



## Virtual Open House #1 Public Feedback Report

Virtual Open House #1 held November 18 to December 9, 2021

Live Public Information Meeting held on November 23, 2021



## Vaughan Transportation Plan

### Public Feedback Report from Virtual Open House #1 held November to December 2021

#### About This Report

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

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

The purpose of the Virtual Open House was to present and receive public feedback on key study findings, to overview draft alternative transportation solutions under consideration and evaluation criteria. There were two ways to participate:

1. By visiting the open house website, reviewing materials and providing input directly on the site by responding to survey questions; and
2. By attending a virtual public information meeting held on November 23, 2021.

This report, prepared by the Community Engagement Facilitator Sue Cumming, MCIP RPP, Cumming+Company (cumming1@total.net)\_together with HDR Corporation, includes a summary of common themes and key messages with the verbatim public input that resulted from the Virtual Open House.

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**For Ongoing and Additional Information** on this project or to provide written comments at any time, please view the City's website at [Vaughan.ca/TransportationPlan](http://Vaughan.ca/TransportationPlan) and contact:

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## Vaughan Transportation Plan

### Public Feedback Report from the Virtual Open House #1

#### 1. HOW THE PUBLIC CONSULTATION WAS ORGANIZED

Public and stakeholder consultation is an essential component of the Vaughan Transportation Plan. The first of two public open houses took place November to December 2021. The consultation took place virtually in accordance with Ontario's public health and safety guidelines for Covid-19.

Community members were able to participate in two ways as follows:

By visiting the Project Website anytime between Thursday, Nov. 18, 2022, to Thursday, Dec. 9, 2022, to view online materials and to provide input directly through the site. Materials were available 24 hours a day, 7 days a week. Participants could also forward comments to the City's Project Manager by email.

By attending the live Virtual Presentation and Discussion held on Tuesday, Nov. 23, 2022, from 7:00 to 8:30 p.m. The meeting was held as a webinar and residents registered in advance of the session. The format included a presentation and question and answer session with the project team.

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

**Figure 1 – Online Meeting Materials**

Introduction	Goals Objectives Study Process and Timeline
Updated and Related Plans	List of Regional and Provincial Policies and Plans 2012 Vaughan Transportation Plan Updates since the 2012 Transportation Master Plan
Vaughan's Infrastructure	Community Members could click on maps to view maps of the following to better understand the characteristics of the study area: <ul style="list-style-type: none"> <li>• Pedestrian Network</li> <li>• Cycling Network</li> <li>• Vehicle Network</li> <li>• Rapid Transit Network</li> </ul>
What we've learned so far	Overview of Consultation Activities completed Key Messages heard for Walking, Cycling, Transit and Driving
Problem and Opportunity Statement	Noting that the VTP is a long-term blueprint to move people and goods safely, efficiently and sustainably, supporting current and future residents, businesses and visitors. Description of opportunities to improve the city's transportation system. <i>Feedback Question:</i> Tell us your Transportation Story

Proposed Solutions	<p>Four alternative solutions presented as follows:</p> <ul style="list-style-type: none"> <li>• Business as Usual (BAU)</li> <li>• Alternative 1 – New Roads Alternative</li> <li>• Alternative 2 – Green Alternative</li> <li>• Alternative 3 – Multi-Modal Alternative</li> </ul> <p>Community Members could click on maps to view transportation improvements for each alternative solution.</p> <p><i>Feedback Questions:</i></p> <ul style="list-style-type: none"> <li>• From a scale of 1 to 5, how satisfied are you with this alternative</li> <li>• Please explain why you chose this ranking</li> </ul>
Evaluation Criteria	<p>Evaluation criteria that will be used to evaluate the alternative solutions</p> <p><i>Feedback Questions:</i></p> <ul style="list-style-type: none"> <li>• Do these criteria reflect what is important to you? Please rate the evaluation criteria</li> <li>• Please explain why you chose that ranking.</li> </ul>
Next Steps	<p>Overview of Next Steps</p> <p><i>Feedback Question:</i></p> <ul style="list-style-type: none"> <li>• Please enter any additional comments or questions you have about the project</li> </ul>

From November 18 to December 9, the website was visited 534 times and 17 individuals responded by providing their views on the online open house materials. When asked where respondents identify from responses were:

- 33% are residents within the city
- 17% are residents who also work within the city
- 22% work within the city
- 28% noted other

19 registrant connections participated in the live community meeting. The feedback received on the online materials is included in Section 3 of this report.

Presentations at the live Information Meeting were provided by City Staff and Consultants from HDR Corporation. The meeting was facilitated by Sue Cumming, Cumming+Company. The presentation was followed by a discussion period where individuals were able to ask questions by typing using the meeting question function. The facilitator read aloud the questions for the project team to respond to. The presentation recording was posted on the project website for viewing following the meeting. The verbatim questions and responses from the virtual live meeting are included in Section 4 of this report.

Several community members provided comments by email, and these are included in Section 5 of this report.

In addition to the online public meeting materials a Kitchen Table Guide/Feedback form was emailed to the city's Neighbourhood Associations to garner feedback on the study. The Kitchen Table discussions are a structured way of participating in a conversation about an

important issue. It includes key information to enable a small group to host a co-operative discussion with other residents so as to facilitate a discussion of transportation challenges, consideration of alternative solutions and evaluation criteria. The Kitchen Table Guide was emailed to Neighbourhood Ratepayer Associations in the city in November and December 2021. Two (2) guides/feedback forms were returned to the city and the input from these is included in Section 6 of this report.

## 2. FREQUENTLY NOTED KEY MESSAGES HEARD

**Figure 2** is a high-level synthesis prepared by the Community Engagement Facilitator on the key topics and frequently noted key messages that were noted through the Virtual Open House online materials, live virtual community information meeting, kitchen table guides and comments provided by email. It is important that this synthesis of key messages heard be reviewed together with the verbatim detailed input found in this report.

**Figure 2 – Frequently Noted Key Messages Heard**

Topic	Key Messages Heard (including verbatim comments)
<p><b>Improve the pedestrian environment to make it safer to walk recognizing that safer walking conditions are (1) needed and (2) would encourage more active modes of travel.</b></p>	<p>A key priority for the city is to improve the safety for walking throughout the city recognizing that residents need to feel safe walking within their communities, at crossroads and to bus stops and transit. There is an emphasis on the following:</p> <ul style="list-style-type: none"> <li>• Addressing gaps in walking infrastructure particularly along collector and arterial roads where there are at present no sidewalks or missing links.</li> <li>• Constructing sidewalks on both sides of all roads so that people can walk safely to destinations.</li> <li>• Improving connections between neighbourhoods and jobs/ services to make it easier to get to places on foot, by bike and via transit.</li> <li>• Creating pedestrian friendly crossings into commercial plazas (rather than having to cross through parking lots).</li> <li>• Creating safer sidewalks along bridges.</li> <li>• Adjusting signal timing in favour of pedestrians with concerns noted about aggressive and distracted driving at intersections.</li> <li>• Advocating for more driver education and enforcement to reduce aggressive and distracted driving.</li> </ul>
<p><b>Support improved transit service and new transit infrastructure to make transit a more viable mode of choice for different trips.</b></p>	<p>Improving transit is seen as an important priority with more emphasis on the following:</p> <ul style="list-style-type: none"> <li>• Creating better transit connections to reduce delays and waits for commuters. It was noted that there are often long transfer times between north-south and east-west main routes.</li> </ul>

