Appendix G: Public Information Centre (PIC) #1 and #3 Slides

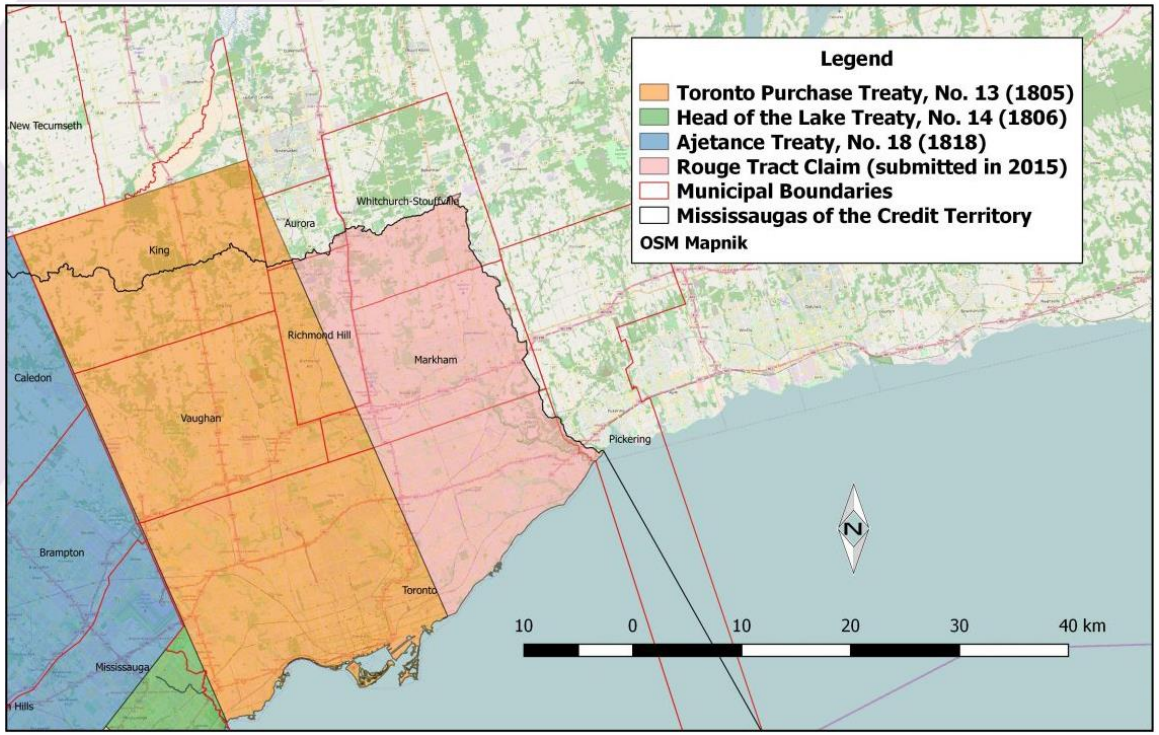
Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way

Public Information Centre (PIC) #1

February 16, 2023

DOWNTOWN vaughan METROPOLITAN CENTRE

Land Acknowledgement

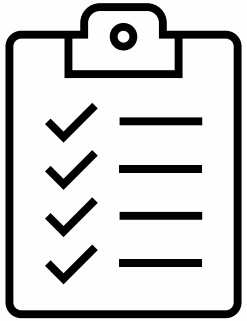


Municipal Boundaries Related to the Toronto Purchase Treaty, No.13 (1805)

- 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



- 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

- 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).

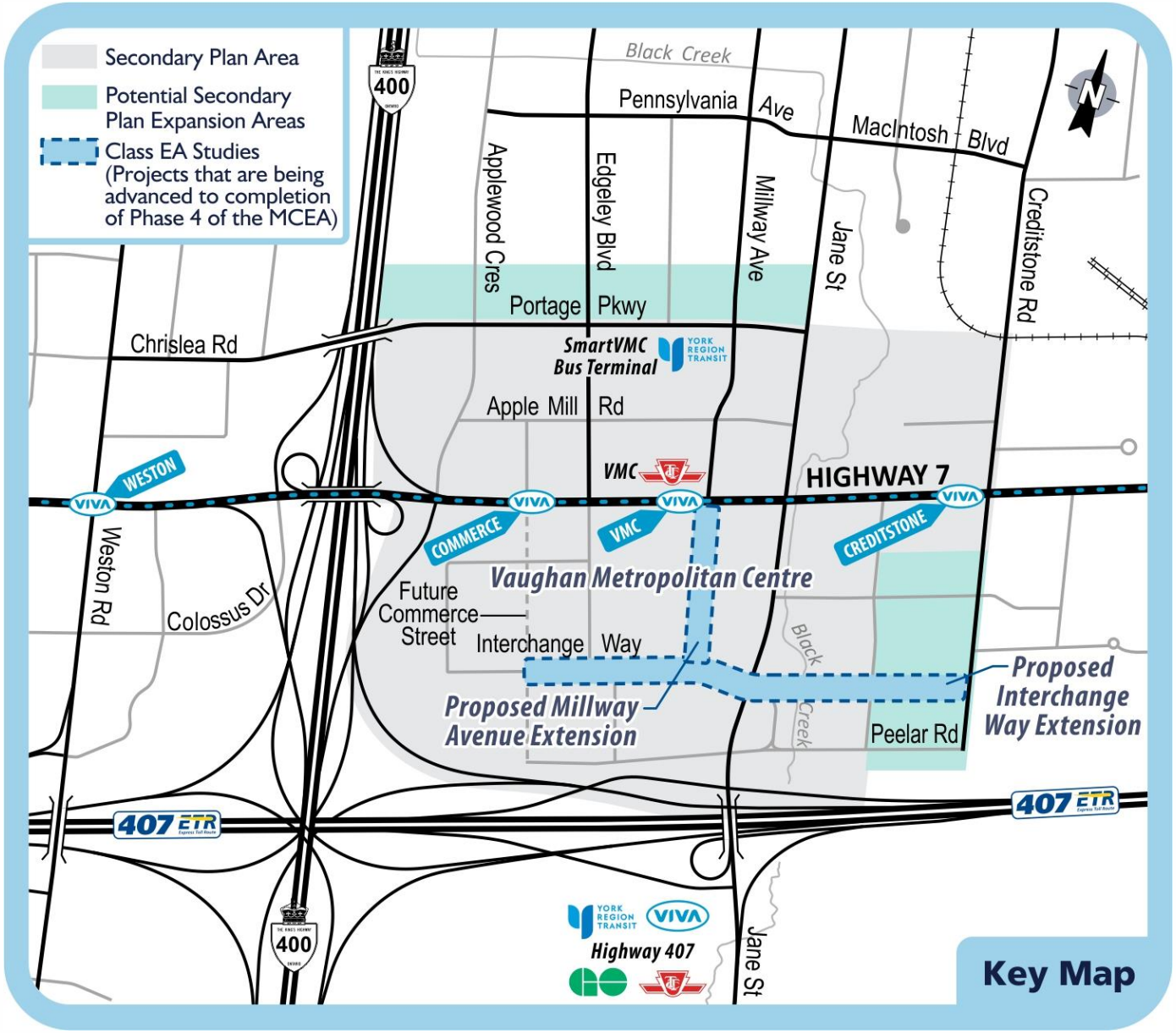
- The planning and design for improvements and extensions of Millway Avenue and Interchange Way will also be advanced through these Studies. These transportation studies are being carried out concurrently and in support of the Vaughan Metropolitan Centre Secondary Plan (VMCSP) Update.

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:

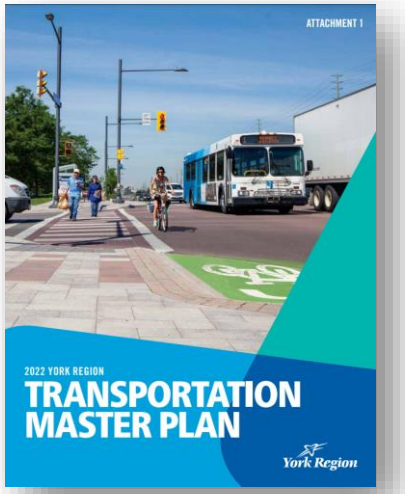
    - Millway Avenue from Highway 7 to Interchange Way; and,
    - Interchange Way from Commerce Street to Jane Street (Improvement) and from Jane Street extending east crossing the Black Creek Channel to Creditstone Road.



Transportation Policy and Planning Context

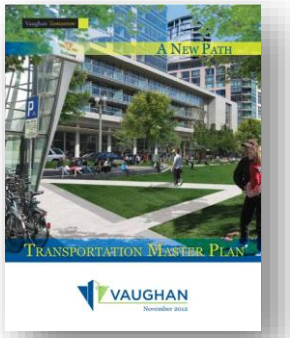
Regional

2022 York Region Transportation Master Plan

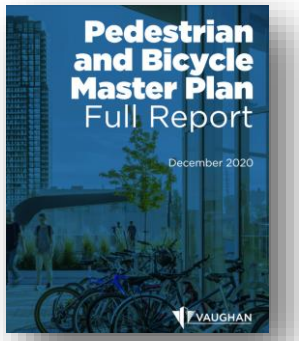


City-Wide

2012 Transportation Master Plan A New Path



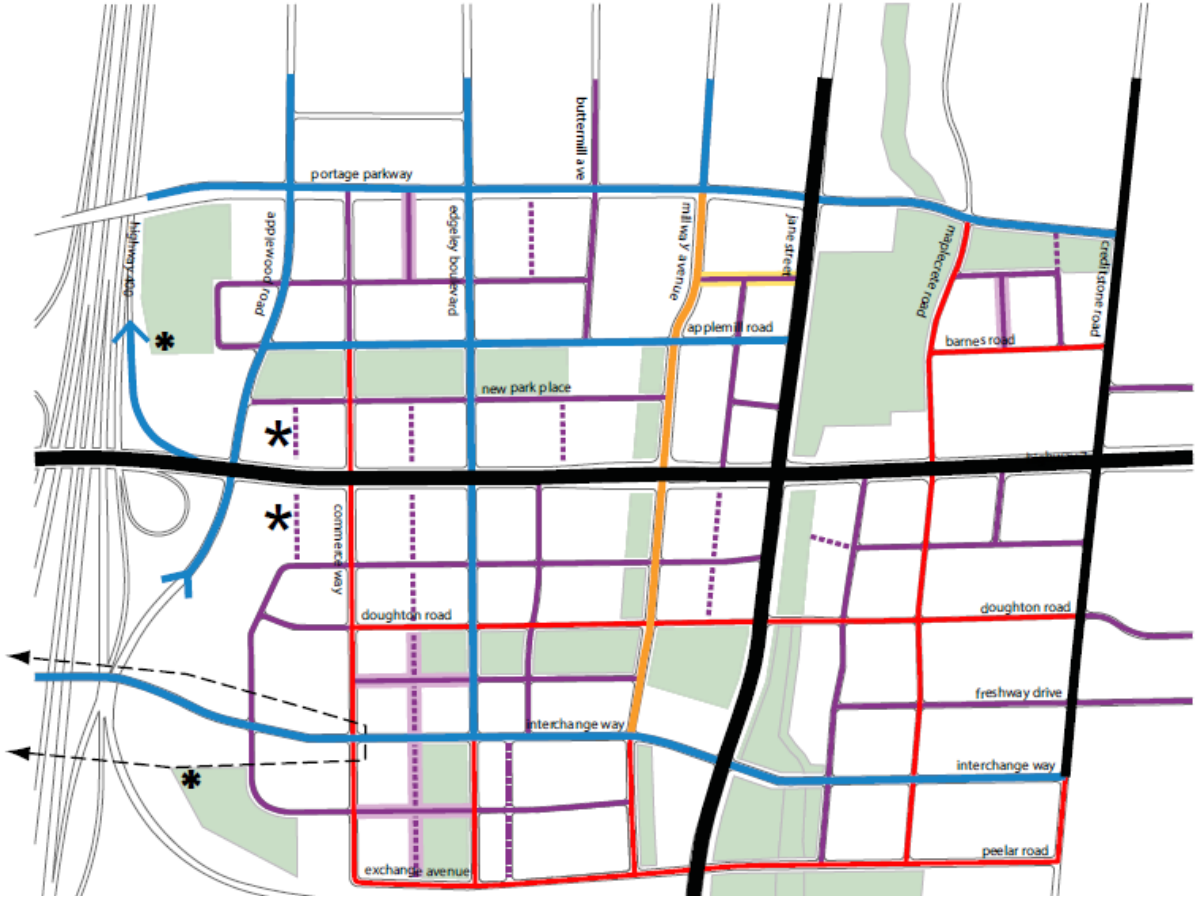
2020 Pedestrian and Bicycle Master Plan



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)

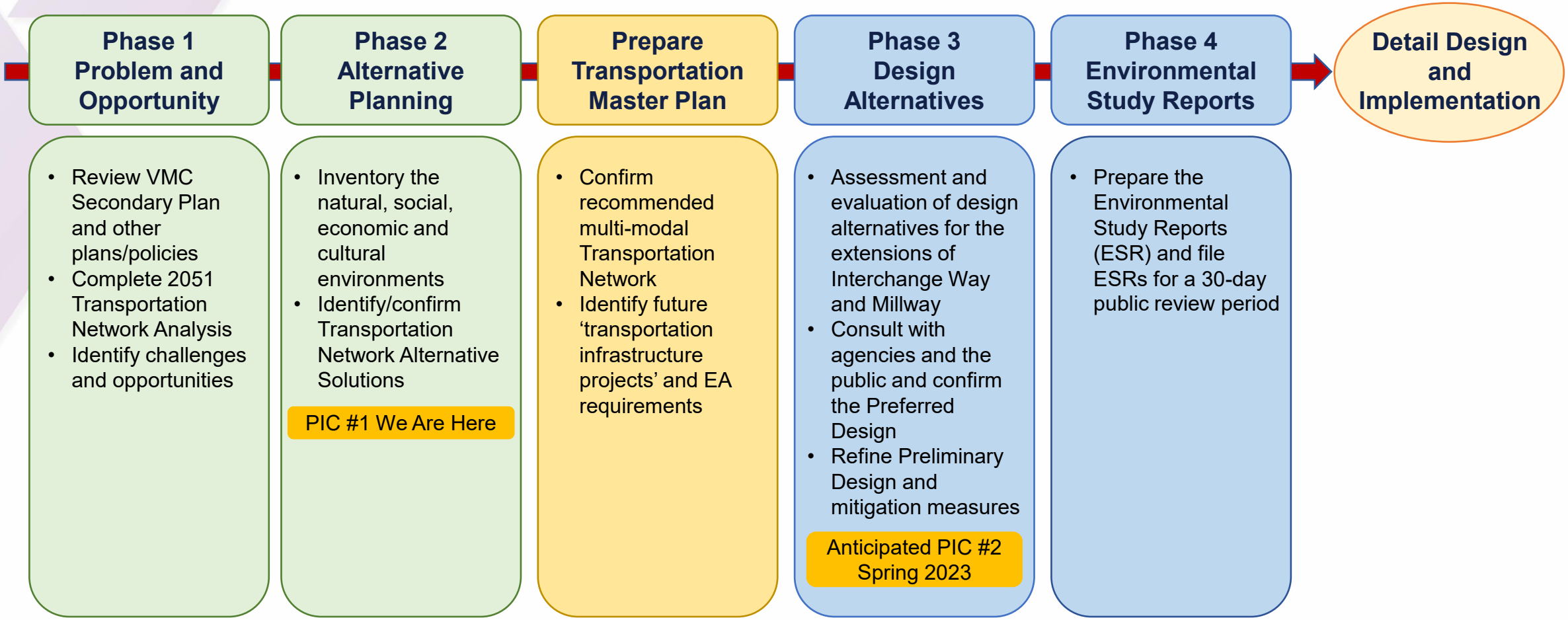
Encourage walking or cycling for most daily trips within the VMC

(4.0 VMC Secondary Plan)

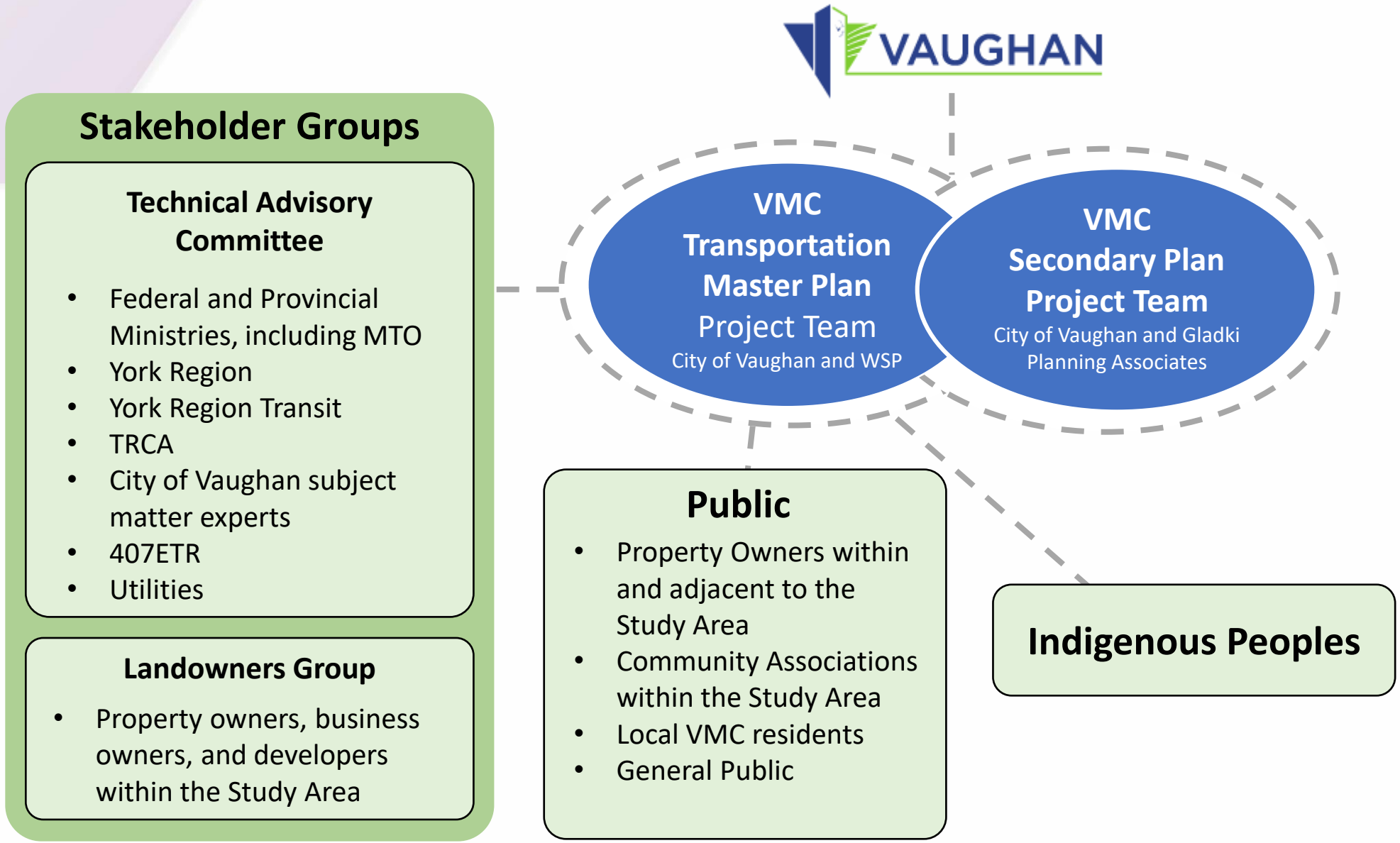
- YRT Bus Terminal
- TTC Station
- VIVA NEXT Rapid Transit Stations

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*.

