

North Maple Community Bridge Class EA Public Information Forum #2 March 23, 2010



Agenda - Presentation

2

- Welcome & Overview Glenn Pothier – IPF
- Project Recap and Update
- Design Concepts & Next Steps
- Q & A and Discussion
- Wrap-up & Adjourn



Some Success Imperatives

- **Participants want:**
 - *To be heard, not managed*
 - *A variety of opportunities*
 - *Reasonable time*
 - *Meaningful engagement*

- **The project team needs to:**
 - *Explain the process*
 - *Present the analysis and alternatives*
 - *Hear and understand*
 - *Fully consider the input*



Multiple Options

- Plenary Q&A/Comments
- One-on-one conversations at the display boards
- Small group or focused discussions at table stations
- Comment sheets
- Follow-up by e-mail, surface mail, phone, fax, etc.
- *A combination of the above*



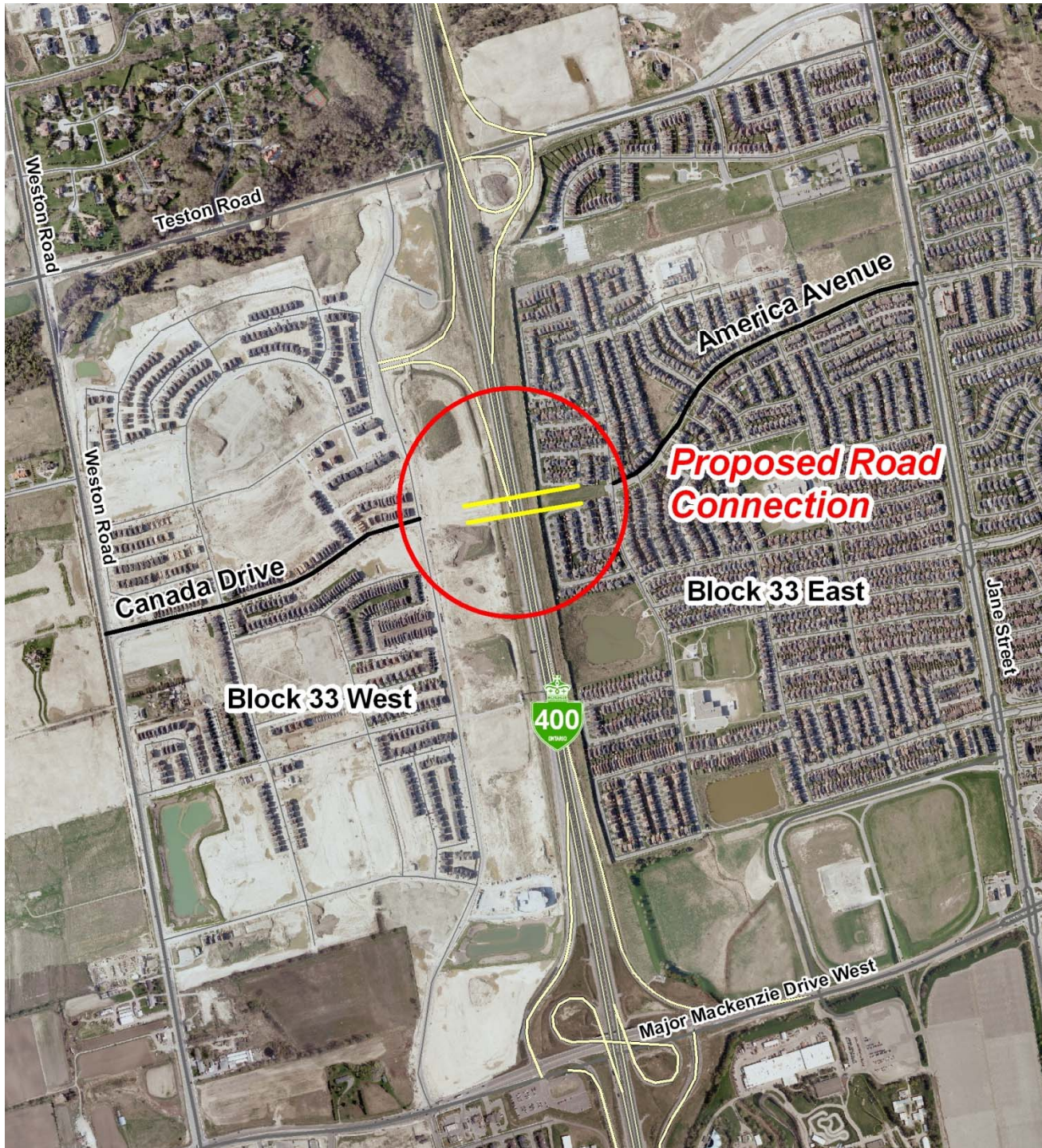
Food for Thought

“The knowledge of the world is only to be acquired
in the world, and not in a closet”

Earl of Chesterfield

“He speaks to me as if I was a public meeting”

