



# Appendix M

## **PIC SUMMARY REPORTS AND ONLINE SURVEY RESULTS**

PUBLIC  
INFORMATION  
CENTRE #1  
SUMMARY  
REPORT



# Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) & Extension of Millway Avenue and Interchange Way

Schedule 'C' Municipal Class Environmental Assessment  
Study

April 2023

FINAL

## PIC #1 Engagement Summary



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# 1 Introduction

The City of Vaughan is carrying out the Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update in addition to two Schedule 'C' Class Environmental Assessments (EA's) Studies for the proposed extensions of Interchange Way (easterly from Jane Street to Creditstone Road) and Millway Avenue (southerly from Highway 7 to Interchange Way).

Phases 1 and 2 will be completed through the TMP Update and Phases 3 and 4 will be completed as part of the MCEA Studies for the extension of Millway Avenue and Interchange Way. Through this process, the study team will confirm needs, evaluate alternative designs, and select a preferred design, examine impacts on the social, cultural, and natural environments, and identify measures to mitigate those impacts, all in consultation with regulatory agencies and the public.

This report documents the Public Information Centre (PIC) #1 that was held as an in-person open house format on February 16, 2023.



## 2 Purpose

The PIC #1 provided members of the public, agencies, landowners, Indigenous Peoples and interested stakeholders with an opportunity to review and comment on the Municipal Class Environmental Assessment Study completed to date and the following key outcomes and objectives:

- The Overall Study Purpose;
- Study Background & Area;
- Municipal Class Environmental Assessment Process;
- Existing Conditions – Transportation;
- Challenges and Opportunities;
- Future (2051) Population and Employment;
- Environmental Assessment Studies;
- Updated Existing Environmental Conditions; and
- Next Steps.



This PIC is the first of two PICs that will be held to engage the public over the course of the TMP Update and EA study.

## 3 Format, Publication Date and Publication Locations

The first PIC was held as noted below:

Table 1: PIC #1 Date, Location and Time

Date:	February 16, 2023
Location:	Vaughan Studios & Event Space
Address:	200 Apple Mill Road, 3 <sup>rd</sup> Floor, Vaughan, Ontario
Time:	5:00 P.M. to 7:00 P.M.

The PIC #1 was held as a drop-in style open house format in the Vaughan Studios & Event Space. Representatives of the project team from the City of Vaughan and WSP were present to answer questions and discuss the project one-on-one with the PIC attendees.

Members of the public were invited to submit comments by telephone, mail or email to the Consultant Project Manager or City Project Manager noted at the end of presentation. An opportunity to complete a survey on the project website was also available.

## 4 Staff Attendance

The following City of Vaughan and consultant members of the project team attended the PIC:

Table 2: PIC #1 Staff Attendance

Musa Deo	Transportation Project Manager	City of Vaughan
Gaston Soucy	Senior Manager	City of Vaughan
Diana DiGirolamo	Senior Planner	City of Vaughan
Place holder	Place holder	City of Vaughan
Aamir Munir	Project Manager	WSP
Brett Sears	Deputy Project Manager	WSP
Christine Vazz	Environmental Planning Lead	WSP
Behnaz Bakhit	Environmental Planner	WSP
Enya Huang	Transportation Planner	WSP



## 5 PIC #1 Display Materials

A series of display panels outlined the process and study objectives for the TMP Update and the Class EA for the extensions of Millway Avenue and Interchange Way. There was a total of 35 posterboards.

The PIC #1 display boards were made available online on City of Vaughan's website at the following weblink: <http://www.vaughan.ca/VMCTMP>

The PIC #1 was published as noted below:

Table 3: PIC #1 Display Materials

Date Published	February 15, 2023
Formal viewing and Comment Period	February 16, 2023 to March 24, 2023
Project Webpage	<a href="http://www.vaughan.ca/VMCTMP">www.vaughan.ca/VMCTMP</a>
Display Panels Publication (URL Address)	<a href="https://www.vaughan.ca/sites/default/files/2023-03/VMC%20TMP%20Update%20and%20Extensions%20of%20Millway%20Avenue%20and%20Interchange%20Way%20-%20Engagement%20Display%20Boards.pdf?file-verison=1679426704458">https://www.vaughan.ca/sites/default/files/2023-03/VMC%20TMP%20Update%20and%20Extensions%20of%20Millway%20Avenue%20and%20Interchange%20Way%20-%20Engagement%20Display%20Boards.pdf?file-verison=1679426704458</a>
Online Survey	<a href="https://www.surveymonkey.com/r/CHZ78HJ">https://www.surveymonkey.com/r/CHZ78HJ</a>
Have Your Say	<a href="https://haveyoursay.vaughan.ca/vmctmp">https://haveyoursay.vaughan.ca/vmctmp</a>



Ideas	<a href="https://haveyoursay.vaughan.ca/vmctmp/brainstormers/ideas">https://haveyoursay.vaughan.ca/vmctmp/brainstormers/ideas</a>
Interactive Map	<a href="https://haveyoursay.vaughan.ca/vmctmp/maps/interactivemap">https://haveyoursay.vaughan.ca/vmctmp/maps/interactivemap</a>

Members of the public were invited to provide comments by emailing the project team Musa Deo or Aamir Munir, at the project email: [vmctmp@wsp.com](mailto:vmctmp@wsp.com). Please refer to Section 7 of this Summary Report for more details on the comments received.

The following exhibits were presented at the PIC:

- Welcome (Text)
- Land Acknowledgement (Text and Map)
- Overview of PIC #1 (Text and Graphic)
- Study Background and Purpose (Text)
- Study Area (Text and Map)
- Transportation Policy and Planning Context (Text and Graphic)
- VMC Secondary Plan Street Network & VMC Secondary Plan Transit Network (Map)
- VMC Secondary Plan Floodplain and Environmental Open Spaces & VMC Secondary Plan Cycling Network (Map)
- Municipal Class Environmental Assessment Process (Text and Graphic)
- Stakeholder Groups and Public Consultation (Graphic)
- Existing Pedestrian Network (Text and Map)
- Existing Cycling Network (Text and Map)
- Existing Transit Network (Text and Map)
- Existing Road Network (Text and Map)
- Active Transportation Challenges (Text and Map)
- Transit Challenges (Text and Map)



- Traffic Operation Challenges (Text and Map)
- 2051 Population & Employment (Text and Table)
- Challenges & Opportunities (Text and Graphic)
- Alternative Solutions (Text and Graphic)
- Schedule 'C' Class Environmental Assessment Studies (Text and Map)
- Environmental Investigations (Text and Graphic)
- Existing Natural Environmental Conditions (Text and Map)
- Preliminary Alternative Designs – Millway Avenue – Option 1 (Text and Plan)
- Preliminary Alternative Designs – Millway Avenue – Option 2 (Text and Plan)
- Preliminary Alternative Designs – Millway Avenue – Option 3 (Text and Plan)
- Preliminary Alternative Designs – Interchange Way – Option 1 (Text and Plan)
- Preliminary Alternative Designs – Interchange Way – Option 2 (Text and Plan)
- Preliminary Alternative Designs – Interchange Way – Option 3 (Text and Plan)
- Cross Section Option (Graphic)
- Evaluation Criteria (Table)
- For Discussion – What is Your Vision? (Text)
- For Discussion - What Do We Want to Know From You? (Text)
- Next Steps (Text and Graphic)
- Contact Information (Text)

A copy of the PIC #1 displays can be found in Appendix A.

## 6 Notification

WSP distributed the Notice of PIC #1 to all property owners within the defined catchment area via mail on February 1, 2023. The catchment area and Notice of PIC #1 can be found in Appendix B.

On February 1, 2023, WSP distributed the Notice of PIC #1 via mail to VMC businesses and condominium corporations.

On February 9, 2023, WSP distributed the Notice of PIC #1 via email to Technical Advisory Committee (TAC), Landowners Group (LOG), Elected Officials, Indigenous Peoples, Ratepayer Association, and Interested parties. WSP distributed the Notice of PIC #1 to the Ministry of the Environment, Conservation and Parks (MECP) Central Region via email on February 9, 2023.

Additionally, a Notice of PIC #1 was published by the City of Vaughan through local newspapers, as follows:

- *Vaughan Citizen – Thursday February 2, 2023*
- *Thornhill Liberal – Thursday February 2, 2023*

The City of Vaughan developed a communications plan to promote the in-person Public Information Centre and online engagement, which included Public Service Announcements, mobile signage, website promotions on [vaughan.ca/VMCTMP](https://vaughan.ca/VMCTMP), messaging on the City's digital signage network, eNewsletter promotions and social media postings.

# 7 Summary of Comments

Fifteen (15) people attended the PIC. Two (2) attendees submitted comment sheets at the PIC. A copy of all individual comments can be found in Appendix C. During the PIC #1 event, attendees participated by viewing the display panel presentation and engaging in discussions with representatives from WSP and City of Vaughan.

The project team received several emailed comments during the comment period.

## 1.1 Verbal Comments / Feedbacks Received

Feedback was received following the Notice of PIC #1, during the in-person PIC #1 event, as well as online via the project website email and survey.

The following summarizes the main concerns and interests expressed by the comments received.



Comments received during PIC #1:

- Preliminary Alternative Designs – Interchange Way - Option 1
  - Align Interchange Way straight to Creditstone.
- Straddle TTC tunnel, show tunnel on map.
- Transit systems should be 1 fare for YRT/TTC, “not pay twice”, example one ride.

Comments received after PIC #1:

- The Ministry of Transportation (MTO) stated that there were no concerns at this time.
- A resident stated that they liked the alternative solutions presented, as well as the additional network that connects Colossus Drive and Interchange Way.
  - A major concern is the congestion that already exists on Highway 7. The resident asked what is the alternative to move people away from Highway 7 and onto other streets?
  - Another concern is the accessibility of Highway 7 and the noise level on the street restricts the ability to hear the signals to cross the street.
  - The resident agrees with the proposed Millway and Interchange Way extension. They prefer the option that would have the least environmental impact and the option that provides the most cycling and walking facilities.
- A resident proposed the idea to install screens in the lobbies of all condo towers that display the next departure times for TTC and GO trains to promote the use of public transportation. They shared an example that Oxford Properties has done this in some downtown commercial buildings.
  - A resident suggested an idea to request the City of Vaughan public transit to operate express shuttles between VMC and Rutherford GO and possibly another express shuttle between VMC and Vaughan Mills. This suggestions intent is to allow people to play, eat, work at VMC while leaving their cars behind at VMC and shuttling over.
- A resident expressed that there are no bus routes that operate the full length of Major Mackenzie West. Specifically no public transportation exists from new Kleinburg through old Kleinburg and all the way to Highway 400 along Major Mackenzie Drive. It takes multiple buses and connections to arrive at Vaughan Mills mall and to VMC.



- The resident expressed concern that there is no service on the outlying areas west of the City, and that residents are forced to use their vehicles at all times for short trips.
- Another concern is that students have no opportunity to get to York University or other colleges without multiple bus exchanges that extend commute times.
- A planner that works in the area expressed that Interchange Way Option 1 is the best option because it creates a perpendicular angle of the existing & future intersections and is also a fair option for the owner of the southern portion lands, since it does not take a large portion of their properties for expropriation.



## 8 Survey Results

The first PIC for the City of Vaughan project provided the project team with a strong sense of existing conditions and confirmed transportation needs, provided supportive policies and outlined a phasing strategy for transportation improvements over the next 30 years. The plan will focus on street connectivity, accessibility, and multi-modal mobility, including walking, biking, public transit, and ridesharing.

The Survey Monkey and Have your Survey (HYS) were launched and made available on the City's website from February 2, 2023, and February 9, 2023, respectively. The survey was closed on March 24, 2023. The survey results are included in Appendix D.

### 1.2 Commons Themes

#### Active Transportation

- Cycle tracks (not bike lanes) along all major roadways (and collectors);
  - Wide sidewalks (more than what is being built in neighbourhoods now);
  - YMCA Community Centre: Underground connection from YMCA Community Centre to TTC subway and YRT bus terminal;
  - Improved designation of existing cycle lanes. Perhaps flexible posts/cordons to help stop traffic casually passing over them.
- The Hwy 7/Jane junction is still off-putting for cyclists, especially east-bound where the [painted] cycle lane crosses the right-turn lane. There is only a short span for a lot of traffic to get into their lanes; This part of the corridor needs to be re-evaluated to consider pedestrians and cyclists, especially in the evening when there is minimal visibility for road users.
- Better protected bike lanes/cycle tracks with physical barriers to cars, improved winter clean-up, and enhanced drop-off zones.

- Many cars tend to park over existing bike lanes because it is just a painted road and it is a convenient area for drop-off/pick-up (in front of the station). A lot of snow this winter was left on the bike lanes, rendering them unusable. However, this also needs to be in conjunction with the rest of the City because the bike lanes only begin within the surrounding VMC area. If bike lanes do not exist outside of the VMC boundary, people are unlikely to use the bike lanes within as well. As the population of the City grows, bikes will become an important alternative mode of transportation for getting around the City.
- Wide sidewalks (more than what is being built in neighbourhoods now).
- Unless there is very dense pedestrian traffic, a mixed-use wide trail is good for both pedestrians and cyclists.

#### Transit Connections

- Small shuttle service to aid in convenient mobility between the various developments in the area and transportation hubs.
- Connect to Barrie GO Train line at Highway 7
  - The Viva BRT on Highway 7 should connect with the Barrie GO rail line on Highway 7. It does not have to be a full station. Just a minimal transfer stop.
  - This would give easy and fast access to VMC to anyone on the GO line.
- Create a drop-off zone at the Vaughan Metropolitan subway station similar to the drop-off zones at the Finch and Sheppard West subway stations.
  - Improved drop-off at Vaughan Metropolitan Centre subway station.
- Remove YRT bus stops from Highway 7 road and move to the middle bus lane.
  - Highway 7 backups around the VMC whenever the YRT bus makes a stop in the middle of the live traffic lane. Meanwhile, a specific bus lane was created in the middle of Highway 7, which is only used by Zoom and Viva buses. It does not make sense.
- Improvement within VMC and with other municipalities & Toronto.

#### Places Tool summary of comment

- Add a sidewalk in the middle of Highway 7 from the Vivastop at Commerce to the path continuing over Hwy 400. It would make it easier to walk in the area instead of waiting for multiple traffic lights at Applewood.
- Ban stopping on Highway 7 for subway drop-offs since it blocks the bike lane.
- Add a pedestrian traffic signal here, instead of having to walk to Millway Avenue or Edgeley Boulevard to cross the road.
- Edgeley Boulevard should be widened to have a centre left-turn lane from Highway 7 to Portage Parkway. It is a major road for traffic north of VMC that always gets backed up from left-turn traffic at the intersections.
- There should be new transit stops along Edgeley Boulevard and Interchange Way so that the new approved and proposed development sites will be more connected for residents and visitors to move around. The existing transit infrastructure along Highway 7 would be a bit far to get to by walking. Provide adequate shelter at the transit stop and ease of access through wayfinding techniques and pathways from buildings to transit stops.
- Create a passenger drop-off zone like the drop-off zones at the Finch and Sheppard West subway stations, as the current passenger drop-off is not optimal.
- Difficult to access due to traffic on Highway 7.
  - The area is very congested during the day. Need some alternative routes to move the traffic. Can Portage Parkway be extended east to Creditstone Road similar to how Interchange Way/Peel Access Road is getting extended?
  - Consider widening Apple Mill Road to provide an alternative route from Highway 7. Since Highway 7 becomes highly congested during rush hour.
- The Walmart moved to a more inconvenient location to walk to, and there is barely any transit to get there, as well as a longer walk.
  - Potential for a grocery, superstore, and Shoppers Drug Mart in the area.

## 9 What We Did

An important aspect of any project is collecting feedback from residents, landowners, and business owners to inform the overall direction, ensuring the final product is well-supported and reflective of community needs. In the case of the VMC TMP, input from members of the public was used to inform several key aspects of the project. The feedback so far has helped to:

- Develop alternative routes to reduce traffic congestion along Highway 7.
- Identify locations where new sidewalks, pedestrian traffic signals, and mixed-use trails are required.
- Identify transit connections and improvements that could support growth, ease of movement, and access through the VMC study area and between other municipalities.



# 10 Evaluation and Lessons Learned

Feedback at this stage of the project and through this consultation phase has been generally positive, with residents and business owners who attended feeling satisfied about their concerns being heard and noted.



PUBLIC  
INFORMATION  
CENTRE #2  
SUMMARY  
REPORT



# Vaughan Metropolitan Centre (VMC) Extension of Millway Avenue and Interchange Way

Schedule 'C' Municipal Class Environmental Assessment  
Study

February 2024  
Draft

## PIC #2 Engagement Summary





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# 1 Introduction

The City of Vaughan is carrying out two Schedule 'C' Class Environmental Assessments (EAs) Studies for the proposed extensions of Interchange Way (easterly from Jane Street to Creditstone Road) and Millway Avenue (southerly from Highway 7 to Interchange Way).

Phases 1 and 2 of the EA process have been completed through the City's 2012 Transportation Master Plan (TMP). Phases 3 and 4 of the EA process will be completed as part of the MCEA Studies for the extension of Millway Avenue and Interchange Way.

Through this process, the study team will confirm needs, evaluate alternative designs, and select a preferred design, examine impacts on the social, cultural, and natural environments, and identify measures to mitigate those impacts, all in consultation with regulatory agencies and the public.

This report documents the Public Information Centre (PIC) #2 that was held as an in-person open house format on December 5, 2023.



PIC #2 Display Boards in the atrium - 200 Apple Mill Road, Main Floor, Vaughan, Ontario



## 2 Purpose

The PIC #2 provided members of the public, agencies, landowners, Indigenous Peoples and interested stakeholders with an opportunity to review and comment on the Municipal Class Environmental Assessment Study completed to-date and the following key outcomes and objectives:

- The Overall Study Purpose
- Study Background & Area
- Overview of PIC #1
- Municipal Class Environmental Assessment Process
- Existing Natural Environmental Conditions
- Evaluation Process
- Alternative Design Options
- Evaluation Criteria for Alternative Designs
- Evaluation Summary of Alternative Designs
- Preferred Cross Section Design
- Environmental Assessment Studies
- Summary of Preliminary Environmental Impacts and Proposed Mitigation Measures
- Next Steps and Key Contact Information



## 3 Format, Publication Date and Publication Locations

The second PIC was held as noted below:

Table 1: PIC #2 Date, Location and Time

Date:	December 5, 2023
Location:	Vaughan Studios & Event Space
Address:	200 Apple Mill Road, Main Floor, Vaughan, Ontario
Time:	5:00 P.M. to 7:00 P.M.

The PIC #2 was held as a drop-in style open house format in the Vaughan Studios & Event Space located within the Vaughan Metropolitan Centre in Vaughan, Ontario. The location is adjacent to the VMC subway station and bus terminal. Representatives of the project team from the City of Vaughan and WSP were present to answer questions and discuss the project one-on-one with the PIC attendees.

Members of the public were invited to submit comments by telephone, mail or email to the Consultant Project Manager or City Project Manager noted at the end of presentation. An opportunity to complete a survey on the project website was also available.

## 4 Staff Attendance

The following City of Vaughan and consultant members of the project team attended the PIC:

Table 2: PIC #2 Staff Attendance

Jillian Britto	Transportation Project Manager	City of Vaughan
Musa Deo	Manager, Development Engineering (VMC), Policy Planning & Special Programs	City of Vaughan
Brett Sears	Project Manager	WSP
Christine Vazz	Deputy Project Manager and Environmental Planning Lead	WSP
Behnaz Bakhit	Environmental Planner	WSP
Neshon Missaghian	Co-op Student	WSP
Kaylie Chan	Co-op Student	WSP

## 5 PIC #2 Display Materials

A series of display panels outlined the process and study objectives for the Class EA for the extensions of Millway Avenue and Interchange Way. There was a total of 28 posterboards. A copy of the PIC #2 displays can be found in Appendix A.

The PIC #2 display boards were made available online on City of Vaughan's website at the following weblink: <http://www.vaughan.ca/VMCTMP>

The PIC #2 was published as noted below:

Table 3: PIC #2 Display Materials

Date Published	December 4, 2023
Formal viewing and Comment Period	December 5, 2023 to January 31, 2024
Project Webpage	<a href="http://www.vaughan.ca/VMCTMP">www.vaughan.ca/VMCTMP</a>
Display Panels Publication (URL Address)	<a href="https://www.vaughan.ca/sites/default/files/2023-12/VMC%20-%20PIC%20%232%20Displays%20%28December%205%2C%202023%29%20-%20Final-%20AODA.pdf?file-verison=1701877574662&amp;file-verison=1704393045805">https://www.vaughan.ca/sites/default/files/2023-12/VMC%20-%20PIC%20%232%20Displays%20%28December%205%2C%202023%29%20-%20Final-%20AODA.pdf?file-verison=1701877574662&amp;file-verison=1704393045805</a>
Online Survey	<a href="https://www.surveymonkey.com/r/MillwayInterchangeEA">https://www.surveymonkey.com/r/MillwayInterchangeEA</a>
Interactive Map	<a href="https://haveyoursay.vaughan.ca/vmctmp/maps/interactivemap">https://haveyoursay.vaughan.ca/vmctmp/maps/interactivemap</a>



Members of the public were invited to provide comments by emailing members of the project team, Jillian Britto or Brett Sears, at the project email: [vmctmp@wsp.com](mailto:vmctmp@wsp.com). Please refer to Section 7 of this Summary Report for more details on the comments received.

The following exhibits were presented at the PIC:

- 1 Welcome (Text)
- 2 Land Acknowledgement (Text and Map)
- 3 Project Objective (Text and Map)
- 4 Overview of Public Information Centre (PIC) #1 (Text and Graphic)
- 5 Municipal Class Environmental Assessment Process (Text and Graphic)
- 6 Existing Natural Environmental Conditions (Text and Map)
- 7 Evaluation Process (Text and Graphic)
- 8 Alternative Designs – Millway Avenue – Option 1 (Text and Plan)
- 9 Alternative Designs – Millway Avenue – Option 2 (Text and Plan)
- 10 Alternative Designs – Millway Avenue – Option 3 (Text and Plan)
- 11 Alternative Designs – Interchange Way – Option 1 (Text and Plan)
- 12 Alternative Designs – Interchange Way – Option 2 (Text and Plan)
- 13 Alternative Designs – Interchange Way – Option 3 (Text and Plan)
- 14 Evaluation Criteria for Alternative Designs (Text and Graphic)
- 15 Evaluation Criteria for Alternative Designs (Text and Graphic)
- 16 Evaluation Summary of Alternatives – Millway Avenue (Text and Graphic)
- 17 Evaluation Summary of Alternatives – Millway Avenue (Text and Graphic)
- 18 Evaluation Summary of Alternatives – Interchange Way (Text and Graphic)
- 19 Evaluation Summary of Alternatives – Interchange Way (Text and Graphic)
- 20 Millway Avenue and Doughton Road Intersection (Text and Plan)
- 21 Option 1 (Alternative b) Preferred Alternative Design Millway Avenue (Plan)
- 22 Option 2 Preferred Alternative Design – Interchange Way (Plan)
- 23 Interchange Way and Millway Avenue Preferred Cross Section (Graphic)
- 24 Environmental Studies (Text and Graphic)
- 25 Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives (Text)
- 26 Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives (Text)
- 27 Next Steps (Text and Graphic)
- 28 Contact Information (Text)



## 6 Notification

WSP distributed the Notice of PIC #2 to all property owners within the defined catchment area via direct mail through Canada Post on November 21, 2023. The catchment area and Notice of PIC #2 can be found in Appendix B.

On November 21, 2023, WSP distributed the Notice of PIC #2 via Canada Post to VMC businesses and condominium corporations.

On November 21, 2023, WSP distributed the Notice of PIC #2 via email to Technical Advisory Committee (TAC), Landowners Group (LOG), Elected Officials, Indigenous Peoples, Ratepayer Association, Property Owners and Interested parties.

Additionally, a Notice of PIC #2 was published by the City of Vaughan through local newspapers, as follows:

- *Vaughan Citizen – Thursday February 2, 2023*
- *Thornhill Liberal – Thursday February 2, 2023*

The City of Vaughan developed a communications plan to promote the in-person Public Information Centre and online engagement, which included Public Service Announcements, mobile signage, website promotions on [vaughan.ca/VMCTMP](https://vaughan.ca/VMCTMP), messaging on the City's digital signage network, eNewsletter promotions and social media postings.

# 7 Summary of Comments

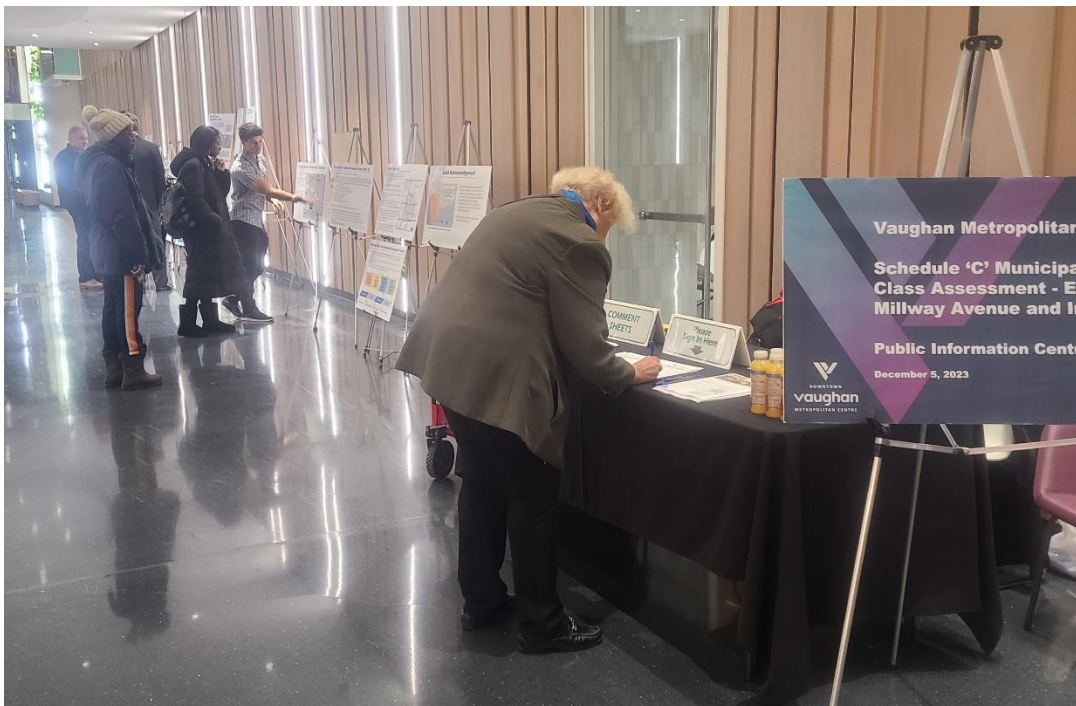
Attendees were asked to sign in at the register. Of the approximately 50 people who attended the PIC, 19 attendees chose to sign in. Four attendees submitted comment sheets at the PIC. A copy of all individual comments can be found in Appendix C. During the PIC #2 event, attendees participated by viewing the display panel presentation and engaging in discussions with representatives from WSP and City of Vaughan.