Topic	Key Messages Heard (including verbatim comments)
<p><b>Support improved transit service and new transit infrastructure to make transit a more viable mode of choice for different trips.</b></p>	<ul style="list-style-type: none"> <li>• Addressing lack of adequate parking and no proper kiss and ride at the Vaughan subway.</li> <li>• Improving transit service. It was noted that increased bus service is seen as essential as building more transit infrastructure. Concerns were noted that the low frequency and reliability of busing may continue to deter the use of transit.</li> <li>• Increasing accessibility to transit with more specialized transit options for seniors.</li> <li>• Reviewing impact of service integration across Steeles which was noted to have resulted in having less direct routes and requirement for two fares i.e., for York University students and businesses.</li> <li>• More planning to ensure that transit development precedes or coincides with commercial, office, or residential development and not afterwards.</li> <li>• Consider new GO Stations in key areas - on Barrie GO, or maybe Caledon-Vaughan line.</li> </ul>
<p><b>Continue to provide for safer cycling by providing protected bike lanes and creating cycling facilities along routes and in new developments.</b></p>	<p>Continue to provide for safer cycling by providing protected bike lanes on collector and arterial roads and implement new routes and services including the following:</p> <ul style="list-style-type: none"> <li>• New protected bike routes to connect areas to transit, employment, schools, shopping and services.</li> <li>• Consideration of parallel routes for cyclists - avoiding 400 series highways.</li> <li>• Rest /repair stops for cyclists along routes, separated from road traffic</li> <li>• Encouraging employers to add bike racks, change and shower facilities to support cycling as a viable commuting option.</li> </ul> <p>Notwithstanding the ideas noted about the importance of continuing to provide for more cycling infrastructure, some participants noted that money should be spent on transportation that can be used for 365 days a year not just from April to November. There is concern that the city will not be able to accommodate the maintenance required to keep cycling lane operational in colder months thus, making them unsafe for travel.</p>

Topic	Key Messages Heard (including verbatim comments)
<p><b>Support for Alternative 2 – Green Alternatives and Alternative 3 – Multi-modal.</b></p>	<p>Of the four alternative transportation options presented, both Alternative 2 - Green Alternatives and Alternative 3 - Multi-modal scored high with these two options being most preferred. It was noted that these two alternative options include many of the same elements and there is support for approaches that create more focus on sustainable modes.</p> <p>Reasons for preferring the Green Alternatives Option were:</p> <ul style="list-style-type: none"> <li>• Much better approach to achieve climate goals and sustainability.</li> <li>• It is imperative to provide disincentives towards driving in order to drive the mode shift required to achieve climate goals, both in the air pollution standpoint and the land-use standpoint.</li> <li>• Providing more public transit will make this a city for everyone and will also help connect residents to jobs, shopping and their homes.</li> <li>• Encourage mid and high-density residential development along rapid transit corridors that could lead to more trips done by foot, bike and transit.</li> <li>• Creates more rapid transit serving residential streets and priority walking areas so people can cross the town and walk there, not drive and walk.</li> </ul> <p>Reasons for preferring the Multi-Modal Option were:</p> <ul style="list-style-type: none"> <li>• Very similar to Green Alternatives Option with same benefits.</li> <li>• Support focus on minimizing auto improvements and maximizing non motorized trips and transit</li> <li>• Support addressing gaps at intersections, between blocks, and across city to create an efficient and safe active transportation network.</li> <li>• Would like to see prioritization of the multi-modal and public transit ideas of this plan.</li> </ul> <p>Both of the Business As Usual Option and Alternative 1 – New Road Option were the least preferred with most participants indicating that these were the least satisfying options being considered. Reasons noted were:</p> <p>For the BAU, this seems more of the same from the past in the city's development history. It will encourage more private automobile usage and lead to failures for the City of Vaughan</p>



Topic	Key Messages Heard (including verbatim comments)
<p><b>Support for Alternative 2 – Green Alternatives and Alternative 3 – Multi-modal.</b></p>	<p>to move away from the private car and attain its sustainable transportation goals.</p> <p>With respect to the New Roads Option, it was also noted that there are missing sections of roadways and gaps in the overall network that should be addressed particularly in the east-west direction. Filling in gaps in the road network is very important for better connectivity for all modes of travel.</p>
<p><b>The proposed criteria that were identified for evaluating alternative solutions were noted to reflect what is important.</b></p> <p><b>The criteria include:</b></p> <p><b>Accessible and Connected</b>  <b>Environmentally Responsible</b>  <b>Equity</b>  <b>Financially Sustainable</b>  <b>Reliable and Resilient</b>  <b>Safe</b></p>	<p>Community members were provided with the proposed criteria that will be used to evaluate alternative solutions for the Vaughan Transportation Plan and were asked whether these criteria reflect what is important to them by ranking the evaluation criteria.</p> <p>The majority of the responses indicated that the criteria either mostly reflects what is important to me or reflects what is important to me completely.</p> <p>Additional comments included the following:</p> <ul style="list-style-type: none"> <li>• All of the criteria are important to the residents and the city.</li> <li>• We placed reliability and resilience more highly because it helps to make this affordable for more people.</li> <li>• We place the financial Sustainability as fairly important only because we feel that the city has to prioritize their spending to making the infrastructure spending match up with the rate of growth that they are pushing for.</li> </ul>
<p><b>Other comments noted.</b></p> <p><b>Please note that specific comments about roads and projects are included in Sections 4, 5 and 6 if this report.</b></p>	<ul style="list-style-type: none"> <li>• Concerns about traffic infiltrating through neighbourhoods. Cars infiltrating through residential roads are making it unsafe for children playing. Infiltration into communities by dispersing traffic off regional roads into residential communities causes safety issues and reduces enjoyment of the existing community.</li> <li>• More consideration for transportation needs of the aging population including accessibility for wheelchairs and electric vehicles and services i.e., OnDemand transportation.</li> <li>• Support for green initiatives to align with climate change actions and Green Directions Vaughan.</li> <li>• More electrical vehicle charging stations by supporting every new condo or commercial development to include electric vehicle charging stations.</li> <li>• Ensure that the plan reviews assumptions of traditional home to work commuting that are changing during pandemic and potential future hybrid working arrangements.</li> </ul>

Topic	Key Messages Heard (including verbatim comments)
<p><b>Other comments noted.</b></p> <p><b>Please note that specific comments about roads and projects are included in Sections 4, 5 and 6 if this report.</b></p>	<ul style="list-style-type: none"> <li>• Consideration of how the shift from “bricks &amp; mortar” retail and malls to online shopping and delivery are reviewed in the development of the Plan.</li> <li>• More focus by the city on promoting and accommodating commercial employment to keep residents working closer to home and to drive the transit demand.</li> <li>• More focus on building complete communities that reduce the need for and distance of transit.</li> <li>• More focus on the environment and impacts from transportation.</li> <li>• Different views on the impact that a future Highway 413 would have on the overall traffic patterns through the city.</li> <li>• More HOV lanes on regional roads.</li> <li>• Infrastructure is not keeping up with development noting that the city should not approve the densities if they are not supported by infrastructure.</li> </ul>

### 3. PUBLIC FEEDBACK FROM THE VIRTUAL OPEN HOUSE (ONLINE MATERIALS)

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

#### 3.1. Feedback on Individual Transportation Stories and Issues

Community members were asked to describe their experiences travelling in Vaughan by describing their transportation story - how they travel now and how they hope to be able to travel in the future. Eight (8) individuals provided feedback to this question. The verbatim responses are shown at **Figure 3**. These are numbered for reference purposes only and are in random order.

**Figure 3 – Individual Transportation Stories**

<b>Individual Transportation Stories Noted</b>
<p>1. I walk and take the bus whenever I need. It was hard during the pandemic when they reduced service. I would prefer seeing more bus frequency and more specialized transit options for seniors. Vaughan can improve on better transit connections/synchronization to reduce delays and waits for commuters. My biggest frustration is motorists' impatience. They are not paying attention to people getting off busses and crossing the street. I would like to see more law enforcement against motorists who are not safe around pedestrians.</p>
<p>2. I go by foot and transit.</p>