G.W.E. Russell



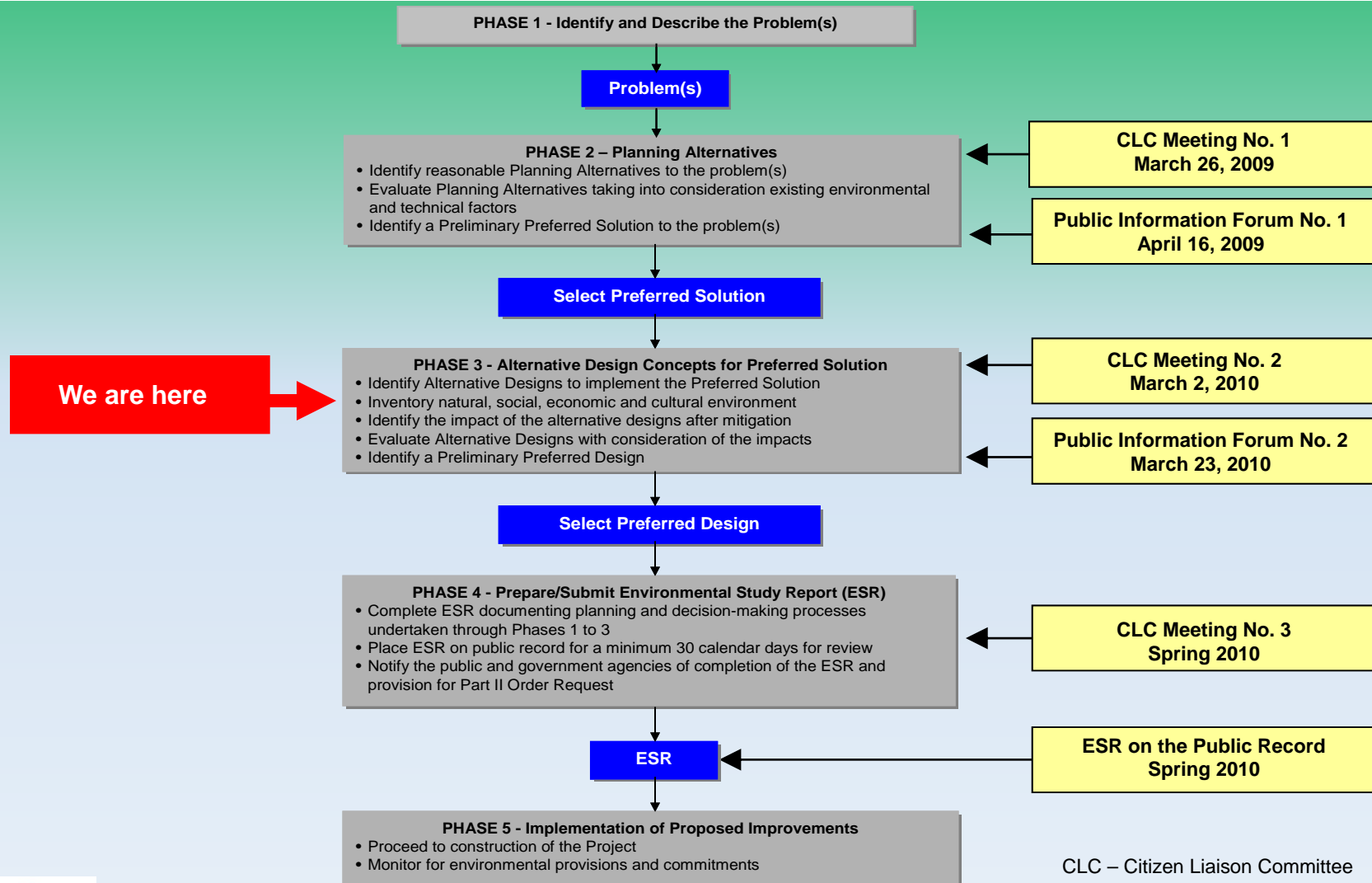
Study Area

The Study Area is bound by:

- Teston Road to the North;
- Jane Street to the East;
- Major Mackenzie to the South;
- Weston Road to the West;
- Highway 400 bisecting the overall Study Area.

Class EA Process

7



CLC – Citizen Liaison Committee

Class EA Process

8

- ❑ The Class EA process is an evaluation process designed to predict the environmental effects of proposed undertakings before they are carried out.
- ❑ The EA process ensures that environmental problems or opportunities associated with the project are considered along with alternatives, and their effects are investigated and mitigated through the planning process, before implementation (i.e. construction) takes place.
- ❑ Prior to placing the ESR on public record, it will be presented to Council for Approval/Resolution at a Council meeting open to the public
- ❑ If Council agrees with the ESR and findings, the ESR will be available for members of the public to review for 30 days
- ❑ If issues remained unresolved, any person may submit a request to the Minister of Environment for a Part II Order under the *Ontario Environmental Assessment Act*

Phase 1 Recap – Define the Problem/ Opportunity

9

- ❑ Continued development throughout the City and the Region will constrain the existing Block 33 transportation network.
- ❑ The City is proactively proceeding with the need to implement the goals and objectives of OPA 400 and 600, and the recommendations of all related Transportation Master Plans / Studies.
- ❑ Currently, residents must utilize major arterials to move from one side of Highway 400 to the other (i.e. Jane, Teston, Major Mackenzie, Weston), resulting in poor transportation efficiency and connectivity for the area.
- ❑ There is a need to implement an identified infrastructure component of the City's Official Plan

