



Appendix H: PIC #1 Engagement Summary



VAUGHAN



DOWNTOWN

vaughan

METROPOLITAN CENTRE



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 rd 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	www.vaughan.ca/VMCTMP
Display Panels Publication (URL Address)	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
Online Survey	https://www.surveymonkey.com/r/CHZ78HJ
Have Your Say	https://haveyoursay.vaughan.ca/vmctmp

Ideas	https://haveyoursay.v Vaughan.ca/vmctmp/brainstormers/ideas
Interactive Map	https://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap

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. 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, 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.



APPENDIX



A

PUBLIC
INFORMATION
CENTRE #1
DISPLAY PANELS



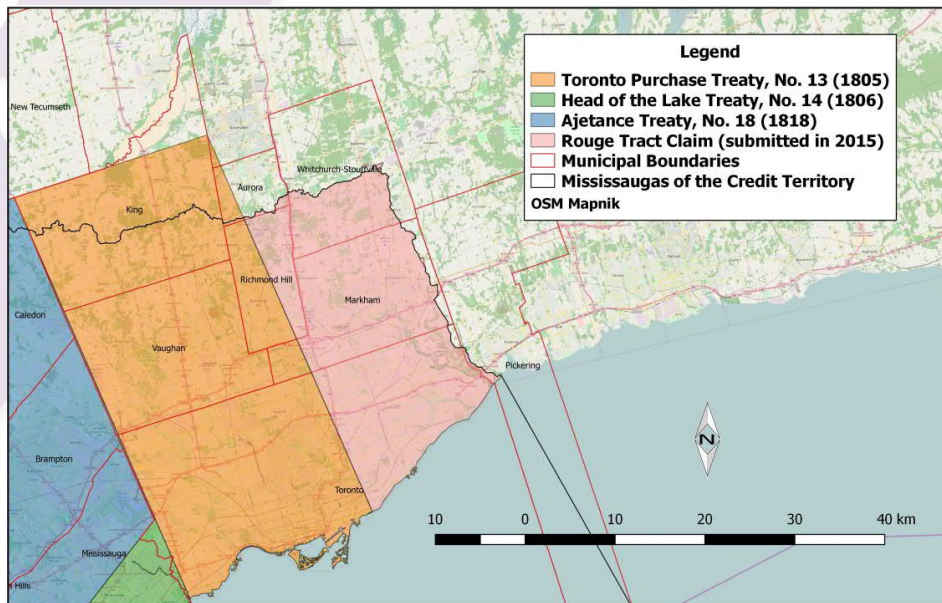
Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way

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



- 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

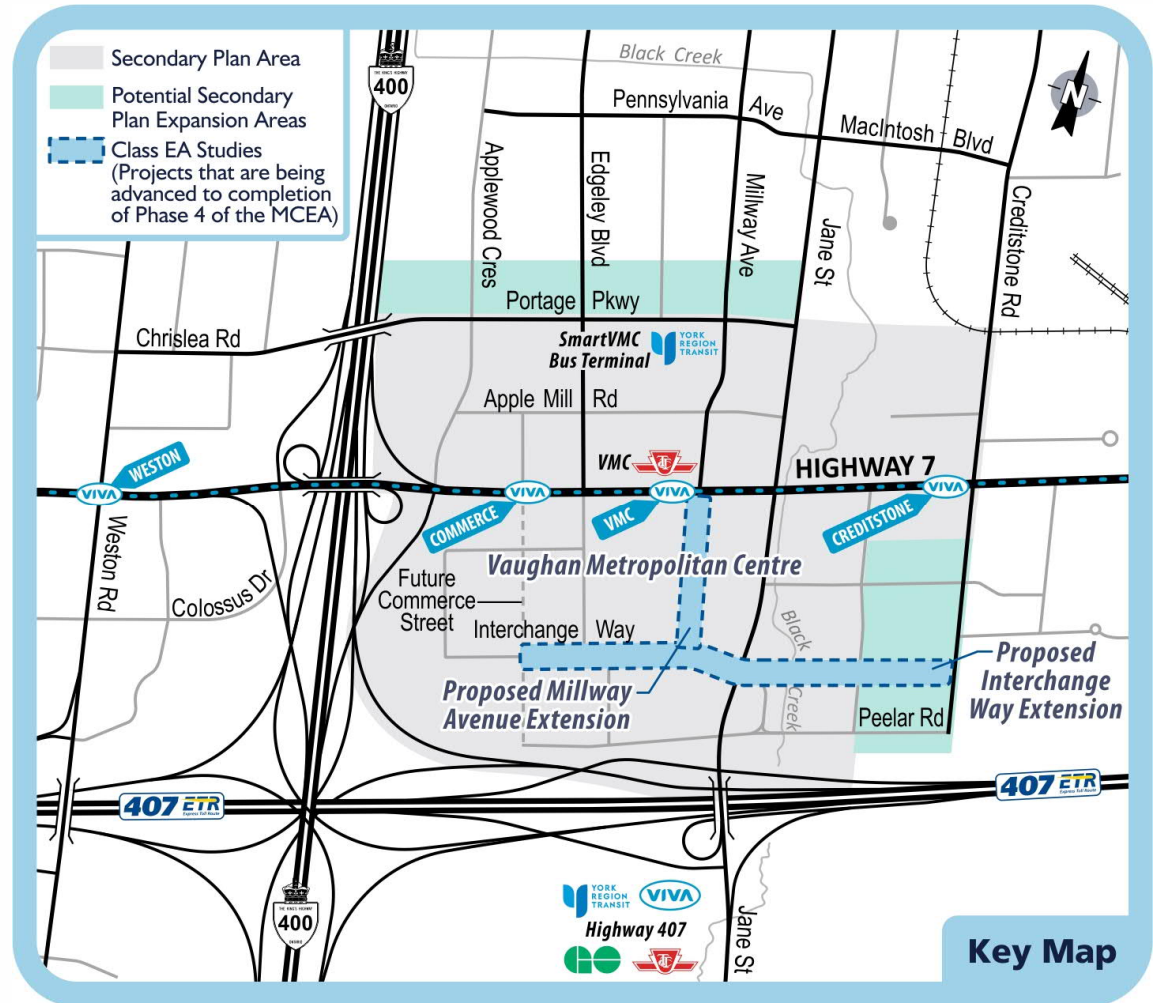
Study Background and Purpose



- 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

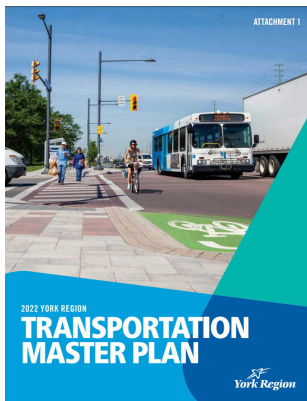
- The study area (Secondary Plan Area) for the VMC TMP Update is bounded by Creditstone Road to the east, Portage Parkway to the north, Highway 400 to the west and 407ETR to the south.
- The limits for the road projects proceeding as Schedule 'C' under the MCEA for the extension of Millway Avenue and 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

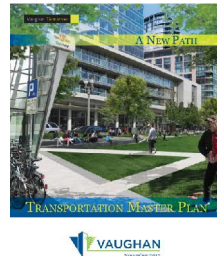
Regional

2022 York
Region
Transportation
Master Plan



City-Wide

2012
Transportation
Master Plan
A New Path



2020
Pedestrian and
Bicycle Master
Plan



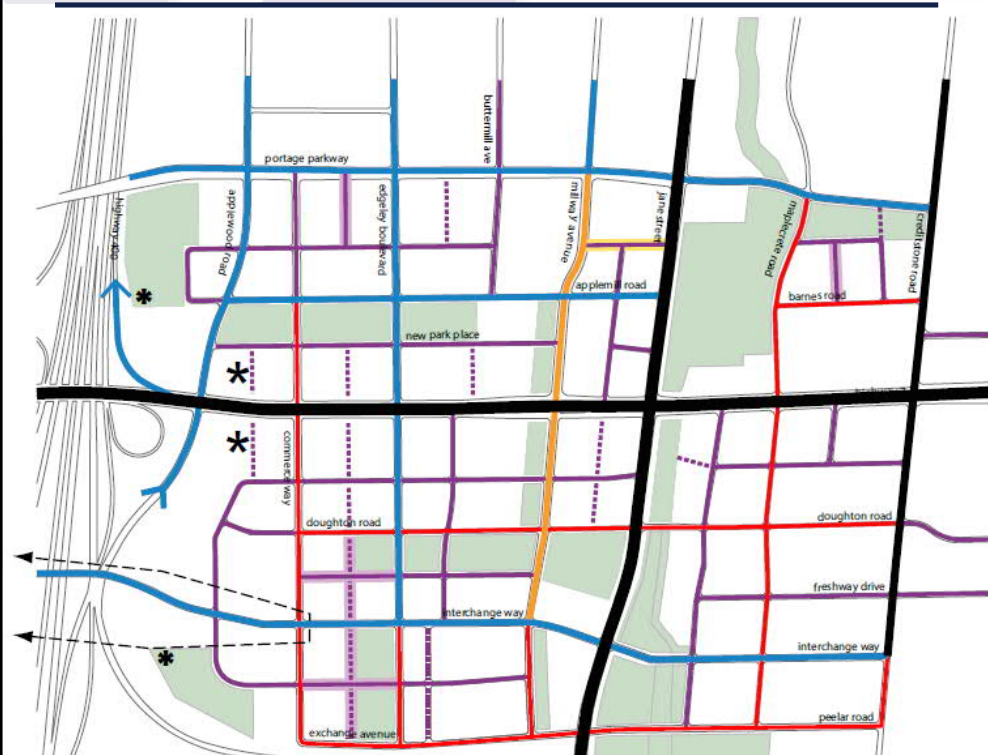
Vaughan
Transportation Plan
(on-going)



Vaughan
Metropolitan
Secondary Plan
Update (on-going)



