



Transportation Master Plan Update

Appendix A – Engagement Comments

Town of East Gwillimbury
Final Report

November 2024



Summary of Project Notices

Notice	Date of Notice	Distribution Method	Other Notes
Notice of Commencement (2016)	November 23, 2016	1. Email sent to internal and external stakeholders 2. Updates on Town's website	
Notice of Commencement Re-Issue (2017)	November 9, 2017	1. Email sent to internal and external stakeholders 2. Updates on Town's website	
Notice of Public Consultation 1	March 8, 2018	1. Email sent internal and external stakeholders 2. Updates on Town's website 3. Event blast on Town's Social media 4. Local newspaper ad	Held on March 22, 2018
Notice of Public Consultation 2	March 27, 2019	1. Email sent internal and external stakeholders 2. Updates on Town's website 3. Event blast on Town's Social media 4. Local newspaper ad	Held on April 10, 2019
Notice of Commencement (2023)	February 9, 2023	1. Email sent to internal and external stakeholders 2. Updates on Town's website	
Notice of Public Consultation 3	April 26, 2023	1. Email sent internal and external stakeholders 2. Updates on Town's website 3. Event blast on Town's Social media 4. Local newspaper ad	Held on April 26, 2023
Notice of Master Plan Completion	April 10, 2024	1. Email sent to internal and external stakeholders 2. Updates on Town's website	

Summary of Indigenous Consultation

Notice	Date of Notice	Other Notes
Notice of Commencement (2016)	November 23, 2016	
In-Person Stakeholder Meeting	March 8, 2017	Introduce study to stakeholders, outline initial network conditions travel trends, next steps, and draft problem/opportunity
Notice of Commencement Re-Issue (2017)	November 9, 2017	
Notice of Public Consultation 1	March 8, 2018	Held on March 22, 2018
Notice of Public Consultation 2	March 27, 2019	Held on April 10, 2019
Notice of Commencement (2023)	February 9, 2023	
Notice of Public Consultation 3	April 18, 2023	Held on April 26, 2023
Notice of Master Plan Completion	April 10, 2024	

All indigenous groups were contacted via email

Notice of Commencement
November 23, 2016
Re-issued November 9, 2017



NOTICE OF STUDY COMMENCEMENT
TOWN OF EAST GWILLIMBURY TRANSPORTATION MASTER PLAN

The Town of East Gwillimbury has initiated a Transportation Master Plan (TMP) Study to provide a sustainable blueprint for the planned growth of the Town over the next 30 years. The TMP will serve as a combined update to both the 2010 Transportation Master Plan and the 2012 Active Transportation and Trails Master Plan by building upon sustainable transportation policies and plans developed by York Region and the Province of Ontario.

The Town is committed to managing growth in a responsible manner, planning for the safe, efficient and reliable movement of people and goods, and ultimately achieving the Town's vision for a safe, accessible and liveable community. With these goals in mind, the TMP will guide the development of the Town's long-term, multi-modal transportation network, define policies, programs, and infrastructure required to meet the City's mobility needs, and provide a context for transportation decisions.

THE PROCESS

This notice signals the commencement of the East Gwillimbury Transportation Master Plan Study. This Study will follow the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011), including consultation with the public and stakeholders, consideration of all reasonable alternatives, a high level assessment of the effects on the environment at the network level, evaluation of alternatives highlighting advantages and disadvantages, and full documentation of the process providing a traceable rationale for conclusions reached. The Master Plan process will satisfy Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements.

The East Gwillimbury TWP study will be carried out in two Phases:

- Phase 1 will assess existing conditions, context and challenges; and
- Phase 2 will develop network plans and identify triggers for different infrastructure needs, phasing of projects and an action plan.

CONSULTATION

A key component of the study will be consultation with stakeholders, regulatory agencies and the general public. Everyone with an interest in this study is invited to get involved and provide input. Public Information Centres (PIC's) will be held during the study to inform the process, present findings and receive public input. A notice indicating the time and location of the PIC's will be provided to registered stakeholders, published in local newspapers and posted on the Town's website.

CONTACTS

If you require additional information or would like to be placed on the project contact list, please visit the Town's website at www.eastwillimbury.ca or contact one of the individuals below:

Jamal Massadeh, P. Eng. OR
Senior Traffic & Transportation Technologist
Town of East Gwillimbury
 19000 Leslie Street
 Sharon ON L0G 1V0
 Phone: 905-478-4283 Ext. 1224
 Email: jmassadeh@eastgwillimbury.ca

Jonathan Chai, P. Eng.
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HDR Corporation
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Email: jonathan.chai@hdrinc.com

Notice of Public Consultation #1
March 8, 2018
Held on March 22, 2018



NOTICE OF PUBLIC INFORMATION CENTRE #1
TOWN OF EAST GWILLIMBURY TRANSPORTATION MASTER PLAN

The Town of East Gwillimbury has initiated a Transportation Master Plan (TMP) Study to provide a sustainable blueprint for the planned growth of the Town over the next 30 years. This study will update the 2010 Transportation Master by building upon sustainable transportation policies and updated plans developed by York Region and the Province of Ontario.

The Town is committed to managing growth in a responsible manner, planning for the safe, efficient and reliable movement of people and goods, and ultimately achieving the Town's vision for a safe, accessible and liveable community. With these goals in mind, the TMP will guide the development of the Town's long-term, multi-modal transportation network, define policies, programs, and infrastructure required to meet the Town's mobility needs, and provide a context for transportation decisions.

THE PROCESS

This Study follows the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), including consultation with the public and stakeholders, consideration of all reasonable alternatives, a high level assessment of the effects on the environment at the network level, evaluation of alternatives highlighting advantages and disadvantages, and full documentation of the process providing a traceable rationale for conclusions reached. The Master Plan process will satisfy Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements:

- Phase I will assess existing conditions, context and challenges; and
- Phase II will develop network plans and identify triggers for different infrastructure needs, phasing of projects and an action plan.

PUBLIC INFORMATION CENTRE (PIC) #1

PIC #1 will introduce the study to you, provide information on the existing conditions and seek your input on identifying opportunities, challenges, and ideas for the future vision of transportation in the Town.

Date: Thursday March 22nd, 2018
Time: 5:30-7:30 PM: Drop-in Interactive Open House
Location: East Gwillimbury Sports Complex, Canada Hall
1914B Mount Albert Road, Sharon, ON L0G 1V0

CONTACTS

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Public Consultation #1

Presentation Boards



Transportation Master Plan & Water and Wastewater Master Plan Update

Town of East Gwillimbury

WELCOME

to Public Information Centre 1





Transportation Master Plan & Water and Wastewater Master Plan Update

Town of East Gwillimbury

Station 1

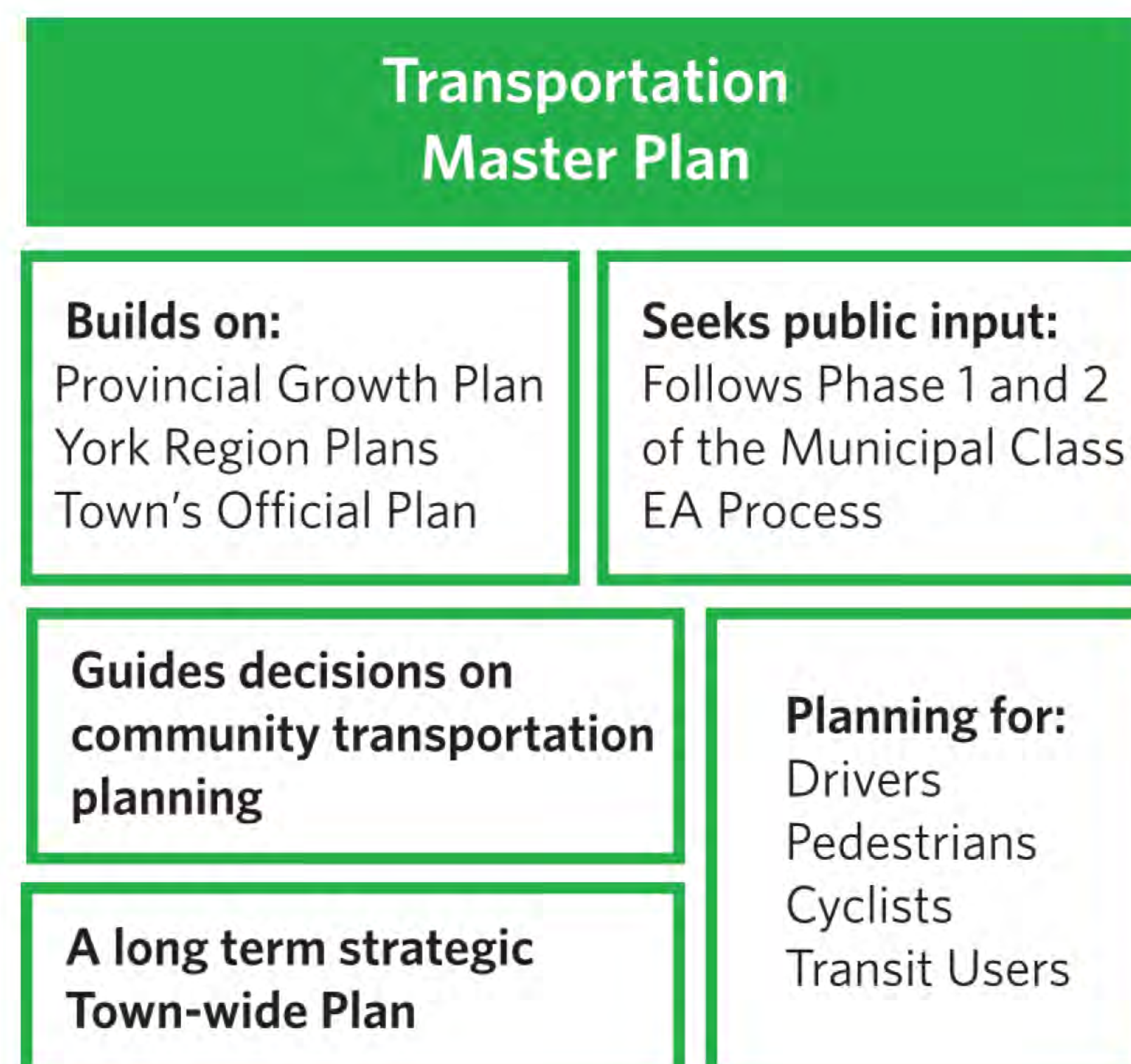
Sign-in, Welcome, and Context

Transportation Master Plan

Water and Wastewater Master Plan Update

What is a Transportation Master Plan?

A Transportation Master Plan (TMP) identifies the long-term transportation objectives of a defined area and specific solutions requiring further study. Transportation is an essential part of a community and is one of the primary factors driving the Town's environmental, economic, and social sustainability. A transportation system can influence the travel choices that people make and these choices will have a significant effect on the sustainability of the area and its growth.



What is a Water and Wastewater Master Plan?

A Water and Wastewater Master Plan (W/WWMP) provides a 'roadmap' of water and wastewater infrastructure requirements based on existing and future capacity deficiencies identified, as well as associated cost details and recommended implementation timing. The W/WWMP will ensure accommodation of the expected population of developments to increase to the year 2041. The purpose of the Master Plan is to provide input into required infrastructure projects and budget decisions based on five year incremental growth scenarios.

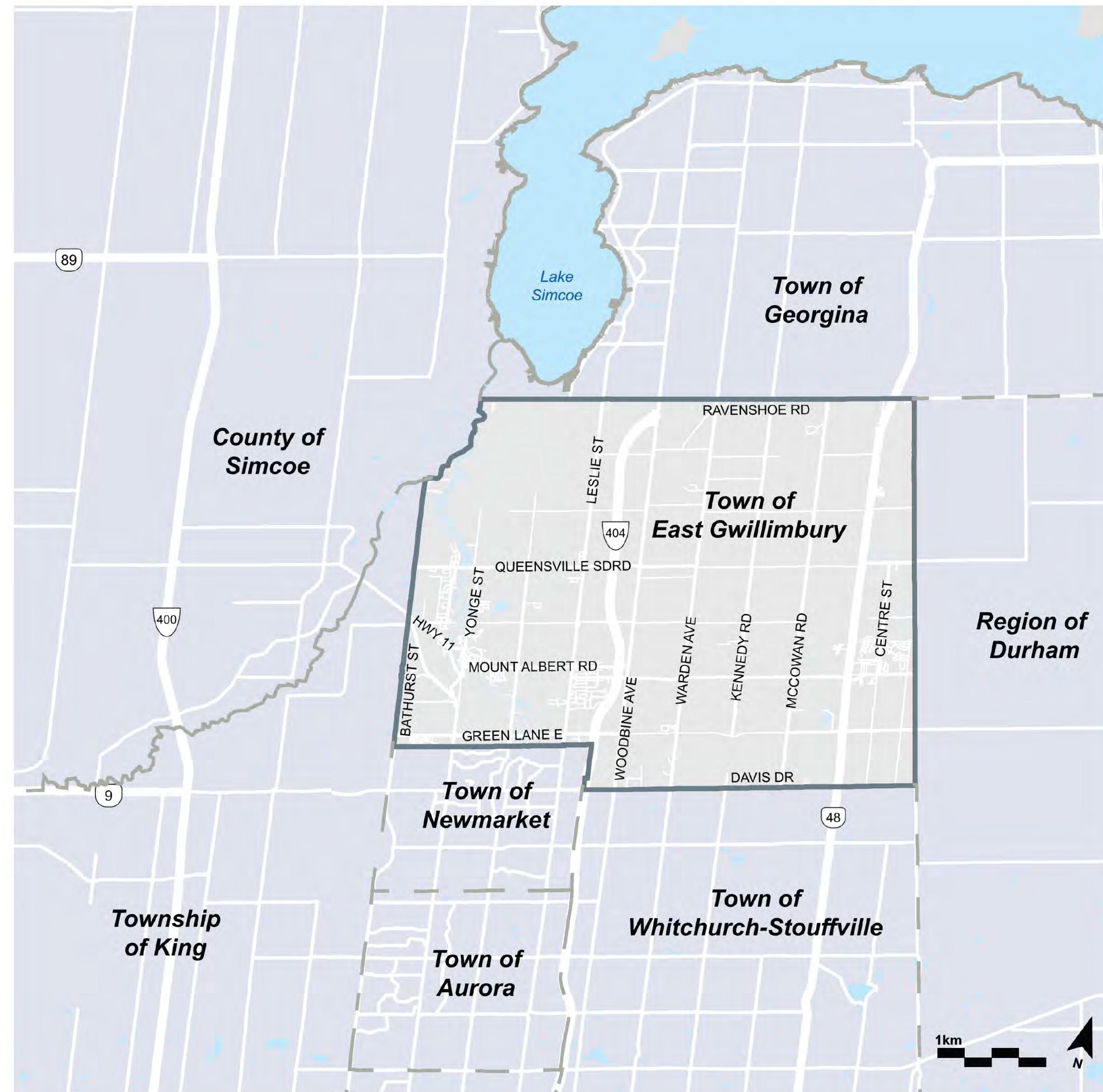


Transportation Master Plan

Water and Wastewater Master Plan Update

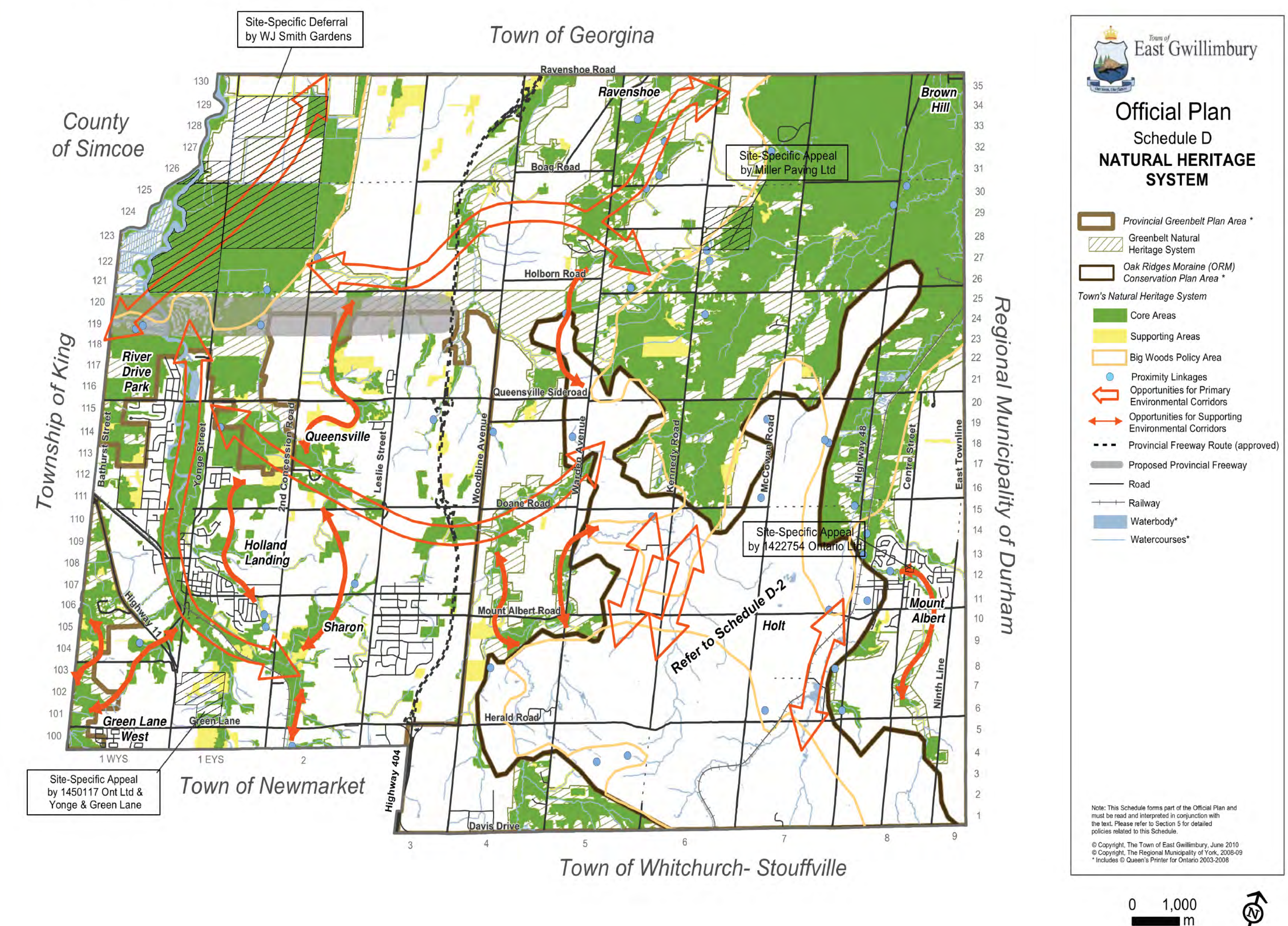
Regional Context

The Town of East Gwillimbury is located in northern York Region and borders Simcoe County, Durham Region, and Lake Simcoe.



Constraints

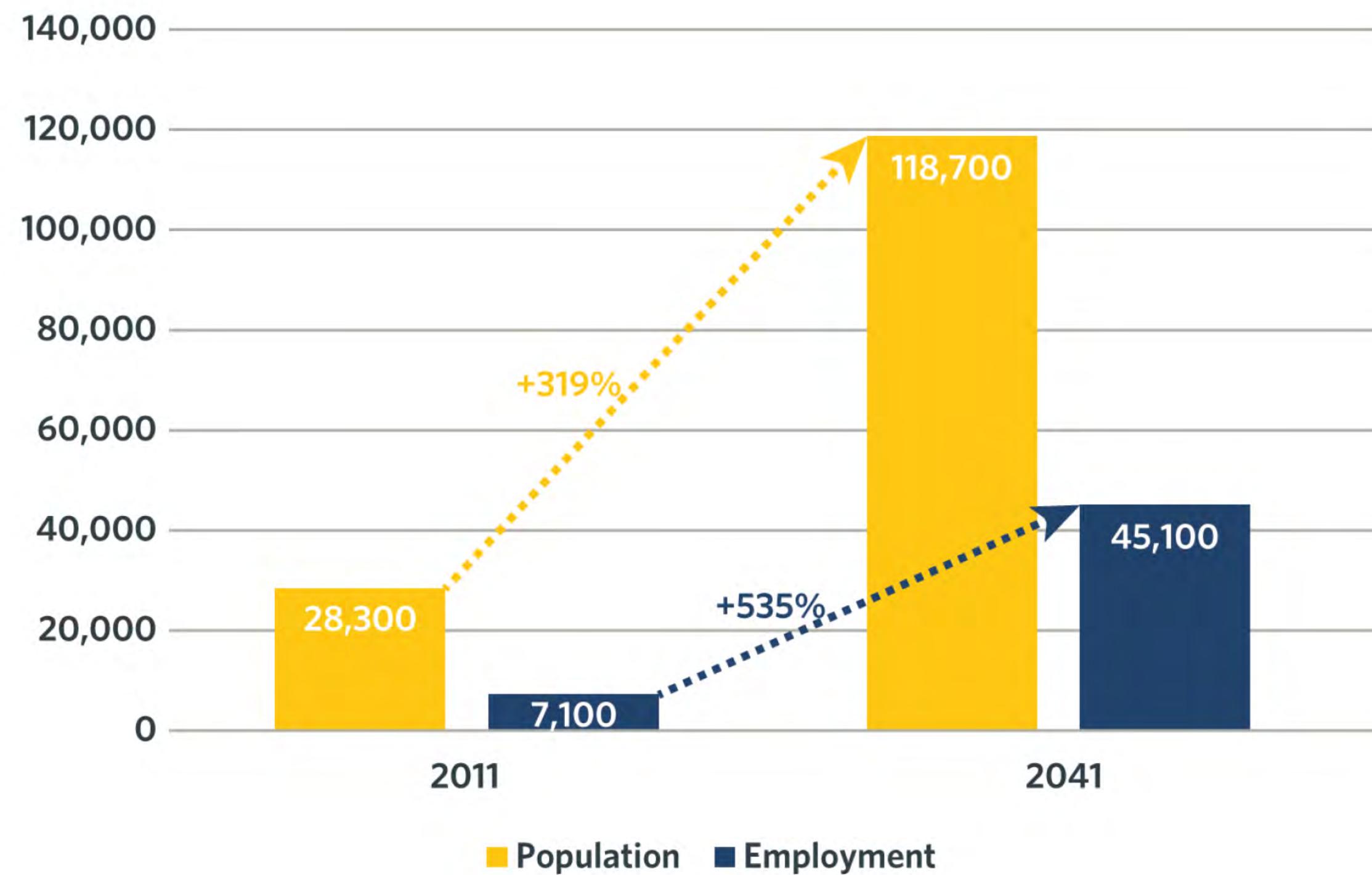
The Town has several environmental constraints due to the Greenbelt Natural Heritage System (NHS) and the Oak Ridges Moraine (ORM). Outside of the existing Secondary Plan areas, new development requires special permits.



