



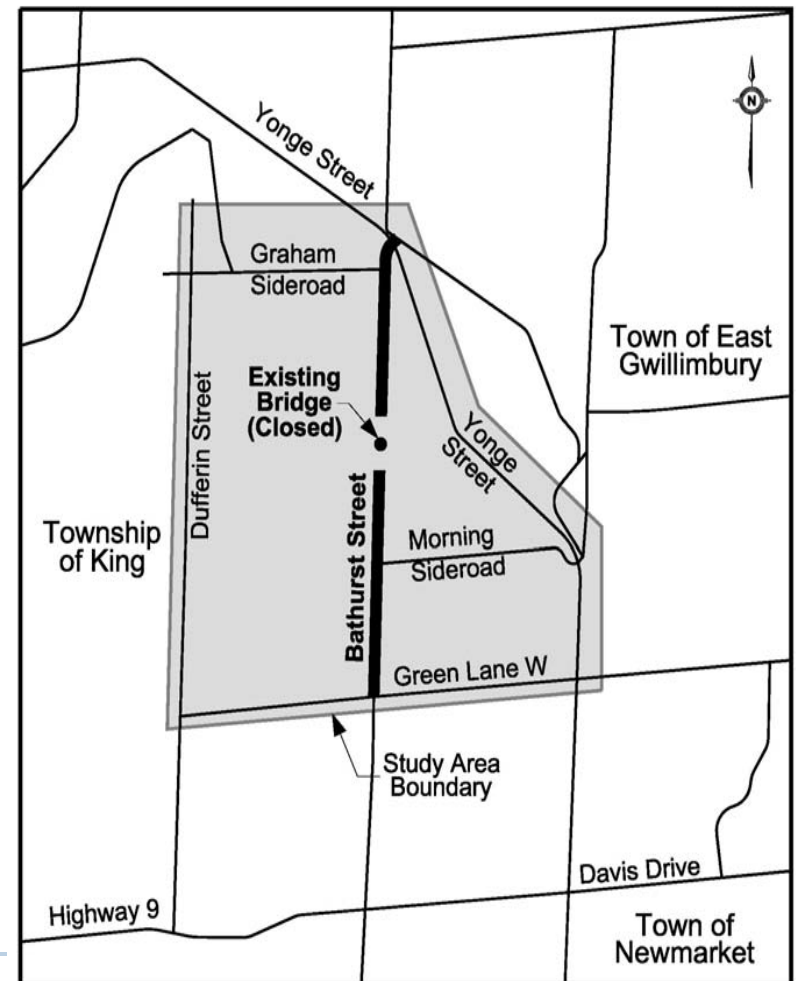
**Class Environmental Assessment Update
Bathurst Street
Green Lane West to Yonge Street**

Presentation to
Transportation Services Committee
Reference Agenda Item D3

Stephen Collins
December 2, 2009

Purpose of Presentation

- ❑ To update Committee on the status of the project
- ❑ To highlight benefits of the project and elements of the preferred design
- ❑ To identify issues that have been raised during the Class EA
- ❑ To describe the compensation/mitigation and enhancement measures



LOCATION PLAN

Overview

- ❑ Bathurst Street has been closed to through traffic since 1995
- ❑ Studies have identified the need to reopen Bathurst Street
- ❑ Councils from several municipalities have passed resolutions supporting the reopening of Bathurst Street
- ❑ Class EA reaffirms the need and recommends reopening Bathurst Street as a 2-lane rural road
- ❑ Significant transportation benefits will be realized
- ❑ Extensive environmental mitigation and enhancements are planned
- ❑ Some residents are concerned with the magnitude of the social and natural environment impacts
- ❑ ESR is nearly complete and should be filed for public review in February 2010

Project Background

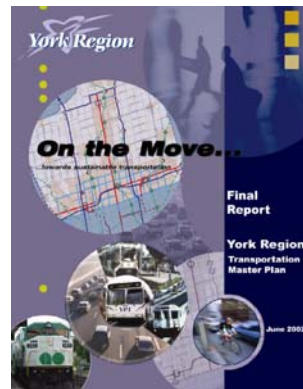
- ❑ Bathurst Street - major north-south corridor in York Region
- ❑ 4-lanes south of Green Lane to Steeles Avenue
- ❑ North of Morning Sideroad, Bathurst Street was closed to through traffic in 1995 due to road and bridge condition.