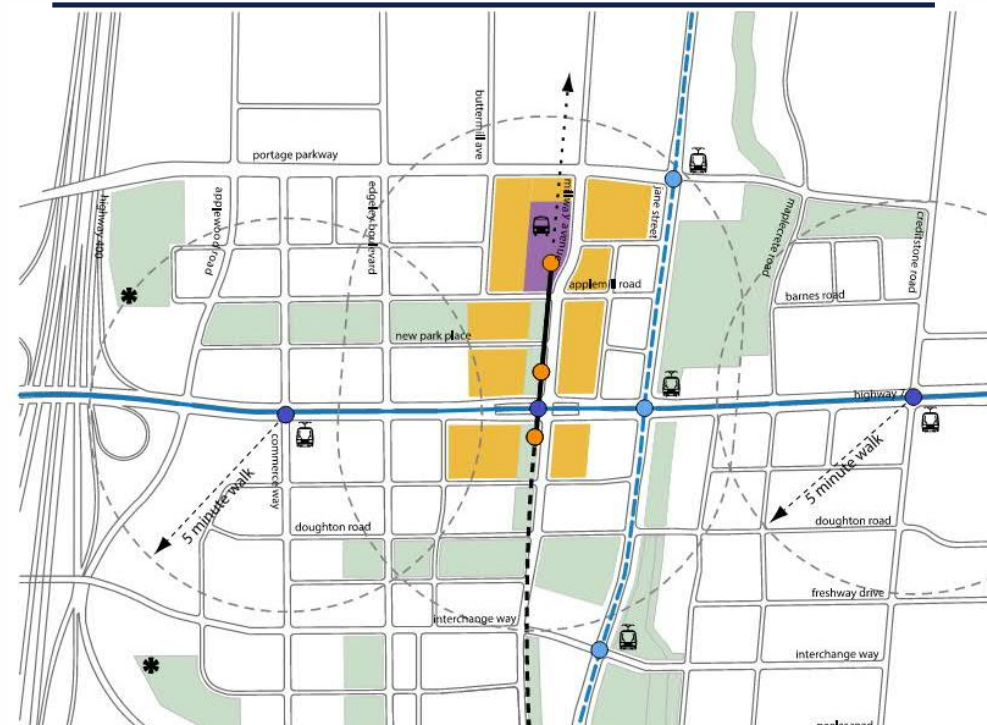
VMC Secondary Plan Street Network



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

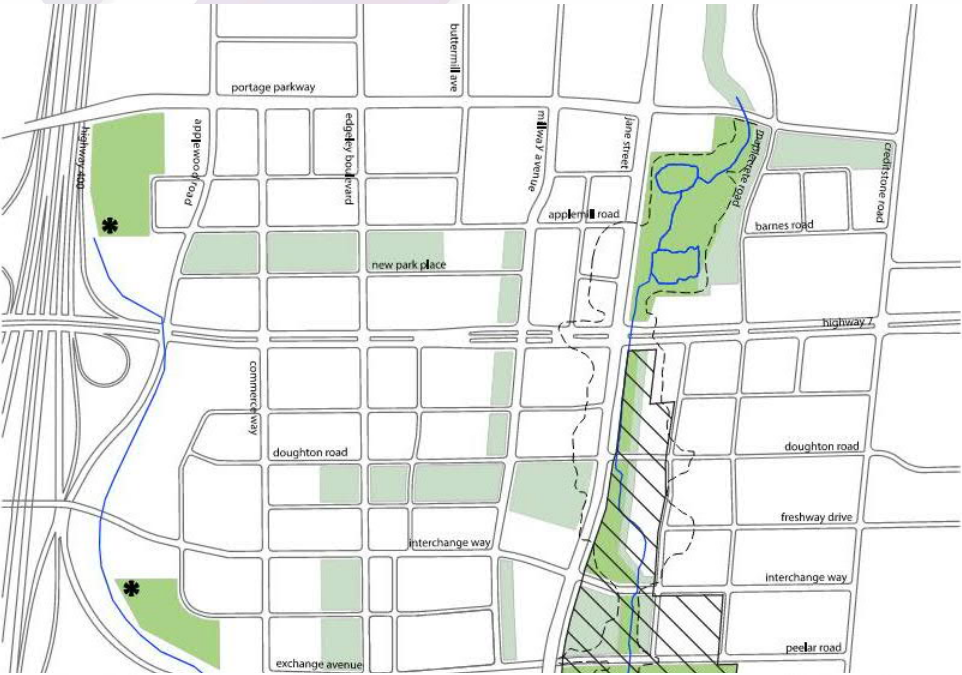
VMC Secondary Plan Transit Network



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)

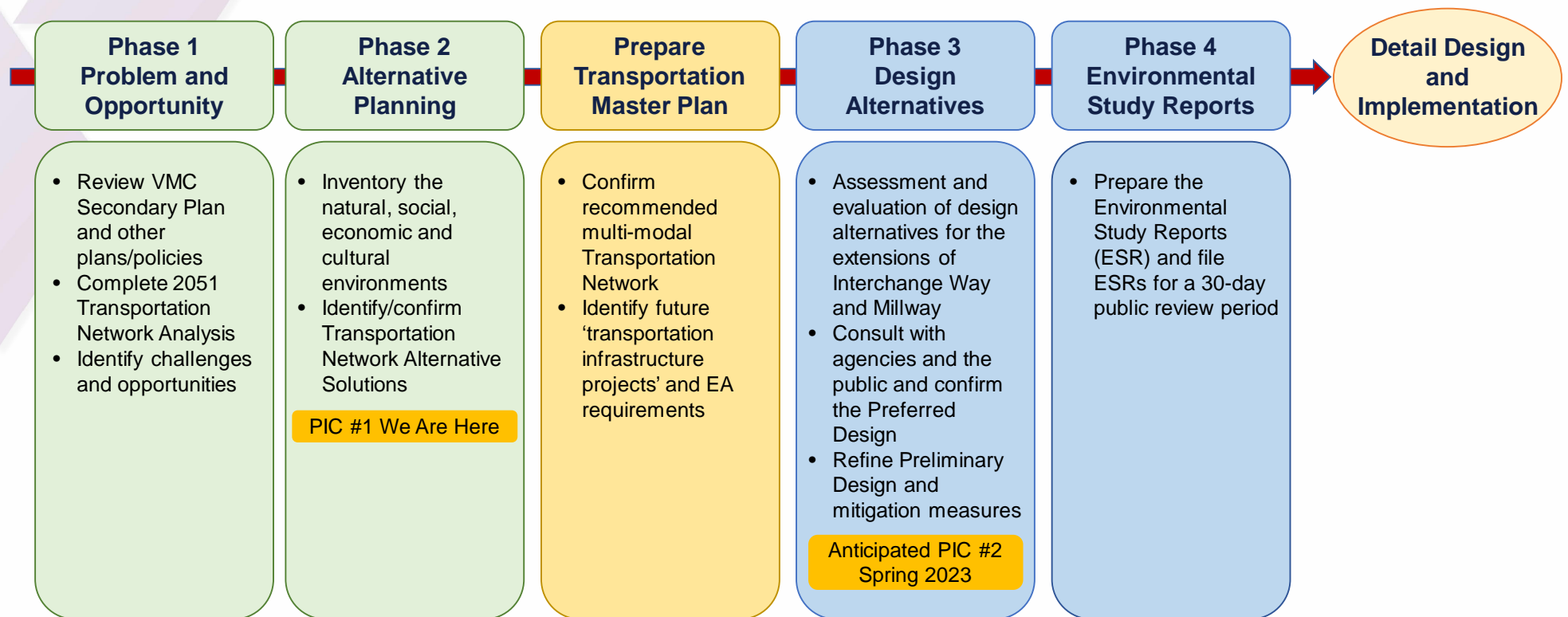
Encourage walking or cycling for most daily trips within the VMC

(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



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

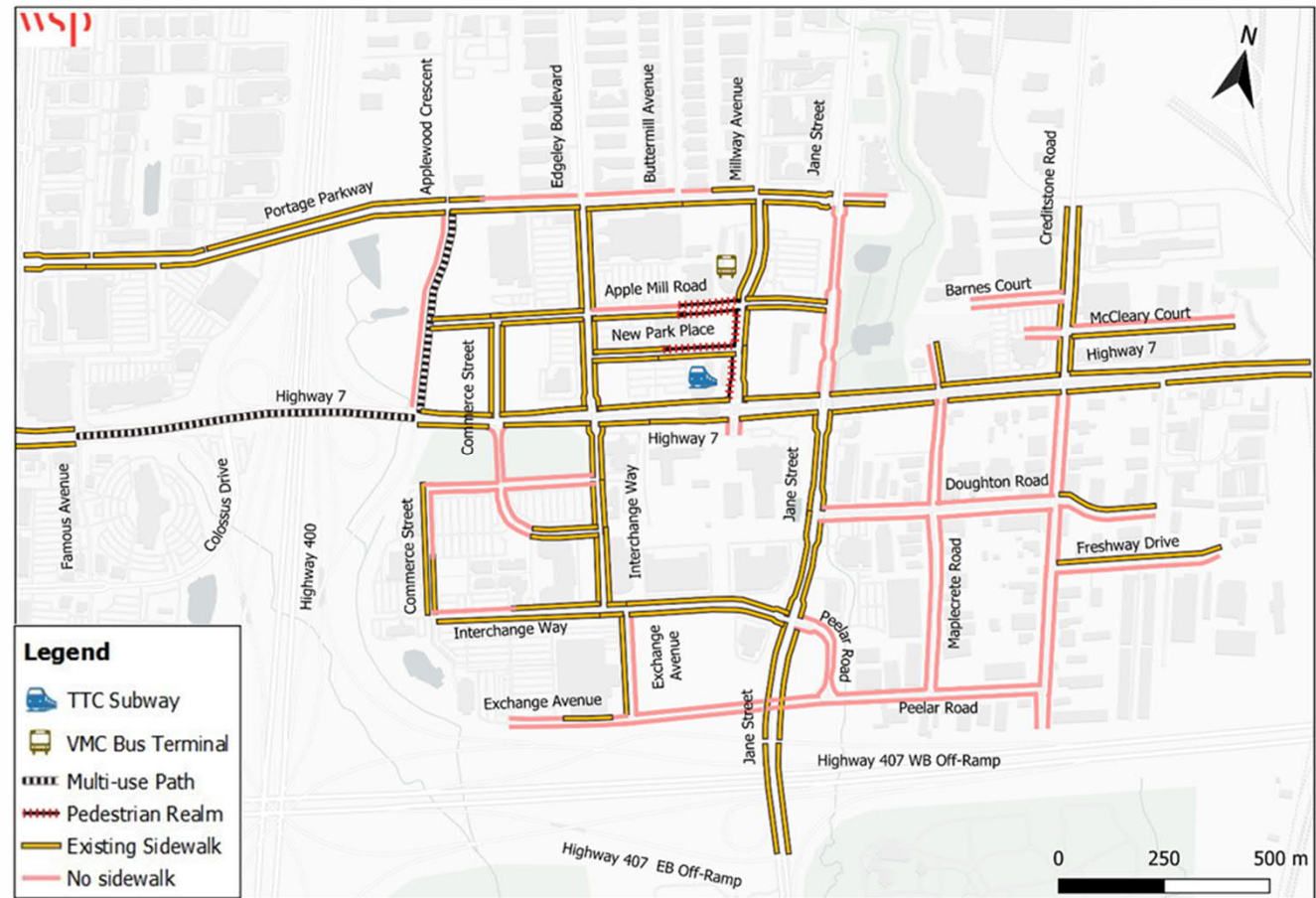
Public

- 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 pedestrian 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.



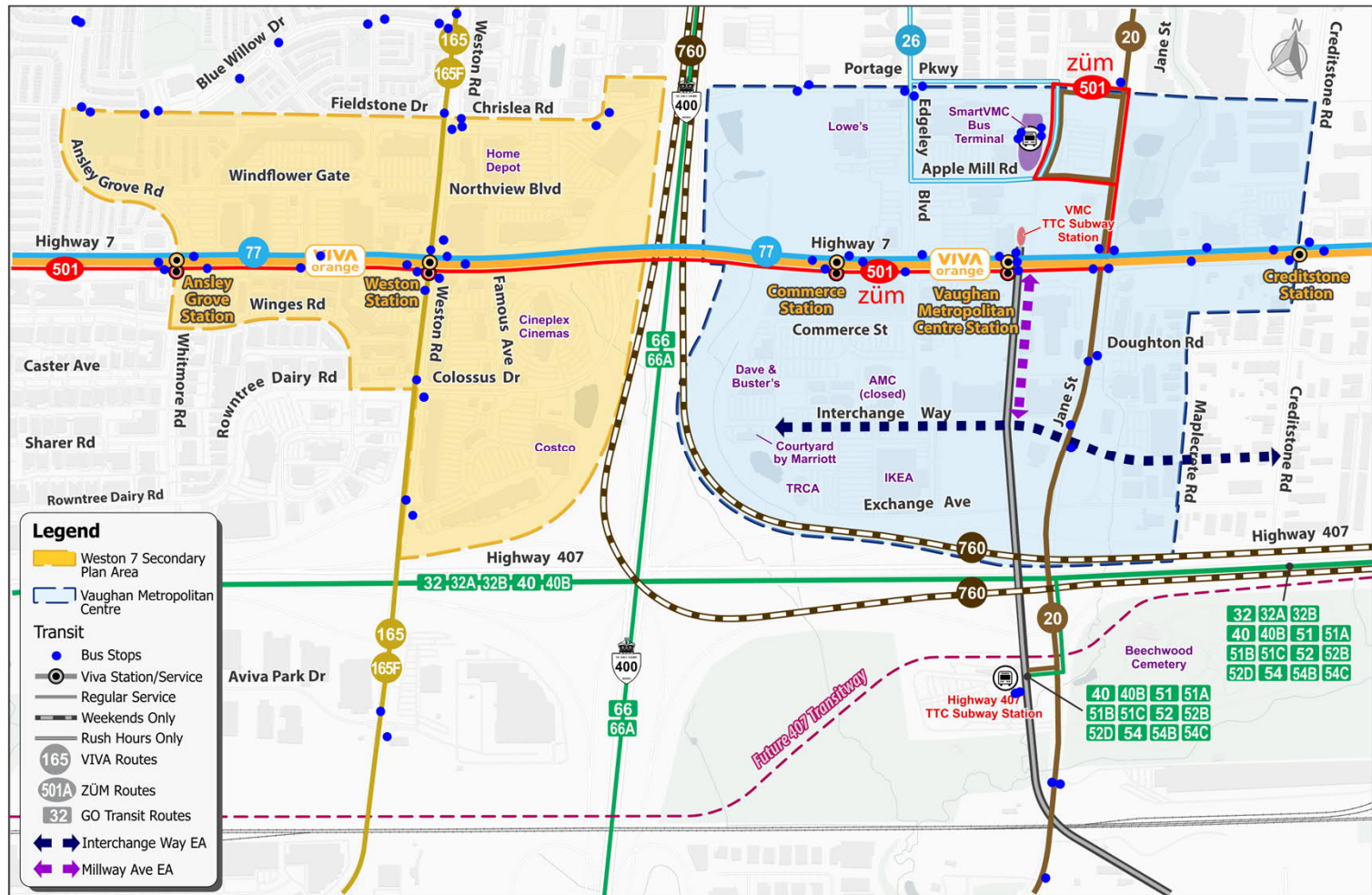
Existing Cycling Network

- 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.

