Appendix I: PIC #3 Engagement Summary

Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP)

March 14, 2025

FINAL

PIC #3 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 present assessment of transportation solutions, recommended network and cross-sections, recommended supporting transportation policies, and next steps.

This report documents the Public Information Centre (PIC) #3 that was held as an in-person open house format on January 31, 2025.

PIC #3 Display Boards in the atrium – 200 Apple Mill Road, Main Floor, Vaughan, Ontario

2 Purpose

The PIC #3 provided members of the public, technical agencies, landowners, Indigenous Peoples and interested stakeholders with an opportunity to review and comment on the Transportation Master Plan Study completed to date and the following key outcomes and objectives:

- An overview of the Transportation Master Plan Development Process
- An overview of what we heard from Public Information Centre #3
- Present assessment of transportation solutions
- Present recommendations for Active Transportation, Transit, and Roads
- Discuss recommended strategies for Transportation Demand Management, Parking, and Eco-friendly Short Distance Transport
- Gather feedback to finalize and complete the Transportation Master Plan

This PIC is the final of three 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 third and final PIC was held as noted below:

Table 1: PIC #3 Date, Location and Time

Date:	January 30, 2025
Location:	Vaughan Studios & Event Space
Address:	200 Apple Mill Road, Main Floor, Vaughan, Ontario
Time:	5:00 P.M. to 7:00 P.M.

The PIC #3 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 #3 Staff Attendance

Musa Deo	Manager, Development Engineering	City of Vaughan
Jillian Britto	Transportation Project Manager	City of Vaughan
Alannah Slattery	Senior Planner, Policy Planning	City of Vaughan
Laura Riina	Planning Technician	City of Vaughan
Jeremy Finkleman	Project Manager	WSP
Enya Huang	Deputy Project Manager	WSP
Robbin Deboosere	Transportation Planner	WSP

5 PIC #3 Display Materials

A series of display panels outlined the process and study objectives for the TMP Update. There was a total of 34 posterboards.

The PIC #3 display boards were made available online on City of Vaughan's website at the following weblink: www.vaughan.ca/VMCTMP

The PIC #3 was published as noted below:

Table 3: PIC #3 Display Materials

Date Published	January 31, 2025
Formal viewing and Comment Period	January 31, 2025 to February 13, 2025
Project Webpage	www.vaughan.ca/VMCTMP
Display Panels Publication (URL Address)	VMC TMP Public Information Centre (PIC) #3
Online Survey	https://www.surveymonkey.com/r/BY33Y7K

Members of the public were invited to provide comments by emailing the project team Jillian Britto or Brett Sears, 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)
- Meetings Objectives (Text and Graphic)
- TMP Development Process (Text and Graphic)
- Study Area (Text and Map)
- Why Develop a TMP for the VMC Study Area? (Text and Graphic)
- TMP Study Timeline (Text and Graphic)

- Stakeholder Groups and Public Consultation (Text and Graphic)
- Public Information Centre #1 – What We Heard (Text)
- What We Heard – Active Transportation (Text and Graphic)
- What We Heard – Transit (Text and Graphic)
- What We Heard – Road (Text and Graphic)
- Assessing Transportation Solutions (Text and Graphic)
- Problem & Opportunity Statement (Text and Graphic)
- Assessment Process (Text and Graphic)
- Regional Network Modeling (Text, Map, and Graphic)
- Regional Network Scenarios and Results (Text and Graphic)
- Recommended Regional Network Improvements (Text)
- Alternative Local Network Solutions (Text and Graphic)
- Alternative 1: Existing Local Network (Map)
- Alternative 2: Planned Network Improvements Only (Map)
- Alternative 3: Enhanced Network Improvements (Map)
- Alternative 4: Infrastructure-Intensive Network Improvements (Map)
- Approach: Multiple Account Evaluation (Text and Graphics)
- Methodology: Multiple Account Evaluation (Text and Graphics)
- Preferred VMC Multi-Modal Network (Text and Graphics)
- VMC Active Transportation Network (Map)
- VMC Transit Network (Map)
- VMC Street Network and Classification (Map)
- Proposed Cross-Sections (Text and Graphic)
- Minor Arterial (Text and Graphic)
- Major Collector (Text and Graphic)
- Minor Collector – Parking on Both Sides (Text and Graphic)
- Minor Collector – Parking on One Side (Text and Graphic)
- Local (Text and Graphic)
- Vehicular and Non-Vehicular Mews (Text and Graphic)
- Supportive Transportation Policy Elements (Text and Graphic)
- Transportation Demand Management (Text and Graphic)
- Parking (Text and Graphic)
- Eco-friendly Short Distance Transport (Text and Graphic)
- Next Steps (Text)
- Contact Information (Text)

A copy of the PIC #3 displays can be found in **Appendix A**.

6 Notification

WSP distributed the Notice of PIC #3 to all property owners via email on January 9, 2025. The stakeholder list and Notice of PIC #3 can be found in **Appendix B**.

On January 9, 2025, WSP distributed the Notice of PIC #3 via email to Technical Advisory Committee (TAC), Landowners Group (LOG), Elected Officials, Ratepayer Association, and Interested parties. The City distributed the Notice of PIC #3 to all relevant Indigenous Communities on January 16, 2025.

The City of Vaughan developed a communications plan to promote the in-person Public Information Centre and online engagement, which included website promotions on vaughan.ca/**VMCTMP**.

7 Summary of Comments

Approximately (40) people attended the PIC. During the PIC #3 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 a moderate number of emailed comments during the comment period.

1.1 Verbal Comments / Feedbacks Received

Feedback was received following the Notice of PIC #3, during the in-person PIC #3 event, as well as online via the project email and survey.

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

Comments received during PIC #3:

Active Transportation and Micro-mobility Comments

- Synchronize traffic lights and limit left turns.
- Install a public bike repair station.
- Clarify if the grade separation at Highway 7 and the proposed urban space LOOP is an underpass or an overpass.
- Improve the pedestrian access from Jane Street, north end of the Highway 407 station. There is currently no access at Highway 407 for pedestrians.
- Enhance e-scooter safety for pedestrians.
- Support the Black Creek Renewal (BCR) project, including a multi-use path and buffer.

Transit Comments

- Advocate for a dedicated bus lane on Jane Street.
- Request that buses use the middle bus lane and implement a drop-off zone at Vaughan Metropolitan subway station, similar to existing zones at Finch Station and Sheppard West subway stations.

Comments received after PIC #3:

Technical Agency Committee Comments

- 407ETR stated:
    - Proposed works within the 407 ETR controlled access highway limits will require applicable Encroachment Permits, issued by MTO and subject to 407 ETR review.
    - Intersections at signalized highway ramp terminals should be studied in the Traffic Impact Study (TIS) plans for all proposed developments within the VMC, considering operational capacity without potential future road improvements.
    - Jane Street rapid way along the 407 ETR interchange (Alternative 2), any proposed changes will require review and approval from 407 ETR and may necessitate a legal agreement between the municipality/ region and 407 ETR. Changes must meet or exceed applicable Ministry standards.

  - Jane Street rapid way/ Fresh way extension/ transit circulator route through the 407 ETR interchange (Alternatives 3 and 4), similar review and approval requirements apply.
  - VMC active transportation network proposes facilities along Jane Street and under 407 ETR. Any changes will require review and approval from 407 ETR and may require a legal agreement between municipality, region, and 407 ETR. Changes must meet or exceed applicable Ministry standards.
  - Jane Street is classified as a Regional Arterial, but no proposed cross-section is shown. Cross-sections within 407 ETR controlled access highway limits must meet or exceed Ministry standards (lane widths, horizontal clearances, and more).
  - 407 ETR will not permit the reduction in the number of general-purpose lanes across 407 ETR structures, nor substandard dimensions within the controlled access highway limits.

- Infrastructure Ontario (IO) stated:
  - IO manages the provincial realty portfolio for the Ministry of Infrastructure (MOI), ensuring decisions align with public policy objectives. IO oversees land along the southern edge of the VMC boundary.
  - The Proposed Urban Space LOOP along the MTO corridor, which may involve IO managed lands. IO and MTO will need to review this proposal to determine the feasibility. The City must obtain necessary approvals from MTO and IO before constructing this corridor. This also applies to the proposed Active Transportation Path/ Connection from Edgeley Blvd to the Highway 407 Transit Station.
  - IO requests notification about the commencement of the Colossus Drive Corridor EA and to be kept informed throughout the process.

- Regional Municipality of York (YR) stated:
  - The Master Plan should address how land use planning, urban design, and a connected local road network can support trip reduction and complete communities. It should include a section summarizing supportive land use philosophies and policies within the Secondary Plan and recommend updates to existing policies to support the integration of transportation and complete communities, including schools, community centres, retail, and amenities.

- Clarification is needed on how the City of Vaughan is prioritizing development, including areas like the Weston and Hwy 74, Vaughan Mills, and Yonge-Steeles Secondary Plans. While traditional level of service (LOS) analysis may show increasing congestion, the TMP should balance the long-term costs of infrastructure improvements with the financial impacts on future generations.
- The TMP should present a comprehensive narrative on how planned development will be supported through transportation, addressing both technical needs and future capital and operating costs. The Region recommends including:
  - Estimated capital costs for City, Regional, and City of Toronto projects.
  - A detailed phasing plan and development triggers, considering the timing for environmental assessments, detailed design, and capital construction costs.
- The TMP should explain how the concept of financial sustainability, as outlined in section 5.1 and table 5-1 of the Vaughan Transportation Plan (2023), is incorporated into the VMC TMP.
- The Transportation Study should focus on local, collector, and arterial roads within the VMC study area, ensuring the city protects the local road network from development impacts. Any changes to the plan should require a comprehensive update to the Secondary Plan and VMC TMP.
- The plan includes all modes of transportation, especially active transportation. However, without understanding the land uses recommended within the secondary plan beyond residential development, it is difficult to substantiate trip origins and major destinations, except for the subway and transit terminals.
- The Transportation Study should explain how land use planning policies in the VMC support the recommended transportation system in the VMC transportation master plan.
- The analysis lacks identification of key origins and destinations within the secondary plan area, especially concerning the active transportation component.
- The VMC TMP's network modeling recommendations are based on the outdated York Region Travel Demand Forecasting (YRTDF) model. It is recommended to use the Region’s Activity Based Model (ABM) instead, as it offers better forecasting capabilities by considering 24-hour travel demand

patterns for all modes. The ABM has been successfully used in the Region's Official Plan, Transportation Master Plan, and Development Charges Bylaw updates.

- The VMC will be a social, cultural, and retail destination, generating demands beyond the AM peak period. It is recommended to use the Region's Activity Based Model (ABM) for sensitivity analysis testing to review both AM and PM peak periods.
- York Region acknowledges the feedback on bike lanes, cycle tracks, and sidewalks. They commit to collaborating with the City to address these concerns through the Master Plan and will consider improvements during the annual capital planning process where feasible.
- For proposed cross sections, it is recommended to consider space for utilities, snow storage, hydro poles, bus pads, bus shelters, and intersection amenities (trash cans, signage, wayfinding, benches). The tree planting zone often manages these requirements, leaving insufficient soil capacity for trees to thrive.
- The City should request consultants to explore site-specific design guidelines and policies to reduce barriers and improve the convenience of alternative travel modes. The '8-80' design principles aim to create urban areas that are safe, accessible, and enjoyable for people of all ages, from 8 to 80 years old.
- The City should adopt guidelines inspired by '8-80' design principles, requiring developments to provide ground-level, temperature-regulated, accessible bike storage rooms. These should be secure and safe for e-bikes, e-scooters, and other electric mobility devices, with storage options that cater to different age groups, including ground storage, wall storage, and hydraulic-assisted storage racks.
- Bylaws and policies should encourage similar parking considerations for employment and retail land uses in the VMC.
- The active network plans should be updated to show how the active transportation network connects to the York Region South York Greenway network, enhancing overall network connectivity.
- York Region is collaborating with GO Transit and the City of Vaughan to advocate for a future Concord GO Rail station near Highway 7 and the Barrie GO Rail corridor. Existing and future transit services around the VMC are expected to be adjusted to maximize the benefits of this station.