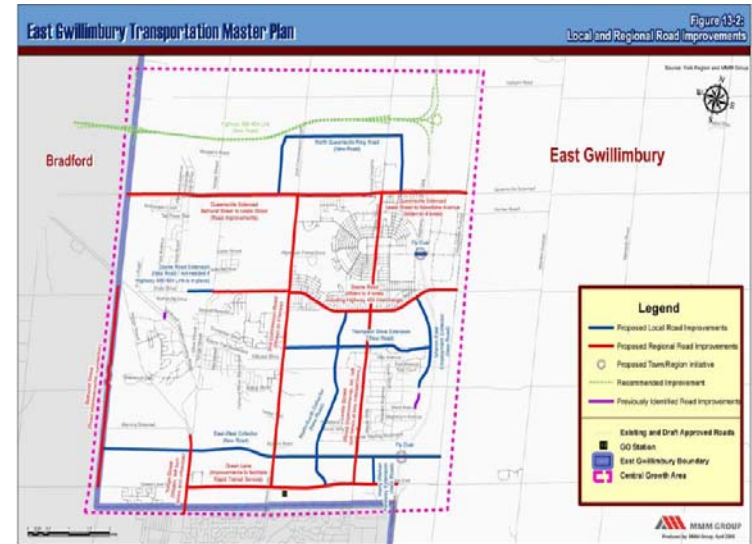
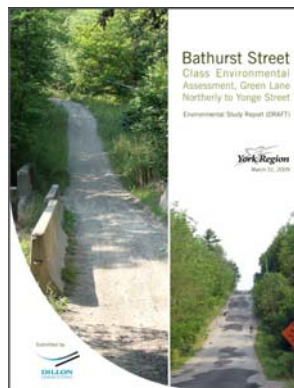
Broken Road Warning Sign

Project Background

- ❑ Class EA initiated in 1998 - but was not completed
- ❑ York Region TMP completed in 2002 identified the need to re-open Bathurst Street



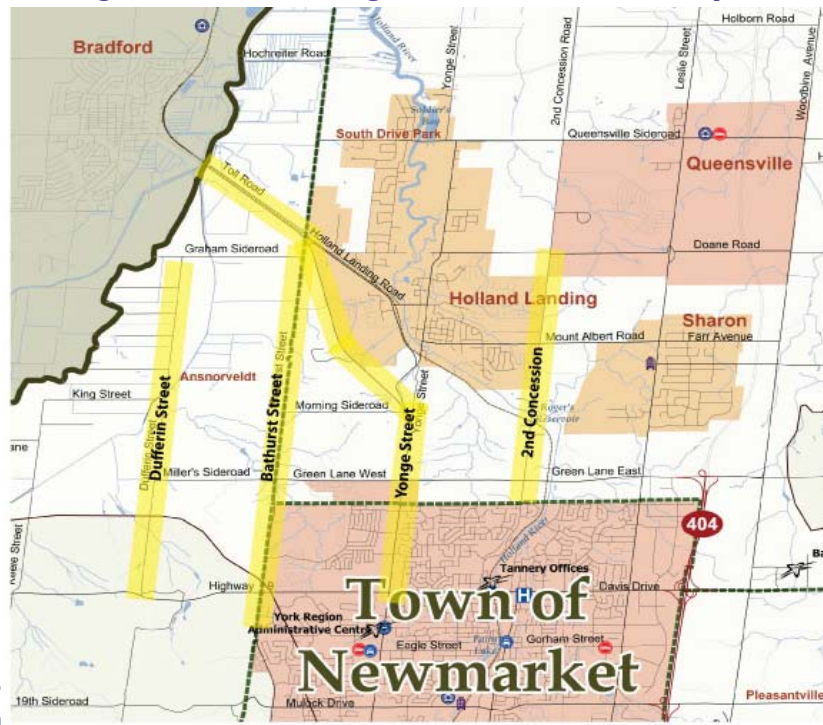
- ❑ TMP Update reconfirmed the need to reopen Bathurst Street