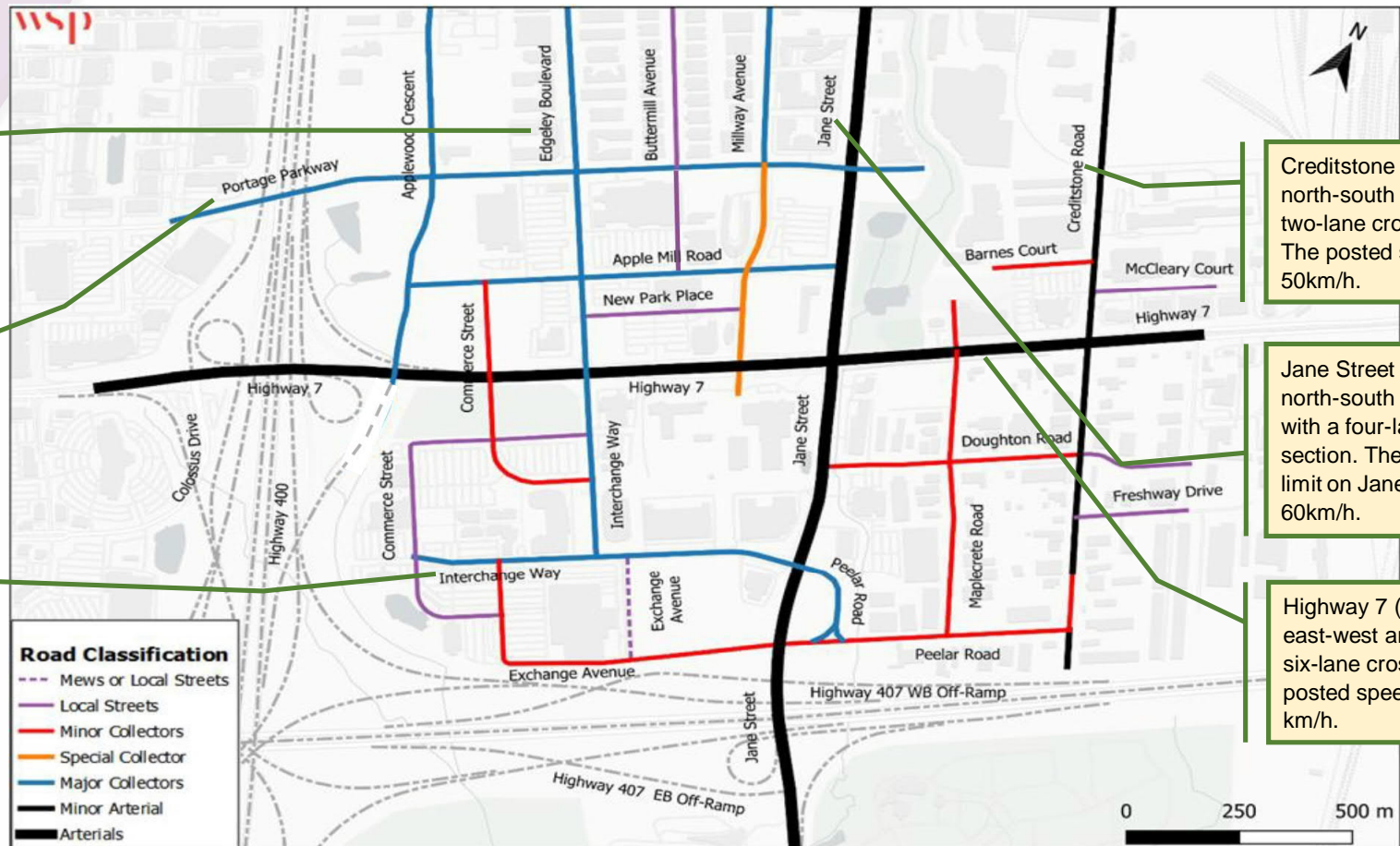
Portage Parkway is an east-west road with a four-lane cross section. The posted speed limit is 50 km/h.

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.



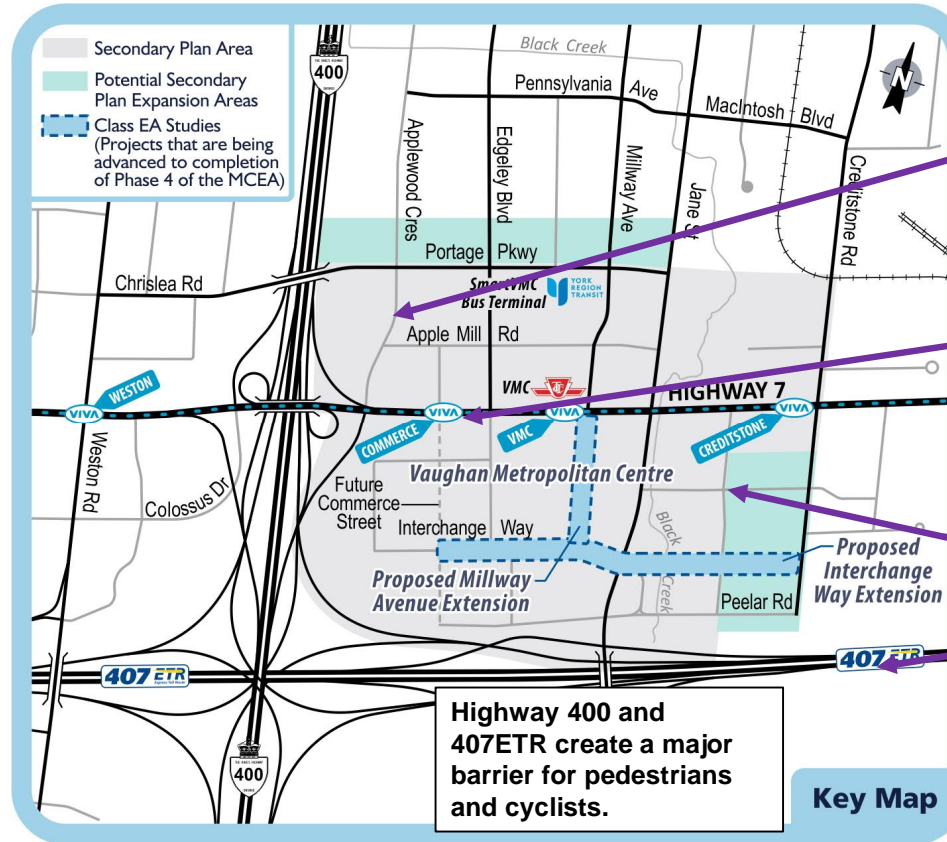
Active Transportation Challenges

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.

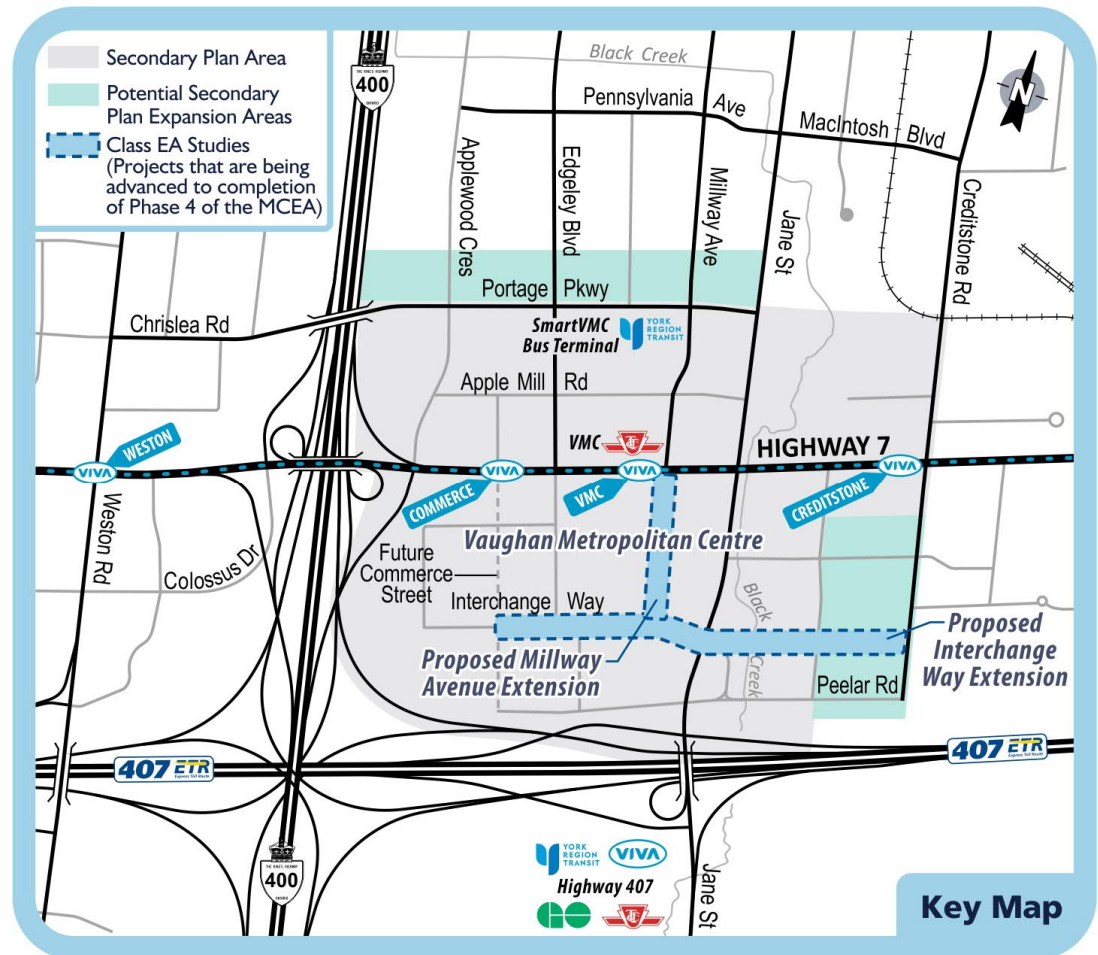
Transit Challenges

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.