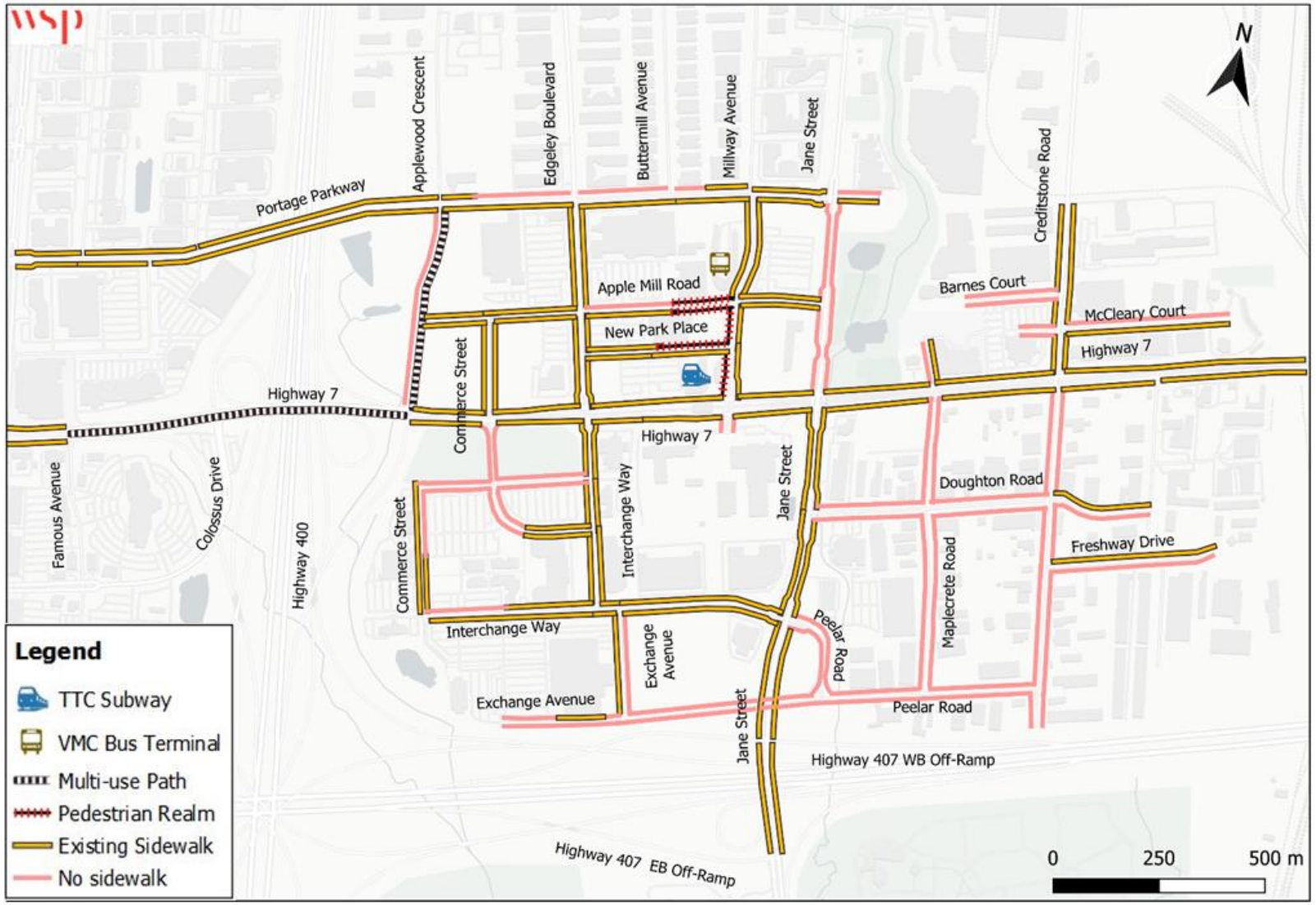


Stakeholder Groups and Public Consultation



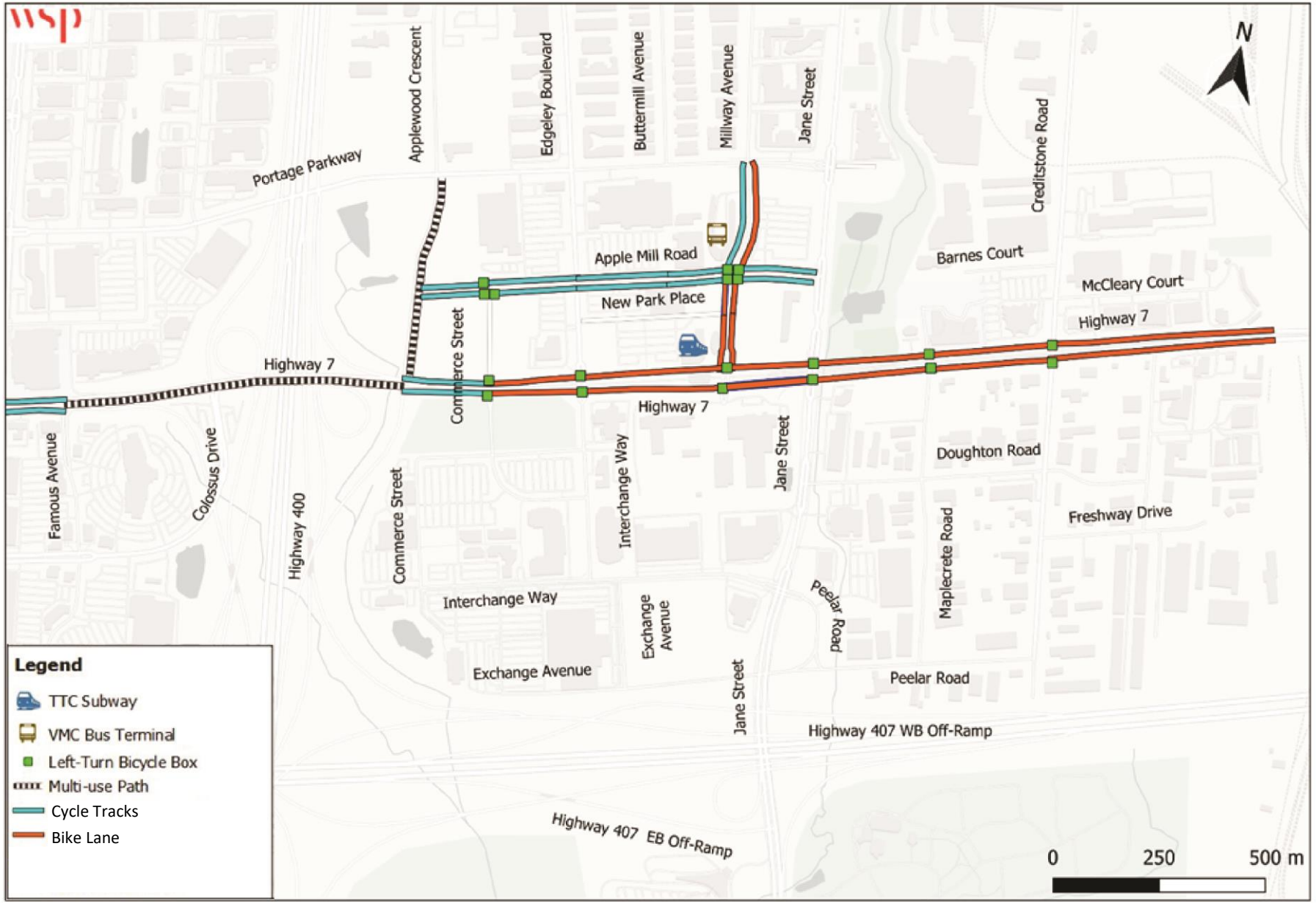
Existing Pedestrian Network

- 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.



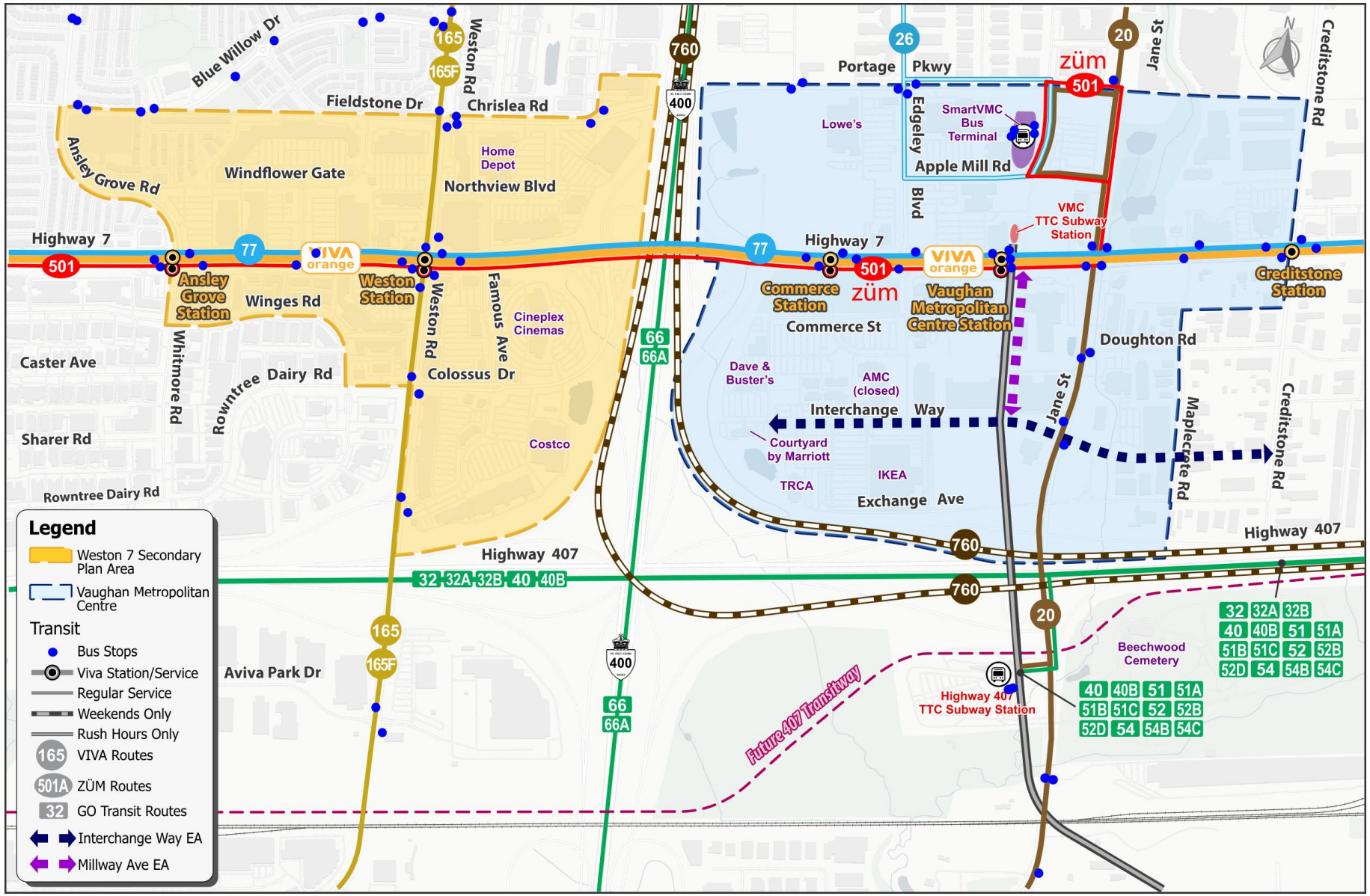
Existing Cycling Network

- 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).

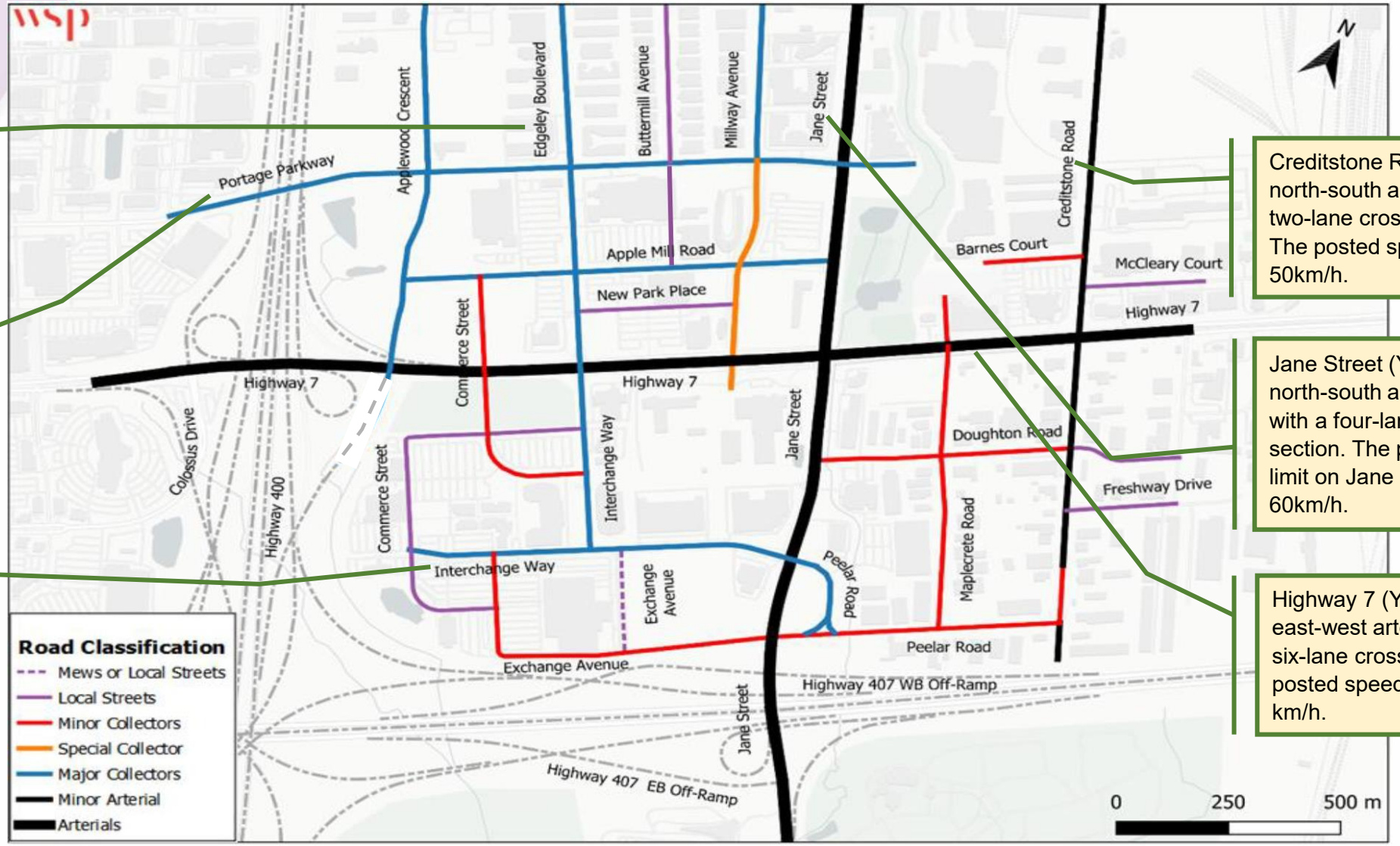


Existing Road Network

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.

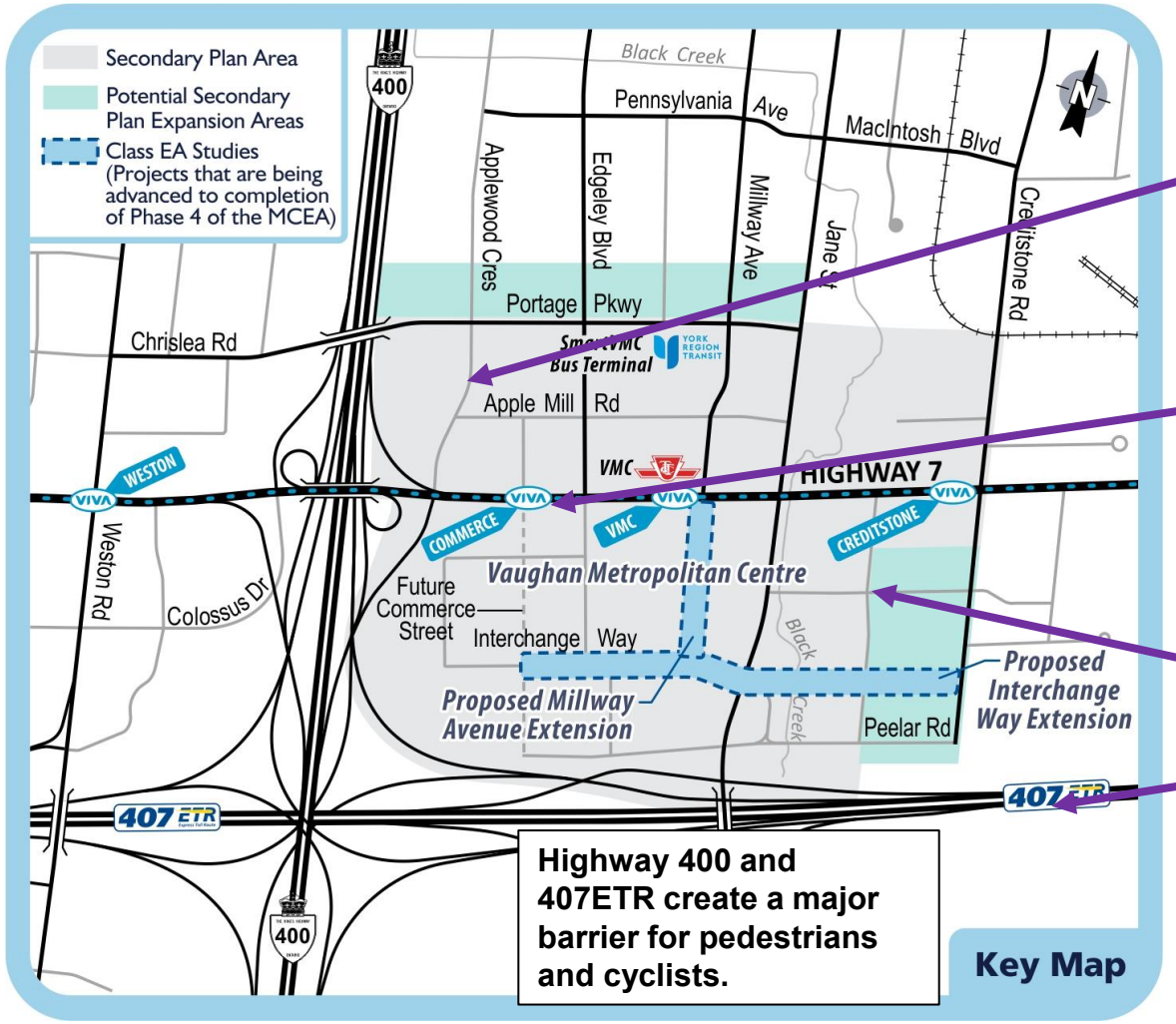
Active Transportation Challenges

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.



There are some roadways with limited or no pedestrian facilities. For example, north side of Portage Parkway between Applewood Crescent and Millway Ave, and east of Jane St.

Some of the existing sidewalks are adjacent to the curb (with no separation from vehicular lanes). For example, Edgeley Boulevard's west side between New Park Place & Hwy 7, Fresh Dr, and a part of Jane St between Hwy 7 & Doughton Rd in the northbound and southbound directions.

No sidewalks on Doughton Road and Maplecrete Rd.

407 Transitway may trigger additional access considerations for VMC.

Lack of secure, weather protected or long term bike parking.

Rise of micromobility and lack of accommodations. City is currently looking at accommodating in separated cycling facilities. Width would need to be reviewed.

