



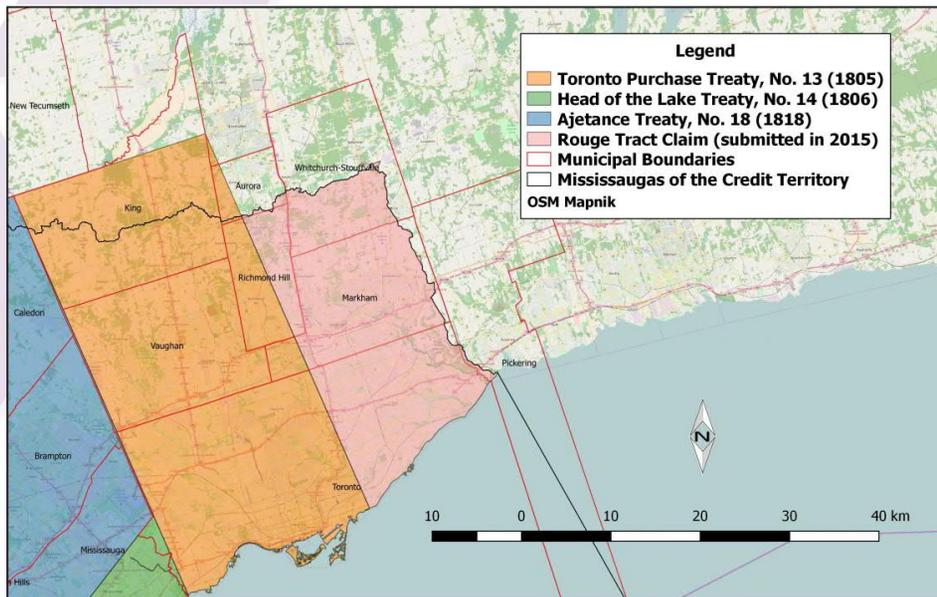
# Vaughan Metropolitan Centre (VMC) Transportation Master Plan (TMP) Update & Extension of Millway Avenue and Interchange Way

## Public Information Centre (PIC) #1

February 16, 2023



# Land Acknowledgement



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

- We respectfully acknowledge that the City of Vaughan is situated in the Territory and Treaty 13 lands of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and the Haudenosaunee. The City of Vaughan is currently home to many First Nations, Métis and Inuit people today.
- We are grateful to have the opportunity to work and live in this territory.

# Overview of PIC #1

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

# Study Background and Purpose

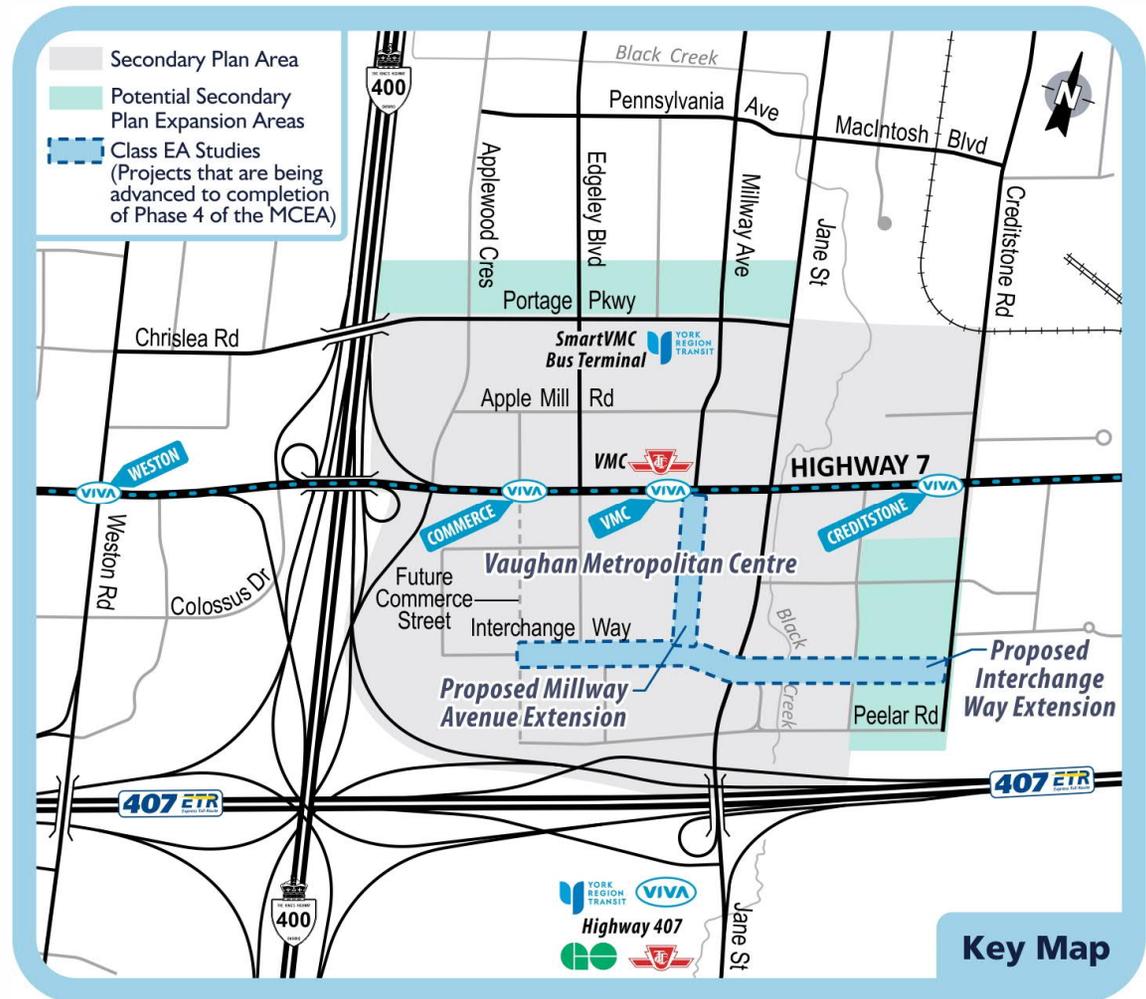
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- The Vaughan Metropolitan Centre Secondary Plan area (VMC) Transportation Plan was first developed as part of the City wide Transportation Master Plan [A New Path 2012] almost 10 years ago.
- Since that time, the transportation in the City and its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

# Study Area

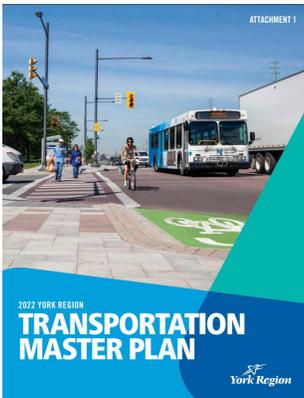
- The study area (Secondary Plan Area) for the VMC TMP Update is bounded by Creditstone Road to the east, Portage Parkway to the north, Highway 400 to the west and 407ETR to the south.
- The limits for the road projects proceeding as Schedule 'C' under the MCEA for the extension of Millway Avenue and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



# Transportation Policy and Planning Context

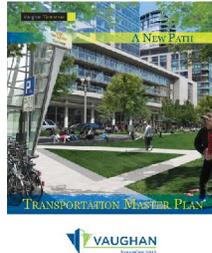
## Regional

2022 York  
Region  
Transportation  
Master Plan

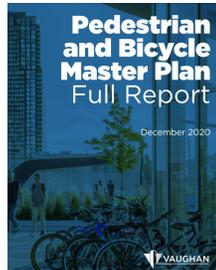


## City-Wide

2012  
Transportation  
Master Plan  
A New Path



2020  
Pedestrian and  
Bicycle Master  
Plan



Vaughan  
Transportation Plan  
(on-going)

