



# **Appendix B**

## **Public Consultation Centre Information**

## Summary of Public Consultation #1: York Region Transportation Master Plan Update

### Summary of Public Attendees

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	Aurora (11.21.06)	Georgina (11.22.06)	Vaughan (11.23.06)	TOTAL
Transportation Master Plan Attendees	39	16	44	99
Water / Wastewater Master Plan Attendees	44	13	45	102
Total Public Attendees	52	19	55	126

### Public Feedback (Questionnaires and Q&A during meetings)

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#### Land Use, Infrastructure and Communities

- Existing land use and infrastructure (urban sprawl) in the Region cannot accommodate efficient transportation
- Intensify major arteries such as Yonge Street
- Develop new liveable communities that do not rely on the automobile
- Ensure basic necessities are within a reasonable walking distance from every home
- Municipalities should create carpooling programs for neighbourhoods
- Evaluate and improve (intensification) York Region's existing infrastructure
- Reduce further urban sprawl development
- Reduce truck traffic through small communities connected to the 400-series highways
- Promote live-work communities to eliminate commuting
- Coordinate and integrate plan with other Regions (Simcoe, Durham, Peel...etc)
- Transportation information should be provided to potential home buyers

#### Public Transit

- Develop LRT along major corridors and nodes
- Increase service frequency
- Increase routes
- Extend transit service to rural roads and areas
- Implement dedicated lanes for Viva
- Connect York Region's public transit with other Regional Transit systems
- Connect westerly border communities to the main arteries
- Decrease travel time

- Create a seamless system
- Free door-to-door transit rides

### **Cycling and Walking**

- Cyclists cause aggravation to drivers along Lakeshore Road in Ballantrae
- Incorporate bicycle lanes on existing roads
- Incorporate convenient and accessible bicycle storage

### **Road Network**

- New east-west corridor is needed
- Stop focusing on road widening projects
- Reduce width of existing and future roads
- Reduce speed limits
- Enforce strict speed limits
- Maximize productivity and efficiency of arterial roads and highways to support the movement of people, goods and services
- Incorporate a goods movement plan

### **Possible Solutions for Transportation Problems**

- Refrain from using automobile
- Move to a major corridor such as Yonge Street
- Take public transit more frequently
- Cycle more often
- Encourage family, friends and neighbours to take transit
- Reduce car ownership
- Carpooling
- Raise gas taxes to reduce automobile use
- Introduce a tax on large vehicles such as SUVs
- Reduce idling vehicles
- Eliminate “drive-through providers” (restaurants, coffee shops...etc)
- Recognize and learn from leaders in transportation planning, such as various European Models or Curitiba, Brazil

### **Additional Advice for TMP**

- Re-evaluate “real” population increases and make appropriate changes
- Analyze different growth scenarios

### **Educate the Public**

- Environmental and Social Impacts
- Global Warming

- Carpooling
- Public transit information
- Alternative modes of transportation
- Inform public about the savings that can be induced by owning one less vehicle per family
- Change the attitudes of general public to support changes
- Alternative routes to reduce congestion
- Provide tours of areas to show existing and potential future development

### **Methods to Keep the Public Involved**

- Public information meetings
- Mail / e-mail lists
- Local newspapers
- York Region website updates
- Internet chat forum for discussion
- Formation of focus groups or committees

### **General Comments for PIC #1**

- Well organized
- Staff were very informative and helpful
- Questions were answered to the best of the staff's abilities
- Public was receptive to input
- Good start
- Ensure that the public gets a chance to fully attend TMP and Water & Wastewater update presentations, as well as the questions and answer session (presentation sessions should be more spaced out)

## What Does “Sustainability” Mean To You?

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Sustainability Feature	Number of Votes
Protect / enhance our natural environment and heritage system	12
Provide, improve and encourage the use of alternative modes of transportation, such as transit, cycling, walking, carpooling, telecommuting, etc., including incentives	10
Create disincentives for people to drive their vehicle, such as limiting parking, charging for parking, implementing tolls on freeways, etc.	7
Encourage mixed land uses to allow residents to live close to work	5
Use of the “Triple Bottom Line” (environmental, social and economic benefits) as the sustainable approach to transportation planning	5
Create a campaign to promote sustainability in our schools, general public	5
Encourage economic / job growth	4
Create a network of high occupancy vehicle (HOV) lanes on Regional roads for carpools, buses and taxis	4
Use advances in technology to improve efficiencies in our transportation system, such as changeable message signs, priority traffic signals for buses, etc.	3
Create higher density centres and corridors to encourage use of alternative transportation modes	2
Promote healthy and active lifestyles	1
Reduce the construction of new roads or road widenings	0

## **York Region Transportation Master Plan Update (2)**

### Key messages...

- 1) Our transportation system will be built on a foundation of Smart Growth and Sustainable Development.
- 2) We will embrace growth by managing it properly
- 3) Intensification, in the form of compact communities, will provide the blueprint to how we will grow as a Region. Compact communities are more efficient to support sustainable modes of travel and are economically viable because infrastructure can be provided cost-effectively per capita.
- 4) We are committed to addressing congestion by making strong investments in sustainable modes of travel.
- 5) Our sustainable transportation plans will be flexible and will adapt to changes in our environment.
- 6) Good decisions are made by engaging those who live and work here.
- 7) Our heritage and resources connect our past to our future. We must preserve and enhance both.
- 8) A Regional active transportation system will encourage those who are able, and assist those who are not