- York Region acknowledges the City's suggestion to relocate existing conventional transit stops along Highway 7 to the BRT Corridors and has forwarded this to YRT Service Planning. However, they note that parallel conventional service along Highway 7 provides closer transit stops and shorter walking distances, recommending the continuation of existing parallel services.
- The maps for ‘Alternative 3: Enhanced Network Improvements’ and ‘Alternative 4: Infrastructure-Intensive Network Improvements’ include ‘Proposed Interim Transit Circulator Route’ and ‘Proposed Ultimate Transit Circulator Route’. It is recommended that the City consult with York Region Transit (YRT) staff to ensure alignment with YRT plans.
- The map for ‘Alternative 4: Infrastructure-Intensive Network Improvements’ includes a proposal to convert the Highway 7 Viva Rapidway to a Median LRT. Since this proposal is not included in Metrolinx's 2041 Regional Transportation Plan (Map 5), the City should demonstrate the rationale for including this feature and its role in the VMC TMP’s Multiple Account Evaluation scoring.
- Brampton Transit operates the Züm BRT service along the Highway 7 Viva rapidway, connecting VMC with York University’s Keele Campus and Brampton Transit’s Downtown Terminal. The City should acknowledge this service and address how Brampton Transit/Züm is being engaged as a stakeholder to support the City’s vision of promoting mobility, connectivity, and leveraging existing rapid transit infrastructure.
- The extension of Bass Pro Mills to Weston Road is included in the Cities Development Charges Background Study and should be listed as a City project.
- The widening of Pine Valle Drive between Steeles Avenue and Highway 7 is not included in the Region's Transportation Master Plan or Development Charges Bylaw.
- The final report should acknowledge that the Steeles Avenue widening and rapid transit corridor projects are managed by the City of Toronto, aligning with York Region's Transportation Master Plan.
- The City should include a section in its Master Plan addressing the complexity, need for CN rail's active participation, and the high per kilometer cost for the Langstaff Road connection over the intermodal yard, along with the necessary improvements to the Langstaff Road interchange.

    - The final report should identify the estimated costs for the pedestrian and transit crossings of Highway 400 and Highway 407, as outlined in both Alternative 3 (Enhanced Network) and Alternative 4 (Infrastructure Intensive Network).

- York Region Transit (YRT) stated:
    - YRT does not recommend a transit circulator route, preferring to focus on expanding north-south and east-west connections.
        - Past loop services have underperformed compared to direct routes. Given the VMC Secondary Plan's anticipated densities and land uses, most residents will be within walking distance of existing transit services.
        - YRT plans to improve transit service in the VMC gradually, based on demand.
    - YRT strongly supports the proposed transit-only link from Interchange Way to Highway 407 Terminal, facilitating connections between YRT services, GO Transit, and the TTC subway.
        - YRT plans to operate Jane St BRT service from Highway 407 Terminal using this link and may extend local service along Interchange Way to the terminal in the future.
        - They propose extending the transit-only link north to Highway 7 alongside Interchange Way and ensuring buses can turn from Interchange Way to Highway 7 rapidway and vice versa.
        - An interim BRT routing will be used until the transit-only link is implemented, after which BRT service will be straightened along Interchange Way and the transit link to access Highway 407 Terminal.

- Toronto and Region Conservation Authority (TRCA) stated:
    - The TRCA acknowledges that the Vaughan Metropolitan Centre (VMC) road network, developed over a decade ago, is being updated due to significant residential development. The VMC Transportation Master Plan (TMP) update will address transportation needs, supportive policies, and a phasing strategy up to 2041, focusing on street connectivity, accessibility, and multi-modal mobility in the VMC area.
    - Future reports should document how the TMP aligns with applicable TRCA policies and the Secondary Plan policies concerning the Black Creek corridor.

This includes efforts to manage and enhance the natural hazard functions of the system.

- Include Stormwater Management (SWM) control measures for all proposed and existing impervious surfaces.
- Refer to TRCA's Watercourse Crossing Guide for any proposed watercourse crossings.
- Update TRCA's hydraulic model and flood plain mapping for any watercourse crossings, using the 2D MIKE+ model.
- Staff notes a proposed 15-17 m wide mews along the Black Creek corridor. Ensure the TMP integrates with current conceptual plans for the Black Creek Renewal Project. Additionally, assess the feasibility of this alignment considering natural hazard constraints and adjacent land uses.
- Due to limited details on the preferred alternatives, TRCA cannot fully comment on its regulatory interests. Staff will review the comprehensive evaluation matrix and additional details when available.
- An appropriate level of geotechnical and slope stability study is required to support the proposed works.
- For works near slopes, a slope stability study is needed to assess long-term erosion risk and develop measures for managing erosion hazards and slope instability.
- All grading and earthwork must be designed, and their stability verified where applicable.
- All engineering drawings must include necessary details, dimensions, specifications, construction provisions, sequencing, and protective measures for hazards.
- The crossings will require geotechnical and stability assessment and design. All elements will require to be appropriately assessed and designed. All protection measures for erosion hazard and slope instability will require to be developed and implemented accordingly.
- For proposed utilities or infrastructures, appropriate designs must be provided to mitigate adverse impacts on slopes, banks, and surrounding areas.
- Provide details for the restoration and reconstruction of areas disturbed by excavation. Include geotechnical and stability reviews to support the proposed restoration and reconstruction, where applicable.

- TRCA supports implementing low impact development (LID) measures to preserve groundwater table recharge.

- York Region District School Board (YRDSB) stated:
  - Future school sites within VMC will be joint with the York Region District School Board (YRDSB). The draft VMC Secondary Plan Update currently includes five school sites, subject to change. Due to the high-density, transit-oriented area, school boards and the City must collaborate to ensure safe transportation options for students.
  - Board staff want the Transportation Master Plan to align with urban design guidelines, emphasizing walkability. The area should include sidewalks to support walkability and have roads wide enough for school buses to safely access all streets, consistent with YCDSB Transportation Policy #203.
  - School sites can be significant trip generators. Board staff request the City consider the locations of school sites relative to each other and other high trip generator uses to avoid conflicts. Future joint school sites may have around 1,200-1,300 students, much higher than typical elementary schools in Vaughan.
  - In higher density or smaller school sites, traditional pick-up and drop-off areas might not be available. Instead, layby lanes or other alternatives may be used. The school board supports on-street parking on minor collector and local roads, as it can reduce driving speeds and potentially be converted to layby lanes if needed.
  - Interchange Way is a major collector road with four driving lanes, raising concerns for student safety as they need to cross it to reach school. The York Catholic District School Board (YCDSB) suggests that the City of Vaughan consider unique solutions like an elevated crossing (e.g., a bridge) to avoid students and families crossing this busy and high-volume intersection. This is especially important given the expected increase in student numbers from nearby developments.

- All school sites within the VMC will be joint schools, requiring full vehicular access onto two public roads to accommodate the large student population. However, the proposed school site at the southwest quadrant of VMC will only have one full movement access from the Commerce Way extension, which contradicts previous discussions with City staff in late 2024. Additionally, a major collector road will have a raised median, and there is no signalized intersection planned at Celebration Avenue and Interchange Way.
- While the VMC is designed to be pedestrian and active travel-friendly, there will still be significant use of private cars and buses for school commutes. Students in York Region typically do not cross four-lane roads to reach their local schools and are bussed if potential hazards are identified. The City should plan for substantial school bussing trips, especially during the ongoing development of VMC. Ensuring easy and safe access to community amenities, including schools, is crucial for creating complete neighborhoods.
- There are plans to build five joint school sites in VMC, each accommodating around 1,200-1,300 students on reduced-size lots (approximately 5 acres). The "Preferred VMC Multi-Modal Network" includes various transportation networks (active, transit, street) near these school sites. However, it is unclear if the proposed transportation network will allow for fully usable 5-acre school sites, considering setbacks and other policies.
- Promote active school travel from a young age, designing pedestrian-oriented spaces (including car-free and car-light areas), improving active transportation connections (like pedestrian bridges at busy intersections), and ensuring universal design for all ages and abilities.
- The assumption of 60% zero-car households in the VMC is highly optimistic. Current and planned residential buildings generally meet minimum parking requirements. VMC's full build-out is expected well beyond 2051, meaning ongoing construction for decades. This reduces active transportation, especially for school children, due to safety concerns with construction sites and vehicles. Interim measures are needed to ensure connectivity.

- Residents suggested that clear signage should be provided for underground connections to Shoppers, as people currently think they are only for parking.
- A retired senior resident stated that they still drive but prefers using TTC for trips to Toronto, the user suggests creating an Information Help Desk to connect VMC/YRT with TTC. Currently, they need to call both York Region Transit and TTC for connecting information.

8 Survey Results

The third 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 was launched and made available on the City's website from January 30, 2025 and closed on February 13, 2025. The survey results are included in **Appendix D**.

1.2 Commons Themes

Active Transportation

What do you like about the proposed Active Transportation Network?

- Positive reception of proposed cycle tracks, improved protection at intersections, and the LOOP concept.
- Approval of integrated path connections and overall network connectivity, especially across highways.
- Emphasis on the inclusion of various transportation modes and safety considerations.
- Preference for focusing on secondary roads and integrating paths through parks and open spaces.

Have we missed anything? What can be added and/or removed to improve connectivity and access?

- Lack of express access to VMC or 407 from areas like Teston and Pinevalley.
- Need for physical protection at intersections for pedestrians and cyclists, including advance walk/green signals.
- Shift away from car-centric design: More dedicated bus lanes, LRT, and walkable access to common destinations.
- Winter accessibility: Ensuring routes are usable year-round.

- Pedestrian access improvements: Specifically at the southbound side of Jean into 407 station.
- Better pedestrian access south of 407 and an east/west route for transport trucks.
- Pedestrian traffic signals and mid-block crossings for better connectivity.
- Buffered bicycle lanes for safety, especially on Highway 7.

Transit Network

What do you like about the proposed Transit Network?

- Support for Transit Circulator routes: Desire for existing routes and expansion across Vaughan.
- Approval of the Jane Street Rapidway: Need for more frequent north-south public transportation, especially to Major Mackenzie.
- Extension of the subway line: Support for dedicated pick-up/drop-off areas.
- Connectivity improvements: Importance of connecting Vaughan Metropolitan Centre to Highway 407 and prioritizing the extension of interchange and Colossus Drive over Highway 400.
- Micro-mobility hubs: Positive reception for bike and scooter sharing, and the circular bus route to improve access across Highway 400.

Have we missed anything? What can be added and/or removed to improve connectivity and access?

- Secure bike/micromobility storage and improved drop-off/pick-up areas at VMC station.
- Shift away from car-centric design: More dedicated bus lanes, LRT, and walkable access to common destinations.
- Traffic concerns: Improved transit connectivity alone may not reduce car traffic; focus on convenience and reliability of transit, especially outside VMC.
- Local transit stops: Better integration along Highway 7 and the Viva rapid way to increase efficiency and ridership.
- Retail access: Improve transportation to Walmart and encourage more retail near the subway station.
- North-south bus route: Consider routes on Edgeley or Millway for better access to the south end of VMC.
- Micro-mobility hubs: Explore docked and dockless scooter options, inspired by successful models like City of Windsor.

Street Network

What do you like about the proposed Street Network?

- Portage Parkway: Becoming a major collector and the extension of Colossus Drive.
- Positive reception of street layout and proposed connectivity for future growth.
- Traffic relief: Extending Portage to Creditstone and Maplecrete to Portage to alleviate congestion on Highway 7.
- Traffic light placement: Considered good.
- Connectivity: Appreciation for higher capacity roads across VMC, providing more options beyond just arterial roads.

Have we missed anything? What can be added and/or removed to improve connectivity and access?

- Advance pedestrian/cyclist signals: To allow vulnerable road users to clear intersections before vehicles start moving.
- Shift away from car-centric design: More dedicated bus lanes, LRT, and walkable access to common destinations.
- Staggered road construction: To minimize disruption and manage traffic flow during construction.
- Alternative routes for transport trucks: Dedicated east/west route other than Highway 7.
- One-way local roads: To add parking and improve traffic flow, with more traffic signals for better crossing options.

Supportive Transportation Policy Elements

Transportation Demand Management

What do you like about the proposed Transportation Demand Management updates?

- Pedestrian-oriented spaces: Support for car-free zones and limiting driveways on major roads.
- Bike/scooter sharing: Appreciation for considering affordable and accessible micromobility options.

- Promotion of other transit modes: Encouragement and incentives for using various forms of transit.
- Universal design: Recognition of efforts to make transportation accessible to all.
- Roads and connectivity: Positive reception of increased road connectivity and micromobility to reduce vehicle reliance and traffic.

Have we missed anything? What can be added and/or removed to improve the implementation of the policy?

- Dedicated bus lanes and LRT: To improve public transportation options.
- Walkable access to common destinations: Ensuring places like grocery stores are within walking distance for everyone.

What do you like about the proposed Parking Policies?

- Bike parking: Support for more short and long-term bike parking.
- Pick-up and drop-off zones: Positive reception for dedicated zones.
- Parking for carshares and carpools: Appreciation for dedicated spaces and unbundling parking from condo costs.
- Reduced parking minimums for condos: Encouragement for alternative transportation means.
- Bicycle parking: Encouragement for cycling as a mode of transport.

Have we missed anything? What can be added and/or removed to improve the implementation of the policy?

- Secure bike parking: Close to trip destinations and within eyesight of businesses.
- Shift away from car-centric design: More dedicated bus lanes, LRT, and walkable access to common destinations.
- Parking permits: Consider monthly/annual permits for Vaughan residents.
- Visitor parking: Ensure ample parking for visitors to VMC's stores and events, with options like increased on-street parking or dedicated paid garages.
- Free visitor parking: For apartment buildings and parks to encourage visits.