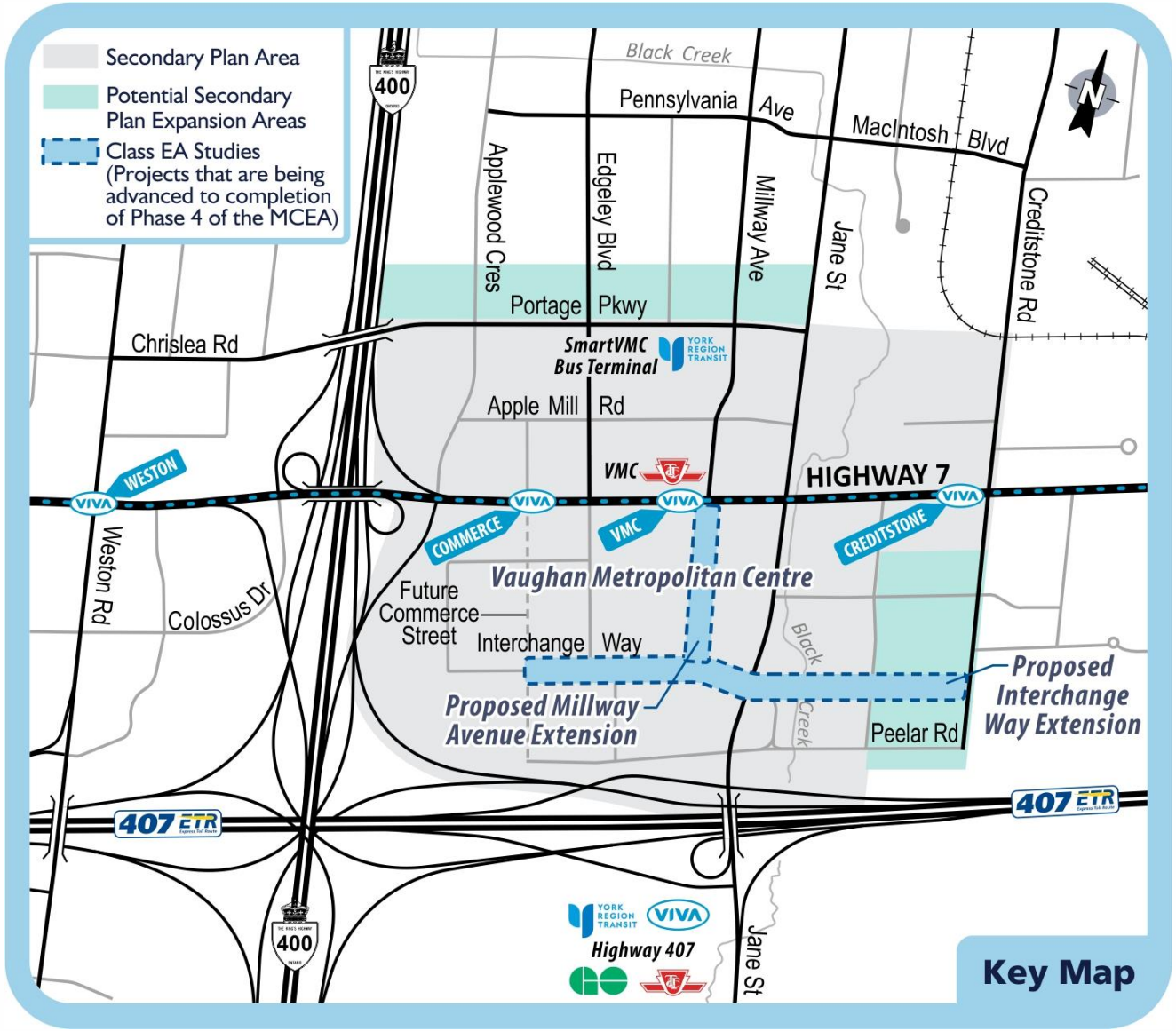
Transit Challenges

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.

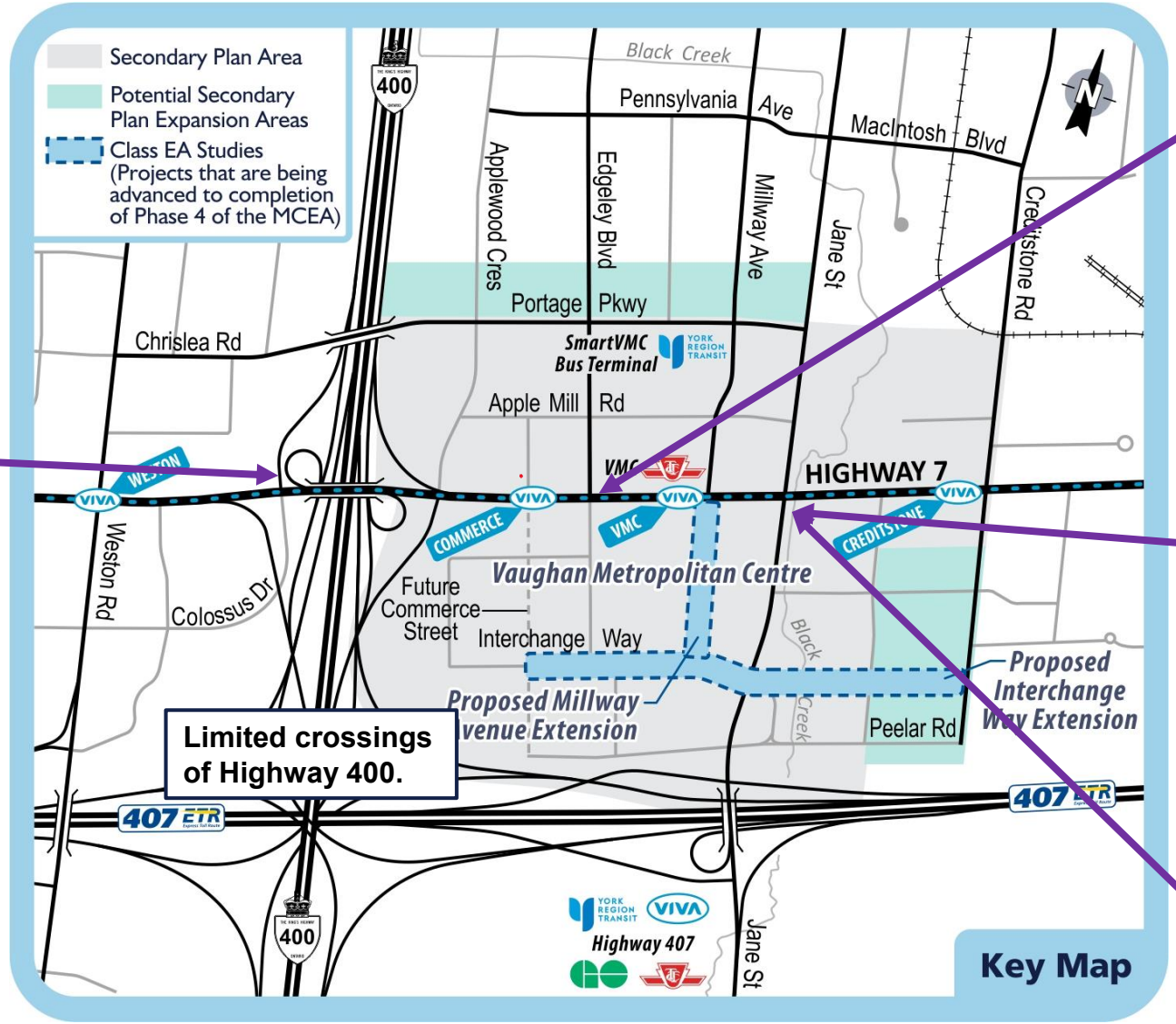
Limited internal transit to circulate within the study area.



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

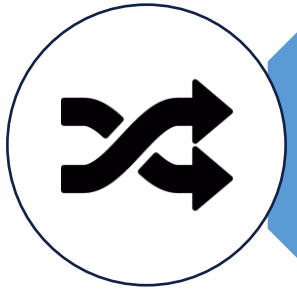
Challenges & Opportunity Statement

*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

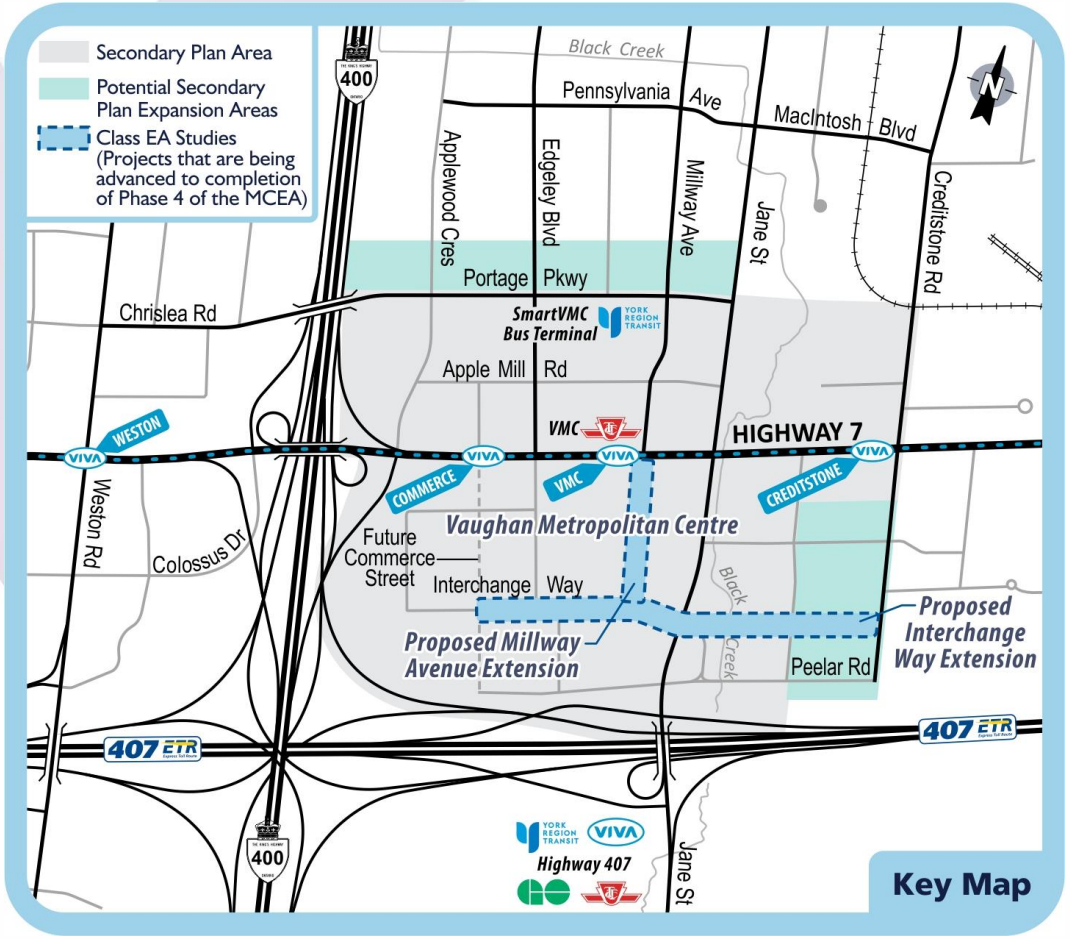
- **Alternative modes of travel:** support modal shift by providing viable transportation alternatives such as the provision of all ages and abilities pedestrian and cycling facilities, provide more bicycle parking, subsidized transit passes, complementary parking requirements, and micromobility options 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

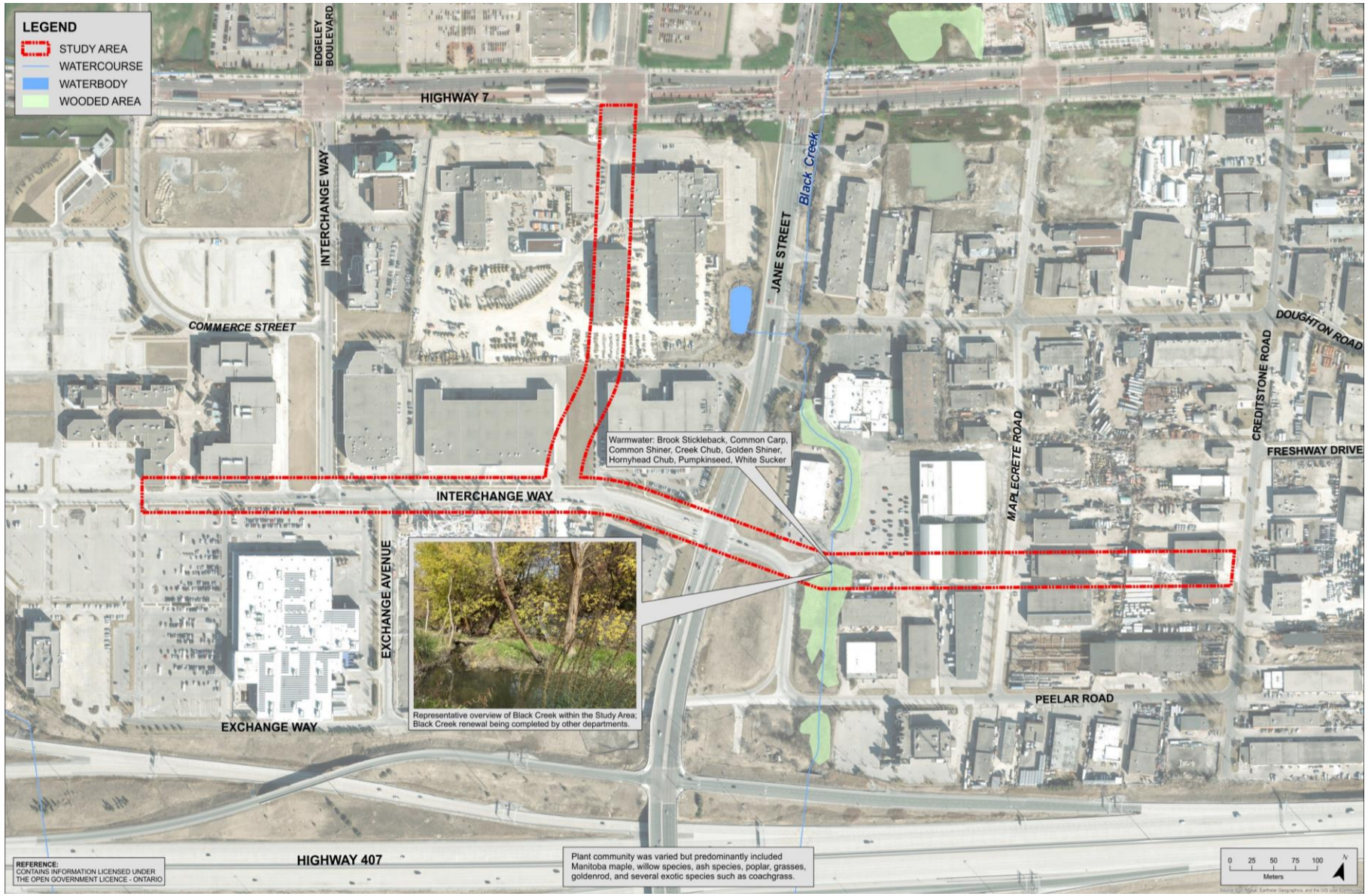
Groundwater

Socio-Economic

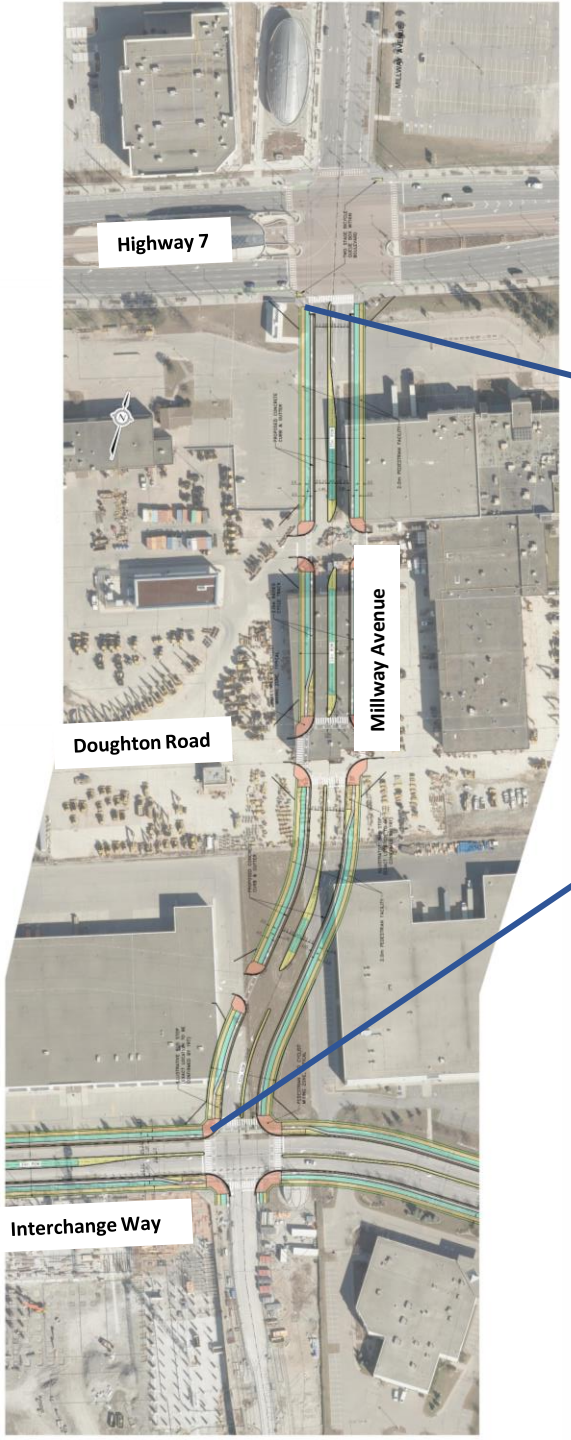
Site Contamination

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

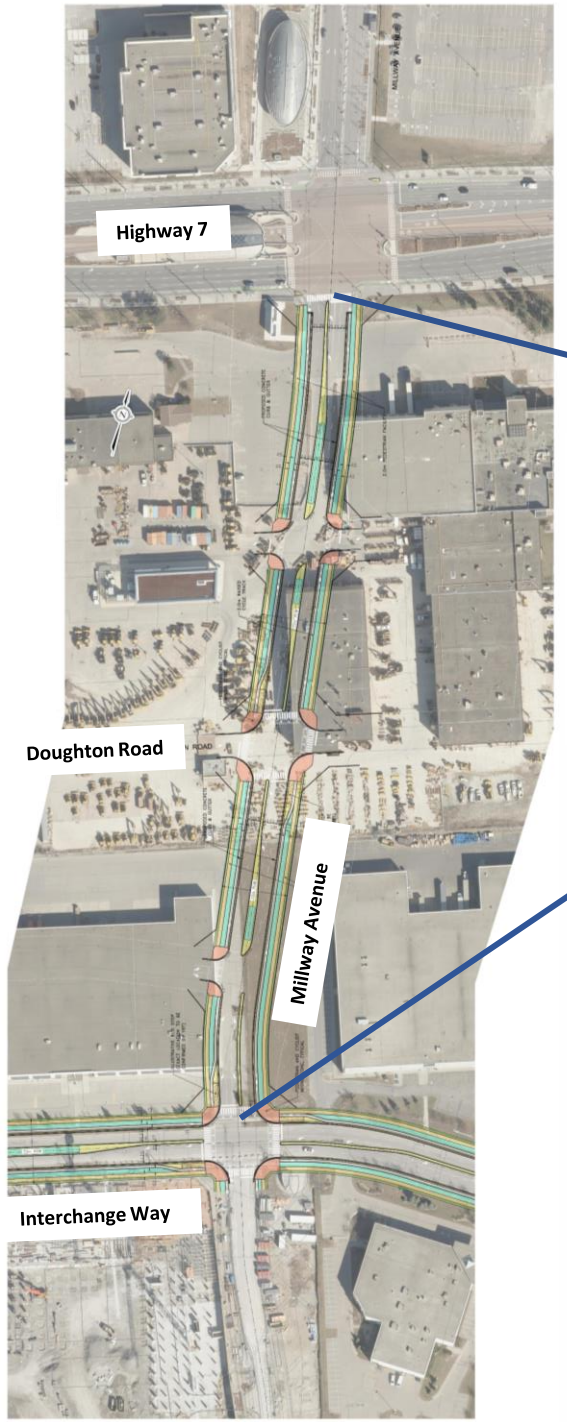


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

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

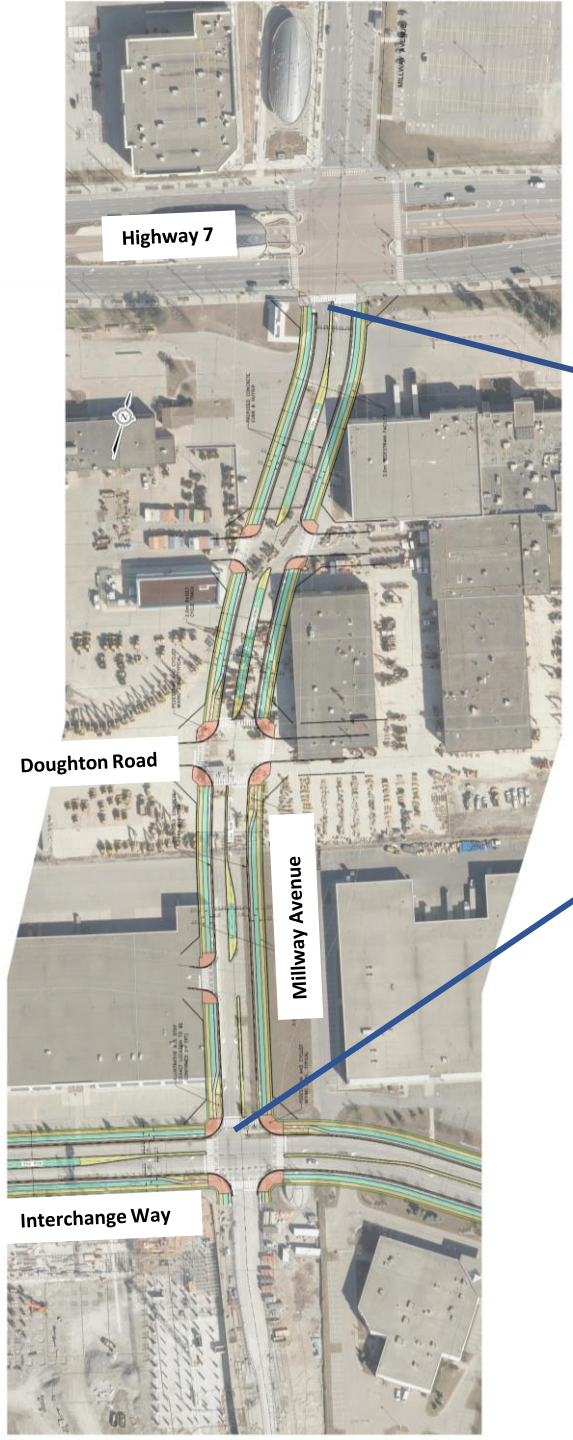


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestian 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.