**Individual Transportation Stories Noted**

3. I get around Vaughan by foot and transit, which is not easy along Dufferin St., close to Steeles Ave. W. and along Steeles Ave. W. This was how I got around before the pandemic and during it. I would prefer to keep taking these options, but I don't always feel safe crossing streets like Dufferin St. or plaza openings. There are a lot of aggressive drivers that get very close to me when I'm crossing even when I have the walking light on. Vaughan can do more to make pedestrians feel safer crossing intersections, i.e., putting signs up for motorists to know that pedestrians and cyclists have the right of way (like at Bathurst St. and Clark Ave W.). This is not just important for a young, able-bodied man, but for the thousands of seniors who walk. They want to stay in their homes and making the streets safer for pedestrians gives them one more reason to call Vaughan home. I do cycle and I'm supportive of more cycling infrastructure, but not at the expense of having more concrete.
4. I live in Toronto and work from home but once a week in our office in Vaughan. Its really difficult to take transit just a short distance due to long transfer times between north-south and east-west main routes. Its also a little terrifying walking along many sidewalks and crossing intersections to get to some bus stops or to the office as cars speed through, and there are few road elements to slow cars down at these sensitive crossing locations. Channel right turns and deadly pedestrian islands are the worst!
5. I walk everyday, for my own personal health benefit. Crossing at intersections is a high risk to take. Drivers try to speed up to pass me before they have to wait for me to complete my crossing. Or they simply pass me, missing by inches. I think the message is constant - streets are meant for them and not me to use. Crossing lights for me should start a few seconds before traffic lights. This would give me a chance to avoid getting hit by impatient drivers.
6. The subway has penalized Vaughan commuter students for York University. Instead having a direct route (1 fare) directly to the University, students who live in Vaughan now have to pay 2 fares and commute much longer to the University. We are talking about the university that is directly on the other side of the Vaughan/Toronto Border. Same for people who are working in the many businesses on Steeles. On the North side (which is Vaughan) you are still required to pay 2 fares. This is a huge gap and must be addressed. Vaughan people are penalized.
7. Whether it be for school or business, we have been commuting to Toronto by personal car for over 20 years because we have no reliable public transportation. We are located at the border of Caledon and Vaughan. Very expensive to own several vehicles for children to get to school not to mention the pollution created.
8. When I was in Vaughan for high school (now I'm away for university) I cycled to school before I got my license. I biked on the sidewalk though, and I feel like asphalt separated bike path from major arterials would be nice. Non-protected bike lanes on major arterials like Major Mackenzie are useless, only paths would entice everybody. However, since Major Mackenzie had no sidewalk between Ilan Ramon and Sir Benson, I took Valley Vista instead, which is a significant detour. After I got my license, I drove to school, which was pleasant, but then I became another single driver on the road, which doesn't help. Therefore, I would focus on cycling infrastructure,

<b>Individual Transportation Stories Noted</b>
since the road design (winding suburban streets that don't allow thru traffic) of Vaughan just doesn't encourage walking, and it is pretty much impossible to bulldoze and redraw everything.

Community members were also asked to identify other issues that they feel should be considered. They were asked “Did we miss any issues”? Two (2) individuals provided comments. The verbatim responses are shown at **Figure 4**.

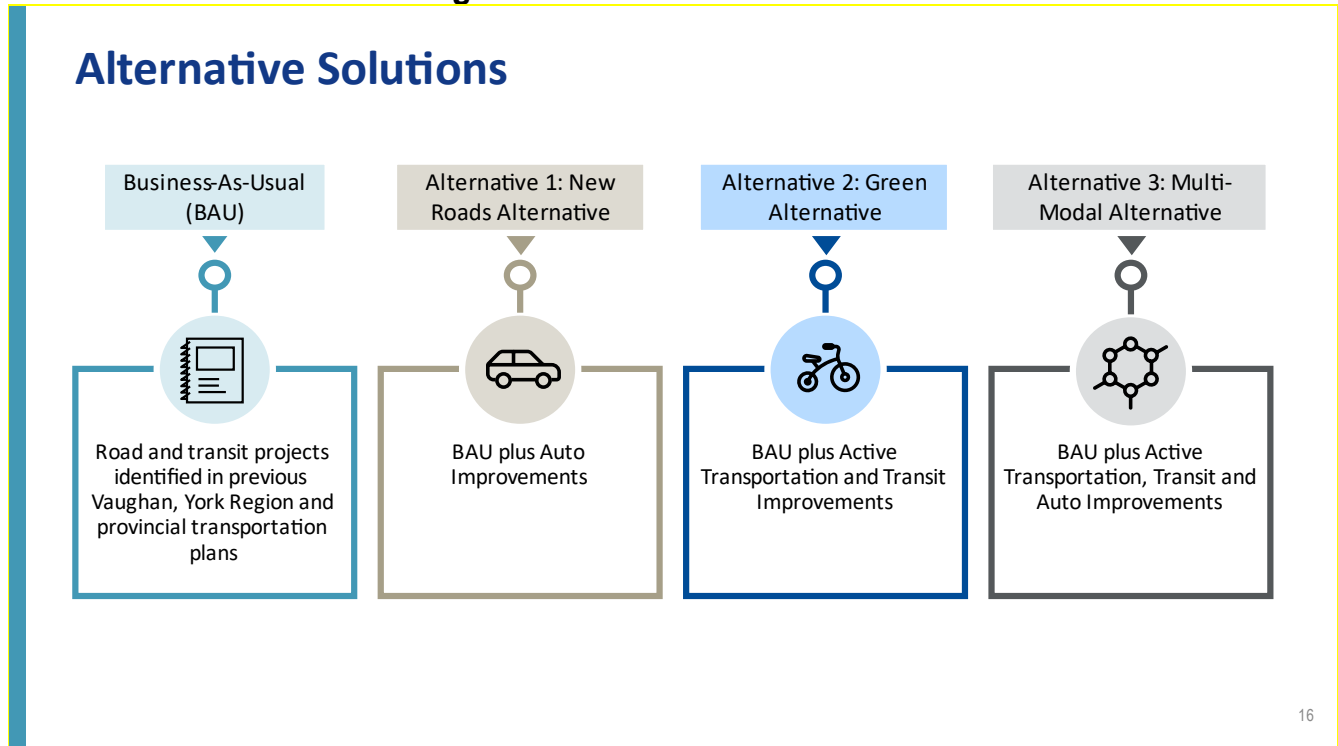
**Figure 4 - Responses to “Did we miss any issues”**

<b>Additional comments or concerns noted about the Transportation Plan</b>
1. Reduce aggressive driving. Reduce motorist speeding. Prioritize pedestrian and cyclist safety on sidewalks like on Dufferin St. Reducing distracted driving. There has been a significant increase during COVID-19 in people driving while texting and/or talking on their phones.
2. Reduce aggressive driving. Speeding and driving through stop signs has increased during COVID-19. This does not help to make pedestrians feel safe. Plaza entrances/exits. Motorists are not always careful exiting and entering shopping plazas. Despite significant investment in streetscaping on Centre St., I'm really careful when I walk in and out of plazas because I notice that motorists are not always vigilant. Reducing car-oriented culture. There is a lot of entitlement and aggressiveness among motorists. That has to be changed to get residents to walk, cycle and take transit more.

### 3.2. Feedback on Alternative Solutions

Community members were provided with four alternative solutions as depicted at **Figure 5**. The online meeting materials included interactive maps for each of the alternative solutions which included existing and planned infrastructure overlaid by proposed solutions. They were asked to rank these alternative solutions by indicating from a scale of 1 to 5, how satisfied they are with each alternative. Eleven (11) individuals responded to this question. The responses are shown at **Figure 6**.

**Figure 5 – Alternatives Solutions**



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BAU	New Roads Alternative	Green Alternative	Multi-Modal Alternative
This alternative includes planned road and transit improvements in previous studies from the City of Vaughan, York Region, and provincial plans such as the Metrolinx Regional Transportation Plan. All of the subsequent alternatives are building upon the Business As Usual (BAU) alternative	This alternative includes all road and transit projects included in BAU, with additional road network improvements identified through the analysis of the auto and transit network in Vaughan’s transportation network.	This alternative includes all road and transit projects included in BAU, with additional above-ground transit and active transportation network improvements identified through the analysis of the auto, transit, and active transportation network in Vaughan’s transportation network.	This alternative includes all road and transit projects included in BAU, with all above-ground transit and active transportation network improvements identified in Alternative 2 and a subset of road network improvements identified in Alternative 1

**Figure 6 - Ranking of Alternative Solutions from VERY satisfied to LEAST satisfied**

<b>Response Choices Alternatives</b>	<b>Very satisfied</b>	<b>Somewhat satisfied</b>	<b>Neutral</b>	<b>Somewhat dissatisfied</b>	<b>Very Dissatisfied</b>
Business as Usual (BAU) (11 responses)	1	2	1	2	5
Alternative 1: New Roads (11 responses)	1	2	1	1	6
Alternative 2: Green Alternatives (10 responses)	3	6	1		
Alternative 3: Multi-modal (10 responses)	3	6		1	

Community members were also asked to provide any comments about the proposed alternative solutions and feedback on how they ranked different alternative solutions. The verbatim responses are shown at **Figure 7**. Each bullet point is a different person's response. these are organized by proposed alternative solution