Transportation Master Plan

Water and Wastewater Master Plan Update

Planned Growth



The Town's population and employment is expected to grow significantly. Growth is concentrated is centered around Green Lane West, Sharon, and Queensville¹.

Planning Context

The Town's TMP and W/WWMP will be developed within the context of existing policies and initiatives at the provincial, regional, and local levels.

Provincial

- Provincial Policy Statement, 2014
- Growth Plan for the Greater Golden Horseshoe, 2017 Update
- Regional Transportation Plan, 2017 Update
- GO Regional Express Rail (RER), 2016
- GO Station Access Plans, 2016
- Highway 404 Class EA & Preliminary Design Study
- Highway 400 - Highway 404 Extension Link
- Transit Supportive Guidelines
- #CycleON: Ontario's Cycling Strategy

Local

- Official Plan, 2010
- Strategic Plan, 2015 - 2018
- Water and Wastewater Master Plan, 2009
- Transportation Master Plan, 2010
- Active Transportation and Trails Master Plan, 2012
- Green Lane Secondary Plan, on-going
- Roads Needs Assessment Study, 2009

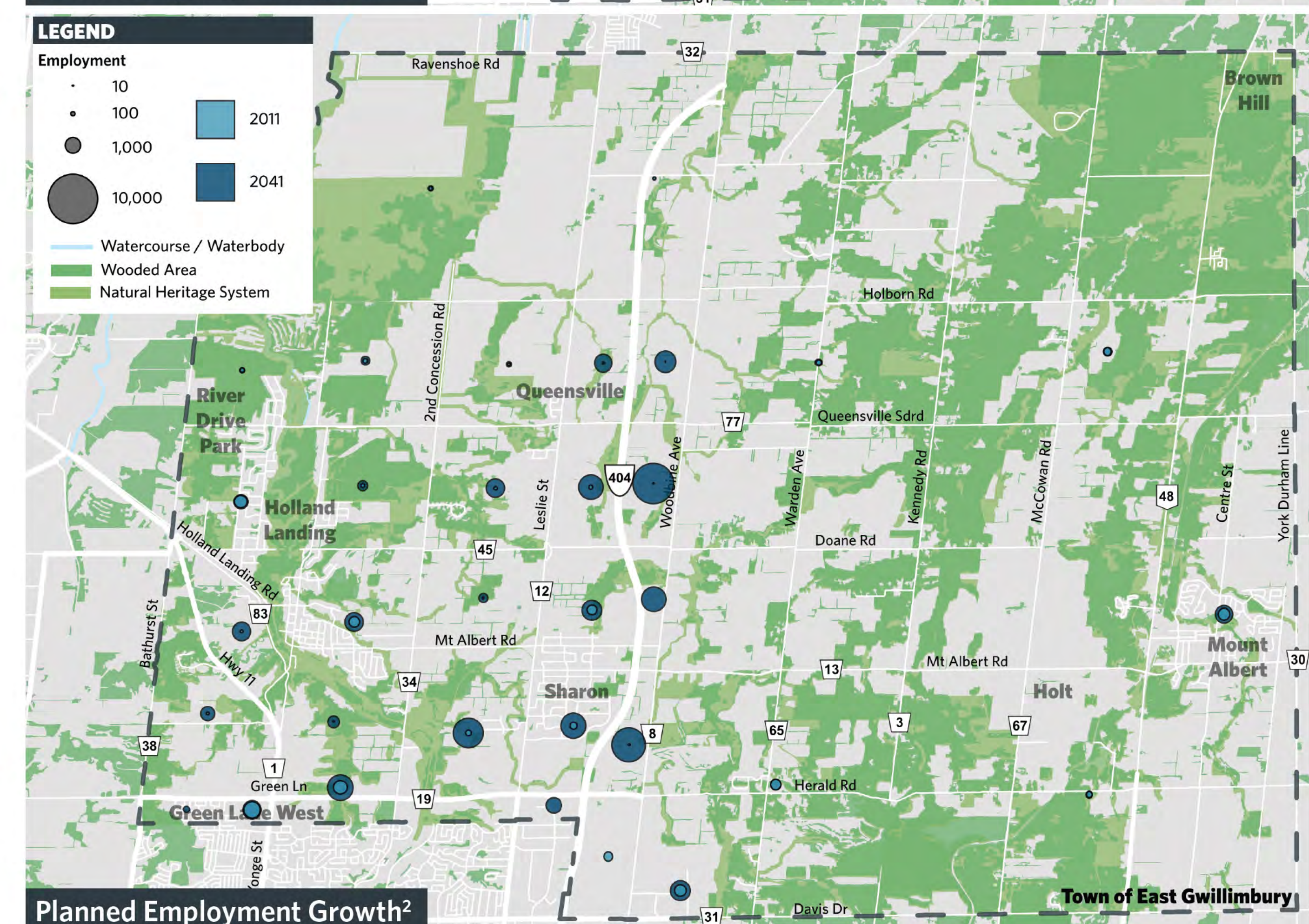
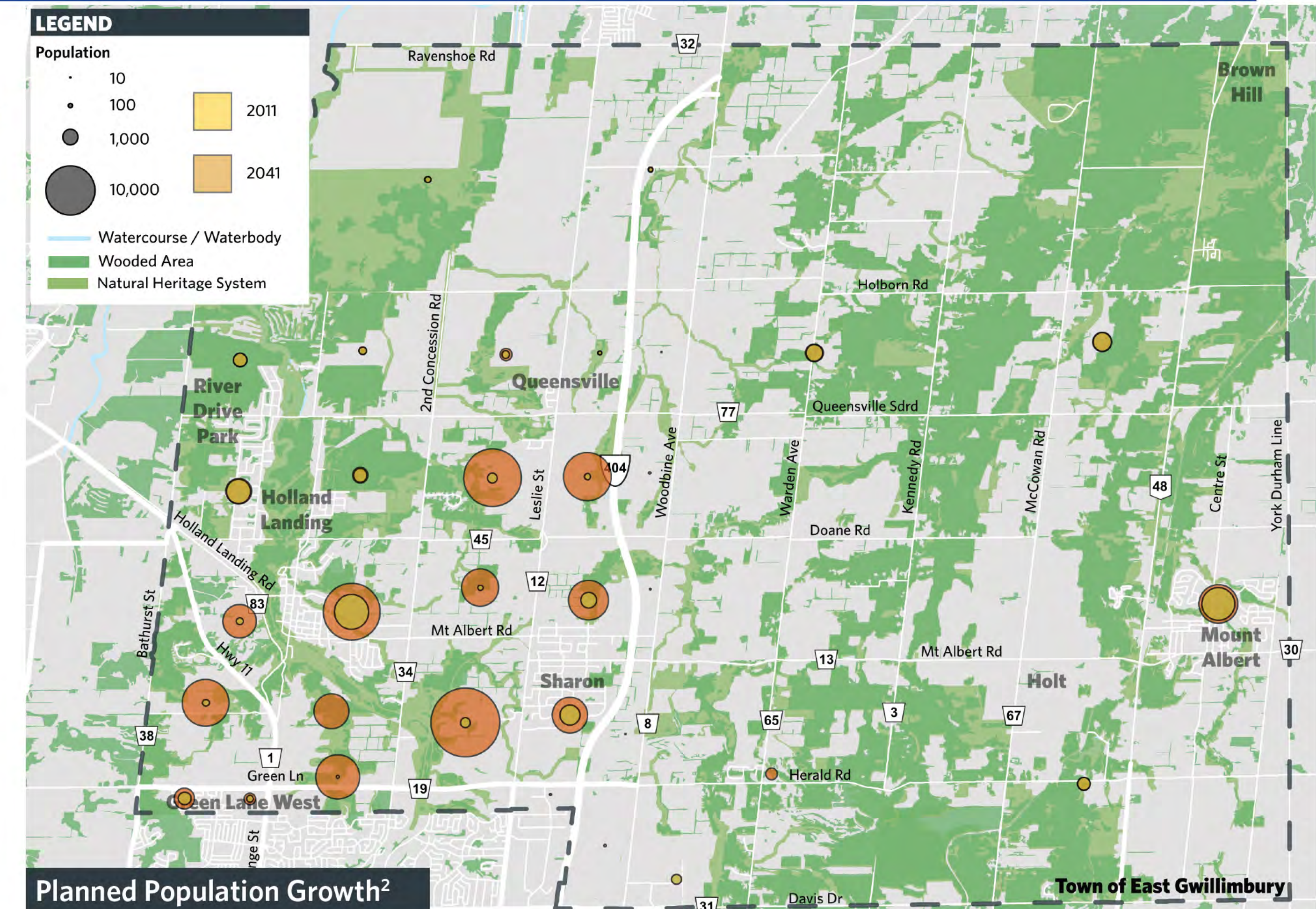
Regional

- York Region Water and Wastewater Master Plan, 2016
- York Region Transportation Master Plan, 2016
- New Communities Guidelines, 2013
- Transportation Mobility Plan Guidelines for Development Applications, 2016
- Access Guidelines for Regional Roads, 2007

Notes:

¹The urban boundary is subject to change. York Region is currently undertaking the Municipal Comprehensive Review (MCR) to determine where growth will occur.

²York Region 45% Intensification Scenario, 2016 - Subject to Change





Transportation Master Plan






Town of East Gwillimbury

Station 2

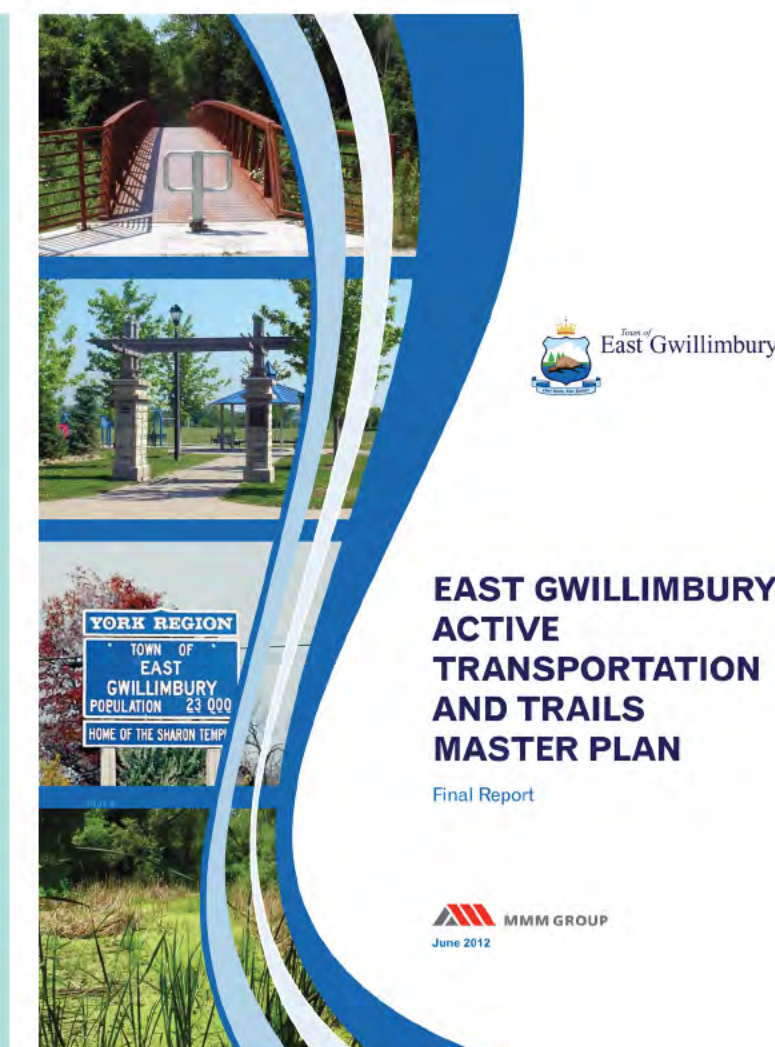
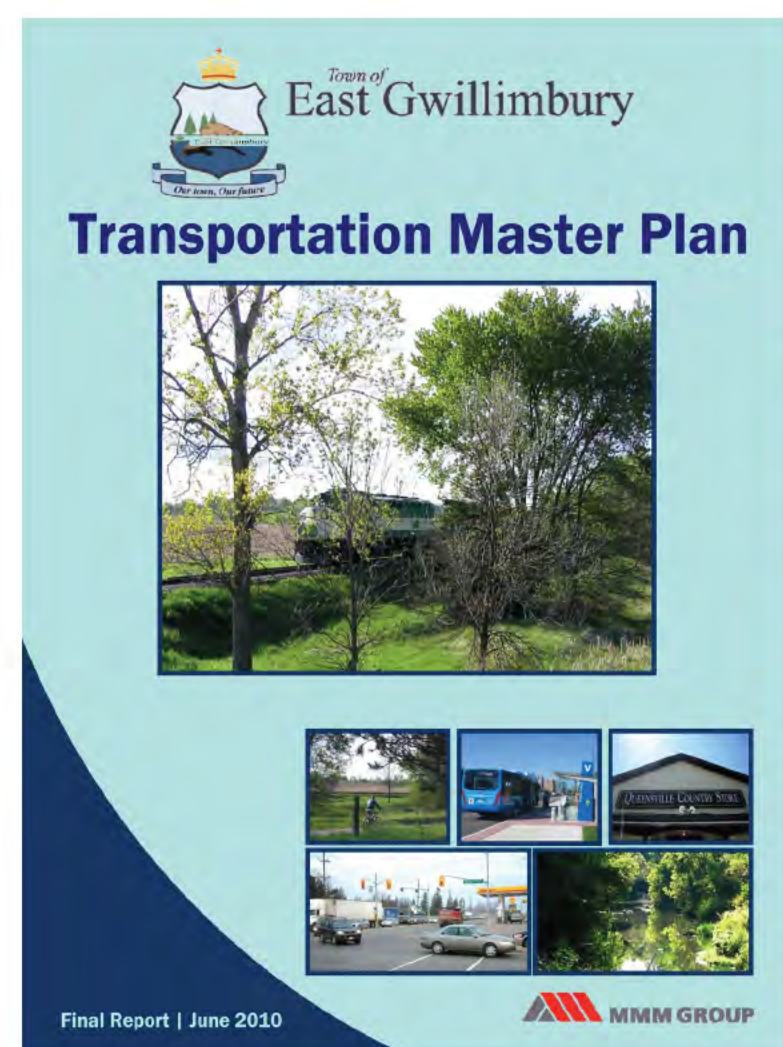
Transportation Master Plan

What is this study about?

Purpose

-  Support all modes of travel (auto, transit, on road and off road active transportation)
-  Identify gaps and opportunities in the transportation network
-  Accommodate growth to 2041 and beyond
-  Support existing and future land uses
-  Develop a well-integrated, multi-modal, and sustainable transportation network

This Transportation Master Plan (TMP) will:



Update the Town's 2010 TMP and inform the 2012 Active Transportation and Trails Master Plan

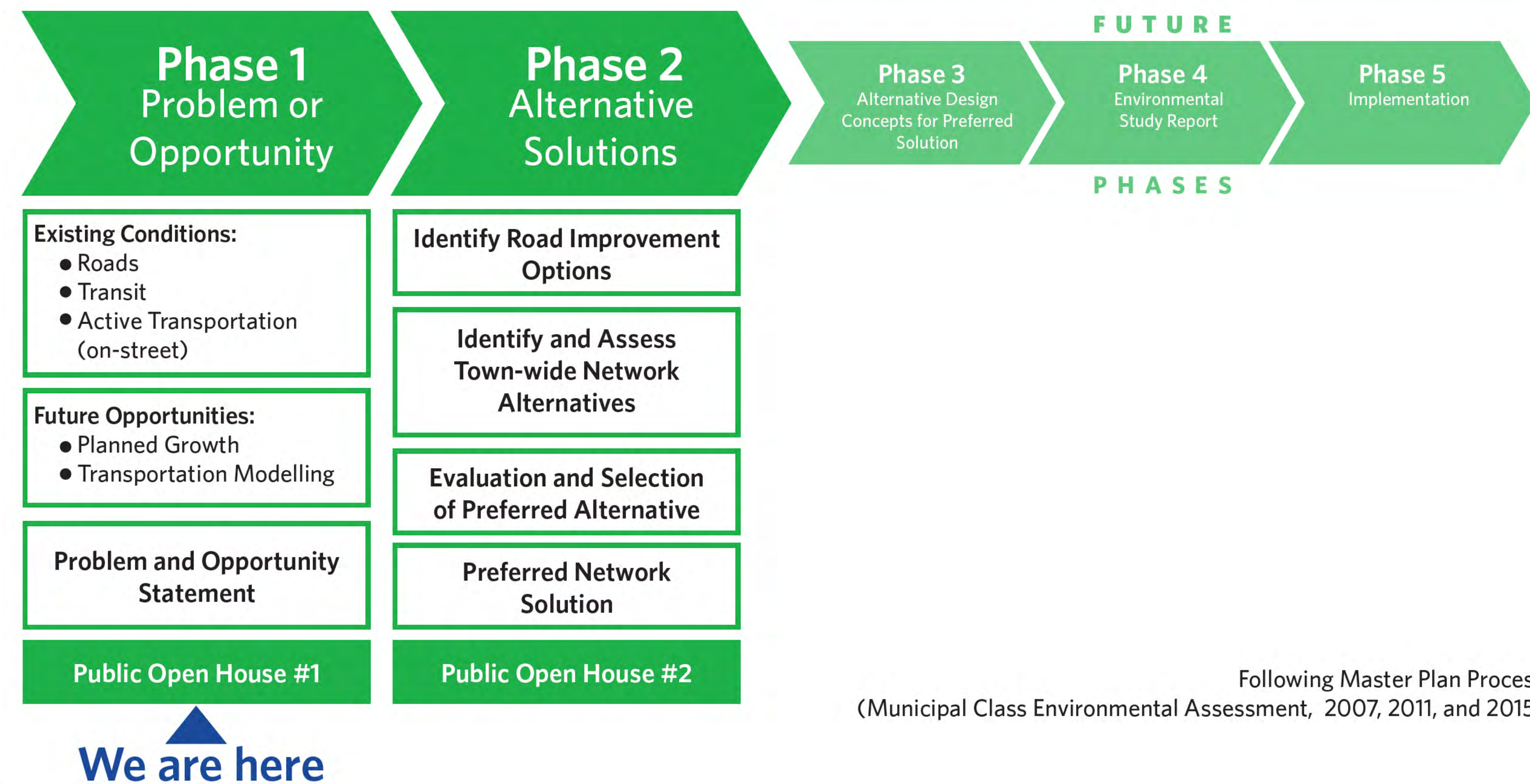
Serve as a blueprint for the Town to develop its future transportation network

Focus on active transportation, connectivity, and accessibility

Promote community prosperity and sustainability

Support the Town's vision for a safe, accessible, and livable community

Following Phase 1 and 2 of the EA Process



Internal Travel Demand (Daily)



Daily Modal Split

A donut chart illustrating the percentage of people using different modes of transport to work. The chart is divided into four segments: Auto Driver (87%, orange), Walk + Cycle (2%, purple), Transit (5%, blue), and Auto Passenger (6%, yellow). Each segment is accompanied by an icon and a label.