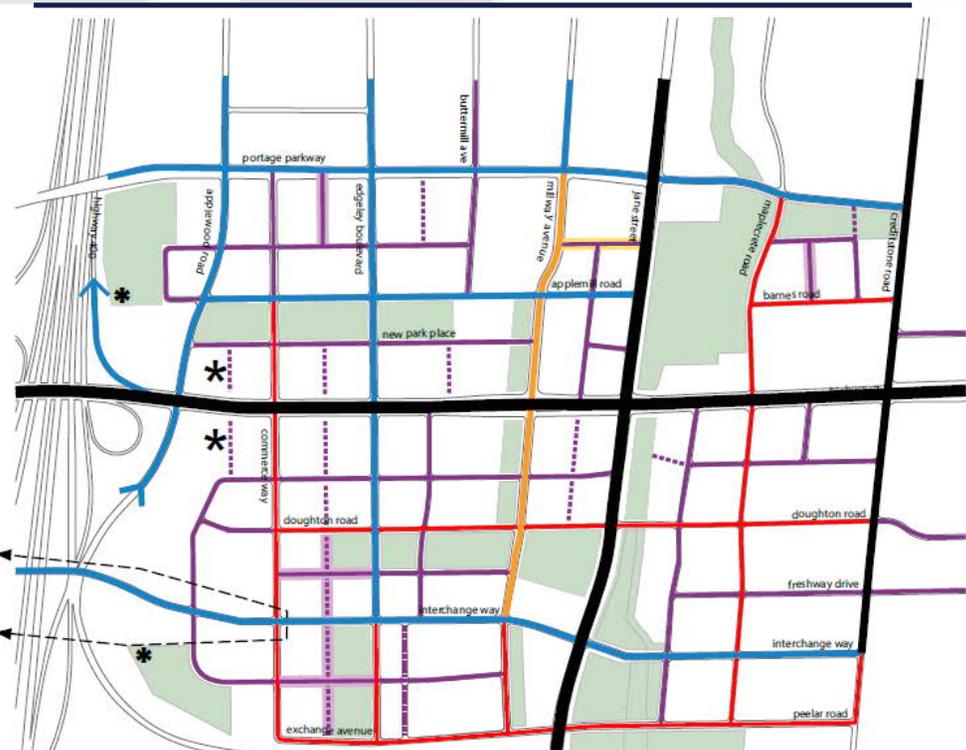


Vaughan  
Metropolitan  
Secondary Plan  
Update (on-going)



# VMC Secondary Plan Street Network

# VMC Secondary Plan Transit Network



SCHEDULE C > STREET NETWORK

SCHEDULE B > TRANSIT NETWORK

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

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

# VMC Secondary Plan Floodplain and Environmental Open Spaces



SCHEDULE J > FLOODPLAIN AND ENVIRONMENTAL OPEN SPACES

**LEGEND**

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

# VMC Secondary Plan Cycling Network



**LEGEND**

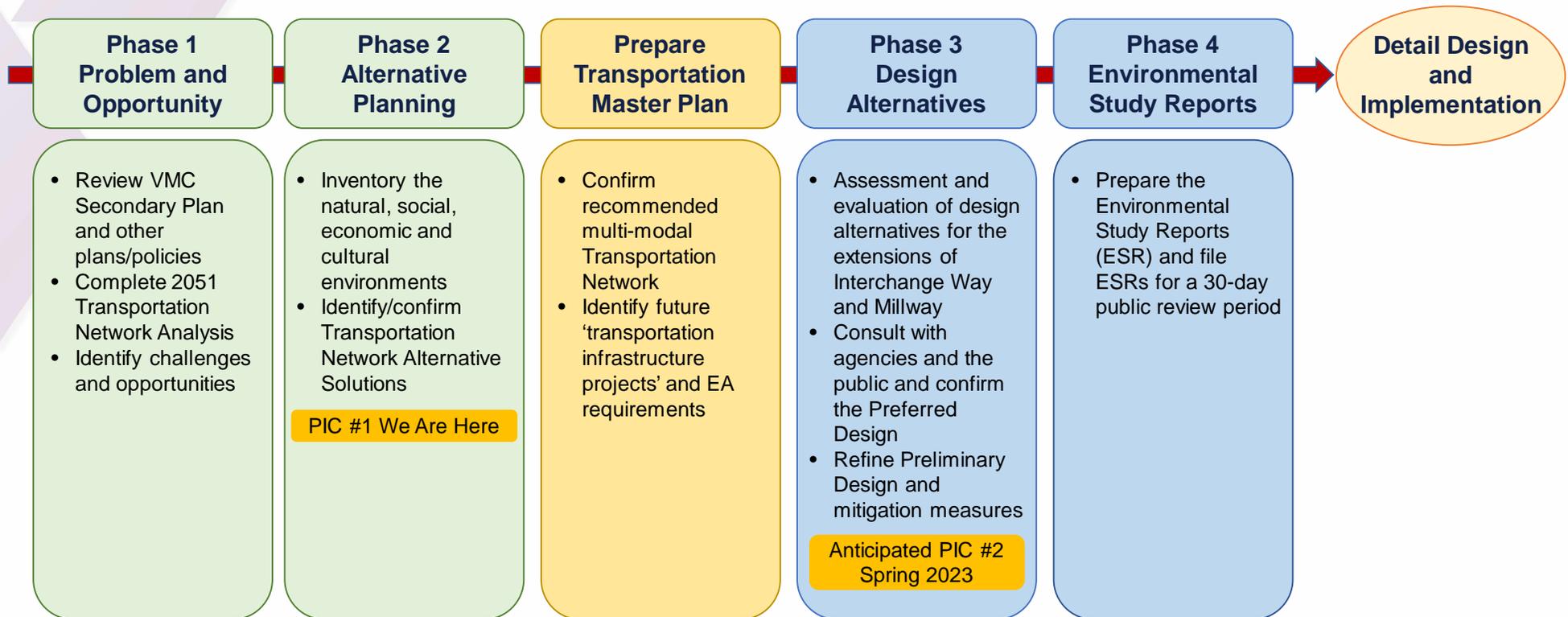
- CYCLE FACILITIES**
- Cycle Track/Seperated Facility
- Existing Buffered Bicycle Lane
- Multi-use Pathway
- Long Term Cycling Facility (potential)
- YRT Bus Terminal
- TTC Station
- VIVA NEXT Rapid Transit Stations

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

(4.0 VMC Secondary Plan)

# Municipal Class Environmental Assessment Process

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



# Stakeholder Groups and Public Consultation



## Stakeholder Groups

### Technical Advisory Committee

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

### Landowners Group

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

VMC  
Transportation  
Master Plan  
Project Team  
City of Vaughan and WSP

VMC  
Secondary Plan  
Project Team  
City of Vaughan and Gladki  
Planning Associates