**Figure 7 – Comments about the Proposed Alternative Solutions**

<b>Alternative Solution</b>	<b>Comments about the Alternative Solutions</b>
Business as Usual (BAU)	<ul style="list-style-type: none"> <li>• I don't like the Highway 413 proposal because it is not good for the environment. We don't need it.</li> <li>• It does not make sense for the 413 Highway to end in Vaughan. We need to make better use of the 407 ETR Highway. Allowing Highway 413 to be built will encourage further auto-oriented, low-density residential development that will undermine the intentions of the City of Vaughan's sustainable transportation goals that have been developed for over a decade.</li> <li>• Must advocate stronger against GTA West Highway Corridor.</li> <li>• We need more infrastructure.</li> <li>• So many neighbourhoods and jobs are disconnected from transit and bike lanes etc. You wouldn't drive if you had to cross a ditch, or the road ended for 50m randomly between intersections...so why is okay for people walking and biking to have to navigate a gap-filled maze to get anywhere? I'm really talking about major intersections, and the most dangerous areas where you have to cross traffic entering/exiting highways and climb high bridges to cross by walking.</li> </ul>

Alternative Solution	Comments about the Alternative Solutions
Business as Usual (BAU)	<ul style="list-style-type: none"> <li>• No GO Kirby station. This does not significantly improve transit, and the cost of road maintenance is not supported if we cannot get people into Vaughan to spend money, live, or pay taxes.</li> <li>• If one calls that a transportation plan, this is pathetic.</li> </ul>
Alternative 1: New Roads	<ul style="list-style-type: none"> <li>• This is more of the same from the past in the city's development history. It will encourage more private automobile usage and lead to failures for the City of Vaughan to move away from the private car and attain its sustainable transportation goals. Road widenings will cause induced demand that will lead to temporary relief, but eventually have traffic congestion again.</li> <li>• Must do everything possible, including land-use planning to avoid road widening. We are in a climate emergency.</li> <li>• I don't think roads it the way to go, we need to look at European examples like bike lanes and better transit systems.</li> <li>• The new highway will only make sprawl worse and continue mistakes of the last many decades. please stop that highway expansion and focus the money on completing an entire fully connected active transportation network, with focuses on crossings at intersections, pedestrian lighting and benches, separated bike lanes, and consolidating driveways. These are cheap solutions that would help a lot more people and the environment than building a massive billion \$ highway for Oakville residents to rush to the cottage.</li> <li>• It has been proven that road widening does not alleviate traffic and does, help walkability or quality of life. This video explains it very well. <a href="https://www.youtube.com/watch?v=ORzNZUeUHAM">https://www.youtube.com/watch?v=ORzNZUeUHAM</a>.</li> <li>• Filling in gaps in the road network is very important for better connectivity for all modes of travel. I just question how useful the Langstaff/Kipling widening will be given that it doesn't actually serve much through traffic due to the discontinuity of both roads.</li> </ul>
Alternative 2: Green Alternatives	<ul style="list-style-type: none"> <li>• Yes. Please continue investing in public transit usage. Not everyone in Vaughan has the means to afford a car. Providing more public transit will make this a city for EVERYONE. It will also help connect residents to jobs, shopping and their homes. It should also encourage mid and high-density residential development along rapid transit corridors. This will help to reinforce your goals as that will lead to more trips done by foot, bike and transit, which I understand the City of Vaughan's policies and plans are encouraging.</li> <li>• Much better approach to achieve climate goals and sustainability.</li> <li>• I think this is a good idea, very nice maps.</li> <li>• Looks like a good step forward but would like to see this far more ambitious! If you PLAN for full BRTs on all major corridors, without breaks, and a full network, even if you get halfway in 10 years, its</li> </ul>

Alternative Solution	Comments about the Alternative Solutions
Alternative 2: Green Alternatives (continued)	<p>more than this. You need more rapid transit serving residential streets and "priority walking areas" so people can cross the town and walk there, not drive and walk.</p> <ul style="list-style-type: none"> <li>• I'll always support more transit as it helps move people and improve the economy, but I would need more context. Such as a parallel plan for housing affordability, because transit will be a moot point if there isn't more densification of residential areas.</li> <li>• Transit service improvement is essential. Who cares about BRT corridors if the buses on the BRT come very infrequently, which is what is happening now? In fact, if you build a BRT, but the bus come infrequently, the infrastructure is just not being used to its full extent. In addition, frequent services induce ridership, much like how road widenings induce car traffic. Therefore, spending the money to actually make service good (i.e., 10 minutes or better on arterials, no less than 30 minutes on community/local routes, and introducing overnight service) would be more beneficial than BRT. BRT should only be considered if conventional service can no longer provide good service quality (i.e., being too crowded).</li> </ul>
Alternative 3: Multi-modal	<ul style="list-style-type: none"> <li>• I don't see much of a difference from the previous option.</li> <li>• Minimize auto improvements, maximize NMT and transit</li> <li>• Looks very good.</li> <li>• An active transportation "network" doesn't work if there are gaps at intersections, between blocks, and not consistent across the city. I would like to see this plan aim to develop a full AT network at the same level as how cars have roads to lead anywhere, and then we can work on how to deliver that. Until its complete and accessible to everyone, its not going to be utilized and people will still need to drive. Aim high and there's lots of funding from higher levels of government and countless environmental and sustainability promises that need real action to make this a reality.</li> <li>• Same reason as before.</li> <li>• Again, with the previous alternative, transit service improvement is more important than BRT.</li> </ul>



### 3.3. Feedback on Evaluation Criteria

Community members were provided with the proposed criteria that will be used to evaluate alternative solutions for the Vaughan Transportation Study as shown at **Figure 8**. They were asked whether these criteria reflect what is important to them by ranking the evaluation criteria. Eight (8) individuals responded to this question. The responses are shown at **Figure 9**.

**Figure 8 –Evaluation Criteria**

## Evaluation Criteria



**ACCESSIBLE & CONNECTED**

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



**FINANCIALLY SUSTAINABLE**

Is the alternative cost effective?



**ENVIRONMENTALLY RESPONSIBLE**

Does the alternative support environmental goals and objectives?



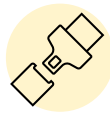
**RELIABLE & RESILIENT**

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



**EQUITY**

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



**SAFE**

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

**Figure 9 - Ranking of Evaluation Criteria**

Response Choices	Does not reflect what is important to me at all	Somewhat reflects what is important to me	Neutral	Mostly reflects what is important to me	Reflects what is important to me completely
Number of Responses	1			4	3

Community members were asked to provide comments about the evaluation criteria. Two (2) individuals provided a response. The verbatim responses are shown at **Figure 10**.

### Figure 10 - Comments about the Evaluation Criteria

<b>Comments about the Evaluation Criteria</b>
<ol style="list-style-type: none"> <li>1. I fully support these.</li> <li>2. I would weight Reliability and Resilience more highly because it helps to make this affordable for more people. If there is a pandemic or an economic crisis, people have other transportation options and don't have to be stressed about not owning a car. I would weight Equity more highly because there are people like me or really on transit a lot and when there are cutbacks, they are felt deeply. There are factory workers or Personal Support Workers, who don't have the means to afford a car and weighing their needs is important to send the signal that this is a city for everyone. I would weight Environmental Stewardship more highly because we have high biodiversity and nature in Vaughan. We should not just be paving over areas to satisfy the goals of this plan but should be looking at how can we integrate environmentally friendly materials and designs that allow co-existence with nature.</li> </ol>

### 3.4. Additional Comments about the Vaughan Transportation Plan Study

Community members were also able to provide any additional comments or concerns about the Vaughan Transportation Plan Study through a comment box at the end of the online materials. Five (5) individuals provided comments. The verbatim responses are shown at **Figure 11**. These are numbered for reference purposes only and are in random order.

