

16th Avenue Class EA Community Outreach

Observatory Hill Homeowners
Association Meeting
December 5, 2007



Visit 16th Avenue website: www.york.ca, click on 16th Avenue Roads Class EA under News and Information.

OBJECTIVES OF TONIGHT'S PRESENTATION

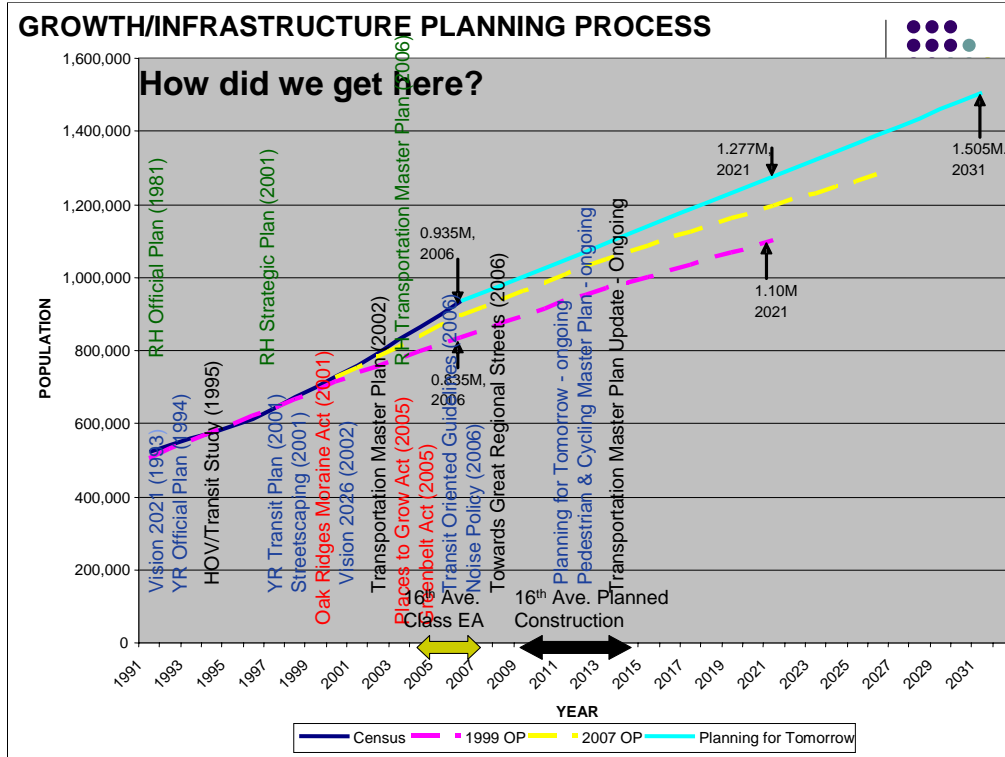
- As requested by your association (Maureen Essig), we provide this presentation to clarify rumours related to the ongoing Class EAs for 16th Avenue and Bayview Avenue widening.

CONCERNS from DRAFT PETITION

- York Region is moving rapidly towards a Final Decision.
- 6-7 lane Highway through established residential communities.
- Worsening of Speeding and Aggressive driving.
- Increased traffic congestion as new traffic accesses this 6/7 lane Highway.
- Lack of consideration at considering alternatives.
- Negative impact on Quality of Life.
- Safety of Pedestrian/Children/Seniors.

ATTENDING THIS MEETING IS IN ADDITION TO THE ENHANCED PUBLIC CONSULTATION PROCESS FOR THE EAs.

- Not presenting new information prior to the formal EA PCCs but rather providing more focussed responses to the issues of concern for your association.



KEY MESSAGES

- High growth is occurring and will continue.
- Since the early 1990's, public planning processes at all levels of government (Town, Region, Province, Federal) have approved the growth and planned the required infrastructure.
- The Class EAs for road improvements on 16th Avenue and Bayview Avenue are an important small part of the larger overall planning process.