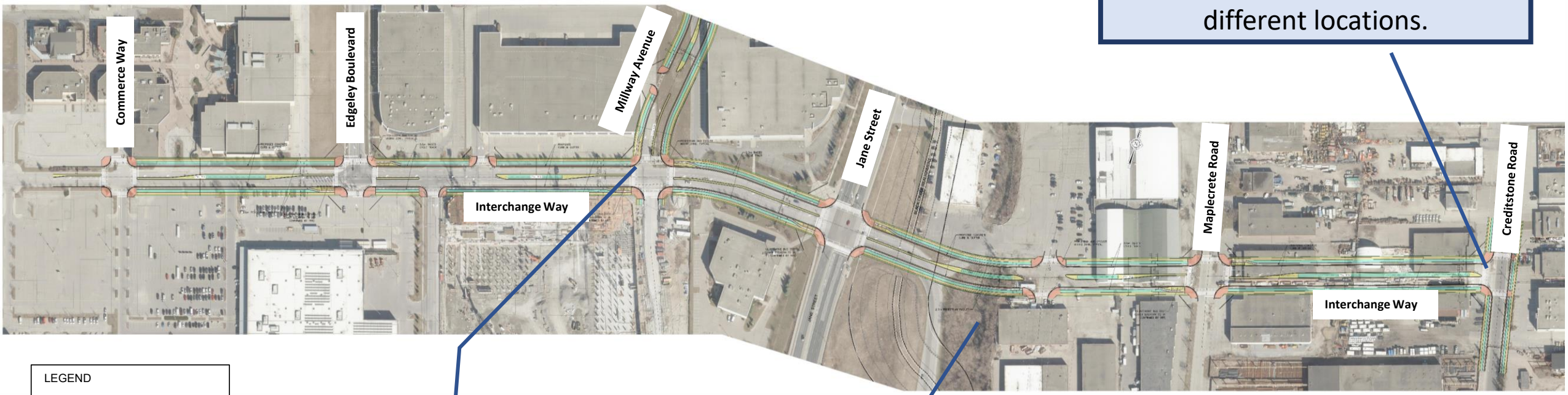
LEGEND

- 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
- Pedestian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

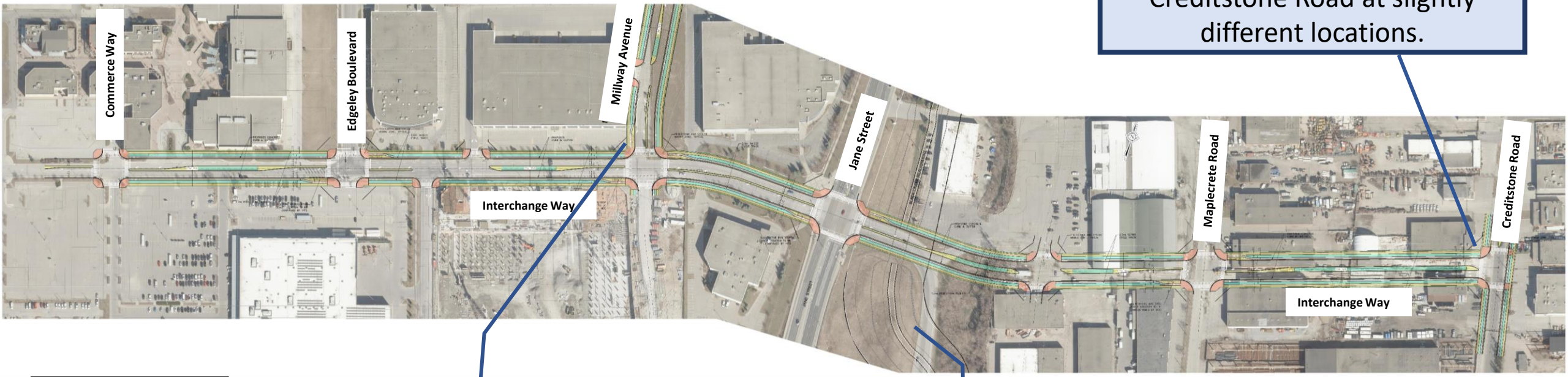
To be determined as part of the Millway Avenue Extension EA

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
- Pedestian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

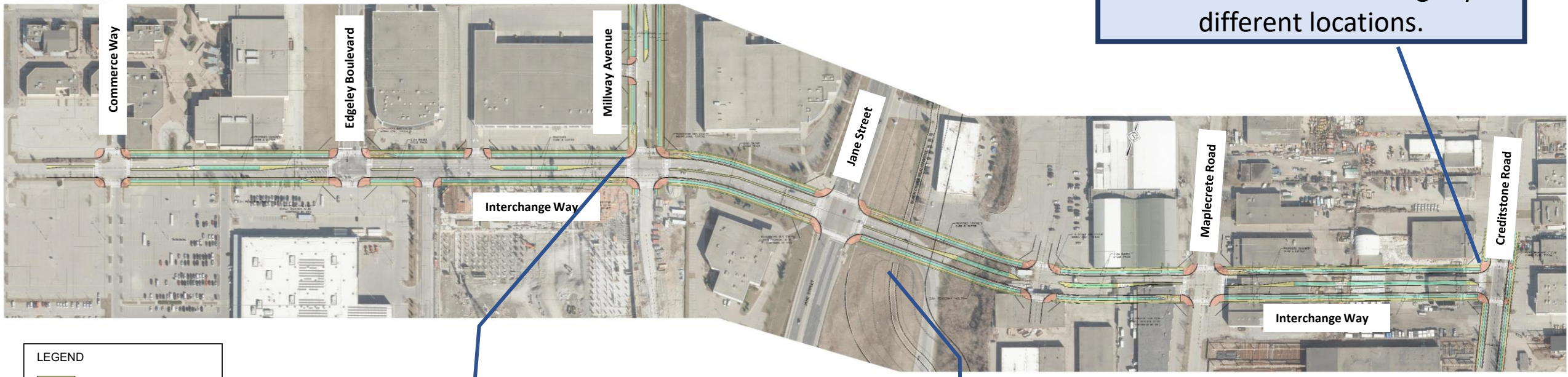
To be determined as part of the Millway Avenue Extension EA

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.



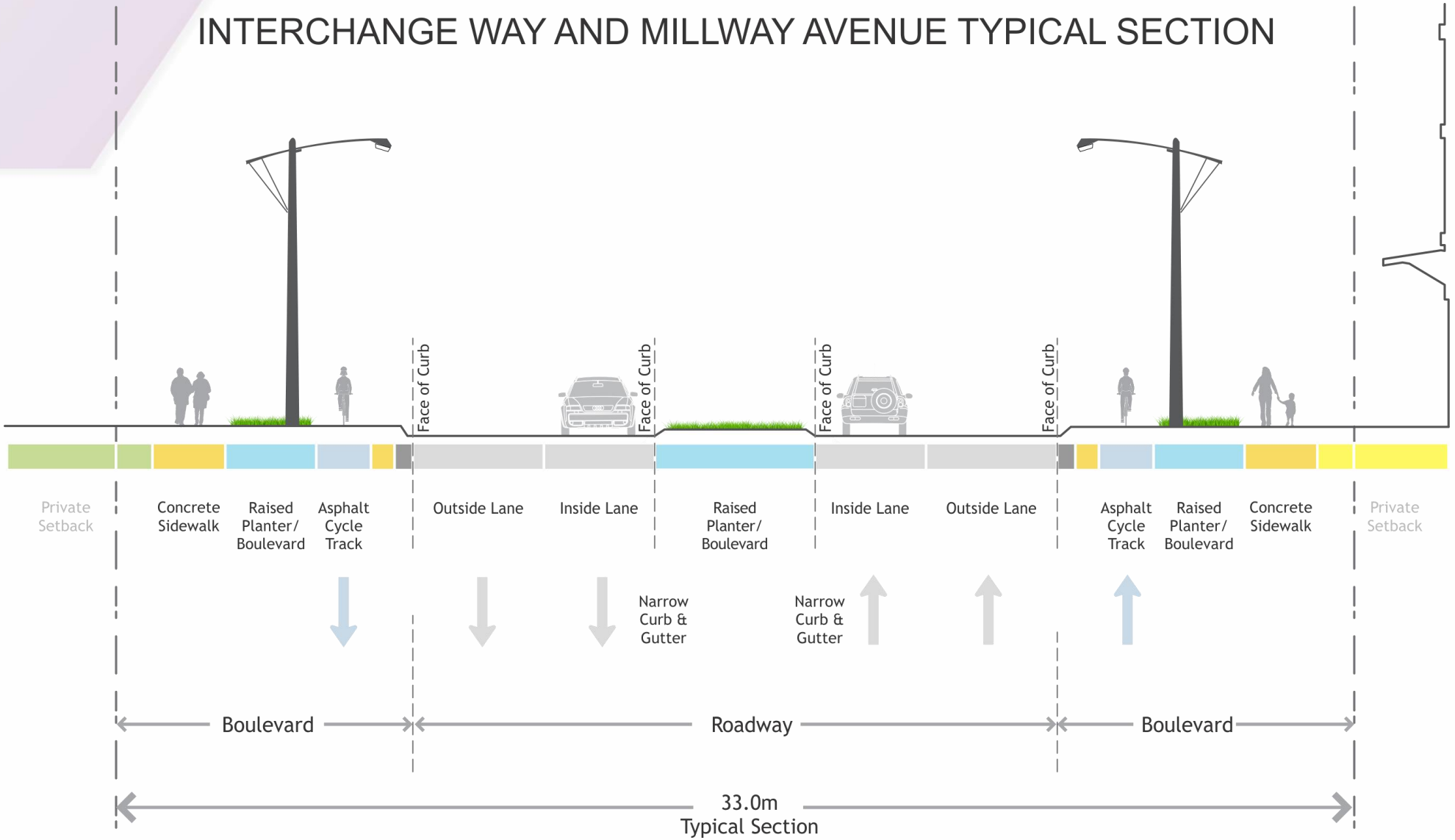
LEGEND

- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestian 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.

Cross Section Option



Evaluation Criteria

Policy Framework

- Comply with Federal, Provincial, Regional and City policies and guidelines
- Addressing Challenges and Opportunity Statement

Healthy Communities

- Promotion of comfortable cycling and walking routes
- Streetscape amenities and landscape elements
- Accessible network for all ages and abilities
- Connections to key destinations and community facilities

Socio-Economic Environment

- Property impacts
- Impacts to existing communities
- Changes in neighbourhood characteristics
- Potential noise and nuisance impacts

Constructability and Design

- Construction costs
- Impact on floodplain
- Impact to existing utilities
- Operations and maintenance costs of new infrastructure
- Construction phasing

Equitable Mobility

- Provide equitable, safe and reliable access to high quality, efficient transit, walking and cycling routes
- Mitigate vehicle traffic concerns
- Network resiliency for emergency services
- Protect for future transportation trends
- Promotes autonomous vehicles for micro-mobility
- Safety for all modes of travel

Natural Environment

- Impacts to natural heritage features
- Impacts to wildlife and species of concern
- Impacts to Black Creek and groundwater supply
- Stormwater management
- Greenhouse gas emissions
- Impacts to air quality
- Climate change resiliency

Cultural Environment

- Impact to built and cultural heritage resources
- Impact to archaeological resources
- Impacts to Indigenous Peoples lands, treaty rights, archaeological sites, or land claims

For Discussion – What is Your Vision?

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**, for all project information.

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

Musa Deo, P.Eng., PTOE, PMP
Transportation Project Manager
Development Engineering, VMC
City of Vaughan
Tel: (905) 832-8585, Ext. 8295
Email: musa.deo@vaughan.ca

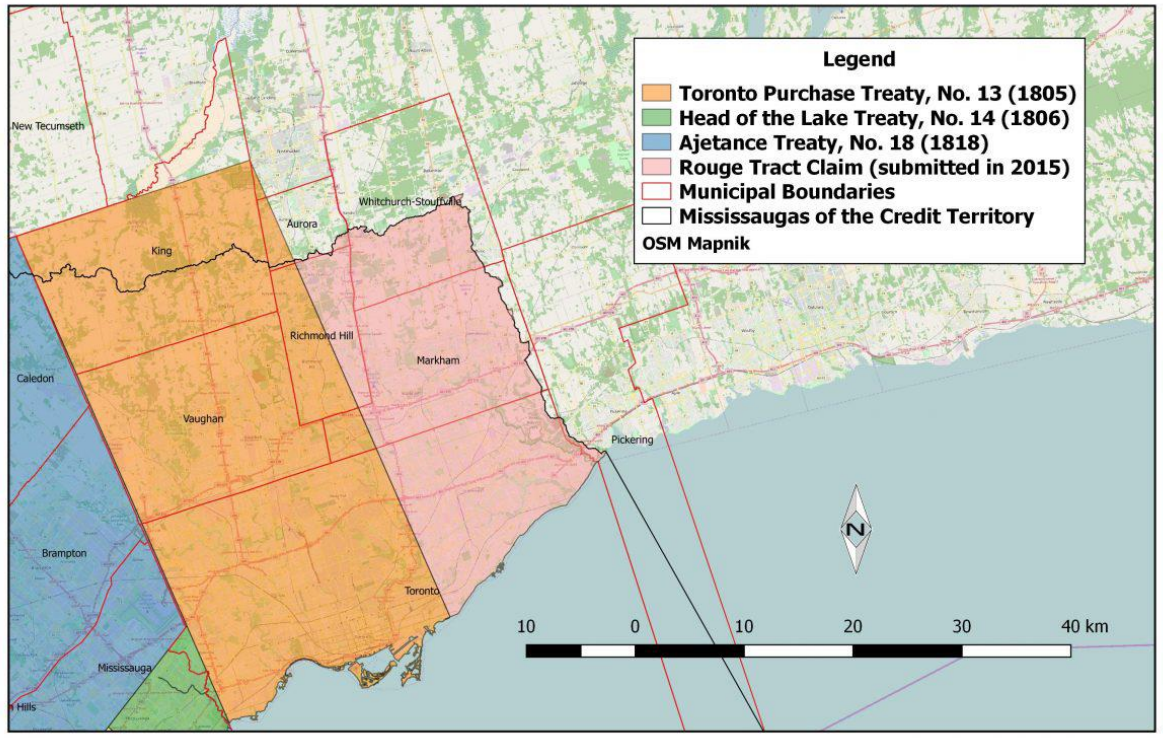
Aamir Munir, M.Eng., P.Eng.
Senior Principal Project Manager
WSP Canada Inc.
Tel: (289) 835-2675
Email: Aamir.Munir@wsp.com

VMC TMP Public Information Centre (PIC) #3

January 23, 2025

DOWNTOWN vaughan METROPOLITAN CENTRE

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.

- As representatives of the people of the City of Vaughan, we are grateful to have the opportunity to work and live in this territory.

TMP Development Process

The **Municipal Class Environmental Assessment** (E.A.) **provides a process** in accordance with the E.A. Act for municipal **infrastructure projects**.

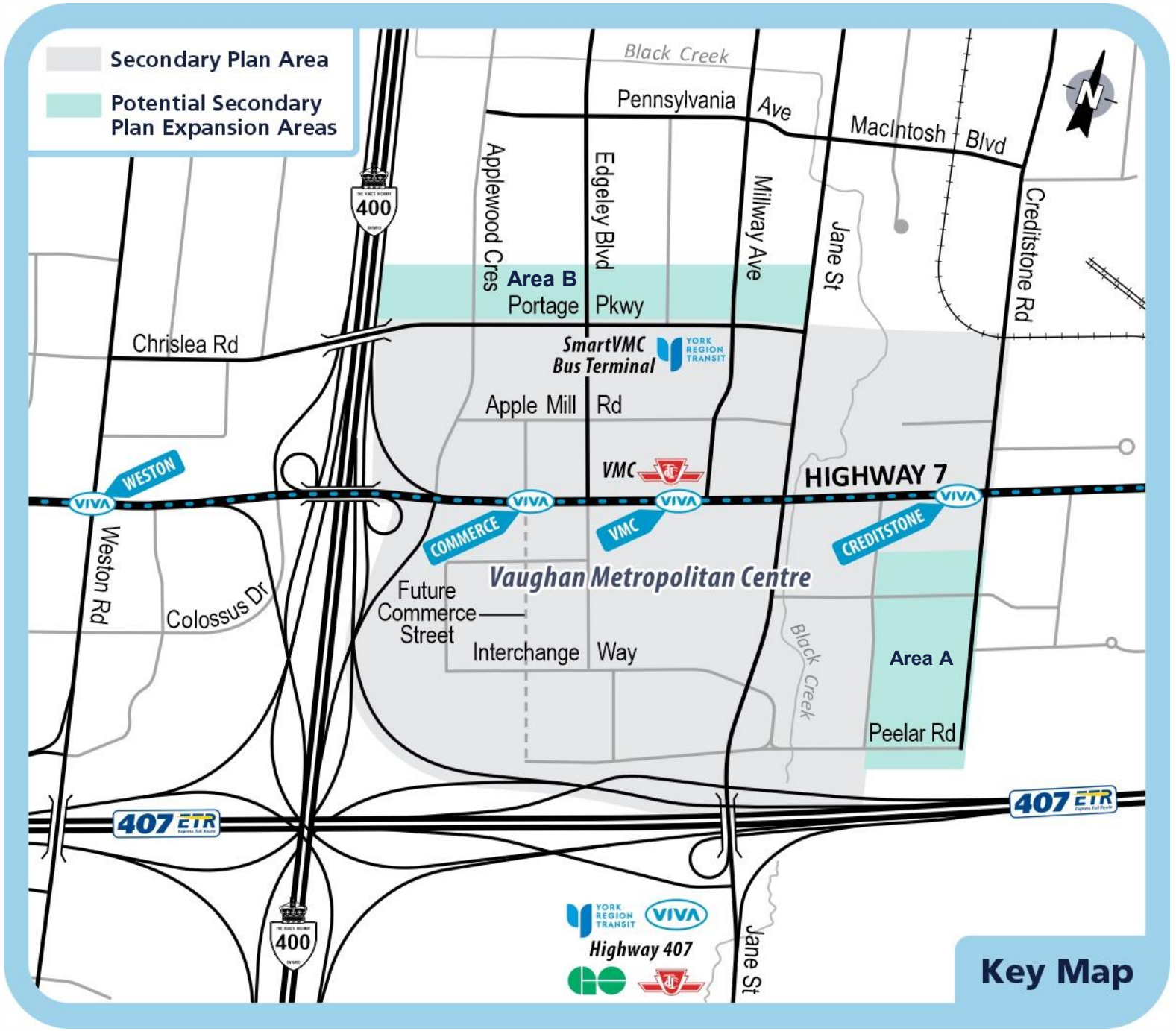
Master plans, such as this Transportation Master Plan, are **required to complete Phases 1 and 2** of the five phases of the Municipal Class E.A. process. The **plan is being completed consistent** with approach 1 of the E.A. Master Planning process and will include:

Approach 1 involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. The Master Plan document would be made available for public comment prior to being approved by the municipality.