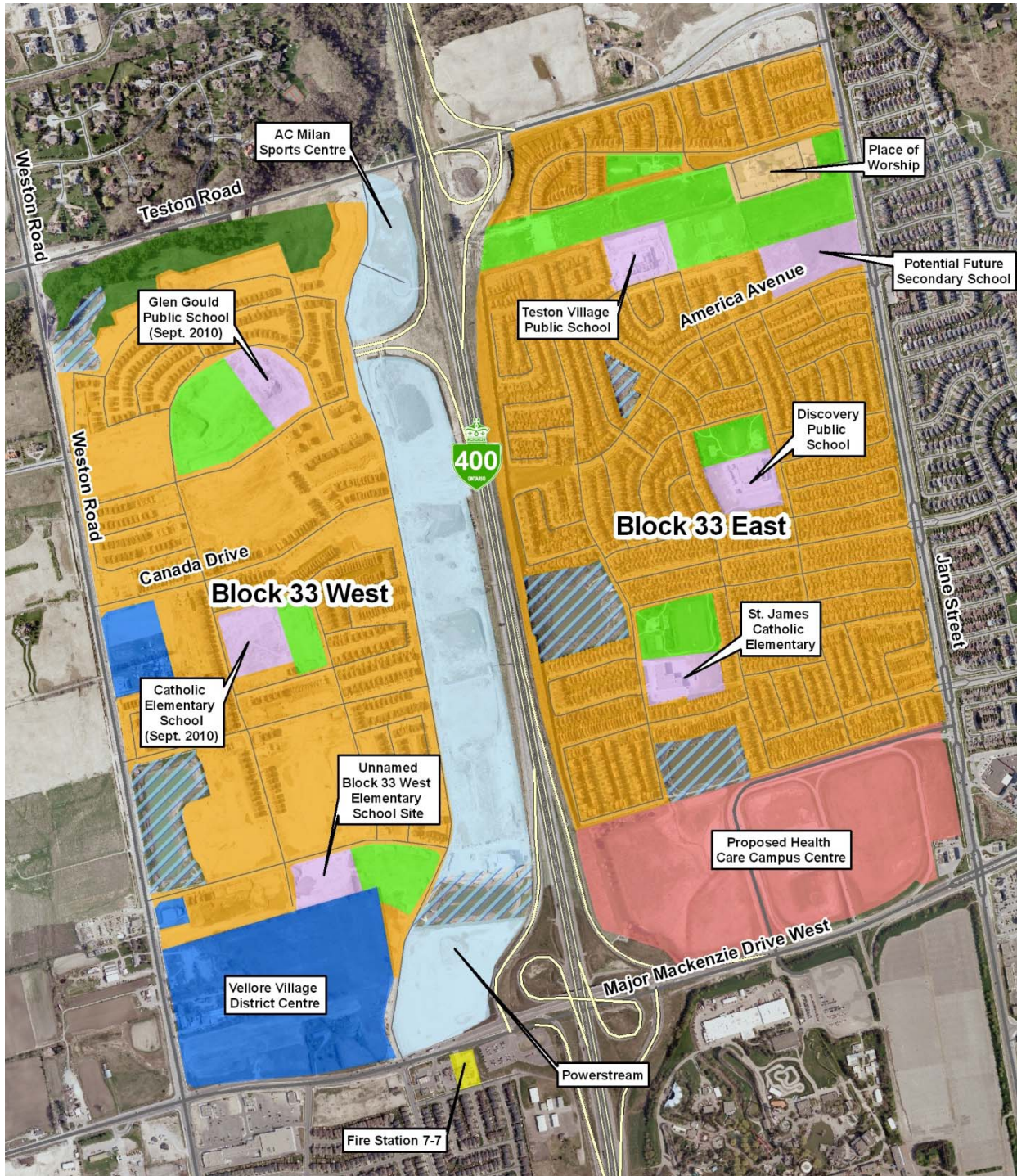
Phase 1 Recap – Problem/ Opportunity Statement

10

“In accordance with the infrastructure components identified within its Official Plan, the City is now proceeding to complete the approved transportation network for Block 33 in order to achieve connectivity between the east and west sides of Highway 400. Currently, residents must utilize major arterial roads to move from one side of Highway 400 to the other (i.e. Jane, Teston, Major Mackenzie, Weston), resulting in poor transportation efficiency. As a result, the surrounding arterial roads are reaching capacity, and according to various traffic studies, this is predicted to increase in severity over the next 20 years.

An opportunity exists to improve the transportation efficiency of Block 33 by providing a continuous local road network between Blocks, shortening travel times, improving emergency services response times, providing additional pedestrian facilities and offering access to enhanced transit systems and bicycle networks. Further, this opportunity allows for the implementation of an identified component of the City’s Official Plan, and promotes sustainable multi-modal transportation options contributing to the reduction of gas emissions.”