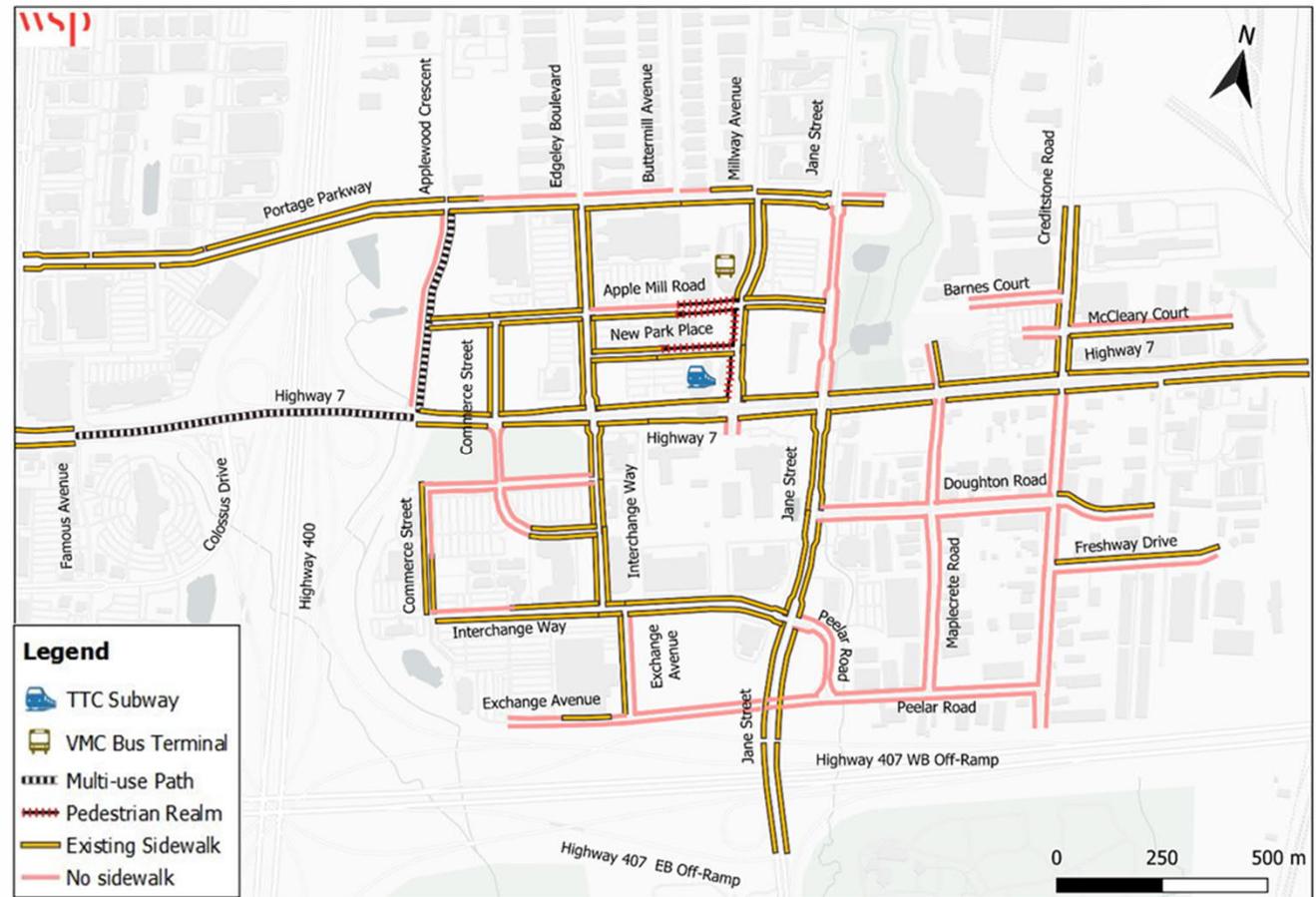
## Public

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

Indigenous Peoples

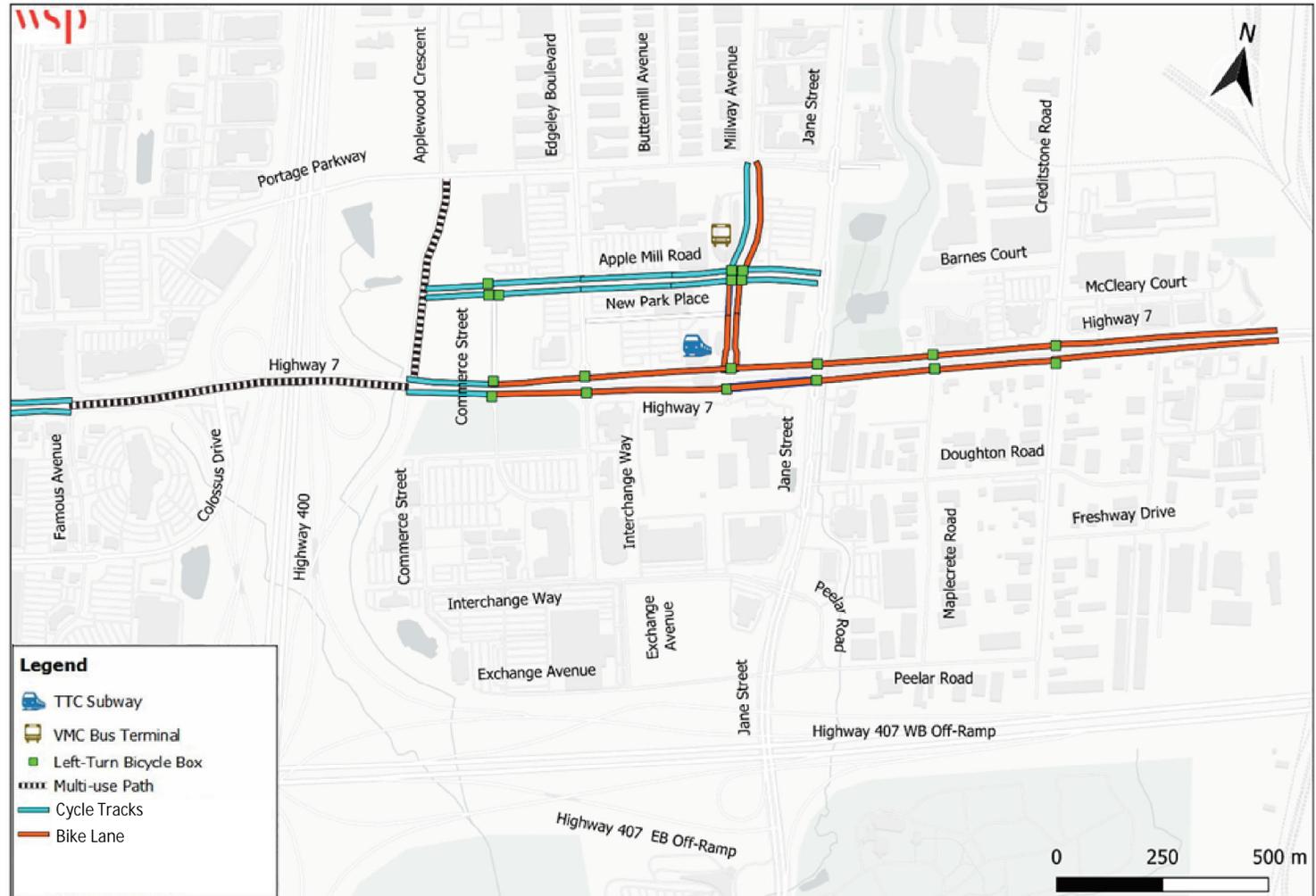
# Existing Pedestrian Network

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



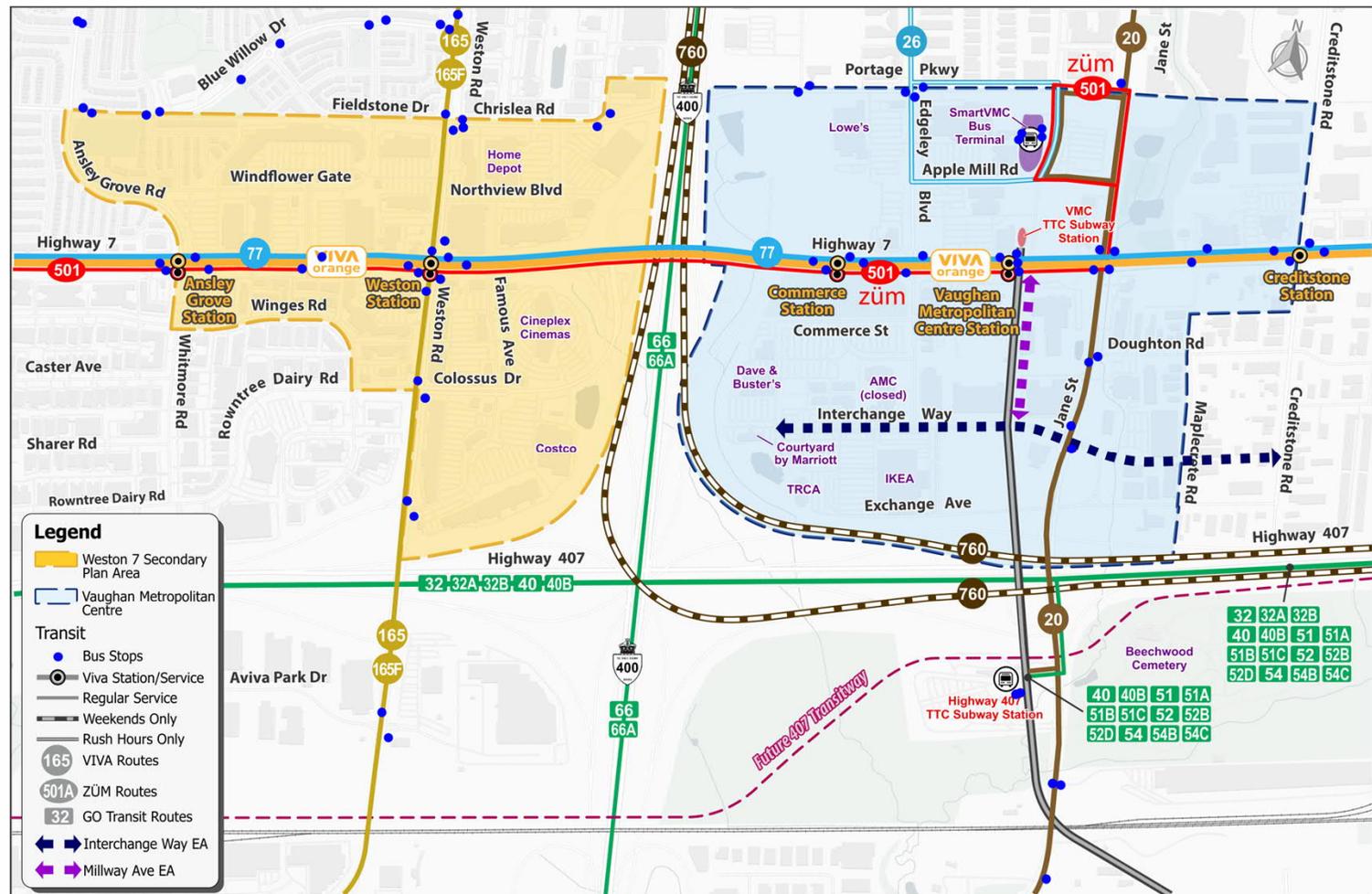
# Existing Cycling Network

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

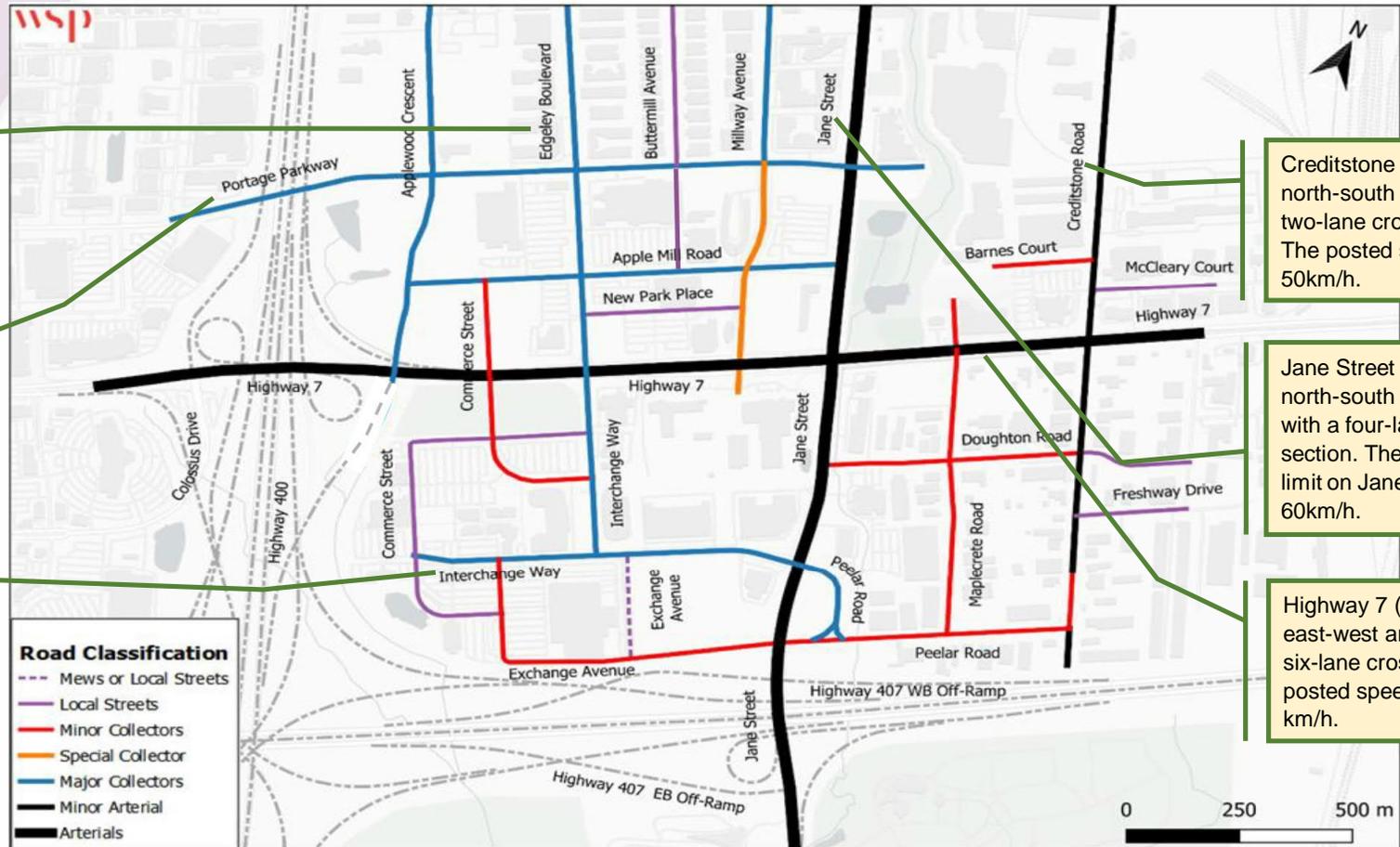


# Existing Transit Network

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



# Existing Road Network



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

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

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

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