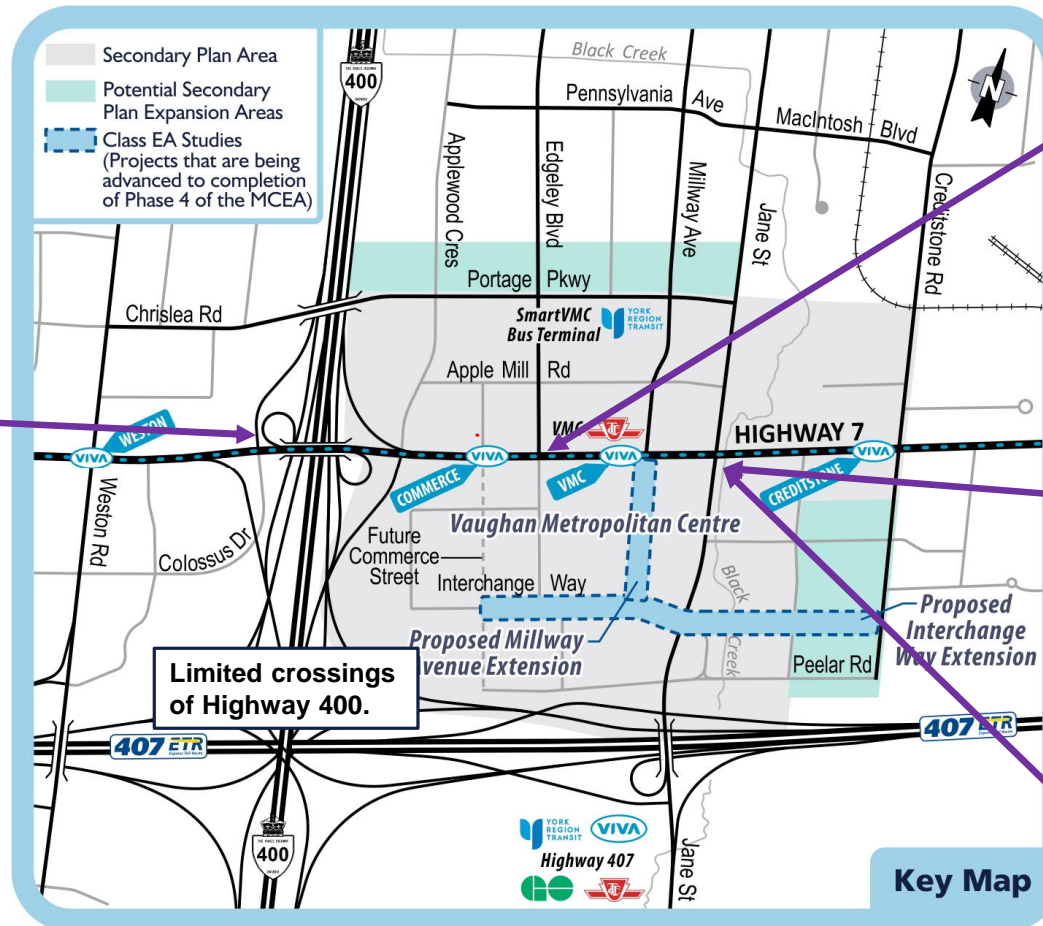
Limited internal transit to circulate within the study area.



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.



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.*

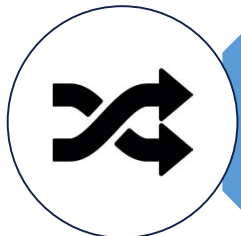
The vision for VMC's transportation future integrates FOUR key principles:



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

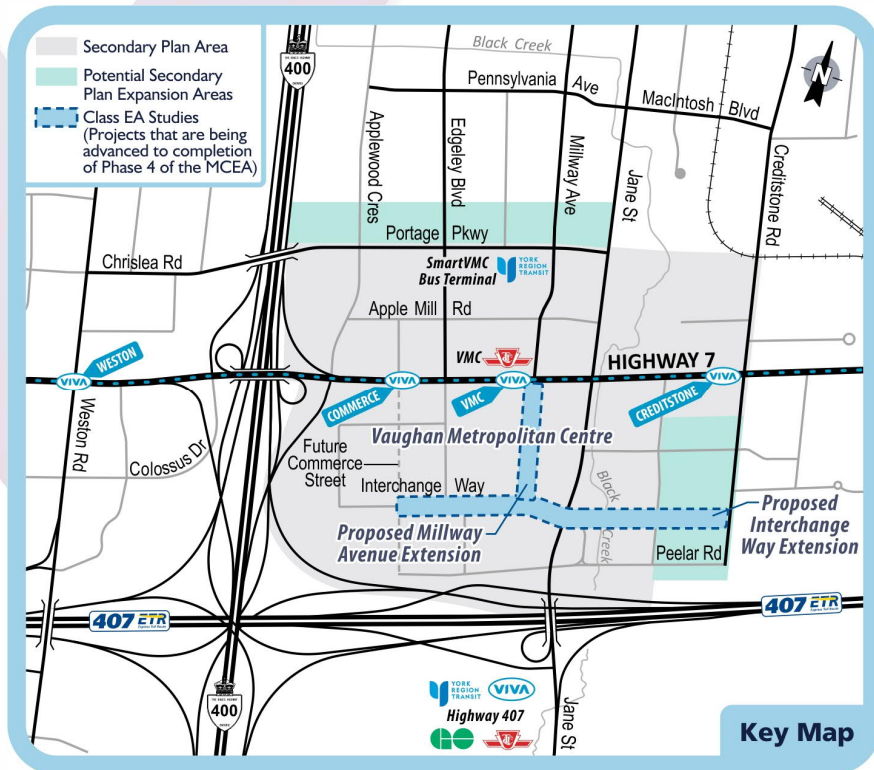
Alternative Solutions

- **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



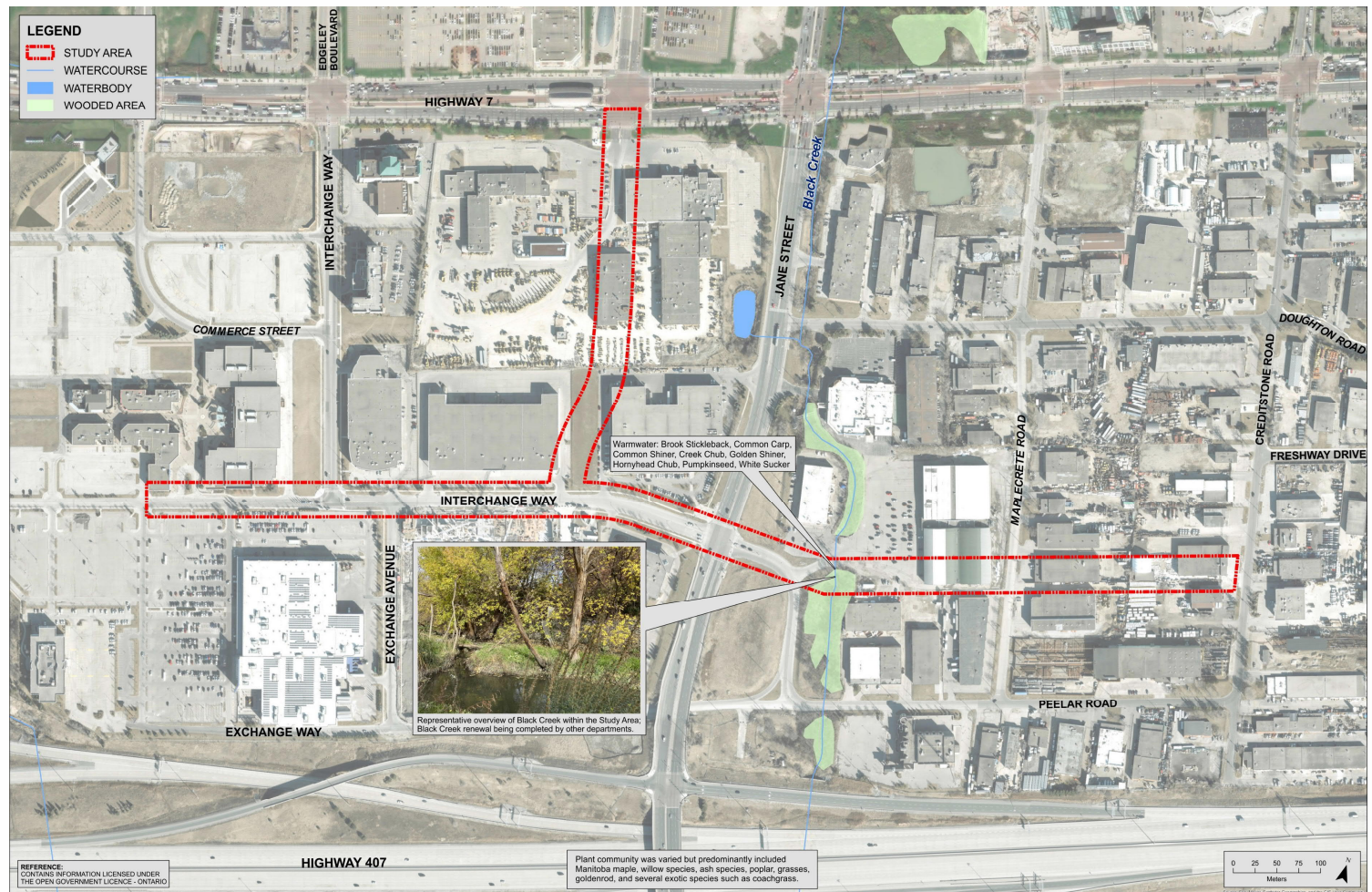
Socio-Economic



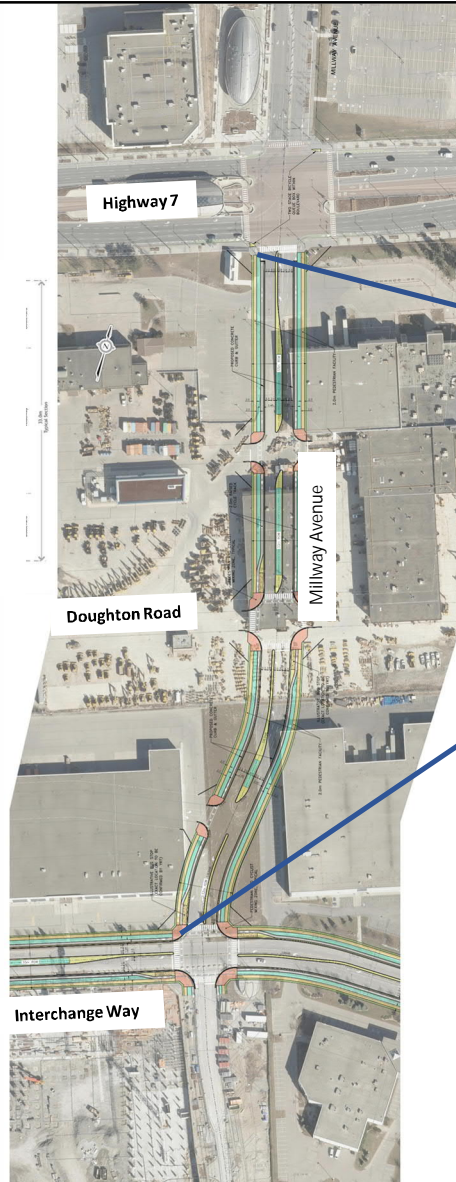
Site Contamination

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

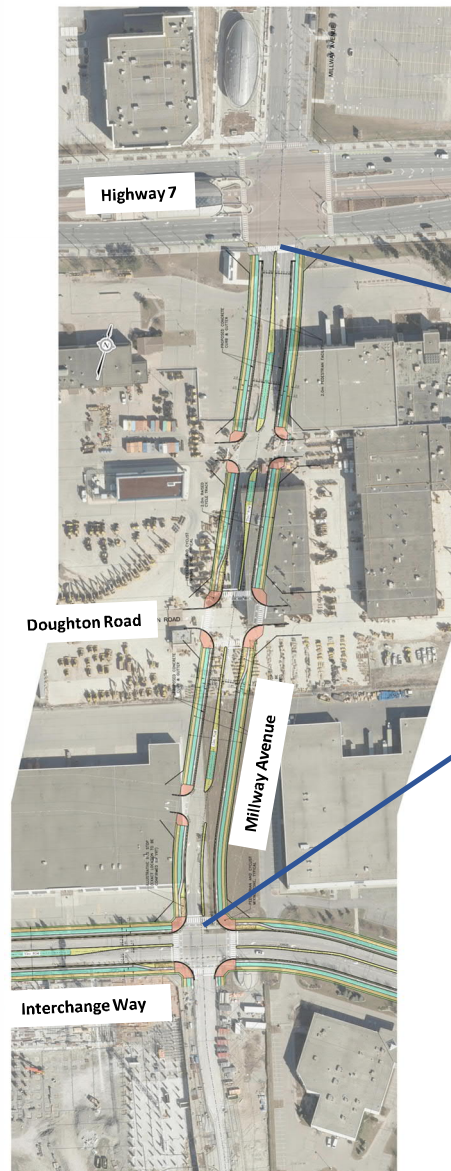


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.