Existing Conditions



Phase 2 Recap – Identify Alternative Solutions

12

1. **Do Nothing** - No changes or improvements to Block 33 transportation network
2. **Reduce Auto Demand** – Improve public transit, cycling and Travel Demand Management initiatives within and around the Study Area
3. **Upgrade/ Improve Other Roadways** - Improvements to other local roadways within the study area in conjunction with the ongoing Western Vaughan Transportation Improvements Individual EA.
4. **Build Hwy 400 Overpass** - mid-block connection over Highway 400 between America Avenue and Canada Drive

** Combinations of the above may be implemented, should the evaluation prove this to be a viable option.*

Phase 2 Recap – Preliminary Recommended Alternative Solution

13

- ❑ A combination of Alternative #2 and #4 (Reduce Auto Demand and Build Hwy 400 Overpass) is Recommended for the following reasons:
 - ❑ Combined, these alternatives are expected to address the Problem/Opportunity Statement. They offer the best opportunity to deal with the identified operational efficiency concerns for personal vehicles and emergency services, and they will fully implement and complete the planned road network as identified in the City's Official Plan
 - ❑ Implementing these Alternatives will also provide a local road connection within Block 33, which will allow for the sustainable movement of multi-modal services, including buses, cyclists and pedestrians and therefore improves ease of access to a variety of uses in the area.

Phase 3 of the Class EA Process: Alternative Design Concepts



Phase 3 - Alternative Design Concepts

15

- Design Constraints
 - Existing right-of-way alignment and available property
 - Elevation at John Deisman Blvd / America Ave
 - Elevation at Cityview Blvd / Canada Drive
 - Bridge Span - Highway 400 future cross-section:
10 lanes plus ramps
 - Minimum clearance over Highway 400: *5m*
 - Two span structure over Highway 400 with a central pier
 - MTO design requirements

Identify Alternative Design Concepts

16

- ❑ Based on existing design/site constraints, the following design concepts have been identified:
 - ❑ Option 1 - Vertical Alignment with 6% approaches and Horizontal Alignment centered in the existing right-of-way
 - ❑ Option 2A - Vertical Alignment with 7.5% approaches and Horizontal Alignment centered in the existing right-of-way
 - ❑ Option 2B - Vertical Alignment with 7.5% approaches and Horizontal Alignment shifted to the south within available property
 - ❑ Option 3A - Bridge with 2.0m sidewalk, provision for 1.5m bicycle lanes and 3.5m vehicular lanes
 - ❑ Option 3B - Bridge with 2.5m sidewalk, and 4.2m vehicular lanes shared with bicycles

Vertical Alignment with 6% Approaches - Option 1

17

Pros	Cons
<ul style="list-style-type: none">• Design has a gentler slope	<ul style="list-style-type: none">• Longer retaining walls required
<ul style="list-style-type: none">• Lower future winter maintenance costs	<ul style="list-style-type: none">• Private property is required – at intersections with John Deisman Blvd and Cityview Blvd
	<ul style="list-style-type: none">• Higher capital costs for re-grading intersections
	<ul style="list-style-type: none">• Permanent impact to the front yards of properties abutting the intersections

Vertical Alignment with 7.5% Approaches – Option 2A

18

Pros	Cons
<ul style="list-style-type: none">• Shorter retaining walls required	<ul style="list-style-type: none">• Vertical design slope results in less desirable operational conditions for vehicles
<ul style="list-style-type: none">• No impacts on private property	<ul style="list-style-type: none">• Higher future winter maintenance costs
<ul style="list-style-type: none">• No need to re-grade intersections, lower capital costs	
<ul style="list-style-type: none">• No impact to front yards of properties abutting intersections	

Horizontal Alignment centered in existing Right-of-Way – Option 2A

19

Pros	Cons
<ul style="list-style-type: none">• No impact on private property	<ul style="list-style-type: none">• Longer retaining walls required
<ul style="list-style-type: none">• No need to re-grade existing intersections at John Deisman Blvd and Cityview Blvd resulting in less capital costs	<ul style="list-style-type: none">• No improvement to America Ave/ John Deisman Blvd intersection (existing intersection not exactly perpendicular)
	<ul style="list-style-type: none">• Unbalanced visual effect for properties on the east approach of the bridge
<ul style="list-style-type: none">• Future maintenance requirements are comparable to Horizontal Alignment Option 2B	