Mode of Transport	Percentage
AUTO DRIVER	87%
WALK + CYCLE	2%
TRANSIT	5%
AUTO PASSENGER	6%

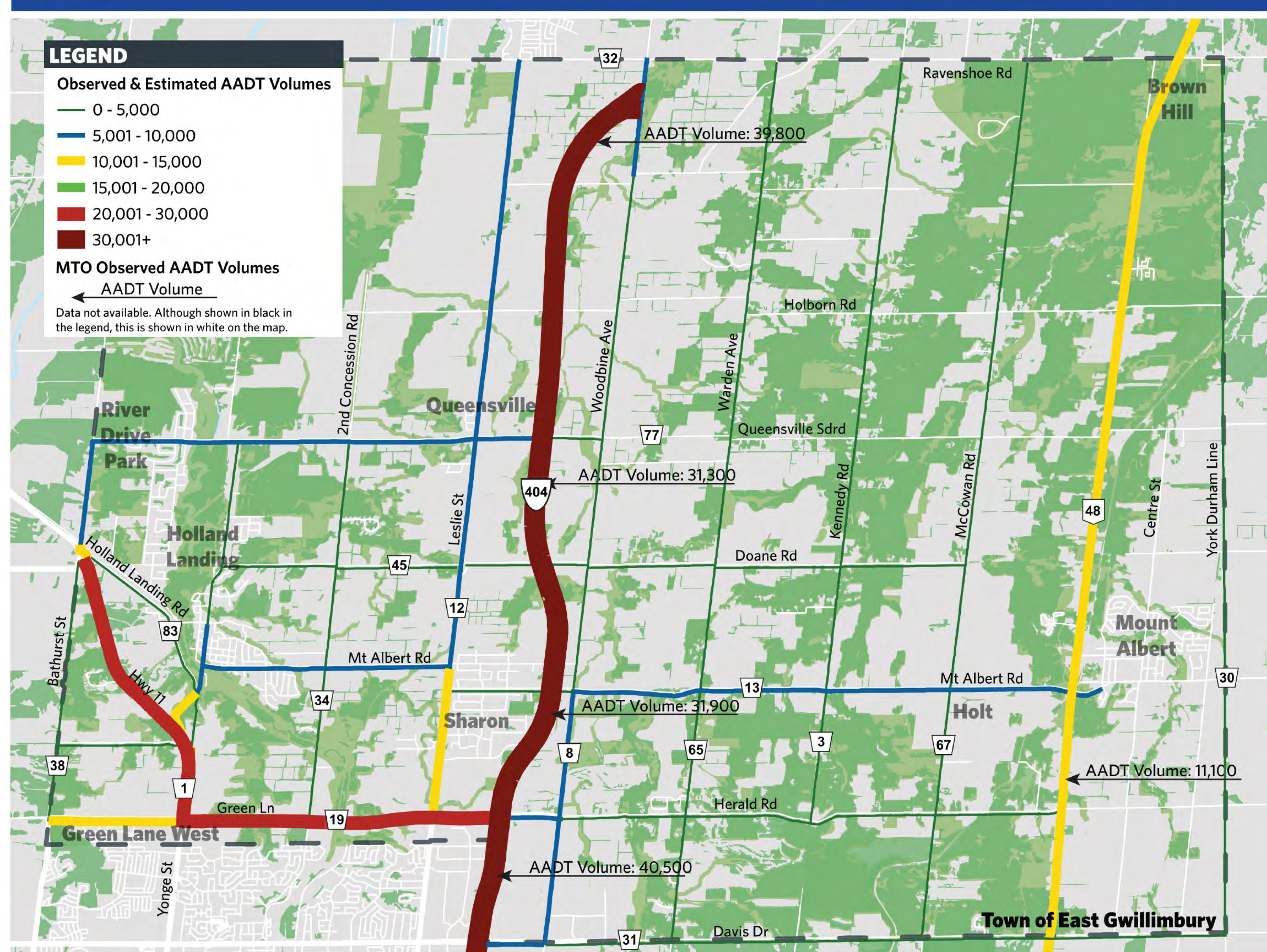
2% of these trips are by active modes

85% of trips that are less than or equal to **5km** in length are made by car



18,219 TRIPS ≤ 5KM

TRANSIT 10% WALK + CYCLE 5%

Existing Conditions Daily Traffic Volumes



Transit Demand

	2014 Boardings		2015 Boardings	
	Avg Weekday	Avg Saturday	Avg Weekday	Avg Saturday
 Route 52 Holland Landing	262	108	↘ 196	↘ 99
 Route 58 Mount Albert	130	9	↘ 128	↘ 5

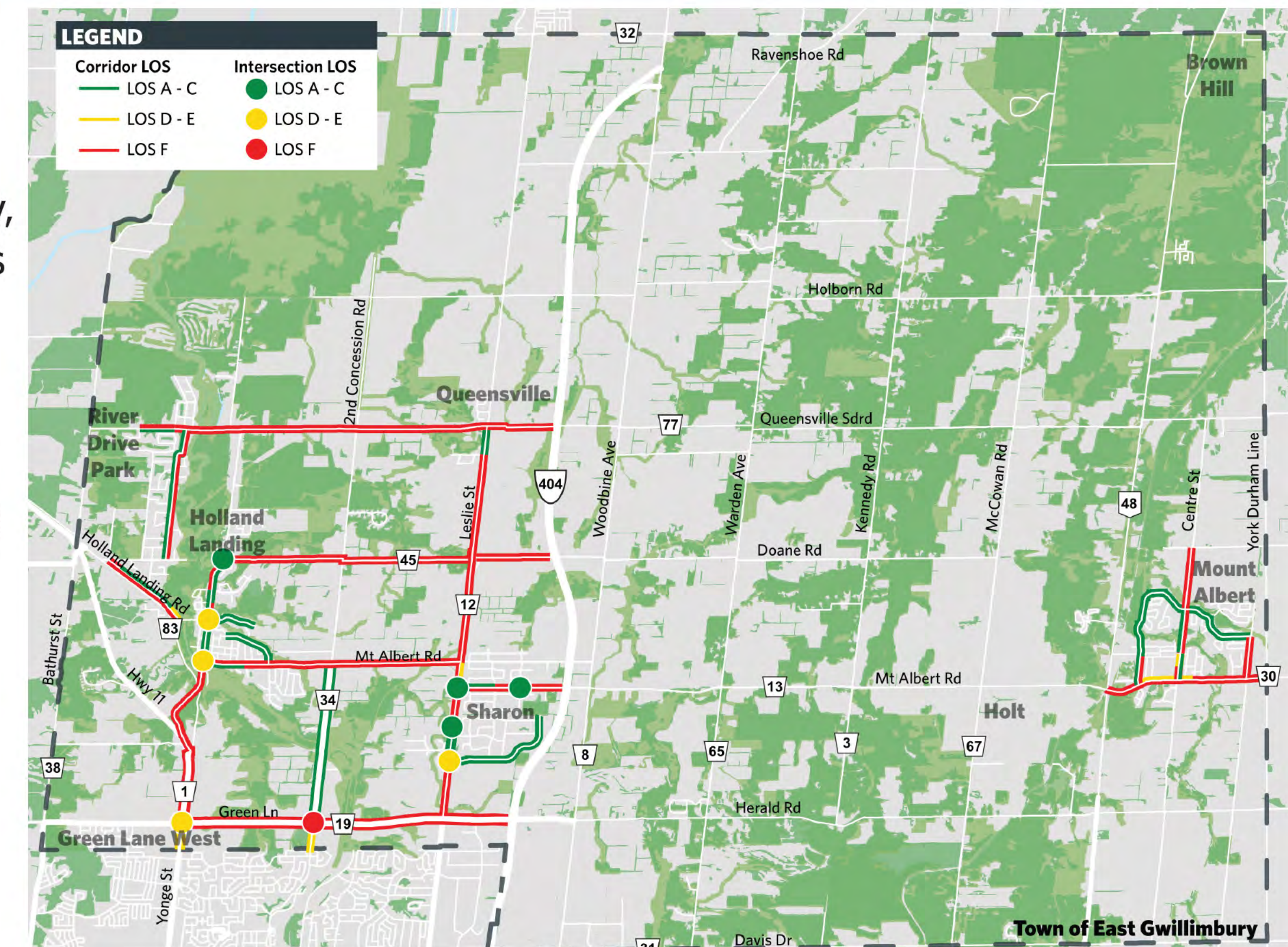
Transit trips are trending downwards.

Active Transportation Level of Service

Pedestrian Level of Service (PLOS)

Based on user comfort, safety, and convenience and are thus subjective.

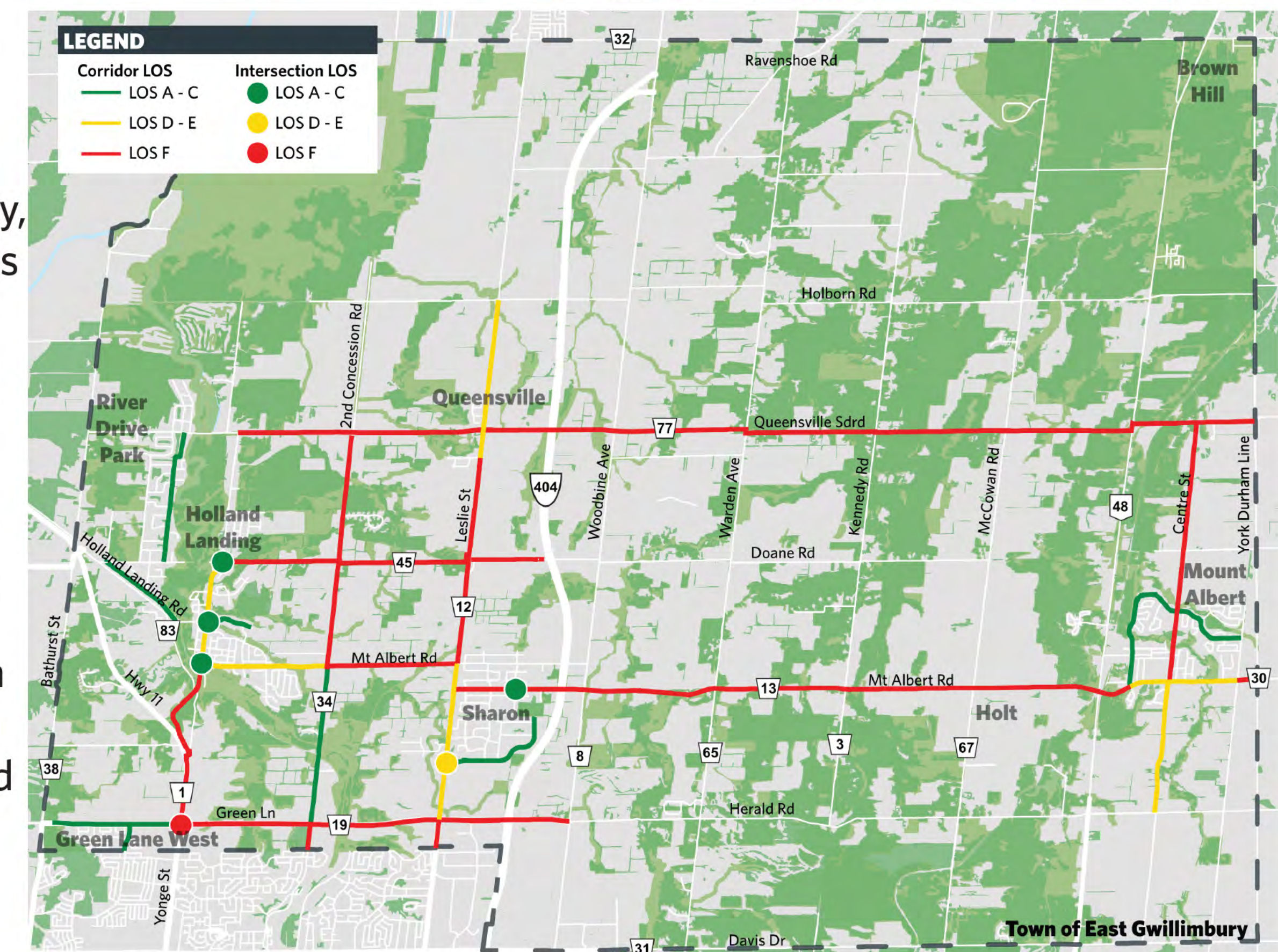
Higher segment scores are found at locations where vehicle speeds and volumes are lower, and where there are wider sidewalks.



Bicycling Level of Service (BLOS)

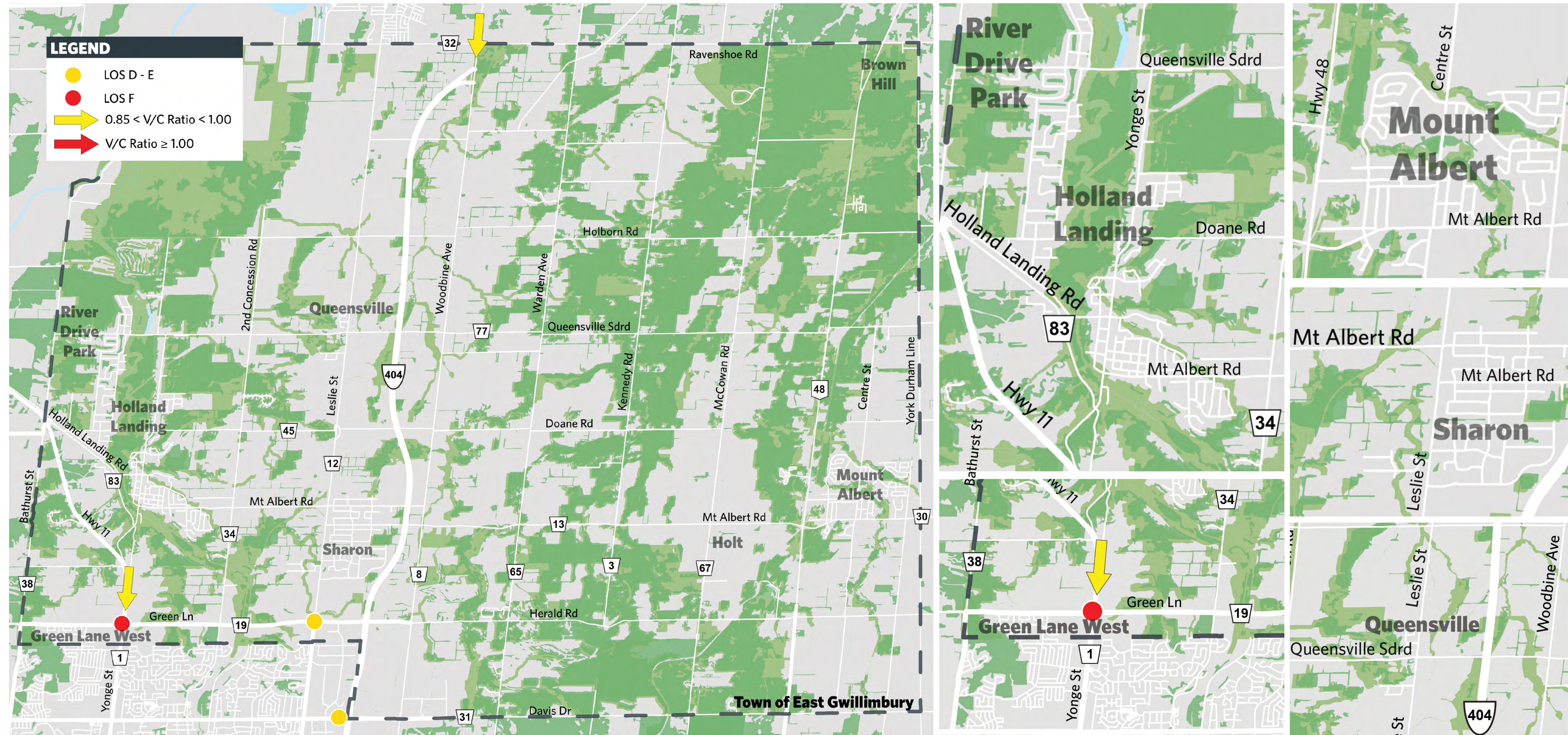
Based on user comfort, safety, and convenience and are thus subjective.

It is most sensitive to facility type. Physically separated bikeways such as cycle tracks, protected bike lanes, and multi-use paths receive the highest scores. Cycling in mixed traffic conditions with varying operating speeds and street widths score lower.



Road Network Where do you experience traffic congestion?

The map below illustrates where there is known traffic congestion. Place a **red dot** where you experience traffic congestion. Place a **green dot** for areas where you see opportunities to improve traffic. Comments can also be provided on **post-it notes**.



Where do you see gaps or opportunities in the network?

[illegible]

Cycling Network

Where do you see gaps or opportunities in the network?

The map below illustrates the existing cycling facilities. Place a **red dot** where you see a gap in the network. Place a **green dot** for areas where you see opportunities for the cycling network. Comments can also be provided on post-it notes. **Where would you like to cycle to and from?** Put pins and strings on the map to indicate your preference.



Problem and Opportunity Statement

The Town of East Gwillimbury is planned to grow significantly over the next 25 years by about 5 times its current population. This growth will result in additional and shorter trips within the Town, adding strain on the Town's internal transportation network.

At the same time, this growth represents opportunities to:



Provide new road linkages



Improve the streets within the Town, making them safe and accessible for all road users



Promote walking as the first choice for short trips



Make cycling an option for more than just recreational trips



Grow the role of transit in the Town

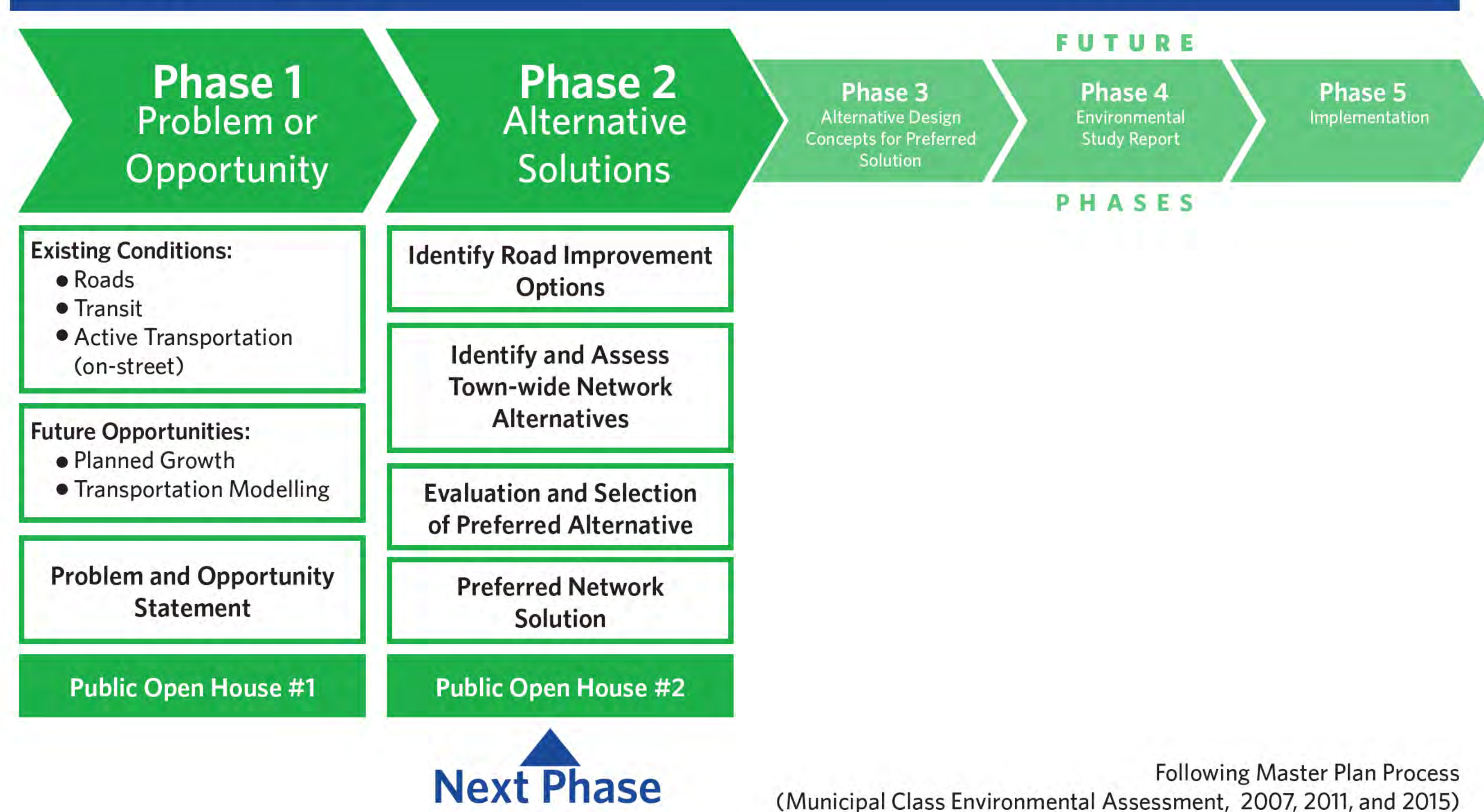
Ultimately, this multimodal vision for transportation will ensure that the Town is a safe, accessible, and livable community in the future

What do you think of this draft Vision Statement?

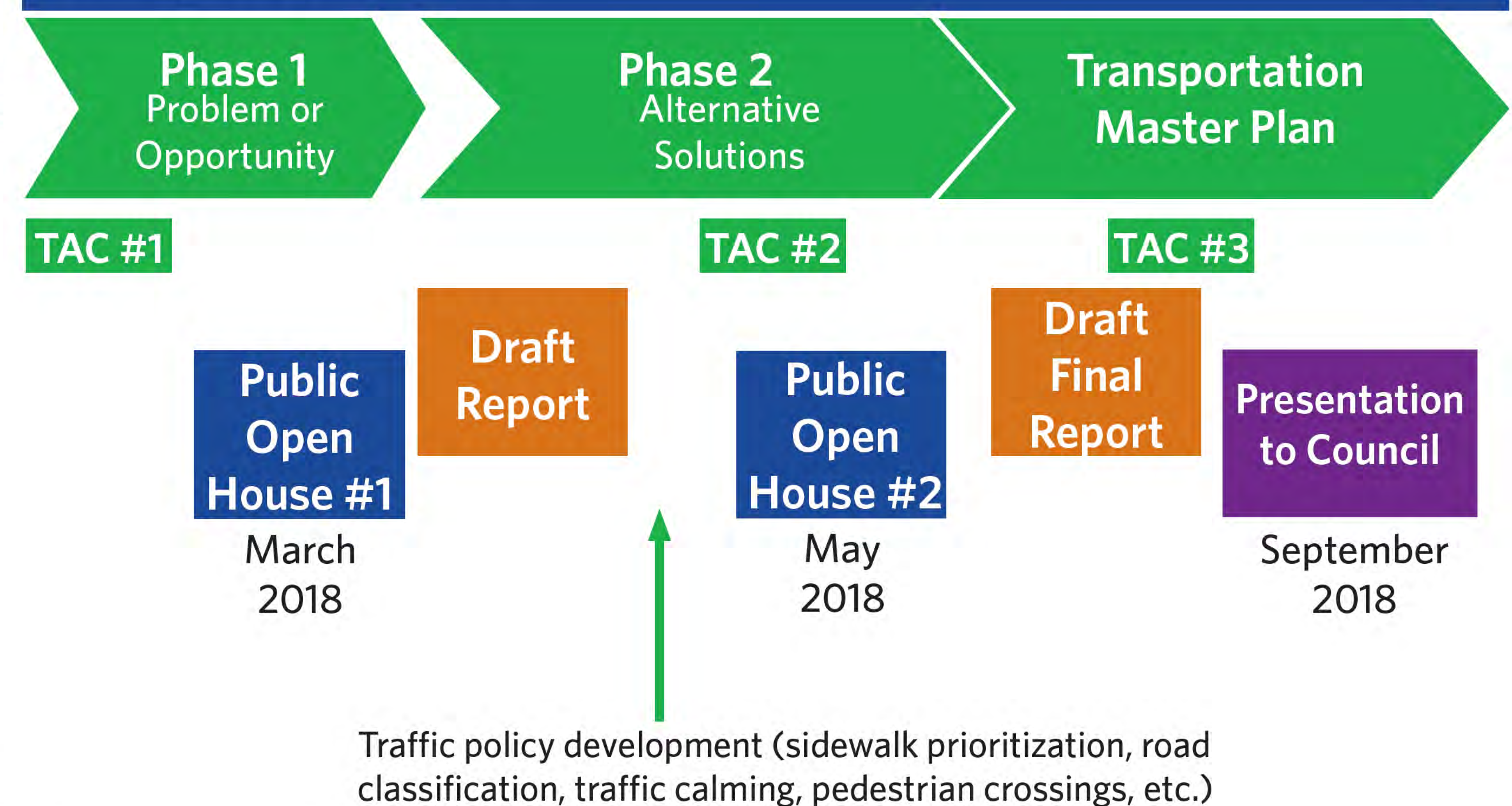
Place a **green dot** if you like it, and a **red dot** if you think it needs improvement. Comments can also be provided on **post-it notes**.

Thank you for attending Public Information Centre 1

Next Phase



Study Schedule



Keep Informed and Get Involved



Please fill out a **comment form** and return it to us today or provide your comments online by March 30, 2018.



