



Vaughan Transportation Plan

TAC Meeting #3:
Status Update, Preferred Alternative, Implementation
March 24 & 25, 2022

- 01** Plan Introduction
- 02** Status Update
- 03** Review of Alternative Scenario Building
- 04** Evaluation and Preferred Alternative
- 05** Implementation Plan
- 06** Next Steps



Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

01

Plan Introduction



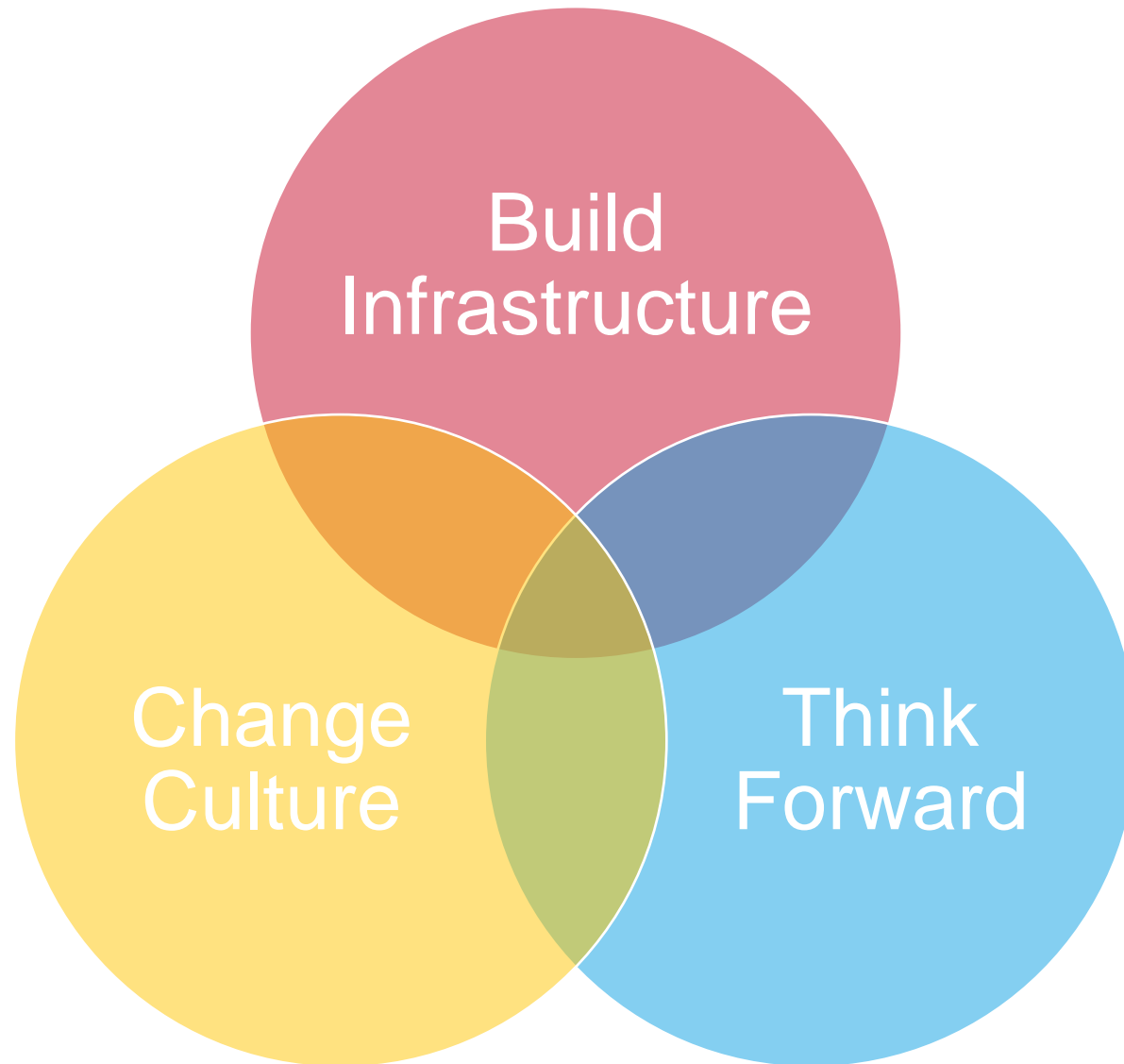
Vision

*Provide high-quality, attractive,
competitive and sustainable mobility choices*

Objectives – from 2012 to today



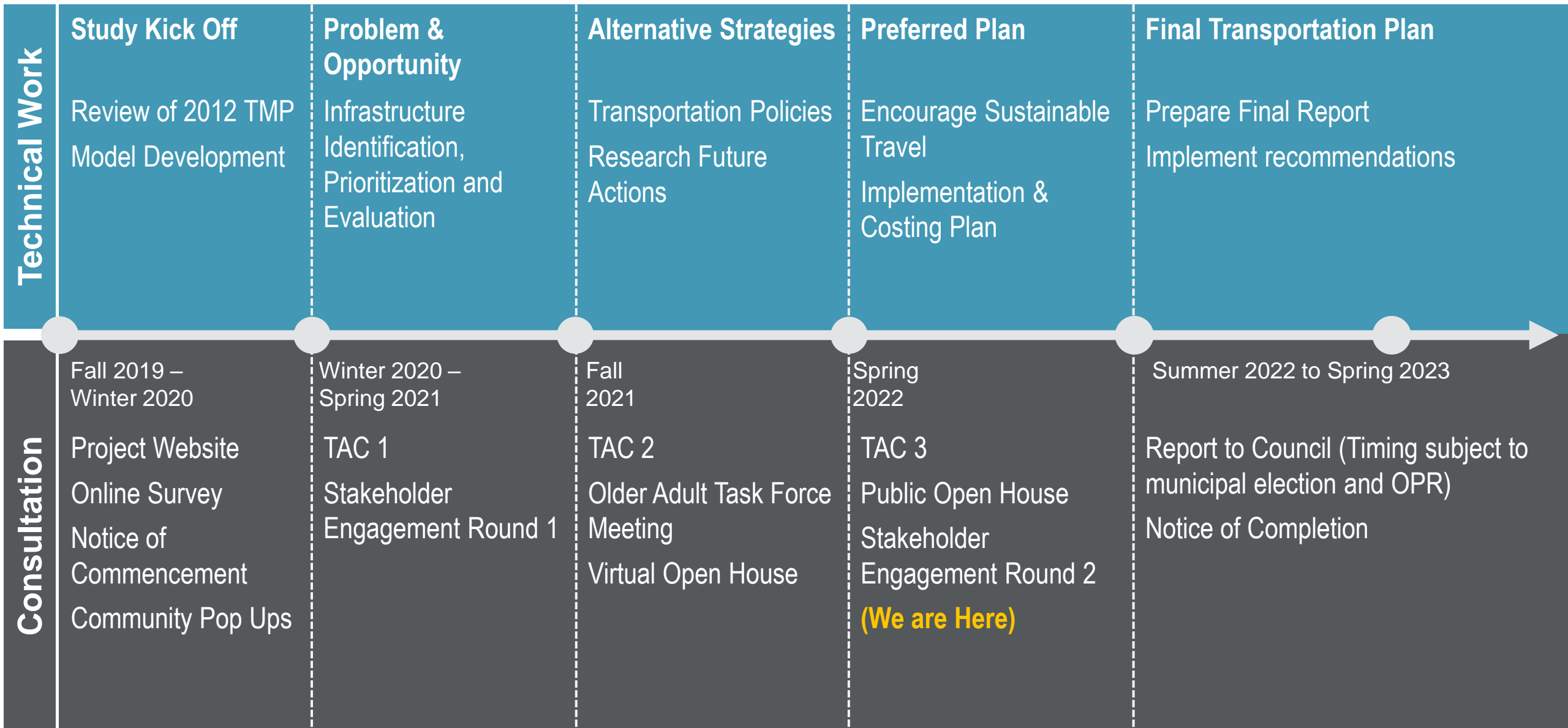
Meeting the Vision and Objectives – Goals



02

General Status Update

Project Task and Schedule



Milestones since last TAC

Build Infrastructure

Determined the preferred alternative and list of recommended infrastructure.

Developed an implementation and costing plan.

Change Culture

Presented to public and received feedback in November 2021 Open House.

Discussed preferred alternative with key stakeholders.

Think Forward

Finalized Whitepapers:

- Future Mobility
- Goods Movement
- Aerial Mobility
- Climate Change & Resilience (presented at the last TAC)
- Data Collection (presented at the last TAC)



What we've learned since Public Open House #1

Virtual Open House #1 was held from November 18 to December 9, 2021, and the live event was held on November 23. **Here are the key messages we heard:**

Build Infrastructure	Change Culture	Think Forward
Create a safer walking environment	Focus on building complete communities to reduce travel	Encourage new development to include electric vehicle charging stations
Create protected bike routes so people can cycle	Support improved, frequent and reliable transit service	Consider new services such as electric on-demand transportation to improve equity
Address gaps in the street network, particularly in east-west direction	Encourage employers to add bike racks, change and shower facilities	Support for green initiatives to address climate change

Introduction

The City of Vaughan is one of Ontario's fastest growing cities - home to approximately 341,600 residents and 240,200 jobs. Today, the majority of people in Vaughan choose to travel using their private vehicle. This is because Vaughan's transportation system has been developed in a way that makes it very easy to drive everywhere. However, traffic in Vaughan can be very congested, especially on major roads, because of the number of people who are trying to go to work, school, home, or to run errands, all on the road network.

As the city continues to grow, naturally more people will need to travel within, to and from Vaughan. Experience from other cities in Ontario shows that focusing on only widening roads can be expensive and that the relief from congestion is temporary. To address this, the City is preparing the Vaughan Transportation Plan, which will enable sustainable and effective ways to travel that don't always require you to drive. A transportation system with more than one way to travel from point A to point B is better equipped to accommodate everyone's needs. For this to become reality, the City has to improve the experience of travel options beyond driving, such as transit, cycling and walking.

As you read through the materials of this open house, we have identified transportation projects which we believe will give you more ways to travel to where you need to go. We welcome your thoughts, comments and feedback on these projects, or suggestions for projects that we should consider, that will help us give you, your family, and future residents, and businesses in Vaughan a high-quality, cost-effective, safe and environmentally friendly transportation system.

Goals

Objectives

- Connectivity
- Safety
- Reliability/Resilience
- Accessibility
- Equity
- Financial Sustainability
- Environmental Stewardship

Study Process and Timeline

The Vaughan Transportation Plan is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process. This means that it will:

- Identify the problems and opportunities for the transportation system in Vaughan
- Determine alternative solutions to these problems or take advantage of the available opportunities
- Evaluate the alternative solutions to recommend a preferred solution

Your input will be vital to ensure that we haven't missed any solutions to the problems, or missed any opportunities, as well as to ensure that our evaluation and preferred solution makes sense to you.

Project Tasks

Consultation & Engagement

Fall 2019

Study Commencement

Private Streets

- Reviewed existing literature, guidelines and standards with respect to private streets in Canada.
- Recommend developing policies, guidelines and/or standards that allow privately-owned but publicly accessible streets to enhance walkability, and potentially enable “15-min neighbourhoods”, especially near major transit stations
- Propose requirements for private streets to provide public amenities such as sidewalks, cycle paths, multi-use paths, and landscape and furniture zones.

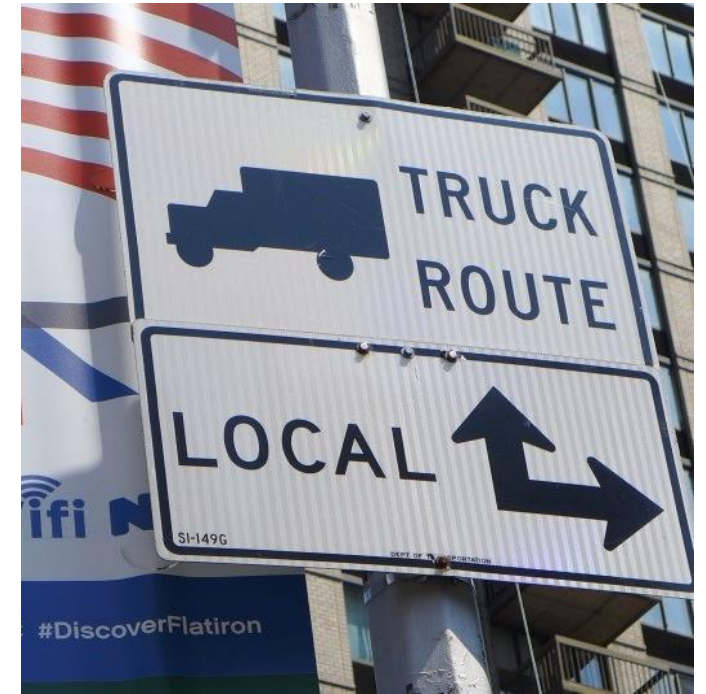


Goods Movement Strategy

- Reviewed initiatives, best practices, and relevant policy
- Conducted key stakeholder engagement in September 2021 (York Region, Peel Region, City of Toronto, City of Brampton, Town of Caledon)

Recommendations

- Develop safer fleet practices, including vehicles designed to mitigate risks and impacts to vulnerable roadway users
- Develop a goods movement strategy and truck route network, in collaboration with York Region and other partners, to allocate trucking movements to compatible areas
- Partner with interested businesses to pilot cargo bike operations in urban areas of Vaughan



Future Mobility

- Reviewed initiatives, best practices, and relevant policy
- Interviewed City of Toronto, MTO, Transport Canada, and York Region

Recommendations

- Identified three major areas of opportunities: regulatory gaps, infrastructure gaps, and resource gaps and near, short, and medium/long-term action plans
- Examples include:
 - Support implementation of a shared mobility hub network (including shared e-bikes and e-scooters) to provide more sustainable mobility choices (near-term)
 - Propose requirements for EV charging for new developments or in policy language for Secondary plans (short-term)
 - Support development of GTHA-wide operations and infrastructure standards for CAV vehicles (medium/long-term)



Aerial Mobility

- Examined points of interest, land uses, and opportunities to implement aerial mobility in the City of Vaughan
- Reviewed best practice for cable-propelled transit (CPT)
- Conducted preliminary business case review for a CPT

Recommendations

- Proposed using a tri-cable detachable gondola (3S) technology and a **conceptual** alignment for a CPT system with stations at VMC, Vaughan Mills Station, Canada's Wonderland, and Cortellucci Vaughan Hospital
- Continue to explore opportunities to implement aerial mobility within the City.
- Coordinate with other stakeholders to educate on urban gondola technology and growing use as mass public transit around the world.



Next Steps for the VTP

Build Infrastructure

Finalize implementation plan

Change Culture

Discuss preferred alternative with key stakeholders

Present and receive feedback from public – Virtual Open House April 5 to April 29, 2022

Prepare “Change Culture” Program plan

Present draft VTP to Council

Prepare policy implementation plan

Finalize new street classifications and implementing policies (with Official Plan Review)

Think Forward

Finalize remaining whitepapers:

- Private Streets
- Maximizing Value for Infrastructure

Final Report



Dundas Place (London, Ontario)

03

Review of Alternative Scenario Building

Needs Assessment and Alternative Evaluation Process

*Existing
Conditions
Gap
Identification*



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graph LR; A[Existing Conditions Gap Identification] --> B[Existing Gap Prioritization]; B --> C[Future Gap Identification and Prioritization]; C --> D[Recommended Improvements, Alternative Design]; D --> E[Alternative Evaluation]
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*Existing Gap
Prioritization*

*Future Gap
Identification
and
Prioritization*

*Recommended
Improvements,
Alternative
Design*

*Alternative
Evaluation*

Draft Problem and Opportunity Statement

Vaughan is one of the fastest growing municipalities in Canada. The VTP is a long-term blueprint to move people and goods **safely, efficiently and sustainably**, supporting current and future residents, businesses and visitors.



There are opportunities to improve the city's transportation system. The city has largely been built for the private automobile resulting in large proximity between land uses, reliance on private automobile travel, and traffic congestion.



As the city intensifies through provincial and regional transit investments, there are opportunities to address the needs for **all modes of travel**.

Special emphasis should be placed on addressing active transportation and transit needs - including the connectivity and safety of active transportation infrastructure and the accessibility and frequency of transit service.



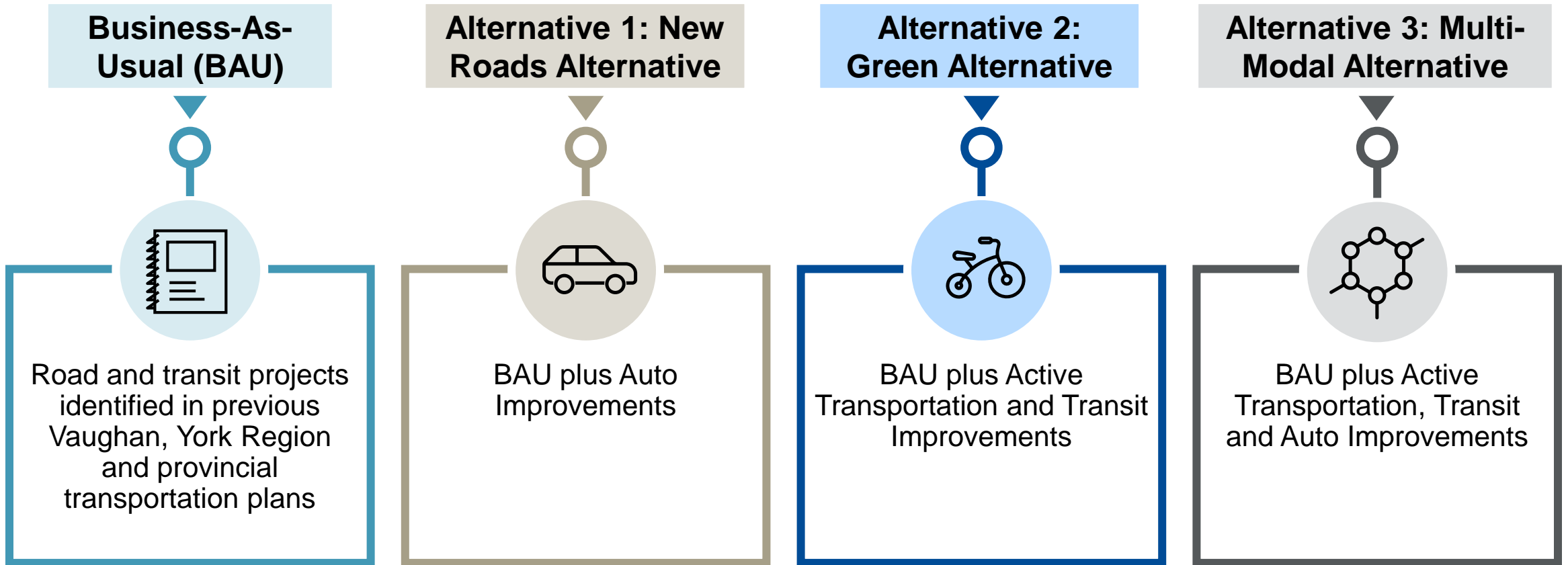
By building the right infrastructure, encouraging a culture change, and thinking forward, the City has an opportunity provide high-quality, attractive, competitive and sustainable mobility choices.

Alternative Building

- Recommended **improvements** based on transportation needs and opportunities analysis.
- Identify **alternatives** comprised of packages of recommended improvements to evaluate, leveraging the Vaughan Travel Demand Model.
- To address road network gaps, **transit** and **active transportation**-focused improvements are considered first – road network gaps do not necessarily trigger road improvements.

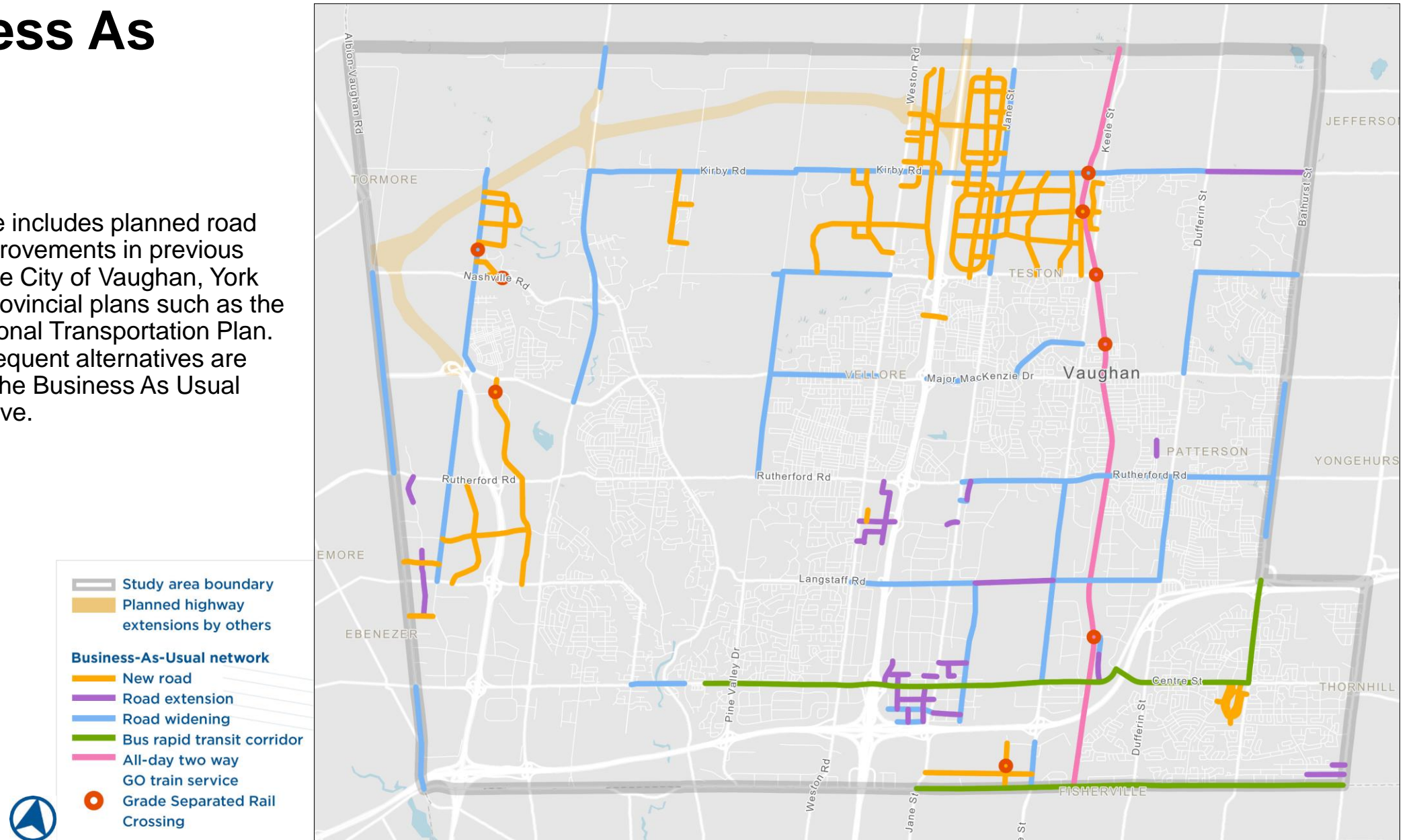


Alternative Building



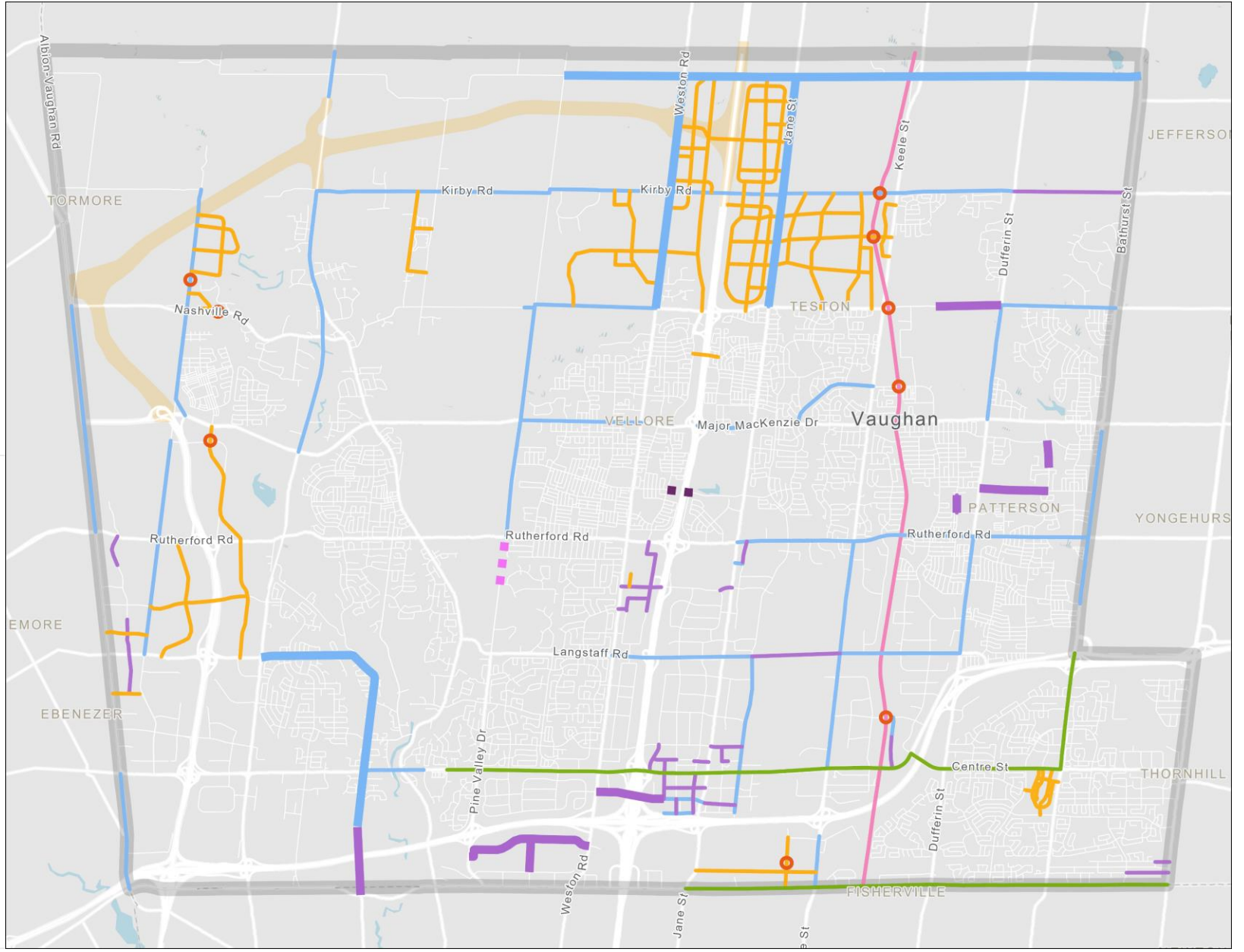
Business As Usual

This alternative includes planned road and transit improvements in previous studies from the City of Vaughan, York Region, and provincial plans such as the Metrolinx Regional Transportation Plan. All of the subsequent alternatives are building upon the Business As Usual (BAU) alternative.



Alternative 1: New Roads Alternative

This alternative includes all road and transit projects included in BAU, with additional road network improvements identified through the analysis of the auto and transit network in Vaughan's transportation network.

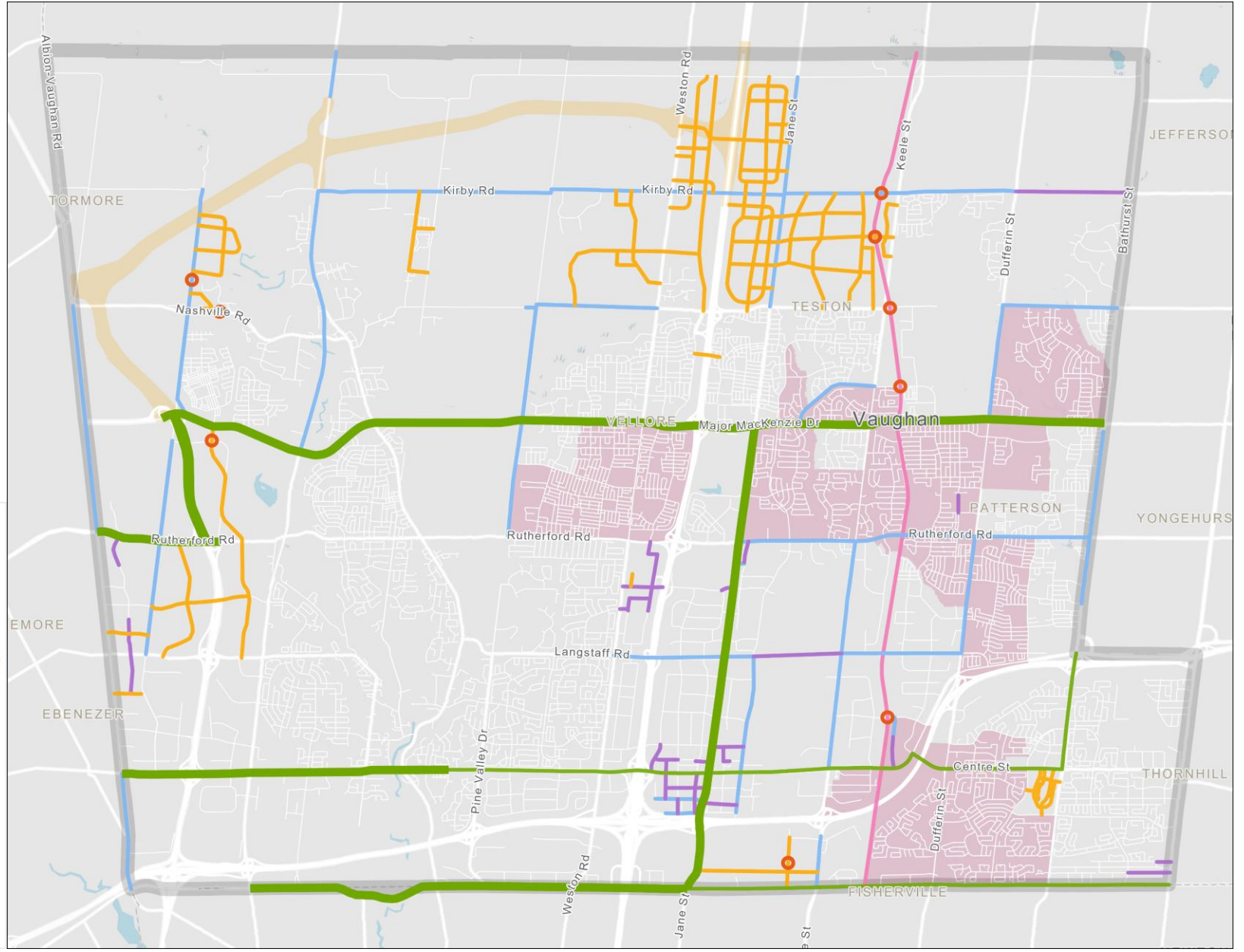


*Road extension technically justified but will not be implemented as per Council resolution.
 **Road extension may be technically justified, but in the past has failed to receive approval from municipal and/or provincial government(s) and may not be implementable.