Study Area

- The existing study 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.

- There are two Secondary Plan Expansion Areas:
  - **Expansion Area A:** Extends the existing boundary east to Creditstone Road on the south side of Highway 7, resulting in a continuous east boundary line.
  - **Expansion Area B:** Extends the existing boundary north, incorporating the lots on the north side of Portage Parkway.



Why Develop a TMP for the VMC Study Area?

- The current VMC road network was initially developed more than 10 years ago.

- Since then, the transportation context in the City and its downtown has evolved, including the opening of the VMC TTC subway station, which has contributed to significant residential development activity that surpassed the original 2031 forecasts.

- The City is now developing a new TMP to confirm transportation needs, supportive policies and a phasing strategy to 2051.

- The TMP is being carried out concurrently with the update of the Vaughan Metropolitan Centre Secondary Plan.

TMP Study Timeline

July 2020 – February 2023

Part 1

Understand current travel patterns in the VMC Study Area and existing challenges and opportunities

PIC #1: February 2023

PIC #2: December 2023

Part 2

Engage and gather input from residents and stakeholders on existing conditions, previously proposed transportation improvements in the 2012 TMP, and ideas to update the 2012 recommendations

PIC #3: January 2025

We are here!

Part 3

Present alternative network options and preferred network, along with supporting programs and strategies

February – March 2025

Part 4

Develop a TMP implementation plan and policy framework, draft the TMP report

April 2025

Part 5

Final TMP and Council Presentation

PIC#2 focused on Millway Avenue and Interchange Way EAs

Stakeholder Groups and Public Consultation

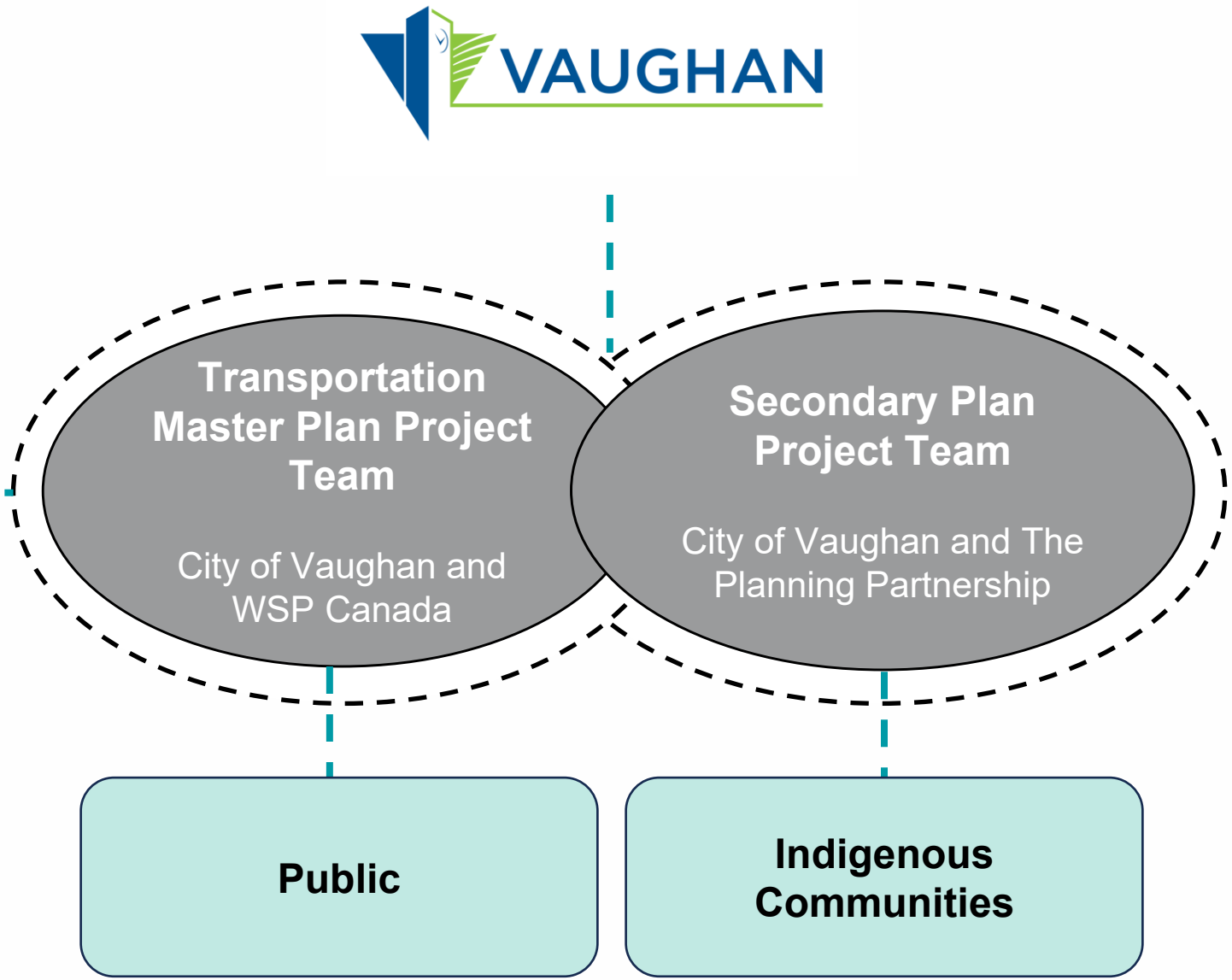
Stakeholder Groups

Technical Agency Committee

- Federal, Provincial, and Regional Agencies
- City of Vaughan Internal Stakeholders
- MTO
- 407 ETR
- York Region Transit
- York Region
- TRCA
- Utilities

Landowner Group

Property Owners and Developers within the Secondary Plan Area



PIC #1 - What We Have Heard – **Active Transportation**

Category	Suggestions
Mixed-Use Trails	• Promote wide trails for both pedestrians and cyclists in areas with lower pedestrian traffic.
Bike Lanes and Cycle Tracks	• Replace bike lanes with cycle tracks along arterial and collector roads. • Install better-protected bike lanes or cycle tracks with physical barriers to prevent cars from encroaching. • Add flexible posts or cordons to existing cycle lanes. • Develop a citywide network of bike lanes to encourage use as the population grows. • Prohibit stopping on Highway 7 for subway drop-offs to maintain bike lane accessibility.
Sidewalks/ Access	• Widen sidewalks beyond current neighbourhood standards. • Install a central sidewalk on Highway 7 for better pedestrian access, reducing waits at Applewood traffic lights. • Enhance pedestrian access to transit stops with shelters and wayfinding.
Underground Connection	• Create an underground link from the YMCA Community Centre to TTC subway and YRT bus terminal.
Safety on Hwy 7/ Jane	• Improve cyclist and pedestrian safety at the Hwy 7/ Jane junction, especially during low visibility periods in the evening.
Parking	• Address cars parking over bike lanes with physical barriers • Ensure proper winter maintenance.

PIC #1 - What We Have Heard – **Transit**

Category	Suggestions
Shuttle Service	• Introduce a shuttle service for convenient mobility between local developments and transportation hubs.
Transfer Stops	• Establish a transfer stop connecting the Viva BRT on Highway 7 to the Barrie GO Train line, enhancing access to the VMC for GO line commuters.
Bus Stops	• Relocate YRT bus stops from Highway 7 to the middle bus lane, since traffic congestion is caused when YRT bus stops in live traffic lanes. • Improve transit connectivity with new stops on Edgeley Boulevard and Interchange Way for development sites.
Drop-off Zones	• Implement a drop-off zone at the Vaughan Metropolitan subway station, similar to existing zones at Finch and Sheppard West subway stations. • Address challenges from Walmart's inconvenient relocation and limited transit access. • Consider potential retail developments like a grocery store, superstore, and Shoppers Drug Mart in the area.
Coordination	• Improve coordination within the VMC and with neighboring municipalities (including Toronto).

PIC #1 - What We Have Heard – **Roads**

Category	Suggestions
Traffic / Road Enhancements	• Widen Edgeley Boulevard, adding a centre left-turn lane from Highway 7 to Portage Parkway to alleviate congestion. • Explore traffic solutions such as extending Portage Parkway and widening Apple Mill Road.

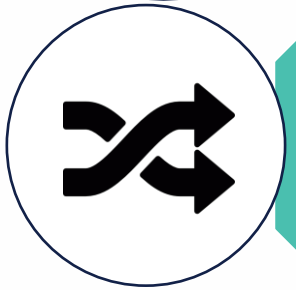
Problem & Opportunity Statement

The vision of the VMC TMP is to accommodate transportation 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 parking management with TDM (for example, walking, cycling, transit, ride share). The TMP will enhance the ***sustainable*** *and* ***multi-modal*** *transportation system for the City with a network that supports* ***all users and all modes of transportation****. The City's 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**

Assessment Process

Stage 1

Regional Network Modeling

Purpose:

1. Determine **regional** improvements required for a functional network

2. Determine the **maximum threshold** population and employment that can be accommodated at VMC from a traffic and transportation lens.

Stage 2

Local Network Assessment

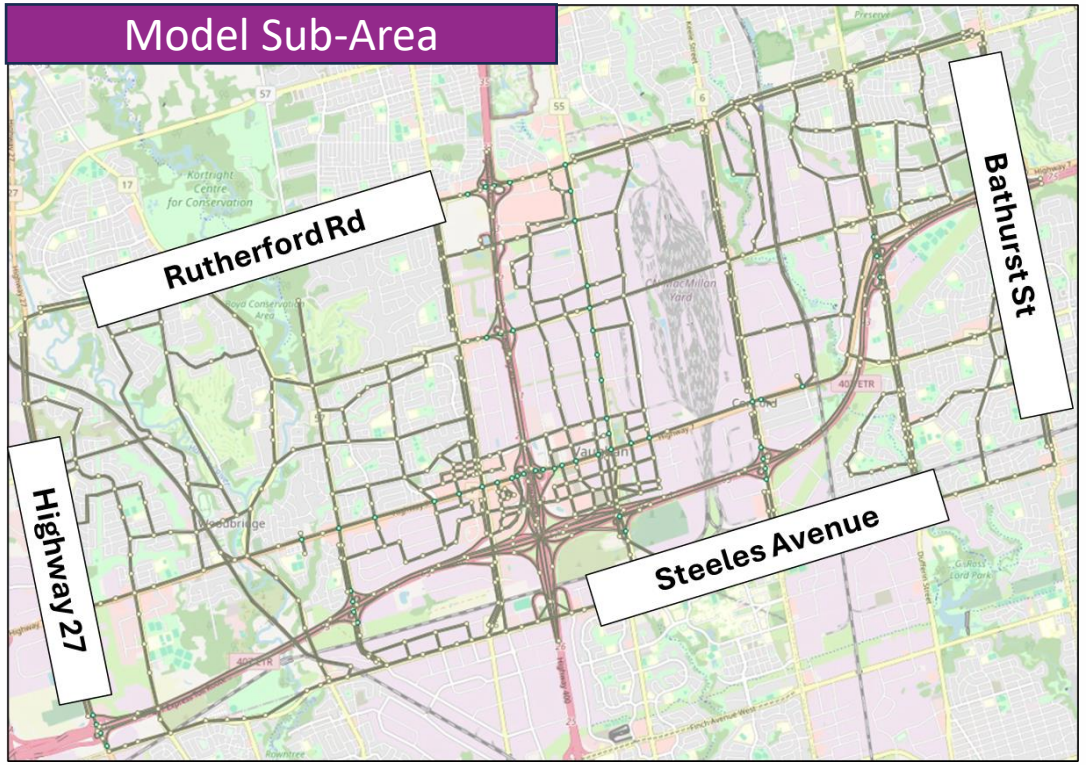
Purpose:

1. Evaluate a range of local network options through multiple lenses

2. Determine a preferred local network that prioritizes active transportation and public transit at VMC.

Regional Network Modeling

- The base model used for this study is the York Region Travel Demand Forecasting (YRTDF) model that was recalibrated in 2014.
- Model represents **AM Peak Hour**
- Model changes include:
  - Updated population in the study area
  - Updated employment totals and employment distribution in the study area.
  - 60% 0-car households assumed for VMC.
  - Parking cost: $30 per day.
  - Reduced trip generation to account for active transportation and impact of local trips in a dense, urban area



Networks Examined:

Existing Regional Network

Future Base Network

Secondary Stage Network

Regional Network Scenarios and Results

- Regional network modeling examined the capacity of regional roadways and arterials to accommodate a range of development levels
- ALL Scenarios assumed a 2041 horizon year for background traffic and a combined population and employment of 25,000 in the adjacent Weston 7 Secondary Plan Area, in line with W7 TMP recommendations

Local Network Solution Scenario	Combined VMC Population and Employment	Transportation Assumptions	Result
Scenario A	42,000	Existing Regional Network	
Scenario B	42,000	Future Base Network	
Scenario C	105,000	Existing Regional Network	
Scenario D (Threshold)	105,000	Future Base Network	
Scenario E	156,000	Future Base Network	
Scenario F	156,000	Second Stage Network	

Recommended Future Base Network Improvements

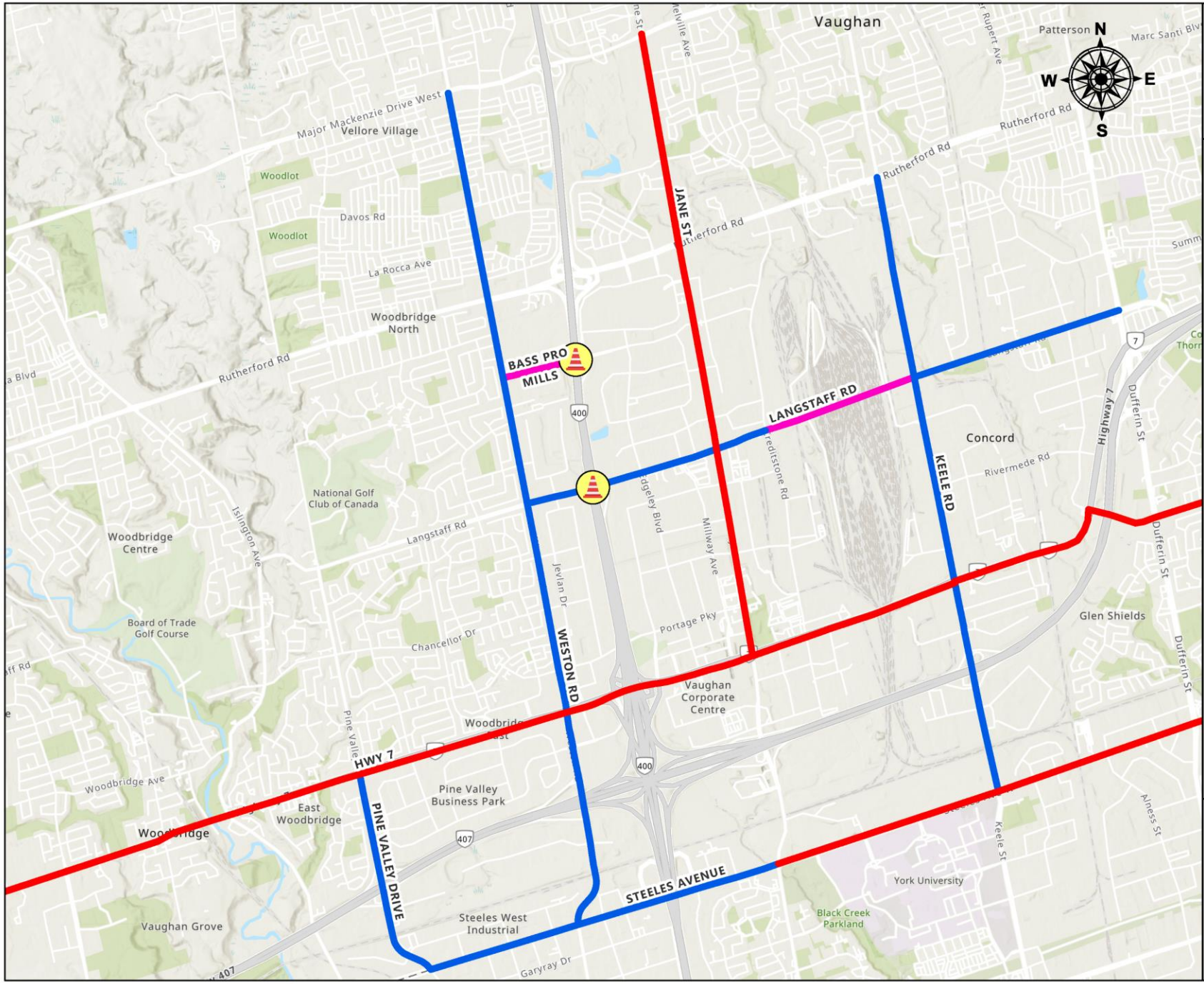
Broad network improvements are REQUIRED to accommodate background traffic growth and must be in place by 2041 to accommodate any degree of further development at VMC

Future Base Network Improvements Include:

- Bass Pro Mills extension from Highway 400 to Weston Road
- Langstaff Road widening between Weston Road and Creditstone Road (4 to 6 lanes)
- Langstaff Road connection over CN Yard
- Langstaff Road full interchange at Highway 400
- Steeles Avenue widening west of Jane Street (4 to 6 lanes)
- Pine Valley Drive widening between Highway 7 and Steeles Avenue (4 to 6 lanes)
- Weston Road widening north of Steeles Avenue (4 to 6 lanes)
- Keele Street widening north of Steeles Avenue (4 to 6 lanes)
- Highway 7 rapid transit corridor (Viva headway 10 minutes)
- Steeles Avenue Transit Corridor (4 mixed traffic lanes + transitway east of Jane Street)
- Jane Street Transit Corridor (4 mixed traffic lanes + transitway between Highway 7 and Major Mackenzie Drive, 10 minute headways)

A 105,000 population and jobs maximum threshold is identified through regional network modeling

A 156,000 population and jobs were evaluated and cannot be accommodated based on the tested improvements