What do you like about the proposed Eco-friendly Short Distance Transport policies?

- Transportation share service: A service that residents and visitors can use.
- Bike and scooter sharing services: To provide more transport options and reduce vehicle use.

Have we missed anything? What can be added and/or removed to improve the implementation of the policy?

- Shift away from car-centric design: Emphasize dedicated bus lanes, LRT, and walkable access to common destinations.
- Safety considerations: Address fire hazards from battery explosions, with education on safe charging, evacuation plans, and fire barriers.
- Bike and pedestrian-friendly streets: Ensure streets in VMC are more accommodating for cyclists and pedestrians.
- Retail and cultural destinations: Increase the number of destinations to make bike and scooter sharing services more practical and appealing.

Do you have any additional comments?

- Shift away from car-centric design: Emphasize dedicated bus lanes, LRT, and walkable access to common destinations.
- Trip-making behavior: Alternative solutions can reduce traffic and improve quality of life, with positive environmental impacts.
- Connectivity of collector roads: Appreciation for the planned bike network and overall connectivity.
- Visitor parking: Address the existing lack of parking in VMC with increased paid on-street parking or dedicated paid parking garages.

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:

Active Transportation Network Map

- Incorporate South York Greenway into the Active Transportation Map.
- Include schools on maps according to the Secondary Plan to show where Active Transportation serves schools.
- Update parks on maps to reflect the latest Secondary Plan.
- Realign the Proposed Urban Space Loop from the Black Creek renewal using the most current CAD drawings.
- Incorporate the most up to date mews from the Secondary Plan.
- Add proposed Active Transportation Grade Separated Crossing on Hwy 7.

Transit Network Map

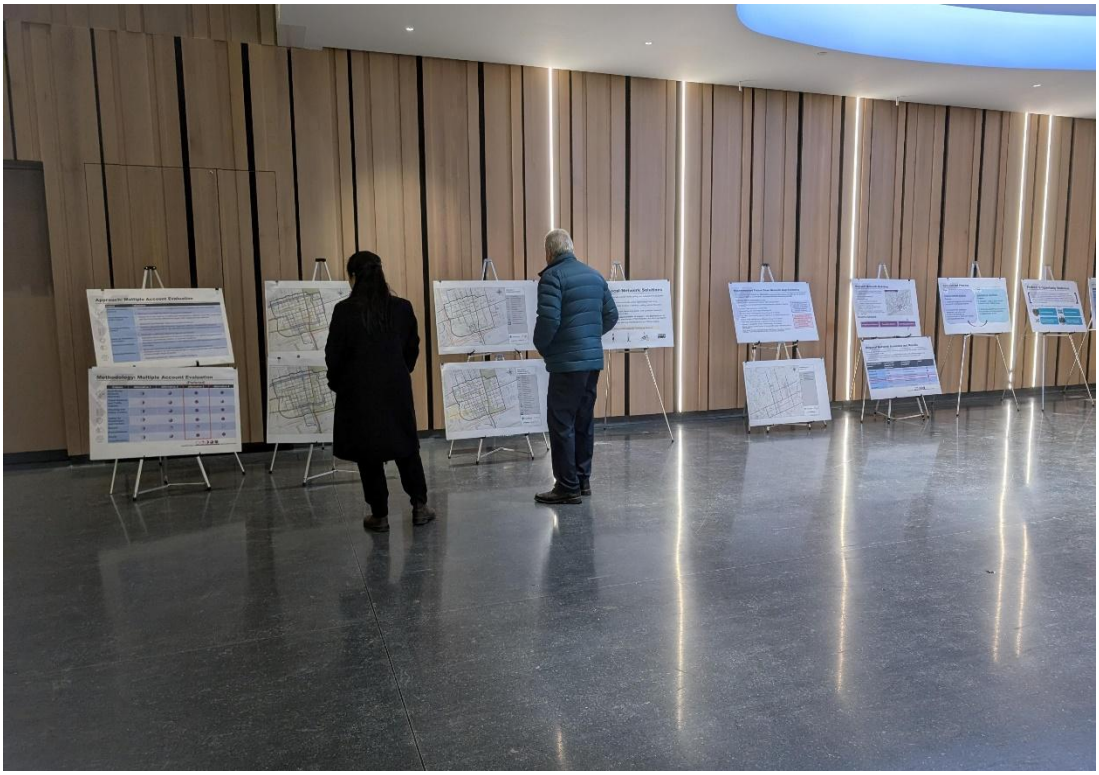
- Terminate Jane St BRT at Hwy 7 on Alternative 2, 3, and Transit Network maps.
- Include schools on maps according to the Secondary Plan to show where Transit is relative to schools.
- Add designated transit pickup and drop-off points on sections of New Park Place and Millway Avenue.
- Revise the alignment of the proposed interim transit circulator route to connect with Highway 407 station.

Street Network Map

- Align mews from the Secondary Plan, replacing specific local roads.
- Include schools on maps according to the Secondary Plan to show where Transit is relative to schools.

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.



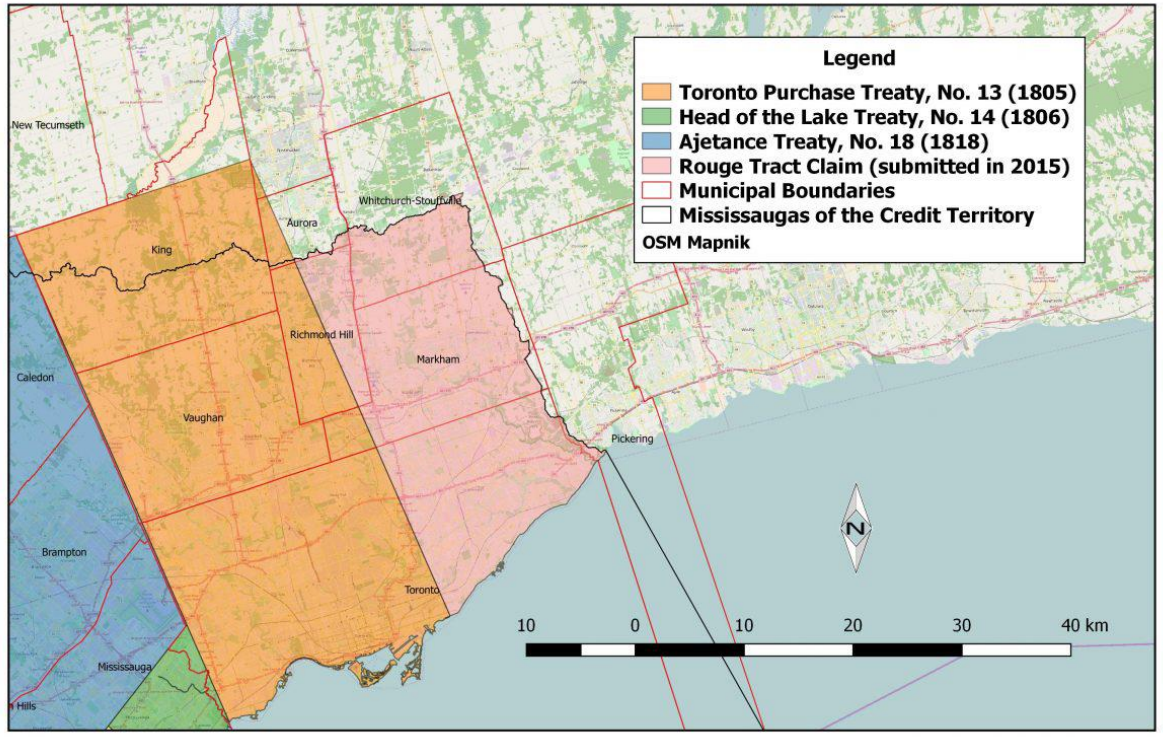
APPENDIX A – PIC #3 DISPLAY BOARDS

VMC TMP Public Information Centre (PIC) #3

January 30, 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.

Meeting Objectives

1. Provide an overview of the Transportation Master Plan Development Process
2. Provide an overview of what we heard from Public Information Centre #1
3. Present assessment of transportation solutions
4. Present recommendations for Active Transportation, Transit, and Roads
5. Discuss recommended strategies for Transportation Demand Management, Parking, and Eco-friendly Short Distance Transport
6. Gather feedback to finalize and complete the Transportation Master Plan

TMP Development Process

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

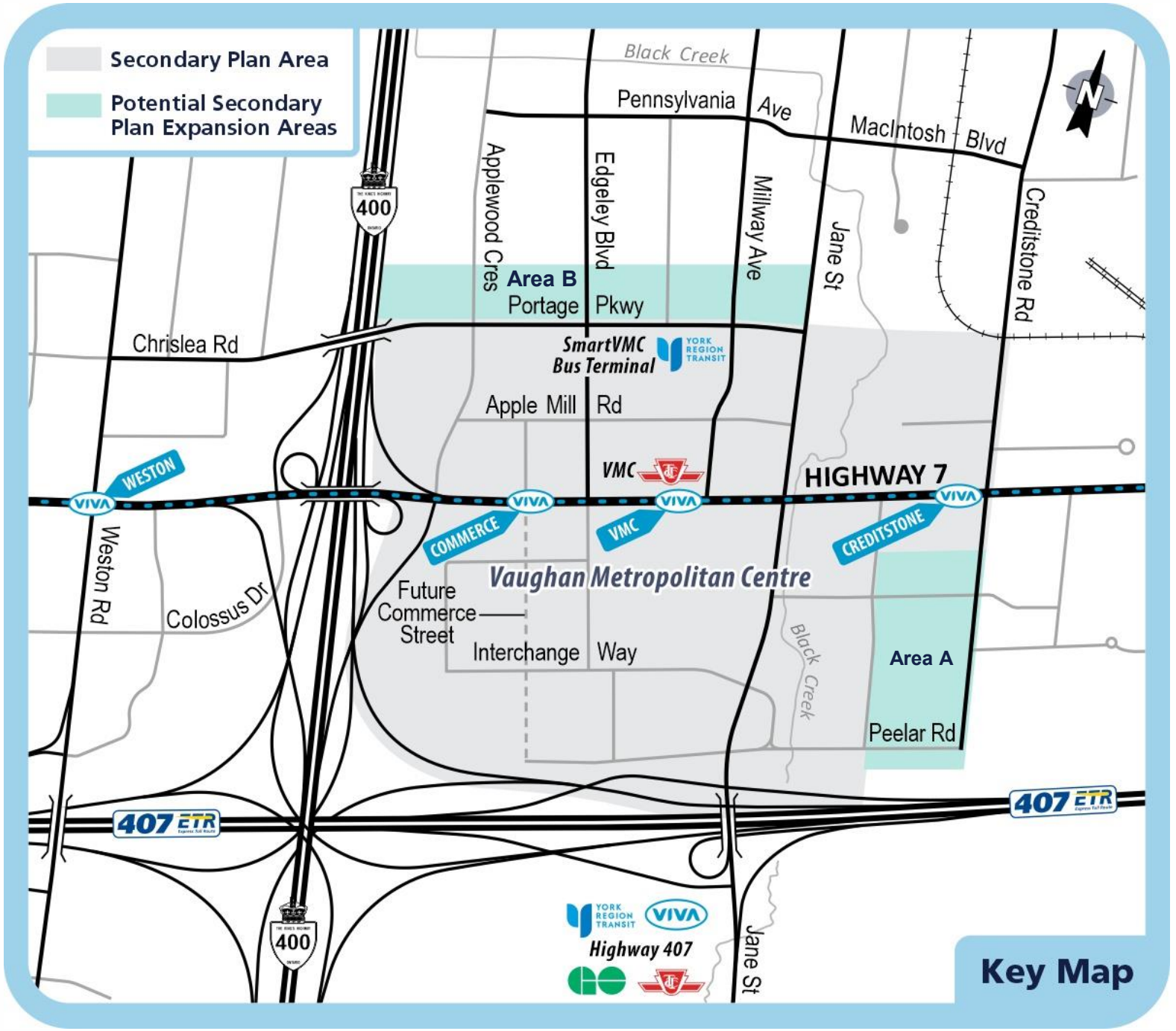
Master plans, such as this Transportation Master Plan, are **required to complete Phases 1 and 2** of the five phases of the Municipal Class E.A. process. The **plan is being completed consistent** with approach 1 of the E.A. Master Planning process and will include:

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!

February – March 2025

Part 3

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

April 2025

Part 4

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

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

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Transportation Master Plan Project Team

City of Vaughan and WSP Canada

Secondary Plan Project Team

City of Vaughan and The Planning Partnership

Public

Indigenous Communities

Public Information Centre #1

What We Heard

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.

