



## ABOUT THE PROJECT

York Region's transportation and roadway management strategies have identified future road network needs along the Leslie Street corridor between Wellington Street and Mulock Drive.

Population growth in the area has put increasing pressure on the current road networks, and future approved growth indicates that there will be a continued increase in traffic along Leslie Street.

The purpose of this project is to conduct a Municipal Class Environmental Assessment Study (Schedule 'C') to determine specific improvements to Leslie Street from Wellington Street to Mulock Drive for implementation as part of York Region's 10 Year Roads Construction Program.

## CLASS EA PROCESS

The Leslie Street Road Improvements Municipal Class Environmental Assessment (EA) is being conducted as a Schedule 'C' project, in accordance with the requirements set out in the Municipal Class Environmental Assessment document (October 2000, as amended in October 2007). Projects are classified in terms of their characteristics, potential effects, and expected outcomes as Schedule 'A', 'A+', 'B', or 'C'. The Schedule 'C' process involves the most comprehensive study of the four.

As part of this project, consultation will be conducted at key stages of the study in order to solicit input and comment; including two Public Consultation Centres (PCCs).

## PHASE 1: PROBLEM AND OPPORTUNITY

- The current configuration of Leslie Street will not accommodate the anticipated traffic increases within the 20 year planning horizon.
- The opportunity exists to update the roadway geometrics, incorporate Pedestrian and Cycling Master Plan initiatives, improve transit facilities, and incorporate streetscaping to reflect current York Region policies.

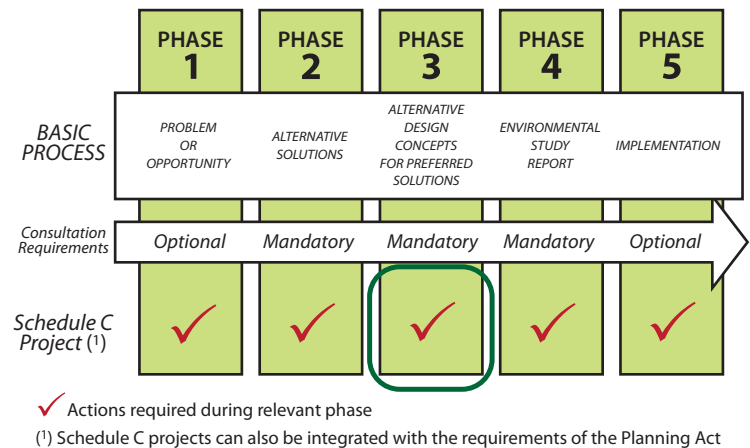
## STUDY AREA



## PHASE 2: ALTERNATIVE SOLUTIONS

Several reasonable solutions to the identified problem and opportunity statement were developed for consideration. The preferred alternative solution to add capacity to Leslie Street in combination with: Travel Demand Management (TDM); Transportation Systems Management (TSM); and increase Public Transit Service, was developed based on the examination of several alternatives and was found to be the best solution to address the problem and opportunity.

## Key Features of the Municipal Class EA Process



## PHASE 3: ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTIONS

Our study area has been separated into five sections. We looked at a number of alternative designs for each section. The designs were then evaluated and the recommended design includes:

- **Wellington Street to State Farm Way** - Provide double left turn lanes & widening to the west and east
- **State Farm Way to Broughton Lane** - Widening to the east
- **Broughton Lane to Mullock Drive** - Widening west and east of existing roadway
- **St. John's Sideroad** - Upgrade to design speed of 80 km/h
- **Mullock Drive** - Provide southbound and eastbound double left turn lanes

All alternatives consider on-street bike lanes and provide space for a sidewalk or multi-use path on each side of Leslie Street.

The recommended concept will be an urban roadway (curb and boulevard ) with several improvements to enhance safety and aesthetics, minimize noise, balance impacts to the environment and improve the overall look and feel of the roadway. Some of the key design elements include:

- Curbs along the entire segment
- Improved traffic signals & timing
- More turning lanes
- Bus stops along Leslie Street
- Street trees along Leslie Street
- A noise fence on the west side of Leslie Street from Broughton Lane to Ivsbridge Boulevard

## CONTACT US

Should you require further information regarding the Leslie Street Road Improvements Class EA, please visit the project website at [www.lesliestreeta.ca](http://www.lesliestreeta.ca) or feel free to contact the York Region Study Manager:

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