For more information, visit us at:

www.eastgwillimbury.ca

Contact Us

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Sharon, ON L0G 1V0
Phone: 905-478-4283 ext. 1224
Email: jmassadeh@eastgwillimbury.ca



Water and Wastewater Master Plan Update

Town of East Gwillimbury

Station 3

Water and Wastewater Master Plan Update



Town of
East Gwillimbury



First Name	Last Name	Address / Community	Email

Name: _____

Email:

[illegible]

Name: _____

Email: _____

[illegible]

Notice of Public Consultation #2
March 27, 2019
Held on April 10, 2019



NOTICE OF PUBLIC INFORMATION CENTRE #2

TOWN OF EAST GWILLIMBURY TRANSPORTATION MASTER PLAN AND WATER/WASTEWATER MASTER PLAN

The Town of East Gwillimbury has initiated a Transportation Master Plan (TMP) Study and a Water & Wastewater Master Plan (W/WWMP) Study to provide a sustainable blueprint for the planned growth of the Town to 2041. The TMP and W/WWMP will serve as updates to the Town's 2010 Transportation Master Plan and to the Town's 2009 Water & Wastewater Master Plan respectively by building upon sustainable policies and plans developed by York Region and the Province of Ontario.

Public feedback will help structure these Master Plan updates and build a stronger understanding of the public's interest, identify opportunities, challenges, and ideas for the future vision of transportation and water & wastewater infrastructure in the Town. As such, we intend to host a joint Public Information Centre for both of these Master Plan updates.

THE PROCESS

This Study follows the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), including consultation with the public and stakeholders, consideration of all reasonable alternatives, a high level assessment of the effects on the environment at the network level, evaluation of alternatives highlighting advantages and disadvantages, and full documentation of the process providing a traceable rationale for conclusions reached. The Master Plan process will satisfy Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements:

- Phase I will assess existing conditions, context and challenges; and
- Phase II will develop network plans and identify triggers for different infrastructure needs, phasing of projects and an action plan.

PUBLIC INFORMATION CENTRE (PIC) # 2

Thank you for your input at PIC # 1 on March 22, 2018.

PIC #2 will introduce and develop network plans and identify triggers for different infrastructure needs, the phasing of projects, and an action plan. We require your input on the vision of transportation, and water/wastewater servicing in the Town

Date: April 10, 2019

Time: 5:00-8:00 PM: Drop-in Interactive Open House

Location: East Gwillimbury Civic Centre

19000 Leslie Street, Sharon, ON L0G 1V0

CONTACTS

If you require additional information or would like to be placed on the project contact list, please visit the Town's website at www.eastgwillimbury.ca or contact one of the individuals below:

OR

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Asset Management and Capital Project Manager

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Mazahir Alidina, PhD, P. Eng.
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Public Consultation #2

Presentation Boards



Transportation Master Plan Update

Town of East Gwillimbury

Welcome

to Public Information Centre 2

What is a Transportation Master Plan?

A Transportation Master Plan (TMP) identifies the long-term transportation objectives of a defined area and specific solutions requiring further study. Transportation is an essential part of a community and is one of the primary factors driving the Town's environmental, economic, and social sustainability. A transportation system can influence the travel choices that people make and these choices will have a significant effect on the sustainability of the area and its growth.



Planning Context

The Town's TMP will be developed within the context of existing policies and initiatives at the provincial, regional, and local levels.

Provincial

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Regional

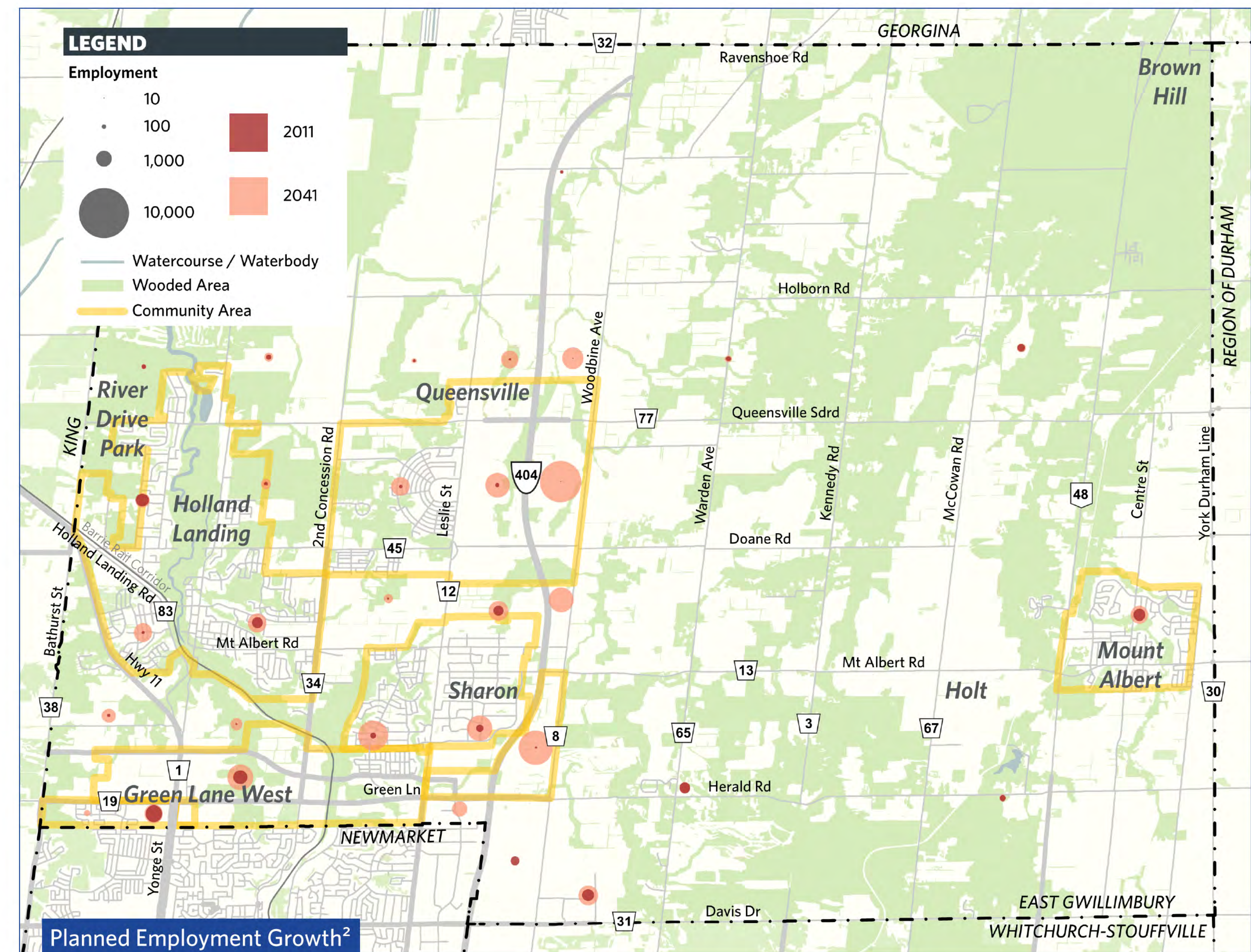
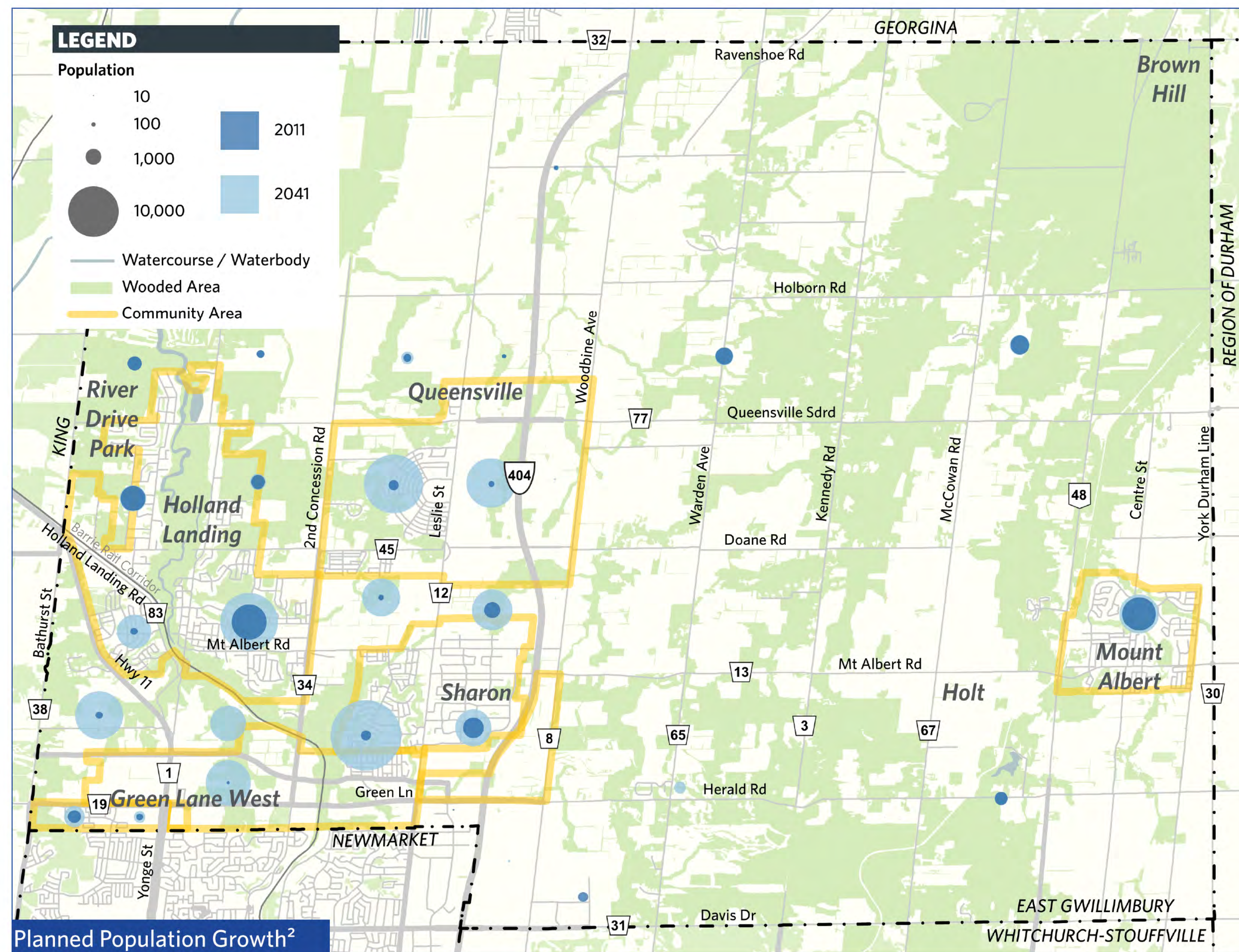
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Local

- Official Plan, 2010
- Strategic Plan, 2015-2018
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- Green Lane Secondary Plan, 2018
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Planned Growth

The Town's population and employment is expected to grow significantly. Growth is centered around Green Lane West, Sharon, Holland Landing, Mount Albert, and Queensville¹.






Notes:

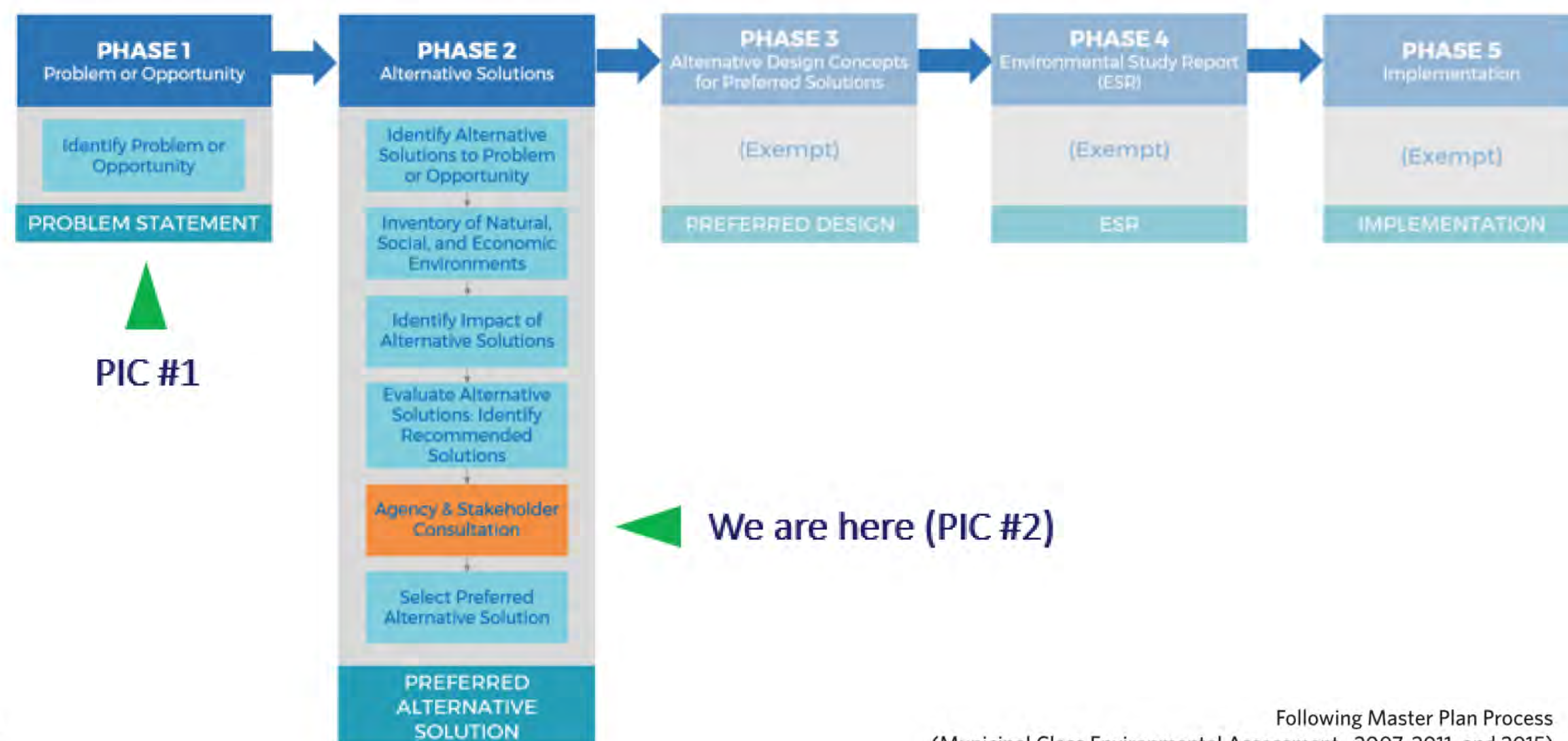
¹The urban boundary is subject to change. York Region is currently undertaking the Municipal Comprehensive Review (MCR) to determine where growth will occur.

²York Region 45% Intensification Scenario, 2016 - Subject to change

Purpose of the TMP

-  Support **all modes of travel** (auto, transit, on road and off road active transportation)
-  Identify **gaps and opportunities** in the transportation network
-  **Accommodate growth** to 2041 and beyond
-  **Support** existing and future land uses
-  Develop a **well-integrated, multi-modal, and sustainable transportation network**






Follows Phase 1 and 2 of the EA Process



Problem and Opportunity Statement

The Town of East Gwillimbury is planned to grow significantly over the next 25 years by about 5 times its current population. This growth will result in additional and shorter trips within the Town, adding strain on the Town's internal transportation network.





At the same time, this growth represents opportunities to:

-  Provide new road linkages
-  Improve streets within the Town, making them safe and accessible for all road users
-  Promote walking as the first choice for short trips
-  Make cycling an option for more than just recreational trips
-  Grow the role of transit in the Town

Ultimately, this multimodal vision for transportation will ensure that the Town is a safe, accessible, and livable community in the future.

TMP Planning Strategies

Phase 2 of the Municipal Class Environmental Assessment (EA) process requires documentation and examination of scenarios which address the problems and opportunities. Four TMP planning scenarios were identified for the Town:

No.	Scenarios	Description	Objective
1	Base Case	Committed road improvements by Ministry of Transportation, York Region, and the Town	<div>  Confirm the need for the Town to make its own investments in transportation </div>
2	Currently Planned Town Network	Further to Scenario 1, build planned Town improvements from the 2010 TMP and the 2012 Active Transportation and Trails Master Plan (ATTMP)	<div>  Confirm the Town's infrastructure needs from the 2010 TMP and 2012 ATTMP </div>
3	Revised Town Network	Revise Scenario 2 to respond to change in the planning context. Invest in new connections and road improvements	<div>  Confirm the desire to invest in new road infrastructure. </div>
4	Multimodal Town Network	Further to Scenario 3, implement cycling facilities on existing and all new roadways, and implement Travel Demand Management (TDM) policies and Complete Streets on existing Town roadways	<div>  Confirm the desire to invest in new road infrastructure with designated facilities for cyclists, and EcoMobility hubs to support YRT On-Demand Transit Service </div>

Road Network

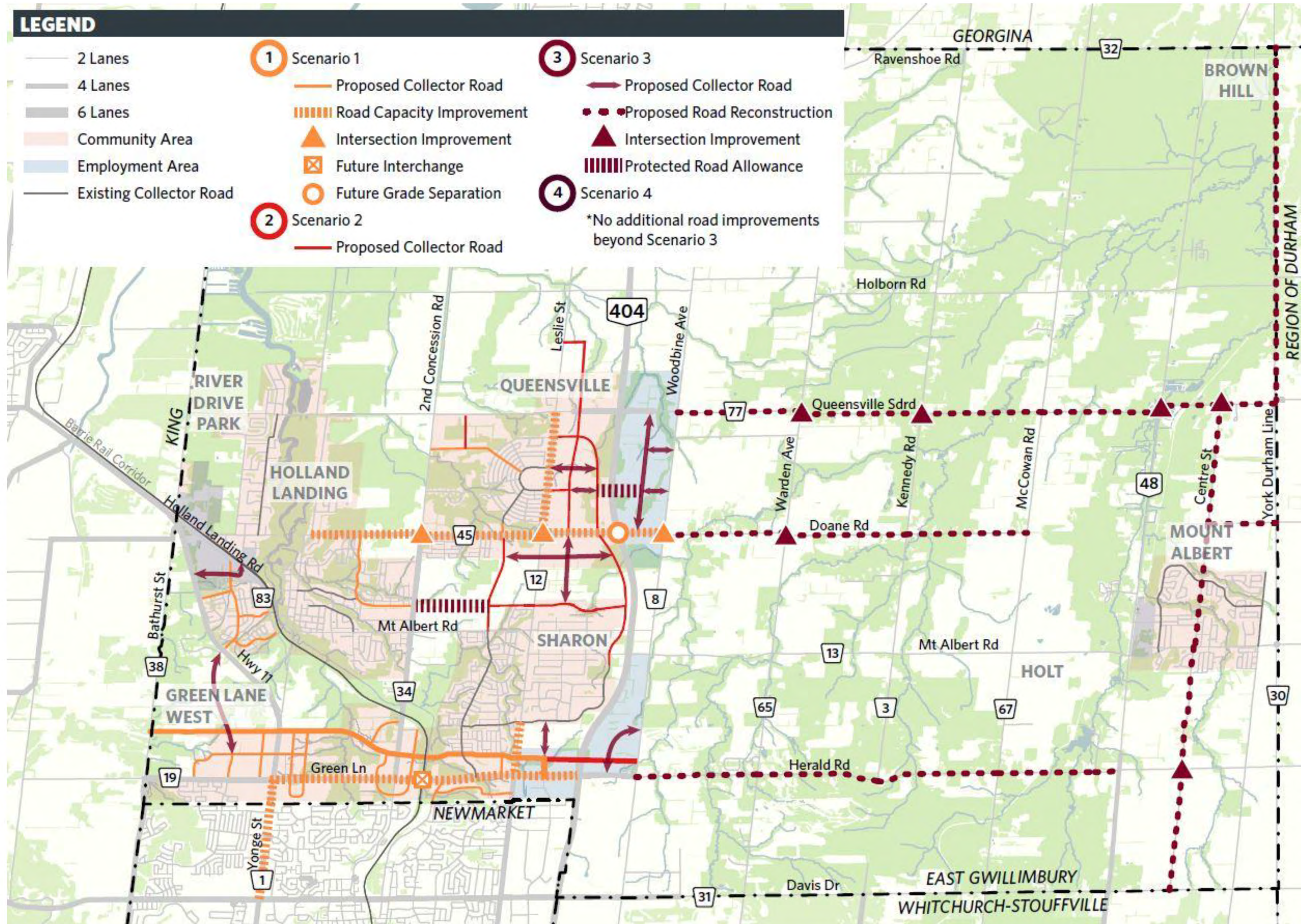
Intersection Improvement



Road Widening



Grade Separation



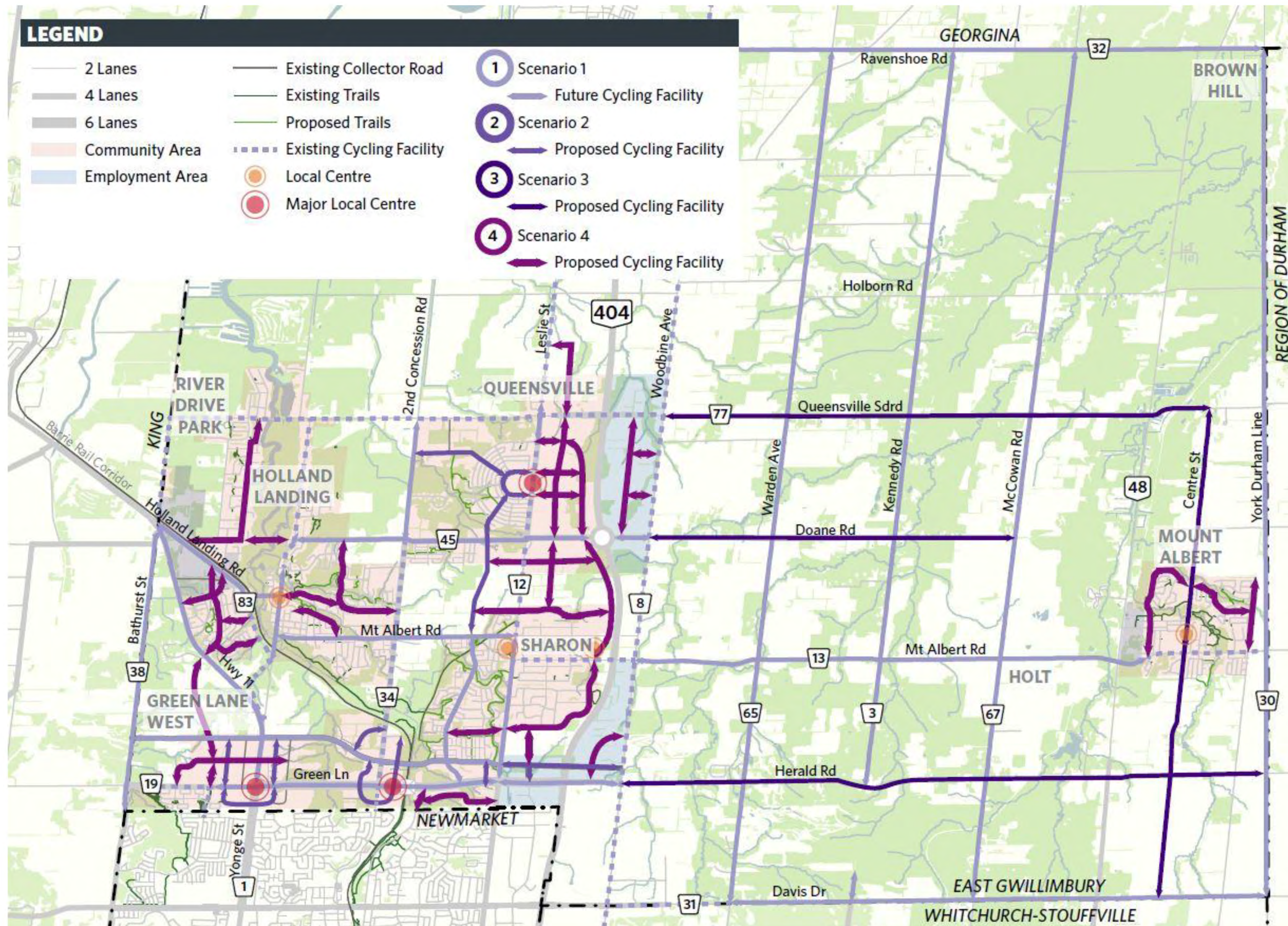
On Road Cycling Network

There are many types of cycling facilities. This can include:

Sharrows



Bike Lane



Disclaimer: Refer to ATTMP for off road cycling facility

Transit Network, Planning Strategies, and Policy Development

* EcoMobility Hubs incorporate multiple shared mobility services (i.e. bike share, electric vehicle car share, and safe and comfortable waiting areas for ride share) at a single location. They can be placed at central locations in a community to provide more travel options^{1 2}.