Date Exported: 28-01-2025 10:44 AM

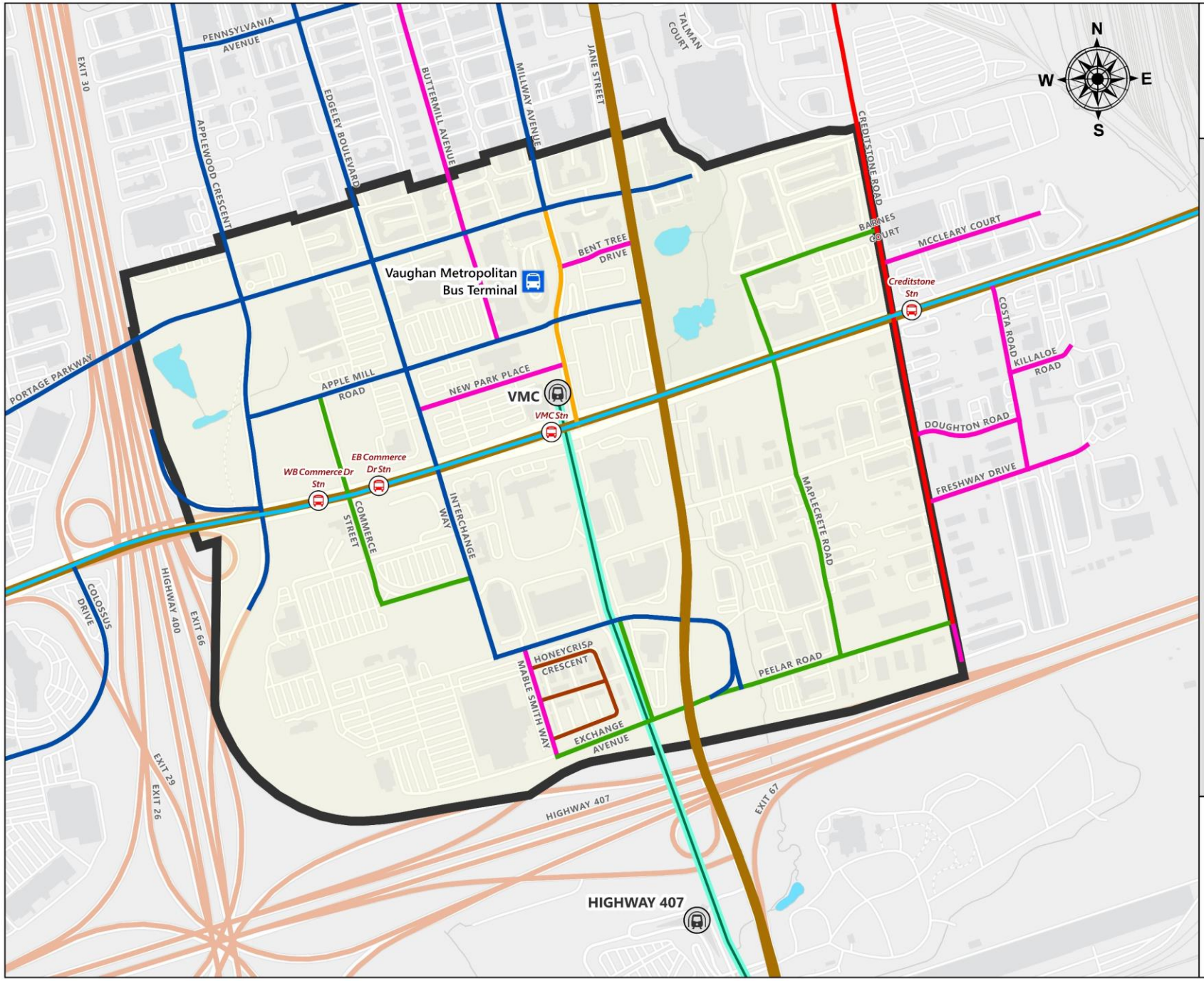
Alternative Local Network Solutions

- **Alternative modes of travel:** for example, provide bicycle parking, and subsidized transit passes, complementary parking requirements.
- **Alternative routes:** for example, restrictions on specific vehicle routes during peak hours.
- **Trip-making behaviour:** for example, create a culture or walking or cycling, and car-free days (social marketing techniques).
- **Alternative work arrangements:** for example, teleworking, flexible work schedules outside of working hours to spread out travel demand over time.
- **Integrating Transportation Demand Management (TDM) Strategies in new developments:** for example, incorporate data tracking, identify effectiveness of TDM measures, and inform developers.
- **Additional road network improvements:** including Interchange Way and Millway Avenue.

A combination of solutions will be needed to meet future demand.





Alternative 1: Existing Local Network

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- Existing BRT Station
- Existing TTC/YRT Transit
- Existing Subway Station
- Waterbody
- VMC Secondary Plan Boundary

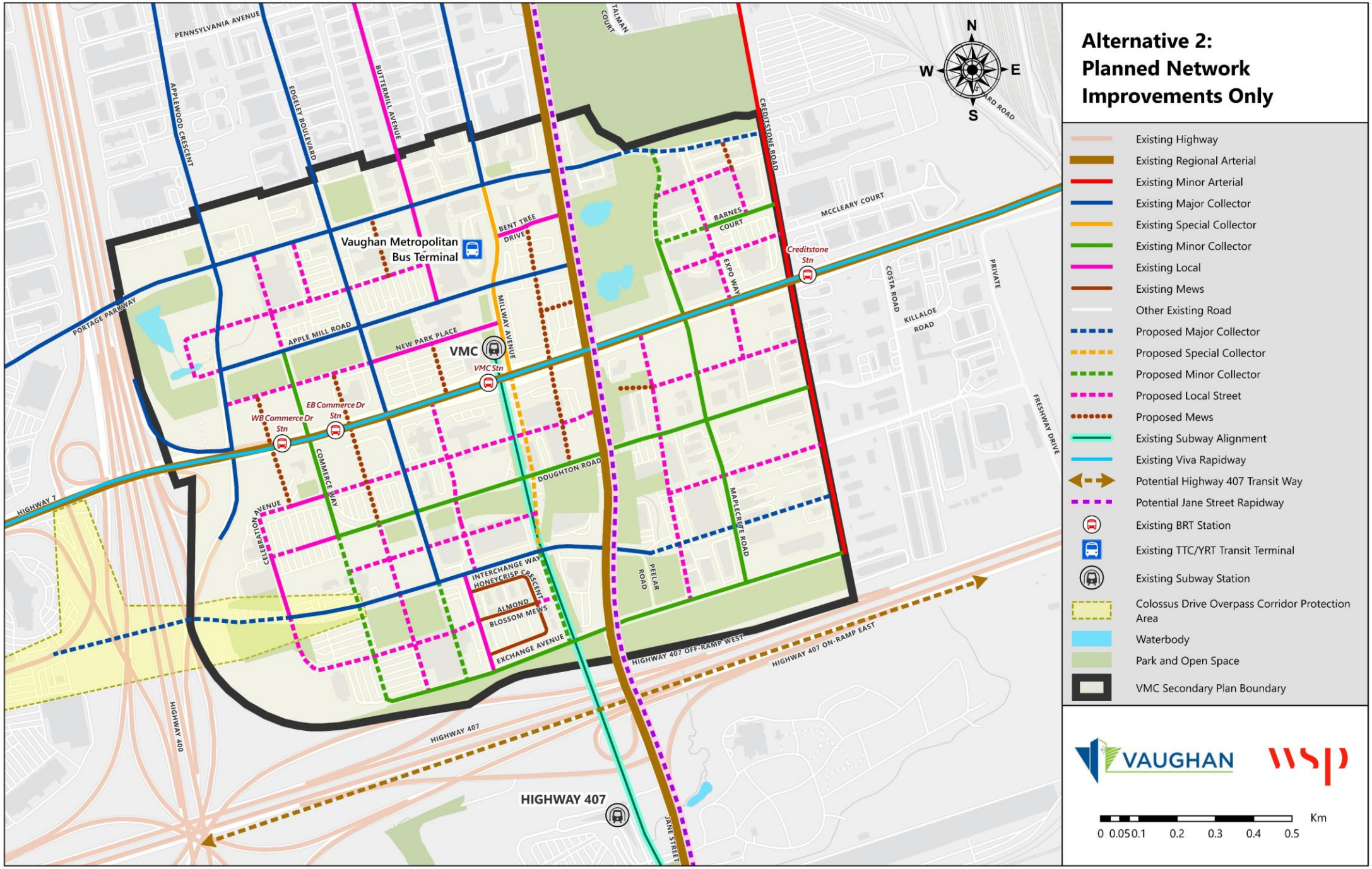
VAUGHAN

WSP

Km

0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 22-01-2025 12:21 PM



Alternative 2: Planned Network Improvements Only

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Highway 407 Transit Way
- Potential Jane Street Rapidway
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Overpass Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

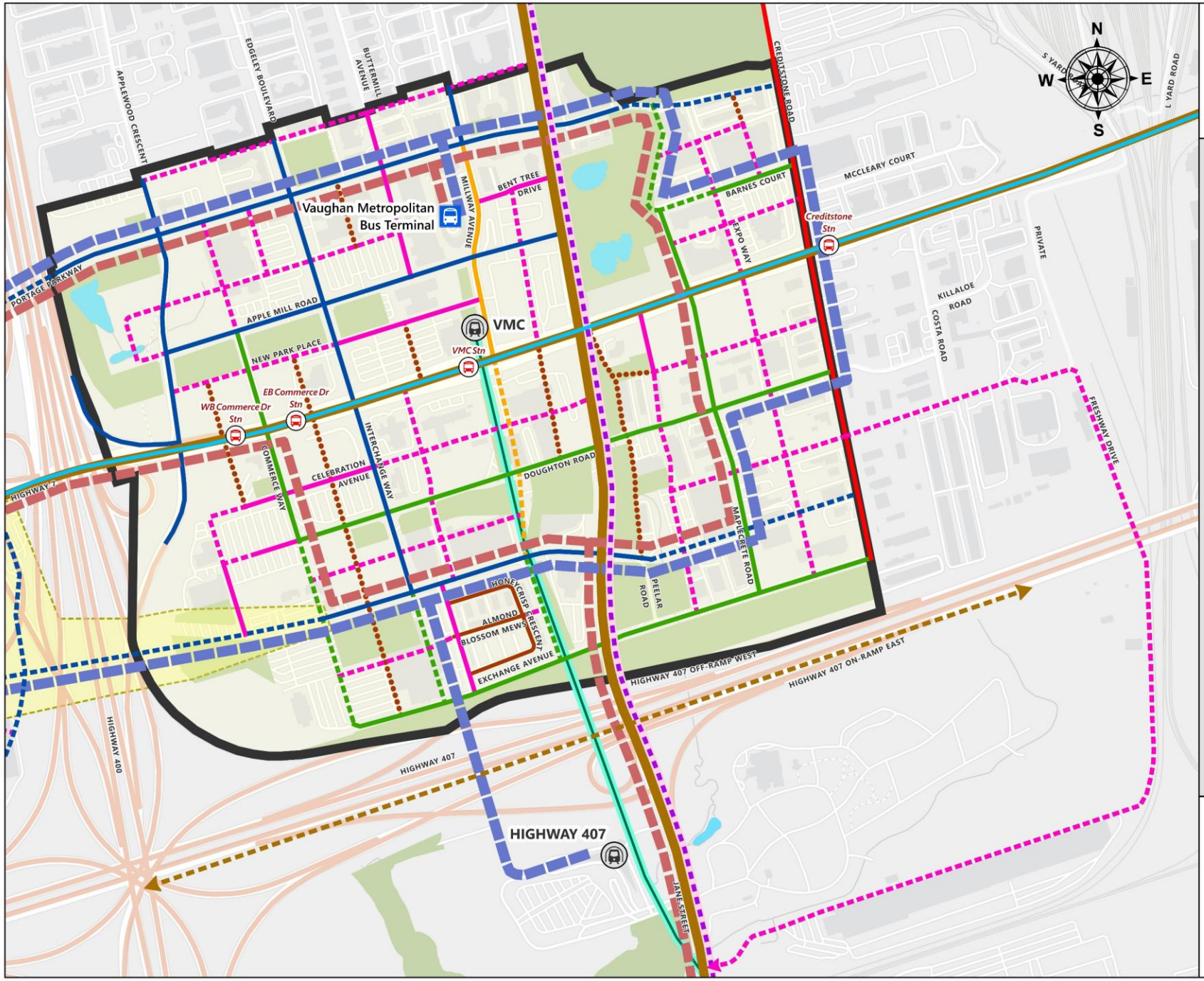
VAUGHAN

WSP

Km

0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 22-01-2025 12:22 PM



Alternative 3: Enhanced Network Improvements

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Highway 407 Transit Way
- Potential Jane Street Rapidway
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

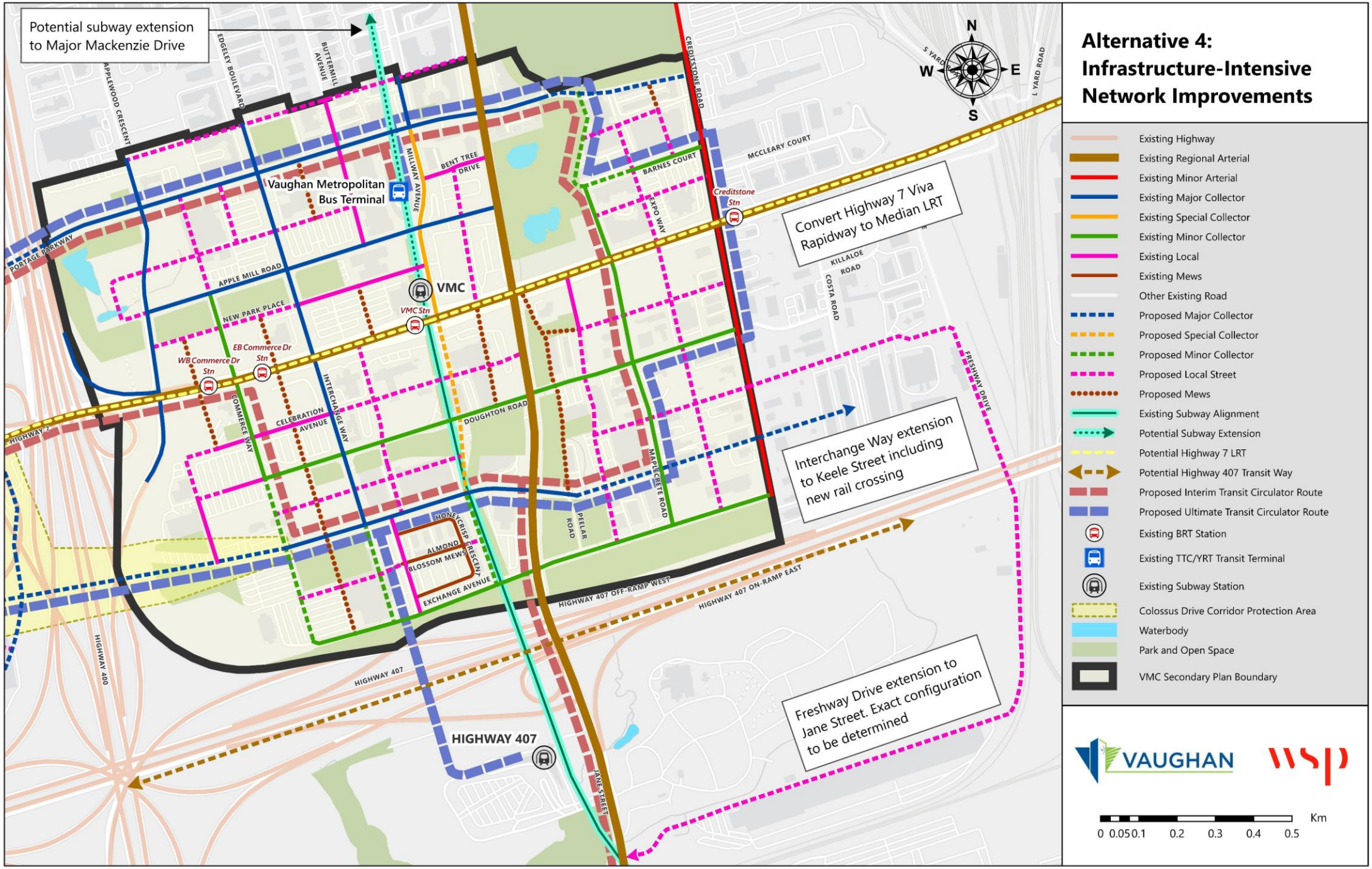
VAUGHAN

WSP

Km

0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 22-01-2025 12:24 PM



Alternative 4: Infrastructure-Intensive Network Improvements

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector
- Proposed Special Collector
- Proposed Minor Collector
- Proposed Local Street
- Proposed Mews
- Existing Subway Alignment
- Potential Subway Extension
- Potential Highway 7 LRT
- Potential Highway 407 Transit Way
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

VAUGHAN

WSP

Km

0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 22-01-2025 12:25 PM

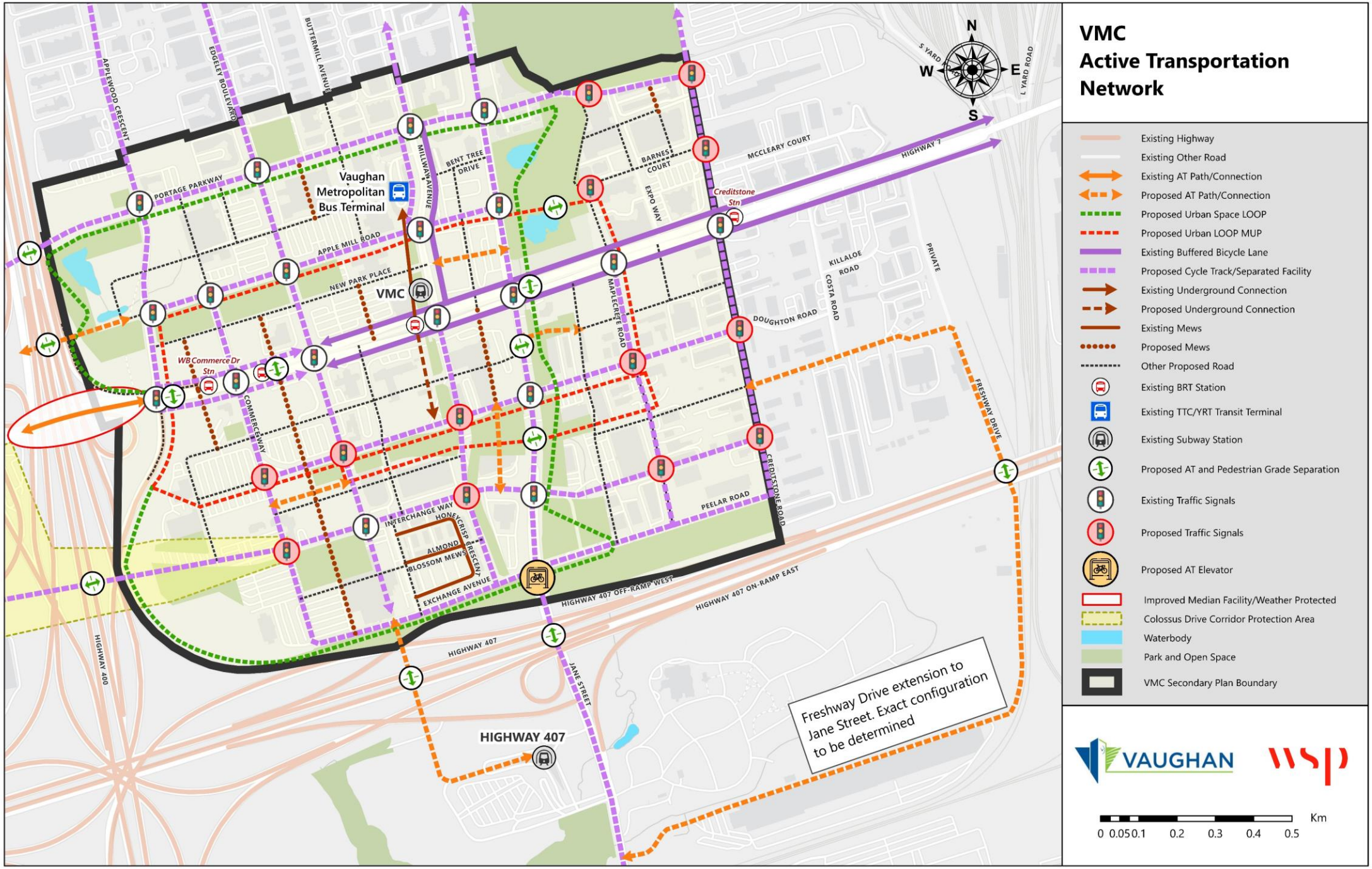
Approach: Multiple Account Evaluation

Criteria	Motivation
Multi-Modal Network Elements	• Describes the supply and coverage of pedestrian, cycling, and transit elements • Assessed quantitatively relative to baseline conditions
Travel Demand and Traffic Impacts	• Responds to the need for a multimodal transportation network in the VMC study area and identifies how the alternatives impact both transit and auto demand • Assessed quantitatively relative to baseline conditions
Planning and Policy Context	• Scenario alignment with Provincial, Regional, and City directions for integrated sustainable transportation, as outlined in their respective guiding policy documents • Assessed qualitatively relative to baseline conditions
Safety for Pedestrians and Cyclists	• Highlights safety implications of network modifications for cyclists and pedestrians • Assessed quantitatively relative to baseline conditions
Natural Environmental	• Assesses emissions and impacts to the natural environment generated by each alternative • Assessed quantitatively and qualitatively relative to baseline conditions
Equity Considerations	• Highlights impacts for defined user-groups to capture advantages and disadvantages across a broad range of people • Assessed qualitatively relative to baseline conditions