Alternative 2: Green Alternative

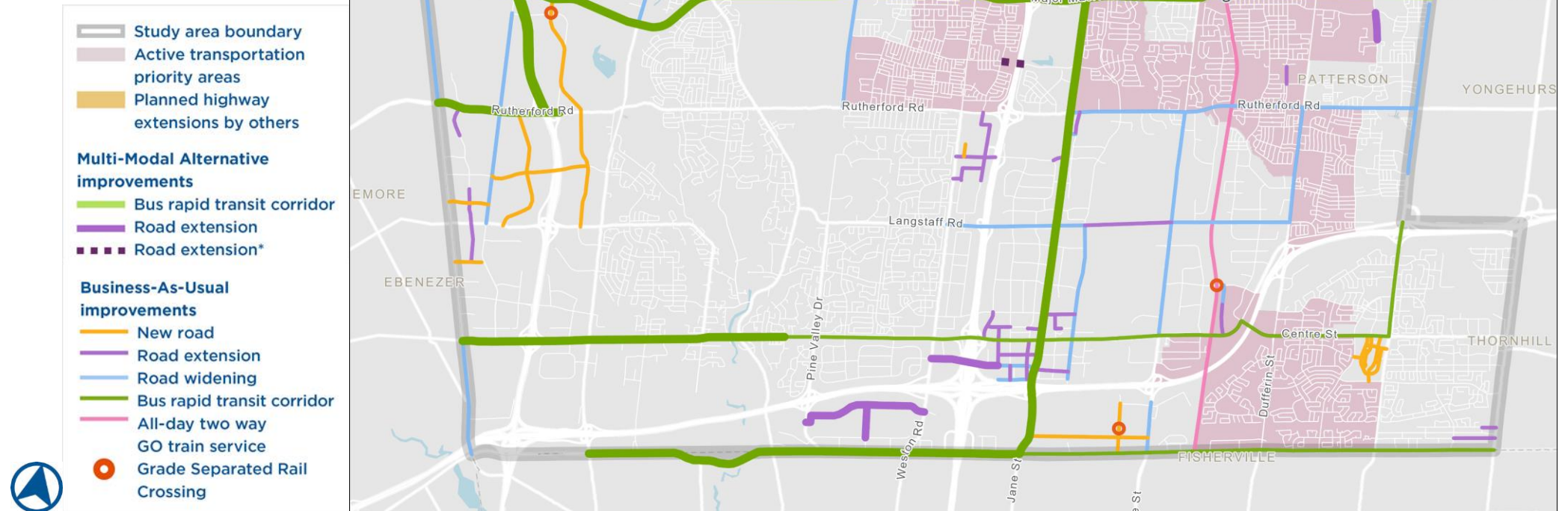
This alternative includes all road and transit projects included in BAU, with additional above-ground transit and active transportation network improvements identified through the analysis of the auto, transit, and active transportation network in Vaughan's transportation network.

- Study area boundary
- Active transportation priority areas
- Planned highway extensions by others
- Green Alternative improvements**
 - Bus rapid transit corridor
- Business-As-Usual improvements**
 - New road
 - Road extension
 - Road widening
 - Bus rapid transit corridor
 - All-day two way
 - GO train service
 - Grade Separated Rail Crossing



Alternative 3: Multi-Modal Alternative

This alternative includes all road and transit projects included in BAU, with all above-ground transit and active transportation network improvements identified in Alternative 2 and a subset of road network improvements identified in Alternative 1.

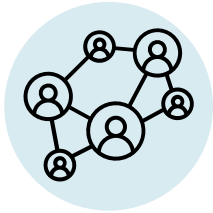


*Road extension technically justified but will not be implemented as per Council resolution.

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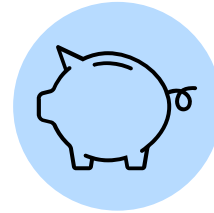
**Evaluation and Draft
Preferred Alternative**

Evaluation Criteria



ACCESSIBLE & CONNECTED

Does the alternative make it easier for users to get to more route options?



FINANCIALLY SUSTAINABLE

Is the alternative cost effective?



ENVIRONMENTALLY RESPONSIBLE

Does the alternative support environmental goals and objectives?



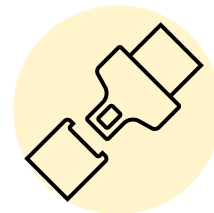
RELIABLE & RESILIENT

Does the alternative improve the reliability of infrastructure for all modes and users?



EQUITY

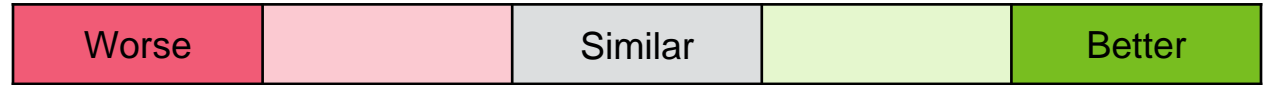
Does the alternative provide better transportation choices and experiences for all users?



SAFE

Does the alternative provide more safe travel choices for all users?

Evaluation Results

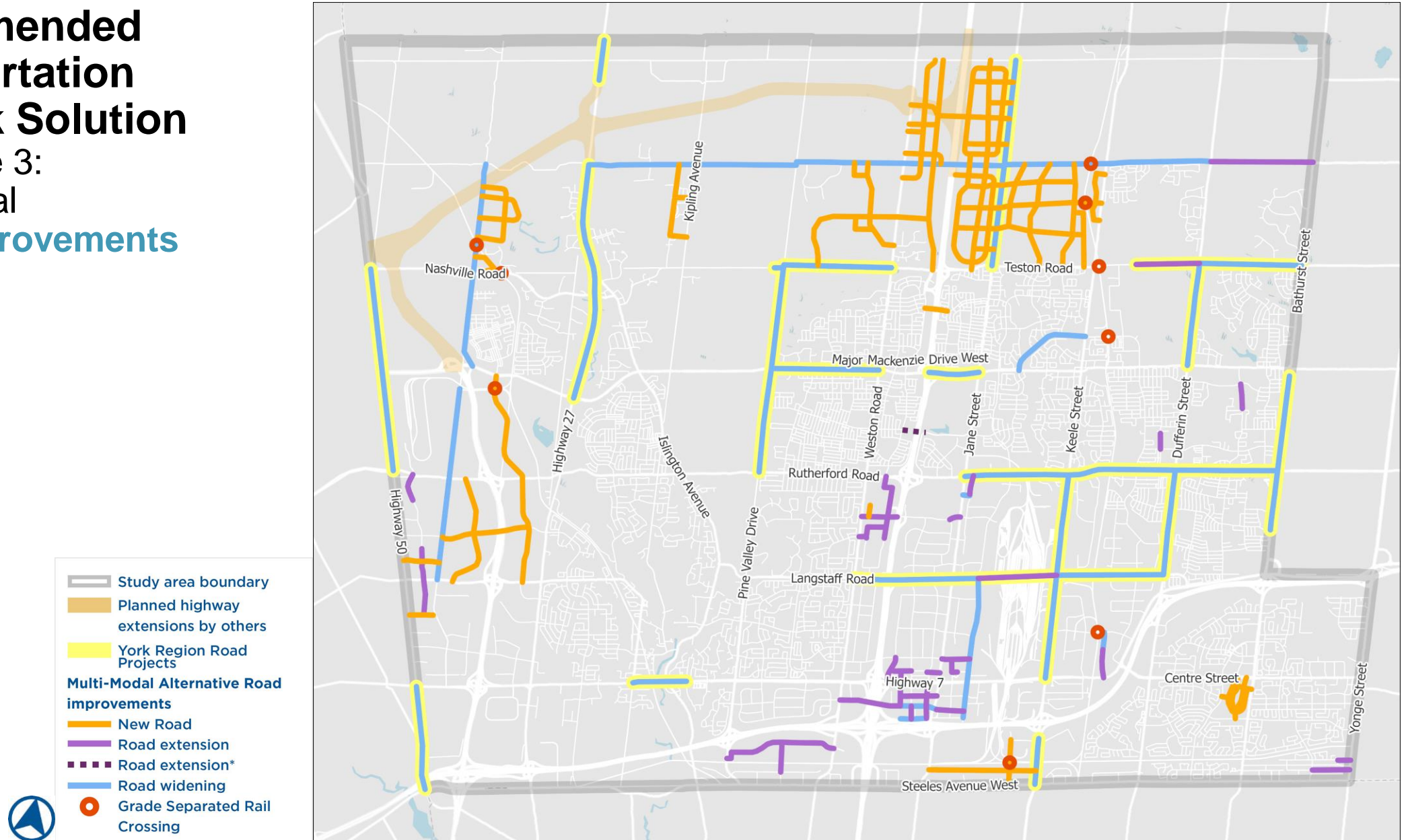


VTP Objective	Indicator	Compared to BAU Alternative		
		New Roads Alternative	Green Alternative	Multi-Modal Alternative
Accessibility & Connectivity	System Reach	Light Green	Light Green	Dark Green
Environmental Stewardship	Greenhouse Gas Emissions	Red	Dark Green	Dark Green
Equitable	Travel Time Ratio	Grey	Light Green	Grey
Financial Sustainability	Cost Estimate	Red	Light Pink	Light Pink
Reliability / Resilience	(Congested) Hours Travelled	Grey	Light Green	Dark Green
	Congested Road Links	Light Green	Light Green	Dark Green
Safety	Infrastructure Safety	Light Green	Dark Green	Dark Green

Based on evaluation results above and public feedback, **Alternative 3: Multi-Modal** is the recommended transportation network solution.

Recommended Transportation Network Solution

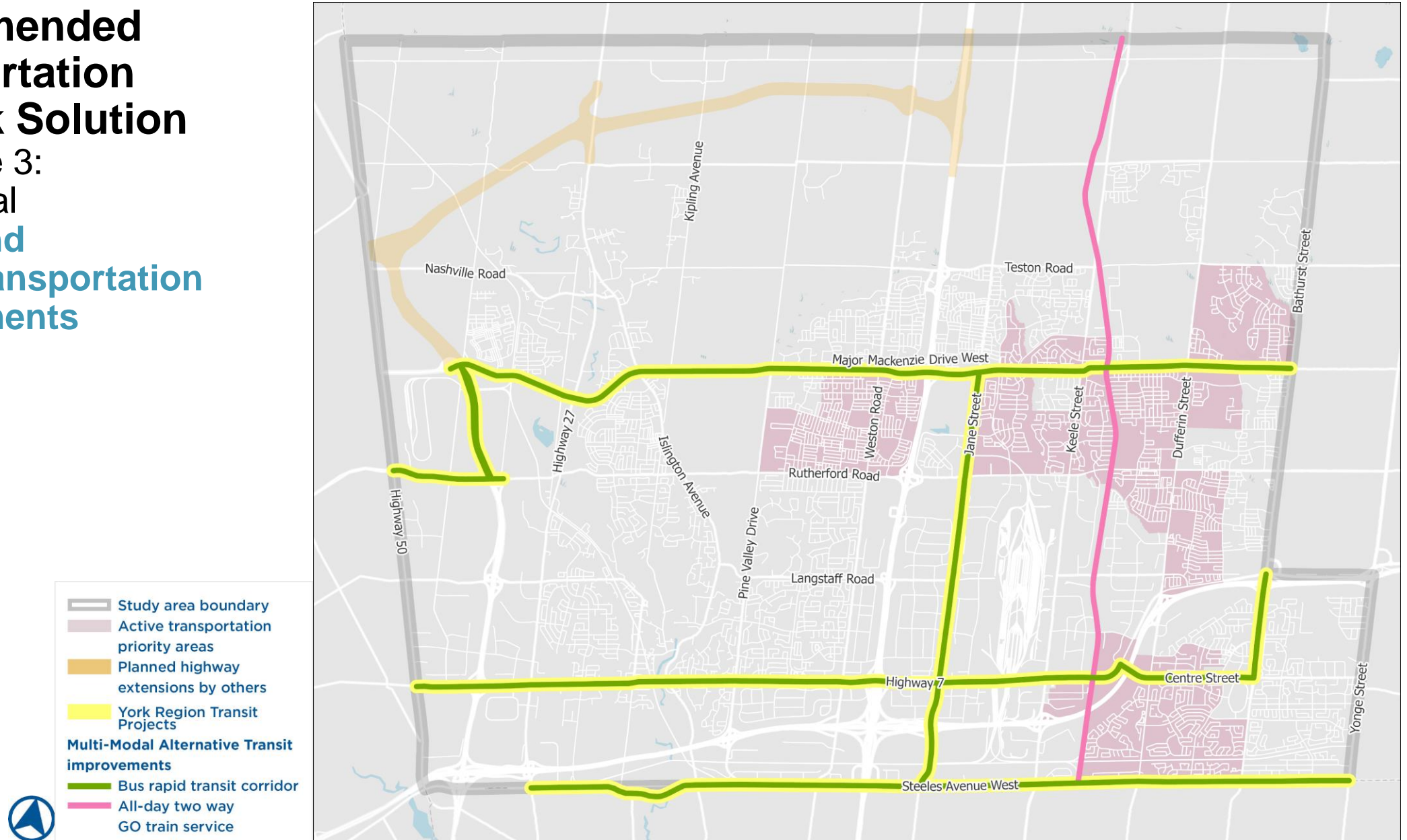
Alternative 3: Multi Modal Road Improvements



*Road extension technically justified but will not be implemented as per Council resolution.

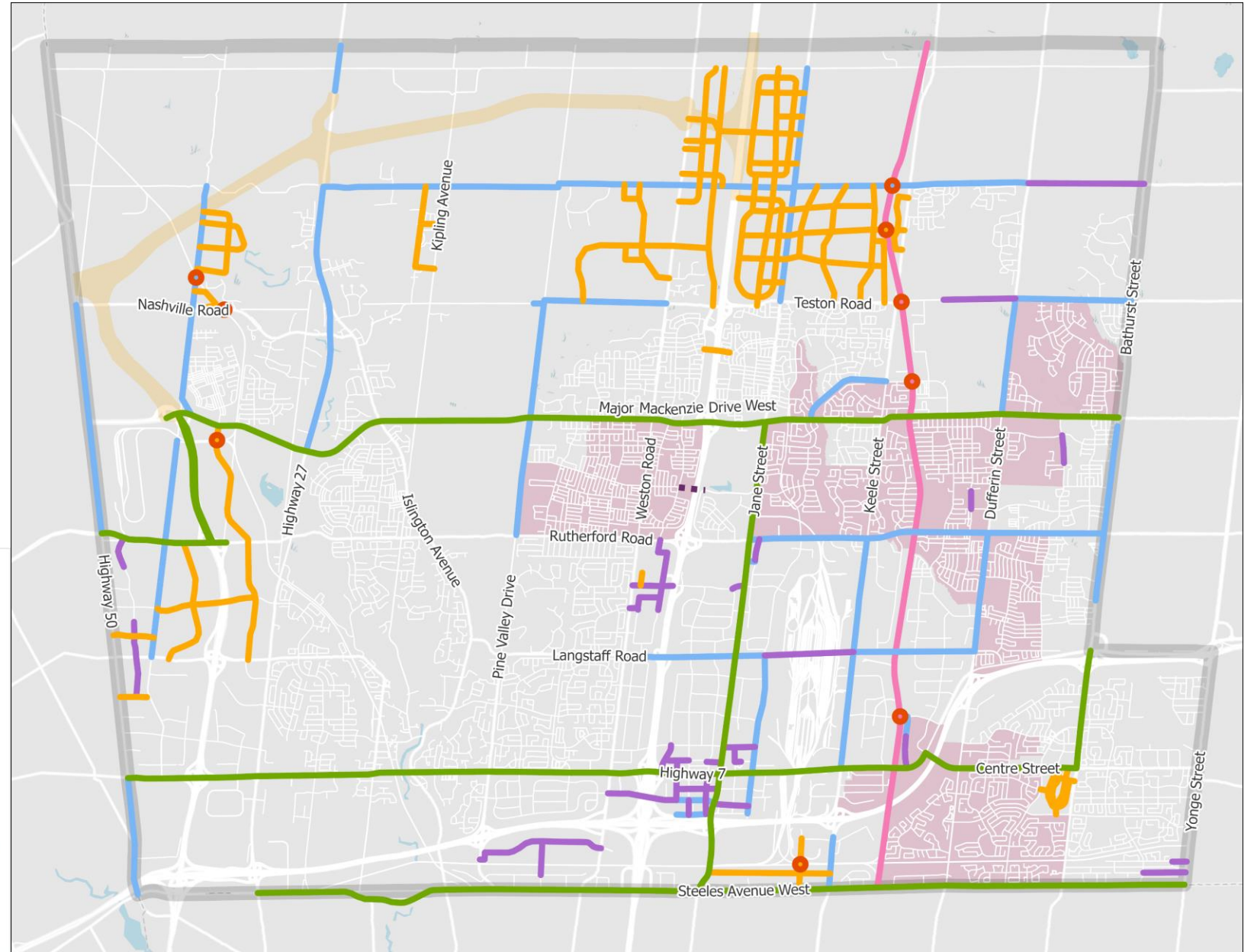
Recommended Transportation Network Solution

Alternative 3: Multi Modal Transit and Active Transportation Improvements



Recommended Transportation Network Solution

Alternative 3: Multi Modal All Improvements



*Road extension technically justified but will not be implemented as per Council resolution.

05

Implementation Plan

Implementation Plan

Applied a framework to phase projects in the recommended alternative into different timeframes:

- Immediate (0-5 years)
- Short-term (5-10 years)
- Medium-term (10-20 years)
- Long-term (20+ years)
- Deliver with Development

Implementation Plan

Methodology involves prioritizing projects firstly by transportation network needs and opportunities

- Transportation indicators (i.e., travel time)
- Land use indicators (i.e., density, intensification area)
- Social equity indicators (i.e. low-income, immigrants)
- Safety indicators (i.e. school zone, collision hotspots)

Then by considering constraints, such as:

Capital Resource Constraints

What are the capital resources needed to deliver the improvement?

Identify which improvements are funded, and how the unfunded projects can be implemented with available capital resources within the timeframe.

Delivery Resource Constraints

What are the delivery resources needed to deliver these improvements?

Identify which improvements can be implemented with available delivery resources (e.g. staff) within the timeframe.

Environmental Constraints

What is the improvement's EA Schedule?

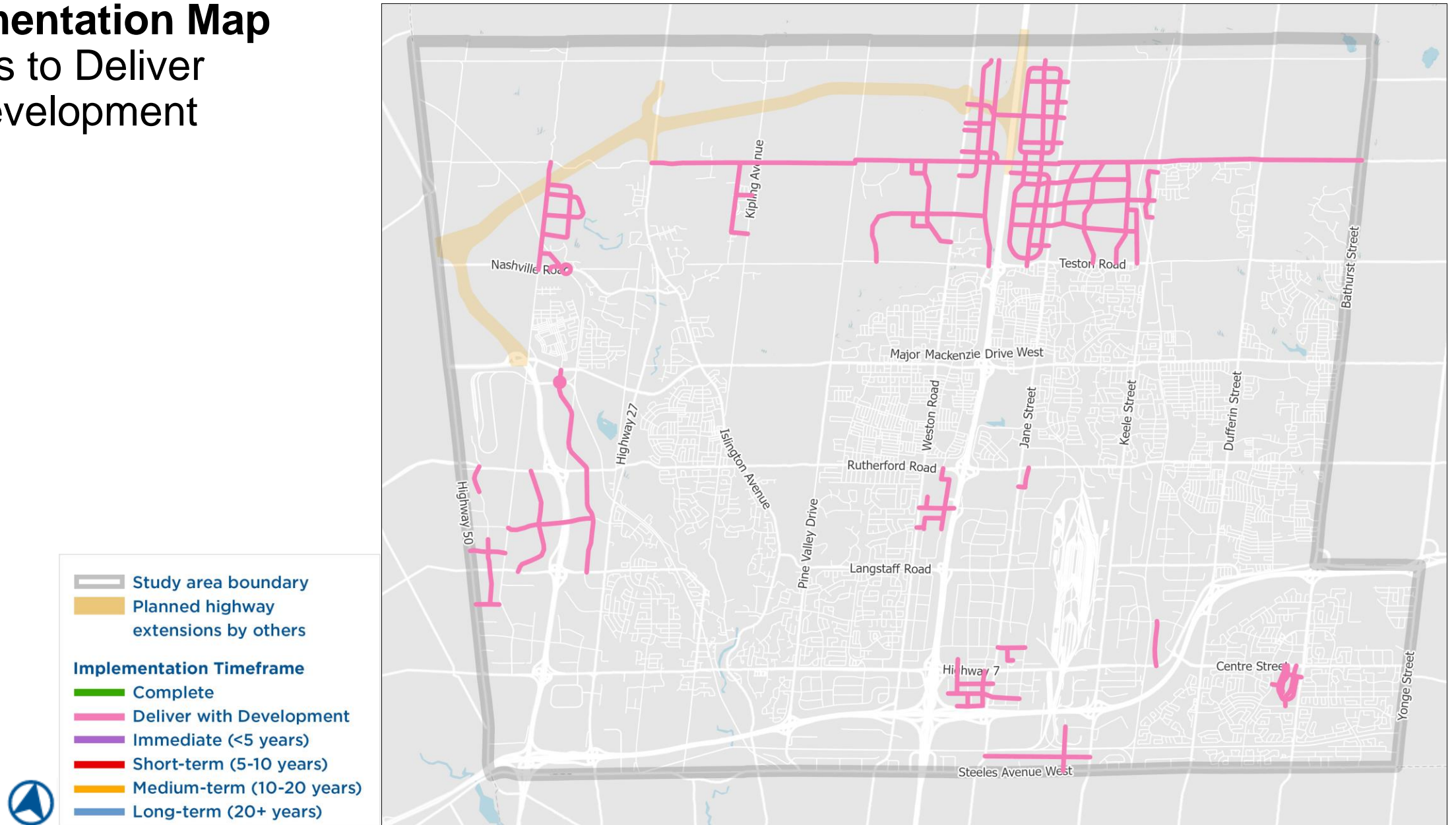
Is the improvement in the EA process already?

Does the improvement have major environmental impact?

Identify if environmental constraints exist that could limit the implementation of an improvement.

Implementation Map

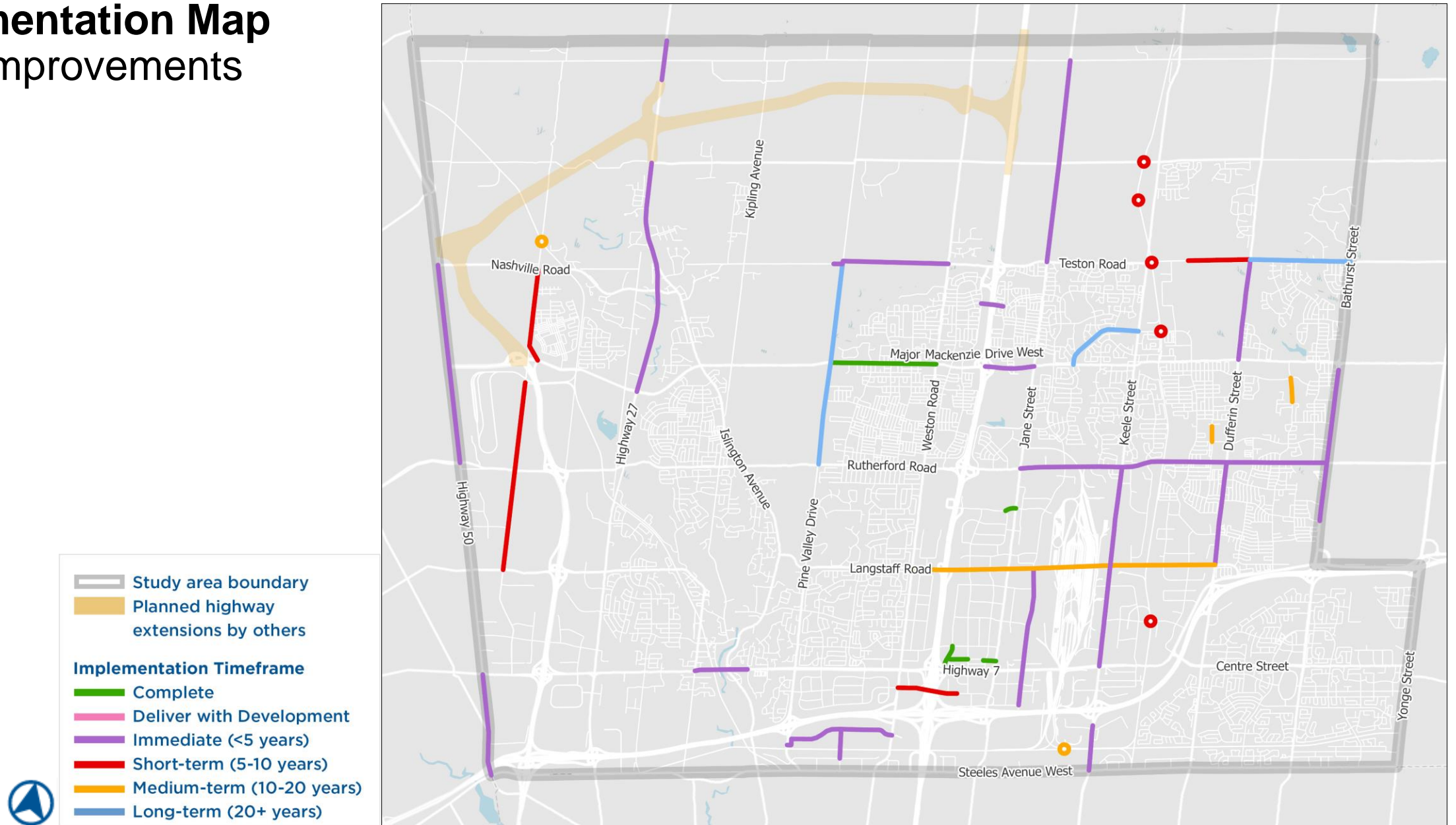
Projects to Deliver with Development



*Implementation timeframe based on needs and constraints, subject to the respective approval processes of Vaughan and partner municipalities

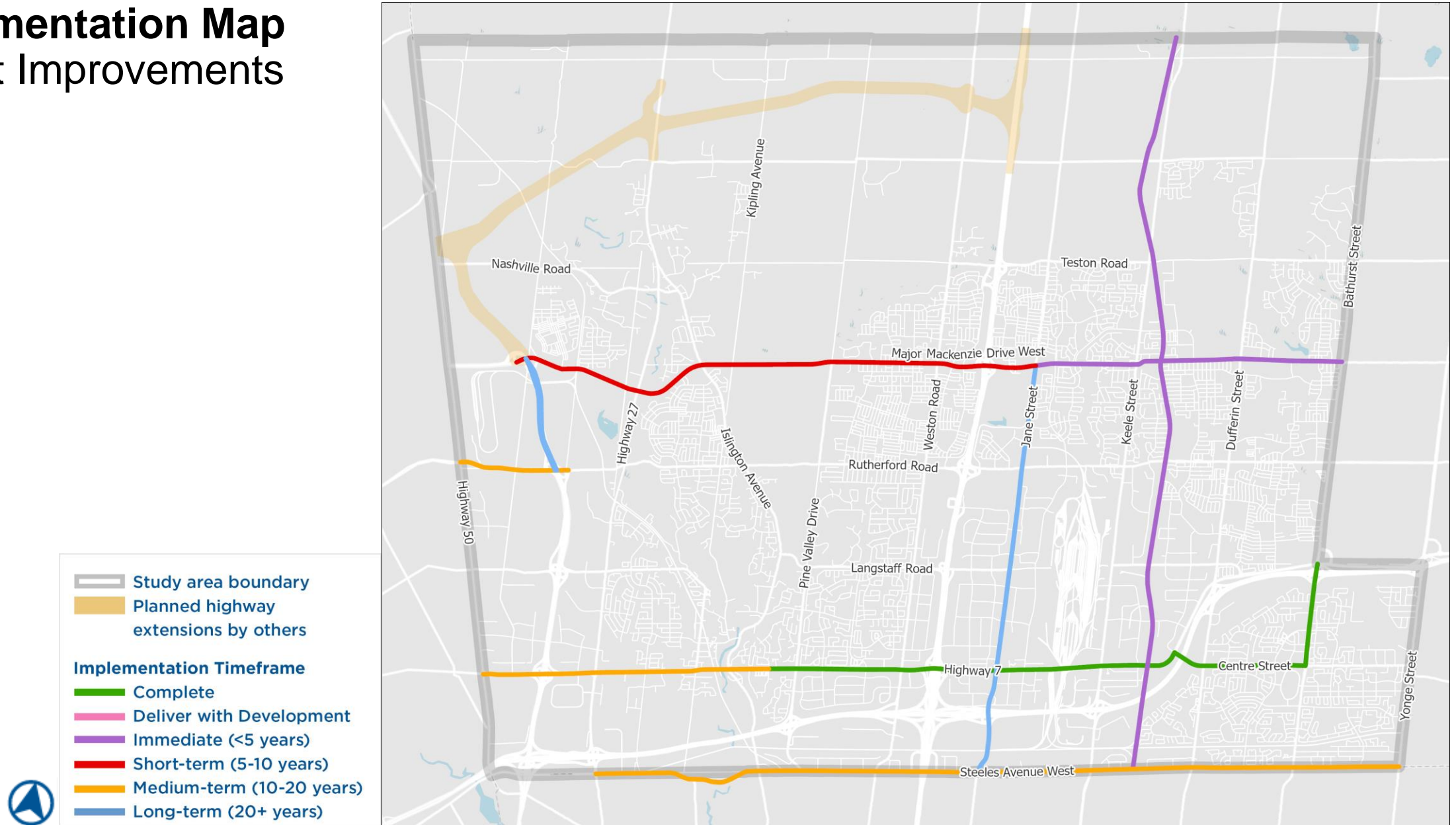
Implementation Map

Road Improvements



*Implementation timeframe based on needs and constraints, subject to the respective approval processes of Vaughan and partner municipalities

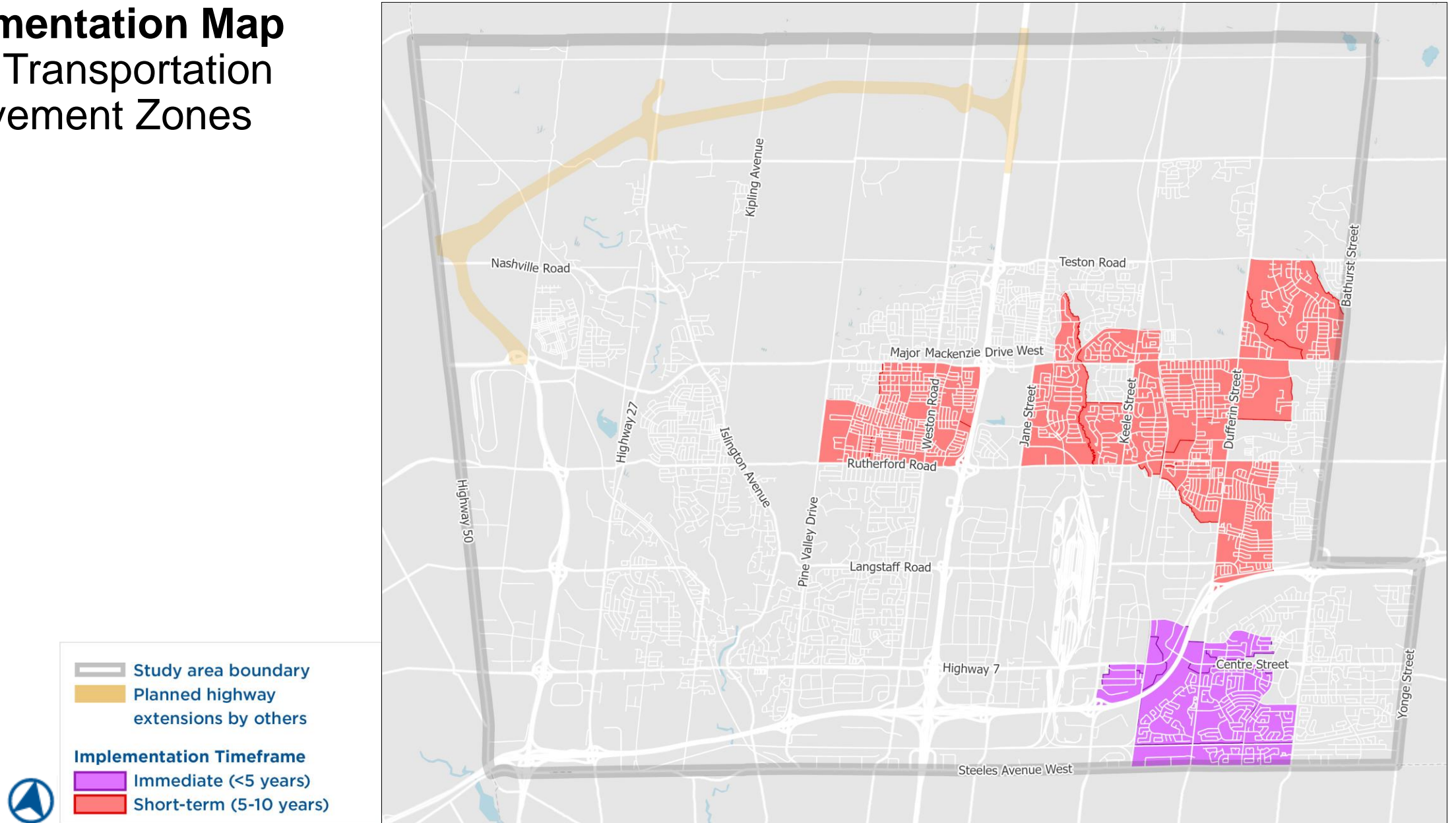
Implementation Map Transit Improvements



*Implementation timeframe based on needs and constraints, subject to the respective approval processes of Vaughan and partner municipalities

Implementation Map

Active Transportation Improvement Zones



*Implementation timeframe based on needs and constraints, subject to the respective approval processes of Vaughan and partner municipalities

06

Next Steps

Next Steps

- Present Preferred Alternative to the public:
 - Virtual Public Open House – April 5th to April 29th
 - Live Public Open House Meeting – April 19th
- Finalize plan implementation and phasing, along with cost estimates.
- Prepare final report and present to Council.