#### Figure 11 – Additional Comments noted

<b>Additional comments</b>
<ol style="list-style-type: none"> <li>1. I would like that everything you do be good for the environment.</li> <li>2. Please prioritize the multi-modal and public transit ideas of this plan.</li> <li>3. It is imperative to provide disincentives towards driving in order to drive the mode shift required to achieve climate goals, both in the air pollution standpoint and the land-use standpoint.</li> <li>4. I really liked the new bike lanes on Clark Avenue and would like to see more projects like that.</li> <li>5. I work for a large engineering consulting company (won't say which, but their market cap is over 20B CAD), and I can say that this presentation of the alternatives and options is very well done and easy to understand. The modeller on the team looks like they did a great job with all the alternatives. The modeller really gives off this sigma grind set aura. Definitely deserving of a nice raise next year for all their hard work, if not, Razi is hiring. Website is also very well designed; I especially liked the multiple interactive maps that really let you see what each different alternative encompasses.</li> </ol> <p>I do hope that a lot of this future road work also coordinates with underground infrastructure upgrades (sewer/watermains) as to avoid having to occupy/close the road multiple times. I may or may not work in a conveyance/contract administration department and would like this extra work near my house.</p>

#### 4. PUBLIC FEEDBACK FROM THE VIRTUAL COMMUNITY INFORMATION MEETING HELD NOVEMBER 23, 2021

This report section includes the public feedback that was received at the Live Virtual Community Information Meeting held on Nov. 23, 2021, via WebEx. The input included in this section is verbatim.

Thirteen (13) registrants/connections participated in the Live Information Meeting. Following the presentation, individuals could ask questions by typing into the question-and-answer box or by raising their hand to speak. The facilitator read aloud the questions and comments noted in the meeting's question box. **Figure 12** includes the verbatim input received and responses provided at the meeting by City Staff and Consultants. These are numbered for reference purpose only. Participants were able to ask multiple questions. Personal and identifying information has been omitted from the report.

**Figure 12 – Questions and Comments and Responses Noted**

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
1.	How will the VTP feed into or flow from the new Vaughan Official Plan?	<p><i>Response from City Staff:</i> The intention of the VTP is to prepare transportation specific policies that support the vision and the goals that we talked about earlier. Once those policies are developed – what happens (and I'll provide some background for those of you that might not already be familiar) once those policies are developed in this study, they will actually be carried forward in what is called the Vaughan Official Plan review which is also ongoing right now. The Vaughan Official Plan is the overall city plan that directs which kind of things will be built, where they will be built, and all the rules that govern those different things, including transportation. The policies that are developed in this study will feed directly into the Vaughan Official Plan where they'll become part of the overall plan for this city. This is one important component of the overall plan for this city.</p>
2.	What percentage of Vaughan residents actually work in Vaughan?	<p><i>Response from City Staff:</i> I can say the information that we have is related more to trips that are coming from or going to Vaughan. That's a good indicator of work because usually, in the morning if someone is going somewhere typically, they are going to work – at least that was the case in 2016 which is the latest year that we have information for. In 2016, I can say that about 30% of Vaughan residents made a trip within Vaughan so that indicates that about 30% are living and working in Vaughan.</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
3.	While I am thinking of it, will this plan address the needs of cyclists and pedestrians during construction? For example, during Major Mackenzie construction, the only cycling route through the Humber River was cut off for most of the construction.	<p><i>Response from HDR:</i> This Master plan will identify the needs, opportunities and alternative solutions. When it comes to implementation, further study and work will need to be considered including the construction staging of particular improvements, so that's certainly something the city can and will consider through further study.</p> <p><i>Response from City Staff:</i> Yes. I think it's an important consideration. We are working with York Region Staff, and we have dedicated active transportation staff now that are reviewing a lot of these design drawings as well as construction staging and phasing. More consideration will be given to pedestrians and cyclists through these construction zones moving forward.</p>
4.	Although Highway 413 seems to be a fait accompli by this provincial government, what happens if the gov't changes and 413 is once again put aside?	<p><i>Response from City Staff:</i> I can address your question from the perspective of this study. Notwithstanding that the Ministry of Transportation has indicated to us that they will be moving forward with the Highway 413 project, we want to make sure that we are considering all potential futures. So, we are actually conducting some analysis which will consider our future transportation networks should the 413 not go ahead – and again, that's not because that's what we have heard from the province, but that is just what we call a sensitivity analysis to ensure we're covering all potential solutions in the future.</p>
5.	How will we ensure that transit development precedes or coincides with commercial, office, or residential development and not afterwards?	<p><i>Response from City Staff:</i> With respect to transit development, one of the things I do need to emphasize is that the City of Vaughan is not directly responsible for providing transit. That is the responsibility of York Region transit, however with that being said, I would say that we are very involved with York Region transit and what they're doing in the city. We have a strong partnership with them not just on this study but on other studies as wells and continue to provide input on transit needs and priorities in the city.</p> <p>This question about transit preceding kind of development – or it is there at the start – is a tricky one. In an ideal world we would have transit available before the first person moves in. That is not necessarily always possible, and it depends on where in the city it is. If we're talking about areas that already have transit</p>

	Questions and Comments	Response from City Staff and HDR
		<p>service then that's great, we already have it, and service will continue and maybe increase in frequency where they are. Further out, they may not have conventional transit service on day one. One of the things I think we are working on with York Region right now is different forms of transit service, one of those being a pilot project we are doing called the shared mobility pilot project. That would be less of a bus running on a fixed route and more of a service that you could access through the telephone or through a smartphone app. We are absolutely investigating different ways to provide transit service even in some of these newer areas in Vaughan.</p> <p><i>Response from HDR:</i> One thing I'll add to this response is that the city is actively undertaking area specific integrated land use and transportation studies called secondary plans. The intent of those plans is to identify the appropriate mix of land uses whether that's residential, retail, commercial office, etc. in concert with the significant transit investments that are coming online that are identified in all the plans that are parallel to VTP such as the Metrolinx Regional Transportation Plan and the York Region TMP update. The city is actively doing what it can to best align transportation services with the right land use plan.</p>
6.	<p>Could we ever consider a parallel route for cyclists to 400-series highways?</p>	<p><i>Response from City Staff:</i> Yes, we are considering different routes across the city, some of them parallel to the 400-series highways. York region and the City of Vaughan are currently working on a feasibility study for the South York greenway which would be parallel to the 407. We are also embarking on the detailed design of James Street as well and that is going to bring cyclists adjacent to the Highway 400 corridor and then our Vaughan super trail is also parallel to many of our 400 series highways – in the west end near the 427.</p>
7.	<p>Should we challenge the assumptions of traditional home to work commuting that are changing during this pandemic and will likely continue with hybrid working arrangements?</p>	<p><i>Response from HDR:</i> In the next steps of this study, we will be looking at the major assumptions in our modelling for work from home, transit usage and other considerations that relate to impacts from Covid. With people working from home, there may be longer term trends that need to be assessed in developing alternative major land use scenarios.</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
8.	Can we retrofit the very suburban developments of the past with pedestrian and cycling accesses to provide easier routes from origin to destinations within Vaughan for active transportation?	<p><i>Response from City Staff:</i></p> <p>This is something that we have thought a lot about in this study – i.e. How can we best support the existing suburban development pattern that exists in Vaughan with better walking and cycling connections? To that end, we have developed a made in Vaughan analysis that actually looks at where we have gaps in the cycling network, and that may include cycling routes that aren't on roads (multi-use paths, catwalks between different properties. etc.). It looks at gaps in the subdivisions for the cycling network as well as the sidewalk network, and we've really tried to prioritize improvements that address those gaps directly so that it's a lot easier to walk and cycle. We understand that driving 200 metres is not a big deal – it takes a couple of seconds – but walking is a different story at the right scale when we're addressing some of these transportation networks. Also making sure that we are looking at each transportation network specifically.</p>
9.	Is the main assumption that you are trying to promote inter-city transit (i.e., taking the subway lines to Toronto) as opposed to intra-city transit?	<p><i>Response from City Staff:</i></p> <p>Actually, I would like to say it is quite the opposite, I think we have put a big focus on trying to improve intra-city transit or transit within Vaughan. Partially that's because we are fortunate obviously, that we have a subway available in Vaughan. Also, within the next 2 years we will have all day 2 way GO service along the Barrie GO line as well. So those are two really important spine services that can take people to and from Toronto. We recognize that within Vaughan we need to do a better job of providing transit as a viable option so that has really been a focus with this study.</p>
10.	Given Vaughan's large land mass, should the focus be on developing employment nodes/centres and connecting those nodes/centres?	<p><i>Response from City Staff:</i></p> <p>Absolutely, that is what the city is trying to do – as I mentioned earlier – through the Official Plan. The aim is to create the centres of higher density. The Vaughan Metropolitan Centre is one example of those centres, and the Highway 7 bus rider transit lines is a good example of how we're trying to connect the Vaughan Metropolitan centre to another centre that's developing at the Promenade Mall. So absolutely that's not only one of the focuses of this study but of the city's overall plan.</p>
11.	Does this study have the ability to advise / reflect higher intensity development initiatives?	<p><i>Response from HDR:</i></p> <p>Yes, a big part of this study is to conduct travel demand forecasting. There are certain areas in the city that are zoned as intensification areas where there are major</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
		transit station areas that have higher densities and those are captured in our models. The models also have the ability to assess certain land use forecasts and further intensification. With that, we are able to look at the demand from these major areas and the pressure that has on either the city's streets or transit network or to look at the demand from the pedestrian and cycling aspect as well.
12.	When 427 was in public meetings, a request was made to provide more than the 100-year storm to allow recreation trails beneath the highway. It was dismissed at the public meeting as something that had low priority. Can we correct this objective?	<i>Response from City Staff:</i> While I cannot comment on the specifics of Highway 427 and what has been requested or followed through. Generally, when working with other agencies in the city it may be difficult to push the envelope beyond the current practices, policies and requirements. What I can say is that in the last number of years we have developed a really good relationship with our regional and provincial partners and are advocating for requirements for the crossing of our roadways as well as our trails. It is always much easier to put forward if we have our plans that identify that network. Again, I cannot speak specifically on the 100-year storm and why that was not considered that impactful for 427, but I can definitely say that on the new initiatives we are putting our best foot forward regarding trails or the cycling infrastructure inclusion of those in the third-party projects.
13.	We have to start building complete communities that reduce the need for and distance of transit	<i>Response from City Staff:</i> Understood, yes this is important. Thank you for your comments which will be considered in our review.
14.	Transit "includes all modes and forms (buses, roads, cycling paths, etc.)	<i>Response from City Staff:</i> Understood, yes this is important.
15.	The plan calls for more dedicated bus lanes, the current one along Highway 7 does not appear to have improved anything. In fact, only 2 of the 3 bus services can use it. How will this be any better. Can we bring YRT, VIVA and BRT together to share the space?	<i>Response from City Staff:</i> I can't speak directly for the BRT, but I know that we've heard this question before about allowing conventional transit to use BRT lanes and there's a reason why it was dedicated to them – to have the ability to use that express service. We can definitely follow up with our partners at York Region transit to provide more details and maybe better respond to this question.