- ❑ East Gwillimbury TMP recommends reopening Bathurst Street
- ❑ New Class EA initiated in October 2006 to assess the needs in the Bathurst Street corridor

Class EA – Problems and Opportunities

- ❑ Class EA has identified several problems in the study area:
 - ❑ Deficiencies in north-south capacity resulting from growth travel demand
 - ❑ Balancing traffic volumes across the Dufferin Street, Bathurst Street and Yonge Street screen line
 - ❑ Significant congestion and delay at the Yonge Street and Green Lane



Available Alternative North - South Road Corridors

Road Network for Traffic Capacity Analysis



Yonge Street – Green Lane Intersection

Class EA - Alternatives

- ❑ Class EA assessed various alternatives to reopening Bathurst Street
 - ❑ Do nothing
 - ❑ Transit Improvements and TDM
 - ❑ Roadway improvements (Dufferin, Bathurst, Yonge and a new corridor)



Dufferin Corridor



Yonge Corridor



Bathurst Corridor



New Corridor

Preferred Alternative



**Artist's Sketch of Alignment Alternative North of
Old Bridge Area – Looking South**



Enhanced Consultation

- ❑ Public Consultation is an integral part of the study.
- ❑ To date, adjacent municipalities, except King Township, endorsed and supported the reconnection of Bathurst Street.
- ❑ 2 formal public meetings
- ❑ Many individual and group resident/stakeholder meetings
- ❑ Continual liaison with LSRCA, other agencies and Ministries

Concerns we have heard

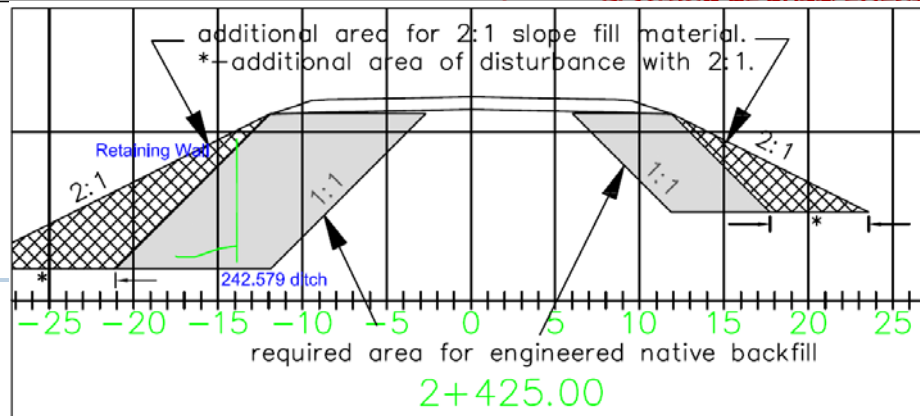
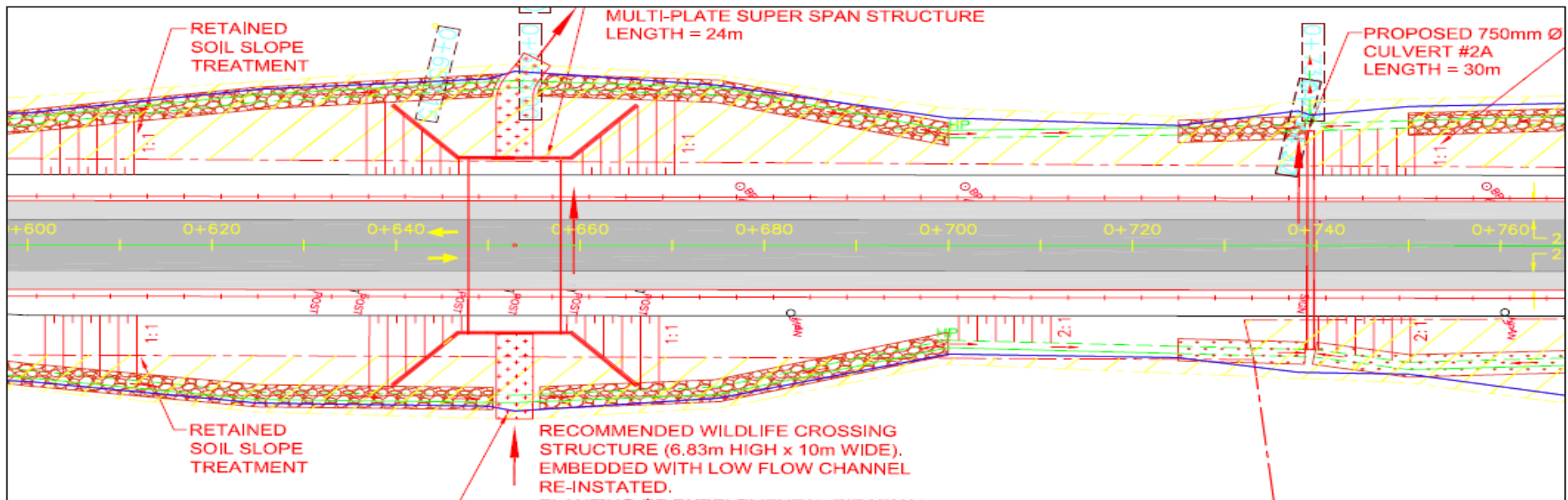
- ❑ Increased traffic noise
- ❑ Change in character of the area
- ❑ Danger to wildlife
- ❑ Property requirements
- ❑ Driveway modifications
- ❑ Disruption/impacts during construction

