

## Consideration of Comments Received During Consultation Round No. 1

#	Contact	Comments / Questions Received	Consideration of Comments Received
1.	Citizen	<ul style="list-style-type: none"> <li>▶ Incorporate HOV lanes, use rapid transit improvements, consider 400 series improvements</li>   <li>▶ Use innovative construction processes used in road construction.</li> </ul>	<ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Innovative construction processes will be considered following the Environmental Assessment during detailed design of the preferred alternative(s).</li> </ul>
2.	Citizen	<ul style="list-style-type: none"> <li>▶ All six aspects of improvements should be considered throughout the project. No major concerns with the project currently.</li> </ul>	<ul style="list-style-type: none"> <li>▶ 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.</li> </ul>
3.	Citizen	<ul style="list-style-type: none"> <li>▶ 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</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▶ The project team will report on this level of detail once a preferred Alternative to the Undertaking has been selected and Alternative Methods of Carrying out the Undertaking are developed/assessed.</li> <li>▶ The timing of traffic signals will be examined as part of the Transportation System Management alternative. The addition of new public transit initiatives will be considered during the screening / evaluation of Alternatives to the Undertaking.</li> <li>▶ 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 levels 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.</li> </ul>

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		<ul style="list-style-type: none"> <li>▶ Additional factors: potential effects of TDM initiatives when determining travel influences and behaviour for the Western Vaughan area.</li> <li>▶ 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.</li> </ul>	<ul style="list-style-type: none"> <li>▶ Regarding existing travel behaviour, the model was updated to 2006 and the results checked (validated) for the Western Vaughn 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 confirmed by the comparison of 2001 and 2006 Transportation Tomorrow Survey data.</li> <li>▶ The update 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 demand.</li> <li>▶ The effects of TDM initiatives on traffic congestion will be addressed during the screening / evaluation of Alternatives to the Undertaking.</li> <li>▶ Capital Projects will be funded based on York Region's methodology for determining growth-related versus tax rate proportions.</li> </ul>
4.	Citizen	<ul style="list-style-type: none"> <li>▶ Extend study area east to Keele Street and CNR land and industrial park.</li> <li>▶ Concerned with the quality of life and community-past and present, environmental footprint, attractiveness to more growth vs. limiting growth and infrastructure.</li> <li>▶ 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/solving problems?</li> </ul>	<ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ The addition of new public transit initiatives will be considered during the screening / evaluation of Alternatives to the Undertaking.</li> </ul>
5.	Citizen	<ul style="list-style-type: none"> <li>▶ 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 and Weston Road, inconveniences of public transit, and discontinued roads are confusing for drivers.</li> <li>▶ Conservation areas are what makes York Region unique and should be considered in all aspects of the improvements.</li> </ul>	<ul style="list-style-type: none"> <li>▶ The addition of new public transit initiatives and road improvements will be considered during the screening / evaluation of Alternatives to the Undertaking.</li> <li>▶ Sections of Highway 7 and all of Weston Road have been identified as congested roadways.</li> <li>▶ There are evaluation criteria/indicators related to the protection of conservation areas and other natural features.</li> </ul>
6.	Citizen	<ul style="list-style-type: none"> <li>▶ Consider a buffer zone since traffic is not exclusive to the study area. Consider protection of conservation areas, ensuring at least</li> </ul>	<ul style="list-style-type: none"> <li>▶ There are evaluation criteria/indicators related to the protection of conservation areas and other natural features. Regarding the density of</li> </ul>