Assessing Transportation Solutions

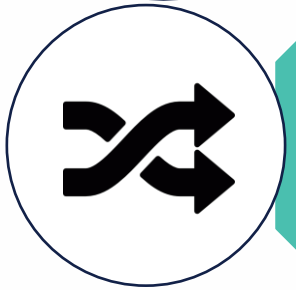
Problem & Opportunity Statement

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

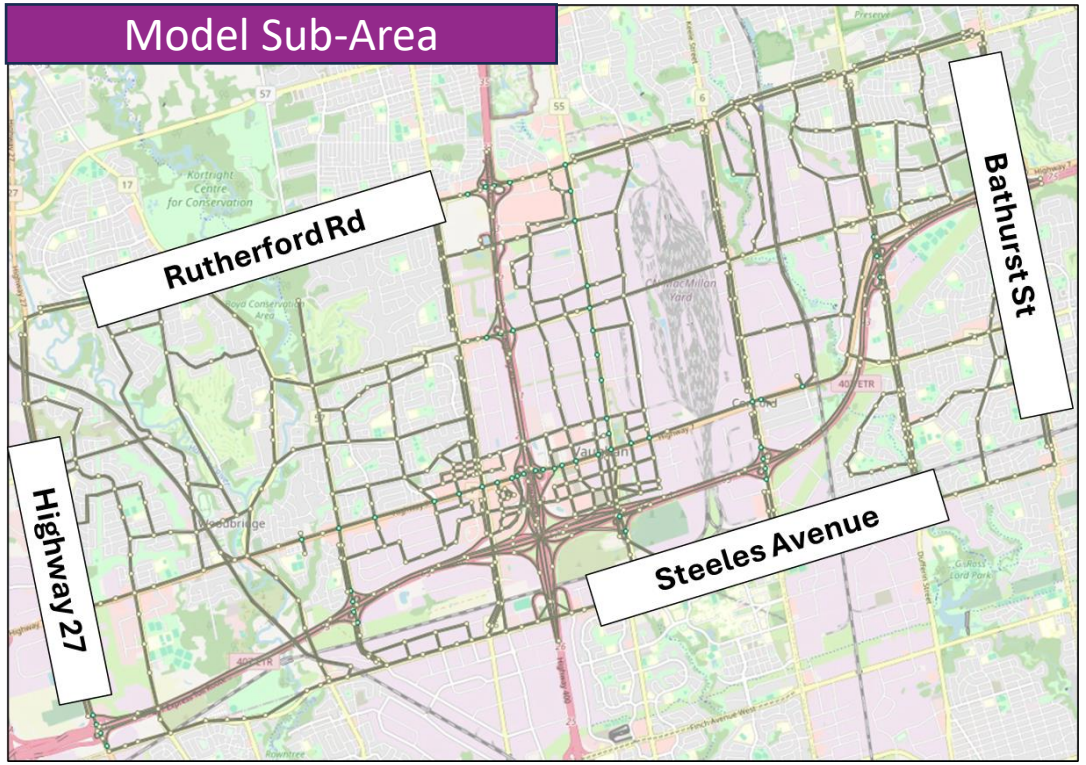
Purpose:

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

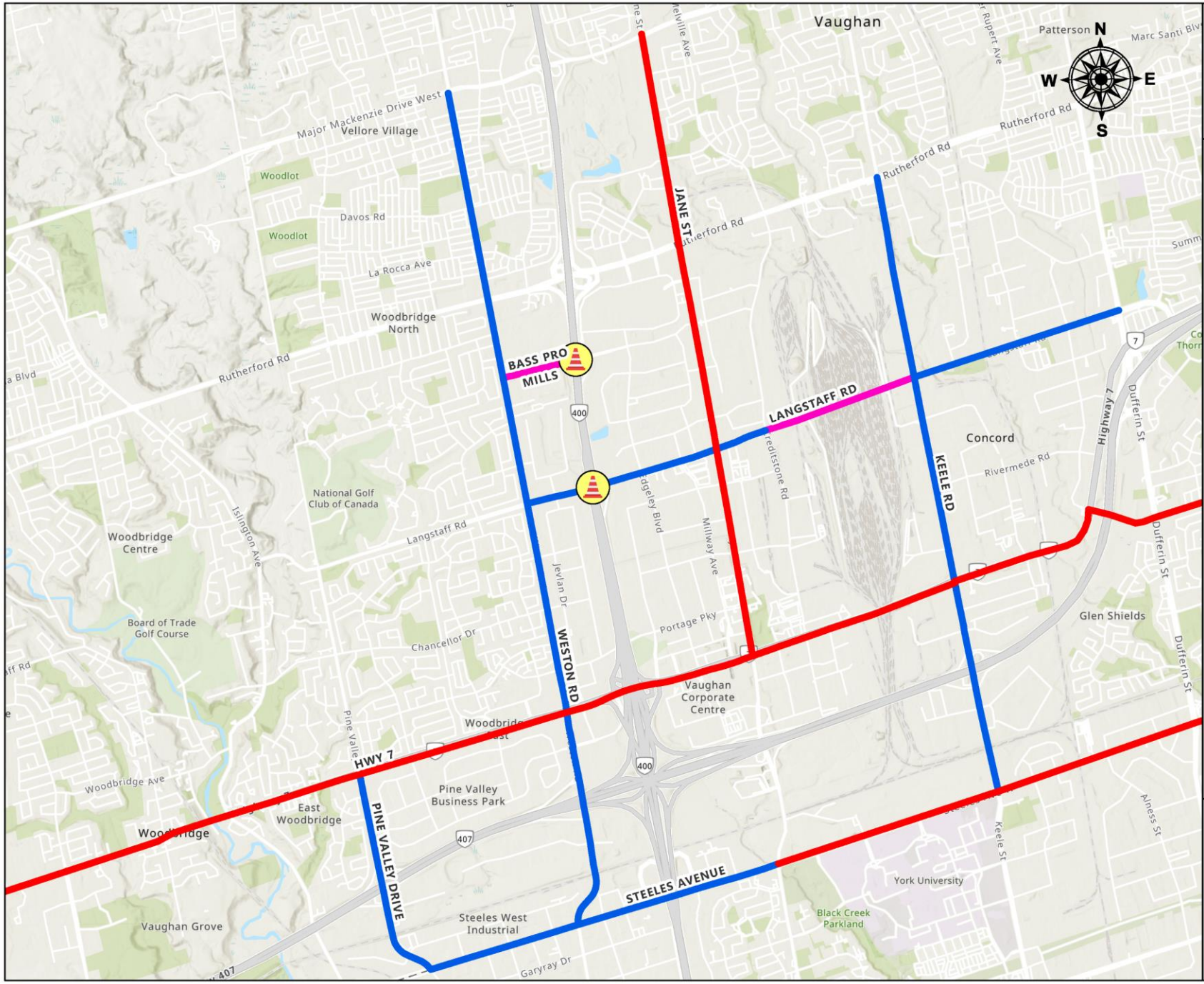
Broad network improvements are REQUIRED to accommodate background traffic growth and must be in place by 2041 to accommodate any degree of further development at VMC

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



Future Base Network Improvements

- Interchange Improvement
- New Road Link
- Road Widening (4 to 6 lanes)
- Exclusive bus lanes (minimum 10 minute all day service)

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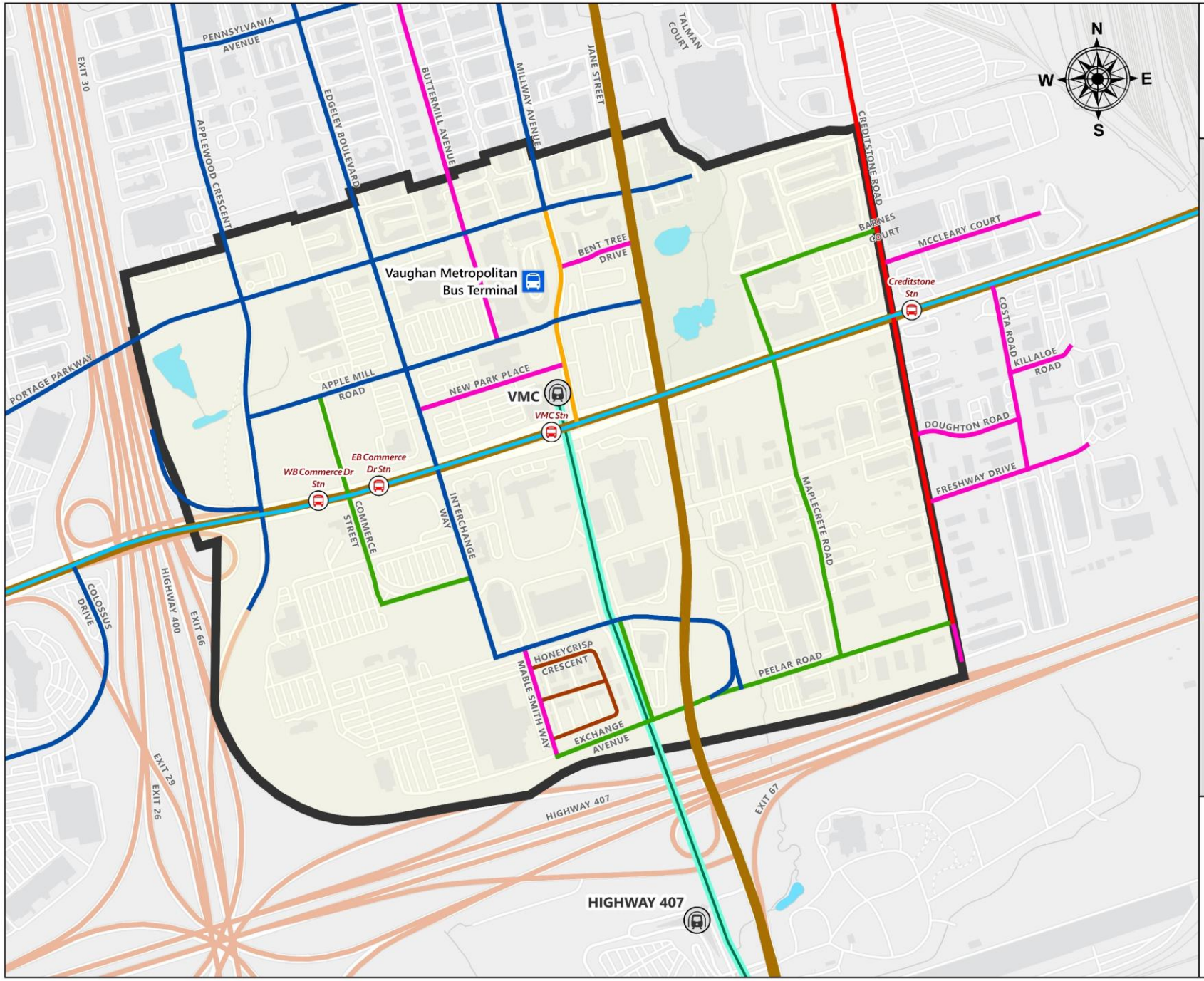
Alternative Local Network Solutions

- **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

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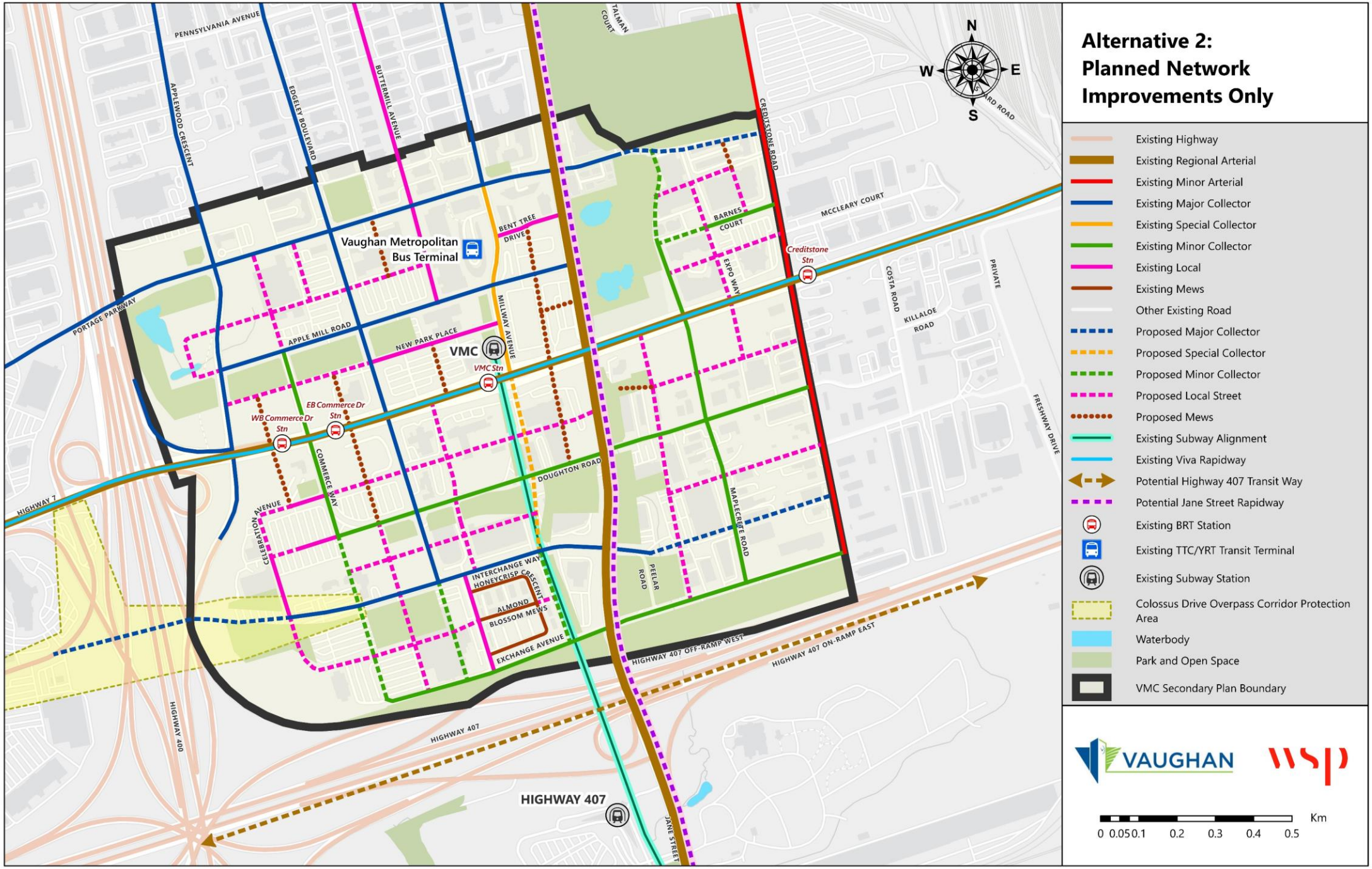