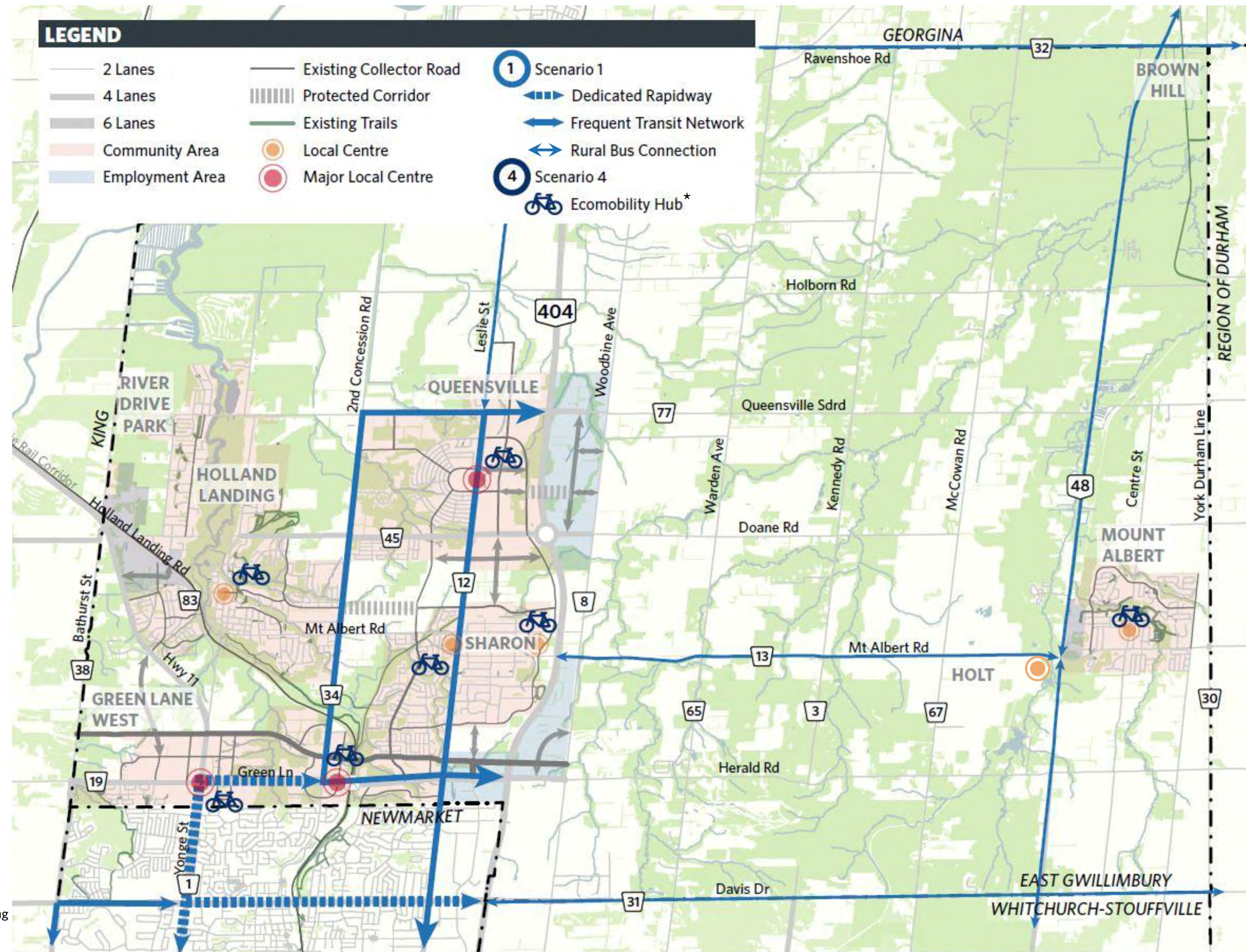


Source: Multi Mobility, Sophia von Berg, 2014

Notes:

¹Karim D. M., *Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies*, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11-13, 2015.

²Karim D. M., *Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities*, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.



Evaluation Criteria



Evaluation Criteria and Measures

Transportation Service

- Efficiently move people and goods
- Provides safe access
- Provides efficient connections within the Town
- Improves connections to/from surrounding municipalities
- Provides opportunities to walk and cycle throughout the Town
- Provides a diversity of travel choices, including walking, cycling, and transit

Social Equity

- Accommodates mobility for all ages and users
- Optimizes the health and safety of all ages and users

Policy Environment

- Supports Provincial policies
- Support York Region policies
- Supports Town's Official Plan
- Supports existing and future population areas

Affordability

- Minimizes capital costs
- Minimizes maintenance and operation costs

Natural Environment

- Minimizes impacts to the natural environment
- Network encourages active transportation

Socio-Economic Environment

- Minimizes impacts to property
- Supports existing and future employment areas
- Provides opportunities for planned growth

Evaluation of the Scenarios

Evaluation Criteria	Scenario 1: Base Case	Scenario 2: Currently Planned Town Network	Scenario 3: Revised Town Network	Scenario4: Multimodal Town Network
Transportation Service	<div></div>	<div></div>	<div></div>	<div></div>
Social Equity	<div></div>	<div></div>	<div></div>	<div></div>
Policy Environment	<div></div>	<div></div>	<div></div>	<div></div>
Affordability	<div></div>	<div></div>	<div></div>	<div></div>
Natural Environment	<div></div>	<div></div>	<div></div>	<div></div>
Socio-Economic Environment	<div></div>	<div></div>	<div></div>	<div></div>
Total Graphically	Screen Out	Screen Out	Screen Out	Preferred Scenario

Preferred Scenario 4: Enhanced Town Network

Scenario 4 is the preferred planning alternative of the TMP. The preferred alternative aims to reduce the dependency on vehicles and increase the modal split of transit, cycling, and walking.

This can be achieved by the following actions:

- Constructing key road connections to connect the communities within the Town
- Connecting the missing gaps in the sidewalk network to promote walking as the first choice for short trips
- Implementing cycling infrastructure throughout the Town
- Sustainable updates to the Town's Zoning By-law
- Develop new transportation policies
- Leverage shared mobility through EcoMobility hubs
- Advocate for and support York Region's Transit plans

Notes:

¹Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11-13, 2015.

²Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.

EcoMobility Hub Pilot Program

An EcoMobility Hub is a multi-modal one-stop point intended to facilitate smart and easy access to mobility services^{1 2}. These hubs may vary in scale from major transit station areas (i.e. East Gwillimbury GO Station) to smaller scale, community based hubs. Depending on the scale, the hub may include:

- Bus stops
- Dedicated car-share parking spaces with charging stations
- Parking lay-bys for ride-sharing
- Bike share stations
- Comfortable and safe waiting areas with displays for real-time data for all modes

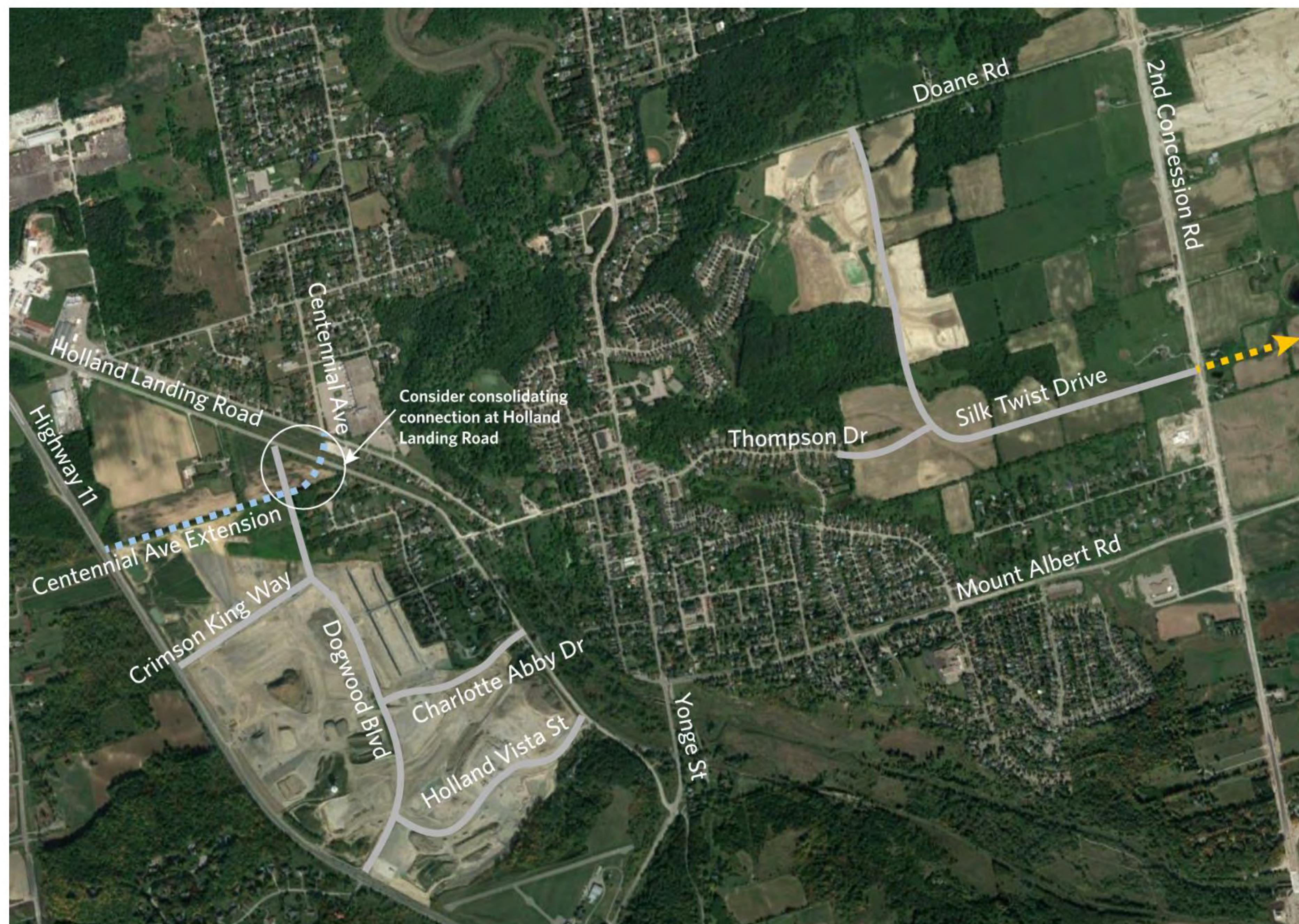
Do you want to see an EcoMobility Hub pilot in Town?



Source: Multi Mobility, Sophia von Berg, 2014

Proposed Improvements to the Town Road Network

Holland Landing



Sharon



Legend

- Proposed Major Collector Road
- Proposed Minor Collector Road
- Road Widening (2-4 Lanes)
- Roundabout
- Structure

Proposed Improvements to the Town Road Network

Mount Albert

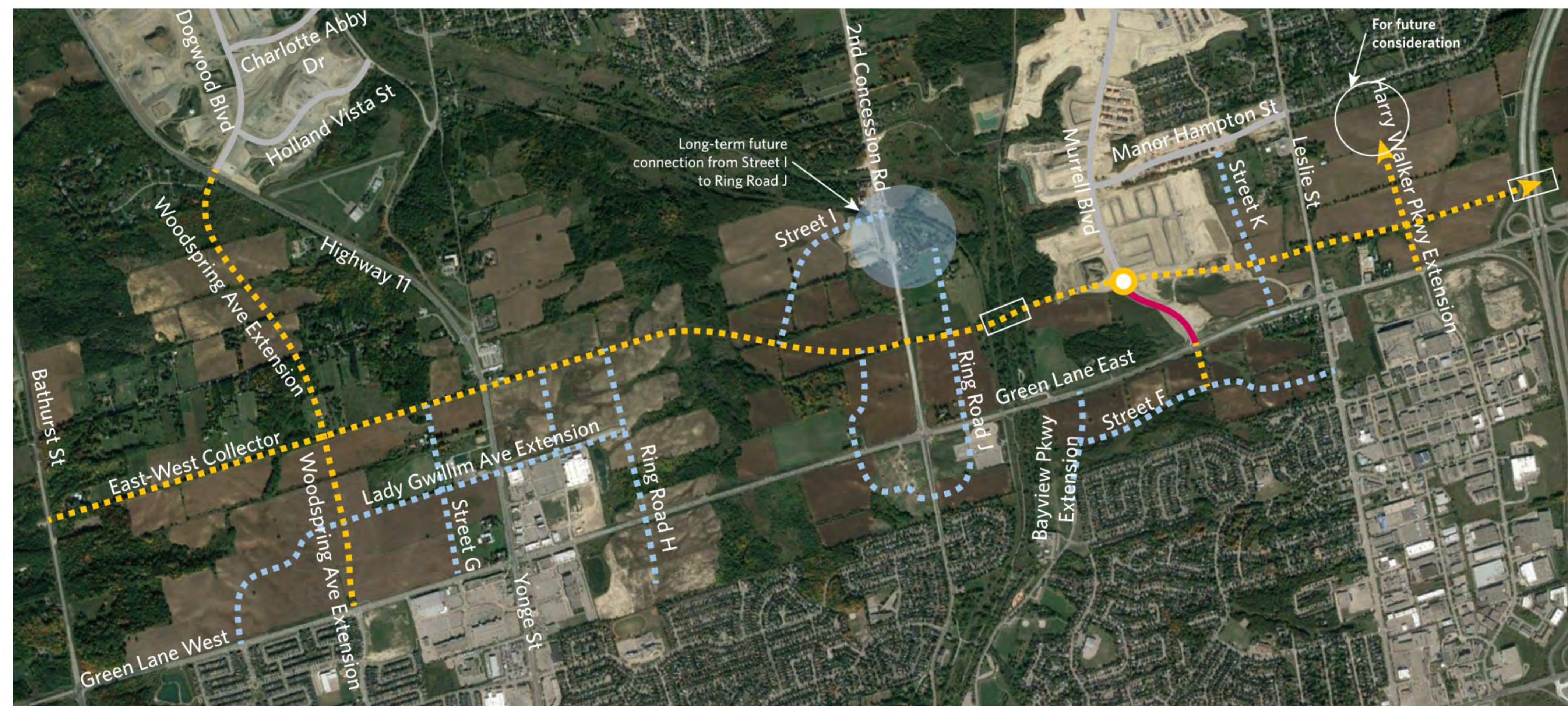


Queensville



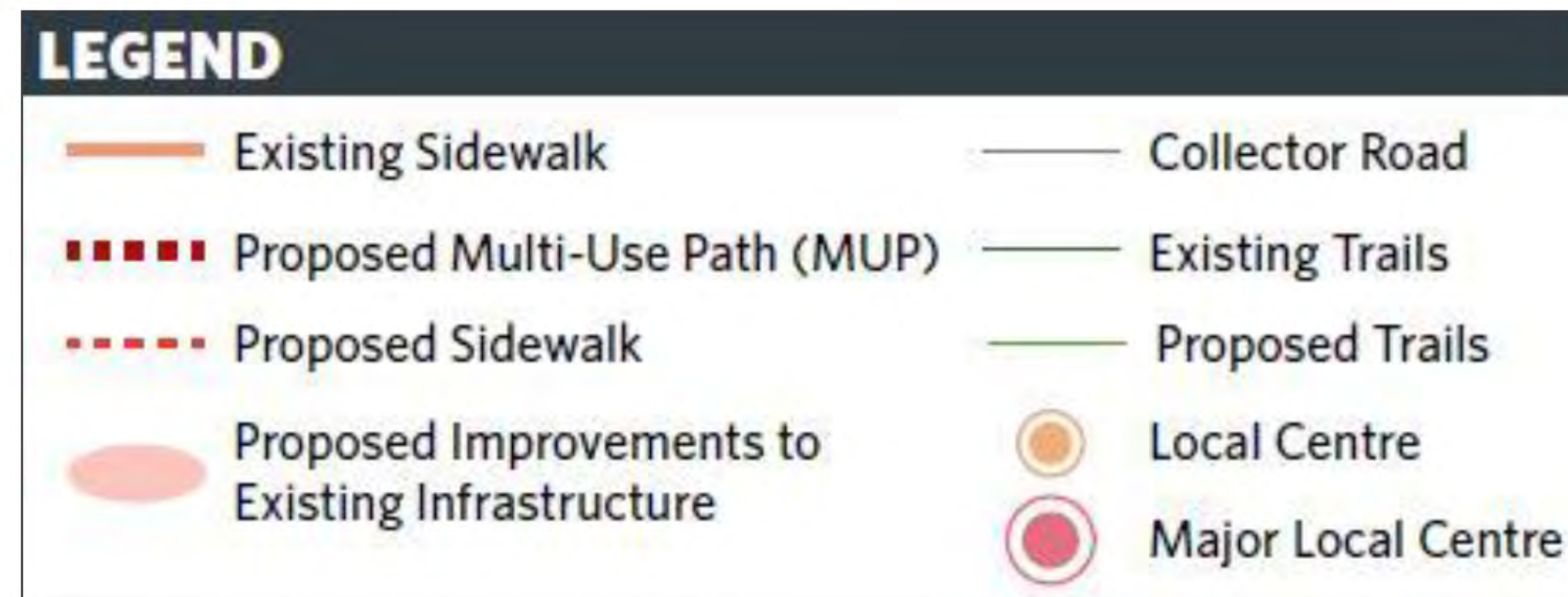
- Legend**
- Proposed Major Collector Road
 - Proposed Minor Collector Road
 - Road Widening (2-4 Lanes)
 - Roundabout
 - Structure

Green Lane Corridor



Note: Proposed Road Alignments are CONCEPTUAL only and subject to further study.

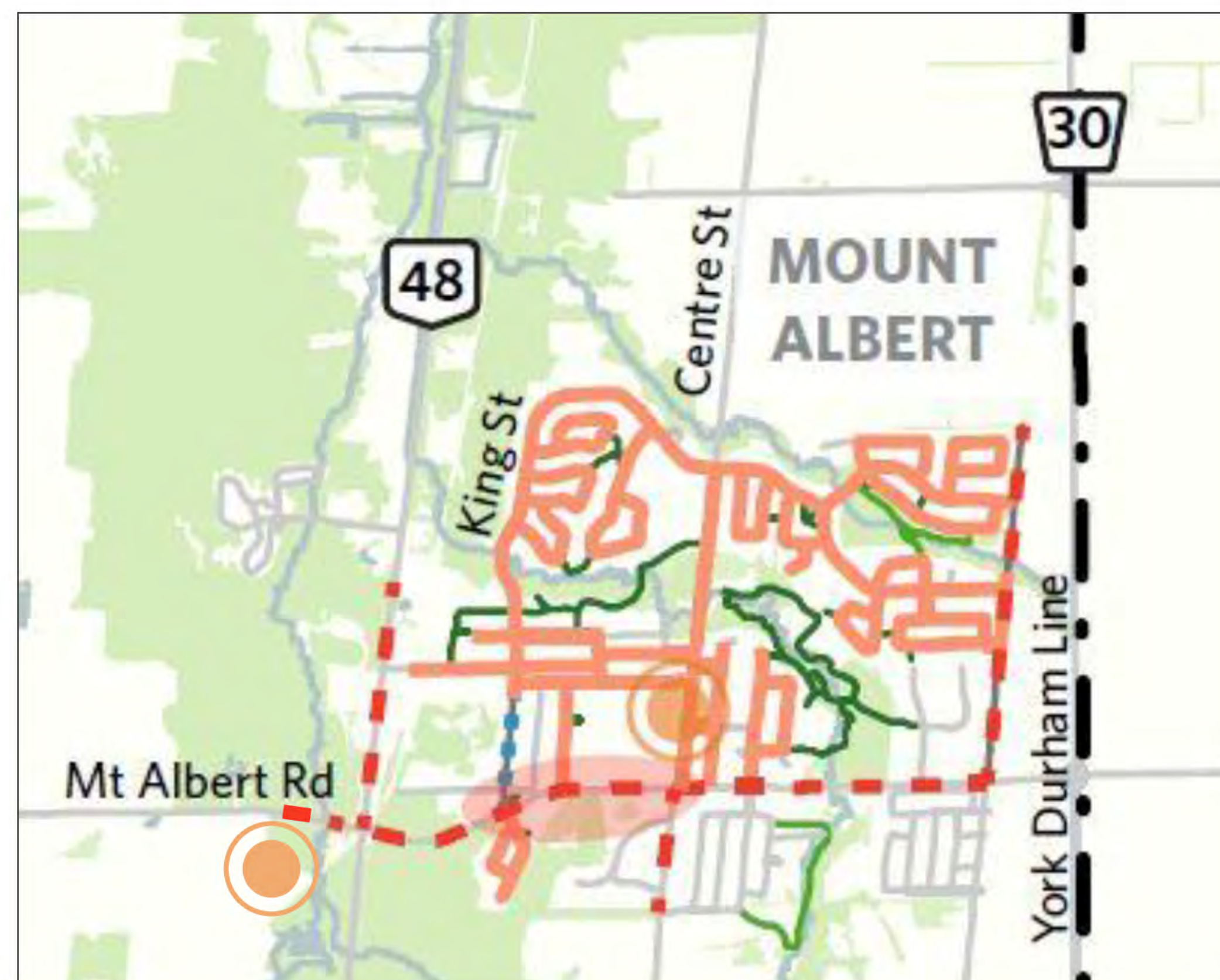
Missing Link Sidewalk Network



Note: Proposed improvements could include widening of existing sidewalks, adding separation between the sidewalk and the vehicular travel lanes, adding street furniture (e.g. benches), or landscaping additions

Disclaimer: Refer to ATTMP for the trails system.