The project team received several emailed comments during the comment period.

## 7.1 Verbal Comments / Feedbacks Received

Feedback was received following the Notice of PIC #2, during the in-person PIC #2 event, as well as online via the project website email and survey.

The following summarizes the main concerns and interests expressed by the comments received.







Comments received after the Notice of PIC #2:

- Agency guidance regarding archaeological resources, natural heritage and resources, natural hazards, and wildlife conservation.
- Requests to be added / removed from the project mailing list.
- Requests to receive CAD files for the Interchange Way and Millway Avenue Draft Preferred Alternatives.
- Notice of the potential for transit infrastructure (TTC) to be impacted by the proposed works and request for further review.

Comments received during PIC #2:

- General satisfaction with the project.
- Concerns about traffic congestion and suggestion to consider the use of a roundabout instead of traffic signals at the proposed Interchange Way and Millway Avenue intersection.
- Concerns about the availability of side streets within the study area, particularly next to the YMCA.
- Review curbside lane width / curb radii to support pedestrian and cyclist environment.

Comments received after PIC #2:

- Requests to receive CAD files for the Interchange Way and Millway Avenue Draft Preferred Alternatives.
- Requests to share stormwater management and watercourse crossing studies when available.
- Support for the proposed curbside lane width.
- Local transit agency interested in installing bus stops along the two roadways in the future.
- Request to confirm if the drainage and stormwater management report will be available through the EA process or deferred to the detailed design.
- Suggestion to ensure coordination between projects that include rehabilitation works around the Black Creek. Review the evaluation of alternative route options to



consider impacts to the Black Creek watercourse, including impacts on natural heritage and constructability challenges.

- Request to be added to the project contact list and receive future study notices.
- Concern about the impact that the Interchange Way preferred road alignment will have on lands situated within the Creditstone BRT Station Protected Major Transit Station Area ("PMTSA") and ability to meet designated intensification targets.
- Concern about the width of Interchange Way right-of-way (ROW) and suggestion to reduce ROW width.
- Requests for clarification from the City of Vaughan about the City's approach to acquire lands for the road alignment.
- Concerns about the impact of the Interchange Way preferred road alignment on the development potential of the lands to the north of the road. Suggestion that Interchange Way preferred road alignment Option #1 would have a more equitable impact.
- Request for clarification on how the 33m ROW in the SW Quadrant of Interchange Way (Block 2, Block 3N, and Block 3S) is to be implemented along other 33m ROWs, including Edgeley Boulevard.



## 8 Survey Results

The Survey Monkey was launched and made available on the City's website from December 5, 2023. The survey was closed on January 31, 2024. Sentiments expressed through the survey include the desire for considering walking and biking more and a reduction in the number of vehicular travel lanes on these two streets. The survey results are included in Appendix D.

## 9 What We Did

An important aspect of any project is collecting feedback from residents, landowners, business owners, technical agencies, Indigenous Peoples, and other interested stakeholders to inform the overall direction, ensuring the final product is well-supported and reflective of community needs. In the case of the extensions of the Millway Avenue and Interchange Way, input from members of the public was used to inform several key aspects of the project. The feedback so far has helped to:

- Develop alternative routes to reduce traffic congestion along Highway 7.
- Identify locations where new sidewalks, pedestrian traffic signals, and multi-use paths are required.
- Identify transit connections and improvements that could support growth, ease of movement, and access through the VMC study area and between other municipalities.

PUBLIC  
INFORMATION  
CENTRE #1  
DISPLAY  
BOARDS



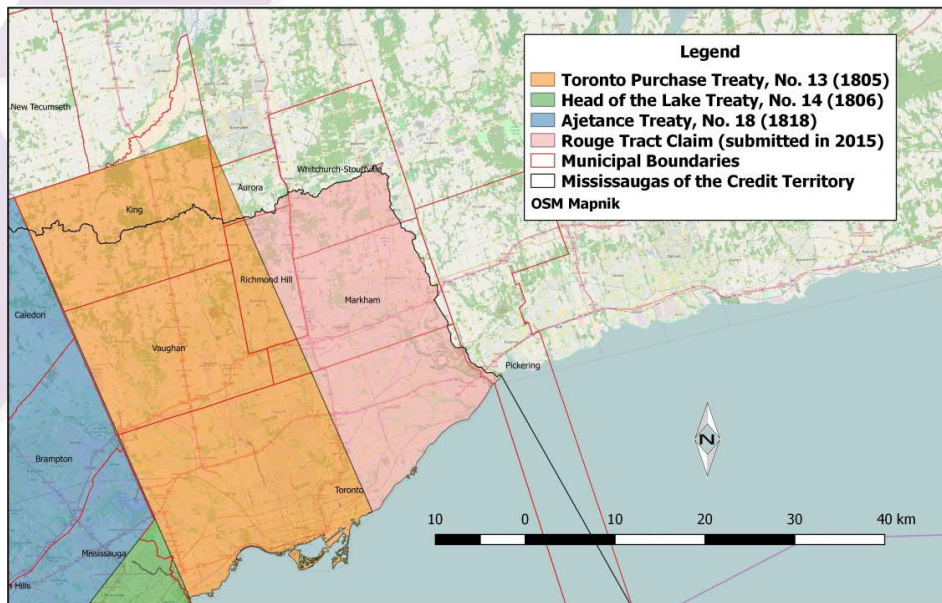
# Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way

## Public Information Centre (PIC) #1

February 16, 2023



# Land Acknowledgement



**Municipal Boundaries Related to the Toronto Purchase Treaty, No.13 (1805)**

- 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.
- We are grateful to have the opportunity to work and live in this territory.



# Overview of PIC #1

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- Study Purpose
- Study Background & Area
- Municipal Class Environmental Assessment Process
- Existing Conditions – Transportation
- Challenges and Opportunities
- Future (2051) Population and Employment
- Environmental Assessment Studies
- Next Steps

# Study Background and Purpose

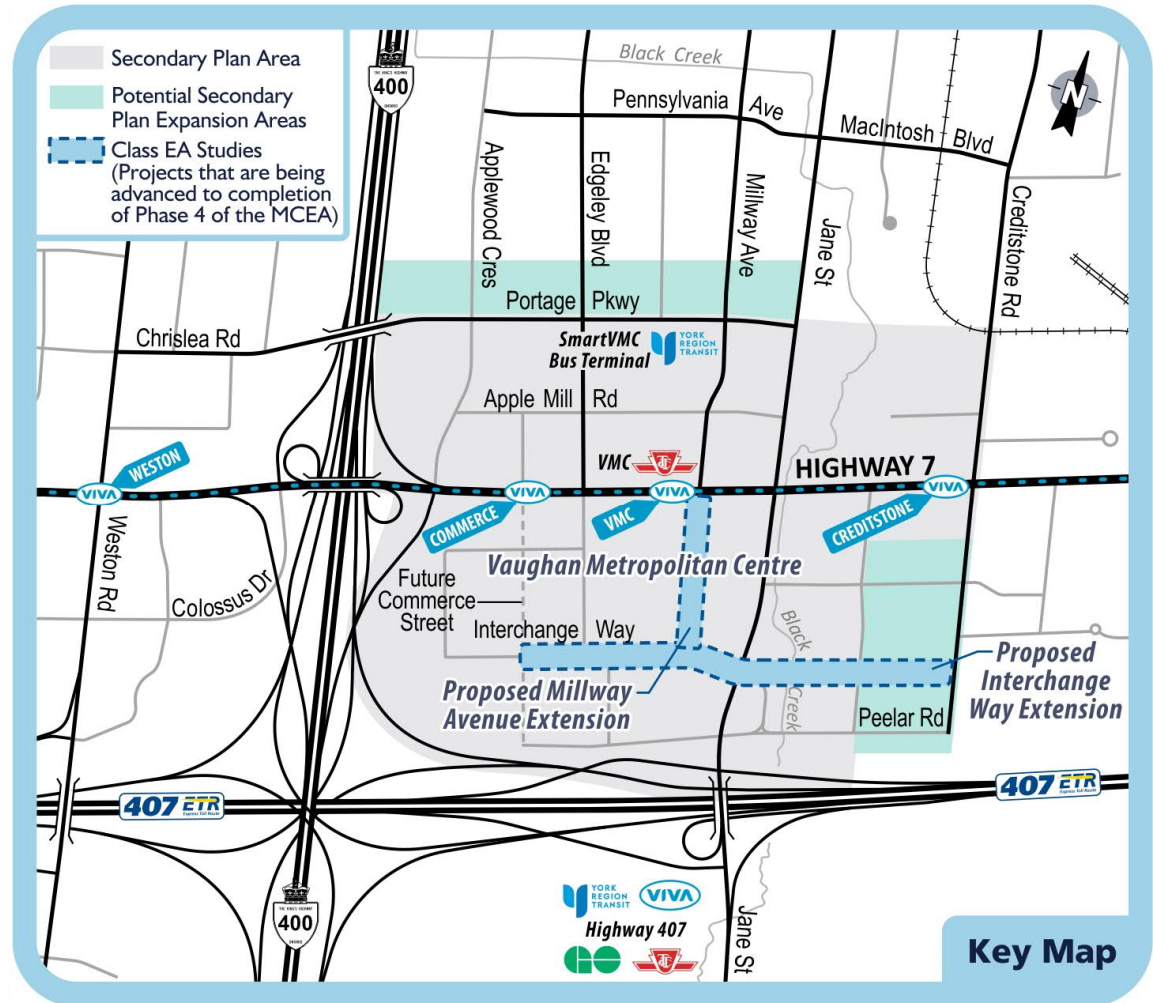
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- The Vaughan Metropolitan Centre Secondary Plan area (VMC) Transportation Plan was first developed as part of the City wide Transportation Master Plan [A New Path 2012] almost 10 years ago.
- Since that time, the transportation in the City and its downtown have evolved; including the opening of the Vaughan Metropolitan Centre Station, VMC Bus Terminal and Highway 7 Viva Rapid Transit which anchors the VMC.
- The Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe, and Regional Transportation Plan have been updated on the provincial level.
- The City is now updating the VMC Transportation Master Plan (TMP) to confirm and update transportation needs, supportive policies and a phasing strategy from 2041 to 2051 with a focus on street connectivity, accessibility and support for multi-modal mobility (for example, walking, cycling, transit, ride share).
- The planning and design for improvements and extensions of Millway Avenue and Interchange Way will also be advanced through these Studies. These transportation studies are being carried out concurrently and in support of the Vaughan Metropolitan Centre Secondary Plan (VMCSP) Update.

# Study Area

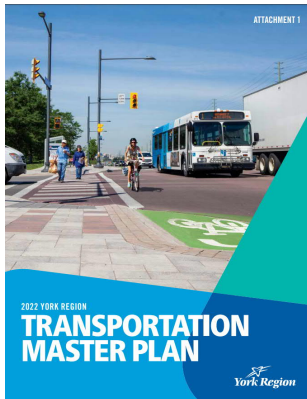
- The study area (Secondary Plan Area) for the VMC TMP Update is bounded by Creditstone Road to the east, Portage Parkway to the north, Highway 400 to the west and 407ETR to the south.
- The limits for the road projects proceeding as Schedule 'C' under the MCEA for the extension of Millway Avenue and improvements and extension of Interchange Way are generally:
  - Millway Avenue from Highway 7 to Interchange Way; and,
  - Interchange Way from Commerce Street to Jane Street (Improvement) and from Jane Street extending east crossing the Black Creek Channel to Creditstone Road.



# Transportation Policy and Planning Context

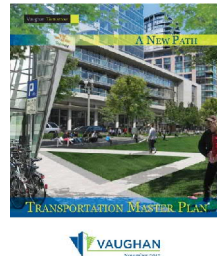
## Regional

2022 York  
Region  
Transportation  
Master Plan



## City-Wide

2012  
Transportation  
Master Plan  
A New Path



2020  
Pedestrian and  
Bicycle Master  
Plan



Vaughan  
Transportation Plan  
(on-going)

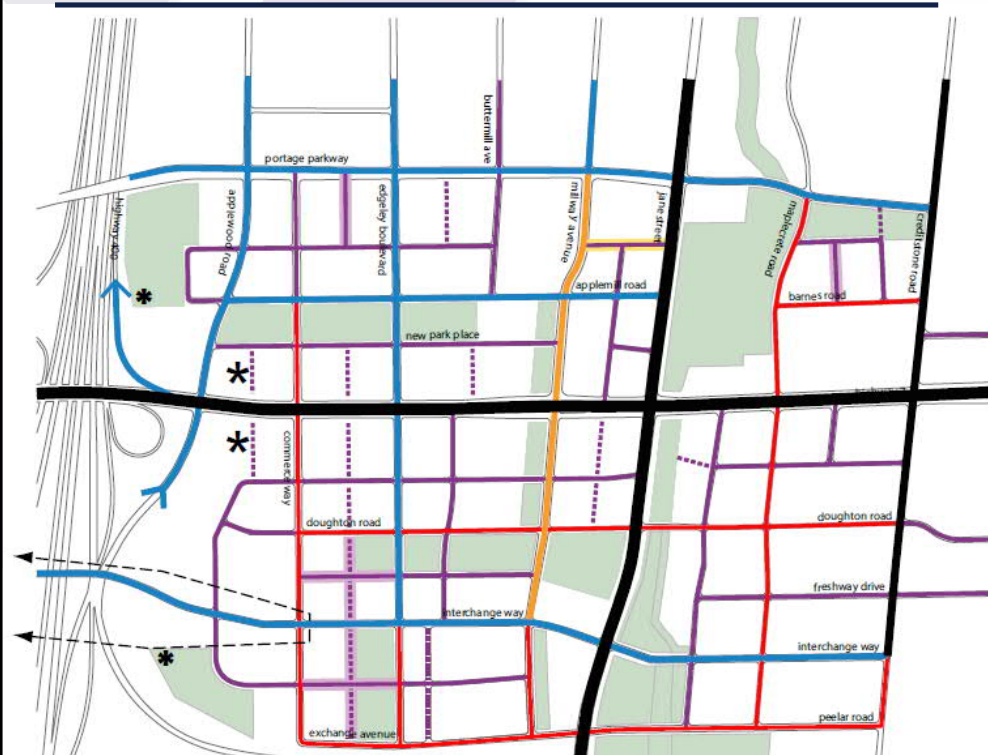


Vaughan  
Metropolitan  
Secondary Plan  
Update (on-going)





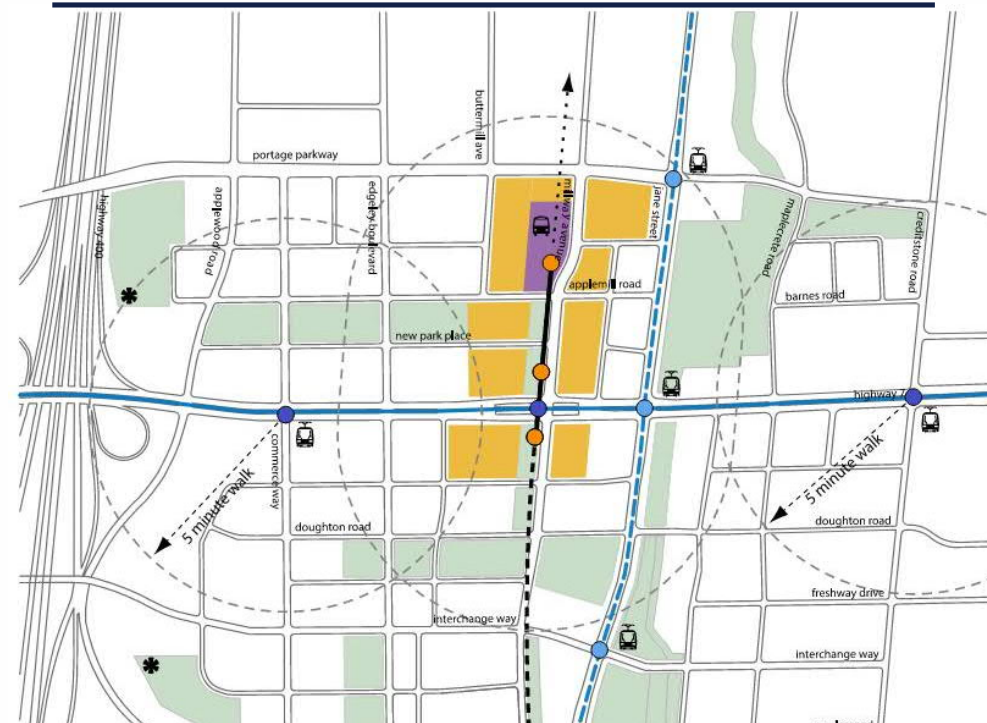
## VMC Secondary Plan Street Network



SCHEDULE C > STREET NETWORK

LEGEND	
	arterials (width to be consistent with region of york official plan)
	minor arterial (33 m)
	major collectors (28-33 m)
	special collector (33 m)
	minor collectors (23-26 m)
	local streets (20-22 m)
	mews (15-17 m) or local streets (see Policy 4.3.16)
	colossus drive overpass corridor protection area (see policy 4.3.10)
	major parks and open spaces
	see policy 4.3.2
	see policy 4.3.17
	see policy 6.3.2
	see policy 4.3.20

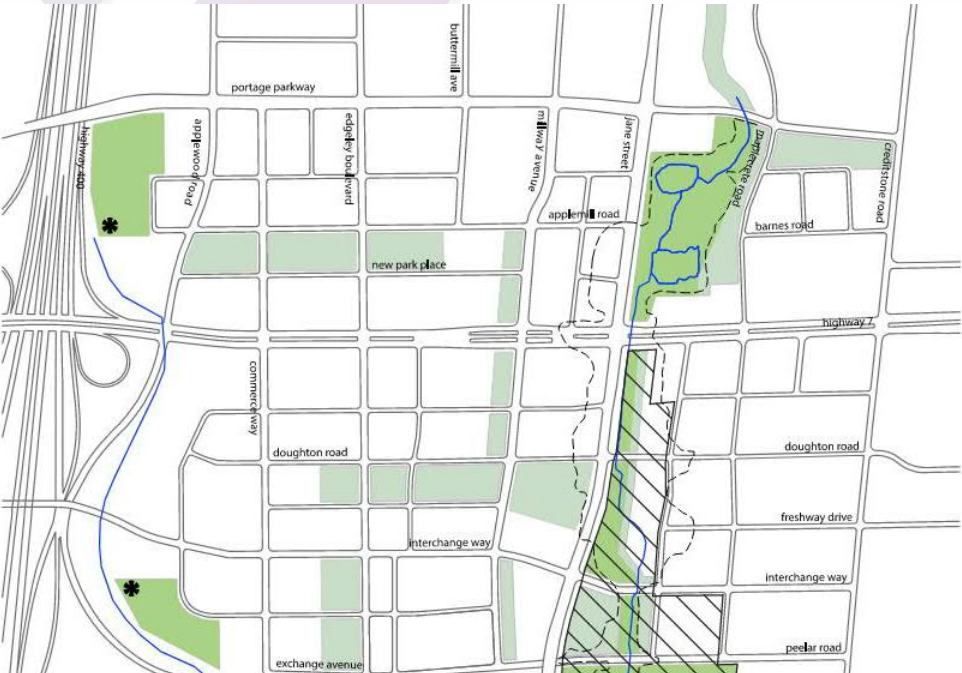
## VMC Secondary Plan Transit Network



SCHEDULE B > TRANSIT NETWORK

LEGEND	
	subway entrances
	potential highway 7 rapidway stations
	potential jane street rapidway stations
	5 minute walking radii
	blocks adjacent to subway
	bus station
	see policy 6.3.2
	spadina subway alignment
	future spadina subway extension
	spadina subway station box
	highway 7 rapidway
	potential jane street rapidway
	potential viva station
	major parks and open spaces

# VMC Secondary Plan Floodplain and Environmental Open Spaces



SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

- LEGEND
- environmental open spaces
  - black creek remediation area (see policies 5.6.4 - 5.6.10, and 3.6.4 of Volume 1)
  - existing watercourses (future alignment to be determined)
  - existing floodplain (see policies 5.6.4 - 5.6.10)
  - see policy 6.3.2

# VMC Secondary Plan Cycling Network



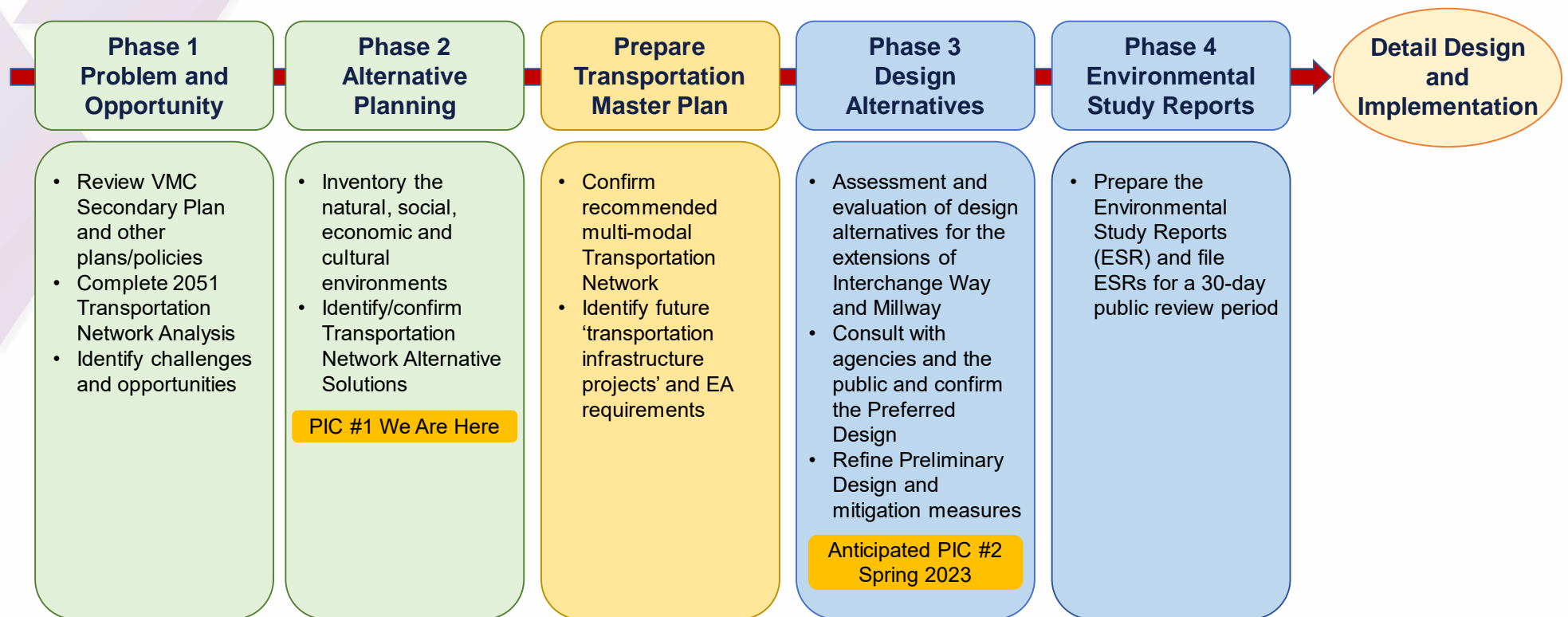
- LEGEND
- CYCLE FACILITIES
- Cycle Track/Seperated Facility
  - Existing Buffered Bicycle Lane
  - Multi-use Pathway
  - Long Term Cycling Facility (potential)

*Encourage walking or cycling for most daily trips within the VMC*

- (4.0 VMC Secondary Plan)
- YRT Bus Terminal
  - TTC Station
  - VIVA NEXT Rapid Transit Stations

# Municipal Class Environmental Assessment Process

- Following the completion of the TMP Update (Phases 1 and 2), the study will advance and proceed to completion of Phase 3 and 4 for Interchange Way and Millway Avenue as part of Schedule 'C' Municipal Class EA (MCEA).
- Transportation planning is being carried out in accordance with the Municipal Class Environmental Assessment (EA) process. This is an approved planning framework for municipal infrastructure projects under the provincial *Ontario Environmental Assessment Act*.