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
16.	<p>Would this team consider creative transportation ideas, such as reducing auto speeds to 10kph and intermingle pedestrians and cyclists in community centres that are not required for through traffic.? i.e., Kleinburg, who has a road study currently under way.</p>	<p><i>Response from HDR:</i>  The system described in the question has been around for a long time mostly in more European contexts, it is called a shared street – these can often be curb less and intended to be fully shared between pedestrians, cyclists and vehicles. Access to vehicles is provided to cars and slow-moving delivery trucks to access the land uses alongside the street. It is certainly something that the city can consider moving forward. I have seen concepts that have been proposed within York Region that do consider these types of shared streets in many locations. One example in Canada is in Halifax where there is a street called Argyle Street and I attended a conference there which was closed to traffic in certain parts of the day, but it can open up again to provide access for deliveries or regular traffic. This is something that does represent an opportunity for the City of Vaughan moving forward.</p>
17.	<p>Is the Super Trail a part of this study?</p>	<p><i>Response from City Staff:</i>  The Vaughan Super Trail was a major outcome of the 2020 Pedestrian and Bicycle Master Plan. It does form part of the transportation system, how it will be integrated in the VTP I think is still in discussion.</p>
18.	<p>From November to April the weather is not really good for walking and cycling, how can we improve traffic flow because cars are not going away anytime soon.</p>	<p><i>Response from City Staff:</i>  The question is absolutely valid – I do want to emphasize that this study is about accommodating all forms of travel. A lot of questions tonight have been related to transit, walking and cycling but we haven't forgotten about roads. One of the things we want to ensure is that the road system in Vaughan is as connected as possible. One of the outcomes that we are looking for is to provide for some of these missing links throughout the city and ensure that those are provided as soon as possible. One example is between Dufferin and Bathurst Street, Teston Road is not connected right now. One of the connections we've identified is making sure that that road is connected. There are some complications because that's York Region's Road not Vaughan's Road, but it is something that we would be supporting them on completing. The second thing I wanted to say is that ensuring that people have real choice when they travel is the best solution for accommodating additional traffic flow. What it means is that if someone doesn't have to drive, they could walk or cycle or take transit to wherever they need to go instead. That is one less car on the road</p>



	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
		and that means that there is room for one more car on the road for someone else. While it seems counterintuitive to look at all modes as a way to improve traffic its actually an effective strategy to address congestion in some ways.
19.	Are any of these questions from the public, it looks like they are all preplanned?	<i>Response from Facilitator:</i> All of the questions I have read out this evening and will continue to are questions from members of the public. The only preplanned questions are the three questions we have on the slide deck here with respect to ideas about mobility and travel and about the alternatives. Not a single question or comment is coming from anyone on the project team. The project team is trying to answer and provide clarification where they can.
20.	I have not heard much about delivery/truck traffic. Has such traffic a priority in this study?	<i>Response from HDR:</i> We held a workshop with goods movement stakeholders as part of this study, so it definitely is a top of line consideration for the City of Vaughan. There are many goods movement and truck logistic warehouses that are located in the city as well. Another important component of this study is the curbside management assessment that we will be looking at to identify best practices that the city can consider moving forward.
21.	How will the shift from “bricks & mortar” retail and malls to online shopping and delivery challenge this model?	<i>Response from HDR:</i> That goes with the curbside management strategy that was mentioned. The increase of home deliveries that we are seeing through online retail models is increasing activities at the curb side. In lower density areas it is not as much of a concern but when you get to higher density land uses that can definitely become more of a concern in terms of the activity and the competition for curb space in particular.
22.	Are ped/cycle crossings of existing 400-series highways intended?	<i>Response from City Staff:</i> Yes, we understand that the highways in the city of Vaughan are major barriers for pedestrians and cyclists and we’ve been accommodating them wherever we can in many of our capital projects that are upcoming including our planning studies within the VMC and other areas. We will be having an annual update to City Council in the first quarter of 2022 on the active transportation plan and the outcomes of the 2017 Pedestrian and Cycling taskforce and that’s a key component of the update.