Mount Albert



Holland Landing, Queensville, Sharon, and Green Lane West



Consideration of where new sidewalks should be built



Land use, trip generators, and connectivity

- Proximity to institutional uses, including recreation centres and medical facilities
- Proximity to major employment areas



Roadway Characteristics

- Presence of existing sidewalks
- Posted speed limit
- Number of travel lanes



Public Support

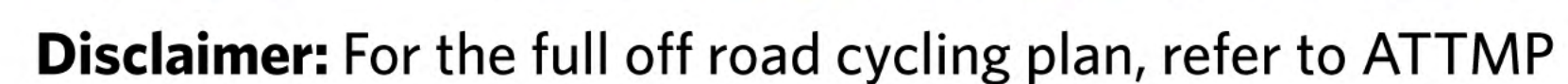
- Number of requests
- Evidence of pedestrian use



Constructability and Cost

- Available right-of-way
- Cost
- Impact to the environment

Proposed On Road Cycling Network



Potential intersection treatments to consider to improve traffic operations

Roundabouts

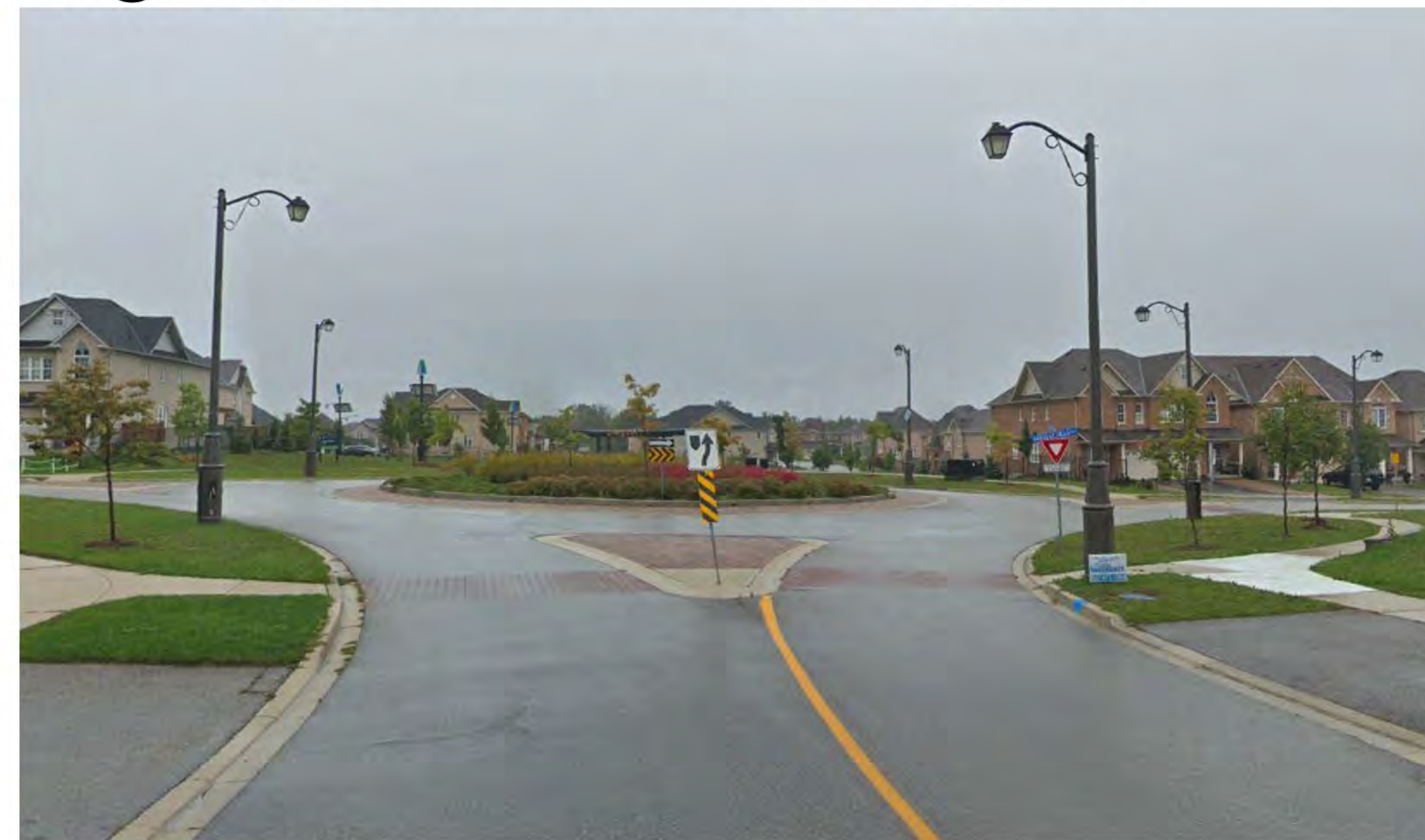
Roundabouts can be used at intersections instead of stop control or signalized intersections. They are known to improve traffic flow and reduce delay at intersections. Do you want to see **roundabouts** in the Town? Where would you like to see them?

Multi-lane Arterial Roundabout



Source: Town of Collingwood

Single Lane Residential Roundabout



Source: Google Maps

Mini Roundabout



Source: Google Maps

Thank you for attending Public Information Centre 2 Keep Informed and Get Involved



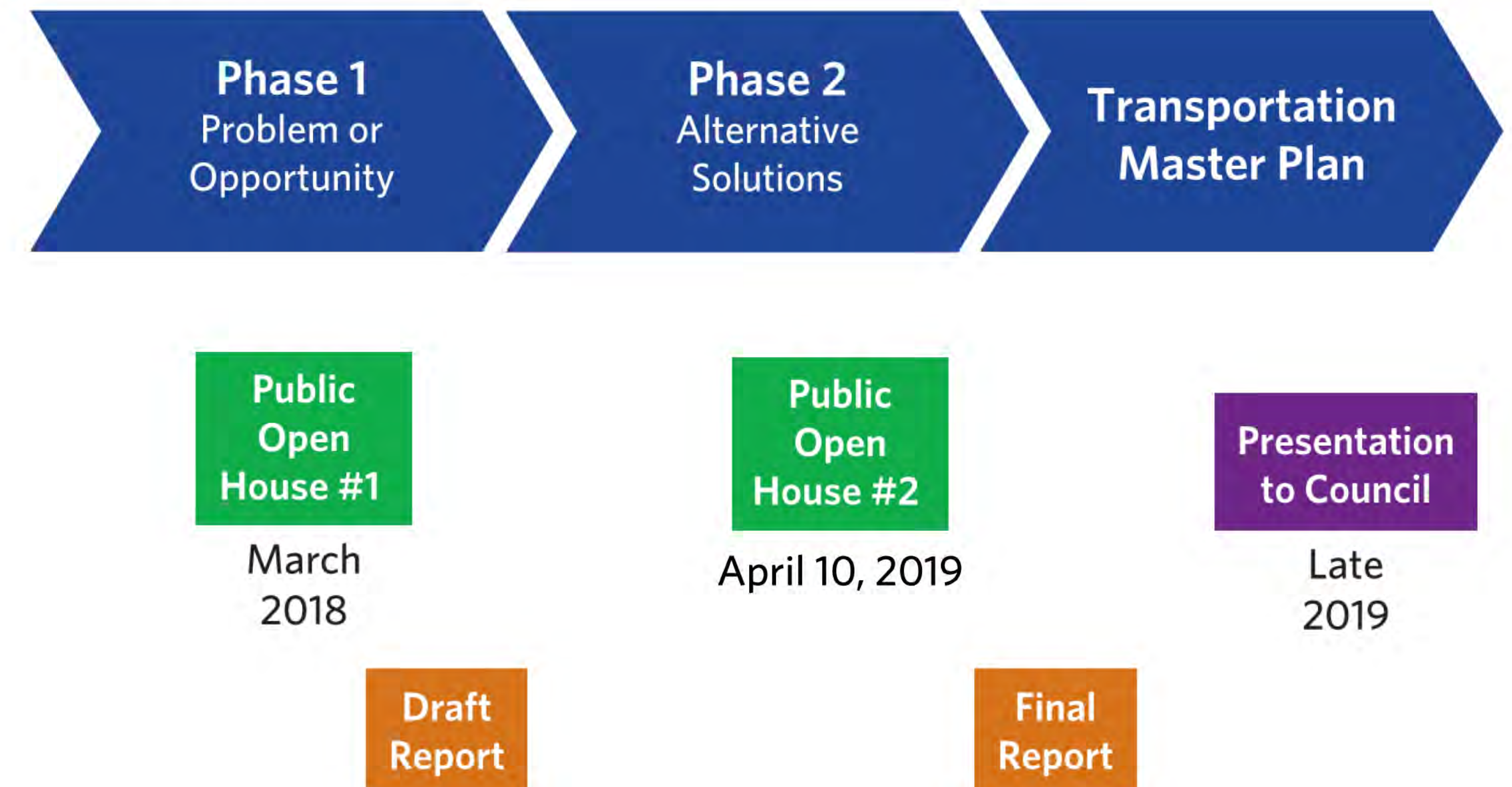
Please fill out a comment form and return it to us today or provide your comments online by May 1, 2019.



For more information, visit us at:

www.eastgwillimbury.ca/projects

Study Schedule



Keep Informed, Get Involved, and Contact Us

Please share your thoughts or opinions about the East Gwillimbury Transportation Master Plan by contacting our project team:

Jonathan Chai, P.Eng
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289-695-4629
Email: jonathan.chai@hdrinc.com

Jamal Massadeh, P. Eng
Senior Traffic & Transportation Technologist
Town of East Gwillimbury
19000 Leslie Street
Sharon, ON L0G 1V0
Phone: 905-478-4283 ext. 1224
Email: jmassadeh@eastgwillimbury.ca

Denny S. Boskovski, C.E.T.
Asset Management and Capital Project Manager
Town of East Gwillimbury
19000 Leslie Street
Sharon, ON L0G 1V0
Phone: 905-478-4283 ext. 3818
Email: dboskovski@eastgwillimbury.ca



First Name	Last Name	Address / Community	Email

[illegible][illegible]

Notice of Commencement (2023)
February 9, 2023

TRANSPORTATION MASTER PLAN

PROJECT DESCRIPTION

This notice of commencement is being issued to ensure administrative compliance and to provide all stakeholders with a status of the work that is being undertaken. The Town of East Gwillimbury previously initiated a Transportation Master Plan (TMP) Study in 2017 to provide a sustainable blueprint for the planned growth and transportation needs to the year 2041 and to serve as an update of the 2010 TMP by building upon sustainable transportation policies and plans developed by York Region and the Province of Ontario.

In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections to the year 2051. The TMP was updated to address the transportation needs to 2051 while accounting for a new study context including updated transportation policies and plans by York Region and the Province of Ontario.

The Town is committed to managing growth in a responsible manner, planning for the safe, efficient and reliable movement of people and goods, and ultimately achieving the Town's vision for a safe, accessible and liveable communities. With these goals in mind, the TMP update will guide the development of the Town's long-term, multi-modal transportation network, define policies, programs, and infrastructure required to meet the Town's mobility needs, and provide a context for transportation decisions.

THE PROCESS

This Study will follow the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011), including consultation with the public and stakeholders, consideration of all reasonable alternatives, a high level assessment of the effects on the environment at the network level, evaluation

of alternatives highlighting advantages and disadvantages, and full documentation of the process including rationale for conclusions reached. The Master Plan process will satisfy Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements.

CONSULTATION

A key component of the study will be consultation with stakeholders, regulatory agencies and the public. Members of the public are invited to get involved in the Study process and provide input. A Public Information Centre (PIC) will be held during the Study to inform the process, present findings, and receive public input. A notice indicating the time and location of the PIC will be provided to registered stakeholders, published in local newspapers, on the Town's website and social media.

CONTACTS

If you require additional information or would like to be placed on the project contact list, please visit the Town's website at www.eastgwillimbury.ca/TMP or contact one of the individuals below:

Jamal Massadeh, P. Eng.

Senior Traffic & Transportation Technologist
Town of East Gwillimbury, 19000 Leslie Street, Sharon ON L0G 1V0
905-478-4283 Ext. 1224 | jmassadeh@eastgwillimbury.ca

Jonathan Chai, P. Eng.

Consultant Project Manager, HDR Corporation
100 York Boulevard, Suite 300, Richmond Hill ON L4B 1J8
289-695-4629 | jonathan.chai@hdrinc.com

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice first issued November 23, 2016. This Notice was reissued November 9, 2017, and February 9, 2023

Notice of Public Consultation #3
April 18, 2023
Held on April 26, 2023

Transportation Master Plan Update

April 26, 2023, at 5 p.m.

Council Chambers and Atrium at the Civic Centre (19000 Leslie Street, Sharon)

The Town of East Gwillimbury previously initiated a Transportation Master Plan (TMP) Study in 2017 to provide a sustainable blueprint for the planned growth and transportation needs to the year 2041 and to serve as an update of the 2010 TMP by building upon sustainable transportation policies and plans developed by York Region and the Province of Ontario.

In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections to the year 2051. The TMP was updated to address the transportation needs to 2051 while accounting for a new study context including updated transportation policies and plans by York Region and the Province of Ontario.

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THE PROCESS

This Study will follow the master planning process described in the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011, 2015 and 2023) including consultation with the public and stakeholders, consideration of all reasonable alternatives, a high level assessment of the effects on the environment at the network level, evaluation of alternatives highlighting advantages and disadvantages, and full documentation of the process including rationale

for conclusions reached. The Master Plan process will satisfy Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements.

CONSULTATION

Public Information Centre #3 will inform you about this process, present findings and receive public input for the future vision of transportation in the Town. This is the final PIC, once the Study is complete, the Master Plan will be filed for public review.

Drop-in Interactive Open House

Date: Wednesday, April 26, 2023

Time: 5 to 8 p.m.

Location: East Gwillimbury Civic Centre
19000 Leslie Street, Sharon, ON L0G 1V0

CONTACTS

If you require additional information or would like to be placed on the project contact list, please visit the Town's website at

www.eastgwillimbury.ca/TMP or contact one of the individuals below:

Jamal Massadeh, P. Eng.

Senior Traffic & Transportation Technologist
Town of East Gwillimbury
19000 Leslie Street, Sharon ON L0G 1V0
905-478-4283 Ext. 1224
jmassadeh@eastgwillimbury.ca

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Consultant Project Manager
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289-695-4629
jonathan.chai@hdrinc.com

Public Consultation #3 Presentation Boards



Transportation Master Plan Update

Town of East Gwillimbury

Welcome

to Public Information Centre 3

Wed April 26, 2023

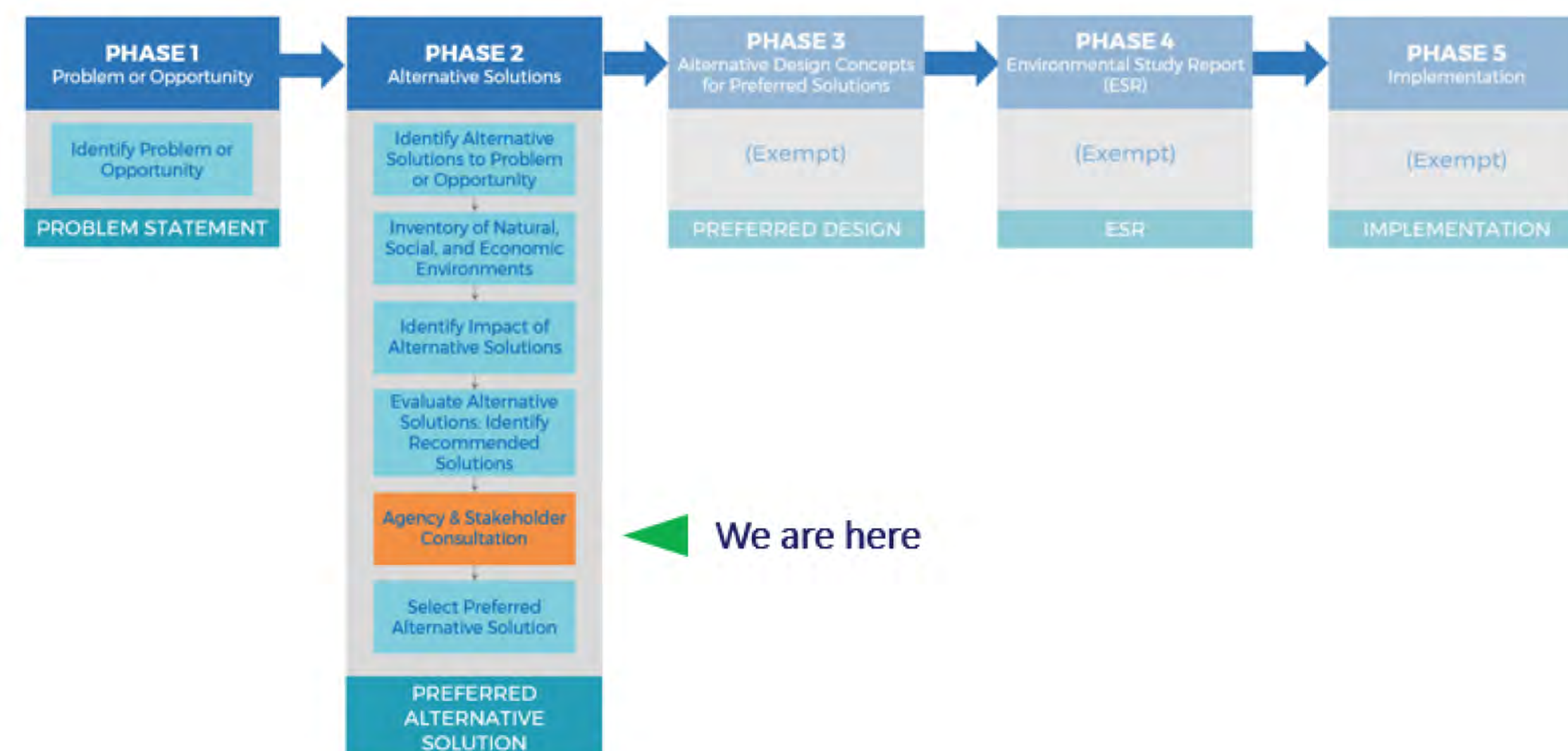
What is a Transportation Master Plan?

A Transportation Master Plan (TMP) identifies the long-term transportation objectives of a defined area and specific solutions requiring further study.

Transportation is an essential part of a community and is one of the primary factors driving the Town's environmental, economic, and

social sustainability. A transportation system can influence the travel choices that people make and these choices will have a significant effect on the sustainability of the area and its growth.

Follows The Municipal EA Process



Planning Context

The Town's TMP will be developed within the context of existing policies and initiatives at the provincial, regional, and local levels.

Provincial

- Provincial Policy Statement, 2020
- Growth Plan for the Greater Golden Horseshoe, 2017 Update
- 2041 Regional Transportation Plan, 2017 Update
- GO Regional Express Rail (RER), 2016
- GO Station Access Plan, 2023
- Highway 400-404 Extension Link
- Transit Supportive Guidelines
- #CycleON: Ontario's Cycling Strategy






Regional

- York Region Transportation Master Plan, 2022
- New Communities Guidelines, 2013
- Transportation Mobility Plan Guidelines for Development Applications, 2016
- Access Guidelines for Regional Roads, 2020

Local

- Official Plan (OP), 2022
- Strategic Plan, 2015-2018
- Transportation Master Plan, 2010
- Active Transportation and Trails Master Plan, 2022 (Draft)
- Green Lane Secondary Plan, 2018
- Holland Landing Secondary Plan, 2022
- Highway 404 Employment Corridor Secondary Plan, 2020
- Roads Needs Assessment Study, 2009

Purpose of the TMP






-  Support all modes of travel (auto, transit, on road and off-road active transportation)
-  Identify gaps and opportunities in the transportation network
-  Accommodate growth to 2051 and beyond
-  Support existing and future land uses
-  Develop a well-integrated, multi-modal, and sustainable transportation network

Build from the draft 2041 TMP recommendations (completed 2019) to accommodate new urban areas (Whitebelt lands) by 2051.

Problem and Opportunity Statement

The Town of East Gwillimbury is planned to grow significantly over the next 25 years by about 4 times its current population. This growth will result in additional and shorter trips within the Town, adding strain on the Town's internal transportation network.

At the same time, this growth represents opportunities to:

-  Provide new road linkages
-  Improve streets within the Town, making them safe and accessible for all road users
-  Promote walking as the first choice for short trips
-  Make cycling an option for more than just recreational trips
-  Grow the role of transit in the Town

Ultimately, this multimodal vision for transportation will ensure that the Town is a safe, accessible, and livable community in the future.