Thank you!

Backup

Vaughan Transportation Plan (VTP)

- A long-term blueprint for moving people and goods
- Support current and future residents, businesses and visitors
- The study is expected to be completed by the end of 2022

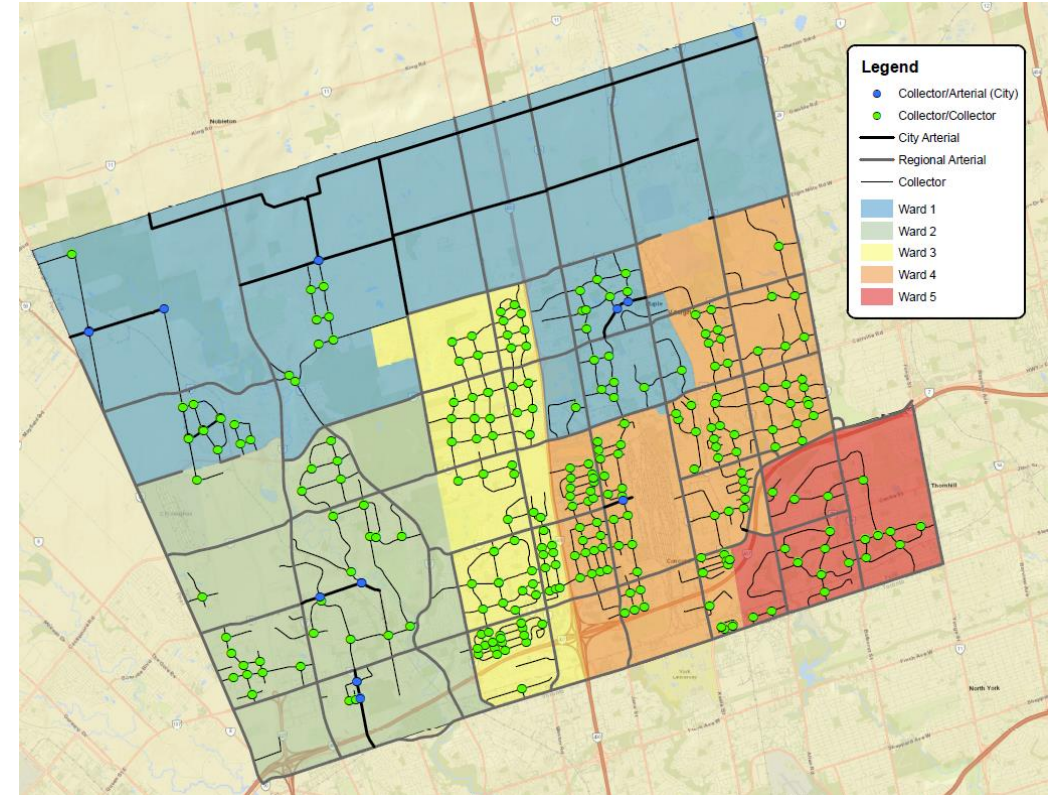


Transportation Data Collection

- Identified data “wants” and “needs” from the City and reviewed best practices by surveying peer municipalities
- Investigated data storage and management solutions, collection programs, and identified implementation challenges

Recommended Actions

- Implement industry-standard transportation data management software and develop a multi-modal turning movement count collection program
- Regularly collect and standardize collision data from York Region Police and York Region’s Bluetooth sensors
- Investigate permanent multi-modal count stations
- Investigate origin-destination, trip generation, and heavy vehicle movement data collection

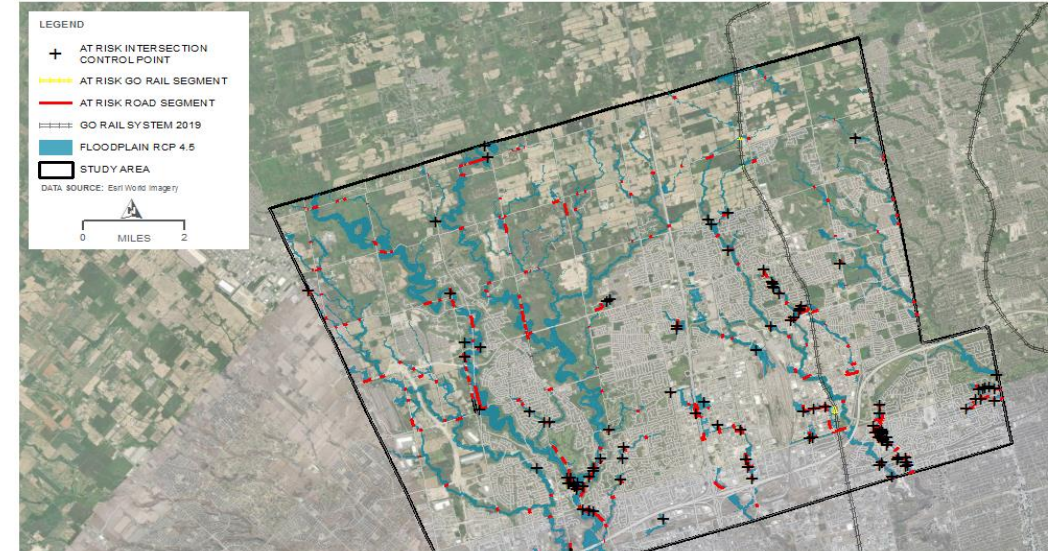


Climate Change and Resilience

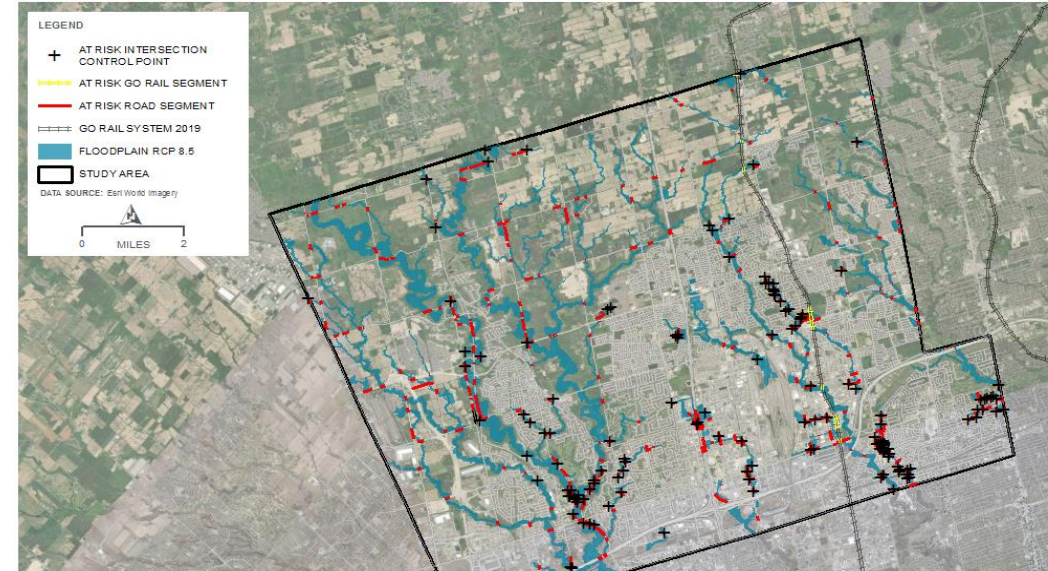
- Analyzed historic climate trends and projected climate changes to air temperature and precipitation intensities.
- Identified projected impacts from climate change such as jam flooding potential, extreme flooding, tornadoes, severe thunderstorms and lightning.

Recommended potential actions

Do nothing / respond and recover	Least expensive in the near-term but could be most costly in the long-term
Identify alternative	Cost-effective
Harden / redesign	Phased approach

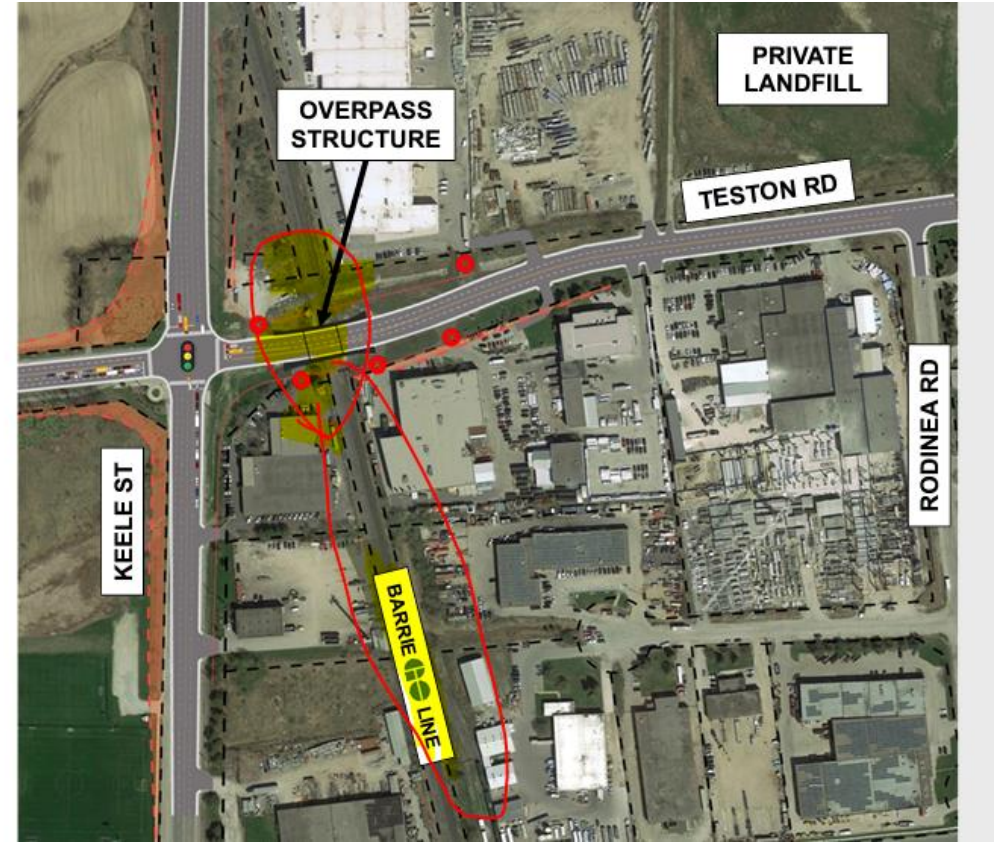
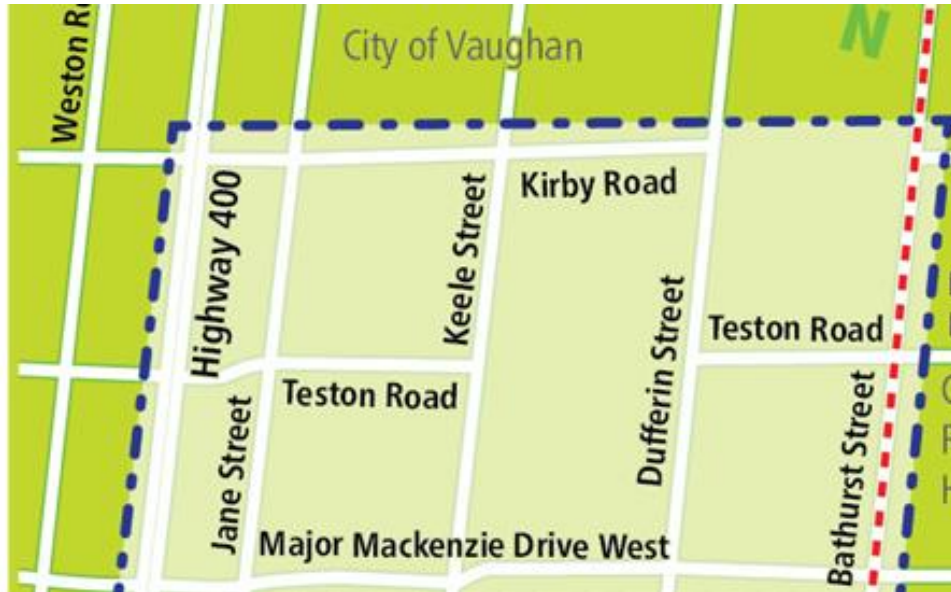


Impact of Infrastructure, RCP 4.5, 3.2% Increase (2035)



Impact of Infrastructure, RCP 8.5, 29.6% Increase (2100)

SECTION 1:
ALTERNATIVE 1 –
EXISTING TESTON,
EXISTING KEELE,
GO RAIL OVERPASS



Meeting Minutes

Project: Vaughan Transportation Plan

Subject: Technical Advisory Committee Meeting – External

Date: Friday, March 25, 2022

Location: Teleconference – Microsoft Teams

<p>Attendees:</p> <p>Chris Tam, CoV Selma Hubjer, CoV Haris Soheil, York Region Lauren Crawford, York Region Diana Kakamousias, York Region James Szeto, York Region Vi Bui, York Region Sabbir Saiyed, Region of Peel Robert Jay, Region of Peel Bhakti Rathod, YRT Evan Brazeau, Metrolinx Anam Rafiq, Metrolinx Brian Lakeman, City of Brampton David Stowe, City of Brampton Kumar Ranjan, City of Brampton</p>	<p>Loy Cheah, City of Markham Joseph Palmisano, City of Markham Hubert Ng, City of Richmond Hill Tong Wang, City of Richmond Hill Arthur Lo, City of Toronto Harsimrat Pruthi, TRCA Manirul Islam, TRCA Alexander (AJ) Takarabe, TTC Margaret Mikolajczak, MTO Skye Mitchell, MTO Samson Wat, City of Markham Jonathan Chai, HDR Yunfei Zhang, HDR Peter Chen, HDR</p>
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<i>Topic</i>	<i>Facilitator</i>
<p>1 Introduction & Background</p> <ul style="list-style-type: none"> • CT opens the meeting at 1:05 pm. • CT provides an agenda for the meeting, the first half will consist of a description of the work we've done since last meeting, and second half will consist of technical details on alternative evaluation and implementation. <p style="margin-left: 40px;">CT describes the plan vision of high-quality mobility choices in Vaughan and the objectives of the plan update, largely carried over the 2012 initial plan, as well as the plan goals to: build infrastructure, change culture, think forward.</p> 	Chris Tam
<p>2 General Status Update</p> <ul style="list-style-type: none"> • CT gives a status update on VTP, including progress since last TAC, including: <ul style="list-style-type: none"> ○ Determined a preferred alternative, list of infrastructure, draft implementation and costing plan ○ Presented to public in November 2021 Open House and discussed the preferred alternative with key stakeholders (York Region). The public is on-board and aligned with the plan's objectives including safety, connectivity, choices and also environmental stewardship. • CT describes the whitepapers that are being finalized or have been completed since last TAC: <ul style="list-style-type: none"> ○ Private streets (in progress): Recommend policies, guidelines and standards to enhance walkability and potentially enable "15-minute neighbourhoods". Propose appropriate requirements for pedestrians, cyclists and 	Chris Tam



vehicles, with the goal of these private streets to feel like high-quality spaces.

- Goods movement: Met with key stakeholders in September 2021. Recommending actions and next steps to ensure that goods movement is efficient and safe in the City of Vaughan.
- Aerial Mobility: Feasibility study for a cable-propelled transit (gondolas) and benefits compared to traditional travel modes such as BRT (on a cost and operational basis).
 - SS questions the cost of implementation and travel speed of aerial mobility compared to other modes.
 - CT responds that the aerial mobility paper can be shared after the meeting. On a high-level capital cost is higher, but operational cost is lower. There would be a need to build elevated structures, but there is no major need for operators. It is also fairly easily scalable (can add or remove cars), and once present, the service supply can be adjusted as needed.
 - YZ notes that frequency is much higher, which means less wait time, and also that perceived travel time is usually lower on CPT compared to driving or transit.
 - AT questions the functional operation of the service – would it be stop and go?
 - CT responds that cars can speed up between stations, and slow down.
- Maximizing value for Infrastructure (in progress): Value not just monetary but also social. This paper presents best practices and strategies to maximize value and minimize O&M costs.
- CT overviews the next steps for VTP:
 - To finalize the implementation plan
 - To finalize remaining whitepapers
 - To discuss the preferred alternative with the public and stakeholders
 - To develop a change culture plan
 - To prepare a draft plan to council
 - To prepare a policy implementation plan
 - To finalize new street classifications and implementing policies, as well as Official Plan Review.

3	Review of Alternative Scenario Building <ul style="list-style-type: none"> • YZ presents the needs assessment and alternative development process, including the alternatives developed for the plan and their corresponding maps. 	Yunfei Zhang
4	Evaluation and Draft Preferred Alternative <ul style="list-style-type: none"> • YZ presents the evaluation metrics and results. • YZ presents the draft preferred alternative (Alternative 3: Multi-Modal) and the alternatives improvements to the road, transit and active transportation networks. 	Yunfei Zhang
5	Implementation Plan	Yunfei Zhang

- YZ presents the implementation timeframes, and the metrics used to prioritize them that were taken from the needs assessment.
- YZ notes the deliver with development timeframe that is used to show projects that do not have a specific timeframe but would be delivered with growth in the areas/blocks.
- YZ notes the distinction between deliver with development and deliver by development, that these projects are not necessarily delivered by developers but may be City-driven. The projects are, however, development-driven and would come with growth.
- YZ presents the constraints that were considered for these projects, specifically capital, resource and environmental constraints.
- YZ presents the improvements and their phasing in terms of timeframe for road projects, transit projects and active transportation projects.

6	<p>Next Steps</p> <ul style="list-style-type: none"> • YZ describes the next steps of the plan: <ul style="list-style-type: none"> ○ To present the preferred alternative to the public through a Virtual Public Open House from April 5th to April 29th and a live meeting on April 19th; ○ To finalize the plan implementation, phasing and cost estimate; and <p>To prepare the final report and present to council.</p>	Yunfei Zhang
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7	<p>Part 2 Q&A</p> <ul style="list-style-type: none"> ○ BL questions how freight and goods movement were considered in this plan. <ul style="list-style-type: none"> ○ YZ responds that a whitepaper on goods movement was commissioned to help inform the strategy and next steps. ○ SS notes that including the Bolton GO line in the final plan could help the project build momentum. ○ SS notes that Vaughan has been leading a lot of the work to integrate land use planning and with transportation, such as in the Enterprise zone, there are opportunities in places such as SP47 in Peel. West Vaughan limits truck traffic in communities. Are there more steps being undertaken to integrate land use planning with the transportation network? <ul style="list-style-type: none"> ○ CT responds that since the West Vaughan SP was completed access should be provided to the area, while still providing quality options. There is no specific answer, but an active consideration is towards how to encourage transit use to the area and maximize roadway capacity for vehicles that need to use them. ○ YZ notes that land use integration recommendation is included in the goods movement whitepaper. ○ JC notes that VTP does more than just integrating with land use, and does a complete assessment for multiple modes, and address needs for each one. VTP also must build on more detailed area mobility planning studies for the City's intensification areas that are directly integrated with land use planning. ○ KR questions whether the 407 Transitway was looked at as a potential corridor for transit. 	Chris Tam
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- CT responds that the starting point was projects existing in other plans, but 407 Transitway was not existing at the time. This has changed with the release of the GGH plan.
- BL questions whether the case is similar for Highway 413.
- CT responds that the case is the same. Project team established fixed assumptions, but there is an opportunity to look at scenarios flexibly with a sketch modelling tool.
- SS questions if Langstaff CN connection is included.
 - CT responds that it is part of the draft preferred alternative. It is in York Region's plan and is a road that is under their jurisdiction.

7 Adjournment

Chris Tam

- CT adjourns the meeting at 2:18 pm.
 - Updated slides will follow this meeting, and if any additional comments that these should be provided by April 14th.
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Meeting Minutes

Project: Vaughan Transportation Plan

Subject: Technical Advisory Committee Meeting – Internal

Date: Thursday, March 24, 2022

Location: Teleconference – Microsoft Teams

Attendees:	Alan Pacheco, CoV Brianne Clace, CoV Carmine Mainella, CoV Catherine Vettese, CoV Chris Tam, CoV David Kellershohn, CoV Dorothy Kowpak, CoV Fausto Filipetto, CoV Hilda Esedebe, CoV Lorne Hellreich, CoV Mani Shahrokni, CoV Margie Chung, CoV Marta Roias, CoV Michael Frieri, CoV Mike Doyle, CoV Mohan Toor, CoV	Musa Deo, CoV Paul Grove, CoV Peter Pilateris, CoV Petr Emelianov, CoV Pirooz Davoodnia, CoV Raphael Costa, CoV Rudi Czekalla-Martinez, CoV Sari Liem, CoV Selma Hubjer, CoV Shirley Marsh, CoV Winnie Lai, CoV Zincia Francis, CoV Jonathan Chai, HDR Yunfei Zhang, HDR Peter Chen, HDR
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<i>Topic</i>	<i>Facilitator</i>
1 Introduction & Background <ul style="list-style-type: none"> • CT opens the meeting at 9:05 am. • CT provides an agenda for the meeting, the first half will consist of a description of the work we've done since last meeting, and second half will consist of technical details on alternative evaluation and implementation. • CT describes the plan vision of high quality mobility choices in Vaughan and the objectives of the plan update, largely carried over the 2012 initial plan, as well as the plan goals to: build infrastructure, change culture, think forward. 	Chris Tam
2 General Status Update <ul style="list-style-type: none"> • CT gives a status update on VTP, including progress since last TAC, including: <ul style="list-style-type: none"> ○ Determined a preferred alternative, list of infrastructure, draft implementation and costing plan ○ Presented to public in November 2021 Open House and discussed the preferred alternative with key stakeholders (York Region). The public is on-board and aligned with the plan's objectives including safety, connectivity, choices and also environmental stewardship. • CT describes the whitepapers that are being finalized or have been completed since last TAC: <ul style="list-style-type: none"> ○ Private streets (in progress): Recommend policies, guidelines and standards to enhance walkability and potentially enable "15-minute neighbourhoods". Propose 	Chris Tam

- appropriate requirements for pedestrians, cyclists and vehicles, with the goal of these private streets to feel like high-quality spaces.
- Goods movement: Met with key stakeholders in September 2021. Recommending actions and next steps to ensure that goods movement is efficient and safe in the City of Vaughan.
 - Aerial Mobility: Feasibility study for a cable-propelled transit (gondolas) and benefits compared to traditional travel modes such as BRT (on a cost and operational basis).
 - Maximizing value for Infrastructure (in progress): Value not just monetary but also social. This paper presents best practices and strategies to maximize value and minimize O&M costs.
 - CT overviews the next steps for VTP:
 - To finalize the implementation plan
 - To finalize remaining whitepapers
 - To discuss the preferred alternative with the public and stakeholders
 - To develop a change culture plan
 - To prepare a draft plan to council
 - To prepare a policy implementation plan
 - To finalize new street classifications and implementing policies, as well as Official Plan Review.
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Part 1 Q&A

- MT questions the regional corridors, we have aspirations as the City, but as a two-tiered municipality we have restrictions on what we can implement. Are we making sure we are not giving false hope?
 - CT indicates that there is alignment with YR capital program, but some projects are not completely aligned. Not everything will be presented to the public (such as the implementation timelines). By no means are these directives to YR, it is a suggestion to YR that as they plan, this is where Vaughan identifies the needs. When resources become available, we would ask that these needs are considered in a collaborative way.
 - SH notes that although conforming to the regional OP is important as they have jurisdiction over certain roadways, the city has a role to play in how to conform. City staff know Vaughan better, from land use and urban design perspectives and local context.
- RC notes local goods movement transportation nodes – want to highlight Brampton, as there are issues in the enterprise zone and inability to deliver goods happens occasionally.
- RC requests to see the transportation whitepapers and for EcDev to review and see what can be programmed out of them.
 - Action: CT to send over whitepapers and open to collaborate.
 - SH notes that the whitepapers are generally finalized but help on language and implementation would be welcomed, and that the partnership with EcDev to deliver these ideas is valued.



	<ul style="list-style-type: none"> • MD asks about the private streets whitepaper, that they are not only about laneways, but roads which are identified as public local streets. Will this paper provide guidelines on when/if the road should become private? <ul style="list-style-type: none"> ○ CT responds that the paper looks at enhancing street functions, by showing what has been done in other jurisdictions and what academia recommends and pushing to develop policy on when/where these are appropriate and how they should look. Specific policy on when/if a street should become private is something to undertake afterward. • MD asks regarding trucking routes, are there additions or subtractions especially as it pertains to the city downtown? <ul style="list-style-type: none"> ○ CT notes that changes are not proposed in the goods movement whitepaper but proposes strategies and corridors while working with the region. 	
3	<p>Review of Alternative Scenario Building</p> <ul style="list-style-type: none"> • YZ presents the needs assessment and alternative development process, including the alternatives developed for the plan and their corresponding maps. 	Yunfei Zhang
4	<p>Evaluation and Draft Preferred Alternative</p> <ul style="list-style-type: none"> • YZ presents the evaluation metrics and results. • YZ presents the draft preferred alternative (Alternative 3: Multi-Modal) and the alternatives improvements to the road, transit and active transportation networks. 	Yunfei Zhang
5	<p>Implementation Plan</p> <ul style="list-style-type: none"> • YZ presents the implementation timeframes, and the metrics used to prioritize them that were taken from the needs assessment. • YZ notes the deliver with development timeframe that is used to show projects that do not have a specific timeframe, but would be delivered with growth in the areas/blocks. • YZ presents the constraints that were considered for these projects, specifically capital, resource and environmental constraints. • YZ presents the improvements and their phasing in terms of timeframe for road projects, transit projects and active transportation projects. 	Yunfei Zhang
6	<p>Next Steps</p> <ul style="list-style-type: none"> • YZ describes the next steps of the plan: <ul style="list-style-type: none"> ○ To present the preferred alternative to the public through a Virtual Public Open House from April 5th to April 29th and a live meeting on April 19th; ○ To finalize the plan implementation, phasing and cost estimate; and ○ To prepare the final report and present to council. 	Yunfei Zhang
7	<p>Part 2 Q&A</p> <ul style="list-style-type: none"> • HE questions how the Teston Road IEA is shown in the mapping, as the grade separation appears to be missing. <ul style="list-style-type: none"> ○ CT notes that this may not have been included because it was part of the region's projects but should be shown in future maps – project team to adjust. 	Chris Tam

- HE questions the Bass Pro Mills area road network, which looks different to the 2014 Vaughan Mills SP, and whether there be an opportunity to adjust.
 - CT notes Bass Pro and Block34/35 are not per latest approved plan and are from OP schedule 9. For the final version of the Plan, project team is happy to update those networks if there is more certainty around what they look like. Otherwise, it would be preferred to fall back on the networks that we have in official documents.
 - HE notes that the Vaughan Mills SP plan is approved by council.
- HE questions the Bass Pro Mills road extension – as a development driven project, since it would be drive by the City.
 - DK notes that it is deliver with development, and not deliver by development. The expectation from projects under this category is not that developers would deliver them, but that they would be delivered along with growth.
 - CT notes that projects are driven by when development happens in the area, but not by a certain date.
- HE questions the two road extensions at the south-east corner of the City.
 - CT notes that these roads are Meadowview and Royal Palm, which are from the OP. They may not be in the implementation plan currently.
- MT notes that Bass Pro Mills on the west side of 400 near Jane Street is already complete.
 - CT responds that the implementation maps have this as completed. Many projects have been completed since the notice of commencement, and are noted as such.
- MT questions the Kirby Extension at the east City boundary.
 - CT notes that this should not be highlighted as a York Region project as it will be delivered by the City.
 - Action: HDR to adjust the highlighting at the Kirby Extension.
- PD questions Block 59 road network, specifically the south segment of the east-west road, which should be removed.
 - CT responds that the project team will remove it from the mapping as this is finalized.
 - Action: PD to send Block 59 map to project team as mapping reference, HDR to adjust maps.
- PD questions the Block 34 mapping, which should be different as the Walmart site is approved and finalized.
 - CT asks for the Walmart site block plan.
 - Action: PD to send Block 34 map to project team as mapping reference, HDR to adjust maps.
- PD questions the Kirby interchange at Highway 413, which is missing from the map.
 - HE notes that the City is waiting to hear back from MTO on whether this would be accommodated
- MT notes that Teston west of Pine Valley should be City, and that other segments should be Regional.
- CT clarifies that comments on these slides should be received by April 14 by the Project Team.

- MD notes that the driven by / with development is confusing for internal TAC and would be confusing for others also. With VMC as example, these are City projects, but map gives an impression that it is for developers to deliver. For transit, if certain things aren't aligned with the Region TMP, then we need to them to align or have justification. There should not be discrepancy, and if there is, how can we reconcile the differences.
 - CT notes that the Project Team will provide additional clarification on the deliver with development items. We are taking a holistic approach on the transportation system and want to plan what is best for residents despite not having jurisdiction. The City can communicate this with council and the public, and should avoid shying away from having a different opinion than the Region. Technical analyses for this project identifies needs at a certain timing. The City may not have decision-making authority, but should present to the region while being careful on what we're showing.
- MD notes that the difference in Vaughan Mills network is important, and should be adjusted.
 - Action: HDR to adjust mapping to match the Vaughan Mills SP network.
- MD notes that these are not just the two areas that are part of the AT improvements and that there are many others.
 - CT adds that we can add a note that PBMP is to be implemented also and new roads to be reconstructed will be candidates for AT improvements.
- MD notes that Highway 413 is very bright on the mapping.
 - Action: HDR to adjust Highway 413 appearance in mapping.
- MD notes that in the evaluation, costs for the New Roads alternative are shown as high, but Multi-Modal alternative would be high also.
- SN notes that this presents the City's needs and that the responsible authority for these projects may not agree. Kirby interchange is crucial and showing it would allow us to put pressure on MTO to deliver it.
 - CT responds that the Project Team will investigate this project and adjust mapping accordingly.
 - Action: HDR to revise interchange improvement mapping.
- MC questions the implementation timeframes and how these were identified.
 - CT responds that these were prioritized based on the transportation needs assessment process. Timing is dependent on how funds available and high-level cost estimates for them.
 - MC questions how LOS is considered in the analysis.
 - CT notes that the analysis is deliberate to not just consider LOS, but congestion is just one of the metrics looked at.
 - MC questions how these networks would look with/without Highway 413.
 - CT notes that this was looked at this for Highway 413 specifically, with preliminary results showing higher GHGs, slightly higher job access and slightly reduced congestion.
- MC questions how TDM or WFH are being considered.
 - CT responds that this plan is going to be updated regularly in tune with trends. The Project Team is also developing a sketch model for Vaughan to consider these types of

scenarios. It is not something that we are, however, directly planning for it in this plan.

- MC questions whether signal improvements will be noted in the plan.
 - CT responds that this can be noted in the plan.
 - Action: HDR to note align plan with signal improvements in the final document.
- HE comments on MTO projects: Highway 413 is too bright, and if we are showing it, whether showing the Highway 400 widening projects possible.
 - SH notes that we can describe why we are showing what is there. Council is no longer supporting Highway 413, but other municipalities are and MTO has reconfirmed their commitment to it.
- MR questions why this geography is used for the AT zones, as it has the Concord area but does not include the Promenade SP areas.
 - CT notes that these were identified through existing areas with potential to convert from auto trips to cycling as a starting point. These areas being identified does not preclude other improvements in other areas.
- AP notes that roads like Huntington are included and whether rehabilitation timing can be looked at.
 - CT responds that design work is underway for Huntington but will take a few years. This study is focused on adapting to growth, rehabilitation is not part of something that is addressed for the plan.
 - JC notes that we could identify direction in the TMP to monitor conditions of roads and volume growth for rehabilitation as a flag.

