style-type: none"> ▶ Thank you for your letter of September 13, 2010 and for providing Plans P1 and P2 showing the potential residential land use development on the U-PAK property west of Highway 27 and south of Old Major Mackenzie Drive. Upon review by Regional staff and the consulting teams, Plan P2 is the most compatible with the Region's preferred alignment for this section of the proposed new Major Mackenzie Drive for the Western Vaughan Transportation Improvements Individual Environmental Assessment (IEA) Study. ▶ Your letter indicates that you have retained a noise consultant who has concluded that noise walls will be required along this section of Major Mackenzie Drive. It should be noted that our noise policy is related to the mitigation of existing residential units at the time of the IEA study. For any future residential development, it is the developer's responsibility to address noise mitigation as part of the development approval process. ▶ Thank you again for your letter, and please do not hesitate to contact me should you have additional questions or concerns regarding the Western Vaughan Transportation Improvements IEA Study.

Appendix 7H. Public Comments

When Issue was Raised	Date	Correspondence Method	Issue Raised by Members of the Public	Consideration of Issue
			<p>Mackenzie Drive.</p> <ul style="list-style-type: none"> ▶ Based on the above data, Option MM-2B results in the following impacts in comparison to Option MM-2A: <ul style="list-style-type: none"> ▶ Increase in property area for Major Mackenzie Drive: 2.33 hectares ▶ Reduction/loss in Residential frontage: 1,130 metres ▶ Additional loss of land for development (Block 1): 0.27 hectares ▶ In addition to the above, acoustic barriers will be required for both Options. For Option 2 (Alignment MM-2B) the only effective way to mitigate noise will be to have the acoustic barriers installed at the edge of the boulevard for an embankment fill condition and at the top of the cut slopes for a 'cut' condition. ▶ We have also shown proposed intersection locations for both Options. ▶ We are submitting the enclosed information on the basis of working with the Region to identify the impacts of the Preferred Alternative Alignment (MM-2B) so that they are properly documents and assessed as part of the IEA and the related mitigation measures recommended. We will be pleased to meet with the Region to discuss this matter in further detail and look forward to hearing from you. 	
	▶ October 18, 2010	▶ Email	▶ What is the current status of the IEA and what is next? I believe the last PCC (#5) was held in summer, but I am unsure of what the next stage is and when the IEA is expected to be submitted to the ministry.	▶ We are currently in the process of preparing the draft EA report. We expect to submit the final EA report to the Ministry of the Environment in the spring of 2011. Let me know if you have any further questions.
	▶ October 21, 2010	▶ Email	▶ I am the current president of West Humber Naturalists. Could you tell me a bit more about this committee? I will then canvas our members to see if someone would be interested in replacing him. Thank you.	<ul style="list-style-type: none"> ▶ Thanks for the e-mail. The Community Stakeholder Advisory Committee for York Region's Western Vaughan Transportation Improvements Individual Environmental Assessment (EA) has met six times since 2008, including a meeting in July, to discuss various aspects of this project as it has progressed. We are now nearing completion of the EA process and are intending to submit a draft EA report by the end of the year. ▶ At this time, we do not anticipate holding a seventh committee meeting; however, we will be making the draft EA report available to our committee members for review. Please let me know if you or a member of the West Humber Naturalists would be interested in reviewing the draft EA report. In the meantime, you can learn more about the project at www.westvaughania.com. Thanks, and I look forward to hearing from you!
	▶ December 21, 2010	▶ Email	▶ As a land development planning consultant interested in the Highway 27 / Major Mackenzie area, where would we find a copy of Alternative 8 (appears to be the option identified as the recommended Alternative)? Thank you.	<ul style="list-style-type: none"> ▶ Alternative 8 was identified as the preferred Alternative to the Undertaking in 2008. Since that time, York Region has developed conceptual and preliminary designs for the improvements associated with Alternative 8, including in the Highway 27 / Major Mackenzie Drive area. ▶ You can find more information about the designs, and the effects associated with construction and operation, by visiting the project website: http://www.westvaughania.com/Meetings.html.