PLANNING STUDIES & POLICIES



Provincial
Legislations

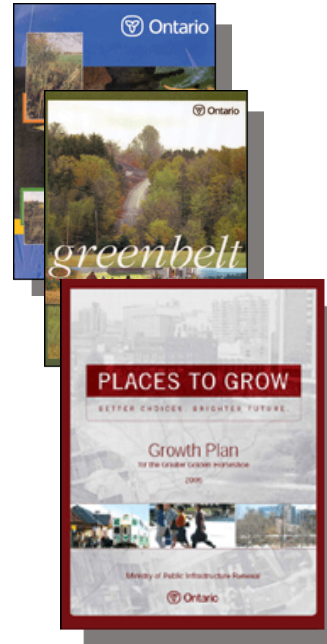
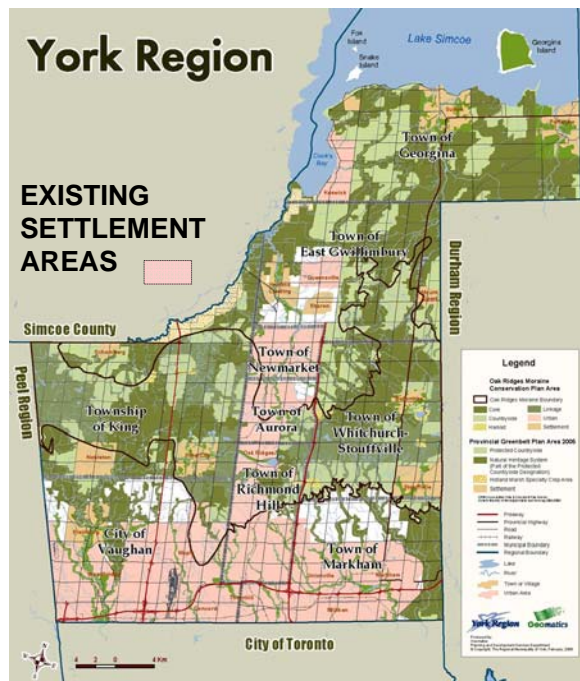


Regional Studies &
Policies



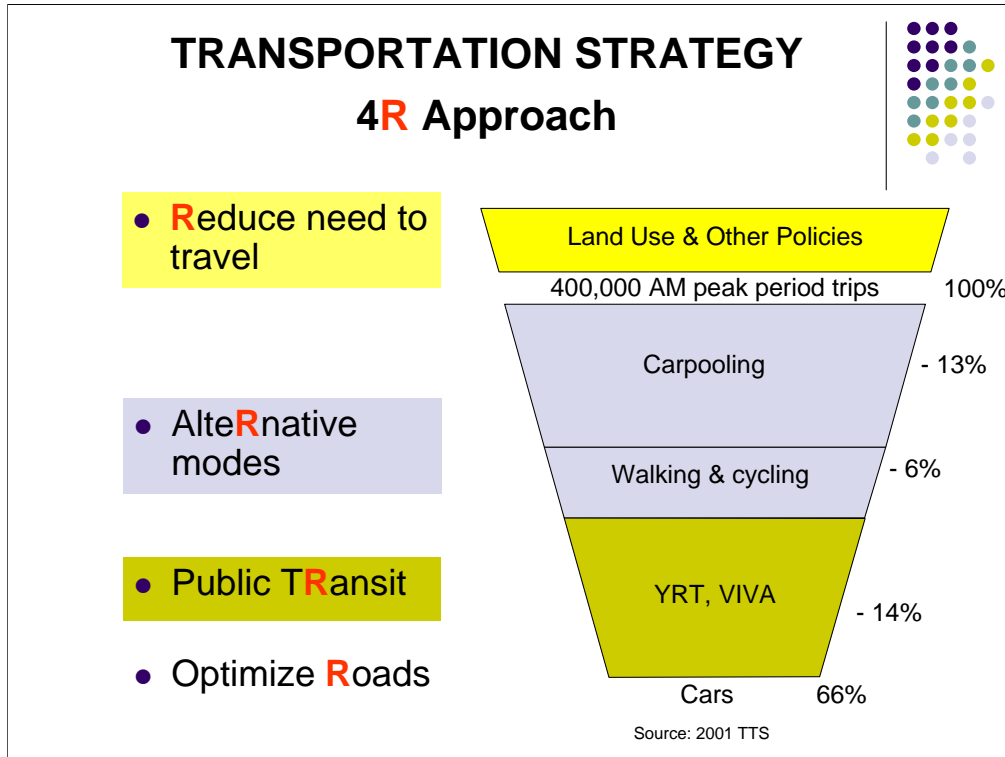
Richmond Hill
Planning

WHERE WILL GROWTH OCCUR?