8 Adjournment

Chris Tam

- CT adjourns the meeting at 10:56 am.
 - Slides to be provided to attendees.
-

Vaughan Transportation Plan

Technical Advisory Committee Meeting #3 - Comment Tracker

Date Received	Item No.	Comment	HDR Response (2022-06-24)
9-Mar-22	1	As there will be an increase in the impervious surfaces, please ensure that an appropriate stormwater management plan is incorporated/prepared that complies with TRCA's Stormwater Management Criteria. The SWM document can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWM-Criteria-2012.pdf .	Noted. The VTP identifies improvements at a high level for the transportation network in Vaughan without specific identification of the use of pervious/impervious material. The TRCA's SWM Criteria will be considered as these improvements undergo further study.
9-Mar-22	2	Please ensure that all the proposed road crossings follow the TRCA Crossing Guideline. This guideline can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/09/21095149/TRCA_Crossings_Guideline	Noted. The TRCA's Crossing Guideline will be consulted as improvements identified in the VTP undergo further study.
9-Mar-22	3	Staff recommend review and incorporate the TRCA Trail Strategy network into your current phase of work, "Build Infrastructure – gap identification and prioritization and alternative design and evaluation." There may be opportunities to integrate existing and proposed active transportation trails captured in the TRCA Trail Strategy into the proposed VTP network.	The VTP includes the trails as identified in Vaughan's Pedestrian and Bike Master Plan (PBMP), which includes a Primary and Secondary trail network to support active transportation. The TRCA Trail Strategy is largely covered by the trail network identified in the PBMP, with higher trail density in West and Northeast Vaughan. Additionally, please note that active transportation improvements (including trails) are considered in further detail for Secondary Plan areas also.
9-Mar-22	4	It is staff understanding the Draft Preferred Multi-Modal Scenario (page 40 of 43 of the presentation) has shown multimodal transit services, new roads, road extension and or widening, active transportation priority areas. It is our understanding that these transit services, new road networks and improvement of	Confirmed. TRCA regulated program and policy areas will be considered in project-specific further study.

SUBWAY
VAUGHAN METROPOLITAN CENTRE

Vaughan Transportation Plan Virtual Public Open House # 2

April 19, 2022



Land Acknowledgment

We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today. As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

Welcome and Introductions

Thank you for attending this virtual public meeting

Independent Facilitator:

- Sue Cumming, Cumming+Company (cumming1@total.net)

Presenters:

- Christopher Tam, City of Vaughan Project Manager (transportationplan@vaughan.ca)
- Jonathan Chai, HDR Project Manager (Jonathan.Chai@hdrinc.com)
- Yunfei Zhang, HDR Deputy Project Manager (Yunfei.Zhang@hdrinc.com)

Purpose of the Meeting

The purpose of this virtual public meeting is to:



Provide an update on the Vaughan Transportation Plan



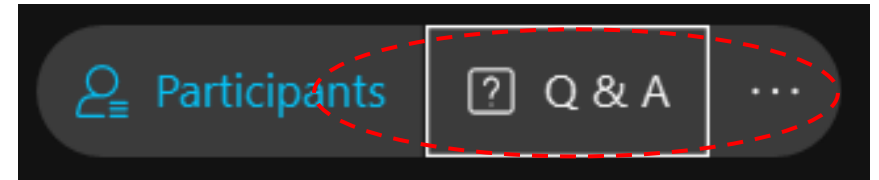
Provide an overview of the preferred alternative and recommendations



Seek your input and ideas and respond to questions

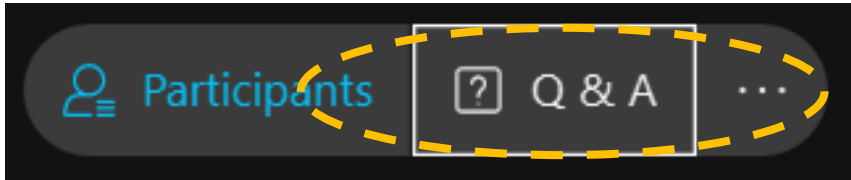
Format of the Meeting

- The project team will provide a presentation followed by a question-and-answer period.
- You can ask questions or provide comments by typing into the "**Q & A**" and the Independent Facilitator will read out the questions for the project team to respond to.
- Your name will not be read aloud when questions are asked.

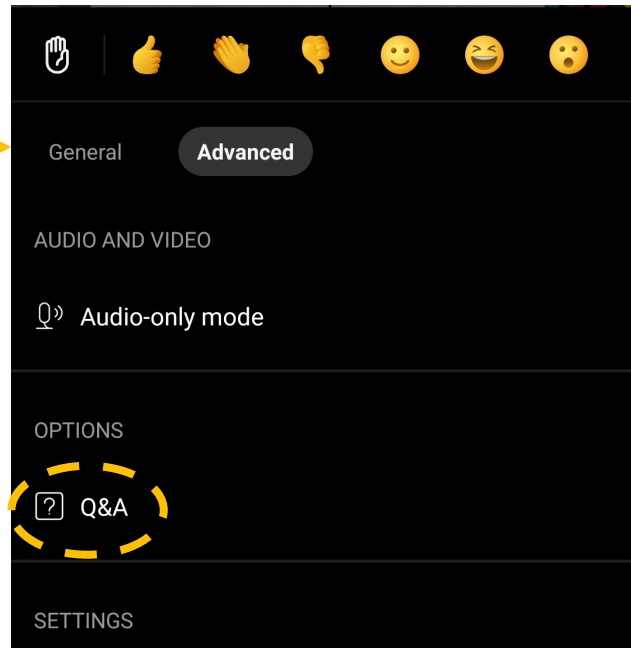
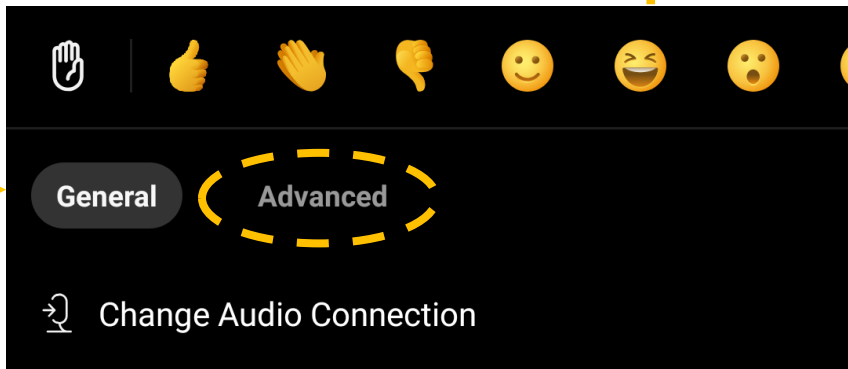
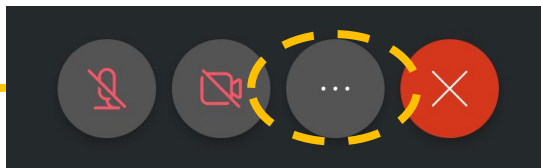


Where to Find the Q&A

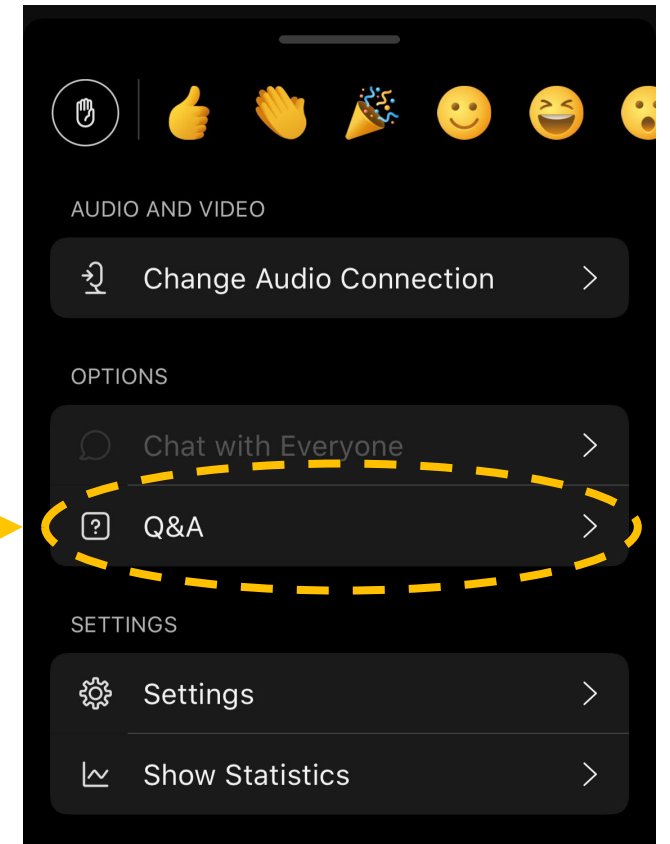
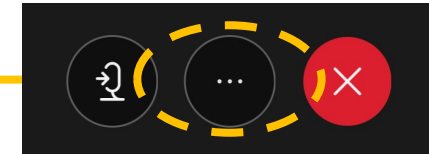
PC/Macbook



Android



iPhone



Visit the Project Website

Following this meeting, please visit the project website

[Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan) to review the materials and provide input, available until **Friday, April 29, 2022**.

The presentation portion of tonight's meeting will also be posted on the project website.

Public input received through this virtual meeting will be included in a feedback report that will also be posted on the project website.

[Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan)

Vaughan Transportation Plan (VTP)

- A strategic policy document that provides a framework and recommendations to guide future transportation-related studies, projects, initiatives and decisions for the future.
- The project is expected to be completed by the end of 2022.

The City of Vaughan is one of the fastest-growing municipalities in Canada.



What Does the VTP Do?



**1. Establishes
a Vision**

What will the future look like?

**2. Assesses Existing & Future
Conditions**

Identify transportation needs and opportunities

3. Defines Actions & Policy Direction

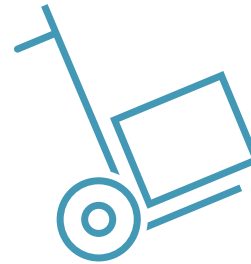
Recommend improvements and policy directions

Vision for the VTP



Provide Choices

Let people decide how they will travel by providing equally attractive options – instead of having to drive



Move More People & Goods

Improve sustainability by moving more people and goods with the same infrastructure



Equitable

Create a transportation system that serves everyone regardless of age, ability, background, and income level



Promote Good Health

Minimize air pollution by reducing greenhouse gases from vehicles, and build safe infrastructure for vulnerable users

Problem and Opportunity Statement

Vaughan is one of the fastest growing municipalities in Canada. The VTP is a long-term blueprint to move people and goods safely, efficiently and sustainably, supporting current and future residents, businesses and visitors.



The city has largely been built for the **private vehicle** resulting in large proximity between land uses, **reliance on private vehicle travel**, and **traffic congestion**.



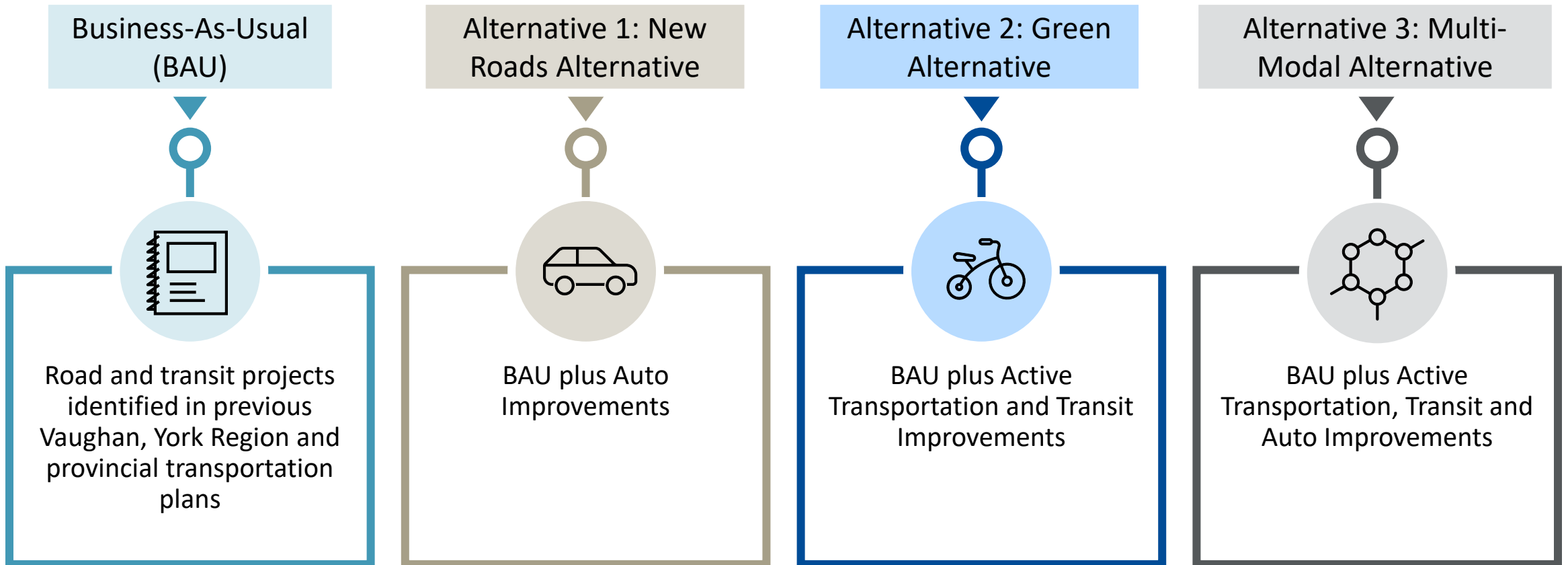
As the city intensifies through provincial and regional transit investments, there are opportunities to address the needs for all modes of travel by improving the connectivity and safety of **active transportation infrastructure** and the accessibility and frequency of **transit service**.



By building the right infrastructure, encouraging a culture change, and thinking forward, the City has an opportunity provide high-quality, attractive, competitive and sustainable mobility choices.

Alternative Solutions

In Phase 1 of this study, the project team explored four Alternative Solutions for the transportation network. These solutions were presented to the public at Public Open House #1.

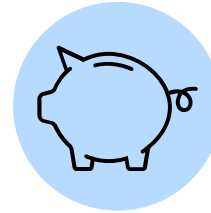


Evaluation Criteria

The alternative solutions were evaluated based on the criteria below:



Accessibility & Connectivity
Does the alternative make it easier for users to get to more route options?



Financial Sustainability
Is the alternative cost effective?



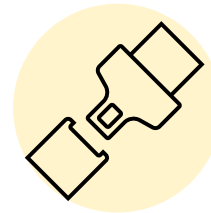
Environmental Stewardship
Does the alternative support environmental goals and objectives?



Reliability & Resilience
Does the alternative improve the reliability of infrastructure for all modes and users?



Equity
Does the alternative provide better transportation choices and experiences for all users?



Safety
Does the alternative provide more safe travel choices for all users?

What We've Learned Since Public Open House #1

A Public Open House #1 was held from November 18 to December 9, 2021 and a live event was held on November 23, 2021. Here are the key messages we heard from the public:

Build Infrastructure

Create a safer walking environment

Create protected bike routes for cyclists of all ages and abilities

Address gaps in the street network



Change Culture

Focus on building complete communities to reduce travel

Support improved, frequent and reliable transit service

Encourage employers to add bike racks, change and shower facilities



Think Forward

Support for green initiatives to address climate change

Encourage new development to include electric vehicle charging stations

Consider new services such as electric on-demand transportation to improve equity

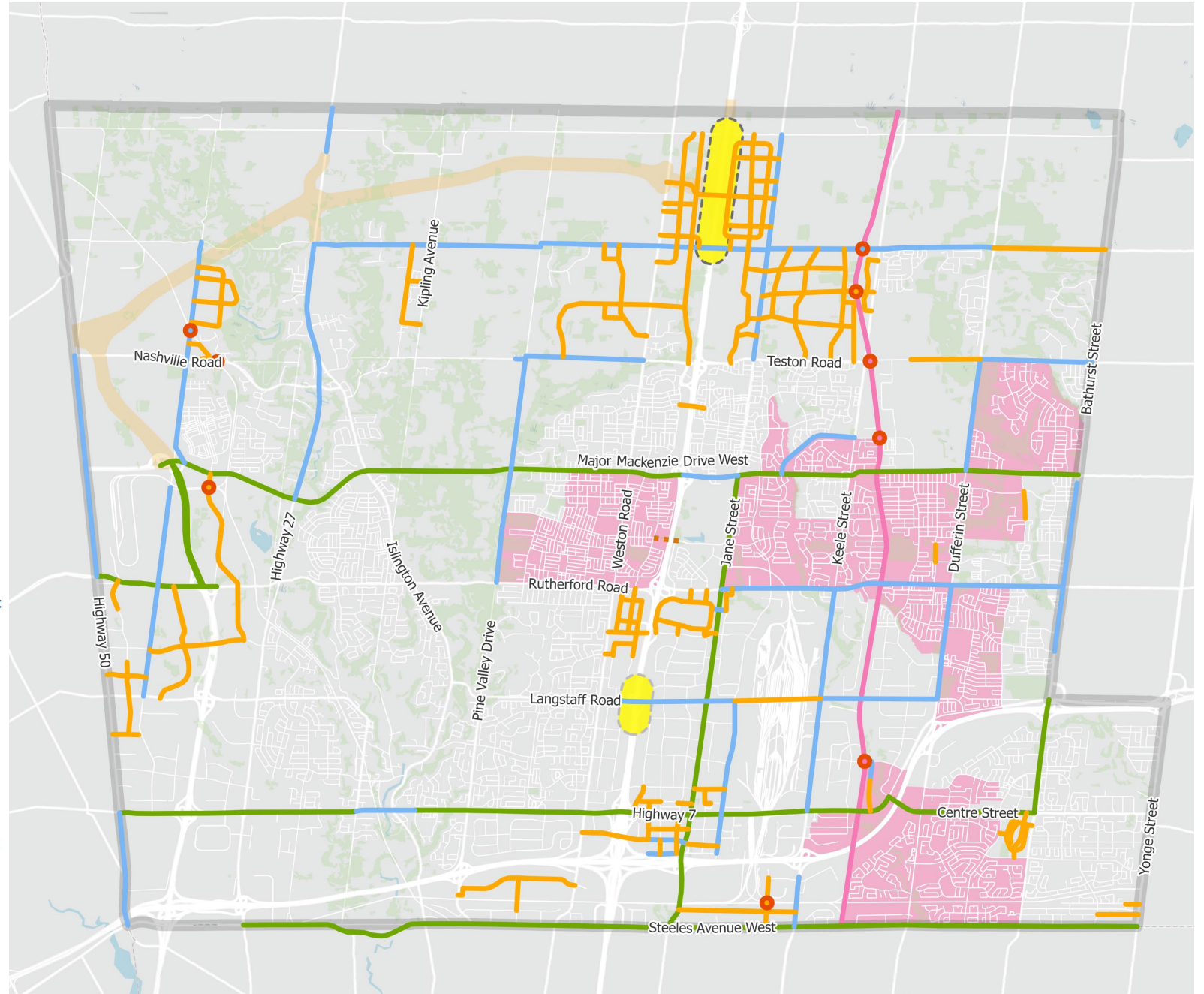


Recommendation

Based on evaluation results and feedback received from the public, **Alternative 3: Multi Modal** is the recommended transportation network solution.

-  Study area boundary
 -  Planned Highway Extensions by others
 -  Active Transportation Focus Areas
 -  Interchange Improvement
 -  Planned Interchange in this Area
- Preferred Alternative Improvements**
-  New Road
 -  New Road*
 -  Road Improvement
 -  Grade Separated Rail Crossing
 -  Rapid Transit Service
 -  Two-way, All-day GO Trail Service

* Road extension is technically justified but will not be implemented as per Council resolution.



How Does Alternative 3: Multi Modal Meet the Goals of the Plan?



Building multiple forms of infrastructure will provide more mobility choices.



Changing culture will encourage walking, cycling, and taking transit once the right infrastructure is in place.



Thinking forward involves harnessing new technology to provide safer, more efficient and convenient mobility options.

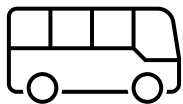
How can the Recommendations Improve my Travel?



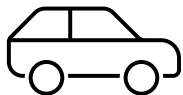
Make it easier to walk or cycle by building new and improved walking and cycling infrastructure



Reduce the impacts of growth and congestion by providing people with choices beyond driving



Make transit more convenient by extending the Rapid Transit Network and improve existing services



Give people more route choices by addressing gaps in the street network



Implementation | Timeframe

The implementation plan organizes projects in the recommended alternative (Alternative 3: Multi modal) to timeframes:

- immediate (within 5 years)
- short-term (5 to 10 years)
- medium-term (10 to 20 years)
- long-term (20 years and beyond)
- deliver with development



Implementation | Methodology

The methodology involves prioritizing projects initially by transportation needs and opportunities using the following indicators:

- Transportation indicators (i.e., travel time)
- Land use indicators (i.e., density, intensification area)
- Social equity indicators (i.e., low-income, residents new to Canada)
- Safety indicators (i.e., school zone, collision hotspots)

Capital Resource Constraints

What are the capital resources needed to deliver the improvement?

Delivery Resource Constraints

What are the delivery resources needed to deliver these improvements?

Environmental Constraints

Does the improvement have major environmental impact?

What are the requirements and status of the improvement's Environmental Assessment?

Each year, the City will re-evaluate the prioritization and timing of projects in concert with the annual budget process.

Policy Recommendation | Future Mobility

- Investigate future mobility technologies such as automated vehicles and shared mobility.
- Support development of GTHA-wide operations and infrastructure standards for connected and automated vehicles.
- Support implementation of a shared mobility hub network (including shared e-bikes and e-scooters) to provide more sustainable mobility choices.



Example: EV Charging Stations

Policy Recommendation | Maximize Transportation Infrastructure Value

- Dynamic parking pricing in areas with high curbside activities.
- Implementing parklets on City land in areas with front-facing retail.
- Electric vehicle chargers integrated with streetlights in residential areas or areas with high curbside activity.
- Flexible streets and temporary road closures for public events.



Example: Argyle Street, Halifax

Policy Recommendation | Goods Movement

- **Develop safer fleet practices, including goods movement vehicles designed to mitigate risks and impacts to vulnerable roadway users.**
- **Develop a goods movement strategy and truck route network, in collaboration with York Region and other partners, to allocate trucking movements to compatible areas.**
- **Partner with interested businesses to pilot cargo bike operations in urban areas of Vaughan.**



Policy Recommendation | Transportation Infrastructure Resilience

- Evaluate opportunities to build in climate resilient actions into the project planning process.
- Examine opportunities to redesign infrastructure to increase climate resilience.
- Continue to monitor infrastructure at risk due to climate change.



Policy Recommendation | 15-Minute Neighbourhoods

- **Prioritize active transportation infrastructure and shared micro-mobility (e-bike and e-scooter) hubs near major transit station areas and key destinations.**
- **Coordinate with development to implement fine-grid street and active transportation networks to increase walkability and connections to transit and other amenities.**
- **Apply the Vaughan Transportation Demand Management (TDM) Guideline to implement improvements within new developments.**



How to Participate



Please share your questions about the Vaughan Transportation Plan in the "**Q & A**" section.



Following this meeting, visit the project website [Vaughan.ca/TransportationPlan](https://vaughan.ca/TransportationPlan) to learn more about the Alternative Solutions, and provide input, available until **Friday, April 29, 2022**.



Contact the project manager:
Christopher Tam, City of Vaughan Project Manager (transportationplan@vaughan.ca)

Questions

We look forward to your comments and questions.

1. How satisfied are you with **Alternative 3: Multi Modal** as the recommended alternative? Do you have any other suggestions that you feel could improve travel in Vaughan?
2. What are your thoughts on the methodology and implementation plan? Do you have any suggestions for additional projects that should be considered?
3. What do you like or dislike about the Policy Recommendations? Are there are other policy areas that you feel should be researched in future studies?

SUBWAY VAUGHAN METROPOLITAN CENTRE

Thank You!

For more information, visit:
Vaughan.ca/TransportationPlan

What We've Learned So Far

Outreach activities were completed to learn about travel behaviours and ideas for improving travel choices in Vaughan. Consultation activities included:

- Community **survey**
- Email update and invitation to participate to all registered **ratepayer groups/community associations**
- Email update and invitation to participate to **First Nations and Métis** communities
- Collaboration with the City of Vaughan **Transportation and Infrastructure Task Force**
- **Pop-up workshops** including attending City of Vaughan Winterfest 2020 and Vaughan Business Expo 2020
- **Stakeholder workshops** with:
 - Development industry
 - Major employers and businesses
 - Goods movement businesses, major chains and retailers
- Staff Communication to **Council** in April 2021
- Meeting with the City of Vaughan **Older Adult Task Force**

Plan Ideas

TRIAN FRIENDLY STREETS

INFRASTRUCTURE, BUSES & SCOOTERS

IMPROVED TRANSIT

CONTACTLESS CARS & ELECTRIC VEHICLES

ROADWAYS THAT MOVE PEOPLE

Your opinion

Take the online survey!
www.surveymonkey.com/r/vtpps

What is important to you when choosing how to travel? Put a dot to vote what matters to you

Convenience

Time

Cost

Other

Did you know?

Vaughan is Growing

from: 300,000 residents in 2016 to: 497,000 residents in 2041 (170,000 jobs in 2016, 321,000 jobs in 2041)

Quick Facts

- 2 GO Stations with bike parking
- 2 new GO stations are proposed
- 3 TTC Subway stations
- VIVA on Highway 7 is now open
- 17 BRT Stations
- 40 km of cycling trails (60 km more planned)
- New subway planned on Yonge Street

Today's Travel Patterns

Almost 90% of trips are by CAR while over 50% of trips are under 5km in length

There are almost 100 thousand trips that are less than 2km in length

Join the conversation
vaughan.ca/TransportationPlan

that will help address the needs of all residents and

Problem & Opportunity Statement

*Vaughan is one of the fastest growing municipalities in Canada. The VTP is a long-term blueprint to move people and goods **safely, efficiently and sustainably**, supporting current and future residents, businesses and visitors.*

*The city has largely been **built for the private automobile** resulting in **large proximity** between land uses, **reliance** on private automobile travel, and **traffic congestion**.*

*As the city intensifies through provincial and regional transit investments, there are **opportunities** to address the needs for **all modes of travel** – particularly the **connectivity and safety of active transportation infrastructure** and the **accessibility and frequency of transit service**.*

*By building the **right infrastructure**, encouraging a **culture change**, and **thinking forward**, the City has an opportunity provide high-quality, attractive, competitive and **sustainable mobility choices**.*

What We've Learned So Far

Bus reliability needs to be improved

Time is a factor for choosing transit over car travel

First and last mile options are important in how employees make travel choices

Traffic calming measures should be explored

Traffic congestion is a top concern for many residents

Left turning movements need to be better addressed



How Can We Get There?



Source: vivaNEXT

Better Transit Service



Source: City of Vaughan

Separated Cycling Facilities



Source: Washington Area Bicyclist Association

TDM Programs



Source: www.plugshare.com

EV Charging Stations



Source: City of Vaughan

Building at a pedestrian scale

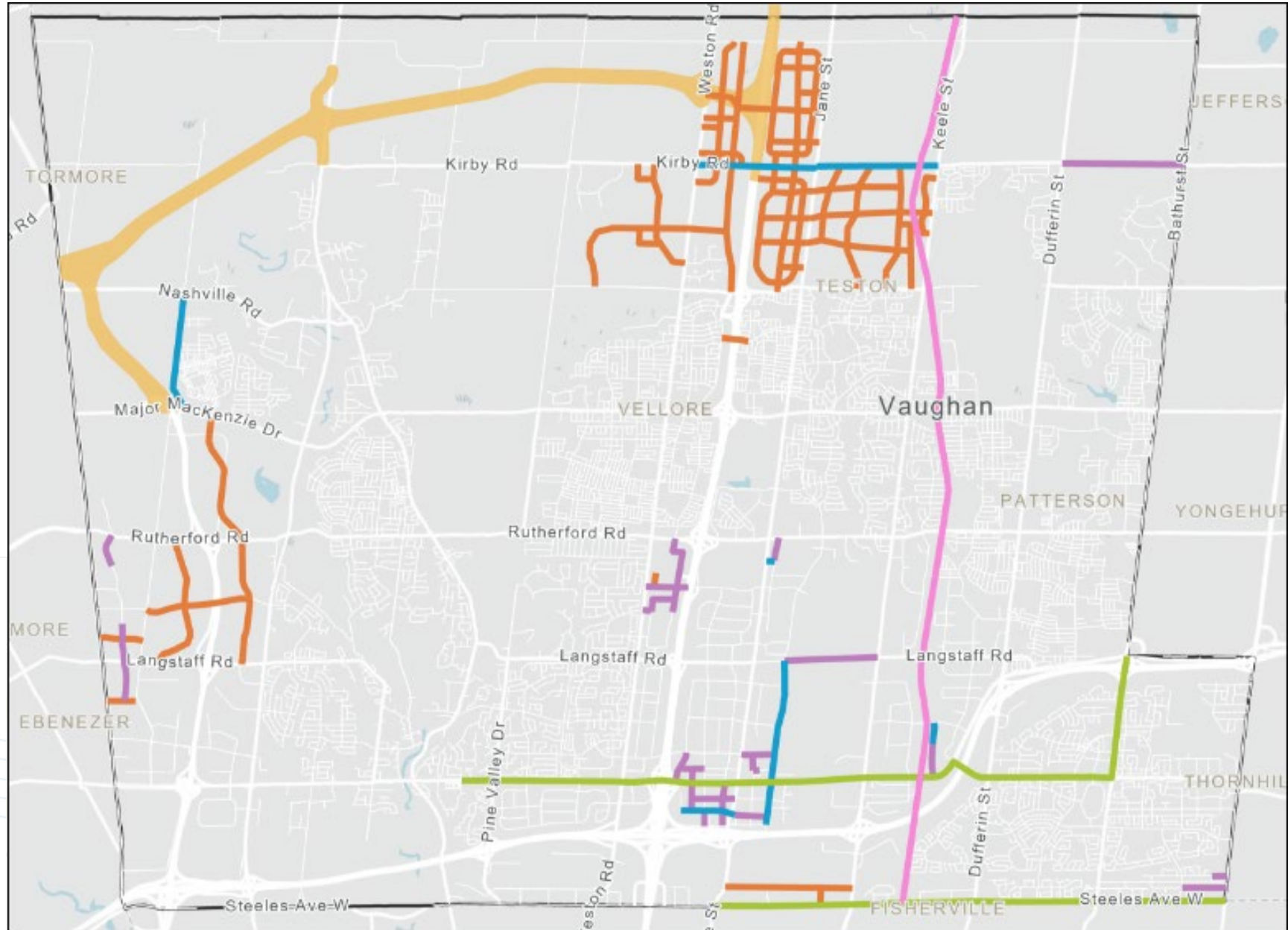
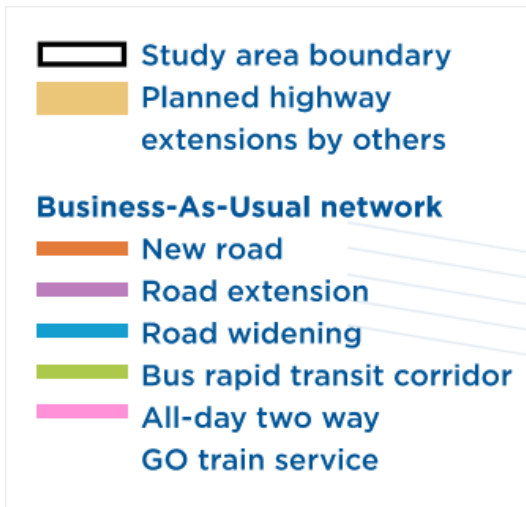


Source: myroadband.ca

Micromobility

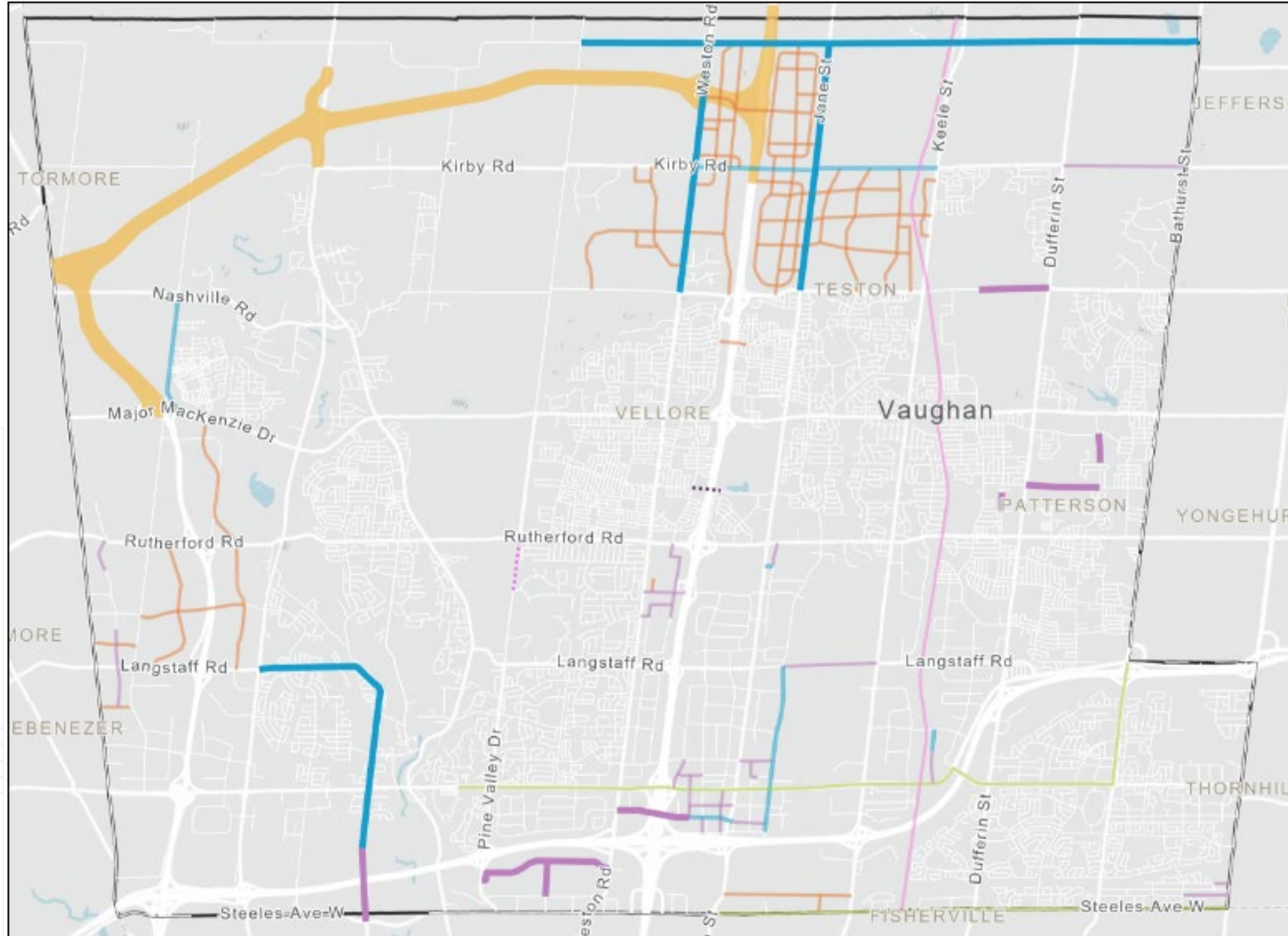
Business As Usual

This alternative includes planned road and transit improvements in previous studies from the City of Vaughan, York Region, and provincial plans such as the Metrolinx Regional Transportation Plan. All of the subsequent alternatives are building upon the Business As Usual (BAU) alternative.