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		<p>some high rise construction takes place to increase density and make transit improvements more viable.</p> <ul style="list-style-type: none"> <li>▶ Consider using a system like VIVA in the area.</li> <li>▶ Any aboriginal considerations?</li> <li>▶ More work needs to be done in urban planning, particularly residential areas which ultimately affect transit.</li> </ul>	<p>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.</p> <ul style="list-style-type: none"> <li>▶ Improvements to public transit service will be considered during the screening / evaluation of Alternatives to the Undertaking.</li> <li>▶ York Region is consulting with First Nations as part of this Environmental Assessment in a separate but parallel consultation process to ensure they are meaningfully engaged.</li> <li>▶ See above response on residential density.</li> </ul>
7.	<b>Citizen</b>	<ul style="list-style-type: none"> <li>▶ Consider properties and farmland occupation during the study process. More important factors are for commuters and the frequency of public transit service. This is going to affect their daily life.</li> </ul>	<ul style="list-style-type: none"> <li>▶ There are evaluation criterion / indicators that consider property and agricultural effects.</li> <li>▶ Improvements to public transit service will be considered during the screening / evaluation of Alternatives to the Undertaking.</li> </ul>
8.	<b>Citizen</b>	<ul style="list-style-type: none"> <li>▶ I have just reviewed the insert on evaluating alternatives and was disappointed to see that a major factor is missing and should be considered when identifying alternatives. Specifically, Public Health and Safety and the potential effect on health of residents affected by road widenings to accommodate more vehicles during rush hour. Why isn't the Minister of Health involved in this process?</li> </ul>	<ul style="list-style-type: none"> <li>▶ There are evaluation criteria / indicators related to changes in air quality and potential effects on public safety.</li> <li>▶ 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.</li> </ul>
9.	<b>Citizen</b>	<ul style="list-style-type: none"> <li>▶ Request for members of CSAC and RAAC for this study.</li> </ul>	<ul style="list-style-type: none"> <li>▶ An up-to-date list of members has been posted on the project website.</li> </ul>
10.	<b>Citizen</b>	<ul style="list-style-type: none"> <li>▶ 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 LOS 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.</li> </ul>	<ul style="list-style-type: none"> <li>▶ In accordance with the Minister of the Environment approved Terms of Reference, the purpose of the undertaking is to reduce the level of congestion along the north-south and east-west travel corridors within the Western Vaughan transportation study area that are currently congested or will be congested in the future. Discontinuities in the study area have been identified to highlight one of the key factors influencing current and anticipated traffic congestion.</li> </ul>

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11.	RAAC Member	▶ How is the Highway 427 study being incorporated, if at all, with this study?	▶ The proposed extension of Highway 427 is one of the assumptions in the modelling of future traffic conditions. It is also being considered as an element of several of the Alternatives to the Undertaking. Communication with the project team for the Highway 427 study is ongoing.
12.	RAAC Member	▶ Are local Vaughan roads to be incorporated in overall plan?	▶ Only major arterial roads are being incorporated into the study at this time. If the need arises to look at local roads, consultation with the City of Vaughan will take place.
13.	RAAC Member	▶ Will more than roads be addressed as being improved?	▶ All aspects of transportation will be addressed in this study, including: roads, public transit, HOV lanes, and transportation systems management.
14.	RAAC Member	▶ Can the study area increase in size?	▶ The study area can expand depending on the need for improvements, within reason, relative to the current study area.
15.	CSAC Member	▶ Possible extension of study area to include a bypass around the Kleinburg area.	▶ The study area has been expanded to consider the possibility of transportation improvements to the north of Kleinburg.
16.	CSAC Member	▶ Are there limitations on population and employment growth in the area?	▶ Population projections to 2021 and 2031 are based on the Province of Ontario's Places to Grow Growth Plan. Features such as the Oak Ridges Moraine and the Greenbelt are protected from development.
17.	CSAC Member	▶ Are other areas being developed in abutting areas in other municipalities?	▶ The study is being co-ordinated with the Region of Peel and the City of Toronto and is using growth numbers and projections from those municipalities to calculate traffic demand.
18.	CSAC Member	▶ Is Peel Region involved with this study?  ▶ Why is Highway 50 included in the study area?	▶ Peel Region currently has a member participating on the Review Agency Advisory Committee.  ▶ Highway 50 represents the border between the Region of Peel and the Region of York and is an important travel corridor within the study area.
19.	CSAC Member	▶ How does the Highway 427 study factor into this study?	▶ The proposed extension of Highway 427 is one of the assumptions in the modelling of future traffic conditions. It is also being considered as an element of several of the Alternatives to the Undertaking. Communication with the project team for the Highway 427 study is ongoing.
20.	CSAC Member	▶ How does this project tie in with the sustainability objectives of the Region?	▶ This study is examining a range of alternatives, including Travel Demand Management, Transportation Systems Management, and Public Transit initiatives that are intended to change travel behaviour and encourage non-auto travel. Sustainability issues, including protection of environmental features and air quality, are being considered as part of the evaluation of alternatives.