# Stakeholder Groups and Public Consultation



## Stakeholder Groups

### Technical Advisory Committee

- Federal and Provincial Ministries, including MTO
- York Region
- York Region Transit
- TRCA
- City of Vaughan subject matter experts
- 407ETR
- Utilities

### Landowners Group

- Property owners, business owners, and developers within the Study Area

### VMC Transportation Master Plan Project Team

City of Vaughan and WSP

### VMC Secondary Plan Project Team

City of Vaughan and Gladki Planning Associates

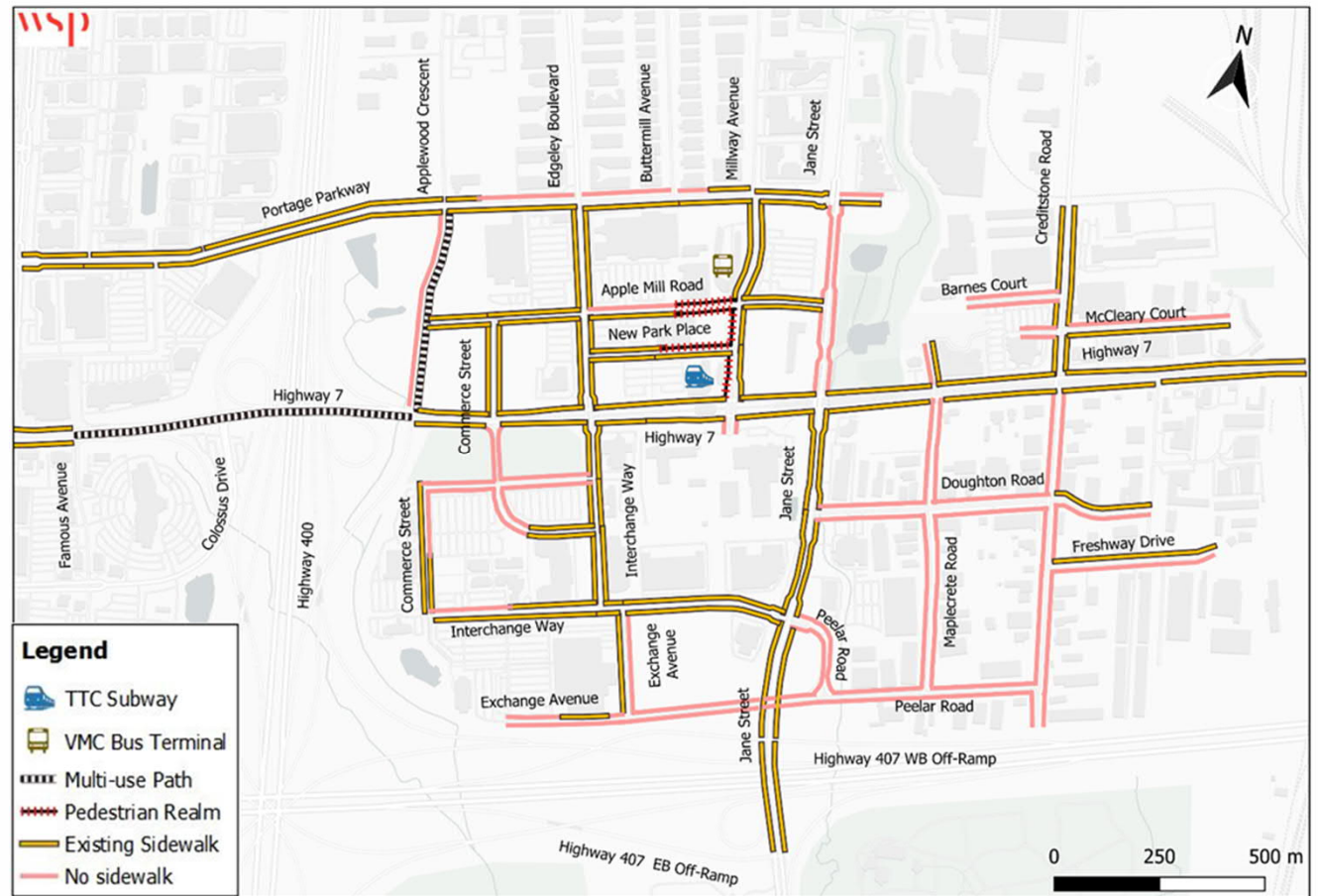
## Public

- Property Owners within and adjacent to the Study Area
- Community Associations within the Study Area
- Local VMC residents
- General Public

## Indigenous Peoples

# Existing Pedestrian Network

- There are existing sidewalks or multi-use pathways along several roadways within VMC, excluding the industrial areas in the south-east quadrant.
- Several roads have been recently re-constructed or re-designed to provide appropriate pedestrians Facilities, particularly in the NW quadrant.
- Hwy 7 centre median multi-use path minimize conflicts between motorists and active transportation users at on/off ramps.



# Existing Cycling Network

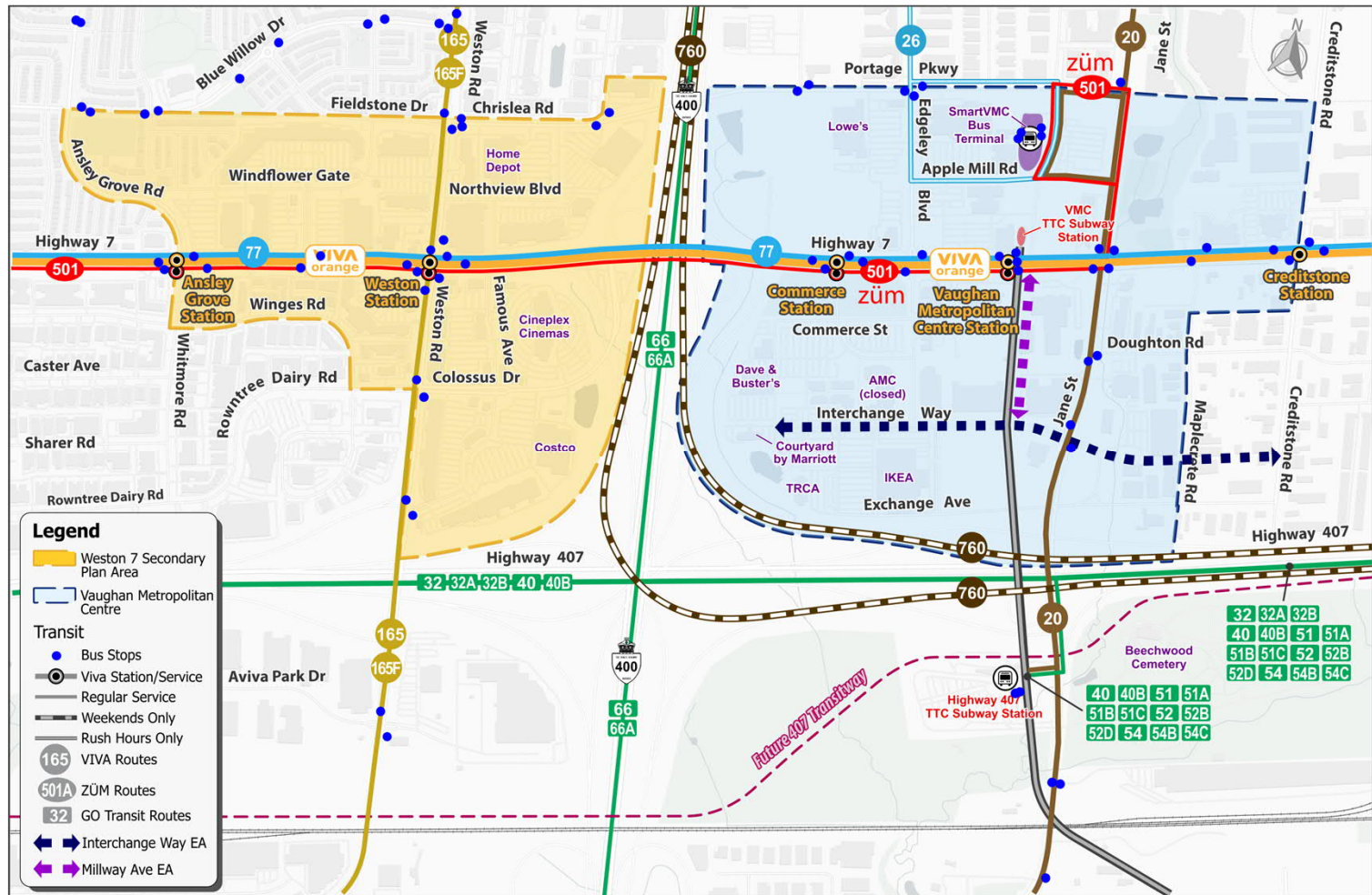
- There are some existing cycling facilities located within the VMC study area.
- There are other corridors currently in design such as Portage Parkway and Jane Street, Interchange Way.
- All facilities in the VMC are designed in accordance with the Contextual Guidance for Selecting All Ages and Abilities Cycling Facilities as per the City-wide Pedestrian and Bicycle Master Plan.
- Highway 7 east of Commerce has on-road bike lanes, these facilities are not All Ages and Abilities (AAA).





# Existing Transit Network

- The VMC study area is served by York Region Transit (YRT/Viva).
- The Regional transit operator provides bus services along Highway 7, Jane Street, Edgeley Boulevard, and Portage Parkway.
- The study area is served by the TTC (for example the VMC Station) and Brampton Transit (Züm BRT).



# Existing Road Network

Edgeley Boulevard is a north-south collector with a four-lane cross-section. The posted speed limit is 50 km/h.

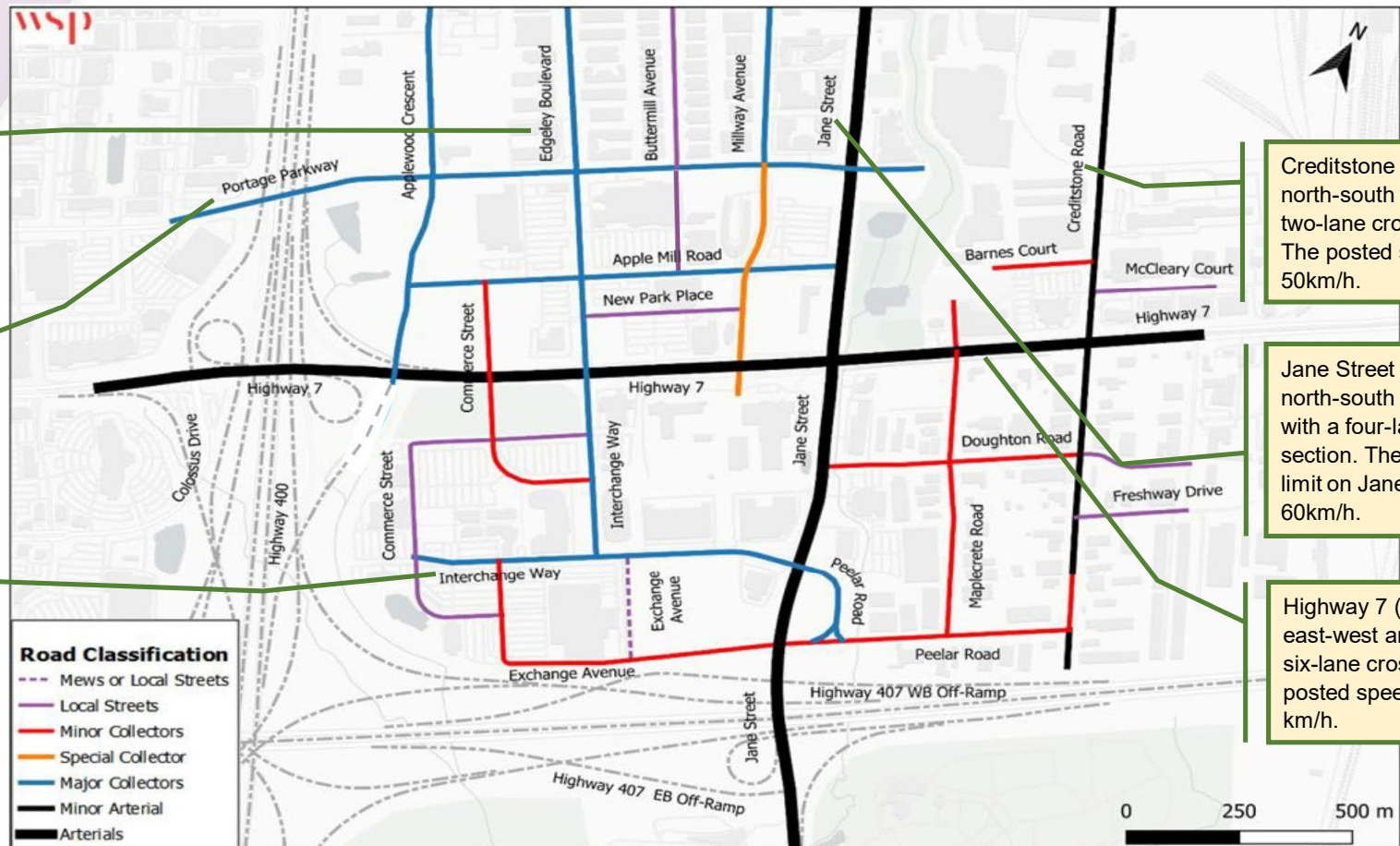
Portage Parkway is an east-west road with a four-lane cross section. The posted speed limit is 50 km/h.

Interchange Way is a two-lane cross-section. The posted speed limit is 50 km/h.

Creditstone Road is a north-south arterial with a two-lane cross-section. The posted speed limit is 50km/h.

Jane Street (Y.R. 55) is a north-south arterial road with a four-lane cross-section. The posted speed limit on Jane Street is 60km/h.

Highway 7 (Y.R. 7) is an east-west arterial with a six-lane cross-section. The posted speed limit is 60 km/h.



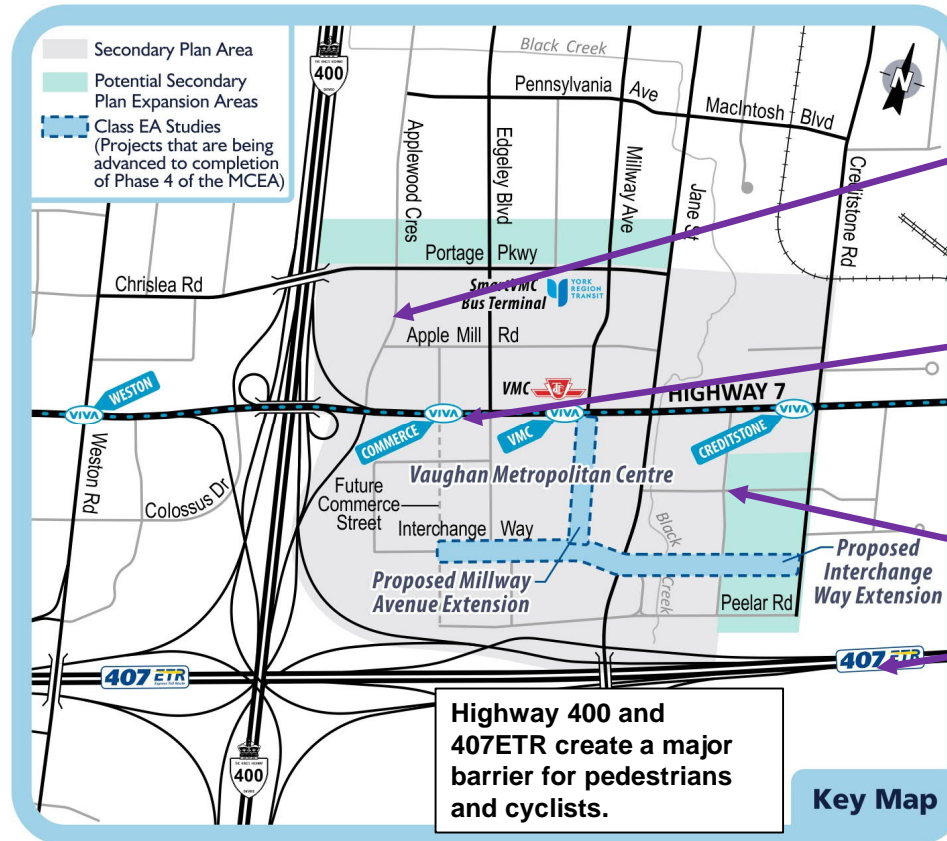
# Active Transportation Challenges

**Key Challenge:** Lack of all ages and abilities pedestrian and cycling facilities that create a fine grid network.

Limited Crossings of Highway 400 and 407ETR limiting connectivity between Weston/7 SP and Planned South York Greenway and future Transitway south of 407.

Navigation of pedestrian and cyclists at intersections due to vehicular volumes, speeds, and insufficient walk times and intersection treatments for cyclists.

Lack of first/last mile pedestrian and cycling connections to planned 407 Transit Way.



**Key Map**

Highway 400 and 407ETR create a major barrier for pedestrians and cyclists.



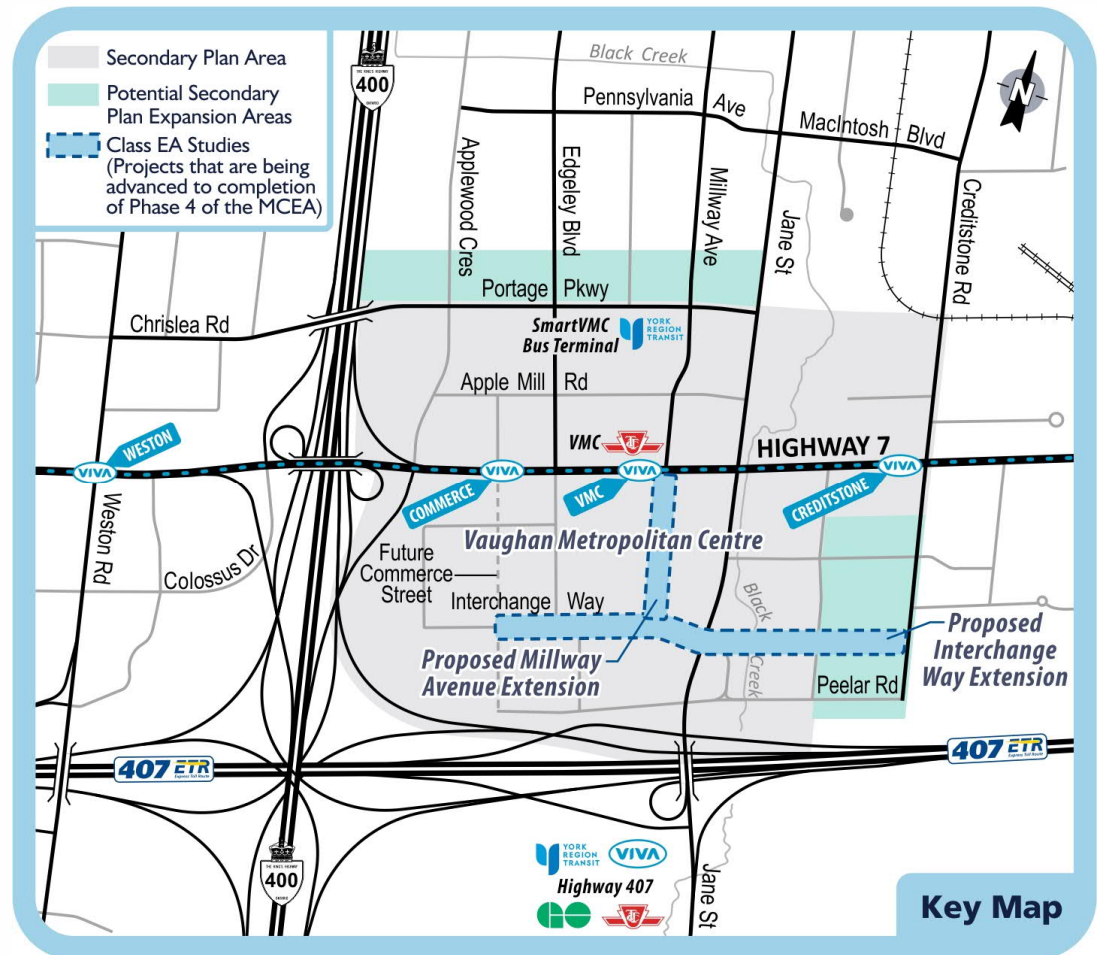
# Transit Challenges

**Key Challenge:** The existing mode share of transit is low within the VMC Study Area.

Approximately 11% of trips between VMC study area and Toronto are transit trips, however the transit modal share is only 2% for the trips travelling between the VMC study area and the rest of Vaughan.

Limited connectivity to Highway 407/Jane Street subway stop.

Limited internal transit to circulate within the study area.

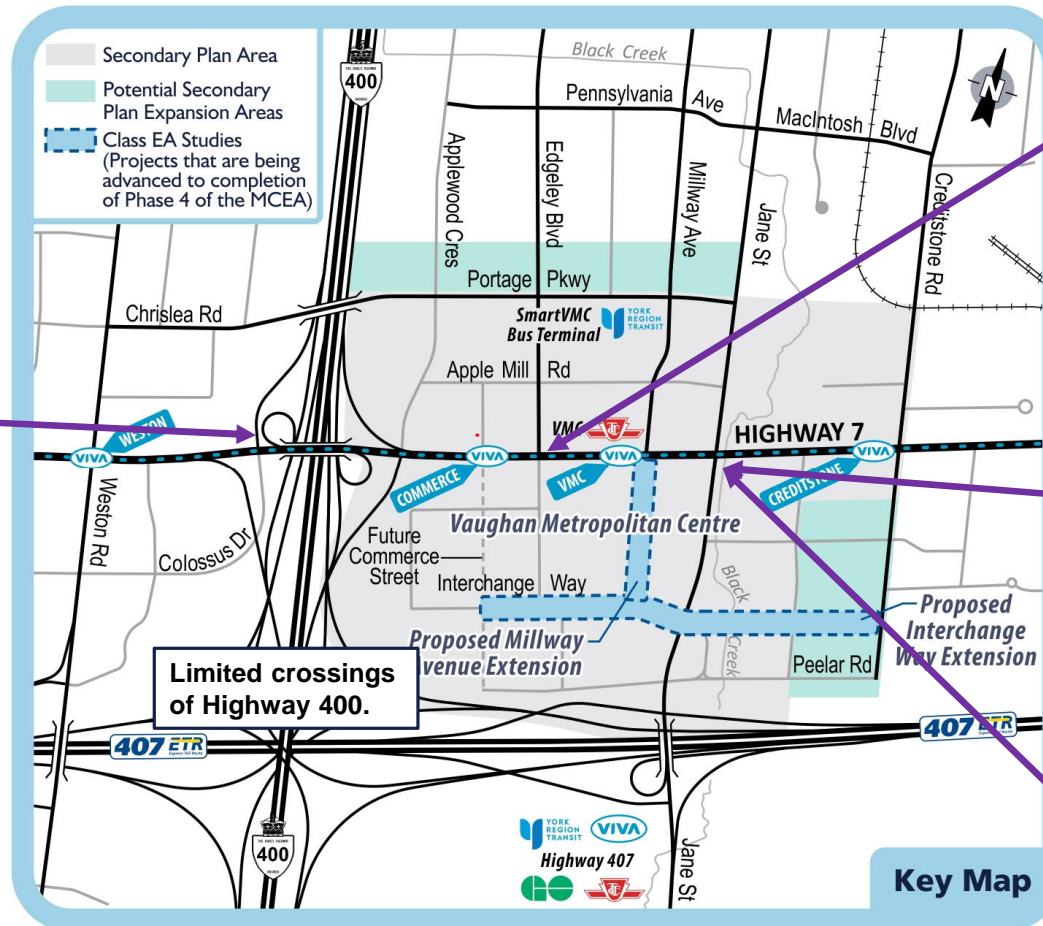




# Traffic Operation Challenges

**Key Challenge:** The amount of traffic generated by recent existing development causes major delays and queue spills, which is expected to substantially increase as a result of future development.

High average vehicular delays (LOS E) at Hwy 400 off-ramp terminals.



Hwy 7 and Millway Ave causes queues to back-up resulting in high delays for the southbound traffic on Millway Ave.

Intersections along Hwy 7 (particularly Jane St) – the funnelling of east-west traffic through one central corridor which is also the sole continuous arterial across the study area and has access to Hwy 400.

Hwy 7 & Jane St intersection, average delay of 244 seconds on northbound left movement (LOS F) and queue of up to 213 metres for westbound right.

# 2051 Population & Employment

**Option 1:** Maintains the intensity of development of the existing Secondary Plan, albeit recalibrated to achieve built form variety and adequate social infrastructure.

	Total Population (residents)	Total Employment (jobs)
Today	7,800	1,740
2031	31,900	3,360
2041	93,000	8,940
2051	110,400	15,720

**Option 2:** Recalibrates uses to deliver a thriving central business district, utilizing an Office Feasibility Assessment that was undertaken to improve the feasibility of development that delivers office uses.

	Total Population (residents)	Total Employment (jobs)
Today	7,800	1,740
2031	31,900	3,360
2041	106,500	22,590
2051	133,600	25,320

Phase 1 of the Municipal  
Class EA Process

# Challenges & Opportunity Statement

*The VMC vision is to accommodate mobility needs, supportive policies and a phasing strategy to 2051 with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM)(for example, walking, cycling, micromobility, transit, ride share) with parking management. The TMP will enhance the **sustainable** and **multi-modal** transportation system with a network that supports **all users and all modes of transportation**. The transportation system will be **accessible** and promote **connectivity**, leveraging existing rapid transit infrastructure and service within and to and from the broader area.*

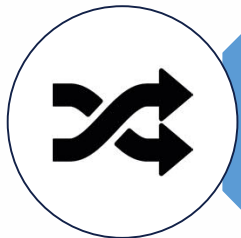
The vision for VMC's transportation future integrates FOUR key principles:



Promoting **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity** for all  
modes of transportation



Supporting mobility for **all  
modes of transportation**

Satisfies Phase 2 of the  
Municipal Class EA Process

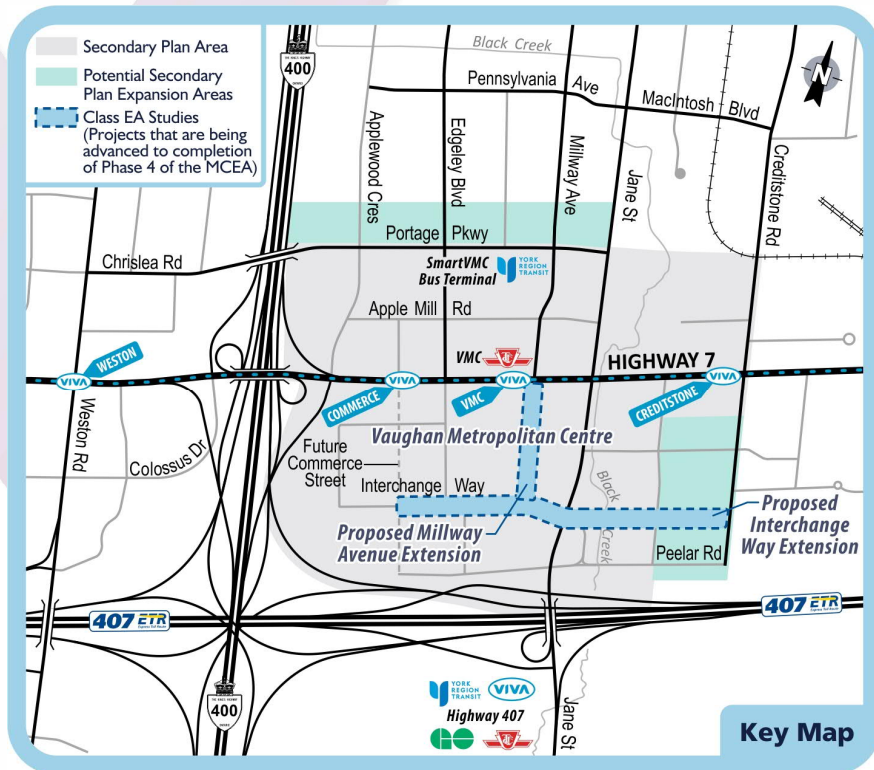
# Alternative Solutions

- **Alternative modes of travel:** support modal shift by providing viable transportation alternatives such as the provision of all ages and abilities pedestrian and cycling facilities, provide more bicycle parking, subsidized transit passes, complementary parking requirements, and micromobility options such as bike share and scooter share.
- **Alternative routes:** restrictions on specific routes during peak hours.
- **Trip-making behaviour:** create a culture of walking and cycling, and car-free days (social marketing techniques).
- **Alternative work arrangements:** flexible work schedules outside of working hours to spread out travel demand over time.
- **Integrating Transportation Demand Management (TDM) monitoring strategies in new developments:** incorporate data tracking, identify effectiveness of TDM measures, and inform developers.
- **Additional road network improvements:** including Colossus Drive and Interchange Way and Millway Avenue.