LEGEND

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

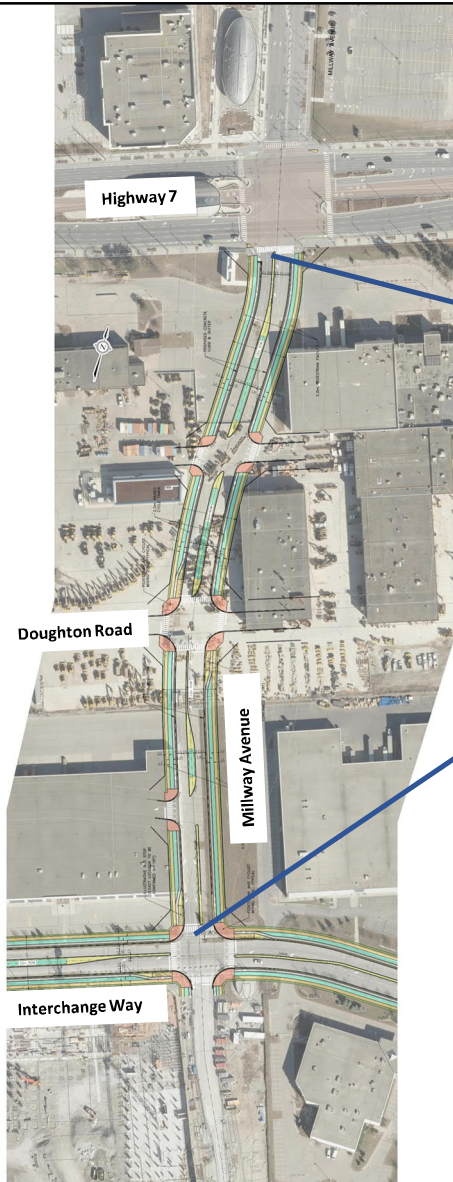
Preliminary Alternative Designs Millway Avenue - Option 2



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

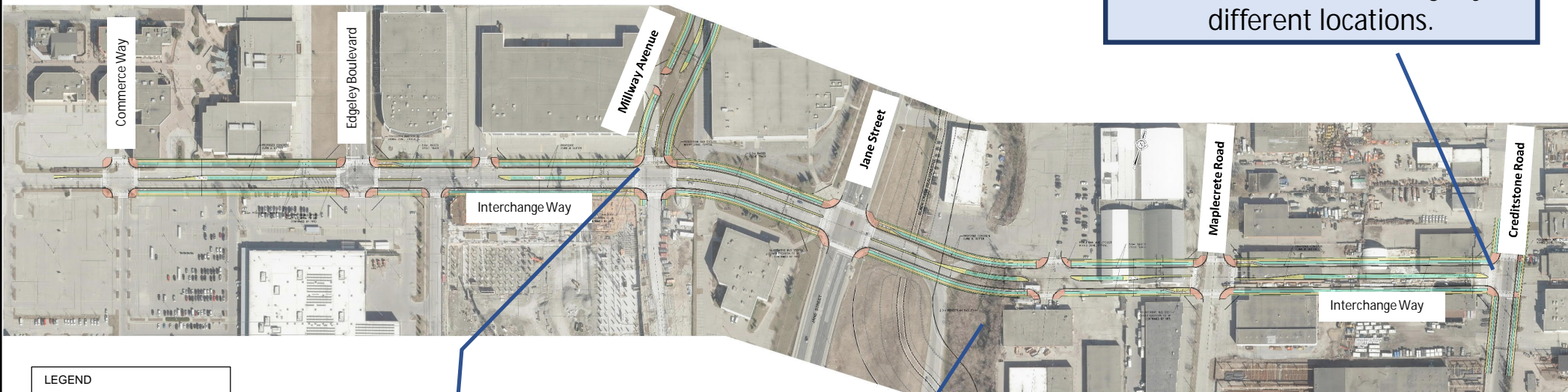
- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

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

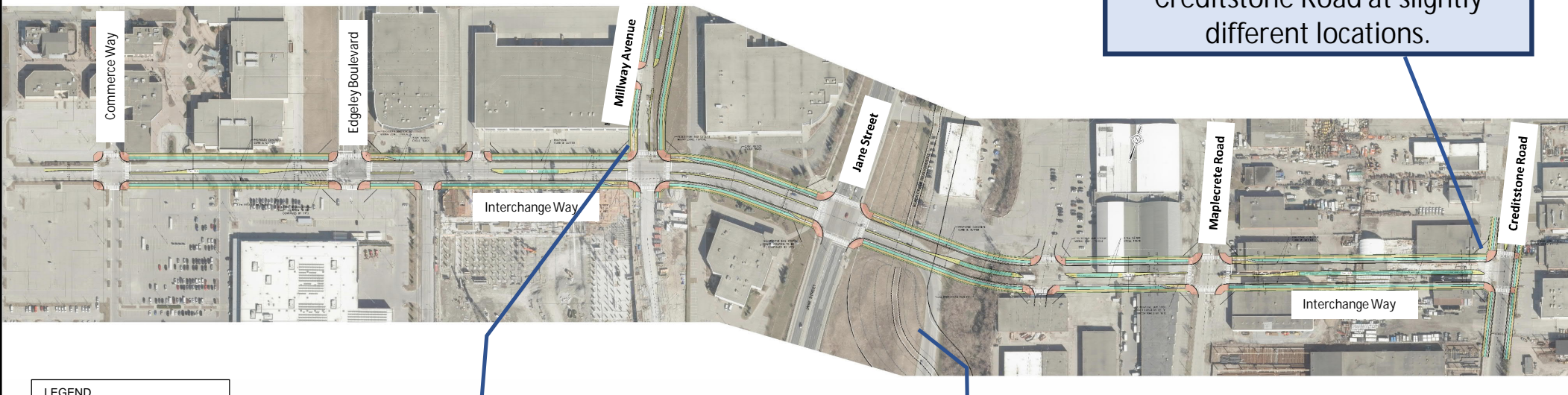
Planning and design of road structure crossing of Black Creek Channel in co-ordination with Black Creek Renewal.

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

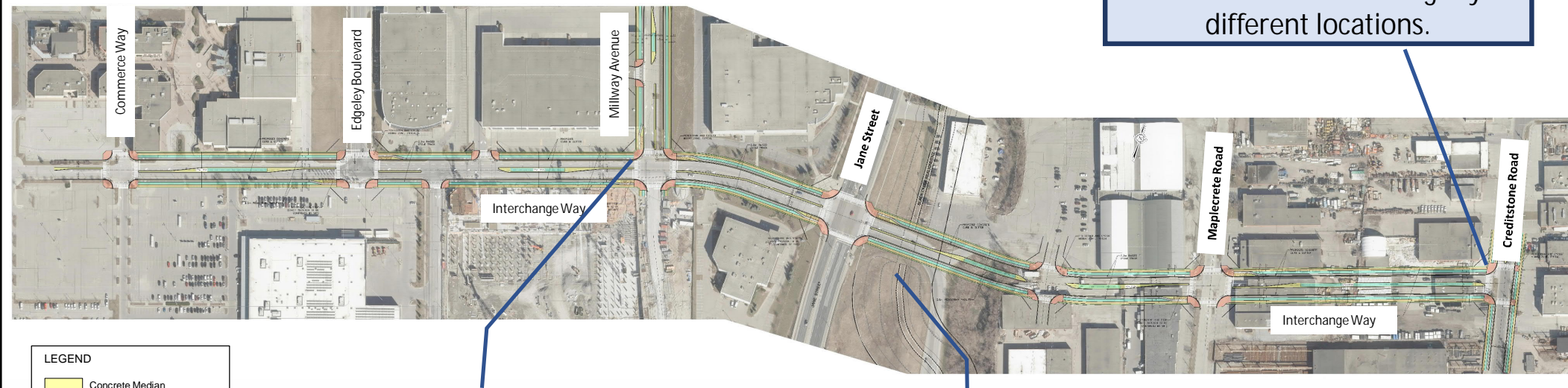
To be determined as part of the Millway Avenue Extension EA

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

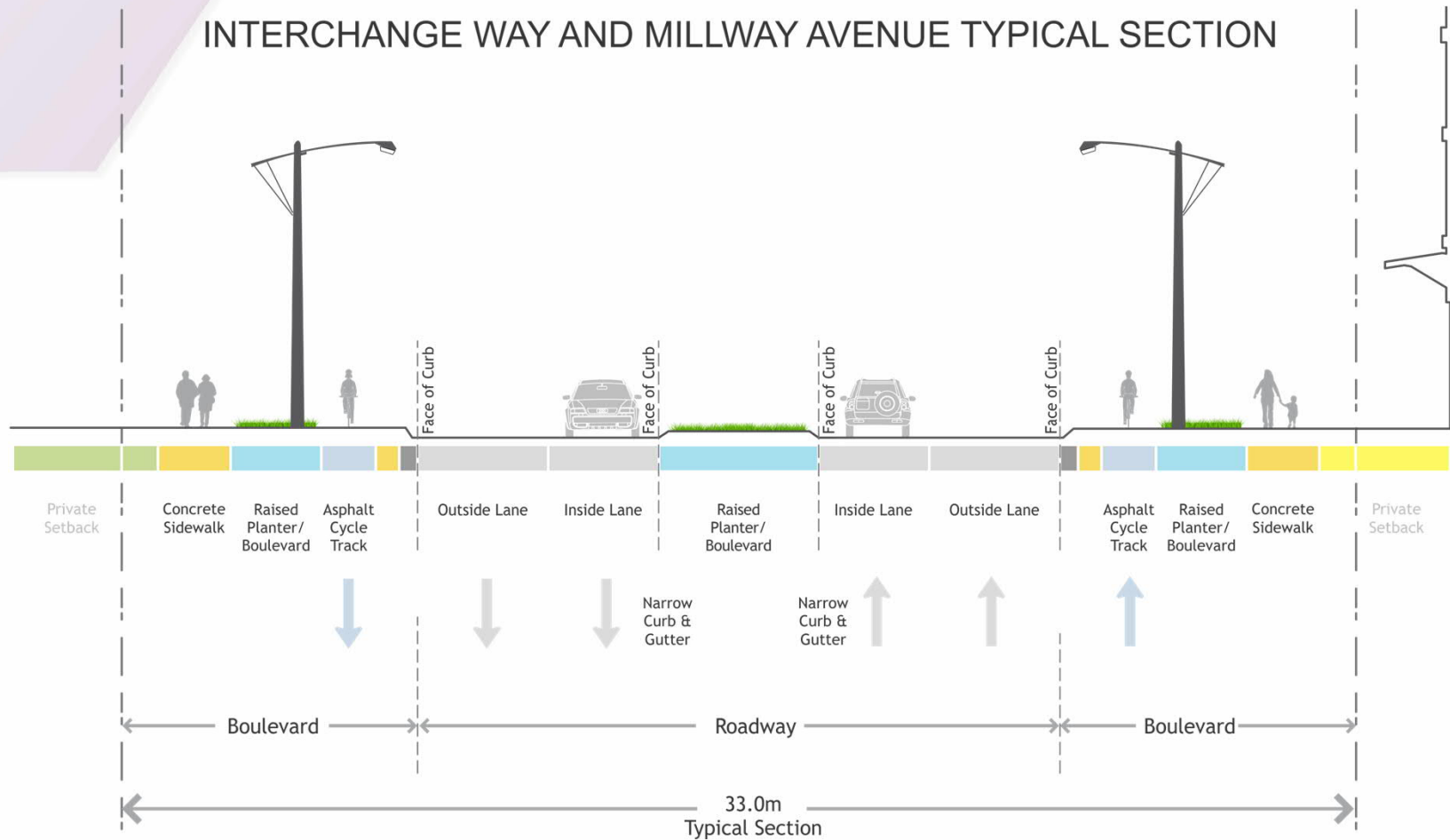
- Concrete Median
- Pedestrian Facility
- Raised Planter / Boulevard
- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

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.