Methodology: Multiple Account Evaluation

Criteria	Alternative 1	Alternative 2	Alternative 3 (Preferred)	Alternative 4
Multi-Modal Network Elements	◑	◕	●	●
Travel Demand and Traffic Impacts	◑	◕	●	◕
Planning and Policy Context	◑	◕	●	●
Safety for Pedestrians and Cyclists	◑	◕	●	●
Natural Environmental	◑	◔	◔	○
Equity Considerations	◑	◕	●	●

Negative impact ○ ◔ ◑ ◕ ● Most positive impact



VMC Active Transportation Network

- Existing Highway
- Existing Other Road
- Existing AT Path/Connection
- Proposed AT Path/Connection
- Proposed Urban Space LOOP
- Proposed Urban LOOP MUP
- Existing Buffered Bicycle Lane
- Proposed Cycle Track/Separated Facility
- Existing Underground Connection
- Proposed Underground Connection
- Existing Mews
- Proposed Mews
- Other Proposed Road
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Proposed AT and Pedestrian Grade Separation
- Existing Traffic Signals
- Proposed Traffic Signals
- Proposed AT Elevator
- Improved Median Facility/Weather Protected
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

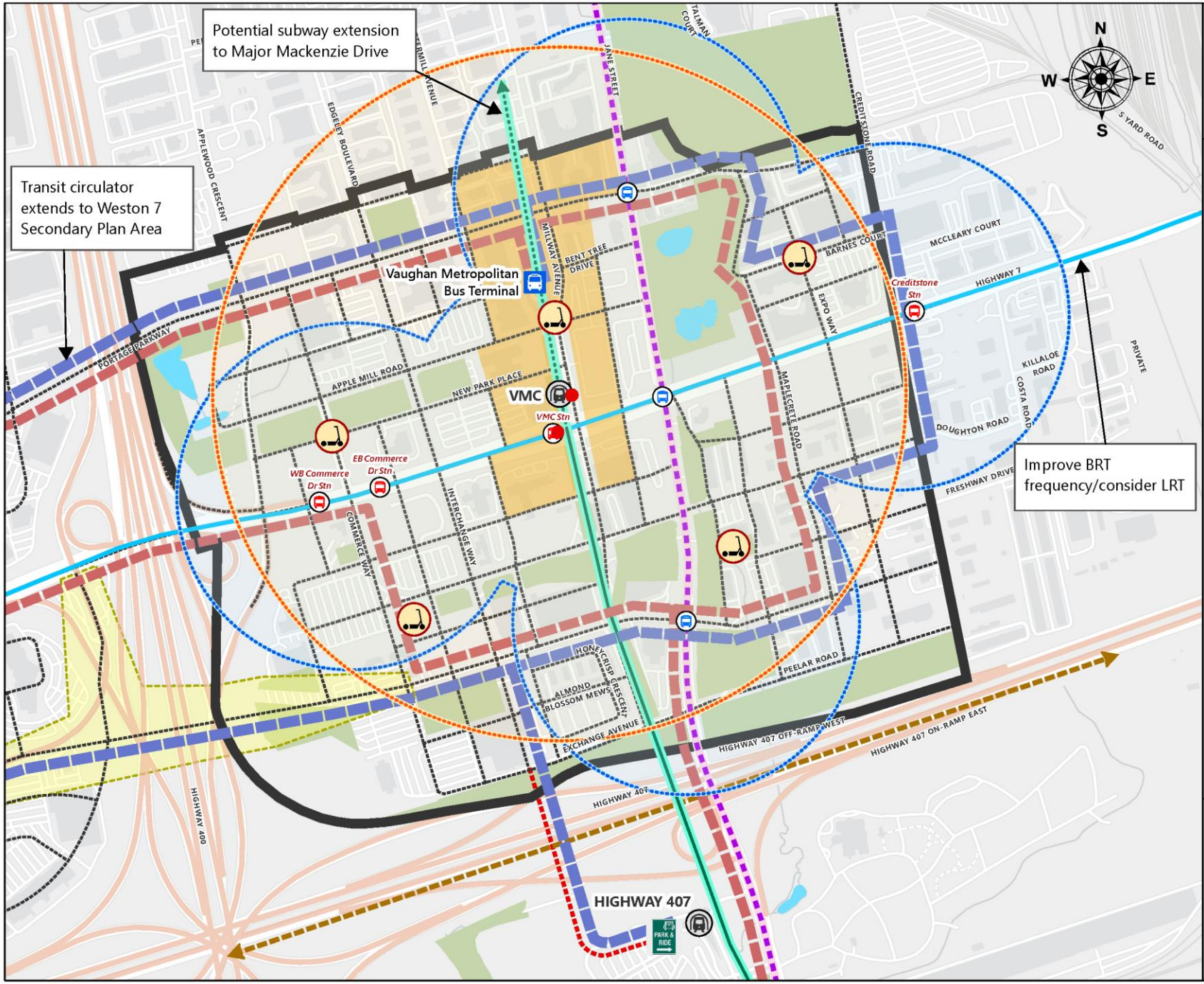
VAUGHAN

WSP

Km

0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 22-01-2025 12:18 PM



VMC
Transit Network

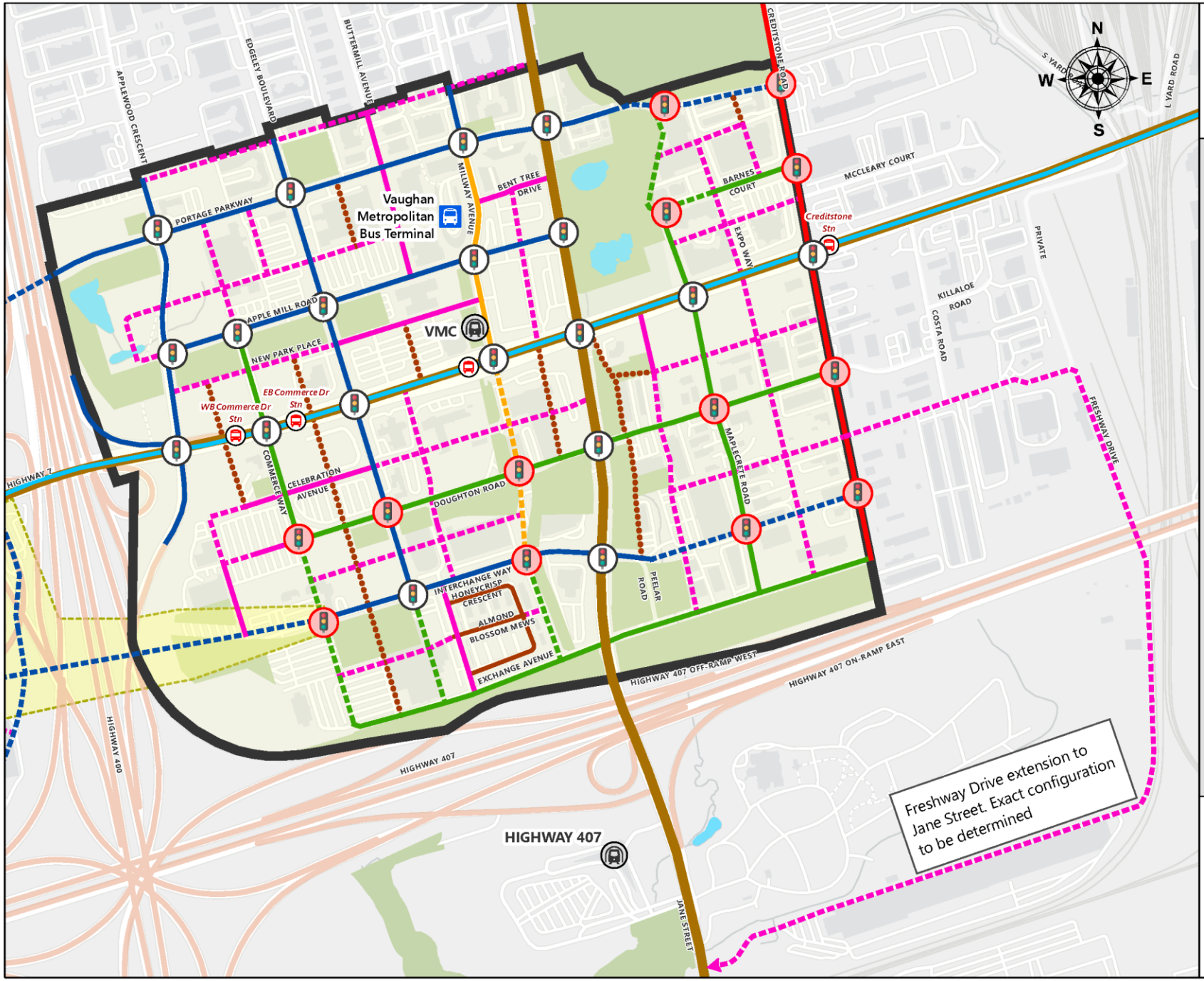
- Existing Subway Alignment
- Existing Viva Rapidway
- Potential Subway Extension
- Proposed Jane Street Rapidway
- Potential Highway 407 Transit Way
- Proposed Interim Transit Circulator Route
- Proposed Ultimate Transit Circulator Route
- Existing Highway
- Proposed Street Network
- Proposed Transit-Only Link
- Existing Subway Station
- Existing Subway Entrance
- Existing TTC/YRT Transit Terminal
- Existing BRT Station
- Existing Park and Ride Lot
- Proposed Jane Street Rapidway Station
- Proposed Micromobility Hub
- 5 minute walking radius to rapid transit
- 10 minute walking radius to Vaughan Metropolitan Centre Subway Station
- Blocks Adjacent to Subway
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

VAUGHAN

WSP

Km
0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 25-01-2025 12:23 AM



Street Network with road classification

- Existing Highway
- Existing Regional Arterial
- Existing Minor Arterial
- Existing Major Collector
- Existing Special Collector
- Existing Minor Collector
- Existing Local
- Existing Mews
- Other Existing Road
- Proposed Major Collector (33m)
- Proposed Special Collector (33m)
- Proposed Minor Collector (26m)
- Proposed Local Street (20-22m)
- Proposed Mews (15-17m)
- Existing Viva Rapidway
- Existing BRT Station
- Existing TTC/YRT Transit Terminal
- Existing Subway Station
- Existing Traffic Signal
- Proposed Traffic Signal
- Colossus Drive Corridor Protection Area
- Waterbody
- Park and Open Space
- VMC Secondary Plan Boundary

VAUGHAN

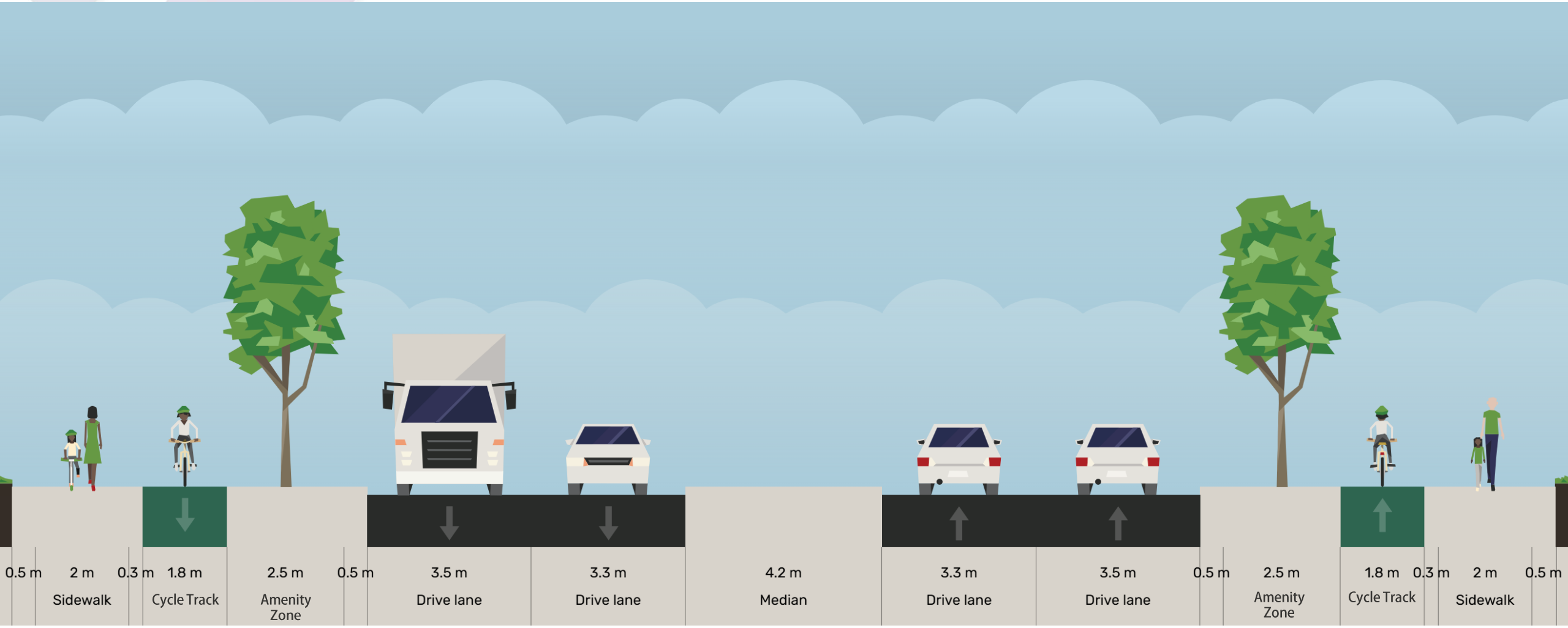
wsp

Km

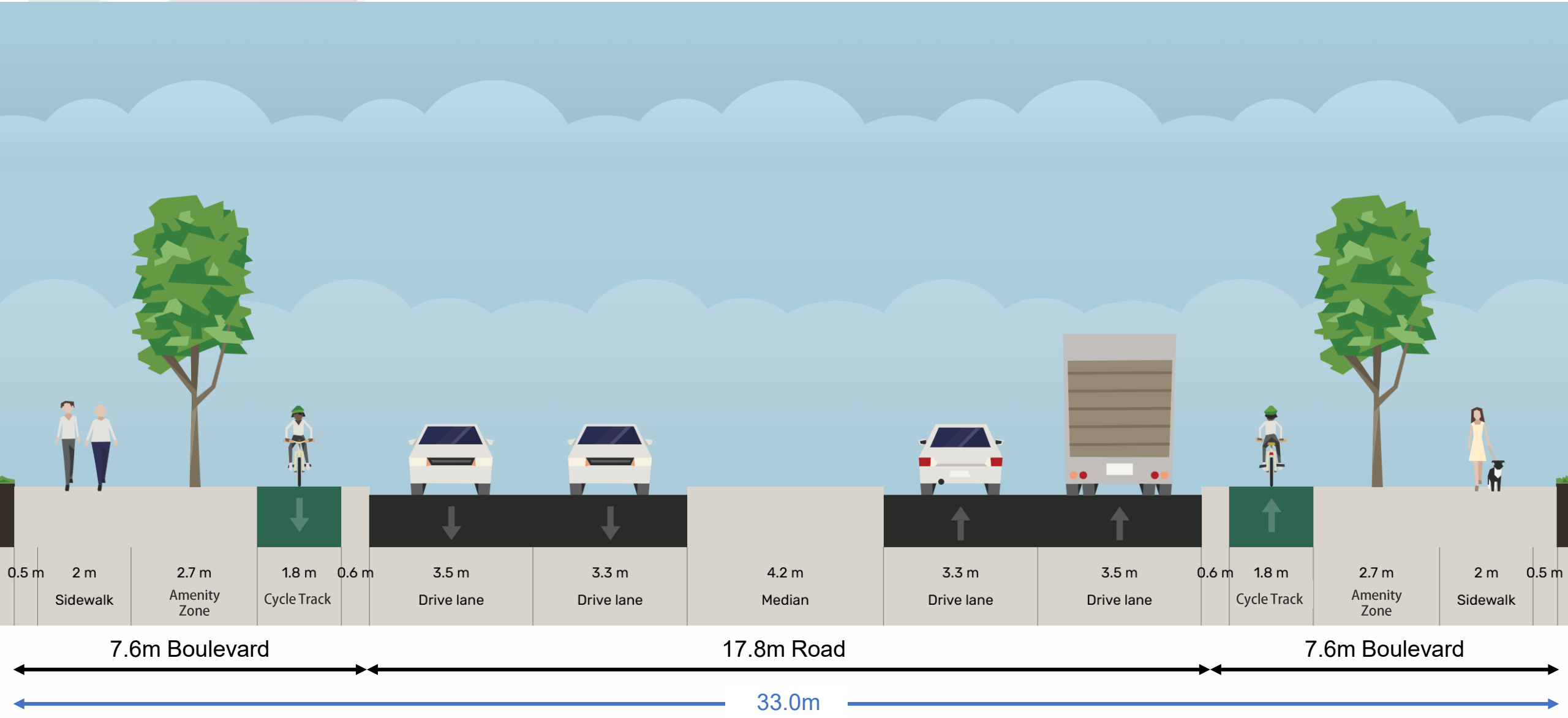
0 0.05 0.1 0.2 0.3 0.4 0.5

Date Exported: 28-01-2025 10:28 AM

Minor Arterial (For Example: Creditstone Road)

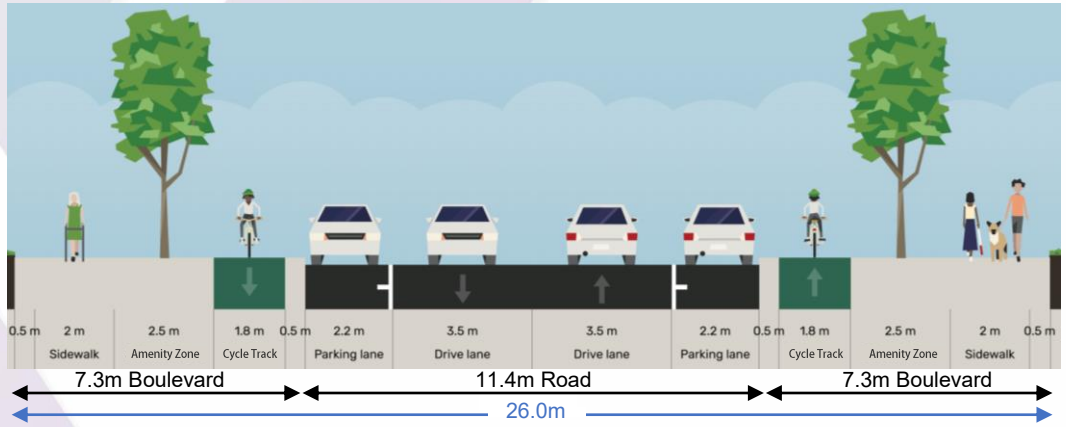


Major Collector (For Example: Portage Parkway, Millway Avenue, Interchange Way)