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

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

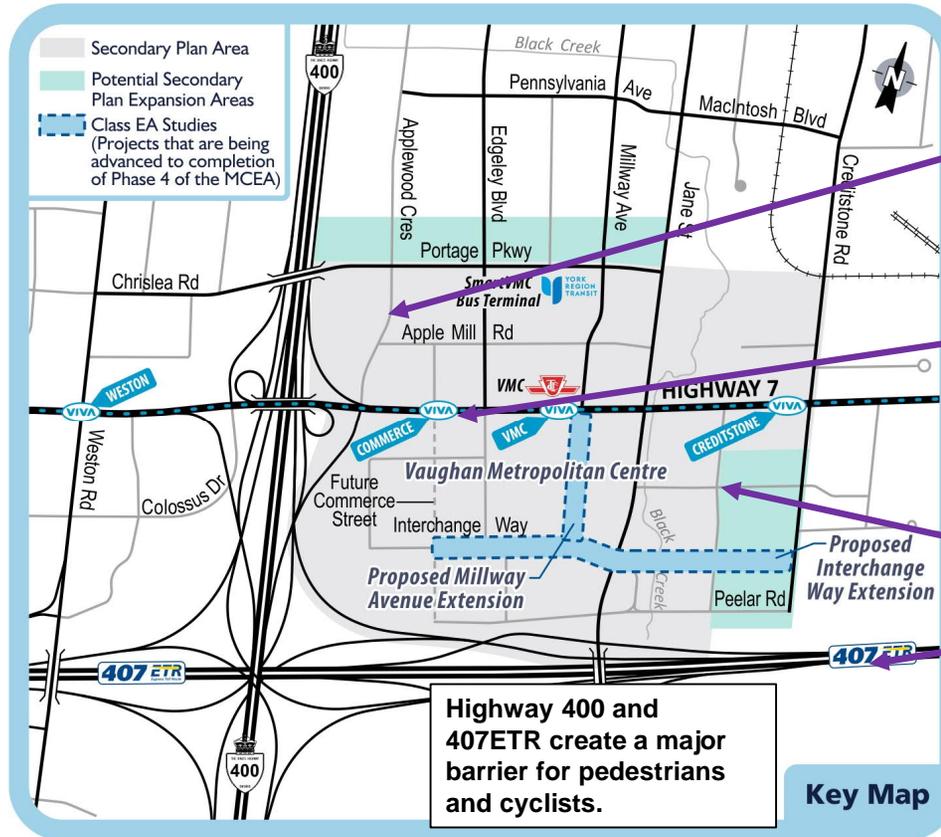
# Active Transportation Challenges

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

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

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

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



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

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

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

No sidewalks on Doughton Road and Maplecrete Rd.

407 Transitway may trigger additional access considerations for VMC.

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