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">• Comply with Federal, Provincial, Regional and City policies and guidelines• Addressing Challenges and Opportunity Statement 	<ul style="list-style-type: none">• 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 	<ul style="list-style-type: none">• Property impacts• Impacts to existing communities• Changes in neighbourhood characteristics• Potential noise and nuisance impacts 	<ul style="list-style-type: none">• Construction costs• Impact on floodplain• Impact to existing utilities• Operations and maintenance costs of new infrastructure• Construction phasing 
<u>Equitable Mobility</u>	<u>Natural Environment</u>	<u>Cultural Environment</u>	
<ul style="list-style-type: none">• 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 	<ul style="list-style-type: none">• 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 	<ul style="list-style-type: none">• 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

APPENDIX

B

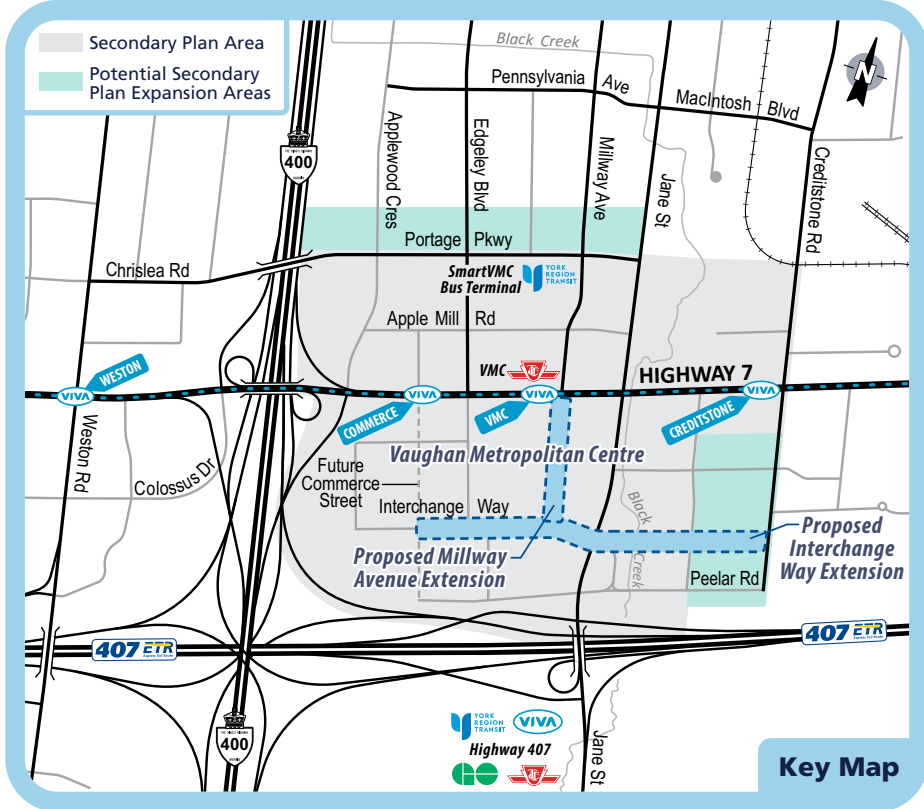
NOTIFICATION MATERIALS

Notice of Public Information Centre #1

Vaughan Metropolitan Centre Transportation Master Plan Update and the Schedule 'C' Class Environmental Assessment Studies for the Extensions of Interchange Way and Millway Avenue

The Studies

The City of Vaughan is initiating the **Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update** and **Schedule 'C' Class Environmental Assessment (EA) Studies** for the extension of Interchange Way and Millway Avenue. The City is now updating the TMP to confirm transportation needs, supportive policies and a phasing strategy to 2051 with a focus on street connectivity, accessibility and support for multi-modal mobility (walking, cycling transit, ride share, etc.). The planning and design of the previously proposed extension of Millway and Interchange Way were defined through these studies. These transportation studies are being carried out together with the **Vaughan Metropolitan Centre Secondary Plan Update** under a fully integrated and holistic approach to transportation and land use planning.



Consultation

Throughout the studies, the City will engage agencies, Indigenous Communities, property owners, the surrounding community and the general public, as part of any decisions that are made. For ongoing updates including study notices and other information, please visit the project website at www.vaughan.ca/VMCTMP. If you have any questions or wish to be added to the mailing list, please email us directly at vmctmp@wsp.com or contact one of the individuals below:

Musa Deo, P.Eng., PTOE, PMP
City of Vaughan, Project Manager
Policy Planning & Special Programs Department
2141 Major Mackenzie Drive
Vaughan, ON L6A 1T1
Phone: (905) 832-8585 ext. 8295

Aamir Munir, M.Eng., P. Eng.
Consultant Project Manager
WSP Canada
610 Chartwell Road, Suite 300
Oakville, ON L6J 4A5
Phone: (289) 835-2675

Information is being collected under the *Municipal Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice was first issued February 2, 2023.

The Process

This study is being carried out in accordance with the Master Plan Phases 1 and 2 of the Municipal Class Environmental Assessment (MCEA, as amended in 2015), and Schedule 'C' Class EA, Phases 3 and 4, for the extension of Interchange Way and Millway Avenue which will provide municipalities with a framework for the planning, design and implementation of municipal infrastructure.

Public Information Centre #1

Consultation is a key component of the study. The Public Information Centre (PIC) #1 is being held to provide an update on the project and provide an opportunity for the public to review the existing conditions, present the problems and opportunities and alternative solutions, as well as present an overview of the EA studies and the preliminary design alternatives. Notice of PIC #1 has been advertised in local newspapers and sent to the project mailing list. PIC details are provided below:

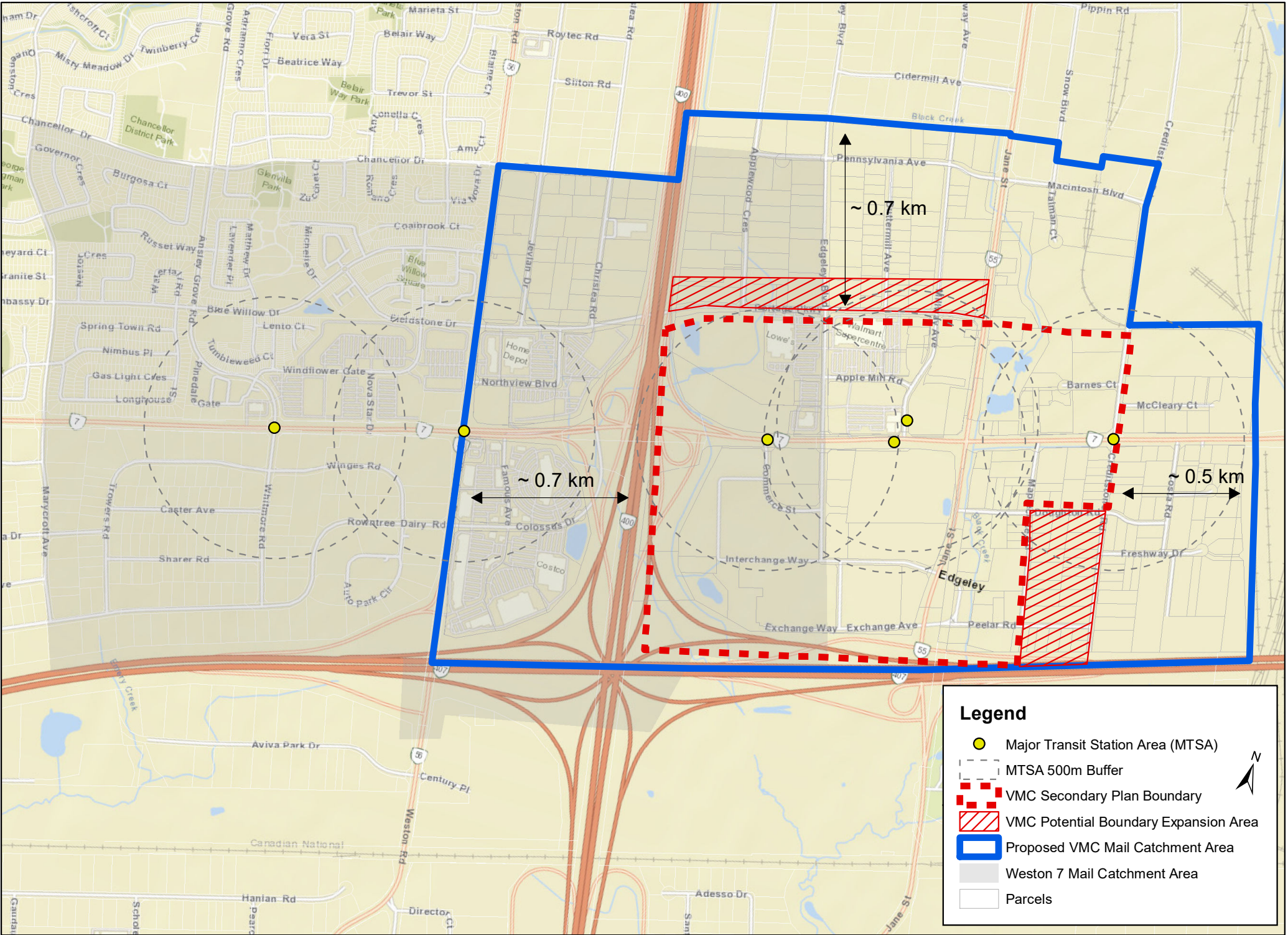
In light of COVID-19, PIC #1 displays will be hosted online on the project website; however, with an option to participate in person in an open house format. Representatives of the project team from the City and WSP will be in attendance to answer questions and receive comments. We encourage interested persons to attend to obtain more information and provide input to ensure that concerns can be addressed by the project team as the study progresses. Following the PIC, presentation material will be available on the project website at www.vaughan.ca/VMCTMP for review and comment. Comments are kindly requested by **March 24, 2023**.

PIC #1 will be held as follows:

Date: February 16, 2023
Location: Vaughan Studios & Event Space, located at 200 Apple Mill Road, 3rd Floor, Vaughan, Ontario
Time: 5:00 PM - 7:00 PM



Notification Mailing Catchment Area



Legend

- Major Transit Station Area (MTSA)
- MTSA 500m Buffer
- VMC Secondary Plan Boundary
- VMC Potential Boundary Expansion Area
- Proposed VMC Mail Catchment Area
- Weston 7 Mail Catchment Area
- Parcels

Vaughan Metropolitan Centre Proposed Mail Catchment Area



APPENDIX

C

COMMENTS
RECEIVED



PUBLIC INFORMATION CENTRE #1 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it or send an email by **Friday, March 24, 2023** 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

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED ☐

COMMENTS: I am writing this as I am working in VMC and spending most of my life in the area and also. Interchange way option I seem to be the best option as it creates a perpendicular angle with the existing & future intersections and it is also a fair option for the owner of southern portion lands as it does not take large portion of their properties for expropriation.

Thank you for your participation. Information is being collected under the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:			
ADDRESS:			
EMAIL:		POSTAL CODE:	

PREFERRED METHOD OF CONTACT:

MAIL ☐

EMAIL ☒

For more information, please visit the study website: vaughan.ca/VMCTMP



DOWNTOWN
vaughan
METROPOLITAN CENTRE

**VMC TMP Update
&
Extension of Millway Avenue and
Interchange Way**

PUBLIC INFORMATION CENTRE #1 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it or send an email by **Friday, March 24, 2023** to:

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

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED ☐

COMMENTS: I liked the alternative solutions board as I agreed with a lot of the points. I especially agree with the additional network to connect Colossus Dr. & Interchange Way.
- A major concern I see and am already seeing is all the congestion currently on Highway 7. What is the alternative to move people away from Highway 7 and onto other streets? Is there any option to make it more friendly?