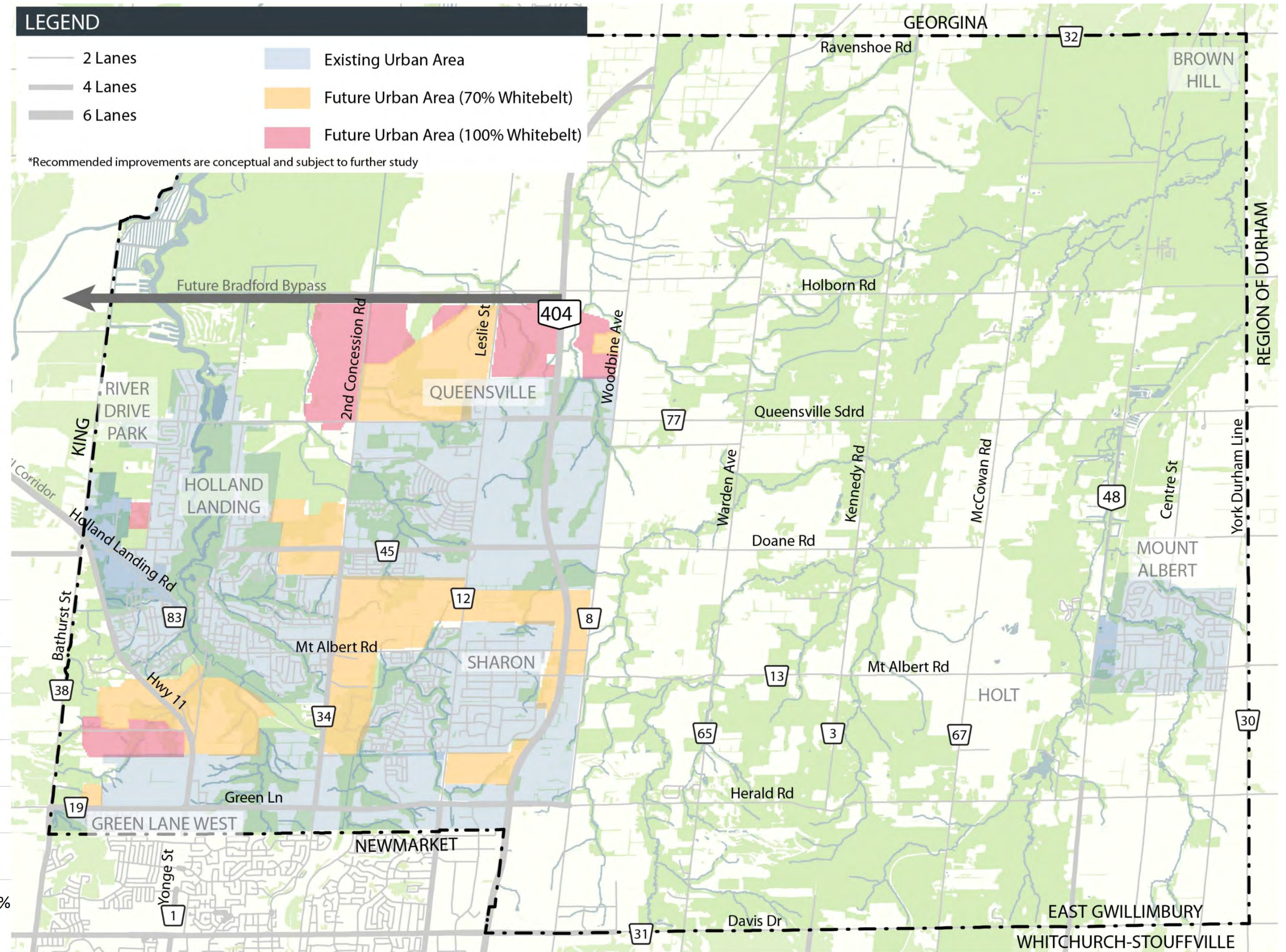
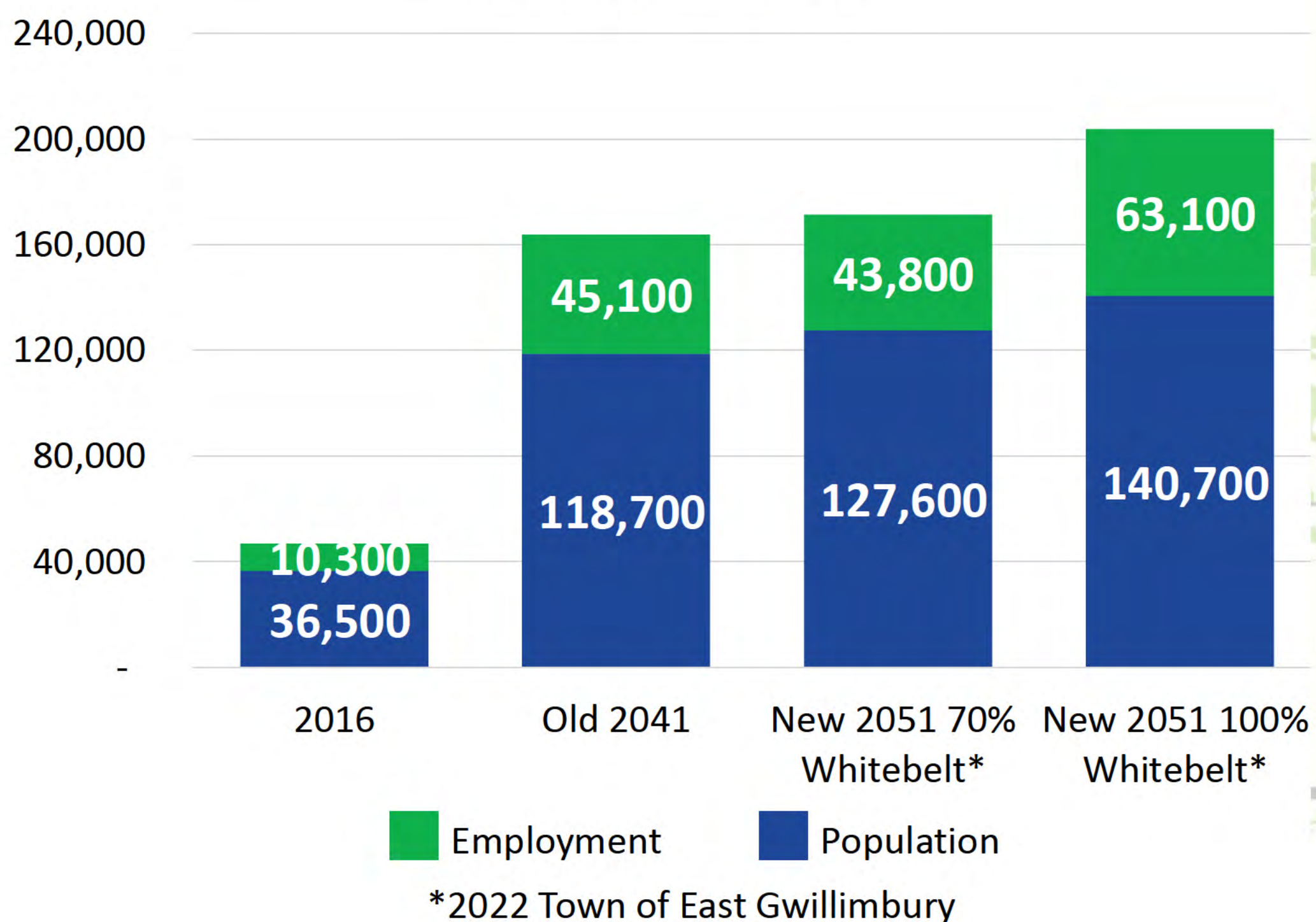
Updates from the draft 2041 TMP recommendations (Completed in 2019)

Major Changes:

- Additional Urban Areas (Whitebelt)
- Incorporate York Region's 2022 Transportation Master Plan
- Completion of local Secondary Plans



Population and Employment Comparison



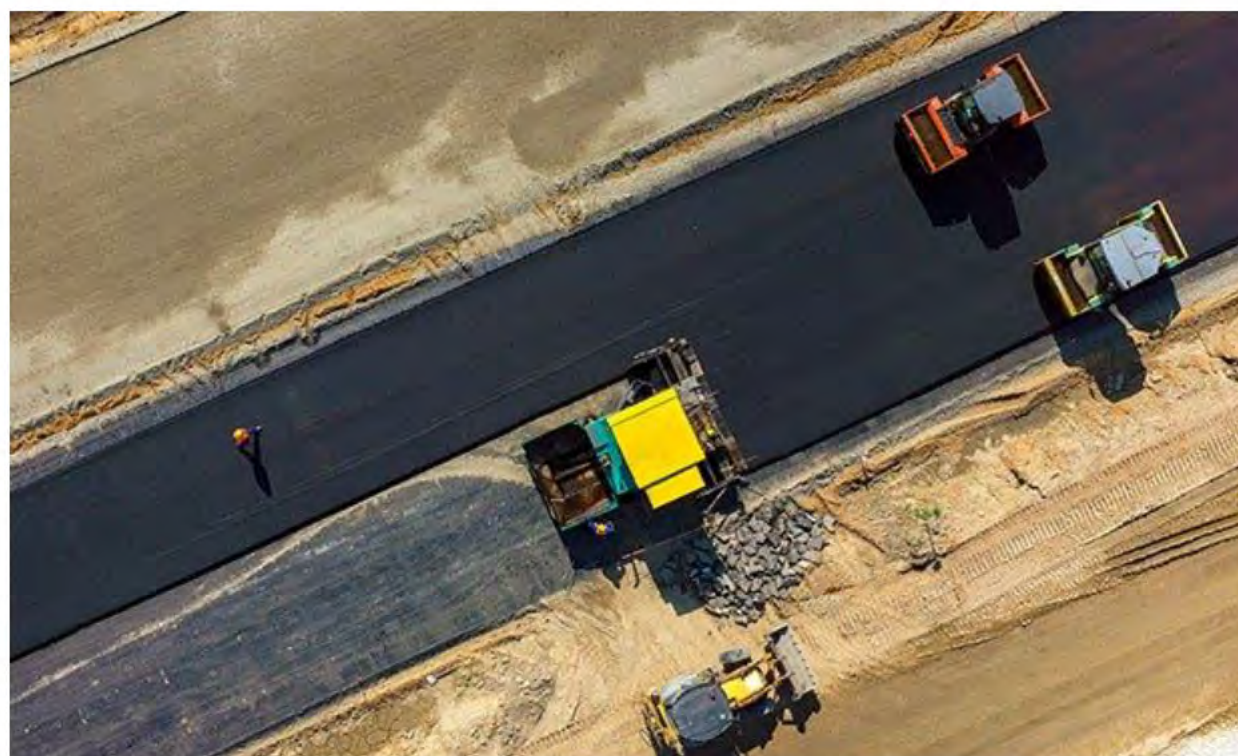
Road Network

Proposed changes to the road network include:

Intersection Improvement

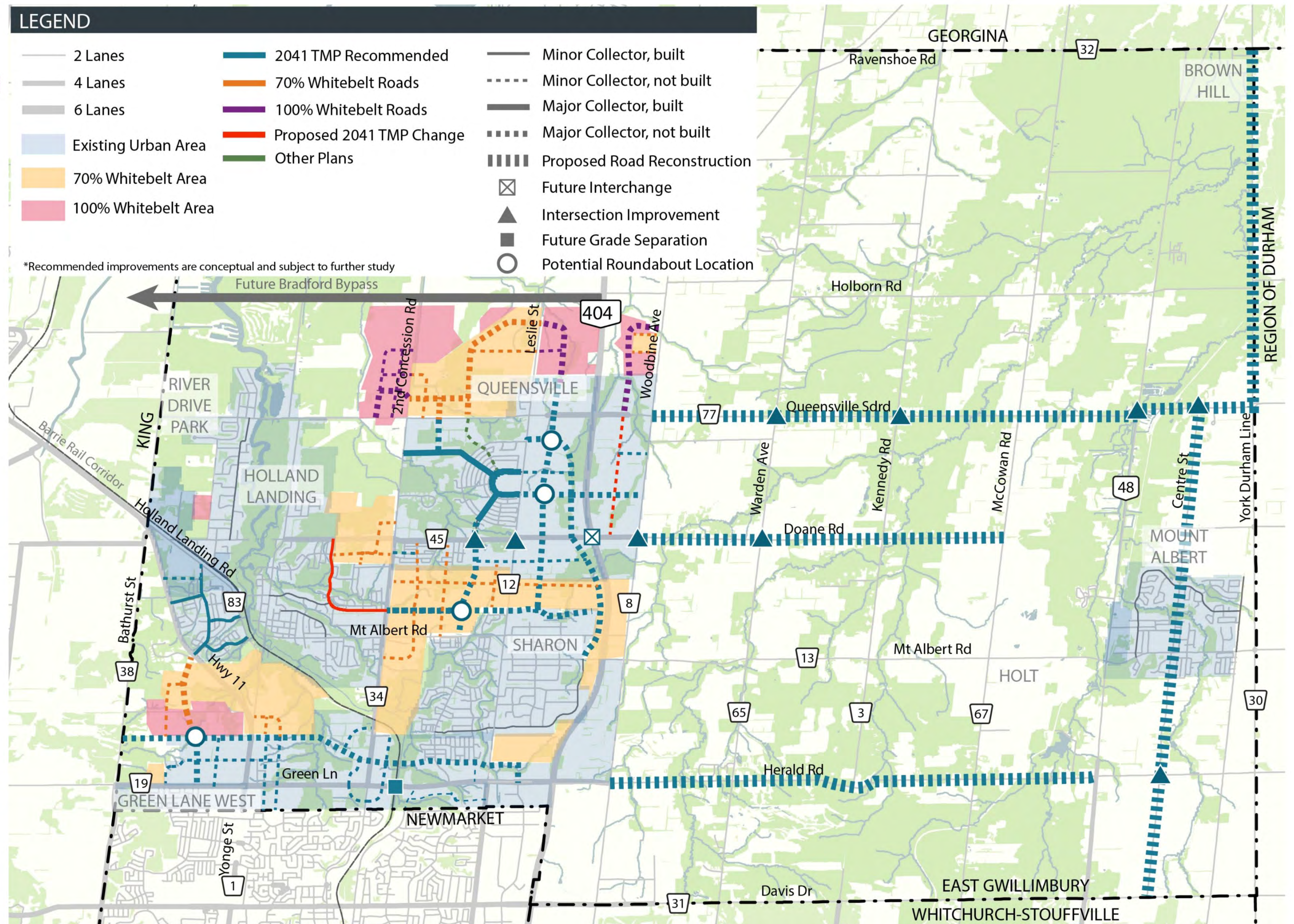


Road Reconstruction



Source: Studies To Bolster Rural Motorist Safety, Cut Road Building Costs, Richard Nira, 2018

Grade Separation



Pedestrian Network

Pedestrian facilities can include the following:

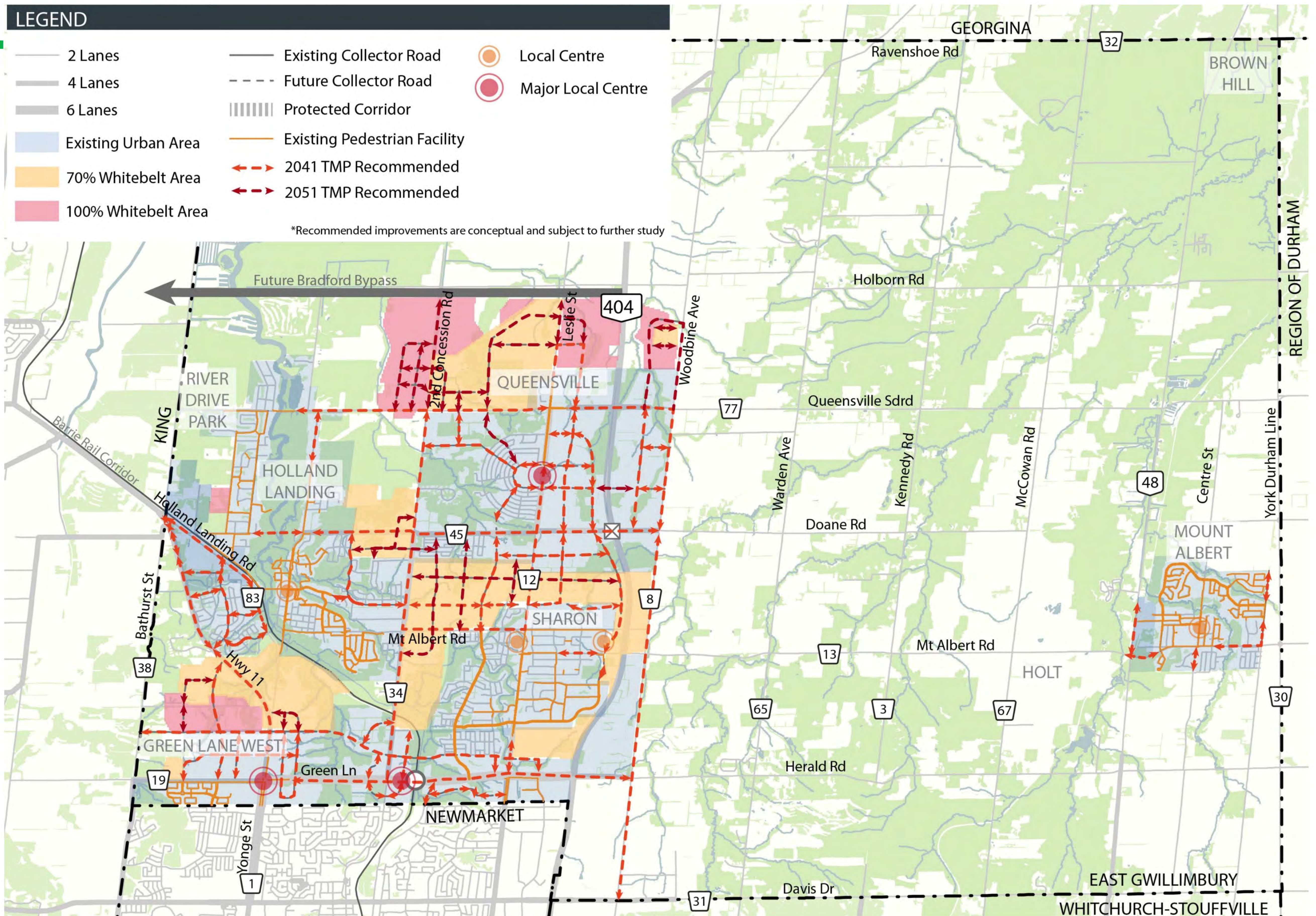
Sidewalks



Multi-use Path



Streetlights are typically provided with sidewalks and multi-use paths within urban boundary roadways.



Cycling Network

There are many types of cycling facilities and can include the following:

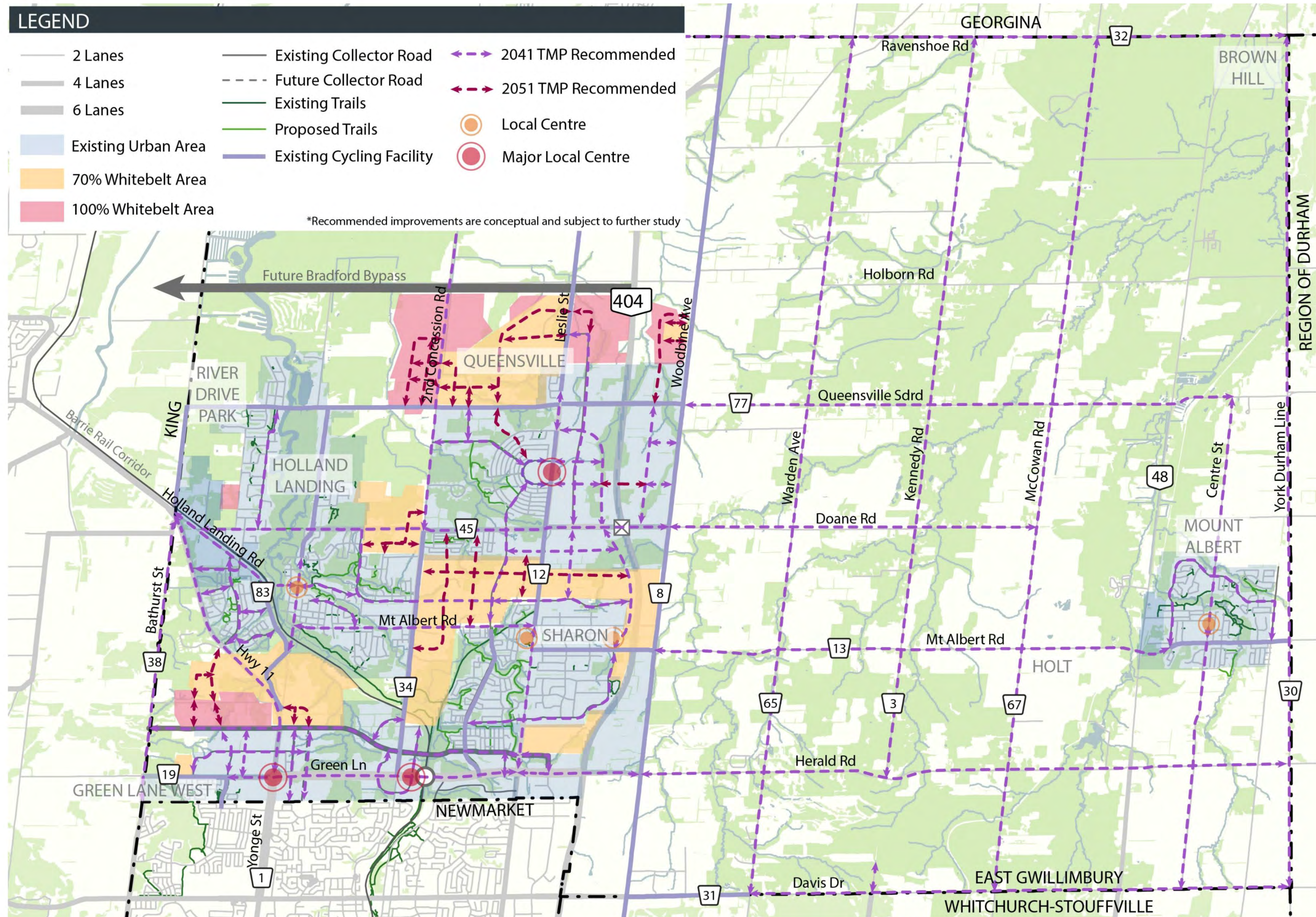
Sharrows



Bike Lane



Multi-use Path



Transit Strategy

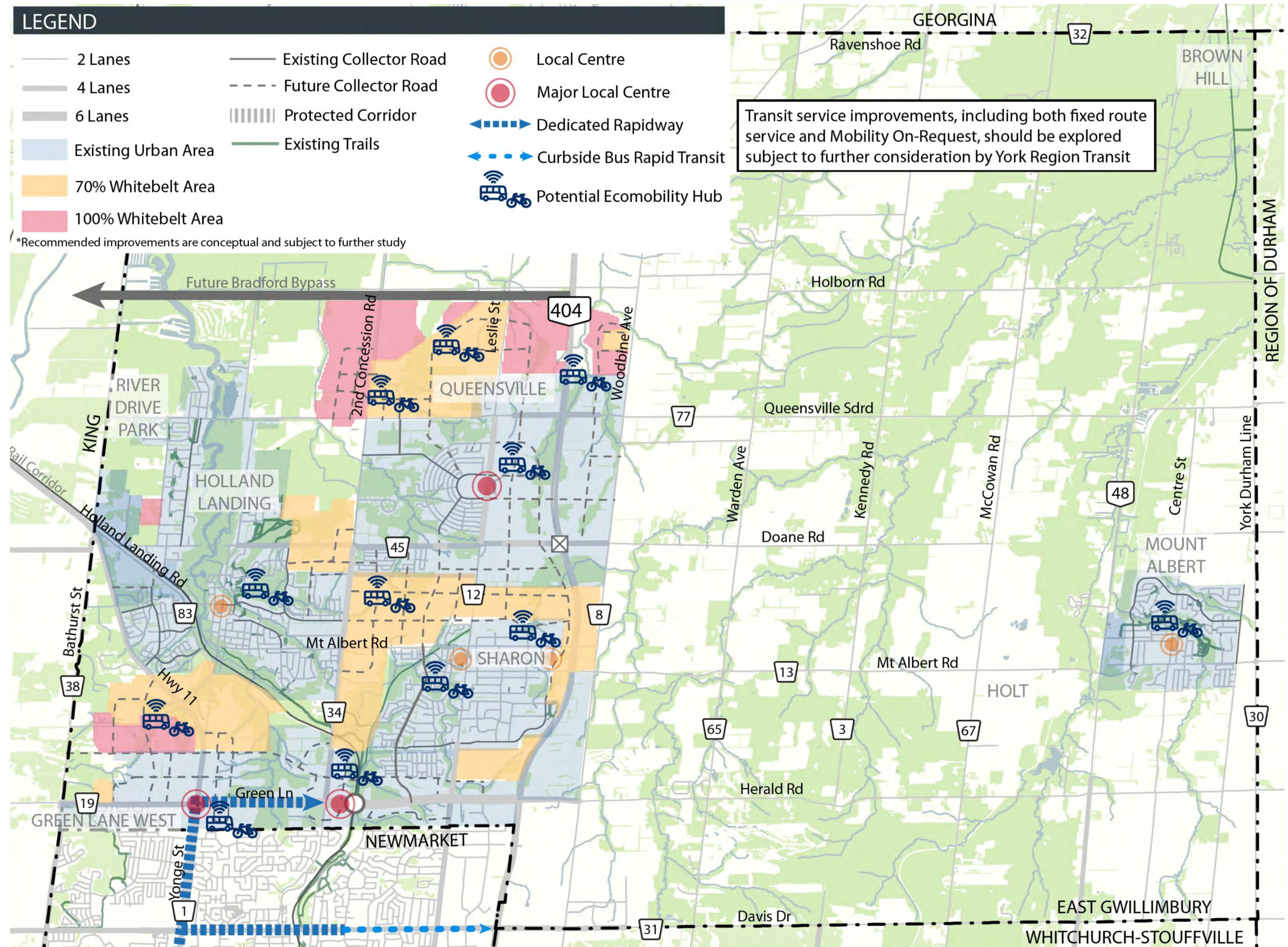
Transit in East Gwillimbury is delivered by York Region Transit.