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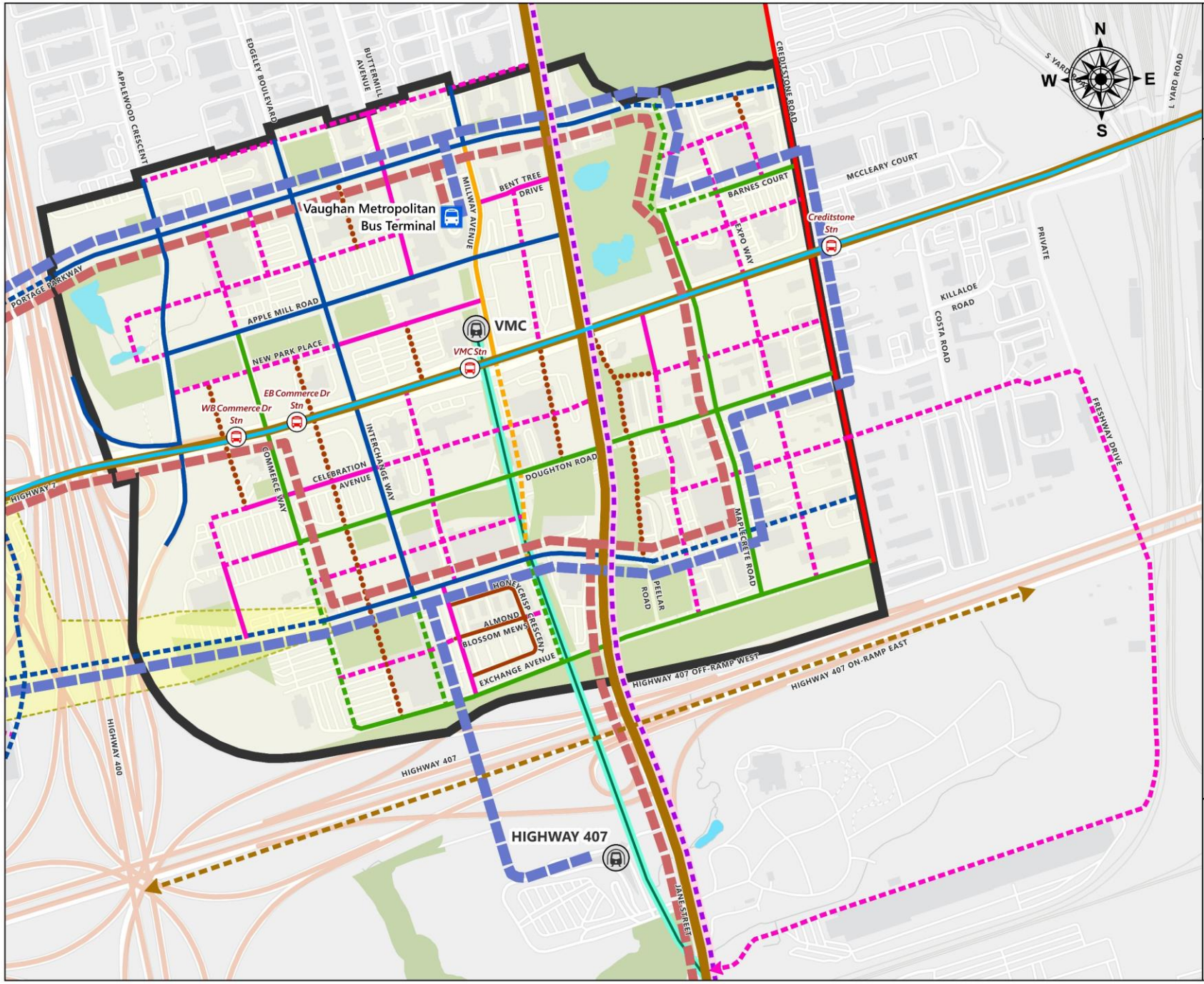

Alternative 3: Enhanced Network Improvements

- 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

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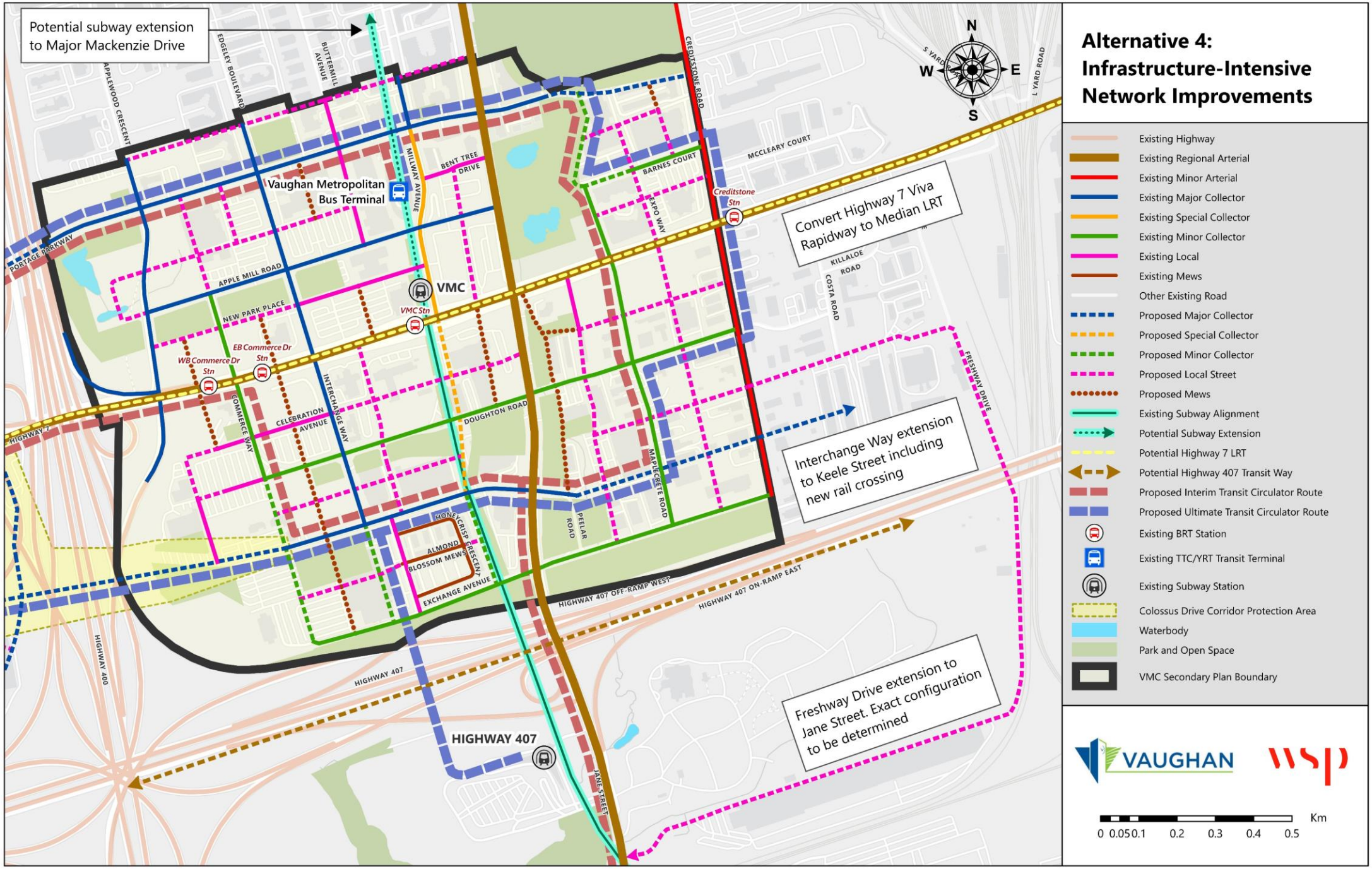

Alternative 4: Infrastructure-Intensive Network Improvements

- 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

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Approach: Multiple Account Evaluation

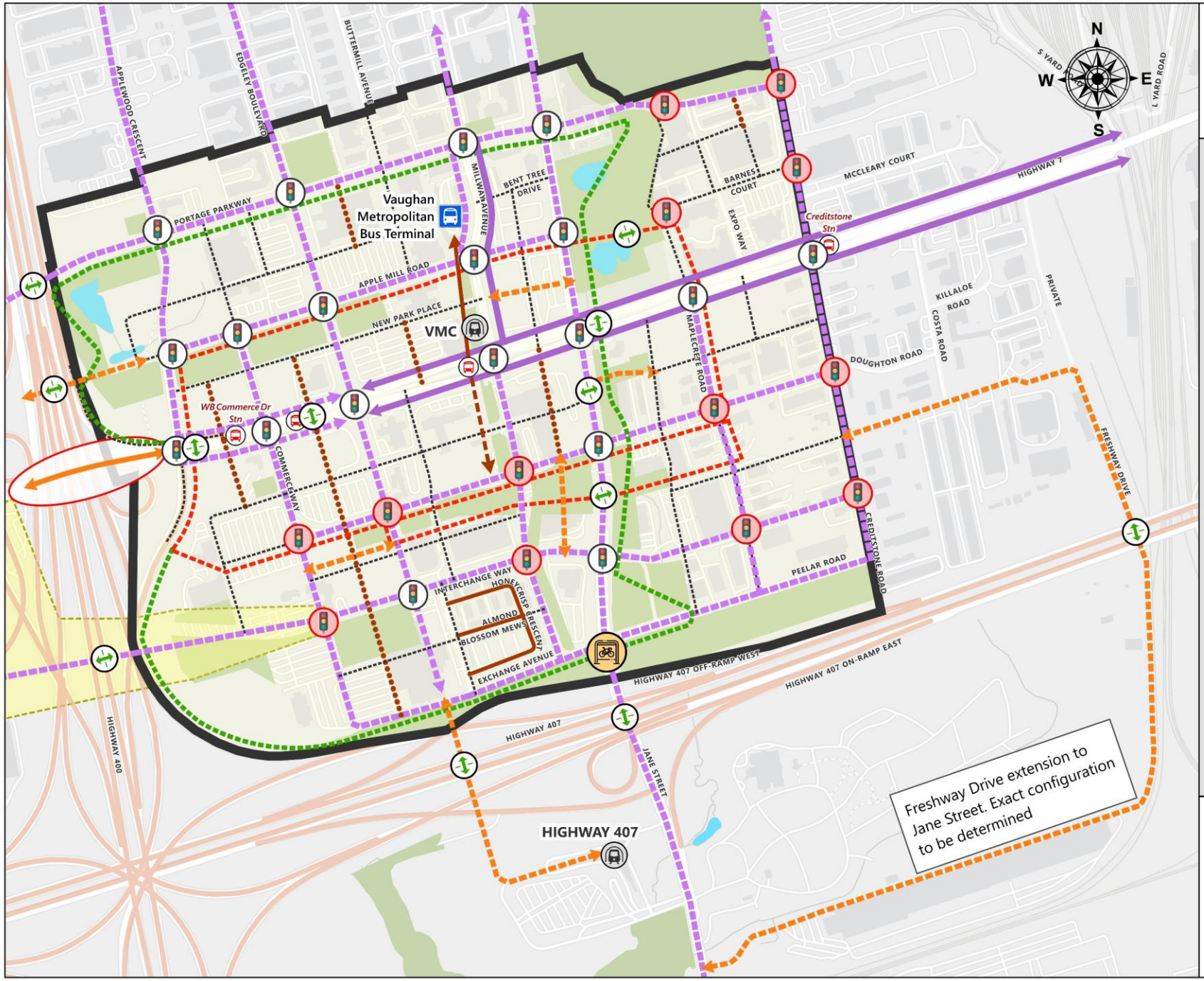
Criteria	Motivation
Multi-Modal Network Elements	• Describes the supply and coverage of pedestrian, cycling, and transit elements • Assessed quantitatively relative to baseline conditions
Travel Demand and Traffic Impacts	• Responds to the need for a multimodal transportation network in the VMC study 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