- As far as accessibility goes, Highway 7 is so loud, you can't hear the sound when it signals to cross the street

As for the Millway & Interchange Way extensions, I am for it. If I had to choose an option, it would be the one with the least environmental impact & one with the most cycling/walking

Thank you for your participation. Information is being collected under the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

PLEASE PRINT:

NAME:	<div></div>		
ADDRESS:	<div></div>		
EMAIL:	<div></div>	POSTAL CODE:	<div></div>

PREFERRED METHOD OF CONTACT:

MAIL ☐

EMAIL ☒

For more information, please visit the study website: vaughan.ca/VMCTMP

Bakhit, Behnaz

From: [REDACTED]
Sent: March 2, 2023 10:34 AM
To: VMCTMP
Subject: Bus routes from outskirts

Hello, I would like to provide feedback for the VMC transportation study. Currently, there are no bus routes that run the full length of Major Mackenzie West. Specifically public transportation from new Kleinburg through old Kleinburg all the way to Highway 400 along major Mac to not exist. It takes multiple buses and connections to work our way over to Vaughan mills mall and down to the VMC. There is already new residential going in with the existing in the future will only bring more residential. But not servicing the outlying areas west of the city. You're forcing people to use their vehicles at all times for a very short roots. Students also have no opportunity to get to York university or other colleges without multiple bus exchanges in roots as with very long commute.

Thanks for your time and consideration

Bakhit, Behnaz

From: [REDACTED]
Sent: February 2, 2023 2:22 PM
To: VMCTMP
Subject: Ideas for VMC

Follow Up Flag: Follow up
Flag Status: Completed

Hello,

To promote residents' use of public transportation, an idea would be to install screens in the lobbies of all condos towers showing next departure times for the TTC, GO trains, etc. Oxford has done this in their downtown commercial buildings.

Another idea is to ask Vaughan public transit to run express shuttles between VMC and Rutherford GO. Another idea is to run express shuttles between VMC and Vaughan Mills. People who want to play, eat, and work at VMC could leave their cars at Vaughan Mills and shuttle over.

Above all, VMC should be prevented from being overbuilt. Already there seems to be 3xs the residents originally planned. How can the road and sewer, park infrastructure etc support this runaway growth?

Thanks for the chance to provide input

[REDACTED]
Vaughan resident

APPENDIX

D

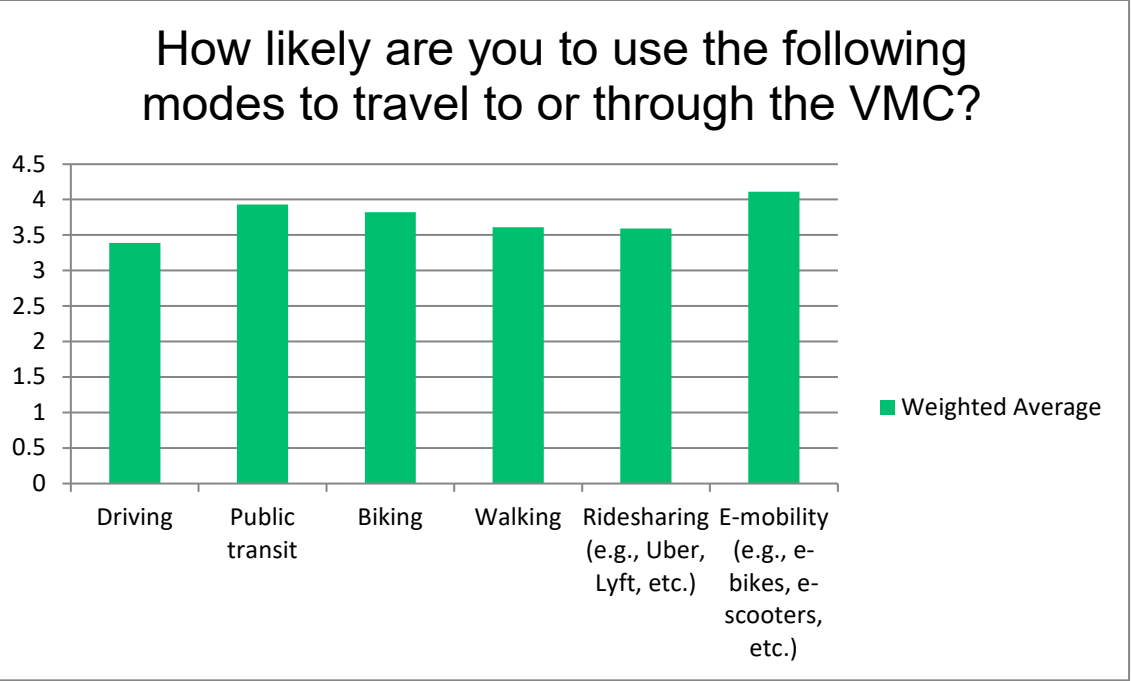
SURVEY RESULTS

SURVEY MONKEY RESULTS

VMC Transportation Master Plan

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

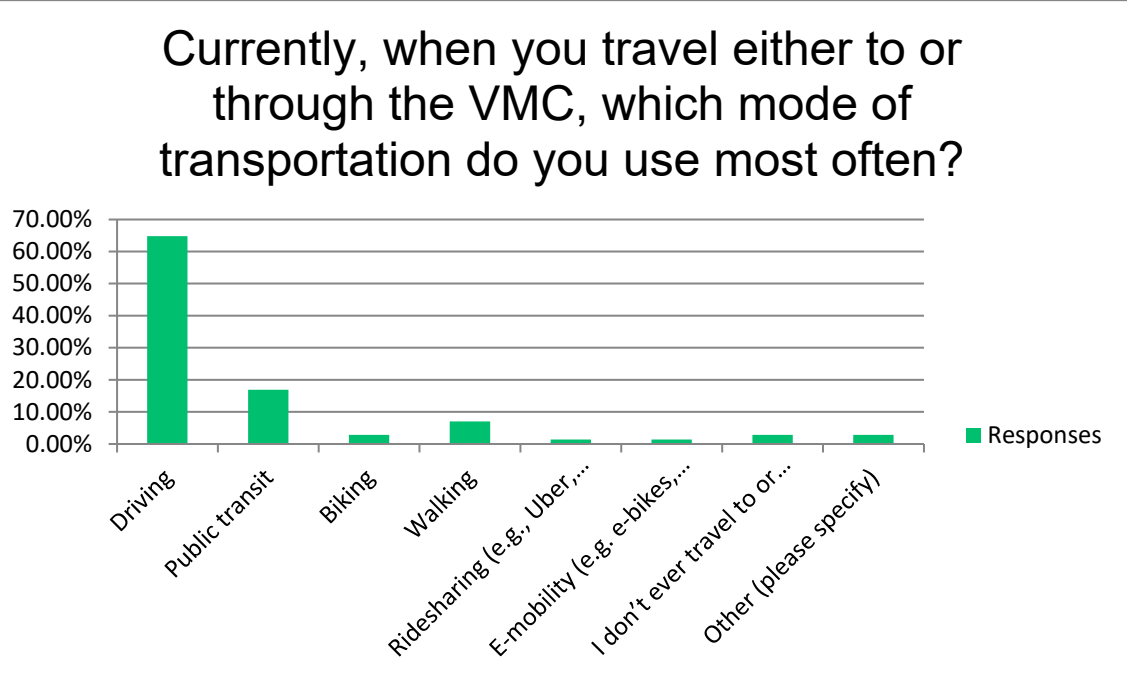
	Very likely		Likely		Neither		Unlikely		Very unlikely		Don't know/unsure	I already use this mode to travel through the VMC		Total	Weighted Average	
Driving	40.85%	29	15.49%	11	1.41%	1	2.82%	2	11.27%	8	1.41%	1	26.76%	19	71	3.39
Public transit	15.49%	11	22.54%	16	8.45%	6	8.45%	6	19.72%	14	2.82%	2	22.54%	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

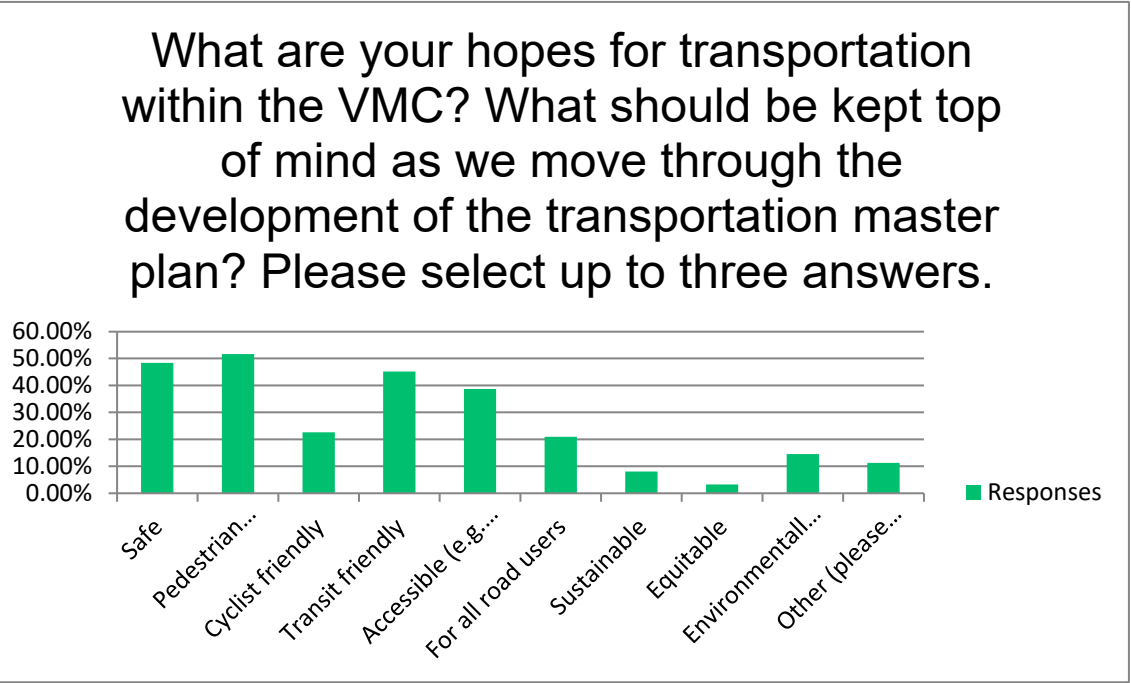
Skipped 52

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

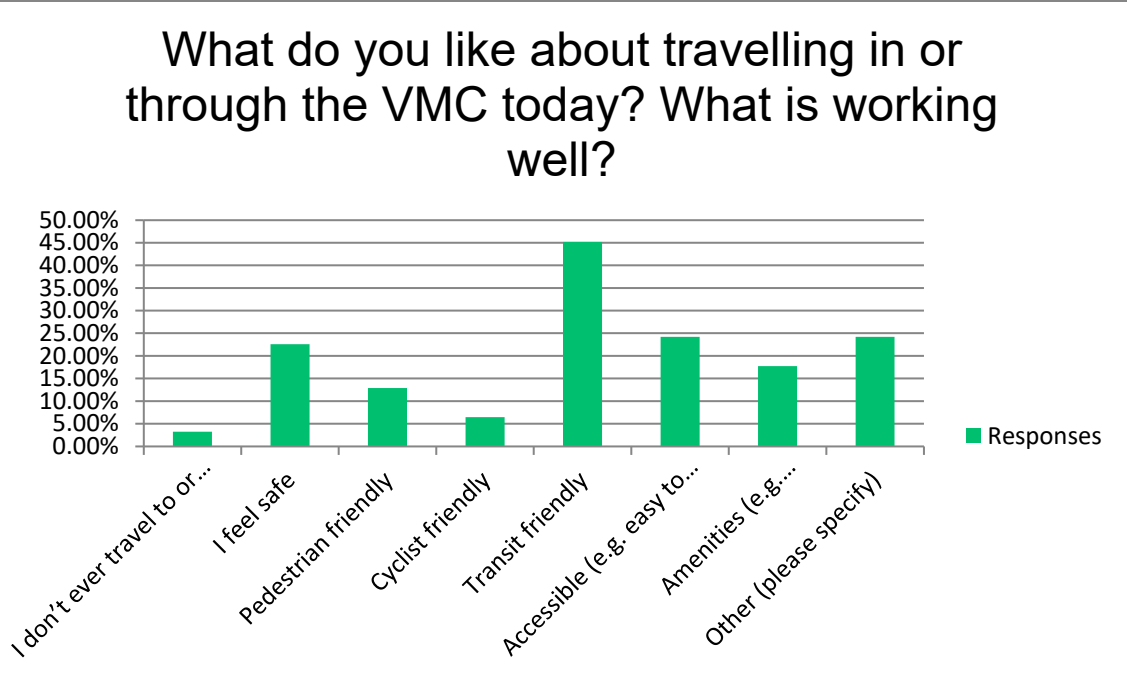


Respondent ID	Response Date	Other (please specify)	Tags
118271037842	Mar 17 2023 07:42 AM	Parking facilities	
118257644731	Mar 02 2023 10:44 AM	More bus times. Why are we waiting for buses to run every 40 minutes	
118257630925	Mar 02 2023 10:31 AM	Speed and minimal lights	
118251189436	Feb 23 2023 09:49 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