**A combination of solutions will be needed to meet future demand for the TMP Update.**



# Schedule 'C' Class Environmental Assessment Studies



Two Class EA studies will be carried out concurrently advancing the planning and design of the extensions of the following roads:

- Millway Avenue, from Highway 7 to Interchange Way (east-west).
- Interchange Way, from Commerce Street to Creditstone Road.
- Phases 1 and 2 will be completed through the TMP Update.
- Phases 3 and 4 will be completed as part of the MCEA Studies for the extension of Millway Avenue and Interchange Way.
- Through this process, the study team will confirm needs, evaluate alternative designs and select a preferred design, examine impacts on the social, cultural and natural environments and identify measures to mitigate those impacts, all in consultation with regulatory agencies and the public.
- At the end of the studies, two Environmental Study Reports (ESRs), which document the decision-making process, will be made available for public review.

# Environmental Investigations

In advancing the Interchange Way and Millway Avenue road projects, more detailed technical analyses will be completed as part of these EA Studies and including in the following areas:



Terrestrial  
Ecosystems



Cultural Heritage



Noise



Fish and Fish  
Habitat



Archaeology



Air Quality



Groundwater



Socio-Economic

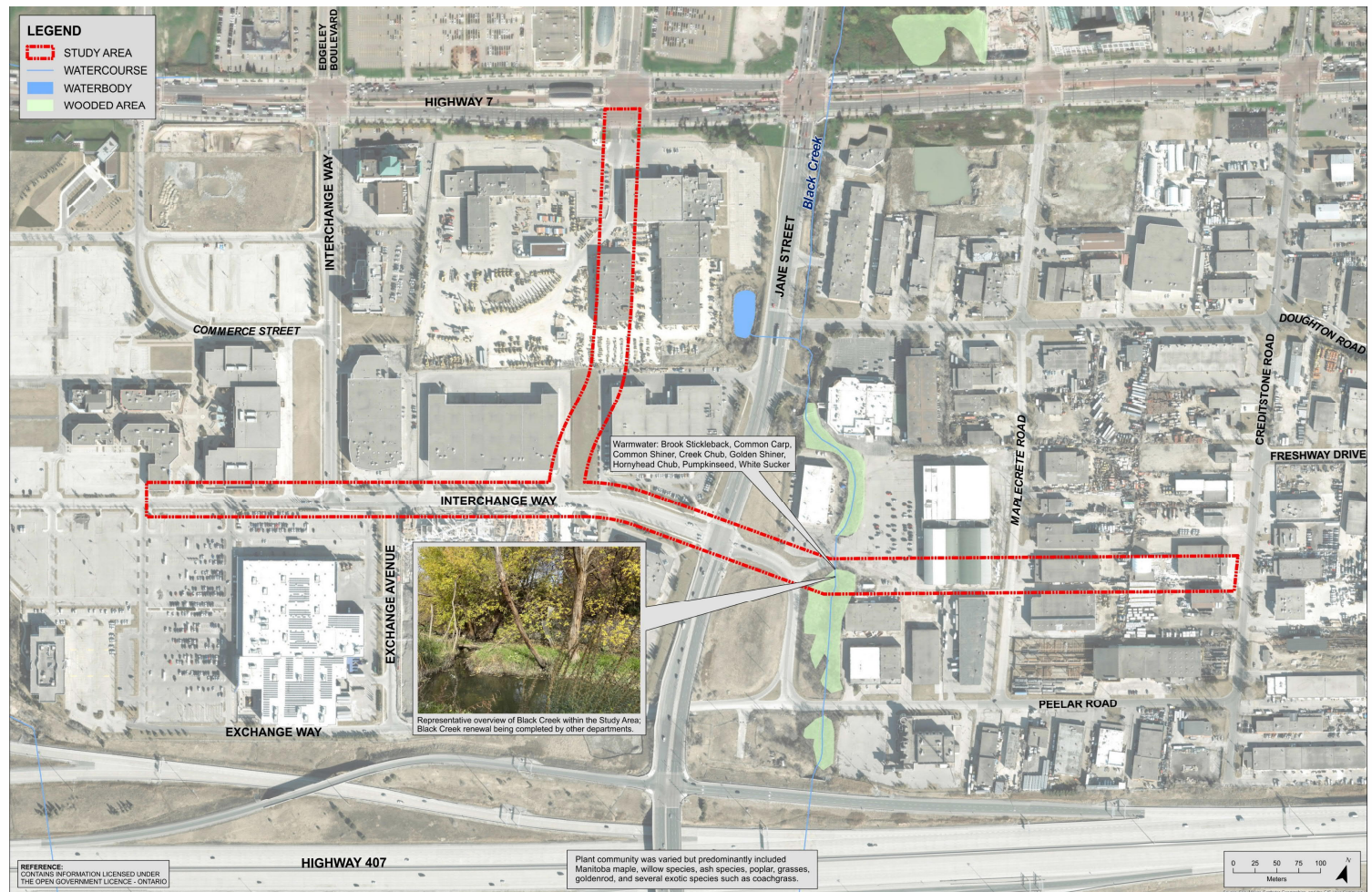


Site Contamination



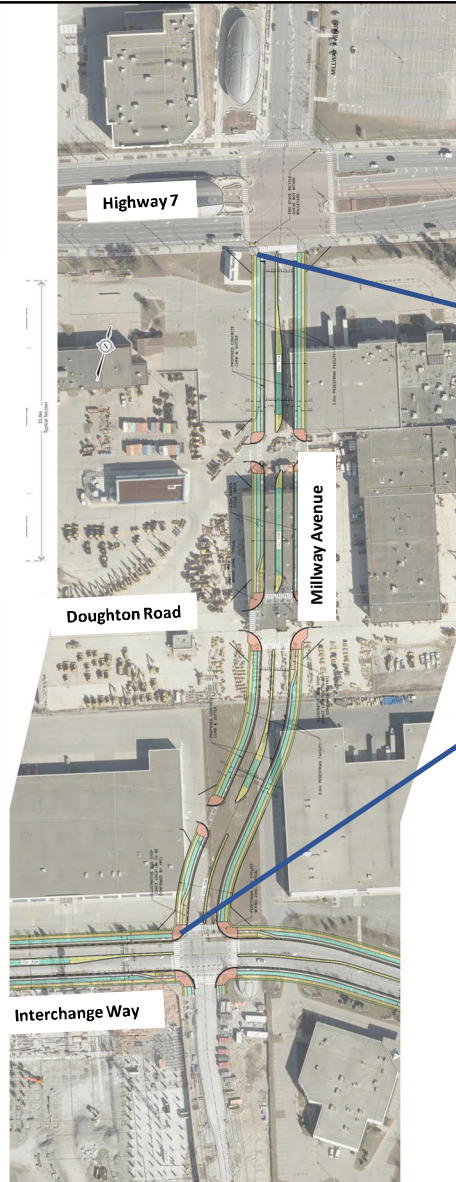
# Existing Natural Environmental Conditions

- No further cultural heritage assessments are required for this project.
- Based on the Stage 1 archaeological assessment results, a small area has been identified which will be subject to Stage 2 archaeological assessment.
- Phase II Environmental Site Assessments are recommended to be completed to characterize soil and groundwater conditions that may impact soil management and disposal, dewatering and other aspects related to the road extensions.





# Preliminary Alternative Designs Millway Avenue - Option 1

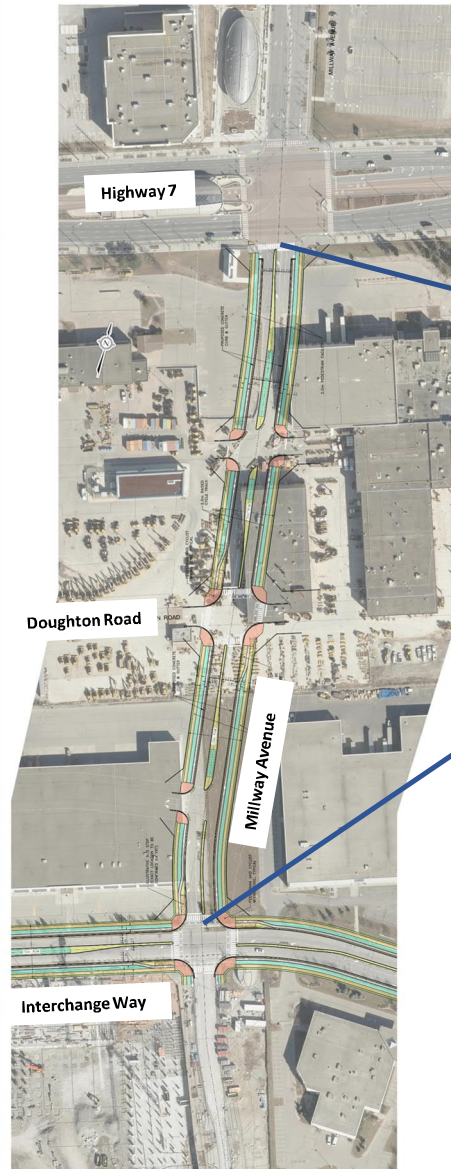


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.







## LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

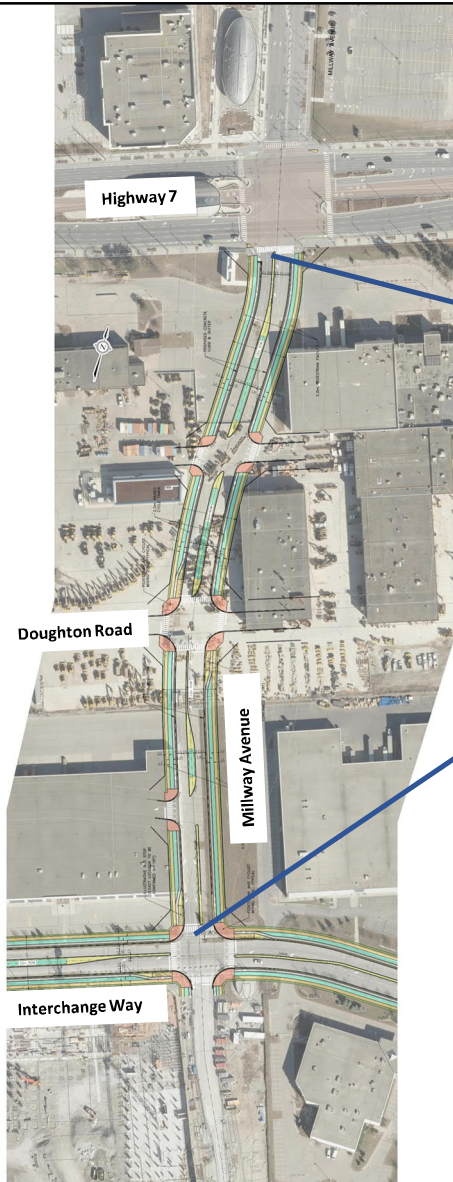
# Preliminary Alternative Designs Millway Avenue - Option 2



Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

LEGEND	
	Concrete Median
	Pedestrian Facility
	Raised Planter / Boulevard
	Pedestrian and Cyclist Mixing Zone
	Grass or Concrete Buffer
	Cycling Facilities

## Preliminary Alternative Designs Millway Avenue - Option 3



Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

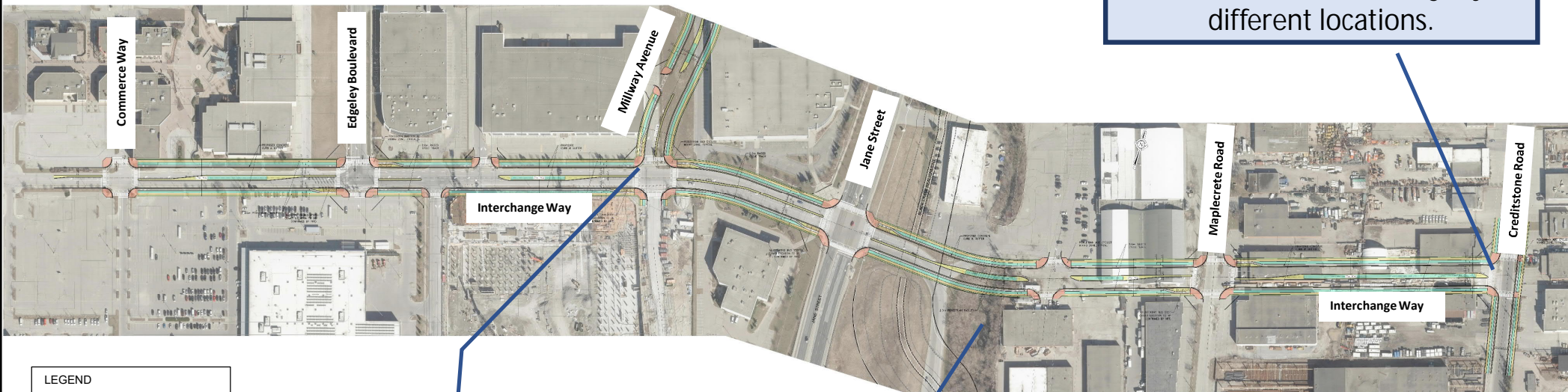


# Preliminary Alternative Designs

## Interchange Way - Option 1

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

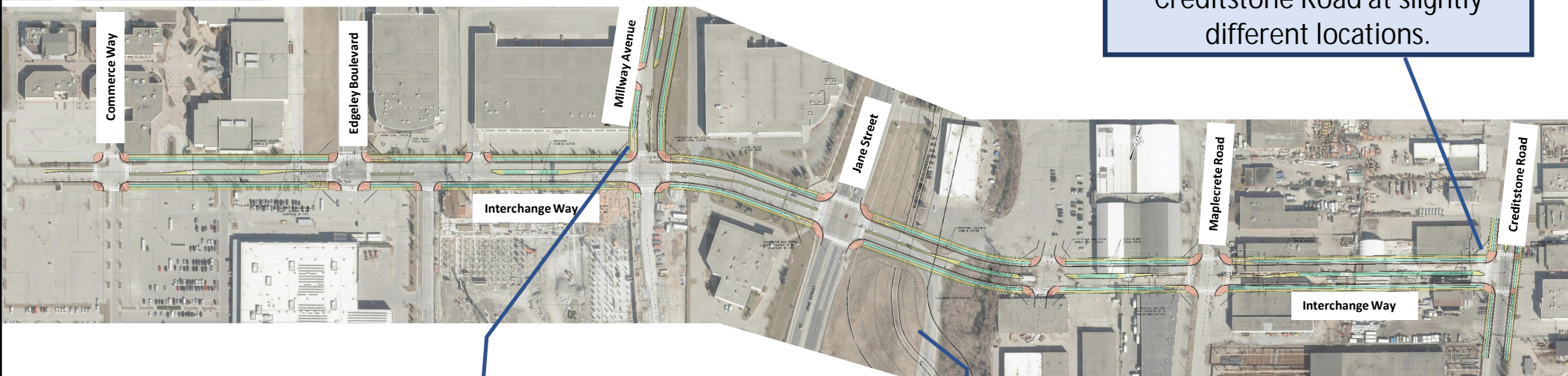
Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

# Preliminary Alternative Designs

## Interchange Way - Option 2

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

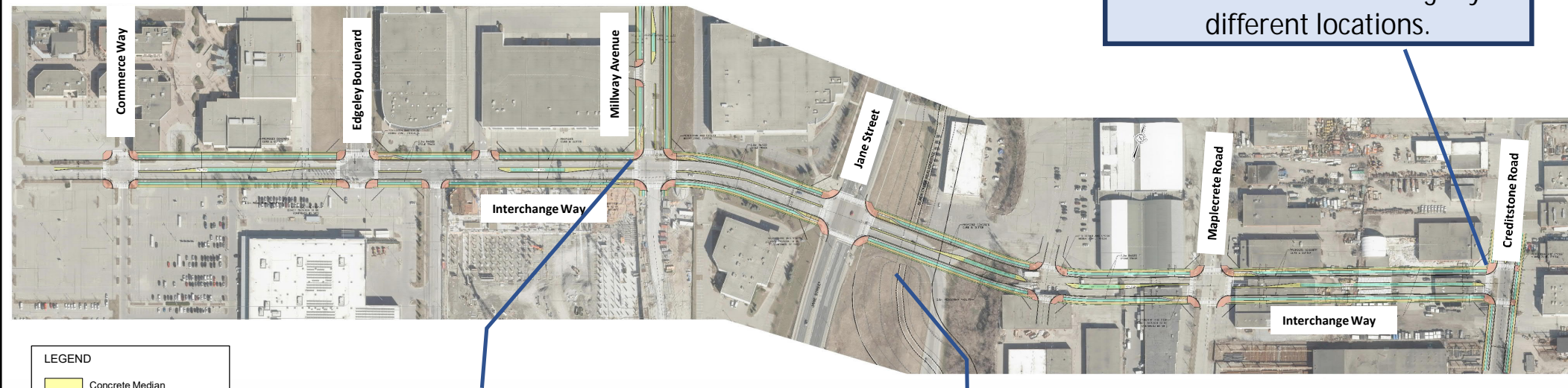


# Preliminary Alternative Designs

## Interchange Way - Option 3

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



### LEGEND

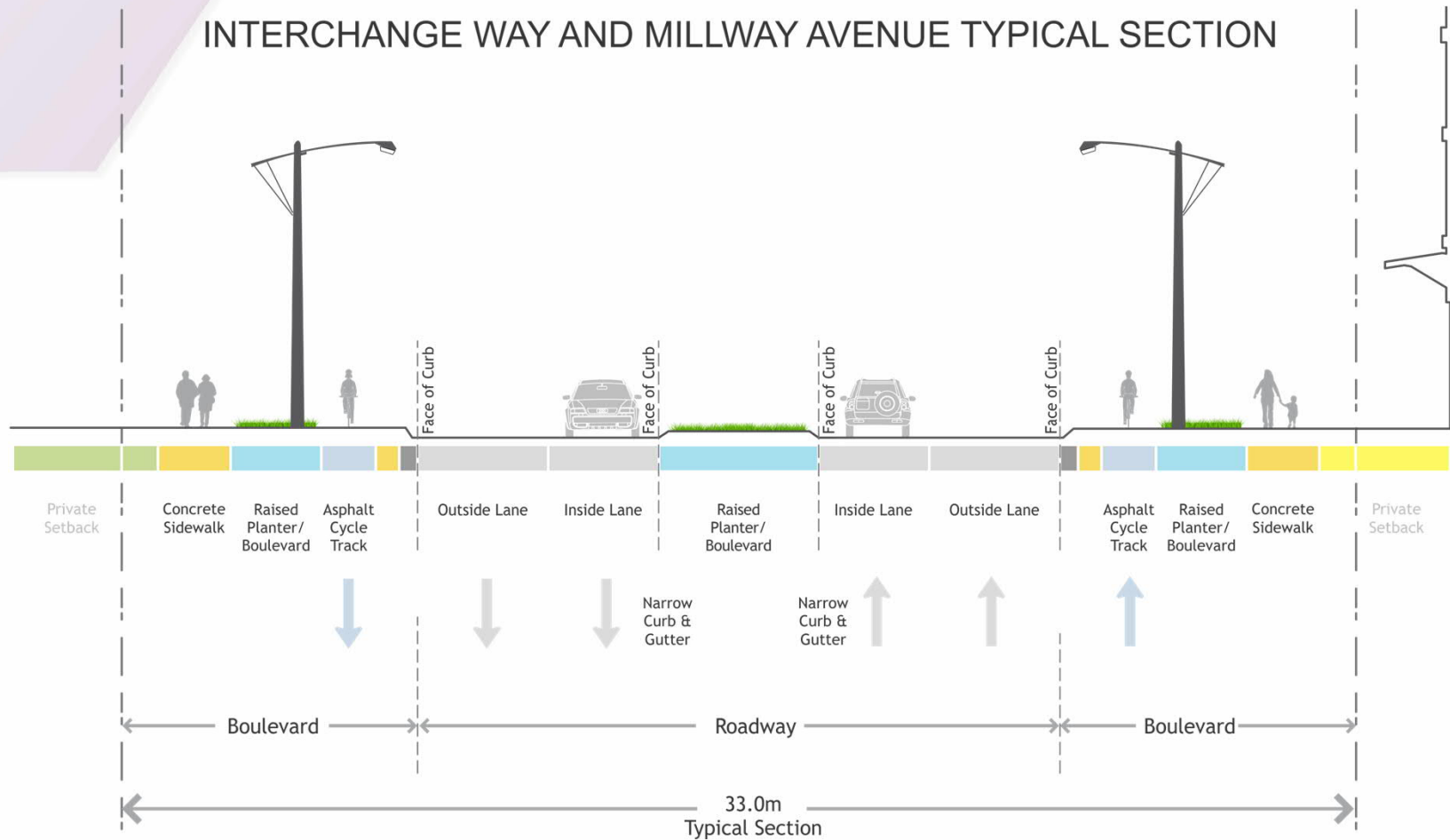
- Concrete Median
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To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.







# Cross Section Option

## INTERCHANGE WAY AND MILLWAY AVENUE TYPICAL SECTION





# Evaluation Criteria

<u>Policy Framework</u>	<u>Healthy Communities</u>	<u>Socio-Economic Environment</u>	<u>Constructability and Design</u>
<ul style="list-style-type: none"><li>• Comply with Federal, Provincial, Regional and City policies and guidelines</li><li>• Addressing Challenges and Opportunity Statement</li></ul> 	<ul style="list-style-type: none"><li>• Promotion of comfortable cycling and walking routes</li><li>• Streetscape amenities and landscape elements</li><li>• Accessible network for all ages and abilities</li><li>• Connections to key destinations and community facilities</li></ul> 	<ul style="list-style-type: none"><li>• Property impacts</li><li>• Impacts to existing communities</li><li>• Changes in neighbourhood characteristics</li><li>• Potential noise and nuisance impacts</li></ul> 	<ul style="list-style-type: none"><li>• Construction costs</li><li>• Impact on floodplain</li><li>• Impact to existing utilities</li><li>• Operations and maintenance costs of new infrastructure</li><li>• Construction phasing</li></ul> 
<u>Equitable Mobility</u>	<u>Natural Environment</u>	<u>Cultural Environment</u>	
<ul style="list-style-type: none"><li>• Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes</li><li>• Mitigate vehicle traffic concerns</li><li>• Network resiliency for emergency services</li><li>• Protect for future transportation trends</li><li>• Promotes autonomous vehicles for micro-mobility</li><li>• Safety for all modes of travel</li></ul> 	<ul style="list-style-type: none"><li>• Impacts to natural heritage features</li><li>• Impacts to wildlife and species of concern</li><li>• Impacts to Black Creek and groundwater supply</li><li>• Stormwater management</li><li>• Greenhouse gas emissions</li><li>• Impacts to air quality</li><li>• Climate change resiliency</li></ul> 	<ul style="list-style-type: none"><li>• Impact to built and cultural heritage resources</li><li>• Impact to archaeological resources</li><li>• Impacts to Indigenous Peoples lands, treaty rights, archaeological sites, or land claims</li></ul> 	

# For Discussion – What is Your Vision?

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What are your ideas on what travel should look like in VMC over the next **30 years**?

**Walking and Cycling**

**Riding Transit**

**Driving / Carpooling**

**Micro-mobility/Autonomous Vehicles**

**We encourage you to speak to a Project Team member or submit a comment sheet with your input.**

## For Discussion - What do we want to know from you?



What challenges do you experience for your day-to-day travel?



How do we shift trips from car travel to transit, walking, cycling, and micromobility (example: scooters)?



What connection opportunities within and outside the VMC should be considered?



Do you have suggestions for other alignment and cross section options that should be considered as part of the evaluation?



Do you have any initial feedback on the presented alternative designs?

**We encourage you to speak to a Project Team member or submit a comment sheet with your input.**

# Next Steps

**After this Public Information Centre #1, the following activities will take place:**



Review the comments received prior to and following PIC #1 and respond to comments. Comments are kindly requested by **March 24, 2023**;



Continue to advance the schedule 'C' Municipal Class EA (MCEA) Study and complete the analysis and evaluation of the alternative design concepts for Interchange Way and Millway Avenue and select preferred alternative designs for each road; and



Anticipate holding PIC #2 in Spring 2023.

**We encourage you to please complete the survey by March 24, 2023:**





# Contact Information

Visit [vaughan.ca/VMCTMP](http://vaughan.ca/VMCTMP), for all project information.

To be added to the study's mailing list email [vmctmp@wsp.com](mailto:vmctmp@wsp.com) or reach out to:

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PUBLIC  
INFORMATION  
CENTRE #2  
DISPLAY  
BOARDS



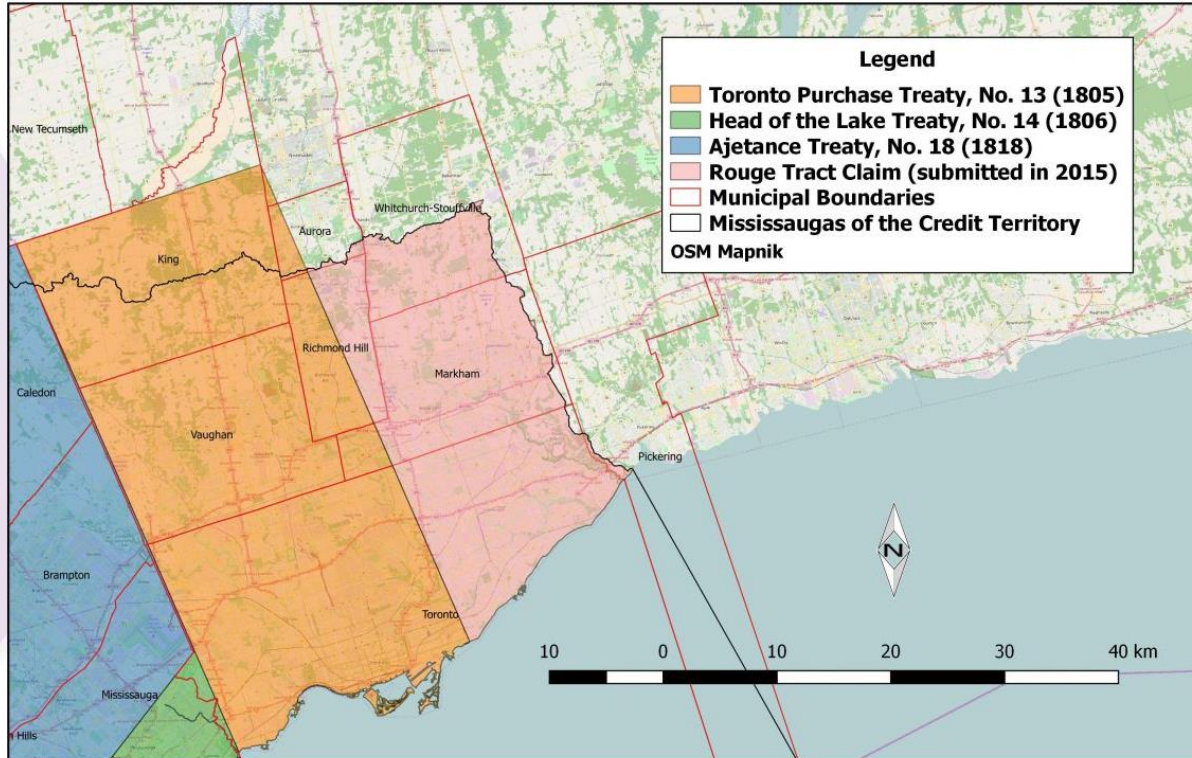
# **Vaughan Metropolitan Centre (VMC)**

## **Schedule 'C' Municipal Environmental Class Assessment - Extensions of Millway Avenue and Interchange Way**

### **Public Information Centre (PIC) #2**

**December 5, 2023**

# Land Acknowledgement



**Municipal Boundaries Related to the Toronto Purchase Treaty, No.13 (1805)**

- 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.
- We are grateful to have the opportunity to work and live in this territory.