Alternative 1: New Roads Alternative

This alternative includes all road and transit projects included in BAU, with additional road network improvements identified through the analysis of the auto and transit network in Vaughan's transportation network.













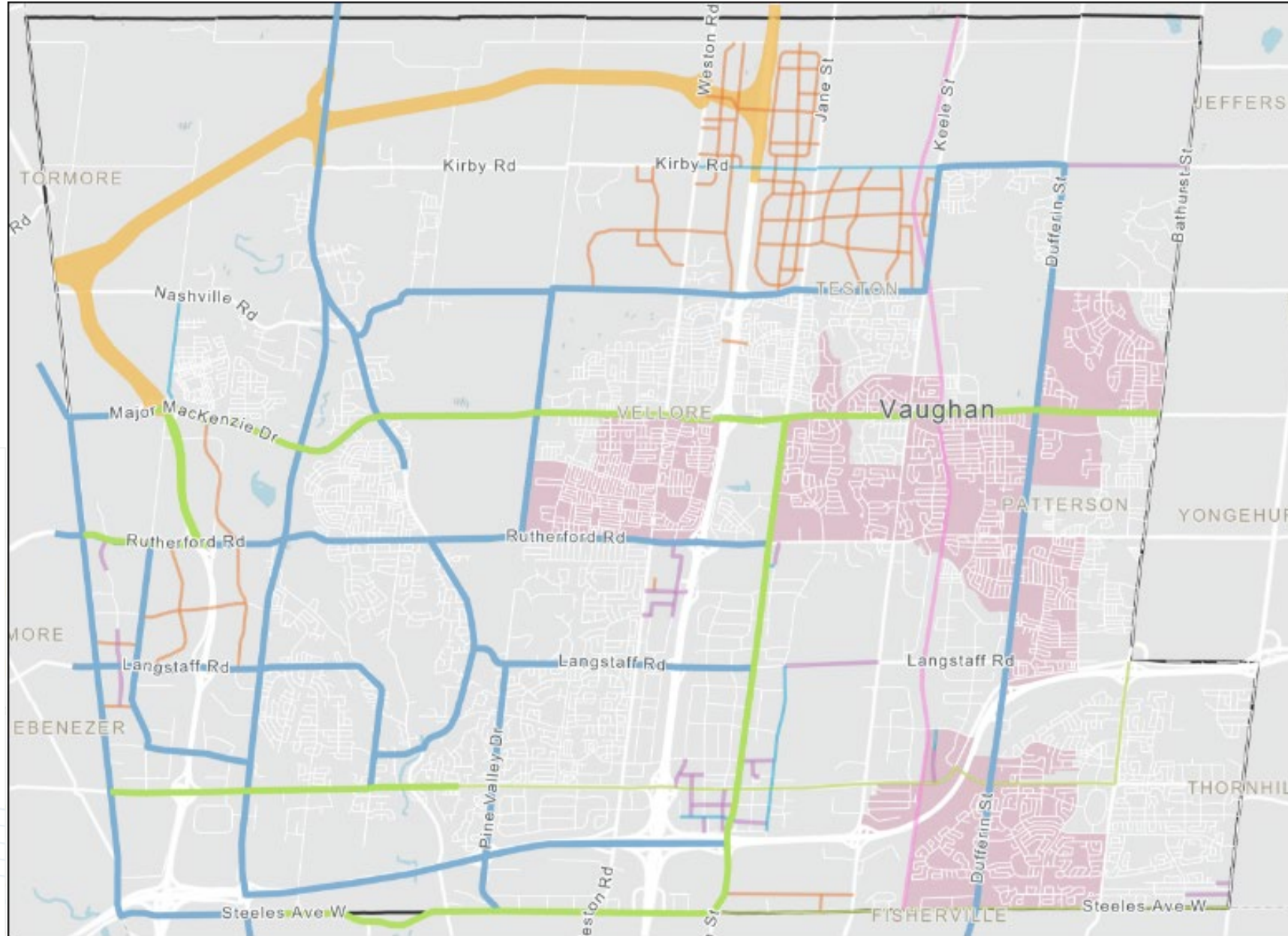
*Road extension technically justified but will not be implemented as per Council resolution.

**Road extension is technically justified, but in the past has failed to receive approval from municipal and/or provincial government(s) and may not be implementable.

Alternative 2: Green Alternative

This alternative includes all road and transit projects included in BAU, with additional above-ground transit and active transportation network improvements identified through the analysis of the auto, transit, and active transportation network in Vaughan's transportation network.

-  Study area boundary
-  Active transportation priority areas
-  Planned highway extensions by others
- Infrastructure improvements**
-  Bus rapid transit corridor
- Transit service improvements**
-  Transit service improvements
- Business-As-Usual improvements**
-  New road
-  Road extension
-  Road widening
-  Bus rapid transit corridor
-  All-day two way GO train service



Transit improvement refers to adding new transit lines or increasing service frequencies of existing transit lines; new transit infrastructure refers to adding new dedicated right-of-way for transit service.



Feedback Report from Consultations on the future Vaughan Transportation Plan





Vaughan Transportation Plan

Feedback Report from Consultations on the future Vaughan Transportation Plan

About This Report

The City of Vaughan is a dynamic city and is growing quickly. To meet the mobility needs of existing and future residents, businesses and visitors, the city is working to develop a new Vaughan Transportation Plan - a long-term blueprint for new infrastructure, services, and programs to provide more sustainable travel options and to move people and goods more efficiently.

This project is being conducted in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment, which is an approved process under the Environmental Assessment Act. Information is being collected under the Environmental Assessment Act. Except for personal information, all comments will become part of the public record.

Since 2019, the City of Vaughan has been working with its citizens to learn about transportation priorities for those who live, work and play in Vaughan. The City of Vaughan shared the proposed plans for the future Vaughan Transportation Plan through an online self-guided Public Open House and a live virtual presentation and discussion and four focused stakeholder meetings. Consultation with the public and key stakeholders was undertaken during April and May 2022. At each event, the project team presented key findings, overviewed the preferred transportation solutions, implementation plan and policy directions and sought feedback on what future programs and infrastructure should be prioritized. An important part of the consultation was ensuring a good level of understanding on the future transportation plan and to discuss ways that the City can help citizens drives less and consider alternative transportation options.

This report details the consultation activities undertaken during the final study phase with different audiences. This includes the following:

- Online self-guided Public Open House available from April 5, 2022, to April 29, 2022
- Live virtual presentation and discussion held on April 19, 2022
- Meeting with City Cycling Advocates on April 27, 2022
- Meeting with Goods Movement Businesses, Major Chains and Retailers on May 19, 2022
- Meeting with Major Employers and Businesses on May 25, 2022
- Meeting with Development Industry on May 26, 2022

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net)_together with HDR Corporation, includes the verbatim input that resulted from the consultations. The feedback received has been considered by City Staff and HDR in the finalization of the Vaughan Transportation Plan.



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For Ongoing and Additional Information on this project or to provide written comments at any time, please view the City’s website at Vaughan.ca/TransportationPlan and contact:

Christopher Tam, P. Eng., Transportation Project Manager, City of Vaughan Email: transportationplan@vaughan.ca	Jonathan Chai, P.Eng. Consultant Project Manager HDR Corporation Email: jonathan.chai@hdrinc.com
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1. PUBLIC FEEDBACK FROM FINAL VIRTUAL OPEN HOUSE #2

1.1. HOW THE FINAL VIRTUAL OPEN HOUSE WAS ORGANIZED

Public and stakeholder consultation is an essential component of the Vaughan Transportation Plan. The final virtual open House took place in April 2022. The consultation took place virtually. Community members were able to participate in two ways as follows:

By visiting the Project Website anytime between Tuesday, April 5, 2022, to Friday, April 29, 2022, to view online materials and to provide input directly through the site. Materials were available 24 hours a day, 7 days a week. Participants could also forward comments to the City’s Project Manager by email.

By attending the live Virtual Presentation and Discussion held on Tuesday, April 19, 2022, from 7:00 to 8:30 p.m. The meeting was held as a webinar and residents registered in advance of the session. The format included a presentation and question and answer session with the project team.

Information provided through the online materials is at **Figure 1**.

Figure 1 – Online Meeting Materials

Topics	Information Included
Introduction	Goals Study Process and Timeline including Project Tasks and Consultation and Engagement
Problem and Opportunity Statement	Noting that the VTP is a long-term blueprint to move people and goods safely, efficiently and sustainably, supporting current and future residents, businesses and visitors. Description of opportunities to improve the city’s transportation
Alternatives and Evaluation Criteria	Description of the four Alternative Solutions presented in Phase 1: <ul style="list-style-type: none"> • Business as Usual (BAU) • Alternative 1 – New Roads Alternative • Alternative 2 – Green Alternative • Alternative 3 – Multi-Modal Alternative Evaluation criteria and results used to evaluate the alternative solutions including: <ul style="list-style-type: none"> • Accessibility and Connectivity • Environmental Stewardship • Equity • Financial Sustainability • Reliability and Resilience • Safety
What we’ve learned so far	Overview of Consultation Activities completed What we have learned since Public Open House #1 Key messages heard from the public on the themes of: <ul style="list-style-type: none"> • Build Infrastructure • Change Culture • Think Forward
Transportation Network Recommendations	<ul style="list-style-type: none"> • Description of the recommended transportation network solution – Alternative 3: Multi-Modal. • Community Members could click on maps to view maps of the following to better to view the transportation network recommendations for the study area including the following: Multi-Modal Alternative Improvements, Grade Separated Rail Crossing, Road Improvements, Transit Service Improvements, Interchange



Topics	Information Included
	<p>Improvements, GO Rail. Planned Highway Extensions by Others, Existing Road Network, Active Transportation Priority Areas.</p> <ul style="list-style-type: none"> • Description of how Alternative 3: Multi-Modal meets the goals of the Plan. • Description of how the Transportation Network Recommendations can improve residents and visitors travel. • Implementation Plan. • <i>Feedback question: How satisfied are you with Alternative 3: Multi-Modal as the recommended alternative? Please explain why you chose this ranking</i>
Policy Recommendations	<p>Description of key policy recommendations including:</p> <ul style="list-style-type: none"> • Transportation Infrastructure Resiliency • Support for 15-minute Neighbourhoods • Maximize Transportation Infrastructure Value • Goods Movement • Future Mobility • Data Collection • <i>Feedback question: How important are each of the policy recommendations to you and are there other policies that should be considered? Please explain why you chose this ranking.</i>
Next Steps	<ul style="list-style-type: none"> • Overview of Next Steps • <i>Feedback Question: Please enter any additional comments or questions you have about the project</i>

From April 5 to April 29, the website was visited by 129 users and 33 individuals responded by providing their views on the online open house materials. When asked where respondents identify from responses were:

- 61% are residents within the city
- 27% are residents who also work within the city
- 12% noted other

19 registrant connections participated in the live virtual presentation and discussion.

Presentations at the virtual presentation and discussion were provided by City Staff and Consultants from HDR Corporation. The meeting was facilitated by Sue Cumming, Cumming+Company. The presentation was followed by a discussion period where individuals were able to ask questions by typing using the meeting question function. The facilitator read aloud the questions for the project team to respond to. The presentation recording was posted on the project website for viewing following the meeting.

The feedback received through the self-guided online materials is included in Section 1.2 of this report. The verbatim questions and responses from the virtual live meeting are included in Section 1.3 of this report.

1.2. FEEDBACK FROM THE VIRTUAL OPEN HOUSE (ONLINE MATERIALS)

This report section includes the public feedback that was received from the online Virtual Open House materials. It includes responses to the survey questions and is organized by the responses received on each question. Seventeen (17) individuals responded. Not everyone completed each question. The input included in this section is verbatim.

1.2.1 Feedback on Alternative 3: Multi Modal as the Recommended Solution

Alternative 3: Multi Modal was described to include all recommendations from Alternative 2: Green Alternative and a subset of road network improvements from Alternative 1: New Road Alternative. The online meeting materials included interactive maps illustrating the projects included in Alternative 3: Multi Modal. A description of how Alternative 3: Multi Modal meets the goals of the plan and how the recommended transportation network would improve the travel of residents and visitors was also included. Community members were asked how satisfied they were with Alternative 3: Multi Modal by indicating from a scale of 1 to 5. Seventeen (17) individuals responded to this question. The responses are shown at **Figure 2**.

Figure 2 - Ranking of How Satisfied Individuals are with Alternative 3: Multi Modal as the Recommended Solution

Response Choices Alternatives	Very satisfied	Somewhat satisfied	Neutral	Somewhat dissatisfied	Very Dissatisfied
From a scale of 1 to 5, how satisfied are you with Alternative 3: Multi Modal as the recommended alternative	2	9	0	5	1

Community members were also asked to provide any comments on why they chose a particular ranking. Eleven (11) individuals responded to this question. The verbatim responses are shown at **Figure 3**. Each bullet point is a different person’s response. These are organized by the ranking selected.

Figure 3 – Comments about the Ranking Selected

Ranking Selected	Reasons provided for why respondents choice the ranking and additional feedback on Alternative 3: Multi Modal, or suggestions for improving travel in Vaughan
Very Satisfied	<ul style="list-style-type: none"> Glad to see many over-the highway connections, Langstaff extension across the city and Kipling Ave throughway.
Somewhat Satisfied	<ul style="list-style-type: none"> I think this will help to change people's mindset. Getting to public transportation safely and efficiently. Rapid transit options to GO and TTC hubs will help. I think the pilot in-neighbourhood pickup to get people to stations will inform this as well. Need more info on how individual communities are connected. Even communities without a lot of condos should still have some level of connectivity by public transport to main streets, go stations, or subway. Acknowledged the new road map (in orange) mostly in Maple north to connect locally within Maple- King- Kleinburg without adding pressure to major regional roads.
Somewhat Satisfied (continued)	<ul style="list-style-type: none"> I don't see many improvements suggested for the YRT in my area (Thornhill woods). Right now, it takes 2 to 3 buses to get anywhere around Vaughan, Including to Vaughan Metro. Please address this.
Neutral	No Comments
Somewhat Dissatisfied	<ul style="list-style-type: none"> The city is focusing too much on bike lanes and pedestrian paths, I don't mind the "multi-use" paths if that means a shared pedestrian/bike path. Services in Vaughan are dispersed not many people walk to destinations,

Ranking Selected	Reasons provided for why respondents choice the ranking and additional feedback on Alternative 3: Multi Modal, or suggestions for improving travel in Vaughan
	<p>unless its around the corner. What we need is less stop lights, lets get people from point a to b as fast as possible and get off the road. Seems like Vaughan is turning into downtown Toronto, which was the reason I left 14 years ago. Transit does not work for everyone, I'm sure a mom/dad with young children does not want to walk a few blocks in the middle of a storm to wait for a bus. They will use their car.</p> <ul style="list-style-type: none"> • I am in opposition to the Kipling Road extension, south of Hwy 7. Destruction of the forested area, north of 407, would result in loss of habitat for many species which thrive in that area. It would also increase traffic for the communities along Kipling Avenue. • No specifics regarding cycling infrastructure. There needs to be a DIRECT North/South cycling route between Teston and HWY 7 (to the VMC). Either on Jane or Creditstone. This should be prioritized. • Why are we showing such intense development in the ORM. This option does not anticipate as much intensification as necessary to prevent intrusion into the moraine. There is no circuitry to the rapid transit service. It would be helpful to understand how the transit connects into the surrounding municipalities. There is little to no improvements to the crossings of the 400 series highways to accommodate alternatives to the automobile. The 400 series highways and rail corridor pose difficult barriers to access - this has not been addressed by Alternative 3. What about mid-block crossings as a place to start? • We like the new roads near Dufferin north of Rutherford. But the roads need to have speed restrictive devices to slow people down.
Very Dissatisfied	<ul style="list-style-type: none"> • The transit system is severely flawed. Viva has the right to use new bus lanes, but York Region transit still uses the right lane. And for pedestrians walking around the middle bus lanes are very confusing. Have we not learned from the mistakes the City of Toronto did to St. Clair Avenue West with middle lane street cars and such. It created many businesses to shut down due to long periods of construction and difficulties to just cross the street or make a simple left turn with your car, instead you have to make a U turn to get anywhere which makes traffic a lot slower! Once the businesses are gone there isn't anyone hopefully dumb enough to reopen in the same spot because there is no actual foot traffic because you literally need a manual to learn how to cross the street ex. Jane & 7.

1.2.2 Feedback on Policy Recommendations

Community members were provided with a description of six key policy recommendations including the following:

- Transportation Infrastructure Resiliency
- Support for 15-minute Neighbourhoods
- Maximize Transportation Infrastructure Value
- Goods Movement
- Future Mobility
- Data Collection

They were asked to indicate how important each policy recommendation is. Ten (10) individuals responded to this question. The responses are shown at **Figure 4**.

Figure 4 - Ranking of Policy Recommendations according to how important they are

Response Choices/ Policy Recommendations	Very important	Somewhat important	Not at all important
Transportation Infrastructure Resiliency (10 responses)	4	5	1
Support 15-minute Neighbourhoods (10 responses)	6	3	1
Maximize Transportation Infrastructure Value (10 responses)	6	3	1
Goods Movement (10 responses)	4	4	2
Future Mobility (10 responses)	5	4	1
Data Collection (10 responses)	3	4	3

Community members were also asked to share any comments on the Policy Recommendations and asked whether there are other policy recommendation areas that you feel should be researched in future studies? Seven (7) individuals provided comments. The verbatim responses are shown at **Figure 5**. These are numbered for reference purposes only and are in random order.

Figure 5 - Comments about the Policy Recommendations

Comments about the Policy Recommendations
<ol style="list-style-type: none"> 1. Plain English, please. A lot of fancy words and slogans. What’s in it for the average Joe who just wants to get from point a to b and not be stuck in traffic for 2 hours idling and then get dinged because of all the carbon he’s generating. 2. These improvements should be timed with the development that is occurring in Vaughan. Time and time again we see roads torn up after condos and new neighbourhoods get built. It’s a duplication of effort. 3. The future mobility which is referred to seems to be oriented to EV’s. EV’s will not improve traffic and will increase need to reinvent refueling. This is not to dismiss future planning and data collection. But transportation needs to be planned in collaboration with land use planning, not in isolation. Just because it looks like the projections of preceding data seems to require wider roads, should not preclude the investigation of how-to bring people closer to work and recreation. 4. I want to live in my community. I drive but I would prefer not to. They’re loud and make our communities less safe. The transit is so expensive and absolutely garbage. Make it public and not privately operated with York Region. Our taxes are being wasted away on private operators. 5. Transportation infrastructure is very important, although it has to be done right. As the current plan with more than 18,000 new residents moving into the Vaughan city core within the next 4-5 years, we are already bottle necked because someone thought it would be a great idea to eliminate two lanes in the middle of the Highway 7 when poor York Region transit still uses the right lane. 6. LOL. 7. Improving the walkability of our neighborhoods is, in my opinion, the most important thing we can do. I don’t drive and Vaughan is really extremely inaccessible for someone like me.

1.2.3 Additional Comments about the Vaughan Transportation Plan Study

Community members were also able to provide any additional comments or concerns about the Vaughan Transportation Plan Study through a comment box at the end of the online materials. Five (5) individuals provided comments. The verbatim responses are shown at **Figure 6**. These are numbered for reference purposes only and are in random order.

Figure 6 – Additional Comments noted

Additional comments
1. Increase speed limit on Creditstone Ave (part of secondary plan). Although, this is designated as a business area, it's used by many as a throughway from Highway 7 - Rutherford Rd.
2. I think coordination with other government project and developers is important. Please think of greening curbsides as well and we build and expand our transportation. I don't want to live in a concrete and asphalt jungle.
3. Connecting Dufferin and Keele through Teston Rd should be a top priority. This should provide a lot of relief to congestion on Major Mackenzie.
4. It seems like cycling infrastructure improvements have focused on leisure, rather than transportation. There should be increased focus on cycling infrastructure along main transportation routes (making commuting by bike easier/safer).
5. The information portrayed in this virtual open house does not address my queries about how Vaughan is addressing cycling and pedestrianization. Thanks to the design by the Region, we can now move by cycle from Hwy 27 to Hwy 400, but not safely across 400. The barriers of the 400 series highways seem to be dismissed every time a revision to the MP occurs. The term "permeability" has been avoided and even the new development areas seem to assume the same old suburban planning principles. Where are the more direct accesses for pedestrians, cyclists and mobility devices? How are we going to encourage the commercial availability of products that avail those alternatives to the motorized vehicles? Safety concerns are also an issue that seems missing from this discussion. Safety is a learning and a design issue. Plan for it! Make it a major Principle.

1.3. FEEDBACK FROM THE VIRTUAL PRESENTATION AND DISCUSSION (LIVE MEETING)

This report section includes the public feedback that was received at the Live Virtual Community Information Meeting held on April 19, 2022, via WebEx. The input included in this section is verbatim.

Nineteen (19) registrants participated in the Live Information Meeting. Following the presentation, individuals could ask questions by typing into the question-and-answer box. The facilitator read aloud the questions and comments noted in the meeting's question box. **Figure 7** includes the verbatim input received and responses provided at the meeting by City Staff and HDR. These are numbered for reference purpose only. Participants were able to ask multiple questions. Personal and identifying information has been omitted from the report.

Figure 7 – Questions and Comments and Responses Noted

	Questions and Comments	Response from City Staff and HDR
1.	<p>Why is Woodbridge-Kleinberg not included in active transportation priorities?</p>	<p><i>Response from City Staff:</i> That’s an excellent question. I don’t want to give the impression that Woodbridge-Kleinberg is not a priority because it is. That has been identified through the pedestrian and cycling master plan that the City’s AT Lead completed a few years ago. What we mean by priority areas in the VTP are the areas with the greatest potential for drivers to become walkers and cyclers. Hopefully that clarifies the intention; there is an entire network proposed for Woodbridge-Kleinberg that will be implemented through the pedestrian bicycle masterplan. The comment is well received though, and it is something that our team will consider with respect to calling it a priority area.</p> <p><i>Response from City AT Lead:</i> Yes, Woodbridge and Kleinberg have been included as part of the Pedestrian Bicycle Master Plan. The intent is to take the findings of the Vaughan Transportation Plan and apply that as a criterion in the implementation of these facilities. If you visit our website, Vaughan.ca/cycling you’d be able to see all the priority areas which includes Woodbridge and Kleinberg.</p>
2.	<p>If the prioritisation of active transportation infrastructure is a policy recommendation, why is the Super Trail not on the recommended strategy plan?</p>	<p><i>Response from City Staff:</i> This is actually an active discussion we’re having. So, through some of the internal discussion we’ve already had on our recommended plan, Dorothy and others at the city have noted that we should include the Super Trail on the recommended strategy. That is something that we are actively working to incorporate now.</p>
3.	<p>How will this plan fit within the new Official Plan? Which leads and which supports?</p>	<p><i>Response from City Staff:</i> So, in terms of the Official Plan review that is ongoing for those of you who may not know, the Vaughan Transportation Plan will develop schedules and policies specifically related to transportation that will go into the Official Plan and become part of that statutory document. So, we are supporting the Official Plan with respect to transportation specifically.</p>
4.	<p>It is clear that Vaughan planners would like to improve transit use with the increased density in our city, the problem might be that there is a marked difference between Vaughan as a high-density city versus places like downtown Toronto, New York etc. the difference is that those high-density areas are as much employment as residential. Vaughan is predominantly residential in the areas that you are</p>	<p><i>Response from City Staff:</i> That’s an excellent question. I don’t know if it’s one that I can an answer fully in a short response, but I’ll do my best. I think there are a lot of elements here – there is the element with land use and the kinds of uses that are in Vaughan today, and the uses that are envisioned through our Official Plan that our transportation system needs to support. With respect to how we accomplish the better balance of jobs, that is a question for land-use planners, but when it comes to transportation and how we see our role – if we don’t have the transportation system that can support a better balance of residences and jobs then we won’t be able to achieve the potential of a better balance. We see the transportation system as an enabler of those kinds of ideals, and that’s why its important for the VTP to work so closely with the</p>

	Questions and Comments	Response from City Staff and HDR
	<p>focusing on, with pockets of employment mostly industrial or the services. What are the city planners doing to get a better balance of jobs and residences in order to make this vision of a transit-oriented community work?</p>	<p>Official Plan, (which is envisioning a more urban, high-density city) so that those goals can actually be reached.</p> <p><i>Response from HDR:</i> There are certain market viabilities of different types of land uses and all that needs to be considered in terms of how the city will grow and how the city can fill in with the right mix of land uses to promote the ideas we are talking about. Certainly, the land use planning and transportation needs to be in step with one another to make that vision a reality. That's what we're trying to do here, to create the mobility feature that we're talking about.</p>
<p>5.</p>	<p>How will this affect future developments - will all proposals have to align with the transportation plan? How will this be ensured?</p>	<p><i>Response from City Staff:</i> This Plan covers the entire city, so we haven't looked at the details of every single development application that may come in. We have planned for all the Vaughan's growth areas (or intensification areas) in all of our work. At a very broad level, we have considered future developments. With respect to aligning to the transportation plan, as I mentioned before there will be policies as well as infrastructure that these developments will be required to implement or enable the city to implement. As a very simple example, if there is a road identified in one of our intensification areas that needs to be built, then the development will be required to provide the city with the land to build that road. So, developments will need to follow the Plan in that respect, but the Plan has not been created specifically to provide the requirements for development.</p>
<p>6.</p>	<p>Do autonomous vehicles behave differently in the model of your transportation plan, and has their imminent arrival in the marketplace been considered versus manual drivers?</p>	<p><i>Response from HDR:</i> In terms of our Plan and the work that we are doing, part of our analysis will consider the potential impacts just as a kind of sensitivity test to the modelling that we've done for future travel demand. We have tested and modelled different implementation scenarios of automated vehicles - one of which, is letting people purchase their own automated vehicles. If everyone who travelled owned an automated vehicle in the future, what would that do for the transportation system? Generally, if people can use their own personal automated vehicle they would be inclined to travel more, creating more congestion in the system. We looked at other solutions where automated vehicles are used as first and last mile solutions to get you to improved transit services. Since we have better transit services on main roadways, meanwhile we could have automated shuttles getting you to those higher frequency transit services. That's a potential future where you could see a more efficient use of the transportation network and encourage that more efficient solution. Those are two extreme scenarios of how automated vehicles might be implemented in the future that we will be considering.</p> <p><i>Response from City Staff:</i> I think based on the research we have done, there are still some technical challenges with automated vehicles especially with respect to their</p>

	Questions and Comments	Response from City Staff and HDR
		sophistication, so we may not see fully self driving cars for some time. In the short to medium term, it is more likely that we see some increased driver assistance technology that already exists in vehicles today. From our understanding, a car which requires no human intervention is still a way away.
7.	Multi-modal is not new, it seems to reflect the same old same old, let's not present it as progressive. How really is it unique? Will programs for improvements to mobility for non autos be included? i.e., crossings of the 400-series highways	<p><i>Response from City Staff:</i> I think it is a valid criticism. We as transportation planners have been talking about multi-modal for a long time, so what's different here? I think there's a few things: while we have always said we're multi-modal, we have not always evaluated our projects in that way. The VTP has made it a focus to evaluate projects for roads the same way we evaluate them for cycle tracks, sidewalks and transit. The second difference is that we recognize that even if we build excellent infrastructure, that doesn't necessarily guarantee that people will use it. So, there is an aspect to this plan which involves an ongoing program to encourage people to try out and use sustainable forms of travel in their day-to-day life. Lastly, one of the key focuses of this plan is the implementation. Perhaps in the past, we have proposed plans that may not have come to fruition, but I think that that we will see in the next few years will change quite a bit. This is especially though the work that the city is doing with the AT, which we will continue to support.</p> <p><i>Response from City AT Lead:</i> Through the Pedestrian and Bike Master Plan one of the key outcomes of that was the implementation framework which requires the city to look at cycling facilities the same way we look at sidewalks and include them as part of the review of any corridor where we are doing any work. So, we have progressed a lot with adding facilities as part of our Highway 400 crossings and we are doing that through retrofits and there are also some areas where we have new bridges. It is one of the priorities. This also came out through our pedestrian and cycling taskforce back in 2016. Those comments have been heard, and we are making progress in including facilities for all modes across bridges.</p>
8.	Can we include the term permeable into requirements for future secondary plan areas, for example alternative routes for pedestrians, cyclists and mobility vehicles?	<p><i>Response from City Staff:</i> In our view, some of the objectives we listed before (connectivity, accessibility) reflect the idea of having a permeable network. One of the items that we have been considering is the idea that even if we provide a road network for cars, that may not be permeable enough for people that are walking and cycling. In the secondary plan areas especially, one of the things we want to accomplish is ensuring that there are more route choices for people using active transportation. 100m for someone walking is a completely different experience than 100m for someone driving, we actively recognize that, and are providing even more permeable networks for active transportation in our work – that is also something we would want to carry forward in new secondary plan areas.</p>

