

Odyssey is top contender in the minivan market



And speaking of DVD, Honda has upgraded this feature to a 9-inch display with a remote control that snaps into the ceiling. The wireless headphones automatically turn on when they flip open, and off when you remove them - no need to worry about accidentally draining the batteries.

York Rapid Transit Plan Highway 7 Widening between Woodbine Avenue and Sciberras Road Component of Highway 7 Corridor Public Transit Improvements Environmental Assessment Public Consultation Opportunity

As one of the fastest growing municipalities in Canada, York Region is facing numerous transportation challenges. In response the Region developed a Transportation Master Plan that includes both the implementation of a rapid transit network and the widening of portions of various arterial roads such as Highway 7.

The Region is nearing completion of the Highway 7 Public Transit Improvements Environmental Assessment (EA) which includes a recommendation for rapid transit service between the east and west Regional boundaries and the widening of Highway 7 from four to six lanes, including the construction of a centre median, between Woodbine Avenue (Montgomery Road) and Sciberras Road.

This public consultation will be in the form of an open house display, and will present:

- The Rapid Transit service background and description of the technically preferred alternative
- The need and justification for roadway improvements on Highway 7 between Woodbine Avenue and Sciberras Road
- The planning alternatives to reduce traffic congestion in this portion of Highway 7
- Presentation of the technically preferred alternative for the widening of Highway 7

The scope and success of this study depends on public input and participation. We invite you to attend the upcoming Open House on October 28th, 2004 to review the findings of the EA Study. The details are as follows:

Town of Markham Anthony Roman Centre
Great Hall, 4:00 - 9:00 p.m.
101 Town Centre Blvd.
Markham, ON L3R 9W3

To obtain further information on this study, visit our rapid transit Web site at www.yorkinmotion.com or the York Region Web site at www.region.york.on.ca/yrtp

If you wish to direct questions and comments, please contact:

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minivan segment. Immediately, I was impressed by a sophisticated interior that could easily rival some luxury sedans.

Seating is always a major theme of any minivan story, as these vehicles are sold primarily for their versatility and utility. Starting behind the comfortable leather captain's chairs up front, the second-row seats were a topic of discussion among some attending journalists. The one gripe I heard was that these seats did not fold into the floor, which when you're up against Chrysler, would seem a liability.

Honda engineers countered that this was a question of comfort versus utility and they would have had to make the seats thinner (by extension, less comfortable), to accommodate them in the floor. And if you really

need to carry a 4x8 sheet, you can simply fold flat the seatbacks and place the materials on top. Good answer, but you had better be carrying a tarp or old carpet, as you wouldn't want to damage that fancy minivan interior with a few bucks worth of wood.

But I do agree that comfort should be the primary focus in designing second-row seating. Odyssey's removable, full-sized captain's chairs are good enough for any long trip. And besides, you're probably carrying passengers more often than schlepping plywood.

Still, this row is pretty flexible with seats that slide fore and aft up to 10 inches, have movable armrests on both sides and can be positioned together (bench style), separately with nothing in between, or separate with a convertible seat/console in between (EX and EX with Leather) or a removable console (Touring

model). You can remove the captain's chairs, but they're fairly heavy and you need somewhere to store them.

New for 2005 is the one-motion 60/40 split 3rd-Row Magic Seat(r) that folds quickly and easily into the car cargo floor. This is an area where seating can be a bit of a compromise in some vehicles, but with 75 mm of additional third-row passenger legroom (over last year's model), normal sized adults can be seated comfortably. What's interesting here is that the 2005 Odyssey maintains the same exterior length as the 2004, but has a longer interior. The overall width of the vehicle has been bumped 25mm.

Also in the rear cargo area is the spare tire - tucked neatly into the side wall. This was previously under the second row floor, where you'll now find a novel in-floor storage area with

See EXPECT, page 21.

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