# Project Objective

This Public Information Centre (PIC) is focusing on the two Schedule 'C' Municipal Class EA studies that are being carried out concurrently advancing the planning and design of the extensions of the following roads:

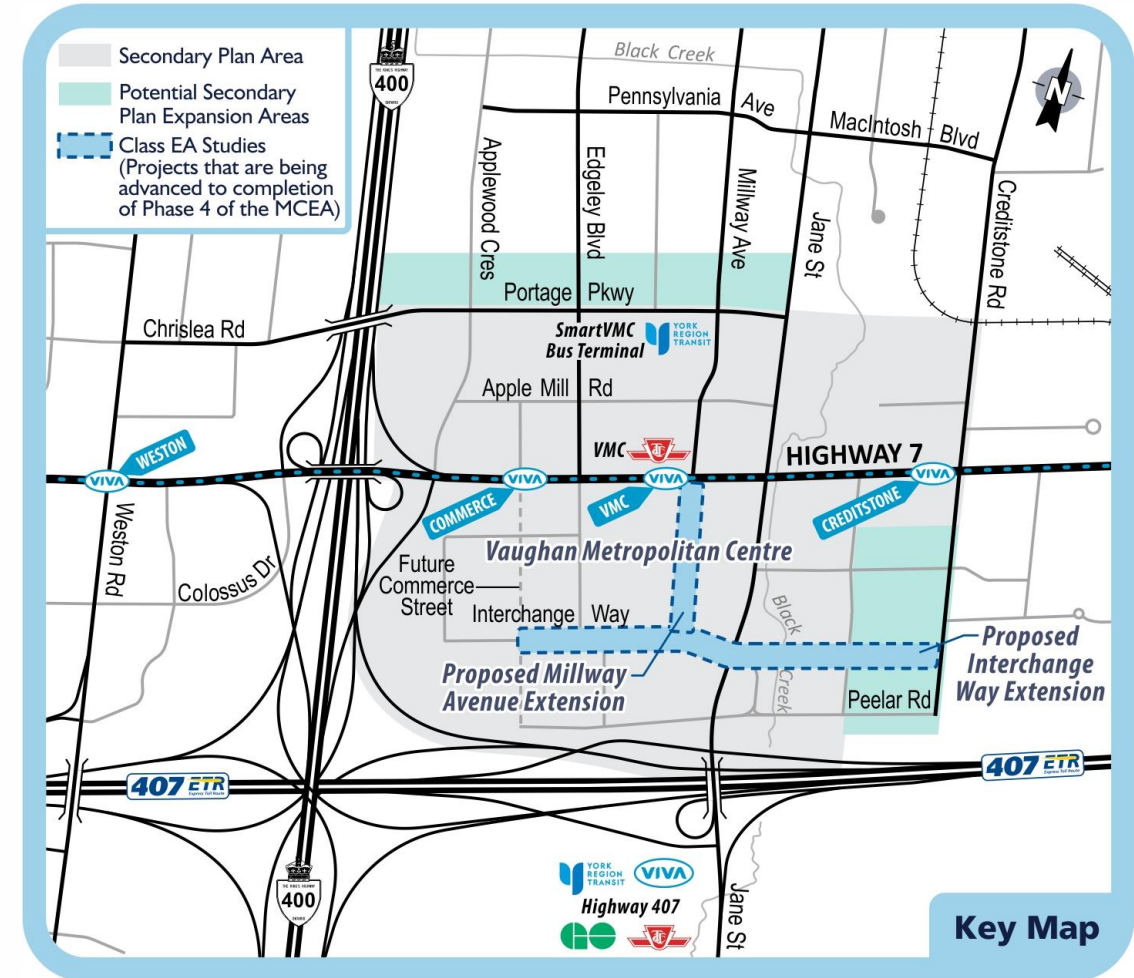
- Millway Avenue, from Highway 7 to Interchange Way.
- Interchange Way, from Commerce Street to Creditstone Road.

Phases 1 and 2 of the EA process have been completed through the City's 2012 TMP.

Phases 3 and 4 of the EA process will be completed as part of the MCEA Studies for the extension of Millway Avenue and Interchange Way. Phase 3 is summarized in today's presentation.

Through this process, the study team will confirm needs, evaluate alternative designs and select a preferred design, examine impacts on the social, cultural and natural environments and identify measures to mitigate those impacts, all in consultation with regulatory agencies and the public.

At the end of the studies, two Environmental Study Reports (ESRs), which document the decision-making process, will be made available for public review. These fulfill Phase 4 of the EA process.







# Overview of Public Information Centre (PIC) #1

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PIC #1 was held in-person on February 16, 2023. The PIC presented on:

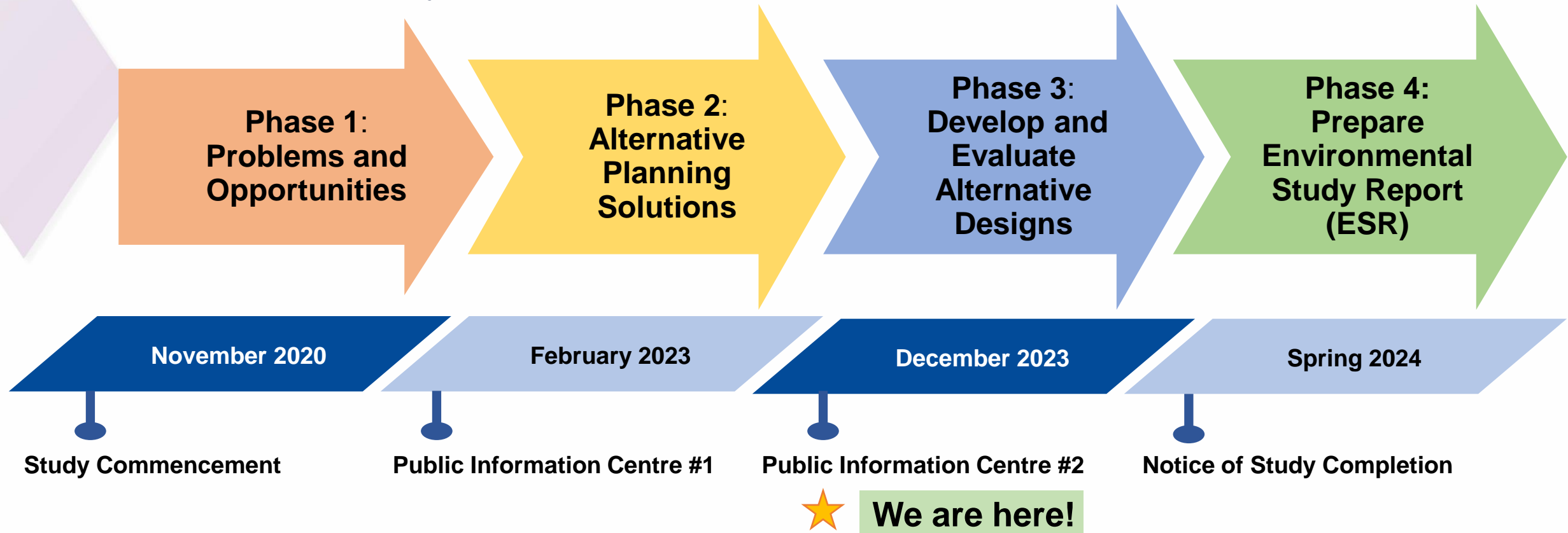
- 
- The Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way;
    - An update on the TMP will be provided at the next Public Information Centre (PIC) in Q1/Q2 2024. The Project Team is currently evaluating the TMP alternatives, and a TMP preferred alternative will be shown at PIC #3.
  - Study purpose, and study background & area;
  - The Municipal Class EA process and study timeline;
  - An overview of the existing conditions;
  - Challenges and Opportunities;
  - Alternative Solutions; and
  - Future (2051) population and employment.

Key feedback themes related to the Environmental Assessment Studies were:

- 
- General interest in alternative alignments for Millway Avenue and Interchange Way;
  - Number of comments received noting preferences towards road alignments options;
  - Comments on the location of Doughton intersection to be revisited later in the presentation.
  - Inquired the City to consider new access points off the Interchange Way Extension to specific properties; and
  - Encouraging all modes of transportation.

# Municipal Class Environmental Assessment Process

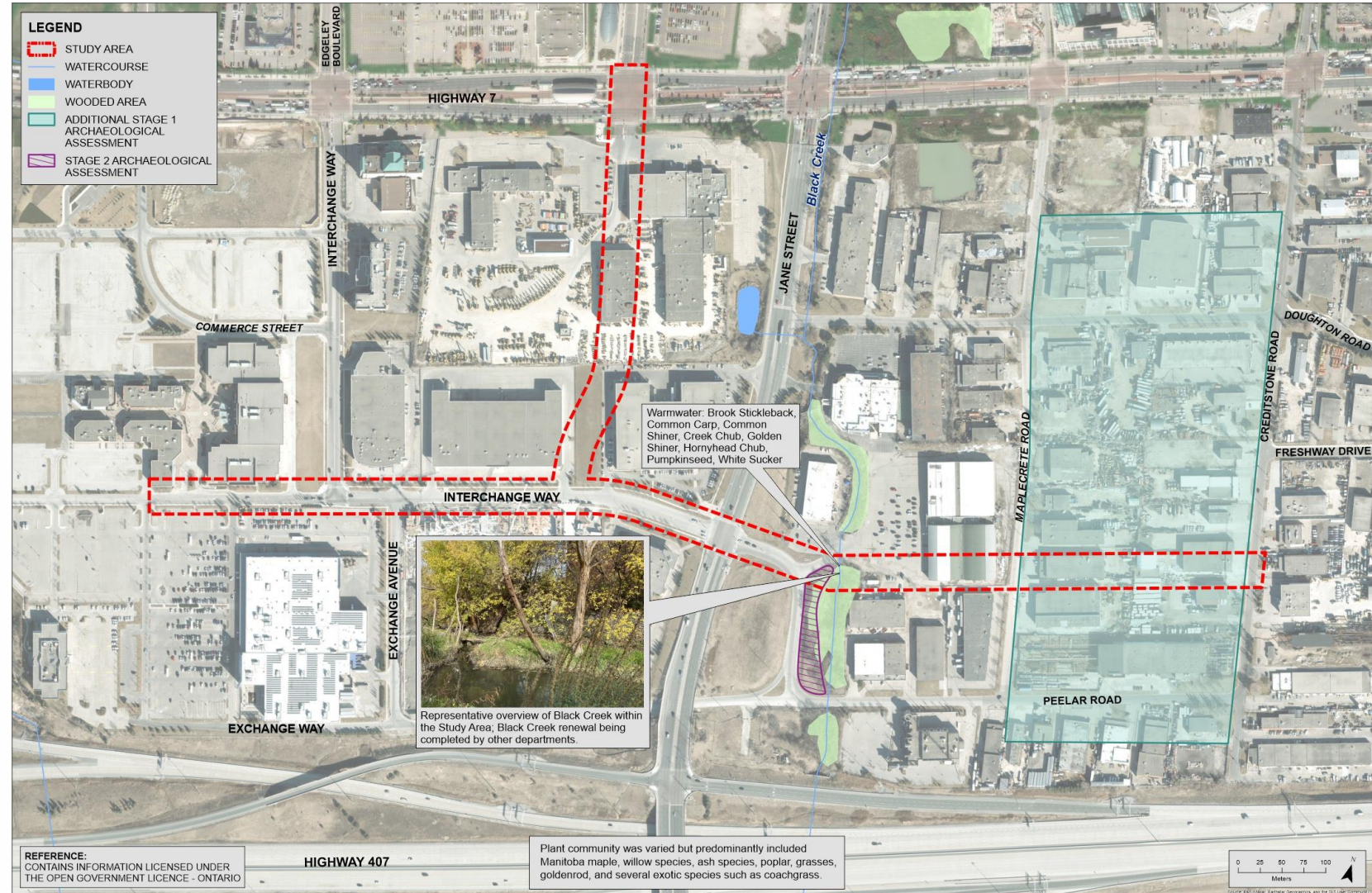
- The studies are following the **Municipal Class Environmental Assessment (MCEA)** process, which is a process set out by the Province with established phases and requirements for data collection, notification of stakeholders, public consultation and engagement, and reporting.
- There are five phases in an EA process. This study is a Schedule 'C' project, which includes Phases 1 through 4. Phase 5 of the EA process is the implementation.
- The needs and justification for both EAs was established under the 2012 VMC Transportation Master Plan (TMP). As part of the VMC TMP Update, the needs and justification of these extensions have been confirmed.





# Existing Natural Environmental Conditions

- No further cultural heritage assessments are required for this project.
- Stage 1 archaeological assessment (AA) was completed for Interchange Way and Millway Avenue and recommended Stage 2 AA east of Peelar Road. The Stage 2 AA will be completed during Detail Design.
- The area between Maplecreek and Creditstone was not included in the Stage 1 AA and this assessment will be completed this Fall 2023.
- Phase II Environmental Site Assessments are recommended to be completed to characterize soil and groundwater conditions that may impact soil management and disposal, dewatering and other aspects related to the road extensions of Interchange Way and Millway Avenue for the Vaughan Metropolitan Centre. This will be completed during Detailed Design.





*Phase 3 of the MCEA process*

# **Evaluation Process**



Refine alternative designs, as required, from PIC #1 based on public/stakeholder input.



Confirm the Evaluation Criteria established through public input, similar projects, provincial guidelines, and existing conditions.



Identify potential impacts on the natural, cultural, and socio-economic environments and technical and financial criteria.

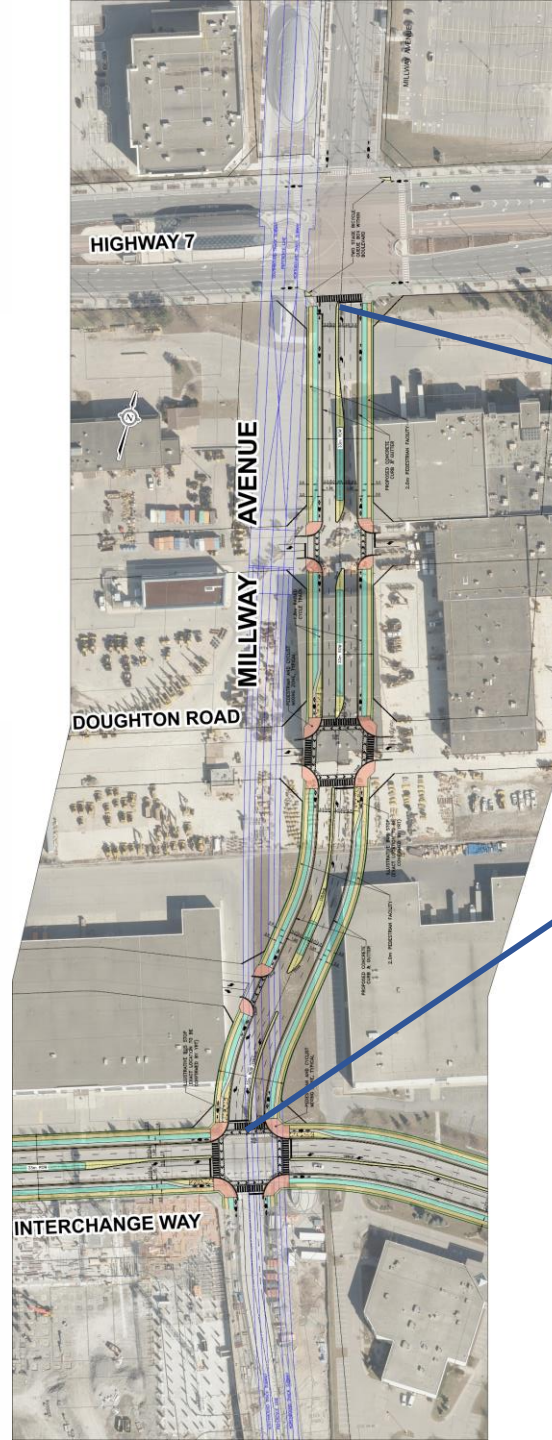


Evaluate the alternative designs, for both Millway Avenue and Interchange Way, according to their relative advantages and disadvantages and provide a score for each evaluation criteria. A score of 3 would be given for minimal to no impacts, 2 would have moderate impacts and 1 would have significant impacts.



Identify a preferred alternative design for both Millway Avenue and Interchange Way based on the alternative that has the highest score.

# Alternative Designs Millway Avenue - Option 1

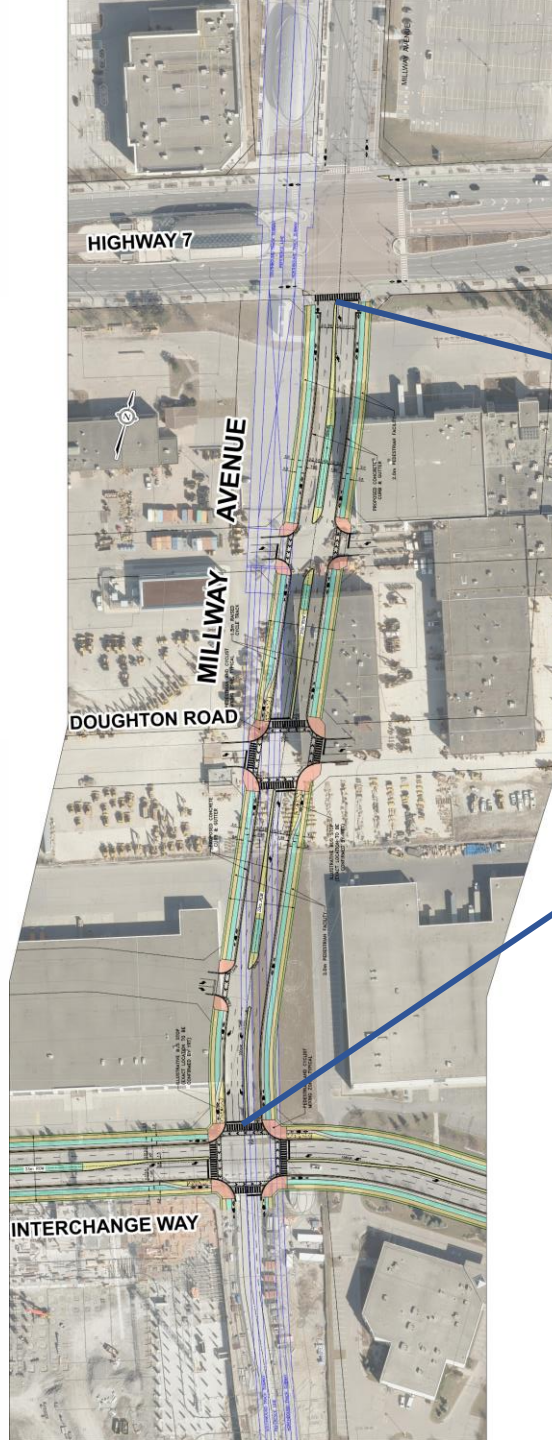


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

## LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities
- TTC Tunnel

# Alternative Designs Millway Avenue - Option 2



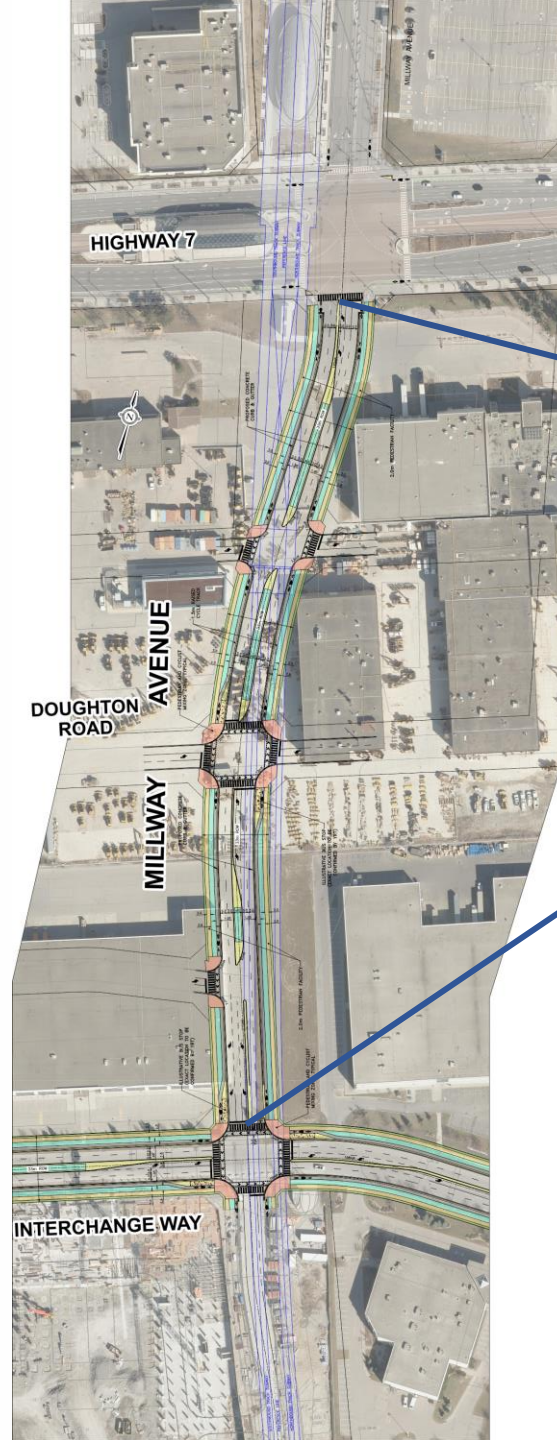
Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

## LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities
- TTC Tunnel



# Alternative Designs Millway Avenue - Option 3



Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

## LEGEND

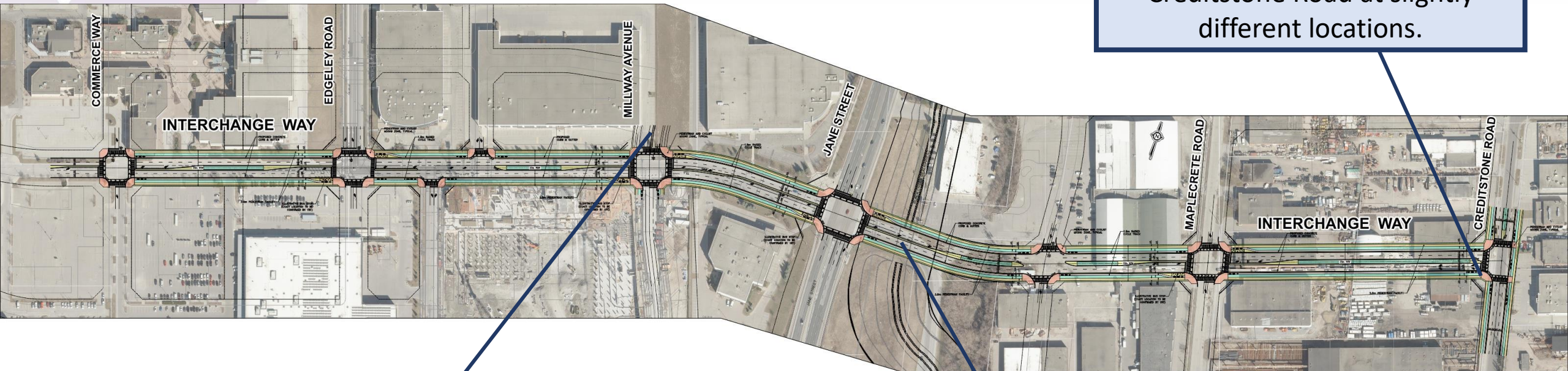
- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities
- TTC Tunnel

# Alternative Designs

## Interchange Way - Option 1

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

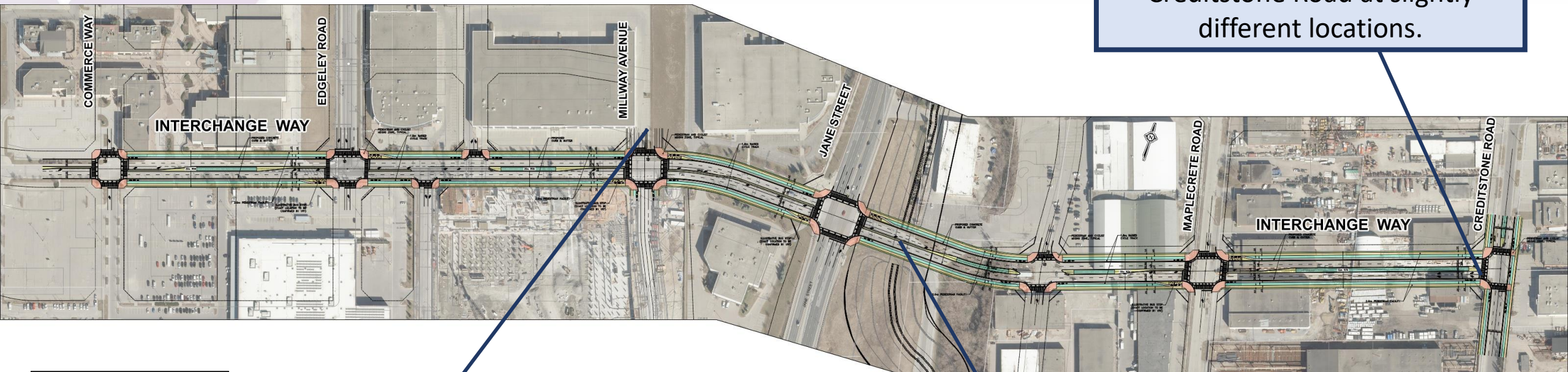


# Alternative Designs

## Interchange Way - Option 2

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.



### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

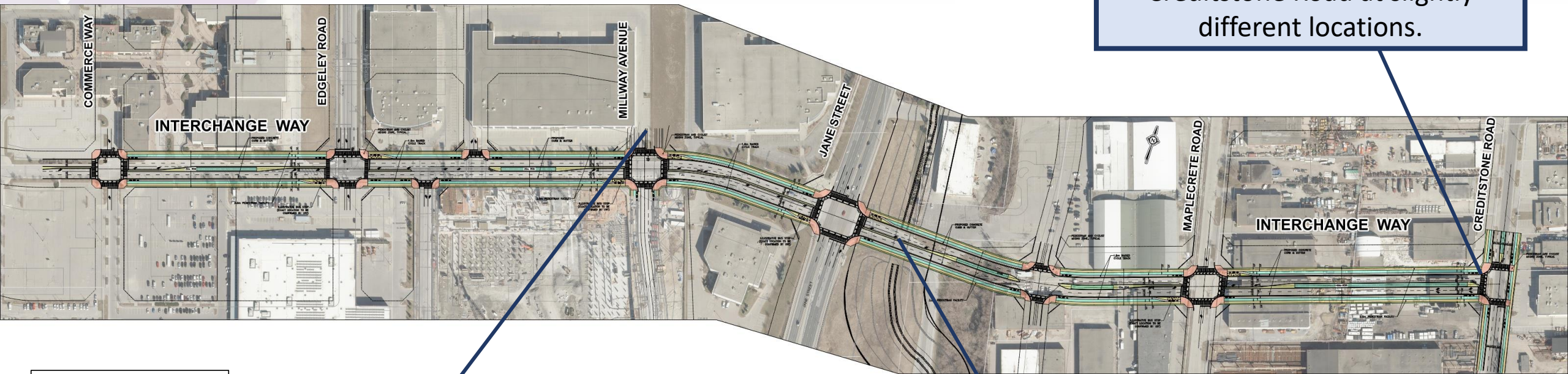


# Alternative Designs

## Interchange Way - Option 3

West of Jane Street all options are the same as the options follow the existing road alignment.

All options intersect with Creditstone Road at slightly different locations.






### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

# Evaluation Criteria for Alternative Designs

<u>Natural Environment</u>	<u>Socio-Economic Environment</u>	<u>Cultural Environment</u>
<ul style="list-style-type: none"><li>• Vegetation and Natural Heritage Features</li><li>• Wildlife and Species of Concern<ul style="list-style-type: none"><li>○ Impacts to wildlife habitats and movement corridors</li></ul></li><li>• Watercourses<ul style="list-style-type: none"><li>○ Impacts to watercourses, fish and fish habitat, including the Black Creek</li></ul></li><li>• Groundwater</li><li>• Stormwater Management<ul style="list-style-type: none"><li>○ Impacts to stormwater run-off (water quantity)</li></ul></li><li>• Air Quality &amp; Greenhouse Gas Emissions<ul style="list-style-type: none"><li>○ Impacts to local sustainability and greenhouse gases.</li><li>○ Impacts to air quality through exhaust and dust</li></ul></li><li>• Potentially Contaminated Lands</li><li>• Floodplain</li></ul> 	<ul style="list-style-type: none"><li>• Property<ul style="list-style-type: none"><li>○ Property requirements</li><li>○ Property access - impacts to private driveways and maintaining access are also important as changes to access will impact properties being affected and potentially adjacent properties.</li></ul></li><li>• Noise and Nuisance<ul style="list-style-type: none"><li>○ Impacts to Noise Sensitive Areas (NSAs)</li></ul></li><li>• Compliance with Federal, Provincial, Regional and City Policies and Guidelines</li><li>• Ability to Provide Streetscape Amenities and Landscape Elements</li><li>• Future Public Park(s) and/or Facilities as Identified in the VMC Secondary Plan</li></ul> 	<ul style="list-style-type: none"><li>• Built Heritage Resources and Cultural Heritage landscapes</li><li>• Archeological Resources</li></ul> 

# Evaluation Criteria for Alternative Designs

## Transportation

- Promotion of Comfortable Cycling and Walking Routes
  - Opportunities for transportation choices other than vehicle use
  - Address the challenges associated with new growth in the City,
  - Provide a multi-modal vision of “sustainable mobility” that can accommodate vehicles, transit, cyclists and pedestrians in a healthy community
  - Considerations for the City Active Transportation Plan
- Safety for All Modes of Travel
- Accessible Network for All Ages and Abilities
- Provide Equitable, Safe and Reliable Access to High Quality, Efficient Transit
- Road Capacity and/or Traffic Flow
- Network Resiliency for Emergency Services
  - Potential to improve response time/accessibility for emergency vehicles due to changes in travel time.
- Protect for Future Transportation Trends
  - Promotes autonomous vehicles
  - Promotes micromobility
  - Promotes drone technology



## Constructability and Cost

- Construction Costs
- Existing Utilities
- Construction Phasing
- Constructability Complexity
  - Construction of soil conditions, geometrics etc.



# Evaluation Summary of Alternatives Millway Avenue

Most Preferred 3 2 1 Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
Natural Environment				
Evaluation (scoring out of 24)	23	19	19	19
Summary	The Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.			
	Options 1, 2, and 3, are equally positioned behind the Do Nothing option. Although the result of the comparison is a slightly larger section of the manicured lawn retained for Option 3, the lawn is highly disturbed and offers very little in the way of natural habitat.			
Socio-Economic Environment				
Evaluation (scoring out of 15)	10	15	12	12
Summary	The Do Nothing option does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Millway Avenue as part of the broader planned street network within the VMC.			
	Option 1 emerged as the preferred alternative from a socio-economic perspective as it provides for greater development potential and more regular development blocks.			
	Generally, Options 2 and 3 have an adverse impact on development potential and regularity of development blocks along this corridor.			
Cultural Environment				
Evaluation (scoring out of 6)	6	6	6	6
Summary	All options are equal from a cultural environment perspective. There is no preference between any options as there are no archaeological or built or cultural heritage impacts.			

# Evaluation Summary of Alternatives Millway Avenue

Most Preferred 3 2 1 Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Millway Avenue Alternative Design - Option 1	Millway Avenue Alternative Design - Option 2	Millway Avenue Alternative Design - Option 3
Transportation				
Evaluation (scoring out of 21)	7	21	21	21
Summary	The Do Nothing option does not improve transportation aspects/criteria and increases traffic and emergency response times.	Options 1, 2, and 3 are equally weighted from a transportation perspective as they all improve safety, cycling, future transportation trends, and network resiliency.		
Constructability and Cost				
Evaluation (scoring out of 12)	12	8	8	8
Summary	The Do Nothing option is preferred from a constructability and cost perspective since it has no additional costs or construction.	Options 1, 2, and 3 are all equal in constructability and cost comparison.		
Overall Evaluation (scoring out of 78)				
	<div><div>✗</div><div>58</div><div>Do Not Carry Forward</div></div>	<div><div>✓</div><div>69</div><div>Carry Forward</div></div>	<div><div>✗</div><div>66</div><div>Do Not Carry Forward</div></div>	<div><div>✗</div><div>66</div><div>Do Not Carry Forward</div></div>
Summary	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 emerged as the preferred alternative since it improves the transportation and socio-economic aspects/criteria, and it provides for greater opportunity for development potential and more regular development blocks. Therefore, Option 1 is recommended to be carried forward.	Options 2 and 3 are not preferred since they both have an adverse impact on development potential and regularity of development blocks along this corridor.	



# Evaluation Summary of Alternatives Interchange Way





Most Preferred **3** **2** **1** Least Preferred

Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
Natural Environment				
Evaluation (scoring out of 24)	23	17	17	17
Summary	Do Nothing option is preferred from a natural environment perspective since it does not have any additional environmental impacts, although it would have an increase of air emissions likely with congestion in the study area expected with population growth.	Options 1, 2, and 3 are equally weighted. There are no environmental impacts between the three options that would make one more acceptable over another.		
Socio-Economic Environment				
Evaluation (scoring out of 15)	10	12	13	12
Summary	Do Nothing option does not support the Socio-Economic aspects/criteria and does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to advance extension of Interchange Way as part of the broader planned street network within the VMC.	Option 1 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is preferred from a socio-economic perspective as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 does not support the Socio-Economic aspects and it creates more adverse impacts to the development potential of the southern properties in comparison to the northern properties , east of Jane Street.
Cultural Environment				
Evaluation (scoring out of 6)	6	5	5	5
Summary	Do Nothing is preferred from a cultural environment perspective since it does not impact archaeological resources or built or cultural resources.	Options 1, 2, and 3 all require Stage 2 archaeological assessments.		



# Evaluation Summary of Alternatives Interchange Way

Most Preferred 3 2 1 Least Preferred

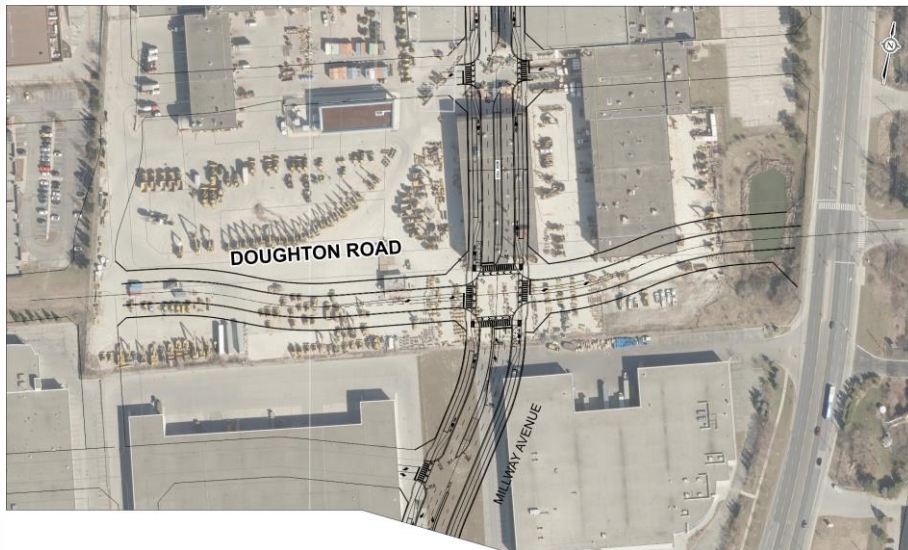
Factor/Indicator	Alternative Design - Do Nothing	Interchange Way Alternative Design - Option 1	Interchange Way Alternative Design - Option 2	Interchange Way Alternative Design - Option 3
Transportation				
Evaluation (scoring out of 21)	7	21	21	21
Summary	Do Nothing option does not improve these transportation aspects, increases traffic and emergency response times.	Options 1, 2, and 3 are equally weighted from a transportation perspective as they all improve safety, cycling, future transportation trends, network resiliency.		
Constructability and Cost				
Evaluation (scoring out of 12)	12	8	8	8
Summary	Do Nothing is preferred from constructability and cost perspective since it has no additional costs or construction.	Options 1,2,3 are all equal in constructability and cost comparison.		
Overall Evaluation (scoring out of 78)	<div><div>58</div><div> Do Not Carry Forward</div></div>	<div><div>63</div><div> Do Not Carry Forward</div></div>	<div><div>64</div><div> Carry Forward</div></div>	<div><div>63</div><div> Do Not Carry Forward</div></div>
	Do Nothing does not satisfy the Phases 1 and 2 Needs and Justification requirements as identified in the 2012 VMC Transportation Master Plan to accommodate mobility needs, with a focus on street connectivity, accessibility and support for multi-modal mobility, and integration of Transportation Demand Management (TDM).	Option 1 is not preferred since it more adversely impacts the development potential of the northern properties in comparison to the southern properties, east of Jane Street.	Option 2 is the preferred alternative as it balances the impacts between the north and south properties, as compared to options 1 and 3, east of Jane Street.	Option 3 is not preferred since it more adversely impacts the development potential of the southern properties in comparison to the northern properties, east of Jane Street.

# Millway Avenue and Doughton Road Intersection

Option 1 (Alternative a)



Option 1 (Alternative c)



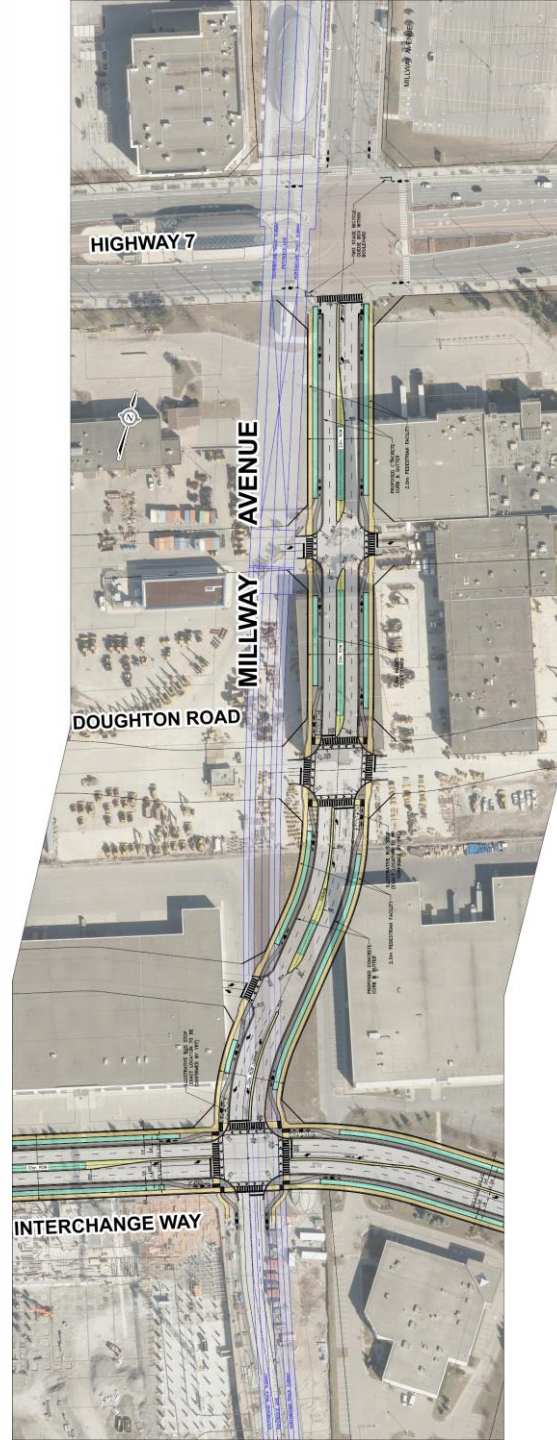
Option 1 (Alternative b)



Option 1 (Alternative b) was selected and presented on the Millway Avenue Preferred Option as it best addresses stakeholder comments while supporting the City's intentions for park space per the existing VMC Secondary Plan.

# Option 1 (Alternative b) Preferred Alternative Design Millway Avenue

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## LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Grass or Concrete Buffer
- Cycling Facilities
- TTC Tunnel

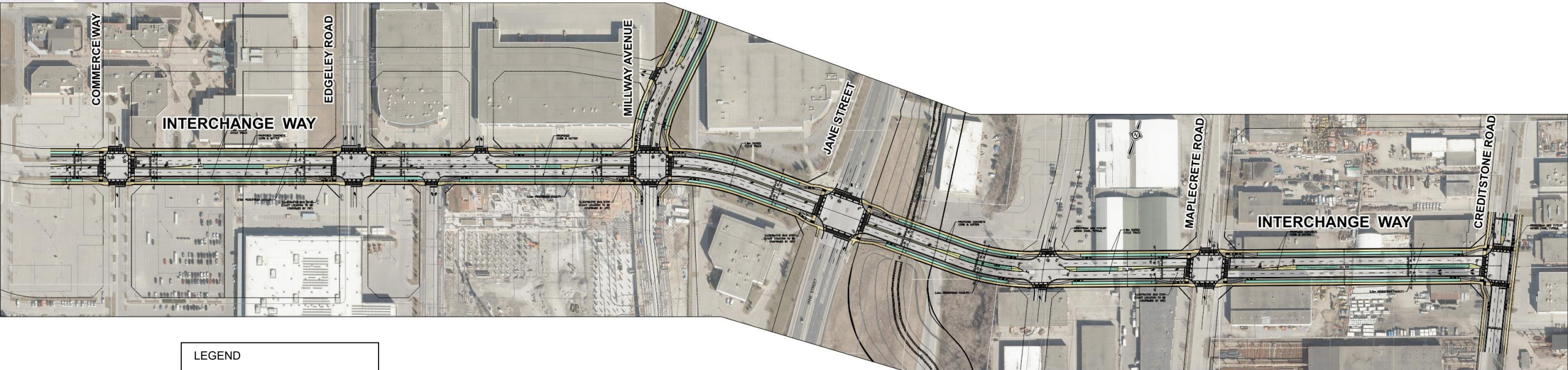


# Option 2

## Preferred Alternative Design

### Interchange Way

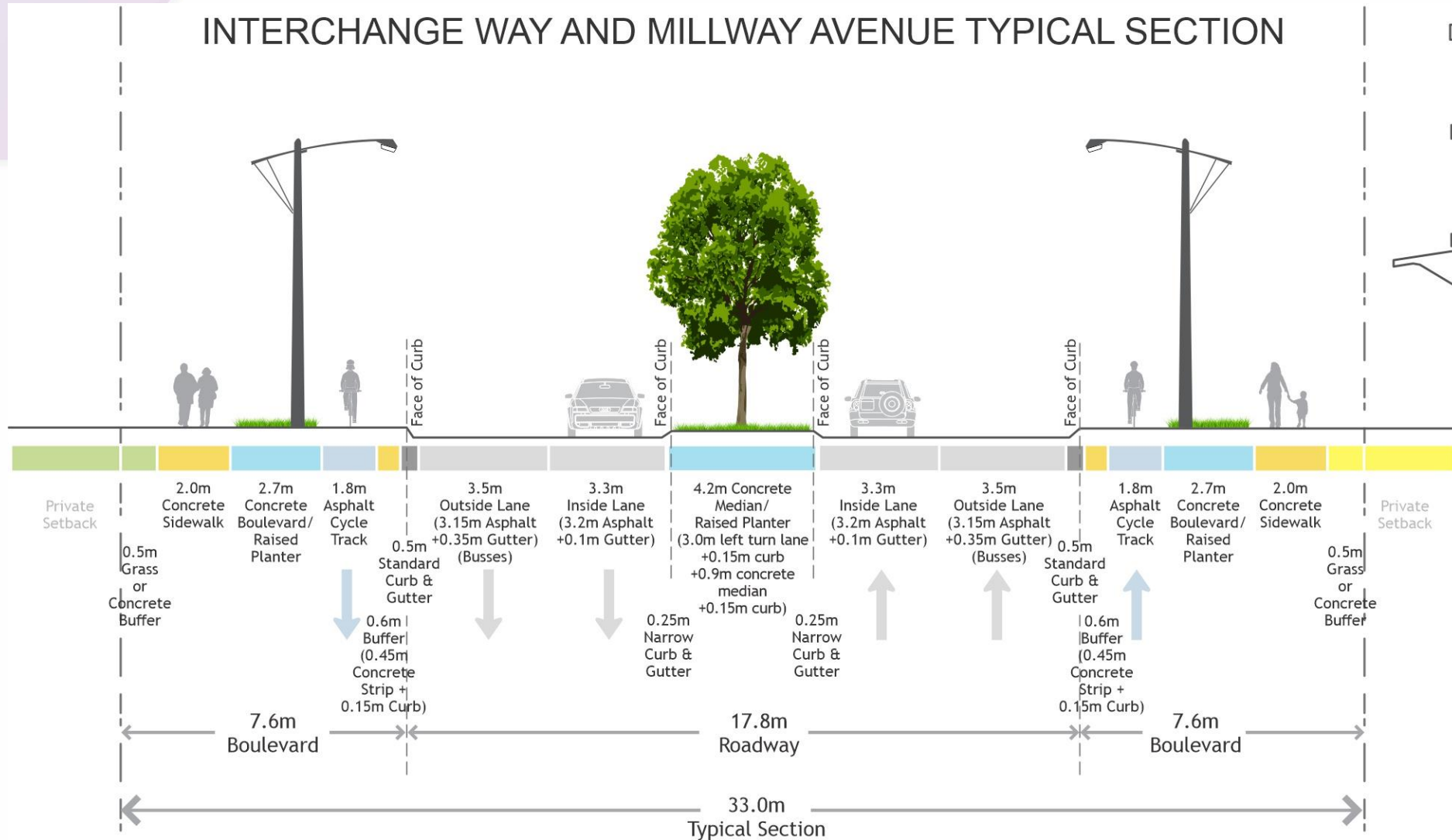
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#### LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Grass or Concrete Buffer
- Cycling Facilities

# Interchange Way and Millway Avenue Preferred Cross Section



# Environmental Studies

Existing conditions reports were completed prior to the evaluation of alternatives and provided input into the evaluation.

Further detailed technical analyses to assess impacts of the Preferred Alternatives for Millway Avenue and Interchange Way will be completed as a part of these EA Studies. The below studies are being or will be completed:



Terrestrial  
Ecosystems



Cultural Heritage



Noise



Fish and Fish  
Habitat



Archaeology



Air Quality



Groundwater



Socio-Economic



Site Contamination

These reports will be summarized as a part of the Environmental Study Reports (ESR) being completed for both EA studies.



# Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives

Anticipated Environmental Effects		Recommended Mitigation Measures and Commitments to Future Work
Natural Environment	Impacts to <b>vegetation</b> (e.g., tree and vegetation communities)	<ul style="list-style-type: none"> <li>Impacts to trees will be minimized to the extent possible through the design.</li> <li>Impacts to vegetation communities will be minimized through avoidance &amp; protection measures (e.g., ESC fencing).</li> </ul>
	Potential impacts to <b>wildlife</b>	<ul style="list-style-type: none"> <li>Impacts to wildlife during construction will be minimized / avoided (e.g., using timing windows for vegetation removals to avoid impacts to nesting migratory birds, and implementing incidental encounter protocols to avoid wildlife harassment).</li> </ul>
	Potential to impact <b>contaminated soils</b> during construction	<ul style="list-style-type: none"> <li>All impacted contaminated soils will be properly managed and disposed of during construction in accordance provincial and municipal standards.</li> </ul>
	Potential to impact <b>drainage</b> features	<ul style="list-style-type: none"> <li>A Drainage and Stormwater Management Report will be completed on the preferred alternative and mitigation measure will be considered if necessary.</li> <li>Work to rehabilitate Black Creek is being completed as a separate project.</li> </ul>
	Potential impacts to <b>groundwater</b> quality and quantities during construction	<ul style="list-style-type: none"> <li>Contractor shall be responsible for treatment of contaminated groundwater prior to release and in accordance with applicable regulations during construction.</li> <li>The Contractor will obtain all required permits prior to start of construction (e.g. water-taking permit).</li> </ul>
Socio-Economic Environment	<b>Property requirements</b> to construct recommended plan	<ul style="list-style-type: none"> <li>The City will continue to correspond with impacted property owners throughout the study.</li> <li>The City will continue to reduce property impacts wherever possible.</li> </ul>
	Change in <b>noise</b> during construction and following completion of road	<ul style="list-style-type: none"> <li>Construction will be completed in accordance with the Municipal Noise By-laws and their standard construction measures for noise.</li> <li>A noise impact assessment is being prepared.</li> </ul>
	Change in <b>air quality</b> during construction and following completion of road	<ul style="list-style-type: none"> <li>Emissions from construction operations will be managed through best management practices for construction operations and monitoring and mitigation requirements will be considered.</li> <li>An air quality impact assessment is being prepared.</li> </ul>

# Summary of Preliminary Environmental Impacts and Proposed Mitigation for Millway Avenue and Interchange Way Preferred Alternatives

Anticipated Environmental Effects		Recommended Mitigation Measures and Commitments to Future Work
Cultural Environment	Potential impacts to areas of <b>archaeological</b> potential and archaeological resources	<ul style="list-style-type: none"><li>• A Stage 1 archaeological assessment has been completed for the study area. Further archaeological assessments will be completed on areas with potential as early as possible during detailed design and prior to any ground disturbing activities.</li><li>• If previously undocumented archaeological resources be discovered, work will cease and a licensed archaeological will carry out an archaeological assessment. The appropriate Indigenous Communities and agencies will be contacted for direction.</li><li>• Should human remains discovered, all activities will cease immediately and the police or coroner will be notified.</li></ul>
	Potential impacts to areas with potential for <b>built heritage resources and cultural heritage landscapes</b> .	<ul style="list-style-type: none"><li>• A cultural heritage existing conditions report has been completed for the study area. No further cultural heritage assessments are required for this project.</li></ul>
Transportation Considerations	<b>Emergency access</b>	<ul style="list-style-type: none"><li>• Advanced notice will be provided to emergency service providers notifying them of construction start and anticipated lane closures, if required.</li></ul>
	<b>Traffic interruptions and delays</b>	<ul style="list-style-type: none"><li>• Advanced signage will be provided to motorists to notify them of construction start, and any lane closures, and detour routes required for construction.</li></ul>
	<b>Construction staging</b>	<ul style="list-style-type: none"><li>• Advanced notice will be provided to property owners to notify them of construction start and any disruptions to existing accesses, as well as construction contractors and/or City's contact information. Access to all properties will be maintained.</li></ul>

# Next Steps

**After this Public Information Centre #2, the following activities will take place:**



- Review the comments received prior to and following PIC #2 and respond to comments.
- Comments are kindly requested by **January 31, 2024**;
- Incorporate any refinements into the Preferred Alternative based on public and agency input;
- Complete Technical Reports;
- Continue to discuss with impacted property owners and arrange meetings as needed;
- Prepare Environmental Study Reports (ESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives; and,
- Anticipate filing two (2) ESRs for a 30-day public and agency review and comment period in Spring 2024.