Transportation Benefits of the Project

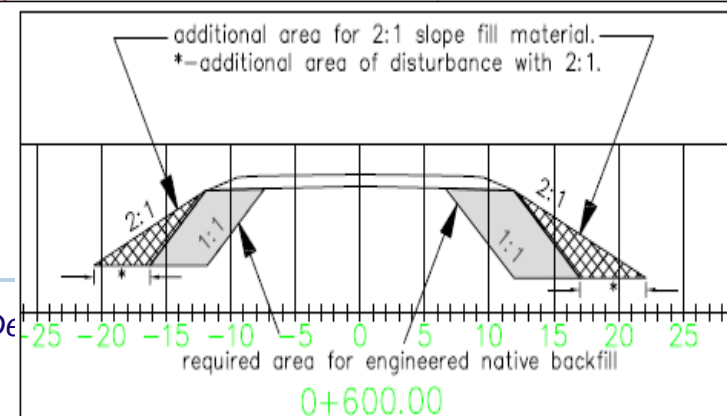
- ❑ Improve network connectivity
- ❑ Reduce road user delay and congestion
- ❑ Provide alternative route for incident management
- ❑ Continue the implementation of the Pedestrian and Cycling Master Plan
- ❑ Improve operation at most area intersections
- ❑ Reduce the need for widening other roads – “more roads means less road”
- ❑ Reduce driver frustration and enhance safety