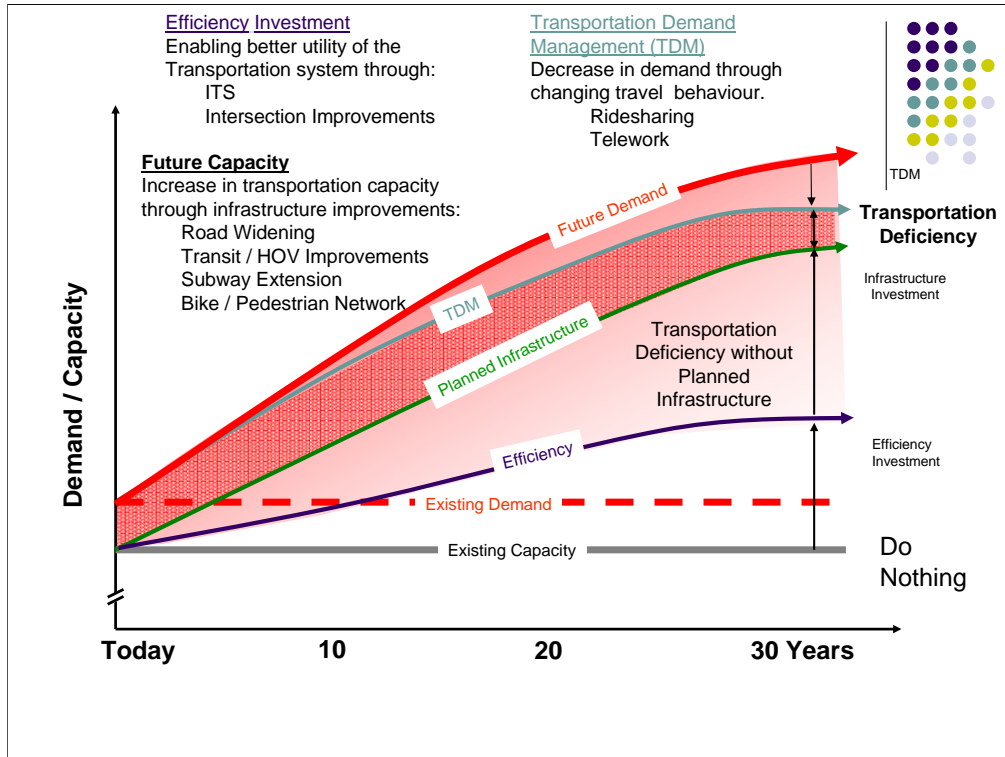
KEY MESSAGES

Approved provincial legislation to curb urban sprawl mandates that 69% of York is protected from future development and the approved growth must occur in the remaining 31%(i.e., urban areas/growth centres).