**We encourage you to provide comments online by January 31, 2024:**



# **Contact Information**

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Visit [vaughan.ca/VMCTMP](https://vaughan.ca/VMCTMP), for all project information.

To be added to the study's mailing list email [vmctmp@wsp.com](mailto:vmctmp@wsp.com) or reach out to:

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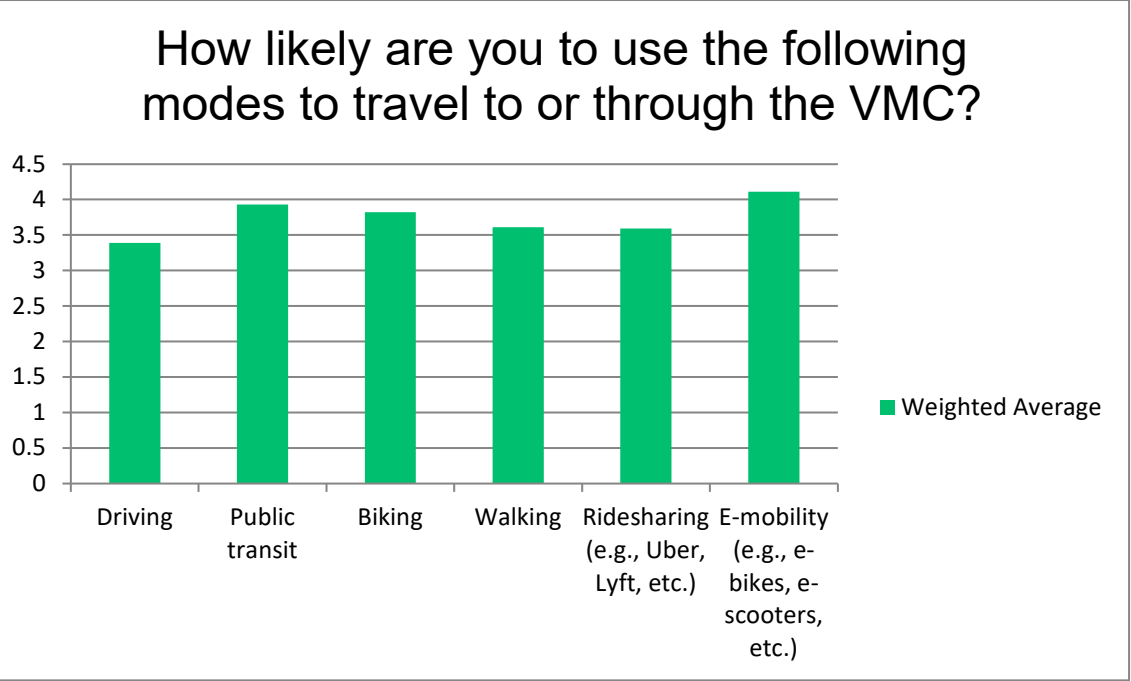
# SURVEY MONKEY RESULTS



VMC Transportation Master Plan

How likely are you to use the following modes to travel to or through the VMC?

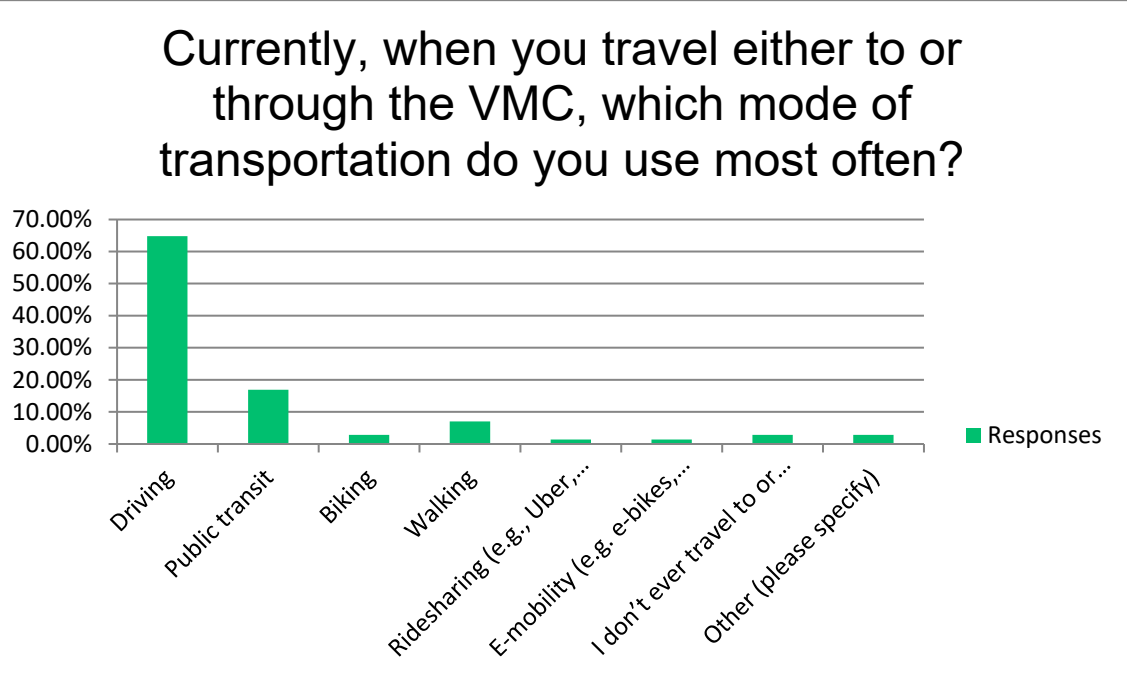
	Very likely		Likely		Neither		Unlikely		Very unlikely		Don't know/unsure	I already use this mode to travel through the VMC		Total	Weighted Average	
Driving	40.85%	29	15.49%	11	1.41%	1	2.82%	2	11.27%	8	1.41%	1	26.76%	19	71	3.39
Public transit	15.49%	11	22.54%	16	8.45%	6	8.45%	6	19.72%	14	2.82%	2	22.54%	16	71	3.93
Biking	7.04%	5	14.08%	10	18.31%	13	18.31%	13	36.62%	26	4.23%	3	1.41%	1	71	3.82
Walking	11.27%	8	32.39%	23	8.45%	6	9.86%	7	22.54%	16	1.41%	1	14.08%	10	71	3.61
Ridesharing (e.g., Uber, Lyft, etc.)	8.45%	6	19.72%	14	16.90%	12	25.35%	18	21.13%	15	5.63%	4	2.82%	2	71	3.59
E-mobility (e.g., e-bikes, e-scooters, etc.)	5.63%	4	7.04%	5	14.08%	10	22.54%	16	45.07%	32	5.63%	4	0.00%	0	71	4.11
															Answered	71
															Skipped	0



VMC Transportation Master Plan

Currently, when you travel either to or through the VMC, which mode of transportation do you use most often?

Answer Choices	Responses	
Driving	64.79%	46
Public transit	16.90%	12
Biking	2.82%	2
Walking	7.04%	5
Ridesharing (e.g., Uber, Lyft, etc.)	1.41%	1
E-mobility (e.g. e-bikes, e-scooters, etc.)	1.41%	1
I don't ever travel to or through the VMC	2.82%	2
Other (please specify)	2.82%	2
Answered		71
Skipped		0



Respondent ID	Response Date	Other (please specify)	Tags
118270760285	Mar 16 2023 11	I live here. So all the above. I drive, take public transit, and walk through it.	
118259959140	Mar 05 2023 11	I used buses during the winter months and cycle in the summer	

VMC Transportation Master Plan

Are there any additional modes of transportation that should be considered for the VMC? (Optional)

Answered 19

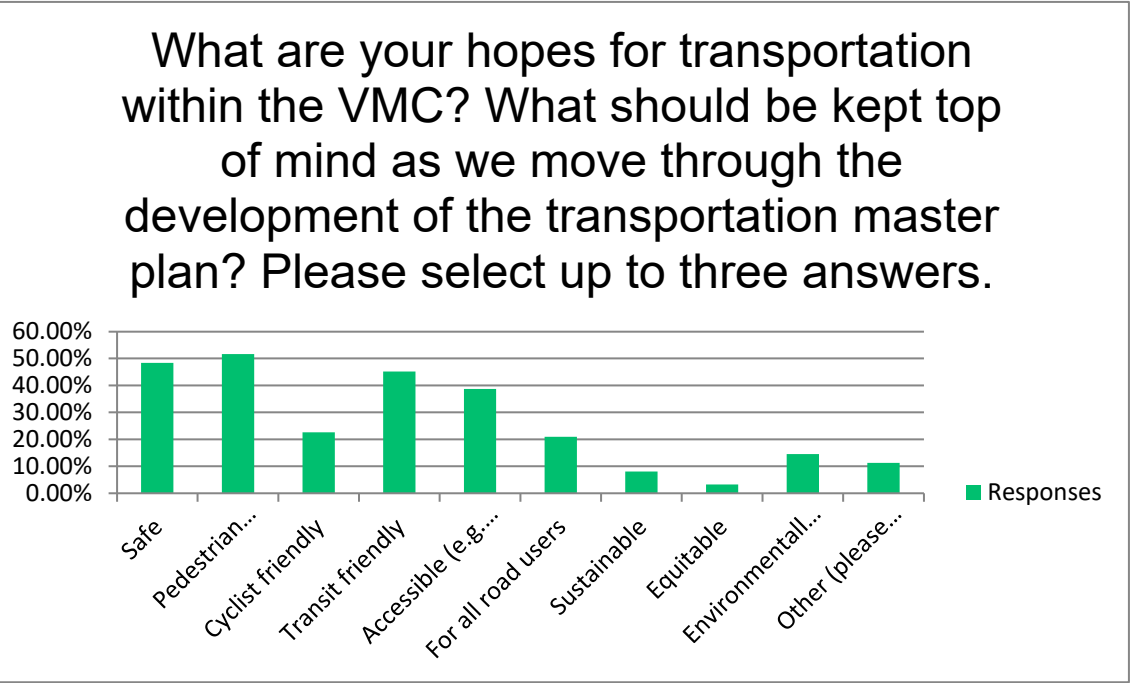
Skipped 52

Respondent ID	Response Date	Responses
118271037842	Mar 17 2023 07:40 AM	Subway should have been extended to Teston and Jane to cover off future growth. This would reduce gridlock along Jane, Weston and sometimes Hwy 400. Transit buses are at the mercy of traffic.
118270760285	Mar 16 2023 10:38 PM	Underground walking tunnel system like The Path in Toronto.
118266457875	Mar 13 2023 12:38 AM	wheelchairs
118264241436	Mar 09 2023 06:25 PM	Streetcars
118263298361	Mar 08 2023 10:43 PM	no
118259959140	Mar 05 2023 10:04 AM	I think a bridge over the rail depot to join Langstaff Road is a huge undertaking, but would certainly help redirect a lot of heavy commercial vehicles away from Hwy 7 and the VMC area.
118259001926	Mar 03 2023 04:22 PM	More buses along Hwy 7
118258080294	Mar 02 2023 07:27 PM	Streetcars
118257706835	Mar 02 2023 11:43 AM	Monorail? 🚶♂️
118257644731	Mar 02 2023 10:42 AM	No but make parking less expensive
118251247332	Feb 23 2023 10:47 AM	Zip car
118247785997	Feb 18 2023 10:48 PM	There are lots of people getting picked up and dropped off throughout VMC, such as carpooling, WheelTrans and ridesharing, but there's not a lot of places to pull over without inconveniencing traffic. I would also enjoy more walking trails.
118246307301	Feb 16 2023 06:26 PM	Streetcar
118245355607	Feb 15 2023 09:36 PM	no
118245330766	Feb 15 2023 08:57 PM	Cycling should, but it is so dangerous to be on Highway 7 without grade separated cycle tracks. As well it is not enjoyable biking beside so many cars. I wish there was a cyclepath away from the road.
118245263795	Feb 15 2023 07:32 PM	More bike lanes
118236613198	Feb 04 2023 12:52 PM	Improving the bicycle infrastructure in the areas around the VMC. The bicycle lanes on Highway 7 are laughable - not separated, full of junk and detritus, riding at eye level with whatever a semi throws off.
118235914884	Feb 03 2023 11:11 AM	Underground path system
118235848983	Feb 03 2023 10:00 AM	Carpool, taxi.

VMC Transportation Master Plan

What are your hopes for transportation within the VMC? What should be kept top of mind as we move through the development of the transportation master plan? Please select up to three answers.

Answer Choices	Responses	
Safe	48.39%	30
Pedestrian friendly	51.61%	32
Cyclist friendly	22.58%	14
Transit friendly	45.16%	28
Accessible (e.g. easy to get to etc.)	38.71%	24
For all road users	20.97%	13
Sustainable	8.06%	5
Equitable	3.23%	2
Environmentally friendly	14.52%	9
Other (please specify)	11.29%	7
Answered		62
Skipped		9

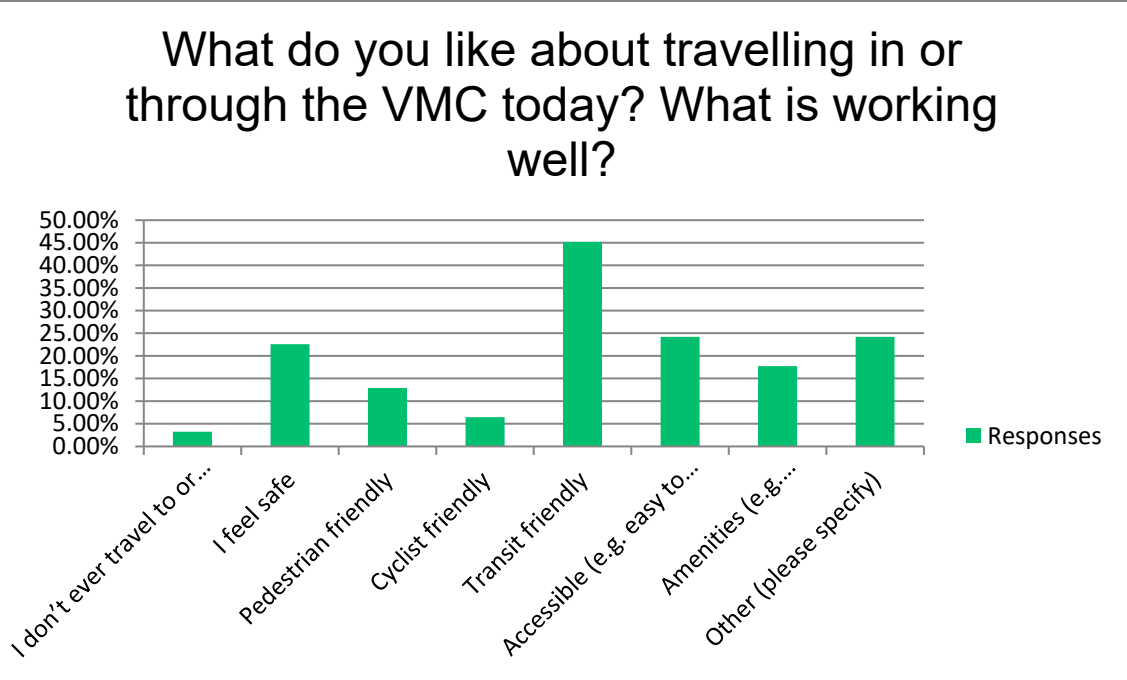


Respondent ID	Response Date	Other (please specify)	Tags
118271037842	Mar 17 2023 07:42 AM	Parking facilities	
118257644731	Mar 02 2023 10:44 AM	More bus times. Why are we waiting for buses to run every 40 minutes	
118257630925	Mar 02 2023 10:31 AM	Speed and minimal lights	
118251189436	Feb 23 2023 09:49 AM	Space for Passenger drop off and pick up is insufficient and unsafe	
118245382563	Feb 15 2023 10:27 PM	Maintain viability of motor vehicle facilities	
118245355607	Feb 15 2023 09:40 PM	Throttle back on cycling initiatives	
118235984934	Feb 03 2023 12:37 PM	Connection to the vaughan super trail	

VMC Transportation Master Plan

What do you like about travelling in or through the VMC today? What is working well?

Answer Choices	Responses	
I don't ever travel to or through the VMC	3.23%	2
I feel safe	22.58%	14
Pedestrian friendly	12.90%	8
Cyclist friendly	6.45%	4
Transit friendly	45.16%	28
Accessible (e.g. easy to get to, etc.)	24.19%	15
Amenities (e.g. shopping, restaurants, employment, etc.)	17.74%	11
Other (please specify)	24.19%	15
Answered		62
Skipped		9



Respondent ID	Response Date	Other (please specify)	Tags
118274585784	Mar 21 2023 05:50 PM	None of the above	
118272095401	Mar 18 2023 04:58 PM	Drop off friendly	
118266457875	Mar 13 2023 12:42 AM	Convenient	
		It's direct. Often cycle lanes wind through residential areas, but it's much more effective for them to go along straight & direct routes.	
118259959140	Mar 05 2023 10:09 AM	The mini events held in the square	
118258001300	Mar 02 2023 05:26 PM	fast	
118257636813	Mar 02 2023 10:43 AM	i don't like it because I don't feel safe	
118257637815	Mar 02 2023 10:39 AM	nothing in particular	
118254205153	Feb 27 2023 11:21 AM	I don't agree with the above mentioned	
118252638544	Feb 24 2023 07:28 PM	Too much traffic, crime, congestion	
118245708462	Feb 16 2023 07:55 AM	i do not like travelling through vmc	
118245364451	Feb 15 2023 09:56 PM	VMC is irrelevant to me. And I don't like your guided response options	
118245355607	Feb 15 2023 09:40 PM	it is literally terrible to travel -- even driving, and that is saying something	
118245330766	Feb 15 2023 08:59 PM	Tgggdd	
118236212037	Feb 03 2023 05:33 PM		
118235914884	Feb 03 2023 11:16 AM	It is close proximity to other city amenities	



VMC Transportation Master Plan

What, if any, are the top three transportation challenges within the VMC?

Answer Choices	Responses	
1	100.00%	62
2	87.10%	54
3	66.13%	41
Answered		62
Skipped		9

Respondent ID	Response Date	1	Tags	2	Tags	3	Tags
118277704419	Mar 24 2023 04:37 PM	Bicycle/emobility storage would be helpful		Public transit affordability		Not enough separated bike paths on streets leading to VMC (safety and accessibility issue)	
118276637525	Mar 23 2023 03:49 PM	Parking/Drop off					
118274601633	Mar 21 2023 06:17 PM	Hostile for those that don't drive		Buses/PublicTransportation are inefficient and take too long to arrive		No bike infrastructure	
118274585784	Mar 21 2023 05:50 PM	Not walkable or bikeable - everyone drives because of that		Highway 7 is a major barrier for pedestrians		Poor public transportation	
118273202062	Mar 20 2023 12:47 PM	Too many traffic lights		Getting around, not enough roads going over HWY 400			
118272095401	Mar 18 2023 04:58 PM	Larger Drop off/pick up zone		Affordable parking			
118271037842	Mar 17 2023 07:42 AM	Commuter parking		Poor road infrastructure		Jane Street needs HOV lanes North and Southbound	
118270760285	Mar 16 2023 11:02 PM	YRT Buses and stops outside the middle designated bus lane slowing down the right lane traffic immensely.		Crossing Highway 7 as a pedestrian feels unsafe		Small bike lanes too close to live traffic	
118270481159	Mar 16 2023 03:53 PM	Car traffic		Dangerous bike lanes		no priority for transit signals	
118270186510	Mar 16 2023 10:42 AM	Incorrect signage.		Some busses run on HWY 7 stop and some go to the terminal.		Parking is too expensive. More parking needed.	
118266457875	Mar 13 2023 12:42 AM	Car drop off and pick up at the subway					
118265965346	Mar 11 2023 11:10 PM	Drop off by car beside the subway is difficult due to no spot designated for it.		between the subway and above ground parking spots. Cars are stuck idling because of small roads and other cars idling by the		Not enough buses leaving/going to the VMC. Particularly at late night when trying to connect to other bus routes within Vaughan that also stop running early and need a longer schedule.	
118264887011	Mar 10 2023 10:06 AM	dedicated roads/routes, as they currently interfere significantly with other vehicle traffic		Roads are geared towards vehicles, making it unsafe for pedestrians		Amenities, while improving, are still very much lacking (e.g. grocery stores)	
118264241436	Mar 09 2023 06:28 PM	Overcrowding		Completions not meeting deadlines		Too vongested	
118263298361	Mar 08 2023 10:45 PM	aad		af		gg	
118259959140	Mar 05 2023 10:09 AM	at the intersection of Hwy 7 and Jane St.		The fact that the bulk of the cycle lanes are not protected from other road users.		The fact that the bulk of the cycle lanes are street-level and often collect hazardous debris from other traffic.	
118259030055	Mar 03 2023 05:04 PM	Congestion on roads during rush hour traffic		Traffic lights cycle not optimized for optimal flow of traffic		Too much traffic on residential roads (like Summeridge Drive)	
118259001926	Mar 03 2023 04:27 PM	Regular public transportation Access from hwy 7 & Rutherford		Drop off pick up parking area		Safety	

118258080294	Mar 02 2023 07:28 PM	Too car centred		
118258001300	Mar 02 2023 05:26 PM	Not all buses use the terminal	Cars parking in side streets leading to congestion	No designated passenger drop off space
118257928721	Mar 02 2023 03:47 PM	No drop-off/pickup area for the subway	Parking is expensive	No amenities
118257727180	Mar 02 2023 12:04 PM	too much traffic		
118257706835	Mar 02 2023 11:51 AM	Stoplight missing @ Millway Avenue & New Park Place		
118257644731	Mar 02 2023 10:44 AM	Lack of bus times	Construction	Not enough kiss and ride areas
118257636813	Mar 02 2023 10:43 AM	too many traffic lights	hwy 7 is too wide	it's designed around cars not people
118257637815	Mar 02 2023 10:39 AM	safety	traffic	congested
118257630925	Mar 02 2023 10:31 AM	Congestion	Construction	Hwy400 mergers onto highway 7 cheat at lights
118254205153	Feb 27 2023 11:21 AM	too many cars, poor alternate connections to rest of city	few ground level amenities/shops to encourage strolling	
118252638544	Feb 24 2023 07:28 PM	Lacking of Parking access	Lacking of shades and trees for pedestrian friendly	Lacking of Public Parks
118251247332	Feb 23 2023 10:47 AM	Parking	No shopping	
118251189436	Feb 23 2023 09:49 AM	Insufficient Passenger drop off and pick up area	Lack of amenities	Need additional parking for transit users if the current 'temporary' lots are proposed condo sites
118247785997	Feb 18 2023 10:57 PM	For pedestrians, sidewalks start and end abruptly and unpredictably.	Street car parking cuts into driving lanes.	Too much construction.
118246694509	Feb 17 2023 07:21 AM	High traffic volume	Poor traffic light timing	Poor advanced left turning lights in certain intersections
118246325837	Feb 16 2023 07:13 PM	goes from Al Palladini Community Centre to VMC Bus Terminal		
118246307301	Feb 16 2023 06:27 PM	Not enough busses	Not safe for cyclist	Not safe for riders
118246211855	Feb 16 2023 04:14 PM	Lack of public transit aside from few routes	Lack of external road connections	Truck traffic
118245708462	Feb 16 2023 07:55 AM	Congestion all day	Road rage	
118245382563	Feb 15 2023 10:27 PM	"Kiss and ride" facility for subway stop instead of parking on roadways.	Eliminating traffic signals in favour of roundabouts	Keeping "vulnerable road users" off the road on on their own pathways.
			theres a railway bridge over the road near hwy 7 and bowes where there is a very thin and unsafe sidewalk, impossible to walk on or cycle	
118245364451	Feb 15 2023 09:56 PM	heavy traffic on hwy 7		
118245355607	Feb 15 2023 09:40 PM	Parking	Congestion	

118245330766	Feb 15 2023 08:59 PM	Need to go through VMC because Langstaff is not continuous	Cycling is dangerous due to lack of grade separation	Cycling/walking is not enjoyable due to car traffic
118245263795	Feb 15 2023 07:34 PM	Not enough amenities within the VMC	More cycling/walking paths	Needs more grocery stores within vmc
118245256263	Feb 15 2023 07:21 PM	No sidewalk on Jane Street from portage parkway to highway 7	Lots of cars and construction	
118237983532	Feb 06 2023 06:57 PM	Landlocked by two highways and train yard	Trucks moving in and out of train yard causing significant traffic jam	
118237827623	Feb 06 2023 04:30 PM	parking	transit	
118237441940	Feb 06 2023 09:13 AM	Congestion	Construction	does not appear to be cyclist friendly
118236613198	Feb 04 2023 12:55 PM	A transit-oriented community with roads still tailored to car-drivers	Lack of amenities in the immediate vicinity	Barriers to entry and use - getting here on a bus takes a long time, but you have to pay for parking
118236317571	Feb 03 2023 09:31 PM	Difficult for pedestrians and cyclists to cross Highway 7	Substandard bus and BRT route options at the subway	Automobile congestion on Highway 7
118236307539	Feb 03 2023 08:56 PM	Lack of Public green space to sit and relax	Heavy traffic and wide roads on surrounding arterials	
118236212037	Feb 03 2023 05:33 PM	Dd	Dd	Dd
118236067454	Feb 03 2023 02:15 PM	Too much traffic	No sidewalks on jane street	Dangerous trucks/companies mixed in with the area
118235999036	Feb 03 2023 12:49 PM	Parking	Just driving though	Passenger Drop Off for Subway
118235984934	Feb 03 2023 12:37 PM	to allow safe cycling into the VMC, not through highway 7	If you are driving, it's difficult to find parking.	in the periphery of vaughan. Connection to the GO train routes in not good.
118235913533	Feb 03 2023 11:22 AM	Traffic	More lanes	More buses
118235914884	Feb 03 2023 11:16 AM	Vehicular traffic	Few completed road connections and large development blocks	Intersections are too large and dangergous for pedestrian crossings
118235870534	Feb 03 2023 10:23 AM	vehicular traffic congestion and capacity issues	pedestrian and cyclist safety	
118235848983	Feb 03 2023 10:05 AM	Improvements to the pedestrian environment.	Service improvements to yrt to access areas beyond the vmc.	
118235844047	Feb 03 2023 09:55 AM	n/a		
118235848022	Feb 03 2023 09:54 AM	Social opposition to non-car transit	Location (sprawl)	Lack of synergies between the different transportation orgs
118235833994	Feb 03 2023 09:39 AM	crossing hwy 7	completely connected ped and bike network	walking, cycling connections to TO
118235234886	Feb 02 2023 02:52 PM	Congestion	Lack of safe cycling facilities	Narrow sidewalks
118235171446	Feb 02 2023 01:40 PM	Parking		