	Questions and Comments	Response from City Staff and HDR
9.	How will the city fund all these initiatives? Is there any expectation of the private sector, for example developers who benefit from extra density (and the value of transit) potentially paying for or contributing to these initiatives?	<i>Response from City Staff:</i> The city has development charges which are collected from each development that happens in Vaughan, York Region has these same development charges as well. Those are levied in order to provide the infrastructure that we've been discussing today, roads as well cycling facilities, sidewalks and transit.
10.	It seems like there's a lot of projects planned to fully implement the vision of this master plan, what's the bottom line (projected cost) to taxpayers? Inflation is already killing us.	<i>Response from City Staff:</i> As we mentioned in the implementation, the projects that get included are reviewed on an annual basis. That is part of the city's overall budget cycle, so all the city services that you see, these projects would be included in that process. Our current council has a policy of maintaining a tax increase below I believe it is 3% per year. We would be working within those funding envelopes the majority of new projects that have been identified here would be funded through development charges which are levied on private developments and not funded through property taxes.
11.	How will the necessary multi-modal integration be achieved? For example, cooperation between transportation providers.	<i>Response from City Staff:</i> It's a great question, one that's fairly unique to the Greater Toronto Area because of how our municipalities are split. I think there is a broad recognition that transportation systems should be seamless for the user, you shouldn't actually know that the buses are run by York Region, but the cycle tracks are built by Vaughan. That's something we need to continue to improve, there are initiatives that are ongoing right now in Vaughan where we are trying to work closer with our regional partners. I can point to a pilot project that is actually being managed by the city of Vaughan for the Rutherford and Maple GO stations but is being operated by York region transit in partnership with Metrolinx. The idea is not that you know all three of these organisations but that you have a new service to get yourself to the GO station that was provided by someone in government. I think we need to continue to look for those kinds of opportunities between agencies, so it looks like there is someone looking out for you with respect to providing more choices in transportation.
12.	What metrics have or will be developed to evaluate targets and success rates that have been made public?	<i>Response from HDR:</i> There are things that can be done to provide ongoing monitoring of conditions, some of that was what we did throughout the start of this study as well, reviewing the progress that's been made since the previous transportation master plan was done for the city back in 2013, I believe. Transportation masterplans are updated continuously through a roughly 5-year cycle to align with new census information and new transportation tomorrow survey information that provides critical data to inform these plans. The city can also look at utilizing sources of data such as mobile data to understand where and how people are traveling to and from, and if trip lengths are changing as the city grows and evolves. Thus, are new opportunities being

	Questions and Comments	Response from City Staff and HDR
		<p>created for people to travel by walking or cycling compared to what’s happening today. Those are all metrics the city can use to monitor conditions moving forward. I would like to add that there are new opportunities to implement things like smart video infrastructure that can provide persistent ongoing accounts for cars, bikes and peds in certain areas to monitor how much travel is occurring. These algorithms could identify when a near miss collision could happen for example, so that the city can proactively address and identify any safety issues that may be occurring on city streets.</p> <p><i>Response from City Staff:</i> Just to add: the metrics that we use to evaluate success will be public as will the information we’re talking about today and the details behind it.</p>
13.	<p>Has this Plan any latitude for transportation that is not at ground level? For example: buried transit, elevated routes, for any and all modes.</p>	<p><i>Response from City Staff:</i> Yes, we are considering everything. I can share that we have conducted a very high-level feasibility study for what we’re calling aerial mobility – which is cable propelled transit (gondolas). This is close to something you might see if you’ve been to New York city and been on the Roosevelt Island tram. We have looked at that at a very high level, not because its necessarily an active plan, but because we want to make sure we’re looking at every option.</p>
14.	<p>What assumptions is the VTP built on? For example: traditional home-work versus hybrid working from home.</p>	<p><i>Response from HDR:</i> The basis for our travelling modelling is the traditional home-work commuting, (largely based on the previous 2016 transportation tomorrow survey), so we are building from that, but we also recognize that travel patterns can and will change significantly as we’ve seen in the last two years. Part of what we’re doing is looking at the sensitivity to some of our recommendations, this goes a bit towards the earlier question about the same old multi-modal planning. In our work for the VTP in particular we are strongly considering/rethinking that multi-modal approach whereas in the past, in these types of masterplans we would look at growth and travel demand in a particular corridor, and we may still have recommended a widening of a particular road to meet that projected travel demand. There’s greater awareness that there is the potential for more flexibility when it comes to how and when we choose to travel particularly with greater ability to telecommute for those can do jobs which can be facilitated by telecommunications. So, part of our thinking is to not overbuild our infrastructure and plan for more capacity, because the reality of induced demand is something that we’ve experienced as we’ve built our cities in the past 15-20 years. It is important that the next 20 years works with what we have in terms of transportation and maximizes the efficiency of it as we’ve said throughout the presentation and focus more on how we can encourage shifts to more sustainable modes and build the city to support those more sustainable methods of travel.</p>

	Questions and Comments	Response from City Staff and HDR
15.	To promote multi-modal use, it will require a very smart user interface like Waze to show alternative routes to commuters in real-time based on traffic congestion and transit delays.	<i>Response from HDR:</i> It's a similar question to the multi-modal integration question that was posed earlier. So, Waze could be one example, I'm aware of some other multi modal one is called whim that integrates all types of mobility solutions into one app and gives you the best route to get where you need to go. This does require good coordination between private service providers of say bike share or e-scooter to provide that data to the app. Maybe there is a role for the city to play in that to be the body that brings all this together to make sure that this convenient service is provided. This all leads to a concept that we haven't said in this presentation, but I'll say now is called mobility as a service, where ownership of private vehicles and devices doesn't happen so much and that these mobility devices are provided as a service where you can pay as you go through an app like the one, I described. There are a lot of potential concepts that are being floated around that can provide these mobility solutions to improve sustainability and safety in the future.
16.	Are there more bus lanes planned in this master plan? My feeling is that the bus lanes currently in service here are a complete waste of money.	<i>Response from City Staff:</i> The short answer is yes. The longer answer goes back to the question of cooperation between agencies. Transit service in Vaughan is provided by York region, and so the planned bus lanes we've shown in our plan match what York region has planned for bus lanes. We have heard this complaint in the past so if you would be willing to communicate why you feel the bus lanes are wasted money that would be helpful as well.
17.	Brent Toderian is a former planner and consultant in Vancouver who writes much on cities and their transportation. Have his writings been considered in this project?	<i>Response from City Staff:</i> I can't point to a specific thing that we've done that came directly from his ideas, but the themes of what we're trying to do – in terms of providing real mobility choice between modes (something beyond just driving) and pursuing that as a strategy for accommodating growth but also becoming a more sustainable transportation system I think those are all themes spoken about in his work as well. Those are themes we are pursuing.
18.	Which suburban success stories from around the globe does this plan learn or draw from – what works and maybe why?	<p><i>Response from HDR:</i> A couple things come to mind I suppose. Shared mobility hubs are a concept that have been adopted in Germany and the Netherlands that have been implemented and are well used in terms of encouraging shared mobility services. Netherlands of course is a global example of a place which was once a more car centric suburb, but they made a proactive choice to prioritize other modes of travel than the car. They are a great example of the fact that this can be done, and we can affect this positive change in our cities if you build the right land use over time and prioritize the right infrastructure.</p> <p><i>Response from HDR:</i> Johnathan mentioned a lot of those policies and recommendations that he presented comes from a white paper that we have done research on. For all these policy recommendations, the first step is always doing</p>

	Questions and Comments	Response from City Staff and HDR
		<p>best practice research, and a lot of that we're drawing from our neighbouring municipalities (City of Toronto, Peel region, Mississauga) in each case we're examining what our neighbouring municipalities are doing. Some of them are more suburban, some are more urban and then there are also ones we are looking at such as London, New York a few more rural areas in the US that we're learning from how they're creating their strategic plan and designing streets safe for truck movements and pedestrians as well. As professionals, we're always trying to learn from prior success stories – another example earlier in the deck is Argyle Street a flexible street in Nova Scotia that we could be benefitting from.</p> <p><i>Response from City Staff:</i> We have absolutely looked at success stories from around the world, in North America, in Canada for a lot of our work. I think this is cliché, but true: every place is slightly different – so what we're trying to do with this plan is create a plan that works for the people who work and live here. By taking the best examples of other places and understanding that this thing worked there for such and such reason, will it work here for the same reasons.</p>
19.	<p>(Follow-up to question 16) Thank you for your answer, Chris, glad to know that some other people feel this way. I do have some grievances with these bus lanes that might be better shared in email directly if you're willing to listen. One thing I will say is that if there's no good alternative to bus lanes, the city should look to return that money to taxpayers. What happens next with this Plan?</p>	<p><i>Response from City Staff:</i> We are nearing the end of our technical work, so all our analysis related to the future network and all of our policy directions through our research and our white papers. What we will do next is present these in a public meeting to council. We are aiming to have this meeting as soon as we can, but we can't share an exact date yet because that hasn't been nailed down. That is something we could absolutely share with everyone on the mailing list for the meeting tonight. Once we present that to council, they may have their own comments and considerations, so we'll take that away before we finalize the study. Between presenting to Council and getting their feedback and working with our Official Plan team to integrate that work, we expect the majority of the work for this project to be wrapped up by the end of this year. Once the project is wrapped up, that's not the end of the work for us, as I mentioned before one of the key items beyond building the infrastructure is having a program that educates and encourages people around using these new mobility options.</p>
20.	<p>Does the upcoming election have any bearing on these projects?</p>	<p><i>Response from City Staff:</i> Great question. We will be preparing a presentation to Council to receive approval in principle.. That is the Plan, but things don't always go according to plan but that is what we'd like to do right now. The actual implementation of the projects is reviewed annually through the city's budget process, I think this question is alluding to – could any of this change or disappear? Yes, it is possible, through all the different checks and balances that we have in government to make</p>

	Questions and Comments	Response from City Staff and HDR
		sure that we're completing the right projects that our citizens want and our elected representative who hear from our citizens would like to see. To a certain extent, nothing is set in stone, but, I think the plan we have prepared has been prepared with these complexities in government in mind.

2. FEEDBACK FROM STAKEHOLDER MEETINGS

2.1. HOW THE STAKEHOLDER MEETINGS WERE ORGANIZED

To seek feedback on the future Vaughan Transportation Plan, the City held four focused stakeholder workshops with Cycling Advocates, Major Chains and Retailers who move goods and service, Major Employers and Businesses and the Development Industry. With the exception of the Cycling representatives, this was the second round of meetings with stakeholders building on the input received on the draft transportation plan in 2020 and 2021. The four stakeholder meetings were by invitation and were hosted virtually. RSVPs were requested and information on how to join the meeting via WebEx was provided in advance. **Figure 8** includes the details pertaining to each of the four stakeholder meetings.

Figure 8 – Schedule of Stakeholder Meetings

WHEN HELD	AUDIENCE AND PURPOSE OF WORKSHOP
APRIL 27, 2022 6:30 TO 8:00 P.M.	Cycling Advocates To discuss opportunities and ideas to encouraging cycling and active modes of travel within Vaughan.
MAY 19, 2022 3:00 TO 4:30 P.M.	Goods Movement Businesses, Major Chains and Retailers To discuss opportunities and ideas to ensuring goods movement can operate efficiently and sustainably within Vaughan.
MAY 25, 2022 2:00 TO 3:30 P.M.	Major Employers and Businesses To discuss opportunities and barriers/hurdles to encouraging the use of sustainable modes for employers and employees.
MAY 26, 2022 9:30 TO 11:00 A.M.	Development Industry To discuss opportunities and barriers/hurdles to advancing sustainable modes in new and existing development.

The purpose of these sessions was to hear about experiences and input from these key stakeholders in the context of the recommended alternative, long term policy directions and implementation. The format for the stakeholder workshops included a presentation by Christopher Tam, Transportation Project Manager, Infrastructure Planning and Corporate Asset Management, City of Vaughan and Yunfei Zhang and Jonathan Chai of HDR Corporation. Following the discussion, participants took turns sharing ideas and perspectives on future Vaughan Transportation Plan. The stakeholder consultations were facilitated by Sue Cumming, Cumming+Company.

Other team members who participated included Selma Hubjer, Manager Transportation Planning, City of Vaughan, Dorothy Kowpak, Active and Sustainable Transportation Project Manager, City of Vaughan James Bang, Economic Development, City of Vaughan, and Angie Ning, Senior Transportation Planner, HDR Corporation.

26 individuals participated in the virtual stakeholder meetings.

Virtual Consultation Meetings Held	Number of Attendees
Cycling Advocates (April 27, 2022)	2

Goods Movement and Logistics Meeting (May 19, 2022)	7
Major Employers and Businesses Meeting (May 25, 2022)	7
Development Industry Meeting (May 26, 2022)	10

2.2. FEEDBACK FROM THE CYCLING ADVOCATES MEETING

A stakeholder workshop was held with cycling advocates on April 27, 2022, from 6:30 to 8:00 p.m. This report section includes the verbatim feedback through the meeting discussion. The city would like to thank the following for their participation.

Lisa Carr, York Cycling Coalition
 Michael Iacovelli, York Region Cycling Coalition

Project Team members involved included:
 Christopher Tam, City of Vaughan Project Manager
 Dorothy Kowpak, City of Vaughan, Active and Sustainable Transportation Project Manager
 Jonathan Chai, HDR Project Manager
 Yunfei Zhang, HDR Deputy Project Manager
 Sue Cumming, Independent Facilitator, Cumming+Company

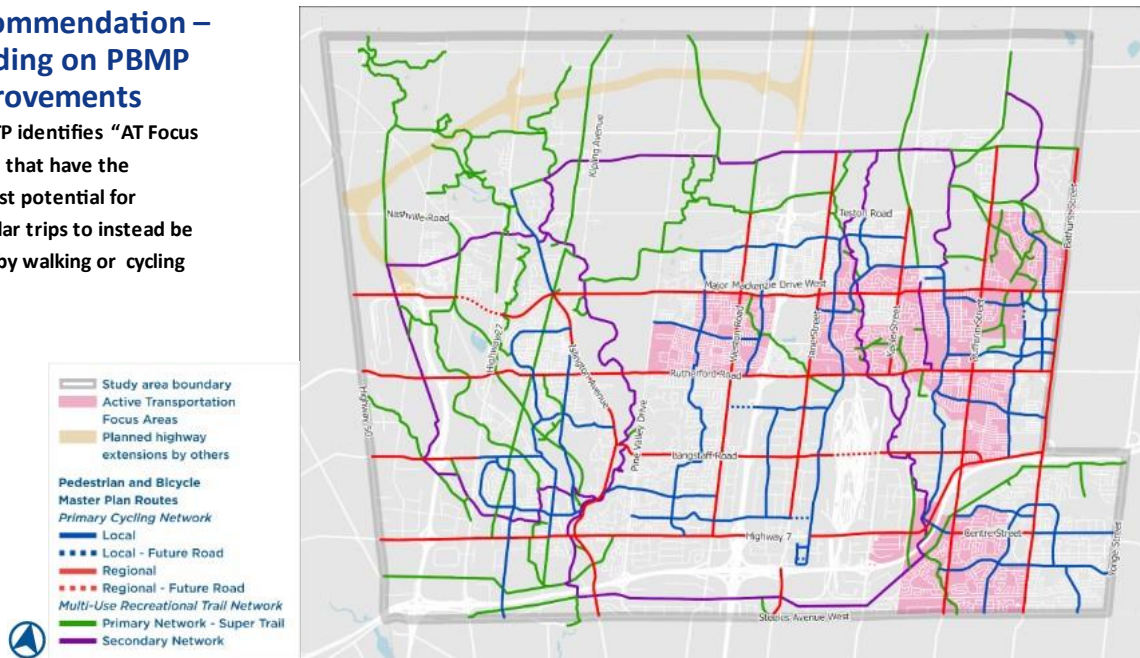
The purpose of the meeting was to:

- Share information on the direction of the Vaughan Transportation Plan and how it builds on the City’s Pedestrian and Bicycle Master Plan (PBMP).
- Provide an overview of the preferred alternative and recommendations.
- Collectively discuss cycling-related policy gaps and actions to consider in the plan.

Presentation material included the preferred alternative recommendations – building on PBMP Improvements and “AT Focus Areas” that have the greatest potential for vehicular trips to instead be made by walking or cycling.

Recommendation – Building on PBMP Improvements

The VTP identifies “AT Focus Areas” that have the greatest potential for vehicular trips to instead be made by walking or cycling



Three key questions were identified and included as part of the discussion.

1. How satisfied are you with Alternative 3: Multi Modal as the recommended alternative? Does this reflect the importance of cycling in Vaughan?
2. What things we can do to encourage more cycling in Vaughan?
i.e., considering both infrastructure and events/programs/education etc.
3. Do you have any other suggestions about the implementation or policy recommendations that you feel could improve travel in Vaughan?

Figure 9 includes the verbatim input received through the discussion. It is organized by key topics that were raised. Each bullet point represents a different individual’s perspective.

Figure 9 – Verbatim Feedback from Cycling Advocates Meeting

	Topics	Questions and Comments
1.	Feedback on Alternative 3: Multi Modal as the recommended alternative	<ul style="list-style-type: none"> • I don’t have any issues whatsoever with the multi-modal plan (or alternative 3), I don’t think it necessarily diminishes the cycling requirements – a perfect example, and one of the things we talked about at the task force was the requirement for more connectivity. An example of a lack of connectivity is something that you are working on right now, is the Langstaff extension over the intermodal location. I will tell you why that is important from a couple of perspectives. Some of the cycling infrastructure that was installed is not separated, cyclists are not visible on that road and as such it is easy for accidents to occur. Getting bicycles onto secondary roads where the traffic is not as impactful during rush hour is good and having some of the connections or crossroads like Langstaff support that is important. They tie into each other, so there needs to be a focus on alternative road elements so we can build some of that connectivity even for the cycling. So, I have no issues with alternative 3. • I have to say, it is very impressive looking at all the maps and all the plans going forward that are being implemented, and I wish that I could be my age now 20 years from now to have the opportunity to take advantage of these wonderful projects.
2.	Design safer separated bike lane	<ul style="list-style-type: none"> • I made some notes earlier, and to the point about lanes on Highway 7, I think its super important when it comes to designing the separated bike lanes, because what’s happening with commuter cyclists and pedal assisted e-bikes, in those lanes, people leave those lanes and go back onto the travel portion of the road, because especially along Highway 7 near the entrances and exits, when you’re taking the bike path, you have to stop in front of every single one of those driveways. Cars travelling on Highway 7 however, don’t stop, because they have the right of way, and any cars taking the exits (especially by the Wendy’s off the highway) do not stop for cyclists – these cars pull out to get a look at oncoming traffic and oftentimes that is how cyclists are ending up being hit on highway 7. So, if you are a cyclist you have to stop at all the entrances and exits of these stores and things, and that should be taken into consideration when designing cycle paths, cyclists don’t like these paths, and end up joining with the cars on the road. Specifically, commuters headed

	Topics	Questions and Comments
3.	<p>Address right turns on red and implications for cyclists</p>	<p>to work have no desire to make all these extra stops, and that is a big reason the separation between these two lanes disappears.</p> <ul style="list-style-type: none"> • One thing I wish, but I know you have absolutely no control over is I wish there weren't right turns on red lights. Those right turns are nightmares, no driver ever looks to the right when making a right turn, they always look left to see if they can turn into the intersection and therefore miss any cyclist that might be approaching in the unprotected lane. • I thought about the turning on a red issue, and you could take any lane that has a cycle track on it and designate those as no right on a red lane as opposed to making that a blanket rule for every single road in Vaughan – the problem is when the cyclist thinks they have the right of way in their lane and the car thinks there is nothing there and just turns right in front of it. This could be a good solution but does not solve the problem of cars crossing the driveways on these trails that we had previously discussed. <p><i>Response from City Staff: I cannot promise anything, but we do have some say over right-hand turn lanes at the city level, I appreciate the comments and it is something that we will certainly consider.</i></p>
4.	<p>E-bikes are increasing and could be a game-changer with respect to increasing cycling across the city</p>	<ul style="list-style-type: none"> • The biggest thing I have noticed though is the explosion in the e-bikes market, in some places I think you can get them for even as low as \$750. What is remarkable is that all these designs only started to come out a few years ago, as Vaughn was beginning to develop the transportation plan, at that time e-bikes were not a factor, but I think these should be accommodated for in the future. <p><i>Response from City Staff: I completely agree, e-bikes are really a gamechanger with respect to non-car travel, it raises the convenience factor of cycling. Part of the impetus of building these comfortable and safe cycling facilities is because we see these new forms of travel which could be extremely beneficial in our city if we take advantage of them. Our goal is to make sure we are providing routes and infrastructure along those routes, but some of the other things you have brought up tonight such as the secure parking, knowing which routes to take, those are really important aspects for us to think about as well.</i></p>
5.	<p>Consideration of implementing delayed crosswalks</p>	<ul style="list-style-type: none"> • Has the City of Vaughan implemented (I'm not sure if it's dictated at the regional or city level) the same systems that have been seen in the City of Toronto with delayed crosswalks (this is when just after a red change but before the light turns green, pedestrians are given an additional 10-15 seconds of green at a crosswalk before the intersection turns green)? <p><i>Response from City Staff: I don't think it has been implemented but I believe it's something that's being considered and is something that we would be capable of implementing in the future – the leading pedestrian interval is what we would call it – and you're right I think there are studies out there which support the safety benefits of these LPIs.</i></p>

	Topics	Questions and Comments
	<p>Ideas for encouraging cycling for work trips: secure weather protected parking and storage (continued)</p>	<p>have it fully locked up, so it is completely safe from theft – these are the sort that should be implemented. I think it would be huge if you’re encouraging citizens to do more of their day-to-day travel on bike and especially e-bikes, since that is a lot less strenuous than regular bike travel if you want to go out to make day trips to restaurants and that sort of thing. I think you’d see a lot more of that sort of travel if you provided somewhere to put those bikes in public places.</p> <ul style="list-style-type: none"> I understand the comment about trying to get businesses and employers to put in things like shower facilities, but its more complicated than that – I have a shower facility at my office, and I could take a shower, but I’d need a change of clothes and even then, where would I put my other clothes after I had changed? The shower solution sounds nice, but when you really think about it, but it really does not work as well as you’d think. I think the more practical solution to this problem is the e-bikes that were discussed, this is a solution for commuters who don’t want to arrive to work sweaty, that is quick, easy and takes them out of their cars. <p>In some ways these e-bikes can be as fast if not faster than cars because of congestion on the roads, so I think the e-bike side of things will be important to contemplate than pushing showers in employer locations. If there’s a way to closely replicate the convenient experience of a car – (where you don’t arrive to work tired or sweaty and don’t have to allot extra time to shower) that’s one that everyone would be more inclined to take. I think you will find that there would be a much bigger uptake on the e-bike side of things. The only major concern with e-bikes is that once bikes tend to exceed the 200\$ range generally there is worry that they might be stolen with nowhere to secure them, and e-bikes tend to start at around the 1500\$ range alone. Yes, you could use bike racks to combat this, but these are still vulnerable to theft, and bike lockers might tend to be more secure than a rack but there are only so many of these lockers that you could install. Alternatively, I have seen other designs of secure bike locations, where a security guard would lock your bike away in what is essentially a large parking garage. So, there are certainly alternative solutions to the immediate question of “is my bike going to get stolen”. Especially in those locations where you can be certain that people will be spending larger amounts of time, I think it is important to install these alternatives to bike racks.</p>
8.	<p>Appreciation for creation of primary trail network but need to do more to create the connections within neighbourhoods to get to the trails</p>	<ul style="list-style-type: none"> I try to take advantage of as much of the trails that have already been built as possible. I ride regularly at Bartley-Smith just past Jane Street and the trail system there. To take that trail system all the way down to the pan-am trail is possible but is overly complicated, and if I did not have a pre-planned route would be extremely difficult to accomplish. A specific thing I would point out that bothers me, is that the connections for the trail on that side as they cross all the little streets, they’re not connected through the streets – so you’ll come to the end of a trail, and the connection to the next trail is directly across the street, but there’s

	Topics	Questions and Comments
		<p>no crossings there, and sometimes no curbs even to be able to ride directly from one way to the other. In general, it's quite difficult (and not very friendly to cyclists) to attempt to cross to other parts of the trail. For someone, my age and regular cyclists, these obstacles are not too difficult, but when we're speaking about all ages and accessibilities, these areas can be intimidating, and I find it odd that there are no crossings.</p> <ul style="list-style-type: none"> • What I noticed on the map that I was confused about was that for the primary network the hope is to be completed in 10 years, and the second network I am assuming would be completed after that, as you can – that is all fine. • Super trail is going to be very impactful; it provides a way to get around the city, from a recreational standpoint it's excellent, and it also provides access into the city as well.
9.	Creating resources i.e., route maps, apps for promoting cycling	<ul style="list-style-type: none"> • One thing I was thinking about– I love the maps from the presentation materials, I've been trying to change up my riding so I do different styles (riding trails, mountain biking, e-biking etc.) so the last year I've been trying to locate information for all those trails – those maps, are they accessible to people publicly? I have encountered a lot of difficulty trying to locate all of them and have only been able to locate bits and pieces. Someone suggested to me that these might be better put together in an app, which shows all the routes or bicycle lanes, offering alternative routes for cyclists – I think that would be a great idea. This would help people find better alternate bike routes when they wish to avoid Highway 7 and stay on safer designated routes with built-in infrastructure.

2.3. FEEDBACK FROM THE GOODS MOVEMENT AND MAJOR RETAILERS MEETING

A stakeholder workshop was held with goods movement and major retailers on May 19, 2022, from 3:00 to 4:30 p.m. This report section includes the verbatim feedback through the meeting discussion. The city would like to thank the following for their participation.

- Allen Cheng, IKEA
- Martin Graham, Metro Supply Chain
- Stefanie Sheils, Costco Wholesale
- Mike Mikkelsen, Home Depot
- Asrian Quesada, Home Depot
- Charmaine Edwards, Home Depot
- Deb White, Home Depot

Project Team members involved included:
 Christopher Tam, City of Vaughan Project Manager
 James Bang, City of Vaughan, Economic Development
 Yunfei Zhang, HDR Deputy Project Manager
 Angie Ning, HDR, Senior Transportation Planner
 Sue Cumming, Independent Facilitator, Cumming+Company

The purpose of the meeting was to:

- Provide an update on the future Vaughan Transportation Plan.
- Provide an overview of the preferred alternative and recommendations.

- Collectively discuss goods movement policy recommendations and actions to consider in the Plan Presentation material included the recommended alternative 3: Multi Modal, future road network, and policy recommendations – with a focus on goods movement strategy policy recommendations.

Goods Movement Strategy Policy Recommendations

- Define a truck route network that reflects land uses and supports businesses, integrated with York Region and neighbouring jurisdictions
- Plan and design for cargo bike operations; allocating space for a facility to accommodate transfer and sortation
- Develop safer fleet practices and formally incorporate freight activities within Complete Streets strategies
- Develop or join a formal freight forum



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Three key questions were identified and included as part of the discussion.

- Do you have any comments or suggestions on the overall transportation network solution that would improve goods movement in Vaughan?
- A key policy recommendation is articulating a Goods Movement Strategy. A number of components were referenced in the presentation.
 - Are there other components that should be considered?
 - What advice do you have for the city for developing this strategy?
 - How can the city coordinate this work with Goods Movement and Logistics stakeholders?
- Do you have any other suggestions about the Vaughan Transportation Plan that you feel could improve goods movement practices in Vaughan?

Figure 10 includes the verbatim input received through the discussion. It is organized by key topics that were raised. Each bullet point represents a different individual's perspective.

Figure 10 – Verbatim Feedback from Goods Movement Stakeholder Meeting



	Topics	Questions and Comments
		<p>service in a short time frame on Saturday and no service on Sundays at all. I think we haven't had so much of an issue with our long-term employees in terms of nightshifts – they tend to be a more established, older employee group but someone commented earlier about students and especially foreign students working long hours, we have a hard time attracting these employees because they don't have cars and the transit service isn't sufficient to get them out and back. We just had a meeting where we discussed that about 10 in every 100 job applicants for us simply don't show up to their interviews because they apply, and then once they look at getting out for an interview, realise its too difficult and give up. So as a result, its very difficult to recruit and retain employees under these circumstances.</p> <ul style="list-style-type: none"> I very much agree with what's been said so far. Our primary driver in related meetings has been for regular and linked transit systems for all the points that were just previously discussed. I would say that the ability of York regional transit to link up with the transit system is hugely important to the Vaughan economic zone as so many people working in that part of the city are coming from either Mississauga or Vaughan.
2.	<p>More work is needed to improve active transportation in the areas around Langstaff, Highway 50, Highway 27, Major Mackenzie and Huntington Drive. The expansion of sidewalks and bike lanes easterly to connect with Brampton and Mississauga transit was also identified as an important priority for providing access and connections for employees.</p>	<ul style="list-style-type: none"> There are limited bike lanes on Langstaff, and they don't really connect to anything on Highway 27, the lighting is poor as well, so there is a lot of opportunity for enhancement to the active transportation experience that could bridge the gap between where employees stop and getting them the rest of the way to their destination. An expansion of sidewalks or bike lanes from Highway 50 east would also serve us as well (along the North side of Rutherford Road where there currently is not a sidewalk. I did see on the original map that there are plans to improve the street along Huntington which is much needed to support the new access to the 427 and it looks also like we have a bus route on Major Mackenzie that I'd be quite interested to see how that could link up with Brampton transit.
3.	<p>Accessibility at roadside to allow trucks to stop and take the time that they need for what is often complex, big and bulky deliveries has become a challenge</p>	<ul style="list-style-type: none"> The other issue at hand is parcels; we do a lot of parcels and very complex deliveries which are big and bulky, so we probably have about 800 trucks on the road doing these deliveries. For those complex deliveries, its not as if you can pull over the truck and simply drop off a massive package, so there needs to be more accessibility at roadside to allow these trucks to stop and take the full time needed for their deliveries – this is particularly true in high-density areas and the city centre.



	Topics	Questions and Comments
4.	<p>More consideration of the impacts to the changes in the transportation system and how these impact drivers, particularly those driving large freight vehicles. The shortage of truck drivers and inefficiencies of the transportation network coupled with negative attitudes towards goods movement is impacting the supply chain across Canada</p>	<ul style="list-style-type: none"> • Totally agree with what’s been talked about so far. One thing I’d like to address is – the infrastructure we have in the city of Vaughan, I don’t believe that it takes care of transportation truck drivers. When you think about Highway 50 or Rutherford Road, it goes without saying that the number of lights there are and how long the driver must wait at a light and in traffic is extremely frustrating. Supply chain across Canada is losing drivers in the 100s by the day, and I don’t think we respect our drivers to the point where we want to make their day easier. When I say that, we have had drivers working with us for 10+ years, since our inception as an organization, but today there’s not enough that want to stay in the role because there’s such difficulty to navigate the road for these drivers in particular today. I see truck drivers on the road regularly cut off and disregarded by motorists on the road, and if we really want to take care of our drivers, we need to find ways to make their days out on the road more pleasurable – or at the very least, less painful. • On Huntington, that’s a very narrow road with no shoulders – the challenge there is in the wintertime, transport trucks take that route because Highway 50 is so backlogged all the time, so widening it to 4 lanes or at least large enough to accommodate trucks is important. The other thing is the lighting on that road, as I recall as you get to trade valley, its like being on a farm road where its poorly paved and dark – there are people that walk up and down that road to get bus connections, and I fear for them. All it would take is for a driver or pedestrian to be distracted along that road and there is serious risk of accident. • One of the additional things that I would note for this area is that there is nowhere for drivers to take a break, I know the Esso that opened on Langstaff has minimal parking, but as a society we have to take care of our drivers, and it is necessary to provide them places to take an actual rest.
5.	<p>Companies have been experimenting with electric fleets. With the potential for a shift to newer technologies i.e., fuel cell there is caution about investing in huge infrastructure projects for technologies that could shift quickly</p>	<ul style="list-style-type: none"> • Electrification is great! We have got electric trucks, we’ve been experimenting with them and they’re not fully there, yet which is a challenge, but we’re learning as we’re going forward. E/V is expanding rapidly abroad but as we know, it isn’t a question of just getting people in the vehicles but making sure that we have the infrastructure to support them – for instance, can we charge all the cars on the road in the event more people begin to drive electric and is there even enough power to do that? The thing is some experts suggest that electric vehicles might even be an interim solution and that future technology could rely on things like fuel cells or solid state – so we need to be extremely

	Topics	Questions and Comments
		careful given that we might be undertaking huge infrastructure projects for technologies that could shift very quickly.
6.	Construction impacts and congestion along Highway 7 is challenging for the movement of large carriers and is impacting business operations	<ul style="list-style-type: none"> Honestly our only concern is working with the increased construction in the area, but we understand that that's part of the plan in York region so we're working with that. There's a lot of congestion along Highway 7 especially with regard to any large carriers coming along that route to our distribution centres, also certain seasonal types of activity like holiday events (the Christmas lights show) and such in the past along that route can produce even more congestion and create chaos for us.