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

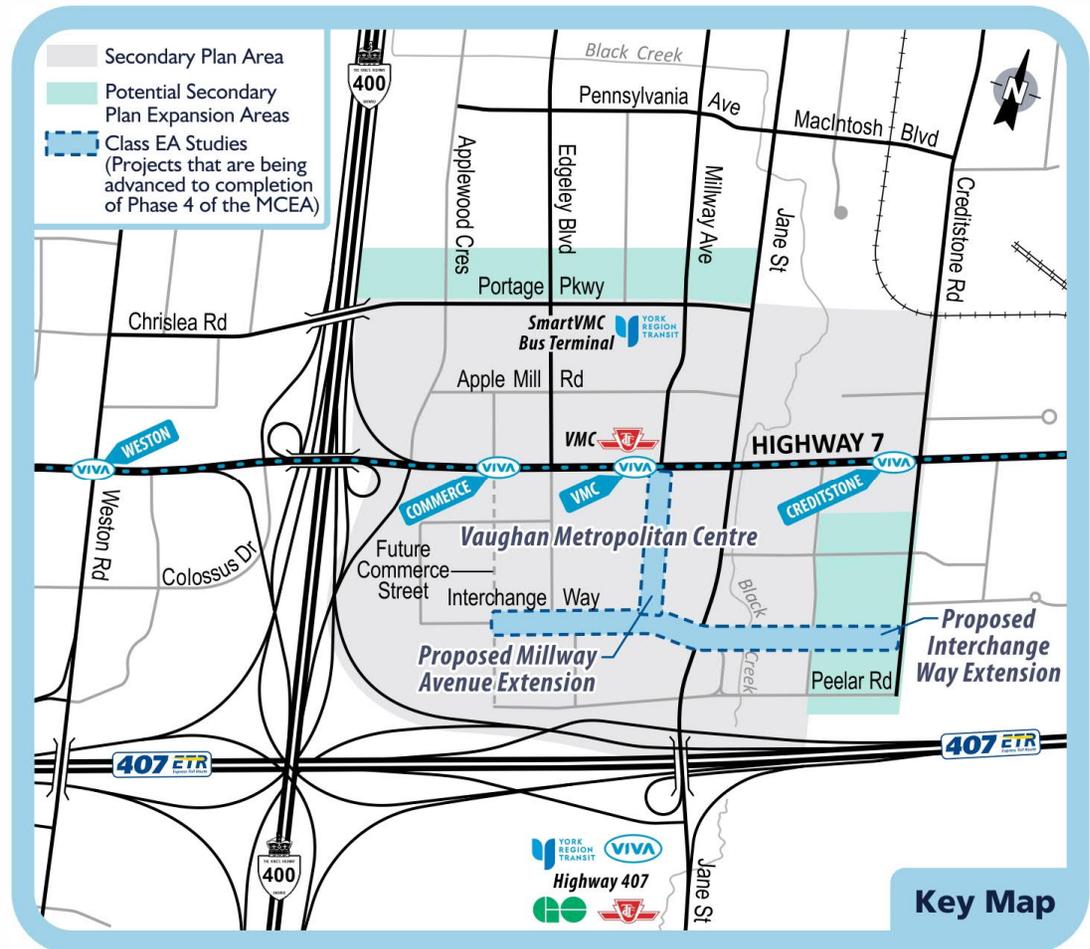
# Transit Challenges

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

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

Limited connectivity to Highway 407/Jane Street subway stop.

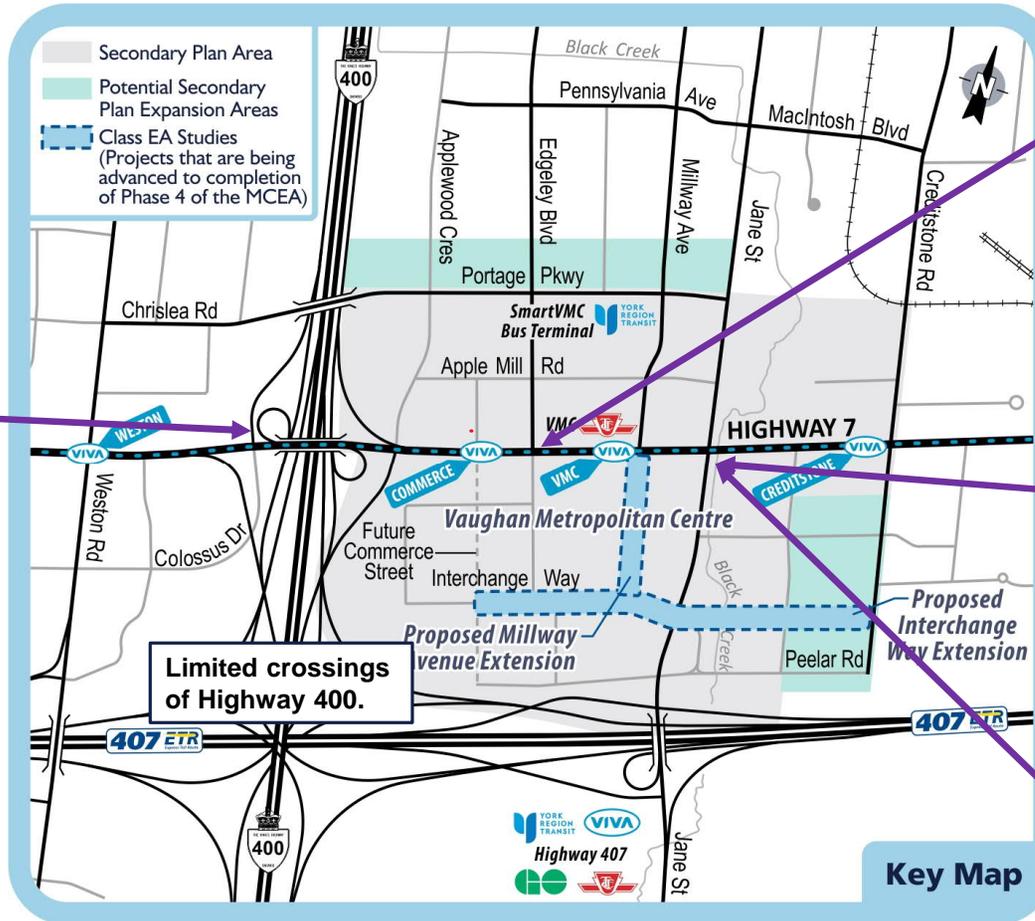
Limited internal transit to circulate within the study area.



# Traffic Operation Challenges

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

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



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

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

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

Limited crossings of Highway 400.