Preferred VMC Multi-Modal Network



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

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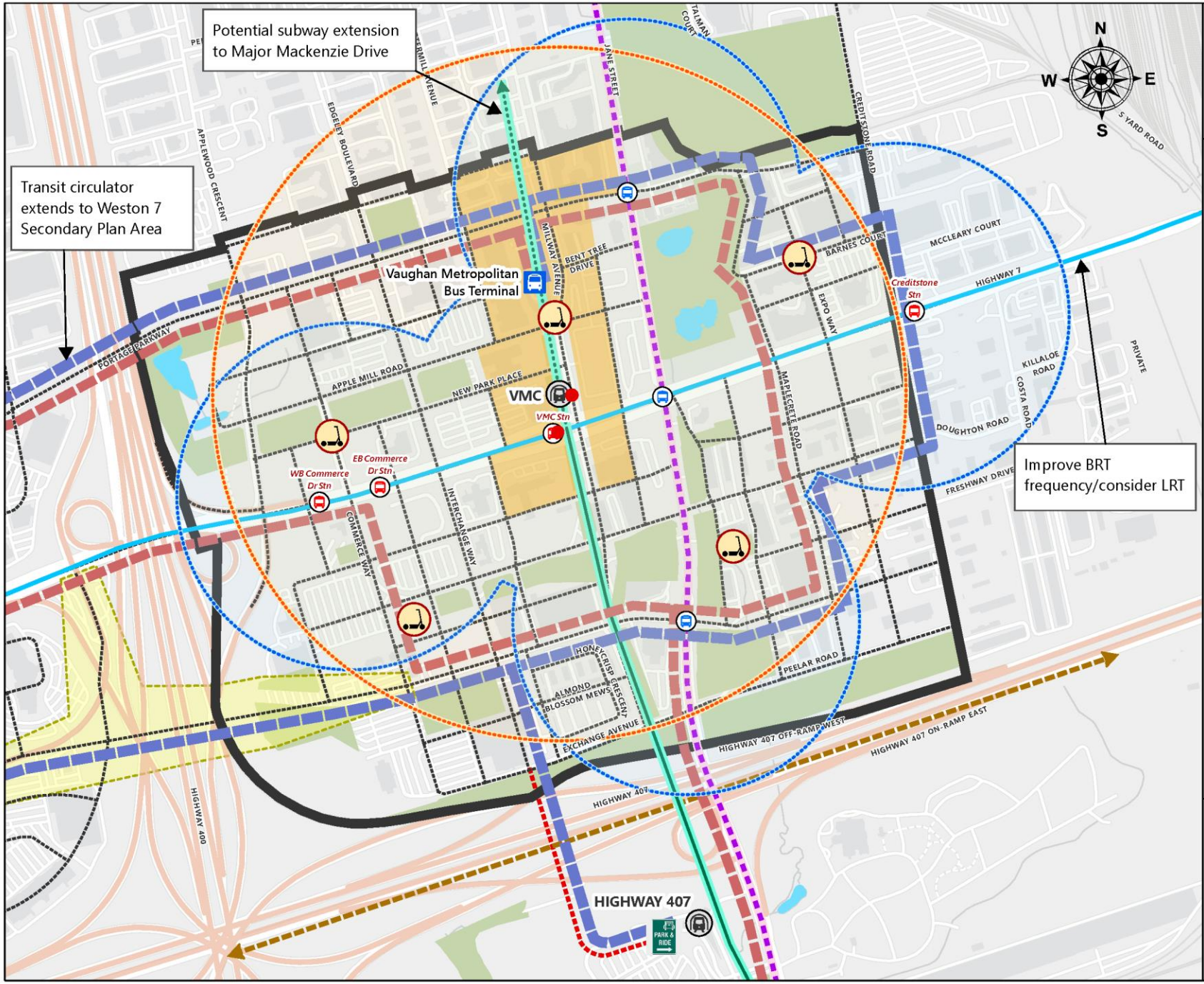

VMC
Transit Network

- 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

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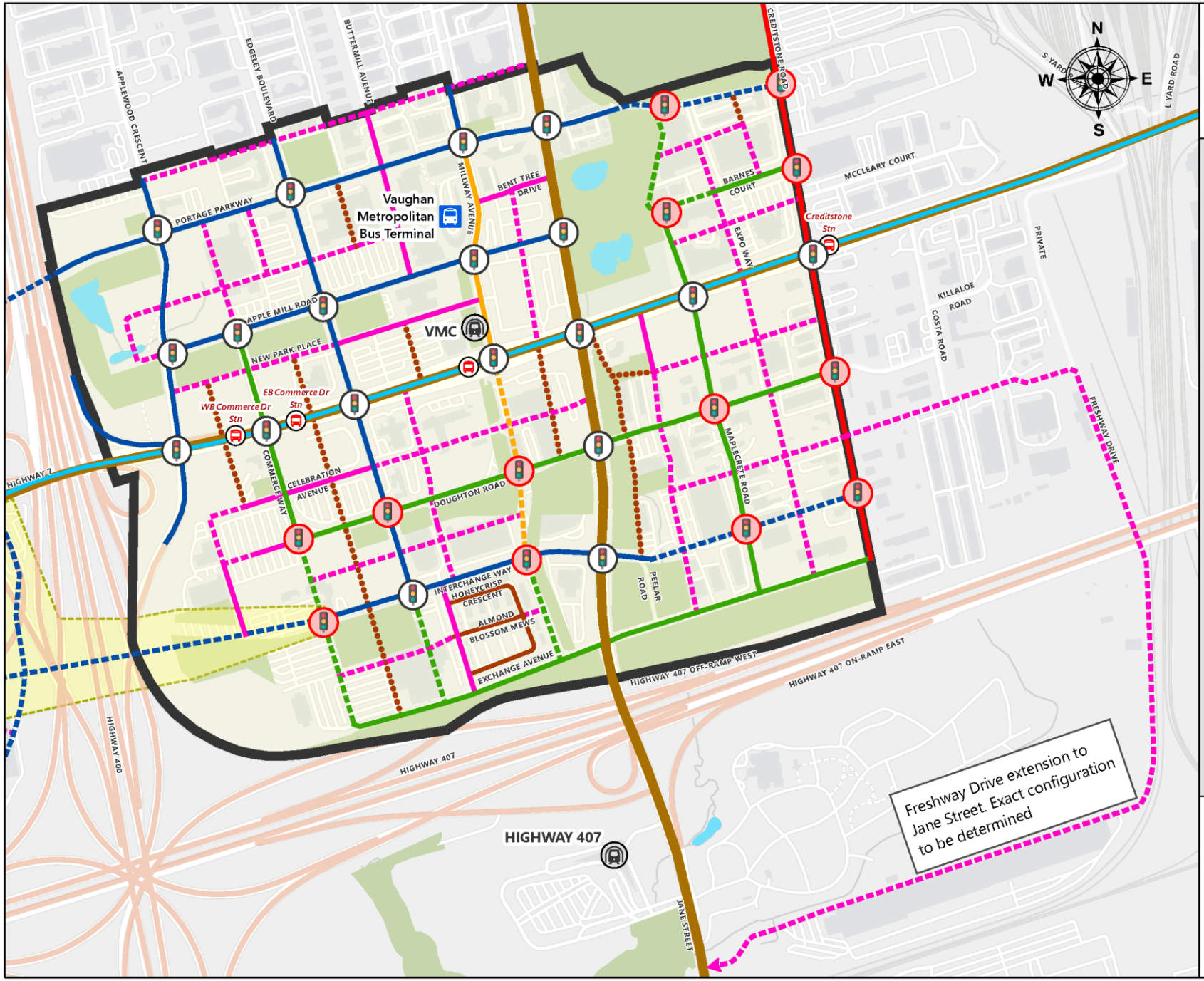

Street Network with road classification

- 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

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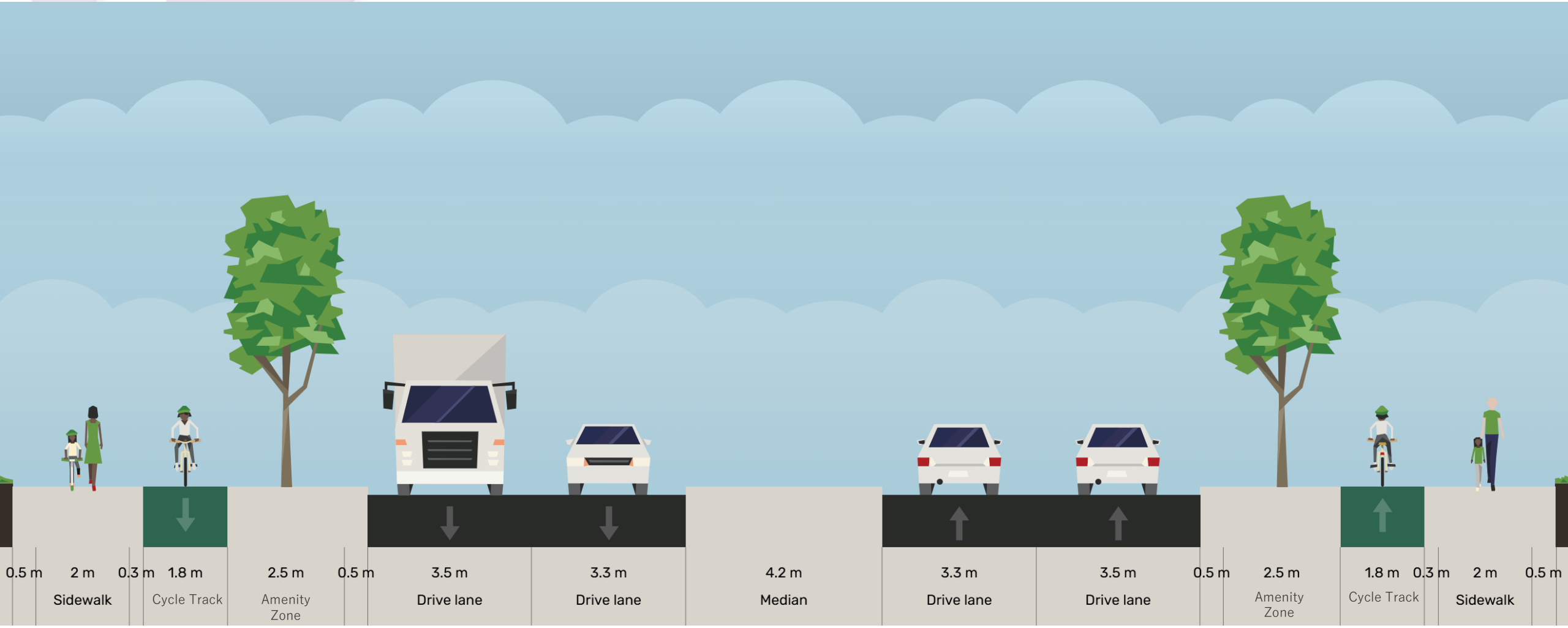
Proposed Cross-Sections