2.4. FEEDBACK FROM THE MAJOR EMPLOYERS AND BUSINESSES STAKEHOLDER MEETING

A stakeholder meeting held with major employers and business stakeholders on May 25, 2022, from 2:00 to 3:30 p.m. This report section includes the verbatim feedback through the meeting discussion. The city would like to thank the following for their participation.

- | | |
|---|------------------------------------|
| Paul Richey, Mulmar Services | Sanjukta Dasgupta, Yum (Pizza Hut) |
| Donald Wiedman, Point A (Smart Commute) | Rahil Haq, Deloitte |
| Miyoshi Irizawa, PWC | Sylvie Trajchevski, Deloitte |
| Chelsea Hamlyn, Yum (Pizza Hut) | |

Project Team members involved included:
 Christopher Tam, City of Vaughan Project Manager
 James Bang, City of Vaughan, Economic Development
 Jonathan Chai, HDR Project Manager
 Angie Ning, HDR, Senior Transportation Planner
 Sue Cumming, Independent Facilitator, Cumming+Company

The purpose of the meeting was to:

- Provide an update on the future Vaughan Transportation Plan.
- Provide an overview of the preferred alternative and recommendations.
- Collectively discuss policies and considerations for implementing sustainable travel options to and from employment and business destinations and actions to consider in the Plan

Presentation material included the recommended alternative 3: Multi Modal, future road network, and policy recommendations – with a focus on sustainable travel options.

Three key questions were identified and included as part of the discussion.

1. Do you have any comments or suggestions on the overall transportation network solution that would improve transportation access to workplaces in Vaughan?
2. What is your organizations current plans for returning to work?
3. For transportation policies
 - a) How can the city make working from home more attractive to employees?
 - b) What can we do to encourage greater uptake of sustainable travel to work?

Figure 11 includes the verbatim input received through the discussion. It is organized by key topics that were raised. Each bullet point represents a different individual’s perspective.

Figure 11 – Verbatim Feedback from Major Employers Stakeholder Meeting

	Topics	Questions and Comments
1,	<p>Better transit service and connections to work places are needed in many areas of Vaughan where work places exist.</p> <p>Walking infrastructure from major bus routes is lacking and creates further challenges for those employees who are able to find transit close to workplaces</p> <p>For many employment areas in Vaughan, the lack of transit service and poor first and last mile walking and cycling infrastructure is a bigger issue than most may think in terms of attracting and retaining employees.</p>	<ul style="list-style-type: none"> • We are seeing that people are travelling to and from work again and traffic is back. One of our continuing challenges is attracting and keeping people. Employees need to have good connections to work by transit and transit service in Vaughan while getting better does not serve most of the areas where people work. • For our employees who are able to get to work by bus (i.e. there is a reasonable connection in place), then when they get off the bus they have to walk unreasonable distances, often without sidewalks to get to the work place which is a further impediment to using transit to travel to work. It was noted that this is especially the case with transit through Applewood where the walk from the station to the office is challenging. <p><i>Response from City Staff: We understand that this is a huge challenge and even in areas where future sidewalk infrastructure upgrades or installation is planned, this is many years away, The City is exploring partnering with York Region to advance shuttles to these areas from the transit stations. YR Transit is looking into how to expand on-demand services.</i></p> <ul style="list-style-type: none"> • Follow-up comment: Some companies are providing ride-sharing to employees through Uber shuttles and trying to coordinate schedules but this is proving to be challenging with flexible and remote working and timing of transit service. • Service improvements should be advanced whenever possible to provide Wi-Fi to make transit more attractive as usable/productive time. Having one transit pass for the Region and integrated fares with TTC and GO are important. • To make the shift to transit, there needs to be more service to more locations throughout the day and night. Transit service providers need to continually examine barriers and address these to make transit both available and attractive to users. • For many employment areas in Vaughan, the lack of transit service and poor first and last mile walking and cycling infrastructure is a bigger issue than most may think in terms of attracting and retaining employees. • Transit service providers should examine all of the barriers that affect both the availability of and access to transit.
2.	<p>There continue to be poor east-west transit connections across Vaughan which are hindering employee attraction and business expansion</p>	<ul style="list-style-type: none"> • With the continuing labour shortage, it is difficult for Vaughan businesses to attract employees from Brampton, Richmond Hill and Markham due to the lack of transit service and poor road connections. There are buses but they take long time to get across the city. The lack of east-west transit through Vaughan is impacting businesses. Companies that may be looking to expand may not do so in Vaughan. A key driver for new

	Topics	Questions and Comments
		<p>companies coming to the city is having good transit connections and outside of the VMC this does not exist in Vaughan today. We would like to see more focus on increasing transit service in the short term.</p> <p><i>Response from City Staff: Thank you for further highlighting this challenge. We understand that there are plans for increased service along Major Mackenzie through Richmond Hill at least to Leslie Street. A key issue for YRT is funding and more funding is needed to add services on bus routes. We will share your comments with York Region.</i></p>
3,	<p>Would like to see opportunities for using shuttles considered to improve first mile and last mile connections</p>	<ul style="list-style-type: none"> • In terms of providing better access and connections for the first or last mile, shuttles could be a viable option to and from transit hubs and different office locations. When there is a dedicated large employee base, we can put together a good shuttle package. Some key considerations involve creating a seamless situation where it is easy for the employees to schedule the shuttle, for there to be reliable shuttle service and having a nighttime mobility service. • In Toronto, the Kiss n ride are accessible and safe. More thought may be needed at the VMC to create accessible and safe drop-off and pick-up locations for shuttles. • For small employers, there is the potential for combining with other smaller companies to create one shuttle service for the combination of employees. There is more that can be done. In other jurisdictions shuttle company operators, like ourselves, are working with cities to provide shuttle services. We have good examples where seamless transportation can be delivered using a seamless payment method. • We have good north-south potential with the proposed dedicated bus lanes in York Region and the expansion of the rapidtransitway or express buses east and west could be a gamechanger. The key will be to having connections north and south from these via shuttles or smaller transit vehicles to employment destinations. • There are some great ideas here and carpooling is also an option that may become more attractive particularly with the increase in gas prices. • Some areas are quite expansive, and we would look at providing shuttles to our employees but I don't think that the cost and price point would work. • Would like to see transit agencies make deals with private transit providers to provide shuttle services.
4.	<p>Would like to good opportunities for micro-mobility options within the VMC</p>	<ul style="list-style-type: none"> • There could be opportunities for street food and food trucks for employees in key locations in the VMC which would make it more attractive as a place to work. Shuttles to these during mid-day breaks could make a difference. It is a really long walk currently from office locations to where there are place to eat.

	Topics	Questions and Comments
		<ul style="list-style-type: none"> There should be good opportunities for exploring micro-mobility options for the VMC. Traffic is going in and out of the area. There is not a ton of parking there and longer term there could be a demand for shuttles and different mobility options to get around the VMC. <p><i>Response from City Staff: The VMC Transportation Master Plan is underway, and this is being looked at. We are hearing an interest to look at e-scooters, better cycling connections, bicycle parking and other choices.</i></p>
5.	The VTP should consider all options for mobility for all ages	<ul style="list-style-type: none"> Are stand up scooters allowed in Vaughan? <p><i>Response from City Staff: Technically they are not allowed in Vaughan. They are allowed on York Region roads but you would be travelling from local roads to regional roads which would become an issue. This is something that the city is looking at</i></p> <ul style="list-style-type: none"> Options in the Plan could include bikes and scooters and ridesharing and shuttles for transit and key destinations. Infrastructure needs to be planned in advance to ensure that there is adequate space for storage, parking, drop-off, etc. The city could also consider developing or using APPs for all services to create more seamless integration and information on all available mobility options.
6.	Opportunities for creating bike share options in Vaughan	<ul style="list-style-type: none"> Does the City of Vaughan have plans to investigate bikeshare programs. Many other municipalities have been able to put these in successfully. For some business locations, this would give employees a further option for travel to and from the transit stops. BikeShare TO is well established and plans to have 10,000 bicycles in 2024 with availability in every ward. They are a good model to look at. In many location there is underground secure weather protected parking which uses a key fob.

2.5. FEEDBACK FROM THE DEVELOPMENT INDUSTRY STAKEHOLDER MEETING

A stakeholder workshop was held with development industry stakeholders on May 26, 2022, from 9:30 to 11:00 a.m. This report section includes the verbatim feedback through the meeting discussion. The city would like to thank the following for their participation.

Anna Tatarinova, (Bentall Green)
 Brad Caco, (Bentall Green)
 Irene Hauzar (LEA Consulting)
 Marco Filice (Liberty Development Corporation)
 Matthew Kruger (Smart Centres)
 Michael Uster (Liberty Development Corporation)

Natalie Shurigina (Sorbara)
 Stephanie Harges (BA Group/ Bentall Green)
 Tim Arnott (BA Group/Bentall Green Oak)
 Vanessa Opassinis (IBI Group/ QuadReal Development)

Project Team members involved included:
 Christopher Tam, City of Vaughan Project Manager
 Jonathan Chai, HDR Project Manager
 Angie Ning, HDR, Senior Transportation Planner
 Sue Cumming, Independent Facilitator, Cumming+Company

The purpose of the meeting was to:

- Provide an update on the future Vaughan Transportation Plan.
- Provide an overview of the preferred alternative and recommendations.
- Collectively discuss development-related policy gaps and actions to consider in the Plan

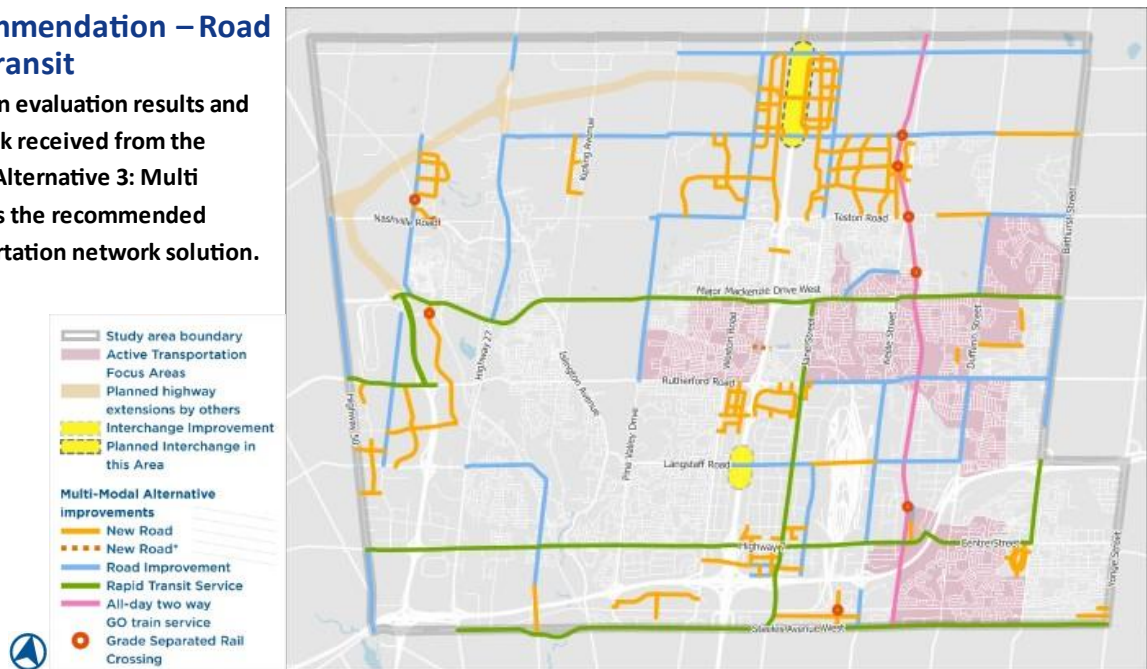
Presentation material included the recommended alternative 3: Multi Modal, future road network, and policy recommendations – with a focus on policies that support sustainable travel in new developments, and 15-minute neighbourhoods. During the presentation, City staff indicated that the City of Vaughan has initiated its Complete Streets Guideline study and items previously heard (at stakeholder meeting 1 in December 2020) and recent input from the development industry on items related to street width / ROW, and street design elements will be discussed through the Complete Streets study. Stakeholders were encouraged to contact the City Project Manager to indicate their interest in participating at a stakeholder workshop for the Complete Streets Guideline study.

Two key questions were identified and included as part of the discussion.

1. Do you have any comments or suggestions on the overall transportation network solution that would improve transportation access?
2. For transportation policies
 - a) Are there other policy aspects that are important for the City to consider promoting sustainable mobility in new developments?
 - b) What are the trends with respect to parking demand for new residential and commercial development?

Recommendation – Road and Transit

Based on evaluation results and feedback received from the public, Alternative 3: Multi Modal is the recommended transportation network solution.



*Road extension technically justified but will not be implemented as per Council resolution.

Policy Recommendations



- Prioritize AT infrastructure and shared micro -mobility hubs near key destinations.
- Privately Owned Streets - Coordinate with development to implement fine-grid street and AT networks. A fine-grained street network may be difficult to achieve through large land parcels. A policy framework which allows for privately-owned but publicly accessible spaces can encourage private developers to build this grid - network.



- Investigate and regularly pilot future mobility technologies such as automated vehicles and micro -mobility.
- Support implementation of a shared mobility hub network (including shared e -bikes and e -scooters) to provide more sustainable mobility choices.
- Support EV charging stations in new developments

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Figure 12 includes the verbatim input received through the discussion. It is organized by key topics that were raised. Each bullet point represents a different individual's perspective.

Figure 12 – Verbatim Feedback from Development Industry Stakeholder Meeting

	Topics	Questions and Comments
1.	<p>Clarification on scope of Vaughan Transportation Plan with respect to transit network completeness</p>	<ul style="list-style-type: none"> • I noticed that in some of the figures and the maps that were being provided you're identifying and recommending road and transit components to the overall mobility network. For things like transit, where it may be beyond the city's purview to implement, are you dealing with any specific service characteristics of transit itself or is there an objective for network completeness? Is that more along the lines of what the VTP will focus upon? <p><i>Response from HDR: My response would be yes, you're right that it is under York region transit's umbrella to manage and plan improvements to transit service, however, as part of the city's transportation masterplan what we're identifying is what's needed to serve the growth of the city looking to the long-term horizon to the year 2051. Transit is certainly a big component of that, especially as we plan for a more sustainable vision for mobility in Vaughn – so certainly one of the big recommendations out of this will be to coordinate and work collaboratively with York region to serve the</i></p>

	Topics	Questions and Comments
		<p><i>future growth in travel needs for the city of Vaughn’s residents and businesses.</i></p> <p><i>Response from City Staff: Absolutely, HDR is right, and you are as well too. Transit is not under our purview, what we’re showing in the green lines especially are rapid transit services in alignment with York region’s currently underway transportation master plan update to 2051 (those are the rapid transit lines you see in green). The best way to characterize the work we’re doing around transit is that we’ve formed an opinion as the city of Vaughn as to where we see the transit priorities, and largely they are aligned with the region’s plans as well. If we have a strong opinion where we feel that transit improvements are needed in a certain area, those are the discussions that we would like to have with the region. But absolutely we’ll be in collaboration with them as we implement these improvements.</i></p> <p><i>Comment from Facilitator: It might be interesting for the group to know that we’ve met with major employers and major goods movement including retail distribution centres, and one of the things we’ve been hearing on the transit front from them is that the first and last mile is critical and that although there may be buses to certain areas of Vaughn, maybe the service isn’t as great as it should be, and there are new routes and new connections, but there’s no point in having that if you can’t get people from there to their places of work. In particular, having 2-kilometer walks in the winter up streets where there is really no lighting and no sidewalks – that discomfort is a real barrier for the active us of transit. So, one of the things the city is looking at is that first and last mile and identifying the importance of those connections and that’s within the city’s purview so that’s something that’s really critical to the overall success of the network.</i></p>
2.	<p>Concerns about how input from developers is considered and the accountability of outcomes when meeting with city staff.</p>	<ul style="list-style-type: none"> • What is the process overall? Maybe we could embellish that and hear more about how it is coordinated with other components. I’ve been participating in these meetings over the last couple of years since we have a few projects here, but I find sometimes we make the recommendations and suggestions, and they don’t get in the minutes they don’t get in the presentation. I just got off an email with someone at the city and they asked me about something that we’d raised – I showed him that we raised it 6 times in the last several years by letter in writing. I want to make sure that if there are recommendations and suggestions made, even if they’re declined that they’re put into the presentation materials. We find we’re repeating the same things over and over as suggestions. For example, we made a recommendation to the Parks Department on several occasions regarding sections of the Planning Act – this was just ignored and not responded to. I ask to make sure that our requests and comments are included in the presentation so that when we go talk to staff and council, we can resurrect items and communicate appropriately on that basis. <p><i>Response from Facilitator: One of the important roles I have, is to ensure that your feedback is collected and that it is put into a feedback report. From our last feedback session, there was a report done which had really noted what you had said and what you had asked. I’d agree with you that questions cannot always be answered at the time, but it</i></p>

	Topics	Questions and Comments
		<p><i>is something to put forward. That is part of the public record and is attached to future council reports. So, it is important that we document what has been said, and then importantly the Project Team will continue to consider the input. We do appreciate the fact that you're spending your time, and if its never written down anywhere, there's really no accountability, and that's been an important part of the aim of the VTP – to ensure that accountability.</i></p> <p><i>Response from City Staff: I want to echo Sue's comments. We are asking you for your time and your input, so we need to make sure that that input is recorded and documented, and that our response is noted. I can tell you that for this study that is certainly an important part of what we're doing and why we're here today. So, what Sue has alluded to – we do have a summer report available for the first round of engagement that we held with you and your team, and that is available on the website, if you can't find it, please let me know. Unfortunately, I can only promise you what I am responsible for, I don't have any jurisdiction over parks, so I don't want to promise you something I can't deliver on. For this study and what we're discussing today, the feedback we receive will be recorded absolutely and feedback that's implemented into the study recommendations will be noted as something that's raised by the stakeholder group.</i></p> <ul style="list-style-type: none"> • Follow-up Comment: I'll give you an example specifically in the transportation department. One example was the missing Green P in the intensification areas, because the whole development charge file that's going through right now, there is no provision for Green P in what you want to call the Downtown. So as an example, that was done in writing and talked about on the call and there has just been silence on it. So, I am going to move along but I believe that the facilitator has recorded by comments regarding process. We just don't want to be ignored because we find ourselves repeating ourselves over and over. This is an exact example with transportation staff, and it is in writing several times and if you want to note it and respond to me separately that is fine.
3.	<p>Concerns about how bike share and bike parking is calculated and addressed noting that the number of spaces seems excessive</p> <p>Further concerns about the lack of focus on what is realistic for car parking for commercial developments particularly in the VMC</p>	<ul style="list-style-type: none"> • With respect to bike share, the ratios for bike share are extremely high and excessive and we're going to be coming with a recommendation report (1–2-page letter) that recommends that if each development includes a small portion of their land in the amenity space of 100 square feet or so to host 5 or 10 bikes, that will reduce the bikeshare requirements in the VMC. For example, we have a project where we have 1100 units, and we must make 800 bike spots. I don't even think there are 800 bikes in the whole city of Vaughan! I'm joking, but it's a strenuous number of bikes when we're not working with the Region to reduce speeds on Highway 7 from 90 kilometres an hour. I would not want my child living in an apartment and having to get on a bicycle on Highway 7 when you guys haven't reduced the speed from 90 kilometres to 40. That's an example – there must be tools where the development industry is making recommendations for the benefit of users – if we want to look like a real downtown, smell like a real downtown we have to act like a real downtown. We need the Green P's; we need the bike shares and the resistance to provide

Topics	Questions and Comments
<p>Concerns about how bike share and bike parking is calculated and addressed noting that the number of spaces seems excessive</p> <p>Further concerns about the lack of focus on what is realistic for car parking for commercial developments particularly in the VMC (continued)</p>	<p>those is obvious. I recommended this to staff verbally and they said no we don't want to have to go pick up and collect the bikes. That's not a real reason not to do it, if we want to have a proper transportation diversity of different choices for people, where people can walk, people can bike, people can skateboard, bus, drive or uber then we need to allow the flexibility from the municipal level to allow the development industry to be partners with the city in implementing these.</p> <ul style="list-style-type: none"> • That's another thing I want you guys to look at, its another request that we have made before, but I don't think there's been any commentary on it unless I'm mistaken. Finally, we asked a little bit about commercial, there's a conflict with the Planning Staff and commercial, we have a project on Highway 7, and they asked us to reduce the 11 spots that we have to 0 because they say that we shouldn't have at-rate parking. Commercial doesn't work unless we have parking – a guy is not going to drop his dry cleaning off, pick up a prescription or buy a \$4 coffee when he's got to go down to P3 or there's no green parking. So the system we're talking about, the suggestions I make, if you go to any material city in the world of substance that has experience with going with a vertical city, they've implemented these but these are silent on the development charge background study and I know you're not finance but you have to talk to each other and say "hey finance guys, we need 50 million dollars to buy 3 lots for Green P so we can reduce the number of vehicles on Highway 7 for everybody. All I'm talking about, is integrating the suggestions we're making but we don't see the solutions based on the suggestions we're making, so then people get discouraged and feel less inclined to participate and come on these calls. A consultant presentation then becomes a monologue and not a dialogue, so those are my comments. Staff can do with them as they like but they've been repeated several times and should be addressed. If they want to have subgroups meetings, we've invited staff – whether we can take up 4 Green Ps, Plaza could take 4 Green Ps (sorry to volunteer them, could be x, y, z to take up 4 Green Ps below grade) and have a shared Green P strategy like they do in other cities. We need this dialogue to have this uptake, otherwise we have the consultants making the recommendation, we're stuck with it, and we may not like it and then there's this constant battle between the staff and the development industry. <p><i>Response from City Staff: I think with respect to bikeshare, its something that we're actively looking at, I think the real challenge is the governance at the city, and determining who would be responsible for administering that, as well as funding. Those are big questions, and unfortunately, we don't have as much time as we'd like to address all of the concerns, but it is something that we are actively looking at. If I may, with respect to the east-west routes, I think you had made this comment in our last meeting as well, there is a proposed Colossus drive flyover of Highway 400, its hard to see on this map, but its actually just in the centre middle section, that is one of the recommendations of this plan, to provide that alternate to Highway 7 crossing 400 that would connect the West and 7 area with the MC.</i></p>

	Topics	Questions and Comments
	<p>Concerns about how bike share and bike parking is calculated and addressed noting that the number of spaces seems excessive</p> <p>Further concerns about the lack of focus on what is realistic for car parking for commercial developments particularly in the VMC (continued)</p>	<p><i>With respect to parking, I appreciate the feedback about parking because that is one of the questions we had in the discussion and is something we want to hear from you about. The comment about parking at grade and what we do about that is something that we will take back, I know that many of you are aware of the comprehensive zoning bylaw update that has new parking rates in it. Despite that, it is something that we're actively discussing as a staff across different departments right now in terms of those parking rates.</i></p> <ul style="list-style-type: none"> I was a bit confused on the question surrounding bike share; I was wondering if he was referring to bike parking rather than bike shares, and I believe Chris' response was more along the lines of bike share (similar to how it appears in Toronto, as a municipal service) as opposed to parking rates which would be implemented by development. A couple of questions: there was a slide related to active transportation, on this figure, the area south of Rutherford east of the 400 it really only connects with the Bass Pro Mills drive on a link and then a dotted link presumably indicating the extension over to Weston Road. Was there any consideration, given the previous slide, about streets and the availability of those streets for public passage to highlight active transportation requirements beyond the Bass Pro Mills and Edgely in that area? <p><i>Response from City Staff: I can respond to that first comment about the bike parking rates versus the bike share and the funding for that. With respect to this map and how it fits into active transportation, I do want to be clear that this information is pulled from our pedestrian and bicycle masterplan (that is us working in coordination with our ped and bike team to develop it). Speaking on behalf of them, what this map indicates is the priority projects that the city will be undertaking on their own in the absence of any other projects going on in the city, so these would be the things that we would prioritize first. That being said, in the city we have two ways that we are planning to implement active transportation. First, is what I just referred to – standalone projects that we would look at doing ourselves in any case. The second way to implement is through road reconstruction and development. So, there is something called all ages and abilities framework for pedestrian and cycling infrastructure that is now the requirement for all roads in the city. If the city were to go in and reconstruct a road for example, we would have to provide pedestrian and cycling facilities that met that framework. In the same vein, if a development application comes in, we would be asking any roads that were delivered by a development to also meet those framework requirements. So, its really a two-pronged implementation to providing these active transportation facilities, and we will see more of them in the intensification areas because of this approach – which in many ways makes sense because that's where we'll need them the most initially.</i></p>
4,	<p>Questions on new policy on strata parking beneath parks</p>	<ul style="list-style-type: none"> Through our engagement to date with the City of Vaughan we understand that City Staff (Christina Bruce) will be authoring the new policy as it relates to strata parking beneath parks, will there be overlap between the work that is being done for that and the work that the city's transportation group are doing with respect to

	Topics	Questions and Comments
		<p>the Vaughan Transportation Plan? We would like to see a cohesive approach with respect to that opportunity.</p> <p><i>Response from City Staff: With respect to the work that Christina and her team are doing, we are involved with the work that she is doing, we are sharing materials with her, I just want to be clear: she is working to develop that policy as my understanding, I don't believe there is a policy being brought forward to council at this time. I don't want to overpromise on something that is not my responsibility, but I can assure you we are having active discussion with her and the material we've provided will be shared with her.</i></p>
5.	<p>Concerns about macro level transportation flow which sees vehicles using Highway 7 to avoid paying for the 407 and no connection of Langstaff over the train tracks</p>	<ul style="list-style-type: none"> A further issue of concern is at the macro level – you do have the whole of Vaughan chart on there. Its important to take a look at and analyse the macro and micro cycle of the transportation systems and the traffic engineers on the call will understand this perfectly – we did an analysis once at the West end of Highway 7 (even before there was a shovel in the ground, we got blamed for all the cars) when we did a license plate study, we found that a lot of people were going across Highway 7 because the don't want to pay for the 407 to go across Highway 7 because there's no connection of Langstaff over the train tracks. We've written letters to the city and said ask to call friends in Ottawa to give us money for a bridge over the train tracks so we can have an alternate vertical east-west route that's parallel to the 407 to help defuse the cars that are going from Brampton to Markham.
6.	<p>Discussion of approaches for first mile/last mile and how this would be advanced with Travel Demand Management and new development</p>	<ul style="list-style-type: none"> You read my mind about the last mile. Do you see the city's role in terms of last mile being a more TDM based discussion through development or is it something that would be separate and distinct from something that is offered from say a development perspective and is truly at the city level of infrastructure or operations? <p><i>Response from City Staff: It's an interesting question. I don't think there is a single answer that will cover the whole city, I think it will depend on the context. I'll qualify that by saying – when we're thinking about last mile, a lot of it does focus on active transportation in our minds and providing active transportation infrastructure. So, in some areas where we're not going to see development (like our established communities) it will be the city's responsibility to create those last mile links to transit corridors. That is one side of it, the other side and perhaps the side you're alluding to is, in areas where we do see development – and sometimes very intense development – active transportation isn't a very important element but there may be other elements that are necessary as well. For the purposes of our plan, we want to ensure that the base requirements for active transportation are available in those intensification areas. Additional elements that assist with solving that last mile problem – what you're referring to with more tdm type measures, are things that would be considered part of the development application review as well as the tdm guidelines that we've recently published, I hope that helps to illuminate our thought process around that.</i></p>

	Topics	Questions and Comments
		<ul style="list-style-type: none"> Whether or not the formation or encouragement of TMAs for example would play into that circumstance – where you’re aggregating the implementation power of an area and dealing with it on a more micro level (which goes to the last mile issue) and whether that builds on playing at the role smart commute had always intended to play in that area. <p><i>Response from City Staff: It’s an interesting thought to have more area specific TMAs, definitely one to record and think about.</i></p> <ul style="list-style-type: none"> In terms of the whole issue around TDM: given the new guidelines that the city has generated, is that simply being adopted wholesale into the VTP and any benefits that would arise from it – are they being taken into consideration in all the modelling work that may have been done. <p><i>Response from City Staff: Good question. As you’re probably aware the guidelines were published last year. The bulk of our modelling work happened earlier in the year, so we haven’t necessarily taken into account all the TDM measures. There are some broad TDM components that are accounted for like an improved active transportation network as part of the modelling. If you were asking if specific components of the TDM guidelines are incorporated versus other components, I wouldn’t be able to say anything specific about that.</i></p> <p><i>Response from HDR: The need for TDM is certainly there – to encourage alternative travel modes and to mitigate traffic congestion so there is definitely something you will see in our modelling. In a way, these aspects are baked into our analysis – providing programs to support sustainable travel is something that will come out of our plan no matter what. To some degree, the TDM guidelines are a critical component which goes hand in hand with the VTP.</i></p>
7.	<p>Active Transportation infrastructure in new developments</p>	<ul style="list-style-type: none"> I have one question about the active transportation infrastructure that we’d be looking at. The type of infrastructure you’re looking at for public streets – is it more cycle tracks/multi-use paths or are you looking at a combination of different types of infrastructure, for example for local/residential streets, paths on the street and for higher order streets, a more protective type of cycling connection? Is there any thought to that yet or is it still early days? <p><i>Response from City Staff: Based on all ages and abilities framework, what you said is accurate. We would be considering protected facilities on Collector roads and higher whereas on local streets we would be looking at measures to reduce speeds so cyclists can be accommodated on the roads. That’s the general approach but the application would depend on context.</i></p> <p><i>Response from HDR: The ped and bike masterplan also references the guidance that looks at speed versus volume as well when considering the context. So, these are all specific considerations the masterplan points to in terms of new facilities.</i></p>
8.	<p>Considerations for new technologies including e-scooter,</p>	<ul style="list-style-type: none"> There was some discussion of the breadth of alternative transportation modes that are being considered. I was just wondering, is there any limitations that the city might see on how

	Topics	Questions and Comments
	<p>e-bikes and other micro-mobility modes</p>	<p>things like e-scooters, e-bikes and other micro-mobility modes might be implemented in the city of Vaughan – that there are some thoughts on those things, depending on which municipality you happen to be in, I hope there are ideas about how these devices can be taken advantage of and built into the transportation system.</p> <p><i>Response from City Staff: As of right now, I believe we have not opted into the pilot project that the province has released in terms of forms of micro mobility like e-scooters, that’s just where we are today. There is active work happening right now to integrate those modes, because as you said, they do exist in Vaughn and our regulations aren’t quite at the same level as other places yet. We are actively considering how we can accommodate those needs.</i></p> <p><i>Response from HDR: We have examined solutions such as transportation innovation zones, where new transportation innovations like e-scooters would be encouraged to be piloted and tested in certain locations. These are happening in the City of Toronto and is something that we have put in our draft to be examined to encourage these types of solutions to be tested.</i></p>
<p>9.</p>	<p>Status of Kirby GO Station</p>	<ul style="list-style-type: none"> Do you have any updates about the potential GO station for Kirby, I know that Metrolinx had this study done a few years back, but I see it identified a grade separated crossing on your map for that area. So, any updates on that? <p><i>Response from City Staff: With respect to the Kirby station, all I have heard from my colleagues that are working more closely on that is that there are discussions taking place between the local landowners and Metrolinx, and generally speaking that’s how Metrolinx has been planning their new stations for the last few years now - unfortunately that’s all the information I have. With respect to the grade separation that would be a road rail grade separation on Kirby Road, and I believe that is included in our Kirby Road widening EA which is currently being finalized and is being managed by one of my colleagues.</i></p>
<p>10.</p>	<p>Questions about the plans relating to a potential new interchange at Kirby for the Province’s planned Highway 413.</p>	<ul style="list-style-type: none"> On page 12 of the slide deck, you showed the plan interchange with this new highway at Kirby. Do you have any information to add or share about that, specifically about that planned interchange? <p><i>Response from City Staff: So, the highway extension that’s shown is a project being led by MTO. We are having discussions with them about interchanges in this area in general, and a lot of it will depend on what the ultimate configuration of Highway 413 looks like. As it looks right now, its more likely that there will be a partial interchange at King-Vaughn Road and not at Kirby just because of the freeway-to-freeway ramps that are required and the spacing that’s necessary between those onramps and the Kirby interchange. We have left that as a planned interchange in this neighborhood however, because we would like to see an interchange at Kirby and it’s a recommendation of a number of our studies. Ultimately, the decision of where the interchange will fit rests with MTO and how the highway is designed.</i></p> <p><i>Response from HDR: That was a recommendation that came out of the North Vaughn transportation masterplan, we identified the need for</i></p>

	Topics	Questions and Comments
		<p><i>at least one interchange at either Kirby or King-Vaughn so that's the reason the bubble spans both locations to essentially plan for an interchange at either of those locations subject to the outcome of the 413 study.</i></p>
11.	<p>Clarifications and corrections on the detailed recommended future road network mapping</p>	<ul style="list-style-type: none"> • With the map that is up on the screen (I think I am reading it properly), the Vaughan-Mills mall where the Bass Pro piece is, it looks to me that the private infrastructure is highlighted in orange and when I read the legend that's contemplated as new road, are you saying as part of this study that it's private road being converted to public road or are you saying that there are scheduled improvements for those roads, I read it a little differently? <p><i>Response from City Staff: We're not speaking to jurisdiction at all in this, we're just trying to reflect the latest road networks that we were able to obtain through the various studies that are going on through the city. This shouldn't be taken as "these are all public roads, or these are all private roads" but instead as connections available for vehicles. If there is something that you find is completely misrepresented though, please do let us know that is part of the reason we are here.</i></p> <ul style="list-style-type: none"> • Follow-up comment: Thank you, Chris. I would just like to point out that it appears that the ring road around the Ivanhoe Mall is highlighted as new road. BA Group could probably speak to this because they represent us in this jurisdiction but also Ivanhoe, I think those are existing roads and not new roads around the mall. <p><i>Response from BA Group: That is correct. They're all there, and my understanding is that they all have easements in favour of public to cross them. On the right side of the 400 I would think that those roads in orange would be existing and on the left side of the 400 or the west side I believe that is the new infrastructure. Just that small clarification.</i></p> <ul style="list-style-type: none"> • I see on the map that Jane Street North of Teston Road is highlighted as road improvement which I'm assuming will be a widening. Do you have any timeline as to when that might occur? <p><i>Response from City Staff: That one is a carryover from York region's transportation master plan, from my understanding it is outside the 10-year horizon based on their capital planning so it would be sometime beyond 10 years. It is identified in their 2051 horizon so it's between 10 and 30 years at this point, but that is all the specificity I have.</i></p>

3. WRITTEN COMMENTS RECEIVED BY EMAIL ON THE CONSULTATION MATERIALS

This report section includes written comment received by the city via email on consultation materials for the future Vaughan Transportation Plan presented at the final Public Open House #2. Four (4) individuals provided comments. The input included in this section is verbatim.