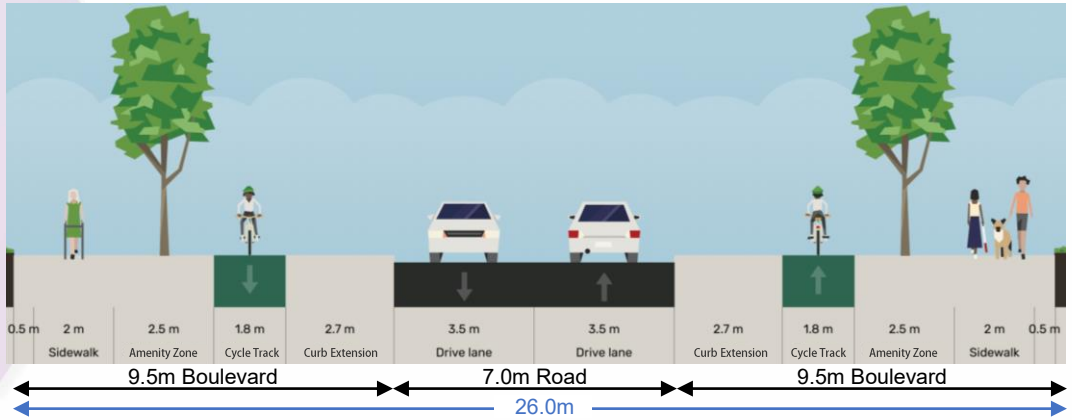


Minor Collector - Parking on Both Sides

(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock

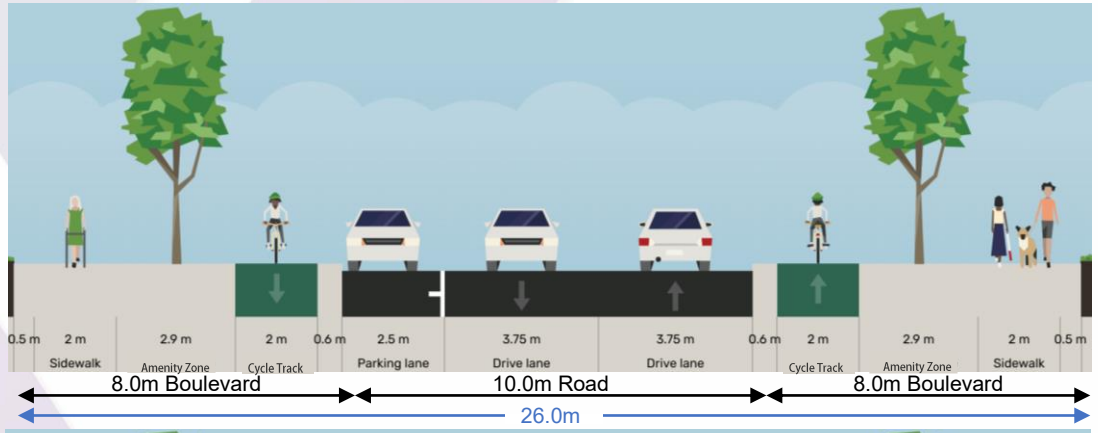


Midblock Pedestrian Crossing

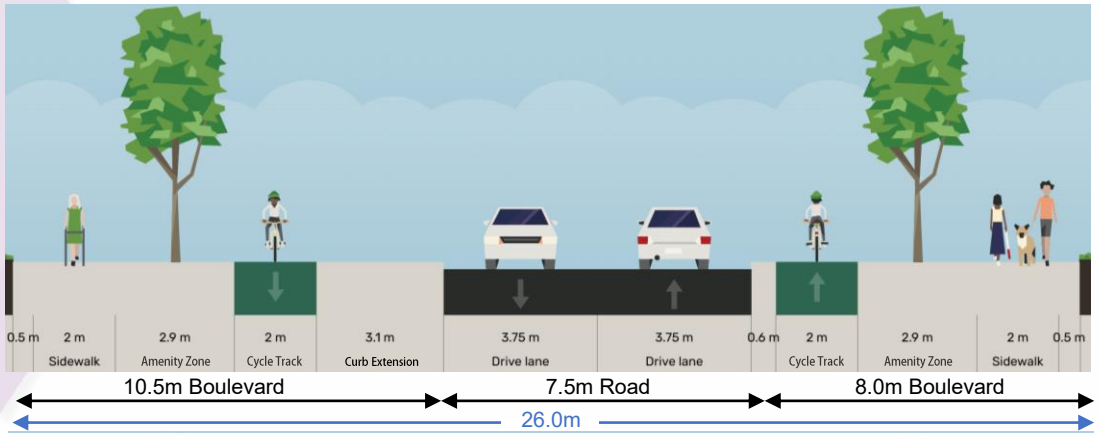
Intersection

Minor Collector - Parking on One Side

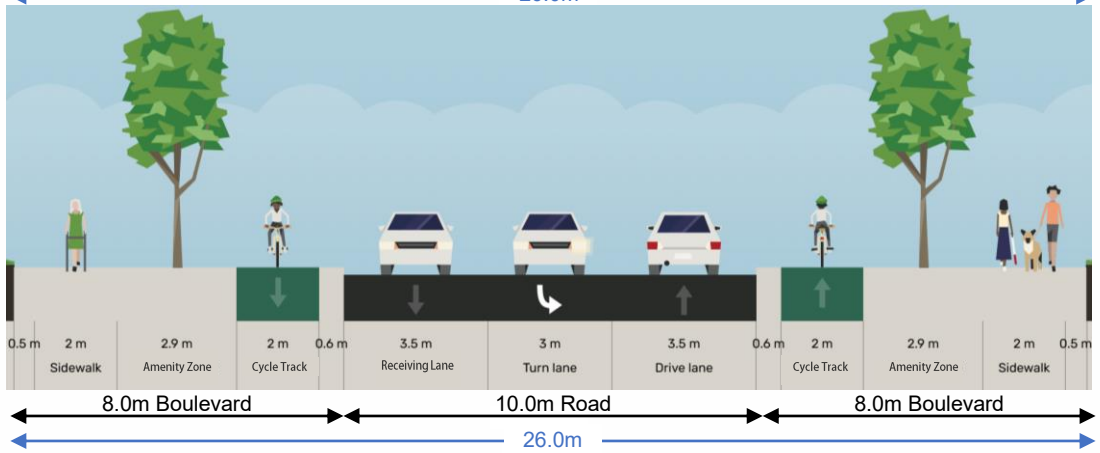
(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock

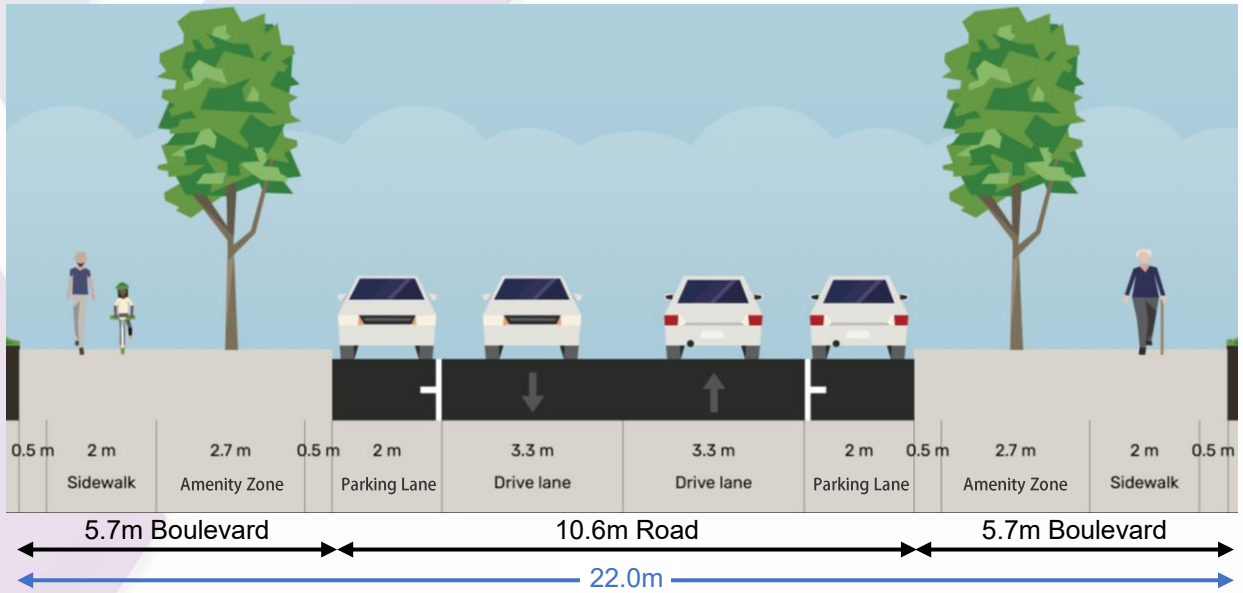


Midblock Pedestrian Crossing

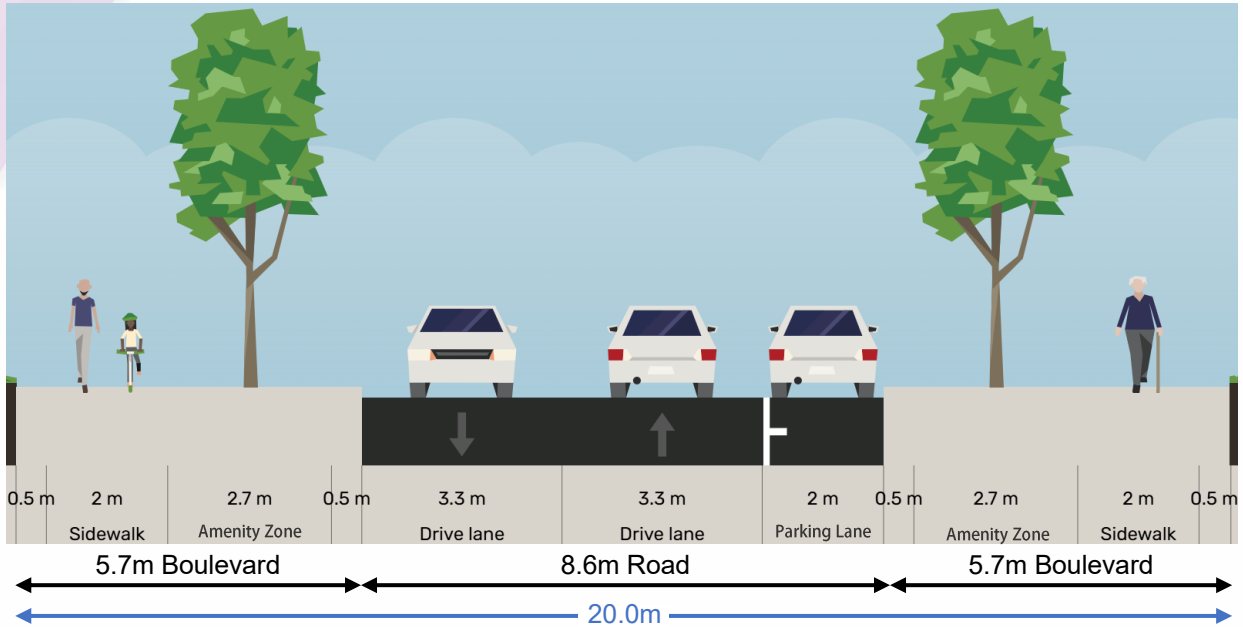


Intersection

Local (For Example: New Park Place, Mable Smith Way, White Elm Street)



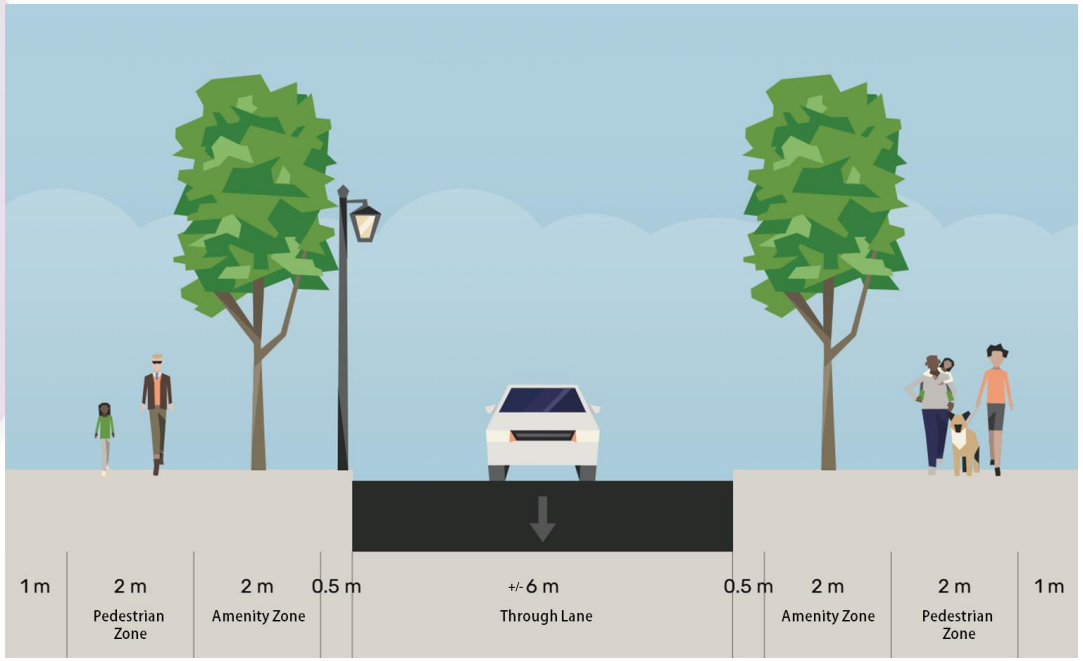
Parking on Both Sides



Parking on One Side

Vehicular and Non-Vehicular Mews

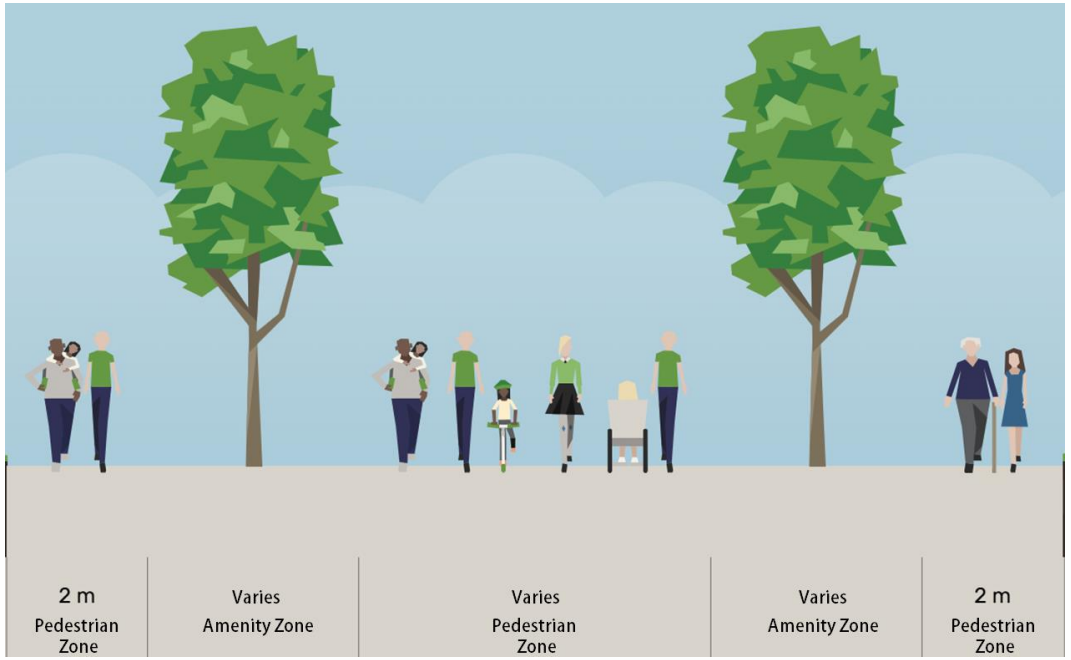
Mews Street with Laneway



5.5m Boulevard | 6.0m Road | 5.5m Boulevard

min 17.0m

Mews Street without Laneway



min 15.0m

Transportation Demand Management

Policy Recommendations

- Implement TDM measures for City employees and City-owned facilities.
- Explore bike/scooter share program feasibility.
- Work with the Region to enhance transit frequency and service and incentivize Smart Commute partnerships.

Education & Outreach Recommendations

- Inform new residents and employees of TDM programs and incentives.
- Emphasize active school travel starting at a young age and train educators through the Making Tracks program.
- Promote MyRide Travel & MyTrip to ensure people are confident riding transit.
- Offer transit vouchers, schedules, real-time information, bicycle shop certificates, or micromobility discounts to encourage sustainable travel.

Infrastructure Recommendations

- Design pedestrian-oriented spaces and streets, such as car-free and car-light realms
- Improve active transportation connections
- Ensure universal design for all ages and abilities
- Work with the Region to improve transit stop design
- Consolidate/eliminate driveways and accesses on major collector and arterial roads where possible

Parking

Parking Recommendations

- Remove minimum parking requirements and reduce maximums.
- Require dedicated parking spaces for carshare and carpool vehicles.
- Continue to require the provision of both short and long-term bicycle parking.
- Continue to unbundle parking from unit costs.
- Expand the area for paid parking and consider raising parking fees.
- Establish dedicated pick-up and drop-off zones.
- Utilize smart parking technology such as digital parking permits and mobile payment systems.
- Develop a curbside management strategy that considers micromobility hubs and parking, pick-up drop-off facilities, and short-term parking uses.

Eco-friendly Short Distance Transport

Recommendations

- Encourage residential and public e-mobility (e-bikes, e-scooters) unit charging.
- Plan and commission a carshare and e-bike / e-scooter share service for residents and visitors.
- Facilitate convenient curbside pick-up/drop-off to support ridesharing and deliveries.
- Designate and plan for neighbourhood e-mobility hubs, as well as corrals for on-street e-mobility parking.

Intelligent Transport, Richard Dilks – CoMoUK, published 26 March 2021, https://www.intelligenttransport.com/transport-articles/120069/mobility-hubs-uk/

Bike Share Toronto to introduce single-fare option, published June 26, 2018, https://www.cp24.com/news/bike-share-toronto-to-introduce-single-fare-option-1.3989638

[illegible] (n.d.). New York City's first curbside electric-vehicle [illegible] SU. https://[illegible].com/articles/new-york-city-[illegible]-curbside-electric-vehicle-charging-station-[illegible]

Next Steps

1. Summarize and process input received (please provide input by Feb. 13th)
2. Adjust and refine improvements to the transportation network and prepare TMP Report
3. Present Report to Council
   - Committee of the Whole
   (April 2025)
4. Filing the TMP Report and initiate the 30-day commenting period

Video Presentation and Survey

Watch an online presentation and please provide input on the alternative solutions and preliminary preferred strategy to 2051. Share your feedback through this anonymous survey link.

Contact Information

Thank you for contributing to the Transportation Master Plan!

Visit **vaughan.ca/VMCTMP** for more information. Email vmctmp@wsp.com to be added to study's mailing list.

Contact information:

Jillian Britto, P.Eng., PTOE
Transportation Project Manager
(City of Vaughan)
E:jillian.britto@vaughan.ca
Tel: (905) 832-2281, Ext. 8410

Brett Sears, MCIP RPP
Senior Project Manager
(WSP Canada Inc.)
E: brett.sears@wsp.com
Tel: (289)-982-4752