Enhancements and Mitigation

- Unique engineering solutions proposed to minimize grading footprint

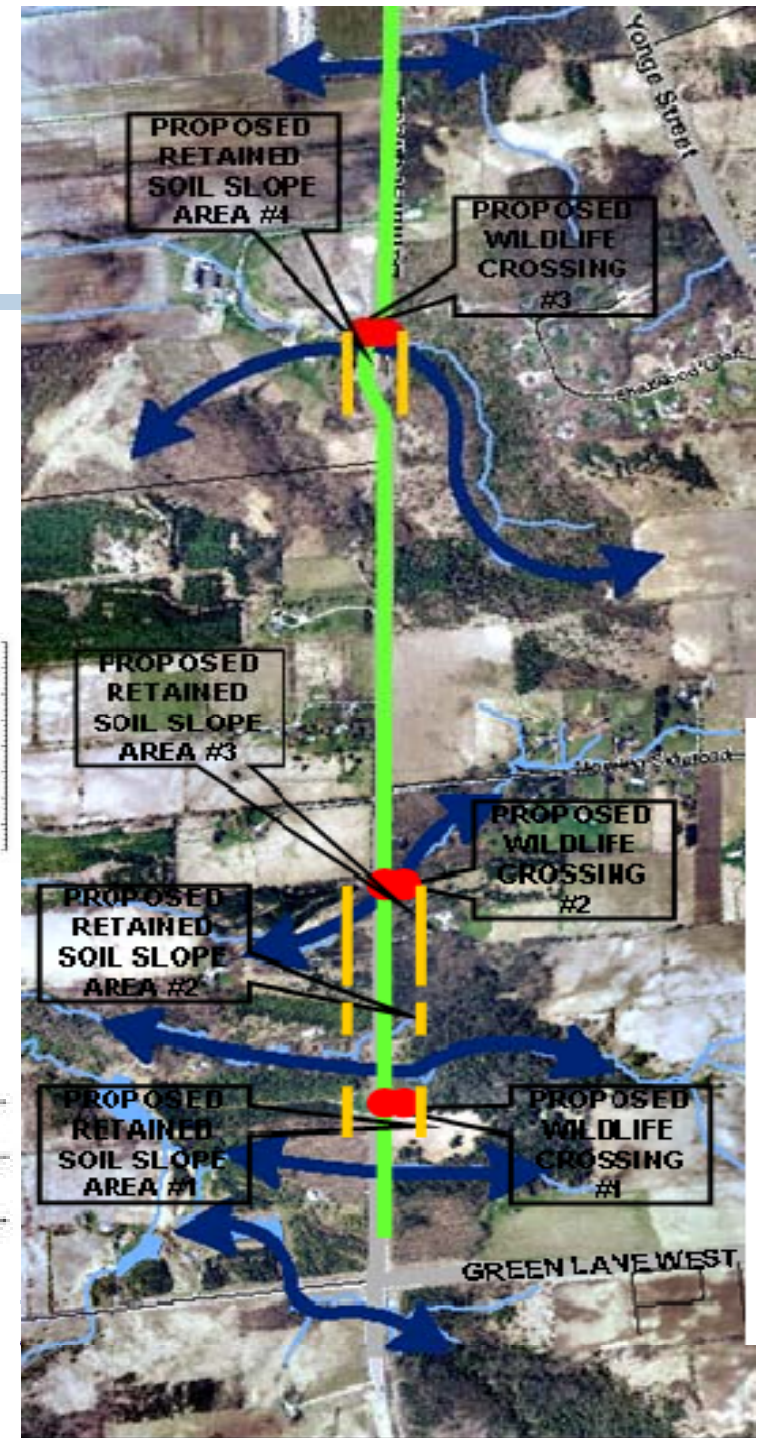
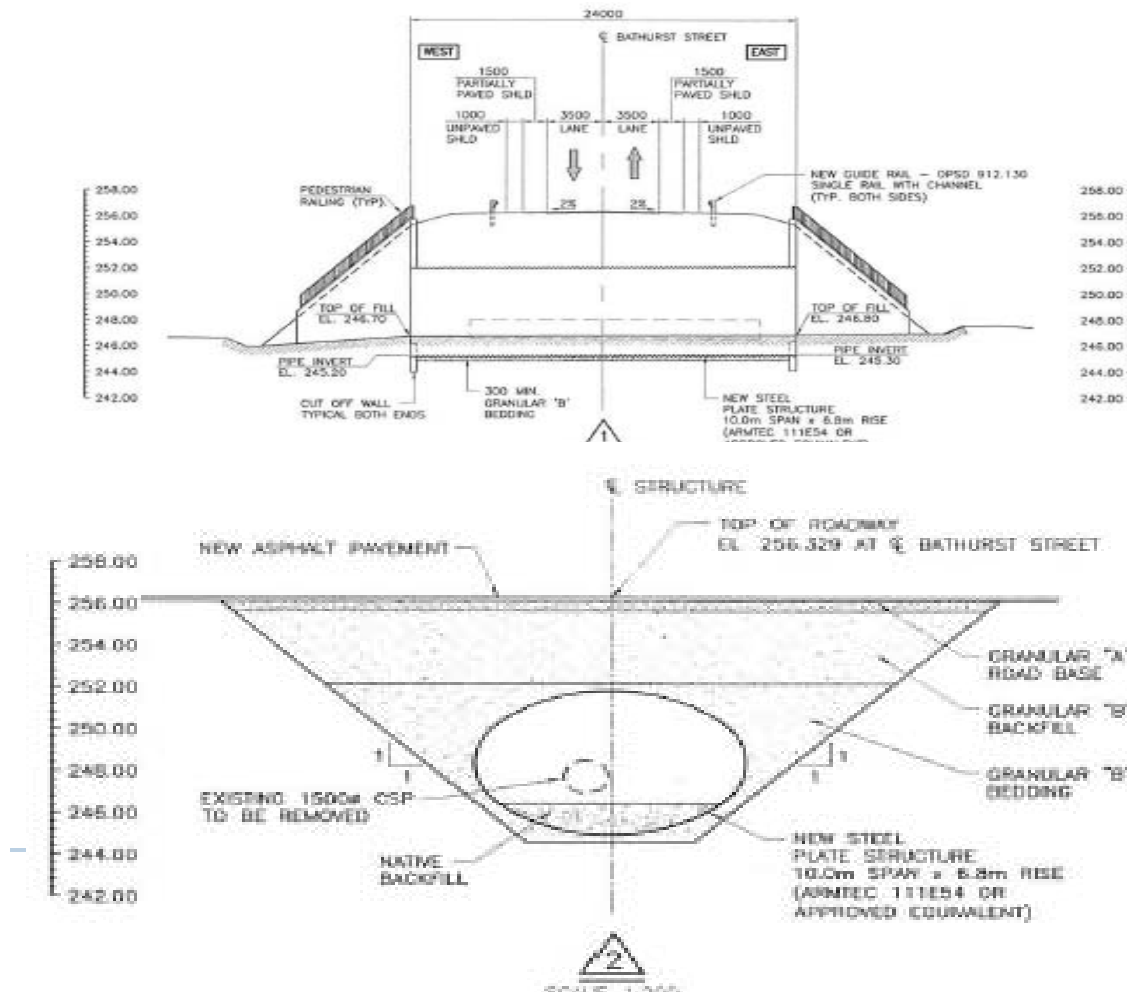