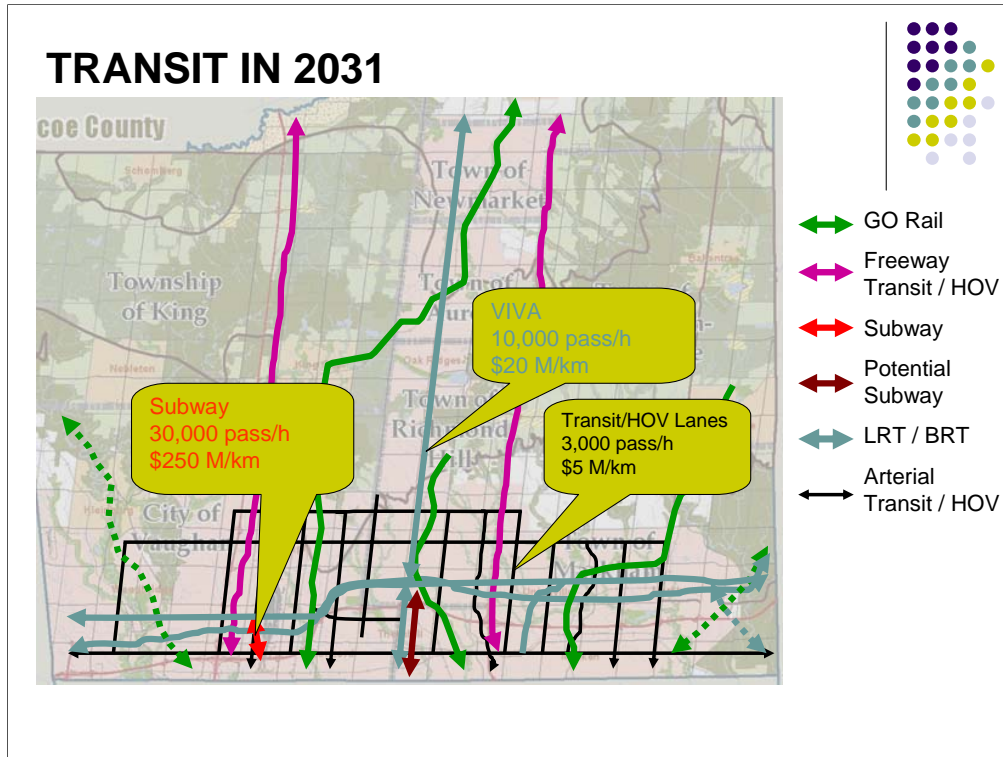
KEY MESSAGES

- York's Transportation Master Plan (TMP) outlines a sustainability approach to reduce the amount of needed infrastructure to service the growth.
- Planned Infrastructure is focused on moving more people (not cars), largely through transit.



KEY MESSAGES

- Planned infrastructure is required to accommodate future demand (even after reducing demands by the TMP's 4R Sustainability Approach).



KEY MESSAGE

- Multi modal approach includes Subway, GO Rail, Freeway HOV, VIVA, BRT, and local transit along Transportation Priority Network routes to develop a transit network that provides a competitive alternative to driving.
- Developing Transit/HOV lanes along the “Transit Priority Network” is an essential component of the overall transit system in providing a service level competitive with private cars (promotes transit from origin to destination – feeds higher order spines).

LOOK AND FUNCTION



This?...



or

This?...



KEY MESSAGES

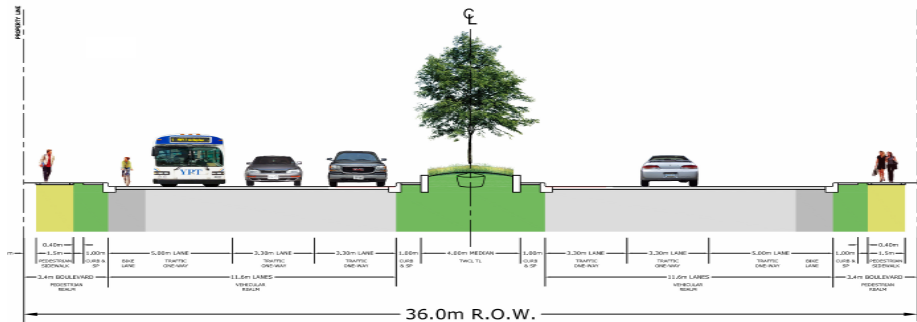
- York Region and Area municipalities recognize that the old way of expanding roads for single occupant vehicles is no longer sustainable.
- York undertook a 3 Year study to determine a new and better way for expanding roads to six lanes that promotes the more sustainable transportation vision and is more compatible with the community.

TOWARDS GREAT REGIONAL STREETS



Six Lane Cross-section

- Six Lane Design Guidelines approved in the Fall 2006 include the following elements:
 - Transit/HOV lanes, On street cycling lanes, Sidewalks, Landscaped centre median, Reduced lane widths
 - Posted speeds not to exceed 60 kph
- In April 2007, Council approved Transit/HOV implementation from Day 1 for all future six lane road widenings.