Horizontal Alignment shifted to the south – Option 2B

20

Pros	Cons
<ul style="list-style-type: none">• Shorter retaining walls required	<ul style="list-style-type: none">• Marginal additional costs resulting from minor adjustments to America Ave/ John Deisman Blvd intersection configuration
<ul style="list-style-type: none">• No impact on private property	
<ul style="list-style-type: none">• Improvement to America Ave/ John Deisman Blvd intersection (becomes perpendicular)	
<ul style="list-style-type: none">• Balanced visual effect for properties on the east approach of the bridge	
<ul style="list-style-type: none">• Future maintenance requirements are comparable to Horizontal Alignment Option 2A	

Sidewalk (2m), Separate Bike Lanes (1.5m) and Vehicle Lanes (3.5m) – Option 3A

21

Pros	Cons
<ul style="list-style-type: none">• Conforms with Metrolinx vision of the The Big Move by enhancing and expanding active transportation by promoting designated bike lanes	<ul style="list-style-type: none">• Wider bridge cross-section would require higher capital costs
<ul style="list-style-type: none">• Improves safety for cyclists by providing more space and a designated painted bike lane	<ul style="list-style-type: none">• Less available space for pedestrians
<ul style="list-style-type: none">• Future maintenance requirements are comparable to Option 3B	
<ul style="list-style-type: none">• Conformance with York Region Transportation Master Plan, comparable to Option 3B	

Sidewalk (2.5m) and Shared Vehicle and Bike Lanes (4.2m) – Option 3B

22

Pros	Cons
<ul style="list-style-type: none">• More narrow bridge cross-section, resulting in lower capital costs	<ul style="list-style-type: none">• Less desirable operational conditions for cyclists, as they will need to share the lane with vehicles
<ul style="list-style-type: none">• More available space for pedestrians	<ul style="list-style-type: none">• Not consistent with Metrolinx vision to enhance and expand active transportation by providing designated bike lanes
<ul style="list-style-type: none">• Future maintenance requirements are comparable to Option 3A	
<ul style="list-style-type: none">• Conformance with York Region Transportation Master Plan, comparable to Option 3A	

Preliminary Recommended Alternative Design Concept

23

Based on the detailed technical evaluation completed, it is recommended that a combination of the following alternative design concepts be advanced as the preferred solution:

- Option 2B- Vertical Alignment with 7.5% approaches and Horizontal Alignment shifted to the south
- Option 3A- Bridge with 2.0m sidewalks, provision for 1.5m bicycle lanes and 3.5m vehicular lanes
- Extension of the provision for 1.5m bike lanes through both approaches to the bridge