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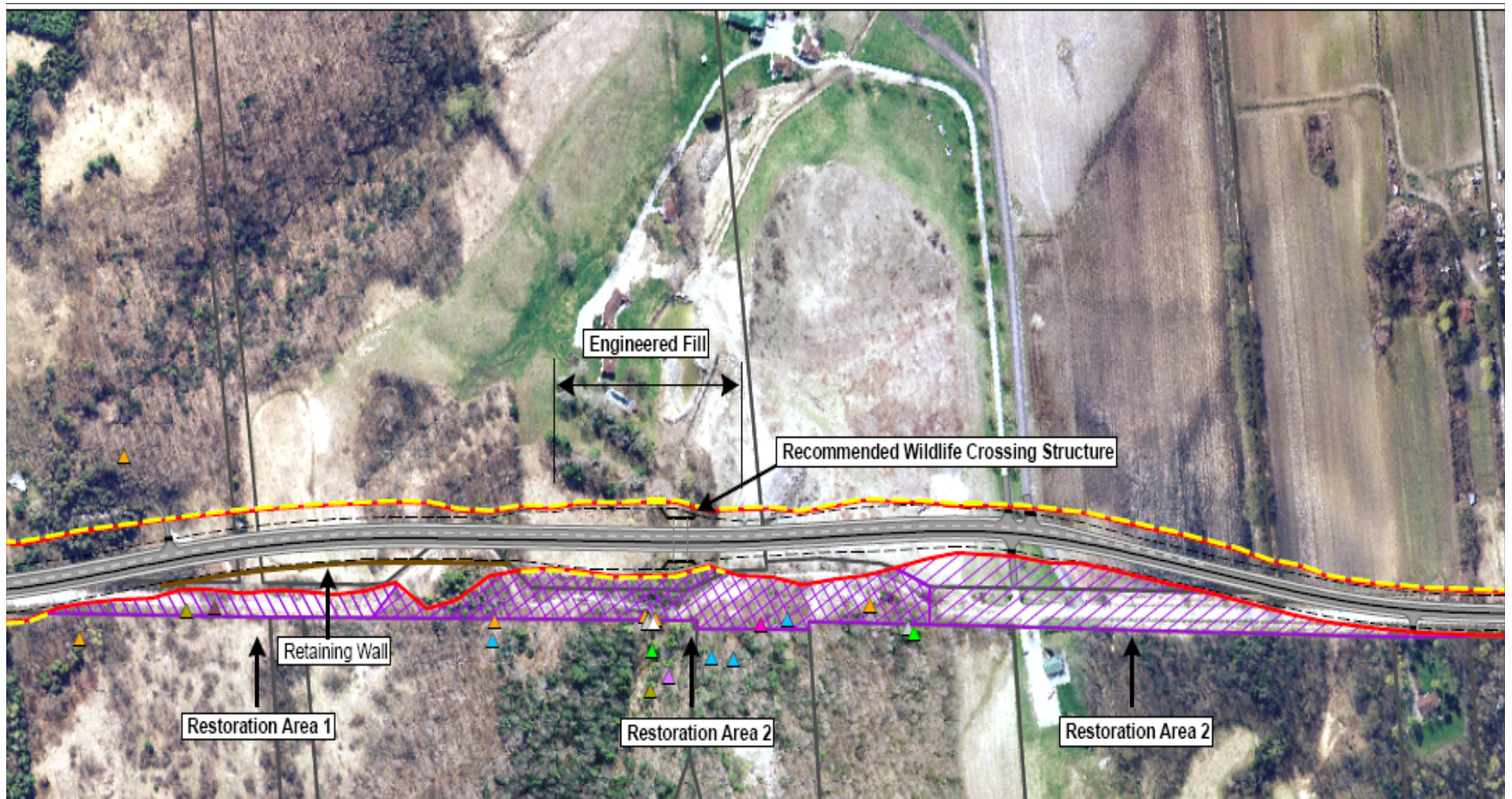
Enhancements and Mitigation