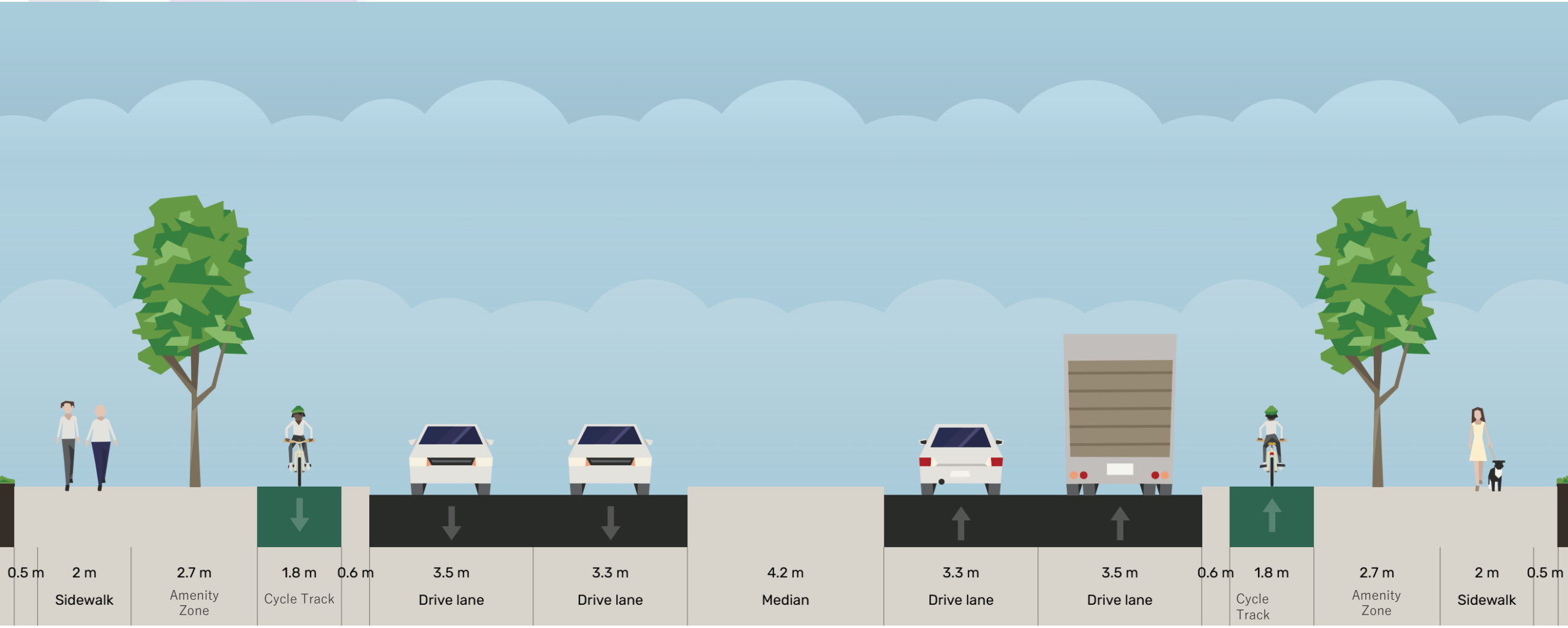
Minor Arterial (For Example: Creditstone Road)



7.6m Boulevard | 17.8m Road | 7.6m Boulevard

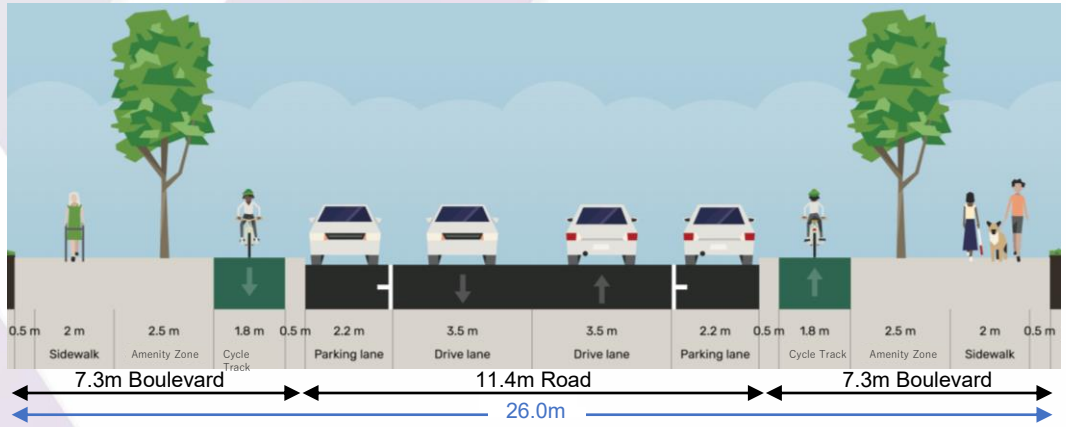
33.0m

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

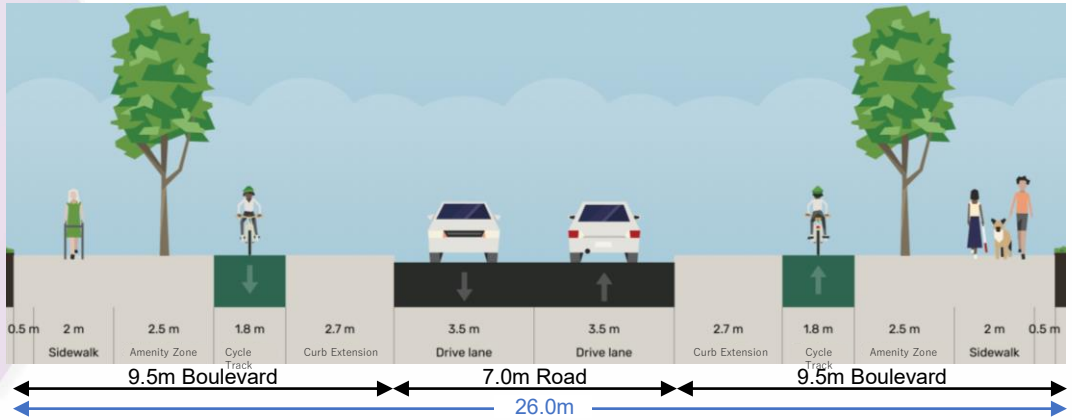


Minor Collector - Parking on Both Sides

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



Midblock

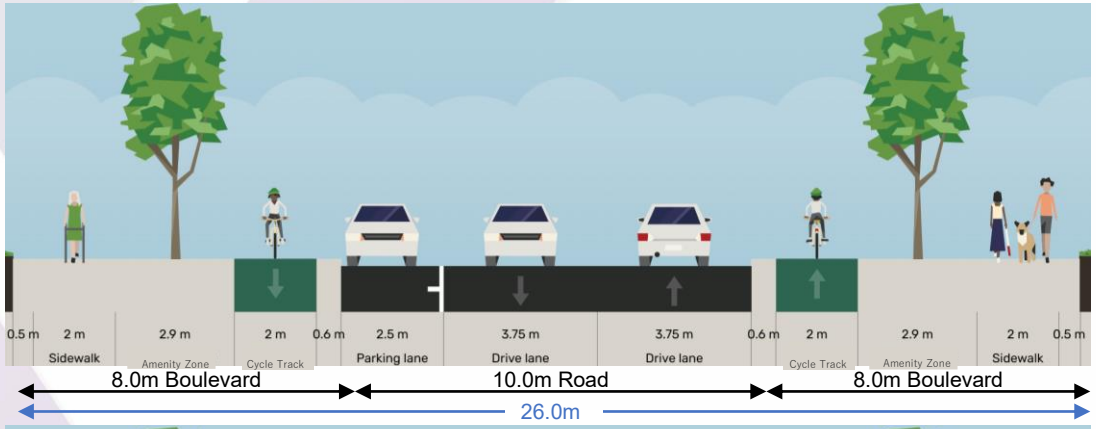


Midblock Pedestrian Crossing

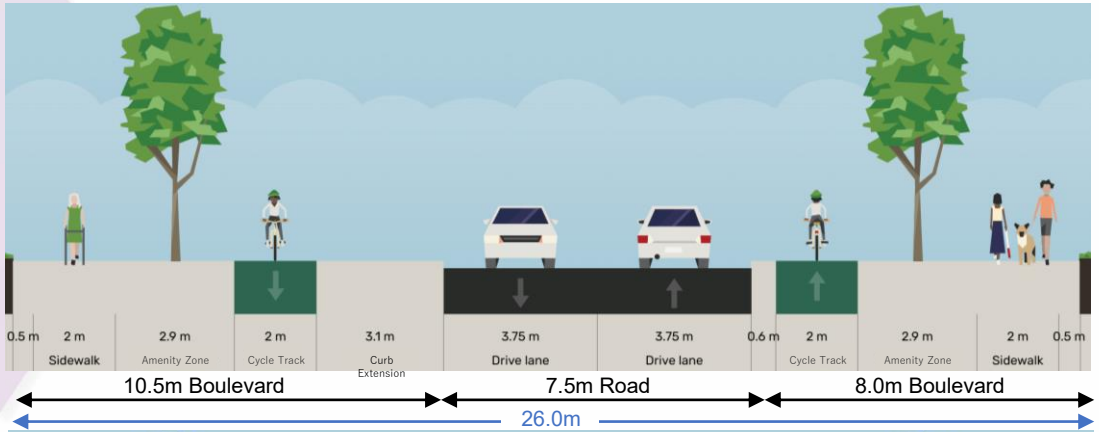
Intersection

Minor Collector - Parking on One Side

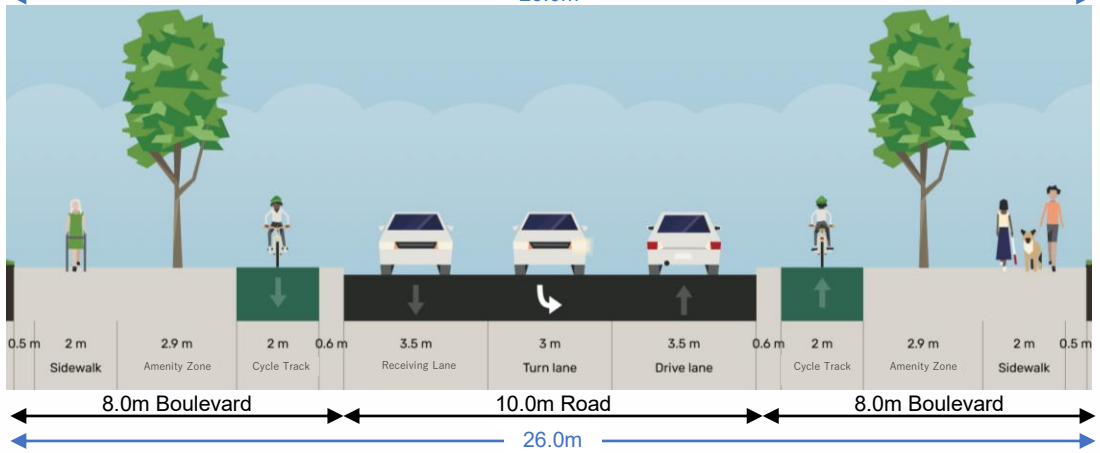
(For Example: Maplecrete Road, Doughton Road, Peelar Road)