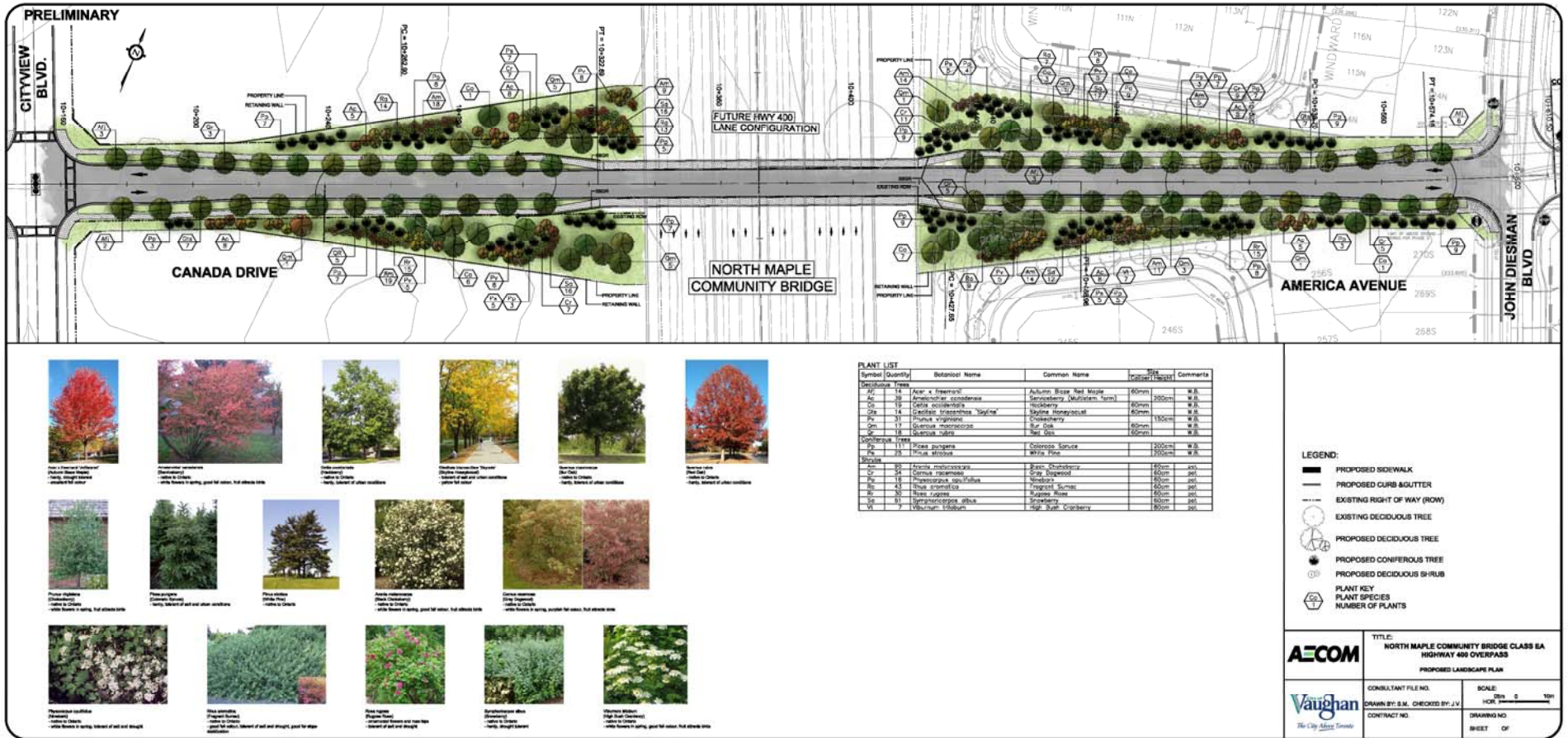


N O R T H M A P L E C O M M U N I T Y B R I D G E



Alternative Design Concepts - Landscaping Base

26



Next Steps

27

- ❑ CLC Meeting #3 – Late Spring 2010
 - Present the findings to be included in the Environmental Study Report (ESR)
- ❑ Undertake Phase 4 – Summarize the planning and decision-making processes undertaken through Phases 1-3 and document in the ESR
- ❑ Submit Draft ESR to City of Vaughan Council for Resolution
- ❑ If Council agrees with the findings of ESR, it will be posted on the Public Record for 30 Calendar Day Review – Late Spring 2010
- ❑ Public will have the opportunity to comment directly to Project Team
- ❑ If issues remained unresolved, any person may submit a request to the Minister of Environment for a Part II Order under the *Ontario Environmental Assessment Act*

Q & A and Discussion





Multiple Options

- Plenary Q&A/Comments
- One-on-one conversations at the display boards
- Small group or focused discussions at table stations
- Comment sheets
- Follow-up by e-mail, surface mail, phone, fax, etc.
- *A combination of the above*

Project Contacts

30

Michael Frieri, C.E.T.
City of Vaughan Project Manager
Development/Transportation
Engineering Dept.
2141 Major MacKenzie Drive
Vaughan, ON L6A 1T1
Tel: 905-832-8585, Ext. 8729
Fax: 905-832-6145
Email: michael.frieri@vaughan.ca

Jose Vernaza, M.Sc., P.Eng.
Consultant Project Manager
AECOM Canada Ltd.
5080 Commerce Boulevard
Mississauga, ON L4W 4P2
Tel: 905-238-0007 Ext. 8287
Fax: 905-238-0038
Email: jose.vernaza@aecom.com