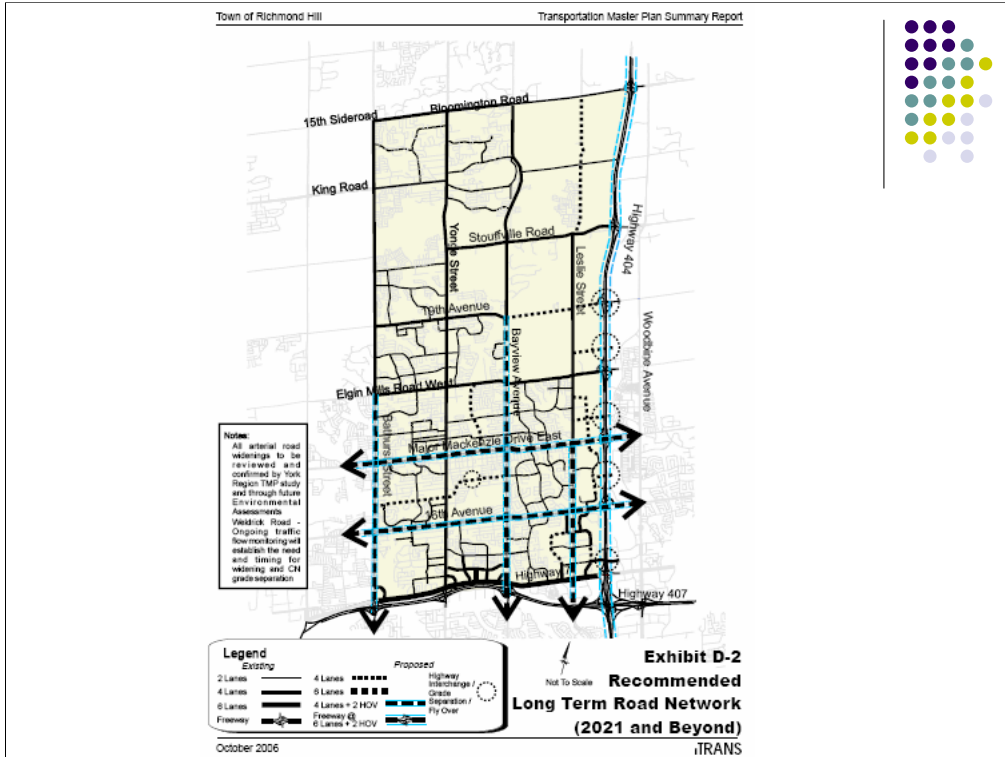
SEE: TRANSPORTATION DEPARTMENT'S "DESIGNING GREAT REGIONAL STREETS" FOR MORE INFORMATION ON THE DESIGN OF THESE STREETS.

KEY MESSAGES

- All future expansions to 6 lanes will include:
 - Transit/HOV lanes
 - On street cycling lanes
 - Sidewalks
 - Reduced speeds
 - Higher quality urban design including landscaped medians.
- Not widening roads to 6 lanes for single occupant vehicles

MITIGATION OF TRAFFIC NOISE

- York Region Council approved a new Noise Policy in 2005 which is more responsive to adjacent homeowners than the current provincial legislation.
- As part of these projects, noise barriers will be provided along many sections of the corridors where warranted and noise levels can be effectively reduced.
- Must satisfy policy criteria.



KEY MESSAGE

Richmond Hill Transportation Master Plan recommended 4 lanes plus 2 lanes HOV on 16th Avenue and Bayview Avenue.

NEXT STEPS



16TH Avenue

- PCC No. 3, Winter 2008
- Design Workshops, Spring 2008
- Completion of Environmental Study Report, May/June 2008

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Consultant – iTrans Consulting Ltd.

Visit website: www.york.ca, click on 16th Avenue Roads Class EA under News and Information.

Bayview Avenue

- PCC No. 3, completed June 2007
- Design Workshops, Winter 2008
- Completion of Environmental Study Report, March/April 2008

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Thank you!