- Wildlife/pedestrian trail crossings are planned in 3 locations



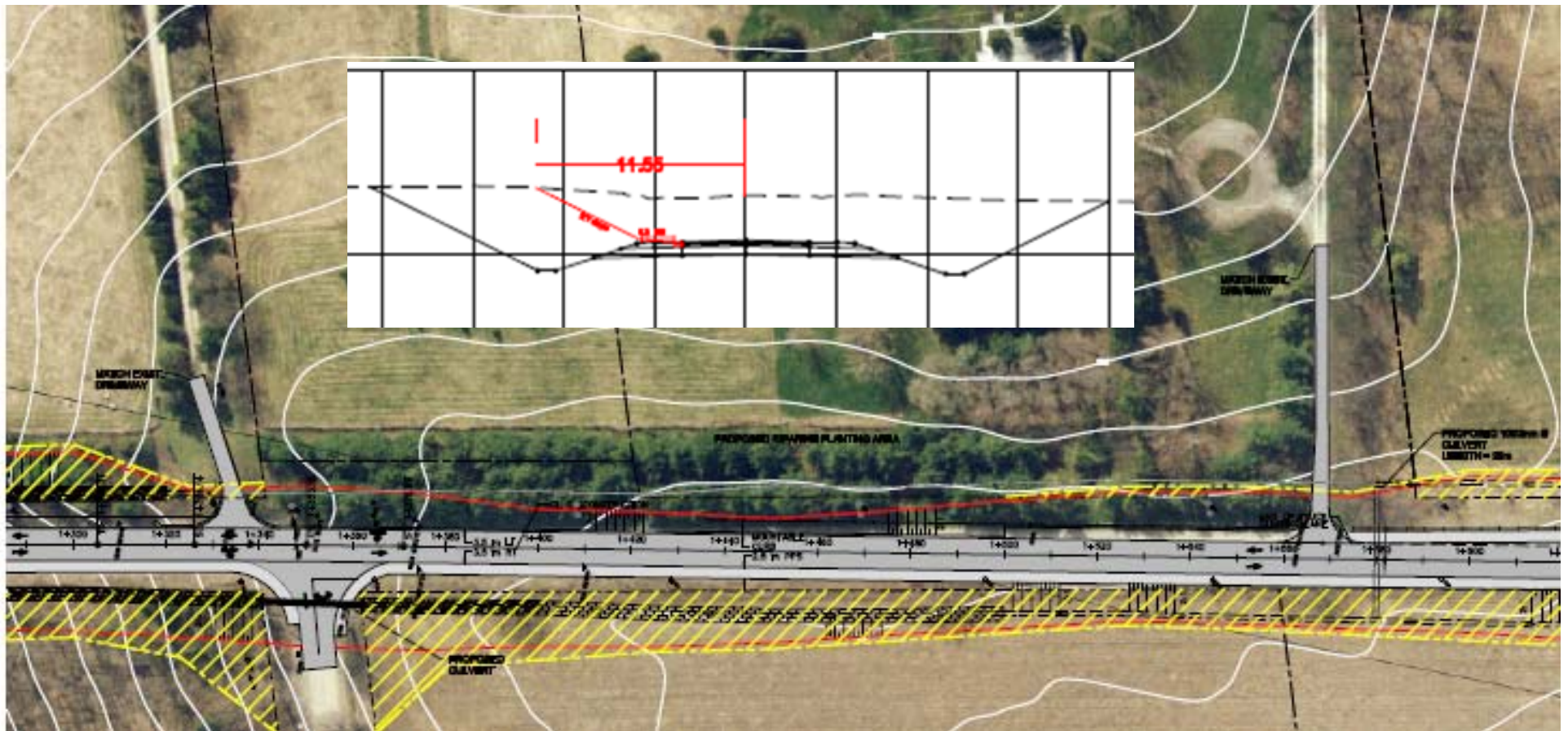
Enhancements and Mitigation

- ❑ Extensive vegetation planting/reforestation will be undertaken



Enhancements and Mitigation

- ❑ Design speed has been reduced to 70 km/h
- ❑ Curb sections have been used to further reduce grading extents



Some Residents Disagree with our Study

- ❑ Travel demand should be accommodated on corridors other than Bathurst Street
- ❑ Magnitude of vegetation and wildlife habitat removal within new road footprint
- ❑ The costs of the project are greater than the benefits

Financial Implications

Estimated total project cost:

Engineering -	\$ 1.6M
Property -	\$ 2.5M
Construction -	\$20.8M
Other -	<u>\$ 1.6M</u>
TOTAL	\$26.5M

Enhancements and Mitigation are a significant investment

Slopes/Alternative Grading Sections -	\$1.5M
Wildlife Crossings -	\$2.1M
Vegetation/Compensation Planting -	\$1.3M
Realignment and TCL (Horizontal & Vertical) -	<u>\$2.9M</u>
TOTAL	\$7.8M

Next Steps

- ❑ Complete Environmental Study Report (ESR).
- ❑ Presentation to King Township Council in January 2010.
- ❑ File ESR for 30-day review period in February 2010.
- ❑ After ESR clearance, undertake detailed design, property
- ❑ Property acquisition and utility relocation in 2010-2011
- ❑ Planned start construction in 2012 (draft 2010 10 Year Roads Construction Program)

Recommendation

- ❑ Circulate the report to Township of King, Towns of East Gwillimbury, Newmarket, Georgina and Bradford West Gwillimbury and Simcoe County advising that the Environmental Study Report will be filed for public review early in 2010