## Summary of Public Consultation #2: York Region Transportation Master Plan Update

### Summary of Public Attendees

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	East Gwillimbury (11.6.07)	Markham (11.15.07)	King City (11.21.07)	TOTAL
Total Public Attendees	31	53	34	118

### Public Feedback (Questionnaires and Q&A during meetings)

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#### Land Use, Infrastructure and Communities

- Promote live-work-play communities (i.e. mixed use) to eliminate commuting
- Support compact communities by not widening roads
- York Region is too late...stop the runaway development until you have a strategy in place
- No thought is given to where people are going to work or how they are going to get there once a new subdivision is approved

#### Public Transit

- Increase high speed transit alternatives
- Don't overspend on transit
- Transit stops should be more convenient and safer (include climate-proof shelters, bicycle lockers)
- Increase all-day service for YRT & GO
- New subdivisions are not transit-friendly
- More public transit in rural communities
- Include better transit options along major arterials, like Elgin Mills and Leslie

#### Cycling and Walking

- Ensure a more balanced transportation system, which includes more trails and sidewalks

#### Road Network

- No new highways or road widenings – not cost-effective, bad for the environment
- Reconsider 6-lane widenings, even if they include HOV lanes
- HOV lanes won't work because there is no enforcement
- Make it crystal clear why the Region is considering widening roads

### **Educate the Public**

- Early notification of road widenings
- Increase knowledge of “smart” transportation
- Promote carpooling services better
- The Region needs to better show the public what would happen if it did “nothing”

### **Methods to Keep the Public Involved**

- Get better coverage in the local newspapers
- Provide better notification to the public on specific projects (example: 16<sup>th</sup> Avenue)
- Provide better notification on the Master Plan Update
- Educating the public and changing their perception of travel is needed. An education plan should be incorporated into the TMP Update

### **General Comments for PIC #2**

- Regional integration important for York Region’s success (or failures)
- Few comments on the sustainability principles; some confusion concerning their need or purpose

### **What Did we Learn from PCC #2?**

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- We need to get more creative in order to better engage ALL residents on this and other studies (smaller focus groups, op-ed pieces, etc.)
- Important to get communications staff involved right from the get-go
- No need to prepare for meetings too early...materials are ever-evolving
- Residents were indifferent relative to the sustainability principles; primary focus was on more specific issues
- Integration of Master Plans worked reasonably well, although we need to think about whether this will work for the next meeting
- People are looking for bold ideas and initiatives...we don’t think this was portrayed well at the last round of PCCs



## Summary of Public Consultation #3: York Region Transportation Master Plan Update

### Summary of Public Attendees

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	Stouffville (11.12.08)	Vaughan (11.18.08)	Markham (11.20.08)	Newmarket (11.25.08)	Richmond Hill (11.27.08)	TOTAL
Total Public Attendees	16	21	25	34	37	133

### Public Feedback (Questionnaires and Q&A during meetings)

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#### Land Use, Infrastructure and Communities

- Paint HOV lanes green and change the name to 'Green Lanes'
- Are roundabouts being considered in the TMP?
- EA process is very time consuming and delays the implementation of infrastructure
- The Bradford Bypass is being considered for a very poor location
- The master plan must be more concerned with environmental features given the inclusion of EAs in the Plan
- Bayview Avenue, Leslie Street and 16<sup>th</sup> Avenue should not be widened
- Is there really a demand for the extensions of the 400-series highways? Concerns exist over the destruction of good agricultural land
- Will a committee be formed to deal with the issue of road widenings?
- How will minimum densities be implemented?

#### Public Transit

- Lack of transportation choices in Whitchurch-Stouffville
- GO service should be extended into Durham Region
- Fare integration → what stage of the process are we in?
- Any consideration given to other modes of rapid transportation?
- Viva buses should be designated by the colour of their route
- York Region Transit fares are among the highest in the world → how can people be encouraged to use public transit?
- Has there been any thought given to how transit will remain affordable to those who are struggling financially?
- Will subsidies for transit use be provided either through the government or private businesses?

- Are Highways 400, 404 and 407 being considered for increased transit usage?
- Will there be any improvements made to weekend service?

### **Cycling and Walking**

- License plates and insurance are needed for cyclists
- There is a need for bicycle lanes in Stouffville

### **Road Network**

- Both north-south and east-west connections are needed
- East-west roads are very important to agricultural and commercial transportation
- Teston Road and Langstaff Road links are absolutely necessary
- Are toll roads being considered?
- Will people ever be charged to use HOV lanes like they are for Highway 407?

### **Educate the Public**

- Early notification of road widenings

## **What did we learn from PCC #3?**

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- Road widenings are a major concern to residents across the Region
- Public transit is too expensive relative to the quality of service
- A major east-west connection is needed, but the location of it is of the utmost importance
- To help offset the significant costs of the TMP Update, consideration should be given to toll roads and charges for HOV lane usage