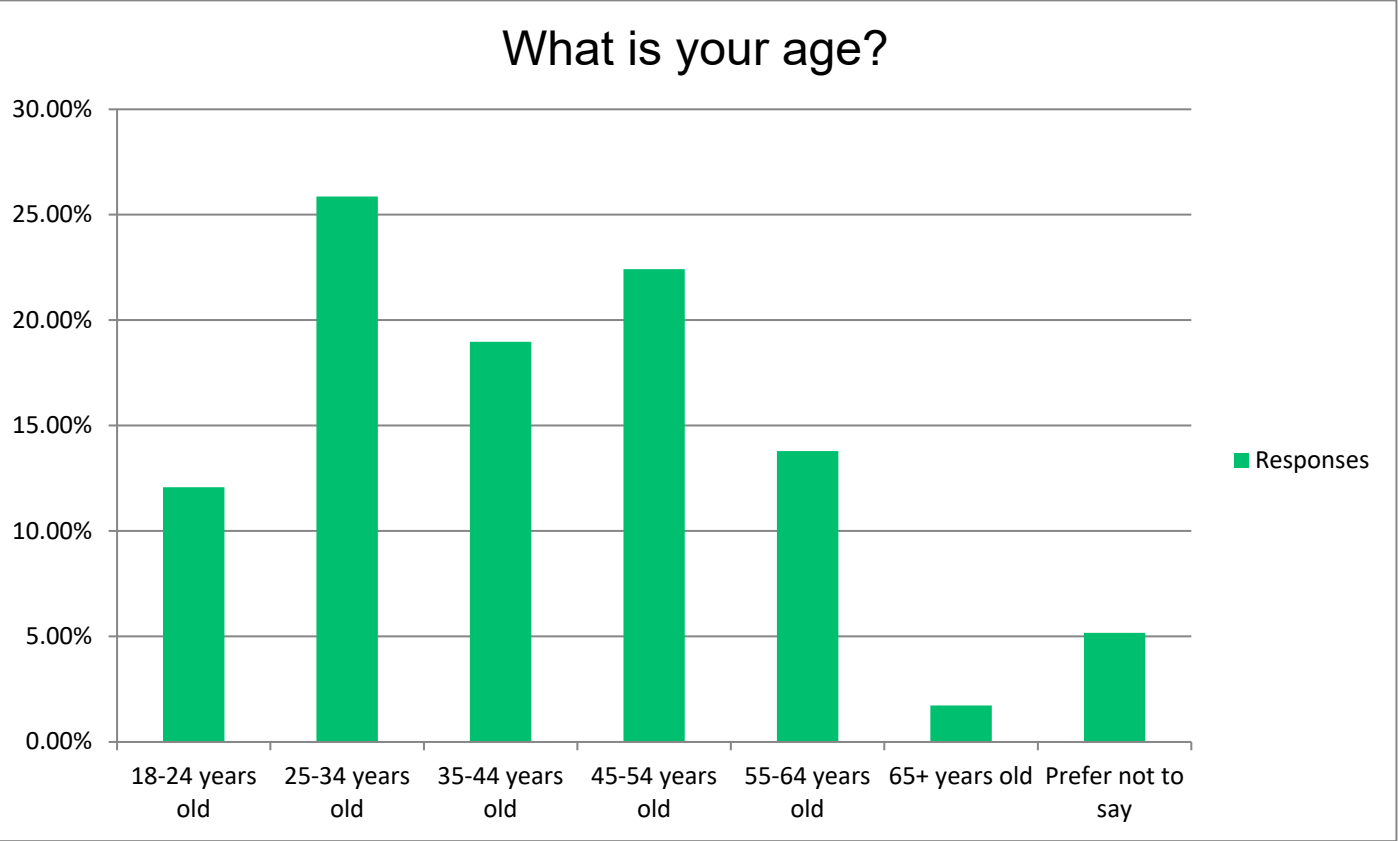
Respondent ID	Response Date	Responses	Tags
118277704419	Mar 24 2023 04:37 PM	City needs to invest more into separated bike lanes to make it safer and more attractive to choose non-car modes of transportation. City bylaws should also allow these lanes to be used by e-mobility devices, such as electric 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

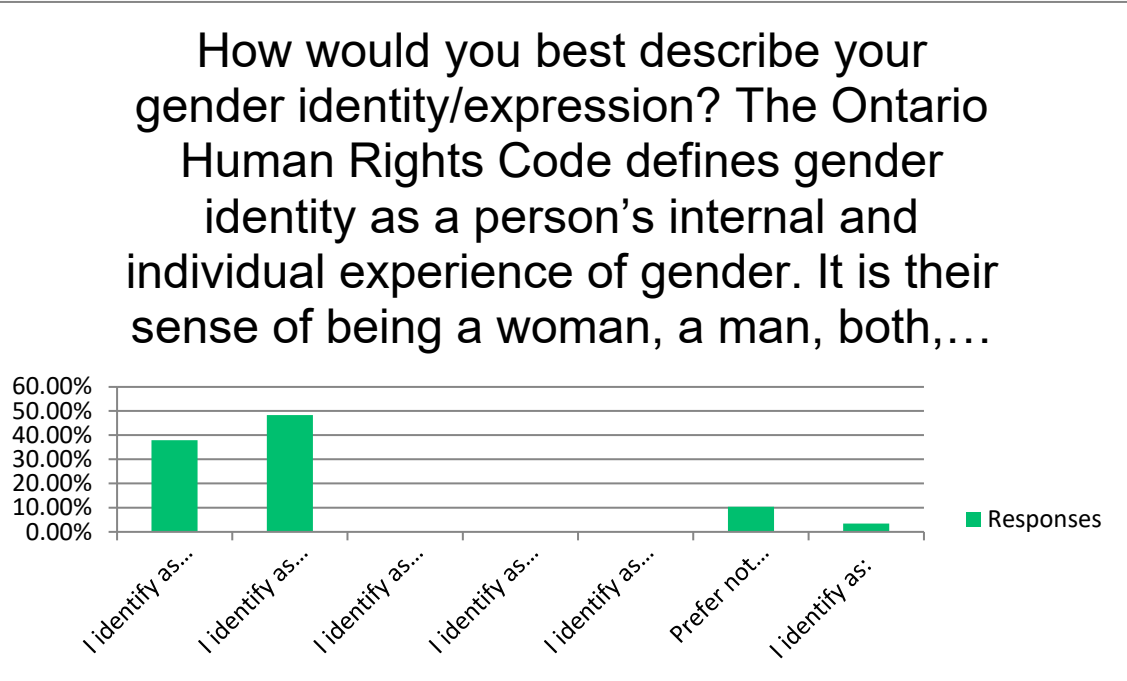
What is your age?

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.

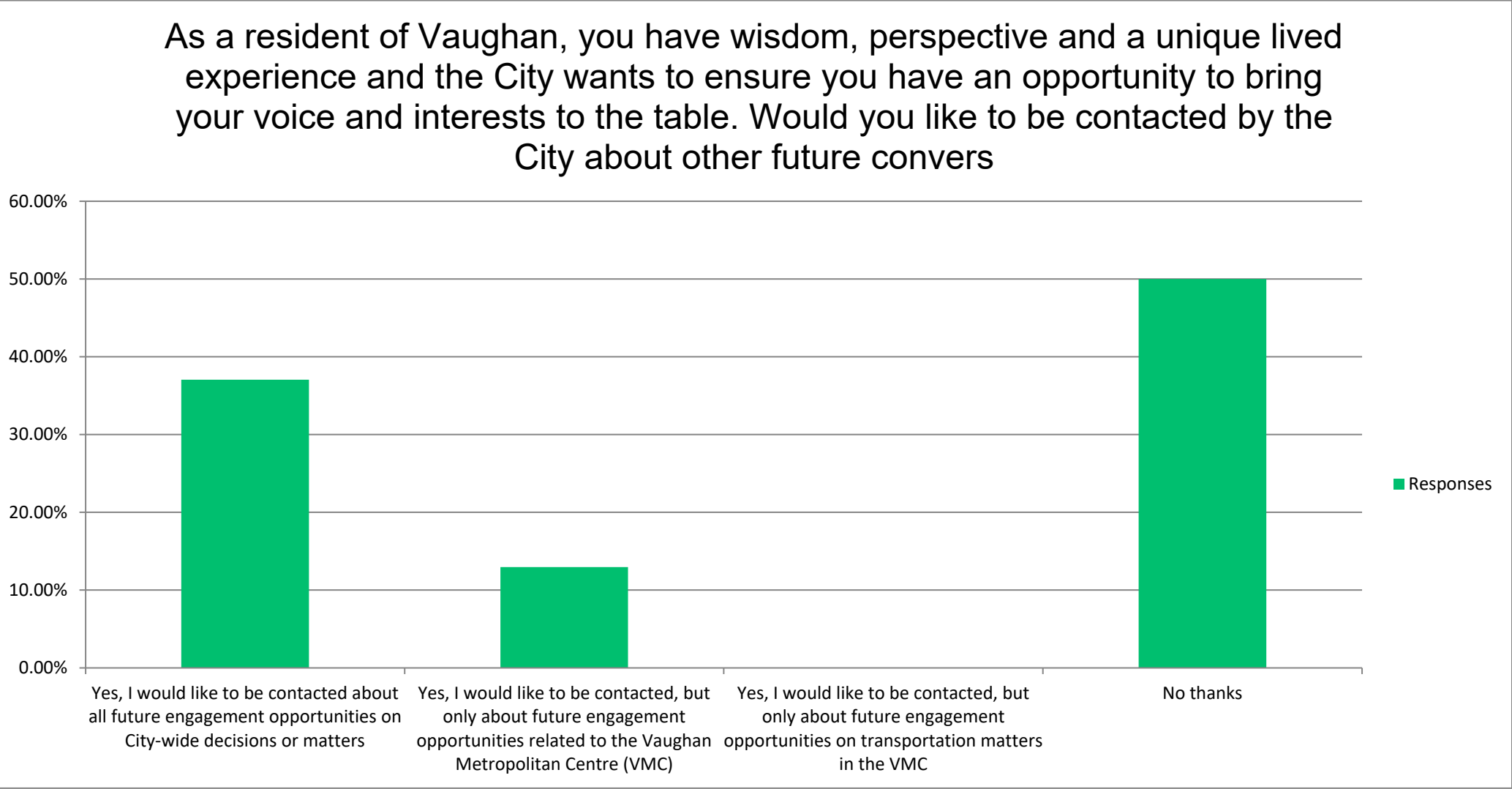
Answer Choices	Responses	
I identify as a woman.	37.93%	22
I identify as a man.	48.28%	28
I identify as a transgender woman.	0.00%	0
I identify as a transgender man.	0.00%	0
I identify as non-binary, gender fluid or gender non-conforming.	0.00%	0
Prefer not to say	10.34%	6
I identify as:	3.45%	2
Answered		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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99919	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99920	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99921	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99922	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99976	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99977	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-99978	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-101125	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102017	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102145	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102146	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102147	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 http://haveyoursay.v Vaughan.ca/vmctmp/maps/interactivemap?reporting=true#marker-102148	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