VMC Transportation Master Plan

Do you have any final thoughts or ideas to share with the City? (Optional)

Answered29

Skipped42

Respondent ID	Response Date	Responses	Tags
118277704419	Mar 24 2023 04:37 PM	City needs to invest more into separated bike lanes to make it safer and more attractive to choose non-car modes of transportation. City bylaws should also allow these lanes to be used by e-mobility devices, such as electric scooters. This is vital to make our transportation system more sustainable and help transition into low-carbon system.	
118274601633	Mar 21 2023 06:17 PM	Many cities across the world have shown that prioritising active transportation over cars creates a more healthy, sustainable, equitable and efficient way of getting around. I fear that Vaughan will be too car-dependent and will not be a future place people will want to visit, live or work in as many new residents come from places where they don't have a license and would rather get around by transit, cycling or walking. Owning a car can be too expensive and does not create social cohesion and enjoyment of our cities. I think Vaughan should have a goal of being one of the most bike-friendly cities in North America. Vaughan is only 200sq km, so its compactness should be a strength rather than a weakness.	
118272095401	Mar 18 2023 04:58 PM	My case ( and many others) Drop off loop for parents(or anyone) to pick up/drop loop to pick their children	
118270760285	Mar 16 2023 11:02 PM	I live in the VMC and find my three point issues can be resolved. Move the YRT to the middle bus lanes on highway 7. For pedestrians, consider pedestrian bridges or tunnels or all directional crossing (like dundas square). For safer bike lanes adjust the bike lanes to be above the curb in between the sidewalk, so that cars cannot cross over to them even by accident, (similar to that on Dundas street west at Roncesvalles Ave in Toronto).	
118270481159	Mar 16 2023 03:53 PM	add priority for tranist signals, increase frequency of busses, raise dedicated bike lanes to match West of 400,	
118270186510	Mar 16 2023 10:42 AM	Work to extend subway to major Mac.	
118266457875	Mar 13 2023 12:42 AM	Need to provide a car drop off & pick up location while keeping pedestrian safety and access top of mind.	
118264887011	Mar 10 2023 10:06 AM	Highway 7, in particular, is very difficult to maneuver, as it is clogged with transport trucks, so neither is it easy for other vehicles to use, but is also very unfriendly to pedestrians - is there another route they could be using, as most retail activity for residents is along highway 7, until other amenities get established.	
118264241436	Mar 09 2023 06:28 PM	Yes, the subway should come to Rutherford at Vaughan Mills to ease congestion and service becoming more efficient	
118263298361	Mar 08 2023 10:45 PM	aa	
118259959140	Mar 05 2023 10:09 AM	Please consider a project to raise and separate the cycle lanes along Hwy 7 from the road traffic.	
118259001926	Mar 03 2023 04:27 PM	Would love to use it more often if more public transport accessed it from Hwy 7 & Rutherford and safety & cleanliness remained very good.	
118258001300	Mar 02 2023 05:26 PM	Ensure all buses access the city and that all buses use the centre lane on hwy 7. It's a shame to have spent so much money on it and there are buses still not using that lane. What was the point of building it. Also, add an express bus to Walmart from VMC using portage way and servicing the industrial area.	
118257706835	Mar 02 2023 11:51 AM	No comment.	
118257644731	Mar 02 2023 10:44 AM	So congested and full of traffic with no end in sight. Worse than driving in Toronto	
118257636813	Mar 02 2023 10:43 AM	should create some areas more pedestrian-friendly.	
118257637815	Mar 02 2023 10:39 AM	too many condos in the area. lots of congestion and traffic. because of this I'm considering moving from Vaughan. I'm disappointed with all their plans. vaughan used to a great place to live.	
118252638544	Feb 24 2023 07:28 PM	Where is the square for public gathering in festive season?	
118251189436	Feb 23 2023 09:49 AM	Cars will are the primary mode of transport in the suburbs and the most popular way to commute to VMC station. This fact cannot be ignored. The area has to be able to accommodate more commuter parking and a larger, safer area for ttc passenger drop off and pick up	

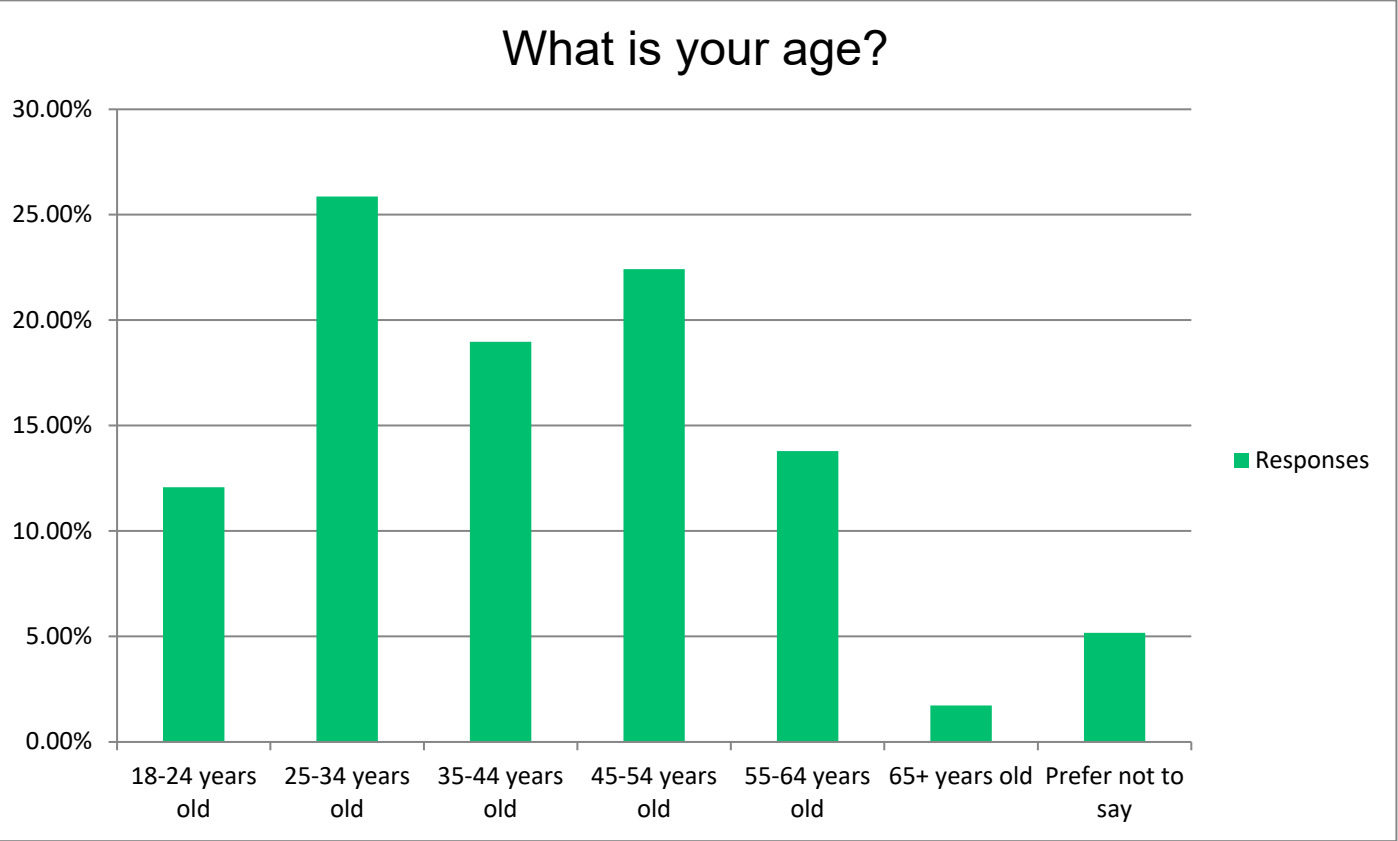
118247785997	Feb 18 2023 10:57 PM	Please give us more dog friendly space like parks. It is not very walkable to actual stores. It is walkable mostly around public transit. 1. I feel like the subway should be extended from VMC Station to Major Mackenzie and Jane Street
118246325837	Feb 16 2023 07:13 PM	2. There should be YRT local bus service from
118245382563	Feb 15 2023 10:27 PM	The VMC needs green space. Otherwise it will become a concrete jungle. Too much time, attention and cash spent on cycling initiatives. Get real. We're a series of subdivisions in a cold weather climate. Cycling as a significant mode of transit is
118245355607	Feb 15 2023 09:40 PM	just not going to happen
118245330766	Feb 15 2023 08:59 PM	Grade separated cycletracks AND/OR new multiuse path away from roads
118237983532	Feb 06 2023 06:57 PM	Not enough amenities available in VMC area A grocery store within the VMC footprint is absolutely essential. The community has to leave to do so many of the basic functions of living, and it's not easy to get in and
118236613198	Feb 04 2023 12:55 PM	out of the area, by any mode of transportation. VMC needs more sidewalks and safe travel spaces. There's so much traffic you can't get out of the buildings and travel through the area.
118236067454	Feb 03 2023 02:15 PM	Needs free places to park. Condo buildings shouldn't charge visitors
118235914884	Feb 03 2023 11:16 AM	Having more streets to move through the VMC, coupled with more sidewalks and landscaping would make it more enticing for pedestrians
118235848983	Feb 03 2023 10:05 AM	As noted above, improving yrt service in order to facilitate transfers from ttc to/from other areas of vaughan.



VMC Transportation Master Plan

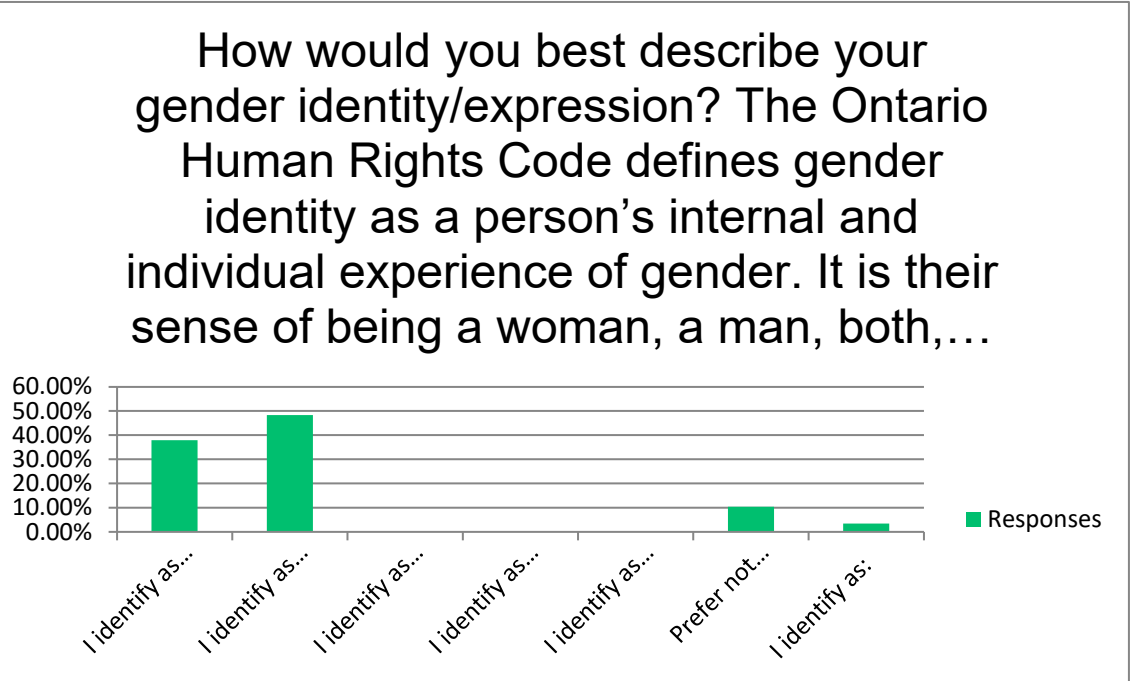
What is your age?

Answer Choices	Responses	
18-24 years old	12.07%	7
25-34 years old	25.86%	15
35-44 years old	18.97%	11
45-54 years old	22.41%	13
55-64 years old	13.79%	8
65+ years old	1.72%	1
Prefer not to say	5.17%	3
Answered		58
Skipped		13



How would you best describe your gender identity/expression? The Ontario Human Rights Code defines gender identity as a person’s internal and individual experience of gender. It is their sense of being a woman, a man, both, neither or anywhere along the gender spectrum.

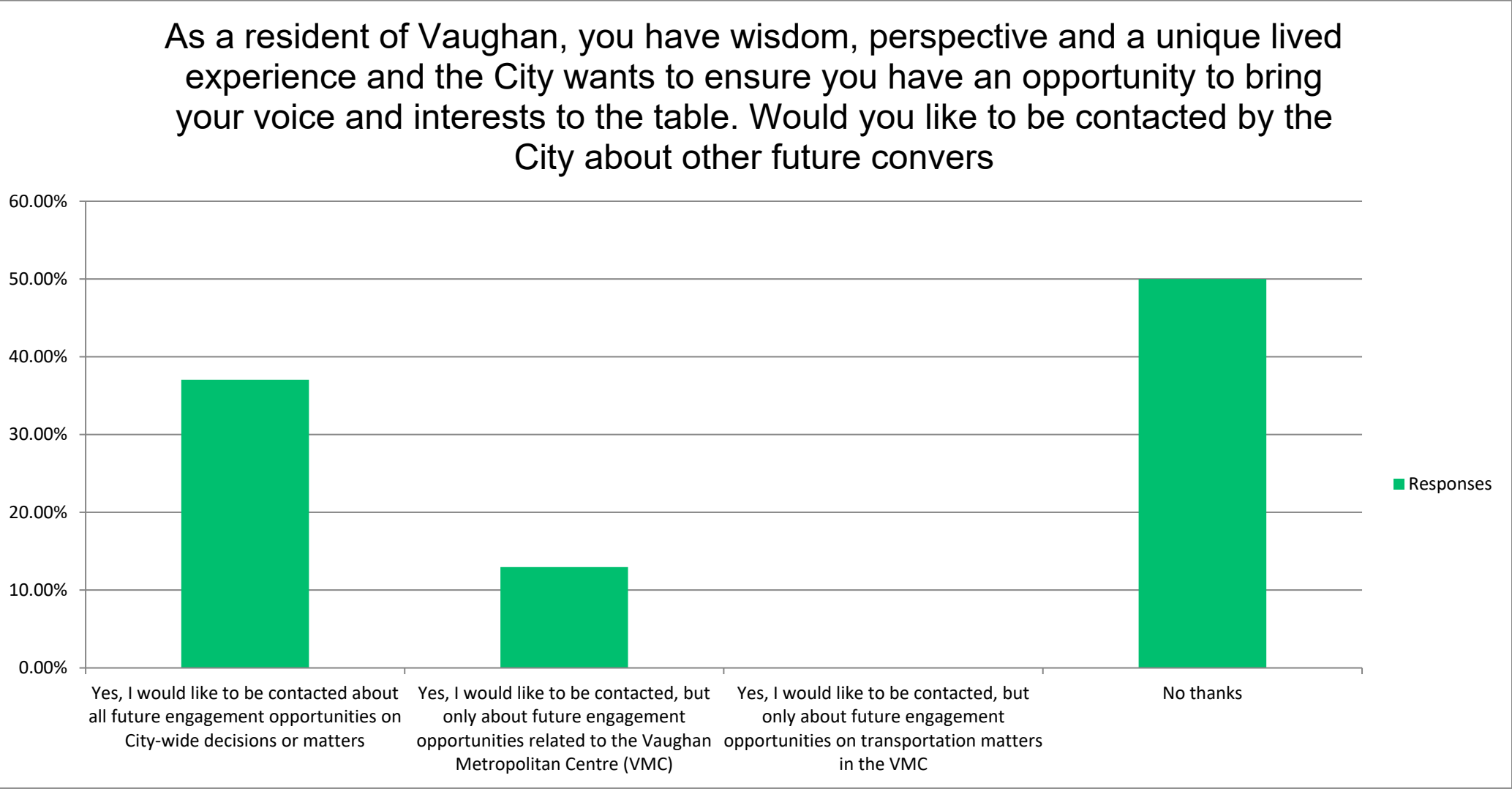
Answer Choices	Responses	
I identify as a woman.	37.93%	22
I identify as a man.	48.28%	28
I identify as a transgender woman.	0.00%	0
I identify as a transgender man.	0.00%	0
I identify as non-binary, gender fluid or gender non-conforming.	0.00%	0
Prefer not to say	10.34%	6
I identify as:	3.45%	2
Answered		58
Skipped		13



Respondent ID	Response Date	I identify as:	Tags
118245708462	Feb 16 2023 07:56 AM	n/a	
118245355607	Feb 15 2023 09:41 PM	And how is this relevant to transit?	

As a resident of Vaughan, you have wisdom, perspective and a unique lived experience and the City wants to ensure you have an opportunity to bring your voice and interests to the table. Would you like to be contacted by the City about other future conversations about municipal decisions or matters?

Answer Choices	Responses	
Yes, I would like to be contacted about all future engagement opportunities on City-wide decisions or matters	37.04%	20
Yes, I would like to be contacted, but only about future engagement opportunities related to the Vaughan Metropolitan Centre (VMC)	12.96%	7
Yes, I would like to be contacted, but only about future engagement opportunities on transportation matters in the VMC	0.00%	0
No thanks	50.00%	27
Answered		54
Skipped		17



VMC Transportation Master Plan

Please provide your contact information.

Answer Choices	Responses	
First and Last Name:	100.00%	27
Company:	0.00%	0
Address:	0.00%	0
Address 2:	0.00%	0
City/Town:	0.00%	0
State/Province:	0.00%	0
ZIP/Postal Code:	0.00%	0
Country:	0.00%	0
Email Address:	100.00%	27
Phone Number:	0.00%	0
Answered		27
Skipped		44

HAVE YOUR SAY  
RESULTS  
IDEAS TOOL



Ideas Topic:		How would you enhance transportation mobility, particularly the first and last kilometre, in the Vaughan Metropolitan Centre?			21-Feb-2021	to	26-Mar-2023
Tool Status	Archived	Date of contribution	Ideas		Votes	Visitors	Media Url
Visitors	56		Title	Description			
Contributors	12	Feb 02 23 02:45:09 pm	Cycle tracks (not bike lanes) along all major roadways (and collectors)		3	2	
Registered	1	Feb 02 23 02:46:06 pm	Wide sidewalks (more than what is being built in neighbourhoods now).		4	2	
Unverified	8	Feb 18 23 11:05:41 pm	YMCA Community Centre	Underground connection from YMCA Community Centre to TTC subway and YRT bus terminal.	0	6	
Anonymous	3	Feb 27 23 11:04:35 am	small shuttle service to aid in convenient mobility between the various developments in the area and transportation hubs		2	1	
Admin	0	Mar 02 23 12:39:22 pm	Connect to Barrie Go Train line at highway 7	The Viva Brt on 7 should connect with the barrie go rail on 7. It doesnt have to be a full station. Just a minimal transfer stop.  This would give easy and fast access to vmc to anyone on the go line.	1	2	
SUBMISSIONS	32	Mar 03 23 08:46:45 am	The question is not how to improve within VMC but how to within and with other municipalities & Toronto. Anything less than this is a waste		2	3	

UP VOTES	21	Mar 03 23 04:57:15 pm	Create a drop-off zone at the Vaughan Metropolitan subway station similar to the drop-off zones at the Finch and Sheppard W subway stations.	Improved drop-off at Vaughan Metropolitan subway station	3	4	
COMMENTS	1	Mar 05 23 09:59:19 am	Improved designation of existing cycle lanes. Perhaps flexible posts/cordons to help stop traffic casually passing over them.	The Hwy 7/Jane junction is still off putting for cyclists, especially east-bound were the [painted] cycle lane crosses the right-turn lane. There's only a short span for lots of traffic to get into their lanes; I think this needs a re-think. I would suggest someone put on a high-vis jacket and try walking that stretch at 5:00pm and see vulnerable they feel.	4	4	
		Mar 11 23 12:28:39 pm	Better protected bike lanes/cycle tracks with physical barriers to cars + priority winter clean-up & drop-off zones	I've noticed a lot of cars tend to park over existing bike lanes because it's just painted road and it's a convenient area for drop-off/pick-up (in front of the station). A lot of snow this winter was left on them as well, rendering them unusable. However, this also needs to be in conjunction with the rest of the city because those bike lanes only begin within the surrounding VMC area. Obviously, no one will use those bike lanes if the don't exist elsewhere, but bikes will definitely be an alternative transport need as the city grows.	2	3	
		Mar 16 23 10:28:16 pm	Remove YRT bus/stops from highway 7 road and move to the middle bus lane.	Highway 7 backups around the VMC whenever the YRT bus makes a stop in the middle of the live traffic lane. Meanwhile we created a specific bus lane in the middle of highway 7, which is only used by Zoom and Viva buses. It doesn't make sense.	0	1	
		Mar 02 23 12:35:11 pm	Comment response to "Wide sidewalks (more than what is being built in neighbourhoods now)."	Unless there is very dense pedestrian traffic, a mixed use wide trail is good for both pedestrians and cyclists	0	0	

HAVE YOUR SAY  
RESULTS  
PLACES TOOL

Mapper Topic:	Drop a pin and share your thoughts on transportation in the VMC	21-Feb-2021	to	26-Mar-2023
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Tool Status	Archived	Date of contribution	Contributor Details	Marker Details				Your Comment
Visitors	92		Login (Screen name)	Latitude	Longitude	Address	Category	
Contributors	5	Feb 15 23 07:31:22 pm		43.796241760040914	-79.53648135066032	705 Applewood Crescent, Vaughan, Ontario L4K 4B4, Canada <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99919">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99919</a>	I travel here often and wish it was easier to access	The Walmart moved to a more inconvenient location to walk to, and there's barely any transit to get there, not to mention a longer/worse walk
Registered	1	Feb 15 23 07:34:08 pm		43.79534897207738	-79.53482910990716	100 Edgeley Boulevard, Vaughan, Ontario L4K 5W7, Canada <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99920">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99920</a>	Idea for enhancement	Potential for a grocery or superstore
Unverified	4	Feb 15 23 07:35:22 pm		43.79473717548497	-79.52868450433017	KPMG, 100 New Park Place, Suite 1400, Vaughan, Ontario L4K 0J3, Canada <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99921">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99921</a>	Idea for enhancement	Convenience store or something like shoppers drug mart would be convenient here, open late and to the public, not inside a secured building...

Anonymous	0	Feb 15 23 07:36:33 pm	<div></div>	43.78928962744483	-79.53095600008965	30 Interchange Way, Vaughan, Ontario L4K 5C3, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99922">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99922</a>	Idea for enhancement	Such a big location, would be helpful to make it another grocery store to serve the public
Admin	0	Feb 17 23 01:45:06 pm	<div></div>	43.795601544496286	-79.5278835296631	200 Applemill Road, Vaughan, Ontario L4K 3W4, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99976">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99976</a>	Idea for enhancement	Can we widen this road to provide an alternative thoroughfare from Hwy 7? It gets so jammed on Hwy 7 during rush hour
SUBMISSIONS	13	Feb 17 23 01:46:58 pm	<div></div>	43.79572157974242	-79.51787352561952	254 Creditstone Road, Vaughan, Ontario L4K 3Z3, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99977">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99977</a>	This could be better	This area is just so jammed during the day. We need some alternative routes to move the traffic. Can Portage Pkwy be extended east to Creditstone similar to how we are extending Interchange Way/Peelar Access Rd?
		Feb 17 23 01:47:33 pm	<div></div>	43.79693740703235	-79.51812565326692	350 Creditstone Road, Vaughan, Ontario L4K 3Z3, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99978">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99978</a>	I travel here often and wish it was easier to access	Too difficult to access due to traffic on Hwy 7.
		Mar 03 23 05:09:14 pm	<div></div>	43.79501962353069	-79.52736212574138	10 Millway Avenue, Vaughan, Ontario L4K 1A8, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-101125">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-101125</a>	I travel here often and wish it was easier to access	Create a passenger drop-off zone like the drop-off zones at the Finch and Sheppard West subway stations, as the current passenger drop-off is not optimal.
		Mar 20 23 11:23:11 am	<div></div>	43.7910013024199	-79.5302438735962	11 Interchange Way, Vaughan, Ontario L4K 5W3, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102017">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102017</a>	Idea for enhancement	There should be new transit stops along Edgeley Boulevard and Interchange Way so that the new approved and proposed development sites will be more connected for residents and visitors to move around. The existing transit infrastructure along Highway 7 would be a but far to get to by walking. Provide adequate shelter at the transit stop



Mar 23 23 06:47:11 pm		43.796401443 130314	- 79.532468968 24126	90 Edgeley Boulevard, Vaughan, Ontario L4K 3W4, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102145">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102145</a>	Idea for enhancement	Edgeley should be widened to have a centre left-turn lane from Hwy 7 to Portage Pkwy. It's a major road for traffic north of VMC that always gets backed up from left-turn traffic at the intersections
Mar 23 23 06:55:22 pm		43.795333586 31553	- 79.529396295 54749	200 Applemill Road, Vaughan, Ontario L4K 3W4, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102146">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102146</a>	Idea for enhancement	Add a pedestrian traffic signal here, instead of having to walk to Millway or Edgeley to cross the road
Mar 23 23 07:00:58 pm		43.793578724 676635	- 79.527634614 40816	3250 Highway 7, Vaughan, Ontario L4K 0J3, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102147">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102147</a>	This could be better	Ban stopping on Hwy 7 for subway drop-offs, since it blocks the bike lane
Mar 23 23 07:12:35 pm		43.791819080 60107	- 79.535979416 40227	Viva Rapidway, Vaughan, Ontario L4K 5W7, Canada  <a href="http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102148">http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102148</a>	Idea for enhancement	Possibly add a sidewalk in the middle of Hwy 7 from the VIVA stop at Commerce to the path continuing over Hwy 400. Would make it easier to walk in this area instead of waiting for multiple traffic lights at Applewood

# SURVEY MONKEY RESULTS

Do you have a question or comment about the Millway Avenue and Interchange Way extensions? Let us know!	Would you like to receive a response from a member of the project team?
Open-Ended Response	Response
Everything looks good.	No
	No
Need to think about walking and biking	Yes
	No
Why are they proposed to have 4 car lanes for vehicles? It really should just be 2 car lanes with parking lay-bys like for example on Princess Street in downtown Kingston ON so that the road design encourages walkability. It seems like the current proposed designs are still encouraging auto traffic and auto-oriented modes of transportation.	Yes