# 2051 Population & Employment

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

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

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

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

Phase 1 of the Municipal  
Class EA Process

# Challenges & Opportunity Statement

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

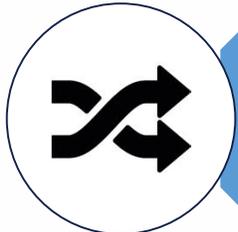
The vision for VMC's transportation future integrates FOUR key principles:



Promoting **Sustainability**



Enhancing **Accessibility**



Improving **Connectivity** for all  
modes of transportation



Supporting mobility for **all  
modes of transportation**

Satisfies Phase 2 of the  
Municipal Class EA Process

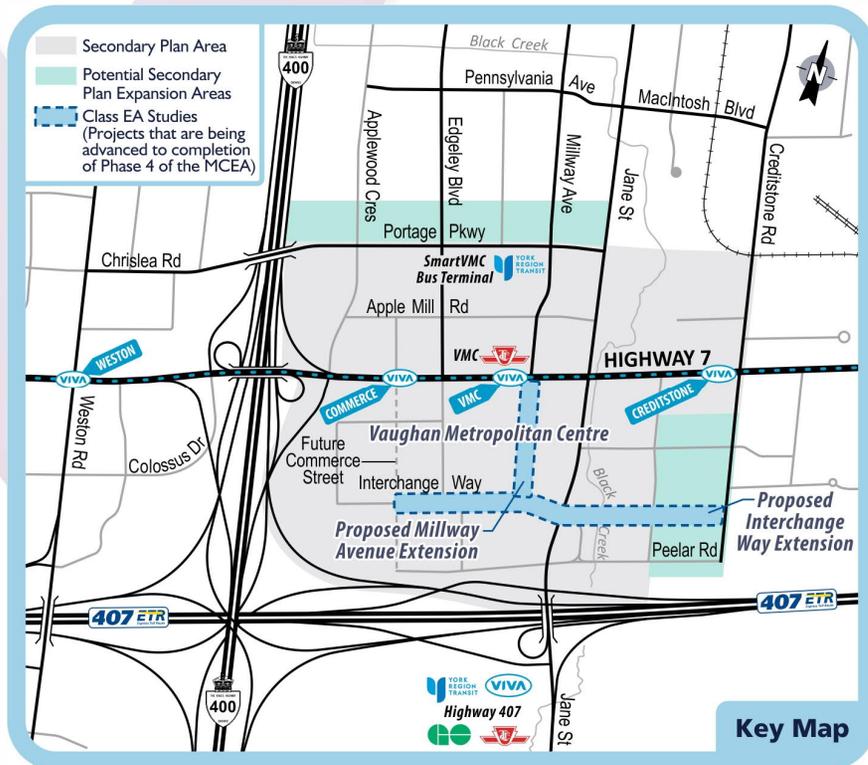
# Alternative Solutions

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

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



# Schedule 'C' Class Environmental Assessment Studies



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

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

# Environmental Investigations

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



Terrestrial Ecosystems



Cultural Heritage