Each of the following numbered comments represents an individual's opinion. These are numbered for reference only. Specific names and addresses provided has been omitted from this report. City Staff provided responses to each individual by email and the responses provided are also included.

1. Thanks for the chance to provide input into the TP for the City of Vaughan. I have 2 suggestions:
 - 1) Expand the pilot for the shuttle bringing customers to the GO stations located in Vaughan. The selected area may not be large enough to yield good results. A successful pilot that is further expanded could do a lot to solve the first mile/last mile problem at GO stations as parking demand outstrips supply.
 - 2) Find ways to shorten the time taken for the Jane Bus to travel between the 407 Station and Teston Road. Currently this distance takes over 40 minutes to travel-- mostly because the bus pulls off of Jane twice -- once at VMC and again at Vaughan Mills. If this distance could be covered in a shorter period, the service would be more attractive to take.

Thanks for this opportunity to provide input, and best of luck in updating this important plan for the City of Vaughan.

Response from City Staff: Thank you very much for your suggestions. I have forwarded your first suggestion to Winnie Lai, who is the project manager for the Rutherford Maple GO Mobility on Request Pilot Project. I can share that because this is a pilot project, the selected area has been selected in order to test potential demand and better understand resident's preferences with respect to this type of service. If there is demand for it, and pending other approvals including funding, boundaries may be expanded to include other Vaughan locations, such as TTC Stations, tourism destinations and institutions. The timing for this is still to be determined.

With respect to your second suggestion, our transportation plan has identified a number of routes for transit improvements. This will include improvements to service frequency, reliability, and convenience, which may include investigating shortening travel times for buses. While ultimately the decision to implement changes to transit service will rest with York Region Transit, our plan will continue to advocate for improvements to transit in Vaughan on behalf of our residents.

Thank you again for your interest in the Vaughan Transportation Plan and your thoughtful suggestions. If you have any further questions, please feel free to reach out.

2. Thank you for setting up the open house last night, it was good to see you (and the government by extension) open to taking feedback on the plan. Following up on the bus rapid transit routes that are currently present, I wanted to share some thoughts with you on how I (and perhaps many others in my community) perceive their value. I hope you find this useful in future planning. Obviously, I have no data to rely on, so this is purely anecdotal.

I often see that the bus lanes are empty and not well utilized even during peak traffic hours.

Response from City Staff: Noted. I am not sure when you may have seen this, so I just want to note that transit ridership has been significantly impacted by the pandemic.

I understand that YRT has two buses: Viva and YRT. It seems that only Viva is allowed to use the bus lanes, while YRT still has to use and share the existing road with cars. This feels really bad to see because the bus lanes already look under-utilized, and half of the buses don't even get to realize the benefit of the bus lanes.

Response from City Staff: This is a common observation from residents. My understanding is that because the YRT buses provide local service, they have stops that are more closely spaced than the Viva stops. As a result, they have to continue to operate on the existing road.

I also believe the bus service was cut many years ago, after the bus lanes were completed. I don't understand why this would be done, because it only exacerbates the under-utilization problem that I see. I assume bus service was cut because of low user demand; if so, was that a failure of the planners and their models? We should've studied this to make sure the demand growth was there before committing to the project. Cutting service also creates a negative feedback loop in my opinion because the more unreliable bus service is the less likely people are going to want to use it, which leads to further cuts because of low user demand.

Response from City Staff: I am not sure if service was cut after the bus lanes were completed, but I do know service has been reduced during the pandemic. With respect to the modelling of demand, there is often a chicken-and-egg scenario where demand for transit isn't there until better service exists, and so transit infrastructure is put in place to encourage additional demand. Also, many times transit infrastructure is built before significant development is put in place (such as at the Vaughan Metropolitan Centre). Models are not always right since at the end of the day; planners are trying to predict the future as best as they can. I agree that cutting service has an impact on demand, and that it results in a negative feedback loop. The VTP is recommending future improvements to transit service in areas where we feel they make sense to avoid this feedback loop, with the caveat that these decisions are made by York Region Transit.

I see that the buses still have to stop at red lights like any other car. What that means to me is that the bus lanes don't really provide any speed benefit over regular roads during off-peak hours.

Response from City Staff: At many locations where there are BRT lanes, the signals are programmed to reduce the length of the red time for buses if they are behind schedule. This may be subtle and hard to see if you're just driving by. This helps to keep the bus schedule reliable for users. The buses still have to wait at intersections because there would be knock-on effects to other roads if they were always given green lights.

This is also a common sentiment I feel when I talk to others about bus lanes; cars that are stuck in gridlock look around at the bus lanes and see that they are mostly empty with maybe one bus coming through every 30 mins. This also feels really horrible as a driver because I think a lot of people view the bus lanes as a wasted opportunity cost that could've went to expanding the number of lanes on a road that could be used by all vehicles.

Response from City Staff: It is disheartening to see expensive infrastructure not be used. What we have found in the past, however, is that if we continue to expand roads, inevitably this invites more people to drive which results in additional need to expand roads, etc. The VTP is trying to change this paradigm by providing competitive choices for travel, so that if someone finds taking transit

more convenient, they will do so, freeing up capacity on the roads. We appreciate that this approach requires us to improve on the transit service that we have today.

Many residents in the area also had to put up with very disruptive construction for many years to get this project built, under the hope that it would alleviate gridlock. However, after the project seeing the bus lanes be very empty along with traffic for cars not improving, it feels that the entire project was for nothing.

Response from City Staff: Fair enough. I interpret this as highlighting the fact that we can do a better job getting people to take transit.

It's not like bus lanes are a completely new concept, I believe that they are utilized in Mississauga as well. Not sure what the residents there think of it, but I haven't heard any bad things about it. I have seen GO buses use those lanes though, so at least those lanes are letting multiple services use them instead of just viva like in York Region. Even if bus lanes were a success in Mississauga, I hope that we did not just assume that it would work in York Region as well without careful analysis. I think it's pretty common that politicians come up with a perceived solution in their heads and then warp the entire decision-making process around it to ensure that it arrives at what they want to get built.

Response from City Staff: I am not familiar with the plans in Mississauga, but the York Region BRT has been envisioned since as early as 2003 when viva first launched (without any BRT lanes, just in mixed traffic). The system is evolving over time, now with the addition of BRT lanes, and one day if ridership justifies it, the BRT lanes are designed to be converted to light rail transit. The decision to make these changes is informed by technical analysis, but also through feedback from elected officials who represent the residents and businesses.

I do understand the existing bus lanes are built and here to stay, but my view is that we should not look to expand the bus lane system if the political will or user demand is not there to fully utilize them. I see little value in spending additional billions to create these lanes if service is going to be continually cut, when gridlock for cars is already quite bad in these areas. I am a firm believer in government accountability and would like to see our dollars spent in the best way possible. Sometimes if that dollar cannot be spent well then it should be returned to the taxpayers so they can use it instead. I don't think anyone right now is immune to the inflation pressures that the country is facing, and any money that can be returned is of great value.

Response from City Staff: What I am hearing from this paragraph we need to be prudent in deciding where and what infrastructure is build, and whatever we build needs to be utilized properly. I concur and believe that the VTP is trying to maximize value by providing solutions that are (environmentally and fiscally) sustainable in the long term.

Thanks for reading, I hope this provided some insight to you. Please feel free to share with your team (I think it was FDR?),
Regards,

Response from City Staff: Thank you for attending the meeting last Tuesday, and your thoughts and insights on the bus rapid transit lanes and transit in general. I have included specific responses to each of your points below in italics.

Overall, I appreciate and agree that many of the points you raise with respect to the utilization of the BRT lanes are discouraging to see, especially given the amount of investment that has been made. I am not sure if your observations were made before or after the pandemic started, which I want to note has had a substantial impact on transit ridership and bus frequency. Nonetheless, you raise a number of good points about why people would want to or don't want to ride the bus, including whether buses to provide time / speed benefits compared to driving, how frequently the buses come, and the negative feedback loop where decreased service leads to lower ridership, which leads to decreased service, etc.

I want to express that the Vaughan Transportation Plan is trying to address some of these issues. We have identified a number of key routes that run along arterials (i.e., Rutherford, Major Mackenzie) that should offer more frequent buses in order to encourage more people to take transit. The majority of the road improvements that have been identified in our preferred alternative (Multi-Modal) are targeted towards locations where we feel there would be benefits to alleviating congestion in order to allow buses to run more reliably and faster. Finally, we are trying to make sure that transit is available for new residents as soon as they move in, not several years later. So, while our plan does have some additional BRT lanes proposed, we appreciate that more needs to be done to make transit a more viable option for people to use.

I should also state that we (Vaughan) do not have the final say on where and how transit improvements are made. This responsibility ultimately rests with York Region (for transit services) and Metrolinx (for new BRT lanes). We are actively discussing transit improvements with both of these partners and will continue to advocate for the issues that I have noted above.

If you are interested in how bus service could be improved, especially where we've already invested in transit infrastructure, I want to let you know that York Region is also completing their Transportation Master Plan update. More information, including an opportunity to provide additional public input (until April 29th), can be found here <https://www.york.ca/york-region/plans-reports-and-strategies/transportation-master-plan>.

Thank you again for your time and input. If you have any additional comments or questions, please feel free to reach out.

3. Hi, I've seen a sign asking for input on the Vaughan transportation plan, seen the Vaughan Citizen April 7, 2022, and looked at the multi-modal plan on the website. I live in West-Woodbridge. The following are my transit concerns, and I don't see anything in these plans that addresses the need for forward thinking for my area.

- 1) Grid Lock and Icy conditions at Islington and Hwy 7.

Yes, it would cost a lot but feel that a serious consideration of redoing it so that Islington is lowered a bit so when you are coming north you don't climb a bit and make Islington a tunnel under Hwy 7. Hwy 7 would be above the Islington tunnels so there wouldn't need to be lights and it wouldn't be such a low trough and steep climb on the icy/snowy days.

Of course, you'd need to make room for ramps for cars that want to turn (take a bit of the parking at the Memorial pool, a bit of the parking of the car wash, a bit of the hills on the NE corner. It

wouldn't be easy but in the long run would make a much safer intersection and without the lights and need to wait for the other traffic, it would decrease grid lock.

Response from City Staff: I will forward this comment to York Region.

2) Rail Bridge over Hwy 7 west of Islington.
This needs to be widened to 3 lanes in either direction.

Response from City Staff: I will forward this comment to York Region.

3) Hwy 427
Needs to be extended to Hwy 9 to offer another north south route on the west end. Major MacKenzie is a good start but let's keep going.

Response from City Staff: There are some studies which plan to extend Highway 427 to the proposed Highway 413, but I am not aware of any plans to extend the highway further to Highway 9. Decisions to extend the highway would ultimately be MTO's decision. Generally, the Vaughan Transportation Plan's approach is to be prudent with where we recommend new roads, because they can be very expensive, and they do not always solve congestion issues. Extending Highway 427 was not considered as part of the VTP because there is fairly limited development expected in northwest Vaughan in the future, and a significant amount of greenbelt lands in this area.

4) Board of Trade Golf Course
From what I saw on the map, approximately 2000 cars will be coming and going from this development, primarily onto Clarence and Woodbridge Avenue. That sounds like a disaster to me, especially as Woodbridge Avenue is being made to be more senior friendly with park benches and landscaping. Relook at where those cars can be dumped onto i.e., Islington or Rutherford mostly?

Response from City Staff: Development applications that are received from developers, such as for the Board of Trade Golf Course, are reviewed by our development team and issues such as whether certain roads can handle the proposed traffic are carefully considered. I can't speak to the specifics of this development as our study is not directly involved, but if you would like more information, I can forward you to someone who can provide additional information. Please let me know.

5) Go Transit
There is nothing on the map I see that provides Go transit to West of Hwy 400. The Vaughan Citizen April 7 said there was a plan in 2010 for the Bolton GO to include a stop at Kipling south of Langstaff. A GO stop within reasonable driving and/or walking distance of the Board of trade subdivision and easy access to neighbouring homes would significantly help the grid lock that is already in the area without the many additional home and condos going up. Trying to take transit downtown requires most Woodbridge people to go through the Weston Hwy 7 intersection to the TTC or to the proposed line, which sometimes takes 5-10 minutes to get through already. As you continue to build up the Vaughan Centre this will significantly increase. What is the forward thinking on this?

Response from City Staff: As you correctly note, there are recent plans that have been brought forward to start investigating the creation of a new GO transit line in west Vaughan that may

include stops at five locations in Vaughan. This initiative was proposed in the recently released Greater Golden Horseshoe Transportation Plan (see page 34, point #25). Before being included in our future plans, Metrolinx has to complete their investigations and commit to building and operating the transit line, which has not yet occurred.

6) Buses

I see a lot of tax dollars going into buses that have travelled the neighbourhoods of Woodbridge for years and yet they are almost always empty or almost empty. When my daughter lived at home and needed to rely on the buses for work, it was not reliable enough time wise. Has it been considered that instead of a large bus, that smaller minibuses are used and respond to calls for rides at least on non-busy times?

Response from City Staff: York Region Transit does operate smaller vehicles where appropriate and are also considering different forms of transit service such as “on-demand” service which only arrives if requested by a rider. Vaughan is currently piloting an “on-demand” service to travel to and from the Rutherford and Maple GO stations in an area around these stations. If successful, this is something the study recommends exploring other areas of Vaughan where this type of service can be provided. More information on YRT’s on-demand services can be found here: <https://www.yrt.ca/en/our-services/mobility-on-request-service.aspx>, and more information on the Vaughan pilot project can be found here: <https://www.vaughan.ca/projects/transportation/RMG MOR-pilot/Pages/default.aspx>

Just my thoughts! Thank you

Response from City Staff: Thank you for taking the time to provide your comments, and my apologies for the delay in responding to you.

I have provided responses to each of your comments in italics. I wanted to mention that some of the comments I will forward to York Region to respond to, as we do not have control over regional roads such as Highway 7.

If you have any additional questions, please feel free to reach out to me.

Thank you again,

4. Hello, one more item for you. Is the Region and the City of Vaughan both contending that connecting Teston Rd and Kirby Road are needed and proceeding with EA and subsequent construction for both? The Kirby Road Extension is not shown on York's TMP. Not sure about Teston in Vaughan?

Response from City Staff: I can share with you the information available from Vaughan. The Kirby Road Extension from Dufferin to Bathurst Street is currently under design and is approved to proceed to construction. More information can be found in the [2022 Vaughan Budget](#), project code ID-2050-19.

In the Vaughan Transportation Plan’s recommended transportation network solution (Alternative 3: Multi Modal), we carried forward projects identified by York Region’s Transportation Master Plan, which included the Teston Rd extension between Dufferin to Keele. This was done for the purposes of aligning the two Transportation Master Plans.

Lastly, the latest draft maps of York Region's Transportation Master Plan have included the Kirby Road Extension. Please see the "Proposed 2051 Transportation Network Maps" section [at this link](#).

Thank you for your continued interest in transportation in Vaughan. If you have any further questions, please feel free to reach out.

Regards,

June 22, 2023

CFN 66314

BY E-MAIL ONLY (Christopher.Tam@vaughan.ca)

Chris Tam, P.Eng. Transportation
Project Manager
Infrastructure Planning and Corporate Asset Management
City of Vaughan-Infrastructure Development
City of Vaughan, ON

Dear Christopher Tam,

**Re: Vaughan Transportation Plan (VTP) – Final Report
City of Vaughan’s Long Range Transportation Master Plan
Municipal Class Environmental Assessment**

These comments respond to the application received by Toronto and Region Conservation Authority (TRCA) on May 25, 2023.

OVERVIEW

This project involves an update to the City of Vaughan’s (the City) Transportation Master Plan and is completed in support of the on-going Official Plan Review and City of Vaughan’s Growth Management Strategy. Staff also understands through this study, the City has explored and evaluated scenarios for new roads, cycling, pedestrian, and transit infrastructure improvements. The VTP will provide direction for future transportation-related studies, projects, initiatives, policies, and decisions, and will guide transportation changes in the City to establish a network supportive of all users.

TRCA understands that the VTP is undertaken as per the Phase 1 and Phase 2 requirements of the Municipal Class EA process, and that preferred solutions might be studied further to meet the requirements of Phases 3 through 5, as appropriate. A listing of documents reviewed is included/provided in Appendix A: Documents Reviewed by TRCA.

TRCA REVIEW

Staff have completed the review of this submission and have no objection in principle to the preferred **Multi-Modal Alternative** being selected as the preferred transportation infrastructure alternative. However, staff have comments that will need to be addressed in the future. These are enclosed as Appendix B: TRCA Comments and Proponent Responses. These comments should be addressed in the next phase of assessments and design phase of projects identified in VTP study.

RESUBMISSION REQUIREMENTS

Follow the [TRCA Digital Submission Requirements for Environmental Assessment Documents](#) to ensure all required information is provided in future submissions.

Should you have any questions, please contact me at 437-880-2426 or at manirul.islam@trca.ca.

Regards,



Manirul Islam

Planner, Infrastructure Planning and Permits

Development and Engineering Services

/MI

Attached: Appendix A: Documents Reviewed by TRCA
Appendix B: TRCA Comments and Proponent Responses

Enclosed: Appendix B: TRCA Comments and Proponent Responses, WORD digital file for consultant/proponent response purposes

BY E-MAIL

cc: HDRI Inc.: Jonathan Chai, Project Manager
TRCA: Victoria Kramkowski, Senior Manager, Government and Community Relations
Harsimrat Pruthi, Senior Planner, Infrastructure Planning and Permits
Stephen Bohan, Senior Planner, Development Planning and Permits

APPENDIX A: DOCUMENTS REVIEWED BY TRCA

DOCUMENTS REVIEWED

1. Report: Vaughan Transportation Plan (VTP)-Executive Summary 2023; prepared by HDRI Inc. on behalf of City of Vaughan; received by TRCA on May 25, 2023;
2. Report: Vaughan Transportation Plan (VTP), Draft Report Version 3; dated May 25, 2023; prepared by HDRI Inc. on behalf of City of Vaughan; received by TRCA on May 25, 2023;

APPENDIX B: TRCA COMMENTS AND PROPONENT RESPONSES

ITEM	TRCA COMMENTS (June 22, 2023)	RESPONSE (INSERT DATE)
1.	<p>The Multi-Modal Alternative has been identified as the preferred transportation infrastructure alternative. Staff understands that Multimodal Alternative also includes all road and transit projects identified in the Green Alternative, with above-ground transit, and active transportation network improvements, as well as a subset of road improvements. The study identified a wide range of projects such as transit services, new roads, road extension and or widening, active transportation as shown will be under Figure 5-5, 5-6, and 5-7.</p> <p>Please confirm that the projects/initiatives shown under Figures 5-5, 5-6, and 5-7 will go through the appropriate study process such as project specific Municipal Class Environmental Assessments process under the Ontario Environmental Assessment Acts, Secondary Plan, and Block Plan study process under the Planning Act for further refinement and to avoid and mitigate potential natural hazard related concerns.</p> <p>It is strongly recommended that TRCA is consulted at the onset of each of the projects so that issues and concerns are appropriately identified and addressed.</p>	
2.	<p>Figure 5-3: Titled New Roads Alternative Maps has identified southward extension of the Pine Valley Drive from Rutherford Road. The link was studied in the Transportation Master Plan Update Study by the Regional Municipality of York in 2016. The Toronto and Region Conservation Authority did not support southward extension of the Pine Valley Drive due to significant impacts on the natural environment as well as the importance of the area’s cultural heritage. Subsequently through the Resolution (RES.# A65/16) of 2016, TRCA has requested the Regional Municipality of York to revise the draft 2016 TMP by removal of all explicit references to the Pine Valley Drive connection between Rutherford Road and Clubhouse Road from the text and schedules.</p> <p>In reference to the above noted TRCA’s Resolution and previous Transportation Master Plan Update Study by the Regional Municipality of York, staff is requesting update of the report as appropriate.</p>	
3.	<p>Should TRCA property be impacted.</p> <p>Acquisition and Easement: If TRCA property land transfer or easements are required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA Document.</p> <p>Please contact Dan Nguyen, Property Agent, at dan.nguyen@trca.ca for additional information.</p> <p>Permission to Enter: If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.</p>	

	Please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca for additional information.	
4.	<p>Archaeological Resources: An archaeological review by TRCA’s archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent.</p> <p>Please contact Alistair Jolly, Archaeologist at Alistair.jolly@trca.ca for additional information.</p>	
5.	As there will be an increase in the impervious surfaces, please ensure that an appropriate stormwater management plan is incorporated/prepared that complies with TRCA’s Stormwater Management Criteria. The SWM document can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWM-Criteria-2012.pdf .	
6.	Please ensure that all the proposed road crossings follow the TRCA Crossing Guideline. This guideline can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/09/21095149/TRCA_Crossings_Guideline_2015-v2.pdf	
7.	The Vaughan Super Trail alignment crosses several areas of interest to TRCA including natural hazards. As such, a review of the alignment will need to be conducted for each section of the trail, and the trail may need to be re-aligned to achieve avoidance and minimization of impacts to natural features and/or hazards.	
8.	TRCA recommend review and incorporate the TRCA Trail Strategy network into the current phase of work, “Build Infrastructure – gap identification and prioritization and alternative design and evaluation.” There may be opportunities to integrate existing and proposed active transportation trails captured in the TRCA Trail Strategy into the proposed VTP network.	

From: [Alicia Jakaitis](#)
To: Manirul.Islam@trca.ca
Cc: [Tam, Christopher](#); [Chai, Jonathan](#)
Subject: Vaughan Transportation Plan
Date: Monday, August 21, 2023 10:27:38 AM
Attachments: [image001.png](#)
[TRCA VTP_FinalPlanResponses_2023.pdf](#)

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Good morning Manirul,

Thank you for continued participation in the development of the Vaughan Transportation Plan (VTP). As we finalized the plan, TRCA's input was valuable to the project team and your comments, in addition to continued coordination, will be important as we shift to implementing and achieving Vaughan's 2051 multi-modal transportation system.

Attached is the comment/response table in response TAC #3 and final report comments.

Please allow this email to also transition the Vaughan Transportation Plan project from Christopher Tam to myself and if you have any questions or comments in the future, do not hesitate to contact me directly.

Take care and enjoy the remainder of the summer,

Alicia

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ITEM	TRCA COMMENTS (June 22, 2023)	RESPONSE (August 21, 2023)
1.	<p>The Multi-Modal Alternative has been identified as the preferred transportation infrastructure alternative. Staff understands that Multimodal Alternative also includes all road and transit projects identified in the Green Alternative, with above-ground transit, and active transportation network improvements, as well as a subset of road improvements. The study identified a wide range of projects such as transit services, new roads, road extension and or widening, active transportation as shown will be under Figure 5-5, 5-6, and 5-7.</p> <p>Please confirm that the projects/initiatives shown under Figures 5-5, 5-6, and 5-7 will go through the appropriate study process such as project specific Municipal Class Environmental Assessments process under the Ontario Environmental Assessment Acts, Secondary Plan, and Block Plan study process under the Planning Act for further refinement and to avoid and mitigate potential natural hazard related concerns.</p> <p>It is strongly recommended that TRCA is consulted at the onset of each of the projects so that issues and concerns are appropriately identified and addressed.</p>	<p>As discussed in the report, the VTP fulfills Phase 1 and Phase 2 requirements of the Municipal Class Environmental Assessment (MCEA) process. The VTP falls under MCEA Approach #2, where the level of investigation, consultation and documentation are sufficient to fulfill the requirements for Schedule B projects to proceed to design, whereas Schedule C projects will undergo further study under the EA process.</p> <p>This response is provided to both comments received for the Final Report, and received March 2022 as feedback for the third Technical Advisory Committee meeting.</p> <p>Noted. Consultation with the TRCA for the implementation of VTP improvements will be undertaken at appropriate project phases, and the aim, as discussed, is to mitigate potential natural hazard-related concerns.</p>
2.	<p>Figure 5-3: Titled New Roads Alternative Maps has identified southward extension of the Pine Valley Drive from Rutherford Road. The link was studied in the Transportation Master Plan Update Study by the Regional Municipality of York in 2016. The Toronto and Region Conservation Authority did not support southward extension of the Pine Valley Drive due to significant impacts on the natural environment as well as the importance of the area's cultural heritage. Subsequently through the Resolution (RES.# A65/16) of 2016, TRCA has requested the Regional Municipality of York to revise the draft 2016 TMP by removal of all explicit references to the Pine Valley Drive connection between Rutherford Road and Clubhouse Road from the text and schedules.</p> <p>In reference to the above noted TRCA's Resolution and previous Transportation Master Plan Update Study by the Regional Municipality of York, staff is requesting update of the report as appropriate.</p>	<p>Please note that as the New Roads Alternative is not selected as the preferred alternative, the resulting map's improvements are not selected for implementation. Improvements studied as part of this alternative were for the purpose of technical analysis and were not adopted in the preferred alternative. This is noted by specific symbology and mapping notes in Figure 5-3.</p> <p>The Multi-Modal alternative was selected as the preferred alternative and does not contain this link, and therefore the VTP does not recommend the future implementation of a connection of Pine Valley Drive between Rutherford and Clubhouse Road.</p>
3.	<p>Should TRCA property be impacted.</p> <p>Acquisition and Easement: If TRCA property land transfer or easements are required for the implementation of the preferred alternative, permission and approval from TRCA and the Minister of Natural Resources and Forestry are required. The design must demonstrate that TRCA program and policy objectives are met. Formal approval typically takes 12 to 18 months from the completion of the EA Document.</p> <p>Please contact Dan Nguyen, Property Agent, at dan.nguyen@trca.ca for additional information.</p> <p>Permission to Enter: If TRCA property access is required for the purpose of completing technical studies associated with this project, a Permission To Enter (PTE) must be obtained from TRCA Property staff prior to entry.</p> <p>Please contact Desiree Sampson, Property Coordinator, at desiree.sampson@trca.ca for additional information.</p>	<p>Noted. We will keep this in mind as VTP improvements are undertaken.</p>
4.	<p>Archaeological Resources: An archaeological review by TRCA's archaeological staff must precede any disturbance to TRCA property. If an archaeological assessment is required, scheduling will be subject to weather, seasonal programs and other field work and are at additional cost to the proponent.</p>	<p>Noted. At this stage, disturbances to TRCA property are not planned.</p>

	Please contact Alistair Jolly, Archaeologist at Alistair.jolly@trca.ca for additional information.	
5.	As there will be an increase in the impervious surfaces, please ensure that an appropriate stormwater management plan is incorporated/prepared that complies with TRCA's Stormwater Management Criteria. The SWM document can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/10/20103017/SWM-Criteria-2012.pdf .	Noted. The VTP identifies improvements at a high level for the transportation network in Vaughan without specific identification of the use of pervious/impervious material. This response is provided to both comments received for the Final Report, and received March 2022 as feedback for the third Technical Advisory Committee meeting.
6.	Please ensure that all the proposed road crossings follow the TRCA Crossing Guideline. This guideline can be found at: https://trcaca.s3.ca-central-1.amazonaws.com/app/uploads/2021/09/21095149/TRCA_Crossings_Guideline_2015-v2.pdf	Noted. TRCA's Crossing Guideline will be consulted as improvements identified in the VTP undergo further study. This response is provided to both comments received for the Final Report, and received March 2022 as feedback for the third Technical Advisory Committee meeting.
7.	The Vaughan Super Trail alignment crosses several areas of interest to TRCA including natural hazards. As such, a review of the alignment will need to be conducted for each section of the trail, and the trail may need to be re-aligned to achieve avoidance and minimization of impacts to natural features and/or hazards.	Noted. Please be advised that the trail is being delivered as part of the City's Pedestrian and Biking Master Plan, which was completed in 2020.
8.	TRCA recommend review and incorporate the TRCA Trail Strategy network into the current phase of work, "Build Infrastructure – gap identification and prioritization and alternative design and evaluation." There may be opportunities to integrate existing and proposed active transportation trails captured in the TRCA Trail Strategy into the proposed VTP network.	Please note that the gap identification, prioritization and alternative design/evaluation phases have been completed. The cycling network in the VTP is largely composed of the PBMP network and on-street retrofits which will be implemented in conjunction with other road improvements. The TRCA Trail Strategy is largely covered by the trail network identified in the PBMP, with higher trail density in West and Northeast Vaughan. Additionally, please note that active transportation improvements (including trails) are considered in further detail for Secondary Plan areas also.