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
23.	In terms of the alternatives presented, I would prefer to see the option with the most choice of modes; however, we should try to integrate our nodes to be multi-modal connected – i.e., bike to bus stations/hubs	Thank you for your comments which will be considered in our review.
24.	YRT is not allowed to use the lanes, you should all know this. That was a poor response (referring to question #15).	<p><i>Response from City Staff:</i></p> <p>Hopefully I can clarify a little, for York Region Transit (the buses that are normally white with a bit of blue) can't use the dedicated bus lanes but VIVA which is a division of York Region transit does use those lanes. The reason for this is that we've been told by York Region transit is because the White buses provide a local service – so they stop more often, and they are spaced more closely together and so they stop at the curb. VIVA buses provide express service so their stops are spaced further apart, so that's also why they have the dedicated bus lanes so that they can have that express reliable service.</p>
25.	So, you are saying the York Region plan was always to have buses remain in regular traffic?	<p><i>Response from City Staff:</i></p> <p>I want to caveat everything by saying that I am here on behalf of the city, so if I'm saying anything wrong that's my mistake and not theirs but it is something we can absolutely bring to York Region's Transit Attention.</p>
26.	Many Viva buses run empty most of the time (even before COVID) - what strategies would this Plan use to increase ridership?	<p><i>Response from HDR:</i></p> <p>One of the important considerations for frequent transit service is the land use. The city is definitely growing upwards – a lot of the City of Vaughan is now going to be built out and a lot of the growth we are going to see looking towards the years 2041 and 2051 is going to be intensification. So, it really is going to be a centres and corridors model where the centres are connected by frequent transit service and higher order transit service. In many instances transit service providers will tell you that if you increase the service, it will make it more convenient for people to access the transit services and the ridership will come. That's not to cop out and say if you build it, they will come but we need to get the right land use planning in place, we need to get the right supportive infrastructure in place to make it safe and comfortable to access the transit stops, to make transit use the first choice for longer distance travel between destinations.</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
27.	How will autonomous vehicles affect transportation planning?	<p><i>Response from HDR:</i> HDR has looked at this in other studies and I will say that if you allow autonomous vehicles to go unmanaged such that anyone and everyone can use an autonomous vehicle to get to where they want to go it can cause increased congestion on the networks. One of the things that needs to be considered is shared mobility with autonomous shuttles as a service system where automated vehicles contribute to the overall function of the transportation system. So, it is a really out there idea, but that is one of the ways that new technology could be harnessed to provide a very efficient transportation system in the future</p>
28.	<p>Hwy 413 issues include taking away farms for pavement and environmental concerns of operations of the roads. Is this being considered in the VTP? (Also referenced in question #4)</p>	<p><i>Response from City Staff:</i> I can address that last part – so Highway 413 is not something that we’re evaluating explicitly in the VTP. As noted earlier in our discussion, Highway 413 is the responsibility of the province. What we are doing in the VTP is ensuring that we have looked at what the network will look like if highway 413 is there and what it will if it is not there. With respect to Green Directions Vaughan specifically – which for those of you who may not be aware is the city sustainability document, there are a lot of actions in there that are related to transportation that we are trying to achieve or achieve the spirit of in the VTP in terms of ensuring that the transportation system is environmentally sustainable in the future and that we are addressing sources of greenhouse gas emissions.</p>
29.	Are the widths of traffic lanes (road diets) too small scale for this broad study?	<p><i>Response from HDR:</i> Absolutely not, we identified in our work a problem and opportunity statement, and part of the challenge that we’re trying to solve is creating a more multi-modal city of Vaughan and if road diets are a potential alternative solution to address that issue that’s certainly something that can be identified. Recognizing that this overall master plan stops at identifying what the recommended solution is that further study would then need to be required for any specific potential road diets that could be implemented for the work at a more detailed level would need to be undertaken.</p> <p><i>Response from City Staff:</i> I can add a little more to that. Looking into any specific roadway and improvements to that roadway would not be done in detail through the VTP but would be part of</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
		<p>our action plan coming out of VTP as a recommendation. As part of any future road improvements, we are taking a complete streets approach and applying multi modal level service – which means we are looking at what is really the appropriate lane width for the corridor. Do we need cycling infrastructure, do we need pedestrian infrastructure? One of the examples of – not necessarily being a road diet from the sense that we reduce the number of lanes but from the sense that we reduce the width - is our Clark Avenue corridor. While looking at the active transportation, there was an opportunity to look at other elements, so the lanes were narrowed and that resulted positively in the speed along the corridor but also provided additional space for cycling infrastructure while maintaining the separate pedestrian infrastructure for most of the corridor.</p>
30.	<p>It is critical that Vaughan promote and accommodate commercial employment to keep residents working closer to home and to drive the transit demand.</p>	<p>Thank you for your comments which will be considered in our review.</p>
31.	<p>As there seems to be a lot of focus on transportation related to non-work-related activities, how is the VTP supporting travel to work by the 60-70 percent of the residents who work outside of Vaughan. That is where Vaughan tax revenue is and will be coming from. Are we allocating resources for that appropriately in the transportation plan?</p>	<p><i>Response from HDR:</i>  There are couple of points that we can speak to on this question. So, for our study, we are looking at both work related travels and also non-work-related travels. We do recognize that for some people who have to travel further – that a vehicle would be a better option for them. Nonetheless, we are trying to shift their shorter trips from driving to taking transit, walking or cycling so that these short trips can be freeing the roadway for people who need to travel further and use their cars. Another reason is providing a good access to regional transit – providing either good transit or cycling access to our subway stations, major transit stations or GO stations. These are important factors so that when people do have to go to Brampton or City of Toronto, they have a good alternative to take transit instead of driving.</p>
32.	<p>There need to be rest /repair stops for cyclists along routes, separated from road traffic</p>	<p>Understood, yes this is important. Thank you for your comments which will be considered in our review.</p>

	<b>Questions and Comments</b>	<b>Response from City Staff and HDR</b>
33.	The city has to request cycling lanes for 400-series crossings from the province. Can this please be an initiative of the City of Vaughan.	<i>Response from City Staff:</i> We're working very closely with our partners from the province and from York region to request cycling facilities across the Highway 400 series. Most of the roadways are arterials that are crossing the 400 series and our implementation framework supports the need for providing active transportation facilities for those crossings. We are working with the province; we are working with the region and those requests are continuously being made.
34.	My question vis-a-vis Hwy 413 was actually to ask this study to address environmental issues.	<i>Response from City Staff:</i> I can speak to that. Obviously as part of our participation in the study as a stakeholder, we provide comments back to the province on various aspects and addressing environmental concerns from a city perspective. However, the province who is undertaking the studies have their own requirements that they need to address to satisfy provincial requirements for the environmental assessment. Early in the summer, the study was requested by the federal government to follow federal process and that request was granted, so there are some additional requirements that the province needs to address to satisfy federal impact assessment requirements.
35.	How will you encourage employers to add bike racks, change and shower facilities to support cycling as a viable commuting option?	<i>Response from City Staff:</i> The city has just completed a zoning bylaw update and in that we have updated all of our bicycle rack requirements and change and shower facility requirements for development across the city. Previously our bylaw only included it for the VMC and now we have city wide rates.
36.	I would like to see more emphasis on the environment. With respect to question #34 - noise; salt; air quality; water runoff are environmental concerns for the city, not just for Provincial highways or York region roads. Could environmental improvements of existing BAU not be an overall goal?	<i>Response from City Staff:</i> Absolutely all of the things mentioned here: noise, salt, air quality and runoff are environmental concerns and that means they concern everyone – not just the city, not just the region or the province, everyone. I can tell you that every study that the city conducts for new infrastructure goes through a process where these environmental concerns are assessed directly. Typically, that is what we call an environmental assessment the city has a number of environmental assessments underway – for example one of them is the Kirby Road widening environmental assessment. The VTP is considering environmental considerations from a greenhouse gas/emissions perspective, but any projects that are to be carried forward will have to go

	Questions and Comments	Response from City Staff and HDR
		<p>through this environmental assessment process which will then consider the specific impacts to noise, salt, etc. before it is implemented. It is absolutely an important consideration and one which requires a multi-tiered approach to address.</p> <p><i>Response from HDR:</i> I will note that this study is definitely considering environmental impacts at a high level but more focusing on – as I was saying earlier – addressing the problem and opportunity trying to identify those transportation improvements that can support more sustainable mobility and travel for Vaughan in the future. I want to say that potentially recommended will not necessarily only have negative impacts on the environment, there are many instances where an infrastructure improvement can have a net positive on its effect on the natural environment. A recent example that comes to mind, the Major Mackenzie John culvert replacement that York Region did in partnership with the City of Vaughan, where an existing culvert was improved to provide a wider channel for flow of the creek that it was spanning. Through that improvement there is also the opportunity to add enough space for a new active transportation under that culvert as well. Another important aspect of our study through the VTP is we have undertaken a climate change and resilience assessment to understand the locations in the city where the existing infrastructure is at risk in the event of a storm event in particular. That is something that we are identifying and considering in the improvement recommendations that we'll be identifying in our study if there's an opportunity to address some of those infrastructures which may be at risk.</p>
37.	We live along the Highway 7 bus lane, since it was put in the noise levels have increased substantially. It is not only from the buses, but the traffic seems to be more aggressive because of the changes the bus lane put in place.	Thank you, can understand your concerns. This will be noted.

## 5. PUBLIC FEEDBACK FROM KITCHEN TABLE GUIDES

This report section includes the public feedback that was received from Kitchen Table Guides which were emailed to Neighbourhood Associations within the city. Two Neighbourhood Associations participated by holding a small group discussion and responding to questions. The input included in this section is verbatim.

### NEIGHBOURHOOD ASSOCIATION: NATIONAL ESTATES RATEPAYER ASSOCIATION

**Number of individuals participating:** six

**Date of small group discussion:** February 7, 2022

#### Feedback on questions posed in the Kitchen Table Guide

1. How does everyone commute to work (currently and pre-pandemic) or get around Vaughan to run errands?

Drive for work and errands. Things are too far apart. Mature community - unlikely to cycle. Consider the climate and demographics.