Noise



Fish and Fish Habitat



Archaeology



Air Quality



Groundwater



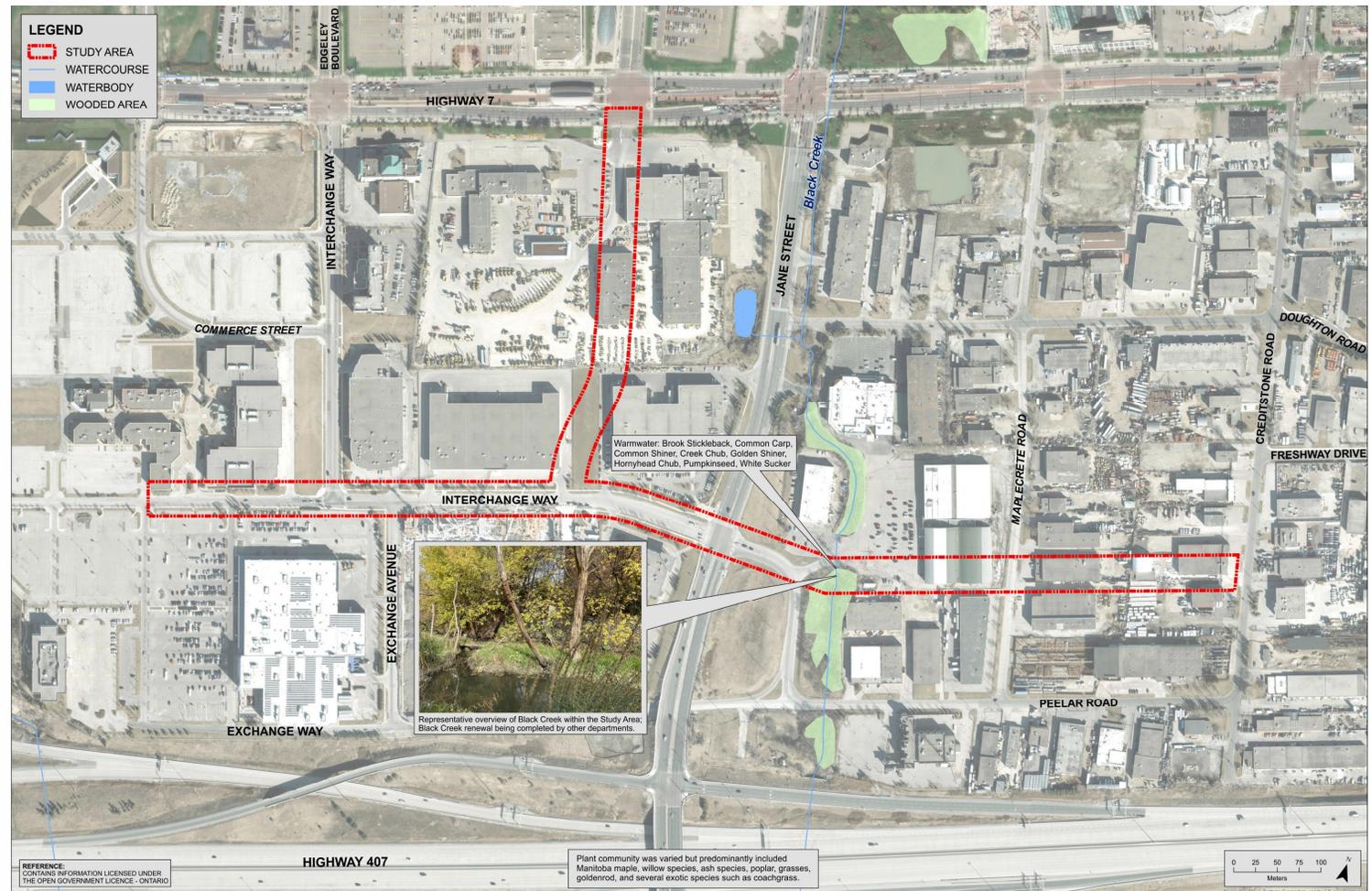
Socio-Economic



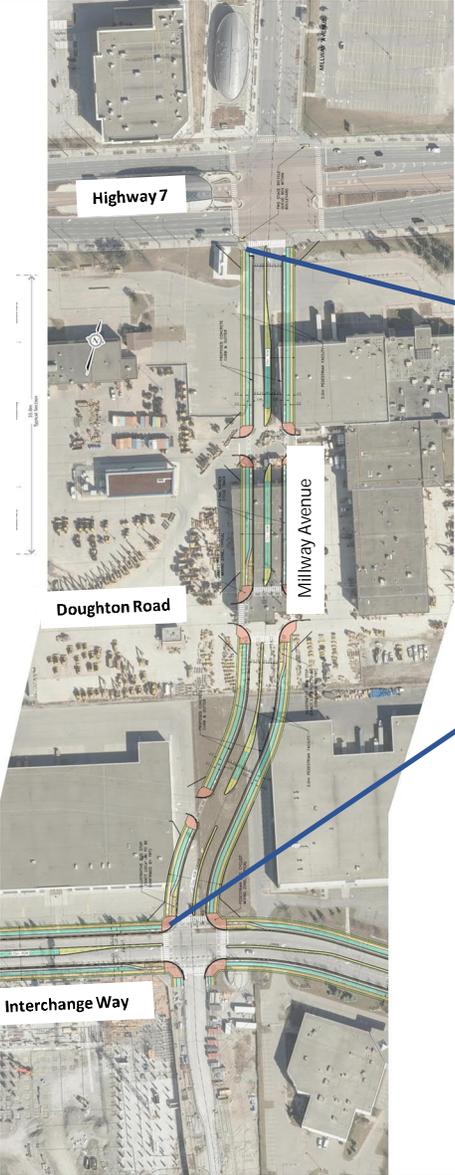
Site Contamination

# Existing Natural Environmental Conditions

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



# Preliminary Alternative Designs Millway Avenue - Option 1

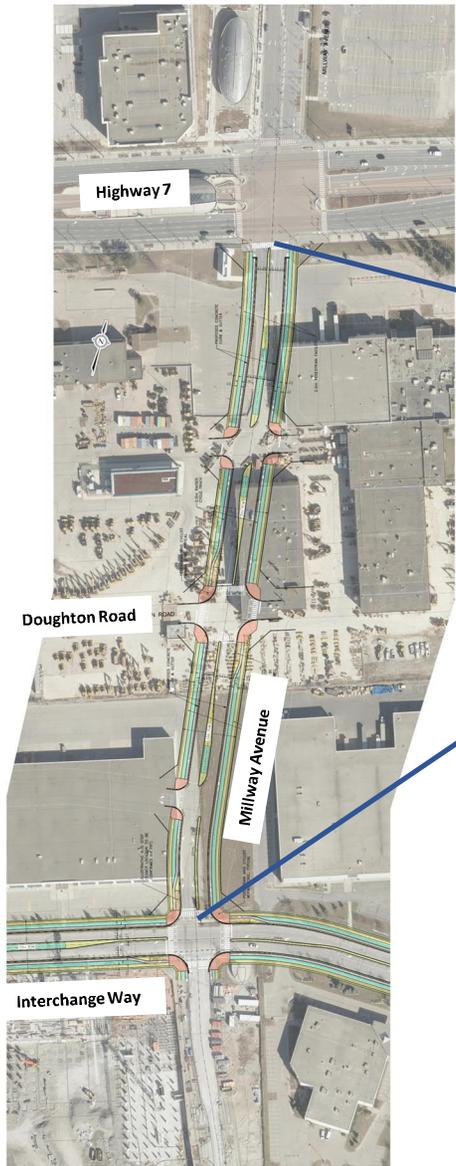


Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

### LEGEND

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

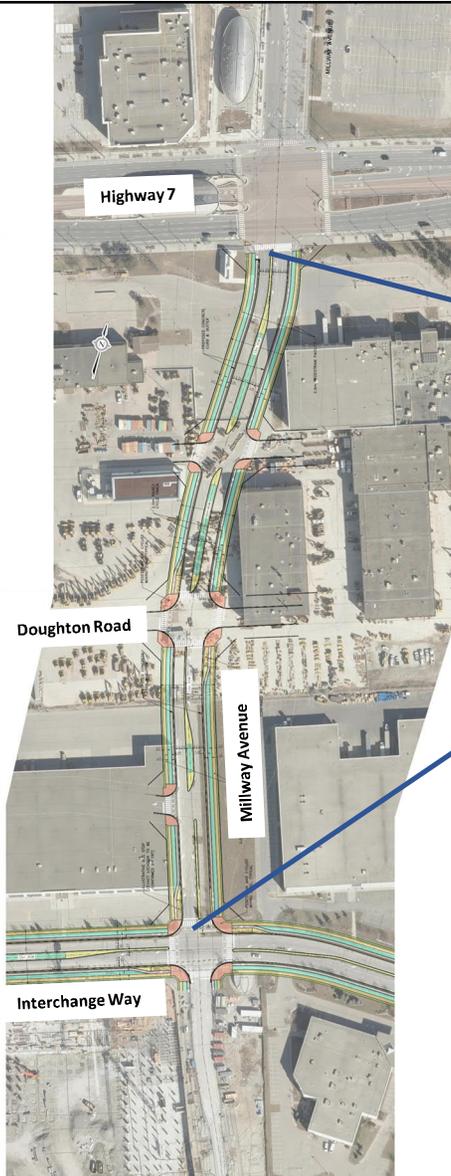
# Preliminary Alternative Designs Millway Avenue - Option 2



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

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

# Preliminary Alternative Designs Millway Avenue - Option 3



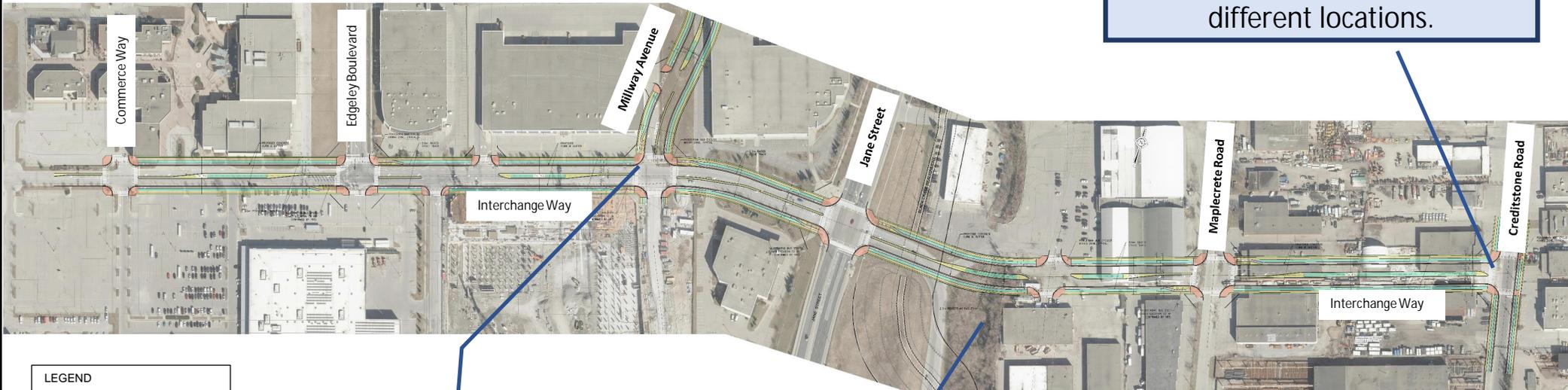
Fixed points at Highway 7 and Interchange Way for all Millway Avenue Options. Alternative Options vary slightly within these points.

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

# Preliminary Alternative Designs Interchange Way - Option 1

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

All options intersect with Creditstone Road at slightly different locations.