Midblock

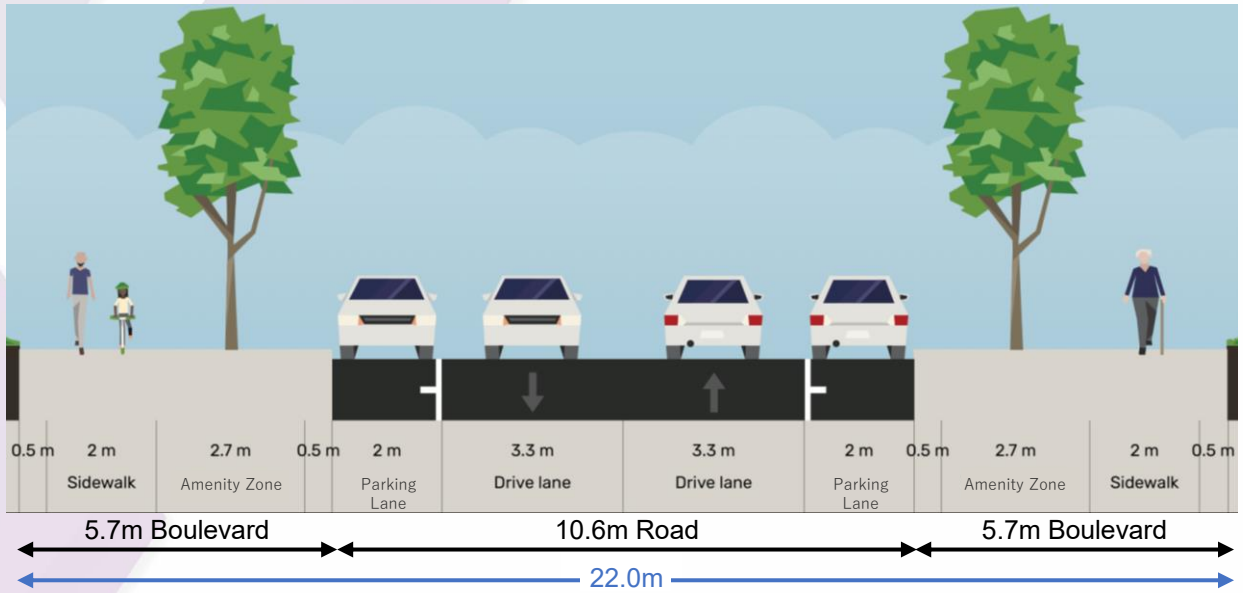


Midblock Pedestrian Crossing

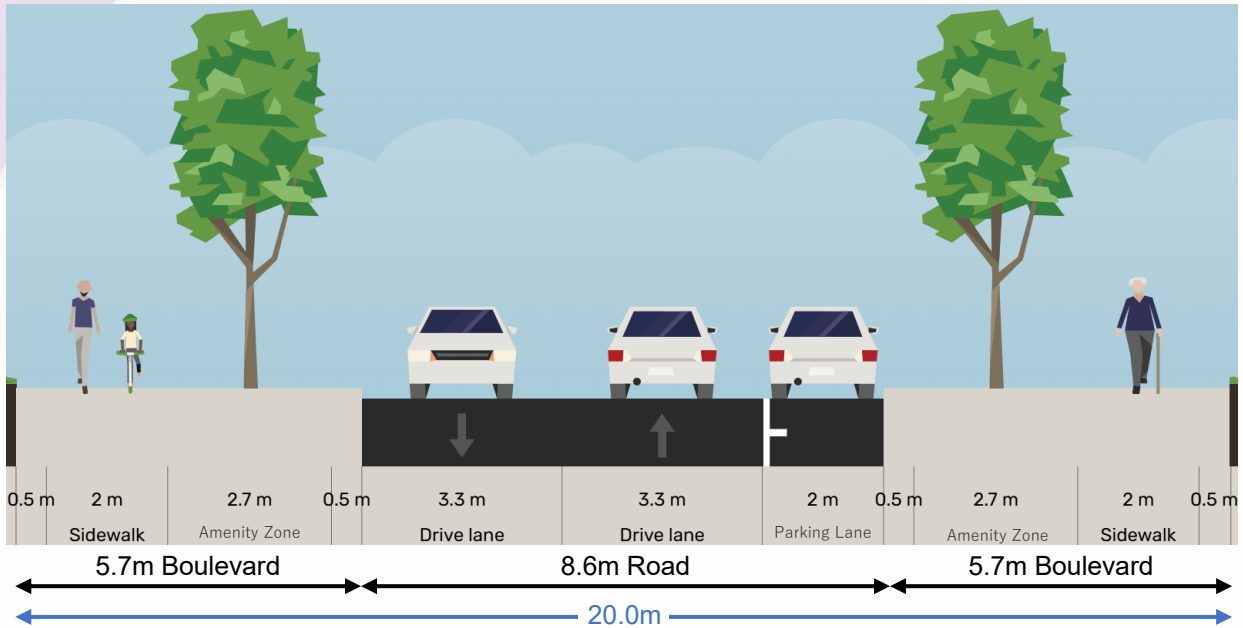


Intersection

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



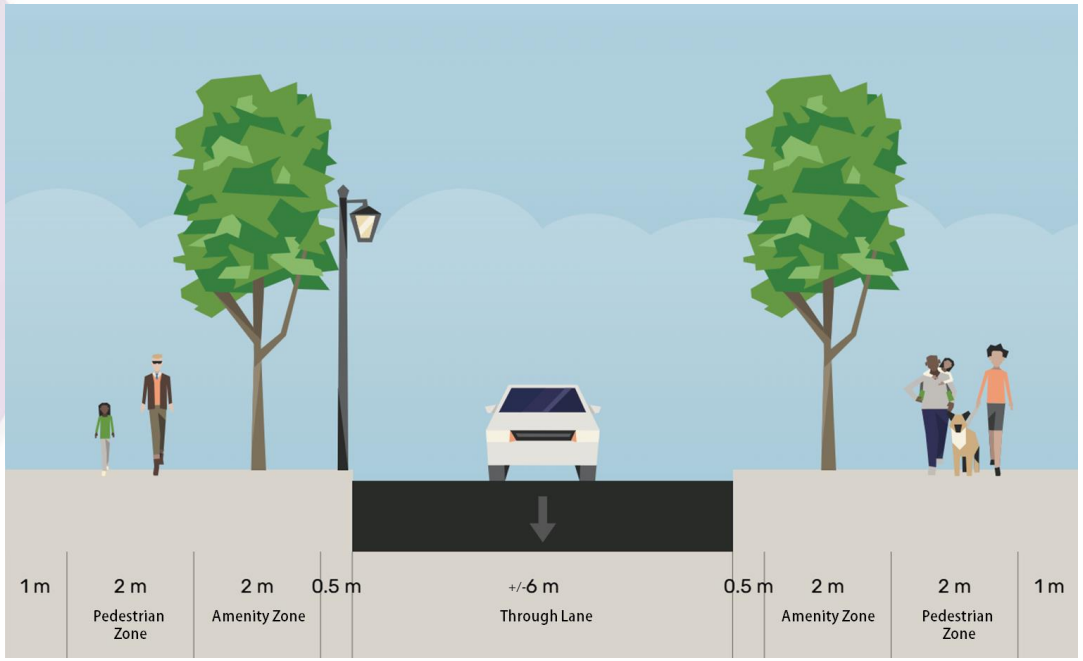
Parking on Both Sides



Parking on One Side

Vehicular and Non-Vehicular Mews

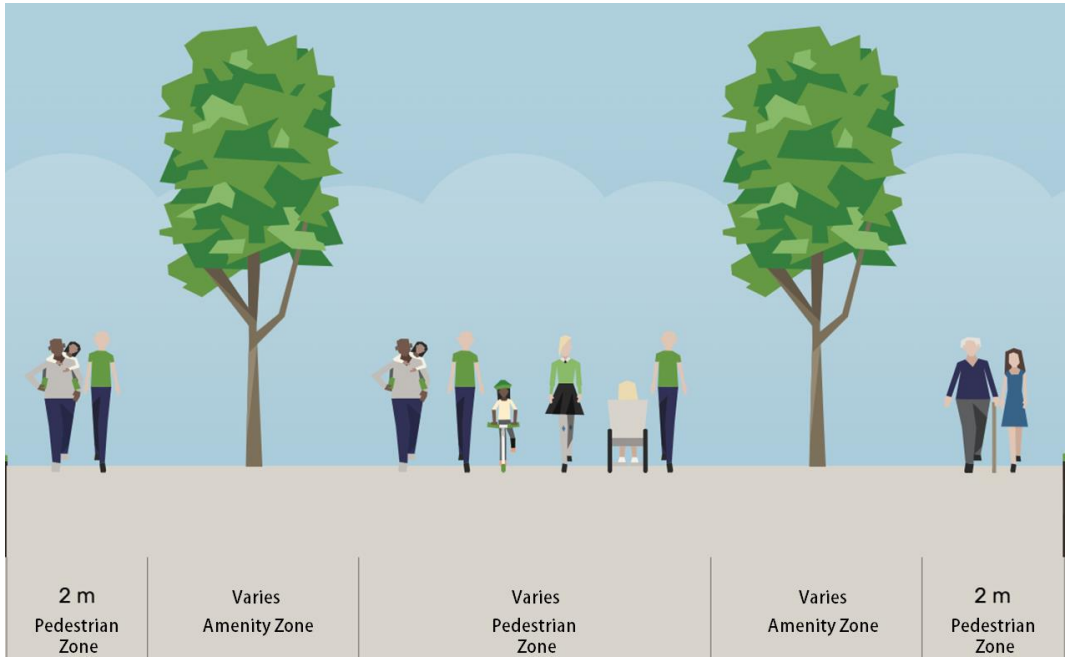
Mews Street with Laneway



5.5m Boulevard | 6.0m Road | 5.5m Boulevard

min 17.0m

Mews Street without Laneway



min 15.0m

Supportive Transportation Policy Elements

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

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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

APPENDIX B – NOTIFICATION MATERIALS

Notice of Public Information Centre
Vaughan Metropolitan Centre Transportation Master Plan

JANUARY 2025

Dear resident or business owner,

If you live, work, play, study in or regularly commute through the Vaughan Metropolitan Centre (VMC), we want to hear from you! The City of Vaughan is undertaking a new VMC Transportation Master Plan to help guide and manage transportation in the downtown core. The plan will outline transportation needs, provide a strategy for street connectivity and accessibility, and support multi-modal mobility, such as walking, biking, public transit and driving, through the year 2051.

Get involved

We want to hear from you! Do you agree with the proposed recommendations for walking, cycling, transit and roads in the VMC? Do you feel that these strategies will help alleviate congestion and parking concerns in the area? What opportunities for improvement have not been identified? **Attend the upcoming Public Information Centre to tell us!**

Details:

- Date: Thursday, Jan. 30
- Time: Drop in any time from 5 p.m. to 7 p.m.
- Location: The David Braley Vaughan Metropolitan Centre of Community (200 Apple Mill Rd.), main lobby

Can't attend in person? No problem! Material from the meeting will be available online, from Thursday, Jan. 30 until Thursday, Feb. 13. Feedback can be submitted via email at vmctmp@wsp.com or through a survey available at vaughan.ca/**VMCTMP**.

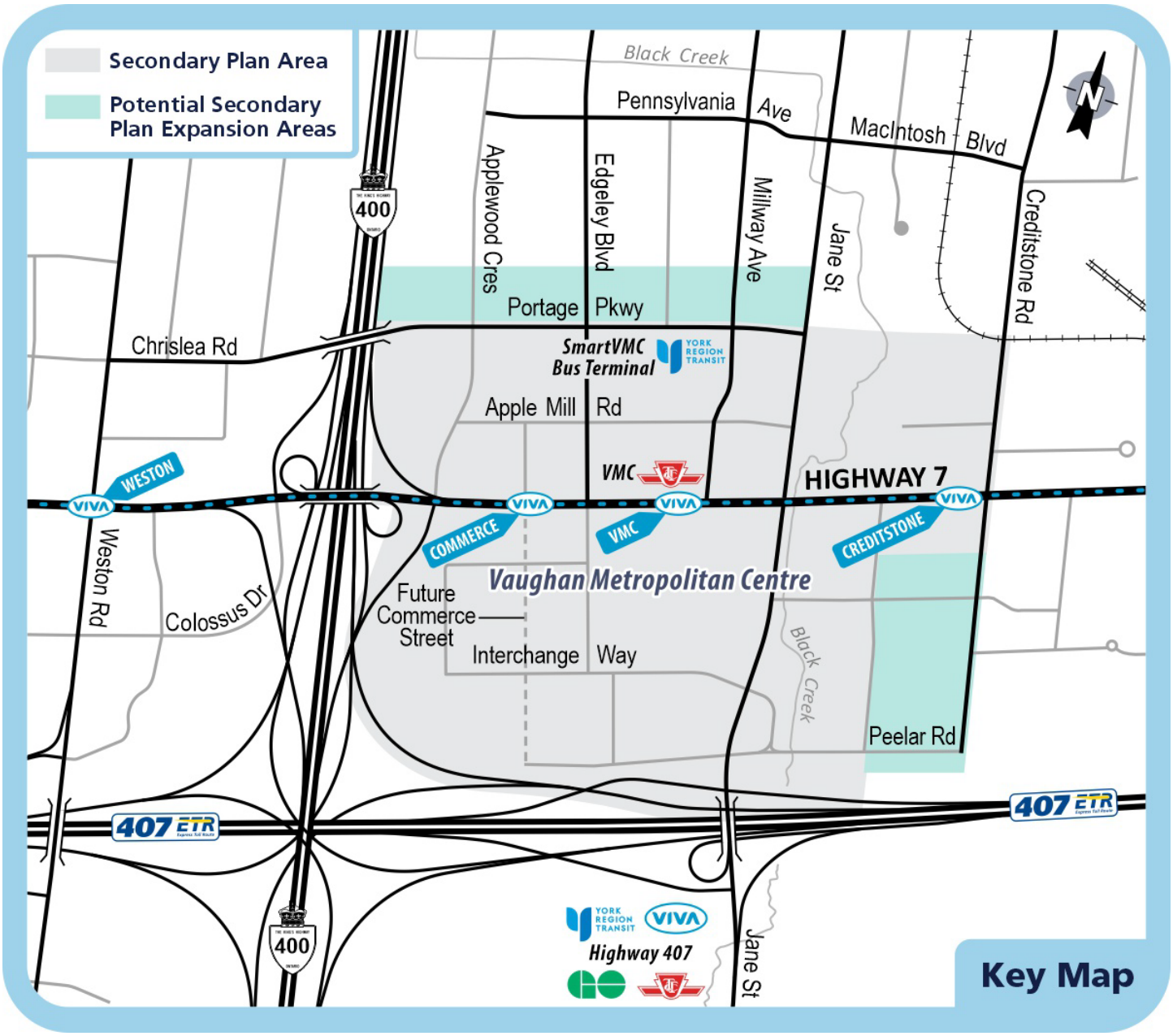
Contact

Jillian Britto, Transportation Project Manager
City of Vaughan
Jillian.Britto@vaughan.ca
905-832-2281 ext. 8410

Brett Sears, Senior Project Manager
WSP Canada Inc.
brett.sears@wsp.com
289-982-4752

VAUGHAN

Study area



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