2. How does everyone prefer to get around Vaughan? (Cycling, taking transit, etc.)

Drive

3. What transportation options or infrastructure does the group feel Vaughan can improve on?

- Prefer to see Langstaff stay as it is - concerns about truck traffic on Langstaff passing through this neighbourhood.
- Can't get to 407 from 400 south because of collector lanes from Langstaff. Right now, only option is Pine Valley or Weston (for westbound). Westbound left on Weston discourages trucks from turning there.
- Also, can't go north on 400 from Langstaff.
- Also don't want to see Pine Valley extension. Improve alternatives to reach 407 from Langstaff like Jane, Creditstone, etc.
- Consider GO station in the area for people going into Toronto. Either on Barrie GO, or maybe Caledon-Vaughan line.
- EV Charging - new condos should have EV charging stations. (Already part of building code).
- Shouldn't be showing Vaughan Mills network across from Valeria.
- Expand CP bridge on Highway 7 from 4 to 6 lanes.

4. What are the group's biggest frustrations with getting through/around the city? (Traffic, lack of cycling lanes, etc.)?

- Heavy trucks on Langstaff (Weston to Islington). They're coming from 50, Rutherford, Islington, Langstaff.

- And the return trip. Langstaff - currently 60km/h but there are concerns about speeding - no one is doing 60km/h. Lack of enforcement. People seem to be just getting through the area, aren't driving appropriately.
- Racing down Pine Valley.

5. Ranking of Alternative Solutions from VERY satisfied to LEAST satisfied

Response Choices Alternatives	Very satisfied	Somewhat satisfied	Neither satisfied nor dissatisfied	Somewhat dissatisfied	Very Dissatisfied
Business as Usual (BAU) (11 responses)			X		
Alternative 1: New Roads (11 responses)			X		
Alternative 2: Green Alternatives (10 responses)				X	
Alternative 3: Multi-modal (10 responses)		X			

6. In discussing the alternative solutions, what top three considerations did your group discuss when identifying a preferable solution?

Consideration #1 – Traffic infiltration not residential communities, especially heavy trucks.

Consideration #2 – Balanced approach to expansion (not focusing on one or two corridors) and to transportation as well with more choices.

Consideration #3 – left blank

7. In discussing the alternative solutions, which evaluation criteria is most important to the group? Check one box per criteria

Response Choices	Not at all important	Slightly Important	Important	Fairly Important	Very Important
Accessibility and Connectivity					X
Environmental Stewardship					X
Equity					X
Financial Sustainability					X



Reliability and Resilience					X
Safety					X

Please explain your rating, and/or provide additional comments relevant to the evaluation criteria.

No further comments noted.

8. Is there anything else that your group would like to share with the project team about the Vaughan Transportation Plan?
  - Infiltration causes safety issues and affects enjoyment of area.
  - Don't want infiltration. Aging community - accessibility is important.
  - Wheelchair access and accommodations

**NEIGHBOURHOOD ASSOCIATION: WESTON DOWNS RATEPAYER ASSOCIATION**

**Number of individuals participating:** five

**Date of small group discussion:** January 28, 2022

**Feedback on questions posed in the Kitchen Table Guide**

1. How does everyone commute to work (currently and pre-pandemic) or get around Vaughan to run errands?
 

Single person vehicle – by Car.
2. How does everyone prefer to get around Vaughan? (Cycling, taking transit, etc.
 

By Car
3. What transportation options or infrastructure does the group feel Vaughan can improve on?
  - Increased lane expansions on existing regional roads.
  - Increased land expansions on transportation corridors.
  - Sidewalks on both sides of all roads so that people can walk safely to destinations.
  - Pedestrian friendly crossings into commercial plazas including into Vaughan Mills (rather than having to cross through parking lots).
  - Safer sidewalks along bridges...not safe for pedestrians.
  - More HOV lanes on regional roads.
  - Electrical vehicle charging stations...level 2 and level 3.
  - Every new condo or commercial development should be required to include electric vehicle charging stations.

4. What are the group’s biggest frustrations with getting through/around the city? (Traffic, lack of cycling lanes, etc.)?
- Traffic on Weston Road.
  - Cars infiltrating through our residential roads making it unsafe for children playing.
  - Inadequate snow removal in winter months.
  - Problems in Block 39 with narrow roads and piles of snow.
  - Lack of adequate parking and no proper kiss and ride at the Vaughan subway.

5. Ranking of Alternative Solutions from VERY satisfied to LEAST satisfied

Response Choices Alternatives	Very satisfied	Somewhat satisfied	Neither satisfied nor dissatisfied	Somewhat dissatisfied	Very Dissatisfied
Business as Usual (BAU) (11 responses)			X		
Alternative 1: New Roads (11 responses)				X	
Alternative 2: Green Alternatives (10 responses)		X			
Alternative 3: Multi-modal (10 responses)	X				

6. In discussing the alternative solutions, what top three considerations did your group discuss when identifying a preferable solution?

Consideration #1 – Accessibility and connectivity.

Consideration #2 – Safety.

Consideration #3 – Reliability and resilience.

7. In discussing the alternative solutions, which evaluation criteria is most important to the group? Check one box per criteria

Response Choices	Not at all important	Slightly Important	Important	Fairly Important	Very Important
Accessibility and Connectivity					X
Environmental Stewardship					X
Equity					X

Financial Sustainability				X	
Reliability and Resilience					X
Safety					X

Please explain your rating, and/or provide additional comments relevant to the evaluation criteria.

We feel that all of the criteria are important to the residents and the city. We place the financial Sustainability as fairly important only because we feel that the city has to prioritize their spending to making the infrastructure spending match up with the rate of growth that they are pushing for. So, although it is important that it be sustainable, we feel that the city region itself has to be expected to fund these initiatives for the short and long term.

8. Is there anything else that your group would like to share with the project team about the Vaughan Transportation Plan?
- We have an Aging population, but we are focusing on cycling and public transit which may not be feasible...instead focus on electric vehicles and disability (i.e., Wheelchair accessible) transit.... Wheel trans needs expansion.
  - We do not want traffic infiltration into residential communities just to deal with traffic ...instead do not increase densities beyond what the infrastructure can handle.
  - Infiltration into communities causes safety issues and reduces enjoyment of the existing community... dispersing traffic off regional roads into residential communities is wrong and unfair to communities...safety risks and reduces enjoyment
  - So many communities do not have sidewalks on both sides of the street...some have no sidewalks and children and seniors who are most at risk are forced to walk on the road.
  - Infrastructure is not keeping up with development.... lagging ... do not approve the densities if they are not supported by infrastructure.
  - Our weather does not support cycling...how do you cycle to work or to buy groceries...especially the aging population? ...especially with long winters in Canada.
  - Spend money on transportation that can be used for 365 days a year not just from April to November.
  - Major Regional and city roads are not cycling friendly. No matter what the city does, cyclists are currently seen as a nuisance by the majority of drivers in the community.
  - We live in a northerly climate that only allows cycling for a short period of the year. We do not believe that the city will be able to accommodate the maintenance required to keep cycling friendly lanes operational for the colder months of the year. Thus, making them unsafe to travel on by cyclist.
  - Not enough charging stations.
  - Every new development including condos and commercial plazas should be required to have charging stations for electric vehicles.

## 6. WRITTEN COMMENTS RECEIVED VIA EMAIL

This report section includes written comment received by the city via email on Virtual Public Open House #1. Two (2) individuals provided comments. The input included in this section is verbatim.

Each of the following numbered comments represents an individual's opinion. These are numbered for reference only. Specific names and addresses provided has been omitted from this report.

1. I have two big observations that I would like to add to this discussion please.

I love the bike lanes and use them often. Unfortunately, the destinations I go to (dentist, plazas for shopping, life labs, doctor, etc.) have large parking lots with no bike racks! I always found this to be silly as lots of locals bike but end up locking bikes on trees and fences because the parking lots do not accommodate them. This is a simple and cost-effective solution to encourage more biking and less driving.

An express route to Finch Station. The likelihood of there being a subway or light Rail connecting Finch and VMC is low, but at least having a bus for residents to get to Finch faster, with less stops.

2. Please have more buses to and from Vaughan Metropolitan Centre and Highway 407 subway stations, and possibly shuttle buses to landmark locations: IKEA etc.