The Town can support new transit services through a well-connected walking and cycling network, and planning for EcoMobility Hubs* at key locations throughout the Town, such as Local Centres.



Image source: Multi Mobility, Sophia von Berg, 2014

* EcoMobility Hubs incorporate multiple shared mobility services (i.e. transit, bike share, electric vehicle car share, and safe and comfortable waiting areas for ride share) at a single location. They can be placed at central locations in a community to provide more travel options^{1 2}.



Notes:

¹Karim D. M., Innovative Mobility Master Plan: Connecting Multimodal Systems with Smart Technologies, Disrupting Mobility Conference, MIT Media Lab, Cambridge, USA, November 11~13, 2015.

²Karim D. M., Creating an Innovative Mobility Ecosystem for Urban Planning Areas, Disrupting Mobility - Impacts of Sharing Economy and Innovative Transportation on Cities, Springer Book, Lectures in Mobility, ISBN: 978-3-319-51601-1, pages 21-47, 2017.



Transportation Master Plan Update

Thank you for attending Public Information Centre 3 Keep Informed and Get Involved



Please fill out a comment form and return it to us today or provide your comments online by May 10, 2023.



For more information, visit us at:

<https://www.eastgwillimbury.ca/TMP>

Keep Informed, Get Involved, and Contact Us

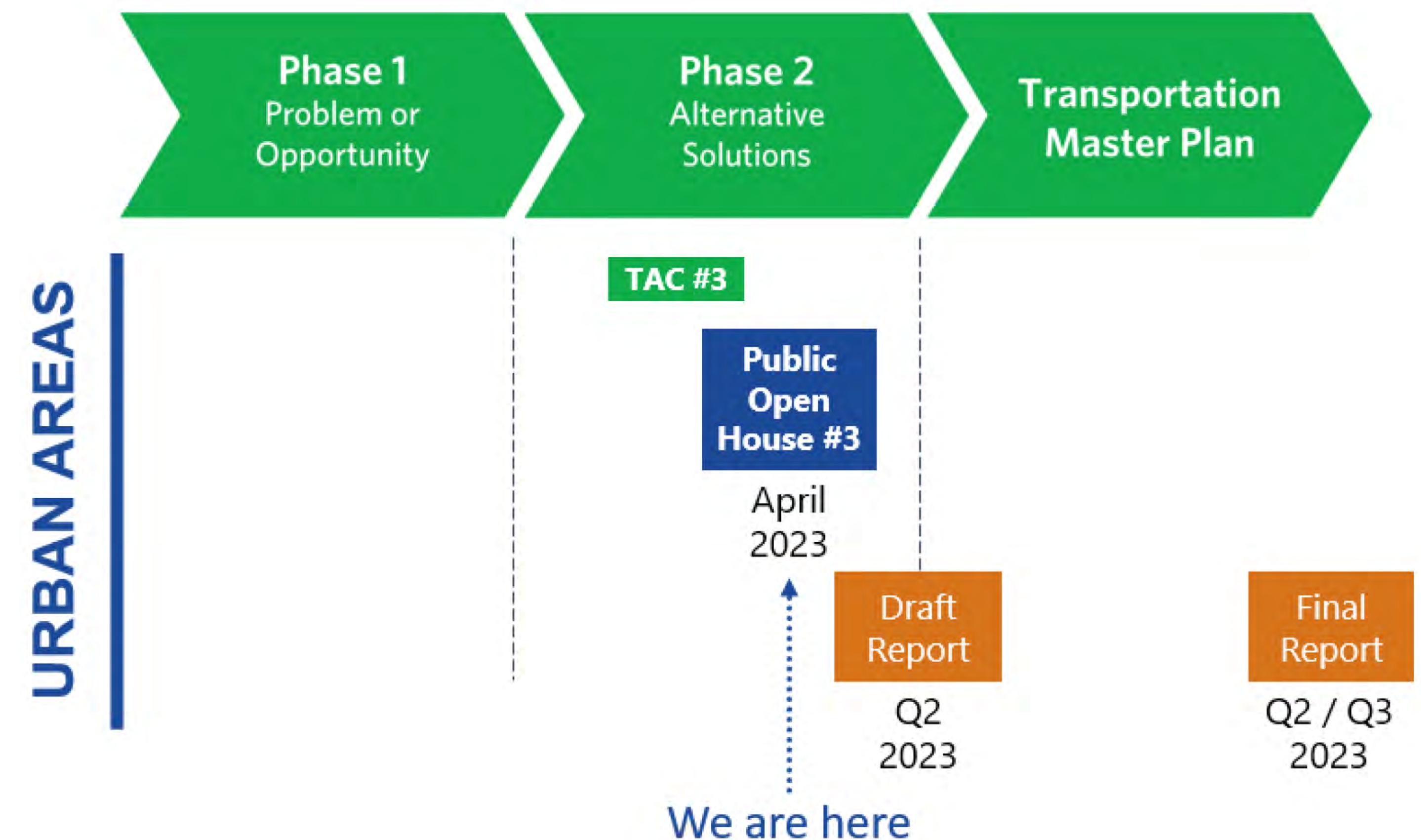
Please share your thoughts or opinions about the East Gwillimbury Transportation Master Plan by contacting our project team:

Jonathan Chai, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 289-695-4629
Email: jonathan.chai@hdrinc.com

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Denny S. Boskovski, C.E.T.
Asset Management and Capital Project
Manager
Town of East Gwillimbury
19000 Leslie Street
Sharon, ON L0G 1V0
Phone: 905-478-4283 ext. 3818
Email: dboskovski@eastgwillimbury.ca

Study Schedule





First Name	Last Name	Address / Community	Email

[illegible][illegible]

Notice of Study Completion
April 10, 2024



NOTICE OF MASTER PLAN
TOWN OF EAST GWILLIMBURY TRANSPORTATION MASTER PLAN

This Notice of Master Plan is being issued to ensure administrative compliance and to provide all relevant parties with a status of the work that is being undertaken. The Town of East Gwillimbury previously initiated a Transportation Master Plan (TMP) Study in 2017 to provide a sustainable blueprint for the planned growth and transportation needs until 2041 and to serve as an update of the 2010 TMP by building upon sustainable transportation policies and plans developed by York Region and the Province of Ontario.

In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections until 2051. The TMP was updated to address the transportation needs to 2051 while accounting for a new study context including updated transportation policies and plans by York Region and the Province of Ontario.

The Town is committed to managing growth in a responsible manner, planning for the safe, efficient, and reliable movement of people and goods, and ultimately achieving the Town's vision for safe, accessible, and liveable communities. With these goals in mind, the TMP update will guide the development of the Town's long-term, multi-modal transportation network, define policies, programs, and infrastructure required to meet the Town's mobility needs, and provide context for transportation decisions.

THE PROCESS

This Study followed the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007 and 2011, 2015, and 2023) master planning process, which included consultation with the public and relevant parties, consideration of all reasonable alternatives, a high level assessment of environmental impacts at the network level, evaluation of alternatives highlighting advantages and disadvantages, and full documentation of the process including explanations for conclusions reached. The Master Plan process addresses Phase I and II of the Municipal Class EA for recommended transportation infrastructure improvements, while further Study will be required for Schedule B and Schedule C projects.

The East Gwillimbury TMP Final Report will be available online from **April 10 to May 10, 2024** for review for 30 calendar days at www.eastgwillimbury.ca/TMP. Hardcopies are also available for review at:

Town of East Gwillimbury Civic Centre
19000 Leslie Street
Sharon, Ontario L0G 1V0
Monday to Friday
8:30 a.m. to 4:30 p.m.

Interested persons may provide written comments to the project team by May 10, 2024. All comments and concerns should be sent to:

Jamal Massadeh, P. Eng.
Senior Traffic and Transportation Technologist
Town of East Gwillimbury
19000 Leslie Street
Sharon, Ontario L0G 1V0
Tel: 905-478-4283 ext. 1224
Email: jmassadeh@eastgwillimbury.ca

Jonathan Chai, P. Eng.
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HDR Corporation
100 York Boulevard, Suite 300
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Phone: 289-695-4629
Email: jonathan.chai@hdrinc.com

Information is being collected under the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record. This Notice was issued on April 10, 2024.

Indigenous Correspondence

From: Gandhi, Meeta
Sent: Tuesday, February 14, 2023 4:20 PM
To: Alicia Trivett
Cc: Wrzala, Ray; Hanna, Laura
Subject: Water/Wastewater Master Plan and Transportation Master Plan Updates

Hi Alicia

I hope all is well. I recently moved into an acting HR Director role with the Town of East Gwillimbury – but will continue to support Equity, Diversity, and Inclusion initiatives for the Town. Thankfully, this includes the work we do with the Chippewas of Georgina Island.

In keeping with the approach we established last year, I have the following request for input.

Background: The Town of East Gwillimbury (EG) previously initiated a Water and Wastewater Master Plan (W/WWMP) Study, as well as a Transportation Master Plan (TMP) Study, both in 2017. These master plans serve to provide a sustainable blueprint for the planned growth and infrastructure needs to the 2041 horizon year. In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections to the 2051 horizon year. Consequently, the master plans are being further updated to address these latest growth plan projections and are being prepared in accordance with the requirements of the Municipal Class Environment Assessment (Class EA) process (October 2000, as amended in 2007, 2011 and 2015). These will be addressing Phase 1 – Problem or Opportunity, and Phase 2 – Alternative Solutions of the Municipal Engineers Association (MEA) Class EA process. This notice of commencement is being issued to ensure administrative compliance and also to provide all stakeholders with a status of the work that is being undertaken.

Ask: We are notifying the community including Members of the Chippewas of Georgina Island, about the W/WWMP and TMP updates that are underway. Town staff and the consulting teams are available for any discussions or questions you may have at this stage of the process.

Further details about the Master Plans are available on the EG website: [Water and Wastewater Master Plan - The Town of East Gwillimbury](#) and [Transportation Master Plan - The Town of East Gwillimbury](#)

Please let me know if you require any further information or clarification.

Thank you.

Meeta

Meeta Gandhi
A/Director of Human Resources
Town of East Gwillimbury
19000 Leslie Street
647-405-0121
mgandhi@eastgwillimbury.ca

Subject:

FW: Public Information Centre - Wednesday, April 26 from 5 to 8 p.m.

From: Gandhi, Meeta <MGandhi@eastgwillimbury.ca>

Sent: April 24, 2023 8:59 AM

To: Alicia Trivett <alicia.trivett@georginaisland.com>

Cc: Wrzala, Ray <rwrzala@eastgwillimbury.ca>

Subject: Public Information Centre - Wednesday, April 26 from 5 to 8 p.m.

Hi Alicia

I hope all is well...below is some information regarding an upcoming Public Information Centre.

Background:

In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections until 2051.

As a result of the new growth projections, the Water and Wastewater and Transportation Master Plans, which were initiated in 2017, are being further updated in accordance with the requirements of the Municipal Class Environment Assessment (Class EA) process (October 2000, as emended in 2007, 2011, 2015 and 2023). These master plans provide a blueprint for the planned growth and infrastructure needs to 2041.

These master plans will be addressing Phase 1 – The Problem or Opportunity, and Phase 2 – Alternative Solutions of the Municipal Engineers Association (MEA) Class EA process. We will be hosting the third and final Public Information Centre (PIC) to inform the community about the process, proposed alternatives and recommended solutions. Once the Study is complete, the Master Plan will be filed for public review.

Ask: We are notifying the community including Members of the Chippewas of Georgina Island, about the Water and Wastewater and Transportation Public Information Centre that is scheduled for Wednesday, April 26 from 5 to 8 p.m., at the East Gwillimbury Civic Centre, 19000 Leslie Street, Sharon. Town staff and the consulting teams will be available during the interactive PIC for any discussions or questions. We welcome any discussions you may wish to have outside of the PIC event as well.

Further details about the Master Plans are available on the East Gwillimbury website: [Water and Wastewater Master Plan - The Town of East Gwillimbury](#) and [Transportation Master Plan - The Town of East Gwillimbury](#)

Please let me know if you have any questions.

Thank you.

Meeta

Meeta Gandhi
A/Director of Human Resources
Town of East Gwillimbury
19000 Leslie Street
647-405-0121
mgandhi@eastgwillimbury.ca

Subject:

FW: East Gwillimbury Transportation and Water/Wastewater Master Plans

From: Gandhi, Meeta**Sent:** April 12, 2024 2:47 PM**To:** Alicia Trivett <alicia.trivett@georginaisland.com>**Cc:** Malzaire, Danielle <dmalzaire@eastgwillimbury.ca>; Arsenault, Kevin <karsenault@eastgwillimbury.ca>; Joseph Goode <joseph.goode@georginaisland.com>; Alyssa Warren <alyssa.warren@georginaisland.com>; Ross, Cristina <CRoss@eastgwillimbury.ca>**Subject:** East Gwillimbury Transportation and Water/Wastewater Master Plans

Aaniin Alicia,

I hope all is well. I believe we have a call next week to talk about the Yonge Street Revitalization project. I look forward to that discussion.

In addition to that project, we are seeking input on the Town's Transportation and Water/Wastewater Masterplans. Would you be able to share the information below? I would appreciate it if you could kindly confirm receipt of this email and let me know if there are plans to provide comments.

I'm copying Alyssa and Joseph as I had the pleasure of meeting them at the Wild Rice Workshop last week with my colleague, Criss Ross (also copied). I'm increasingly appreciating the interconnectedness of these efforts and I want to make sure that I'm engaging as many people as possible.

Background:

In 2019, the Town initiated an Official Plan Review, which included a land needs assessment to accommodate land use growth projections until 2051.

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Please let me know if you have any questions.

Miigwetch,

Meeta



Meeta Gandhi (she/her)

General Manager, Corporate Services

Town of East Gwillimbury

19000 Leslie Street, Sharon, Ontario L0G 1V0

647-405-0121

mgandhi@eastgwillimbury.ca

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Subject:

FW: East Gwillimbury Transportation and Water/Wastewater Master Plans

From: Joseph Goode <joseph.goode@georginaisland.com>**Sent:** April 16, 2024 2:32 PM**To:** Gandhi, Meeta <MGandhi@eastgwillimbury.ca>; Alicia Trivett <alicia.trivett@georginaisland.com>**Cc:** Malzaire, Danielle <dmalzaire@eastgwillimbury.ca>; Arsenault, Kevin <karsenault@eastgwillimbury.ca>; Alyssa Warren <alyssa.warren@georginaisland.com>; Ross, Cristina <CRoss@eastgwillimbury.ca>**Subject:** Re: East Gwillimbury Transportation and Water/Wastewater Master Plans

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From: Gandhi, Meeta <MGandhi@eastgwillimbury.ca>**Sent:** Friday, April 12, 2024 2:46 PM**To:** Alicia Trivett <alicia.trivett@georginaisland.com>**Cc:** Malzaire, Danielle <dmalzaire@eastgwillimbury.ca>; Arsenault, Kevin <karsenault@eastgwillimbury.ca>; Joseph Goode <joseph.goode@georginaisland.com>; Alyssa Warren <alyssa.warren@georginaisland.com>; Ross, Cristina <CRoss@eastgwillimbury.ca>**Subject:** East Gwillimbury Transportation and Water/Wastewater Master Plans

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Public and stakeholder Consultation Comments

	LEGEND
A	No action needed: Agree, will comply / revise or response provided
B	Discussion or clarification required
C	Disagree. Response provided

Comment #	Page Reference	Commentor	Comment	Category	Response
1	Pg. xvii	Metrolinx	(Improving Connectivity to East Gwillimbury GO) –Can you confirm where the access numbers listed are from? It's listed that 89% of trips to the GO Rail station are by Drive and Park, 1% are by transit, and no walking or cycling trips were recorded. This does not match our internal information.	A	Acknowledged. The access number were based on the 2016 GO Rail Station Access Plan as this part of the report was completed in 2018. The numbers will be revised in a future TMP update.
2	Pg. 16	Metrolinx	(Active Transportation) – After seeing the active transportation maps included in this TMP, we agree that there are several gaps in the active transportation network, especially on Regional roads connecting residential communities to the GO Rail station. This is something that should be remedied with collaboration between MX, the Region, and the Township in the future as it currently hinders walking and cycling as a <u>mode split to the station</u> .	A	Acknowledged.
3	Pg. 25	Metrolinx	(s. 5.1.1 – Projected Population and Employment Growth & Figure 5-1) – This section identifies 70% and 100% whitebelt development to support expected population growth but does not mention the strategy on the 'Existing Urban Area' which happens to surround the GO Rail station. Are there also plans to continue to build up and densify this area? What are the MTSA plans for the area around the station?	A	Acknowledged. The TMP is based on York Region policy forecasts provided in January 2022 – which we understand to generally incorporate intensification around MTSA's in alignment with provincial policies. In double checking some of the detailed numbers we see significant growth (approximately 12,000 population) in one of the traffic zones adjacent to the GO station.
4	Pg. 28	Metrolinx	(s. 5.2.1 - Travel Demand) – The TMP update references the 2016 Transportation Tomorrow Survey, but we believe there are more recent results available from 2022 or 2023? We recommend updating with newer results. Seeing in s. 5.4 that at the time of writing only 2016 TTS survey data was available. One question remains though, has this changed? It might make sense to wait another couple of months to update wit 2023 data as opposed to publishing with 8-year-old numbers that are likely <u>inaccurate in a post-pandemic world</u> .	A	Acknowledged. We agree, and will reflect updated demand patterns in a future TMP update. Note that 2023 TTS is not yet released, to our knowledge.
5	Pg. 48	Metrolinx	(s. 5.4.2 – Active Transportation Hotspots) – Although Strava is a useful tool to measure cycling activity, there are drawbacks. This app is used primarily by avid cyclists and also sways results to a certain socio-economic profile. In the future it might be useful to explore alternative ways of measuring cycling routes and numbers such as using cycle counters, <u>especially route routes that serve transit / GO</u> .	A	Acknowledged. We agree and will identify for consideration in scoping the Town's future TMP update. We do not recommend any changes for this TMP.
6	Pg. 56	Metrolinx	(s. 5.5.1; Figure 5-20; Tables 5.3 – 5.5) – We noticed that the data and visuals used here are outdated. If you would like, Metrolinx can provide the 2019 Rail Passenger Survey numbers which are the most recent we currently have. This includes a similar map to the one in Figure 5-20 showing the <u>Origin of riders to EG GO</u> .	A	Acknowledged. We appreciate the offer; however, we suggest revising the data in a future TMP update.
7		Town resident	The resident inquired about the Silk Twist Drive extension from Murrell Blvd to Sharon East Employment Collector (ID R-A25). What it may look like? Noise barriers and how far it might be from May Avenue.	A	Based on the TMP's recommended road projects in Sharon, this road is proposed to be a major collector and time of construction is 2025-2031. It is approx. 230-240 m north of May Avenue.
8		Town resident	Would like to see more comprehensive bike and walking trails in Mount Albert. Not urgent Town for these activities.	A	Acknowledged.
9		Town resident	1. Please get moving on the pedestrian walkway at the end of Oriole Drive to provide access to resources (Community centre, commercial shops, post office) on east side of Holland River. 2. Please do something about the traffic congestion at Bathurst St/Yonge St/Holland Landing Road. We cannot get off Oriole Drive some days on account of the traffic => which the 400-404 Bypass would eliminate.	A	Acknowledges. 1. The pedestrian bridge connecting Doane Road to Oriole Drive was built back in 2021. 2. The intersection of Bathurst/HWY 11/ Holland Landing Rd falls under the jurisdiction of York Region and they were notified of the resident's comments.
10		Town resident	East-west collector on xxxxx Yonge Street should be startling each lot line <u>equally not entirely on xxxxx Yonge Street as it is shown</u> .	A	Acknowledged. The EA for the east west collector is laready complete and the road alignment adoptec
11		Town resident	Alternative transportation routes through transit neibourhoods - through a pilot project such as Micro-Transit option in conjunction YRT or Metrolinx = <u>make easier to travelor short times</u> .	A	Acknowledged. The comments was shared with YRT for their consideration.