## LEGEND

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

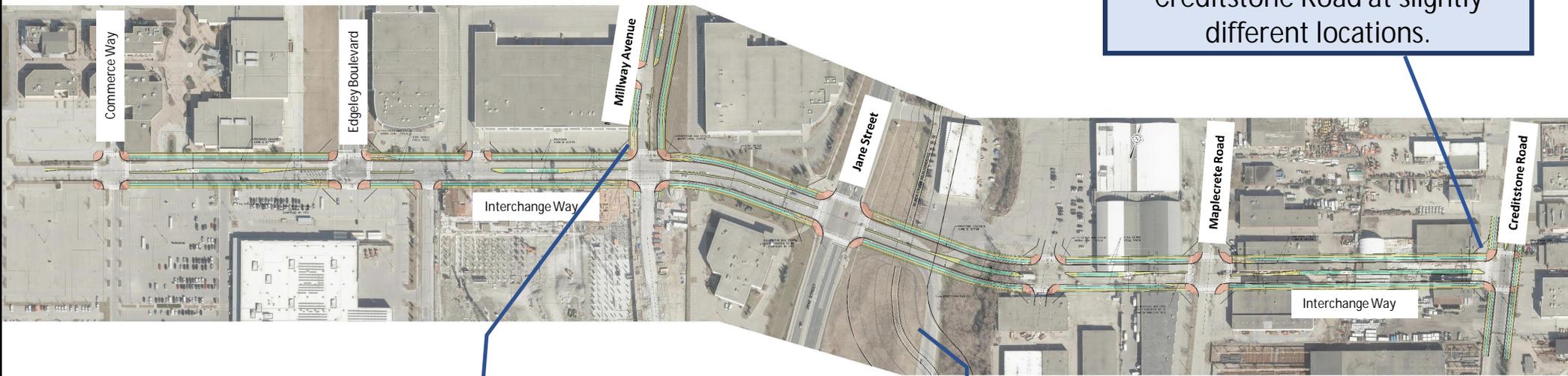
To be determined as part of the Millway Avenue Extension EA

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

# Preliminary Alternative Designs Interchange Way - Option 2

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

All options intersect with Creditstone Road at slightly different locations.



To be determined as part of the Millway Avenue Extension EA

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

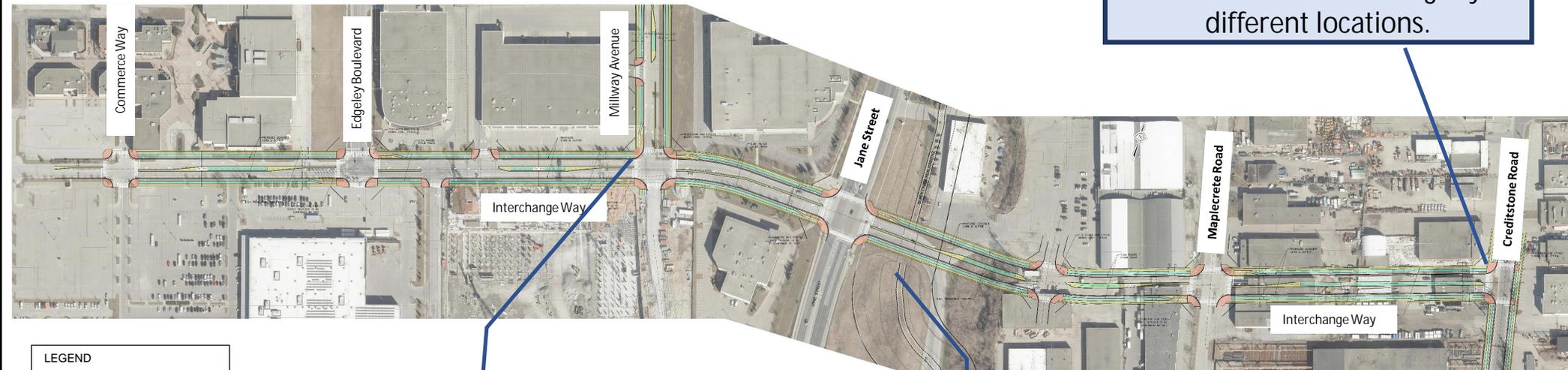
## LEGEND

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

# Preliminary Alternative Designs Interchange Way - Option 3

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

All options intersect with Creditstone Road at slightly different locations.



## LEGEND

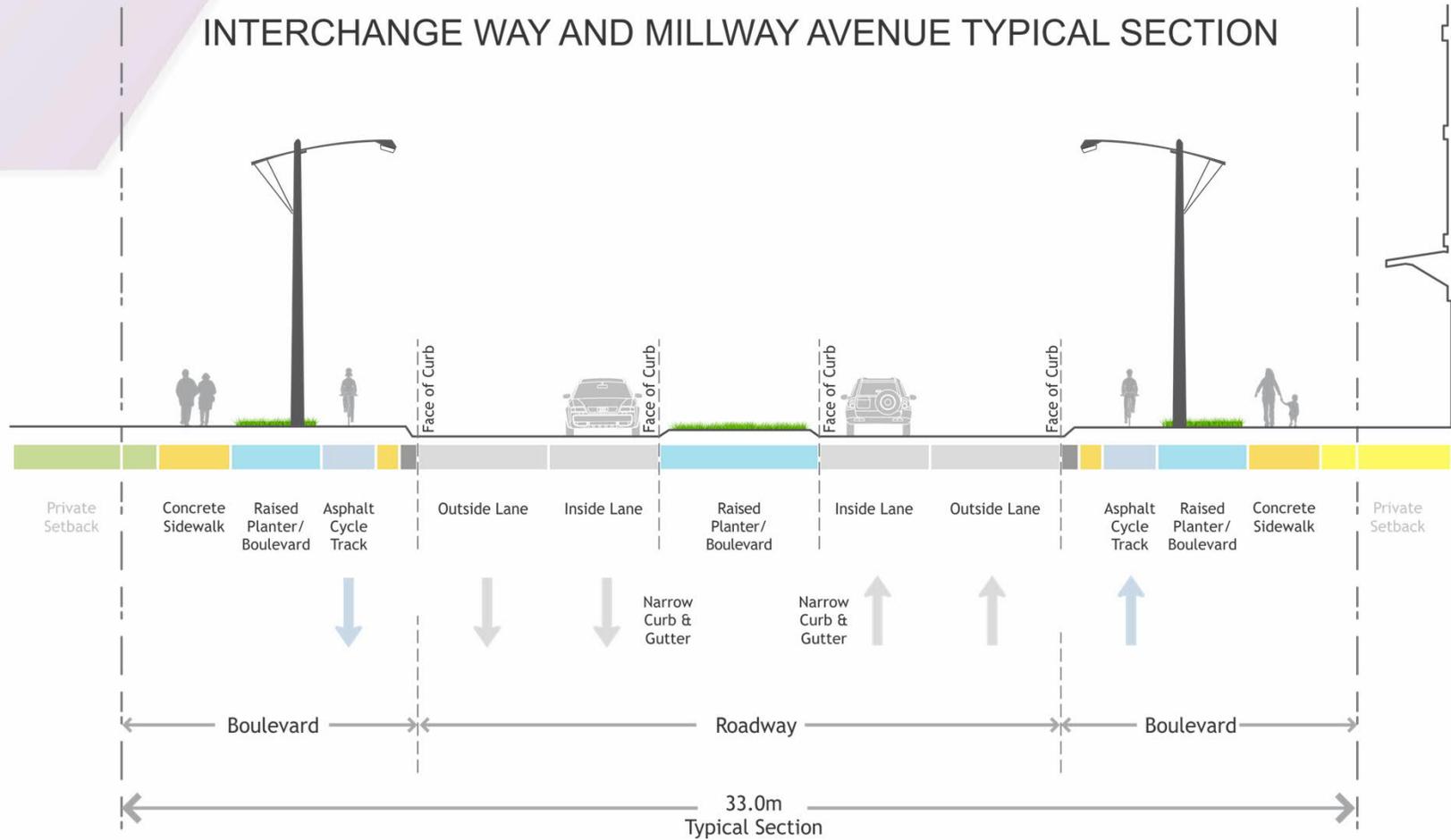
- Concrete Median
- Pedestrian Facility
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- Pedestrian and Cyclist Mixing Zone
- Grass or Concrete Buffer
- Cycling Facilities

To be determined as part of the Millway Avenue Extension EA

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

# Cross Section Option

## INTERCHANGE WAY AND MILLWAY AVENUE TYPICAL SECTION



# Evaluation Criteria

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

# For Discussion – What is Your Vision?

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

**Walking and Cycling**

**Riding Transit**

**Driving / Carpooling**

**Micro-mobility/Autonomous Vehicles**

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

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



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



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



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



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



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

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

# Next Steps

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



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



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



Anticipate holding PIC #2 in Spring 2023.

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



# Contact Information

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

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

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